

# **PROPOSED MARSDEN PARK INDUSTRIAL ESTATE PROPOSED WAREHOUSE DEVELOPMENT**

LOT 23 & 24 HOLLINSWORTH ROAD,  
MARSDEN PARK NSW



## **ARCHITECTURAL DESIGN STATEMENT**

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## DOCUMENT CONTROL

**PROJECT:** MARSDEN PARK INDUSTRIAL ESTATE

**PROJECT ADDRESS:** LOT 23 & 24 HOLLINSWORTH ROAD, MARSDEN PARK NSW

**DOCUMENT:** ARCHITECTURAL DESIGN STATEMENT

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## TABLE OF CONTENTS

1. INTRODUCTION	4
2. PROJECT DESCRIPTION AND PROPOSAL	5
2.1 SITE LAYOUT	6
2.2 DEVELOPMENT CONTROL	7
2.3 BUILDING FINISHES	8
3. VISUAL IMPACT	9
4. URBAN DESIGN	10
5. CONCLUSION	11

## 1.0 INTRODUCTION

This architectural design statement is to accompany the development proposal for Marsden Park Industrial Estate and forms part of the State Significant Development (SSD 8606) submission made by Logos Property Group to the Department of Planning and Environment NSW (DoPE).

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 LG MAR DA00 – DA74.

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

*Urban Design and Visual – including:*

- *Layout of the development including staging, site coverage, setbacks, proposed open space and landscaped areas for the overall development and for individual warehouse buildings;*
- *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 area) 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 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.



## 2.0 PROJECT DESCRIPTION AND PROPOSAL

The site at Lots 23 & 24 Hollinsworth Road, Marsden Park, consists of approximately 21.5 ha of land, for a new warehouse and industrial estate within the 551ha Marsden Park Industrial Precinct. The site as a frontage of approximately 630m to Hollinsworth Road (including future extension) along the northern boundary.

The intended use for the site is for a high quality Industrial Estate consisting of approximately 107,714 sqm of warehouse/distribution centres and office facilities, with associated hardstand/parking areas that fits within the current planning controls under zoning requirements.

The site is bound by Hollinsworth Road extension, woodland vegetation to the east and west, and open grassland to the south. The Lots are divided by the north/south running Future Bus Link Reserve that will not be used as part of the current or future development of the site.

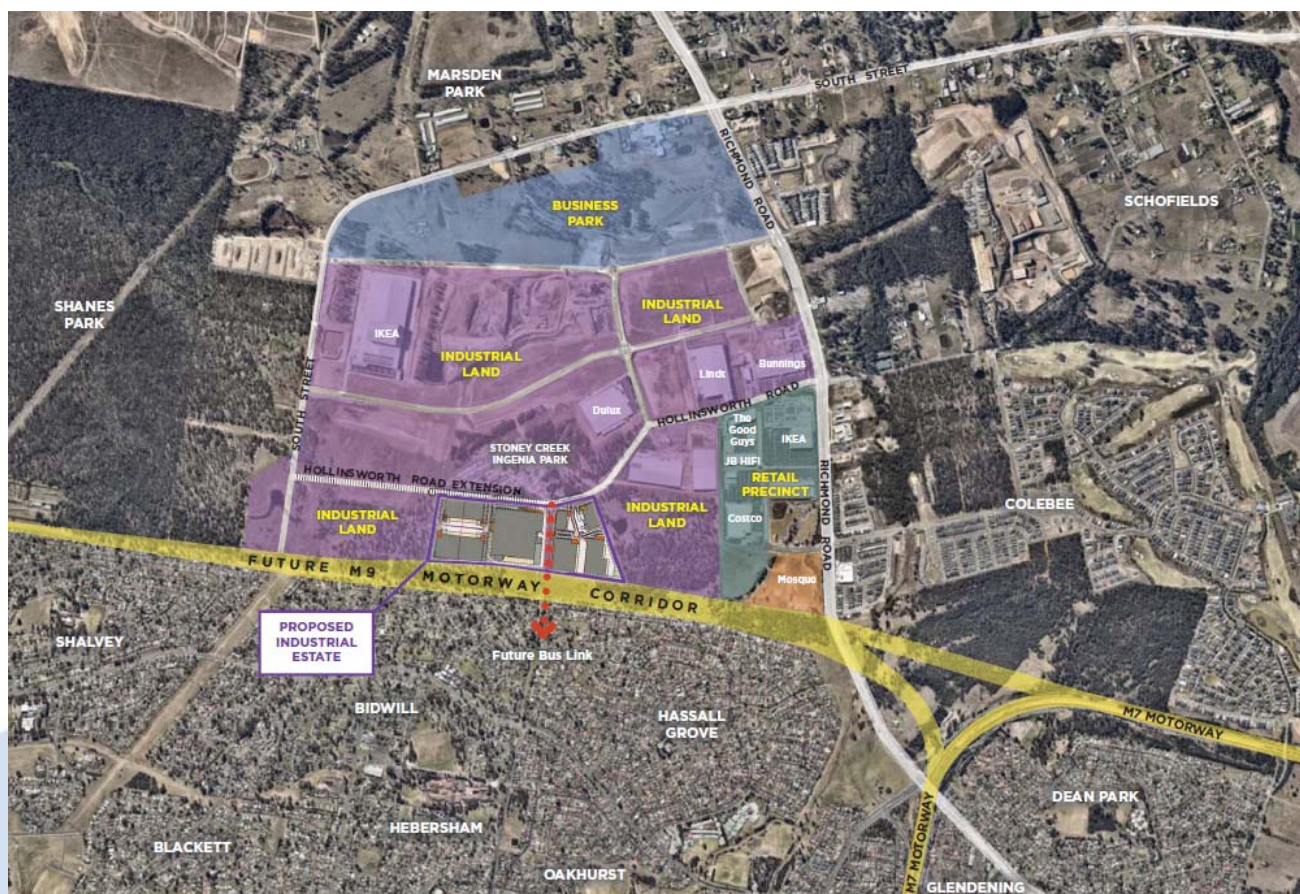


Figure 1: Location Masterplan – Marsden Park Industrial Precinct

The project proposal is described below.

## 2.1 SITE LAYOUT

The proposal consists of seven (7) facilities of varying sizes across the site taking into account street setbacks/easements/overland flow paths, landscaped zones and proposed cut and fill levels prepared by civil engineers as part of the application.

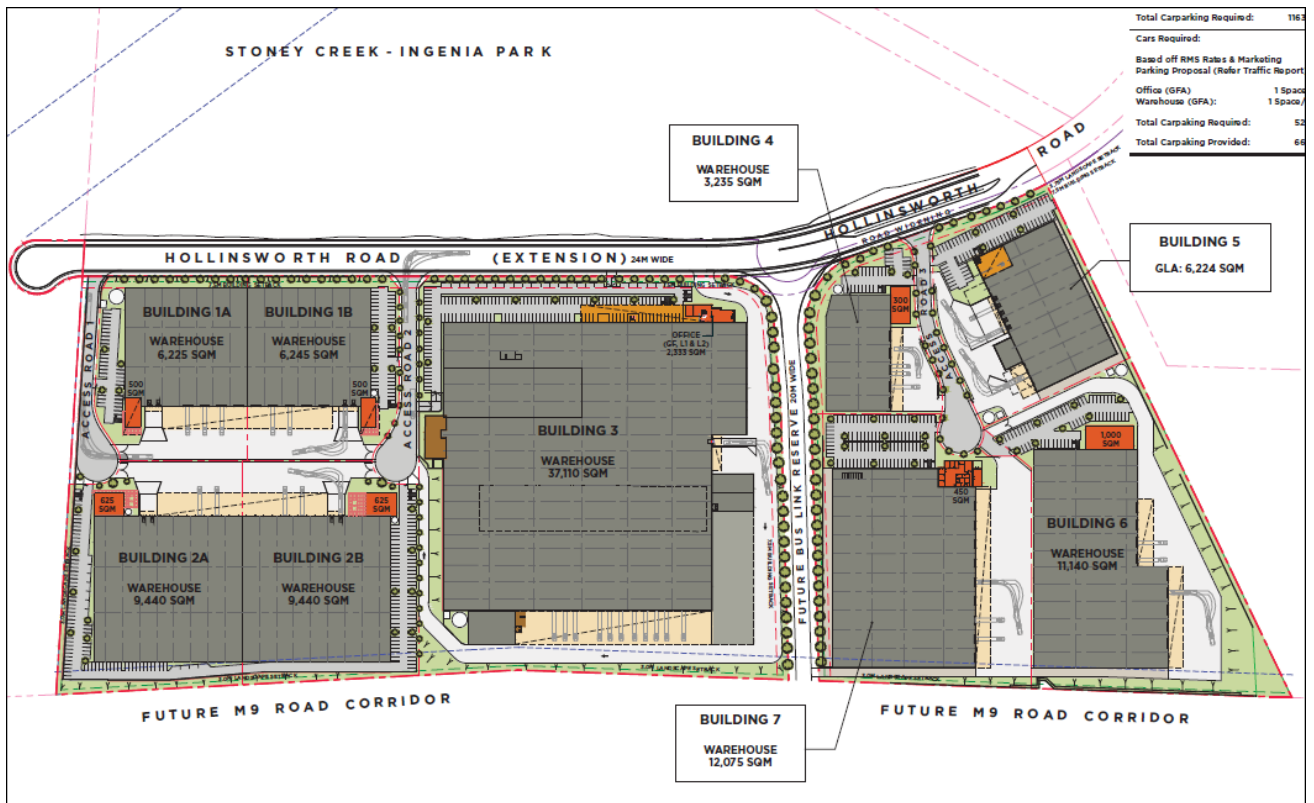


Figure 2: Proposed Site Layout

All buildings are accessed from the existing Hollinsworth Road and future extension. Buildings 1 & 2 allow all vehicle movement off Hollinsworth Road by provision of two (2) private access roads into the centre of the site.

Building 1 fronts Hollinsworth Road extension and has been setback 7.5m with proposed suitable landscape treatment to lessen the impact of the warehouse façade at street level. All loading and carparking is internalized into the middle of the site to mitigate noise to the north adjoining properties.

Building 2 does not have a Hollinsworth street front presence, however is accessed by private estate roads. Carparking wraps the perimeter of the main building allowing a fire access and integrated landscaping to soften the building height along the future M9 corridor boundary. Both Buildings 1 & 2 are on the same RL with facing loading areas away from neighbouring boundaries. Both buildings anticipate future design flexibility with the intent to future proof possible building user requirements for this site.

Building 3 addresses Hollinsworth Road with direct lot access for both cars and heavy vehicle movements. The main building is setback 30m from the site boundary to Hollinsworth Road, exceeding the setback requirements and allowing the street front staff and visitor parking to be located between the 3.75m

landscape setback and that of the main building. The bulk of the warehouse façade is reduced by the Ground + two (2) storey office that will present a high quality presentation aspect to the streetscape. All hardstand and waste collection area to Building 3 are located on the east and south side of the facility hidden from the pedestrian and street frontages.

Buildings 4, 5, 6 and 7 are separated from the above mentioned first three buildings by the Future Bus Link Reserve lot. These four buildings are all on the same RL and are accessed by a private internal access road that protrudes into the middle of the lot from Hollinsworth Road.

Buildings 4 & 5 front Hollinsworth Road, however all access is from Access Road 3. Both buildings exceed the required building setback integrating dense plants of native endemic species to create a natural setting of varying height and depth. Refer Landscape Architects report and detailed photomontage street frontage assessment. Street front staff and visitor parking are located between the main buildings and the landscape setback to Hollinsworth Road.

Buildings 6 & 7 are located to the south of Buildings 4 & 5, and are also only accessible by the private internal access road. Both facilities allow hardstand and loading areas to the east of the main buildings with a southern fire truck access track required by BCA. The fire access track has been designed in conjunction with the civil works required to the south-east portion of the lot. The battering grades down towards the Future M9 Corridor and is integrated into the landscape design treatment. Refer civil engineers report.

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 Hollinsworth Road and that of the Future Bus Link Reserve lot. The dense natural landscape proposed, screens the buildings facades along with the streetscape with denser landscape treatment provided along Hollinsworth Road extension. Refer to landscape architect's details for landscaped zones.

## 2.2 DEVELOPMENT CONTROLS

### Zoning

The proposed development is located in predominantly Light Industrial (IN2), with SP2 Infrastructure zonings to the north for future Hollinsworth Road extension and through the site for a future bus-only link. The proposed development is permissible in these zones and can meet the standards for Blacktown City Council's codes and policies.

### 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. Building 3 has a provision for a future high bay expansion (approx. 18m high) to accommodate growth and the future use of automated racking system technology, fast becoming the industry innovative standard. 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:

Hollinsworth Road - 3.75m (50% Building Setback of 7.5m)

Future Bus Link Reserve - 3.75m (50% Building Setback of 7.5m)

Neighbouring Property Boundaries – 3m

## Building Site Cover and Landscape

Building site cover of 57% is proposed for the site with adequate areas provided for hardstand and carparking 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 exceed the 10% requirements by Blacktown City Council DCP for Developments in Industrial Areas.

## Access and Carparking

Access for heavy vehicles to loading hardstand and waste collection areas are allocated away from Hollinsworth Road street fronts. Driveway access for both car and heavy vehicles exit Hollinsworth Road by either one of the three (3) private access roads, or direct crossover into the estate. All carparking access and heavy vehicle access are separate from each other for safety and minimising the congestion of traffic flow across the estate. No vehicle access is to be provided (other than fire) to the future bus link access road. Parking rates are provided based off RMS & Marketing Parking Proposal (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 with suitable screens for street frontages. 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.

### **Noise Control**

Buildings are positioned incorporating loading/unloading hardstands and carparking areas away from adjoining properties to minimise potential noise sources. Noise mitigation along Hollinsworth Road extension facing the Stoney Creek - Ingenia Caravan Park is easily achieved by having no heavy vehicle loading areas facing the north of the site and is further enhanced by the dense landscape screen planting proposed. The project as proposed is not inconsistent to the requirements or intent of Blacktown 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 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.

## **2.3 BUILDING FINISHES**

External building facades for the main warehouse areas are a combination of precast concrete wall panels and a colourbond 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. Buildings 1, 3, 4 and 5 (all fronting Hollinsworth Road) elevations face the Stoney Creek – Ingenia Park. These building elevations fronting the park incorporate additional façade treatments to visually identify the estate, whilst reducing the overall visual appearance of the building lengths on the streetscape.

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.

## **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 east 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 heavily landscaped help to mitigate the bulk and scale of the buildings.

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

#### **4.0 URBAN DESIGN**

The proposed site is zoned for light 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 north, east and west 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 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 manoeuvrability area comply for each building. Heavy vehicle access to the site is restricted to Hollinsworth Road and its future extension within the industrial zones.

The site layout has been arranged with consideration of the local context and in particular with the adjoining Stoney Creek – Ingenia Park to the north and the residential zoning to the far south of the site. Building layouts incorporate inward loading zones away from street frontages to service the warehouse areas. Three (3) private access roads off Hollinsworth Road provide access for all vehicles into the internal loading areas. This configuration of loading areas aims to place buildings on the perimeter edges of the site assisting in noise mitigation and light beam spillage during nocturnal operations.

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 and east. 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 concrete, painted fibre cement sheet cladding, prefinished aluminium cladding and colourbond steel metal wall claddings will be used in various combinations to provide high standard of building façade to each building. Colours will generally 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 palette for the main warehouse facades to each facility will be consistent throughout the site to form a unifying appearance and character of 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.

## 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 Westlink M7 Motorway and located 40 kilometres west of Sydney CBD puts the estate within the Marsden Park Industrial Precinct, and 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 project will fulfil a need for a high quality industrial estate that will fit in with the surrounding environment and provide interim and future economic long-term benefits to the growth of Sydney's North-West Marsden Park Industrial Precinct.