WOOLWORTHS

WOOLWORTHS WAREHOUSE AND DISTRIBUTION CENTRE, MARRICKVILLE

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN ASSESSMENT

SEPTEMBER 2020

WOOLWORTHS GROUP

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Woolworths Warehouse and Distribution Centre, Marrickville
Crime Prevention Through Environmental Design Assessment

Woolworths

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REV	DATE	DETAILS
001	08/09/20	Draft for comment
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	NAME	DATE	SIGNATURE
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Reviewed by:	Chris Nunn	08/09/20	
Approved by:	Luke Gordon	09/09/20	

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GLOSSARY

Term	Definition
The Site	74 Edinburgh Road, Marrickville (Lot 202 in DP 1133999, Lot 3 in DP 318232 and Lot 3 in DP 180969)
The Project	Demolition and the construction of a new warehouse and distribution centre with associated offices.
Customer Fulfilment Centre	The purpose built Woolworths occupied warehouse and distribution facility located on Level 2.
Associated Office	When referring to the office component of the development

ABBREVIATIONS

Abbreviation	Meaning
AS	Australian Standard
CFC	Customer Fulfilment Centre
Council	Inner West Council
CPTED	Crime Prevention Through Environmental Design
EIS	Environmental Impact Statement
LGA	Local Government Area
m	Metre
SEARs	Secretary's Environmental Assessment Requirements
SSD	State Significant Development
SSD DA	State Significant Development Application
The Minister	The Minister for Planning, Industry and Environment
The Regulation	Environmental Planning and Assessment Regulation 2000
The Site	The New Warehouse and Distribution Centre Site

1 PROJECT BACKGROUND

1.1 INTRODUCTION

WSP Australia Pty Ltd. has been commissioned by Woolworths Group Limited (the **Applicant**) to prepare this report in accordance with the technical requirements of the Secretary's Environmental Assessment Requirements (**SEARs**), and in support of the SSD- 10468 for the design, construction and operation of a warehouse and distribution centre with associated offices at 74 Edinburgh Road, Marrickville (the **Site**).

The warehouse will be fitted out for the purposes of a speculative warehouse(s) and Customer Fulfillment Centre which will service the inner west and city suburbs.

Specifically, this report addresses the following SEARs:

Table 1 SEARs addressed in this report

SEARS	REPORT REFERENCE
Inclusion into SEARs for SSD-10468 **Transport and Accessibility (Construction and Operation)** The Environmental Impact Statement (EIS) for the subject development should include a Traffic and Transport Impact Assessment that provides, but is not limited to, the following: The existing and proposed pedestrian and bicycle routes and end of trip facilities within the vicinity of and surrounding the site and to public transport facilities as well as measures to maintain road and personal safety in line with CPTED principles	This report: PS119991-SEC-REP-CPTED Rev001

1.2 DESCRIPTION OF SITE

The Site is legally described as Lot 202 in DP 1133999, Lot 3 in DP 318232 and Lot 3 in DP 180969, commonly known as 74 Edinburgh Road, Marrickville (see Figure 1). The Site has an area of approximately 27,315sqm and has frontages to both Edinburgh Road (north) and Sydney Steel Road (east).

The key elements within and surrounding the Site include:

1. The Site is located within the industrial area of Marrickville and currently accommodates several large freestanding industrial buildings and associated car parking and loading areas;
2. Vehicular access to the Site is via an existing entry and exit driveway at the Edinburgh Road frontage. Access is also available from Sydney Steel Road;
3. The Site contains minimal vegetation which is fragmented by buildings and areas of hardstand surfaces. Vegetation is limited to scattered trees and shrubs within the Site and planted within the nature strip;
4. The Site is located within 1km of Sydenham Railway Station, which is currently being upgraded as part of the Sydney Metro Chatswood to Bankstown metro line; and
5. The Site is well positioned in terms of access to arterial and main roads, public transport modes of bus and rail, Sydney Airport and the retail centre of Marrickville.

Figure 1 Aerial view of the Site

SOURCE: SIX MAPS

Figure 2 The Site: Location of proposed warehouse and Customer Fulfilment Centre

SOURCE: NETTLETON TRIBE

1.3 THE SITE AND THE SURROUNDING CONTEXT

The Site is well positioned in terms of access to arterial and main roads, public transport modes of bus and rail, Sydney Airport and the retail centre of Marrickville. The Site is located on the northern periphery of the Sydenham Precinct which is part of the Sydenham to Bankstown Urban Renewal Corridor, earmarked for significant employment growth.

The Site also forms part of a large industrial precinct bounded by Edinburgh Road to the north, Railway Parade and the railway line to the east, Marrickville Road/the railway line to the south and Meeks Road/Farr Street/Shepherd Street to the west. The Industrial precinct includes:

- Large free stranding industrial buildings;
- Industrial estates including smaller individual warehouse buildings to the south and east;
- Manufacturing, freight and logistics uses and includes storage facilities, car smash repairs, warehousing and factories.

The Marrickville Metro Shopping Centre also lies to north of the Site. Residential uses are well separated from the Site to the south and east. The Site is also physically separated from residential dwellings to the north and north-west by Edinburgh Road.

1.4 PROJECT DESCRIPTION

The proposed works comprise the following:

- Demolition of the existing buildings, associated structures and landscaping;
- Construction of a two storey warehouse comprising a speculative warehouse at level 1 (ground level) and Customer Fulfillment Centre (CFC) at level 2;
- Construction of associated offices across five levels to be used by Woolworths in conjunction with the warehouse and CFC;
- Two storey car park adjacent to Edinburgh Road;
- Two storey hardstand loading and delivery area adjacent Sydney Steel Road;
- Private vehicle access from two points on Edinburgh Road;
- Heavy vehicle / loading vehicle access from four points on Sydney Steel Road; and,
- Tree removal and landscaping works.

Use of the warehouse will be on a 24-hour, 7-day basis, consistent with surrounding operations.

1.5 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

The International CPTED Association defines CPTED as:

A multi-disciplinary approach to deterring criminal behaviour through environmental design. CPTED strategies rely upon the ability to influence offender decisions that precede criminal acts by affecting the built, social and administrative environment.

The concept of CPTED is to therefore to design physical features for public spaces, buildings and their surroundings to produce desired behavioural effects in the users of the space while facilitating the observation of and response to criminal behaviours.

Within the State of New South Wales, the principles of CPTED are grouped into four basic categories, as outlined in the following text drawn from the NSW Police website:

1.5.1 NATURAL SURVEILLANCE

The attractiveness of crime targets can be reduced by providing opportunities for effective surveillance – both natural and technical.

Good surveillance means that people can see what others are doing. People feel safe in public areas when they can easily see and interact with others. Would be offenders are often deterred from committing crime in areas with high levels of surveillance. From a design perspective, 'deterrence' can be achieved by:

- clear sightlines between public and private places;
- effective lighting of public places;
- landscaping that makes places attractive but does not provide offenders with a place to hide or entrap victims.

1.5.2 TERRITORIAL REINFORCEMENT

Community ownership of public space sends positive signals. People often feel comfortable in, and more likely to visit, places which feel owned and cared for. Well used places reduce opportunities for crime and increase risk to criminals.

If people feel that they have some ownership of public space, they are more likely to gather and to enjoy that space. Community ownership also increases the likelihood that people who witness crime will respond by quickly reporting it or by attempting to prevent it. Territorial reinforcement can be achieved through:

- Design that encourages people to gather in public space and to feel some responsibility for its use and condition;
- Design with clear transitions and boundaries between public and private space;
- Clear design cues on who is to use space and what it is to be used for.

1.5.3 ACCESS CONTROL

Physical and symbolic barriers can be used to attract, channel or restrict the movement of people. They minimise opportunities for crime and increase the effort required to commit crime. By making it clear where people are permitted to go or not go, it becomes difficult for potential offenders to reach and victimise people and their property. Illegible boundary markers and confusing spatial definition make it easy for criminals to make excuses for being in restricted areas. However, care needs to be taken to ensure that the barriers are not tall or hostile, creating the effect of a compound.

Effective access control can be achieved by creating:

- Landscapes and physical locations that channel and group pedestrians into target areas;
- Public spaces which attract, rather than discourage people from gathering restricted access to internal areas or high-risk areas (like car parks or other rarely visited areas). This is often achieved using physical barriers.

1.5.4 SPACE MANAGEMENT

Popular public space is often attractive, well maintained and well used. Linked to the principle of territorial reinforcement, space management ensures that space is appropriately utilised and well cared for.

Space management strategies include activity coordination, site cleanliness, rapid repair of vandalism and graffiti, replacement of burned out pedestrian and car park lighting and removal or refurbishment of decayed physical elements.

2 INFO / DATA PROVIDED TO THE CONSULTANT

2.1 DRAWINGS REVIEWED

The following drawings were reviewed as part of the assessment:

- Nettleton Tribe Drawing Reference:
  - 10437_DA000-1 – COVER PAGE
  - 10437_DA001-1 – SITE PLAN
  - 10437_DA002-1 – DEMOLITION PLAN
  - 10437_DA101-1 – GROUND FLOOR PLAN
  - 10437_DA102-1 – LEVEL 1 FLOOR PLAN
  - 10437_DA103-1 – LEVEL 2 FLOOR PLAN
  - 10437_DA104-1 – LEVEL 3 FLOOR PLAN
  - 10437_DA105-1 – LEVEL 4 FLOOR PLAN
  - 10437_DA106-1 – LEVEL 5 FLOOR PLAN
  - 10437_DA107-1 – LEVEL 6 FLOOR PLAN
  - 10437_DA108-1 – PLANTROOM
  - 10437_DA109-1 – ROOF PLAN
  - 10437_DA201-1 – ELEVATIONS
  - 10437_DA250-1 – EXTERNAL FINISHES
  - 10437_DA255-1 – SIGNAGE ELEVATIONS
  - 10437_DA301-1 - SECTIONS
  - 10437_DA501-1 – SHADOW DIAGRAMS

Where necessary to demonstrate the inclusion of CPTED features in the design, plans have been marked up and included within Appendix A of this report.

2.2 OTHER RELEVANT DOCUMENTS

The following documents have been reviewed in the production of this report

- Letter from C. Ritchie (Director, Industry Assessments – Department of Planning, Industry and Environment) to T. Stock (Regional Development Manager, Woolworths Group Limited), entitled *Woolworths Distribution Centre, Marrickville (SSD-10468) - Planning Secretary's Environmental Assessment Requirements* dated 30/06/2020;
- Letter from M. Ozinga (Principal Manager, Land Use Planning and Development – Transport for NSW) to O. Hirst (Department of Planning, Industry and Environment), entitled *Request for SEARs Input - Woolworths Warehouse and Distribution Centre Marrickville (SSD-10468)* dated 19/06/2020;
- Planning Secretary's Environmental Assessment Requirements (under Section 4.12(8) of the Environmental Planning and Assessment Act 1979 and Schedule 2 of the Environmental Planning and Assessment Regulation 2000) for Application SSD-10468 (Woolworths Waterhouse and Distribution Centre, Marrickville)

The following documents and excerpts should be referred to in consideration of this report:

- Department of Urban Affairs and Planning: Crime prevention and the assessment of development applications - Guidelines under section 79C of the Environmental Planning and Assessment Act 1979 (now Section 4.15 following issue of the Environmental Planning and Assessment Amendment Act 2017)

3 ASSESSMENT

3.1 AREA DEMOGRAPHICS

Marrickville is a suburb in the Inner West of Sydney, New South Wales, 7 kilometres (4 miles) south-west of the Sydney Central Business District. It is the largest suburb in the Inner West Council Local Government Area (LGA). Marrickville is a culturally diverse suburb consisting of both low and high density residential, commercial and light industrial areas.

The 2016 census indicated a relatively young population with a median age of 36, with a third of adults having obtained degree level education. Over half the population were born in Australia with the remainder originating from a range of Asian and European countries, as well as New Zealand. The suburb records a high level of employment with circa 91% in full or part-time employment, 4% away from work and circa 5% unemployed. The median weekly income is circa $800 with 16% of households having an income of less than $650, and 24% having weekly income of greater than $3000. These details indicate a relatively affluent, family focussed suburb.

3.2 CRIME REVIEW

A review has been undertaken of crime statistics for the Inner West LGA, for offence types that are deemed relevant to the Project. The review used data and trend analysis supplied by the Bureau of Crime Statistics and Research (BOCSAR), for the period April 2018 – March 2020.

The most prevalent crime types included:

- Malicious damage to property – 1175 offences for the year to March 2020;
- Stealing from motor vehicles – 823 offences for the year to March 2020;
- Assault (non-domestic violence related) – 566 offences for the year to March 2020.

Where calculated by BOCSAR, most crime types demonstrated stable or downward trends, with the exception of:

- Intimidation, stalking and harassment – annual change of 17.5% to 444 incidents;
- Prohibited and regulated weapons offences - annual change of 22.0% to 255 incidents;
- Trespass - annual change of 67.7% to 223 incidents;
- Offensive Language - annual change of 78.6% to 50 incidents.

The levels recorded for the Inner West LGA are often similar or below those of surrounding LGAs (with the exception of Sydney CBD which records higher levels) and rates per 100,000 population head are below the New South Wales average.

3.2.1 NSW POLICE INPUT

NSW Police Inner West Police Area Command were contacted by telephone and follow up email to provide input to this report. At the time of writing, no response has been received.

3.3 FINDINGS

Following a review of the design drawings and a meeting with Woolworths Regional Development Manager and the Project Architect, a number of areas have been identified that demonstrate that CPTED is incorporated into the design, as set out below. Where applicable, recommendations to enhance or supplement existing CPTED design features have been made.

3.3.1 NATURAL SURVEILLANCE

The following features of the Project site are considered to contribute to effective natural surveillance of the site and surrounding area:

- The operation of the Project site on a 24/7 basis provides the opportunity for surveillance at all times, especially with the regular movement of delivery vehicles into and out of the site;
- The design currently has associated office space located across multiple levels on the east corner of the site, with extensive glazed façade on all outward facing aspects. Surveillance opportunities from the office space should be maximised by the placement of desks or canteen seating close to windows;
- Glazing of the entrance lobby, when combined with illumination of the lobby and immediately adjacent external areas (particularly the under croft beneath the Level 1 car park and Level 2 office space), will allow building security or reception staff to observe areas around the main pedestrian entrance;
- Obstructions that might impact sight lines from the lobby have been avoided where possible. A review of plans provided indicates that there are a limited number of structural columns present, reducing opportunity for concealment or shadow formation;
- The placement of cycle parking in front of the lobby is a positive design feature as it allows reception staff to keep this parking under surveillance;
- Landscaping is to be used to define routes and public / semi-private space. Natural surveillance needs to be maintained by restricting vegetation growth that obscures lines of sight between 0.5m-2.0m above ground level (agl);
- Landscaping along the Edinburgh Road frontage is low, with few opportunities for concealment. Furthermore, the landscaping is intended to incorporate seating that will assist in activating the area;
- Consideration should be given to installation of convex mirrors be installed on walls adjacent to access / egress points on Sydney Steel Road - especially around main delivery access (south corner of the Project site) - to allow pedestrians or cyclists to detect vehicles exiting the Project site. It is understood a wall by the main delivery access (south corner of the Project site) is to be reduced in extent to improve sight lines;
- External doors at ground level appear to be flush to façade, which removes concealment points;
- Further satellite offices are located on the southeast side and north corner. The use of glazed facade and windows in these locations provides further opportunity to observe activity around the Project site boundary;
- External lighting should be extended to the site boundary, car park areas, and footpaths bordering the Project site on Sydney Steel Road and Edinburgh Road. Lighting levels should be balanced to support surveillance, whilst preventing contrast and glare. This is particularly relevant where paths connect into the shared use path leading towards Sydenham Station.

  Whilst a lighting design for external areas of the Project site has not been developed at this stage in the design process, however following discussions with the architect and project team, it is understood that any design will satisfy requirements of AS1158.3.1 *Lighting for Roads and Public Spaces Pedestrian Area (Category P) Lighting - Performance and Design Requirement.* The Architect and Project Team detailed the intent to coordinate lighting with existing lighting on the shared user path to enable pedestrians and cyclists to see along the route before entering it, which aligns with CPTED principles;

- It is understood that signage will be used to aid route / access point selection by patrons. Signage elevations provided for review indicate that entry and exit signs will be large and clearly visible, informing drivers and assisting passers-by to anticipate behaviour / vehicle movement in the area;
- The car parking for the site is located across two levels that front onto Edinburgh Road. At ground level, the car park is bounded by a low wall with visually permeable aluminium screening atop. This design minimises opportunity for concealment behind the wall and retains sightlines between the car park and external areas. To maximise visual permeability, the aluminium screens should be painted in a dark colour;
- Routes through the car park for patrons and staff should be kept as wide as possible, with balanced lighting throughout the car park, avoiding glare or blind spots within the car park.

  Guidelines provided by New South Wales Police detail that lights should be bright enough to enable the rear seat of a parked vehicle to be seen before entering and enable the face of a person to be seen 15 metres away. Whilst this is not a strict requirement, it's application should be considered, given the night-time operation of the Project site. The need to manage lighting levels with sustainability requirements can be achieved via the use of sensor lights in certain areas;
- Research suggests that the presence of attendants in a car park can reduce the risk of crime occurring. The online order pick-up facility will increase activation in the car park through the presence of pick up staff and the frequent movement of patrons through the pick-up facility and car park;
- The internal bike store has been placed close to the Pick-up facility and is understood to be a visually permeable enclosure that will allow surveillance from the Pick-up facility. End of trip facilities are also located between the bike store and the lobby and are considered to likely to have relatively high levels of surveillance from adjacent activities;
- Bin stores should be located within the building and secured to remove concealment opportunities.

Further to the application of CPTED principles to the Project design, it is understood that an extensive electronic security design is to be developed, comprising video surveillance as well as intruder detection and access control. CCTV has been shown to be an effective crime deterrent in certain areas, including in the reduction of property crime (such as theft from vehicles and vandalism) and if used effectively can support and enhance CPTED provisions. The following should be considered as part of this security overlay:

- Install a quality, vandal resistant system;
- Display signage identifying that CCTV is operating;
- Ensure the cameras are installed to maximise surveillance opportunities along boundaries, and access points and vulnerable areas such as the Return and Earn facility. Ensure the camera views are not obstructed.

3.3.2 TERRITORIAL REINFORCEMENT

Areas that have clear boundaries and perimeters provide ownership cues such that the areas are less likely to be used improperly. Defining the bounds of the Project site, as well as directing and restricting access / egress to designated points can be achieved using pavements, signage and effective landscaping, as well as more physical barriers:

- The Architect reported that the ground floor car park design includes roller shutters at the entrance and exit (that will be closed between circa 2230 – 0530, activated by key tag) and a boundary comprising low walls topped with vertically orientated aluminium screens that restrict access whilst retaining visual permeability. These design features will help to restrict unauthorised access to the car park;
- Pavements naturally direct foot traffic by defining the routes pedestrian should take. The location of paths along Edinburgh Road and Sydney Steel Road direct footpath users away from entrances and exits where possible, increasing the opportunity for pedestrians and cyclists to detect movement of vehicles leaving the site, and so avoid conflict;

- Signage at any intersections informs decision making so that the user has confidence in the route they are taking. As well as signage on building entrances, signage should be considered along Sydney Steel Road - in particular, at the intersection with the shared use path to Sydenham Station, to alert pedestrians and cyclists to the movement of vehicles into and out of the site. Whilst not strictly a crime prevention measure, the confidence associated with a footpath user being aware of their surroundings can have flow on effects to their comfort in an area and their willingness to confront inappropriate behaviour;
- Landscaping can act as a psychological and physical barrier, discouraging movement over the Project site boundary in certain areas. Landscaping should be sufficiently dense to deter pedestrians from crossing it (e.g. planting close to façades to prevent vandalism) but should not provide opportunity for concealment or restrict line of sight.

3.3.3 ACCESS CONTROL

Further to defining boundaries, the same landscaping can be used to direct employees or legitimate visitors to defined points and to channel passers-by or would-be trespassers away. This is achieved effectively on the Project site design through changes in vegetation heights, types and densities. Semi-private space around the building is defined by the use of low walls, that can be used as seating, providing opportunities for natural surveillance.

Vehicle access control via roller shutters and visually permeable barriers applied in the car park area helps to reduce the opportunity for unauthorised entry. The positioning of entry and exit points have been carefully considered to optimise Project site operation, and signage elevations provided indicate that access and egress will be clearly defined. This supports CPTED principles of natural access control and territorial reinforcement by reducing conflict between those seeking to access the site and passers-by, and by defining expected uses of areas of the Project site. These CPTED features are supported by the installation of roller shutters and / or gates at access points and the wall and screening around the ground floor car park, which will aid in the restriction of access.

Design drawings indicate that external doors from stairwells etc open outwards in all locations. When door schedules are being prepared, the incorporation of viewing panes should be considered.

3.3.4 SPACE MANAGEMENT

This focusses on the placement of activities to provide mutual support, as well as maintenance of the space to a high standard. In this context it would include such examples as placement of the Return and Earn close to street parking on Sydney Steel Road. The Return and Earn facility is anticipated to be very busy which provides opportunity for mutual support between the facility, the street parking and the shared use path; whereby users of any of these assets may observe activity around the others. This increases the perception of risk to an offender, which may deter them from acting.

As previously mentioned, the use of landscaping walls as seating provides activation to the front of the building. Staff or pedestrians that choose to sit there will observe their surroundings and in turn be observed by road users and passers-by.

3.3.4.1 MAINTENANCE

Operation of a site that is regularly maintained supports many of the preceding principles and features of the Project site (including materials used - brick and metal screening of large parts of the façade - and planting proposed) appear to indicate a low maintenance burden. Lighting needs to be incorporated into a regular maintenance plan to ensure lights are working, maintaining lux levels and are not obstructed in any way by signs, landscaping or other objects. Light fixtures should be reliable, easy to maintain, able to withstand the elements and vandal resistant.

Whilst maintenance burden should be minimised, so that it is effectively completed, the presence of maintenance crews can provide further informal surveillance during periods of operation.

Maintenance plan details are not yet available for review, but the need for maintenance needs to be considered at an early stage in the design.

4 CONCLUSIONS

4.1 SUMMARY

The Project site design includes a number of features that indicate that the CPTED principles for the integration of this development into the existing external network for routes to Public Transport, Pedestrian and Bicycle pathways have been considered and incorporated into the design. It is also considered that the internal facility design and notably 'end of trip (& other communal spaces) have been considered and designed in accordance with CPTED principles :

- Natural Surveillance:
  - Extensive glazing of the associated office levels and lobby enables surveillance of the main pedestrian entrance;
  - Small offices located around the Project site that provide additional opportunity for surveillance;
  - Landscaping that allows for retention of sight lines, as well as space activation that increases opportunities for users to observe the areas around them;
  - Visually permeable screening on the ground floor car park boundary to retain sight lines but also restrict access;
  - Visually permeable screening for the internal bike store and placement close to an active area (Pick-up facility);
  - Placement of the Return and Earn close to parking and the shared use path for mutual support and surveillance;
  - The stated intent by the project team to supplement natural surveillance with video surveillance.
- Territorial Reinforcement:
  - Use of pavements to naturally direct foot traffic by defining the routes pedestrian should take;
  - Use of landscaping to define boundaries of the Project site;
  - Signage on building access points to inform drivers, pedestrians and cyclists, of anticipated vehicle movements.
- Access Control:
  - Landscaping, alongside physical security features such as screening and roller shutters on vehicle access points, has been used effectively to both define routes to and around the Project site and also define the ownership of areas and the transition points from public realm to semi-private and private spaces.
- Space Management:
  - Placement of the Return and Earn close to street parking on Sydney Steel Road to provide opportunity for mutual support between the facility, the street parking and the shared use path;
  - Activation of the Edinburgh Road frontage by incorporation of seating options into landscaping.

4.2 RECOMMENDATIONS

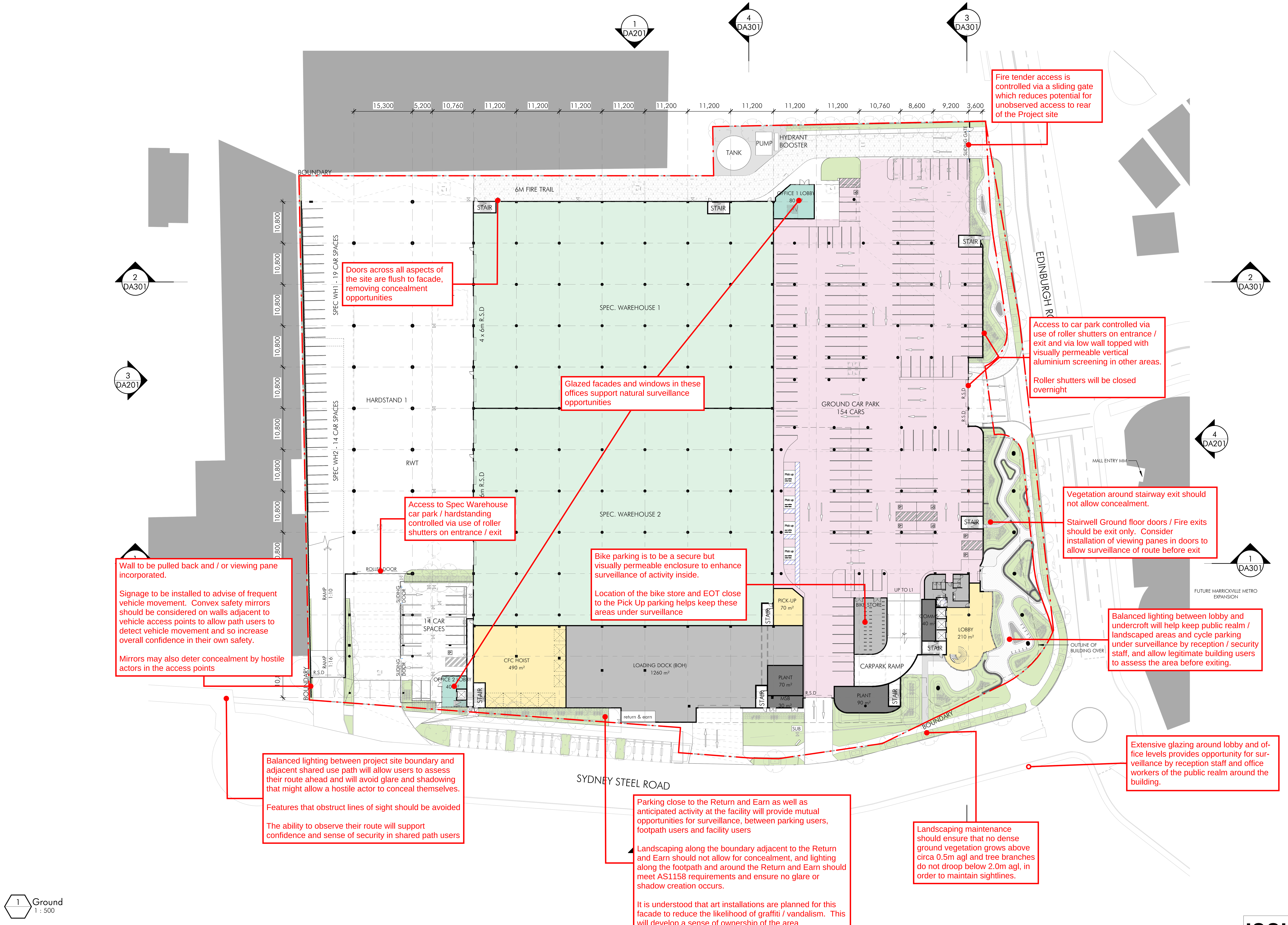
The following items are to be incorporated into the design of the Project site at a suitable point:

- Convex mirrors installed on walls adjacent to access / egress points on Sydney Steel Road - especially around main delivery access (south corner of the Project site) - to allow pedestrians or cyclists to detect vehicles exiting the Project site;
- External lighting design that satisfies the requirements of Australian Standard 1158;
- Signage along Sydney Steel Road - in particular, at the intersection with the shared use path to Sydenham Station, to alert drivers to the shared use function of the footpath;

- Consideration of the bin stores design to remove any concealment opportunities;
- Electronic security overlay that complements the CPTED principles already present and minimises potential for trespass into the Project site;
- Development of a maintenance plan that will ensure the ongoing and regular upkeep of the site including, but not limited to, landscaping, removal of graffiti and replacement of broken or damaged light fittings.

APPENDIX A

MARKED UP ARCHITECT DRAWINGS



1 Ground 1 : 500

Area Schedule

Land Use	Area
CFC	558 m²
CFC Warehouse	21,000 m²
Commercial (CFC)	8,361 m²
Core	249 m²
Plant	1,278 m²
Spec Office	596 m²
Spec Warehouse	8,578 m²
Grand total	40,619 m²

Car Parking

Carpark - Accessible	7
Carpark - Standard	317
Pick-Up	4
Spec. Warehouse - Accessible	1
Spec. Warehouse - Standard	46
Grand total	375

Van Parking

CFC - Van Parking	140

ISSUED FOR SSDA

Client

Woolworths
The fresh food people

Issue	Description	Date
1	Issued for SSDA	28.08.2020

Project Name
Warehouse Facility

Project Address
74 Edinburgh Road, Marrickville, NSW, 2204

Key Plan
0 10000 25000

Drawing Title:
Ground Floor Plan

Author: Min | Checker: - | Sheet Size: A1 | Scale: 1:500

Drawing Number: 10437_DA101 | Issue: 1

nettletontribe

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e: sydney@nettletontribe.com.au w: nettletontribe.com.au

1.
Metal Wall Sheeting
Enseam
- Terrain

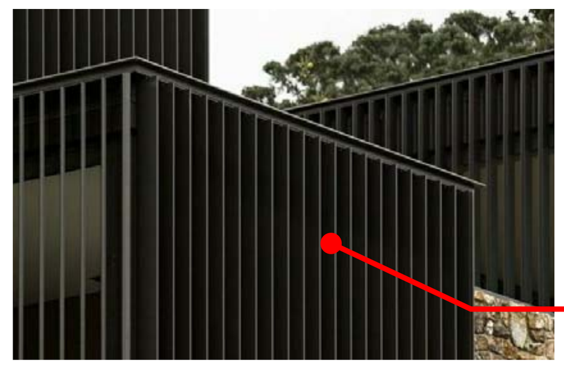
2.
Metal Wall Sheeting
Enseam
- Jasper

3.
Metal Wall Sheeting
Enseam
- Dune

4.
Metal Wall Sheeting
Enseam
- Woodland Grey

5.
Wire Mesh Screen/ Perforated Screen
- Stainless Steel with Black Reveal

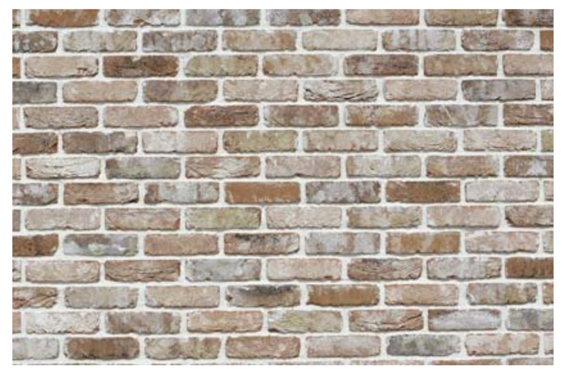
6.
Curtain Wall with Spandrel
- with Black Mullion, 400mm Vetical Sunshade and Hidden Transom



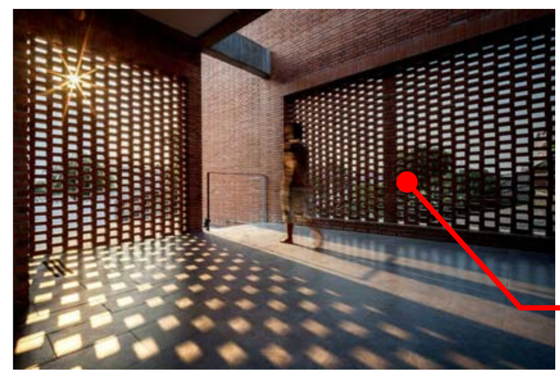
7.
Vertical Aluminium Screen
- Black

Visually permeable screen supports natural surveillance of car park

8.
Roller Shutter Door
- Woodland Grey



9.
Feature Facebrick Wall



10.
Feature Breeze Wall

Visually permeable screen supports natural surveillance of car park

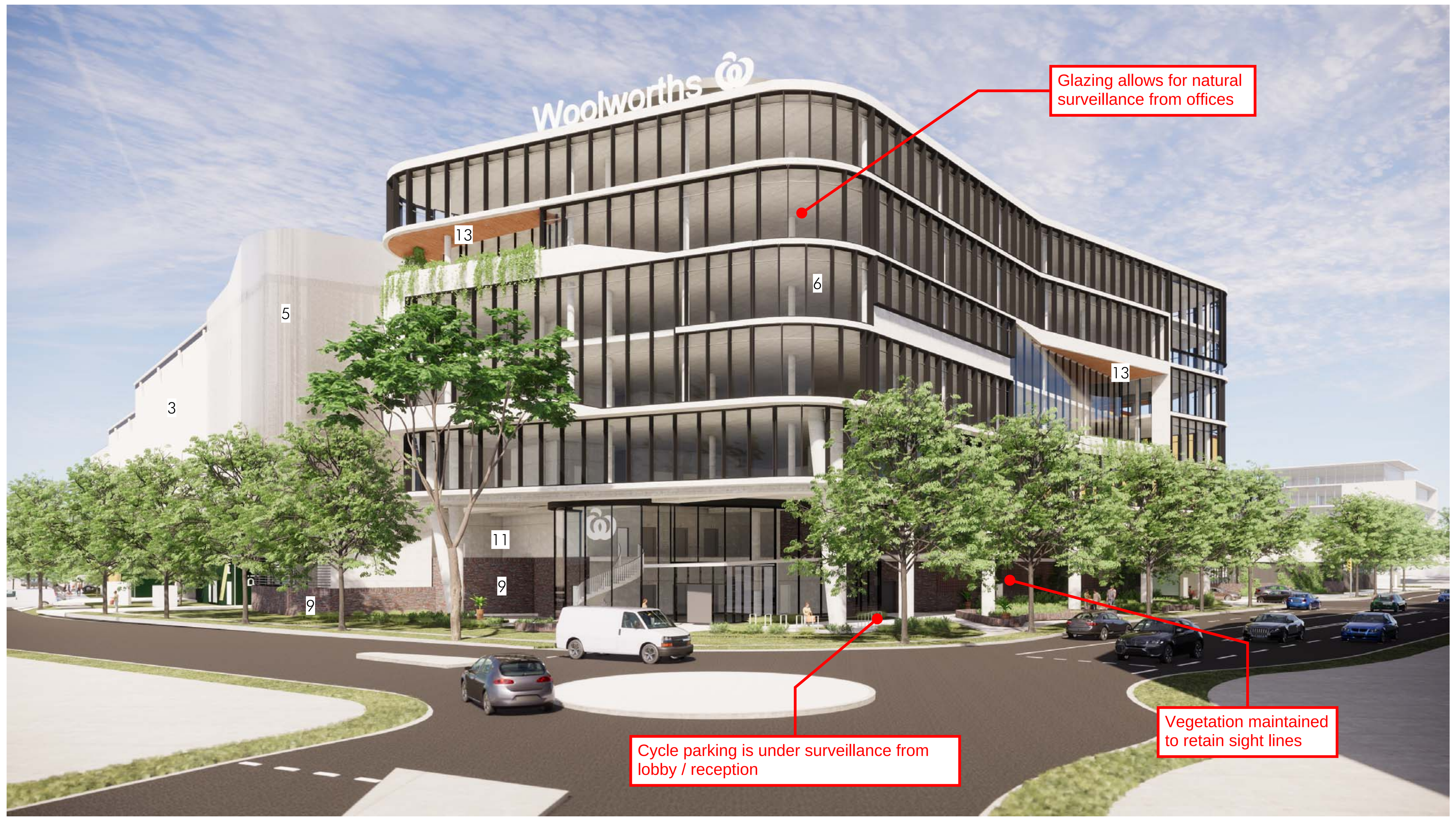
11.
Precast Concrete/ Off-form Concrete

12.
Polycarbonate Wall Sheeting
- Opal

13.
Timber Soffit to External Recreation Area

14.
Feature Artwall
- synonymous with surrounding neighbourhoods

Provides sense of connectedness and ownership, and lilely to reduce potential for graffiti vandalism



PERSPECTIVE 1

PERSPECTIVE 2

ISSUED FOR SSDA

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Client
Woolworths The fresh food people

Issue	Description	Date
1	Issued for SSDA	28.08.2020

Project Name
Warehouse Facility
Project Address
74 Edinburgh Road, Marrickville, NSW, 2204

Key Plan
0 2000 5000

Drawing Title:
External Finishes

Author:	Checker:	Sheet Size:	Scale:
TR	MS	A1	NTS

Drawing Number: **10437_DA250**
Issue: **1**

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