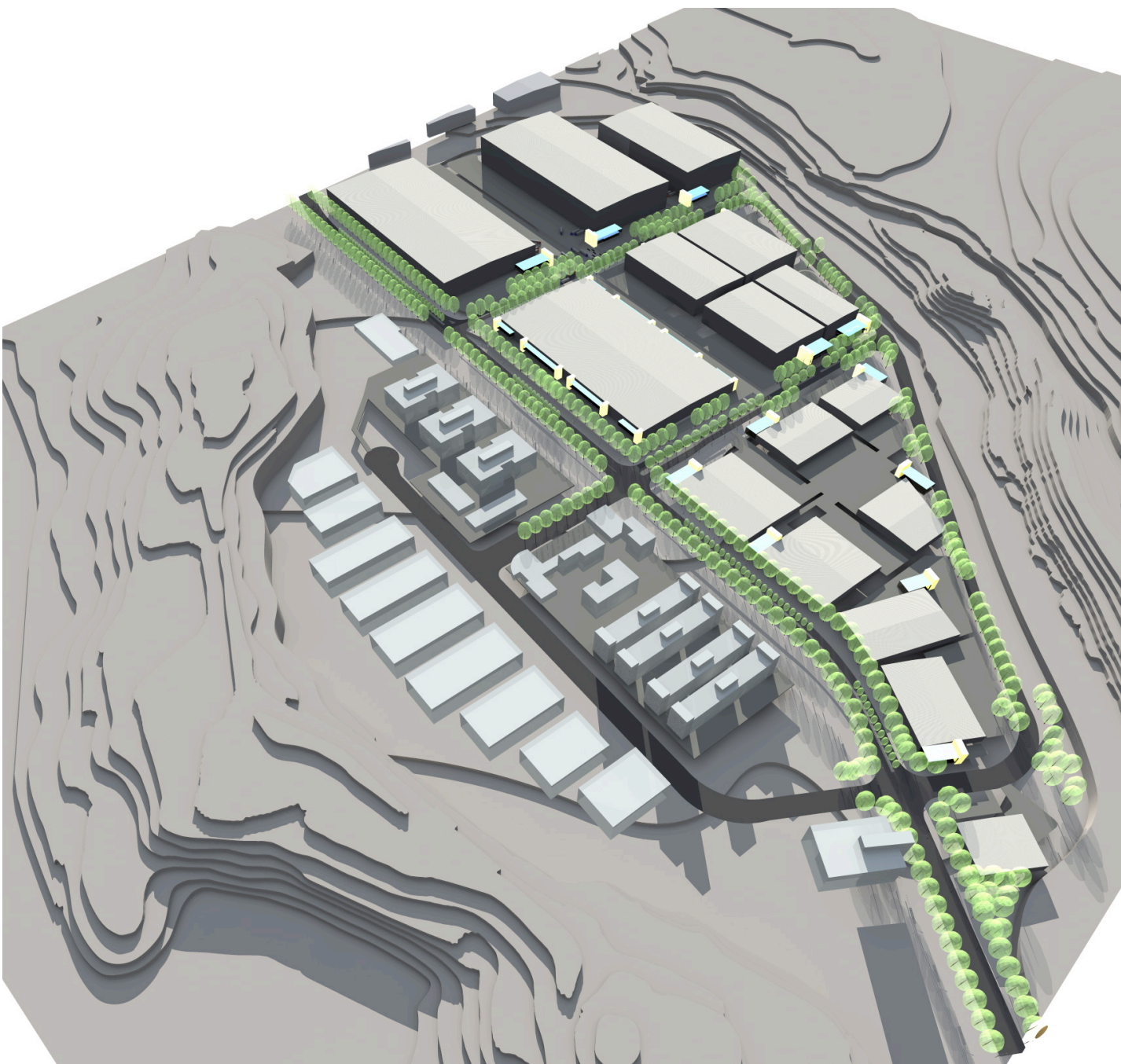


MASTERPLAN / URBAN DESIGN REPORT

GREYSTANES ESTATE

SOUTHERN EMPLOYMENT LAND, GREYSTANES NSW



SK - Drawing List

Layout No:	Layout Name	Rev
MP-00	TITLE PAGE	C
MP-01	DESIGN PRINCIPLES 1	A
MP-02	DESIGN PRINCIPLES 2	A
MP-03	LANDFORMS + PRECINCTS	A
MP-04	VIEWS + ACCESS INTO SITE - ROADS + CONNECTIONS	A
MP-05	PROPOSED ROADS / U.D.P. ROADS + ROAD NAME + PLACE	A
MP-06	VEHICULAR ACCESS STRATEGY+ STREETScape+LANDSCAPE+STORMWAT...	A
MP-07	SPECIAL FACADES + BUILDING HEIGHT LIMIT	A
MP-08	LOTS	A
MP-09	MASTER PLAN - (1) 1:5000	C
MP-10	AERIAL VIEW - DAY	A
MP-11	DEVELOPMENT OPTION LOT A	B
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MP-13	DEVELOPMENT OPTION LOT C	C
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MP-16	DELETED	
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MP-18	SECTION VIEW	A
MP-19	STREET SECTION (BASALT ROAD)	A
MP-20	TYPICAL DEVELOPMENT-SUPERLOT A - LOT 2	A
MP-21	PLACEMENT + CO-ORDINATION URBAN ELEMENTS + LANDSCAPE	A
MP-22	URBAN ELEMENTS	A
MP-23	LANDSCAPE PRINCIPLES	B
MP-24	AERIAL VIEW - NIGHT	A
MP-25	PERSPECTIVES - TYPICAL LARGE WAREHOUSE	A
MP-26	PERSPECTIVE + PLAN - LOT ENTRY	A
MP-27	PERSPECTIVE - TYPICAL LOT ENTRY VIEW	A
MP-28	PERSPECTIVE - ESTATE EXPERIENCE	A

DESIGN PRINCIPLES

INTRODUCTION

The principles guiding the development of the Greystanes masterplan are to create

- A high standard, efficient & sustainable industrial estate.
- An estate with efficient traffic movements, and an attractive appearance.
- An estate that allows for flexibility of development whilst retaining a strong urban form.

CONCEPT

The Dexu vision is to create a high quality industrial estate taking advantage of the sites strategic position and its unique qualities. The estate masterplan concept aims to ensure a high urban quality with an in built development flexibility to ensure the estate caters to a wide range of possible tenants. The estate is envisioned as a showcase for industrial architecture, simple, rational, repeatable and well proportioned buildings accented with high quality elements will be set in a considered urban domain, landscaped and themed to create a cohesive and clear industrial estate.

SITE ANALYSIS

The subject site is the former Prospect Quarry. To the east of the site, separated and shielded by the quarry wall and parkland, lies the residential development of Nelsons Ridge. To the north and South are existing industrial and new employment lands. The high quarry walls will shield all views of the estate from the surrounding residential lands and will allow for the development of a unique estate.

URBAN DESIGN PRINCIPLES

The estate character has been developed as a consequence of the unique site. Grounded on the flat former quarry floor and shielded by the terraced quarry walls. The character has evolved as a response to the site realities. Opportunities to reveal the sites history and engage with the impressive scale will create an urban language well suited to the ethos of efficiency and scale of the logistics/warehousing environment.

ROAD LAYOUT

The road layout comprises a main circuit loop off Reconciliation Drive to cater for large truck movements. The main truck access is via Bellevue Circuit while Basalt Road will cater for smaller trucks and passenger vehicles. The road layout shall;

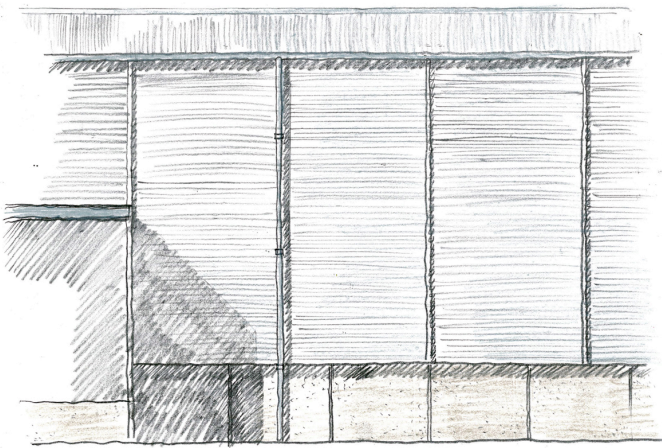
- Create high quality streetscapes
- Respect and enhance unique features on the site
- Create memorable entry points and points of vista termination



Clarity and efficiency of estate for all estate users



A co-ordinated elegant and sustainable public domain



Building detailed with exacting proportion control

SUBDIVISION

The indicative lot subdivision demonstrated in the masterplan has been driven by current analysis of market demand. The fixed road layout will enable flexibility in the development mix without compromising urban design principles. The subdivision pattern has been determined by analysis of market needs and aims to provide a range of lot sizes from 1.3 Ha to 8.2 Ha. Access to the site from Reconciliation Drive is as per UDP issue J with no lots requiring access from Reconciliation Drive itself.

SUPERLOTS

The proposed masterplan has created three super lots A, B, C each has been studied and a variety of indicative built form plans have been presented to demonstrate the integrity of the road layout and the potential for change in the development mix without major change to the urban design character.

ECOLOGICALLY SUSTAINABLE DEVELOPMENT

The creation of a high level of efficiency within the estate is an important aspect of sustainability as such efficiency reduces the need to develop further natural areas. An efficient estate where there is an aggregation of facilities and increased density will lead to increases in the estate's yield. The opportunities for high bay warehousing in key areas of the site will also aid in maximum efficiency of land use.

All new buildings on the site should aim to reduce the need for artificial lighting through a range of measures – rooftop monitors, skylights and translucent wall materials. These can all contribute to reducing the need for artificial light inside the buildings by about half on sunny days.

All new buildings on the site should aim to minimise the reliance on artificial heating and cooling. A range of measures should aim to achieve user comfort and prevent extreme temperature stratification in larger logistics facilities from potentially damaging stock.

GENERAL ESTATE CONTROLS

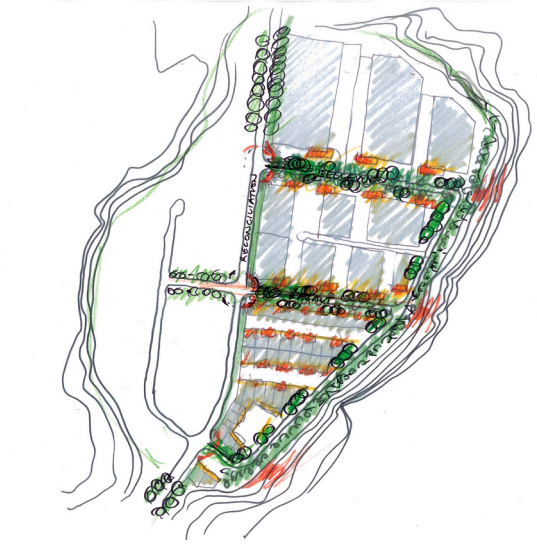
The principles guiding our approach to the development of building layouts are to;

- Maximise the efficiency of vehicle movements into and within lots
- Create high quality work environments
- Reinforce masterplan principles
- Enhance estate legibility and wayfinding
- Ensure the estate presents a considered, coherent and unified character
- Orient office and work areas to public streets and parkland where possible

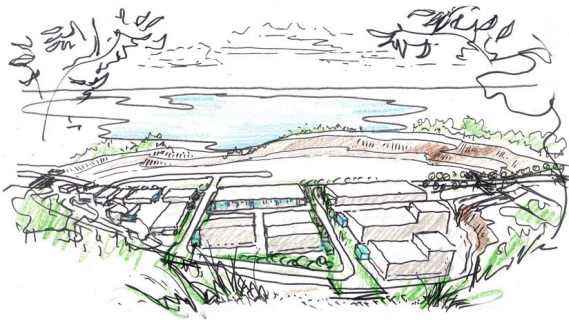
APPEARANCE, EXTERNAL MATERIALS AND COLOUR

A muted palette of major building elements will be contrasted with some key highlight colours, materials and textures,

- Attractive design of urban elements, will contribute to the quality of the urban environment.
- Buildings will be detailed with exacting proportion control.



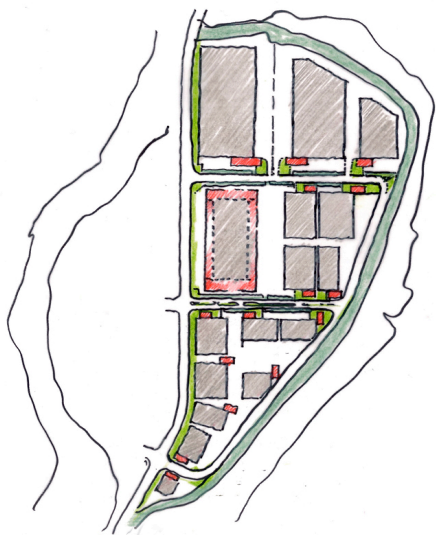
Fixed roads and a considered public domain allows for flexibility of development without change to overall estate character



An efficient sustainable high yielding estate, a well laid out working community perfectly fitted to its dramatic setting.



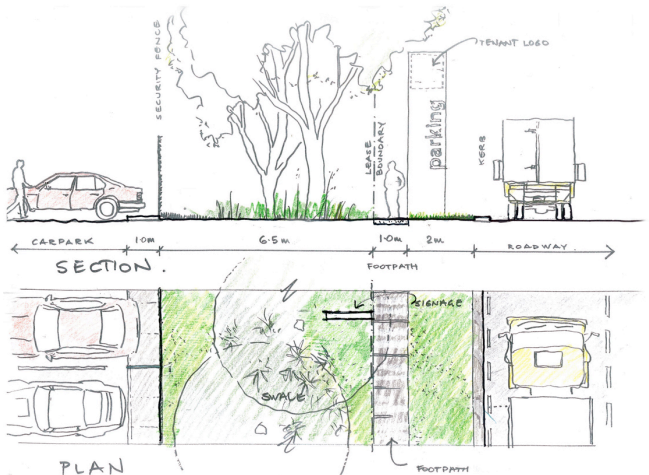
High quarry walls and a flat quarry floor create an ideal and dramatic estate setting



Landscape design to create parkland entries into each lot



Celebrate the drama of the old quarry site



Landscape / urban design detail

SIGNAGE

A uniform suite of signage will be developed to ensure the estate retains a singular cohesive character whilst allowing for expression of tenant identity.

Large signage elements will identify street numbers, traffic information and will promote tenant identity.

LANDSCAPING

The key principles guiding the development of the landscape design are to;

- Create an estate with a strong, uniform landscape identity.
- Create clear entry markers into the estate.
- Enhance vistas to the dramatic former quarry walls.
- Reinforce hierarchy of roads within the estate with planting.
- Respect and enhance the unique features on the site.

STORMWATER

The stormwater plan will be implemented as set out in existing approvals. The stormwater will traverse the site in a south easterly direction to the perimeter swale to the detention basin in Widemere East. A Five megalitre storage dam/ harvesting pond will service the Cumberland country golf club.

ACCESS, PARKING AND LOADING

The estate will be developed with a road system designed to provide for large vehicle movements around the perimeter of the estate. The estate will be developed without cul-de-sac style roads ensuring efficiency of traffic movements and aiding in estate clarity and wayfinding.

DESIGN MANUAL

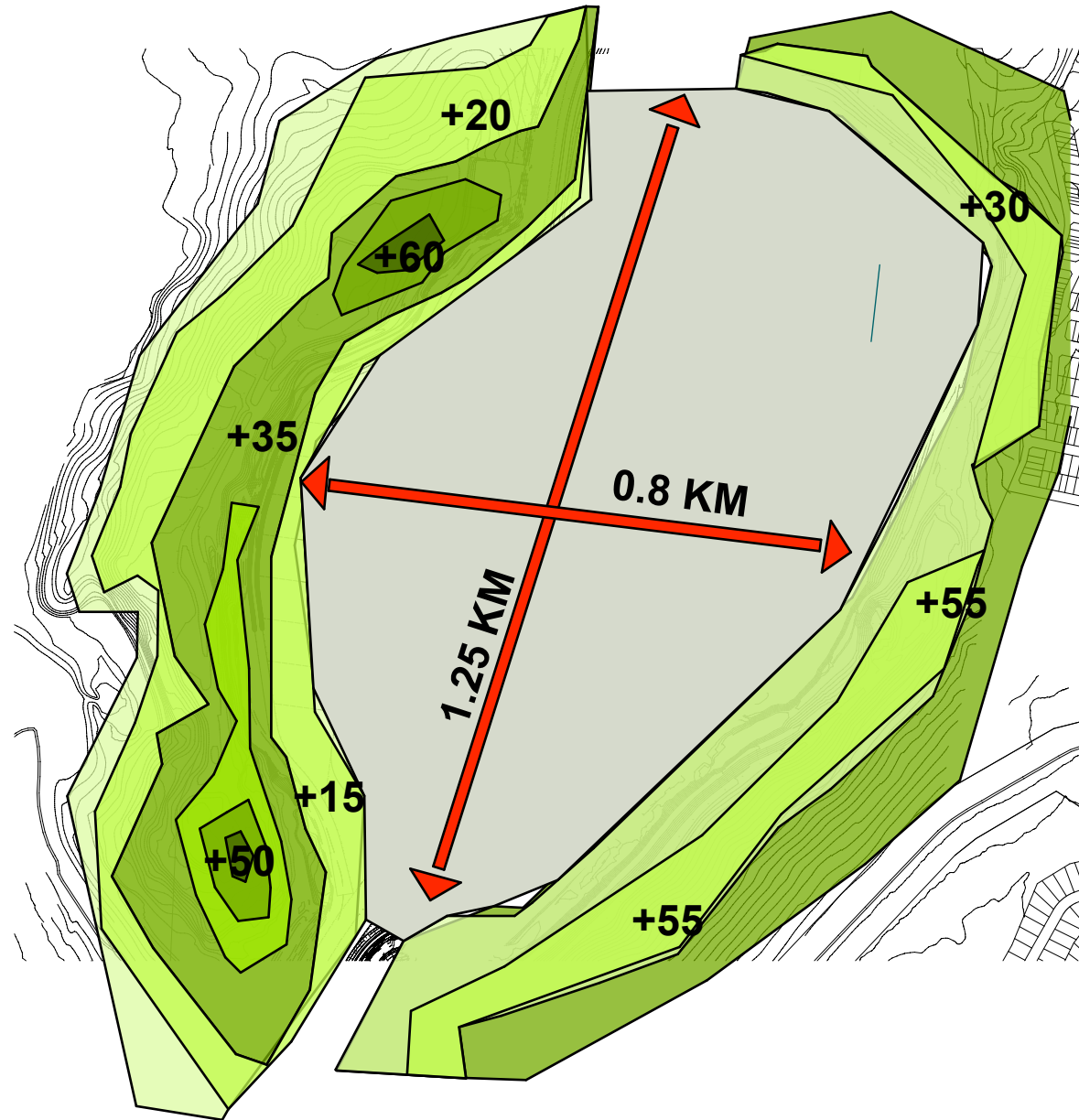
The Estate should be developed with the aid of an estate design manual - The manual should serve two purposes:

- To reference the masterplan design intent and provide strategies for precincts, key sites and building envelopes. &
- To provide a list of urban elements with guidelines for their use, placement and co-ordination.

The manual should allow a degree of flexibility for a variety of tenant needs yet provide the implementing design team with a simple and consistent approach to key design criteria from broad concept level down to a shopping list of urban elements such as pavers, signage, lighting and fencing.

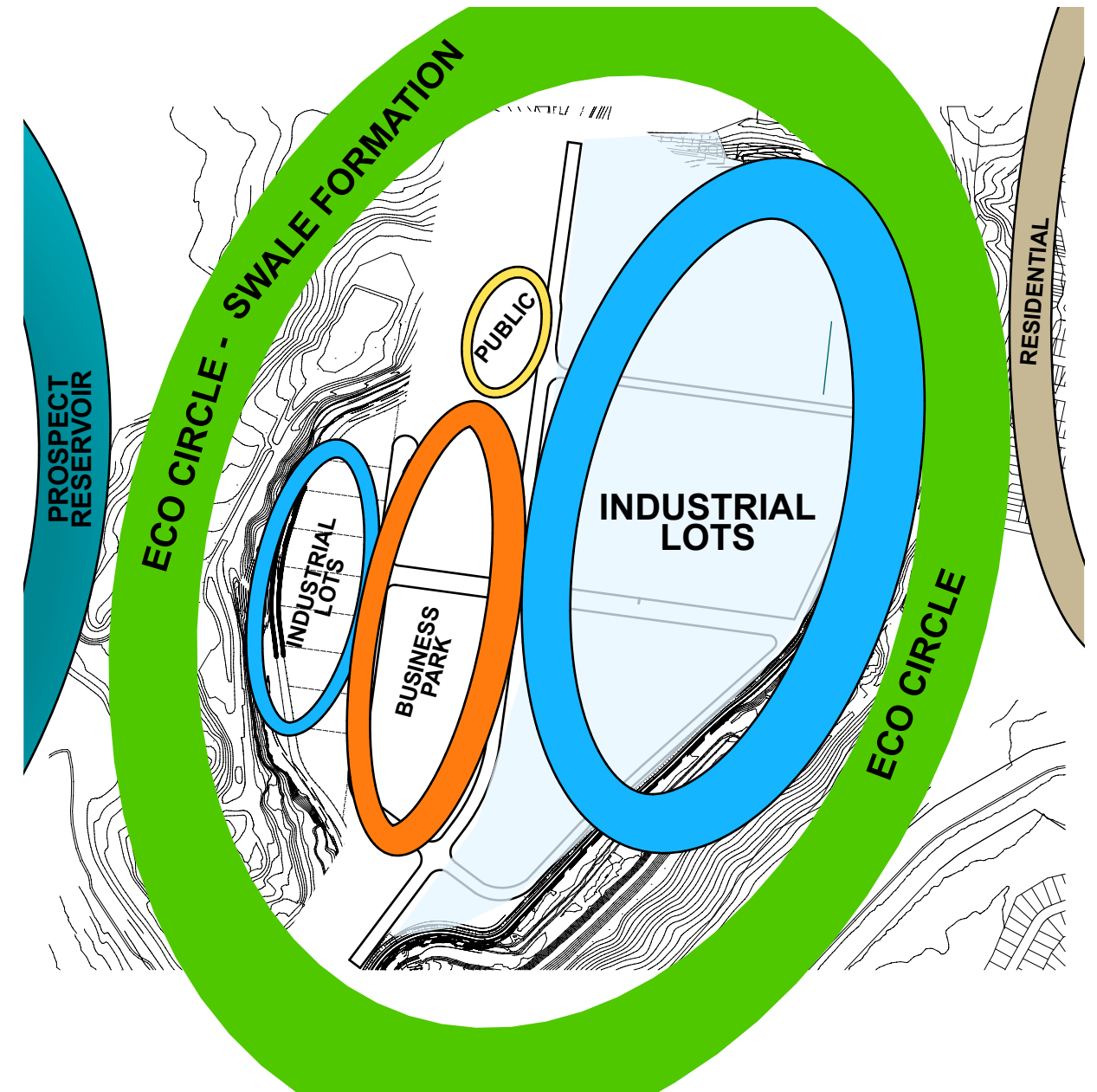
The manual will be an invaluable document for external consultants, designers and tenants. The manual will determine an approach to achieve a design consistency across the site. The manual should allow for the co-ordinated development of the estate over time and will retain relevance as the estate undergoes progressive tenancy changes and alteration.





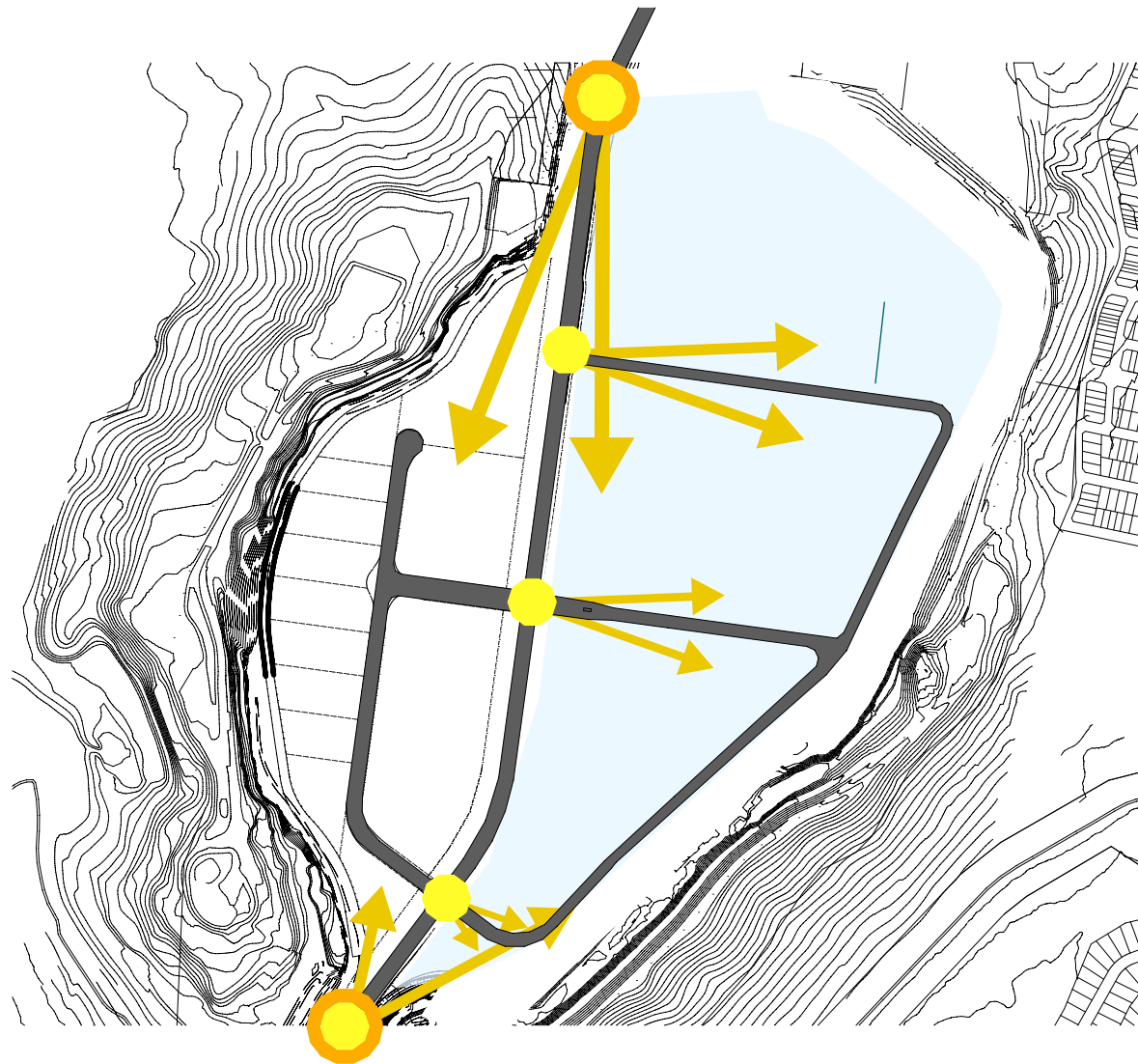
LANDFORMS

- The resultant flat base of the former quarry
- The estate site encircled by a dramatic terraced rock face
- A square kilometre of good level building sites



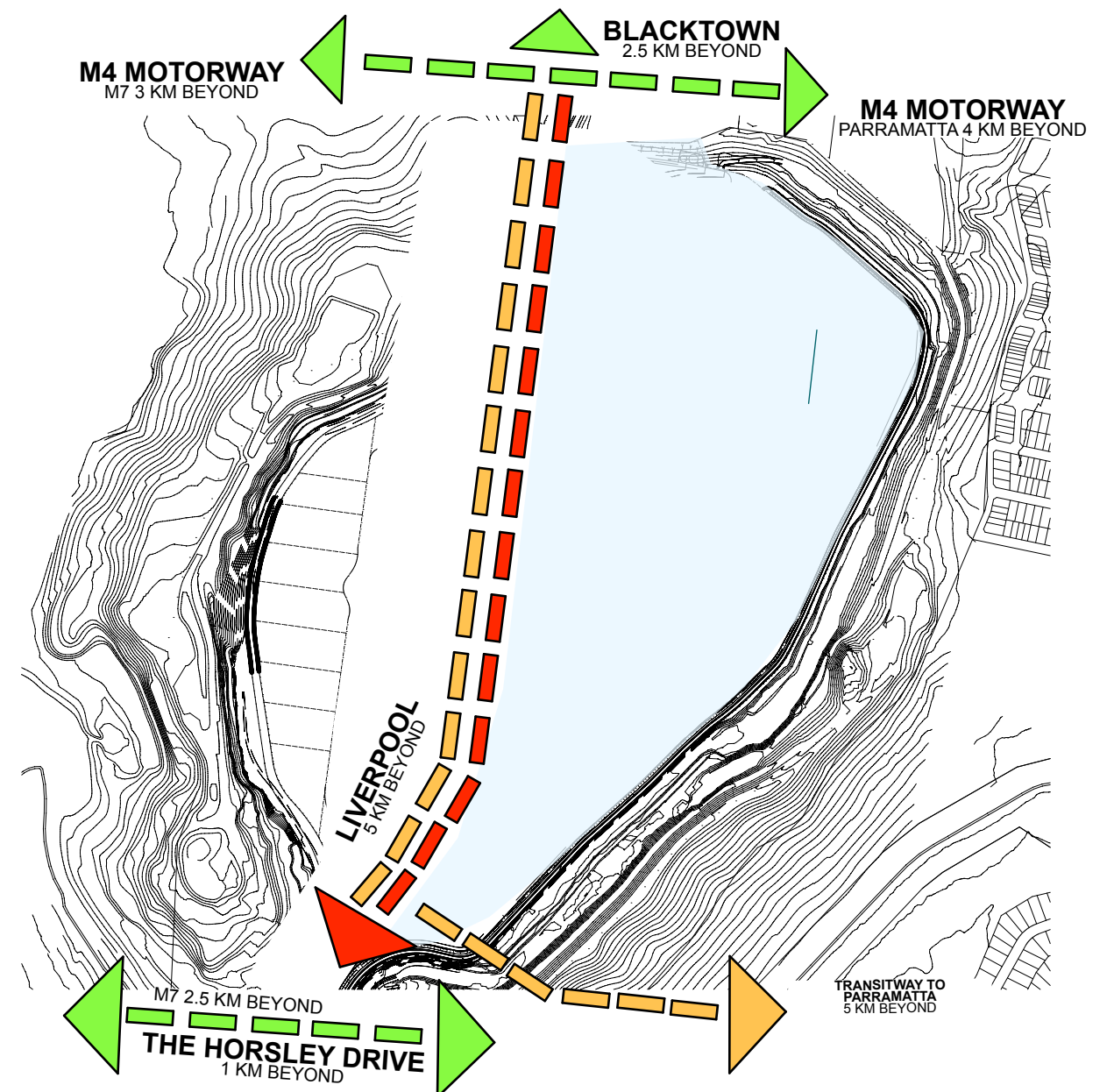
PRECINCTS

- Precincts of greater quarry site as set out in the UDP
- Estate ringed by former quarry walls parkland and swale drainage system



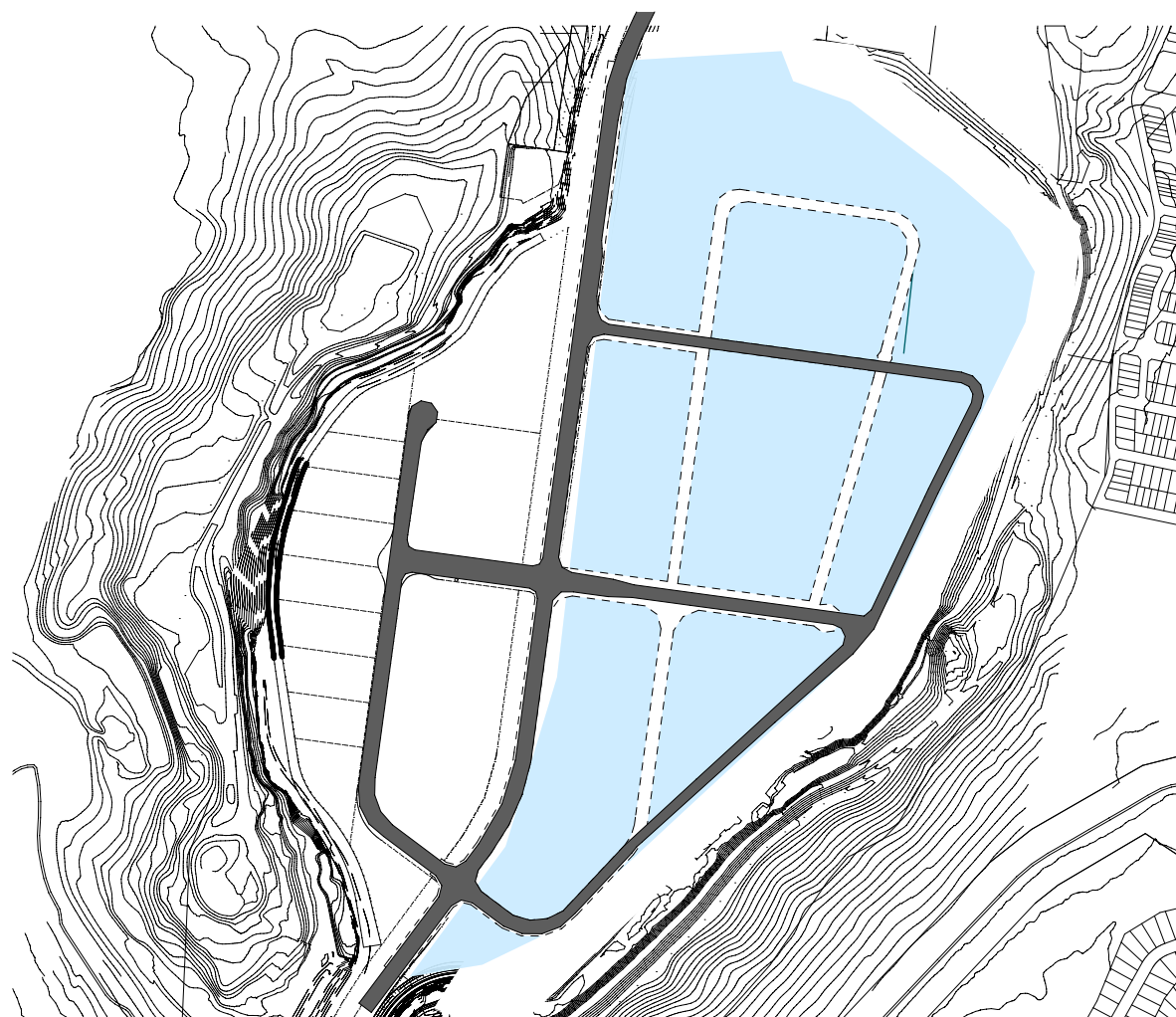
VIEWS + ACCESS INTO SITE

- North and South arrival points to the former quarry site
- 3 key Eastern entries into the subject site



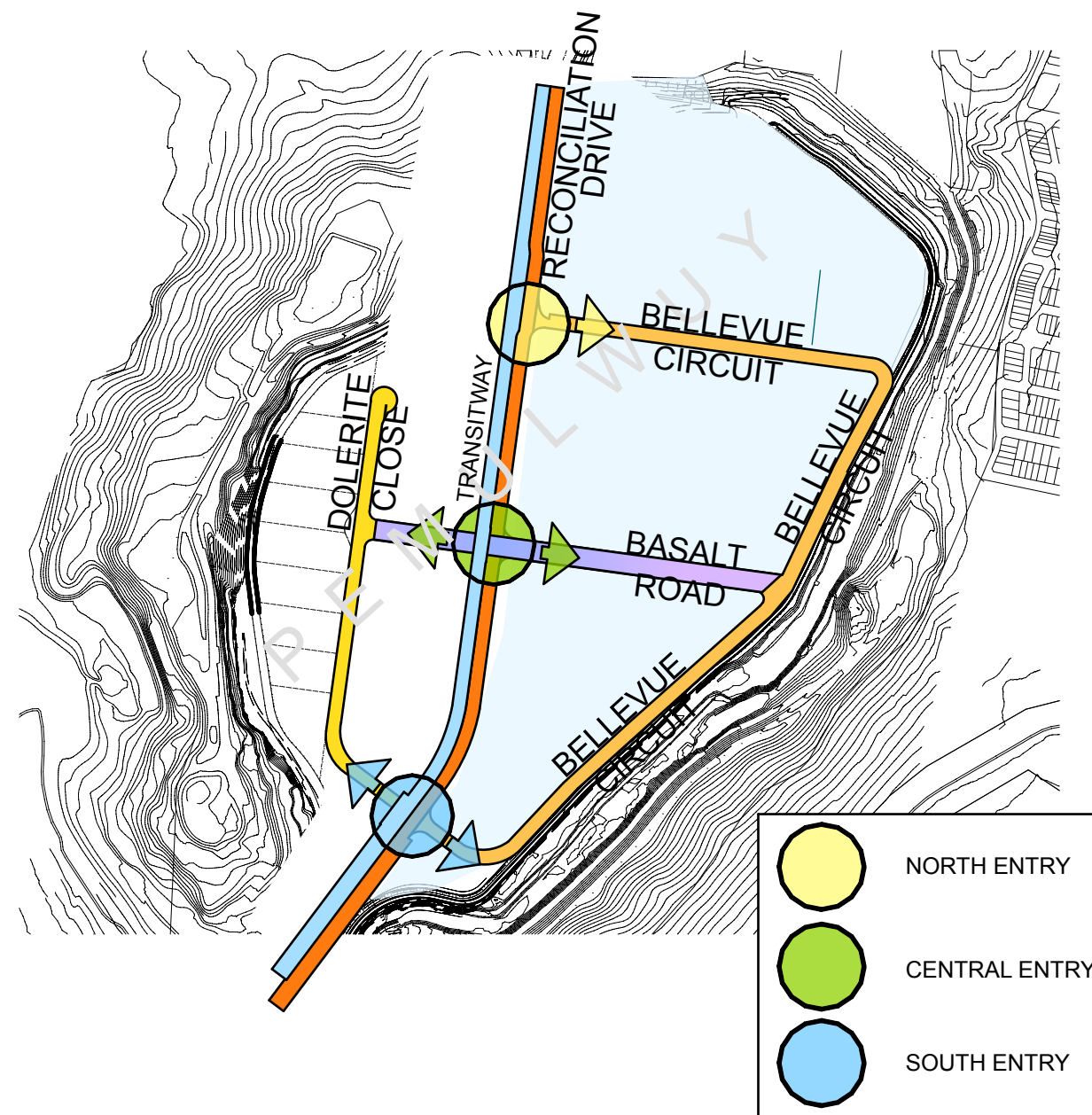
ROADS + CONNECTIONS

- A well connected estate, central to the major road corridors.



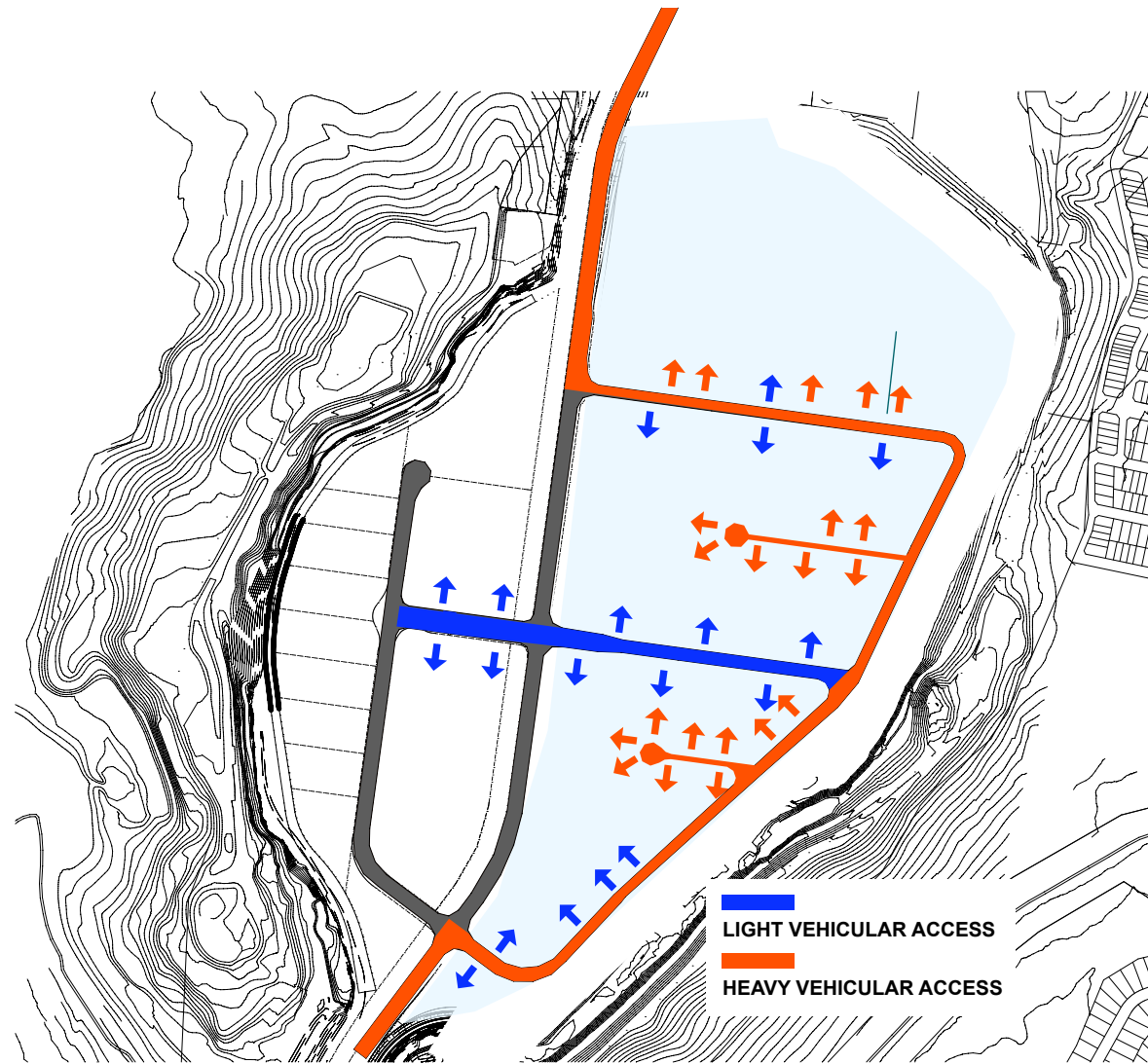
PROPOSED ROADS / U.D.P. ROADS

- U.D.P. roads shown dotted
- Proposed roads shown grey, 3 main intersections retained
- Basic principles of road layout retained
- 3 Super-lots created



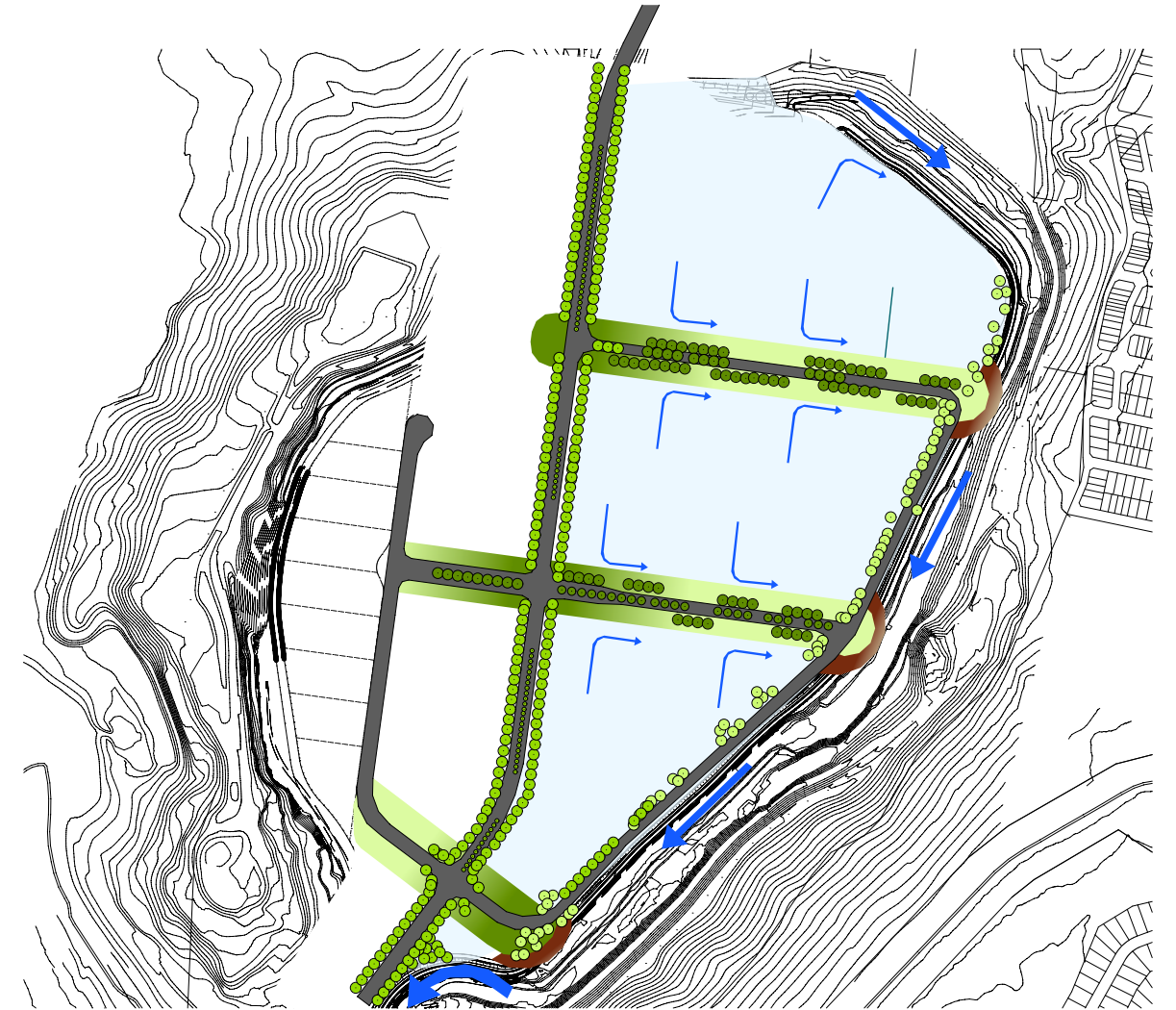
ROAD NAMES + PLACE

- Bellevue circuit primary access for large vehicles
- Basalt road - main internal estate boulevard
- Three proposed park names - Charley Park, Turnbull Park and Litton Park



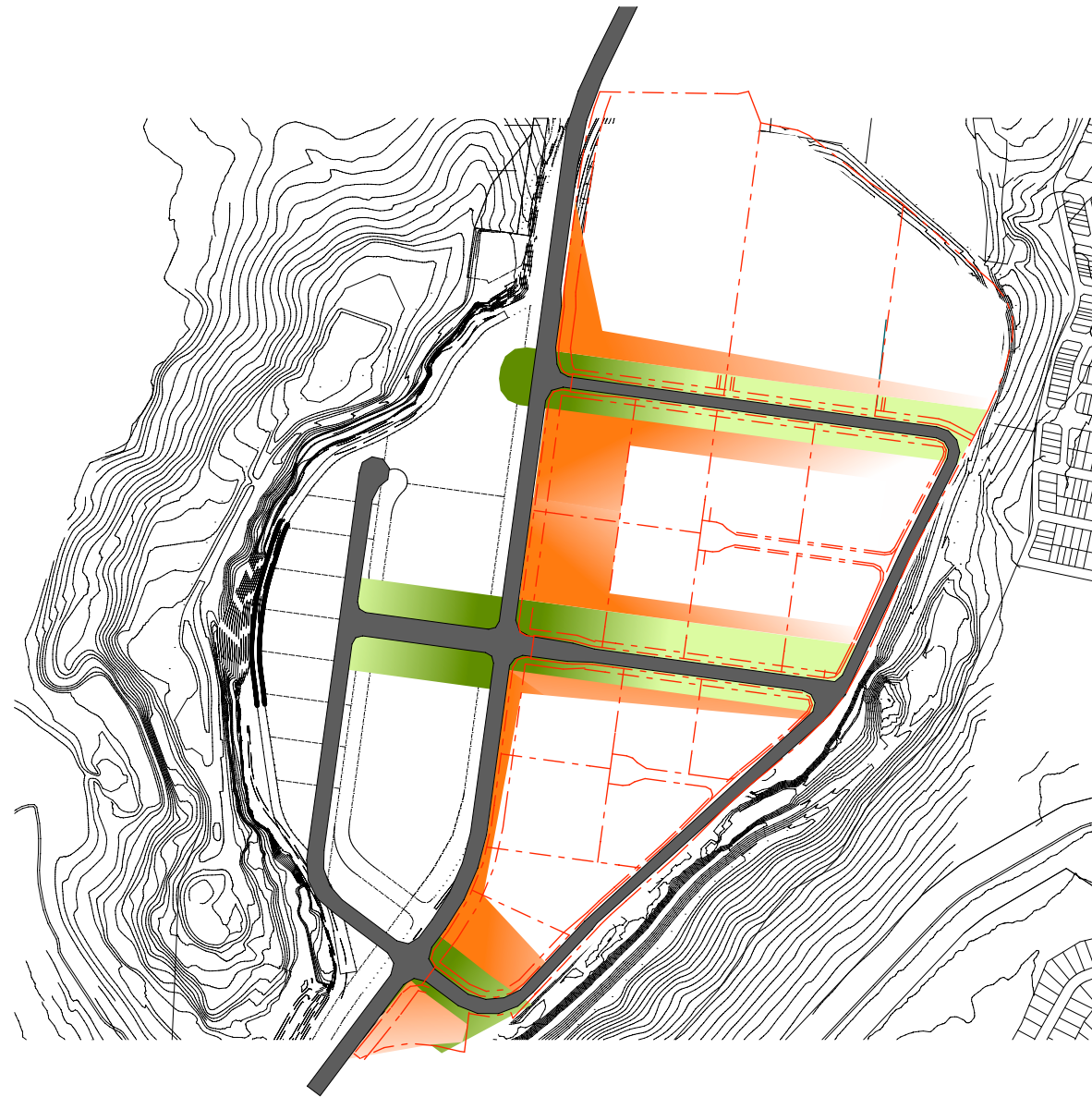
VEHICULAR ACCESS STRATEGY

- Heavy vehicular access with arrows indicating entries into lots
- Passenger vehicles and light truck access principally off the central boulevard



STREETSCAPE + LANDSCAPE + STORMWATER

- Strengthen urban structure with landscape to E/W Streets
- Expose and celebrate drama of former quarry walls



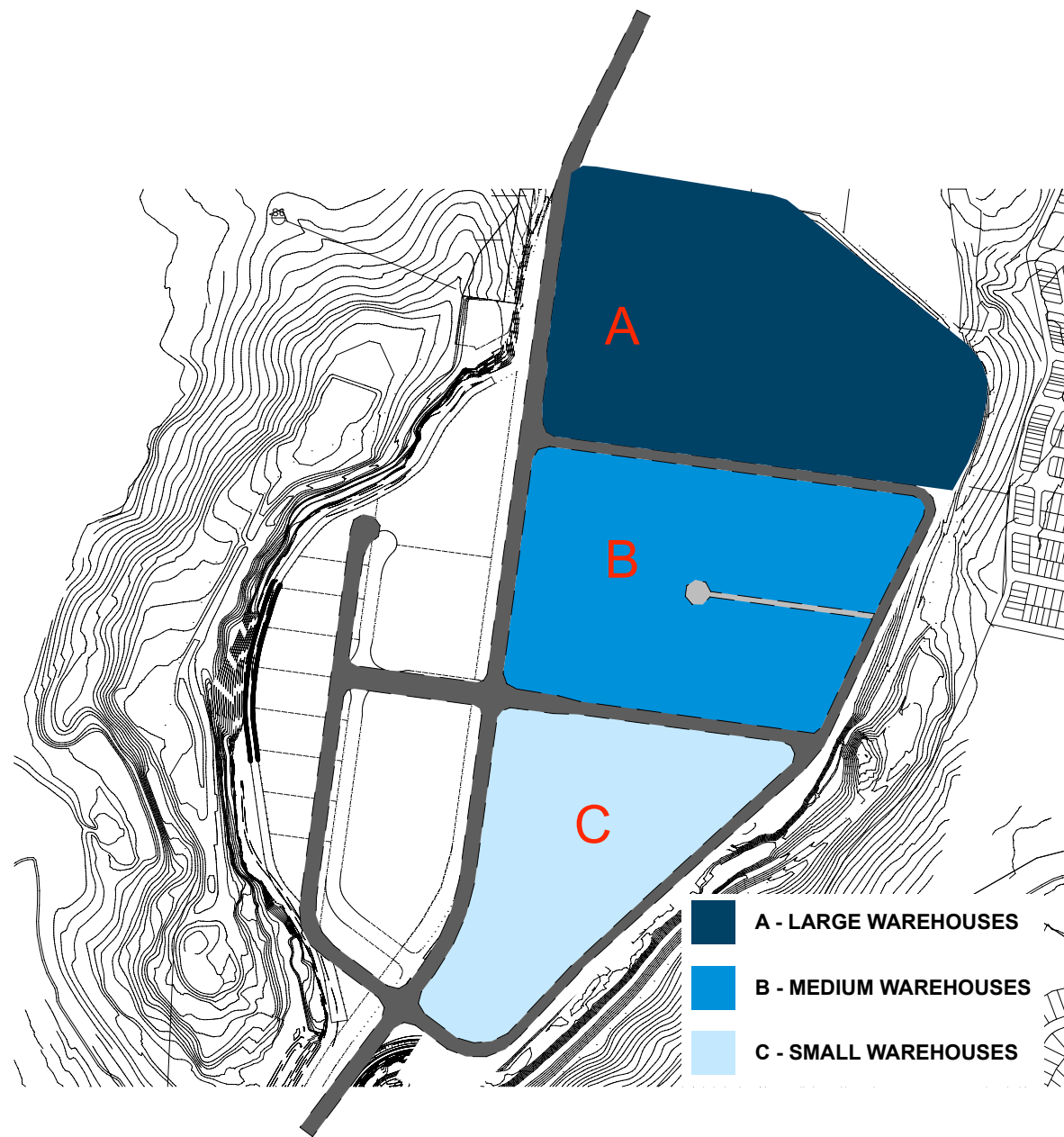
SPECIAL FACADES

- Facades in the public domain requiring a more considered treatment



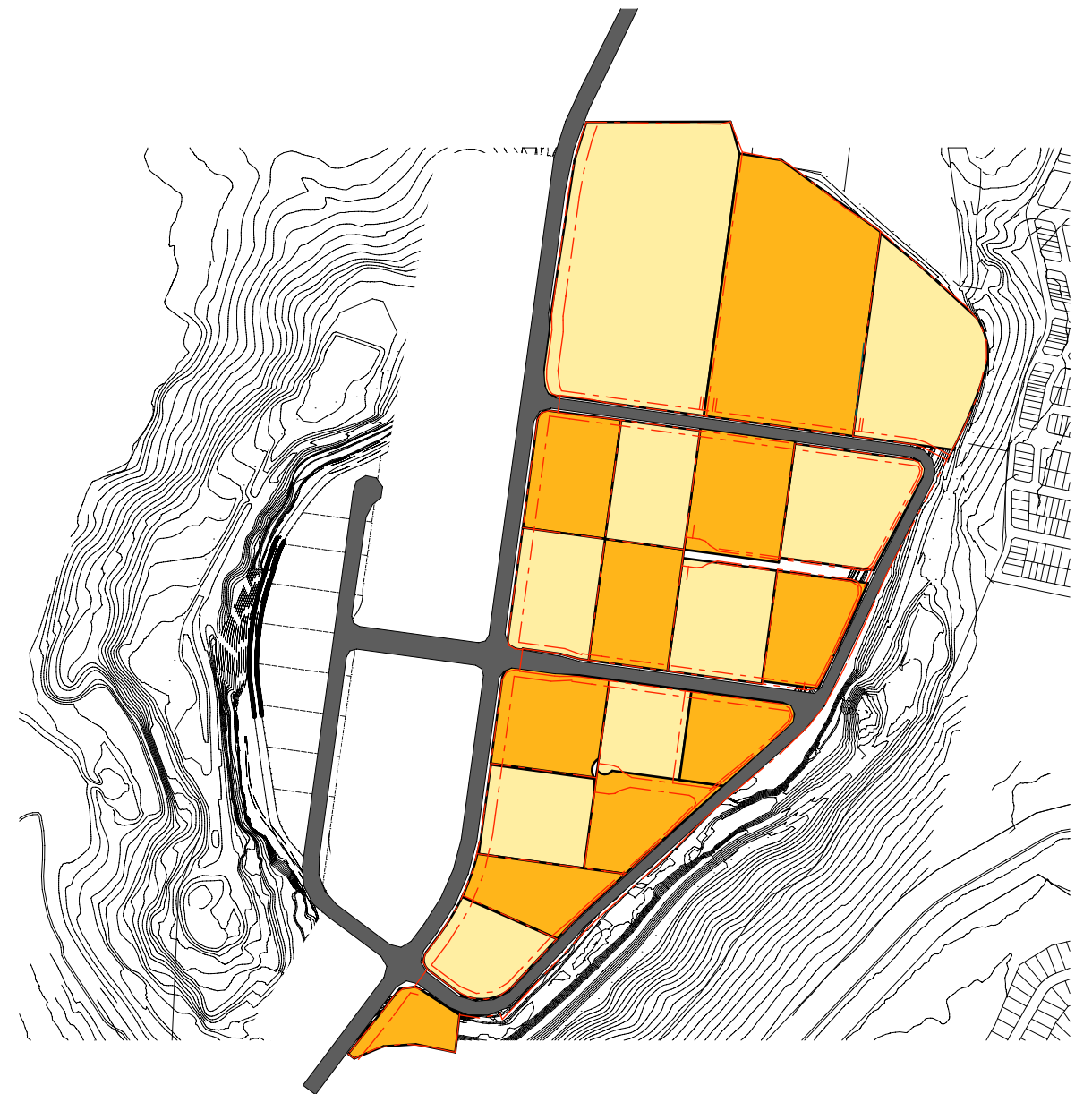
BUILDING HEIGHT LIMIT

- Diagram of height envelope control
- Office component + 9m-15m - 12%
- Warehouse component +25m - 50%
- High bay warehouses + 40m - 38%



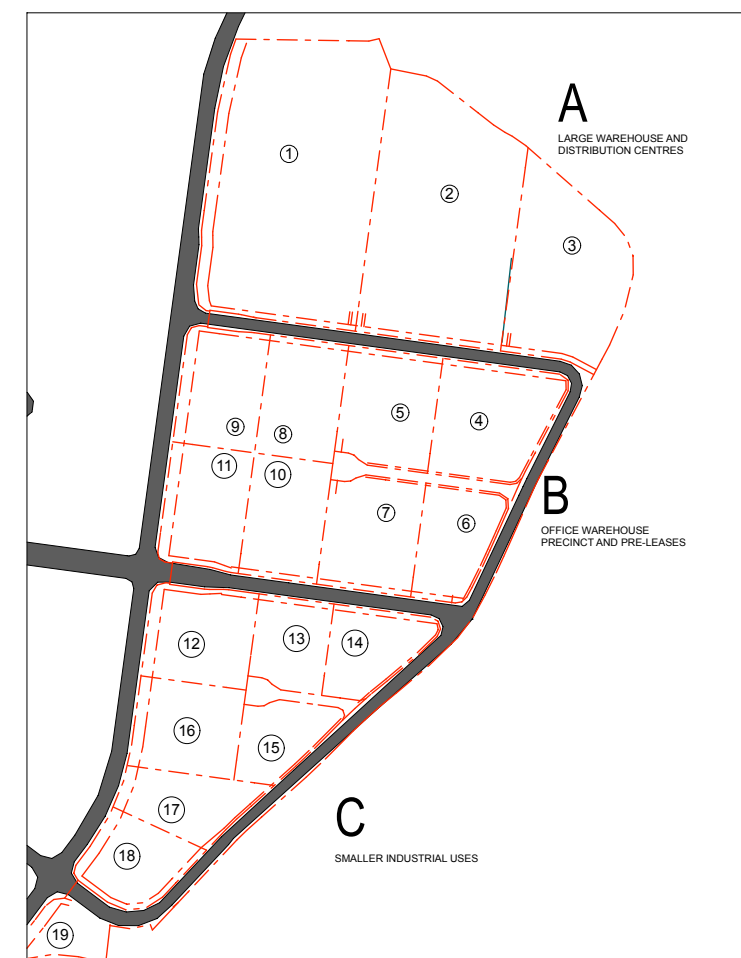
SUPERLOTS

- Create 3 super-lots via road layout



LOTS

- Lot subdivision plan

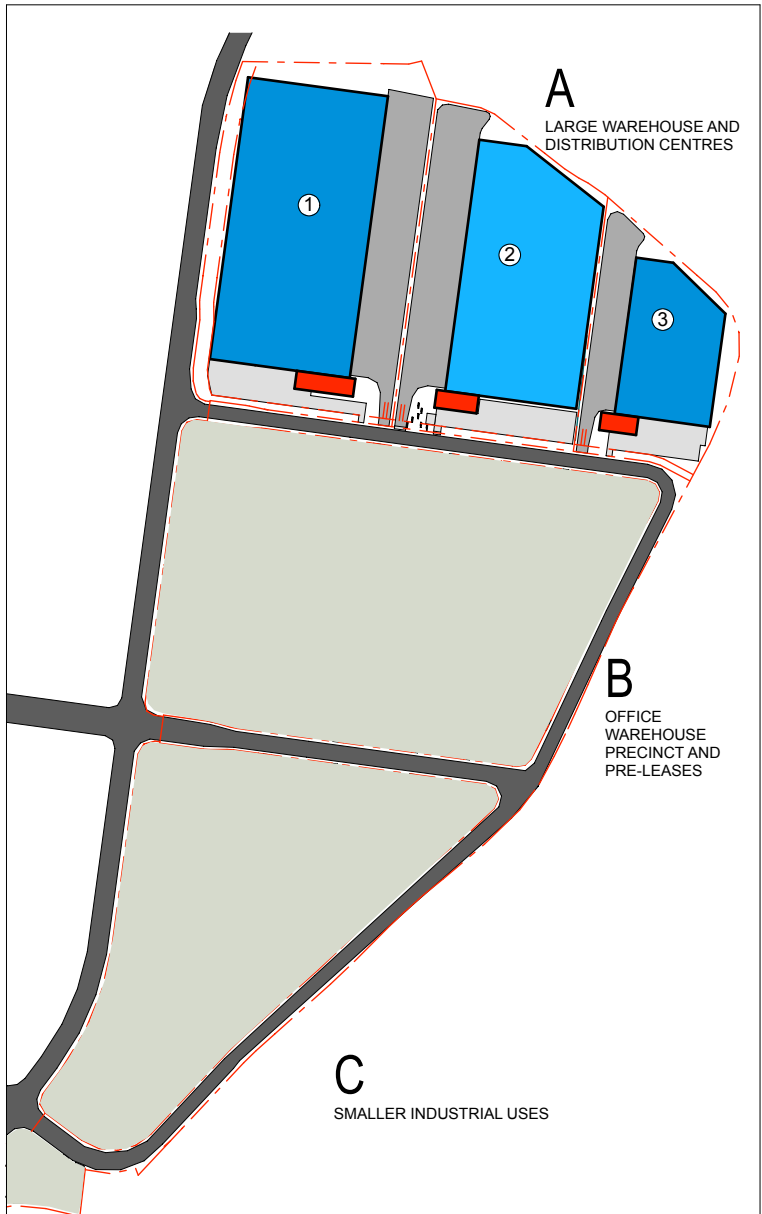


PLAN OF SUBDIVISION

MASTER PLAN - (1) 1:5000

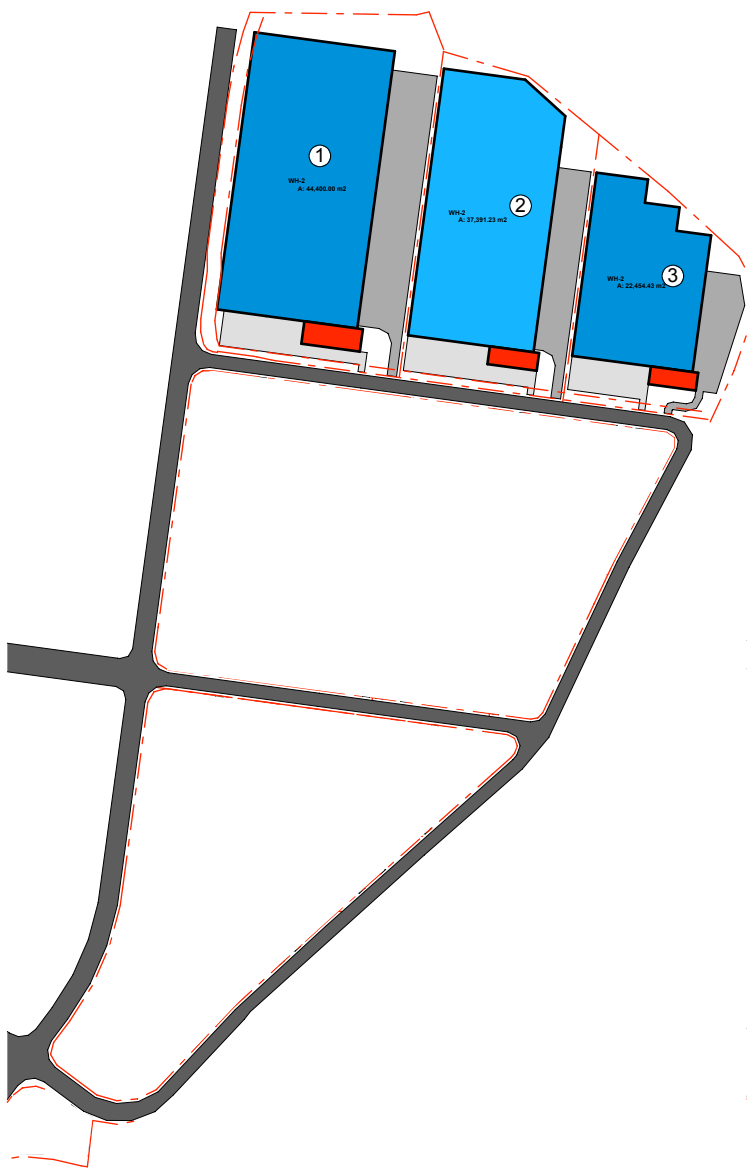
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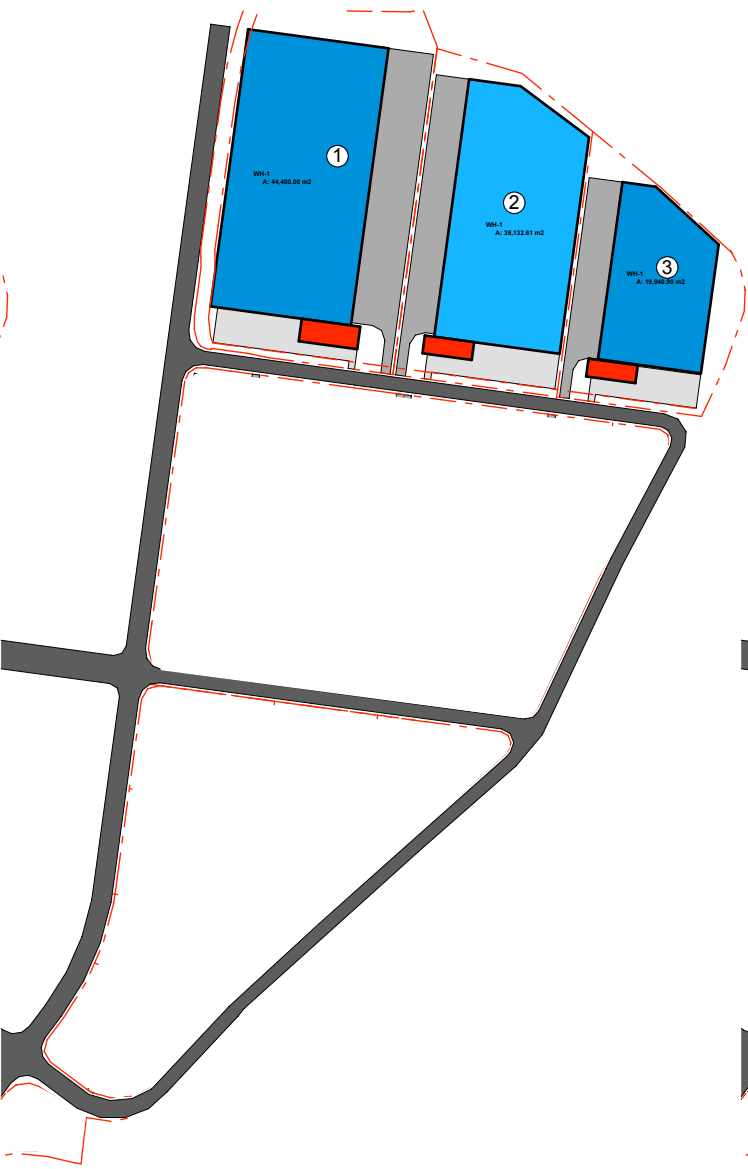
PROPOSED MASTER PLAN

SITE	
SUPER LOT A	
TOTAL AREA	176,353 m ²
WAREHOUSE	
SUPER LOT A	
TOTAL AREA	96,700 m ²
OFFICES	
SUPER LOT A	
TOTAL AREA	6,500 m ²
CAR PARKING	
SUPER LOT A	
TOTAL AREA	12,425 m ²
HARD-STAND AREA	
SUPER LOT A	
TOTAL AREA	37,560 m ²
LANDSCAPE AREA	
SUPER LOT A	
TOTAL AREA	24,340 m ²



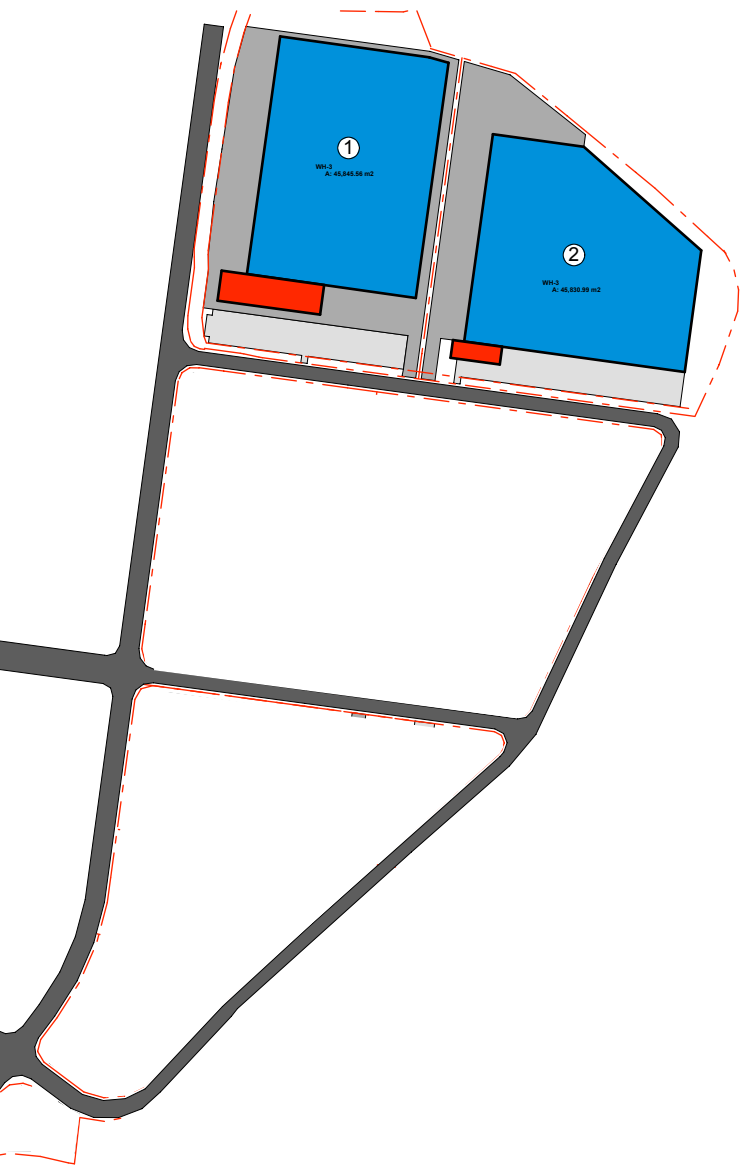
ALTERNATIVE OPTION 1

SITE	
SUPER LOT A	
TOTAL AREA	176,353 m ²
WAREHOUSE	
SUPER LOT A	
TOTAL AREA	104,245 m ²
OFFICES	
SUPER LOT A	
TOTAL AREA	6,920 m ²
CAR PARKING	
SUPER LOT A	
TOTAL AREA	11,617 m ²
HARD-STAND AREA	
SUPER LOT A	
TOTAL AREA	26,043 m ²
LANDSCAPE AREA	
SUPER LOT A	
TOTAL AREA	30,988 m ²



ALTERNATIVE OPTION 2

SITE	
SUPER LOT A	
TOTAL AREA	176,353 m ²
WAREHOUSE	
SUPER LOT A	
TOTAL AREA	98,415 m ²
OFFICES	
SUPER LOT A	
TOTAL AREA	7,000 m ²
CAR PARKING	
SUPER LOT A	
TOTAL AREA	11,897 m ²
HARD-STAND AREA	
SUPER LOT A	
TOTAL AREA	31,774 m ²
LANDSCAPE AREA	
SUPER LOT A	
TOTAL AREA	31,620 m ²



ALTERNATIVE OPTION 3

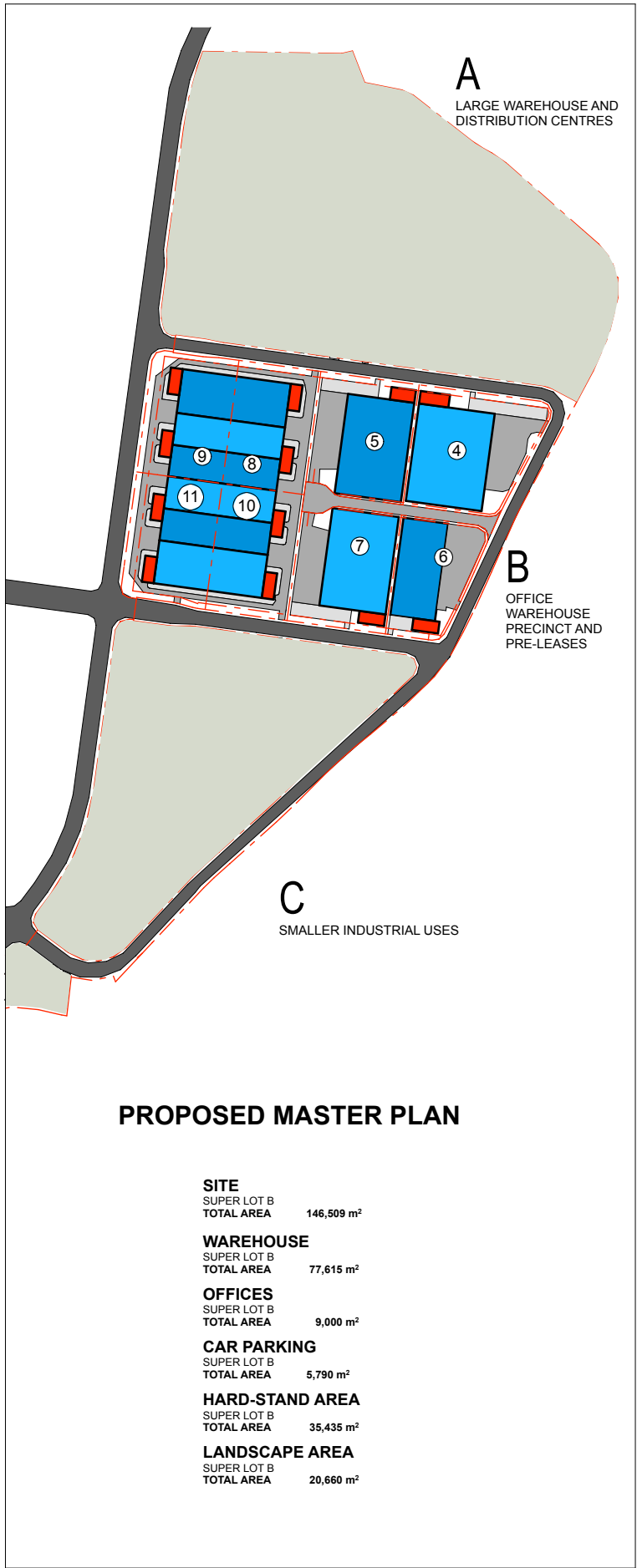
SITE	
SUPER LOT A	
TOTAL AREA	176,353 m ²
WAREHOUSE	
SUPER LOT A	
TOTAL AREA	91,675 m ²
OFFICES	
SUPER LOT A	
TOTAL AREA	8,990 m ²
CAR PARKING	
SUPER LOT A	
TOTAL AREA	15,837 m ²
HARD-STAND AREA	
SUPER LOT A	
TOTAL AREA	38,222 m ²
LANDSCAPE AREA	
SUPER LOT A	
TOTAL AREA	26,124 m ²



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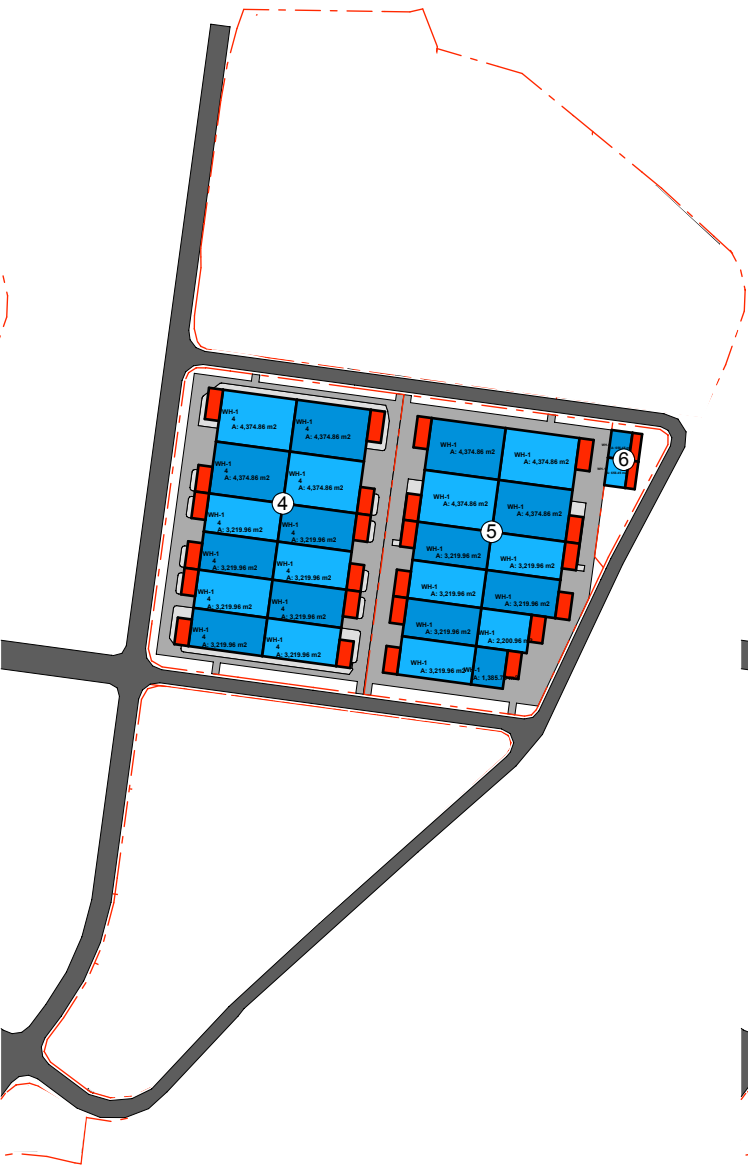
DEVELOPMENT OPTION LOT A

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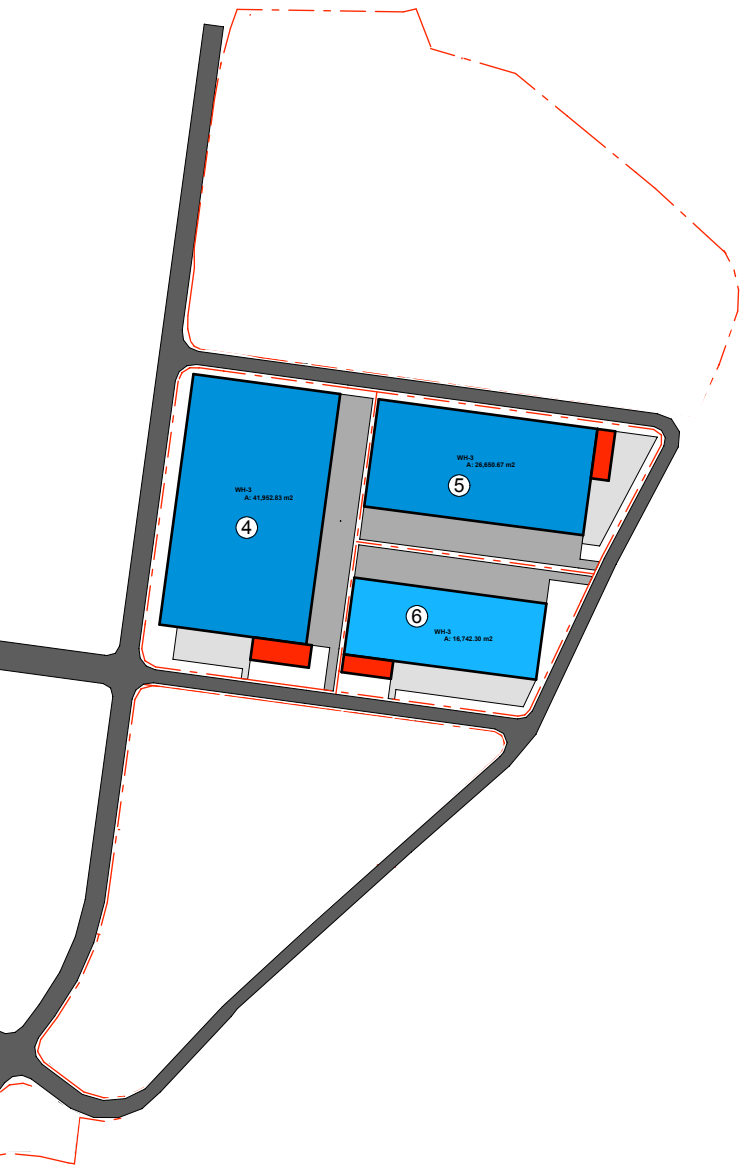
ALTERNATIVE OPTION 1

SITE	
SUPER LOT B	
TOTAL AREA	146,509 m ²
WAREHOUSE	
SUPER LOT B	
TOTAL AREA	76,548 m ²
OFFICES	
SUPER LOT B	
TOTAL AREA	9,250 m ²
CAR PARKING	
SUPER LOT B	
TOTAL AREA	15,931 m ²
HARD-STAND AREA	
SUPER LOT B	
TOTAL AREA	29,931 m ²
LANDSCAPE AREA	
SUPER LOT B	
TOTAL AREA	23,522 m ²



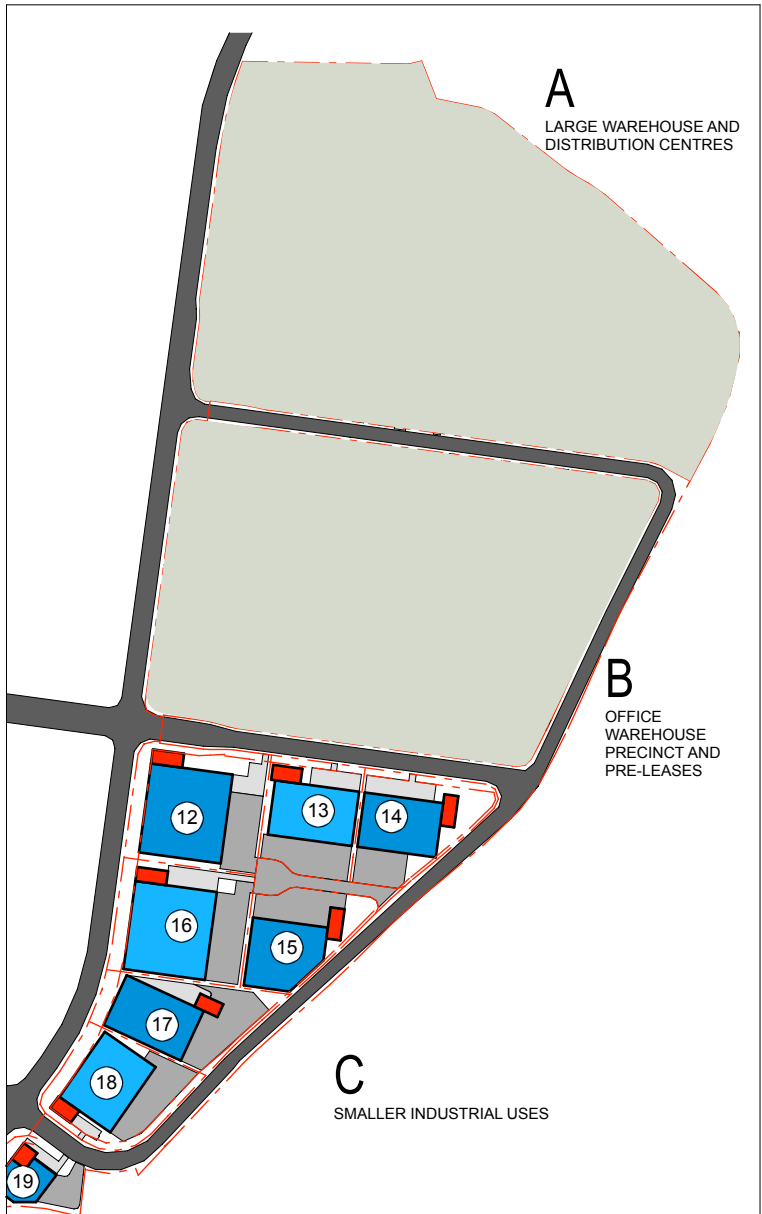
ALTERNATIVE OPTION 2

SITE	
SUPER LOT B	
TOTAL AREA	146,509 m ²
WAREHOUSE	
SUPER LOT B	
TOTAL AREA	84,955 m ²
OFFICES	
SUPER LOT B	
TOTAL AREA	11,100 m ²
CAR PARKING	
SUPER LOT B	
TOTAL AREA	12,295 m ²
HARD-STAND AREA	
SUPER LOT B	
TOTAL AREA	36,185 m ²
LANDSCAPE AREA	
SUPER LOT B	
TOTAL AREA	16,625 m ²



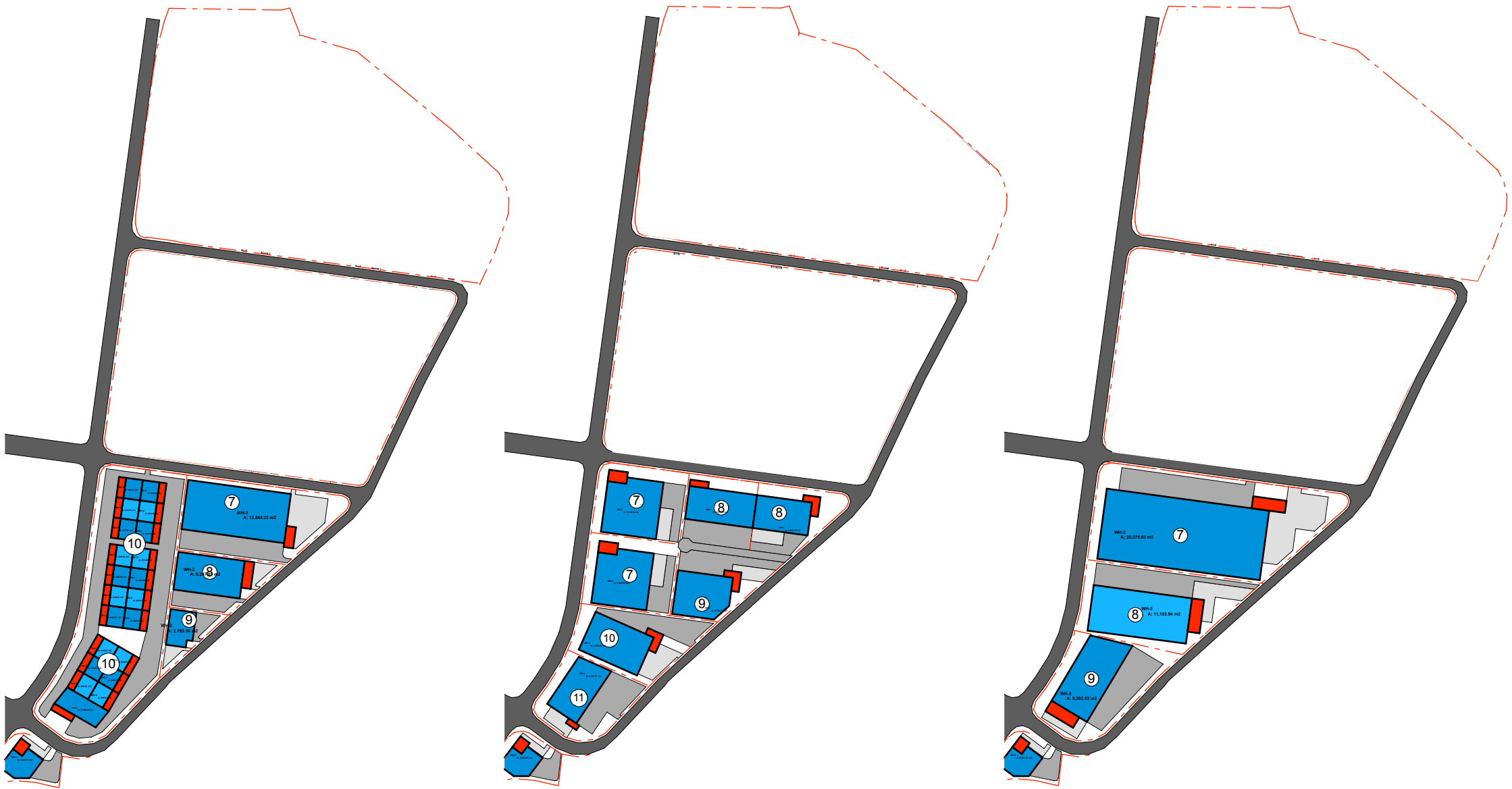
ALTERNATIVE OPTION 3

SITE	
SUPER LOT B	
TOTAL AREA	146,509 m ²
WAREHOUSE	
SUPER LOT B	
TOTAL AREA	85,344 m ²
OFFICES	
SUPER LOT B	
TOTAL AREA	7,000 m ²
CAR PARKING	
SUPER LOT B	
TOTAL AREA	11,449 m ²
HARD-STAND AREA	
SUPER LOT B	
TOTAL AREA	25,755 m ²
LANDSCAPE AREA	
SUPER LOT B	
TOTAL AREA	19,461 m ²



PROPOSED MASTER PLAN

SITE	
SUPER LOT C	
TOTAL AREA	107,714 m ²
WAREHOUSE	
SUPER LOT C	
TOTAL AREA	46,550 m ²
OFFICES	
SUPER LOT C	
TOTAL AREA	5,400 m ²
CAR PARKING	
SUPER LOT C	
TOTAL AREA	9,660 m ²
HARD-STAND AREA	
SUPER LOT C	
TOTAL AREA	23,380 m ²
LANDSCAPE AREA	
SUPER LOT C	
TOTAL AREA	22,785 m ²



ALTERNATIVE OPTION 1

SITE	
SUPER LOT C	
TOTAL AREA	107,714 m ²
WAREHOUSE	
SUPER LOT C	
TOTAL AREA	42,470 m ²
OFFICES	
SUPER LOT C	
TOTAL AREA	10,057 m ²
CAR PARKING	
SUPER LOT C	
TOTAL AREA	13,188 m ²
HARD-STAND AREA	
SUPER LOT C	
TOTAL AREA	32,237 m ²
LANDSCAPE AREA	
SUPER LOT C	
TOTAL AREA	20,942 m ²

ALTERNATIVE OPTION 2

SITE	
SUPER LOT C	
TOTAL AREA	107,714 m ²
WAREHOUSE	
SUPER LOT C	
TOTAL AREA	37,352 m ²
OFFICES	
SUPER LOT C	
TOTAL AREA	6,940 m ²
CAR PARKING	
SUPER LOT C	
TOTAL AREA	8,043 m ²
HARD-STAND AREA	
SUPER LOT C	
TOTAL AREA	25,879 m ²
LANDSCAPE AREA	
SUPER LOT C	
TOTAL AREA	26,247 m ²

ALTERNATIVE OPTION 3

SITE	
SUPER LOT C	
TOTAL AREA	107,714 m ²
WAREHOUSE	
SUPER LOT C	
TOTAL AREA	49,950 m ²
OFFICES	
SUPER LOT C	
TOTAL AREA	6,682 m ²
CAR PARKING	
SUPER LOT C	
TOTAL AREA	10,815 m ²
HARD-STAND AREA	
SUPER LOT C	
TOTAL AREA	20,832 m ²
LANDSCAPE AREA	
SUPER LOT C	
TOTAL AREA	21,813 m ²



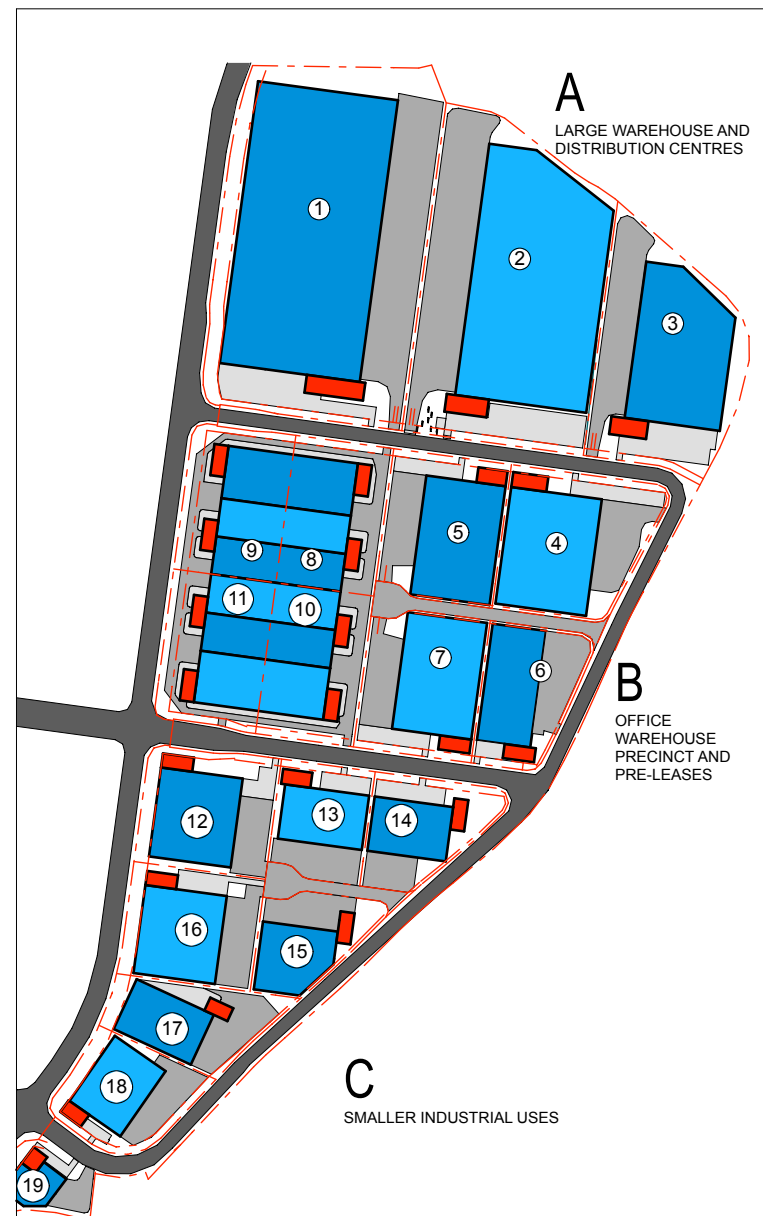
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DEVELOPMENT OPTION LOT C

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PROPOSED MASTER PLAN

SITE	
TOTAL AREA	472,312 m ²
WAREHOUSE	
TOTAL AREA	220,865 m ²
OFFICES	
TOTAL AREA	20,900 m ²
AWNING AREA	
TOTAL AREA	12,875 m ²
CAR PARKING	
TOTAL AREA	27,875 m ²
CAR SPACES	= 1,403
HARD-STAND AREA	
TOTAL AREA	96,375 m ²
LANDSCAPE AREA	
TOTAL AREA	67,785 m ²



ALTERNATIVE OPTION 1

SITE	
TOTAL AREA	472,312 m ²
WAREHOUSE	
TOTAL AREA	223,263 m ²
OFFICES	
TOTAL AREA	26,227 m ²
AWNING AREA	
TOTAL AREA	12,474 m ²
CAR PARKING	
TOTAL AREA	40,736 m ²
CAR SPACES	= 1,629
HARD-STAND AREA	
TOTAL AREA	88,211 m ²
LANDSCAPE AREA	
TOTAL AREA	75,452 m ²



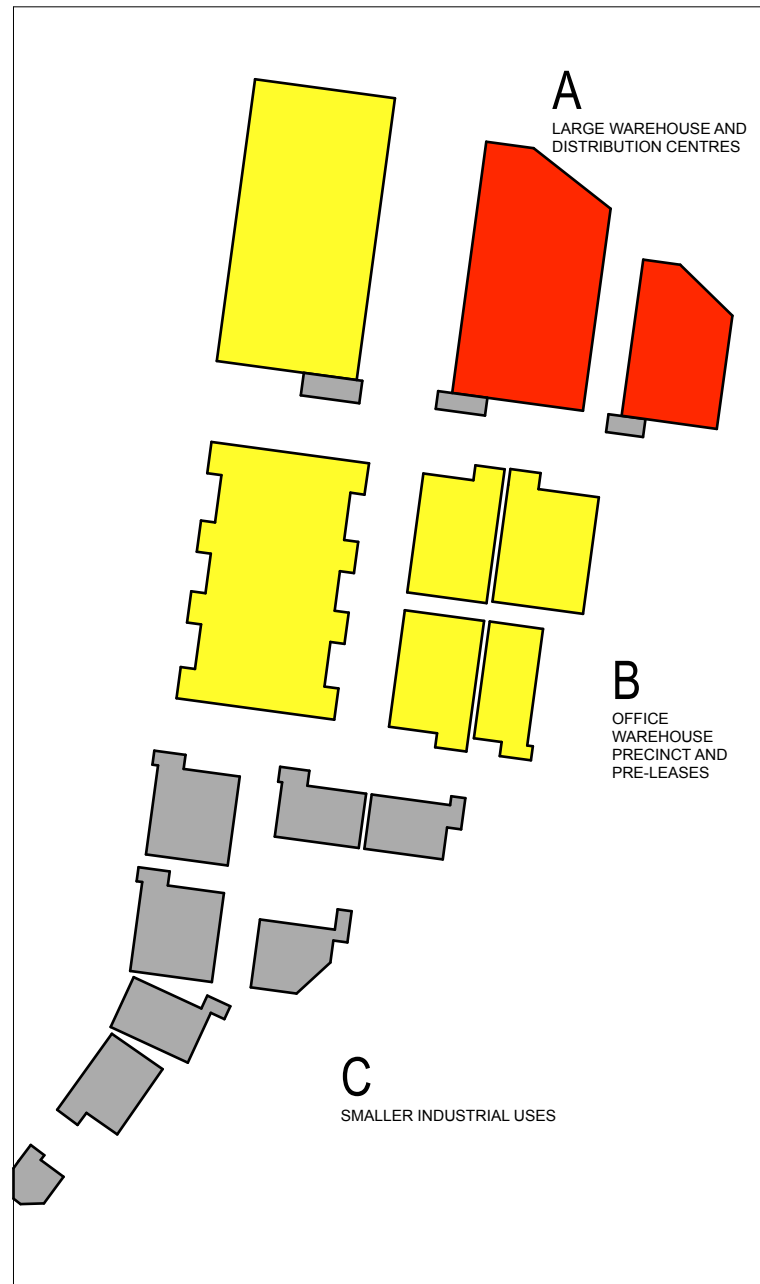
ALTERNATIVE OPTION 2

SITE	
TOTAL AREA	472,312 m ²
WAREHOUSE	
TOTAL AREA	220,722 m ²
OFFICES	
TOTAL AREA	25,040 m ²
AWNING AREA	
TOTAL AREA	12,288 m ²
CAR PARKING	
TOTAL AREA	32,235 m ²
CAR SPACES	= 1,289
HARD-STAND AREA	
TOTAL AREA	93,838 m ²
LANDSCAPE AREA	
TOTAL AREA	74,492 m ²

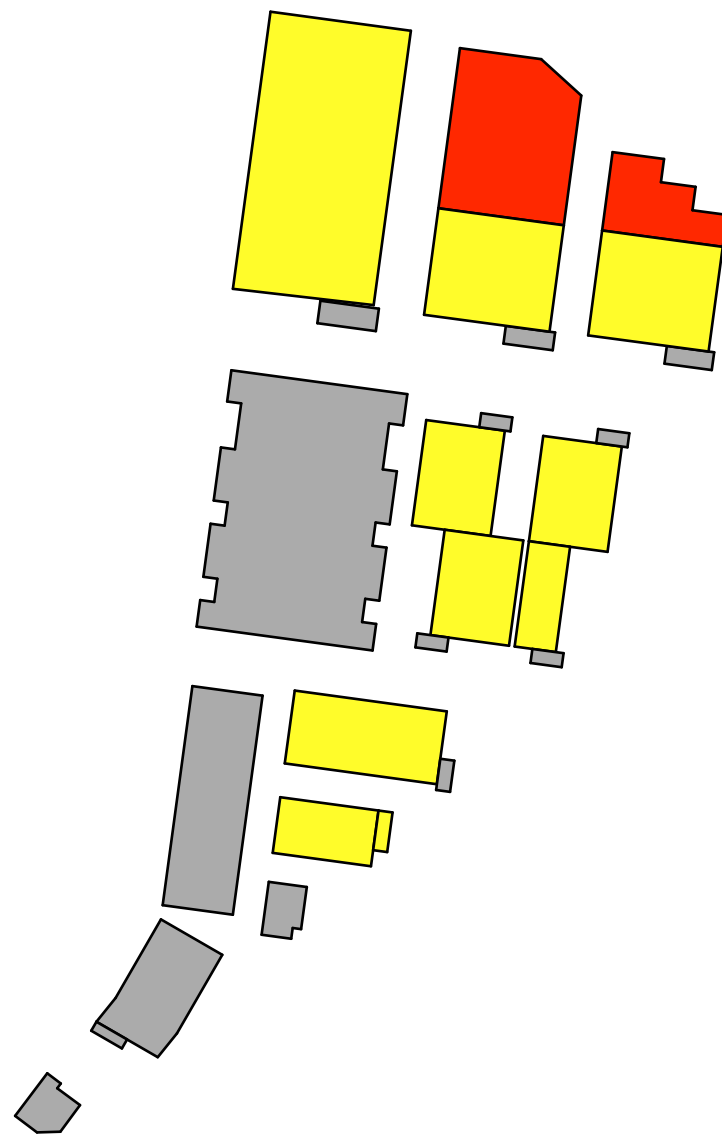


ALTERNATIVE OPTION 3

SITE	
TOTAL AREA	472,312 m ²
WAREHOUSE	
TOTAL AREA	226,969 m ²
OFFICES	
TOTAL AREA	22,672 m ²
AWNING AREA	
TOTAL AREA	12,482 m ²
CAR PARKING	
TOTAL AREA	38,101 m ²
CAR SPACES	= 1,524
HARD-STAND AREA	
TOTAL AREA	84,809 m ²
LANDSCAPE AREA	
TOTAL AREA	67,398 m ²



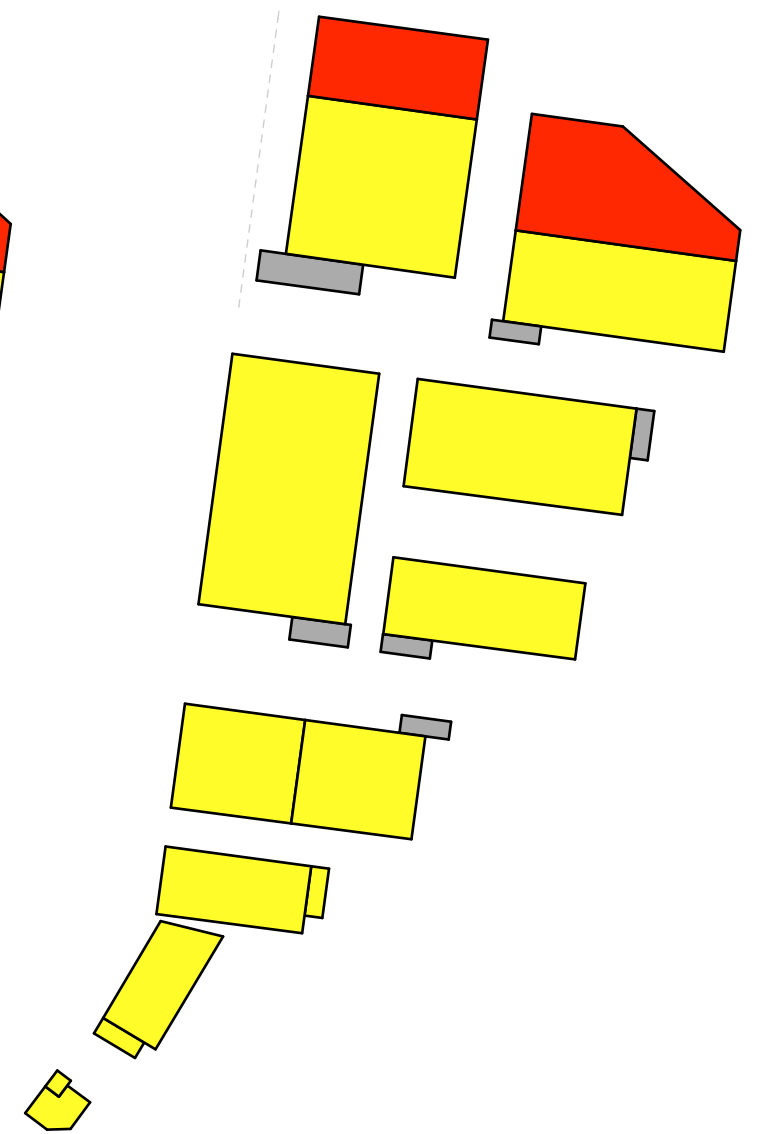
PROPOSED MASTER PLAN



ALTERNATIVE OPTION 1

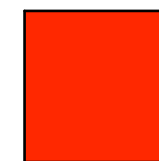


ALTERNATIVE OPTION 2

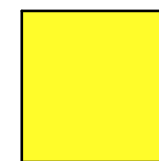


ALTERNATIVE OPTION 3

BUILDING HEIGHTS



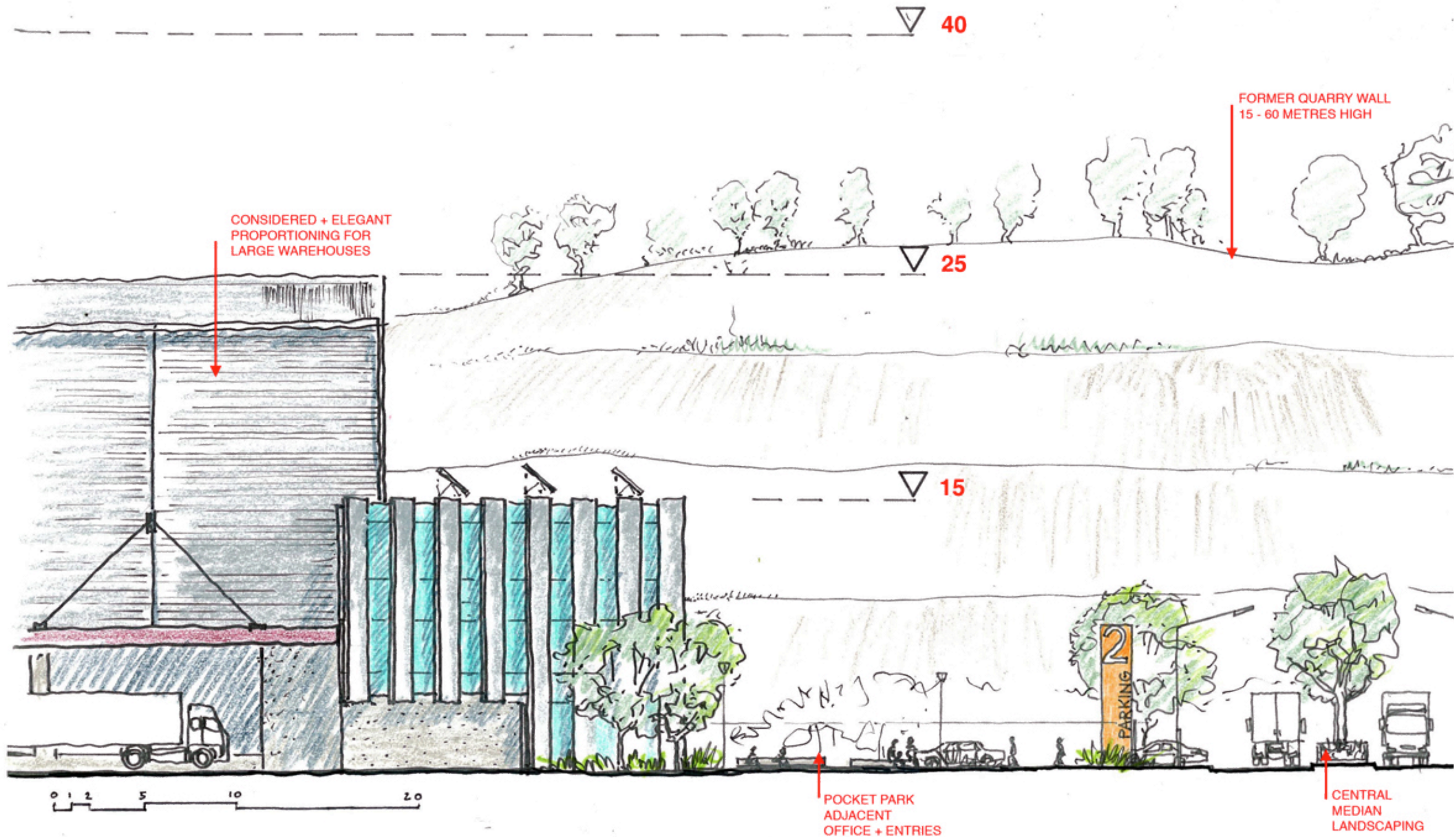
+ 40m

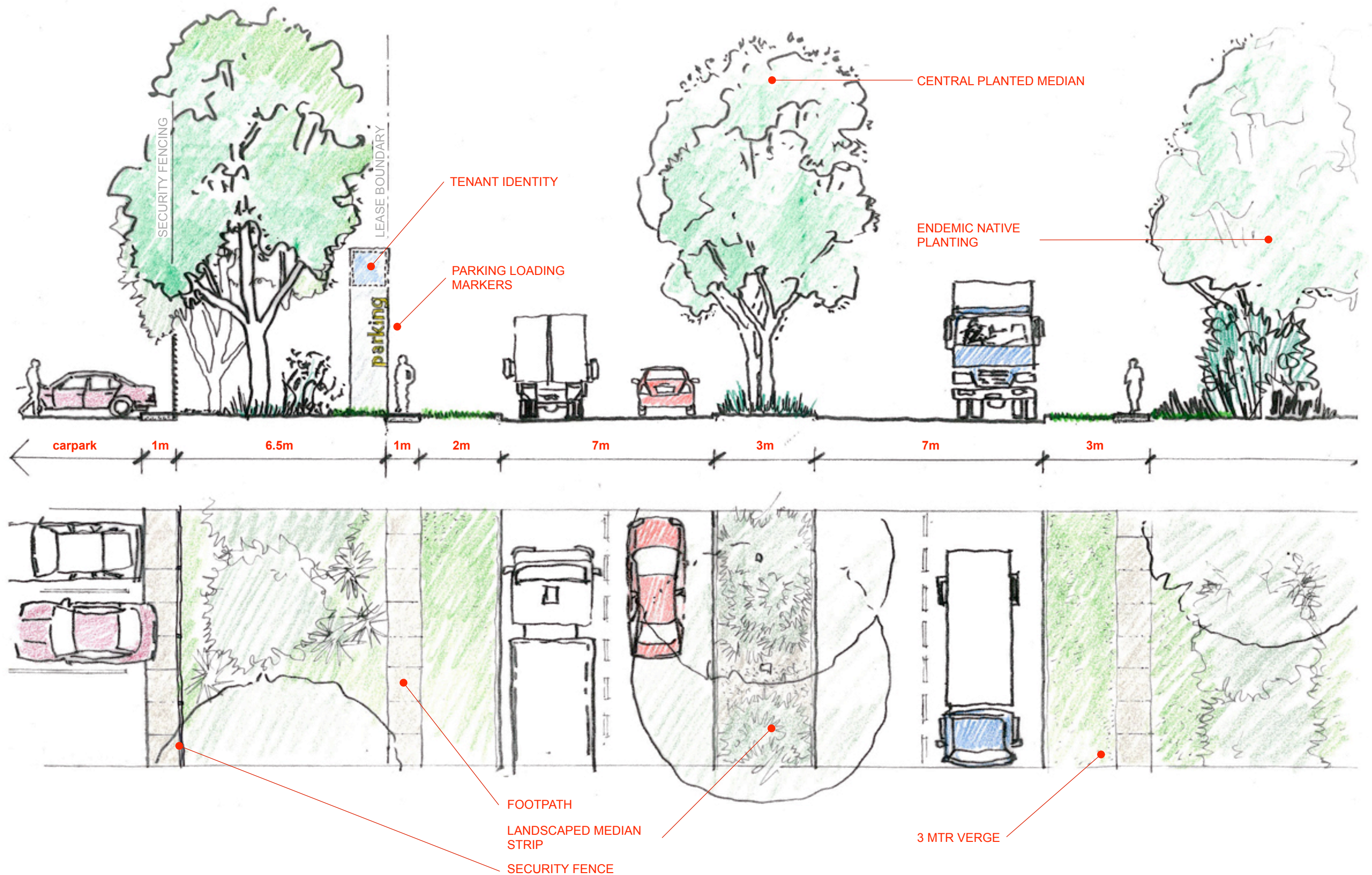


+ 25m



+ 15m

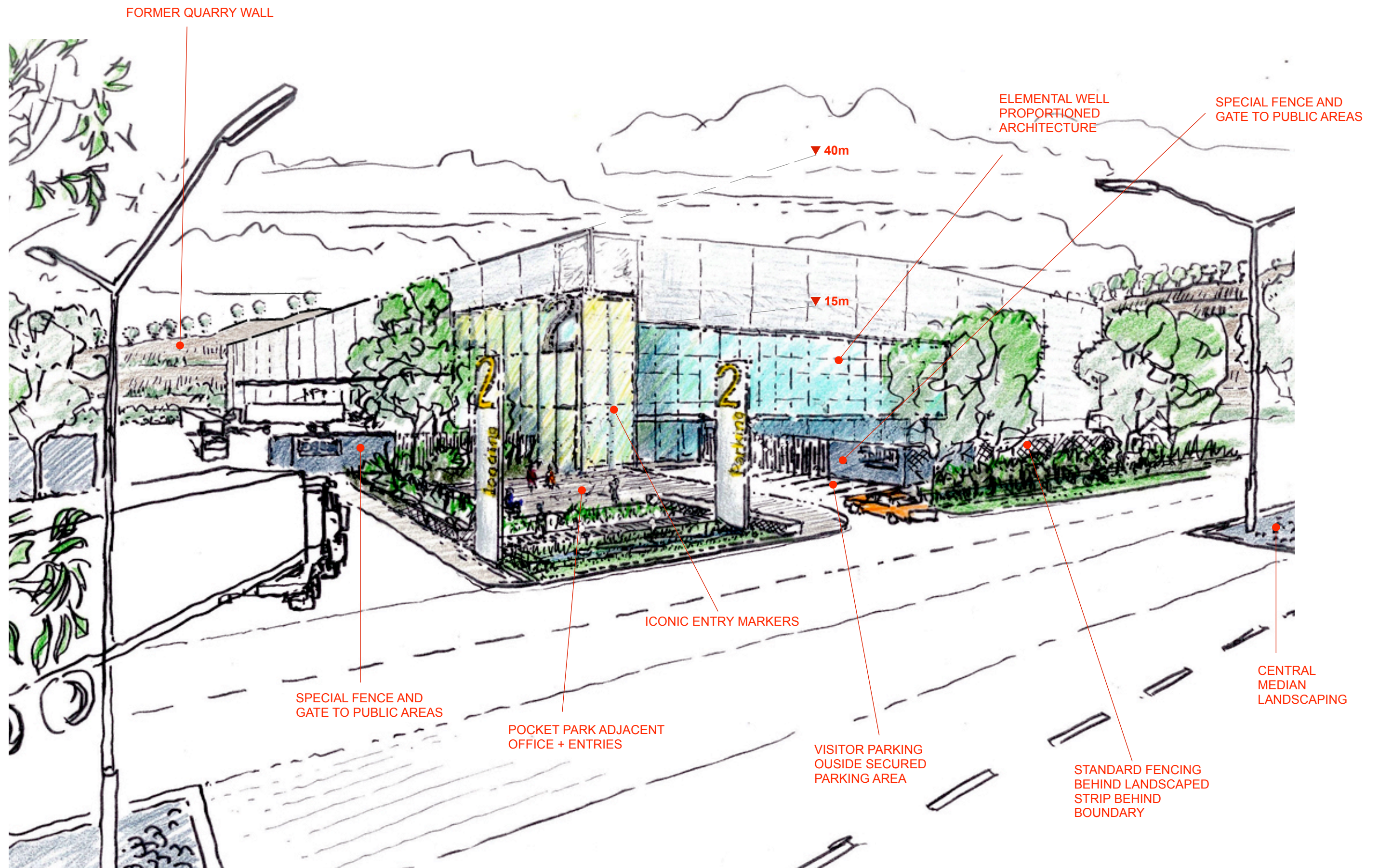


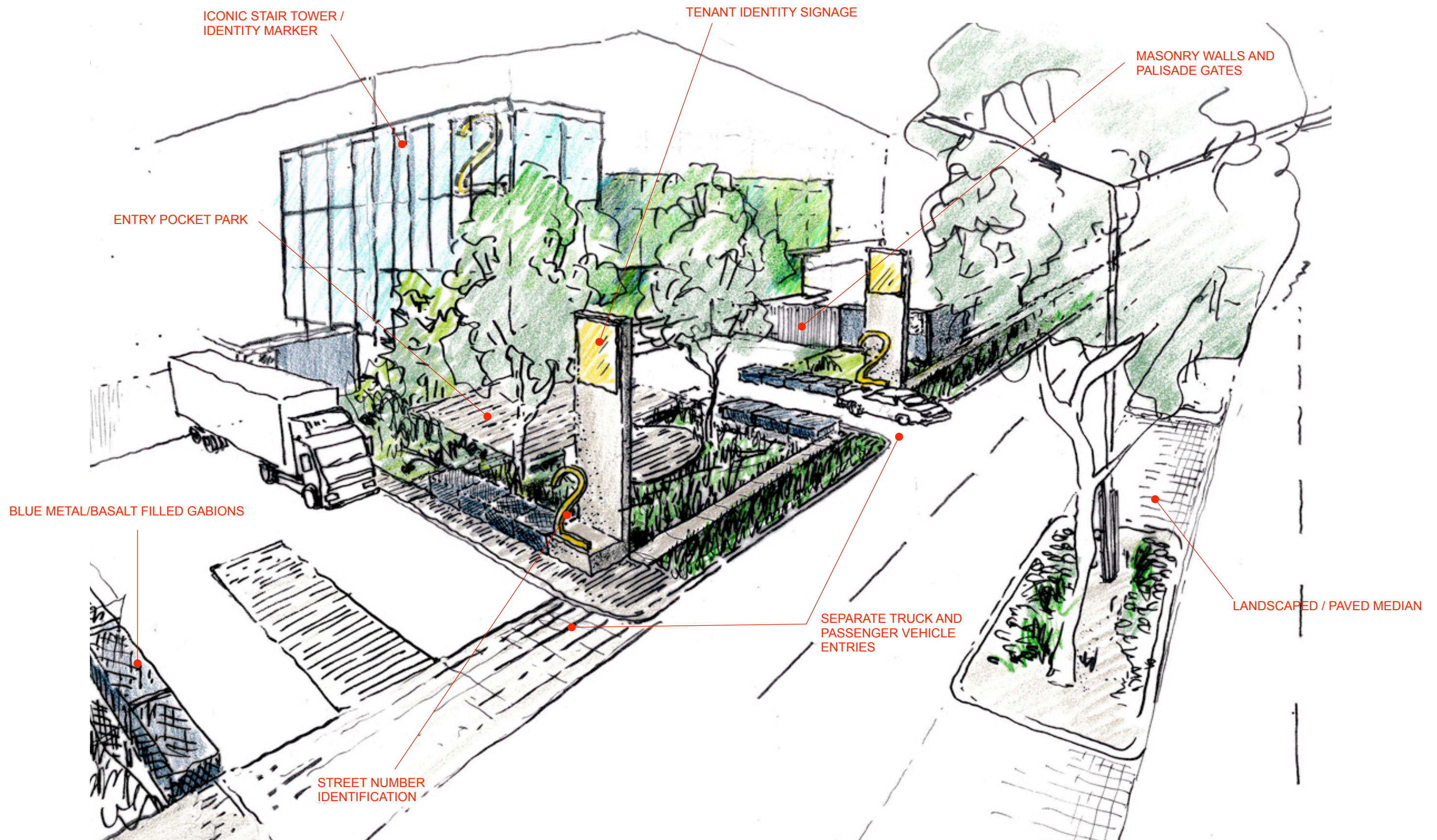


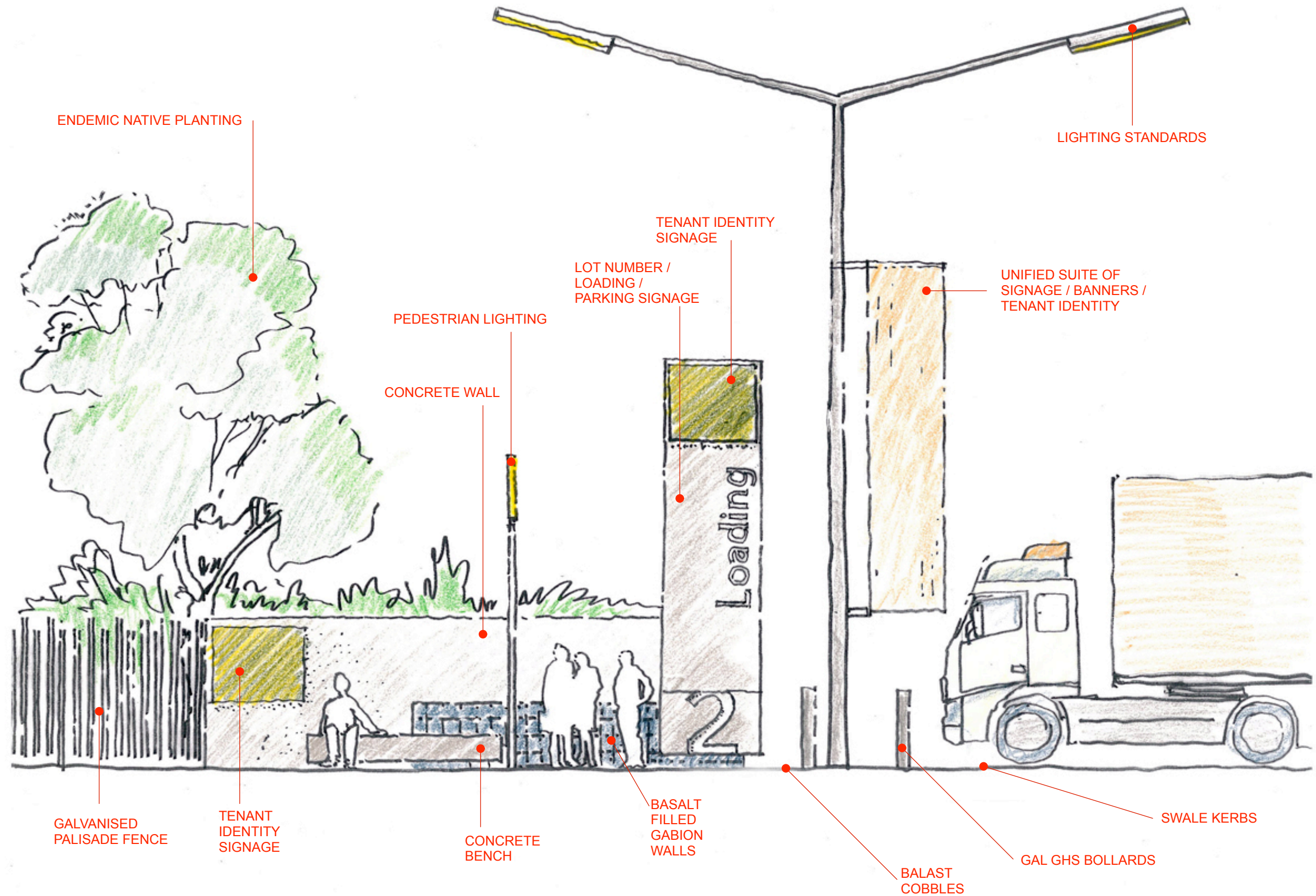
STREET SECTION (BASALT ROAD)

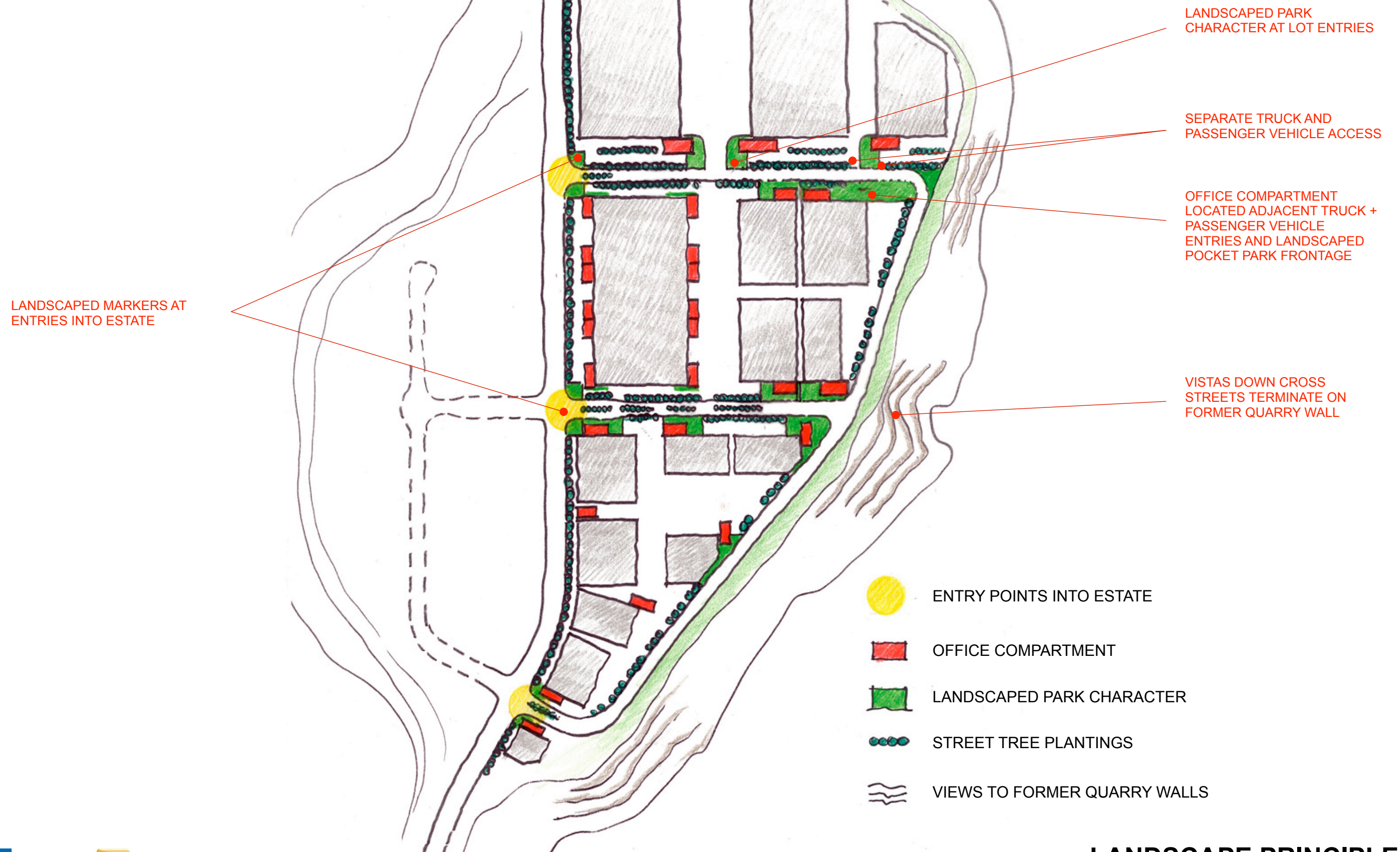
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LANDSCAPE PRINCIPLES

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