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PRESTONS INDUSTRIAL ESTATE



Proposed Warehouse Development

Cnr – Yarrunga Street & Bernera Road
Prestons. NSW

Architectural Design Statement

Prepared for:

Logos Property Group

Prepared by:

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1.0 - Introduction

This design statement is to accompany the development proposal for Prestons Industrial Estate and forms part of the SSD submission made to the Department of Planning. The proposal takes in to account the SEAR's for the Prestons Warehouse and Distribution Estate SSD 7155 and specifically addresses the 'Urban Design and Visual' items raised in the Project SEAR's.

The Urban Design and Visual items to be addressed in the SEARs are:

- **Urban Design and Visual** – including:
 - layout of the development including staging, site coverage, setbacks, proposed open space and landscaped areas;
 - suitable landscaping incorporating endemic species;
 - a development control plan that includes controls for, but not limited to, building heights and design, setbacks, floor space ratio, lighting, stormwater management and drainage, flooding, access and parking, landscaping, waste removal and storage and energy and water efficiency/conservation requirements; and
 - outline and justify any inconsistencies with existing precinct plans or other DCPs that apply to the area;
 - the layout and design of the development having regard to the surrounding vehicular, pedestrian and cycling networks, if applicable;
 - a detailed assessment (including photomontages and perspectives) of the facility (buildings and storage areas) including height, colour, scale, building materials and finishes, signage and lighting, particularly from:
 - nearby residential receivers; and
 - significant vantage points within the surrounding public domain.
 - address potential land use conflicts associated with current and planned future neighbouring uses, in the layout and potential building footprints/envelopes. This should include spatial separation, siting, noise mitigation and a suitable urban design response incorporating appropriate presentation to the public domain.

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

2.0 - Project Description and Proposal

The site consists of 207,260sqm of regular shaped allotments and is bound on 3 sides by Yarrunga Street to the north, Bernera Road to the east and Kurrajong Road to the south. The site is encumbered by a 25,325sqm high voltage electrical power line easement running north, south on the eastern portion the lot adjacent to Bernera Road. An area set aside for Aboriginal Cultural Heritage is also contained partially within the power line easement and partially on developable land of the site.

Lands to the north, east and west of the site are zoned for Industrial uses and land to the south along Kurrajong Road consist of existing residential uses with zonings for low and medium density development.

The intended use for the site is for a high quality Industrial Estate consisting of 116,035 sqm warehouse / distribution and office facilities with associated hardstand / parking areas that fits within the current planning controls under Liverpool City Council zoning requirements.

The project proposal is described below.

2.1 – Site Layout

The proposal consists of 5 facilities of varying sizes across the site taking into account street setbacks / easements / archeological heritage zone / overland flow paths, landscaped zones and proposed cut and fills levels prepared by civil engineers as part of the application.

Warehouses 1 and 2 address Yarrunga Street which has a required 10m landscape zone. Warehouse 1 has been setback further from the street side to allow for staff and visitor parking zones lessening the appearance of the size of buildings to the streetscape. Warehouse 2 and 3 abut the required building setbacks and have suitable landscape treatment to lessen the impact of the building façade at street level. Warehouse 2 and 3 facades in proximity to street alignment will not be dissimilar to other industrial project of similar size in the areas to the north of the site. A private access road has been provided between warehouse 1 and 2 to allow for hardstand areas for loading / unloading of trucks and waste collection areas away from the street fronts. This access road also serves as an access to warehouse 5 which has limited access due to site constraints with level differences and no access from Kurrajong Road to the south facing existing residential areas.

Warehouse 3 addresses the corner of Yurrunga Street and Bernera Road. Heavy vehicle and carpark access has been provided with a private access road from Yurrunga Street that utilises the transmission power line easement which negates the need for vehicle access from Bernera Road. The building is setback from Bernera Road including required 10m landscape zones and a 14m wide easement for drainage required by local council along a portion of Bernera Road.

Warehouse 4 addresses the Bernera Road street frontage with access for trucks and cars limited to left in and left out only driveways from Bernera Road. Hardstand and waste collection areas are located behind the single storey office on the south side of the facility and well screened from the street. Street front staff and visitor parking are located between the main building and a 10m required landscape setback along Bernera Road further moving the building back reducing the visual bulk along the street front.

Warehouse 5 addresses Kurrajong Road to the south side of the site. Access to and from Kurrajong Road is prohibited (except for emergency vehicles) and a 20m wide landscape buffer is required along this street frontage. The proposed floor level has Warehouse 5 above the Kurrajong Road street level at its eastern end, but below the street level at its western end because of the fall of Kurrajong Road from west to east. A landscaped embankment along the Kurrajong Road frontage of approximately 1:3 grade will meet the building at its eastern end, but partly conceal the building at its western end... The building facing the residential zones along Kurrajong Road will be well screened with dense planting of native endemic species to create a natural setting of varying height and depth. – refer to landscape architects details for Cumberland Plain treatment of landscaping in this area.

Access for heavy vehicles to warehouse 5 is via the private access road from Yarrunga Street between warehouse 1 and 2 and 2 and 3. Loading hardstand and waste collections areas are screened from street fronts by building 5 and building 2. Carparking for warehouse 5 is contained at the lower level along the transmission line easement and some parking at higher level adjacent to east wall of warehouse with access from the private access road from Yarrunga Street along the power easement area. Lift and stair entry points have been provided from the carpark for staff for warehouse 5.

Each building has been provided with staff outdoor open space areas adjacent to each office facility within landscaped garden areas. Street front setbacks have been respected providing landscaped visual buffer zones along Yarrunga Street, Bernera Road and Kurrajong Road. The dense natural landscape proposed, screens the building facades along the streetscape with denser landscape treatment provided along Kurrajong Road screening the south elevation of warehouse 5 from the adjoining residential developments across Kurrajong Road. Refer to landscape architects details for landscaped zones.

2.2 - Development Controls (general building controls)

Zoning

The proposed development is located in two (2) industrial zonings. Portions of the site facing Kurrajong Road zoned as IN 1 General Industrial and portions of the site facing Yarrunga Street zoned as IN 3 Heavy Industrial. – Refer to Liverpool Local Environmental Plan 2008 – Land Zoning Map sheet LZN_008. The proposed development is permissible in these zones and can meet the standards for Liverpool City Councils codes and policies.

Building Heights

Building heights have been set at 13.7m top of ridge for each building with height at eaves typically 10 to 11m at the underside of rafter allowing for high bay warehouse storage that is typical for this type of development. Office areas are a mix of one (1) and two (2) storey offices. All buildings are below permissible building height requirements from Liverpool Local Environmental Plan 2008 – Height of Buildings Map sheet HOB_008

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 Liverpool City Council DCP for Developments in Industrial Areas.

Building Site Cover and Landscape

Building site cover of 57% is proposed for the site with adequate areas provided for hardstand and parking areas, access roads and sufficient landscape zones provided to street fronts, hardstand / carpark areas and around office areas. Floor Space Ratio for the development as proposed will be 0.58:1. Landscape areas provided exceeds the 10% requirements by Liverpool City Council DCP for Developments in Industrial Areas.

Access and Carparking

Access is as described above in Section 2.1 and in the Traffic and Carparking report. Onsite carparking is provided for each building with parking lots adjacent to each

warehouse office area. Parking rates are provided at RTA standards for this type of development at 1 space per 250sqm of building of area. Proposed carparking provided for each facility exceeds requirements. Refer to Traffic Consultants report for details, including addressing linkage to surrounding public transport, cycling and pedestrian networks.

Waste Collection areas

Onsite waste storage areas is limited to hardstand areas with suitable screens for street frontages. Ongoing waste management will be controlled by individual warehouse tenants via private contractor.

Water Reuse and Stormwater Management

All buildings are provided with water recycling and reuse tanks. Refer to Hydraulic / Civil engineers 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 onsite security and safety. Lighting is to be positioned to shine inwards onto the site minimising light spillage onto adjoining properties. The layout of the buildings and internal roads and loading areas will ensure that residential properties to the south of Kurrajong Road will not be affected by light spill.

Noise Control

Buildings are positioned incorporating loading / unloading hardstands and carparking areas away from adjoining properties to minimise potential noise sources. The site is surrounded on 3 sides with existing and future industrial development. Noise mitigation along Kurrajong Road facing the existing residential zones is easily achieved by having no loading or carpark areas facing the residential areas and is further enhanced by the dense landscape screen planting proposed.

The project as proposed is not inconsistent the requirements or intent of Liverpool City Council development control plans for this type of development.

Signage

Signage will be considered on an Estate wide basis such that there will be consistency in materials and finishes of the signs across the Estate. Signage will be a combination of building mounted signage for individual buildings, and estate and tenant identification signage in landscape setbacks, at access road and driveway entries, and at building entries.

2.3 - Building Finishes

External building facades for the main warehouse buildings are mix of precast concrete wall panels and colorbond steel metal claddings. Office areas are a combination of precast concrete panels, fibre cement sheet wall cladding, prefinished aluminium cladding with performance glazing in aluminum framing.

Warehouse facades consist of painted dado panel precast with metal cladding above being the dominant material and utilises alternate colours to form a consistent unifying theme to connect all buildings of the industrial estate. Warehouse 5 southern elevation facing residential areas along Kurrajong Road incorporates additional elevation treatment incorporating areas of full height precast panels to reduce visual impact of the building length on the streetscape.

3.0 - Visual Assessment

Aerial perspectives of the proposal illustrate the bulk and scale of the development in context with the surrounding environment. Approaches to the site from the north are from adjoining industrial development zones with the proposed development fitting within the context of the zoning.

Photomontages have been prepared from street level to demonstrate how setbacks that are greater than minimum requirements and which are heavily landscaped help to mitigate the bulk and scale of the buildings. In particular the nearest residential receptors on the south side of Kurrajong Road will look across and over Kurrajong Road from their rear fences / windows onto a 20m of landscaped setback of the new Industrial Estate. The planting and mounding along Kurrajong Road facing the residential areas will help conceal and reduce in scale the south elevation of Warehouse 5 on the south side of the proposed development.



Source: Ground Link Landscape Architects.

Context map with camera viewpoints.
VP-1 and 2 ground level views for south side residential receptor points.
VP-3 to 6 aerial viewpoints for area context.

Refer to Landscape Architects Visual Assessment Report and architectural drawings for photomontage images.

4.0 - Urban Design

The proposed site is zoned for general industrial and industrial uses as designated by councils planning controls. The intended use for warehouse and distribution purposes is permissible under these controls with the development fitting in the surrounding industrial zoned lands to the west / north and east of the site. The proposed building bulk, height and scale are not inconsistent with other developments in this industrial zone with building heights proposed within the council height requirements. Buildings comply with required setbacks to maintain landscaped frontages and promote a visually pleasing streetscape. On site parking areas are provided for each facility with an assessment by a consulting traffic engineer confirming parking numbers and manoeuvring areas comply for each building. Heavy vehicle access to the site is restricted to Yarrunga Street and Bernera Road within the industrial zones. No access for vehicles is allowed for Kurrajong Road to the south of the site adjoining the residential zone minimising impacts of traffic and noise sources.

The site layout has been arranged with consideration of the local context and in particular with the adjoining residential zoning to the south side of the site along Kurrajong Road. Building layouts incorporate inward loading zones away from street frontages to service the warehouse areas. Private access roads of Yarrunga Street provide access for all vehicles into the internal loading areas. This configuration of loading areas places buildings on the perimeter edges of the site assisting in noise mitigation and light beam spillage during nocturnal operations. Heavy vehicle access is restricted to the Yarrunga Street access points with the smallest facility – warehouse 4 being accessed from Bernera road.

The character / height and scale of the proposed warehouse and office buildings will blend in with the existing adjoining and nearby industrial sites already populating the industrial zoned areas to the north, east and west. Using a combination of similar building materials and elements will further enhance the industrial character of the area. Typical external façade material palette consisting of painted precast cast, painted fibre cement sheet cladding, prefinished aluminum cladding and colorbond steel metal wall claddings will be used in various combinations to provide high standard of building façade to each building. Colours generally will be of neutral tones to warehouse buildings and office facades with additional swatches of highlight colour to office areas for individual identification of each building. The material and pattern for the main warehouse facades to each facility will be consistent throughout the site to form a unifying appearance and character for the overall estate making it identifiable as a cohesive whole rather than a group of individual large buildings. The high standard of development sought for this site will encourage a higher level of building design to the adjoining vacant industrial sites within the immediate local area.

As previously noted the site is surrounded on 3 sides by industrial zonings while the southern boundary adjoins Kurrajong Road and an existing low density residential area. The design and layout of the site has considered possible impacts on the adjoining residential areas and has made conscious design decisions to minimise any possible effects. Already in place is a 20m landscape buffer along with the existing road width provides a reasonably deep buffer from the rear of the residential areas to the proposed building façade of warehouse 5. The landscape buffer is proposed to contain Cumberland Plain landscaping which at maturity will provide a dense natural forest screen against the warehouse façade. The size and height of the façade along the south is typical of large warehouse buildings with typical material being low height painted dado precast walls panels with colorbond metal wall cladding above. Colorbond cladding will have 2 alternate colours in a regular pattern with neutral tones of light grey and off white providing a

subdued back drop for the proposed landscape screen. Wall patterns along this faced will visually help to reduce the visual impact during the maturing of the proposed screen planting. Placement of the building on the site provides considerable distance between the residence and the internal loading areas minimising noise and lighting impact on adjoining residence. It is considered that no impacts are placed on the residential zone for the proposed development. It is also considered that no adverse impacts on adjoining sites to the west, north and east boundaries are created as the local context for these areas are zoned for similar industrial uses.

5.0 - Conclusion

The estate design and layout will provide a high quality work environment for warehousing / distribution and administrative uses not dissimilar to nearby facilities of similar size. The location close to the West Link M7 freeway to the north puts the estate within easy reach of main transport links suitable for this type of development. Site planning and landscaping are such that building heights and scale will not adversely impact on the streetscape of the adjoining area with buildings size and colours blending in with the proposed street screen landscaping.

The site has included 10m and 20m wide landscape buffers to soften the visual impact on the streetscape and adjoining properties and provide a more pleasing outlook for the residential areas to the south of the development by screening and blending the buildings within a natural landscape setting.

The project will fulfill a need for a high quality industrial estate that will fit in with the surrounding environment and provide long term benefits.