

9 February 2013

Ms D. Watson Muswellbrook Shire Council P.O. Box 122 Muswellbrook NSW 2333

Dear Donna,

Campbell's Corner Building Refurbishment – DA 178/2012

The Car Parking portions of the Statement of Environmental Effects has been amended. Please find attached two copies of the amended document together with drawing A15. The attached document does not include any of the Appendicies as these have not been altered.

I trust that this is all satisfactory and look forward to development application consent in the near future.

Yours faithfully

Stephen Rose Architect AIA Attachments: Statement of Environmental Effects – amended February 2013

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STATEMENT OF ENVIRONMENTAL EFFECTS

PROPOSED THREE STAGED REFURBISHMENT OF, AND ADDITIONS TO, CAMPBELL'S CORNER BUILDING

LOT 101 DP 606303

60 Bridge Street, Muswellbrook NSW 2333



PROJECT No.: 516

JULY 2012 - AMENDED FEBRUARY 2013

Car Parking (p14-p18, p21, p22 + p24) amended February 2013 (amendments in Blue)

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PART A: THE EXISTING DEVELOPMENT

1. INTRODUCTION

This three stage development is located on the corner of Bridge and Brook Streets in the Muswellbrook CBD. It is an existing cluster of buildings and is mainly single storey with the exception of the building on the corner. The ground floor is predominantly used for retail purposes and contains Franklins Supermarket, a number of food outlets, a butcher and a liquor outlet. In addition to these uses there are a number of commercial premises. The first floor is vacant. The longest street frontage is located on Bridge Street which is a major thoroughfare through Muswellbrook. The western boundary is the main northern railway line.



The site features the Campbell's Corner building which is a locally listed heritage building. The proposed three stage development features this building in the first and second stages whereby it will be renovated to provide teaching spaces for the Conservatorium of Music within the first floor and the addition of a replica facing to the street awnings. The third stage involves the demolition of existing commercial/retail premises and construction of a two storey building providing modern commercial/retail space at ground level and further teaching spaces for the Conservatorium of Music on the upper level.

2. A BRIEF HISTORY OF CAMPBELL'S CORNER BUILDING

Information gleaned from the Muswellbrook Heritage Study of 2000 indicates that the building known as Campbell's Corner was a multi-staged development with the first stage being the centre portion of the building on Bridge Street with the decorative and dated pediment. The similar style buildings on both sides of this building were added later in the 19th century. The more prominent building located on the corner of Bridge and Brook Streets which *"empathetically claims the corner with a grand tower structure"* being built in 1910 by architect John Charles Luscombe. *"The new addition being of a different style of architecture also dominated the original building in scale and size. The Campbell's firm continued to operate until the early 1970's until it was purchased by Western Stores and sold off. The building underwent major retail reconfiguration in the early 1990's, creating a 'walk through' mall arcade from the original entrance to the rear of the property."*

"The Bridge Street (1870) original façade is characterised by two identical bays of buildings (added not long after the establishment of the first), one added each side of the central bay. The additional bays replicate features of the original building such as bracket /cornice, parapet line, banded pilaster corners (or building junctions) and vertically proportioned double hung windows with moulded architraves and sill. The original central bay is emphasised by having four wider spaced windows as opposed to the added on bay's three and a central parapet pediment with distinctive scrolled outline framing date and floral motif."



Photo: the original 1870's building with the central parapet pediment (awning is not original)

"The 1908 addition was designed with a deliberately asymmetrical façade. The facades are parapeted with decorative circular accents on the skyline. The parapet at the west elevation is demarked by a raised pediment which provides emphasis to a point of entrance off Brook Street. The curved pediment design is repeated in a smaller scaled version at the junction of the building with the original building in Bridge Street. Two pilasters support the Brook Street pediment with a decorative cornice above the second level. Windows in the newer building are a symmetrical balanced mix of vertical double hung windows and larger semi-circular windows framed in Palladian motif. All windows are surrounded by decorative architraves. The predominant tower has classical features, circular openings, pilasters, balustrade parapet, cornices, moulded architraves and feature metal shingle clad dome top."



Photo: the 1908 corner building with its deliberate asymmetrical facades and corner tower.

"The cantilevered timber balcony with concave corrugated iron awning and cast iron decorative column/railing (of the 1870's original Bridge Street building) has since been removed, as has the post supported awning over the footpath (of the original 1870's building when bays were added in 1903)."

"The ground level facades have been completely modified into modern glazed and brick shop fronts with paint finish matching older upper level façade sections."

In the Statement of Significance portion of the study it says:

"Campbell's Corner is representative of the development of the commercial precinct of Muswellbrook over 130 years. The building has expanded significantly since its establishment. The building still comprises major components of all its development periods. It is an outstanding example of a continuously evolving commercial development in the town; the building is of local Historic Significance.

With the only corner tower structure along the main street of Muswellbrook, Campbell's corner represents a rare aesthetic contribution to the town's commercial centre in terms of streetscape and is a nodal landmark. The level of aesthetic significance is rare to the town as the building is a unique example of a combination of Victorian & Federation styles of architecture. The building's proportions (especially the later corner addition) are large, giving a "civic" presence to the street. The massing of the forms is composed to "build – up" to the corner emphasising the monumental gesture of the tower. The period detailing of the building along with the special material treatment such as the metal shingled tower dome place importance on the overall aesthetical value. Internally there is very little of the original building's character left to value of any aesthetic significance. One remaining intact, but in poor condition, is the entrance corridor and stair to the upper level off Brook Street.

The strong presence of the building provides the local community with a sense of identity. The "Campbell" name has a strong association with as history of service to the town's people and toward the town's development. As an ongoing representation of a commercial centre to the people of Muswellbrook the building is of Local Social Significance."

3. TYPE OF DEVELOPMENT

The existing development partially consists of Campbell's Corner Building, a local heritage listed building and an ad-hoc series of additions that butt up to and surround the rear of this building. On Bridge Street the additions have filled in a space between the heritage building and a similar aged building at the southern end of the site in a less than sympathetic manner. A similar approach has also been adopted along the western end of the heritage building on the Brook Street side. The original ground floor area of the heritage building has been so altered that the original layout of the building is not immediately apparent. Early photographs indicate that there was a decorative cast iron column, brackets and lacework facing to a verandah awning that ran the extent of the Bridge and Brook Street facades of the heritage building. Early drawings also indicate that there was a curved staircase in the corner building that ran from the ground floor to the first floor. This stair is no longer there.

The first floor space is confined to the heritage buildings and access to that floor is gained by three means. The first is an original timber stair found in the western end of the building via a former foyer with an ornate pair of doors to Brook Street. The second is a late 20th century spiral steel staircase found in the corner of the most northern of the 19th century buildings with access being gained off a space adjacent to the main Bridge Street entrance. The third is via a late 20th century concrete staircase that has been built into a brick stairwell added to the southern end of the original 19th century building

The existing development consists of the following:

- Ground Floor: Franklins Supermarket and delivery area, butcher and liquor sales outlet, various food vendors, two building societies, a commercial office, some vacant space and public toilets. There is surface car parking for 51 cars and a delivery area to Franklins and a separate delivery area to the Butcher and Liquor sales outlet.
- First Floor: is vacant and has been for many years. It is in need of substantial repair work. In the 20th century corner building there are two large rooms with fireplaces in a state of disrepair (former offices of the Campbell's establishment), pressed metal ceilings and ornate timber joinery to doors and windows. There is the timber stair to the ground floor and a large open space with decorative pressed metal ceiling, decorative timber joinery to doors and windows and access to the corner tower. This large room has a number of poorly built partition walls which would be easily removed. There are various areas of water damage to the pressed metal ceilings and a fire sprinkler system has been installed in a less than sympathetic manner. A portion of the original 19th century buildings have been fitted out at one stage as offices and a dental surgery and there was a centre staircase that has been removed and the void in the floor patched. Some of the original corrugated iron and boarded timber ceilings are still in existence. The spaces on this floor need a substantial amount of work to remove the later 20th century additions and free the space up for a more sympathetic use.

Details of the existing development are as follows:

- Zoning: B2 Local Centre
- Site Location and Description

Street:	60 Brook Street
Locality:	Muswellbrook
Lots:	101
Deposited Plans:	606303
Boundary Dimensions:	Brook St Frontage – 97.36m
	Bridge Street Frontage – 63.47m
	West Boundary - 20.115m, 20.115m, 10.12m, 5.975m, 7.035m + 11.775m
	South Boundary – 69.48m + 20.42m

There are two rights of way on the site.

Area:	6119m ²
Orientation:	Streets – North and East Sides – West and South
FSR (current):	= gross floor area : site area = 4658 : 6119 = 0.76 : 1
Site Coverage:	61.3% excluding car parking and roads
Car Parking:	51 cars with 52 council provided community spaces south of the site

4. EXISTING BUILDING FABRIC

The building fabric of the existing building varies and is briefly outlined as follows:

- Campbell's Corner building: two storey, cement rendered and painted masonry with timber windows top floor and aluminium shopfronts at ground level and a variety of ornamentation including pilasters, cornices and pediments.
- Infill building in Bridge Street : single storey cement rendered and painted masonry with metal sheet parapet and aluminium shop front
- Brook Street west end: single storey painted masonry, timber and aluminium shopfronts and sheet metal parapets
- Rear additions: single and two storey painted concrete block with aluminium windows and steel roller shutters



Photo: Brook Street frontages with Heritage Building on the left. Illustrates the existing building fabric.



Photo: Bridge Street frontages with the heritage building slightly right of centre of the photo.

There is a variety of roof forms covering the various additions. The Campbell's Corner building has a number of gambrel roofs of similar pitch clad in corrugated metal sheeting. Two of the roofs have skylights. The roofs over the rear shopping centre additions are saw-tooth, gable and mono pitch metal sheeting of various pitches. The roof over the Franklin's supermarket is a mono pitch metal deck roof.

5. EXISTING BUILDING CONTROLS A. Zoning

The Muswellbrook Local Environmental Plan 2009 (LEP2009) lists the zoning for this property as B2 Local Centre. The objectives of this zone are:

- To provide a range of retail, entertainments + community uses that serve the needs of the people who live in, work in and visit the local area.
- To encourage employment opportunities in accessible locations,
- · To maximise public transport patronage and encourage walking and cycling,
- To maintain the status and encourage the future growth of the Muswellbrook established business centre as a retail, service, commercial and administrative centre while maintaining the centres compact form,
- To enable a wide range of land uses that are associated with, ancillary to, or supportive of the retail and service functions of a business centre,
- To maintain the heritage character and values and streetscape of the business centre of Muswellbrook,
- To support business development by way of the provisions of parking and other civic facilities.

The existing use of the building conforms with the zoning requirement.

B. Height of Building

The objectives of the LEP in relation to Height of Buildings are as follows:

- To limit the height of buildings,
- To promote development that is compatible with the height of surrounding development and conforms to and reflects natural landforms by stepping development on sloping land to follow the natural gradient,
- To promote the retention and, if appropriate, sharing of views,
- To maintain solar access to new and existing dwellings and public recreation areas and promote solar access to new buildings,
- To maintain privacy for residents of existing dwellings and promote privacy for residents of new buildings.

The maps accompanying the LEP2009 and in particular sheet HOB-023, indicates that a height of 13m above existing ground level is permissible. The height of the building varies but generally is as follows. The height to the top of the of the main parapet is 10.57m, to the top of the tower dome is 18.60m and 23m to the top of the flag pole. All heights are measured from a reference level of 150 AHD which is the ground level at the footpath on the corner of Brook and Bridge Streets. The general parapet height, which is for the majority of the existing building conforms with this requirement.

C. Floor Space Ratio

The objectives of the LEP in relation to Floor Space Ratio are as follows:

- To ensure a degree of equity in relation to development potential for sites of different sizes and for sites located in different parts of Muswellbrook,
- To ensure that proposals for new buildings are compatible with surrounding (or intended future) development,
- To provide sufficient floor space for high quality development for the foreseeable future,
- To regulate density of development and generation of vehicular and pedestrian traffic,
- To ensure the preservation of reasonable amenity on surrounding land.

The floor space ratio of the existing development is 0.76 to 1. The permissible FSR is 2 to 1.

D. Heritage

The objectives of the LEP in relation to heritage conservation are as follows:

- To conserve the environmental heritage of Muswellbrook,
- To conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,
- To conserve archaeological sites,
- To conserve Aboriginal objects and Aboriginal places of heritage significance.

The heritage aspect of the existing building has been generally conserved externally above the street awning level. Unfortunately the original shopfronts were replaced many years ago and done so effectively as to leave very little hint of what was originally there. The interior of the corner building is relatively unscathed and can be restored to its original state. The first floor of the earlier buildings have been altered but as they were a relatively plain interior then they can also be restored to suit the proposed use.

Please refer to the Statement of Heritage Impact (SoHI) prepared by John Carr for details pertaining to all heritage aspects of the existing and proposed building.

PART B: THE PROPOSED DEVELOPMENT – STAGE 1 + 2

In April 2011 Muswellbrook Council purchased the property known as Campbell's Corner with the view to maintaining the local shopping centre at the ground floor and providing a permanent home for the Conservatorium of Music on the first floor. This proposal has been developed with the purpose of meeting those intentions

1. DETAILED DESCRIPTION OF THE PROPOSAL

Introduction

The first two stages of this three stage development are focused on several aspects of the Campbell's Corner building. The major aspects relate to the external treatment of this building and the internal refurbishment of portions of the ground floor and the whole of the first floor.

The proposal does not impact on the current car parking numbers or parking arrangement nor does it alter the building envelope. With the exception of the awning, which is discussed below, the proposed work is entirely internal and within the existing building fabric. The scope of proposed work is shown on drawing A05 in the appendix A.

A. Bridge and Brook Street Facades - Stage 1

The Campbell's Corner building originally had a decorative cast iron supported first floor verandah which is evidenced by photographs in the Statement of Heritage Impact prepared by John Carr. At some moment in the buildings history this verandah was removed and a cantilevered steel framed awning clad in metal sheet was added to both street facades.

It is proposed that the decorative cast iron columns, brackets and frieze along with a multi-faceted timber parapet be added to the face of the existing awning. The existing awning structure will remain and the decorative work will be attached to the awning face. This decorative work will be non-loadbearing so that, should it be damaged by an errant motor vehicle, it will not collapse the awning structure.

The decorative work, for the purpose of this document, will be called a replica awning facing. There is insufficient historical detail of the actual decorative work and hence it will be a replica of what can be gleaned from the available photographs. There is a supplier of ornate cast iron building components located in Wagga Wagga and favourable discussions have been held with them regarding this proposal. For more details pertaining to this matter refer to the SoHI prepared by John Carr.



Sketch showing proposed replica awning to Bridge Street



Sketch showing proposed replica awning to Brook Street



Artists view of the Heritage building with the proposed replica awning

B. Internal Renovations - Stage 1

Ground Floor: the alterations proposed for this floor, to a certain extent, are driven by the need to provide access to the first floor. The placement of a lift with facilities for people with disabilities and stair access to comply with the building code of Australia requirements was limited by the current uses of the ground floor spaces and how they might relate to the first floor spaces. This, coupled with the need to amalgamate some commercial spaces on the ground floor on the Bridge Street side of the building limited the location of these facilities. The proposal will provide a new entrance to the shopping arcade, a separate entrance to the lift and stair to the first floor and new public and staff facilities to replace the existing cramped and inadequate facilities.

C. Internal Renovations - Stage 2

First Floor: The Stage 2 portion of the proposal relates to the provision of the following facilities:

	Function Room 1	31m ²
•	Function Room 2	33m ²
•	Multi-purpose Room	233m ²
•	Lobby and Toilet Facilities	75m ²
•	Entrance Foyer	55m ²
•	Administration	30m ²
٠	Director	33m ²
•	Teaching Room 1	28m ²
•	Teaching Room 2	26m ²
	Teaching Room 3	26m ²
•	Teaching Room 4	20m ²
٠	Tea Room	11m ²
٠	Percussion Room	31m ²
•	Store	9 m²
٠	Performance Space	73m²
	Defurbishment of quisting state to OF	

Refurbishment of existing stair in SE corner

As part of the refurbishment, apart from the upgrading of the building services, the walls, floors and ceilings will be acoustically treated as outlined in the Acoustic Report prepared by Reverb Acoustics.

The existing ornate pressed metal ceilings will be repaired and all original timber windows, doors, skirtings and architraves refurbished. Final detailing of these spaces are to be resolved as part of the Construction Certificate Application.



Photo: example of the timber doors and joinery on the first floor of the corner building



Photo: detail of the pressed metal ceilings in the corner building to be retained.



Photo: a portion of the interior of the proposed Multi-purpose space on the first floor of the corner building. The temporary walls will be removed and this room returned to its original condition where possible.

2. COMPLIANCE WITH PLANNING CONTROLS

The Muswellbrook Shire LEP 2009 established the zoning and floor space ratios for the site.

- Zoning: The land is zoned B2 Local Centre and the permitted uses within this zone with consent includes business premises, retail premises, car parks, educational establishment, entertainment facilities, function centres and office premises. All the existing and proposed uses comply with this zone.
- Floor Space Ratio: The permitted floor space ratio for the site is 2 to 1. The existing FSR is 0.76 to 1. The proposal complies with this requirement.
- Heritage: The objectives of the LEP in relation to Heritage are met as the proposal will enhance the building by
 the re-instatement of the replica awning and pilasters to the original building. The external colour scheme will
 also be more reflective of the colour scheme of the day. The proposal also addresses the retention and
 enhancement of the more significant internal spaces by refurbishment of all the timber windows and doors and
 joinery, re-instatement of the marble fireplace surrounds and repair of the damaged decorative pressed metal
 ceilings.

Section 9 of the Muswellbrook Shire DCP outlines a number of planning controls and the objectives of those controls with each control being addressed in relation to the objective of the control and how the proposal meets, or fails to meet those objectives.

- **Building Design**: The proposal maintains the existing building envelope and endeavours to enhance it by the installation of the replica awning facing as per the SoHI and the refurbishment and repainting of the exterior in colours more associated with heritage buildings. The proposed new entrance replaces an existing shopfront and will be well defined and well lit.
- Building Height: The existing heights will be maintained as there are no changes to the external building envelope. The proposed lift shaft will fit inside the building and will have no physical manifestation external to the building.
- Building Setbacks: This proposal does not change the existing building setbacks.
- Accessibility: The proposal will provide access to the first floor for people with disabilities by providing an AS1428 compliant lift. There will also be access compliant toilet facilities to both ground and first floors.
- Car Parking: The existing car park will be retained in its current format. All entrances, exits and parking layouts will be retained. There is no possibility of providing any further car parking on site without the demolition of some buildings. There are 51 parking spaces and loading dock facilities to the Franklins Supermarket, the butcher and the liquor outlet. There are overflow provisions onto land owned by Council which abuts the south western boundary of the site and flows through to Market Street. The DCP requires additional car parking when existing premises are extended to create additional floor area or there is a proposed change of use. This stage does not create additional floor space but will have a change of use from commercial space to community facilities. The existing car parking numbers have been calculated on the basis that the existing first floor is for commercial use. (Refer drawing A15)



Photo: portion of existing car park as viewed from Brook Street. The main northern railway is behind the trees on the right of the photo.

	Retail Space		2474m ²	1car /15m²	165 cars
	Commercial Space*	GF	798m²	1 car / 35m²	23 cars
		FF	985m²	1 car / 35m²	29 cars
	Residential Flat		97m²	1 car	1 car
				Total required	218 cars
				Actual	51 cars
				Historical Deficiency	167 cars
(*assumes the first floor is deemed commercial/business premises)					
Proposed Change of Use to First Floor for Community Facility (GFA 895m ²)					

Car parking requirements based on existing use (Refer Section 16.6 of DCP):

Community Facility 985m² 1 car / 20m² 50 cars

Based on the above numbers 50 car spaces would be required for the proposed change of use from Commercial to Community Facilities. However the initial use of the building as commercial required the provision of 29 cars for the same GFA. Thus the demand for car parking would be increased by 21 cars after taking into account the historical deficiency. It is contended that applying the car parking requirements for community facilities to the proposed use as a conservatorium is inappropriate as the

proposed use is more akin to an educational facility with the majority of floor space being used for one to one teaching.

It is also important to consider the hours of operation when making the car parking assessment (refer Hours of Operation on page 18). Throughout the week around 130 people aged from 18 months to adult would attend for half hour to hour long lessons. This number is scattered throughout the week with the main times for lessons being between 3.30pm and 6pm, 7pm or 8pm depending on the day of the week. There is generally 8 staff in attendance during those times. On average there will be 14 students present each half hour. Assuming that these students either drive to or are driven to their lesson it would indicate that there would be a need for 14 cars only (not the 50 required for a community facility) as they would be turned around each half hour. There would be a short period of around 5 minutes when there would be a potential demand for 28 spaces as people arrived for their lessons prior to those completing lessons leave.

Staff	8 people		1 car / 2 staff	4 cars
Students	48/week	Secondary	1 car / 10	5 cars
	60/week	Primary	1 car / 12	5 cars
	20/week	Adults	1 car / 5	4 cars

It is suggested that the proposed use as a conservatorium of music will decrease the car parking requirement that the first floor would have generated if it had remained a commercial facility and that the car parking numbers of 18 be adopted for this stage of the proposed development.

The car park surface and linemarking is in a poor condition. The lack of clearly delineated car spaces in some areas means that the parking capacity is seldom fully utilised. The provision of new linemarking will ensure the parking provided will be fully utilised. Part of the Stage 2 proposal would be to re-surface the car park and install new linemarking so as to clearly define the parking spaces which in turn will result in more efficient use of the parking area.

- Landscape: Council has in progress a proposed alteration to the existing footpaths on the Bridge and Brook Street frontages of the building. This proposal includes low planting between the footpath and the kerb + gutter similar to that on the east side of Bridge Street. There is no proposal to alter the existing landscape within the property boundary.
- Waste Minimisation and Management: The objectives established by the DCP in relation to commercial developments and change of use of an existing building are as follows:
 - Ensure appropriate waste storage and collection facilities,
 - Minimise source separation and recovery of recyclables,
 - Ensure waste management systems are as intuitive for occupants as possible and readily accessible to occupants and service providers,
 - Ensure appropriate resourcing of waste management systems, including servicing,
 - Minimise risk to health and safety associated with handling and disposal of waste and recycled material to ensure optimum hygiene,
 - Discourage illegal dumping by providing on site storage and removal services.

The existing waste management system consists of two systems. The waste collection for Franklins Supermarket is separate from that of the tenants of the remaining building. It is intended that these facilities will remain as is.

- Franklins have a 1.5cu.m. bulk waste collection which is emptied by Thiess 4 days per week around 5am on Monday, Wednesday, Thursday and Friday. The bin is located in a caged area within the supermarkets loading dock area with clear and easy access for collection vehicles.
- Remaining tenants one 1.5cu.m. and one 3cu.m. bulk waste collection which is emptied by JR Richards around 5am on Monday, Wednesday and Friday. The bins are located in the open in the south west corner of the site with clear and easy access for collection vehicles.



Photo: taken from south west corner of the property showing the car parking and the waste system on the left.

For waste management plans relating to the demolition, construction and occupation stages of the proposal refer to Appendix B.

- Stormwater Management: The objective established by the DCP in relation to non-residential developments for runoff from impermeable surfaces to be managed by stormwater source control that:
 - Contain frequent, low-magnitude flows,
 - Maintain the natural balance between runoff and infiltration, so as to promote appropriate groundwater, soil salinity and stream flow characteristics,
 - Remove some pollutants prior to discharge to receiving waters,
 - Prevent nuisance flows from affecting adjoining properties.

The stormwater from parts of the building fronting onto the street discharges into the Brook and Bridge Street gutter system. The remainder of the building drains into the railway easement running along the western side of the site. There is no kerb and gutter to the car park and stormwater runoff follows the natural slope of the car park and also drains into the railway easement.

This proposal does not change any of the existing impermeable surfaces and as a result will not alter the existing stormwater management system.

Hours of Operation: There will be a coincidence of operating hours between the shopping centre and the
proposed first floor use over most of the day between Monday and Friday.

The current hours of operation for the retail portions of the building are generally set by Franklins supermarket will remain unchanged and are as follows:

•	Monday to Friday	8am to 7pm
٠	Saturday	8am to 5pm
•	Sunday	10am to 4pm

The proposed hours of operation of the Conservatorium located on the first floor are:

٠	Monday to Wednesday	9am to 8pm
٠	Thursday	9am to 7pm
•	Friday	9am to 6pm
•	Weekends	Closed

The Conservatorium, whilst being opened as per the above times, does not operate at full capacity for all those hours. Students are generally there between the hours of 9am to 12noon on Tuesdays for early childhood music and 3.30pm to close on Mondays, Wednesdays to Friday for primary and secondary school aged students. Adults attend at irregular times throughout the day. The peak times for student attendances are from 3.30pm to around 7pm. Throughout the week around 130 people aged from 18 months to adult would attend for half hour to hour long lessons. This number is scattered throughout the week with the main times for lessons being between 3.30pm and 6pm, 7pm or 8pm depending on the day of the week. There is generally 8 staff in attendance during those times. On average there will be 12 students present each half hour.

Miscellaneous Items

- The site is not subject to flooding, drainage, land slip, soil erosion, mine subsidence or bushfires.
- Utility services of power, telephone, water and sewer are available and already connected to the site. The Ausgrid Substation in Brook Street will need to be relocated to enable the construction of the replica awning.
- There will be no impact on the existing and future amenity of the locality. The construction phases are likely to cause inconvenience to some of the existing tenants and their patrons.
- There will be no effect on the existing flora and fauna.
- Fire safety measures will be in accordance with the Building Code of Australia. The existing timber stair and concrete stair will be the subject of a Fire Engineer's report and recommendations as part of the Construction Certificate application.

PART C: THE PROPOSED DEVELOPMENT - STAGE 3

3. DETAILED DESCRIPTION OF THE PROPOSAL

Introduction

The third stage of this proposal will complete the project. This stage is limited to the redevelopment of the site to the west of the heritage building on Brook Street. It will entail the demolition of the single storey buildings west of the heritage building (viz. office space, take-way food outlet and liquor outlet). These spaces will be replaced with a secondary entrance to the first floor Conservatorium of Music with a separate lobby, stair and lift access. The remainder of the ground floor addition will provide commercial / retail spaces. The first floor addition to be constructed over this commercial space will provide the remaining teaching spaces required by the Conservatorium of Music to enable them to function efficiently and to be able to provide services to the community comparable to those services they now offer.



Artists view of the completed project. The proposed stage 3 development is to the right of the drawing.



Sketch of proposed stage 3 as viewed from Brook Street



Artists view of the completed project with the stage 3 development in the foreground.

The proposal does not impact on the current car parking numbers or parking arrangement nor does it alter the building envelope. With the exception of the awning, which is discussed below, the proposed work is entirely internal and within the existing building fabric. The scope of proposed work is shown on drawing A05 in the appendix A.

The Stage 3 portion of the proposal relates to the provision of the following facilities:

	Rehearsal Room 1	119m ²
٠	Rehearsal Room 2	58m ²
•	Early Childhood Music	58m ²
•	Stores (4 of)	47m ²
٠	Student Common	23m ²
٠	Lift and circulation space	132m ²
•	Staff Common	30m ²
٠	External Deck	17m ²
٠	Teaching Room 5	23m ²
	Teaching Room 6	25m ²
٠	Teaching Room 7	23m ²
٠	Teaching Room 8	38m²
٠	Teaching Room 9	40m ²
٠	Teaching Room 10	31m ²

All these spaces will be linked to the Stage 2 development and provide the final complement of teaching spaces required. This proposed stage will have an impact on the spaces currently occupied by the butcher and the liquor outlet who may require temporary relocation during the construction of the proposal.

All the proposed first floor spaces will be acoustically treated as outlined in the Acoustic Report prepared by Reverb Acoustics.

4. COMPLIANCE WITH PLANNING CONTROLS

The Muswellbrook Shire LEP 2009 established the zoning and floor space ratios for the site.

- **Zoning**: The land is zoned B2 Local Centre and the permitted uses within this zone with consent includes business premises, retail premises, car parks, educational establishment, entertainment facilities, function centres and office premises. All the existing and proposed uses comply with this zone.
- Floor Space Ratio: The permitted floor space ratio for the site is 2 to 1. The existing FSR is 0.76 to 1. The proposed FSR is 0.92 : 1. The proposal complies with this requirement.
- Heritage: The objectives of the LEP in relation to Heritage are met as the proposed additions will complement
 the heritage building. The external colour scheme of the heritage building will continue onto the proposed
 building. The proposed recessed entry foyer located between the heritage building and the proposed addition
 provides a visual break between the two buildings. Parapet heights have been retained and some of the
 proportions of the heritage building have been carried through on the proposed building. There is now awning
 proposed for the new building so that the replica awning proposed for the stage 1 development retains its
 integrity and defines the edges of the heritage building. Refer to the SoHI prepared by John Carr for further
 details.

Section 9 of the Muswellbrook Shire DCP outlines a number of planning controls and the objectives of those controls with each control being addressed in relation to the objective of the control and how the proposal meets, or fails to meet those objectives.

- Building Design: The existing single storey ad hoc development will be demolished and replaced by the proposed two storey addition. The proposal carries the parapet height of the heritage building but has breaks in it so that there is a distinction between old and new buildings. The proposed Brook Street façade is simple and modern lacking in the ornate decorations of the heritage building so that it does not compete with that building. Its simplicity will enhance the ornate nature and the historical and social significance of the heritage building. The proportions and rhythm of the heritage building have been used in the proposal in a more subtle and simple manner. The proposed new entrance to the first floor will be well defined and well lit. It is expected that this new entrance will become the major entrance to the upper level.
- **Building Height**: The existing heights set by the parapets of the heritage building will be maintained. The proposed lift shaft will fit inside the building and will have no physical manifestation external to the building.
- Building Setbacks: This proposal does not change the existing building setbacks.
- Accessibility: The proposal will provide access to the first floor for people with disabilities by providing an AS1428 compliant lift. There will also be access compliant toilet facilities to both ground and first floors.
- Car Parking: The proposed Stage 1 + 2 will provide for re-surfacing and new linemarking to the existing carpark which provides parking for 51 cars and loading dock facilities to the Franklins Supermarket. There are overflow provisions for 52 cars onto land owned by Council which abuts the south western boundary of the site and flows through to Market Street. These 52 spaces have been provided by Council for use as a public car park. If the argument provided in relation to the number of cars required for Stages 1 + 2 is accepted then the additional deficiency is car spaces is 14 and not the 50 spaces required under Community Use requirements. (Refer drawing A15)

The DCP requires additional car parking when existing premises are extended to create additional floor area or there is a proposed change of use. This stage, whilst still within the existing footprint of the building, will provide a reduction of 40m² to the ground floor and an additional floor with a GFA of 738m².

Car parking requirements based on proposed First Floor use as Community Facility (GFA 745m²)

Community Facility 738m² 1 car / 20m² 37 cars

It is contended that applying the car parking requirements for community facilities to the proposed use as a conservatorium is inappropriate as the proposed use is more akin to an educational facility with the majority of small rooms being used for one to one teaching and the occasional group practice session in the larger rooms.

It is important to consider the hours of operation when making the car parking assessment (refer Hours of Operation on page 24). Throughout the week it is anticipated that around 160 people aged from 18 months to adult would attend for half hour to hour long lessons. This number is scattered throughout the week with the main times for lessons being between 3.30pm and 6pm, 7pm or 8pm depending on the day of the week. There will generally be 12 staff in attendance during those times. On average there will be 16 students present each half hour. Assuming that these students either drive to or are driven to their lesson it would indicate that there would be a need for 16 cars only as they would be turned around each half hour (not the 37 required for a community facility). Thus the following calculations indicate the need for 16 car spaces for students attending the Conservatorium. There would be a short period of around 5 minutes when there would be a potential demand for 32 spaces as people arrived for their lessons prior to those completing lessons leave.

Staff	12 people		1 car / 2 staff	6 cars
Students	25	Adults	1 car / 5	5 cars
	70	Secondary	1 car / 10	7 cars
	60	Primary	1 car / 12	5 cars

To assist with the parking needs there is street parking for 48 cars available for short term parking within easy walking distance of the building as follows (refer architectural drawing A15):

Brook Street	East of railway line	15 cars (parallel to kerb)
	West of the railway line	24 cars (angle to kerb)
Lower William St	reet	9 cars

The Traffic Impact Assessment prepared by Intersect Traffic in the Executive Summary with regards to the proposal not providing any additional parking spaces states:

"It is however considered that the provision of additional on-site car parking is not required due to the cross-use of facilities within the complex, multi-purpose trips to the CBD area and the availability of adjacent public on and off-street parking in the area. The peak parking demand for the Conservatorium of Music is also likely to be lower than for the normal community land-use described in the DCP and is likely to occur outside the peak parking demand period for many of the businesses within the Campbell's Corner complex and other parts of the CBD."

- Landscape: Council has in progress a proposed alteration to the existing footpaths on the Bridge and Brook Street frontages of the building. This proposal includes low planting between the footpath and the kerb + gutter similar to that on the east side of Bridge Street. There is no proposal to alter the existing landscape within the property boundary.
- Waste Minimisation and Management: The objectives established by the DCP in relation to commercial developments and change of use of an existing building are as follows:

- Ensure appropriate waste storage and collection facilities,
- Minimise source separation and recovery of recyclables,
- Ensure waste management systems are as intuitive for occupants as possible and readily accessible to occupants and service providers,
- Ensure appropriate resourcing of waste management systems, including servicing,
- Minimise risk to health and safety associated with handling and disposal of waste and recycled material to ensure optimum hygiene,
- Discourage illegal dumping by providing on site storage and removal services.

The existing waste management system consists of two systems. The waste collection for Franklins Supermarket is separate from that of the tenants of the remaining building. It is intended that these facilities will remain as is.

- Franklins have a 1.5cu.m. bulk waste collection which is emptied by Thiess 4 days per week around 5am on Monday, Wednesday, Thursday and Friday. The bin is located in a caged area within the supermarkets loading dock area with clear and easy access for collection vehicles.
- Remaining tenants one 1.5cu.m. and one 3cu.m. bulk waste collection which is emptied by JR Richards around 5am on Monday, Wednesday and Friday. The bins are located in the open in the south west corner of the site with clear and easy access for collection vehicles.

The existing arrangement has the capacity for the proposed development.

For waste management plans relating to the demolition, construction and occupation stages of the proposal refer to Appendix B.

- Stormwater Management: The objective established by the DCP in relation to non-residential developments for runoff from impermeable surfaces to be managed by stormwater source control that:
 - Contain frequent, low-magnitude flows,
 - Maintain the natural balance between runoff and infiltration, so as to promote appropriate groundwater, soil salinity and stream flow characteristics,
 - Remove some pollutants prior to discharge to receiving waters,
 - Prevent nuisance flows from affecting adjoining properties.

The stormwater from parts of the building fronting onto the street discharges into the Brook and Bridge Street gutter system. The remainder of the building drains into the railway easement running along the western side of the site. There is no kerb and gutter to the car park and stormwater runoff follows the natural slope of the car park and also drains into the railway easement.

Even though a second storey has been added there is no increase in, nor change to, any of the existing impermeable surfaces and as a result will not alter the existing stormwater management system.

• Hours of Operation: There will be a coincidence of operating hours between the shopping centre and the proposed first floor use over most of the day between Monday and Friday.

The current hours of operation for the retail portions of the building are generally set by Franklins supermarket will remain unchanged and are as follows:

٠	Monday to Friday	8am to 7pm
٠	Saturday	8am to 5pm
٠	Sunday	10am to 4pm

The proposed hours of operation of the Conservatorium located on the first floor are:

•	Monday to Wednesday	9am to 8pm
•	Thursday	9am to 7pm
•	Friday	9am to 6pm
•	Weekends	Closed

The hours of operation for this stage will be the same as that for Stage 2.

Miscellaneous Items

- The site is not subject to flooding, drainage, land slip, soil erosion, mine subsidence or bushfires.
- Utility services of power, telephone, water and sewer are available and already connected to the site.
- There will be no impact on the existing and future amenity of the locality. The construction phases are likely to cause inconvenience to some of the existing tenants and their patrons.
- There will be no effect on the existing flora and fauna.
- Fire safety measures will be in accordance with the Building Code of Australia. It is anticipated that the entire building will be the subject of a Fire Engineer's report and recommendations as part of the Construction Certificate application.

5. CONCLUSIONS

Muswellbrook has a wonderful resource in the Campbell's Corner building. The foresight of Council to purchase and refurbish this building should be applauded. The adaptive re-use of the first floor of the heritage building for use by the local Conservatorium of Music will be beneficial to the community. The installation of the replica cast iron awning facing and the painting of the exterior of the building in the heritage colours recommended in the Statement of Heritage Impact will enhance the building and be in keeping with its history and social significance.

The proposed three stage development is in keeping with all the planning controls with the exception of the car parking provisions of the DCP. However, there has been an historical deficiency of between 150 and 164 cars on this site and the proposed change of use to the first floor will not exacerbate the problem but will relieve it slightly. The Traffic Impact Assessment contends that the cross-use of facilities in the proposal negates the need to provide additional parking. This proposal will be of great benefit to the Muswellbrook community.

Stephen Rose

Architect AIA



ON-STREET PARKING - AERIAL VIEW

52 COUNCIL PROVIDED PUBLIC SPACES

MONTO ON ORIGINAL

IF ANYTHING IS NOT CLEAR - DO NOT ASSUME PLEASE ASK THE ARCHITECT

STEPHEN ROSE ARCHITECTS ARX 1180 Mr 02 102 407 440 NOT ACCOUNT OF THE ACCOUNT OF THE ACCOUNT OF THE NOT ACCOUNT OF THE ACCOUNT OF THE ACCOUNT OF THE ACCOUNT OF THE NOT ACCOUNT OF THE AC

THESE CIRAMANOS MUST BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS INCLUDING, BUT NOT UMITED TO CIVIL, STRUCTURAL, ELECTRENA HYDRAULIC AND MECHANICAL DRAWINGS. The use of theme drawing of memory of company.

Campbell's Corner Building Refurbishment -Stages 1, 2 +3

Muswellbrook Shire

Council

Lot 101 DP 606303 Corner of Brook and Bridge Streets, Muswellbrook NSW

On-street parking - Aerial View