



*Shaping
the urban canvas*
ideas



REGROWTH
KURRI KURRI

Industrial / Business Precinct Vision & Design Guidelines

Prepared by Design IQ - May 2024 Revision 4





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Introduction

This report outlines the vision for the Business and Industrial Park precinct, at the Regrowth Kurri Kurri development.

The Business / Industrial Park precinct has been prepared with a clear understanding of the sites key constraints and opportunities. These have been based on reviewing the following:

- The Regrowth Kurri Kurri Planning Proposal and associated investigation reports
- Onsite investigations and assessment
- Discussions with various authorities

The overall Regrowth Kurri Kurri site comprises approximately 2,000 hectares of land in the north eastern part of the Cessnock LGA and crossing into the Maitland LGA.

Regrowth Kurri Kurri is a significant landholding within the Lower Hunter Region, being strategically located on the northern side of Kurri Kurri, with the South Maitland Railway running through the east of the Site and the Hunter Expressway running through the south west of the Site.

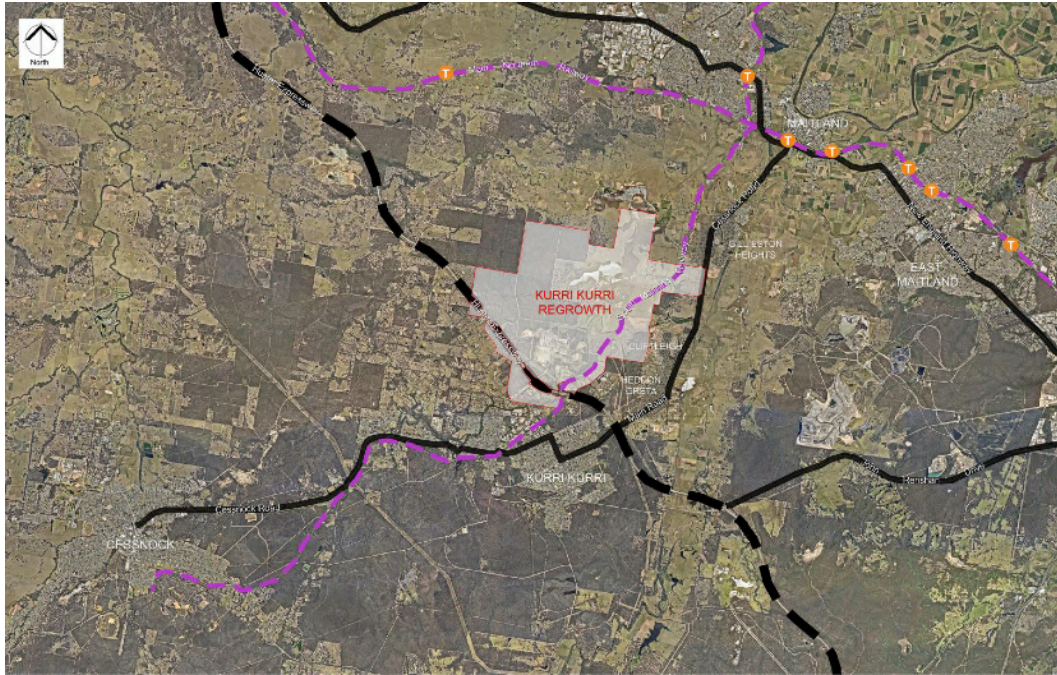
The site is in close proximity to the existing centres of Cessnock, Kurri Kurri and Maitland and is located approximately 33 kilometres to the northwest of the Newcastle CBD.

The Business and Industrial Park precinct is located both south and north respectively of the Hunter Expressway.

The Hunter Expressway provides the site with major transport infrastructure, taking vehicles both north towards Singleton and the New England Highway, and south towards Newcastle and Sydney via Motorway 1. The expressway improves transport efficiencies between the regional centres.

The land is also crossed by the South Maitland Railway, making it ideal for further use in the movement of goods on rail or for railway maintenance or construction.

The site has the capacity to hold a variety of businesses and to generate a considerable number of jobs for the region.



Regrowth Kurri Kurri Location Plan



Regrowth Kurri Kurri Business and Industrial Precinct

Vision

The Regrowth Kurri Kurri Business and Industrial Park is in an enviable position at the gateway to the Hunter Region, adjacent to the Hunter Expressway and has easy connections to the Central and Mid North Coastal Regions. It is also ideally situated near seaport, airport and railroad in Newcastle.

is also in the heart of the Hunter and Central Coast Renewable Energy Zone.

The proposed Regrowth Kurri Kurri Business and Industrial Park will accommodate a range of land uses including light industry and manufacturing, bulky goods / showrooms, commercial office space, storage and warehousing and potentially uses like research and development, and indoor sports and recreation.

The Regrowth Kurri Kurri Business and Industrial Park will be designed to attract investment, create major employment opportunities and boost export through encoring access to infrastructure and technology.

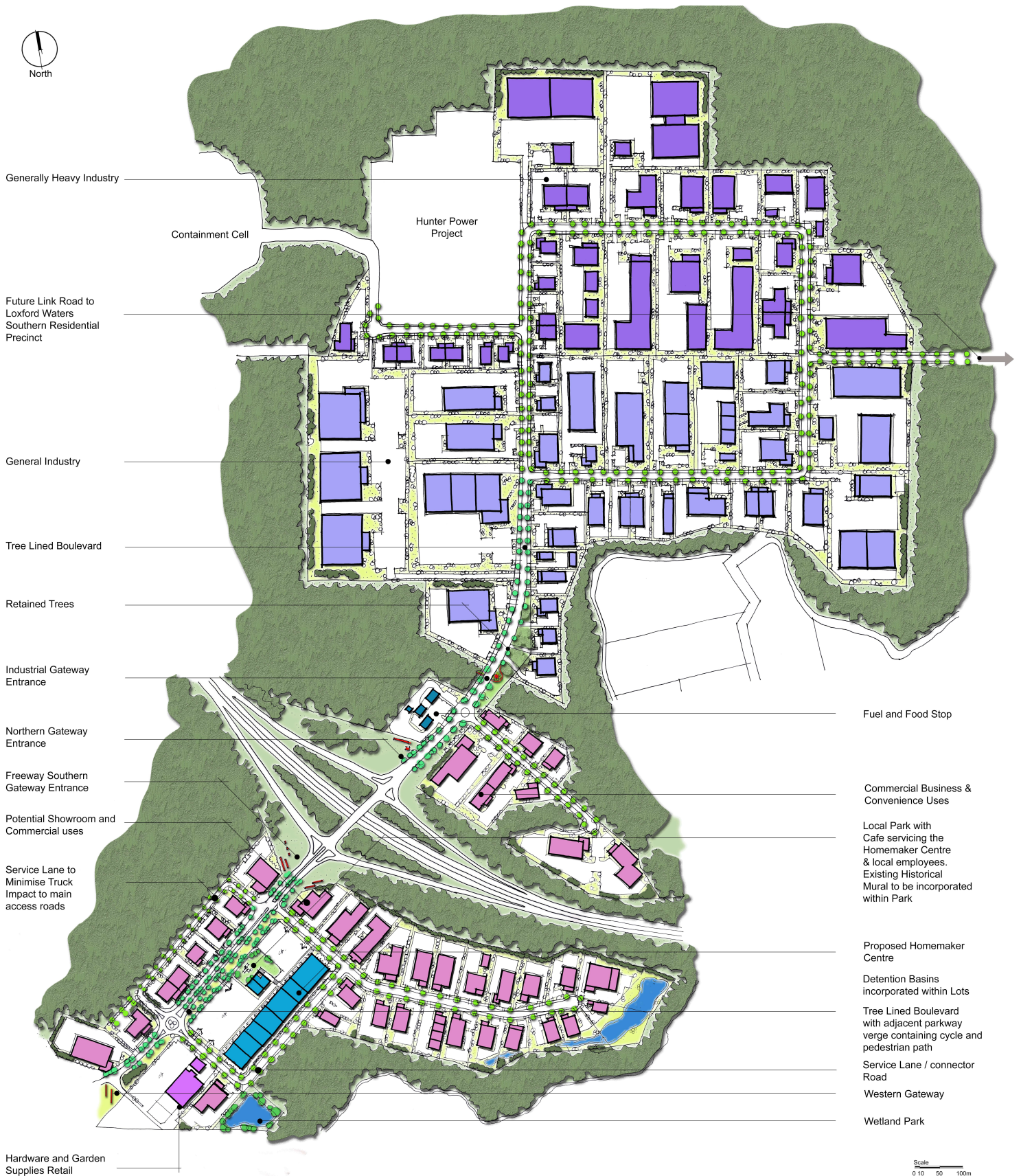
The area located to the south of the Hunter Expressway will incorporate retail focus businesses in the form of a central homemaker centre that will include a cafe spilling onto a centrally located park setting for the people who work and visit to use.

This will also be complemented by other forms of showroom / warehouse retail.

The area located on the northern side closest to the Hunter Expressway will provide for essential services such as fuel, distribution, manufacturing and larger format warehousing. This northern gateway will also provides for a secondary entry into a larger more general industrial park via a transitional parkland space and entry wall / art feature.

Overall the Regrowth Kurri Kurri Business and Industrial Park will be a high quality masterplanned setting that will have a treelined entry boulevard and streets, individually considered site outcomes that come together with quality landscape to create an exceptional place to work, shop and do business.

Concept Masterplan



Generally Heavy Industry

Containment Cell

Hunter Power Project

Future Link Road to Loxford Waters Southern Residential Precinct

General Industry

Tree Lined Boulevard

Retained Trees

Industrial Gateway Entrance

Northern Gateway Entrance

Freeway Southern Gateway Entrance

Potential Showroom and Commercial uses

Service Lane to Minimise Truck Impact to main access roads

Hardware and Garden Supplies Retail

Fuel and Food Stop

Commercial Business & Convenience Uses

Local Park with Cafe servicing the Homemaker Centre & local employees. Existing Historical Mural to be incorporated within Park

Proposed Homemaker Centre

Detention Basins incorporated within Lots

Tree Lined Boulevard with adjacent parkway verge containing cycle and pedestrian path

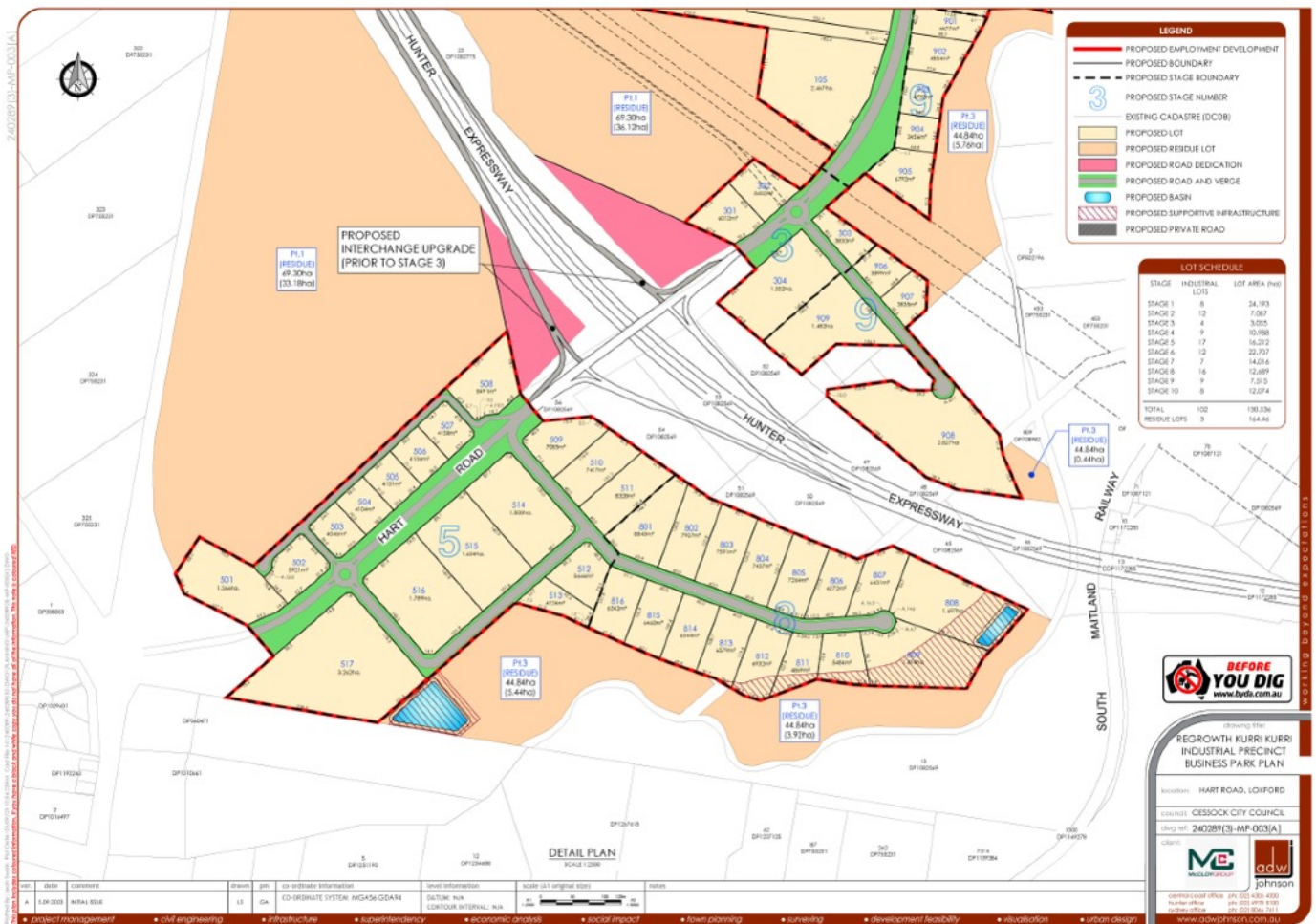
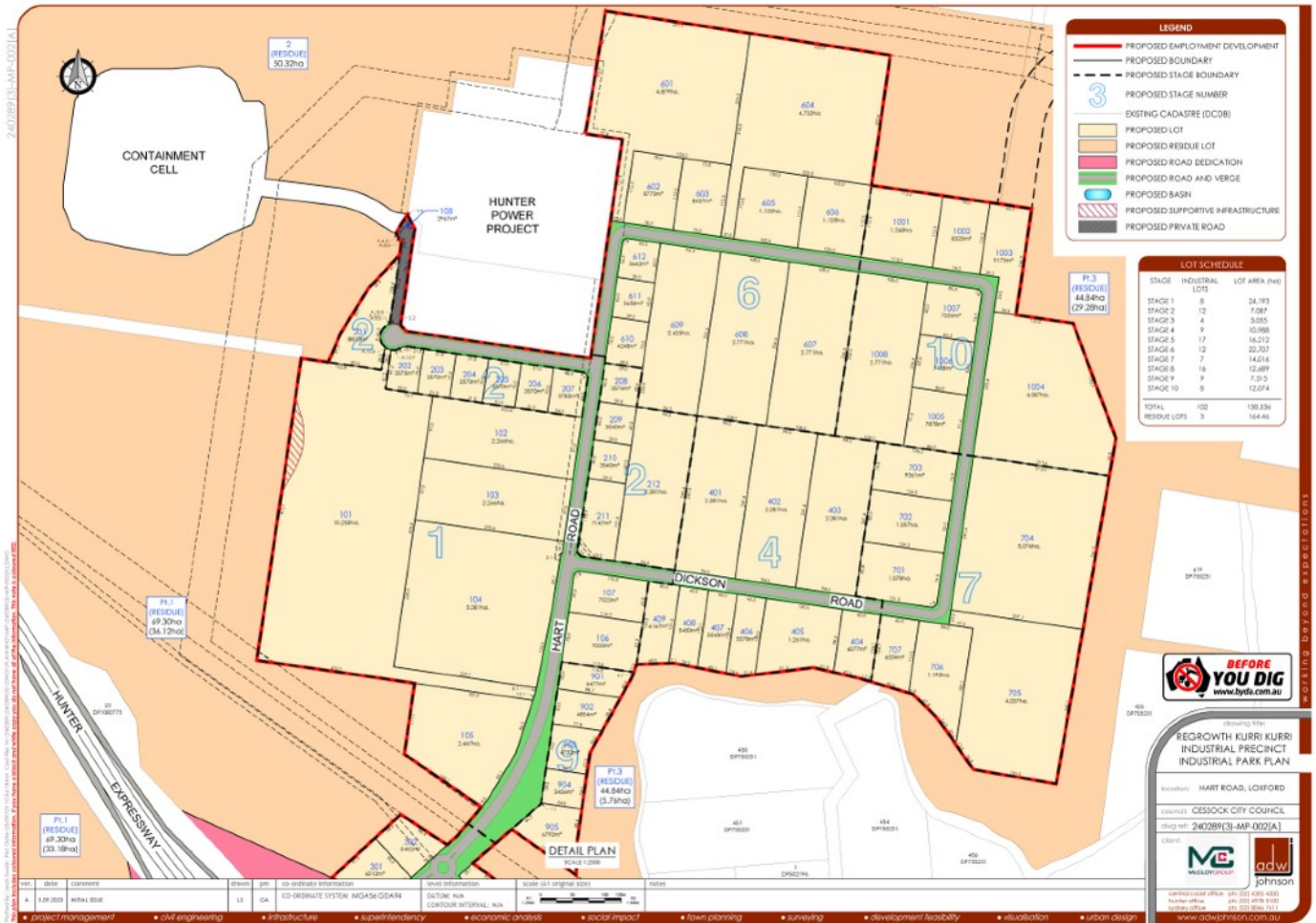
Service Lane / connector Road

Western Gateway

Wetland Park

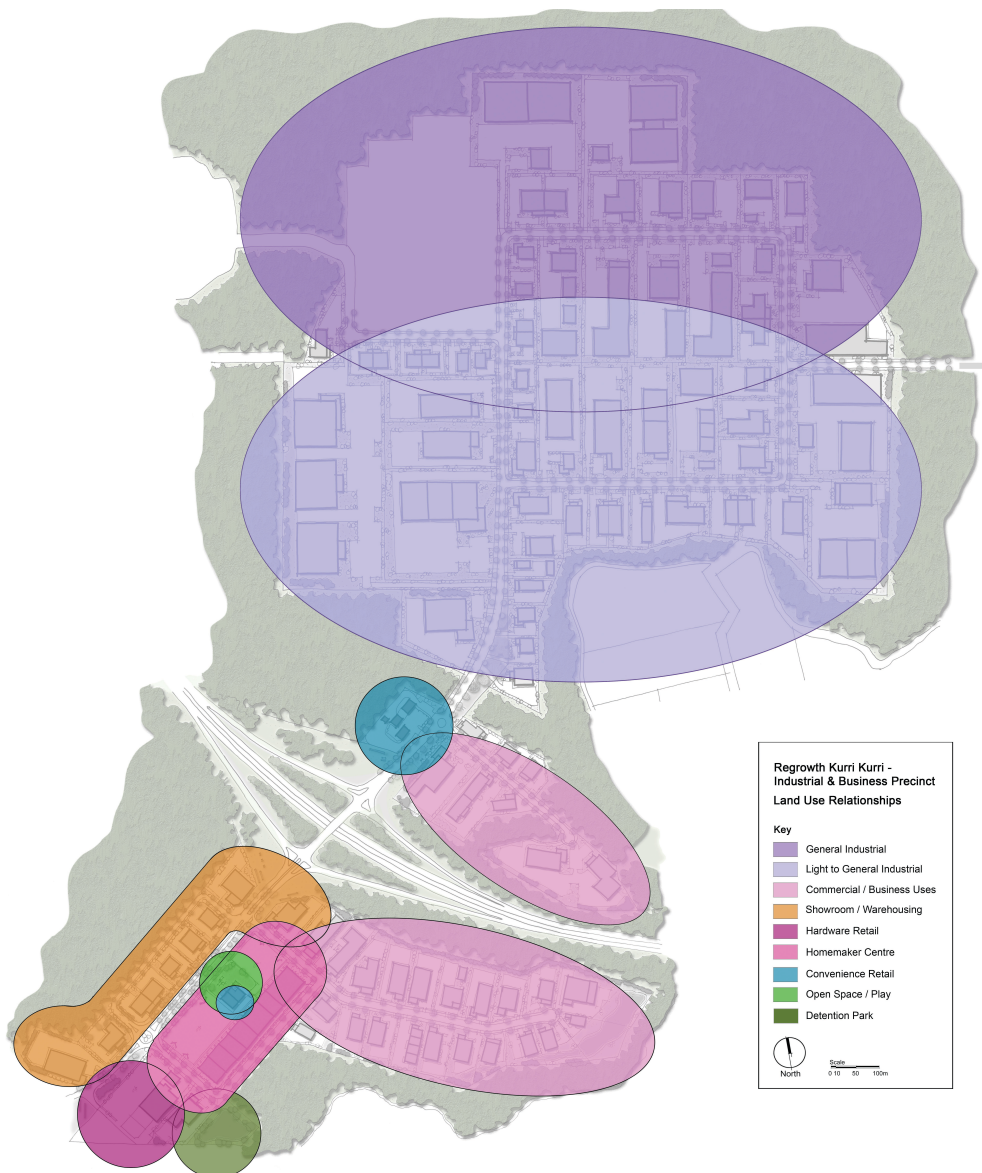
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Masterplan Design Principles

Land Use Relationships Overlay



Key Principles

- The Southern Precinct provides for a more retail and commercial focused land use.
- The Northern Precinct to provide for essential services and more heavy industrial uses as you head northwards.
- A Retail focus to be located around proposed play space / park in southern precinct.
- A Hardware anchor to be located at the most south western gateway entry.

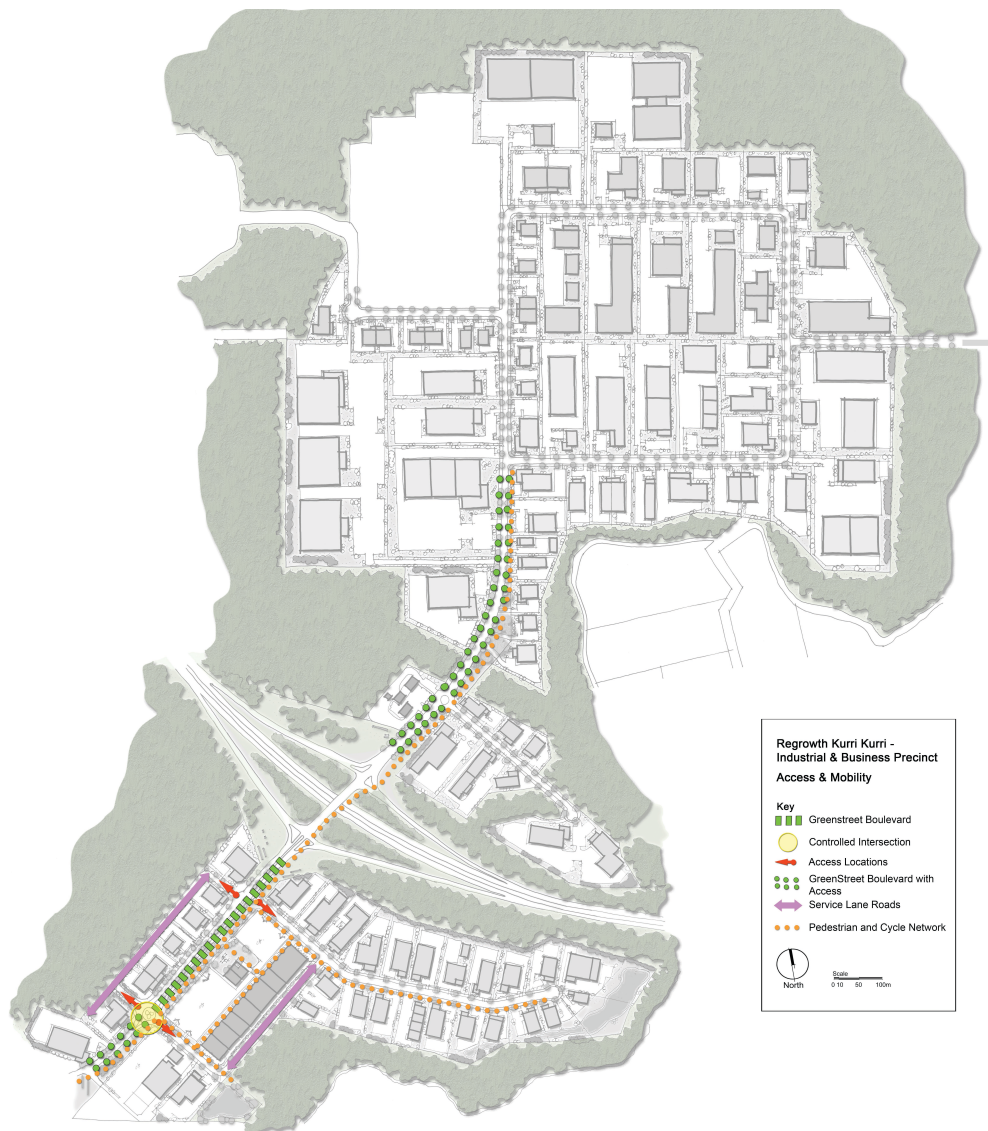
Entry Gateways



Key Principles

- Four main landscape featured gateways to be provided.
- The precinct to the south of the Hunter Expressway will have two entrances. A major landscaped entrance off the Hunter Expressway and a minor landscape entrance from the south western entrance.
- A further major landscape entrance will be located on the Hunter Expressway to announce the northern precinct.
- An internal Industrial gateway threshold will be located within the existing open space / easement.

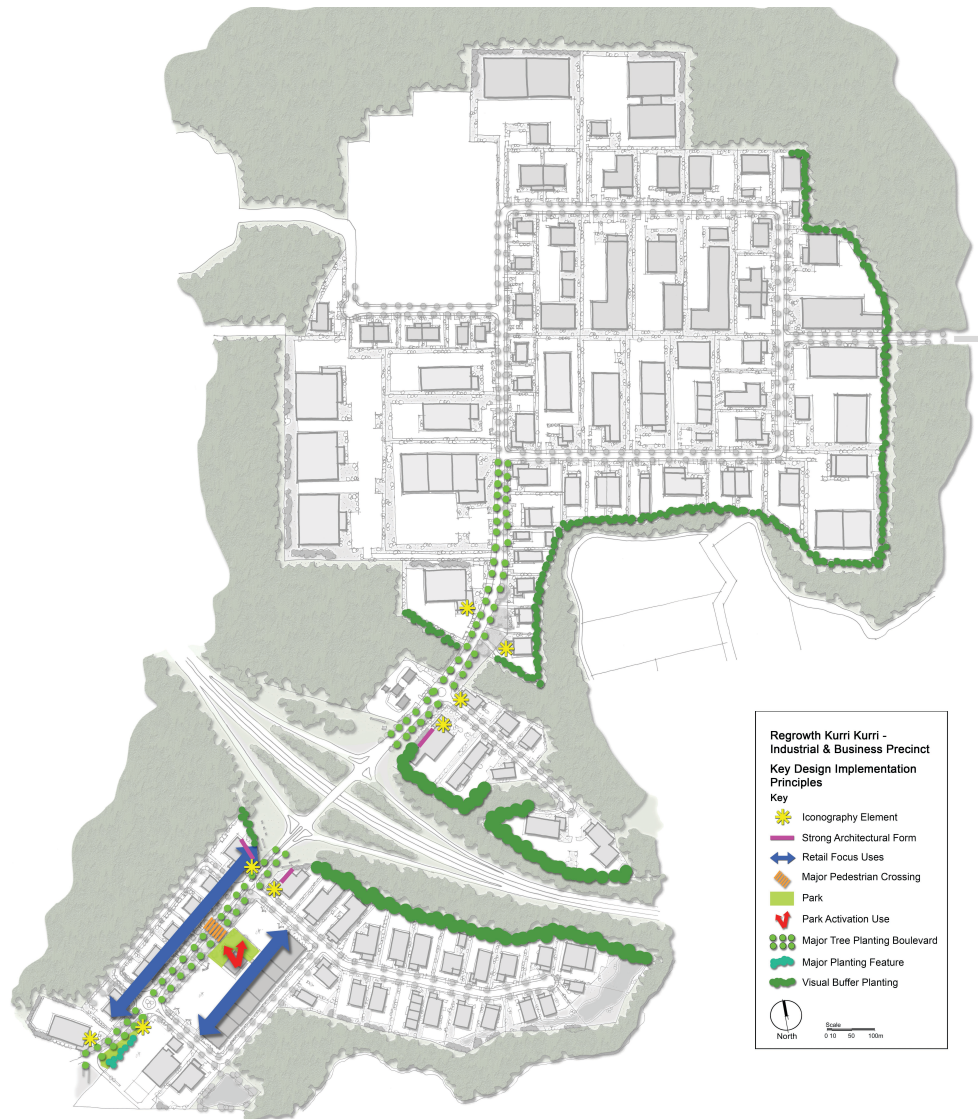
Access & Mobility



Key Principles

- The southern main entry boulevard will have limited access. This will provide for a series of treelined landscaped medians.
- A provision for a centrally located pedestrian crossing on the southern precinct boulevard road
- Service lane roads are proposed at the rear of proposed properties that will run from east to west in both the Northern and Southern Precincts to minimise the impacts of trucks.
- Tree line avenue planting to be provided to the northern entrance road to ensure a strong landscape theme to the development.
- Strong focus on pedestrian and cycling networks within the precincts.

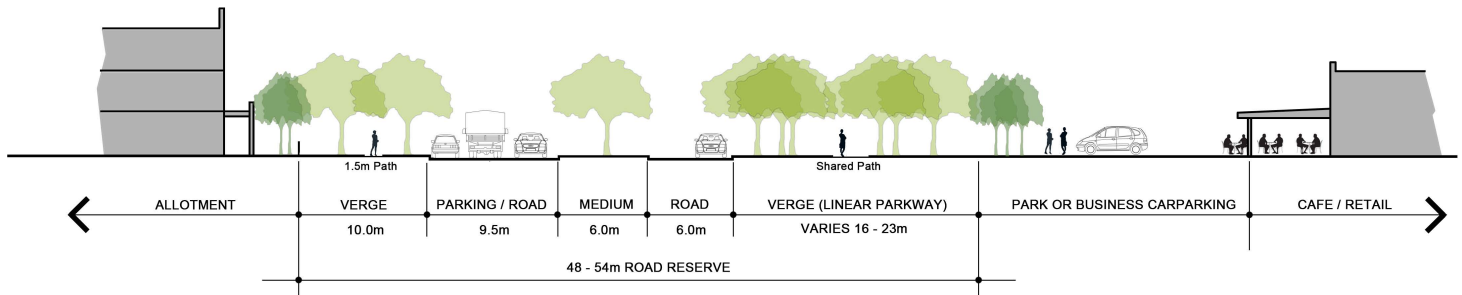
Key Design Implementation Principles



Key Principles

- A landscape buffer to be provided to allotments adjacent the Hunter Expressway and to the south and western boundaries of the northern precinct.
- Strong built form and architectural iconography is to be provided at key location and vista points.
- Proposed open space / play area to be activated with cafe / outdoor retail focus.
- The main southern precinct boulevard to generally have a retail focus frontage which could be in the form of Bulky Goods, Showroom and minor retail business's.
- Opportunities for local landscape features within the streetscapes should be incorporated.

Southern Precinct Boulevard



The main central boulevard for both the southern and northern precincts will be a treelined avenue that sets the quality of the business and industrial park.

However the southern precinct being the more retail and business focused industry will offer a unique offering that will incorporate the following attributes:

- Limited access main travel lanes with indented bus bays within the median strips.
- The ability to create multiple layers of tree planting to create a high desirable streetscape.
- Provision of good pedestrian and cycle path network via a linear parkway verge that varies in width between 16m and 23m.



Design Guidelines

These Guidelines are for allotments identified on the Land Use Relationships Overlay (p.10) as the following:

1. General Industrial,
2. Light to General Industrial,
3. Commercial/Business Uses,
4. Showroom/Warehousing, and
5. Convenience Retail.

These Guidelines need to be read in conjunction with the Cessnock Development Control Plan 2010 (Chapter 20: Regrowth Kurri Kurri). Notes referencing the DCP controls are provided throughout this document.

Site Responsive Design

Objectives

- To ensure new development is designed to respond to the local characteristics of the site and its context.

Guidelines

- Before development design is undertaken, a thorough investigation of the site and its context should be explored, so that the design outcome will respond to the site context. Analysis should include:
 1. Surrounding existing and future land uses and sensitive interfaces.
 2. Surrounding existing and future transport networks- road, pedestrian and cycle paths, and public transport.
 3. Adjacent built form character and heights.
 4. Areas of vegetation on the site.
 5. Understanding of drainage systems both within and beyond the site.
 6. Views both from within and to the site.
 7. Climatic conditions including solar access and prevailing winds etc.

Access and Circulation

Pedestrian and Cyclist Access

Objectives

- To provide safe and convenient access for pedestrians and cyclists within industrial and business sites.
- To provide adequate walking and cycling facilities.
- To provide walking and cycling as suitable transport alternatives in order to minimise the numbers of vehicle trips.

Guidelines

- Provide clearly defined pedestrian / cyclist entry points from the footpath into the industrial or business site.
- Separate pedestrian and bicycle circulation from vehicle movements, driveways etc.
- Ensure clear sight lines to vehicle crossovers are provided for pedestrians and cyclists.
 - Note - Cessnock Development Control Plan 2010 (Chapter 20: Regrowth Kurri Kurri) states that 'Separate vehicle and pedestrian access are provided to the site from the street' (p.26).
- Seek to provide secure bicycle storage, lockers and showers for staff and employees.
- Pedestrian access within the site should be designed to achieve Disability Standards.



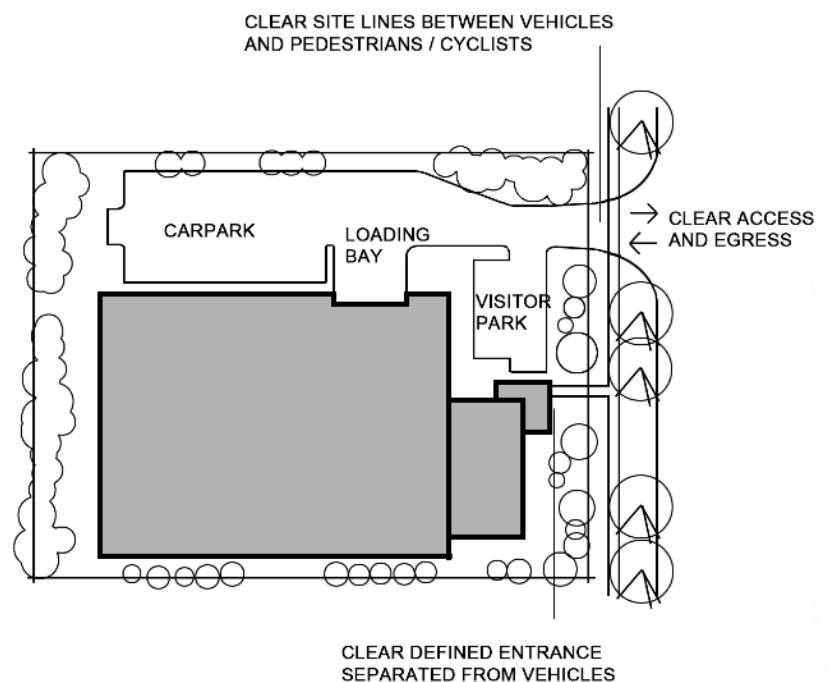
Vehicle Access

Objectives

- To provide safe, convenient and efficient access for all vehicles to and from sites.
- To minimise the impacts of traffic.
- To provide access and car parking that are logical and legible to visitors and employees.
- To minimise the impacts of driveway crossovers.

Guidelines

- Developments should be designed to allow all vehicles to enter and exit a site in a forward motion.
- Locate vehicle access points that enables clear sight lines along the road enabling vehicles to enter and exit safely and efficiently.
- Limit driveway crossovers to one consolidated entry and exit point for each site in order to minimise disruption to footpaths. Additional crossovers may be permitted for larger sites where a loop circulation network is required within the site.



Loading and Servicing

Objectives

- To provide safe and efficient loading and servicing of sites.
- To minimise the visual impact of loading bays and service areas when viewed from the surrounding streets and key viewing areas.
- To minimise the visual impact to the design of the building.

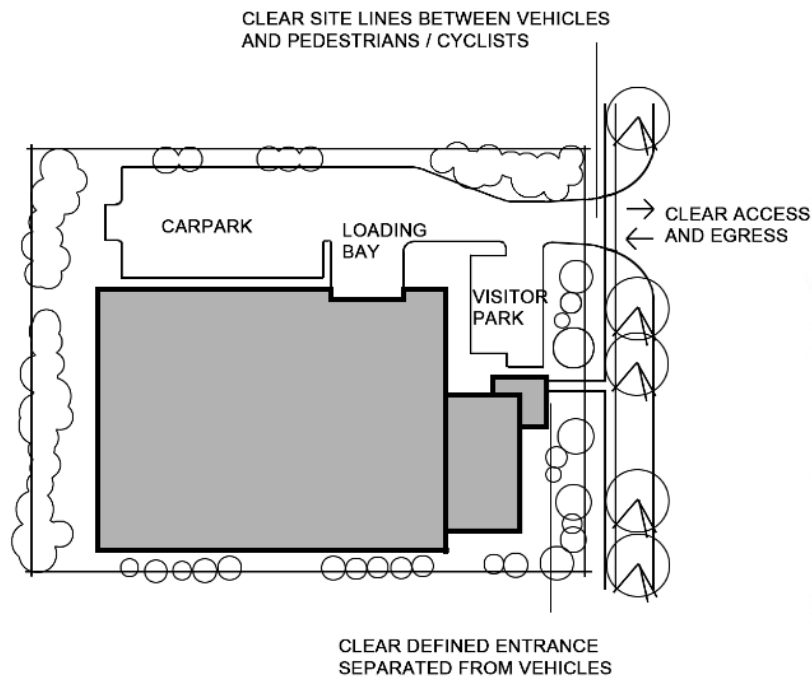
Guidelines

- Loading areas should be located to the rear or side of the property away from the primary street frontage.
- Integrate loading areas into the design of the building so that loading occurs internally. Where external loading areas are necessary they should be screened with landscaping or articulated built form.
- Loading and servicing should occur with the vehicle completely contained within the site.
- Access to loading areas should be clearly separated from pedestrian.
- Loading areas should be clearly defined with line marking, designed to allow unobstructed vehicle access and provide appropriate turning areas.
- Allow for sufficient and safe collection of waste materials.

Car Parking Position, Layout and Design

Objectives

- To provide sufficient car parking for the needs of the business within the site without adverse impacts on streetscapes.
- Create safe and efficient movement and clear way finding within the site.
- To provide attractive industrial and office areas where parking is not a dominant element to the streetscape.



- To provide landscaped car parks that integrate with the site and adjoining streetscape.
- To provide safe and efficient access within car parks for all users.

Guidelines

- Car park spaces will be provided for visitors and occupants in accordance with planning requirements.
- A reduction in car park provision may be considered where a development is being purpose built for a known end user and it can be demonstrated that lower car park numbers are required.
- Car parking bays for people with disabilities should be provided.
- Car parking within the front setback of the site should be generally restricted to visitor parking.
- Visitor spaces should be clearly distinguished with suitable signage or pavement markings and should be made permanently available for visitor use.
 - Note - Cessnock Development Control Plan 2010 (Chapter 20: Regrowth Kurri Kurri) states that 'Visitor parking is located at front of the building or its side near the front away from areas where loading vehicles may be queuing or reversing' (p.26).

- Large expanses of car park of greater than 20 spaces should be located to the side or rear of the building.
- Car parking should be avoided within 3m of the front property boundary to allow space for landscaping.
- Car parks should be constructed and sealed with an all weather pavement surface and adequately drained.
- Consider utilising Water Sensitive Urban Design techniques between rows of car parking to treat stormwater.
- Clearly define pedestrian / cyclist access between the car park and the entrance to the building.
- Car parking spaces, loading docks and vehicle route directions should be permanently marked out on the pavement surface.
- Buildings should be designed to address car parking areas with windows and active uses such as entrances to provide passive surveillance.

Building Siting & Orientation

Setbacks

Objectives

- To create cohesive streetscapes that are characterised by consistent building setbacks.
- To ensure the siting of buildings provides adequate space for landscaping and planting and strengthens the landscape character of the area.
- To minimise impacts of overshadowing within the site and on adjoining uses.

Guidelines

- Front building setbacks are to be consistent with the predominant front setbacks in the street if the surrounding lot sizes and uses are consistent with the subject site.
- For allotments zoned E3 - Productivity Support, front setbacks should be no less than 5 metres from the front property boundary to enable sufficient space for landscaping and building access. The 5m minimum setback is only permitted if car parking (including visitor parking) is provided to the side or rear of the building.

- For industrial uses on land zoned E4 - General Industrial and E5 - Heavy Industrial, front setbacks should be no less than 10 metres from the front property boundary to enable sufficient space for screening landscaping and building access. The 10m minimum setback is only permitted if car parking is provided to the side or rear of the building.
 - Note - Cessnock Development Control Plan 2010 (Chapter 20: Regrowth Kurri Kurri) states that 'Front setbacks are a minimum of 10m' (p.26).
- Front setbacks should be landscaped should not be used to store goods, materials or waste.
- Buildings with a width of greater than 30 metres should be set back from both side boundaries in order to minimise the impact of a continuous built wall to the street.
- Adequate side setbacks should be provided to retain and /or improve the character of the area and create a predominance of stand- alone buildings, spaciousness, and canopy trees planting zones.
- For corner sites, the setback from the secondary street frontage should be a minimum of 10 metres to enable sufficient space for landscaping and building access. This setback may be reduced if the facade to the secondary street frontage is articulated through the use of techniques such as recessing and projecting elements of the building, utilising changes in materials, utilising textured concrete and providing windows.
 - Note - Cessnock Development Control Plan 2010 (Chapter 20: Regrowth Kurri Kurri) states that 'High-quality landscaping is provided within front setbacks, including visitor parking areas' (p.26)
 - Note - Cessnock Development Control Plan 2010 (Chapter 20: Regrowth Kurri Kurri) states that 'Front setbacks are where the site is a corner lot a minimum 10m setback is provided on both frontages' (p.26)
- Setbacks on corner sites should enable adequate sight lines for vehicular traffic in accordance with the relevant standard.
 - Note - Cessnock Development Control Plan 2010 (Chapter 20: Regrowth Kurri Kurri) states that 'Single storey offices or industrial retail outlets are permitted within the front setback area if they are ancillary to the primary industrial building's use. Such a structure must be designed as an integral part of the built form and must not exceed 50% of the primary building frontage' (p.26).



Building Orientation

Objectives

- To provide development which addresses the street and enhances street activity in the area.
- To minimise the impact of car parking and loading areas on the streetscape through the orientation of buildings.
- To maximise opportunities for passive solar design through the orientation of buildings.

Guidelines

- Buildings should be orientated so that the building frontage (i.e. entrance, reception, customer service area) is parallel with the primary street frontage.
 - Note - Cessnock Development Control Plan 2010 (Chapter 20: Regrowth Kurri Kurri) states that 'Buildings are oriented to the street with offices, showrooms or cafes addressing the street' (p.26)
- Orientate buildings so that they take advantage of the north / north east aspect to maximise opportunities for passive solar heating and cooling.
- Buildings should be orientated so that loading and servicing, and large areas of car park will occur to the rear or the side of the site.
 - Note - Cessnock Development Control Plan 2010 (Chapter 20: Regrowth Kurri Kurri) states that 'Loading areas, truck queuing and parking, and outdoor storage areas are located to the side or rear of the building' (p.26).
 - Note - Cessnock Development Control Plan 2010 (Chapter 20: Regrowth Kurri Kurri) states that 'Service equipment and plant is located within the building design or screened from view' (p.26)

Built Form

Building Address

Objectives

- To create active and pedestrian friendly industrial and business areas through the design and layout of buildings.
- To ensure development provides adequate activation and passive surveillance of adjoining public areas.
- To provide businesses and industry that is easy to find for visitor and workers.

Guidelines

- Customer services, retail and office components, should be located at the street frontage. This will provide visual interest to the street, create a more pedestrianised scale and assist in passive surveillance of the public realm.
- Building fronts that are activated should be articulated by varying building setbacks, utilising glazing, and varying building materials, finishes and colours.
- Building entries are to be located and orientated to the street frontage, in order to provide logical and convenient access for visitors.
 - Note - Cessnock Development Control Plan 2010 (Chapter 20: Regrowth Kurri Kurri) states that 'Pedestrian entries are provided on the street facade' (p.26).
- Buildings on corner allotments should address both street frontages with articulated facades.
- Buildings should generally front onto public spaces.
- Avoid blank, unarticulated walls to public viewing areas.
 - Note - Cessnock Development Control Plan 2010 (Chapter 20: Regrowth Kurri Kurri) states that 'Blank walls must be minimised by incorporating a combination of change in materials, setback variation, architectural details and/or landscaping' (p.26).

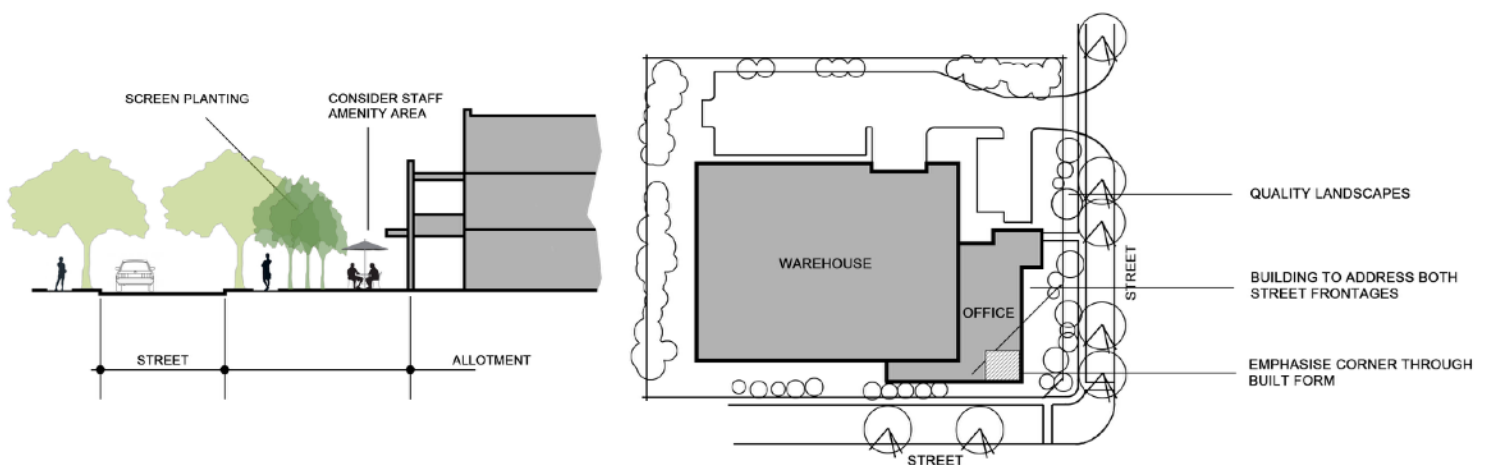
Building Design and Detail

Objectives

- To provide buildings that are simple in detail, and representative of the particular industrial or business built form.
- To provide practical building forms that meet the purpose of the industry or business.
- To provide visual interest to the streetscape.

Guidelines

- Buildings are to be of a responsive architectural style and reflect high quality industrial or commercial form.
- Avoid excessive detailing in facades that are not primary customer interface.
- Office components are to utilise greater articulation within facades and a greater proportion of glass.
- All building walls that are visible from the street or key public areas should be articulated to provide visual interest.
- Articulation can be achieved by varying building setbacks or projecting building elements, varying roof forms, utilising glazing, and varying building materials, finishes and colours.
- Buildings should aim to provide 30% glazing in the facade that fronts the street.
- Design outbuildings to be consistent with the overall design theme of the site.



Colours, Materials and Finishes

Objectives

- To provide a co-ordinated palette of colours, materials and finishes within the industrial and business areas.
- To provide materials that are durable and robust.

Guidelines

- Utilise materials such as corrugated iron, timber and textured concrete. Avoid the excessive use of heavy looking materials and unfinished pre-cast concrete walls.
- Utilise a mix of materials and colours particularly within the visible facades, to provide interest and articulation to the building and that provides visual interest to the street.
- Materials should utilise earthy tones and avoid the use of bright, bold colours unless for highlight areas or are associated with company profile.
- Where the rear or side of a building is visible from a publicly accessible area, provide articulation or utilise a textured surface treatment.

Roof Forms

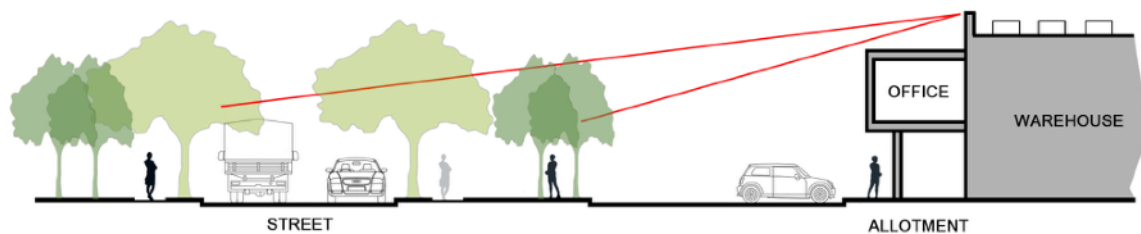
Objectives

- To provide articulated roof forms that create visual interest and variation in the street.
- To integrate the roof form into the overall design of the building.
- To minimise the impact of roofing and building infrastructure on adjoining areas.

Guidelines

- Utilise varied roof forms to provide visual interest to the street whilst providing forms that are compatible with the character and function of industrial and office buildings.
- Avoid bulky or highly detailed roof forms.

- Roof forms should generally be of a low pitch unless necessitated by the particular industry function. Steeper pitched roof elements may also be utilised to reduce the apparent bulkiness of a large roof areas.
- Utilise roof forms to differentiate between the various elements of the building. This could include the transition between the office / sales area and major warehouse area.
- Building infrastructure which is located on the roof is to be screened from adjoining streets and areas utilising roof forms or parapets that integrate with the overall design of the building.
- Incorporate natural lighting into the roof design.



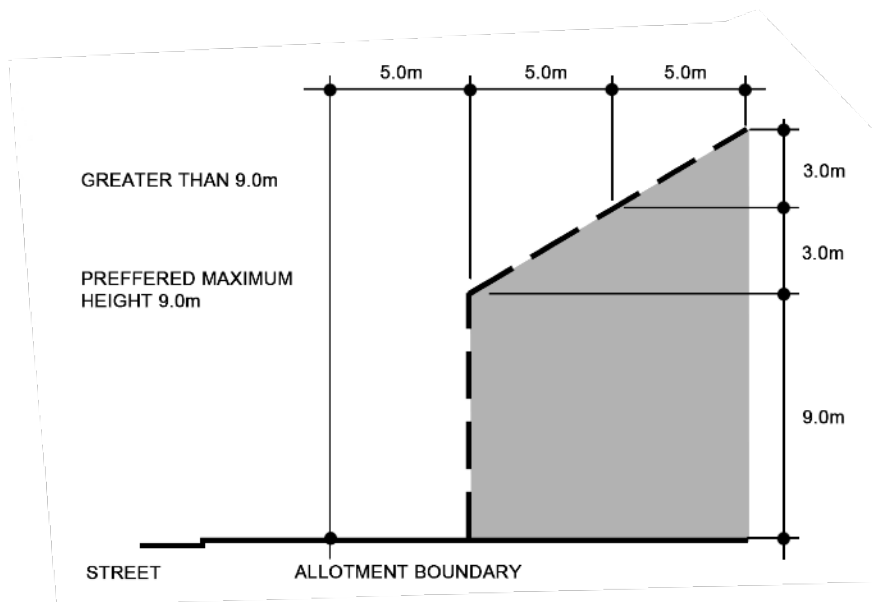
Building Heights

Objectives

- To ensure building heights respond to typical scale of built form for industrial and business areas and delivers appropriate scale to the streetscape.

Guidelines

- Building heights should respond to the scale of any existing development in the street, and incorporate lower elements towards the street to relate to the pedestrian scale.
- Taller elements of the building over 9m in height should be recessed from the street.



Signage & Advertising

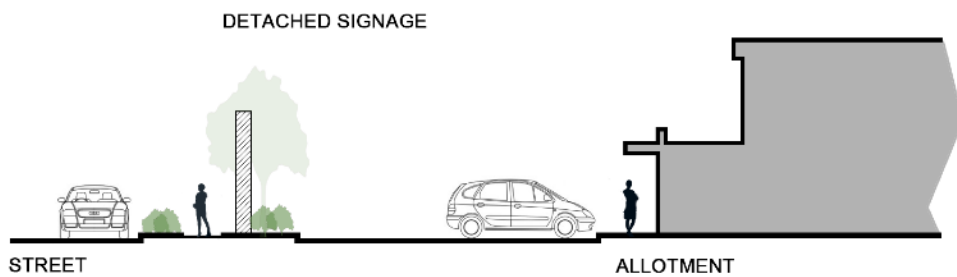
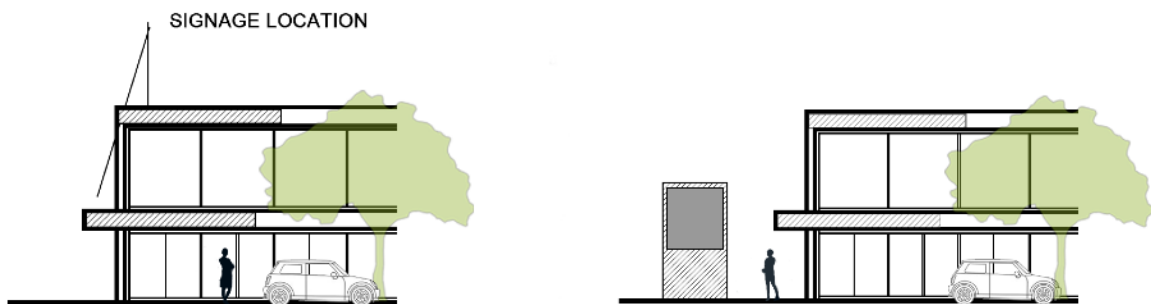
Objectives

- To provide for the identification of businesses in a way that maintains the visual character and amenity of the street.
- To ensure signage is informative and co-ordinated in a way that enables customers to easily locate the industry or business and determine its services.

Guidelines

- Signage should be integrated into the design of buildings by keeping with the scale of the facade
- Signage should be limited in numbers to avoid visual clutter.
- Where there are multiple business occupancies within the one site, one shared sign should be provided that details the location of the businesses. A further small identification sign may be provided for each business.
- Signage attached to front fences and temporary A-Frame signage on footpaths should be avoided.

- Directional signage to be provided within sites to delineate entries and exits, staff and visitor parking, office /reception areas, and loading areas.
 - Note - Cessnock Development Control Plan 2010 (Chapter 20: Regrowth Kurri Kurri) states that 'Staff parking areas are located to the side of the building (screened by landscaping) or behind it' (p.26).
 - Note - Cessnock Development Control Plan 2010 (Chapter 20: Regrowth Kurri Kurri) states that 'Business identification signage is minimal and integrated within the design of the building' (p.26).





Landscaping

Objectives

- To provide landscape design that responds to the characteristics and qualities of the particular site and area.
- To provide high quality landscaping within the front setback that enhances the setting of buildings in the street.
- To provide low maintenance and drought tolerant landscaping.
- To ensure the ongoing maintenance of landscaped areas.

Guidelines

- Where canopy trees are to be provided, landscaped areas should be a minimum of 3 metres in width to enable sufficient space for root zones.
- Landscaped areas of shrub, grasses, sedges and ground covers should be a minimum of 2 metres in width.
- Buildings should be setback from any existing trees in order to protect tree root zones where appropriate.
- Consolidate landscape areas to maximise the effect of the landscape and allow sufficient space for tree growth.
- Front setbacks should be designed with at least a 3 metre wide landscape strip that incorporates clean trunk canopy trees that will reach over 8m in height. Low shrubs, grasses, sedges and ground covers can be utilised in combination with the canopy trees provided uninterrupted views at ground level are maintained.
- Corner sites should provide landscaped setbacks to both street frontages.
- Landscaping in rear setbacks should be provided if the rear of the site adjoins a public street, is visible from key public viewing areas eg. freeway, or a rural or residential area.
- Tree species should be selected to provide shade for vehicles and pedestrians, and allow clear views between pedestrians and the vehicles.

- A landscape strip of at least 1 metre should be provided to separate car parks from side and rear boundaries.
- It is recommended that for large car parks with greater than 20 spaces, provide canopy tree planting for every 8 to 10 car parking spaces.
- Utilise water sensitive urban design techniques to treat stormwater run-off from car parks and passively irrigate vegetation.
- Utilise landscaped mounding in combination with planting of shrubs and canopy trees for effective screening where required.
- Buildings and landscaping should be sited and designed to retain existing vegetation on site.
- Landscaping should be completed within 3 months of building construction completion and be carried out in accordance with the approved landscape plan.
- Provide for the ongoing maintenance of landscaped areas and generally utilise low maintenance and durable landscaping techniques.
 - Note - Cessnock Development Control Plan 2010 (Chapter 20: Regrowth Kurri Kurri) states that 'Landscape buffers are provided at interfaces with other uses' (p.26).
 - Note - Cessnock Development Control Plan 2010 (Chapter 20: Regrowth Kurri Kurri) provides prescriptive requirements regarding landscaping within the front setback and relating to car parks (p.26).

Fencing

Objectives

- To ensure the front boundary treatment contributes positively to the appearance of the streetscape and clearly delineates the public and private realms.
- To ensure fencing provides for adequate site security.
- To ensure fencing is co-ordinated with the design of the building and landscaping.

Guidelines

- Fencing along the front boundary should generally be avoided unless accepted by the responsible authority. Utilise landscaping to delineate the front property boundary.
- If security fencing is required, it should have a high degree of transparency and be constructed with black plastic coated chain link wire or black steel post style. Provide landscaping around the fencing to soften the visual impact.
- If security fencing is required along the front boundary, it should be provided at or behind the building line to enable stronger visual and physical connection between the street and building entries.
 - Note - Cessnock Development Control Plan 2010 (Chapter 20: Regrowth Kurri Kurri) states that 'For land zoned E3 - Productivity Support, Fencing forward of the 5-metre front setback must: 1. Not exceed a height of 1.2 metres, and 2. Be constructed of masonry or dark coloured diplomat style fencing, in combination with vegetation' (p.26).
 - Note - Cessnock Development Control Plan 2010 (Chapter 20: Regrowth Kurri Kurri) states that 'Security gates and fencing may be erected on or just forward of the building line, provided: 1. It does not exceed a height of 2 metres, 2. Is designed for maximum visibility, and 3. Is screened by landscaping.' (p.26).

Waste and Goods Storage

Objectives

- To ensure safe and adequate access to waste and recycling facilities is provided for each business or industry.
- To ensure waste storage and treatment areas do not detrimentally impact on the amenity of streetscapes.
- To ensure goods storage areas are appropriately sited and designed to minimise impacts on streetscapes.

Guidelines

- All sites are to provide dedicated waste and recycling storage areas.
- Waste storage and recycling areas should be located away from the street frontage, staff amenity areas and stormwater drains.
- They should not be located in front of the building, within landscaped areas, driveways, car and truck parking spaces and vehicle turning areas.
- Waste and recycling storage areas should be adequately screened from the public realm.
- Goods storage areas should be located behind the building line.
- Goods storage areas should be appropriately screened from key public viewing locations.
- If goods storage areas are to be accessed by customers on a regular basis, safe pedestrian access should be provided.
 - Note - Cessnock Development Control Plan 2010 (Chapter 20: Regrowth Kurri Kurri) states that 'A dedicated rubbish bin storage area is provided in a concealed location' (p.26).



Lighting

Objectives

- To ensure lighting is adequate for the purposes of navigation for pedestrians and security.
- To minimise the spill of light and impact to freeway.

Guidelines

- Lighting should be provided on site for the purposes of security and safe pedestrian access to buildings and car parks.
- Lighting should be designed so that it does not adversely impact on the safety of road users
- Lighting is to be directed, baffled and of a height that prevents light spillage.
- Utilise sensor lighting where appropriate to reduce energy consumption and impacts on surrounding areas.



shaping the urban canvas