

Architectural Design Report DHL- Horsley Park



Prepared for: DHL






Prepared on: 25/03/2022 Revision: A

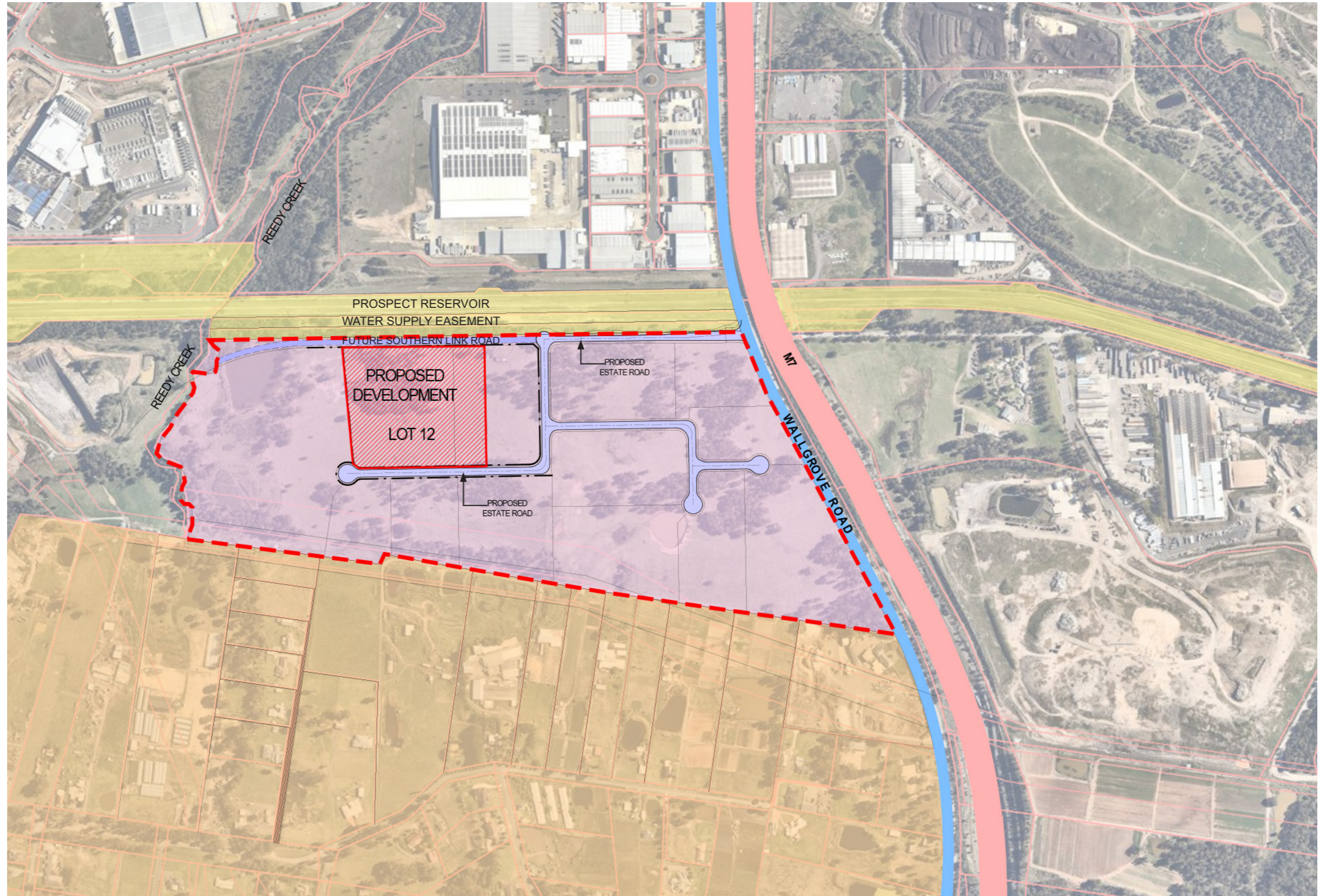
Our Reference: 21375

Site Location

DHL- Horsley Park

LEGEND

-  Proposed Site
-  Precinct Boundary
-  IN1- General Industrial
-  SP2- Water Supply System
-  RU4-Rural Small Holdings



Site Constraints

Proposed Development

LEGEND

- Boundary
- 10m Building Setback
- Landscape Setback
- Easement Boundary
- Future Roads
- Water Easement

The proposed development is located within a 56,700sqm Industrial Site adjacent to the west of the M7 Motorway in Western Sydney, and accessed via a new proposed industrial road coming off Wallgrove Rd.

The site is bounded to the north by the future Southern Link Road and Water Supply Easement that leads to the Prospect Reservoir, which requires a 10m landscape setback.

The site is accessed from the southern boundary facing the new proposed industrial road, which requires a 3m landscape boundary and a minimum 10m building setback.

From east to west, the site needs to respond to a level difference of around 5m. There are no existing structures on site that would require demolition.



Design Response

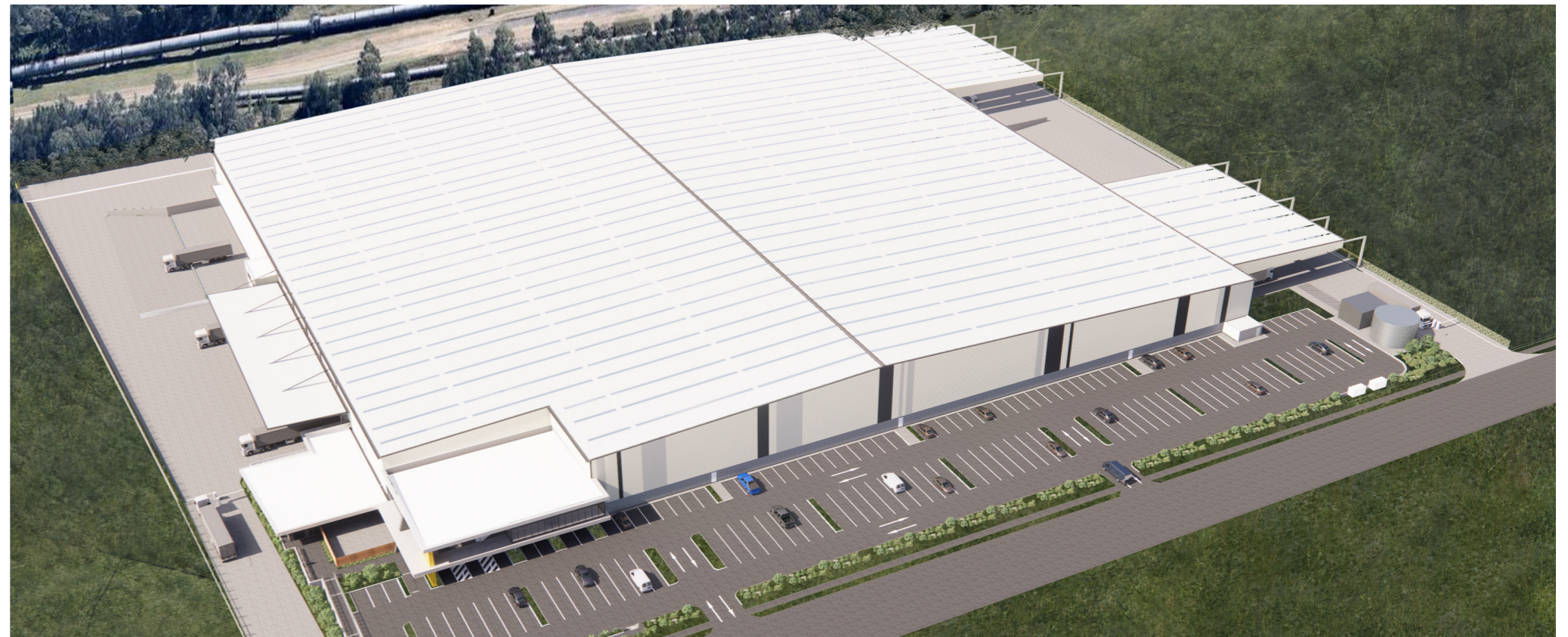
Proposed Development

The proposal is for a single 30,000sqm(approx.) warehouse development with loading on both east and west hardstands. The facility will have a 1,000sqm main office building over two levels and a single level VAS(Value Added Services) office enabling working spaces for people with disabilities.

There is a complete separation of cars and trucks, with trucks accessing the site on the south-west corner and circulating clock-wise around the site to exit via a boom gate located on the south-east corner. The carpark and associated access is located completely to the front of the site(south), with direct access to both offices.

The south facade of the building facing the industrial road incorporates articulation thanks to a cladding breakdown with neutral colours, leaving the main office building as the focal element protruding from the facade line over the two levels.

Even though the main office building and the VAS are separate buildings, they are connected via an awning structure which provides coverage to the main entry, outdoor area and under cover DDA parking bays. The office includes a feature wall adjacent to the main entry which provides further articulation and contrast through neutral colours that emphasize the main entry point.



Design Response

Proposed Development

LEGEND

- Precinct Boundary
- - - 10m Building Setback
- - - Landscape Setback
- █ Pedestrian DDA Access
- - - Easement Boundary
- ↔ Light Vehicle Access
- ← Heavy Vehicle Access

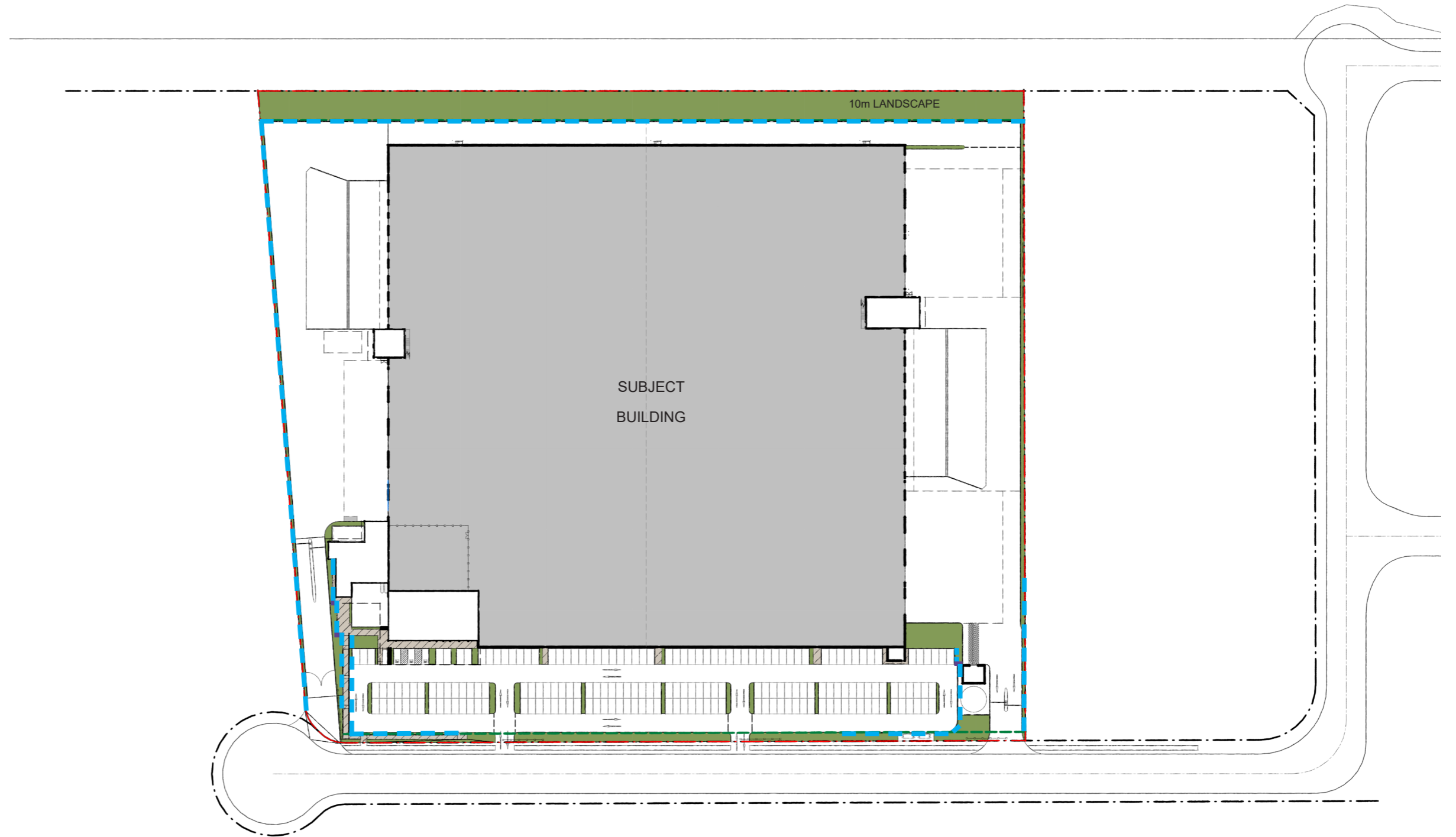


Design Response

Landscaping and Pedestrian Amenity

LEGEND

-  Landscaping
-  Retaining Wall
-  Pedestrian Footpath /
Outdoor Area



Vehicle Circulation

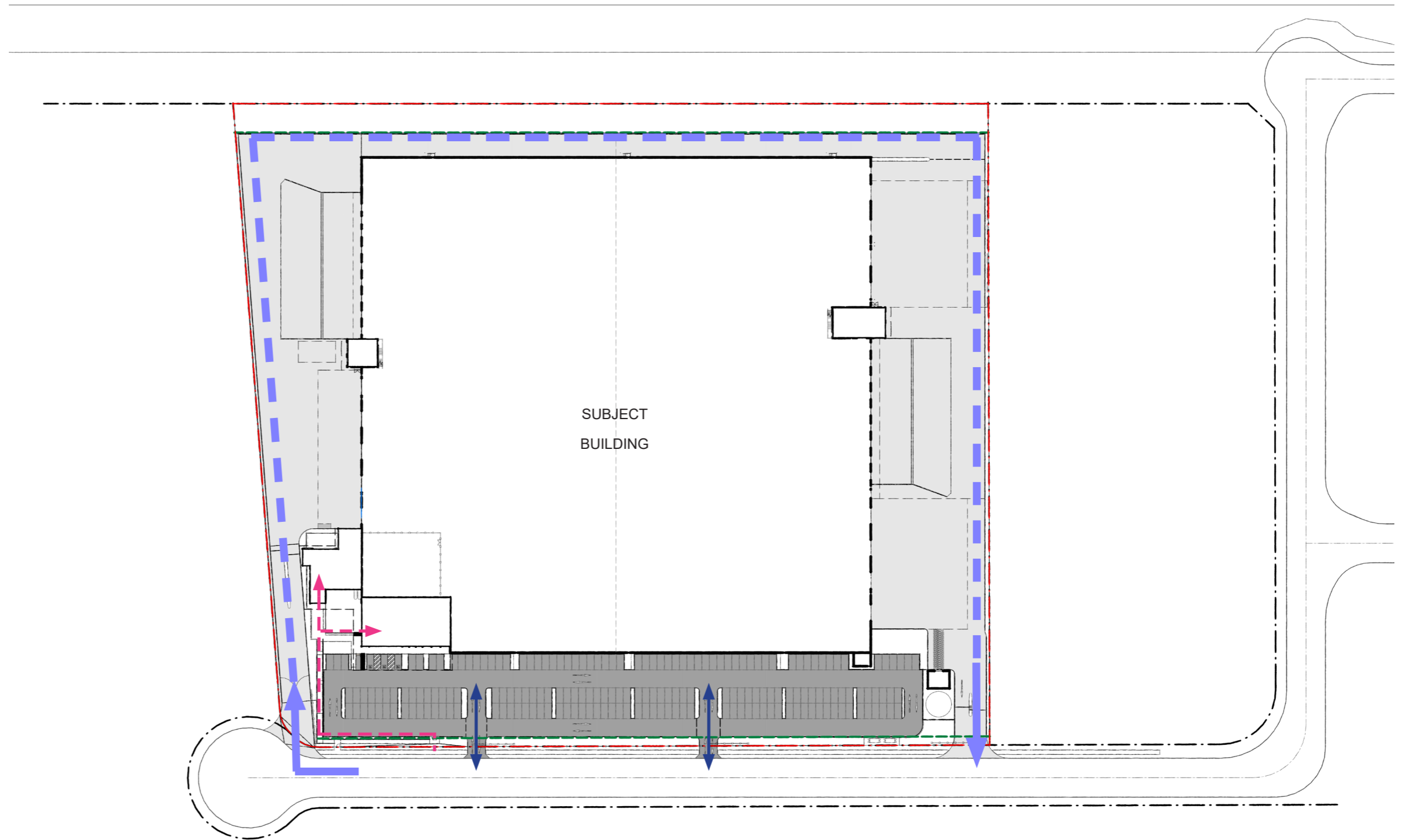
Proposed Heavy and Light Vehicle Movement

LEGEND

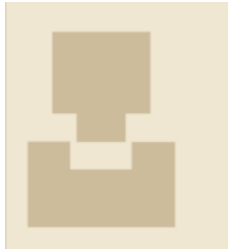
↔ Light Vehicle Access

⚡ Heavy Vehicle Access

⚡ Pedestrian Access



Design Objectives



Objective 1 - Better fit

contextual, local and of its place

The site is located within an approved industrial estate that has been zoned and approved for industrial and warehouse uses, and is also situated within the Western Sydney Employment Area. The Fairfield LSPS 2020 identifies the Western Sydney Employment Area as area for the new supply of land for urban service and significant potential as a major internationally competitive hub for warehousing, distribution and logistics.

The proposed warehouse and distribution centre will contribute to the critical freight and distribution network established within the Western Sydney Employment Area, and is therefore consistent with the intended character of the locality.

The design of the facility contributes and considers the future planned growth of the area by incorporating a 10m wide landscaped buffer zone along the north boundary of the site to anticipate the future Southern Link Road. This consideration future-proofs the location of this development and guarantees separation from the future roadway while maintain the facilities visual relevance.

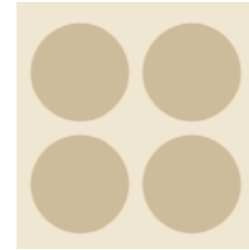


Objective 2 - Better performance

sustainable, adaptable and durable

The development will seek 5 Star Green Star formal certification under the Green Star Design and As Built v1.3 rating with the Green Building Council of Australia.

The construction materials have been selected with longevity and maintenance in mind, ensuring the building will last and reducing risk of wasteful components destined for landfill at the end of the building's life.



Objective 3 - Better for community

inclusive, connected and diverse

The development includes on-site dedicated bicycle parking racks, end of trip facilities and will support an inclusive environment for all workers and visitors with accessible parking and bathrooms in accordance with statutory regulations.

The development also incorporates a Value Added Services (VAS) Hub, which provides opportunities and programs for people with disabilities to work in the facility. This connection to the larger community creates a welcoming and equitable environment, while also forging strong relationships and a sense of belonging for a range of people in the neighborhood and surrounds; truly improving the community.



Objective 4 - Better for people

safe, comfortable, and liveable

The development is compliant with BCA regulations.

An extensive air quality report and noise impact assessment has been prepared. These assessments ensure the creation of an environment conducive to quiet enjoyment of the site and surrounds.

The two office buildings; the main office and the Value Added Services (VAS) Hub both have separate covered external courtyard areas to encourage workers to spend time outdoors and enjoy fresh air. These exterior courtyard areas are generous in size and are surrounded by fencing which safely separates people from vehicles. The inclusion of these courtyards support good places for healthy people.

Design Objectives



Objective 5 - Better working

functional, efficient and fit for purpose

The proposed development has been designed as a highly functional facility to the specific requirements of the end-user. The facility will contribute to the operational efficiency and resilience of the logistics and distribution network.

The site is located within an estate adjacent to the M7 Motorway in Western Sydney, less than 20km north-east of Western Sydney International Airport which will even improve its connection with the future Sothern Link Road.



Objective 6 - Better value

creating and adding value

The development contributes the objectives of the WSEA to promote economic development and the creation of employment by providing for city-serving development including major warehousing, distribution, and freight transport.

The smart selection of this site location and the fresh design for the facility together contribute to the value the development provides. The considered architectural design of the facades raises the standards of the general aesthetics of the industrial park, whilst also creating a sense of place.



Objective 7 - Better look and feel

engaging, inviting and attractive

The proposed development includes worker amenity areas as part of the ancillary office, as well as an engaging and attractive entry way and landscaping along the main street frontage to the internal estate road.

The design of the 30,000 sqm. approx. warehouse development has a footprint which maximises the site. The elevational design incorporate aesthetic articulation with the harmonious arrangement of neutral coloured vertical banding of the cladding to achieve a reposeful façade.

The focal point of the façade is the brightly coloured signage shaft to denote the pedestrian entry of the building. Significant glazing to the office areas further break down the visual bulk of the facility and exudes an inviting feel to the corner of the building.



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