

Architectural Design Report

Date: June 2026
Rev: 0

Application Number
SSD-105499958

Project
**Lot 208, Lot 209, Lot 210 Automated
Distribution Centre (ADC)**

Location
**475 Badgerys Creek Road, Bradfield
NSW**



Acknowledgement of Country

We acknowledge the Dharug people as the Traditional Custodians of the land on which this project takes place, in the area now known as Bradfield. We recognise their deep and ongoing connection to Country, and their role as caretakers of the land, waters and skies.

We pay our respects to Elders past, present and emerging, and extend that respect to all Aboriginal and Torres Strait Islander peoples.

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Introduction

01

Introduction

Executive Summary

This SSDA Architectural Design Report has been prepared by SBA to accompany a detailed State Significant Development Application (SSDA) for the construction of a warehouse or distribution facility (as defined), referred to throughout this report as an automated distribution facility (ADC).

The land to which this report relates is referred to as 475 Badgerys Creek Road, Bradfield, which has direct interface with the Western Sydney International Airport (WSI), legally described as part Lot 102 and Lot 105 in DP 1316278. It is noted that the ADC will be located on future lots within the 475 Badgerys Creek Road landholding. For the purpose of this Report, reference to ‘the site’ will relate primarily to the area within the broader lot proposed to be developed for the ADC, unless otherwise specified.

This report has been prepared to address the Secretary’s Environmental Assessment Requirements (SEARs) issued for the project (SSD-105499958).

This report concludes that the proposed development is suitable and warrants approval subject to the implementation of the following mitigation measures:

- Built Form and Visual Impact (stepped roof heights, articulated facade, diverse material colour palette)
- Sustainability and Heat Island Effect (Light coloured roof, solar shading, rooftop solar PV & EV parking provisions)
- Landscaping & Worker Amenity (Tree canopy, weather protected outdoor areas)

In preparation of this Architectural Design Report, a number of specialist consultant inputs have been relied upon and coordinated to ensure a comprehensive and integrated design response.

Introduction

Overview

This report has been prepared to accompany an SSDA for the construction of a warehouse or distribution facility (as defined) by an e-retailer at 475 Badgerys Creek Road, Bradfield (the site).

This report has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (SEARs) dated 2 March 2026. Specifically, this report has been prepared to respond to the SEARs requirement identified below.

Design Quality – a design review report, including:

- *Demonstration of how the proposed development has been informed by the outcomes of the peer review carried out prior to lodgement under the IPG Master Plan Design Quality Strategy.*
- *Demonstration of how the proposed development will achieve high quality design in accordance with the principles of the IPG Master Plan Design Quality Strategy, including verification of design quality by a registered architect.*
- *Consideration of the Connecting with Country Framework (2023) including early engagement with Traditional Owners.*

Built Form and Urban Design – a design report that:

- Explains and illustrates the proposed built form, including a details site and context analysis to justify the proposed site planning and design approach and demonstrates how the building design will deliver a high-quality development, including consideration of façade design, articulation, materials, finishes, colours, site coverage, any signage and integration of services.
- Identifies design options considered during the iterative design process and demonstrates the proposed development has been optimised to provide an integrated landscape design and minimises amenity impacts.
- Demonstrates that Aboriginal culture and heritage is considered and incorporated holistically in the design proposal consistent with the NSW Government's Connecting with Country Framework and the Recognise Country Guidelines for development in the Aerotropolis (2022) (including a completed Recognise Country Response Template), and early engagement with Traditional Custodians.
- Assesses how the development complies with relevant accessibility requirements and minimises opportunities for crime.

This report outlines the design response to the requirements of the Western Sydney Aerotropolis Development Control Plan 2022. In preparation of this Architectural Design Report, a number of specialist consultant inputs have been relied upon and coordinated to ensure a comprehensive and integrated design response. Accordingly, this report is to be read in conjunction with the supporting documentation and specialist consultant reports submitted with the SSDA, including, but not limited to, the following:

Site Image Landscape Drawings and Design Report
Watson Young Architects Peer Review
Urbis's Visual Impact assessment
AT&L's Civil Plans and Infrastructure Report
Ason Group's Transport Assessment



Introduction

Site Description

The land to which this report relates is referred to as 475 Badgerys Creek Road, Bradfield, which has direct interface with the Western Sydney International Airport (WSI). It is noted that the ADC will be located on proposed Lots 208, 209 and 210 within the broader 475 Badgerys Creek Road, Bradfield landholding. These lots are not yet formally registered. The broader landholding has an area of approximately 184 hectares and is subject to an approved Master Plan prepared by Inghams Property Group (IPG). The proposed ADC will be located in Stage 2 of the IPG master plan site. The application site has an area of approximately 172,000m². The location of the application site is shown.

The broader master plan site was formerly used for intensive poultry farming and previously contained a series of sheds and ancillary structures and associated internal road network, which have now been demolished. Earthworks and other site establishment works have commenced across the broader IPG master plan site.

Figure 1 Application Site Location



Image provided by Urbis

Introduction

Project Description

It is the e-retailers intent to construct and operate a new ADC. The ADC will be a distribution centre for goods storage and distribution direct to offsite third-party sortation service providers.

The proposed description of development is as follows:

“Construction, fit-out and operation of a warehouse or distribution facility (automated distribution centre) with associated car parking, landscaping, driveway accesses, utility service connection, minor earthworks and other related works”.

Key Element	Proposal
Defined Use	Warehouse or distribution facility
Site Area (approx.)	171,682m ²
Building Height	25.02m (From Ex. Site Levels)
Warehouse GFA	195,829m ²
Site Coverage	47.8%
Landscaped Area	27,811m ²
Car Parking	888
Trailer Parking	120
Staff	Estimated 807
Truck Movements	Refer to Ason Group's Traffic Assessment for traffic metrics
Hours of Operation	24 hours a day, 7 days a week

Context & Site

02

Context & Site

The images below illustrate the site's existing rural character, which is predominantly agricultural in nature.

Two creeks are located at the West and East ends of the site, while the prominent Badgerys Creek is directly to the north.

The site is positioned directly Southeast of Western Sydney Airport and benefits from proximity to major freight and logistics corridors of regional significance.

Land to the west comprises a former quarry and brick manufacturing site.

To the south of the proposed development (across the future Road 03 from the Master Plan), is planned for an approved high bay warehouse development.

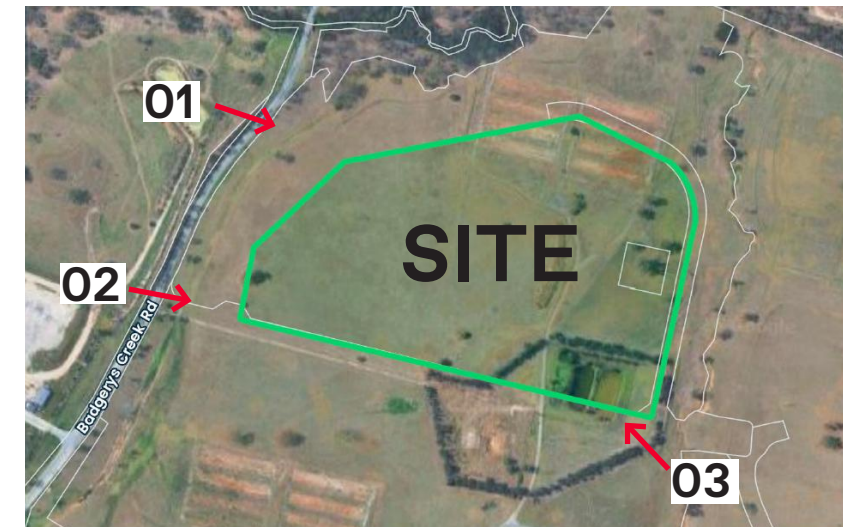


Photo Location 01



Photo Location 02



Photo Location 03

Context & Site

Site Analysis

Area:
The Site Extends roughly 575 meters east-west and an average width of 300 meters north-south, totaling 171,682m²

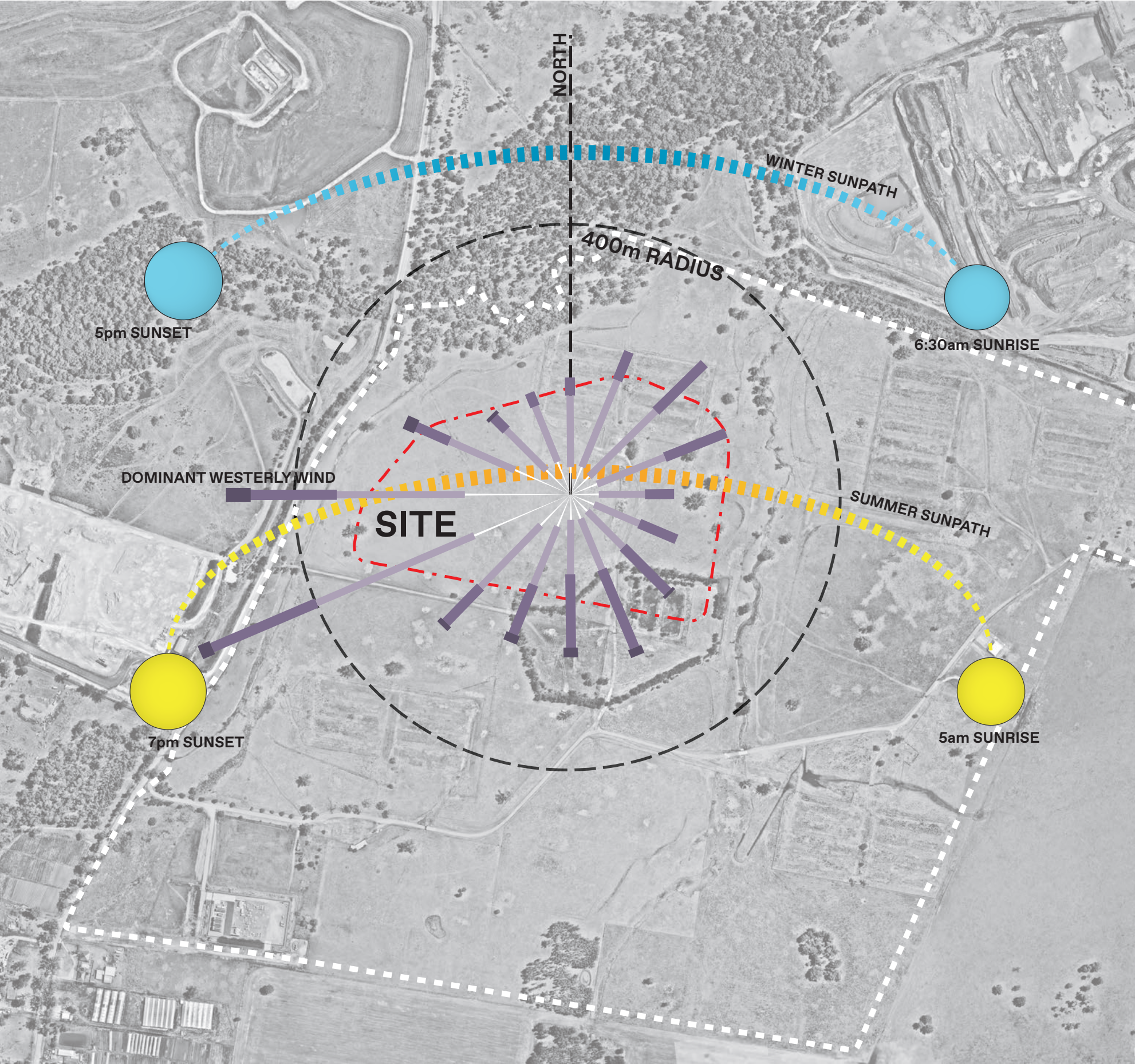
Site Fall:
The Site falls gently from a high point at the centre of the southern boundary towards the east, west & north

Access:
Access for both pedestrians and vehicles is via Road 03 to the South. There is an additional carpark exit to Road 02 to the east and an additional truck exit to Road 02 to the north.

Existing Conditions:
The site is currently used as agricultural land largely open and free from existing trees.

Views:
The Site benefits from natural views, with creeks located along the eastern and western boundaries, offering glimpses into their surrounding habitats.

Places of Interest:
The site benefits from proximity to major centres: 43 km west of Sydney CBD, 24km to Parramatta CBD, 15km to Liverpool Town Centre, and just 1.5km from the future Bradfield City.

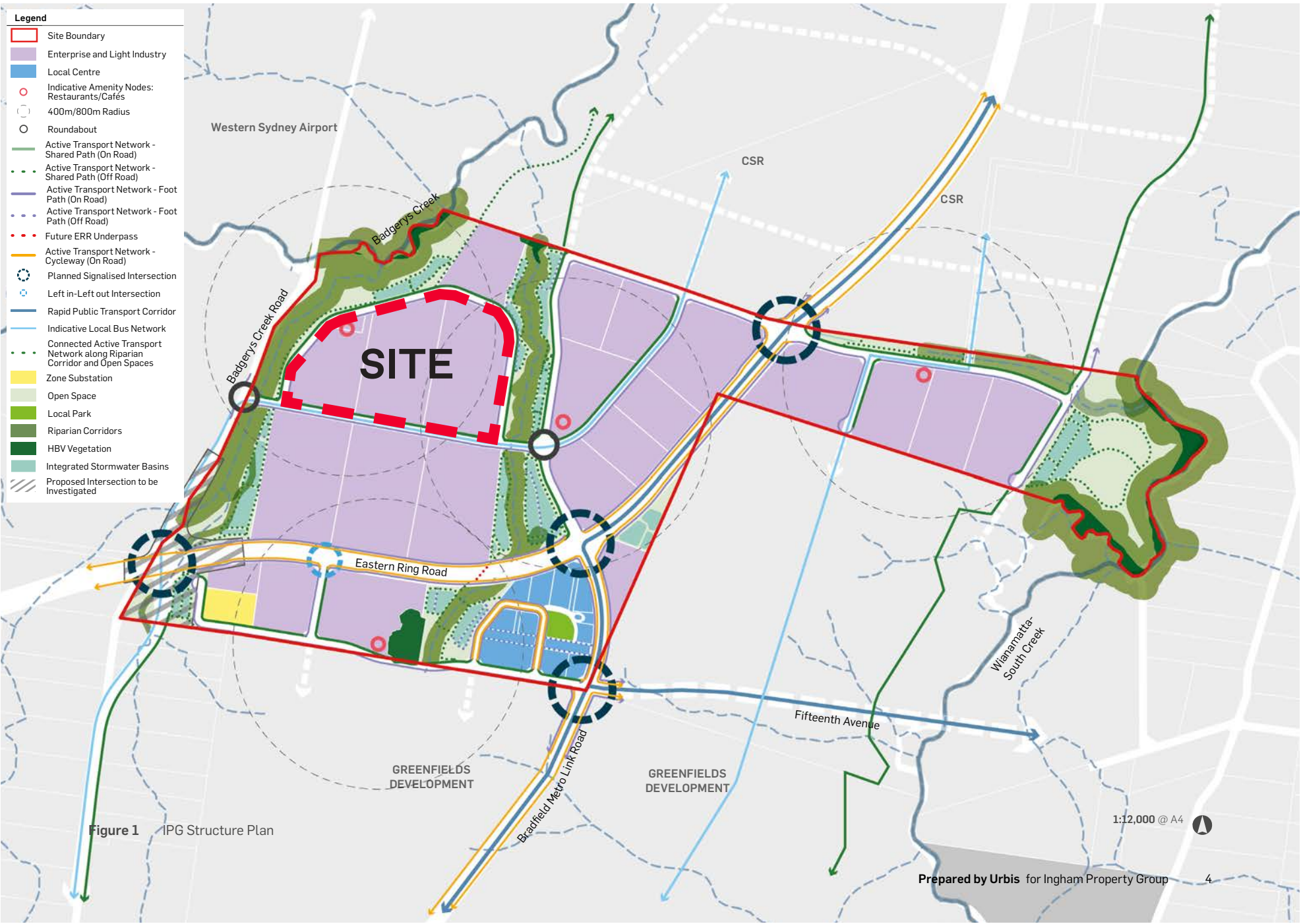


Context & Site

Master Plan

The IPG Badgerys Creek Road Master Plan establishes the planning framework for the staged development of a major enterprise and employment precinct within the Western Sydney Aerotropolis, adjacent to the future Western Sydney International Airport.

The Master Plan applies to approximately 184 hectares and enables up to around 625,000 square metres of enterprise floor space comprising logistics and warehouse facilities, distribution centres, light industrial and advanced manufacturing uses, together with a local commercial centre. The Master Plan also provides for key supporting infrastructure including a new internal road network connected to regional transport corridors, freight and service access, active transport links, integrated stormwater management, and over 45 hectares of open space comprising riparian corridors, landscaped areas and a public park, ensuring a coordinated, high-quality industrial precinct aligned with the objectives of the Western Sydney Aerotropolis.



From IPG Badgerys Creek Road Master Plan

Planning & Design Development

03

Planning & Design Development

Built form & Urban Design

The Automated Distribution Centre (ADC) employs a high-quality built form and urban design strategy that integrates the facility into its surrounding landscape while minimizing amenity impacts.

The design achieves this through several key architectural and urban responses:

Massing and Articulation:

To relieve the large mass of the three-storey warehouse, the main volume is wrapped in projecting structural forms referred to as "perimeter blocks". By stepping the massing out and incorporating varying heights that break the eaves line, these blocks successfully break down the perceived visual bulk of the facility and prevent long, uninterrupted facades along the streetscape.

Façade Design and Materiality:

The building's elevations, including non-active façades, utilize articulated forms, varied materials, and controlled color applications to manage the building's scale and provide continuous visual interest. The ancillary office is specifically expressed as a finer-grained component utilizing contrasting materials and textures to ensure it is highly visible, clearly marks the primary entry, and supports passive surveillance over the street.

Car Park Integration:

The multi-level car park provides a lower-scale articulation at the primary street frontage. To further soften the built form, it is wrapped in an architectural vertical fin screen that curves down to touch the ground, drawing direct inspiration from the natural terrain and the surrounding landscape.

The multi-level carpark has been employed to minimise the extent of on-grading parking, and provides a large proportion of shaded parking spaces, whilst maximising landscaping across the site.

Streetscape and Urban Interface:

The development reinforces the street edge along key creek-to-creek road connections, establishing a clear spatial hierarchy between public, private, and semi-public domains. Generous building setbacks and seamlessly integrated landscaping improve visibility and access to the riparian corridors, while careful modulation minimizes overshadowing on adjacent lots and public spaces.

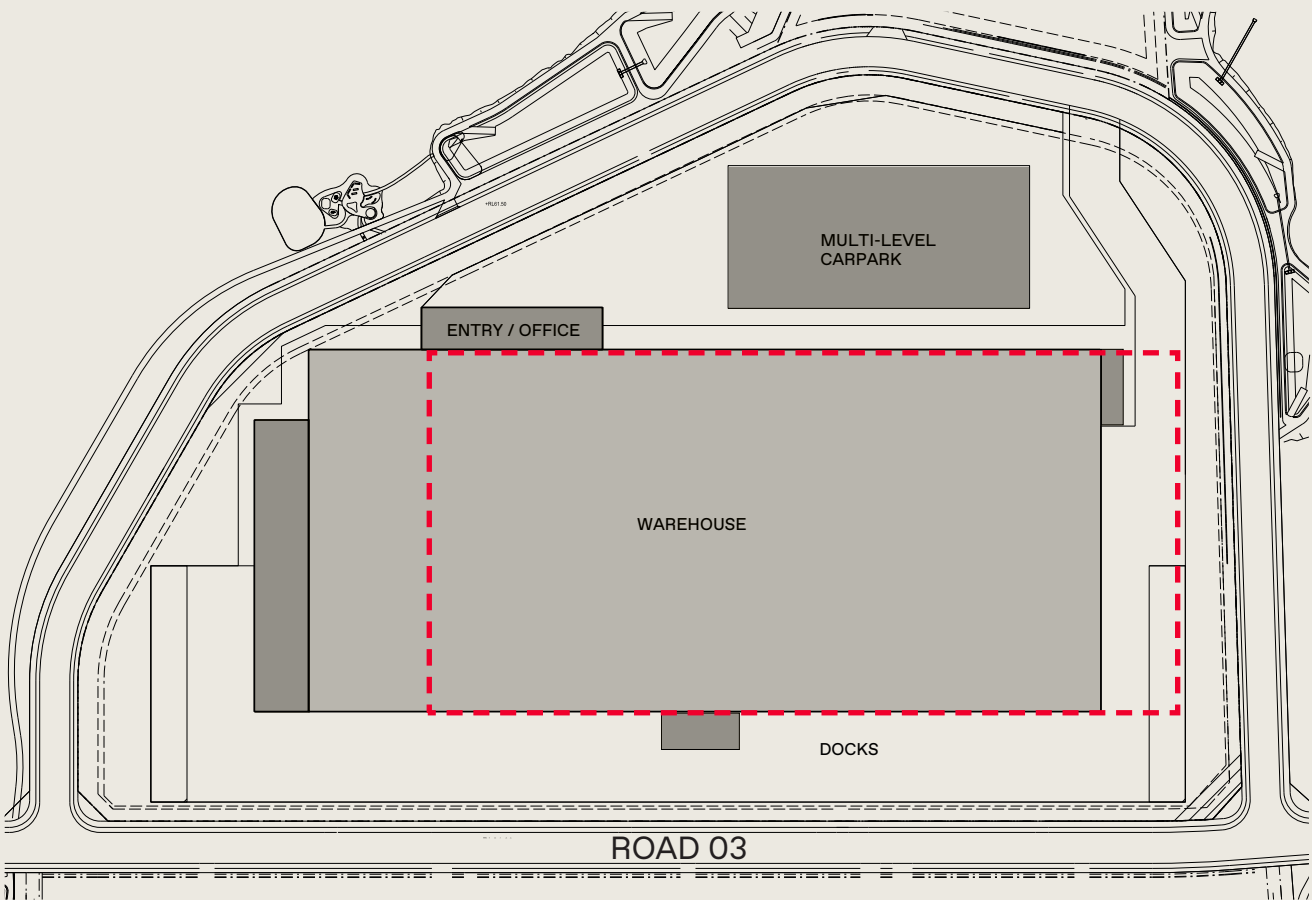
Planning & Design Development

Building Alignment

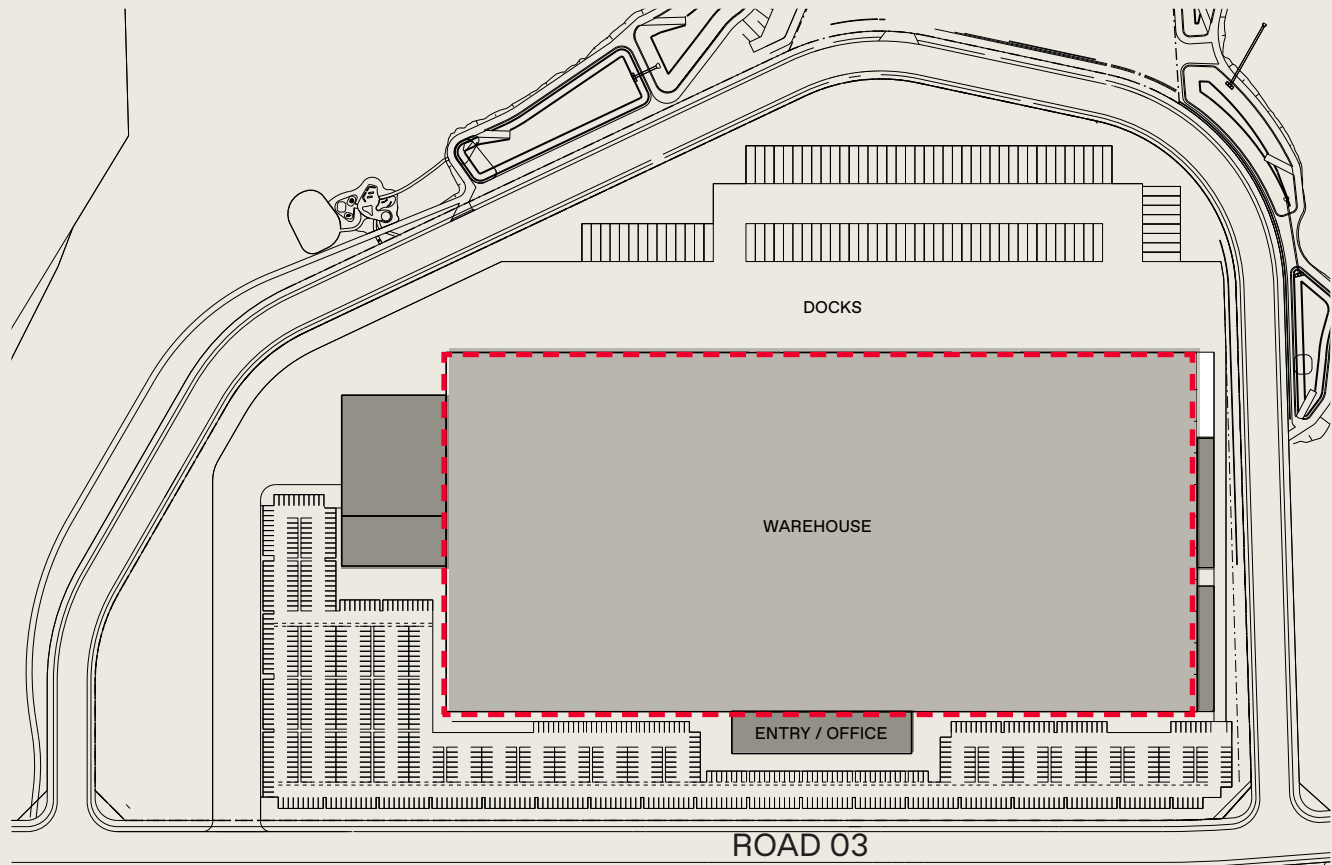
Multiple building layouts and site options were investigated to accommodate the large rectangular footprint of the Automated Distribution Centre (ADC) within the site constraints. An east-west orientation was adopted in response to the site geometry, with all options maintaining a minimum 65-metre setback to Road 03 to minimise potential overshadowing impacts to the south.

The preferred layout positions the main entry, office component and staff parking along the Road 03 frontage, establishing a clear address and interface with the street, while truck movements, trailer parking, loading areas and recessed docks are located to the northern and western portions of the site to optimise operational efficiency and separate heavy vehicle activity.

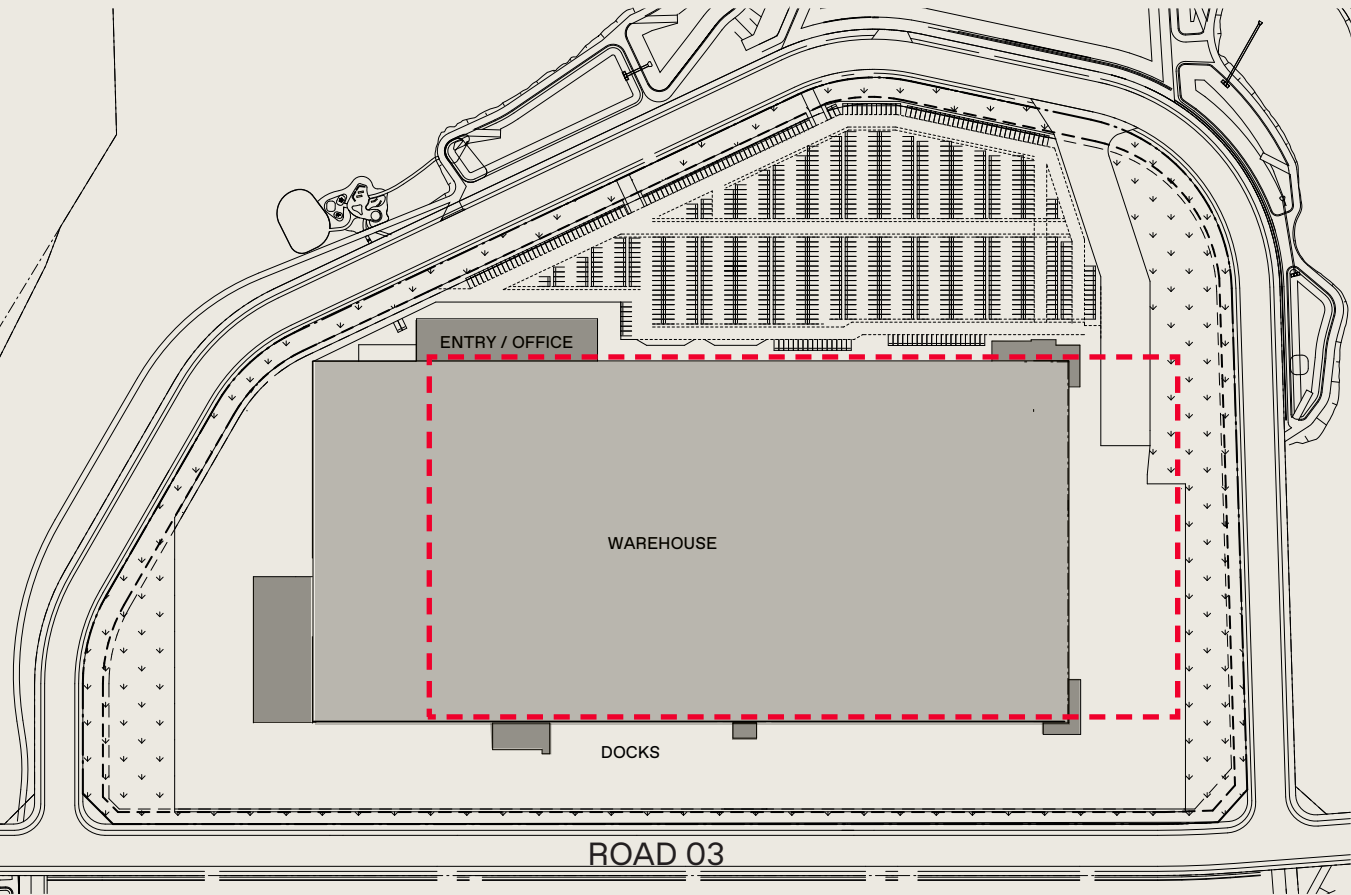
The building and associated hardstand areas have been designed to respond to the site's natural topography, utilising the northward fall of the land to accommodate recessed loading docks and minimise cut-and-fill earthworks.



Concept Option - Carpark and Main Entry Located At North Side of Site



Concept Option - No Multi Level Carpark. Main Entry Located At South Side of Site



Concept Option - Main Entry Located At North Side of Site

Planning & Design Development

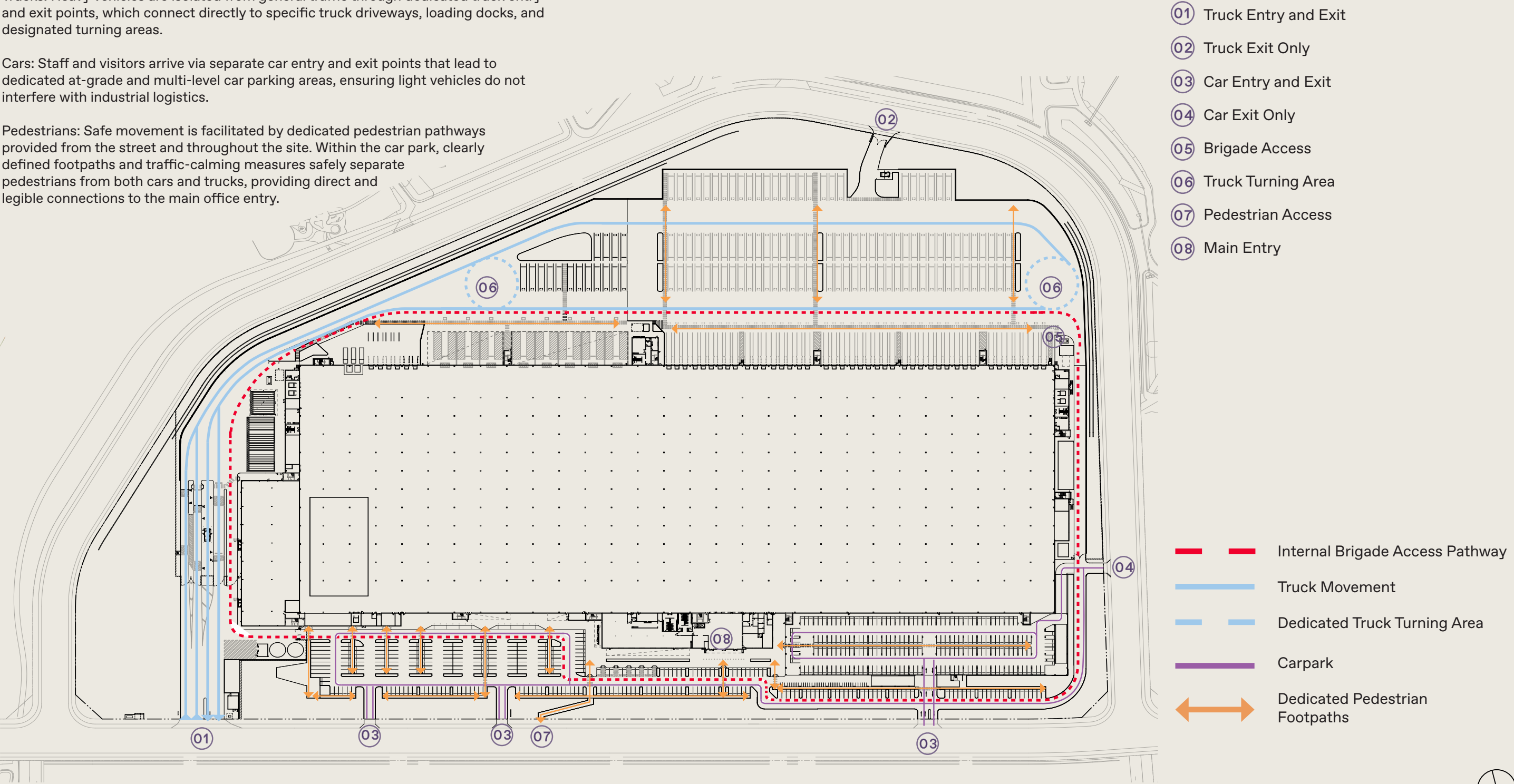
Vehicle & Pedestrian Movement

In coordination with Ason Group and the Traffic Management Assessment, the movement of vehicles and pedestrians is designed to prioritize safety and operational efficiency by clearly separating different modes of transport.

Trucks: Heavy vehicles are isolated from general traffic through dedicated truck entry and exit points, which connect directly to specific truck driveways, loading docks, and designated turning areas.

Cars: Staff and visitors arrive via separate car entry and exit points that lead to dedicated at-grade and multi-level car parking areas, ensuring light vehicles do not interfere with industrial logistics.

Pedestrians: Safe movement is facilitated by dedicated pedestrian pathways provided from the street and throughout the site. Within the car park, clearly defined footpaths and traffic-calming measures safely separate pedestrians from both cars and trucks, providing direct and legible connections to the main office entry.



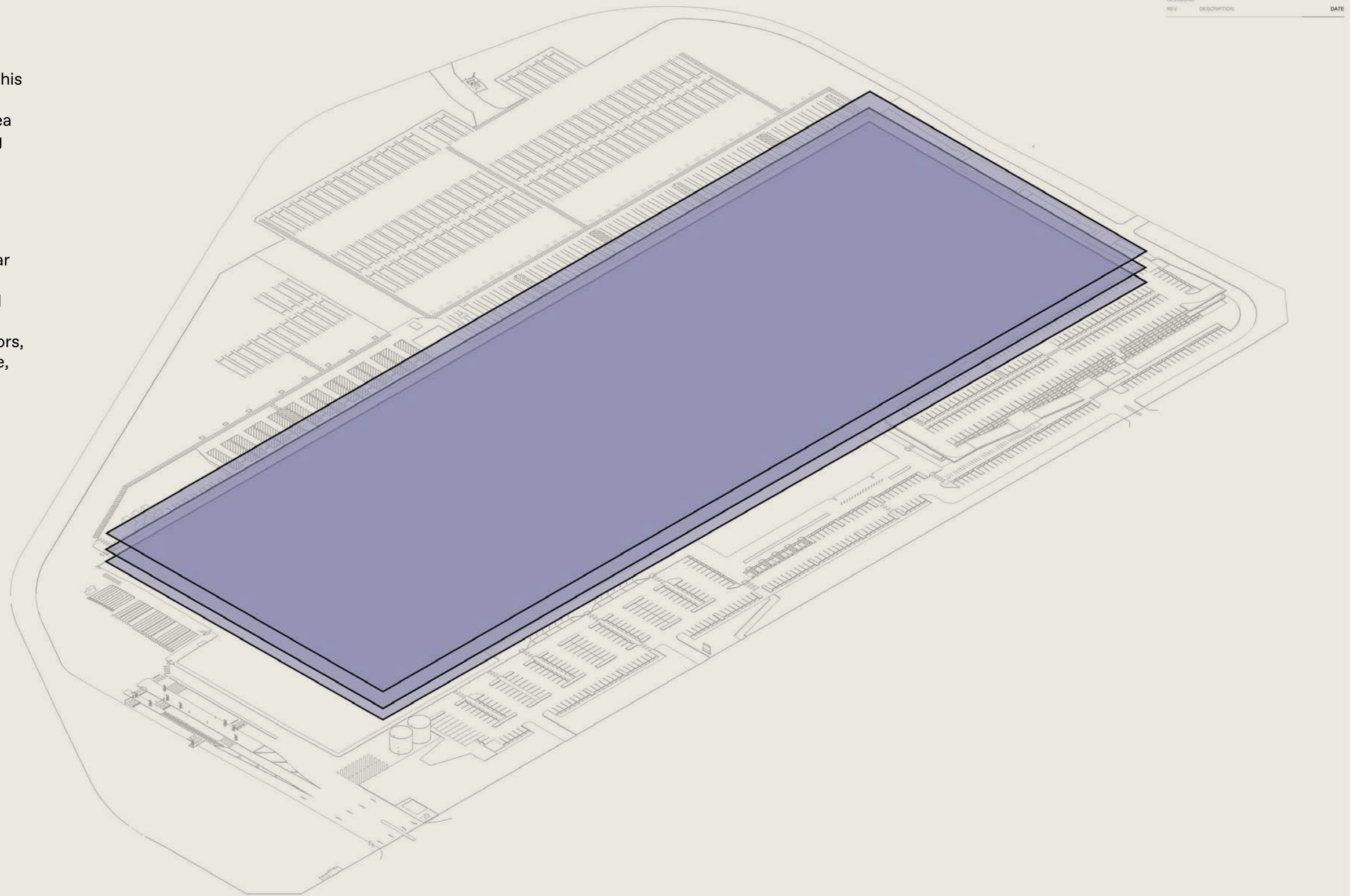
Planning & Design Development

Building Massing & Articulation

Warehouse Massing

The warehouse operations are designed and optimised over three levels, directly informing the building's form and height. This vertical configuration enables efficient use of space by distributing functional floor area across multiple levels, rather than requiring a significantly larger land area as would be needed for a single-storey warehouse.

The operational requirements of the ADC necessitate uninterrupted, open rectangular floor plates across three levels to achieve optimal logistics efficiency. Circulation and building support functions are therefore located outside the primary warehouse floors, further enhancing operational performance, flexibility and overall design efficiency.



Planning & Design Development

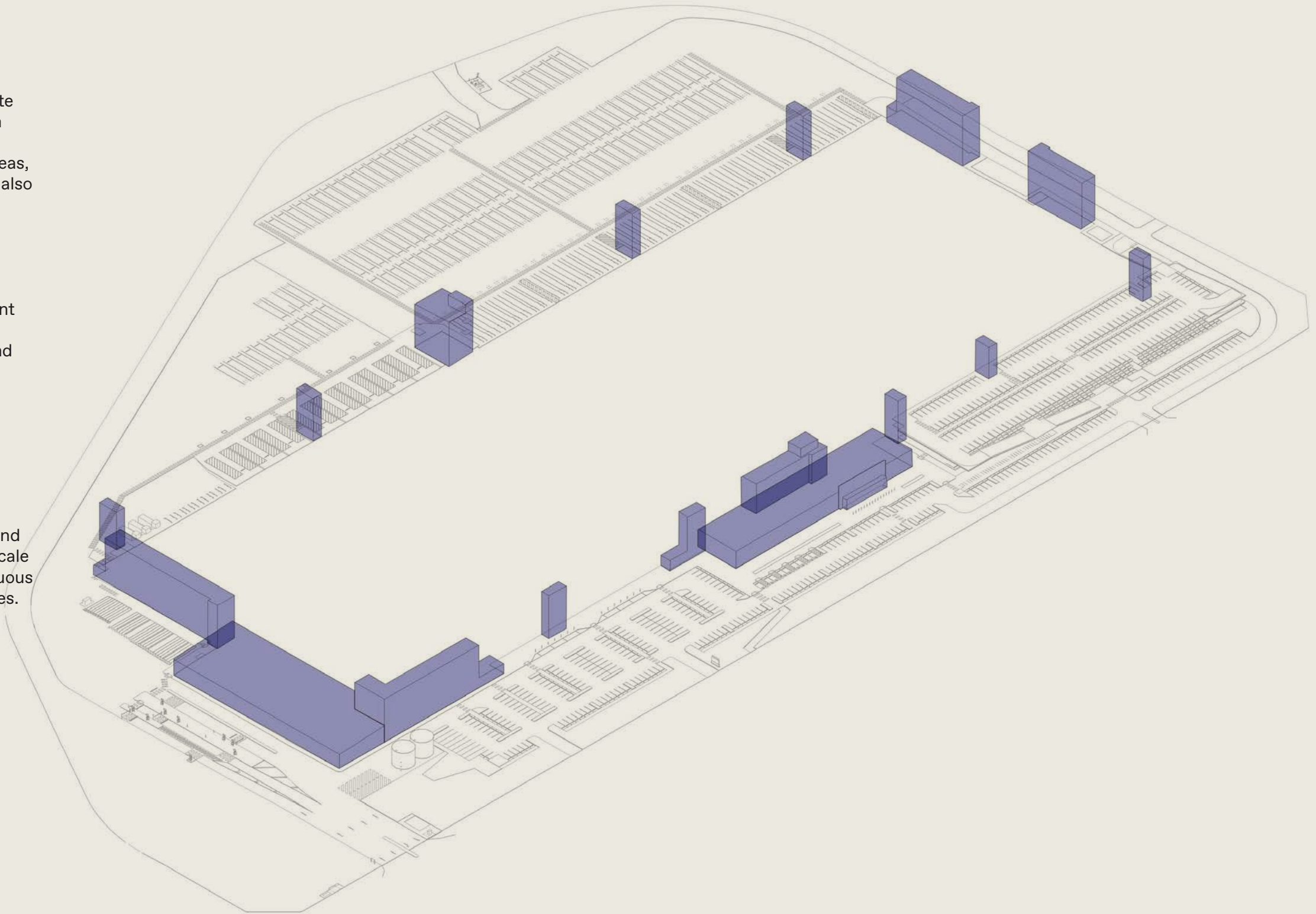
Building Massing & Articulation

Perimeter Blocks

A series of dedicated vertical service blocks are integrated around the perimeter of the warehouse to support both operational and occupant needs. These blocks accommodate vertical goods movement shafts, along with stairways and lifts that provide efficient circulation between all levels. Staff break areas, amenities and facilities for truck drivers are also incorporated within these perimeter zones.

This perimeter-based configuration allows the main warehouse floors to remain open and uninterrupted, while ensuring convenient access to support functions across the building. The result is an efficient, legible and well-organised support infrastructure that enhances overall operational performance.

The integration of functional perimeter elements directly informs the architectural articulation and façade treatment of the building. These perimeter blocks introduce modulation, variation in height and depth, and façade rhythm, breaking down the overall scale of the warehouse and avoiding long, continuous expanses along the surrounding streetscapes.



Planning & Design Development

Building Massing & Articulation

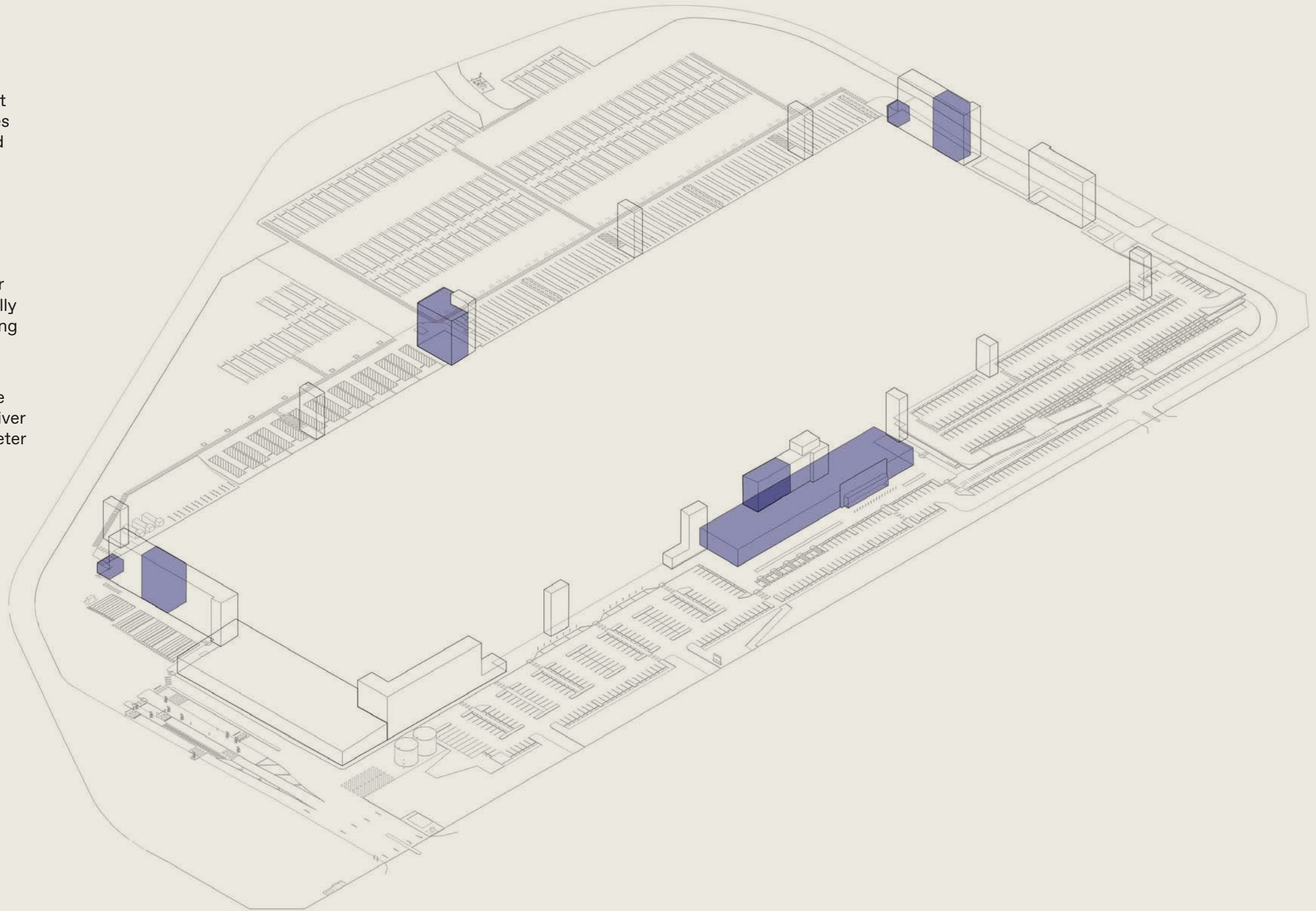
Building Offices and Amenities

The main entry is located at the central southern perimeter block and is directly accessed from the carpark. The office is positioned on the ground level, directly next to the main entry for easy access. Amenities and break areas are provided on the ground floor as well as the upper levels within this perimeter block.

Additional amenities are evenly distributed across separate perimeter blocks. These include restrooms, kitchenettes, and indoor break areas with natural light, all strategically placed across every level to minimise walking distances and ensure convenient access.

This layout allows staff to rest and recharge without disrupting their workflow. Truck driver lounges are also provided within the perimeter blocks.

Altogether, the amenities and layout contribute to a safer, healthier, and more efficient working environment.



Planning & Design Development

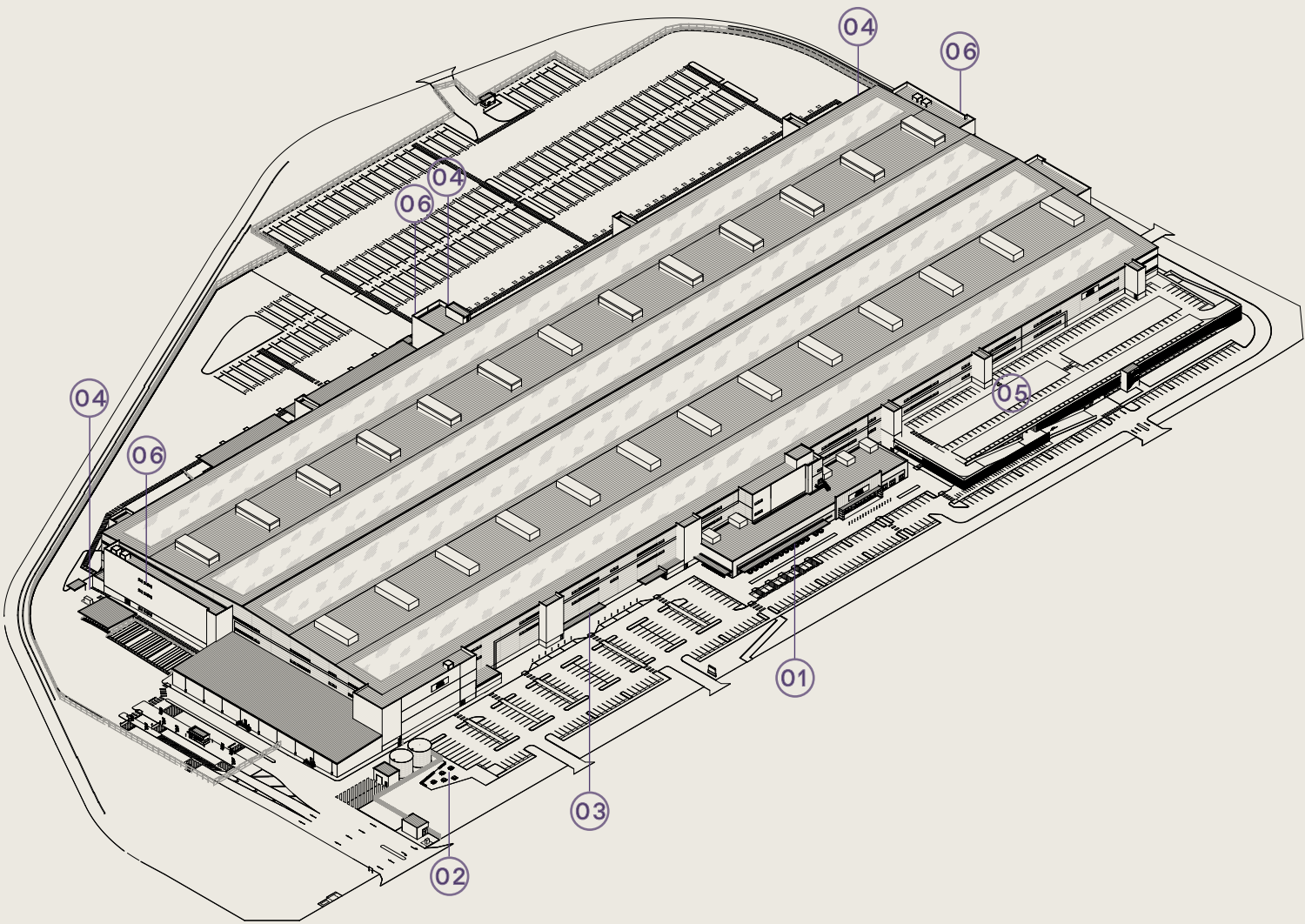
Building Massing & Articulation

Amenity and Passive Shading

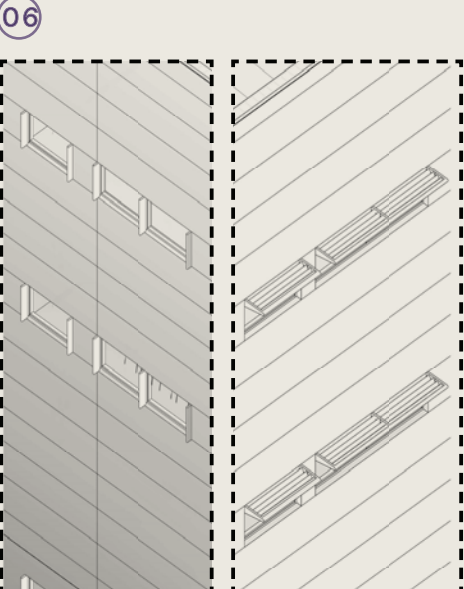
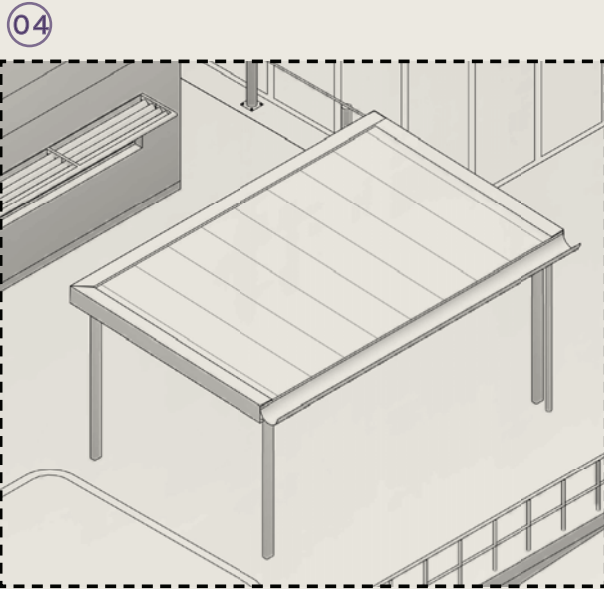
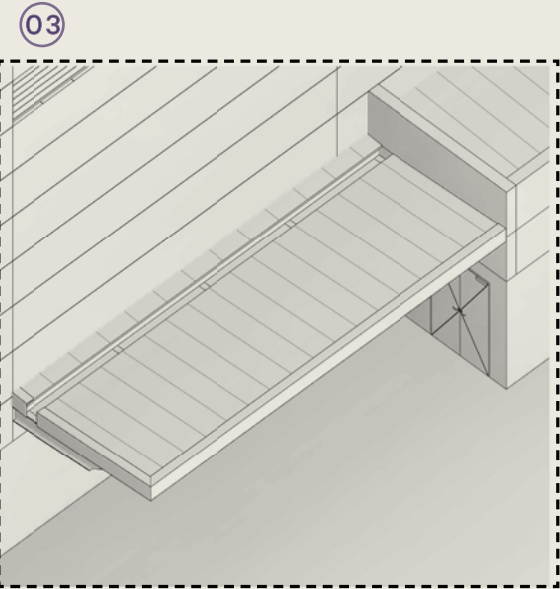
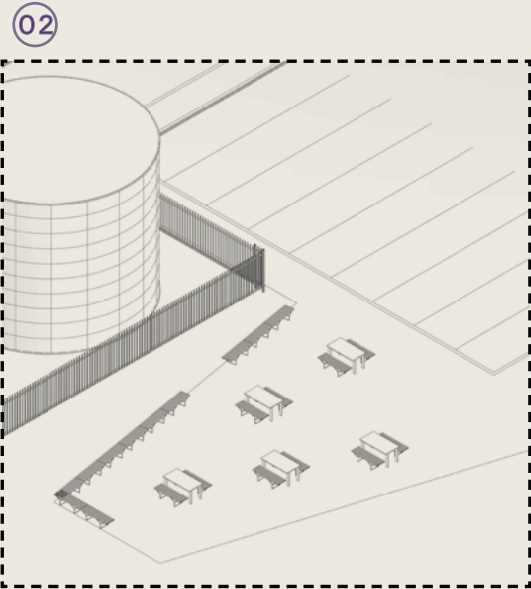
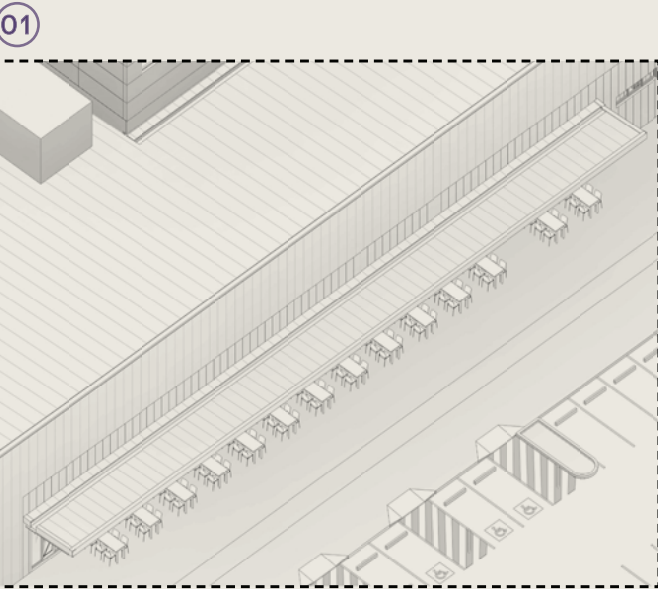
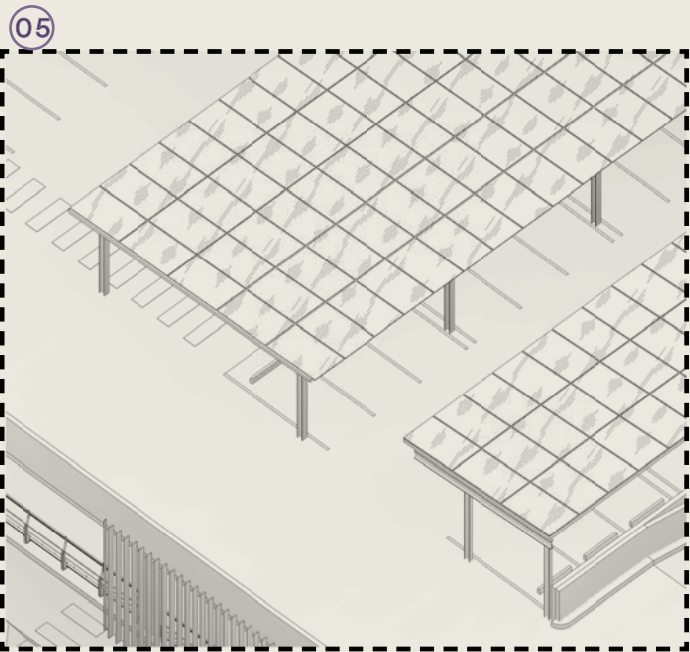
Indoor break areas are provided with glazed windows incorporating passive solar shading devices, carefully designed to respond to orientation, minimise heat gain and maximise access to natural daylight. This approach enhances occupant comfort while contributing to improved energy efficiency throughout the day.

At ground level, the main break area is complemented by sheltered outdoor spaces that provide shaded and comfortable environments for staff to rest and socialise. Similarly, dedicated shelters within the truck hardstand area offer protection from sun and inclement weather, providing additional amenity for truck drivers during rest periods.

In addition to the sheltered spaces, a non-sheltered outdoor amenity is integrated within the surrounding landscape. This more open and sun-exposed area provides an alternative break environment, particularly beneficial during cooler winter months, and supports a variety of user preferences and seasonal conditions.



- 01 Outdoor Break Area Shelter
- 02 Outdoor Seating Amenity in Landscape
- 03 Drop Off Area Shelter
- 04 Outdoor Shelter
- 05 Canopies with Solar PV Panels atop
- 06 Breakroom Windows Passive Shading Devices



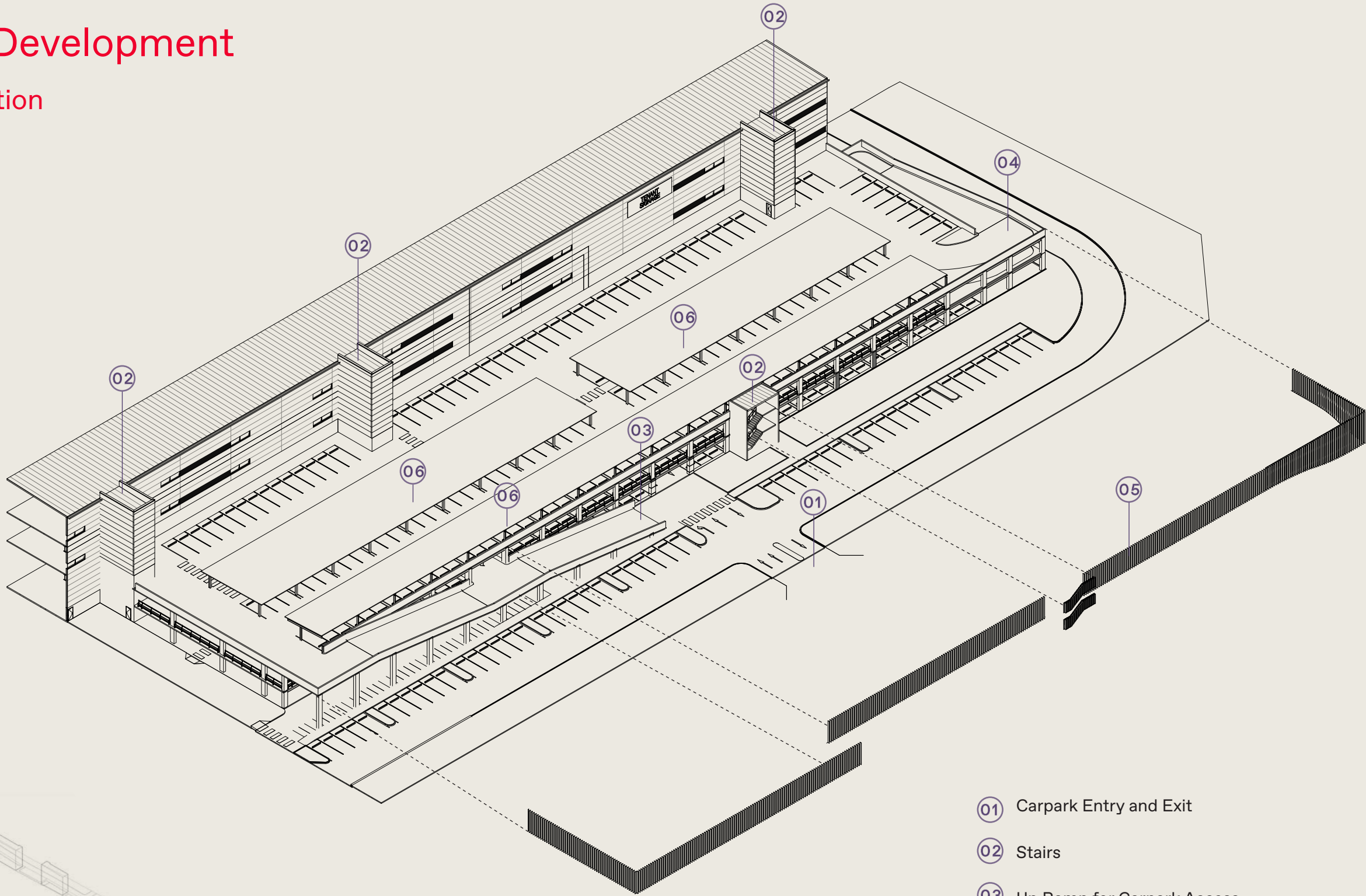
Planning & Design Development

Building Massing & Articulation

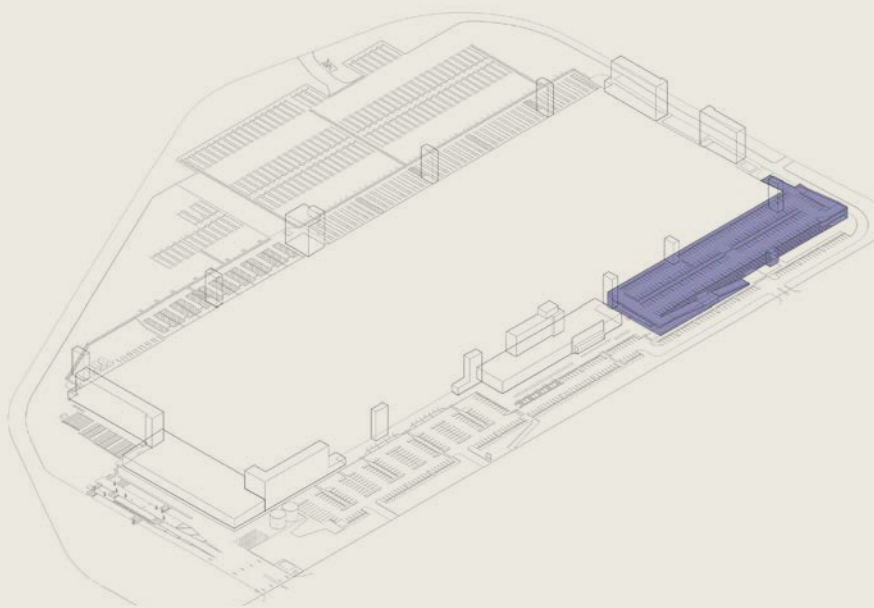
Multi-Level Carpark

The multi-level carpark is located between the primary street frontage and the main warehouse building, providing a lower scale articulation to the building, with ramp access to the southern and eastern frontages.

The carpark and ramps are wrapped in an architectural vertical fin screen. This screen provides articulation and helps soften the built form. The screen turns the corner by curving down to touch the ground before rising again drawing inspiration from the existing terrain and the surrounding Blue Mountains landscape.



- 01 Carpark Entry and Exit
- 02 Stairs
- 03 Up Ramp for Carpark Access
- 04 Downramp for Exiting
- 05 Architectural Fin Screen
- 06 Carpark Roof Solar PV Panel Canopy



Planning & Design Development

Articulation & Integration

The Automated Distribution Centre has been designed as an integrated architectural and operational outcome, with building form, layout and appearance directly shaped by functional requirements. The warehouse is arranged over three storeys to optimise land use and logistics efficiency, while circulation, services and amenities are accommodated within perimeter elements to allow the main warehouse floors to remain open and highly functional.

These perimeter functions also play a key role in articulating the building, contributing to varied massing, façade modulation and a more human-scaled streetscape presence. Offices, staff and driver amenities, outdoor break areas and the multi-level car park are carefully positioned to support usability, comfort and visual quality. Together, these elements create a cohesive and balanced design in which operational efficiency, amenity and built-form quality are seamlessly integrated

- 01 Main Entrance

02 Outdoor Seating Area

03 Multi-Level Carpark

04 Solar PV Panels

05 Architectural Screening

06 Break Area and Amenities

07 Warehouse Area

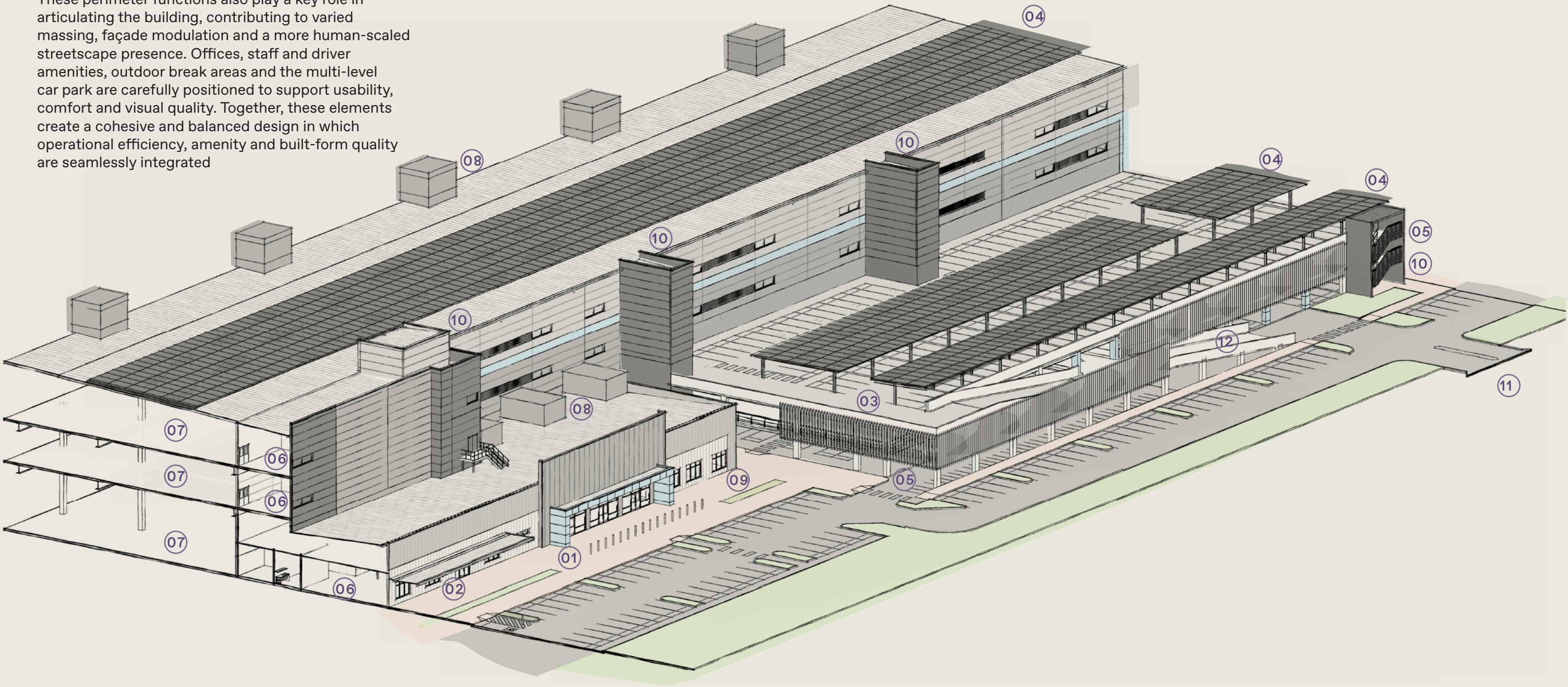
08 Indicative Mechanical Units

09 Office Windows

10 Stairs

11 Car Driveway

12 Car Ramp



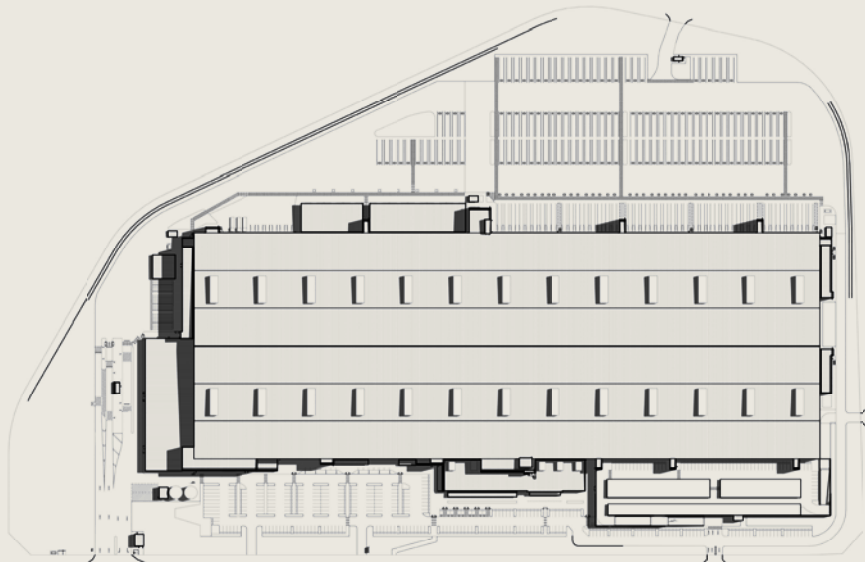
Planning & Design Development

Solar Analysis

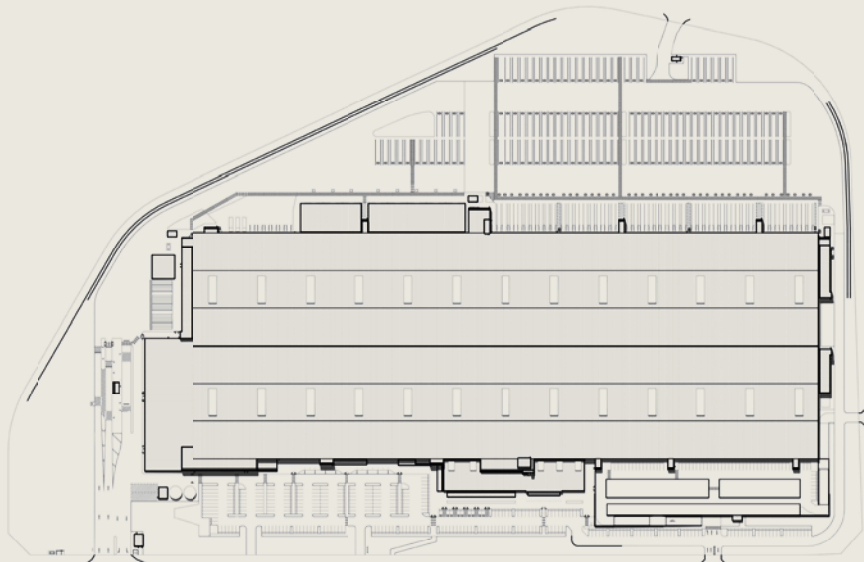
This solar study is taken at the Summer & Winter Solstices - 21st December (Summer) & 21 June (Winter) - between 9am and 3pm.

The study demonstrates that the generous setback from the primary road frontage to the south provides no overshadowing of the public domain to the south of the site with only minimal late afternoon overshadowing to the east of the site. There is no overshadowing of other lots or Riparian corridors.

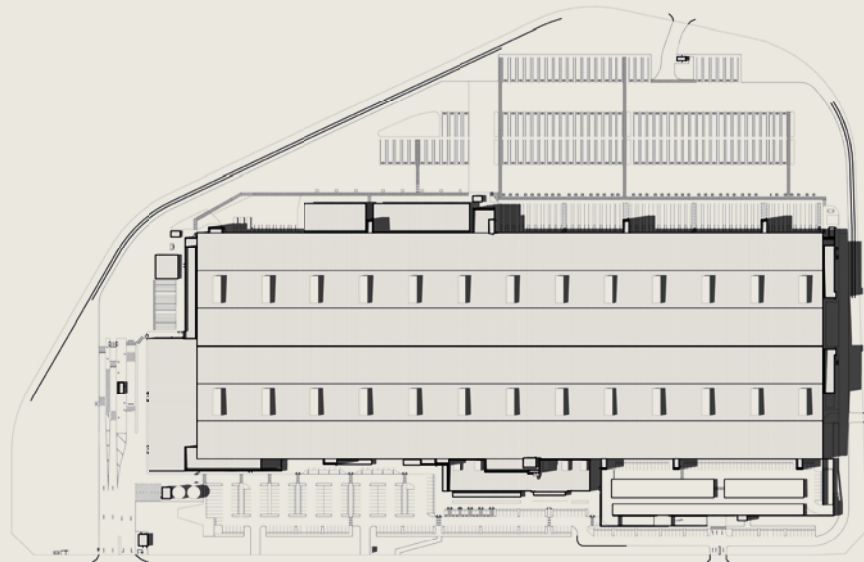
Summer Solstice 9am



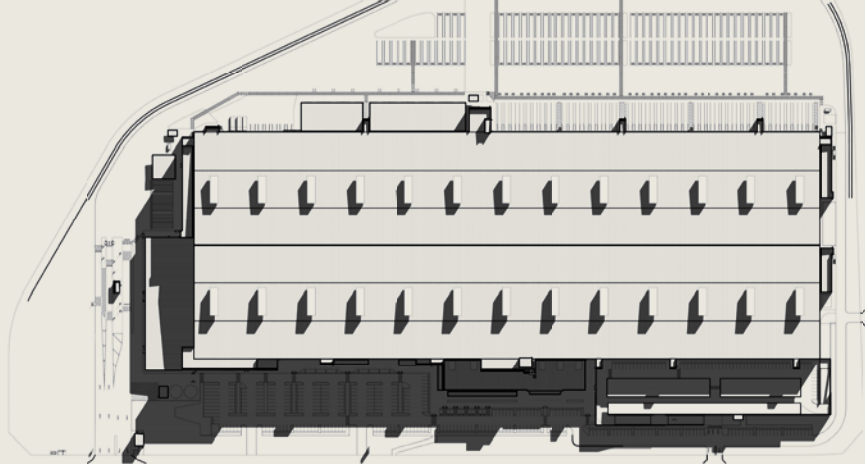
Summer Solstice 12pm



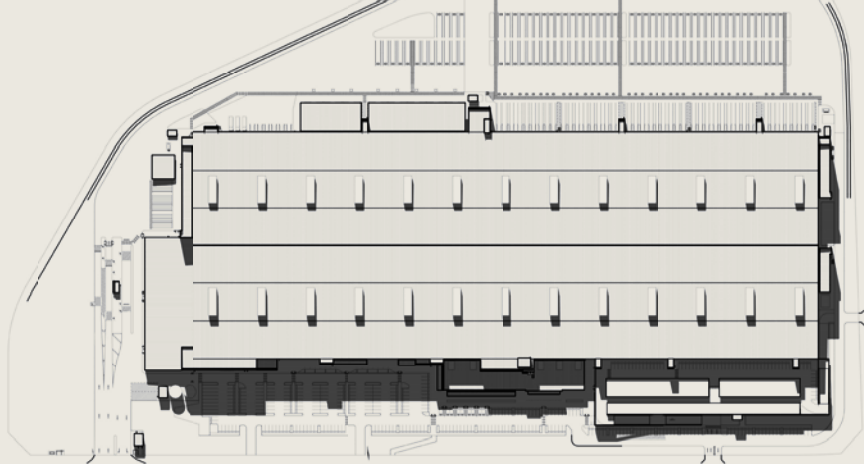
Summer Solstice 3pm



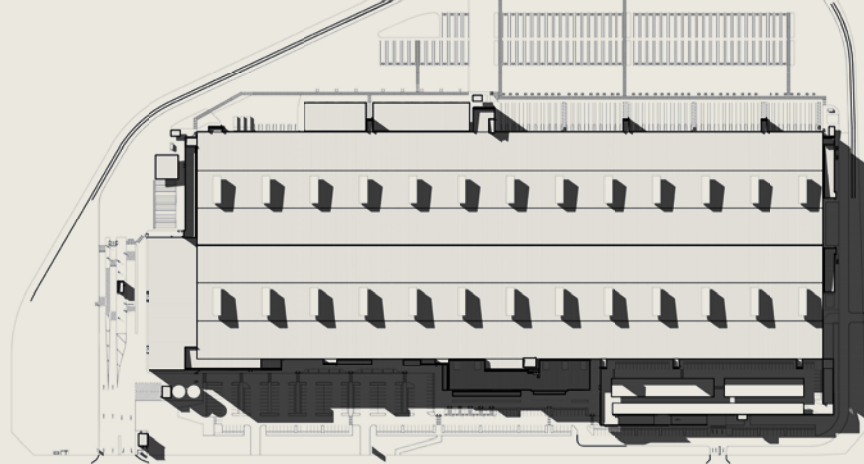
Winter Solstice 9am



Winter Solstice 12pm



Winter Solstice 3pm



Design Proposal

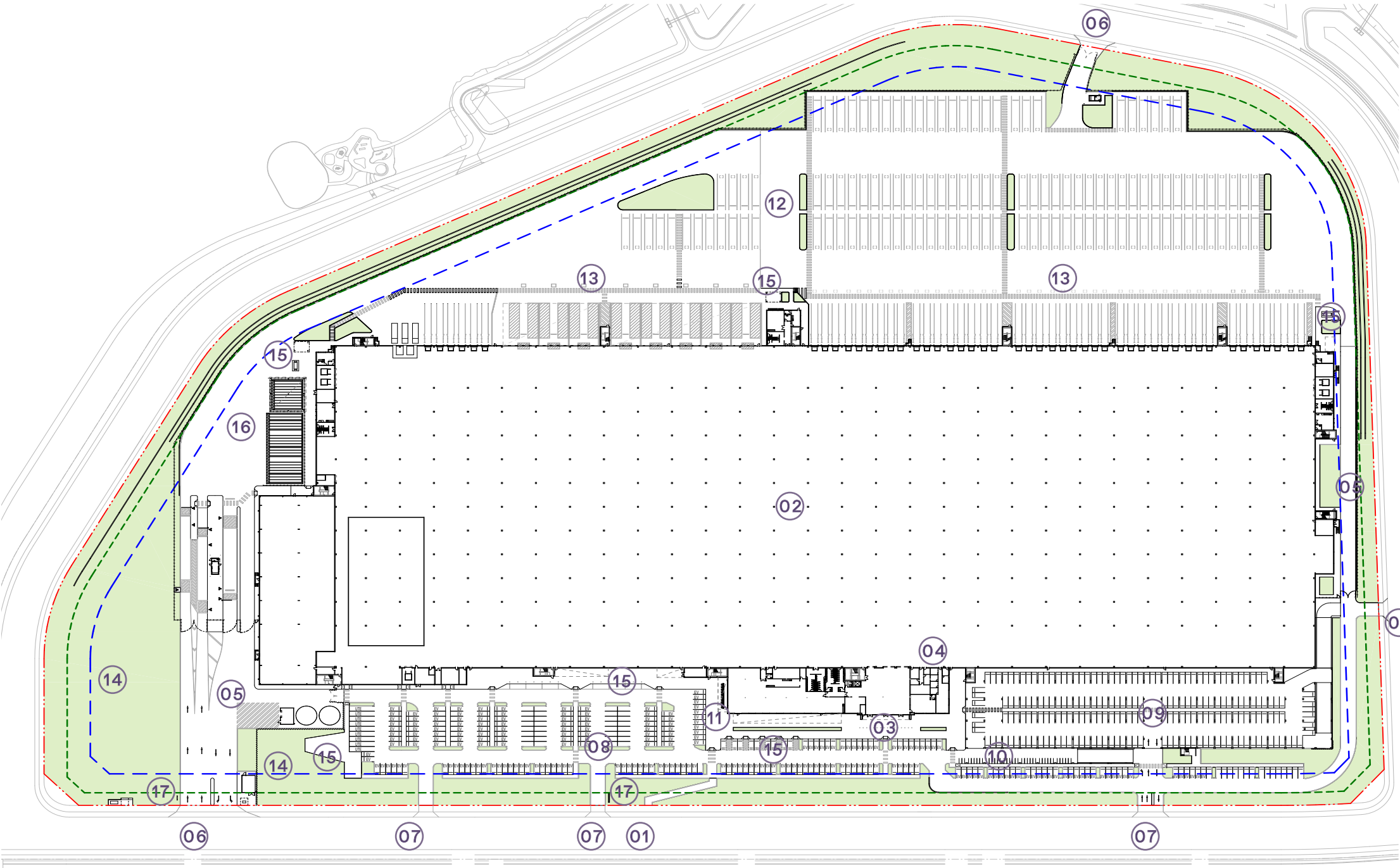
04

Design Proposal

Site Plan

The site is designed to accommodate generous building setbacks that exceed the minimum requirements of the DCP. Truck and car circulation is completely separate. All truck loading and circulation is fenced for safety and security, while the southern boundary flanking the car parking is open, creating an inviting public facing primary elevation and entry.

In coordination with Site Image’s Landscape Design, and with specific consideration of mitigating the Urban Heat Island effect, the site incorporates permeable paving within communal areas, extensive tree canopy planting to reduce heat exposure and enhance user comfort, and maximised landscape areas distributed throughout the development. Light-coloured paving and concrete finishes, in accordance to the Ecologically Sustainable Development Report by Northrop is also incorporated. This integrated approach supports improved microclimatic performance and a more comfortable, resilient public realm.



- 01 Pedestrian Access
- 02 Warehouse Floor
- 03 Main Entrance
- 04 Office Space
- 05 Brigade Access and Fire Services
- 06 Dedicated Truck Driveways
- 07 Dedicated Carpark Driveways
- 08 At Grade Carpark With Provisions For Future Electric Vehicle Charging Parking
- 09 Multi-Level Carpark
- 10 Motorcycle Parking
- 11 Bicycle Parking Shelter
- 12 Truck Trailer parking
- 13 Loading Docks
- 14 Landscape Area
- 15 Outdoor Shelter and Amenity
- 16 Waste Storage Area
- 17 Site Signs, Refer to Architectural DA Drawings

Legend

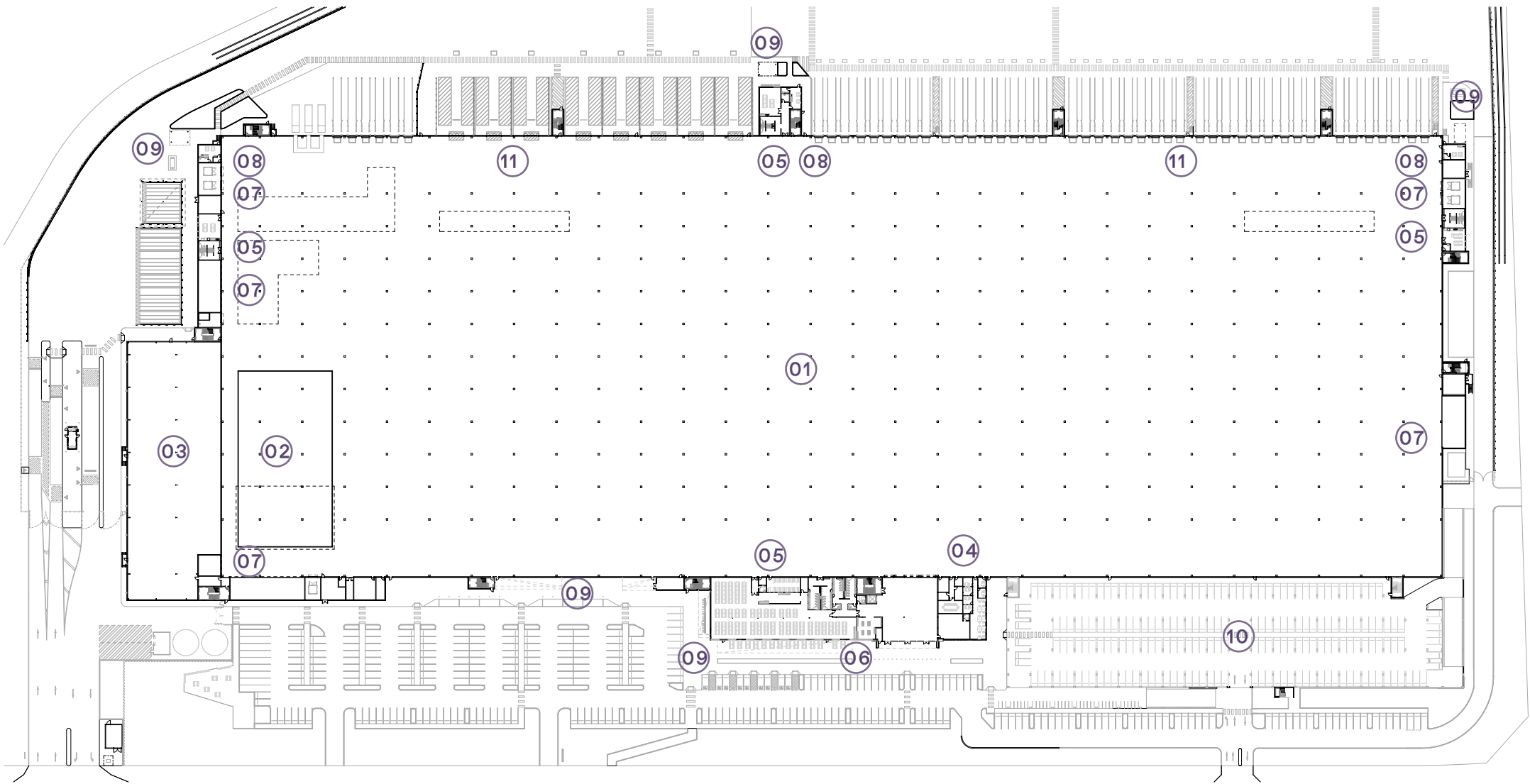
- Boundary
- Landscape Setback
- Building Setback

Design Proposal

Ground Floor Plan

All services, vertical circulation, amenity spaces etc, required for the functioning of the ADC, are located outside the ADC warehouse footprint. These are expressed as vertical elements on the façade and are referred to as 'perimeter blocks'

- 01 Ground Warehouse Floor Area
- 02 Dangerous Goods Storage
- 03 Print Room
- 04 Office Space
- 05 Breakroom & Restroom Amenities
- 06 Lockers and Showers for End Of trip Amenities
- 07 Vertical Shafts for goods movement
- 08 Truckers lounges
- 09 Outdoor shelters
- 10 Multi-Level Carpark
- 11 Warehouse Docks



Design Proposal

Main Entry & Office Plan

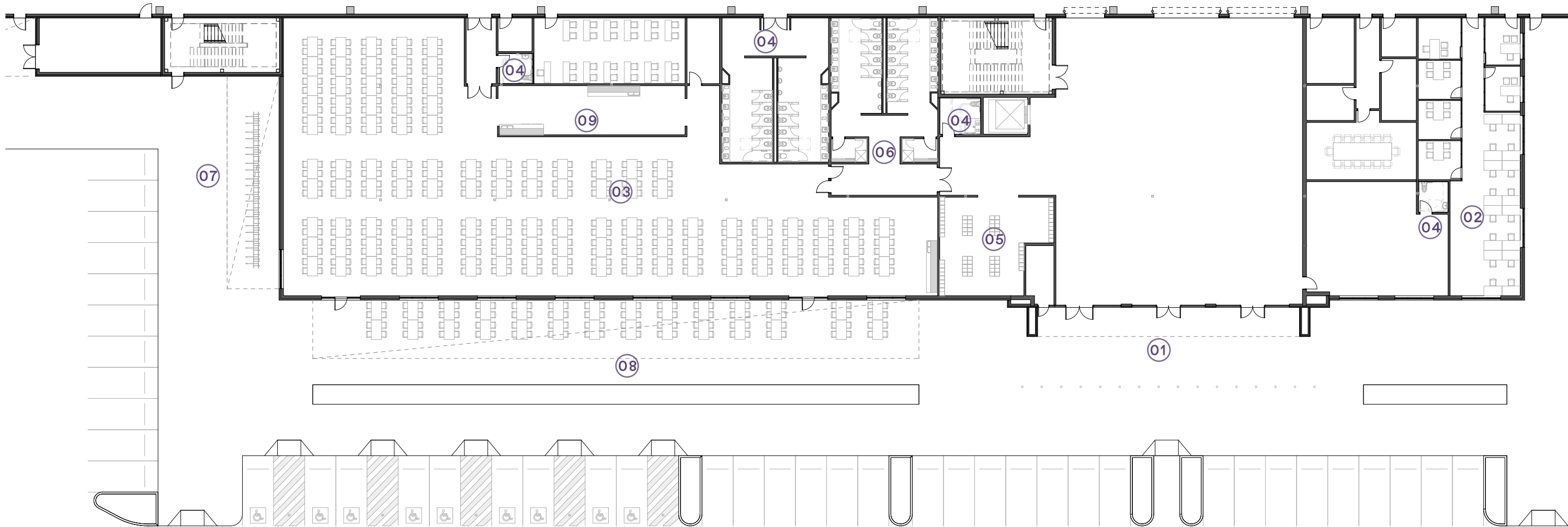
Functional Organization and Human Scale:
The Ancillary Office is strategically located to the south of the warehouse, serving as the facility's primary public interface and central amenity hub. Deliberately expressed as a "finer-grained component," the design utilizes reduced building heights and articulated proportions to mediate the scale between the large scale warehouse and the street frontage. The layout is organized into distinct functional zones to optimize operational efficiency and employee well-being:

- Main Entry Portal: A high-visibility, double-height facade provides a clear architectural statement and intuitive wayfinding for visitors and staff arriving from the primary car park.
- Workspace Zone: Open-plan office and meeting spaces positioned along the southern frontage, utilizing large-scale glazing to maximize natural light and provide visual engagement with the public domain.
- Amenity Wing: This zone concentrates the breakrooms and lunchroom facilities, which are directly integrated with landscaped outdoor seating to encourage regular use of semi-outdoor spaces and connection with nature.
- End-of-Trip Facilities: Dedicated lockers, showers, and sheltered bicycle parking are strategically located to support active transport and provide a convenient transition for commuting staff.

Site permeability and safety are central to the office plan. Pedestrian access points are conveniently located to ensure the shortest and safest route from the street and car park to the main lobby, minimizing interaction with heavy vehicle circulation. This direct connectivity extends to the bicycle parking area, which is positioned alongside the amenity wing for ease of use.

Indoor-Outdoor Integration: The transition between indoor amenities and the outdoor seating area is designed to be seamless, creating a vibrant gathering point for workers. By orienting these communal spaces toward the south and west, the design maximizes solar access while utilizing building setbacks and "blue-green grid" landscaping to provide a natural buffer from the surrounding operational zones

- 01 Main Entrance
- 02 Office Space
- 03 Breakroom
- 04 Restroom Amenities
- 05 Lockers
- 06 End Of trip Amenities
- 07 Bicycle Parking Shelter
- 08 Outdoor Sitting with Shelter
- 09 Kitchenette



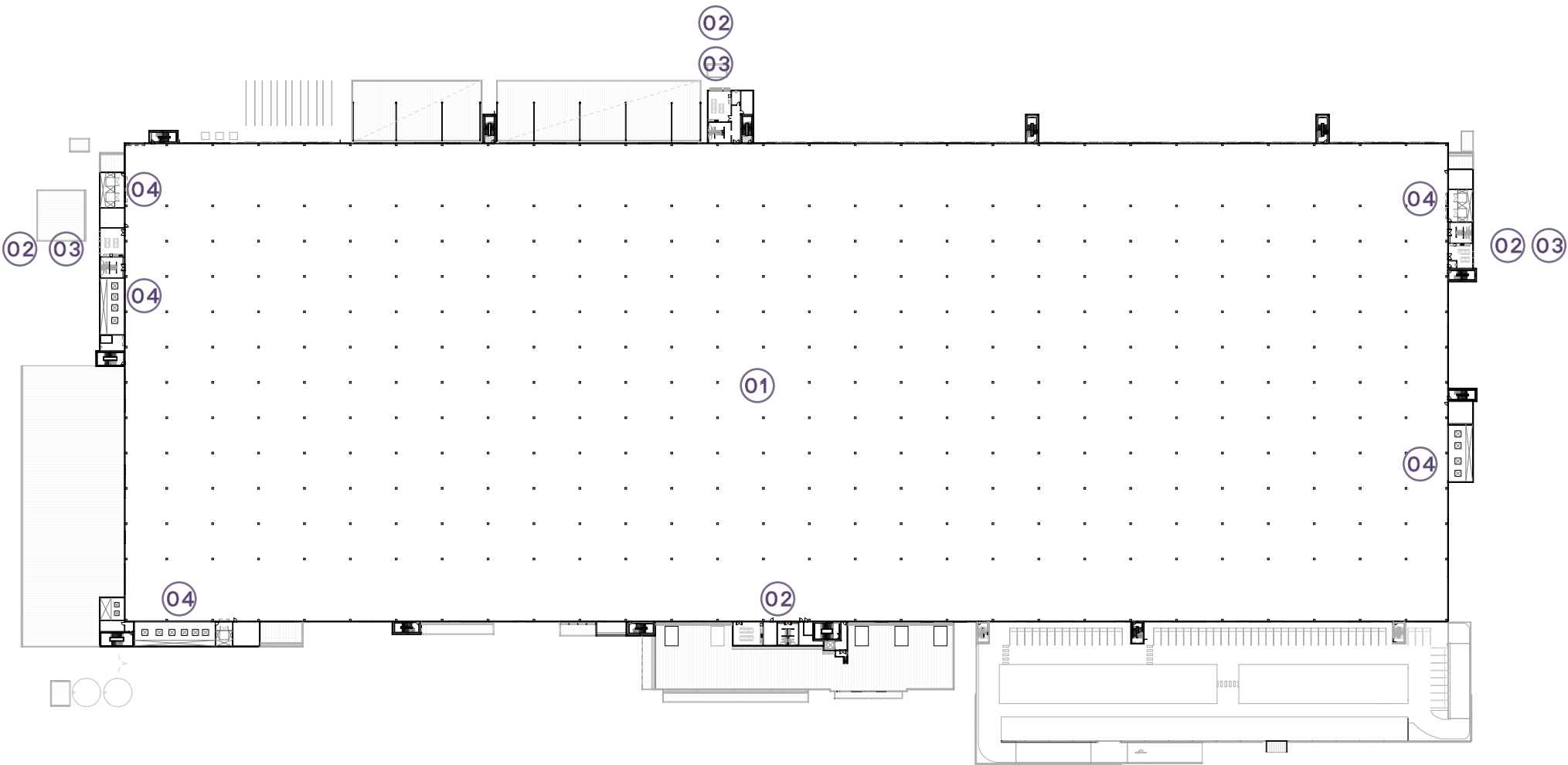
Design Proposal

Typical Upper Level Plan

The operational requirement for large, clear rectangular floor plates for the ADC results in a simple internal layout, with articulation and visual interest expressed through the treatment of perimeter building elements and window spacing along the warehouse facades.

Breakroom and restroom amenities are distributed around the perimeter of the warehouse to minimise travel distances for staff, improve operational efficiency, and encourage passive surveillance and activation of the building edges through regularly occupied spaces with daylight access.

- 01 Warehouse Floor
- 02 Breakrooms & restroom amenities
- 03 Passive Solar Shading Devices at Breakrooms
- 04 Vertical Shafts for the movement of goods



Design Proposal

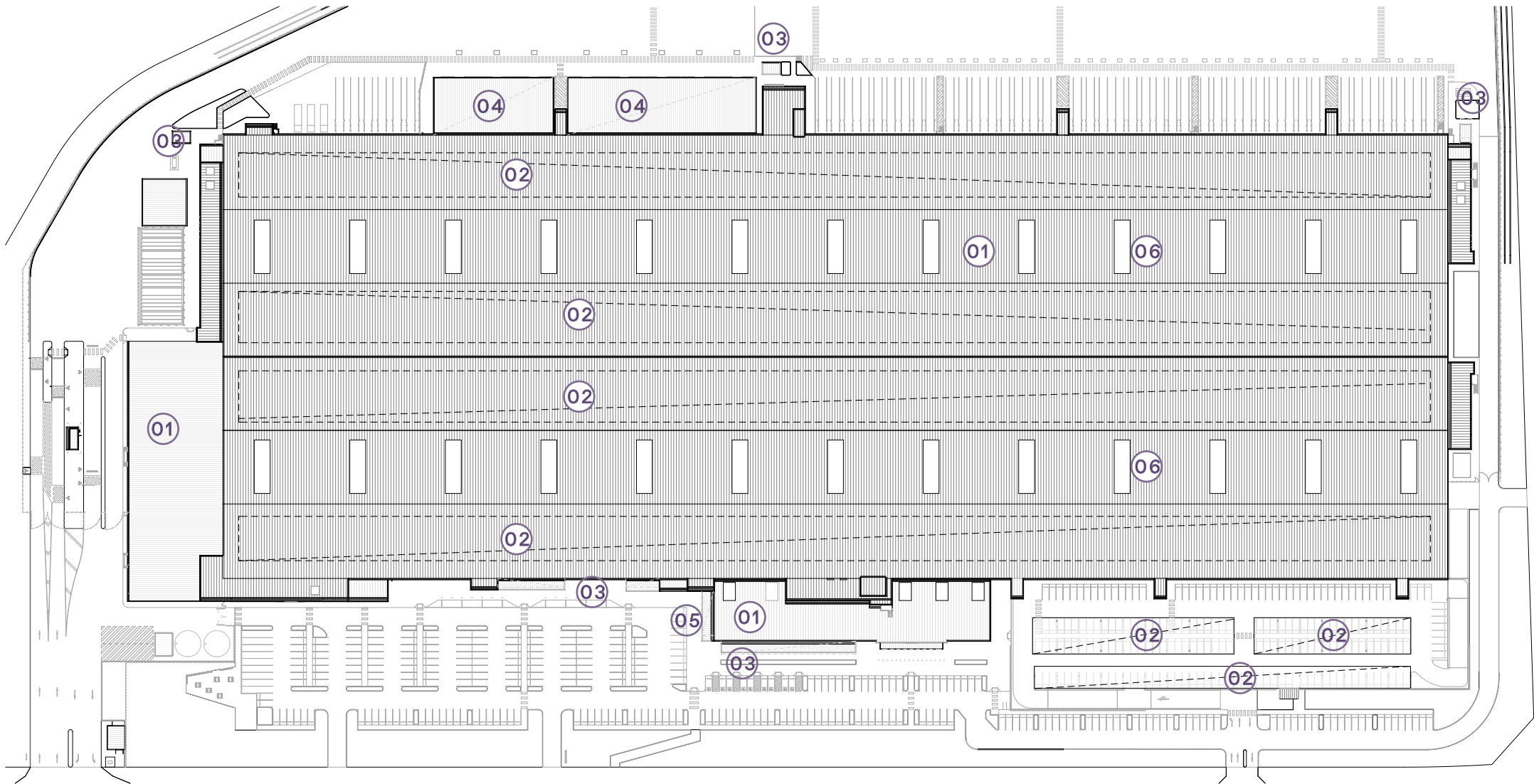
Roof Plan

The internal functional requirements of the ADC has informed the building's height and form, resulting in a design that incorporates varying roof heights to the vertical perimeter blocks to break down the overall visual mass of the building.

The single eaves height of the warehouse is further minimised and screened by incorporating proportionally spacing and stepped roof forms of the perimeter blocks, which soften its visual presence and enhance the architectural articulation.

The roof is finished in Dover White, a high-reflectance colour selected to significantly reduce heat absorption. This contributes to improved energy efficiency and assists in mitigating the Urban Heat Island effect, supporting a responsible and sustainable design approach aligned with broader sustainability initiatives.

- 01 Light coloured metal deck roof for high solar reflection and low absorption
- 02 Solar PV Panels for on-site renewable energy
- 03 Ground-Level outdoor shelters
- 04 Dock awning
- 05 Bicycle parking shelter
- 06 Indicative mechanical units

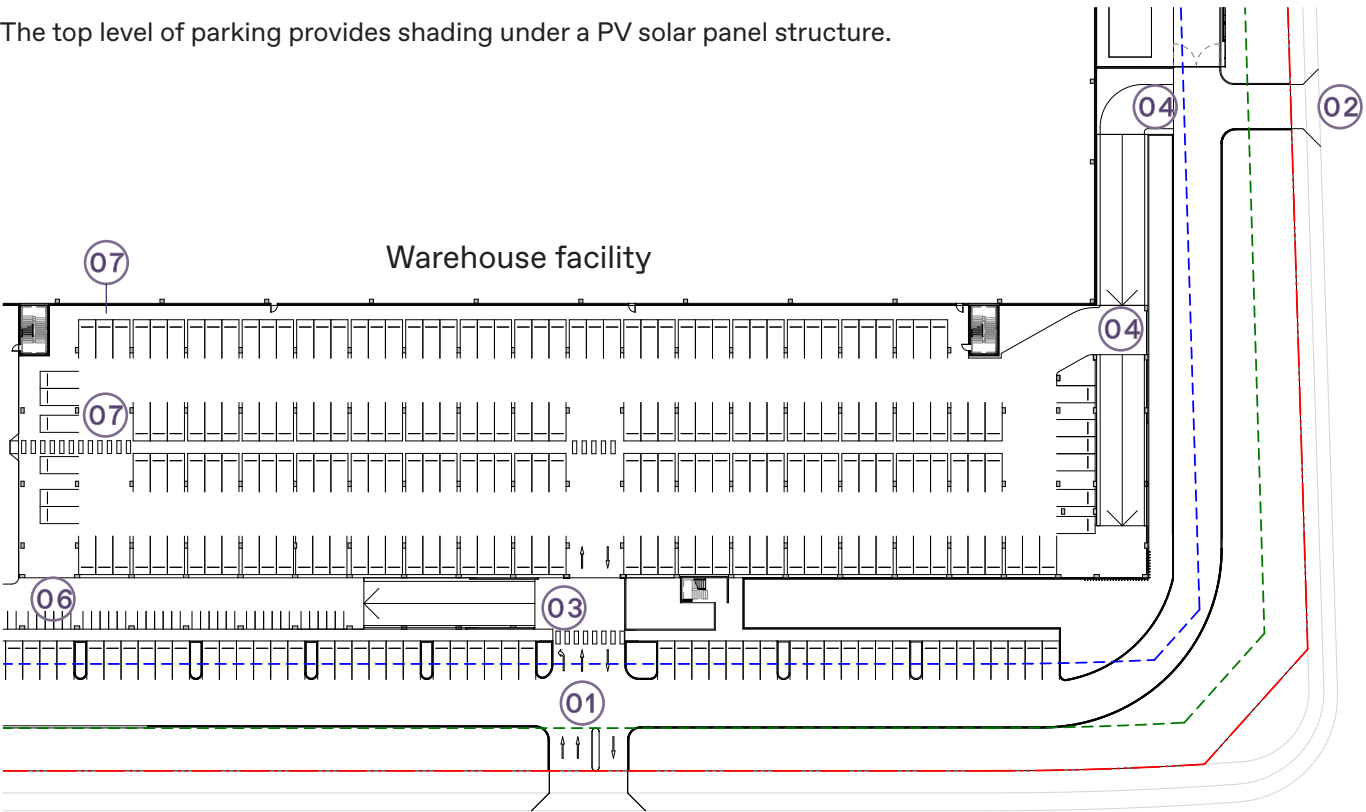


Design Proposal

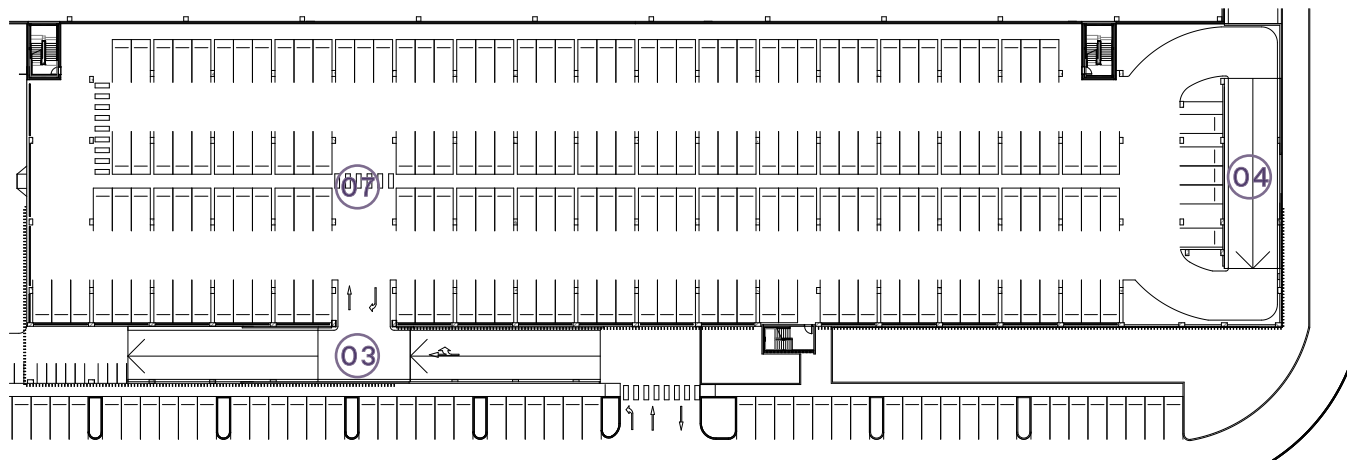
Multi Level Carpark

The multi-level carpark provides parking on 3 levels, with entry and exit ramps, landscape screening to the east and part of the southern frontages and an architectural vertical fin screen to the public facing facades.

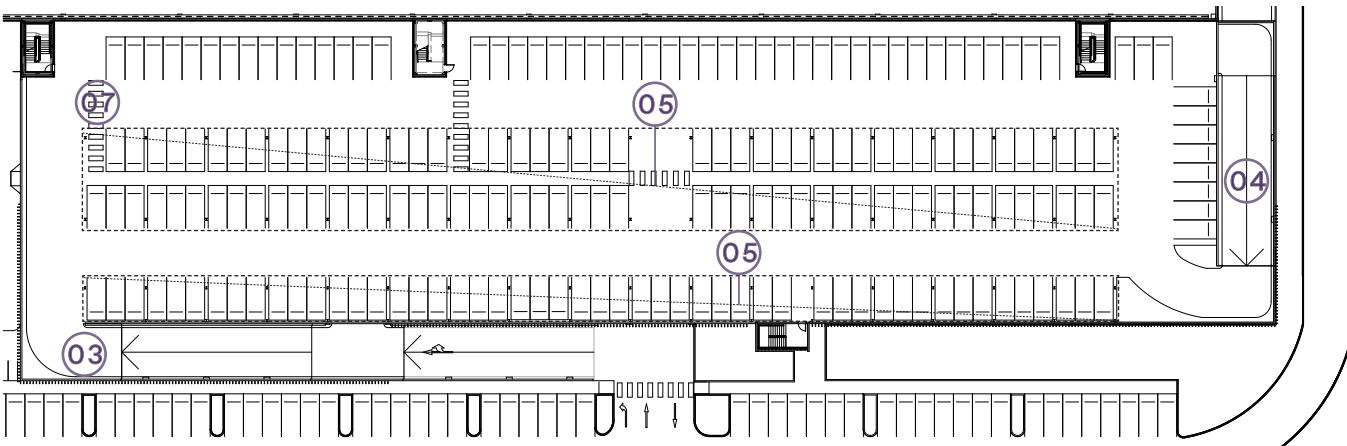
The top level of parking provides shading under a PV solar panel structure.



Ground Floor - Carpark



Level 1 - Carpark

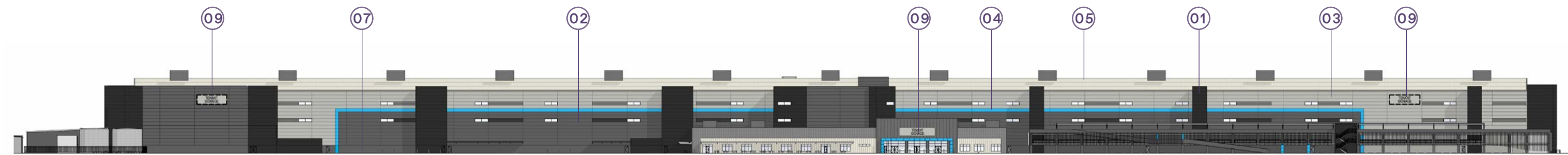


Level 2 - Carpark

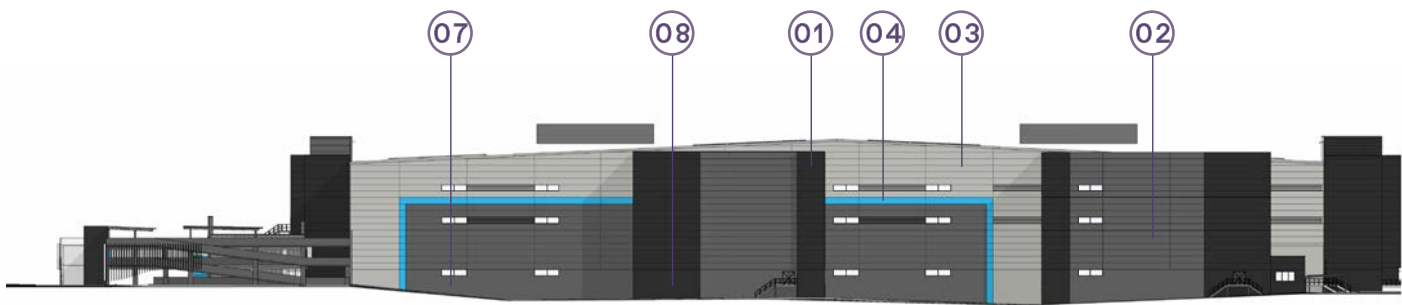
- 01 Vehicle Entry/ Exit
- 02 Vehicle Exit
- 03 Ramp up
- 04 Ramp down
- 05 Solar PV Panel shading structure
- 06 Motorcycle parking under ramp
- 07 Pedestrian walkway

Design Proposal

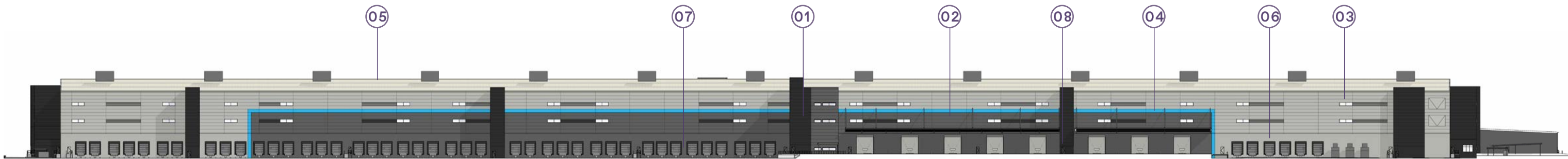
Warehouse Elevations



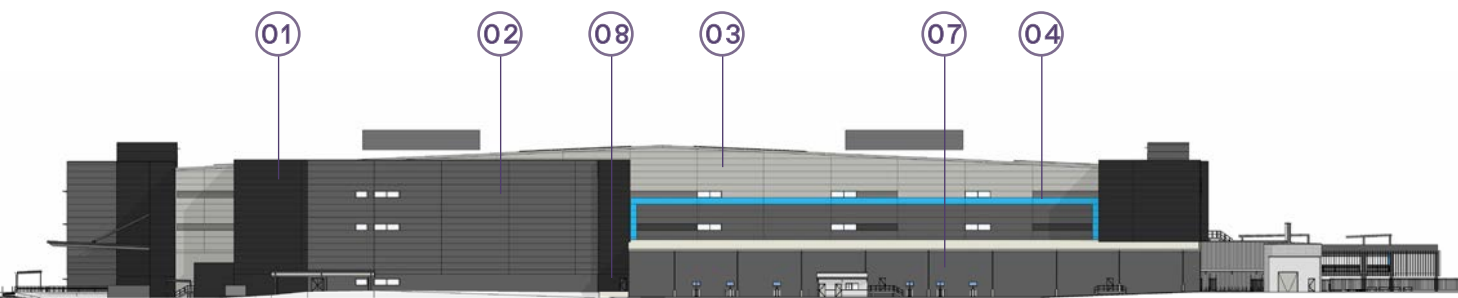
South Elevation



East Elevation



North Elevation



West Elevation

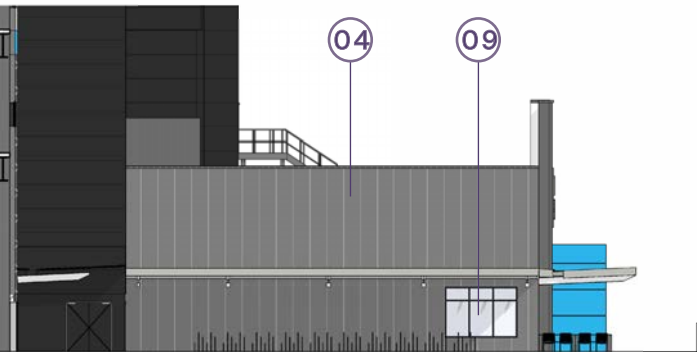
- 01 Insulated Metal Panel - Monument Finish
- 02 Insulated Metal Panel - Basalt Finish
- 03 Insulated Metal Panel - Shale Grey Finish
- 04 Insulated Metal Panel - Custom Blue Finish
- 05 Metal Roof - Dover White Finish
- 06 Painted Concrete - Shale Grey Finish
- 07 Painted Concrete - Basalt Finish
- 08 Painted Concrete - Monument Finish
- 09 Building Signage, refer to Architectural DA Drawings

Design Proposal

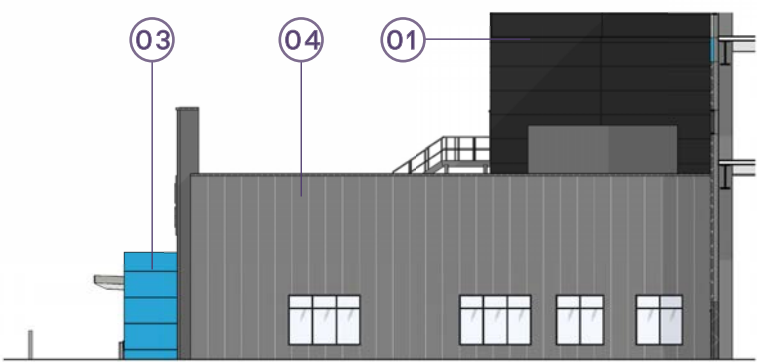
Main Entrance & Office Elevations



South Elevation



West Elevation



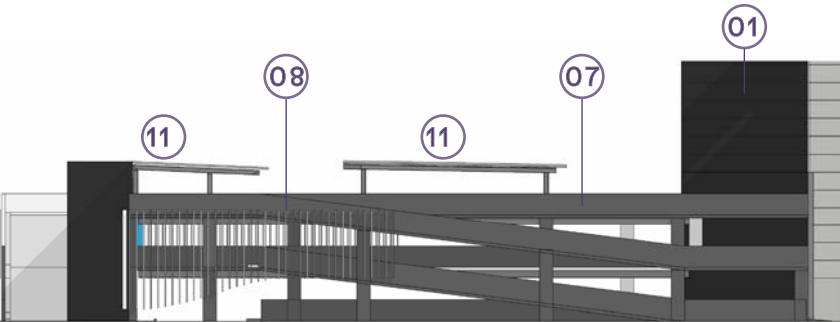
East Elevation

- 01 Insulated Metal Panel - Monument Finish
- 02 Insulated Metal Panel - Basalt Finish
- 03 Insulated Metal Panel - Custom Blue Finish
- 04 Insulated Metal Panel - Windspray Finish
- 05 Insulated Metal Panel - Surfmist Finish
- 06 Painted Concrete - Monument Finish
- 07 Painted Concrete - Basalt Finish
- 08 Aluminum Fin Screen
- 09 Curtainwall Shopfront and Windows
- 10 Building Signage, Refer to Architectural DA Drawings
- 11 Canopy with Solar PV Panels

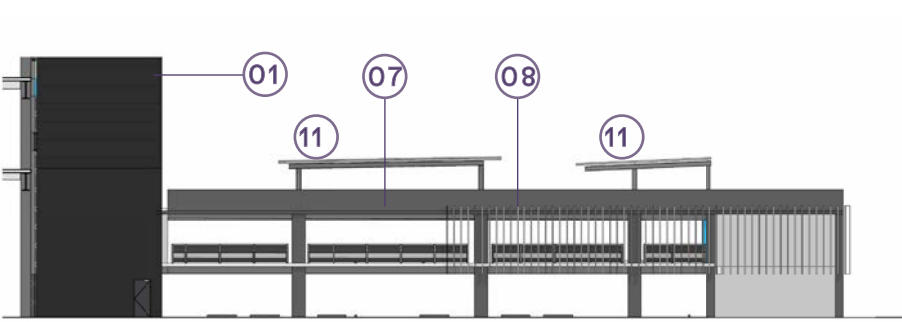
Multi-Level Carpark Elevations



South Elevation



East Elevation



West Elevation

Design Proposal

Warehouse & Carpark Materials and Finishes







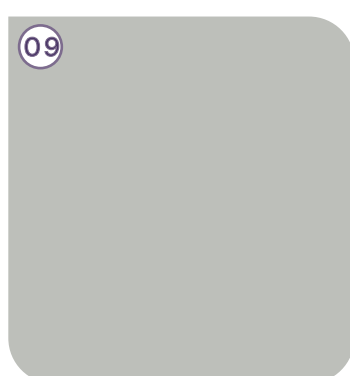


















A standardised palette of colours and finishes repeated throughout the facade creates a cohesive architectural identity.

- 01 Insulated Metal Panel - Monument Finish
- 02 Insulated Metal Panel - Basalt Finish
- 03 Insulated Metal Panel - Shale Grey Finish
- 04 Insulated Metal Panel - Custom Blue Finish
- 05 Metal Roof Cladding - Dover White Finish
- 06 Insulated Metal Panel - Windspray Finish
- 07 Insulated Metal Panel - Surfmist Finish
- 08 Concrete Wall Paint Finish - Basalt Finish
- 09 Concrete Wall Paint Finish - Shale Grey Finish
- 10 Curtainwall Shopfront and Windows
- 11 Concrete paint to match adjacent metal panel colours (i.e. Monument as shown)
- 12 Aluminum Fin Screen

Refer to DA Architectural drawings for corresponding material finishes and locations

Design Proposal

Primary Street Frontage - Main Entry & Office



Artist's impression intended for illustrative purposes only.

Design Proposal

Primary Street Frontage - Multi Level Carpark



Artist's impression intended for illustrative purposes only.

Design Proposal

South East Corner - Multi Level Carpark



Artist's impression intended for illustrative purposes only.

Design Proposal

Aerial - South East Corner



Artist's impression intended for illustrative purposes only.

Design Proposal

Aerial - North West Corner



Artist's impression intended for illustrative purposes only.

Design Proposal

Loading Docks - North West Corner



Artist's impression intended for illustrative purposes only.

Design Proposal

Aerial South West Corner - Truck Access



Artist's impression intended for illustrative purposes only.

Design Proposal

Aerial - Southern Elevation



Artist's impression intended for illustrative purposes only.

Design Verification Checklist

05

Design Verification Checklist

Design Element	Verification Criteria	Comply
General Provisions		
Design Quality Review Process	The appropriate design quality review process for the development type and planning pathway has been adopted.	Yes No N/A
Consistency with Master Plan	The development is consistent with the IPG Structure Plan in Figure 1 of the Master Plan.	Yes No N/A
Local Centre Provisions		
Building Orientation – Local Centre	- Commercial/ retail buildings main frontage to be oriented as per Figure 79. - Blank walls must not be accommodated where building interfaces the Riparian Corridor or the Local Park. - Blank walls must not be accommodated where building façades address street frontages.	Yes No N/A
Building Alignment – Local Centre	<u>General</u> - Maximum floorplate size for new commercial tower (above podium) in Local Centre must be 1,500sqm. <u>The Promenade</u> - Buildings fronting the street must be set back a minimum of 5m at level 4 and above. - Buildings heights along the north interface of the Promenade must allow for solar access to the Promenade for a minimum of 3 hours of solar access between the hours of 9am and 3pm on 21 June to 70% of the Promenade. <u>Laneways</u> - Buildings must be built to boundary.	Yes No N/A

Design Element	Verification Criteria	Comply
Building Alignment – Local Centre (cont.)	<u>Road 01/Road 05/ Bradfield Metro Link Road</u> - The minimum building setback is 6m from the boundary. - Minimum 3m landscape setback	Yes No N/A
Building Composition- Local Centre	Except for awnings, no building articulation is to project past the property boundary.	Yes No N/A
Primary Site Access and Activation – Local Centre	<u>Promenade</u> - If buildings are adjacent to both roads and the promenade, then pedestrian access must be located at the Promenade. - Active uses to occupy the ground level to activate streetscape. <u>Services</u> - Service entries and loading to be accessed via Road 1, Road 5 and the Easement Road. Vehicular access to basement or loading access are not permitted along Bradfield Metro Link Road. - Major services and utility equipment are to be located along the Easement Road, Road 1 and Road 5 or basement.	Yes No N/A
Awnings – Local Centre	Projection of any proposed awning must be in accordance with Figure 126 in Section 14.4.4 of this Master Plan.	Yes No N/A
Materials – Local Centre	- Prioritise the use of low embodied carbon materials. - Material selection is to minimise reflectivity and glare impacts.	Yes No N/A

Design Verification Checklist

Design Element	Verification Criteria	Comply
Sustainability – Local Centre	- Roofing materials, including shade structures must utilize material with the following Sun Reflectivity Index (SRI): - For roof pitched<15deg: SRI 82 - For roof pitched>15deg: SRI 39 - Unshaded pavers and permeable pavers must have SRI >39. - Building design is to facilitate natural daylight for indoor uses	Yes No N/A
Deep Soil – Local Centre	- If the area of natural ground dedicated for deep soil is less than 25% of the total site area, the development must: - Include larger tree species within carparks and setbacks to ensure canopy coverage targets are increased. 30% of the tree species must have a mature canopy of 10-12m and be located strategically to shade carpark and hardstand areas in order to mitigate urban head buildup. - Provide alternative form of planting on upper floor external areas such as terrace and rooftop garden/ green roof. - On-lot development for within the local centre is to achieve a deep soil target of at least 10%.	Yes No N/A
Planting in car parking areas – Local Centre	Tree planting in the form of island planter beds shall be provided at a rate of one planter bed per 5 car spaces wihtin the Local Centre with planting at a minimum dimension of 1.5m wide.	Yes No N/A

Design Element	Verification Criteria	Comply
Enterprise and Industry Provisions		
Building Orientation - Enterprise and Industry	- Where ancillary offices are proposed, the orientation of the office should address the street frontage, or a riparian corridor (if the building adjoins a riparian corridor). - Blank walls with no colour change or articulation are not permitted where a building interfaces the Riparian Corridor.	Yes No N/A
Building Setback – Enterprise and Industry	Building Setback Control – See Figure 30 for specific road and location reference listed below. <u>Southern Interface Road 03 (west of central riparian corridor)</u> - The minimum building setback from the boundary is 13m. - Minimum landscape setback is 10m. *High Bay Warehouse (24-52.5m in height – from existing ground level) - The minimum building setback from the boundary is 20m from southern interface of road. - Minimum landscape setback is 10m. - Minimum 15 building setback adjacent to riparian corridors. <u>Northern Interface of Road 03 (west of central riparian corridor)</u> - Minimum 13m Building Setback to Local Road where off-street parking is included within the landscaped area (which must be minimum of 6m).	Yes No N/A

Design Verification Checklist

Design Element	Verification Criteria	Comply
Building Setback – Enterprise and Industry (cont.)	*High Bay Warehouse (24-52.5m in height – from natural ground level) - The minimum building setback from the boundary is 15m. - Minimum landscape setback is 6m. <u>Southern Interface of Road 02</u> - The minimum building setback from the boundary 13m. - Minimum landscape setback is 10m. *High Bay Warehouse (24-52.5m in height – from natural ground level) - The minimum building setback from the boundary is 20m. - Minimum landscape setback is 10m. - Minimum 15m building setback from the boundary. *Note – the controls for high bay warehouses can be varied where the design has been endorsed by a Design Review Panel. <u>All Landscape Setbacks</u> - Access for fire rescue and fire trail circulation must not be included within the landscape setback area.	
Building Composition – Enterprise and Industry	The component of a building predominantly for public use must be closer to the street than the private elements or service areas.	Yes No N/A
Massing – Enterprise and Industry	<u>General</u> - Built form is modulated and height differences are mitigated through design interventions such as definition of private and public spaces, programmatic functions, feature walls or the use of colours and finishes. - Development is to have dedicated footpaths to reach access points.	

Design Element	Verification Criteria	Comply
Massing – Enterprise and Industry (cont.)	<u>High Bay Warehouse</u> - Where a high bay warehouse development is proposed, the footprint associated with the high bay part of the warehouse component which is more than 35m in height but less than 52.5m in height, must not exceed more than 60% of building gross footprint. - High bay development is to be broken down into 2 or more building components with differing heights.	Yes No N/A
Materials & Colours – Enterprise and Industry	The material and colours proposed should accentuate forms, durable and serve as protection to the buildings, breakdown building dimensions and massing to create an appropriate scale and amenity to the public domain.	Yes No N/A
Communal Areas & Landscaping – Enterprise and Industry	- Warehouse development which includes an ancillary office is to allow for a dedicated outdoor area to provide communal open space. - The communal areas must be integrated with soft and/or hard landscaping. - Communal areas is to be supported with seating and weather protection.	Yes No N/A
Planting in car parking areas – Enterprise and Industry	For every 10 car parking spaces provided, an island planter bed of minimum 1.5m wide is to be provided.	Yes No N/A
Sustainability – Enterprise and Industry	- The development must provide ready to charge EV charging points to at least 5% of all car parking spaces - Roofing materials must utilize material with the following Sun Reflectivity Index (SRI): - For roof pitched < 15deg: SRI 82 - For roof pitched > 15deg: SRI 39	Yes No N/A Yes No N/A

Design Quality Principles

06

Design Quality Principles

The Design Quality Principles outlined in the IPG Badgerys Creek Road Master Plan establish a framework for achieving high-quality design outcomes for future development within the site. The principles identify key design elements and set out the criteria required to ensure development aligns with the objectives and intent of the Master Plan.

These principles guide the design response by defining specific design quality outcomes that inform the form, function, and integration of development within the precinct. In relation to this Architectural Design Report, the relevant urban design components derived from the Master Plan Design Quality Principles are as follows:

1. Topography
2. Land Use
3. Cultural Heritage – Connecting with Country
4. Urban Built Form
5. Architecture & Crime Prevention Through Environmental Design (CPTED)
6. Sustainability



Design Quality Principles

Topography

Respond to the existing topographic condition where possible and refine the landform in a responsive and appropriate way to support the future development and the evolve of the Aerotropolis.

Design Element	Design Quality Principles	Response	
Cut and Fill	The future landform is to respond to the physical character of the land and minimises the cut and fill.	The proposed development responds to site topography through a level strategy that supports large-format logistics and warehousing operations while accommodating transport and servicing requirements.	(Please refer to Civil Drawings) (Please see page 14)
Designed Levels	- The designed levels for development are to be suitable for a variety of enterprise and industry uses, especially the large footprint warehousing and logistics and transport needs. - The designed levels are to enable the controlled and safe conveyance of stormwater drainage and overland flows. - The designed levels are to enable major pedestrian and cycleway networks through the site, and extended connections to the surroundings. - The final levels are to respond to view lines towards landscape areas and riparian corridors where appropriate.	Pad levels are positioned to work efficiently with the site’s natural contours, enabling safe and controlled stormwater drainage and overland flow paths. As the site falls toward the north, the design locates the integrated recessed loading docks to the northern side thereby minimising unnecessary cut and fill, while maintaining functional efficiency. The site has been design in coordination with AT&L and their Civil Design, refer to Civil Drawings for more information.	

Land Use

Proposed land uses contribute to change in the urban context of the Aerotropolis Precinct responding to the future character and demand.

Design Element	Design Quality Principles	Response	
Enterprise and Industry	- Encourage a mix of uses that respond to the objectives of the ENT zone through a flexible subdivision and super-lot strategy within the Master Plan. - Encourage employment uses and business-related services which are consistent with the location close to the WSI Airport, through the delivering a range of lot sizes and flexible height provisions for emerging industries. - Improve amenity and services for the future working community. - Flexibility to the land for a variety of enterprise, industry and warehousing uses, including high bay warehouse, and the future evolution of the Aerotropolis. - Amenity nodes should support passive surveillance and provide visual amenity within the enterprise and industrial precincts in the Master Plan through accommodating active land uses such as cafés, restaurants and shops for the daily needs of the local working community.	The proposed development comprises a warehouse or distribution centre use, which will deliver significant employment opportunities in close proximity to the new airport and is fully consistent with the objectives of the ENT zone. A high level of amenity is provided for staff by way of ancillary office, lunchrooms, meeting places, end of trip facility, outdoor communal seating areas, weather protected shelters and separate trucker lounges. Publicly accessible amenity nodes do not form part of this development.	(Please refer to Planning report) (Please see pages 20, 22, 23)

Design Quality Principles

Connecting With Country

Utilising the GANSW Connecting with Country Framework and Elements of Designing with Country will ensure the environmental and social wellbeing of the site is addressed a way that will provide an enduring legacy for the place and community.

Design Element	Design Quality Principles	Response
Water Landscape	- Development is to consider Aboriginal cultural elements such as waterways and landscape features, where relevant and appropriate. - The architectural design is to consider the form and colours of the waterways and landscape, where relevant and appropriate.	Built forms are set back from Roads 02, 03, and the riparian corridors, to allow for generous landscape buffers. These setbacks incorporate extensive perimeter vegetation and tree planting to reinforce the blue-green corridor network and celebrate the restored creek environments.
		(Please refer to Landscape report & drawings) (Please see pages 20, 21, 22, 27) Along Road 03, landscape features are integrated within the setback to highlight its role as a key creek-to-creek connection and strengthen its identity within the precinct. The large warehouse roof is connected to a recycled water supply system for landscape irrigation, toilets, and other non-potable water needs to reduce wastage of potable water. Refer to the Landscape Report by Site Image for the landscaping response. The car park is wrapped in an architectural screen of vertical fins that speaks to the pattern & rhythm of surrounding trees and grasses with shifting patterns of light and shade that change through the day. By gently curving down to meet the ground, the screen seamlessly merges the industrial building with the natural terrain, softening its overall visual presence and strengthening the connection with the surrounding landscape and natural curves of the creek.
Convergence of Three Clans	- Development is to acknowledge and represent Dharug, Dharawal and Gandangara groups by interpreting key narratives and stories on the site. - Development must incorporate communal spaces that allow for gathering and interaction. - Acknowledging the diversity of flora and fauna in the area and the role they play in sustaining life. The design of communal spaces is to acknowledge the diversity of flora and fauna, where relevant and appropriate.	Community spaces are provided not only within the facility, but also through a covered outdoor seating amenity located adjacent to the main entrance. An additional outdoor seating area is located within a dedicated landscaped space at the end of the car park, adjacent to Road 03 and within the designated Water Landscape, where it forms a prominent communal space within the development. Refer to the Landscape Report for further details.
		The outdoor amenity areas is well connected to the landscape and provides opportunity to integrate stenciled pavement, adding layers of storytelling into the environment. Ground-level and elevated view lines across the site are maintained to support creek-to-creek visual connections through the centralisation of the built form. This strategic siting allows continuous visual permeability across the site, while the building's upper levels provide opportunities for outward views from interior spaces, further reinforcing visual and spatial connections to the surrounding landscape.

Design Quality Principles

Connecting With Country

Design Element	Design Quality Principles	Response	
Community Driven	- The Landscape and Public Domain Design is to be developed and codesigned through the Designing with Country process. - The key themes including The Convergence of 3 Clans, Water Landscape and Community Driven, should help to drive the spatial and conceptual design.	Community-driven principles are achieved through the provision of multiple outdoor break and communal amenities across the site at different scales and opportunities for use. Outdoor amenity areas are designed and immersed with intentional landscape features to promote comfort, openness, and a strong connection to the natural environment. The multi-level car park sitting prominently at the street frontage incorporates an architecturally treated screen featuring a distinct design gesture, where the screen gently curves down to touch the ground and rises again at the corner. This organic and curvature form references and draws inspiration from the existing terrain and surrounding Blue Mountains landscape, reinforcing a connection between the built form and its natural context. The warehouse have breakrooms throughout the perimeter of the warehouse across all levels to offer communal spaces and place for rest throughout the day. The upper level breakroom along the perimeter of the warehouse have windows that offer elevated views to the surrounding landscape and Blue mountains. All roof surfaces have light coloured finishes to reflect sunlight, release less heat, and allows for night time cooling. The skin of the building is compositionally design with varying and contrasting tones, as well as with passive solar shading devices that add a layer of articulation, which is integral to the Wind Country principles.	(Please refer to Landscape report & drawings) (Please see pages 20, 21, 22, 26, 27, 32, 33)
Language, Naming & Wayfinding	- Acknowledge the Importance of Indigenous Language and Naming and facilitate the integration of Language across the site, with consideration to the theme of the three clans, where appropriate and suitable. - Landscape design and place making to incorporate and interpret the Aboriginal language, knowledge and art as design elements. - Public open space within the Master Plan is to consider opportunities for learning as a way of designing with Country (e.g., signage along riparian walking tracks, paving with co-designed motifs or engraving, etc.). - Enhance the cultural connection to place in development within the Master Plan by: - Incorporating local Aboriginal language to place names. - Incorporating the Aboriginal language, knowledge and art.	Landscape features are integrated to enhance the streetscape and highlight the creek-to-creek connection. The importance of cultural connection is acknowledged through the design. Wayfinding elements incorporating Aboriginal language, knowledge, and art to be developed at the detailed design stage.	(Please refer to Landscape report & drawings) (Please see pages 20, 21, 22, 26, 27)

Design Quality Principles

Urban Form, Enterprise + Industry

Good design achieves a scale, bulk and height appropriate to the existing or desired future character of the street and surrounding buildings. The urban form of the development will contribute to placemaking by enhancing street frontages along internal roads and respond to view lines towards landscape areas and riparian corridors where appropriate.

Design Element	Design Quality Principles	Response	
Building Orientation	- Industrial buildings should complement the streetscape and enhance passive surveillance to the street and riparian corridors. - Industrial buildings should be orientated to ensure solar access to open space and riparian corridors are protected and maintained where practical. - The key creek-to-creek connection along prominent road corridors which link riparian corridors, particularly along Road 02 and Road 03 should be established. - Creating an active engagement along the street interface which supports a natural outdoor environment should be considered. - Maximising views to the internal streets and/or riparian corridors for community enjoyment should be utilised.	The development is designed to positively address the streetscape and enhance passive surveillance of surrounding streets and riparian corridors. The primary entry faces Road 03, establishing a clear frontage and prominent address within the estate. Building setbacks to the eastern and western boundaries improve visibility and access to the riparian corridors while ensuring these areas are protected from overshadowing.	(Please see pages 15, 16, 20, 25)
		Building orientation and massing maintain solar access to open spaces and riparian corridors where practicable, with key creek-to-creek connections along Road 02 and Road 03 retained and unobstructed. Active street engagement is supported through generous landscaping along all street frontages, with a dedicated outdoor amenities integrated adjacent to the car park. Setbacks from Road 03 and the multi-level car park, as well as upper-level breakroom with windows enable clear and elevated views to internal streets and riparian corridors, strengthening visual connection to the surrounding landscape.	
Building Alignment	- Reinforce the street edge of key creek-to-creek road connections, particularly Road 02 and Road 03 to establish a street pattern. - The development should enhance the street presentation whilst ensuring design criteria are met. - Development should provide generous area of landscaping along key creek-to-creek road connections.	The development reinforces the street edge along key creek-to-creek road connections, particularly Road 02 and Road 03, through a unified, single-building form that establishes a clear and legible street pattern. The consolidated facility avoids fragmentation from seperate lots, presenting as a cohesive development that strengthens the urban structure of the precinct.	(Please refer to Landscape report & drawings) (Please see pages 14, 15, 19, 24)
		Street presentation is enhanced through carefully considered finishes and building articulation, delivering a balanced architectural composition that provides visual interest while meeting applicable design criteria and tenant brand standards. Generous landscaping is provided along the key road corridors in accordance with minimum landscape requirements and setbacks, reinforcing the green character of the streets and contributing to the broader creek-to-creek network. Further detail is provided within the Landscape Report by Site Image.	

Design Quality Principles

Urban Form, Enterprise + Industry

Design Element	Design Quality Principles	Response
Access	▪ Pedestrian pathways within a lot should be utilised to ensure safe access to and from parking areas into the warehouse building or ancillary Office. ▪ Pedestrian pathways should be delivered on the shortest route possible, where achievable.	Dedicated pedestrian and bicycle access is provided from the street, with traffic-calming measures ensuring safe movement into the site. Within the car park, clearly defined pedestrian footpaths are provided throughout, supported by additional traffic-calming measures to safely separate vehicles and pedestrians. Pedestrian pathways are designed to follow the shortest practical routes, providing a direct and legible connection to the main office entry.
Potential for Through Site Links	▪ The emergence of compact commercial typologies within the enterprise precinct must consider the opportunity for through-site links to enhance pedestrian permeability. ▪ Opportunities for through-site links must ensure security and site operations for adjoining warehouse building are not compromised.	This requirement is not applicable, as the proposed development is an automated distribution centre rather than an emerging compact commercial typology

Design Quality Principles

Architecture

Good design achieves a scale, bulk and height appropriate to the existing or desired future character of the street and surrounding buildings. The urban form of the development will contribute to placemaking by enhancing street frontages along internal roads and respond to view lines towards landscape areas and riparian corridors where appropriate.

Design Element	Design Quality Principles	Response
Building Composition	■ Clear definition of hierarchies for planning of public, private and semi-public domain is to be considered. ■ Ancillary office should be highly visible from the street, support passive surveillance to the street and contribute to the streetscape character. ■ Buildings should contribute to wayfinding and avoid overtly reliant on signage to navigate within the estate. ■ Developments within the Master Plan are to be designed in accordance with the minimum building setbacks in Figure 129.	A clear spatial hierarchy is achieved through the placement of the main entry and ancillary office to the Road 03 frontage, establishing this interface as the primary public address. The office component is visually distinct from the warehouse, reinforcing visibility, supporting passive surveillance, and contributing positively to the streetscape. The development is designed in accordance with the minimum building setback requirements identified in the Master Plan, namely 13m to Road 02, and 15m to Road 03. The buildings are set back further than the minimum setbacks to the North, West and South frontages. The primary Southern elevation has the following setbacks between the southern boundary and: - the main warehouse portion of the building of 65m - the main entry of 43m - the carpark ramp of 19.8m The western facade is set back a minimum of 31m from the western boundary with the northern facade setback between 30m & 150m from the northern boundary.
		(Please see pages 12, 16, 20, 25)
Massing & Proportions	■ Perceived bulk of industrial buildings fronting the street should be broken down to avoid long façades. ■ Where the enterprise and industry buildings adjoin the Riparian Corridor but not separated by a road reserve, the building scale and interfaces fronting the riparian should promote safe travel and pedestrian movement. ■ The development should have dedicated footpaths along the interface of the riparian corridor, where possible.	The warehouse façade, while accommodating a large building footprint, is deliberately articulated through varied building forms and projections to break down perceived bulk and avoid uninterrupted frontage along the street. This modulation reduces visual scale and contributes to a more refined streetscape presentation. The bulk and scale of the building is brought down to human scale at the main entrance, with its lower roof height and smaller proportions. Additionally, the multi level carpark as well as the various vertical perimeter blocks, visually interrupts the long horizontal spans of the warehouse building. The primary southern elevation provides a clear entry expression with raised parapet and contrasting entry portal material. The horizontal slot windows and facade louvers express the multi level nature of the building while providing visual outlook for users. The material colour palette further articulates the facade with dark 'monument' coloured vertical expressions in contrast to the lighter colours and banding behind. These various facade projections, entry features, varying eaves/ parapet heights, complimentary and organised colour palette provide interest and articulation while visually breaking down the bulk and scale of the long facades. Pedestrian and bicycle connections are provided to the Road 03 boundary, maintaining integration with the wider movement network.
		(Please see pages 12, 16, 20, 25, 31, 32, 33)

Design Quality Principles

Architecture

Design Element

Design Quality Principles

Public Domain & Building Interfaces

- Generally, the subdivided lots are surrounded by 4 main bounding sides. In the context of the Master Plan, a typical lot can be defined by a combination of the following public interfaces:
 - Eastern Ring Road
 - Bradfield Metro Link Road
 - Creek-to-Creek Connections (Road 2 and 3)
 - Other Internal Roads, e.g. Collector Road and Local Road
 - Riparian Corridors

The proposed industrial buildings occupying the lots in the Enterprise and Industry zone must be articulated to address these interfaces. Some of the acceptable design solutions relate to the siting of ancillary office, loading frontages, non-active frontages design, communal outdoor areas, and the use of materials and colours, as presented in the table across.

Response

The proposed site addresses the adjacent public interfaces in concert with the setback requirements from the DCP and Master Plan. (Please see pages 12, 16, 20, 25)

	DCP Setback (DCP: Table 6. Building and Landscape Setbacks)		Master Plan Setback (Master Plan: Figure 30)		Project Setback	
	Building	Landscape	Building	Landscape	Building	Landscape
Road 2 (Local Industrial Road) (North, West, & East)	7.5m	4m	20m (North)	10m (North)	21.5m (North)	11.6m (North)
			20m (West)	10m (West)	50.5 (West)	10m - 58.7m (West)
			15m (East)	6m (East)	15.5m (East)	6m - 11.5m (East)
Road 3 (Collector Road) (South)	13m	6m	13m	10m	59.4-130m	6m - 36.5m

Siting of Ancillary Office

- The Ancillary Office is more than just building with amenity serving the warehouses. It also functions as the main gathering point for workers and visitors alike, with architectural design that emphasizes both functionality and aesthetic appeal.
- Therefore, the placement of the Ancillary Office is critical as a focal point and is useful to mark pedestrian/ vehicular entries and reinforce corner frontages.
- The Ancillary Office can accommodate functions such as;
 - Meeting and Office workspace
 - Wet areas for both warehouse and office workers
 - End of trip facility
 - Lobby space
 - Lunchroom area
- If the building has an Ancillary Office, the design must meet the following requirement;
- The siting of the Ancillary Office is subject to the following order of importance; Riparian Corridors where practical, Creek-to-Creek Connection, Internal Roads
- The use of colours, materials and texture are critical to: Remediate the scales between the warehouse and Ancillary Office and create a cohesive design. Express the finer-grained character of the Ancillary Office component.

The proposed development provides an Ancillary Office that functions as the primary public interface and central amenity for workers and visitors. The office accommodates all required functions, including office and meeting spaces, wet areas for warehouse and office staff, end-of-trip facilities, lobby space, and a lunchroom. (Please see pages 19, 20, 22, 25, 27, 32)

The Ancillary Office is strategically sited to define pedestrian and vehicular entry points and reinforce the primary street frontage, consistent with the Master Plan hierarchy requirement.

Its architectural form, materials, and finishes are deliberately differentiated from the warehouse to mediate scale, and express a finer-grained character. This is done through the use of a feature coloured 'entry portal' with a raised parapet that can accommodate entry signage, flanked with a warmer coloured combination of 'windspray' and 'surfmist' cladding, windows and covered outdoor area, to provide a human scale and inviting entry.

Design Quality Principles

Architecture

Design Element	Design Quality Principles	Response
Loading Frontages	■ The loading/ unloading interfaces are generally lined with roller doors for trucks to load/ offload goods. ■ In many circumstances, a dock Office will also be provided. Workers use the dock Office to oversee the activities on the hardstand. ■ Some large format/ high bays may have 2x loading sides, serving incoming and outgoing deliveries. ■ The associated activities help to establish passive surveillance along the immediate interface. ■ The loading areas must meet the following requirements; ■ Weather protection over the loading/ unloading activities must be provided to ensure an adequate working condition. ■ Apply change in materials and colours that are durable to express different activities and zones.	The development provides weather-protection awnings to at-grade docks to support safe and efficient operations. Trucker lounges are incorporated as supporting amenities, and gatehouses are provided to manage access and control truck movement within the hardstand areas. The on-grade docks are clearly identified with a 20m covered awning. The recessed docks provide for internal loading and unloading and are visually framed externally with a dock-seal. The truck loading and unloading activities all occur along the northern frontage of the building where all loading docks are located. Trucks and cars have separate access and circulation through the site. (Please see pages 16, 25, 26, 31)
Non-active Frontage with Interplay of Colours, Materials & Finishes	■ Depending on the nature of the logistics operation, there may be non-active façades. Frontages with no loading activities parking or Ancillary Office are generally considered as Non-Active Façades. ■ However, there are opportunities treat the façade to create visual interest and enrich the interfaces. These include but not limited to; ■ Use of different materials, finishes and colours to modulate forms and mitigate building heights ■ Landscape elements such as trees, shrubs etc to soften built forms.	The building design has been carefully considered on all elevations, including areas without active uses, to ensure a consistent and visually engaging outcome. Articulated forms, varied materials, and controlled colour application are used to manage scale and provide visual interest across the full extent of the facility. Landscape planting is incorporated to soften built form. The multi level car park includes an architecturally treated screen that enhances visual interest and contributes to a strong entry presence along the street frontage. (Please refer to Landscape report & drawings) (Please see pages 31, 32)
On-Lot Landscape Strategies within Landscape Setback	■ All four boundary interfaces of a lot occupied for industrial use must have landscape elements within the landscape setback stipulated in the Design Quality Strategy and DCP. The landscape elements may include the followings; ■ Rain garden ■ Parking with planter beds ■ Tree canopies ■ Low vegetations ■ Shade for electrical charging car bay ■ Walkways	Landscape elements are provided along all site boundaries within the required landscape setbacks in accordance with the Design Quality Strategy and DCP. The proposal incorporates a coordinated landscape treatment across the site, including tree canopy planting, shading, and landscaped areas integrated with parking and pedestrian movement. Canopy coverage and shading have been carefully considered to enhance amenity and soften built form. Security fencing has been limited to enclosing the truck circulation zones on the site. The public facing southern and part eastern elevation are open to the street with no separating fence. Further detail is provided within the Landscape Report. (Please refer to Landscape report & drawings) (Please see page 25)

Design Quality Principles

Architecture

Design Element	Design Quality Principles	Response
Communal Outdoor Areas	■ In a typical industrial setting, a communal outdoor space is usually provided as an informal breakout space for both warehouse and Ancillary Office workers. If the Ancillary Office is provided, the communal outdoor space is usually directly connected to the Ancillary Office component. ■ The design of the communal outdoor areas must adhere to the followings: ■ Integrated with the design of the Ancillary Office. ■ Provision of weather protection such as awnings, pergolas or louvers. ■ Breakdown of hardscape and landscape for different activities. For integration with soft landscaping areas, please see Sustainability-Enterprise + Industry. ■ Have views to landscape where practical.	A communal outdoor seating and amenity area is provided for staff, directly connected to the Ancillary Office. The space includes sheltered seating. (Please refer to Landscape report & drawings) (Please see pages 25, 27) A non-sheltered seating area is provided within the landscaping zone to the south west of the site. Further detail is provided within the Landscape Report.
Materials & Colors	■ Materials used for façade should be robust, fit for purpose, easy to maintain and consistent with the functional requirements. ■ If the development consists of an Ancillary Office, the design of the Ancillary Offices should be expressed as a finer grained component using materials with varying colours and texture and provide engagement with the street.	Façade materials have been carefully selected to be robust, durable, and fit for purpose, ensuring long-term performance and ease of maintenance in an industrial setting. (Please see pages 31, 32, 33) The Ancillary Office is expressed with the use of warmer coloured contrasting cladding with awnings and glazing to present an open and inviting front to the buildings primary office and entry. Finishes are proportioned relative to the scale of the warehouse and office to achieve a balanced and cohesive overall composition and enhance street engagement. In addition, the car park incorporates vertical fin architectural screen that provides visual interest through its changing appearance based on the angle of view, while compositionally complementing the overall building design.
Crime Prevention Through Environmental Design (CPTED)	■ The proposal incorporates CPTED principles to enhance safety and minimise opportunities for crime	■ Passive surveillance: Windows and active frontages are oriented to overlook streets, entries and key areas of the site. ■ Visible main entry: The primary entry is located on the main road frontage, maximising public visibility and natural surveillance. ■ Clear access: Pedestrian and vehicular access points are well-defined, with a clear distinction between public and private areas. ■ Lighting: Adequate lighting is provided to all key areas, including pathways and both at-grade and multi-level car park areas, to eliminate dark or concealed spaces. ■ Car park security: At-grade and multi-level parking areas incorporate CCTV surveillance, good sightlines and clear pedestrian paths to improve safety. ■ Minimised concealment: The design avoids blind corners, deep recesses and inactive edges. Overall, the design promotes visibility, clear movement and a well-defined public domain, contributing to a safe and secure environment. (Please see pages 31, 32, 33)

Design Quality Principles

Sustainability

Good design combines positive environmental, social and economic outcomes. Future development within the estate will incorporate WSUD initiatives integrated within the built form and landscape of the internal lots.

Design Element	Design Quality Principles	Response	
On Lot Landscape	■ Increase of on-lot landscape opportunities should be considered to reduce heat island effect, soften built forms by providing natural screen planting.	Lush planting is provided throughout the site, with intentionally designed tree canopy coverage delivering natural shading and visual screening while enhancing overall site amenity. The landscape design approach looks to push beyond the standard solutions within the DCP by adopting a holistic approach that considers Country, Ecology, Amenity and Urban Design as one entity. The plan prioritizes the implementation of green and blue grids to enhance ecology, biodiversity, and canopy coverage. It strikes a balance between creating inviting spaces for people and restoring natural habitats whilst mitigating the wildlife hazards and Bird-strike issues that need to be factored into development within the Aerotropolis. Refer to the Landscape Report for more information.	(Please refer to Landscape report & drawings) (Please see page 25)
Soft Landscape & Deep Soil	■ Soft landscape and deep soil should respond to the natural geology and physical character of the land and minimise the cut and fill. ■ Soft landscape and deep soil should minimise battering and level changes between Road corridors and Riparian corridors. ■ Soft landscape and deep soil should facilitate and encourage active and other sustainable transport modes to minimise vehicle movement and parking.	The overall development has been carefully graded to achieve a balance cut and fill while ensuring the proposed pad levels are feasible for logistical operations. To mitigate level changes across the site, the application of retaining walls is proposed where practical, providing a stable and structured transition between different elevation levels. Where possible, the use of batter (a sloping gradient) will be maximised, allowing for a more gradual and natural transition.	(Please refer to Landscape & Civil report & drawings) (Please see page 25)
WSUD Initiatives	■ The development should integrate Water Sensitive Urban Design principles into the design of the landscape and built form. ■ The WSUD elements should be integrated with the connection with Country strategy across the site. ■ Water should be retained in the landscape by maximising appropriate permeable surfaces. ■ Terraced Rain gardens/ WSUD features should be integrate within setbacks where large expanses of retaining walls are located. These features are an opportunity to integrate WSUD and Connection with Country initiatives and create interest along the road corridor. Run off is collected from the On-Lot hardstand areas and filters down though the terraced rain gardens toward the riparian corridors.	Refer to the Landscape Report and Civil Drawings for details.	(Please refer to Landscape & Civil report & drawings)

Design Quality Principles

Sustainability

Design Element	Design Quality Principles	Response
Energy & Water	Indicative measures should be responded to, for ESD contained within the Sustainability Strategy and ESD Report prepared by Civil (dated June 2024) which accompanies the Master Plan.	Renewable energy generation is supported through the provision of solar PV infrastructure, including solar EV panels. Extensive Solar panels have been provided to the warehouse roof, and have also been utilised as shading structures to the upper level carpark. Provision is also made for future electric vehicle charging bays to support the transition to low-emissions transport and reduce the development's operational carbon footprint. Further detail is provided within the ESD Report. (Please refer to ESD report)
Energy	- Natural light should be maximised to reduce electricity demand during daytime. - Sun light into workspaces should be controlled in accordance with specific task to increase thermal comfort, reduce heat loading and increase productivity, without compromising views to external environment. - Secondary light source such as courtyard spaces or light well should be utilised to avoid overly reliance of direct sunlight.	Energy consumption is minimised through a combination of thoughtful design strategies: Natural daylight: Is maximised through the provision of windows throughout the warehouse on all levels and within staff breakroom amenity spaces, reducing reliance on artificial lighting during daytime operations. Sunlight to breakroom amenities are managed through the use of passive solar shading devices. Heat Reduction: Light-colored materials and roofing are used to minimise heat absorption, lowering the need for air conditioning. Renewable Energy: Solar panels are proposed across the warehouse roofs and upper level of the carpark to harness renewable energy and further reduce the site's carbon footprint. (Please see pages 29, 31 & 32)
Landscape Between Lots	- Natural shade should be established along inter-lot boundaries. 3m landscape strip between built form and the allotment side or rear boundary to ensure sufficient building separating should be allowed for. - A mix of large and medium canopy trees as well as understory shrubbery and native ground covers should be used, to ensure adequate landscape screening is established. - Tree species from the species list in the Landscape Strategy should be utilised to minimise issues of bird strike. - Screening planting to lot boundaries should be featured for planting to accessible lot entries to indicate points of interest to pedestrians.	The development is bounded by riparian corridors on both sides rather than adjoining neighbouring lots; therefore, this requirement is not applicable. (Please see page 12)

Design Quality Principles

Sustainability

Design Element	Design Quality Principles	Response
Car Parking	- Areas for external carparking should be protected from heat with more medium trees (8-12m high and up to 8m in crown spread at maturity) and shrubs. - Provide 1 medium tree (capable of a mature height of 10 15m) for every 10 at grade car spaces. This provision is to ensure wildlife hazard considerations can also be met.	The carpark includes integrated landscaping islands for tree planting at a maximum interval of 10 parking bays, providing shading canopy coverage. In addition, the upper level of the carpark includes a PV solar shade canopy to the central and southern parking bays which provides shading to the upper level carparking. Trees are proposed throughout landscaped areas. Generous tree canopy along streetscapes, warehouse frontages and outdoor seating areas will provide amenity cooling and shade. Refer to the Landscape Report for details.
Electrical Charging Capabilities	- The development should promote use of low carbon, sustainable transport options instead to reduce carbon emission. - To integrate EV charging for car parking spaces where appropriate.	The proposed development is providing provisions for future EV charging towers installation to 25% of the car parking
Heat Resilient	- The development should comprise of building or landscaping elements that help reduce the impact of heat island effect. - Use of material with increased albedo (reflectivity) should have small potential to store heat and release less heat into the surrounding air. - Roofing materials to reduce solar radiation absorption should be used.	The development incorporates outdoor shelters as well as landscape elements designed to reduce heat island effects. Further detail on landscape-based mitigation measures is outlined in the Landscape Report. Façade materials have been selected with appropriate reflectivity to reduce heat absorption, while light-coloured roofing materials are utilised to minimise solar radiation gain and associated heat build-up.
Integration of Soft Landscaping	The development should allow space for planting within the designated communal areas on ground plane to increase more soft landscaping areas and to help cool building.	The development provides landscaped areas within designated communal outdoor spaces at ground level. Further detail is provided in the Landscape Report.

Design Review Statement
(by Independent Registered Architect Peer Review)
Refer to Peer Review by Watson Young Architects

07

Conclusion

08

Conclusion

Throughout the report, it has been clearly demonstrated that every aspect of the proposed Automated Distribution Centre not only complies with the base DCP requirements but also aligns with the Design Quality Strategy outlined in the Badgery's Creek Master Plan. As confirmed by the Independent Peer Review assessor, the development showcases that:

This is not merely another large format warehouse, but a thoughtfully designed space offering amenities and landscaped areas where workers can engage, relax, and connect with nature. Landscaping is seamlessly integrated into the built form and car parking areas, meeting the minimum deep soil requirements and embracing a landscape-led design approach.

The built form demonstrates sensitivity to public domains through careful modulation and generous setbacks, effectively minimising overshadowing of the adjacent lots and riparian corridors.

Sustainability initiatives are deeply embedded, with a design approach grounded in Connection with Country principles—achieving a cohesive integration across architectural, landscape, and civil elements.

By meeting the requirements of both the DCP and the Design Quality Strategy, the proposal is consistent with the Badgery's Creek Master Plan and delivers a superior planning and design outcome that exceeds the baseline objectives of the Precinct Plan.

Declaration

I Tony Salvarinas, confirm this Architectural Design Report addresses the requirement of SEAR No. SSD-105499958 WSI3 Automated Distribution Centre and relevant State and local legislation, policies, and guidelines including the IPG Master Plan. I further confirm that none of the information contained in the Architectural Design Report is false or misleading.



Tony Salvarinas
Director

SEARS Item	Report Reference
• <i>Design Quality – a design review report, including:</i> - <i>demonstration of how the proposed development has been informed by the outcomes of the peer review carried out prior to lodgement under the IPG Master Plan Design Quality Strategy</i> - <i>demonstration of how the proposed development will achieve high quality design in accordance with the principles of the IPG Master Plan Design Quality Strategy, including verification of design quality by a registered architect</i> - <i>consideration of the Connecting with Country Framework (2023) including early engagement with Traditional Owners.</i>	<i>Sections 3 through 6 of the Architectural Design Report</i>
<i>Built Form and Urban Design – a design report that:</i> - <i>explains and illustrates the proposed built form, including a details site and context analysis to justify the proposed site planning and design approach and demonstrates how the building design will deliver a high-quality development, including consideration of staging façade design, articulation, materials, finishes, colours, site coverage, any signage and integration of services</i> - <i>identifies design options considered during the iterative design process and demonstrates the proposed development has been optimised to provide an integrated landscape design and minimises amenity impacts</i> - <i>demonstrates that Aboriginal culture and heritage is considered and incorporated holistically in the design proposal consistent with the NSW Government’s Connecting with Country Framework and the Recognise Country Guidelines for development in the Aerotropolis (2022) (including a completed Recognise Country Response Template), and early engagement with Traditional Custodians</i> - <i>assesses how the development complies with relevant accessibility requirements and minimises opportunities for crime.</i>	<i>Sections 2 through 6 of the Architectural Design Report</i>

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