

# Horsley Logistics Park - Stage 2

## ESR Architectural Design Report

JULY 2024

SSDA [REV.1]

Client

ESR



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architecture

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## Acknowledgment of Country

We acknowledge the enduring spirit of Country and the stories, songlines, languages, land, skies and waters that have nurtured the local people here since the beginning of time. We pay our respects to the the Gadigal & Bidjigal people of the Eora Nation, who have cared for their Country for thousands of generations.

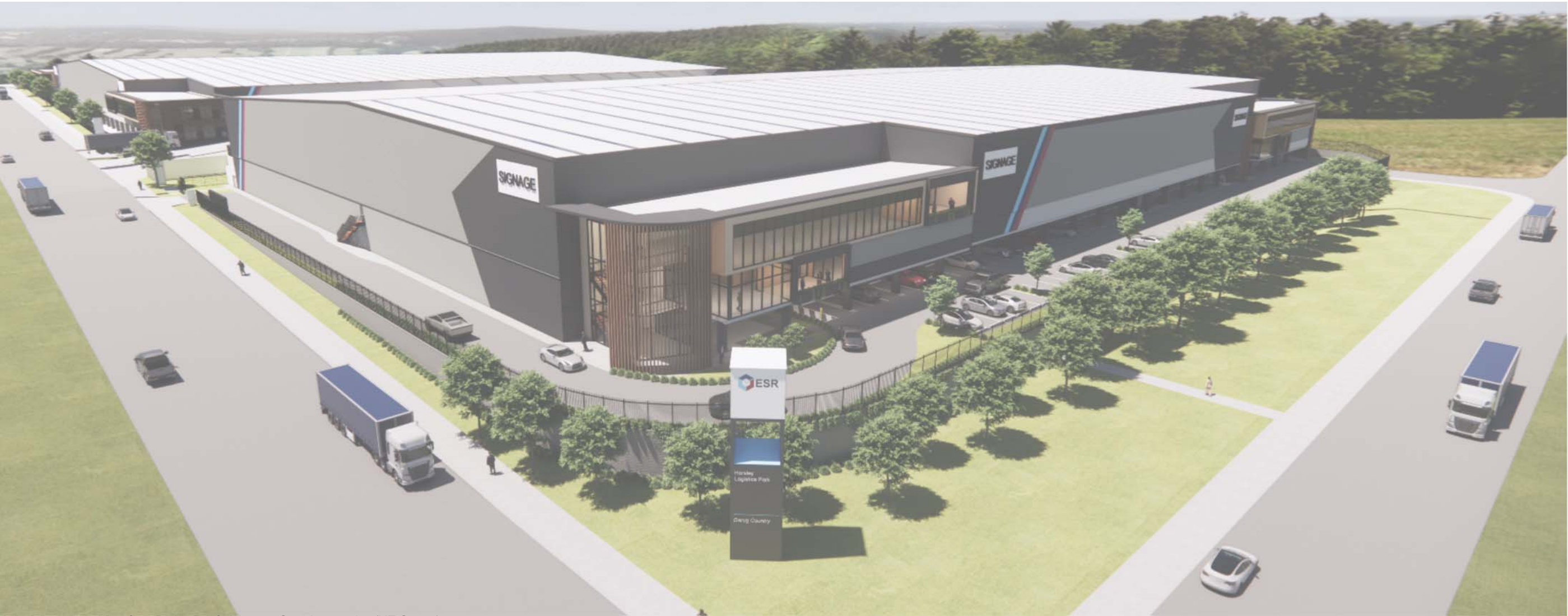
We also acknowledge the peoples of the Gadigal & Bidjigal who hold trade and care responsibilities to the Country upon which the multi-level warehouse and distribution centre will be developed.

We pay respect to their elders past, present and emerging and recognise their continuing, living practices, acknowledging the intricate knowledges and kinship relationships they each hold to this Country. They are, and forever will be, embedded within this space.

We also acknowledge the many First Nations people who now know this Country as their home and mother and recognise the care-taking relationships they hold here.

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Artist Impression - View from Burley Rd. & Johnston Cres. Intersection (NE Corner)



# 01

## INTRODUCTION

# Executive Summary

ESR are seeking to establish an industrial development located at 3 Johnston Crescent, Horsley Park NSW.

## The Proposal

The construction involves constructing a high quality warehouse and distribution facility spread across two buildings, totalling 55,900m<sup>2</sup> of gross floor area (GFA). It includes ancillary offices, undercroft carparking and hardstand areas.

## Development Summary

86,721m <sup>2</sup>	55,900m <sup>2</sup>	52,794m <sup>2</sup>	3,106m <sup>2</sup>	254
Site Area	Total GFA	Warehouse GFA	Office GFA	Staff & Visitor Car Parking

INTRODUCTION

# Compliance With SEAR's

This document has been prepared in consideration of the Planning Secretary's Environmental Assessment Requirements (SEARs). Table 3 and 4 below summaries all key issues relevant to this report and how they have been responded to.

Reference	Requirements	Response/Reference
Issue and Assessment Requirements		
3	<p>Design Quality</p> <p>Demonstrate how the development will achieve:</p> <ul style="list-style-type: none"><li>– design excellence in accordance with any applicable EPI provisions.</li><li>– good design in accordance with the seven objectives for good design in Better Placed.</li></ul> <p>Where required by an EPI or concept approval, demonstrate that the development has been subject to a competitive design process, or reviewed by the State Design Review Panel (SDRP) where required under the NSW SDRP: Guidelines for Project Teams. Recommendations are to be addressed prior to lodgement</p>	<p>Section 3.0 Design Proposal - Demonstrates how the building responds to design excellence and the 7 objectives for good design in the Better Placed guidelines.</p> <p>Note: A competitive design process or review by the Design Review Panel (SDRP) are not required for this development.</p>
4	<p>Built Form and Urban Design</p> <ul style="list-style-type: none"><li>– Explain and illustrate the proposed built form, including a detailed site and context analysis to justify the proposed site planning and design approach.</li><li>– Demonstrate how the proposed built form (layout, height, bulk, scale, separation, setbacks, interface and articulation) addresses and responds to the context, site characteristics, streetscape and existing and future character of the locality.</li><li>– Demonstrate how the building design will deliver a high-quality development, including consideration of façade design, articulation, materials, finishes, colours, any signage and integration of services.</li></ul>	<p>Refer to Section 3.0 Design Proposal - This section demonstrates how the building responds to built form and urban design</p>

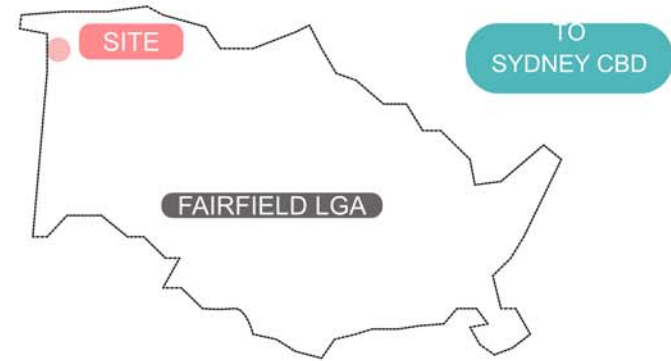
02

## LOCATION & CONTEXT



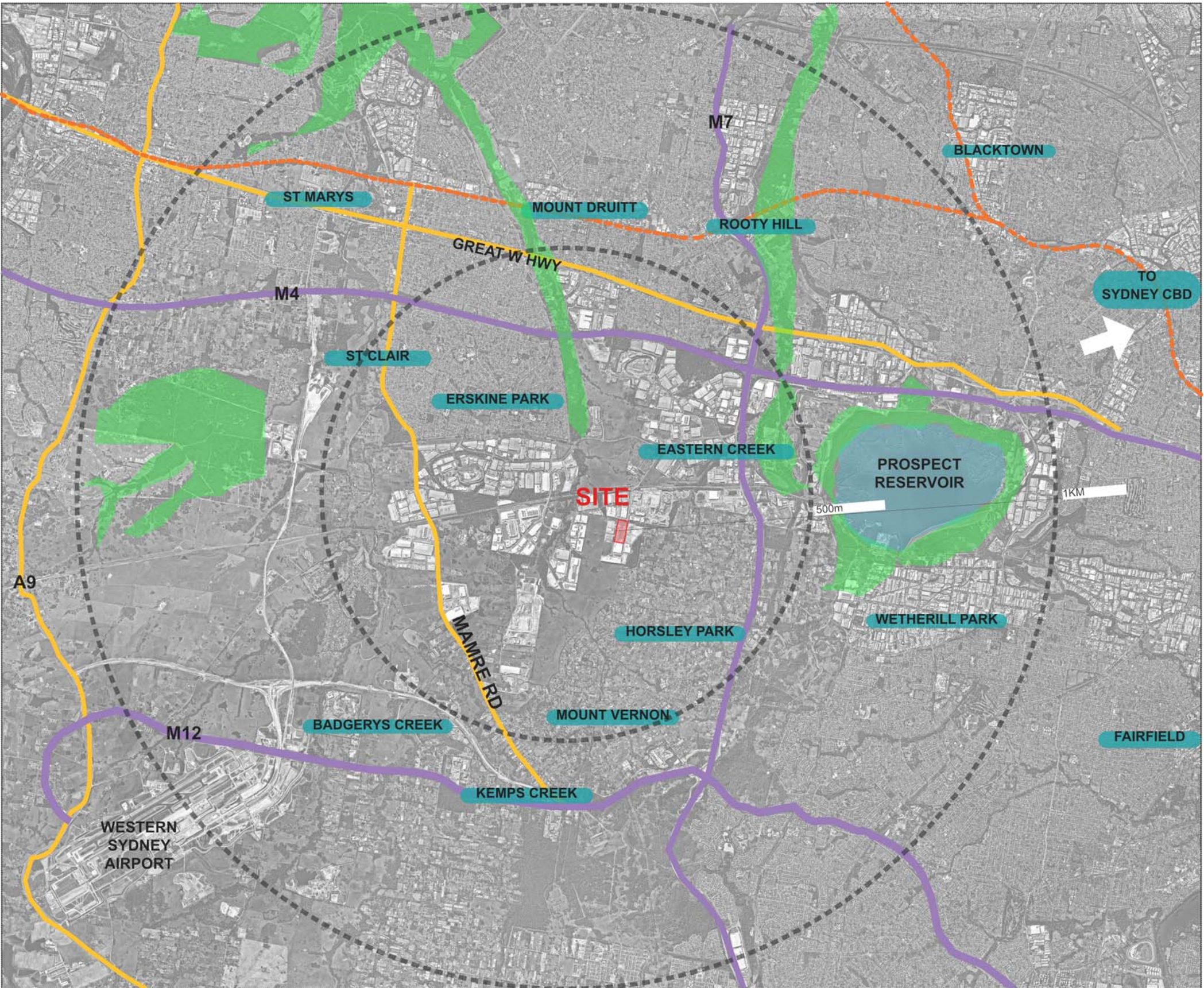
LOCATION & CONTEXT

Locality - The Greater Sydney Context & Horsley Park



The site, situated in Fairfield LGA, is approximately 15km from Penrith CBD, 17km from Parramatta CBD, 10km northeast of the future Western Sydney International Airport, and 35km from Sydney CBD. It resides within the Western Sydney Employment Area and a growing employment hub, alongside ESR Horsley Logistics Park, Oakdale Central, Oakdale South, and Horsley Park Employment Precinct. Additionally, it's in proximity to established and emerging employment zones like Eastern Creek, Huntingwood, Wetherill Park, Mamre Road West, and Wetherill Park.

- Major Roads
- Secondary Roads
- Adjacent Roads
- Vegetation
- Significant Rivers/Creeks
- Railway
- Site

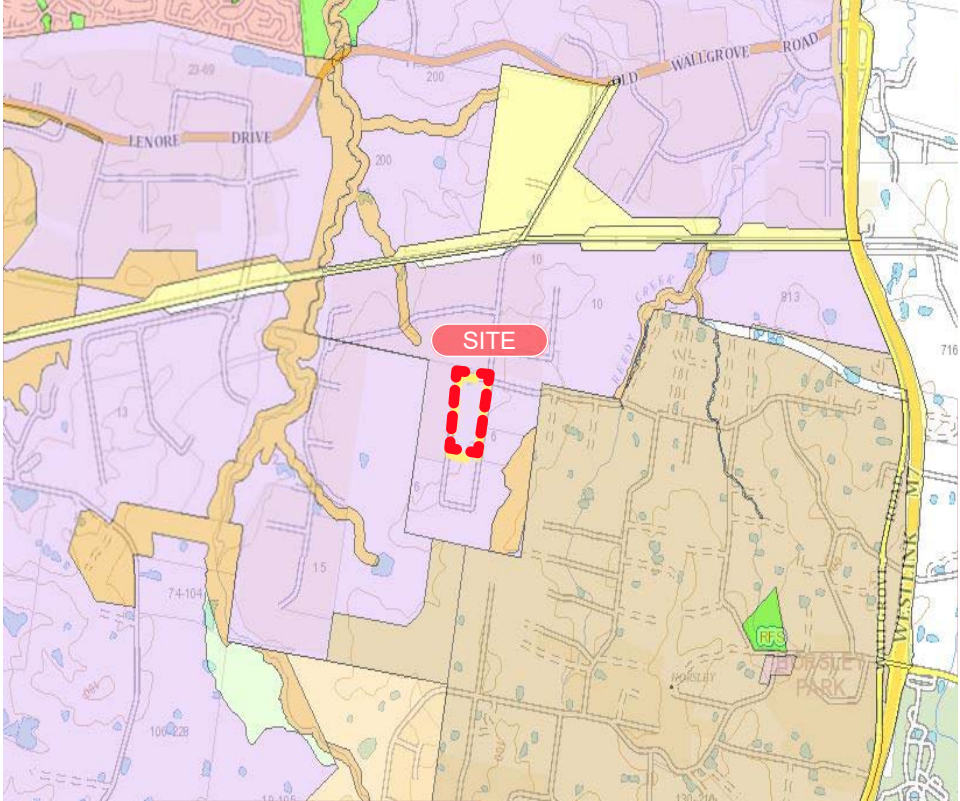




LOCATION & CONTEXT

# Planning Controls

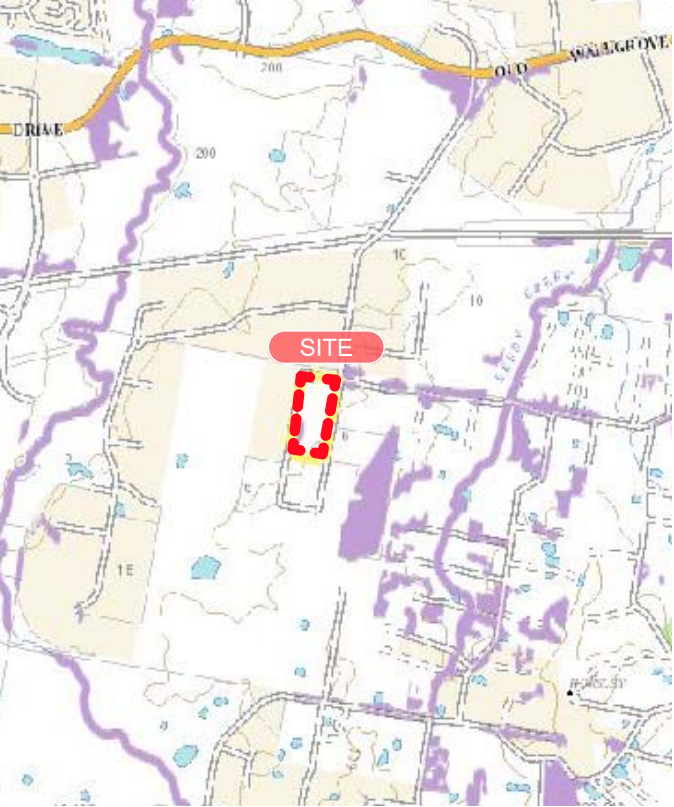
Zoning



(Source: Extract from NSW Planning Portal)

2(a) - Residential (Low Density)	E4 - General Industrial	R4 High Density Residential
A - Residential Zone - Medium Density Residential	E5 - Heavy Industrial	R5 - Large Lot Residential
AGB - Agribusiness	EM - Employment	RE1 - Public Recreation
B - Business Zone - Local Centre	EP - Employment	RE2 - Private Recreation
B1 - Neighbourhood Centre	ENP - Environment Protection	REC - Recreation
B2 - Local Centre	ENT - Enterprise	REZ - Regional Enterprise Zone
B3 - Commercial Core	ENZ - Environment and Recreation	RO - Regional Open Space
B4 - Mixed Use	F - Special Purposes Zone - Community	RP - Regional Park
B5 - Business Development	G - Special Purposes Zone - Infrastructure	RU1 - Primary Production
B6 - Enterprise Corridor	H - Recreation Zone - Public Recreation	RU2 - Rural Landscape
B7 - Business Park	I - Recreation Zone - Private Recreation	RU3 - Forestry
B8 - Metropolitan Centre	IN1 - General Industrial	RU4 - Primary Production Small Lots
C - Business Zone - Business Park	IN2 - Light Industrial	RU5 - Village
C1 - National Parks and Nature Reserves	IN3 - Heavy Industrial	RU6 - Transition
C2 - Environmental Conservation; C2, Environmental Management	IN4 - Working Waterfront	RUR - Rural
C3 - Environmental Management	MAP - Marine Park	RW - Road and Road Widening
C4 - Environmental Living	MU - Mixed Use	SET - Settlement
D - Business Zone - Mixed Use	MU1 - Mixed Use	SP1 - Special Activities
DR - Drainage	P - Parkland	SP2 - Infrastructure
E - Business Zone - Commercial Core (SEPP State Significant Precincts 2005)	PAE - Port and Employment	SP3 - Tourist
E - Environment (SEPP Penrith Lakes Scheme 1989)	PEP - Permanent Park Preserve	SP4 - Enterprise
E1 - Local Centre	PRC - Public Recreation	SP4 - Special Activities
E2 - Commercial Centre	R - Residential	SP5 - Metropolitan Centre
E3 - Productivity Support	RAC - Rural Activity Zone	SPU - Special Uses
	RAZ - Rural Activity Zone	T - Tourism
	R1 - General Residential	UD - Urban Development
	R2 - Low Density Residential	UR - Urban
	R3 - Medium Density Residential	

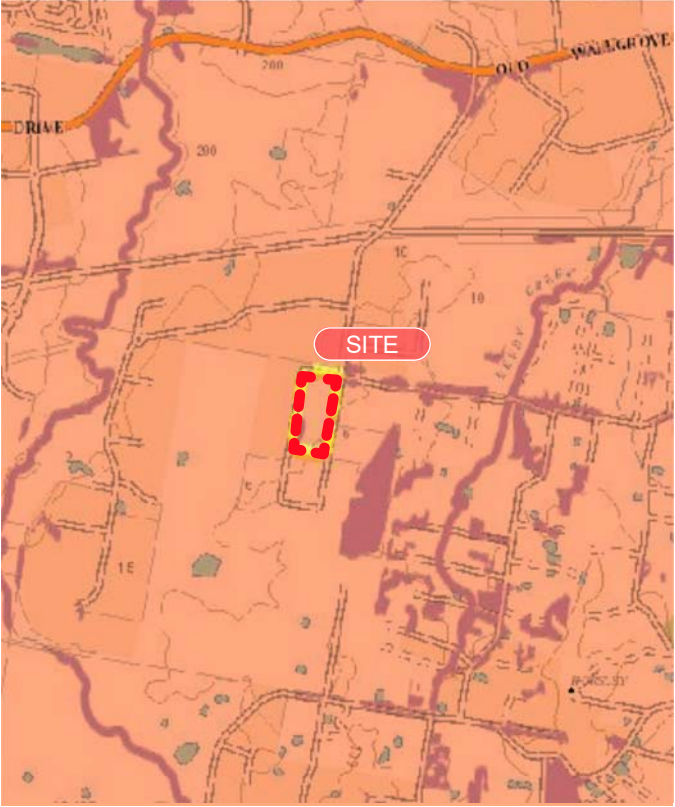
Biodiversity Values



(Source: Extract from NSW Planning Portal)

<b>ePlanning Layers - Mapservice 14</b>
Biodiversity Values Map
Biodiversity Values Map (Non-EPI)
Biodiversity Values
Biodiversity Values added in the last 90 days

Hawkesbury-Nepean Catchment



(Source: Extract from NSW Planning Portal)

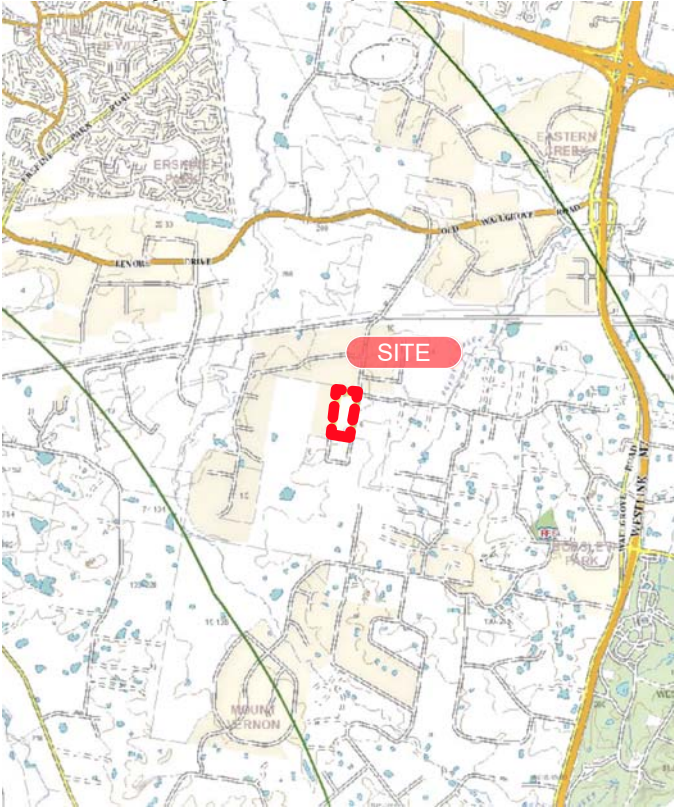
<b>State Environmental Planning Policies</b>
SEPP (Biodiversity and Conservation) 2021
Hawkesbury-Nepean Catchment
Hawkesbury Nepean Catchment
Hawkesbury-Nepean Sub-Catchments



LOCATION & CONTEXT

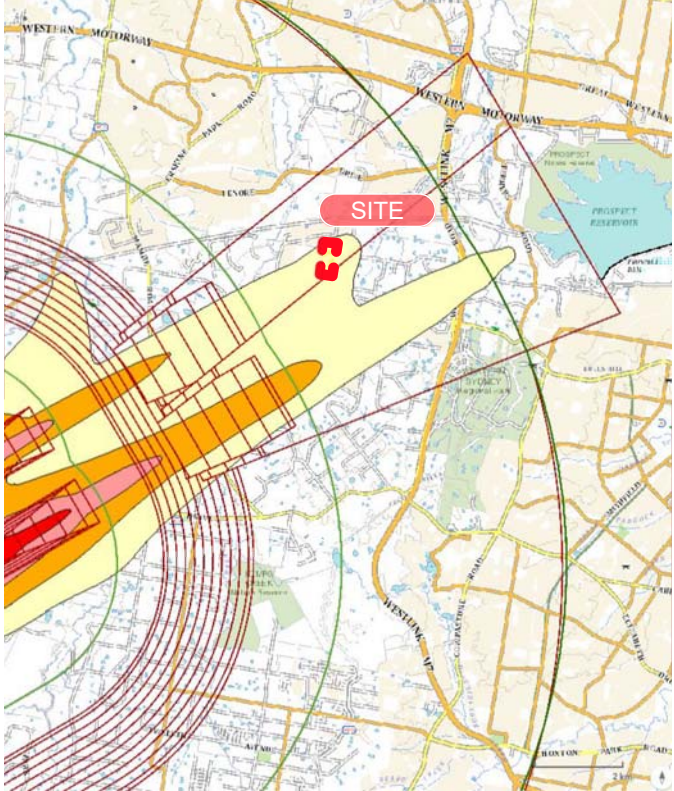
# Planning Controls

Western Sydney Aerotropolis



- SEPP (Western Sydney Aerotropolis) 2020
- Wildlife Buffer Zone
- 8km
  - 13km
- Wind Turbine Buffer Zone
- 30km

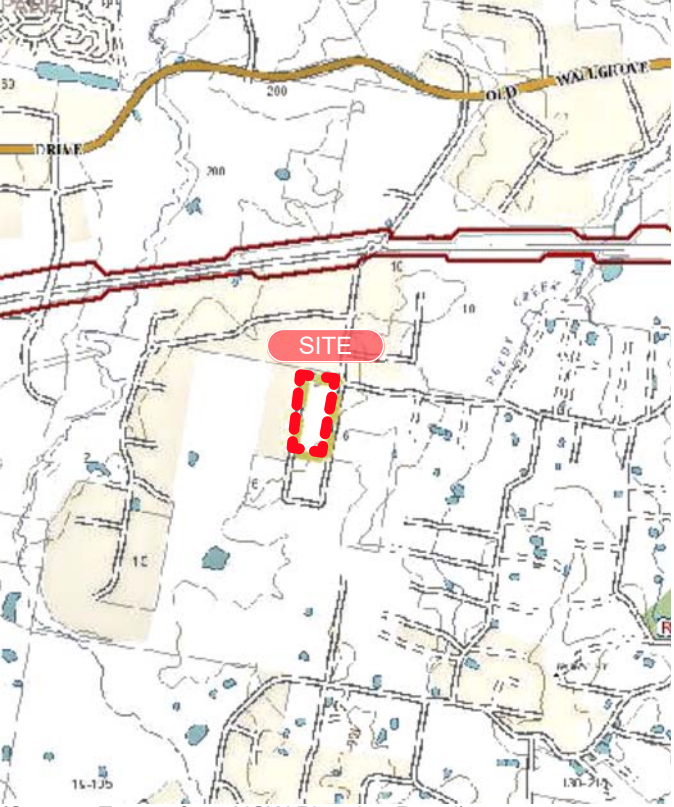
Airport Noise and Obstacle limitation Surface



(Source: Extract from NSW Planning Portal)

- Obstacle Limitation Surface
- Airport Noise
- ANEC between 20 and 25
  - ANEC between 25 and 30
  - ANEC between 30 and 35
  - ANEC exceeding 35

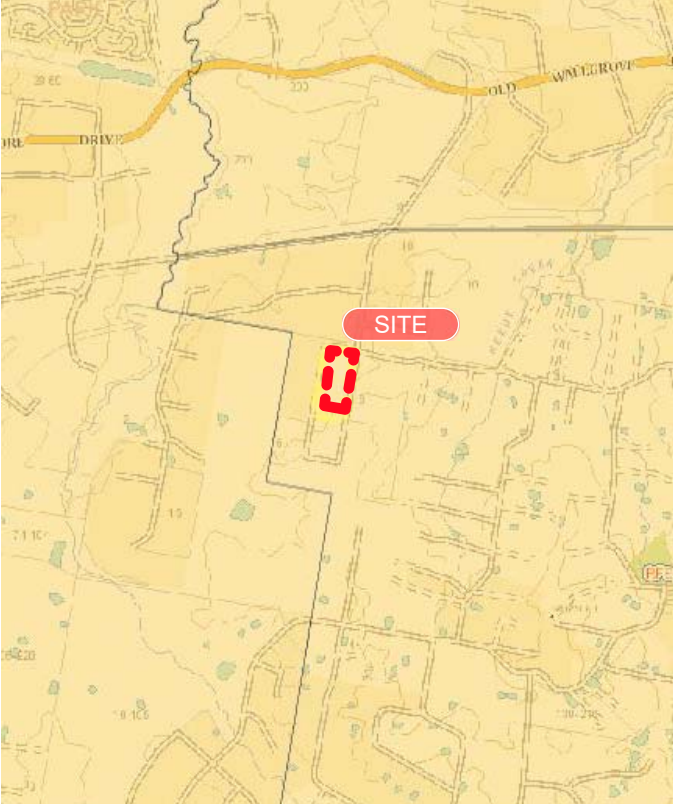
Interim Rail Corridor Map



(Source: Extract from NSW Planning Portal)

- State Environmental Planning Policies
- SEPP (Transport and Infrastructure) 2021
- SEPP (Infrastructure) 2007
- Subject Land

Climate Zones for BASIX Alterations Map



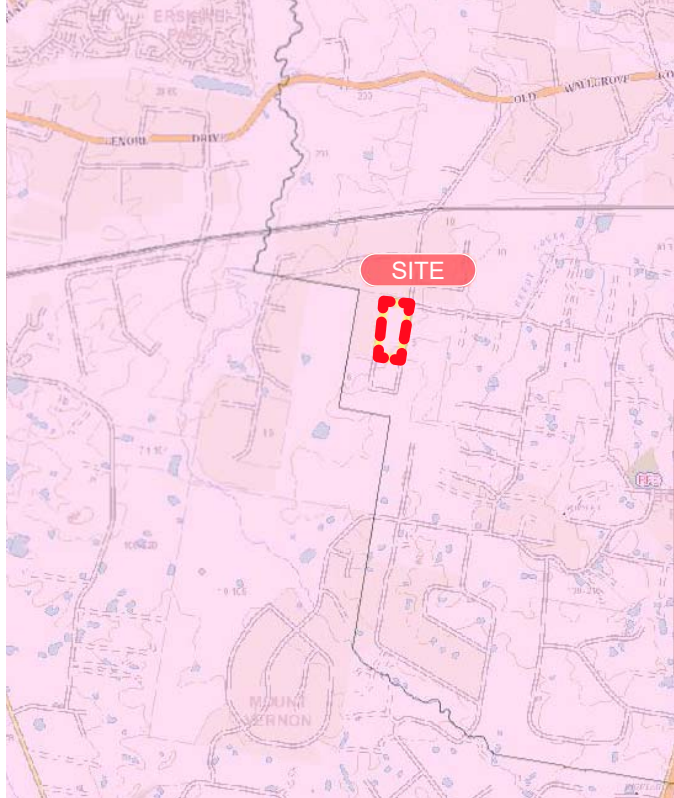
- State Environmental Planning Policies
- SEPP (Sustainable Buildings) 2022
- Climate Zones for BASIX Alterations Map
- 2
  - 4
  - 5
  - 6
  - 7
  - 8



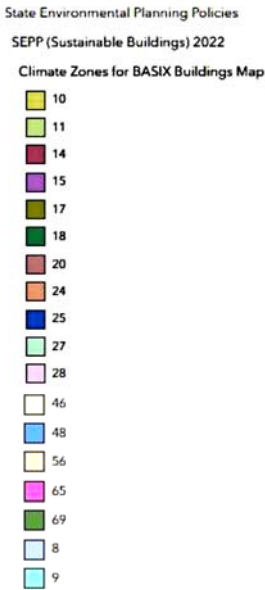
LOCATION & CONTEXT

# Planning Controls

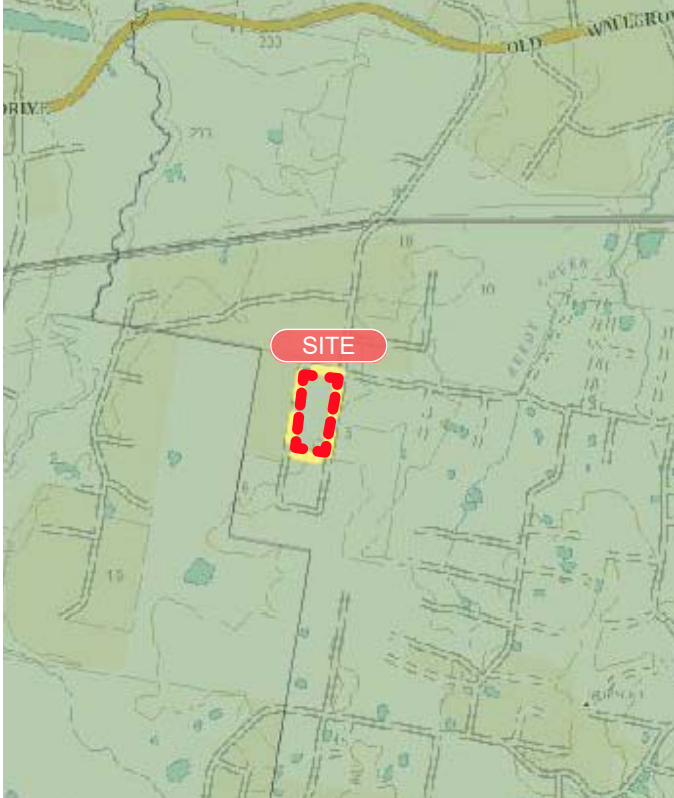
Climate Zones for BASIX Buildings Map



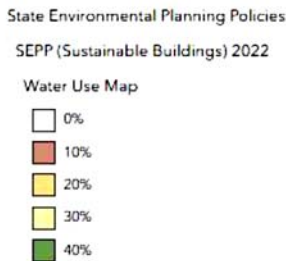
(Source: Extract from NSW Planning Portal)



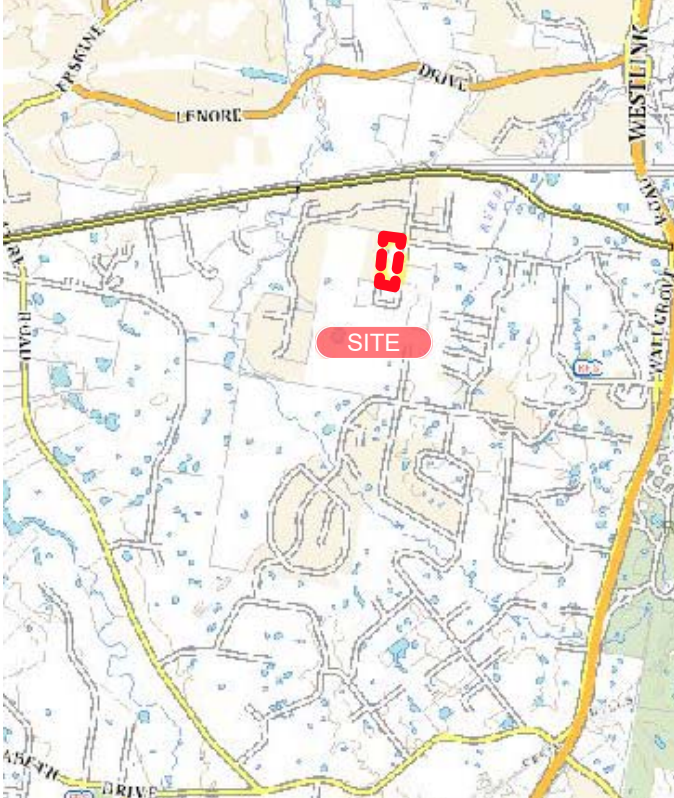
Water Use Map



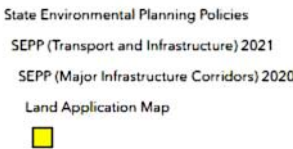
(Source: Extract from NSW Planning Portal)



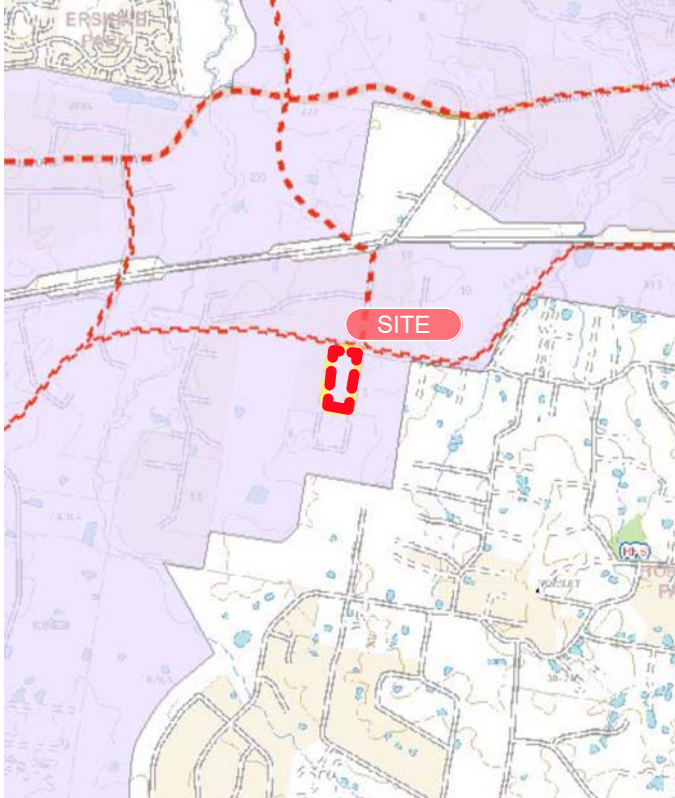
Major Infrastructure Corridor Map



(Source: Extract from NSW Planning Portal)



Western Sydney Employment Area





## SITE CONTEXT

### The Site



#### Site Context

The site is zoned E4 General Industrial in accordance with Chapter 2 Western Sydney Employment Area of the Industry and Employment SEPP.

The site has 3 frontages - Johnstone Crescent to the North, East and West.

The site is immersed in General Industrial land zoning all around, and RU4 Rural Zoning to the East.

There is a Bus stop south of the site at approximately 3.4 Km away at 235 Horsley Rd. 45min walk.

To the north: Oakdale East Industrial Estate, currently under construction with plans for future development to the north and east. Oakdale Central Industrial Estate, completed, featuring medium-large format warehouse and distribution centers, and industrial and manufacturing development.

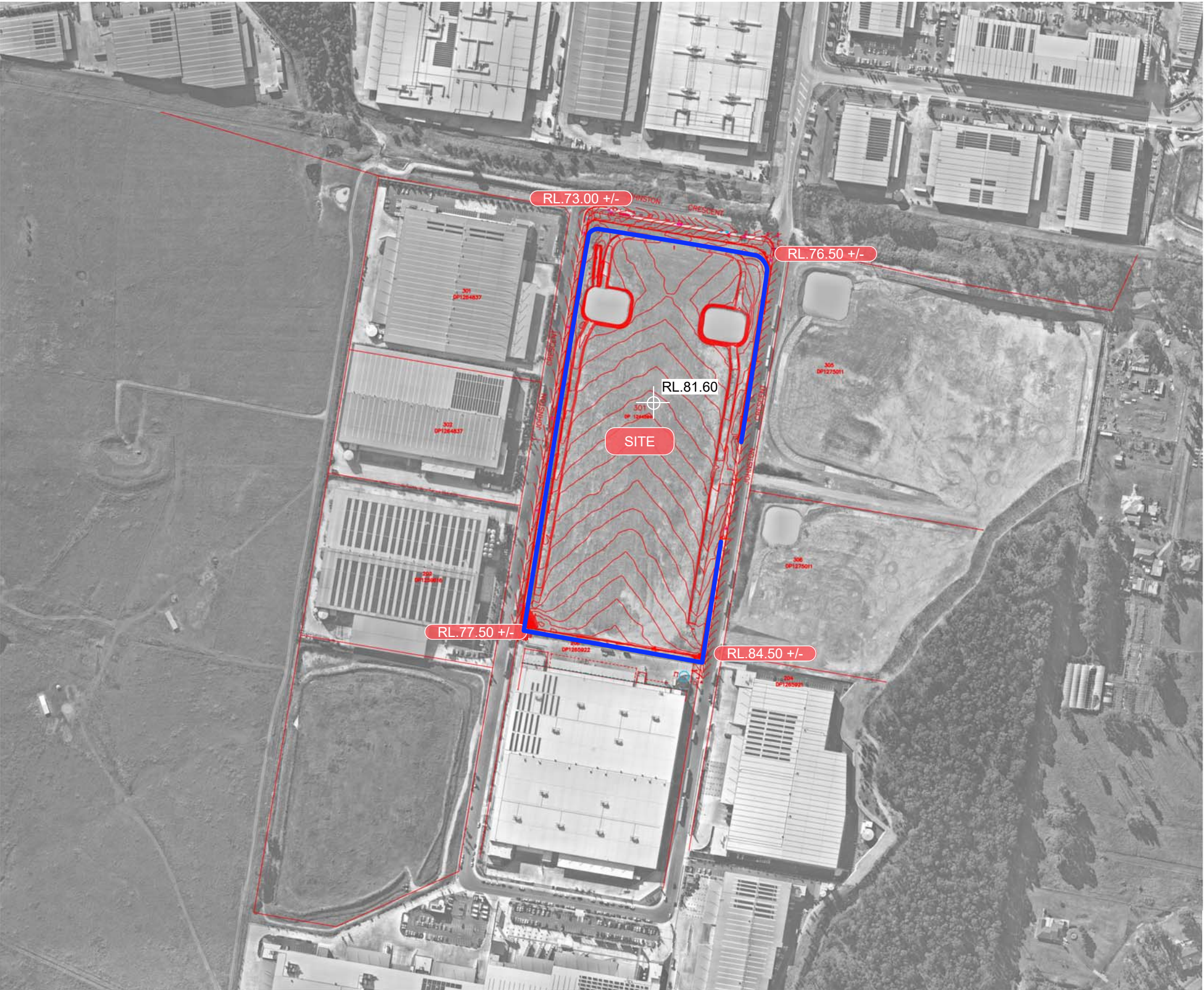
To the east: Cleared land with proposed works for a data centre (SSDA-63741210). South of the proposed data centre, there's vacant industrial zoned land and natural bushland zoned C2 Environmental Conservation, which must be retained. Further east, outside Horsley Logistics Park, are lands zoned RU4 Primary Production Small Lots, characterised by rural residential activities.

To the south: Horsley Logistics Park Stage 1 development, approved and constructed under SSD-10436, with multiple large warehouses. The Western Sydney Airport is located southwest of the site.

To the west: Several warehouse developments and vacant general industrial zoned land. Further west lies the Mamre Road Precinct, part of the Western Sydney Employment Area (WSEA).



Topography & Existing Trees



Existing Topography

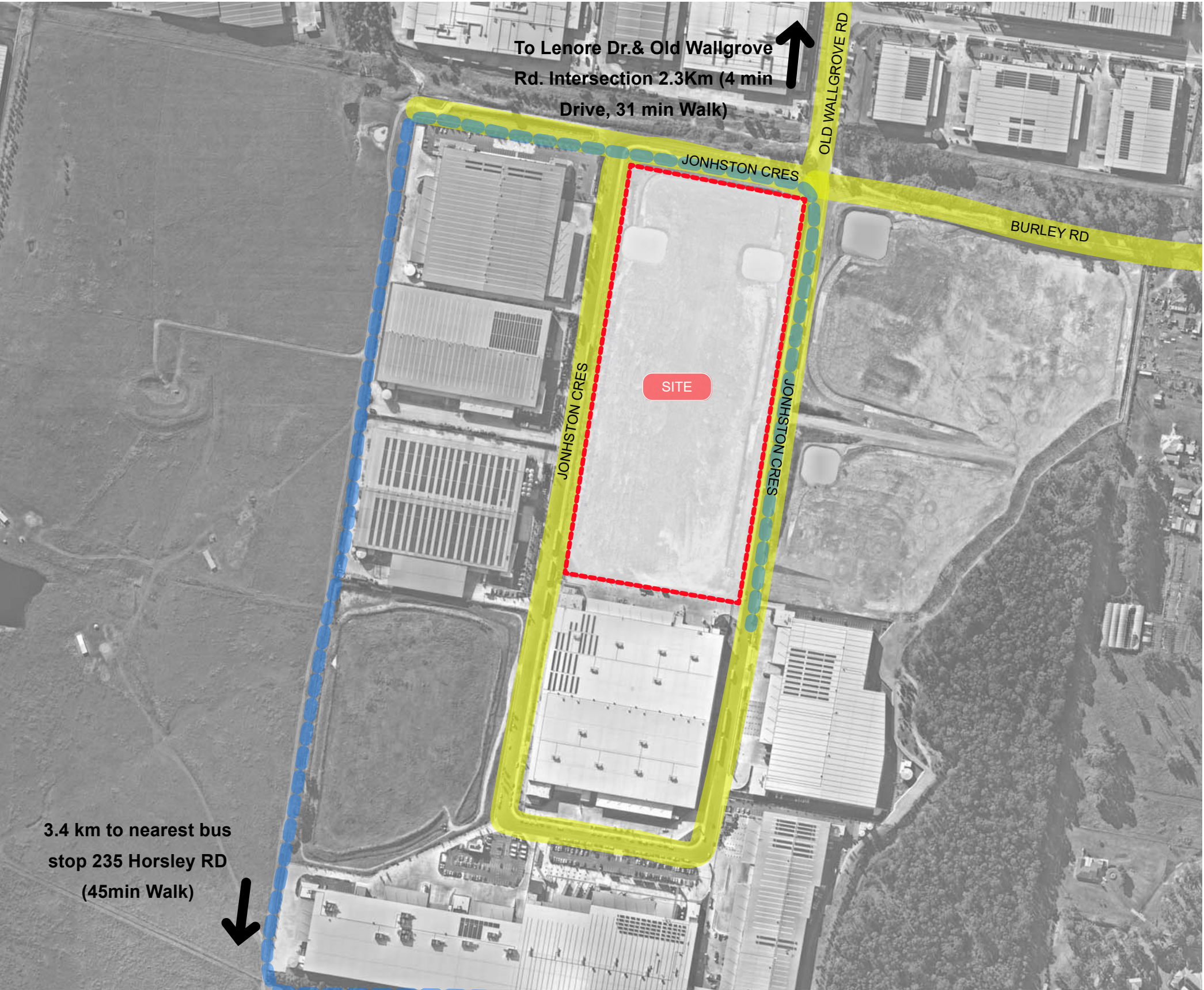
The site's topography varies by approximately 11.5m, ranging from RL.84.50 in the Southeast to RL.73.00 in the Northwest. Existing Retaining walls encircle the site.

Existing Trees

Vegetation clearing and tree removal were completed under DA 893.1/2013. The site currently lacks any vegetation or potential habitat for threatened species.





Pedestrian & Transport Network



INFRASTRUCTURE

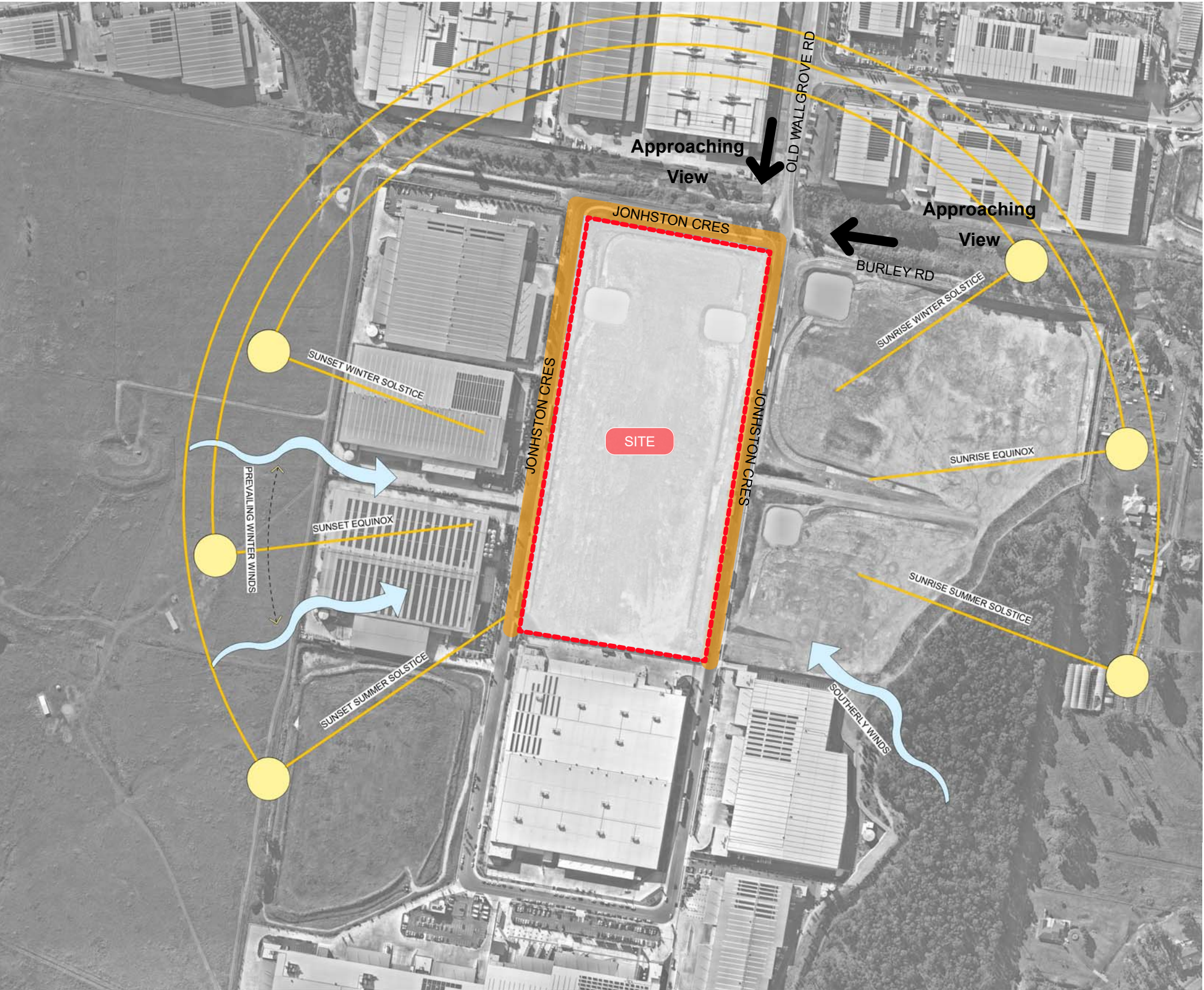
The site does not benefit from existing public transport services in its vicinity. The nearest bus stop is in 235 Horsley Rd. Which is 3.4Km walk from the site.

The site will be well serviced by infrastructure. The signalised intersection of Lenore Drive and Old Wallgrove Road at Eastern Creek. It is approximately 2 kilometres to the north, providing access to Wallgrove Road and the Westlink M7 Motorway to the east and Erskine Park Road and Mamre Road to the west. Each of these roads provides access to the M4 Motorway to the north and M5 Motorway to the south.

-  Roads
-  Pedestrian Path to BUS stop



Street Frontages, Solar Access



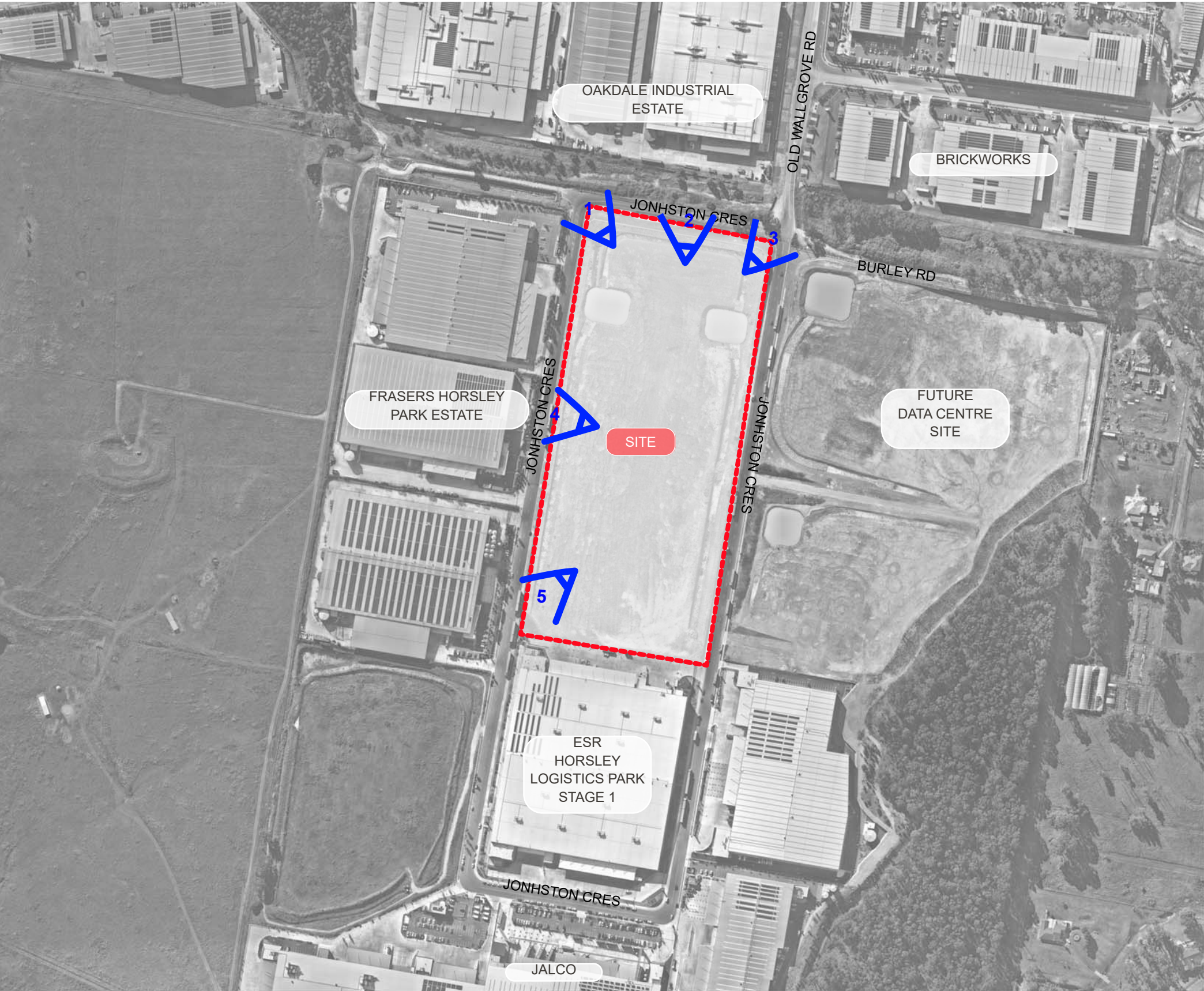
STREET FRONTAGES

The site has 3 street frontages on Johnston Crescent to the North, East and West; its approaching views are from the North from Old Wallgrove Road and from Burley Road from the East.

Street Frontages



Key Views Of The Site, Site Access



SITE ACCESS

The site is accessed primarily via Johnston Crescent via Eastern Boundary, with additional access provided by an access road off Reserve Road and Burley Road.



View 1



View 2



View 3



View 4



View 5



# 03

## DESIGN PROPOSAL

# Better Placed - Design Objectives



## BETTER FIT

This proposal aims to secure approval for the development of a warehouse and distribution facility that will seamlessly integrate with the existing industrial estate. The proposed development aims to both complement and strengthen the operational synergy of the broader industrial hub. By strategically positioning the facility, we aim to unlock future opportunities to capitalise on the expanding industrial and business activities spurred by the development of the Western Sydney Airport and the Aerotropolis.

Furthermore, the development aligns with the long-term vision of the industrial hub, reinforcing its role as a magnet for economic activity and contributing significantly to the regional economy. Through this initiative, we intend to establish a dynamic environment that not only supports the existing industrial base but also cultivates new opportunities for industrial expansion and innovation.



## BETTER LOOK AND FEEL

The architectural design of the building has been meticulously crafted to blend seamlessly with its surroundings while anticipating and complementing the evolving character and future development of the area. The strategic placement of Office 1 buildings along the northern side of Johnston Crescent ensures not only visibility, but also recognises their significant role within the local road and landscape.

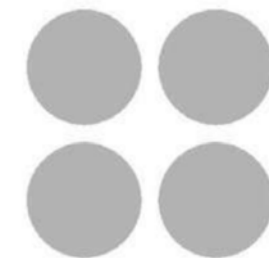
The form and scale of the structure have been thoughtfully considered to optimise functionality, operational flow, and integration with the neighbouring uses. This approach not only enhances the building's operational efficiency but also promotes a cohesive urban fabric that supports the area's economic vitality.

Furthermore, the design reflects a contemporary approach to urban development, emphasising sustainability, aesthetic appeal, and the creation of a conducive environment for continued employment growth.



## BETTER WORKING

The facility will contribute to the realisation of the strategic vision outlined by the Western Sydney Employment Area (WSEA). This vision aims to create a robust economic ecosystem that supports diverse industries and enhances regional connectivity. The facility's presence will not only provide job opportunities across various skill levels but also foster economic resilience by attracting businesses that rely on efficient logistics and distribution capabilities.



## BETTER FOR COMMUNITY

The proposed warehouse and distribution facility represents a significant opportunity to bolster employment within the community, benefiting both current residents and future generations. Located on the periphery of the Fairfield Local Government Area (LGA) and in close proximity to the emerging Western Sydney Aerotropolis, this development is strategically positioned to serve as a cornerstone of the region's economic growth.

# Better Placed - Design Objectives



## BETTER VALUE

The design has effectively addressed multiple needs by offering a diverse range of uses, ensuring close proximity to essential amenities, and maximising both internal and external amenities for its users.

The thoughtful design approach has resulted in a space that accommodates various functions seamlessly. It not only caters to the immediate needs of its occupants but also enhances their overall experience by providing convenient access to nearby amenities. This strategic placement ensures that users have easy reach to supporting facilities, contributing to a more efficient and pleasant working environment.

Internally, the design prioritises functionality and comfort, optimising the layout to promote productivity and well-being among its users. Externally, careful attention has been paid to creating a welcoming environment that integrates harmoniously with its surroundings, enhancing the overall quality of the site and its appeal to occupants.



## BETTER PERFORMANCE

The siting and design of the proposed warehouses were meticulously planned following an extensive evaluation of the site's unique characteristics, opportunities, and challenges. This thorough analysis guided the decision-making process towards a solution that not only meets but exceeds the project's objectives.

By leveraging the site's strengths and addressing its constraints proactively, the chosen approach promises an outcome that not only supports the efficient development of the broader ESR estate but also enhances its overall functionality. This strategic alignment ensures that the proposed warehouses contribute effectively to the area's economic vitality and operational efficiency.

The proposal represents a carefully considered option among various alternatives, prioritising factors such as sustainability, operational efficiency, and minimal environmental impact. The chosen design is also reflective of the market's sizing and configuration requirements.



## BETTER FOR PEOPLE

The proposed warehouse and distribution facility is poised to significantly enhance employment opportunities for both current residents and future generations. Situated on the outskirts of the Fairfield Local Government Area (LGA) and in close proximity to the burgeoning Western Sydney Aerotropolis, this development strategically aligns with the region's economic objectives.

By conforming to the designated employment lands identified in the area, the facility not only supports but also amplifies the strategic vision outlined by the Western Sydney Employment Area (WSEA). This vision is centred around fostering a dynamic economic environment capable of accommodating diverse industries and promoting regional connectivity. The facility is expected to generate a range of job opportunities spanning various skill levels, thereby contributing to economic resilience and vitality.



DESIGN PROPOSAL

# Design Proposition

-The project involves constructing two warehouse buildings with accompanying offices on a single lot, featuring a continuous pad level and hardstand areas. Both buildings, owned by the same entity, will serve warehouse and distribution purposes. Key components of the proposed works include:

-Minor site grading to current pad levels (maximum depth 2.5m) and filling of the sediment basin.

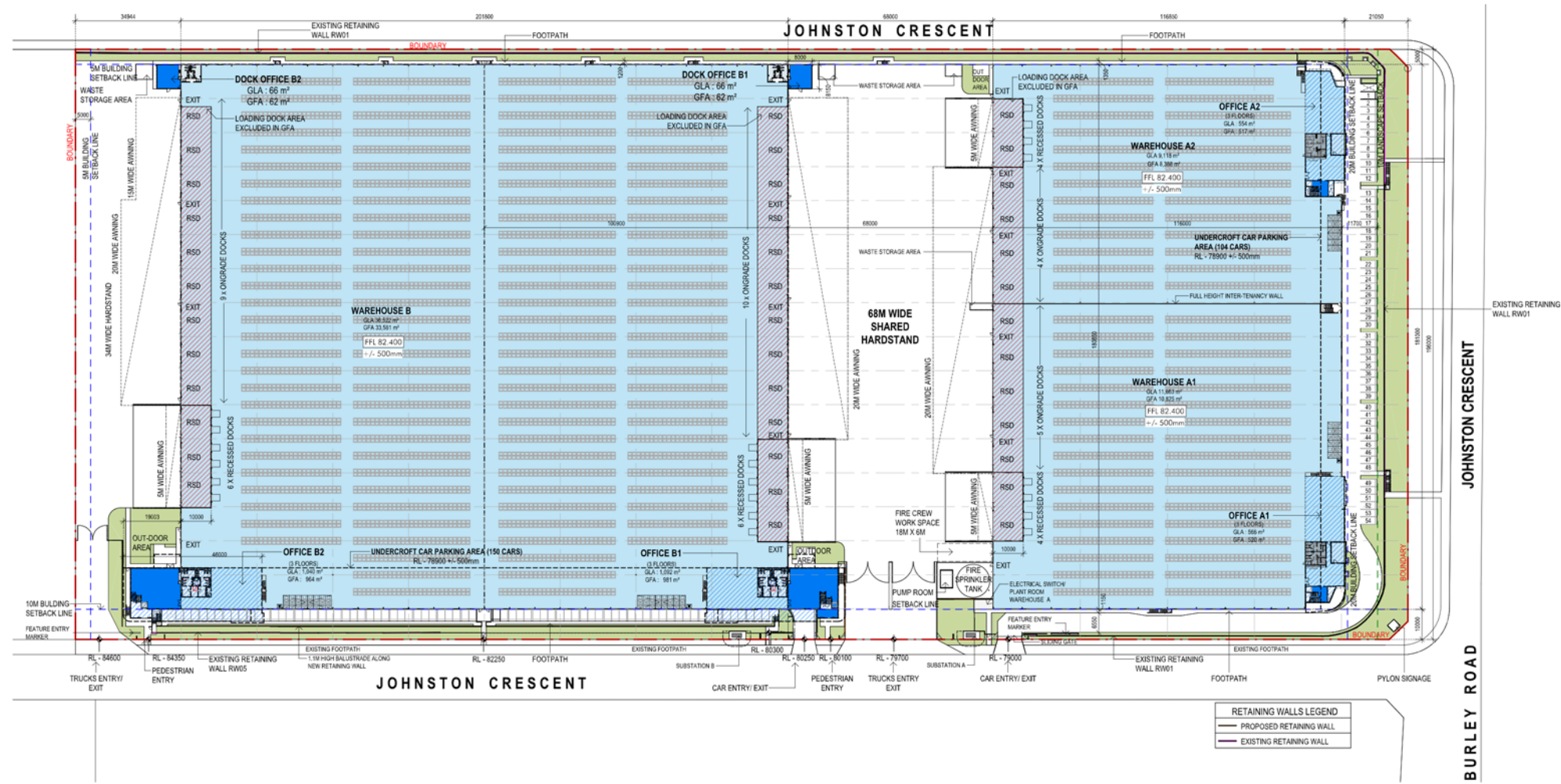
-Total Gross Floor Area (GFA) of 55,900m<sup>2</sup>, divided between two buildings:

Building A: 20,250 m<sup>2</sup> (Total GFA)  
Warehouse: 19,213m<sup>2</sup> (GFA)  
Office:1,037m<sup>2</sup> (GFA)

Building B: 35,650 m<sup>2</sup> (Total GFA)  
Warehouse: 33,581m<sup>2</sup> (GFA)  
Office : 2,069m<sup>2</sup> (GFA)

-Separate truck and car entry via Johnston Crescent on the eastern boundary.

-254 onsite car parking spaces, situated in the under-croft areas.

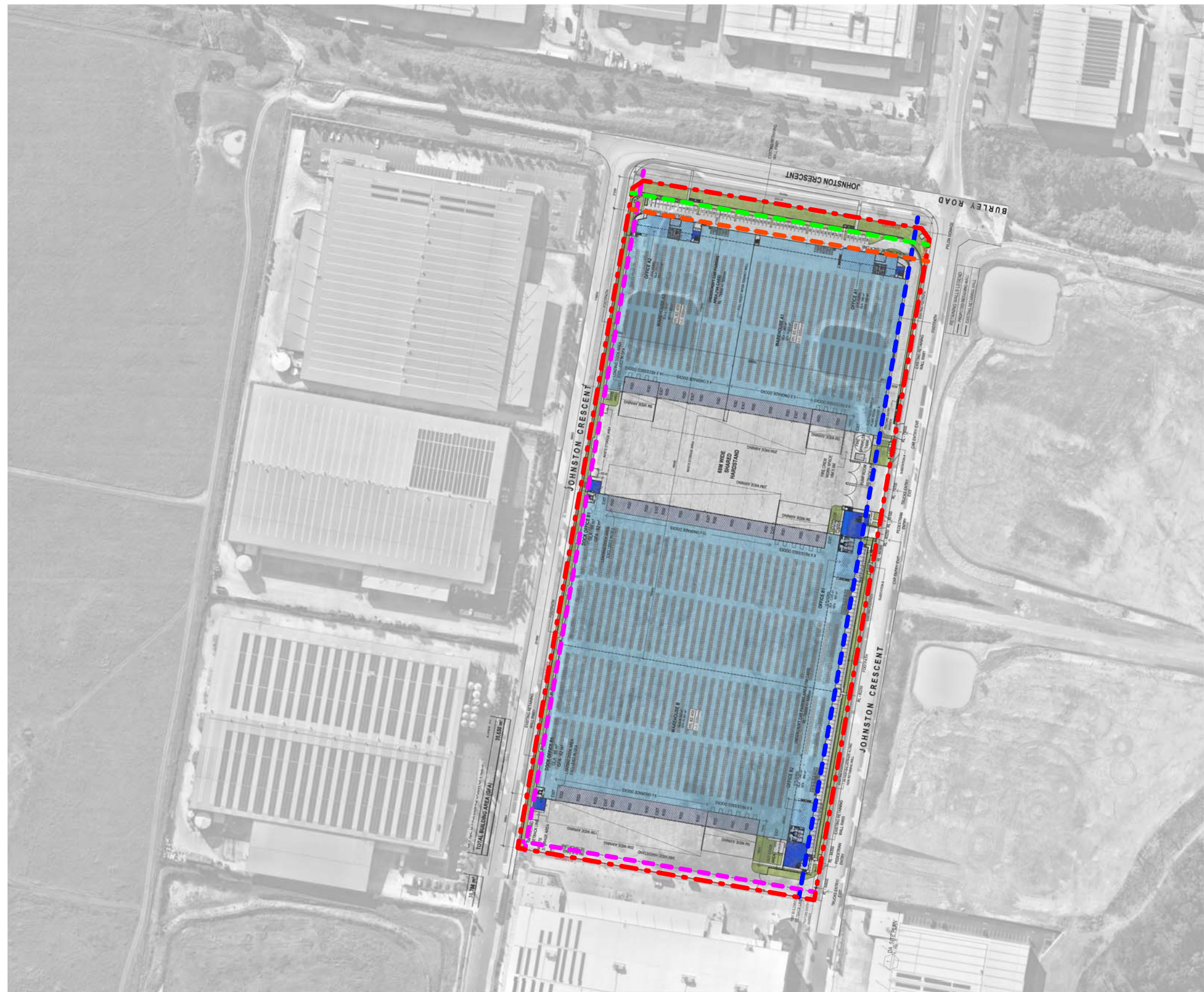


1 DA SITE PLAN  
1:750

Site Plan



Site Controls & Building Envelope



SITE CONTROLS

The site in question is encompassed within the broader Horsley Park Precinct, including the Western Sydney Employment Area – Fairfield Development Control Plan 2016 (WSEA Fairfield DCP 2016), which is a site-specific DCP.

-Landscape setbacks including:  
Primary frontage (North): 10m

-Building Setbacks Including:  
Primary Frontage (North): 20m  
Secondary Frontages (East/West): 5-10m  
Common Boundary (South): 5m

- Site Boundary
- 10m Primary Frontage Landscape Setback
- 20m Primary Frontage Building Setback
- 10m Side Building Setback
- 5m Side and Rear Building Setbacks





TRAFFIC MANAGEMENT

Vehicular access is planned from Johnston Crescent along the eastern boundary. An assessment of proposed access arrangements, including internal circulation and swept path analysis, will be conducted to ensure optimal functionality and safety.

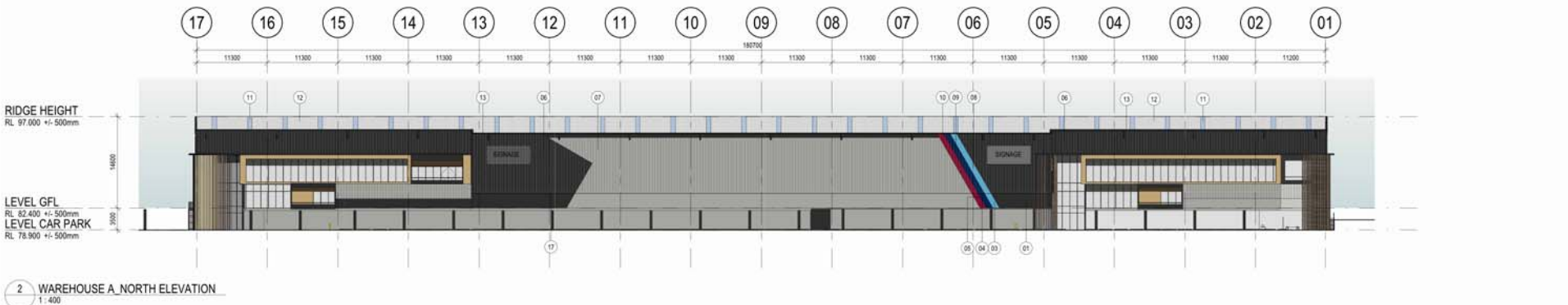
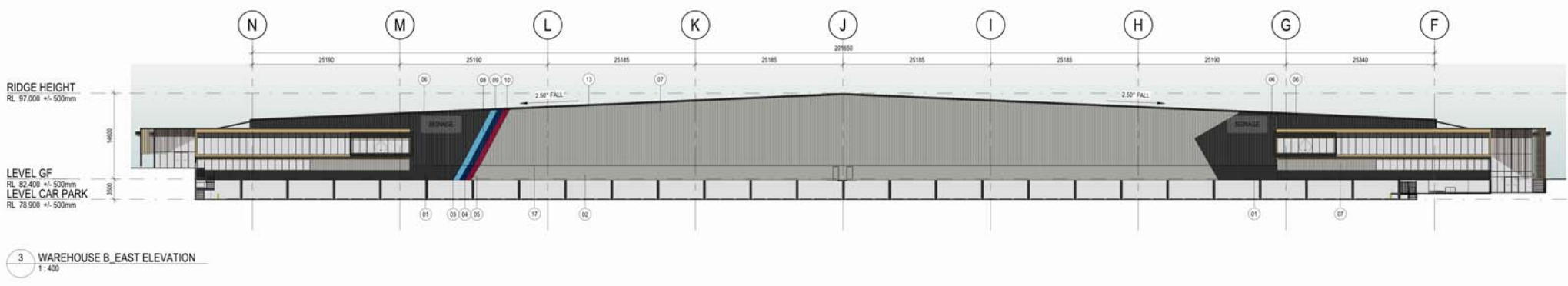
Regarding parking, the proposed development aims to provide parking spaces in accordance with the Transport for NSW (TfNSW) guidelines, specifically at a rate of 1 space per 300 square meters for warehouse and 1 per 40 square meters of office. This rate aligns with standard requirements for warehouse and distribution developments.

TOTAL CAR PARKING REQUIRED	254 CARS
TOTAL CAR PARKING PROVIDED	254 CARS

- SITE BOUNDARY
- ← → PROPOSED TRUCK MOVEMENTS
- ↔ PROPOSED FIRE BRIGADE MOVEMENTS
- ← → PROPOSED CAR MOVEMENTS



# Height, Bulk and Scale



## HEIGHT, BULK AND SCALE

Situated within a newly established industrial business hub, the proposed warehouse design has been carefully developed to align with the expected aesthetic standards of industrial use while minimising its visual impact on the surrounding environment. In this context, the building features:

- A total height of 18.1m AFFL measured at the warehouse ridge level.
- Undercroft Carpark Height: 3.5m
- Warehouse Ridge Height: 14.6m
- Total Height: 18.1m

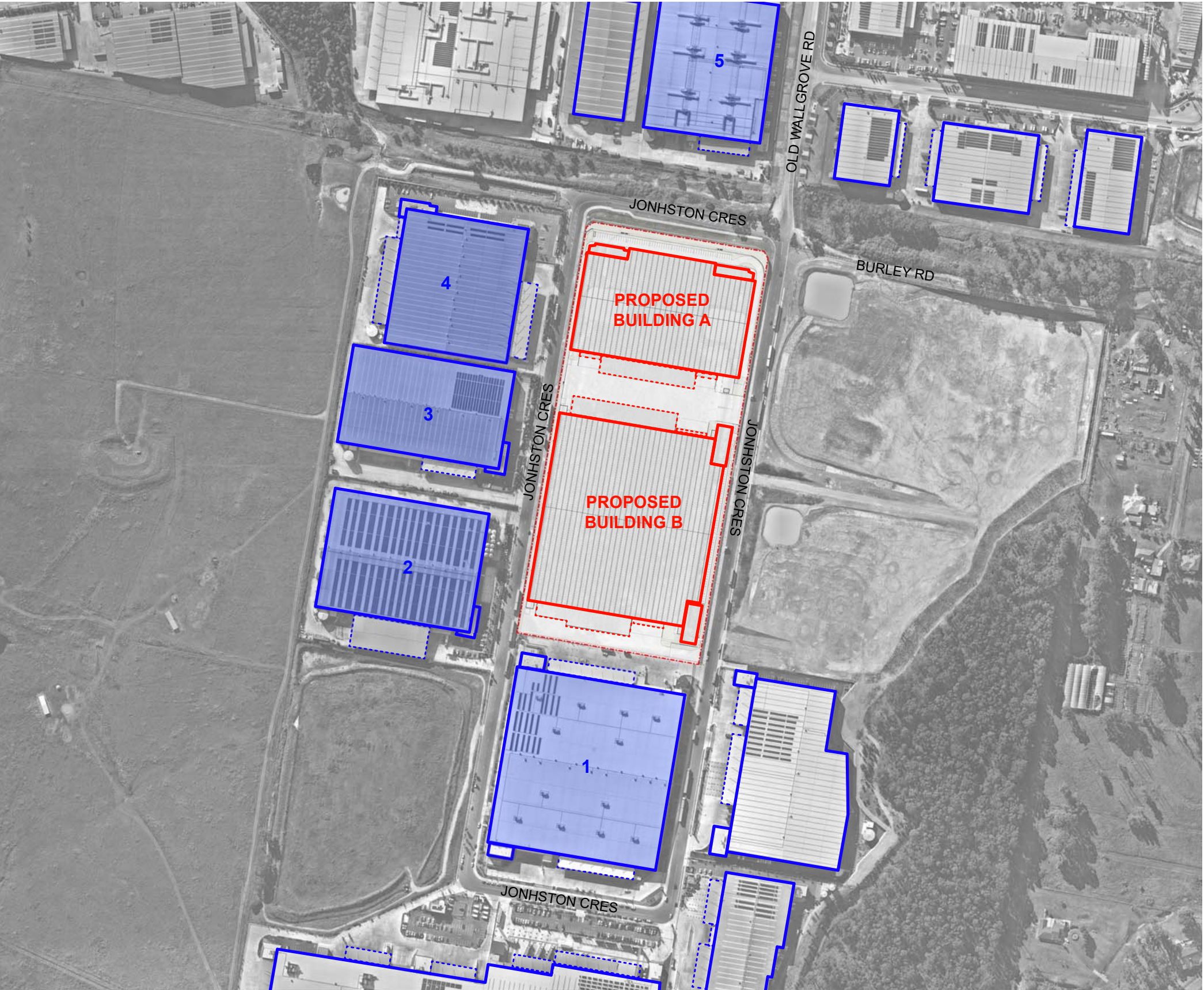
A straightforward yet striking geometric facade that breaks up the elevations, adding visual appeal and reducing the perceived bulk.

Strategically placed office components that not only define the building's corner along Johnson Cr. but also diversify the architectural composition by introducing textural contrasts to the warehouse materials.

An office layout designed to create a distinct separation from the warehouse floor space, incorporating recreational areas for the benefit of users.



# Surrounding Context Height Bulk and Scale Fit



## PROPOSED BUILDING

The area surrounding the site consists mainly of industrial warehouses and commercial buildings. The proposed building, with its matching use, scale, and warehouse ridge height (14.6m), will seamlessly integrate into this environment and enhance the streetscape harmoniously.

### 1 - ESR Horsley Logistics ParkStage 1 (Lot 206):

Total Building Area: 33,480m<sup>2</sup>

Max Ridge Height: 15m

### 2 - Frasers Horsley Park Estate (Nu-Pure Beverages)

Total GLA: 20,734m<sup>2</sup>

Max Ridge Height: 14.6m

### 3 - Frasers Horsley Park Estate (Williams-Sonoma)

Total GLA: 20,734m<sup>2</sup>

Max Ridge Height: 14.6m

### 4 - Frasers Horsley Park Estate (Hino Motor Sales / Crown & Andrews)

Total GLA: 18,544m<sup>2</sup>

Max Ridge Height: 14.6m

### 3 - Goodman Oakdale Industrial Estate DHL

Site Area: 2,662sqm

Max Ridge Height: 12.3m



DESIGN PROPOSAL

# Facade Diagrams



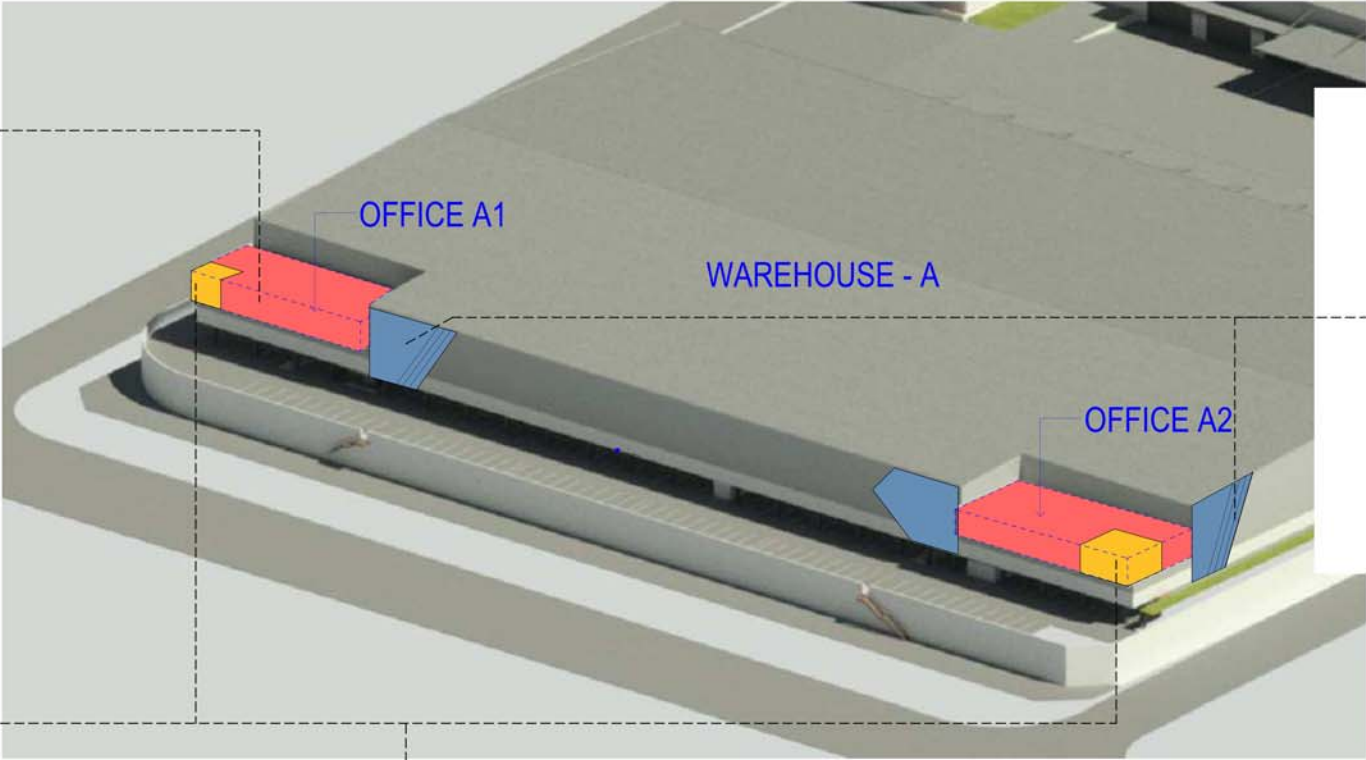
OFFICE ELEVATIONS - GENERAL ARRANGEMENT OF VERTICAL WALL CLADDING AND CURTAIN GLAZING



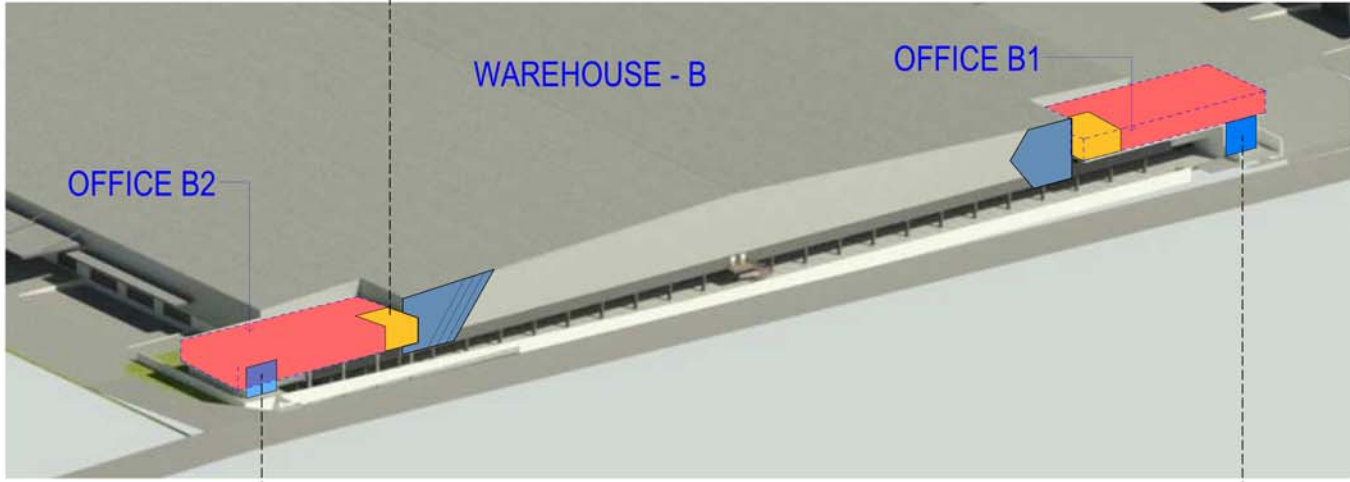
BALCONY WITH TIMBER CLAD SOFFIT AND GLASS BALUSTRADE



TIMBER CLADDING AND GLAZED ENTRANCE ALONG EAST FACADE



1 Overall WH-A  
1:10

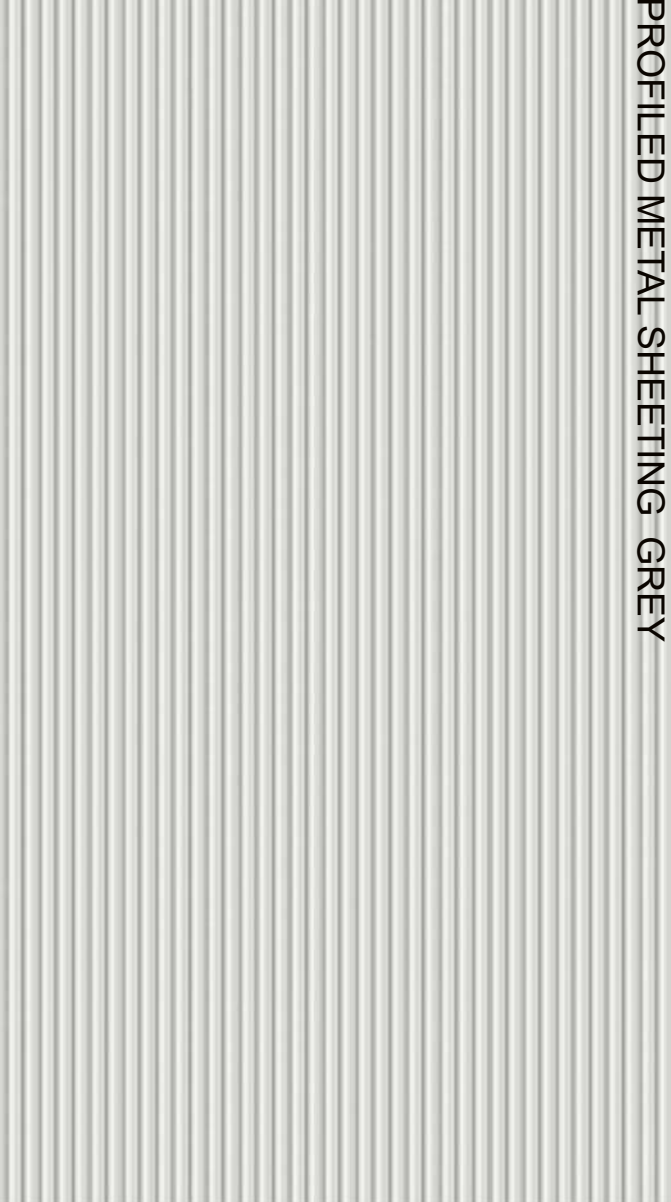


2 Overall WH-B  
1:10



ANGULAR EDGE PATTERN ESR BUILDINGS

External Materials Palette





Architectural Precedents - Warehouse & Office



BATTENS  
SCREENING



TIMBER FEATURES



ELEGANT LINES



BRANDING COLOURS



## Perspective



Artist Impression - View from Burley Rd. & Johnston Cres. Intersection (NE Corner)