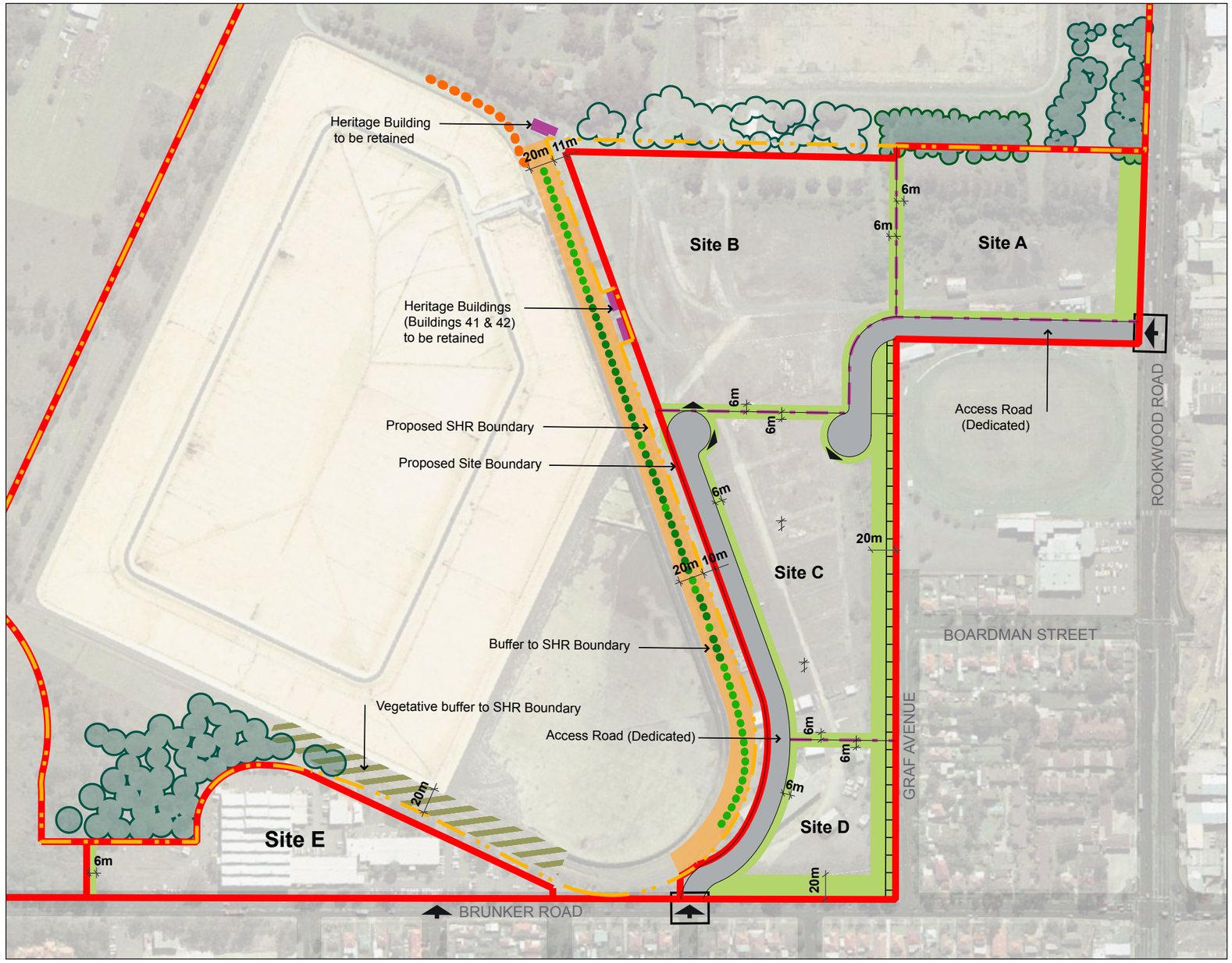

Figure B3.1.1.1 - Business Park

B3.1.1 Subdivision and Site Planning

Objectives:

- To achieve a high quality business park setting.
- To support the requirements of the allowable land uses.
- To facilitate development of a range of building types including office buildings, light industrial warehouses and storage areas.

B3.1.2 Floor Space Ratio and Site Coverage

Objectives:

- To control the size, bulk and scale of development that supports the desired business park uses.

Controls:

- The maximum floor space ratio for the Business Park Precinct is 1:1.
- The maximum site coverage is to be 70% of the site area.

B3.1.3 Building Height and Bulk

Objectives:

- To provide an appropriate height control that supports the desired business park development types.
- To limit the visual impact of large footprint buildings on the adjoining Graf Avenue residents, upon the heritage setting of Reservoir 1 & 2, and from the residential precinct to the west.

Controls:

- The maximum building height is 16m.
- Generally buildings are to be oriented along an east west axis with clear building separations.
- Building are to have adequate separation to increase the amenity of the building in terms of visual privacy and daylight access, reduce building bulk and maintain view corridors. The areas between buildings may include landscape, parking, service and on-grade storage areas.

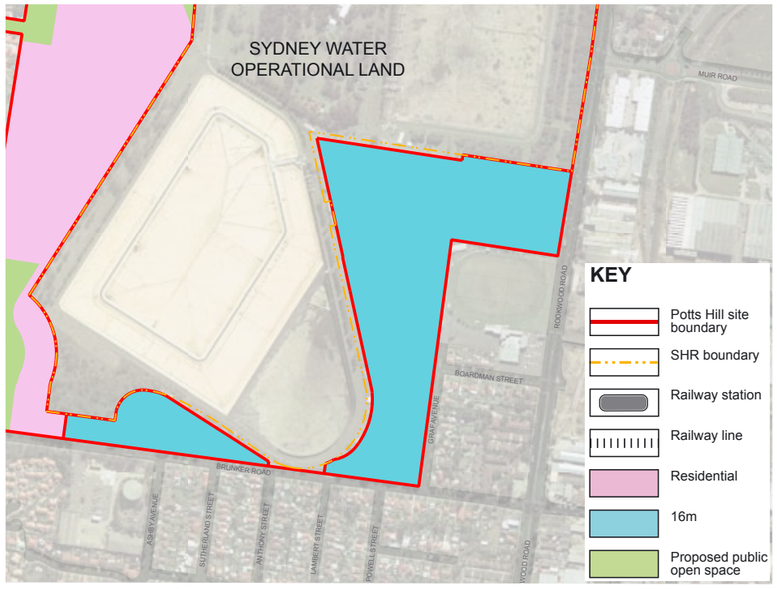

Figure B3.1.3.1 - Building Height Distribution

B3.1.4 Setbacks

-

Objectives:

- To contribute to the landscape setting and streetscape of the Business Park.
- To provide a security interface zone for each site.
- To promote vegetated buffer zones along the edges of Reservoir 2, Graf Avenue and Rookwood Road.
- To retain existing heritage items and significant tree plantings.

Controls:

- The following setbacks are to be provided for Site A:
  - 20m setback to eastern boundary at Rookwood Road;
  - 6m setback to southern boundary along street edge.
- The following setbacks are to be provided for Site B:
  - 6m setback to eastern boundary;
  - 20m setback to western boundary incorporating buffer zone to SHR boundary and heritage listed workshops; and
  - 6m setback to south boundary along street edge and Site C.
- The following setbacks are to be provided for Site C:
  - 20m setback to eastern boundary incorporating new retaining wall to be designed in accordance with detail drawings, and street edge planting to Graf Avenue, and buffer planting at upper levels; and
  - 6m setback to northern, western and southern boundaries.
- The following setbacks are to be provided for Site D:
  - 20m setback to eastern boundary incorporating new retaining wall;
  - street edge planting to Graf Avenue and buffer planting at upper level;
  - 6m setback to northern boundary and to western boundary along street; and
  - 10m setback to southern boundary along Brunker Road to retain existing embankment landform and existing row of mature trees.
- The following setbacks are to be provided for Site E:
  - 6m setback to western boundary.
- Setback zones are to be appropriately landscaped and exclude new buildings, and storage areas.
- A minimum of 60% of the 6m setback area must be provided as deep soil planting. The remaining 40% area may be used as circulation space, on-grade parking or hard landscaping.

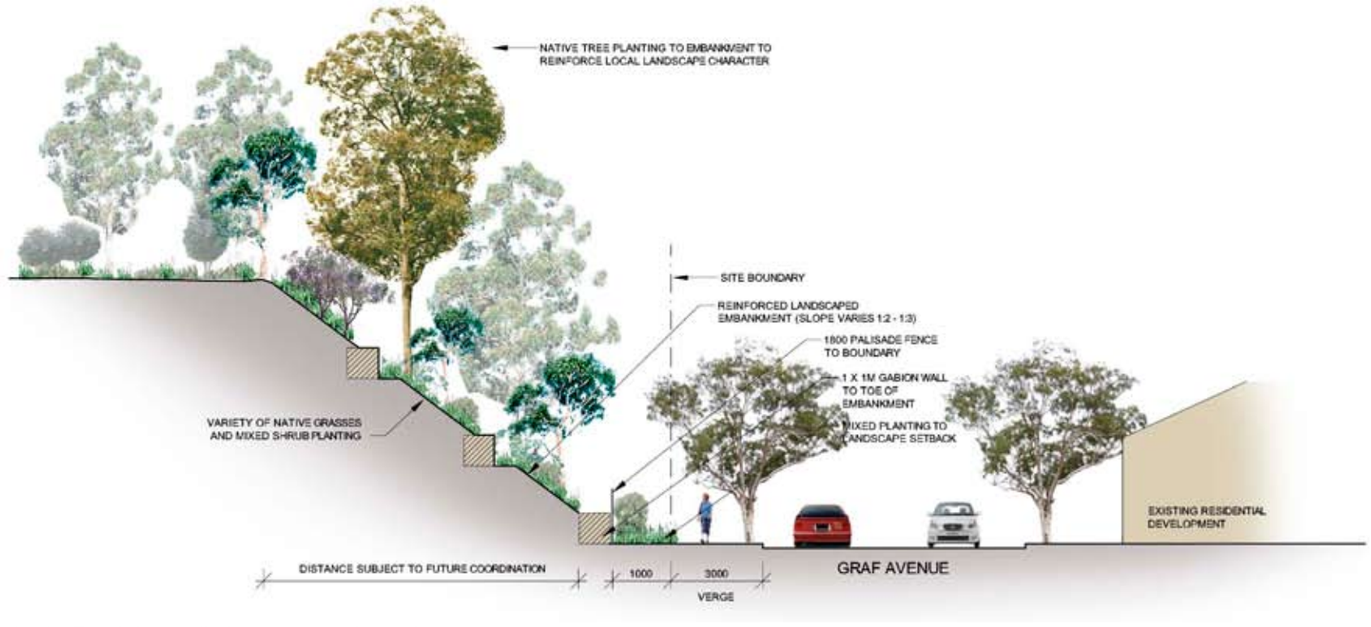

Figure B3.1.4.1 - Retaining wall along eastern boundary

B3.1.5 Heritage

Objectives:

- To protect the significant and setting of the heritage palms to the west of the Business Park.
- To respect the areas of heritage significance on and adjacent to the site.
- To maintain heritage curtilage between the new buildings on the site and the heritage items.
- To provide appropriate management of the heritage items.
- To utilise, where possible and in consultation with Sydney Water, de-commissioned former items of plant once utilised within Sydney Water's water supply system, as large landscape features.

Controls:

1. Development should not adversely impact the heritage palms.
2. For all future development, maintain a 20m buffer to the proposed SHR boundary from the eastern boundary of Sydney Water's operational land. The SHR boundary should include Buildings 41 and 42 along the western site boundary of Site B in accordance with Figure B3.1.1.1.
3. Maintain buffer to the eastern boundary of Business Park.
4. Where possible, conserve and maintain existing trees along the southern boundary of Business Park.

B3.1.6 Vehicular Access, Parking + Servicing

Objectives:

- To provide a legible vehicular access and circulation pattern within the Business Park for daily users, visitors and service vehicles.
- To ensure pedestrian access is legible and safe.
- To provide adequate parking facilities consistent with Bankstown City Council's requirements.
- To allow facilities for helicopter access that does not impede the amenity of adjoining Business Park occupants.
- To ensure that vehicles can enter and exit premises in a safe and efficient manner.
- To ensure adequate areas are set aside on site to allow for the safe and efficient manoeuvring of delivery and service vehicles.
- To provide off-street parking facilities that do not detract from the overall visual amenity when viewed from the surrounding residential development.
- To integrate adequate car parking and servicing access without compromising street character or pedestrian amenity and safety.
- To ensure the security of individual sites is not impaired.

Figure B3.1.6.1 - Well-lit car parking areas

General Controls:

1. Vehicular access to Site A is to be from Rookwood Road.
2. Vehicular access to Sites B and C is to be provided from the southern access road off Brunker Road and/or from Rookwood Road.
3. Vehicular access to Sites C and D is to be from Brunker Road.
4. Individual secure access is to be provided for each site.
5. Main building entries are to be legible from the site entry and safely accessed by pedestrians from public roads and on-site carparking areas.
6. A helicopter landing area is permitted in the northern area of Site C, where conflicts between vehicular access are to be avoided, where impact on existing residences and future Business Park occupants is minimised.
7. Car parking shall not encroach into setback areas.
8. Refer to Bankstown Development Control Plan 2005, Part D8 Parking.

Access

9. Provide vehicular, pedestrian and cycle access to the Sydney Water, NSW Police Force and Energy Australia sites from Brunker Road along the eastern boundary of Reservoir 2.
10. Provide vehicular, pedestrian and cycle access to the Sydney Water, NSW Police Force and TransGrid sites from Rookwood Road along the southern boundary of TransGrid site.
11. All internal roadways are to have minimum width suitable to the proposed activities of the site and in accordance with Concept Plan: Design Guidelines.
12. All internal driveways, circulation and parking areas are to be sealed with hard standing, all weather material that complies with appropriate Australian Standards.

Figure B3.1.6.2 - Trees planted within carparking bays

Parking

On-grade Parking

13. Parking to be provided generally in accordance with rates included in Part D8 – Parking of the Bankstown DCP 2005.
14. Water Sensitive Urban Design measures should be incorporated in the design of parking areas (Refer Section 4).
15. Where practicable, avoid large expanses of paved areas and to provide easy accessibility to buildings; large parking lots should be divided into smaller areas and located around the site that takes into account the operational requirements such as truck turning areas, hard-stand and external storage.
16. The visual impact of on grade car parking is to be minimised by incorporating car parking with landscape design including screening vegetation surrounding car parking areas & allocating employee parking to the rear or side of buildings. The landscaping and screening vegetation is not to impede any security surveillance or lighting spill.
17. Landscaping shall be adequately distributed throughout parking lots to reduce the effect of heat and glare from pavement.
18. Buildings shall be separated from parking areas by landscaping and walkways.
19. Wherever security gates are provided, sufficient driveway space should be provided outside of the gate area for visitors.

Underground Parking

20. Vehicle access points to the basement parking area should be limited to a maximum of one per building.
21. The width of the driveway is to comply with the relevant Australian Standard.
22. Minimise the pedestrian/vehicle conflict by limiting the number of vehicle access points, recessing car park entries from the main façade line and providing security doors to car park entries.
23. Underground car parking areas are to have natural ventilation where possible and screened by landscaping.
24. Ventilation grilles or screening devices of car park openings are to be integrated into the overall façade and landscape design of the development.
25. Safe and secure access to underground parking must be provided for building users.

Servicing

26. Loading and service areas are to be located away from the surrounding residential development.
27. Service areas should be separated from pedestrian access paths.

Figure B3.1.7.1 - Trees provide shade to car parking areas

Figure B3.1.7.2 - Footpaths and carparking areas clearly defined to avoid pedestrian and vehicular conflict.

B3.1.7 Pedestrian and Cycle Access

Objectives:

- To promote development which includes clearly defined pedestrian and cycle way network.
- To ensure that all pedestrian users include people with wheelchairs and bicycles are able to travel via minimum grade ramps, paths and access ways and lifts.

Controls:

1. All pathways and ramps should comply to the minimum Australian Standards.
2. Street furniture should be kept clear of pathways.
3. All surfaces should be stable, even and constructed of slip resistance materials.
4. Different colour or texture material shall be used to define primary pedestrian access ways on site.
5. High quality safe and accessible pedestrian access is to be provided to all public areas on the building and the site.
6. Clearly defined pedestrian pathways are to be provided between proposed developments and along local roads and should be well connected to the streets.
7. Pedestrian access ways and vehicle access ways are to be separate and clearly distinguishable.
8. Each side is to provide suitable cycle lockers for staff and bicycle racks for visitors.
9. Dual pedestrian cycleway to be clearly identified through suitable line marking and signage.

Figure B4.1.1 - Large horizontally proportioned commercial or light industrial buildings.

Figure B4.1.3 - Contemporary interpretation of a industrial saw tooth roof

Figure B4.1.2 - Horizontal expression of building elements

Figure B4.1.4 - Large roof overhangs to shade buildings and reinforce horizontal lines

The desired built form character for the Potts Hill Business Park responds to the topography, proximity of the existing industrial development to the east, existing landscape heritage items setting and existing SWC structures.

Objectives:

- To ensure large shed-like structures can accommodate commercial and light industrial uses or site storage.
- To promote integrated, visually attractive lightweight structures that are designed to be energy and water efficient.
- To ensure that the built form relates to existing heritage, structural and landscape elements and the proposed monumental planting.
- To ensure that location, bulk and scale of the buildings respect the solar and acoustic amenity of the existing residential development to the east and south.

Design Guidelines:

1. Long horizontal articulations shall be incorporated into the design of buildings to balance the proposed monumental vertical planting and to reduce the bulk of buildings given that the site is located on a plateau.
2. Appropriate sized roof overhangs should be incorporated in the roof design to keep the unwanted summer sun from heating the interior of the building, reduce the amount of direct solar radiation that strikes the surface and also to improve the aesthetic character of the building.
3. Building facades to road frontages should be articulated where the frontage is longer than 40m by:
   * Varying the facade alignment and height
   * Varying the materials and colours
   * The use of sun shading devices
   * Cantilevered or overhanging elements
   * Breaking up the facade with windows or the use of structural features
4. A comprehensive material and colour scheme shall be developed for each site. Material and colour variations in multi-building complexes shall be complementary and compatible among structures.
5. Large expanses of a single material shall be articulated with structural elements, windows or horizontal elements.
7. Large expanses of highly reflective surface and mirror glass exterior walls shall be avoided to prevent heat and glare impacts on the adjacent public streets and properties.
8. Any minor buildings on sites, covered storage areas or shade areas, are to be designed to complement and coordinate with the main building on the site.
9. The design of all communication facilities such as towers and their service cabinets/huts, should be consistent with the desired built form character for the Business Park and should not be visually obtrusive or interfere with the operation of the adjoining properties.
10. All communications facilities should be established following consultation with landowners of the adjoining properties.

Figure B4.2.1 - Entries defined by architectural features

Figure B4.2.3 -Sheltered and visible spaces on the building entry

Figure B4.2.2 -Colour and pathways

Figure B4.2.4 -Well lit building entries

Objectives:

- To create entrances which are clearly identifiable yet also provide the required level of security.
- To provide desirable identity for the development.
- To provide entries which orient visitors.

Design Guidelines:

1. A combination of hardscape such as textured paving, water features and landscaping should be used to provide emphasis to entrances to the buildings.
2. Building entries must be visible from the street & convenient for pedestrians.
3. Building entries are to be a clearly identifiable element of the building in the street.
4. Provide sheltered and highly visible spaces on the building entry for safe and secure access.
5. Entries must be designed to allow access to all people & movement of furniture.
6. All street frontage entries are preferred to have clear glazing.
7. Separate entries for pedestrian and cars are to be provided that, where practicable, include cycle ways as shared corridors with pedestrians.

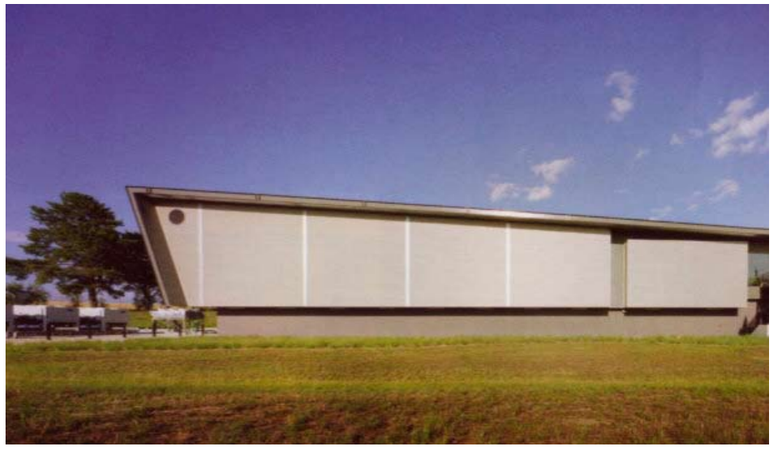

Figure B4.3.1 - Light weight cladding suitable to light industrial sheds or commercial buildings

Figure B4.3.2 - Use of accent colour

Figure B4.3.3 - The use of glazing and horizontal shade elements

Objectives:

- To promote the use of materials that involve minimal impact on the environment in accordance with the objectives of Section B4.
- To encourage the use of materials and colours to articulate the form and scale of commercial and industrial buildings.
- To encourage a high standard of appearance and to enhance the general streetscape, character and amenity of the Business Park.
- To provide richness of detail and architectural interest especially at visually prominent parts of buildings such as entries and roof tops.
- To provide a high standard of finish to external walls.
- To maintain the articulation at pedestrian scale and emphasize the detail of the lower levels of buildings.

Design Guidelines:

1. Building materials are to complement the surrounding landscape and ensure high standard of visual and environmental quality.
2. Roof ventilation, exhaust towers, hoppers should, where possible be located such that they are not visible from the adjoining residential development and must be effectively screened from view using roof structures and architectural elements designed as an integral part of the building.
3. The use of glazing, steel & lightweight cladding for buildings is encouraged (but glazing should be divided into sections to articulate large expanses of glass and reinforce horizontal lines and built form).
4. The external wall colour of buildings which could be easily viewed from the surrounding residential development should be a non-reflective colour of natural tones, avoiding the use of bright prominent colours.
5. Limit one predominant external material to be applied on the exterior of the building, however few varieties accent colours are acceptable.
6. The use of low maintenance and robust materials are encouraged.
7. Materials and colours for roofs should be non-reflective.
8. Preference should be given to materials derived from renewable sources or those that are sustainable and generate a lower environmental cost, recycled materials and durable (eg plantation rather than old growth timber).
9. Avoid materials that are likely to contribute to poor internal air quality such as polyurethane or those that may create a breathing hazard in case of a fire.