

22283 Milperra Multilevel Design Report

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Executive Summary

SITE

Our site is located on 61 Milperra Rd in Revesby, on a corner lot right at the intersection between Milperra Road and Mons Street. The site is about 19km south-east of Sydney CBD and 13km south of Parramatta CBD. Bankstown airport is located about 2.5km to the West and the connection with the M5 South-Western Motorway is about 600m to the south-east. The site occupies 5.03 Ha and is within a General Industrial (INI) Zone. The north boundary abuts a Light Industrial zone, and there are Low Density Residential zones to the North-East and South on the opposite side of Milperra Road. The site is currently occupied by two detached single-storey buildings used for steel and manufacturing.

OPPORTUNITY

With the increased demand for industrial space within the south-east of Sydney and the site being located in a prominent corner along Milperra Road in an Industrial zone with great access, this poses a great opportunity to upgrade a site with multi-tenanted industrial development providing architectural excellence that will offer quality office spaces and an articulated street frontage with landscaping which will replace an industrial building which is coming to the end of its lease and which is currently used for steel manufacturing and displaying external storage on the hardstand surrounding the main building, specially along Mons Street.

PROPOSED DEVELOPMENT

The proposal consists of two industrial buildings with shared and undercover hardstand over two levels, with office, staff outdoor areas and car parking facing Mons street and a 10m Landscape buffer and a car parking with canopy trees along Milperra Rd. Separation of trucks and car movements is key to provide a safe operation on the site. Both buildings are split into different tenancies hovering around 3,000sqm to 4,000sqm of warehouse area which can be flexible, and each of this tenancies will be offered it's own office space and outdoor areas. The development has a total of 44,003 sqm of Gross Floor Area. The site poses some challenges from a design point of view as there are acoustic and visual impacts potentially affecting the residential areas to the south and north-east of the development, therefore the design will provide appropriate acoustic screening integrated with the building facade as well as architectural treatment to articulate and break down the bulk and scale of a two-storey industrial development.



Design Objectives

Design Guidelines and Response

The SEARS (Secretary Environmental Assessment Requirements) comprise the guidelines for this SSDA (State Significant Development Application) and this Design Report aims to explain the steps taken in the design to meet the criteria of SEARS items 3 (Design Quality) and 4 (Built Form and Urban Design).

3. Design Quality

Demonstrate how the development will achieve:

- Design Excellence in accordance with any applicable EPI provisions.
- Good Design in accordance with the seven objectives for good design in Better Placed.

better fit

The proposed design gives response to the setting of the area by providing a high quality industrial facility which is proposed as an upgrade to the existing site (9&10), improving the outlook of both Milperra Road and Mons St with a carefully articulated building facade (98 & 32), whilst at the same time considering access and the visual and acoustic impacts on the residences near the site (11 & 14).

better performance

A sustainable design has been a key consideration in the design process in order to optimise its efficiency as the building seeks the most effective way to provide natural light, ventilation, pedestrian and landscape amenity in order to reduce the need of power consumption (20). Noise absorption has also been carefully assessed and integrated with the site configuration.

better working

The site efficiency also drives the overall building arrangement, with limited truck driveways and ramps located at both ends of the building and allowing a clean facade for office spaces and articulation, whilst giving ample space for loading at the central hardstand (13). Longer truck driveways also involve more noise pollution, and the location of each ramp has been carefully considered by pressure testing several design options (10). People have also direct access from pedestrian entries and car parks without having to interact with the operation of the site (21).

4. Built Form and Urban Design

- Explain and illustrate the proposed built form, including a detailed site and context analysis to justify the proposed site planning and design approach. (Pages 7,8,9 & 10)
- Demonstrate how the proposed build form (layout, height, bulk, scale, separation, setbacks, interface and articulation) addresses and responds to the context, site characteristics, streetscape and existing and future character of the locality. (Pages 12,14,15 & 16)
- Demonstrate how the building design will deliver a high-quality development, including consideration of facade design, articulation, materials finishes, colours any signage and integration of services. (Pages 19, 20, 21, 22, 33 & 34)
- Assess how the development complies with the relevant accessibility requirements. (Pages 21, 22, 23 & 25)

better for community

The proposed multi-tenanted development will provide a high quality industrial space for different businesses and allowing a wider range of services which can be fed from all these tenants. Offices have been designed with dedicated amenities, end of trip facilities and outdoor areas, with both car and bicycle parking next to all office entries (21 & 22).

better value

The high quality design, not only from the efficiency and proportions for the tenancies, but also providing the office spaces with dedicated amenities and outdoor areas (26&27). Office spaces and warehousing are also connected both from an access and visual point of view, offering an efficient working space (24&25). The proposed architectural treatment and materiality on the facade will not only improve the existing site, but also the outlook from the street scape (33).

better for people

Providing a safe and pleasant working space for people is one of the main criteria for the design outcome and site arrangement. Full separation of cars and truck movements has been achieved despite the limited access options to the site (21 & 23). Accessibility is also taken into account to each office, with different pedestrian access points and ensuring disabled access.

better look&feel

The external design has had a thoughtful process to address the bulk and scale of a two-storey industrial building whilst also integrating those elements required to ensure adequate acoustic protection, whilst at the same time providing architectural excellence in the building design (12). All these aspects have been achieved by breaking up and layering the volume as well as providing a simplistic but yet responsive articulation of the facade in addition to the landscape buffering to the main street frontages (14,15 & 18).

Design Objectives

Design Excellence and Response

Clause 6.15 is a statutory requirement from Canterbury-Bankstown Local Environmental Plan 2023, with the objective to ensure that the development exhibits quality architectural, urban and landscape design.

In deciding whether the development exhibits design excellence, the consent authority must consider the following:

ITEM	RESPONSE
(a) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved.	The materiality for the proposed building has been carefully selected to excel the architectural design within the industrial zone, with a considered combination of textures and colours, giving response to its use and streetscape. (Page 33).
(b) whether the form and external appearance of the development will improve the quality and amenity of the public domain.	The design has thoroughly considered the bulk and scale of this multi-level industrial development. Layering of the facade, break ups on the overall volume, integration of ramps and acoustic screening within the facade design, disguising the industrial look of the development, articulation elements and the use of a solid base with more natural look giving response to the pedestrian scale are the main solutions to project an attractive design to the public domain. (Pages 14, 15, 16 & 19).
(c) whether the development detrimentally impacts on view corridors.	Despite the overall volume of the multi-level development, the quality of its facade fronting Milperra Rd and Mons Street will certainly improve from the current manufacturing facility and external storage. The Visual Impact Assessment addresses different points of view from the main streets as well as residential areas nearby. (Pages 10, 41, & 42).
(d) how the development addresses the following matters <ul style="list-style-type: none">(i) heritage issues,(ii) the relationship of the development with other existing or proposed development on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form,(iii) bulk, massing and modulation of buildings,(iv) street frontage heights,(v) environmental impacts, including sustainable design, overshadowing, wind and reflectivity,(vi) the achievement of the principles of ecologically sustainable development,(vii) pedestrian, cycle, vehicular and service access, circulation and requirements,(viii) the impact on, and any proposed improvements to, the public domain,(ix) the integration of utilities, building services and waste management infrastructure in the site layout and building design,	<p>No existing heritage on site.</p> <p>The proposed multi-level development will surpass the height of the existing industrial buildings along Milperra Rd (under 22.925m from ground floor to ridge), however as described on the points above, it will be layered and articulated to break down its scale (Pages 15, & 16) and comply with the minimum landscape setback of 10m along Milperra Rd, whilst exceeding the DCP minimum 15m building setback on this street frontage (proposed 17m to 22m). With Mons St, the building complies with the minimum 15m setback and uses a 3m landscape setback with a second row of landscaped bays with canopy trees within the proposed carpark, which is a proportional response to the road reserve width, traffic and pedestrian volume of Mons St, instead of the 10m required on the DCP. (Pages 19, & 27).</p> <p>From a sustainable and environmental point of view, the design has gone through a process with specialist consultants to minimise its acoustic impact as well as providing natural light and ventilation seeking a natural airflow to minimise the amount of equipment required to keep the building in ideal working conditions for its users. (Page 19)</p> <p>Bicycle and pedestrian amenity is also ensured from the public domain to all office spaces, as well as the integration of end of trip facilities and private outdoor areas to all tenancies. (Page 21)</p>
(e) whether the development integrates high quality landscape design in the site layout and building design.	The development proposes to maintain most of the existing trees along Milperra Road and also add new trees further soften the street frontage and provide canopy to the pedestrian access and carparking along both Milperra Rd and Mons St. (Refer to Landscape Architect report and set of drawings).

Site analysis

Location

Located at 61 Milperra Rd, our site boasts great accessibility, seamlessly connected to vital arterial roads and key transport routes facilitating commutes to and from the city.

Adjacent to the M5 motorway, our location offers swift access to Sydney's CBD and Sydney Airport only 15km away.

Additionally, the nearby A6 thoroughfare running north to south enhances our accessibility further, linking to other key routes like the M4 motorway.

