



ARCHITECTURAL DESIGN STATEMENT

STATE SIGNIFICANT DEVELOPMENT

PROPOSED HORSLEY DRIVE BUSINESS PARK - STAGE 2

PROPOSED WAREHOUSE DEVELOPMENT

PREPARED: 10 JUNE 2021

PREPARED FOR: CHARTER HALL

PREPARED BY: WATCH THIS SPACE DESIGN PTY LTD

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PROJECT 	HORSELY DRIVE BUSINESS PARK STAGE 2 (BUILDINGS 2 & 3)
PROJECT ADDRESS 	5, 15 AND 25 TRIVET STREET, WETHERILL PARK AND 130, 132-142, 144-154 AND 156 COWPASTURE ROAD, WETHERILL PARK, NSW 2164 (FAIRFILED LOCAL GOVERNMENT AREA)
DOCUMENT 	ARCHITECTURAL DESIGN STATEMENT
CLIENT 	CHARTER HALL
REVISION 	N/A
DATE 	23 JULY 2021
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INTRODUCTION

1.0 INTRODUCTION

This architectural design statement is to accompany the development proposal for Horsley Drive Business Park Stage 2 (Buildings 2 & 3).

The design statement has been prepared as part of the above-mentioned submission and is to be read alongside Watch This SPACE Design's architectural documentation CH HDBP SSDA 00 - 42.

The proposal responds to the Planning Secretary's Environmental Assessment Requirements (SEAR's) issued by the DPIE specifically addresses the 'Urban Design and Visual' items raised by the following:

- demonstration of how the development will achieve design excellence in accordance with any relevant EPI provisions and the objectives for good design in Better Placed (Government Architect NSW, 2017)

This design statement should be read in conjunction with the Landscape Design Statement, Traffic and Carparking Report, Civil Engineering details and other consultants reports that also address Urban Design and Visual items of the SEARs.

PROJECT DESCRIPTION AND PROPOSAL

2.0 PROJECT DESCRIPTION AND PROPOSAL

The subject site is located within Western Sydney Parklands (WSP) and is approximately 30km west of Sydney Central Business District (CBD). In total the site consists of approximately 16.5ha of Western Sydney Parklands Trust (WSPT) land and is irregularly shaped.

The site as a frontage of approximately 160m along Cowpasture Road to the east and 185m along Trivet Street to the north-east. It is immediately neighbouring the Wetherill Park Industrial Precinct to the east, the Upper Canal system to the west, the Horsley Drive Business Park Stage 1 development to the south and Prospect Reservoir and Prospect Nature Reserve to the north.

Via Cowpasture Road and The Horsley Drive, the site is also connected to the Westlink M7 corridor and is located approximately 5km south-east of the Westlink M7 and Western Motorway M4 interchange.

The proposed modifications to the Horsley Drive Business Park Stage 2 retains the key parameters of the approved building footprint and layout as the concept plan and Stage 1 Earthworks Approval (SSD 7664). The main change in development design relates to the consolidation of the southern lots and reconfiguration of Warehouse 1 and 2.

The intended use and design continue to provide a high quality general industrial, light industrial; warehouse and distribution and ancillary office land uses which complements the surrounding industrial context of the Horsley Drive Business Park Stage 1 and the Smithfield-Wetherill Park Industrial Precinct. The Horsley Business Park Stage 2 consisting of Buildings 2 (Warehouse 16,980 sqm) & Building 3 (Warehouse 12,180 sqm) totalling 29,160 sqm of GLA.



Figure 1: Context/Location Masterplan - Horsley Drive Business Park within Western Sydney Parklands (WSP) precinct.

The project proposal is described below.

SITE LAYOUT

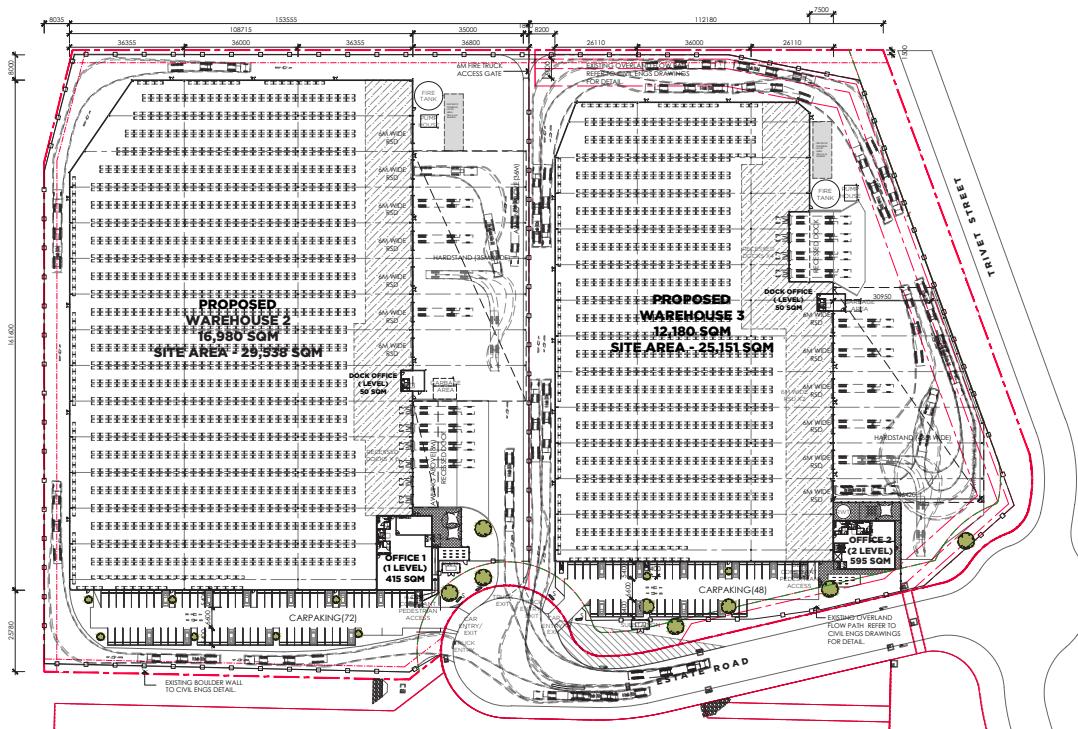


Figure 1: *Proposed Site Layout*

2.1 SITE LAYOUT

The proposal consists of two (2) light industrial facilities on the site. Building 2 is 16,980 sqm (GLA) of Warehouse/Distribution and 415 sqm (GLA) of ancillary Office (1 Level). Building 3 is 12,180 sqm (GLA) of Warehouse/Distribution and 595 sqm (GLA) of ancillary Office (2 Levels). These two warehouse facilities as part of the Horsley Drive Business Park Stage 2 take into account building design and storage, staging, site coverage, street setbacks, easements, overland flow paths, landscaping, height, colour, scale, materials and finishes, visual façade treatments, signage and lighting as part of the application.

Both buildings are accessed from the existing Estate Road, which is provided directly from Cowpasture Road and Trivet Street. The Estate Road provides access to all buildings of Stage 2 Horsley Drive Business Park development.

Building 2 has minimal presence from Cowpasture Road and Trivet Street. It has minimal street frontage from the Estate Road also as the loading and Office location is facing west towards the Upper Canal Corridor which forms the western boundary of the site. The south-east corner of the warehouse is the only built form that has a relationship with the estate road and is setback 7.5m with proposed suitable landscape treatment to lessen the impact of the warehouse façade at street level. Both the truck driveway and carparking location provides ample opportunity for truck staging and car movements. Building 2 has a separate truck entry and truck exit. The truck exit is also a shared entry and exit driveway for Building 3. The hardstand, loading and storage areas are not seen from the street, therefore providing a high-quality presentation to the streetscape. The bulk of the warehouse façade is reduced by the 2-level office providing presentation to the street.

SITE LAYOUT

Building 3 fronts Trivet Street and the Estate Road. The building has been setback 7.5m from the Estate Road side, and 10m along the Trivet Street side with proposed suitable landscape treatment to lessen the impact of the warehouse façade at street level. The carparking is located to the south of the warehouse and runs along the Estate Road with integrated landscaping to soften the building height.

Both Buildings 2 & 3 are on the same RL with loading areas facing east and all carparking to the south mitigating noise pollution to the north adjoining property. Both buildings anticipate future design flexibility with the intent to future proof possible building user requirements for this site.

Both buildings have separate car and heavy vehicle access off the estate road. Building 2, however, has separate truck entry and exits, enabling a drive around component as part of the design. All hardstand and waste collection areas to both Buildings 2 & 3 are located on the north-eastern sides of the buildings hidden from pedestrians and street frontages.

Both building setbacks integrate dense plants of native endemic species to create a natural setting of varying height and depth. Refer to Landscape Architects report and detailed photomontage street frontage assessment. Street fronting staff and visitor parking (including accessibility) are located. Accessibility access from the pedestrian foot path is provided to the main office location of both buildings.

Each building has been provided with staff outdoor open space areas adjacent to each office facility within landscaped green areas. Street front setbacks have been respected providing landscaped visual buffer zones along Trivet Street and the Estate Road. The dense natural landscape proposed, screens the buildings facades along with the streetscape. Refer to landscape architect's details for landscaped zones.



**Building Heights**

Building heights are typically set at 13.7m top of ridge, with eaves (spring heights) typically from 10-11m high at the underside of rafter. This allows for high bay racking systems suitable for warehousing storage that is typical of this type of development. Office areas are a mix of one (1) and two (2) storey offices providing a best practice presentable and secure gateway for users and visitors of each building.

Building Setbacks

Building setbacks follow or exceed the required setback along street frontages. Side and rear setbacks vary and allow for fire truck access around buildings as required by BCA requirement for Large Isolated buildings and DCP requirements for Developments in Industrial Areas.

Landscape setback/buffer zones are as follows:
Estate Road - 10m Landscape & Building Setback
Trivet Street - 10m Landscape & Building Setback
Neighbouring Property Boundaries - NA

**Access and Carparking**

Access for heavy vehicles to loading hardstand and waste collection areas are allocated away from street fronts. All carparking access and heavy vehicle access are separate from each other for safety and minimising the congestion of traffic flow across the estate. Parking rates are calculated as per councils requirements (refer Traffic Consultants report) and numbers provided for each facility exceed requirements.

Refer to Traffic Consultants report for details, including addressing linkage to surrounding public transport, cycling and pedestrian networks.

Waste Location Area

Onsite waste areas are limited to hardstand areas. Ongoing waste management will be controlled by individual building users via private contractor.

Water Reuse and Stormwater Management

All buildings are provided with water recycling and reuse tanks. Refer to Hydraulic/Civil engineer's details for site stormwater collection, onsite detention systems and overland flow paths to mitigate onsite and localised flooding.

Lighting

Lighting is to be provided with a combination of light poles and building mounted lighting around the site for on-site security and safety. Lighting is to be positioned to shine inward onto the site to minimise the light spillage onto adjoining properties. The layout of the buildings, internal roads and loading areas will ensure neighbouring properties will not be affected by light spill.

SITE LAYOUT

Signage

Signage will be considered on an estate wide basis such that there will be a consistency in materials and finishes of the signs across the estate. Signage will be a combination of building mounted signage for individual buildings, estate and tenant identification signage in landscape setbacks, at access road and driveway entries, and at building entries. The signage design will be considered as part of the landscape and language used in the architecture of the buildings to provide placemaking and wayfinding principles for safety and user experience of the estate.

Building Finishes

External building facades for the main warehouse areas are a combination of precast concrete wall panels and a Colorbond steel metal cladding. Warehouse facades will consist of painted dado panel precast, with metal cladding above being the dominant material and utilises alternative colours and cladding material orientation to visually break up the warehouse length facade components. The colours of all buildings will be uniformed to create an identifiable consistency across the estate, however, no dominant bright colours are proposed with the building form which could potentially draw attention to the development from visual receptors. The dominance of materiality will be softened over time when the landscape is expected to be at full maturity within the setbacks and carparking areas. The nature of this treatment involves using screening elements that integrate with above mentioned materials and the proposed landscape design to create a visual dialogue that is experienced by both the scale of the buildings and that of the pedestrian level. The use of precast panelling provides a neutrally coloured appearance to the development. This neutral approach uses whites, greys and darker highlighting tones. Office area external facades are a combination of precast concrete panels, fibre cement sheet wall cladding, prefinished aluminium cladding with performance glazing in aluminium framing.





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