

DESIGN STATEMENT

MOMENTUM M7, 813-913 WALLGROVE RD, EASTERN CREEK



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1: Location:

Momentum M7 is located in the western Sydney employment area, within the Fairfield City Council government area. The site is around 2km south of the Light Horse Interchange intersecting the M4 and M7 motorways making it an ideal location for a road based freight hub, with easy connection to both the North and South coasts, the city and regional areas.

The site comprises of 52ha zoned for Industrial and Logistics use, and is surrounded by predominantly large industrial areas to the North. Running parallel with the site's northern boundary lies the Sydney Catchment Authority pipeline. To the West is a large open cut quarry, whilst to the south farmland and a small number of rural residential plots are located. Adjacent the M7 Motorway to the east lies the Austral Bricks quarry and brick making facility.

2: Site & Context

The site is currently mostly cleared land suitable for cattle grazing pasture land with small clumps of trees for shade. There are 2 dams to the east and west of a central hill, used for farm & irrigation purposes.

The topography of the site contains a large hill, with a total height of 35m from base to summit. To the western boundary Reedy Creek intersects with a smaller tributary arm of the creek to form a 3rd Order creek with a 30m riparian zone. A Transmission line easement runs parallel to the southern boundary with 3 stanchion easements affecting the site.

3: Constraints & Master plan Design.

A future 40m wide Southern link road easement affects the site along the length of the northern boundary. This area has been discussed and designed in consultation with the Roads and Maritime Service and reduces the effective site area by 2.55ha. A 10m Building setback is used to the new northern boundary whilst on Wallgrove road to the East, a 20m setback to the main arterial road provides a suitable buffer.

Access to the site is to be strictly from Wallgrove Road. In consultation with RMS, a secondary site access from the future southern link road was deemed undesirable. An internal estate road with provision for B-Doubles and a suitable turning area at the western end acts as a service spine to the development. Good urban design principals are applied to provide a green corridor with ample vehicle and pedestrian access along the length of the internal road.

The site is divided into Lots of varying size to accommodate market demand for large to mid-sized plots ranging upward from 10,000m². The largest being a 40,000m² building, best located toward the rear of the site where the topography best allows. The remaining larger plots are located to the north and flatter area of the site, whilst smaller plots are terraced up the central hill to deal best with the topography.

The building footprints are generally based on a 2:1 ratio which best deals with building useability and fire egress paths. A 6.5m area surrounding the large isolated buildings allow for the passage of Fire emergency vehicles. Office areas are located within good sight of the estate road and offers pedestrian and light vehicle access separate to that of heavy vehicle areas wherever possible.

Each building lot is terraced, with its level derived from a combination of factors. To achieve an efficient balanced cut and fill ratio alleviating the requirement to remove any earth from the site during construction. Driveway access ramp gradients are designed within acceptable Australian standards for vehicles from the internal estate road to each terraced level. Site lines from the adjoining developments to the southern boundary are vastly unchanged as much of the development is below

the crest of the hill. Battered and vegetated areas to the south allow for easements to the transmission line on the south, provide adequate areas for overland flow to the east and west of the site and create a visual and sound buffer to adjoining properties.