



Architectural Design Report

SSDA Submission

Proposed development for the Trustee of the
Huntingwood Property Trust
Augusta St Warehouse & Distribution Centre
Blacktown, NSW 2148

Prepared by: Pace Architects

Date: 24th August 2023.

Revision: B



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Nominated Architect : Patrick Pace #7815
Registered Architect in NSW, VIC & QLD.

LOGOS

1. Qualifications





LOCATION PLAN - Huntingwood, NSW, 2148.

NORTH

1. Qualifications

PACE ARCHITECTS have been engaged on behalf of The Trustee for Huntingwood Property Trust, to undertake the design of a new Warehouse and Distribution Centre in Blacktown, NSW.

PACE ARCHITECTS are a Sydney based architectural firm founded in 2009 by Patrick Pace, with over 25+ years experience within the Industrial / Warehousing sector and is recognised as an Architectural leader in the field in the within sector.

PACE ARCHITECTS are A+ members of the Australian Institute of Architects (AIA). Patrick Pace is the nominated architect no.7815, he is currently registered as a practicing architect in NSW, VIC + QLD.

PACE ARCHITECTS continually strive to remain the premier provider of design excellence and innovation in design; whilst producing sensible design solutions for our clients and building a dynamic, educative, challenging environment for our employees. We build long-term client relationships on mutual trust, respect and collaboration.



- Qualifications
- Bachelor of Architecture, University of Sydney 2000
- Bachelor of Science (Architecture), University of Sydney 1998
- Institute of Architects A+ member
- Registered Architect NSW 7815, VIC 18614 & QLD 5143



Sincerely yours,

 Patrick Pace
 Director/ Registered Architect

LOGOS

2. Architectural Design Statement



2. Architectural Design Statement

EXECUTIVE SUMMARY

The purpose of this document is to outline the key design approach to architectural design for the proposed Warehouse and Distribution Centre development. This Architectural Design Report has been commissioned by The Trustee for Huntingwood Property Trust in accordance with the technical requirements of the Secretary's Environmental Assessment Requirements (SEARs), and in support of the State Significant Development Application (SSD- 36138263) for the proposed Augusta Street Warehouse and Distribution centre at Augusta Street, Blacktown. The design has also considered and had regard to the Design Principles in Clause 2.30 of the SEPP (Industry and Employment) 2021, Chapter 2 – Western Sydney Employment Area and the built form and design controls in the Huntingwood Development Control Plan 2011".

VISION

LOGOS, on behalf of The Trustee for Huntingwood Property Trust, is a provider of tailored services and cutting edge industrial, logistics and infrastructure property solutions to support clients' growth and success. With their headquarters in Australia, their operations have spread across the Asia Pacific region. Their developments aim to exceed industry expectations, as the provider offering superior performance and sustainability with innovative solar, intermodal and infrastructure solutions to ensure projects are fit-for purpose and built to last.

The vision for this Warehouse and Distribution Centre is to provide a premier industrial estate, catering for a mixed range of tenancies and potential uses, demonstrating aspects of high design quality, whilst taking into consideration site efficiency, technology and sustainability.

SITE

The site is located at Augusta Street, Blacktown, NSW 2148, within the Blacktown Local Government area (LGA). The site has been cleared, but it is currently undeveloped. It is bounded by Flushcombe Road, Prospect Highway, Great Western Highway and the M4 Highway. (Refer location plan pg 6).

OPPORTUNITY

The site is located within the SEPP Western Sydney Employment Area 2009, and subject to the Huntingwood Precinct Development Control Plan (DCP, amended 2020) which is aimed to promote economic growth and to enhance employment opportunities and purposes.

THE PROPOSED DEVELOPMENT:

The proposal is to redevelop the site to accommodate the construction and operation of four (4) new warehouse buildings comprising a multi-level warehouse building on the eastern portion of the site and three single storey warehouse buildings on the western portion of the site. The warehouse buildings will include ancillary office space and indicative warehouse fit out works including warehouse racking.

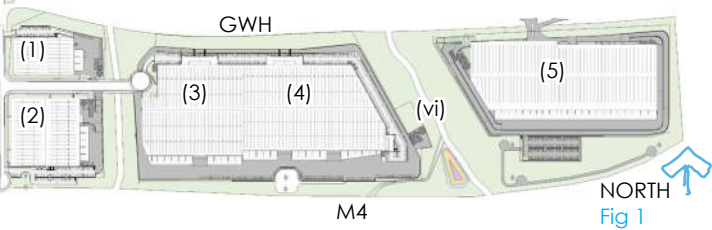
PROJECT DETAILS:

The Warehouse and Distribution Centre comprises of four (4) main buildings. To simplify the construction process, Building 3 and

Building 4 are joined together, separated by a fire wall and contained together under & sharing the same roof. (Refer figure 1 below). Since they form one larger building, for GFA calculations purposes they are referred collectively as Building 3 & 4. Details of the development are below:

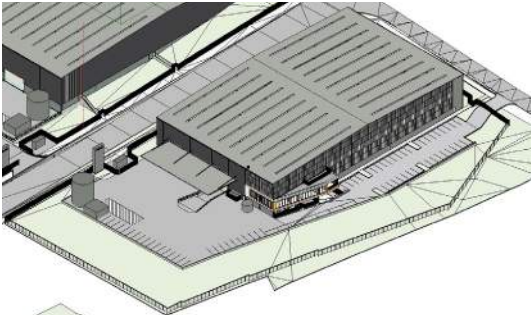
Warehouse & Office GFA Summary	SQM
Building (1)	5,935 sqm GFA
Building (2)	12,031 sqm GFA
Building (3) & (4)	51,866 sqm GFA
Building (5)	64,733 sqm GFA
Total Warehouse 1-5 & Office 1-5 Area	134,565 sqm GFA
Proposed Heavy Duty Pavement Bldgs 1-5	54,416 sqm GFA
Proposed Light Duty Pavement Bldgs 1-5	39,100 sqm GFA
Proposed Car Parking Bays -Bldgs 1-5 (including disabled & electric vehicle charging bays)	951 spaces
Proposed Motorcycle Parking bays - Bldgs 1-5	24 spaces
Proposed Bicycle Parking bays - Bldgs 1-5	84 spaces

SITE MASTERPLAN:

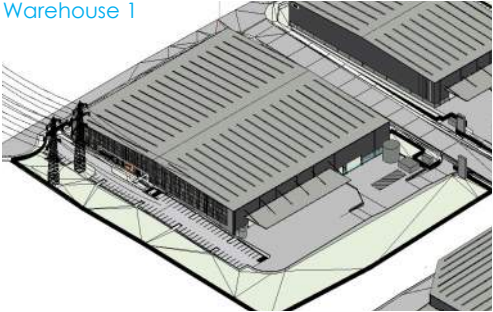


DESIGN PARAMETERS:

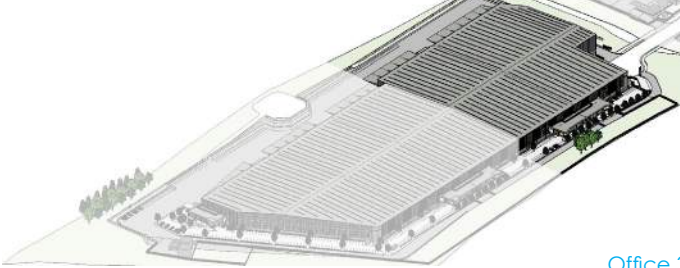
- (i) Building heights levels:
The site analysis demonstrates site characteristics and site opportunities that support the following building heights:
Buildings 1-4: 16.8m maximum ridge height
Building 5: 24.7m maximum ridge height
- (ii) Building Setbacks: variable setbacks are applicable – all are achieved.
North/GWH: 20m
South/M4: 20m
East & West boundaries: 5m
Augusta St -North & South from local roads: 7.5m
- (iii) 24/7 operation
- (iv) Vehicle access will be provided via Augusta Street and new proposed access from the Great Western Highway
- (v) On site parking provided in accordance with Huntingwood Precinct DCP rates.
- (vi) Riparian planting and landscaping will be provided within the Conservation Areas and along the site boundaries.
- (vii) Site earthworks, including cutting and filling, to create the developable industrial lots.



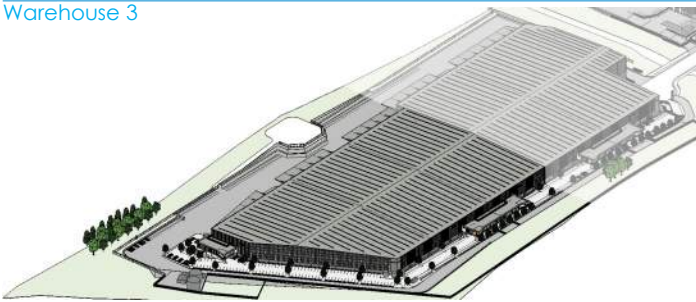
Office 1



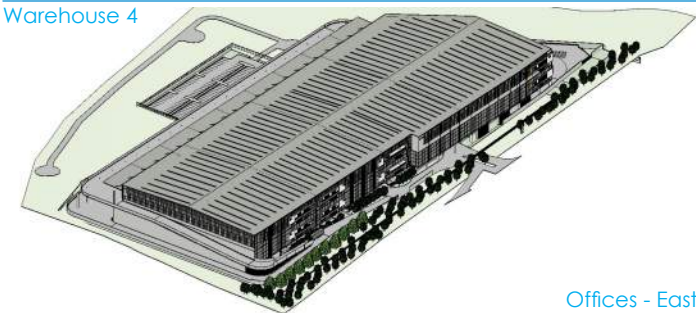
Warehouse 2



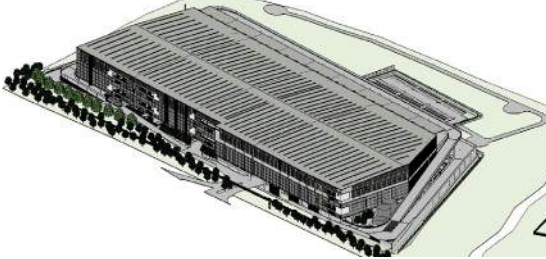
Office 3



Office 4



Warehouse 5



Warehouse 5



Office 2



Offices - West

2.1 Architectural Statement



SEARS DESIGN DEVELOPMENT (SSD-36138263)

The Secretary's Environmental Assessment Requirements (SEARs) is a guide to control the Architectural quality of urban and built form design. Consideration of these requirements is crucial in designing proposals that positively respond and impact the surrounding environment. The proposed design excellence response aims to meet these criteria, specifically Item 3 and item 4 of the Key Issue and Assessment requirements.

In response to SEARS item 3 - Design Quality, it is acknowledged that a design competition was not required for the project. Therefore, only the 'good design in Better Placed' assessment requirements are applicable for this project. It is noted that pre-lodgment assessment advice was sought and undertaken with local government authority, Blacktown City Council. Feedback was received and appropriate consideration and design adjustment was undertaken. Refer to the following Design Evolution and Response to Authority review section of this report for further details.

This proposal has reviewed, considered and implemented the aims of the criteria of SEAR's Item 4 Built form and Urban Design, in order to achieve a high quality architectural response. Throughout the design statement each area will highlight and address different criteria relating to the SEAR's guidelines

SEAR'S DESIGN QUALITY: BETTER PLACED OBJECTIVES

"Better Placed" is an integrated design policy organised by the GANSW (Government Architects New South Wales). It is a set of seven objectives that aims to set aspirations and expectations for designing a built environment of high quality architecture and public domains for work and lifestyle.

The policy has a focus on providing good architecture which promotes amenity as well as an emphasis on the sustainable management of built and cultural heritage. Our design was developed through the consultation of these seven objectives as per the following summary and as expanded on throughout the report



NORTH

2.2 Architectural Statement

BETTER FIT	BETTER PERFORMANCE	BETTER FOR COMMUNITY	BETTER FOR PEOPLE	BETTER WORKING	BETTER VALUE	BETTER LOOK & FEEL
The analysis of the subject site indicated the proposed development was within the Industrial Huntingwood Precinct DCP and the Western Sydney SEPP Employment growth precinct. The surrounding areas are compatible with the function to the proposed development. The buildings are orientated and positioned appropriately in a response to land typography, thermal conditions and to efficiently maximise the site's potential.	The proposal is developed within the existing constraints of the site and those developed from the site analysis. The design has an emphasis on sustainable systems. The use of a functional, strengthened roof to incorporate potential solar PV panels and various mechanical louvres to allow passive cooling systems. The building form has been designed to take advantage of its northern orientation, to maximise natural lighting into the building.	Although typically industrial developments are not public spaces, we have designed the development to incorporate a working community within the precinct, while not disrupting proposed landscape setbacks. Transport links and connections are proposed to allow adequate vehicle access and pedestrian circulation throughout the site. Substantial landscaped areas aligning the frontages and perimeters of the site which will be implemented, allowing dense landscaped screening, improving views for residents to the north.	Aligned with the policy for GANSW, the built environment required an emphasis on safe, accessible amenity space. The design will provide accessible pathways and parking amenities. Ancillary office space has been incorporated into each building to provide suitable amenities for workers associated with the warehouse spaces. Covered outdoor break out spaces are proposed, allowing workers the opportunity to enjoy an external environment.	The massing has been carefully articulated to maximise the potential function of each warehouse and the distribution flow throughout the site. The planning provides a clear perimeter circulation network throughout the sites. Separated truck & car circulation has also been incorporated to function cohesively with the operations of the facility. Covered outdoor staff breakout & recreation areas are provided in the form of either upper level balconies or as building undercroft areas both overlooking landscaping. There are also 4 creek-side gathering spaces consisting of open grass areas, with seating under shade trees.	The building mass of the buildings have been designed to work with warehouse functionality. Careful consideration has been taken into account maximising the northerly aspect of the site - creating opportunities to capture natural light into populated areas and also to help acoustically contain noise as related to truck loading areas positioned to the south away from residential suburbs	A selection of materials predominantly neutral and grey tones with small limited bold finishes to highlight building features. Highlight accent colours are within the Logos development design guidelines and branding colours. The combination of colours and materials are used to break the large building mass of the facade and to create a unique response for the street frontage,

LOGOS

3. Urban Context and Site Analysis



3.1 Urban Context and Site Analysis

SEARS DESIGN DEVELOPMENT

SEAR's Item 4 Built form and Urban Design criteria as setout below is proposed to achieve a high quality architectural response.

3.1 Explain and illustrate the proposed built form, including a detailed site and context analysis to justify the proposed site planning and design approach.

The proposed built form includes a thorough analysis of the site and its context to justify the chosen planning and design approach. This analysis takes into account various factors such as the site's location, surrounding environment, orientation, and potential impacts on the adjacent areas. Refer to the detailed Site Analysis for diagrammatic illustrations, and the subsequent design development sketches. This information confirms the configuration of the industrial site does not compromise the amenity of the locality and carefully considers and executes site planning and building layout that ensure the development responds to the unique characteristics and achieves high levels of planning that addresses visual amenity and spatial separation from neighbouring properties.

The development responds to the site and the urban context of the area by orientating building uses, heights, setback alignments, and massing to improve the visual amenity along the sites northern boundary, while capitalizing on the sites orientation. There is a substantial 20m landscape setback to the major highways both north and south of the site proposed to have additional tree planting - refer landscape architect's drawings.

The bulk, scale and height of the building components are derived from the functions within. The Warehouses are positioned to achieve maximum site efficiency, while considering the site constraints. This is shown in detail in the following section in the Report. Office components are proportionally scaled and where possible, located and oriented to take advantage of the northerly aspect and to help reduce the visual impact of the building mass adjacent to boundaries.

The proposed building layout has been designed to reduce the visibility of operations and allow acoustic attenuation within the site. This is achieved through orientating loading docks to the south, away from residential receiver's to the north. This ultimately enables land zoned industrial to operate without adversely impacting the local community.

In addition to reorientation of the loading docks away from residential receivers, further amelioration of acoustic impacts is achieved through landscape mounding on the northern setback which will provide visual screening of part of the development from residential properties to the north.

Additional acoustic walls 3m in height line the truck access ramp to the north eastern corner of warehouse building 5.

The proposed development layout is designed to integrate with the surrounding local road infrastructure, providing an operational traffic circulation system within the facility. The built design addresses the surrounding site context and localised site conditions and constraints.



3.2 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.

The proposed built form aligns with the context, site characteristics, streetscape, and existing / future character of the locality using thoughtful design elements.

This particular site is located in a unique location bounded between major highways along the long north and south boundaries, which with a 20m landscape setback creates the effect of an 'island'; development with no immediate neighbours adjacent.

Site and locality context has been investigated, as shown in the following sections 3.2 & 3.3 of this report. The proposed built form has endeavored to respond where appropriate while addressing the Client's site requirements for an industrial building typology.

The layout options and studies shown within this report indicate the proposed design is well considered to achieve site efficiency and site constraints considerations. The scale of the buildings are addressed with façade studies to assist in elevation articulation.

All façade treatments have undergone significant design development to respond to surroundings and perimeter boundaries in a positive way, and respond to key stakeholder's feedback of DPE, BCC and City Architect.

To assist in reducing the buildings prominence additional architectural features have been added to the facade cladding which aides its articulation. To reduce the repetition found on any longer elevations, office facade 'pop outs' and architectural coloured cladding patterning is incorporated. See varuous façade design studies in section 4 of this report.

Typically industrial buildings are required to be built with open spans and high clearances to house machinery, facilitate racking, forklift and truck movements. The material selection for such buildings are required to be of a heavy duty nature, non corrosive and typically a combination of metal cladding and pre- cast concrete cladding is common method of construction, which is structurally supported by steel portal frames. This has proven time and time again to be the best economically and efficient method for procuring such buildings of this nature.

For this reason the proposed facility has adopted the same building methodology & material selection.

The proposed buildings sit within all building setback guidelines, and this generally assists in the entire development looking cohesive.

The proposed building is in keeping with the Industrial nature and the context of the immediate surrounding area. The scale, bulk and heights of the proposed buildings are articulated to be contribute to the character of the locality's Industrial buildings and to present well to the streetscape.

The proposed industrial development integrates the riparian and conservation areas into the built form design, re-purposing these spaces as valuable recreational resources for the sites future occupants, while localizing conservation work.

3.3 Demonstrate how the building will deliver a high quality development, including consideration of facade design, articulation, materials, finishes, colours, signage and integration of services.

The proposed building is in keeping with the Industrial nature of the context of the area. The scale, bulk and heights of the proposed building has been considered and addressed to be in keeping with building typology character and with the general surrounding Industrial buildings. All building facades have been considered to generally present well to all streetscapes.

Materials and finishes proposed are of a high quality. Materials intended for the facade articulation are a combination of metal sheeting with various profiles, depths and colours, which will be integrated throughout the development. Refer to the selected materials and finishes in section 4.9 of this report. The selected finishes complement the Industrial palette of materials and allows the development to be built with robustness.

Typical of Industrial buildings of this nature, the building materials consist predominately of light weight metal sheet cladding and concrete pre-cast panels.

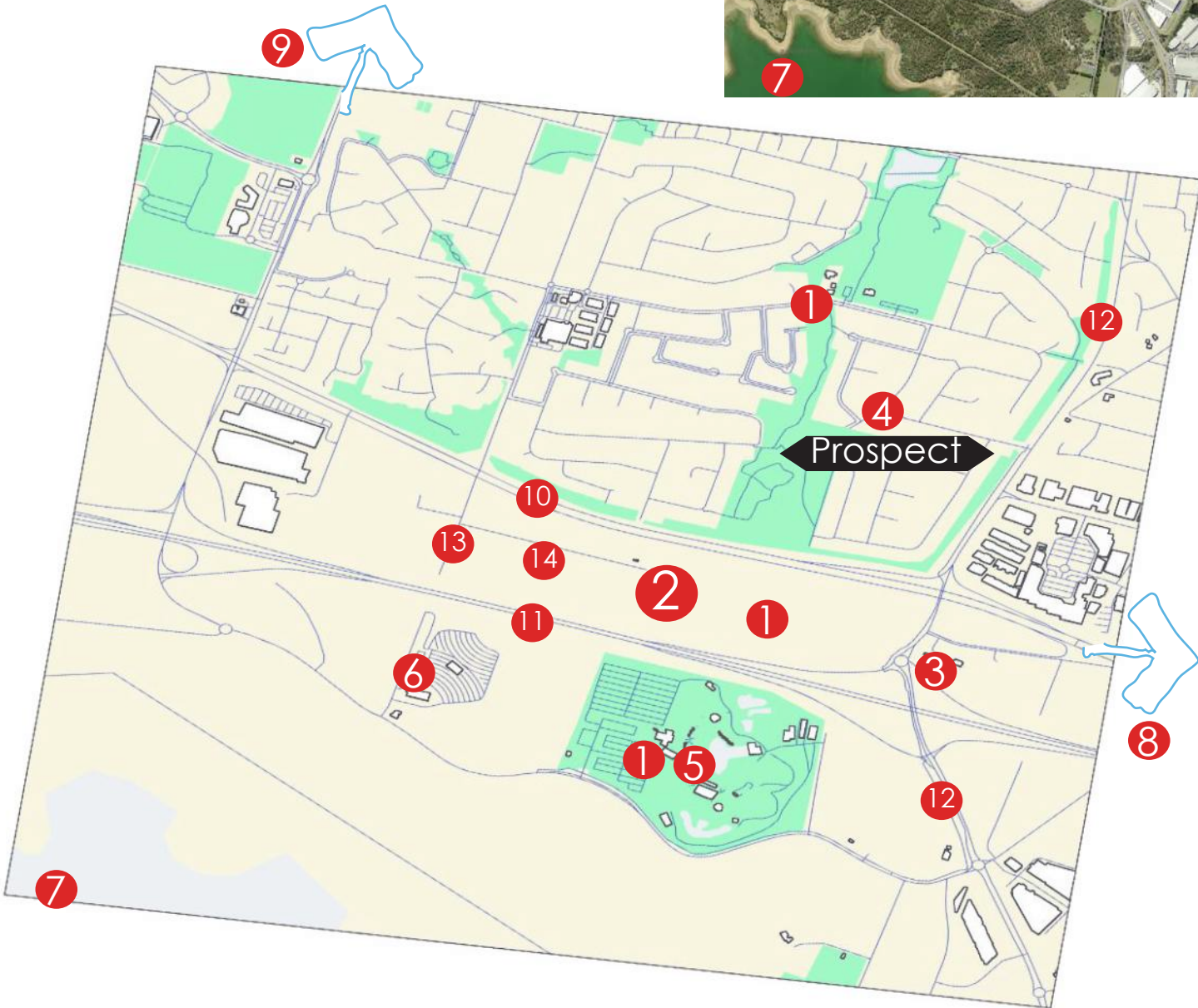
Specific architectural details are included to consider the Logos Design requirements which have been developed to deliver well considered approaches to a building's identity and a current market appreciation.



3.2 Urban Context & Site Analysis

The precinct is approximately 2.5 km in length from its east to west. At its eastern end, the precinct is generally no more than 250 metres in width opening out to approximately 550 metres in width at its western end. The Precinct is transversed by Reservoir Road which links the M4 Motorway with the Great Western Highway and Blacktown CBD to the north. Other roads within the Precinct are minor local roads, none of which are a through road.

- 1 Blacktown Creek
 2 **SUBJECT SITE**
 3 St. Bartholomew's church and cemetery
 4 Prospect suburb
 5 Waterpark - Raging waters Sydney
 6 Drive in Skyline Blacktown
 7 Prospect Reservoir
- 8 Sydney CBD Access (35.5 km, 40min by car) via Great Western Highway
 9 Blacktown Access (4.5km, 10min by car) via Reservoir Road
 10 Great Western Highway
 11 Western Motorway M4
 12 Prospect Highway
 13 Flushcombe Road
 14 Augusta Street



3.3 Urban Context & Site Analysis

The precinct is dissected by Blacktown Creek running north-south to the eastern portion of the site, as well as by a conservation area also running north-south to the eastern portion of the site. A 5m building setback applies to both the eastern and western site boundaries, while a larger 20m landscape setback applies to the northern and southern boundaries fronting both the Great Western Highway and Western Motorway (M4). To the southern boundary fronting the Western Motorway, a powerline easement also dissects the site, running east to west.

The site is bounded by two major roads networks, the great western highway to the north, and the western motorway (the M4) to the south, resulting in the site being spatially separated from surrounding suburbs and their respective varying streetscapes.



Augusta Street



South - M4 Motorway



From South East corner to the subject site



North - Great Western Highway



From North East corner to the subject site



From South - M4 Western Motorway towards powerline easement & transmission towers

3.4 Urban Context & Site Analysis

KEY FEATURES OF THE LOCALITY

- The site is approximately 35.5km west of the Sydney CBD and approximately 3.3km south of the Blacktown commercial centre.
- The region features a mix of land uses, including residential and employment-generating activities. The Huntingwood and Pemulwuy industrial estates are located to the west and south-east.
- The Prospect Reservoir is approximately 1km south of the site adjacent to the Western Sydney Parklands. The surrounding locality is described as follows:
- North: The site adjoins the Great Western Highway. The land further to the north primarily comprises residential development including detached single and double storey dwellings. A small natural reserve known as Timbertop Reserve separates the residential development and associated landscaping.
- East: The land immediately to the east of the site is vacant. The Prospect Highway is located further east, providing access to the M4 Motorway and Great Western Highway. St Bartholomew's Church and Cemetery is located on the eastern side of the Prospect Highway.
- South: The M4 Motorway runs along the southern boundary of the site, with boundary landscaping providing visual screening of the site. The land on the opposite side of the Motorway comprises recreational and entertainment facilities in the form of a drive-in movie theatre and water park.



- West: The land to the west comprises an animal holding facility and industrial development, characterised by large warehouse buildings.

SURROUNDING LOCALITY DESCRIPTION:

- North: The site adjoins the Great Western Highway. The land further to the north primarily comprises residential development including detached single and double storey dwellings. A small natural reserve known as Timbertop Reserve separates the residential development and associated landscaping.



- East: The land immediately to the east of the site is vacant. The Prospect Highway is located further east, providing access to the M4 Motorway and Great Western Highway. St Bartholomew's Church and Cemetery is located on the eastern side of the Prospect Highway.
- South: The M4 Motorway runs along the southern boundary of the site, with boundary landscaping providing visual screening of the site. The land on the opposite side of the Motorway comprises recreational and entertainment facilities in the form of a water park and a drive in movie theatre.
- West: The land to the west comprises an animal holding facility and industrial development,

3.5 Urban Context & Site Analysis

KEY FEATURES OF THE SITE

- The site has frontage to the Great Western Highway and the Western Motorway of approximately 940 metres and frontage to Flushcombe Road of approximately 250 metres. Augusta Street dissects part of the western portion of the site and is vested to Blacktown Council.



Augusta Street - Looking West



Augusta Street - Looking East

- Access to the site is currently available from Augusta Street which connects to Flushcombe Road to the west. Flushcombe Road intersects with the Great Western Highway, providing east-west access to the metropolitan road network, with right-in and right-out movements available via the existing signalised intersection.
- The eastern part of the site slopes to the west, while the western part of the site slopes to the east, with the central low point at Blacktown Creek adjacent to the easement for water supply.

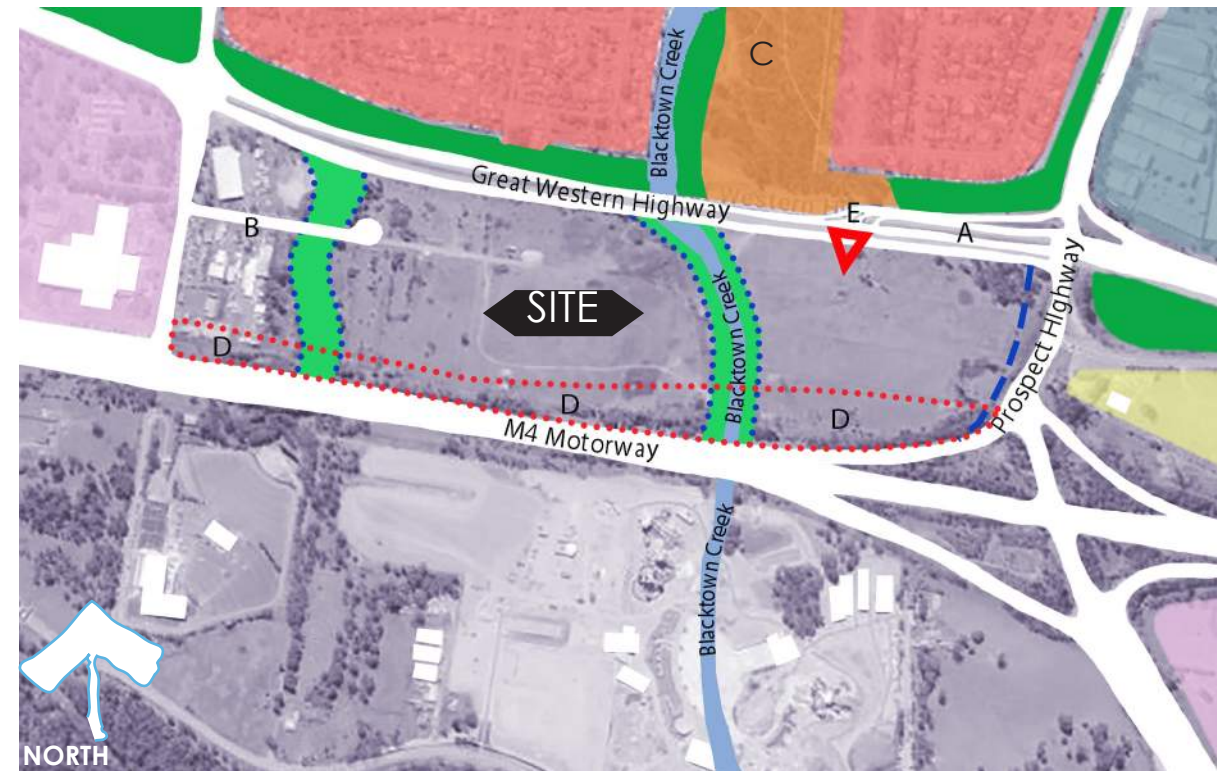
- The site is affected by multiple easements and restrictions including:
 - Multiple easements up to 30 metres wide for transmission lines along the southern part of the site. The site features high voltage power lines along the southern side.
 - An easement for water supply which runs north-south within the central part of the site, with associated 9 metre wide and 3 metre wide easements for construction purposes.
- Lot 164 in DP8716 is identified as being owned by Amplitel as the land accommodates a Telstra mobile telecommunications facility which is proposed to be relocated.
- The site has been cleared but is undeveloped with scattered trees across the western boundary and southern boundaries and in the north-eastern corner. Blacktown Creek runs north-south through the central part of the site with riparian vegetation along the corridor.



Prospect Highway- Looking West from Ponds Road Intersection

3.6 Urban Context & Site Analysis

OPPORTUNITIES & CONSTRAINTS



- IN1 - General Industrial
- SP1 - Special Activities Cemetery
- C2 - Environmental Conservation
- R2 - Low Density Residential
- B5 - Business Development
- RE1 -Public Recreation
- Future Access Points
- RTA Potential Road Widening
- Riparian Corridor
- Electricity Easement

LEGEND

- A New two way road
- B Proposed road (Cul de Sac added to end of Augusta Street)
- C Conservation Areas
- D Electricity Easement
- E LILO Location



3.7 Urban Context & Site Analysis

AERIAL SITE PHOTOGRAPHY



LOGOS

4. Design Evolution and Response



4. Design Evolution & Response

SITE MASTERPLANNING

In providing an industrial centre the design strategy will address various key issues;

Circulation Strategy:

- Where possible, car driveway access to offices and carparking is kept separate from truck driveway access, with the exception of the proposed new access road off the great western highway provided initial shared access to building 5.
- Where possible, truck access is to the hardstand loading areas is via single lane driveways (one way in/out) in a clock wise direction, providing safer access compared to two-way traffic driveways, with the exception of building 1 which is 2-way.



Carpark Entry & Exit

Vehicle Exit

Vehicle Entry

Acoustic Wall/Panels 3m high

Conservation Areas (A), (B) and (C)

Office

Warehouse

Truck Access Road

Seasonal Creeks

Site Boundary

4.1 Design Evolution & Response

KEY CHALLENGES

In providing an industrial centre the design strategy will address various key issues;

Strategic issues:

- Interface with adjacent residential areas to the north - acoustic and visual.
- Owner / Tenant Signage opportunities for commercial exposure to Great Western Highway & M4 Motorway
- Long expansive elevations / wide exposure to aforementioned roads has the opportuntiy for the warehouse facade design to present to motorists and residents to the north to as an attractive, continous 'panoramic patterned architectural facade'
- Employment opportunity for western Sydney



Northern Elevation (viewed from Great Western Highway)



Southern Elevation (viewed from M4 Motorway)

Operational issues:

- New vehicle access road from the north, branching of the Great Western Highway

Site constraints:

- Noise from truck access roads, ramps and hardstands to residential context to the north.
- Existing Blacktown creek running north-south.
- Conservation Areas A,B and C (refer legend previous page)
- Sydney water sewerage system (Sewer easements)
- Existing council street (Augusta St.)
- Heritage site
- Minimum cut and fill
- Telstra tower
- Existing stanchions and powerline easements

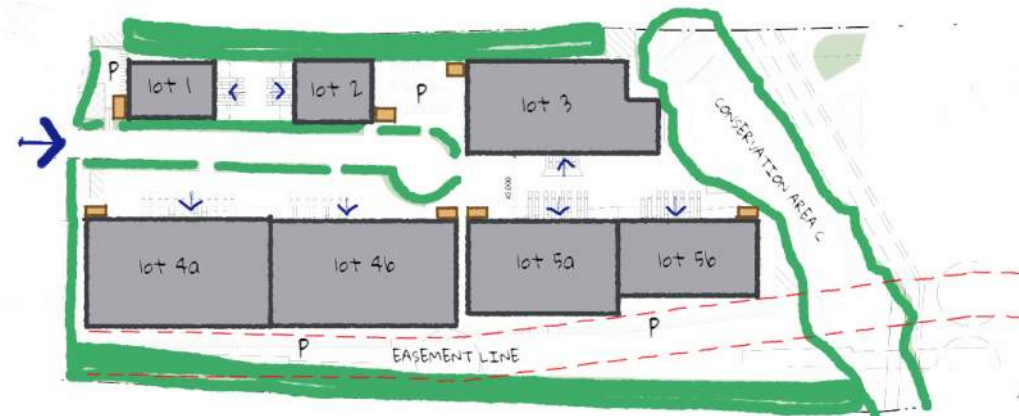
4.2 Design Evolution & Response

SITE MASTER PLANNING

A detailed design process has been undertaken which involved the investigation of a number of different design strategies. Numerous design options were explored and tested against operational requirements of the Client Brief and the opportunities and constraints of the site context. Refer to Design Options Studies Figure below:

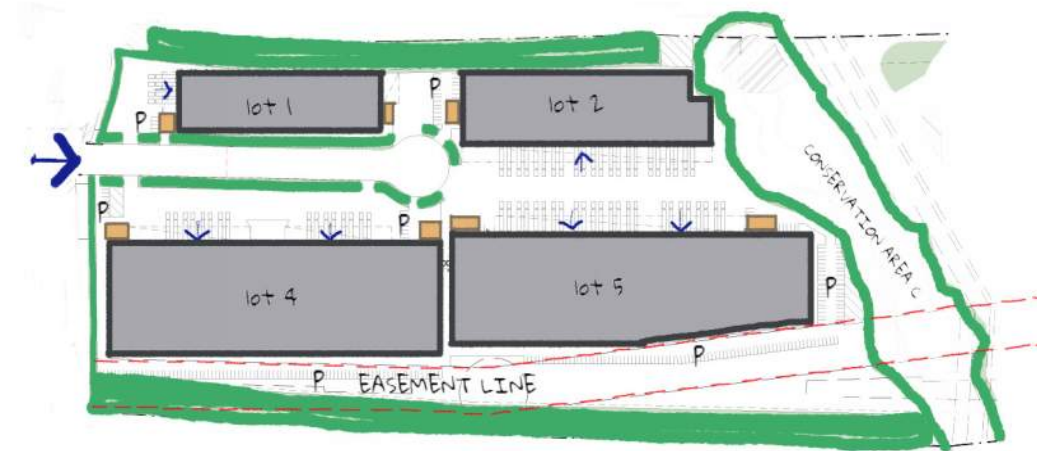
- Minimising amount of cut and fill operation
- Utilising Augusta street with the aim of minimising disturbance to the existing creek
- Providing acoustic treatment to minimising noise impact on northern site residential areas
- Providing loading areas on the south to reduce noise impact on northern residential areas
- Providing fire trucks access road to all proposed buildings
- Arranging office locations on the northern side to minimise visual impact on northern residential areas
- Providing high exposure to natural daylight for the offices via full height glazing capitalising on a northern orientation where possible

4.3 Earlier Design Studies - Western Side (Buildings 1-4)

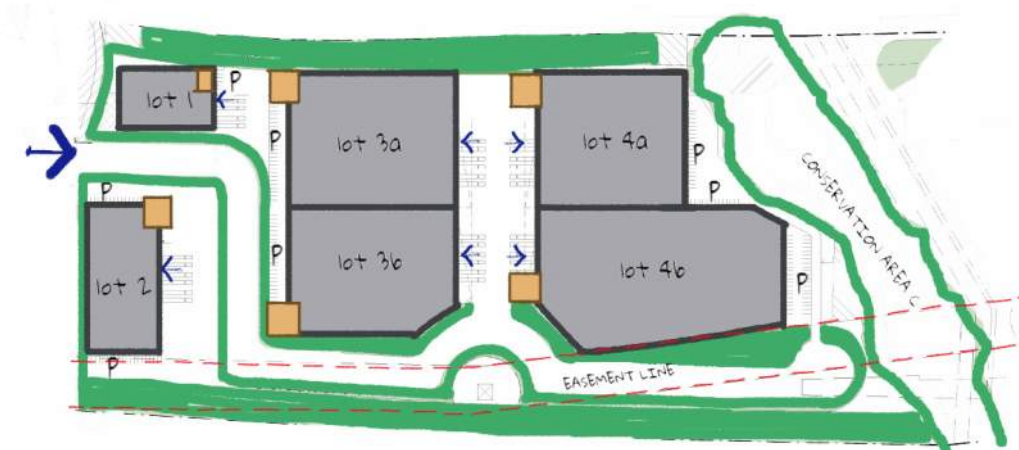


- ✗ Minimum cut and fill
- ✗ Noise control for loading areas
- ✗ Fire truck access
- ✗ Access to car parking from offices
- ✓ High exposure to sunlight for the offices

4.3 Earlier Design Studies - Western Side (Buildings 1-4)



- ✗ Minimum cut and fill
- ✗ Noise control for loading areas
- ✗ Fire truck access
- ✗ Access to car parking from offices
- ✓ High exposure to sunlight for the offices

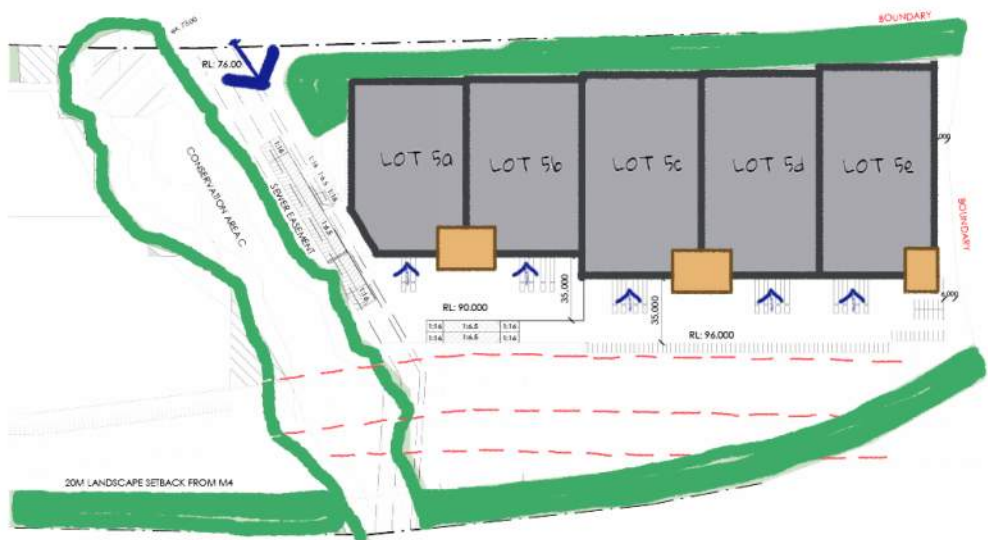


- ✓ Minimum cut and fill
- ✗ Noise control for loading areas
- ✗ Fire truck access
- ✗ Access to car parking from offices
- ✓ High exposure to sunlight for the offices

4.4 Earlier Design Studies - Eastern Side (Building 5)



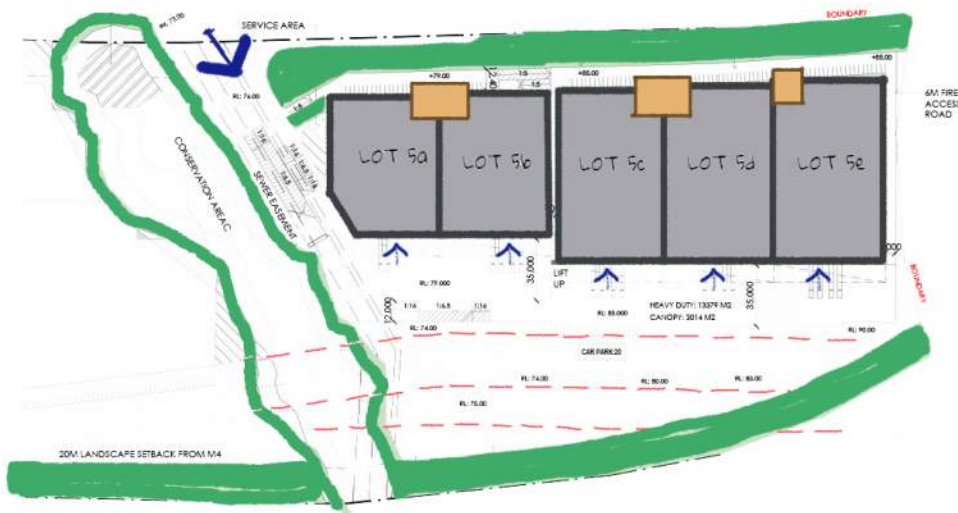
GROUND FLOOR



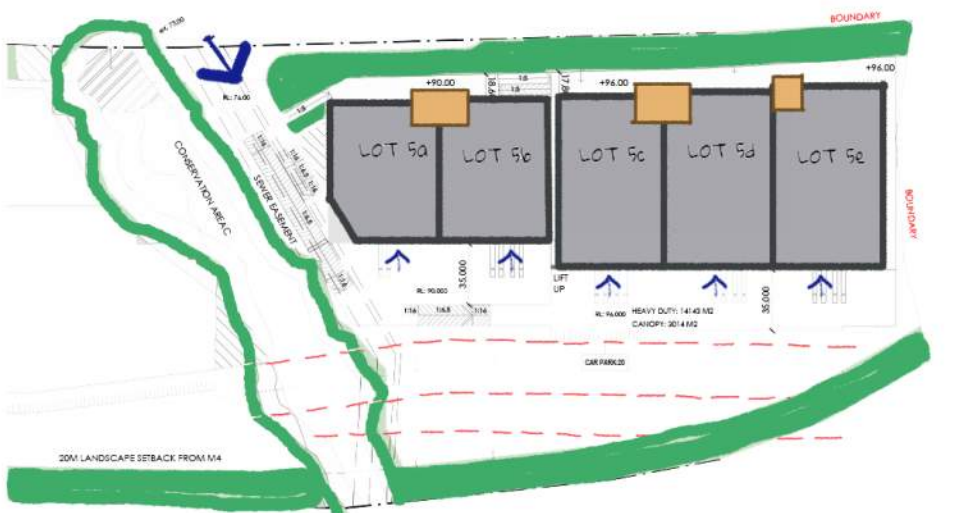
LEVEL 1

- ✗ Minimum cut and fill
- ✓ Noise control for loading areas
- ✗ Fire truck access
- ✓ Access to car parking from offices
- ✗ High exposure to sunlight for the offices

4.4 Earlier Design Studies - Eastern Side (Building 5)



GROUND FLOOR



LEVEL 1

- ✗ Minimum cut and fill
- ✓ Noise control for loading areas
- ✓ Fire truck access
- ✓ Access to car parking from offices
- ✓ High exposure to sunlight for the offices

4.4 Earlier Design Studies - Eastern Side (Building 5)



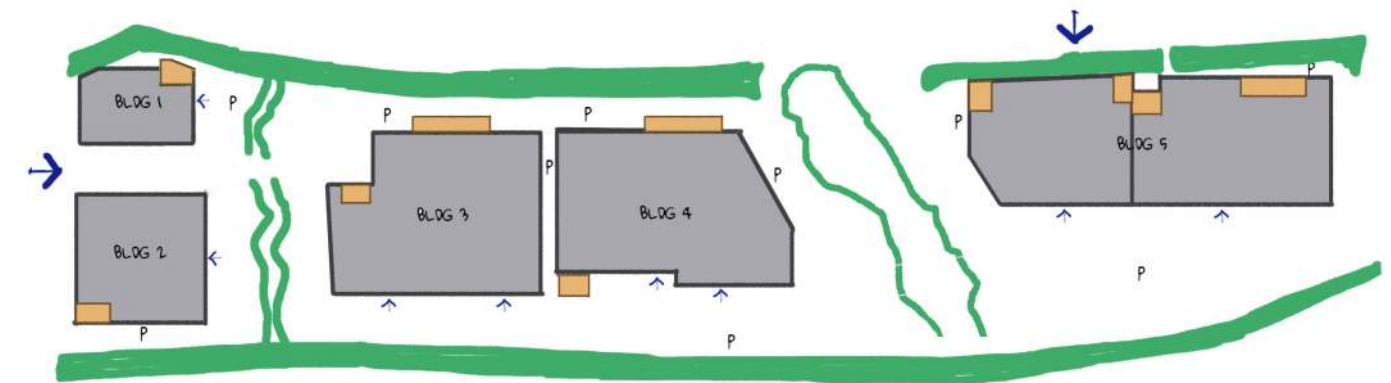
GROUND FLOOR



LEVEL 1

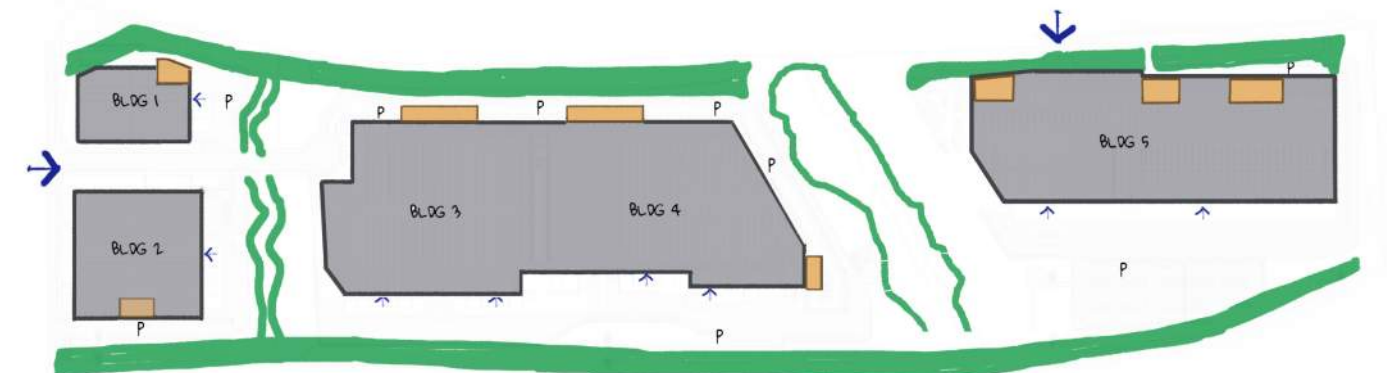
- ✗ Minimum cut and fill
- ✗ Noise control for loading areas
- ✓ Fire truck access
- ✓ Access to car parking from offices
- ✗ High exposure to sunlight for the offices

4.5 Earlier Design Studies - Combined Masterplan



- ✓ Minimum cut and fill
- ✓ Noise control for loading areas
- ✓ Fire truck access
- ✓ Access to car parking from offices
- ✓ High exposure to sunlight for the offices

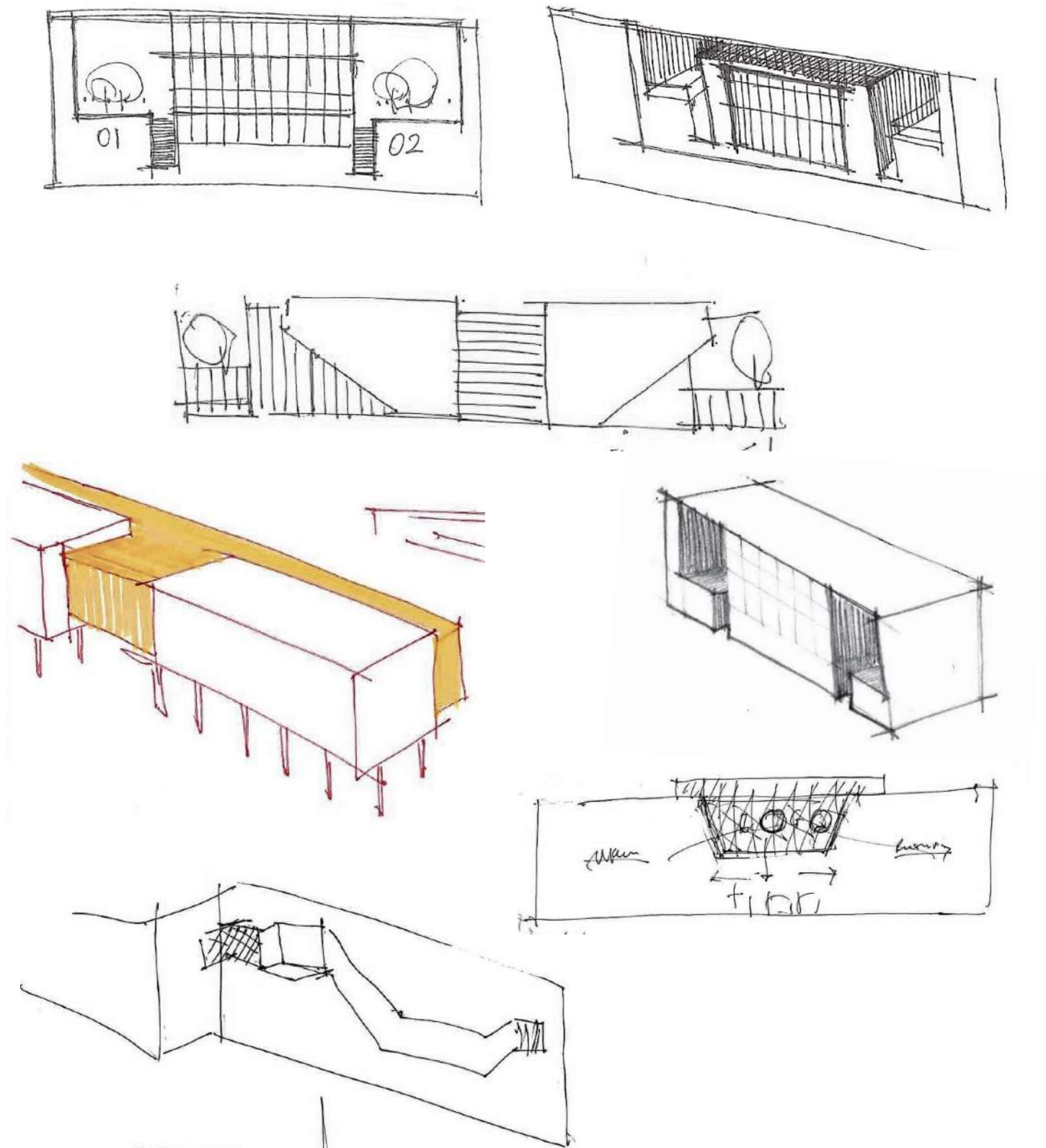
4.6 Current Combined Masterplan



- ✓ Minimum cut and fill
- ✓ Noise control for loading areas
- ✓ Fire truck access
- ✓ Access to car parking from offices
- ✓ High exposure to sunlight for the offices

4.7 Design Ideas for Outdoor Amenities

FACADE MASSING STUDIES



4.7 Design Ideas: Logos Precedent Images for Offices

FACADE CLADDING STRATEGY

'3D EYEBROW' DESIGN LANGUAGE



4.7 General Design Development

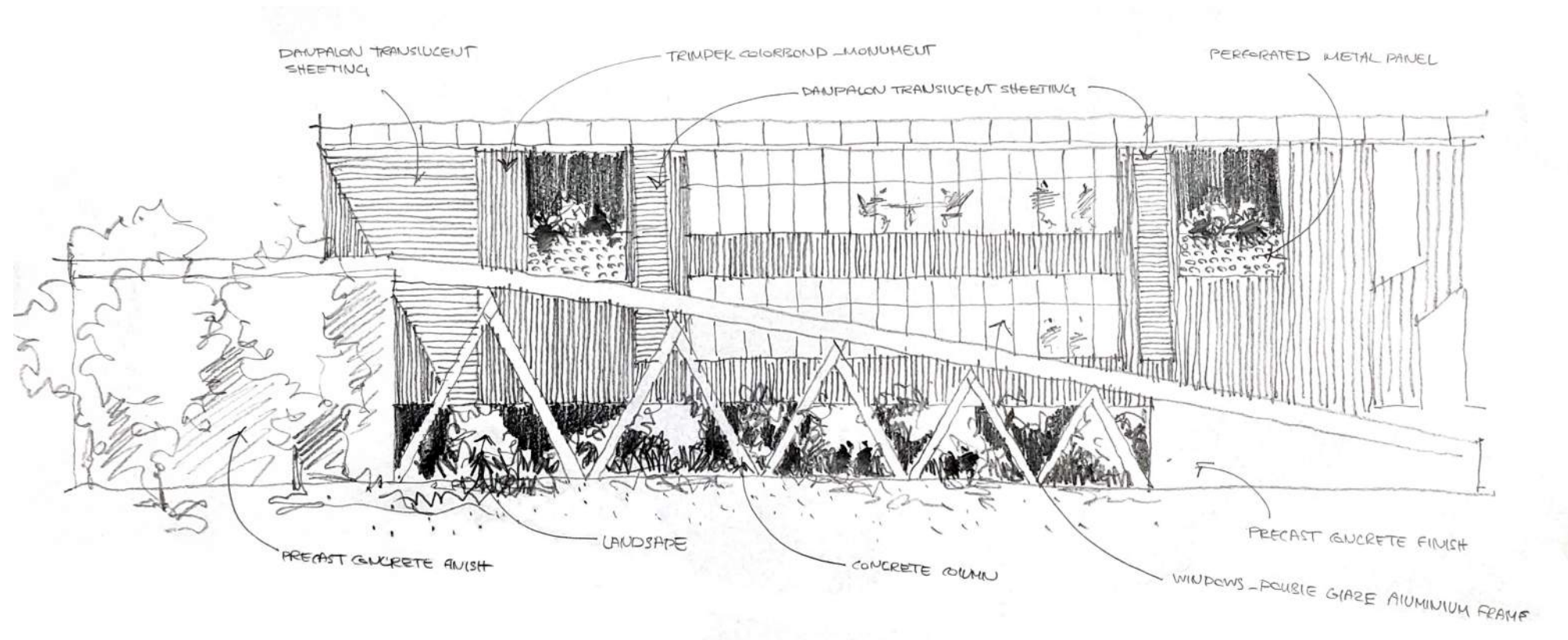
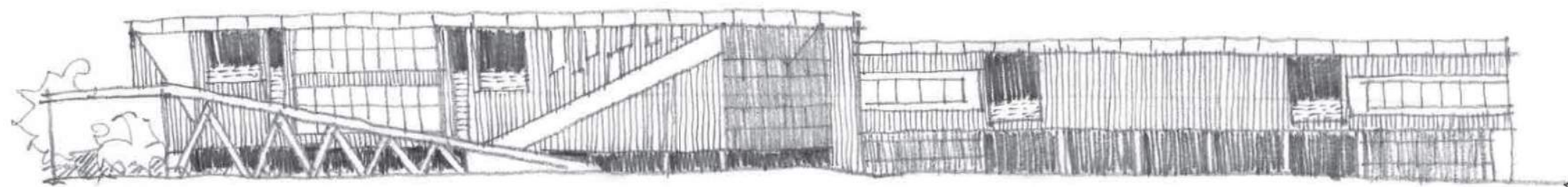
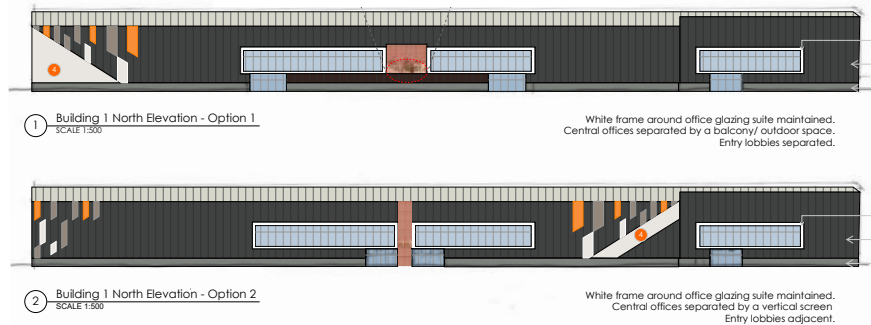
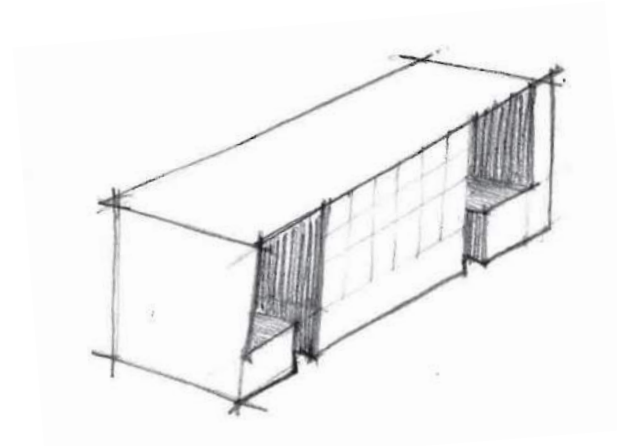
FACADE CLADDING STRATEGIES

Schematic

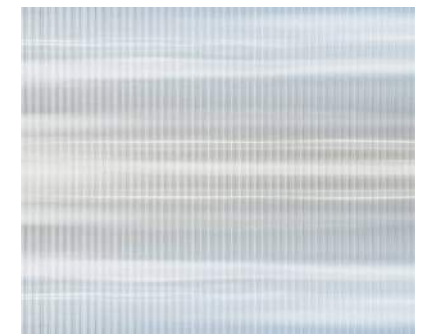
SKETCHES

Schematic

MATERIALITY



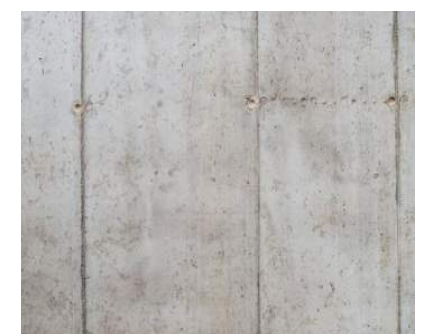
Trimdek Wall Cladding



Danpalon



Danpalon



Precast Concrete Finish

4.7 General Design Development

FACADE CLADDING STRATEGIES

Preliminary

RENDERS



'Accent Orange'



4.7 General Design Development

FACADE CLADDING STRATEGIES



Preliminary

RENDERS

'Accent Orange'



4.7 General Design Development

FACADE CLADDING STRATEGIES

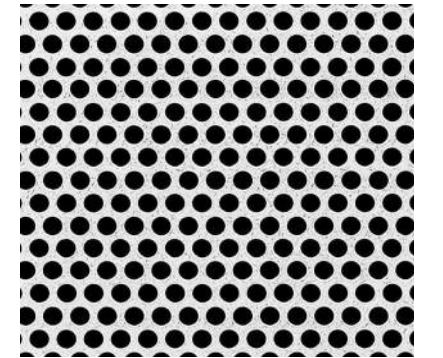
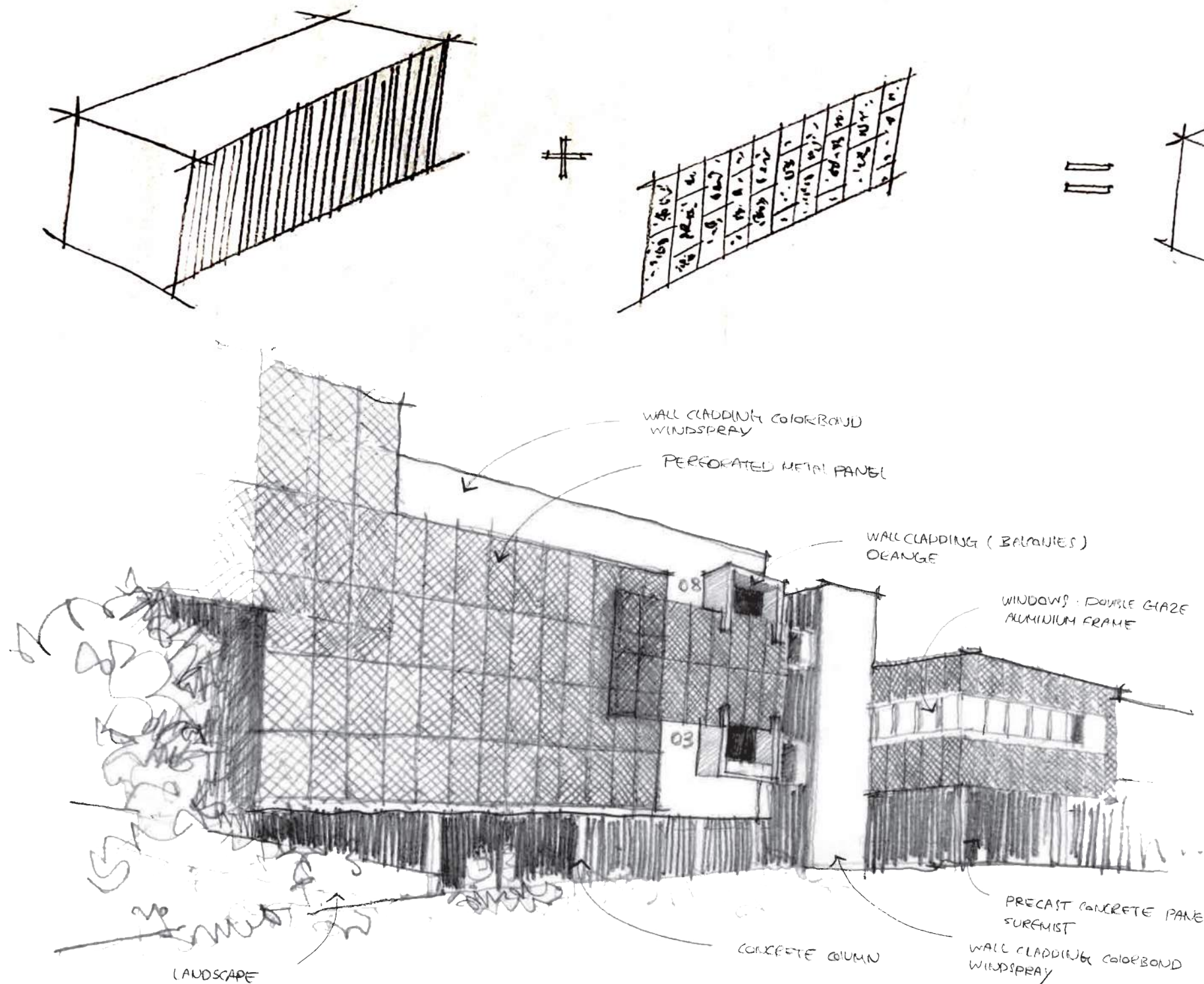
OPTION 1

SKETCHES

'Accent screens'

MATERIALITY

JUNE 2022



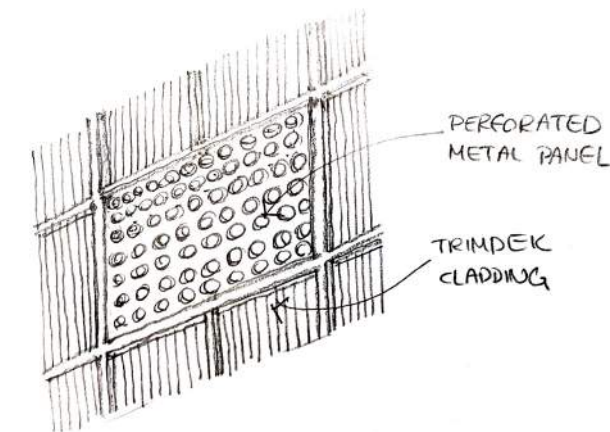
Perforated Metal Panel



Perforated Metal Panel



Precast Concrete Finish



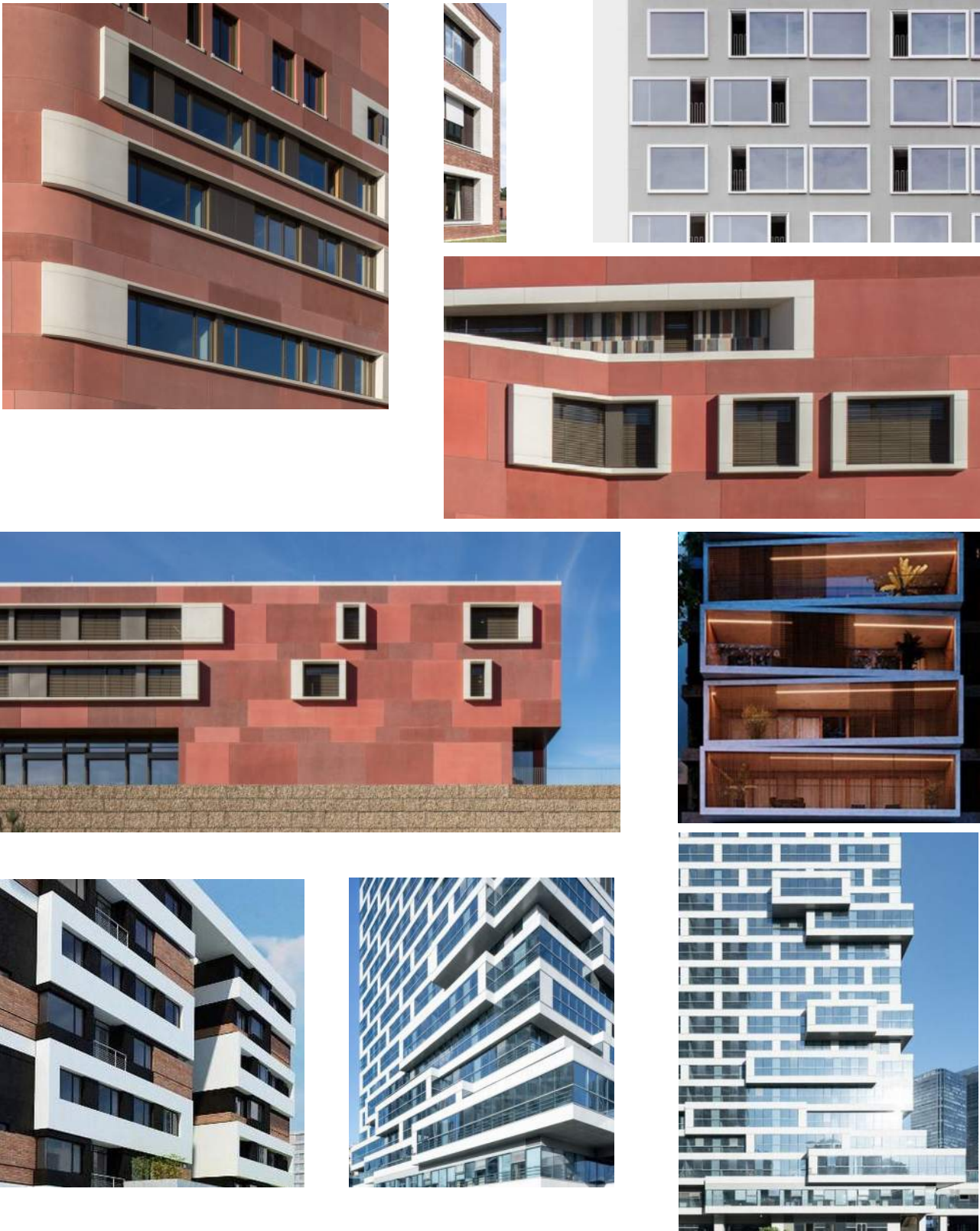
PERFORATED METAL PANEL

TRIMDEK CLADDING

4.8 Design Ideas: Precedent Images for Offices

FACADE CLADDING STRATEGY

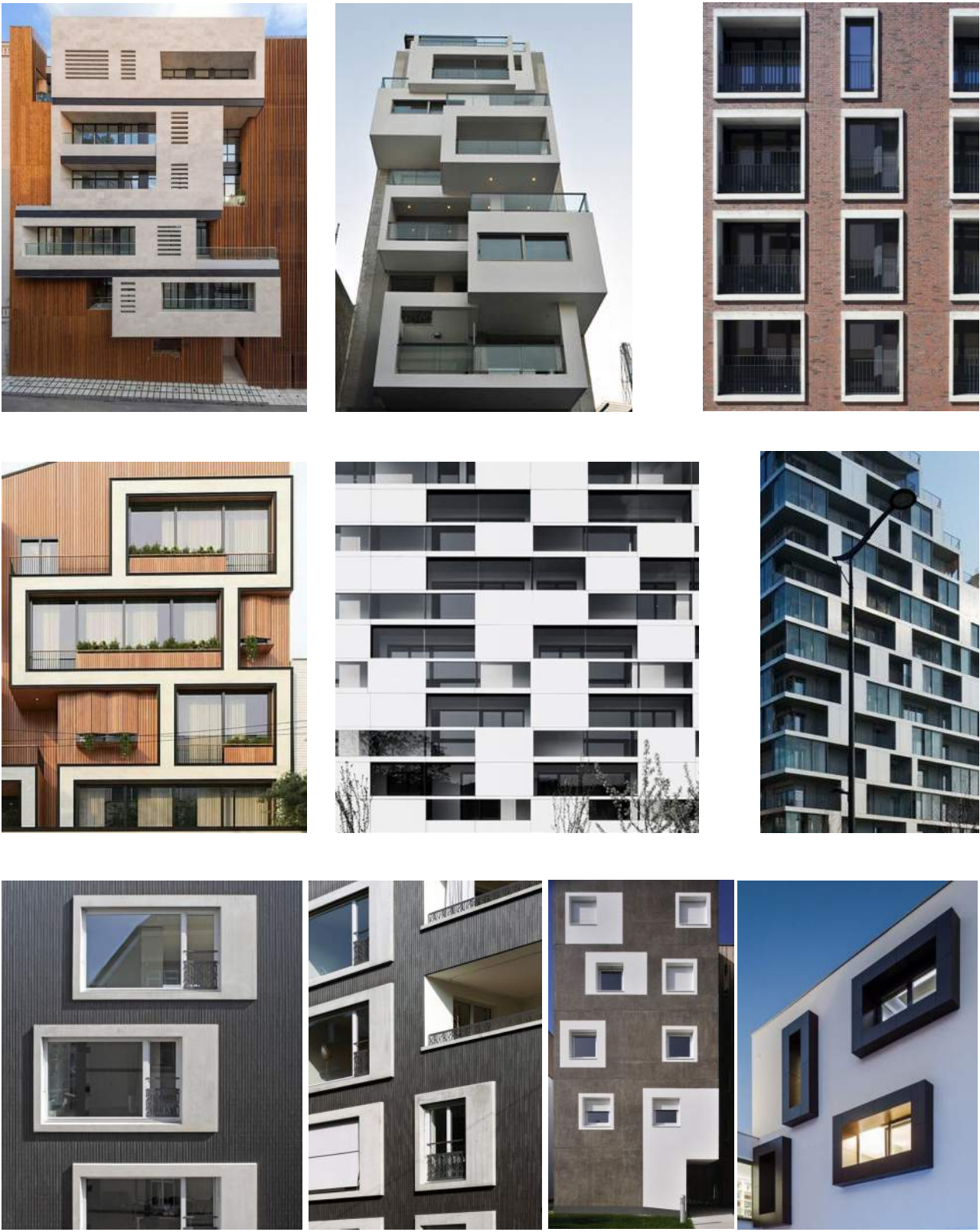
3D 'EYEBROW' DESIGN LANGUAGE



4.8 Design Ideas: Precedent Images for Offices

FACADE CLADDING STRATEGY

3D 'EYEBROW' DESIGN LANGUAGE



4.9 General Design Development

FACADE CLADDING STRATEGIES

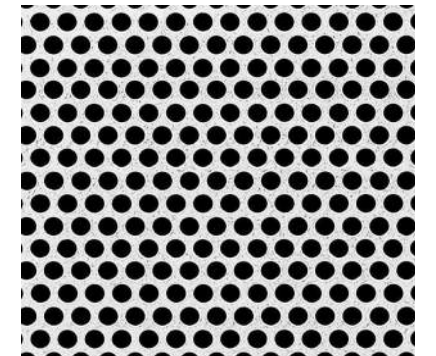
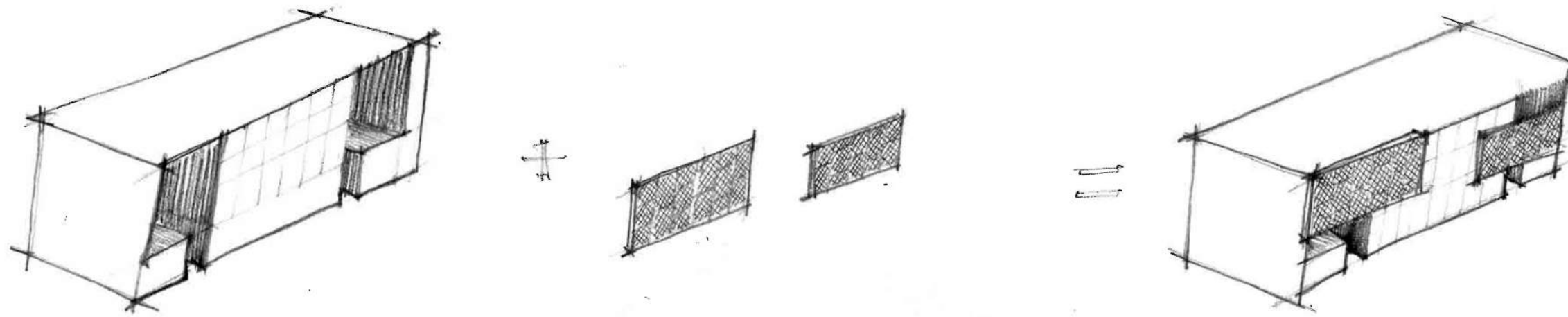
OPTION 1

SKETCHES

'Accent screens & 3D forms'

MATERIALITY

JUNE 2022



Perforated Metal Panel



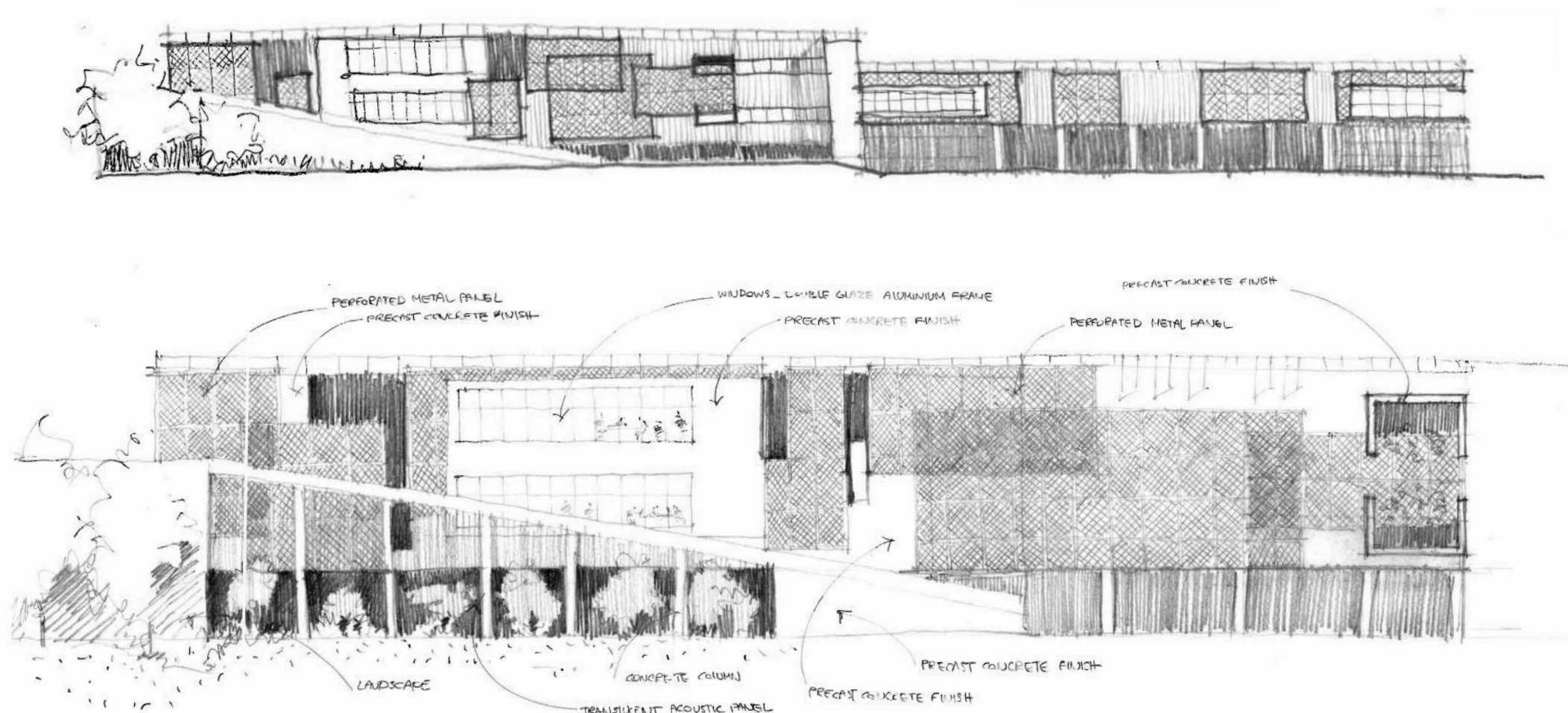
Trimdek Wall Cladding



Precast Concrete Finish



Polycarbonate Sound Barrier



4.9 General Design Development

FACADE CLADDING STRATEGIES

OPTION 1

Renders

'Accent screens & 3D forms'

JUNE 2022



4.10 Authority Review and Feedback summary:

PRE-APPLICATION MEETING (PAM) DATE 2ND JUNE 2022

PAM Number: C22/22588

- Plans submitted: Option 1 were submitted to Council in June 2022
- Matthew Sales, the Senior City Architect at Blacktown City Council, has shared the following feedback regarding the initial design and façade options:

In order for the council to fully grasp the impact of this building on its surroundings, a higher level of detail and clarity is required, considering the scale and significance of the project. It is essential to establish and comprehend the design narrative or concept behind the development.
- Pace Architects in response to the City Architects comments, undertook further design development which included review of alternative façade cladding options, further articulation of structure and layering of materials.
- Revised drawings (Option 2) were submitted to Council in December 2022 for review.

Accompanying explanation:

The architectural design has been further developed to address Council's previous comments, to create further articulation of scale and visual interest. Along with these factors, we have considered constructability, a form that follows the industrial function of the buildings, and the economies and availability of materials in the current market which are suited to industrial buildings.

The façade design includes a combination of typical industrial façade materials, such as precast concrete, prefinished powder coated metal cladding, aluminum cladding and decorative slats/mesh screens, the later acting as sun shading elements and an opportunity to create vertical gardens. These materials have been chosen for their robust and low-maintenance properties. Consideration has been given to the scale of the building and its visual exposure. The architectural intent, to create a functional and efficient industrial estate and provide operational maneuverability, has been maintained whilst also taking into consideration the visual impact.

Given the scale of the buildings the intent is to create visual interest in the façade through rhythm and articulation, using different layers of materials and patterns resulting in varied but repeating forms in the façade. This intent is achieved with the juxtaposition of forms, offsetting offices, and creating a mix of grounded and elevated forms. The use and integration of playful colour patterns and occasional highlights breaking from the functional industrial palette further the visual interest of the facades.

- Outcome: The revised design that was shown in (Option 2) drawings presented was 'favourably recieved' by Blacktown City Council

4.7 Precedent Logos Project Reference Image



4.11 Design Development

OPTION 2 DEC 2022

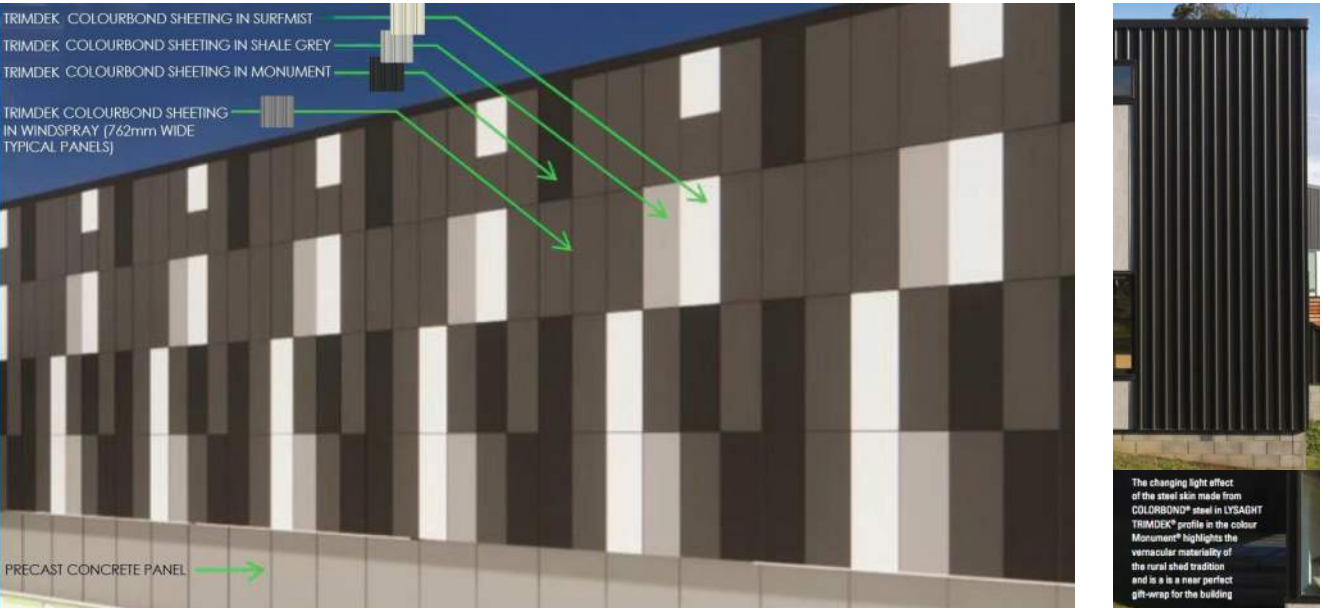
FACADE CLADDING STRATEGIES

REFERENCE IMAGES



4.7 Patterned Facade Proposal

TRIMDEK



4.12 Design Development

OPTION 2

FACADE CLADDING STRATEGIES

Sketches



As presented to Blacktown City Council

DEC 2022

MATERIALITY



4.12 Design Development
 FACADE CLADDING STRATEGIES

OPTION 2
 Renders



As presented to Blacktown City Council

DEC 2022



4.13 Design Development

FACADE CLADDING STRATEGIES

PROPOSED

Renders



BUILDING 5

NORTH ELEVATION

PROPOSED

JUNE 2023



BUILDING 5 - LEVEL 1 TRUCK ACCESS RAMP ENTRY WITH 3M HIGH ACOUSTIC BARRIER WALLS



BUILDING 5 - NORTHERN ELEVATION TO GREAT WESTERN HIGHWAY

BUILDING 5 - VEHICLE ACCESS TO & FROM GREAT WESTERN HIGHWAY

4.13 Design Proposal
 FACADE CLADDING STRATEGIES

PROPOSED
 Renders



BUILDING 5 - VEHICLE ACCESS TO & FROM GREAT WESTERN HIGHWAY

PROPOSED

JUNE 2023



BUILDING 5 - TRUCK ACCESS DRIVEWAY



BUILDING 4 - EASTERN ELEVATION FACING BLACKTOWN CREEK

BUILDING 5 - NORTHERN FRONTAGE TO GREAT WESTERN HIGHWAY

4.14 Design Proposal June 2023

Warehouse

MATERIAL PALLETTE



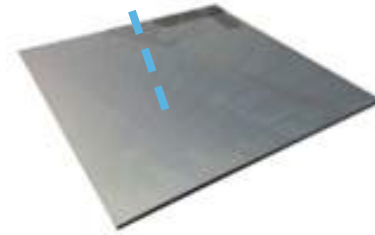
Figure: Warehouse & Office 1



White Solid Metal Cladding



Alum. Timber look Cladding



Grey Tinted Glass



Black Colourbacked Glass Spandrels



Alum Slat Fencing (Rooftop Plant)

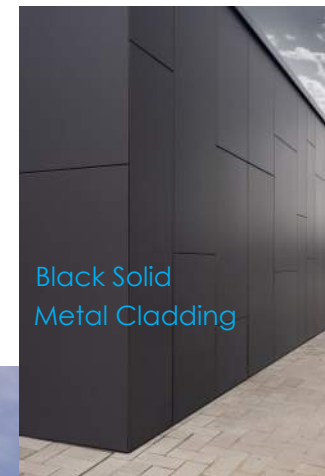


Black Powder Coated Framing to Glazing

4.14 Design Proposal June 2023

Offices

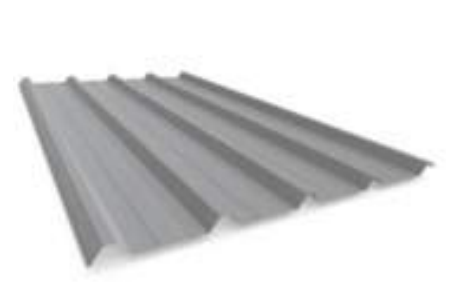
MATERIAL PALLETTE



Black Solid
Metal Cladding



Profiled Metal Sheet 'Surfmist'



Profiled Metal Sheet 'Shale Grey'



Figure: Warehouse & Office 3



Black Powder Coated
Vertical Architectural Fins



Profiled Metal Sheet 'Windspray'

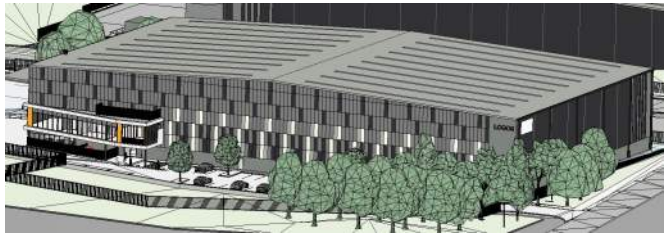


Profiled Metal Sheet 'Monument'

4.15 Design Proposal June 2023

3D Views

ARTIST'S IMPRESSIONS



Warehouse 1



Warehouse 2



Warehouse 3



Warehouse 4



Warehouse 5 East



Warehouse 5 West

Please note:
Landscaping scope is only partially shown in some instances to allow visibility to building facades - IE not shown within the 20m landscape setback zones to adjacent to highway & motoway. Tree selections are indicative only - please refer to landscape drawings for tree specifications & heights.

4.15 Design Proposal June 2023

3D Renders



Office 1



Office 1



Office 2



Office 2



Office 3



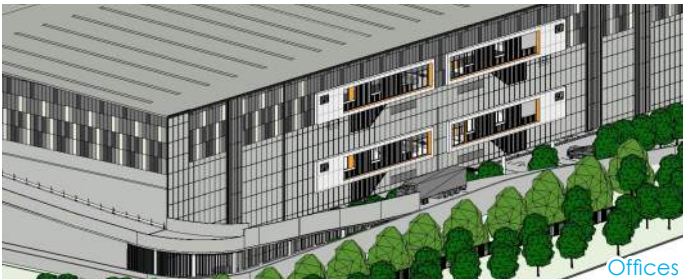
Office 3



Office 4



Office 4



Offices East



Offices East



Offices West



Offices West

^^^ Northern Elevation
fronting Great Western Highway

<<< Northern Elevation
fronting Great Western Highway

<<< Western Return Elevation
fronting Blacktown Creek

<<< Northern Elevation fronting
Great Western Highway

LOGOS

5. Summary



5. Summary

PROPOSED DEVELOPMENT

Considering the SEARS requirements, a summarized overview has been crafted to showcase the essential design elements that have been taken into consideration during the design development process. These elements aim to create a high-quality development that is responsive and suitable for the specific site

- The proposed building's scale and function is appropriate within the local context as it is situated within an industrial precinct, surrounded by similar industrial land uses and buildings.



- Consideration has been given to the scale of the buildings to create visual interest in the façade through rhythm and articulation, using different layers of materials and patterns resulting in varied but repeating forms.



- Design intent is achieved with the juxtaposition of forms, offsetting offices, and creating a mix of grounded and elevated forms. To assist in reducing the buildings prominence additional architectural features have been added to the facade cladding which aides its articulation.



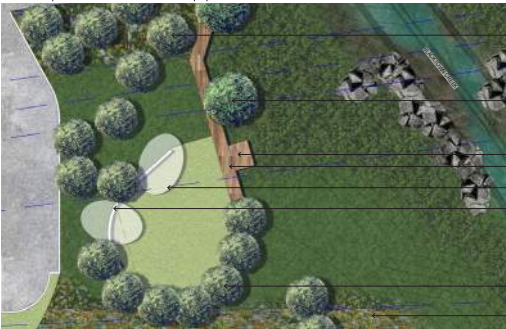
- Integration of colour patterns and occasional highlights help to create a break from the typical industrial palette furthering the visual interest of the facades.



- Understanding of site constraints and residential receivers have been incorporated into the design through the attenuation of built form and repositioning of loading areas away from residential receiver locations.



- Integration of riparian and conservation areas into the masterplan design, re-purposing these spaces as valuable resources for the site's future occupants, while localizing conservation work. Refer landscape architect's drawings.



- The proposal promotes the efficient use of a mostly vacant site, whiling being sympathetic to the existing environment.



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