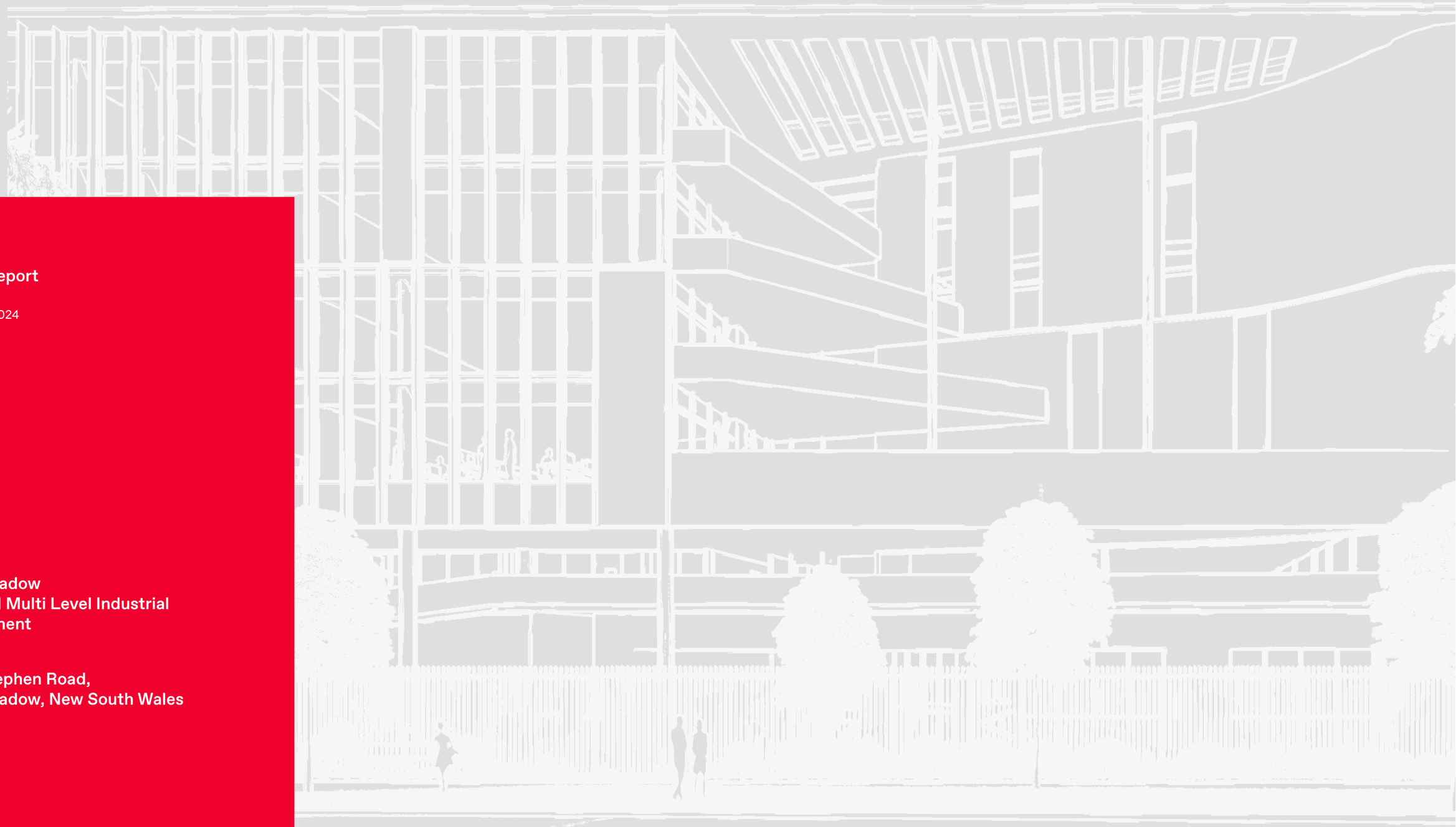
Design Report

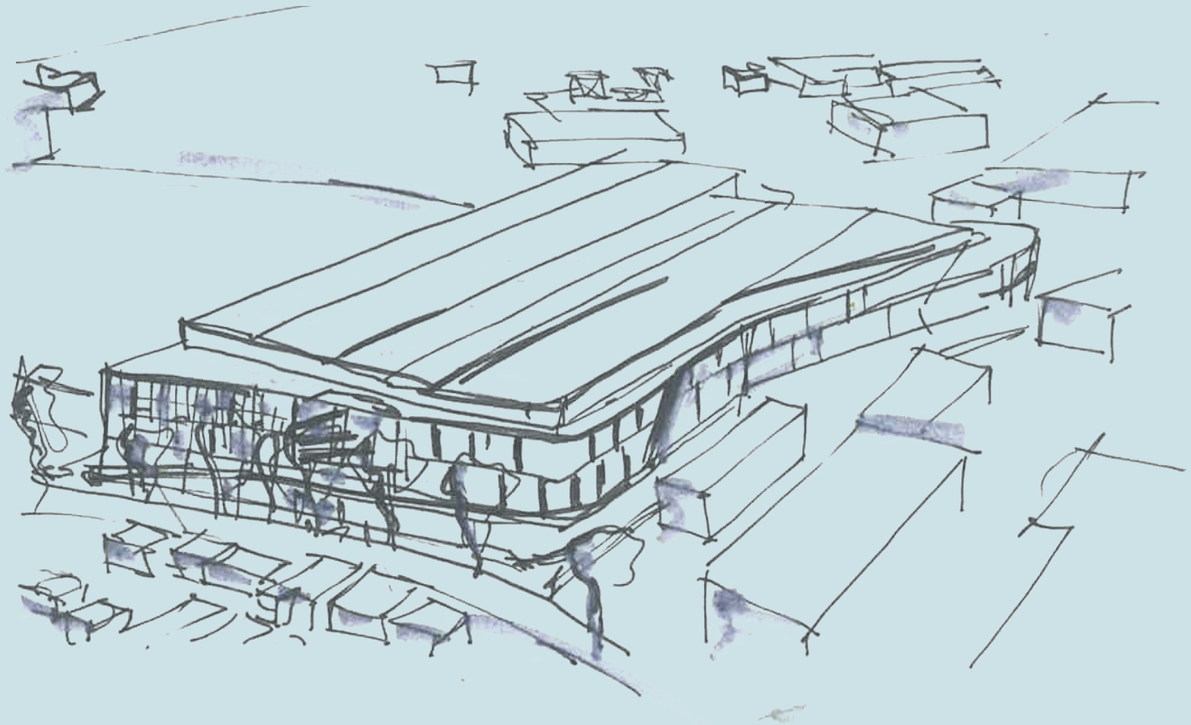
Date: 18/11/2024
Reference:

Client
ESR

Project
Banksmeadow
Proposed Multi Level Industrial Development

Location
49-61 Stephen Road,
Banksmeadow, New South Wales





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Architectural Statement

EXECUTIVE SUMMARY

THE SITE

The proposed development is located at 49-61 Stephen Road, Banksmeadow, approximately 10 km south of Sydney's CBD. The site is strategically positioned near Port Botany and Sydney Airport, with excellent connectivity via Botany Road and the M1 Motorway. Situated within a well-established industrial precinct, the site spans 48,186 m² and is ideal for the proposed redevelopment, offering ample space for industrial and commercial uses.

THE OPPORTUNITY

Recent demand for high-quality warehouse and distribution space presents an opportunity to redevelop this industrial land. By consolidating multiple smaller lots into one larger site, the development will create a multi-level, multi-tenanted warehouse and distribution facility.

Key features will include:

State-of-the-art office spaces
Shared outdoor amenities and landscaped areas
On-site cafe
Architectural design with activated facades, street-level offices, and landscaped buffers
The site's dual street frontages to Stephen Road and Coal Pier Road provide prominent visibility, while the set-back design enhances the streetscape and local environment.

THE PROPOSED DEVELOPMENT

The development will feature two three-storey warehouse buildings with integrated office spaces. These will be connected by shared hardstands and a mezzanine parking deck, with access from Stephen Road.

Key aspects include:

Two warehouse buildings (Warehouse A & B), each with three storeys.
Centralized office block adjoining the western end of Warehouse A, providing access to shared outdoor spaces and amenities.

Traffic flow and access: Dual access points via Stephen Road (for passenger vehicles) and Coal Pier Road (for trucks), ensuring safe and efficient circulation. Trucks will enter via Coal Pier Road, maintaining separation from passenger vehicles and minimizing disruption to residential areas.

Design Intent and Architectural Approach:

The architectural design aims to integrate functional industrial spaces with high-quality office environments. The facades will feature activated office spaces, circulation areas, and landscaping, enhancing both functionality and aesthetic appeal. Key design priorities include:

Functionality: Flexible warehouse and office spaces, with easy access to loading docks and ample parking;
Aesthetic appeal: A striking architectural form that complements the surrounding industrial precinct;
Sustainability: Incorporating energy-efficient strategies, including solar panels, natural lighting, and water-efficient landscaping;

This multi-level, multi-tenanted facility will meet modern tenant needs while contributing to the surrounding urban environment.

PROJECT DETAILS

Site Area	48,186 m²
Total Warehouse Area	51,195 m²
Total Office Area	4,775 m²
Landscape Area	5,000 m² (10.38%)
Commercial Area	100 m²
Parking	293 car parking
	20 motorcycle parking
	114 bicycle parking

Architectural Statement

EXECUTIVE SUMMARY

SEARs (Secretary's Environmental Assessment Requirements) is a guide to control the architectural quality of urban and built form design. Consideration of their requirements is crucial in designing proposals that positively respond and impact the surrounding environment.

The proposal therefore aims to meet the criteria of SEARs Item 4: Built form and Urban Design, to achieve a high quality architectural response. Throughout the design report each area will highlight and address different criteria relating to the SEARs guidelines.

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

Pages 3, 8, 9, & 16 explains the project response to the surrounding context and thermal site condition.

Page 8, 10 & 16 addresses the existing street character and building response to the surrounding scale.

Pages 12, 21 & 28 analyses the building in its 3D context to assess its appropriateness in scale, shadow impact, colour, tone and materiality.

Demonstrate how the proposed built form (layout, height, bulk, scale, separation, setbacks, interface and articulation) addresses and responds to the context, site characteristics , streetscape and existing and future character of the locality.

Pages 3, 8, & 9 identifies the key strategies and decisions in response to specific site constraints and design limitations.

Pages 18-20 outlines the massing strategies that breakdown the key design decisions, processes and production of the building from conceptual stage to design development.

Pages 24-27 visualises the efficient layout an operation of the warehouse spaces in conjunction with the ancillary office space and the multi-level hardstands.

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.

Page 22 & 23 shows the analysis of precedent forms that help inform the high-quality design features and aesthetic form of the building typology.

Pages 30 identifies the material selection and application to the facade, to provide visual understanding of the facade articulation, colour finish, tone and materiality.

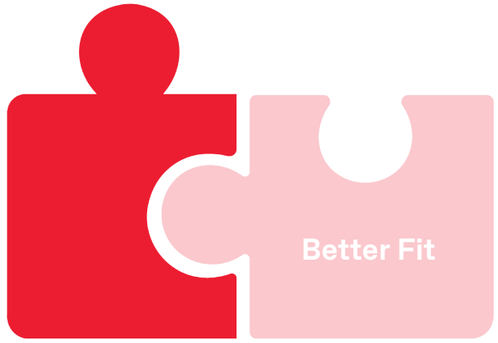
Page 31-34 provides artistically rendered visual representations of the proposed development at various locations surrounding the site.

Architectural Statement

EXECUTIVE SUMMARY

‘Better Placed’ is an integrated design policy organised by the GANSW (Government Architects New South Wales) and emphasised by SEARs item 3. It is a set of seven objectives that aims to set aspirations and expectations for designing a built environment of high quality architecture and public domains for work and lifestyle.

The policy has a focus on providing good architecture which promotes amenity as well as and emphasis on sustainable management of built and cultural heritage. Our design was developed through the consultation of these seven objectives and is evident in this design report.



Pages 8 & 31

In the early design stages, careful attention was given to the future character and environment of the area, with a focus on creating a strong connection to the public realm within the existing industrial context. **(Page 8)**.

The street-facing elevations reflect the operational nature of the warehouse while introducing distinctive architectural features and office designs. Office zones are strategically placed along the sides of the warehouses and hardstands, maximising both site usage and outlook.

The design incorporates a contrasting colour palette, including Surfmist, Greys, Bronze, and Dark Blue, complemented by vegetation and landscaping to soften the industrial aesthetic and enhance the building’s visual appeal, contributing positively to the streetscape and the surrounding environment. **(Page 31)**.

Pages 9, 12 & 20

Sustainability is a core driver of the building’s design. The large roof areas are dedicated to solar arrays, while the inclusion of glazing and translucent panels allows natural light to penetrate each warehouse, reducing energy consumption. **(Page 9 & 12)**

To encourage sustainable transportation, end-of-trip facilities are provided, including high-quality change rooms and bathrooms for workers and tenants. **(Page 20)**

Additional sustainable features include a water recycling system, EV chargers, and outdoor areas designed to promote staff well-being. These initiatives ensure the development is both environmentally responsible and conducive to a healthy, sustainable work environment.

Pages 3, 19, & 20

The development offers businesses the opportunity to occupy a multi-tenanted facility, replacing the existing scattered single-tenancy buildings and supporting future growth and community diversification. **(Pages 3,19)** Shared outdoor spaces are accessible to all tenants, with elevators ensuring an inclusive, accessible environment. The outdoor area along Stephen Road, featuring a cafe open to the public, fosters interaction with the surrounding community, promoting inclusivity and connectivity. **(Pages 20)**

Pages 24-27

The design prioritizes safety and efficient movement for both occupants and vehicles by keeping car and truck accessways separate.

Truck movements are carefully planned to minimise pedestrian interaction, further enhancing safety on site. Pedestrian footpaths and bicycle access are also separated from vehicular traffic at ground level. **(Pages 24-27)** All offices have access to shared outdoor spaces, which include amenities such as outdoor gyms, BBQ areas, and relaxation zones to promote comfort and well-being for tenants.

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Pages 18, & 24-27

Environmental considerations have been prioritised in the design, including ramps with pitches above the minimum required by code. This reduces stress on trucks, lowering noise pollution and enhancing the environment for both occupants and the surrounding area. In the hardstand area, column spacing is designed to be wider than the warehouse grid, allowing for maximum clearance for truck movements and loading. **(Pages 24-27)** The office layout is strategically planned to optimize facility usage, ensuring direct and convenient access to both the car park and warehouses. **(Pages 18)**

Pages 13, 19, & 31-34

The facility is designed as a unified warehouse complex, subdivided into three main building blocks, maximising the efficiency of the entire site. **(Pages 13)** The mezzanine car parking deck is strategically designed to provide lobby access to each tenancy, making optimal use of the floor plate and creating additional space for outdoor amenities and landscaped areas.
With the potential for up to 24 tenancies and the inclusion of a café, the development will generate increased activity and bring more occupants to the area. **(Pages 19)** Thoughtful consideration of building materials and the overall design ensures the creation of a unique and harmonious facility, contributing positively to the surrounding environment. **(Pages 31-34)**

Pages 18 & 31

The design of the warehouse mass is carefully composed using simple planes, blocks, materials, and patterns, creating a clean and functional aesthetic. This approach allows the offices to stand out, extending across the warehouse and hardstand areas, which helps reduce the building's proportions to a more human scale. **(Pages 18)** The result is a dynamic and activated façade that adds visual interest and enhances the building’s appeal. **(Page 31)**

Site Analysis

02

Site Analysis

URBAN CONTEXT

The site is located in Banksmeadow, within the jurisdiction of Bayside Council, and is zoned under the E4 General Industrial Zone, ideal for industrial and commercial operations. The site offers dual access points:

Stephen Road on the western edge
Coal Pier Road on the eastern edge
These access points ensure smooth traffic circulation and separate vehicle flows, reducing congestion and enhancing safety.

To the west, across Stephen Road, lies an R2 Low Density Residential Zone, approximately 15 meters from the site's western boundary. This proximity to residential areas requires careful design to minimize noise, air quality issues, and traffic impact.

Design Considerations for Minimizing Impact

To mitigate potential disturbances, the development will incorporate the following strategies:

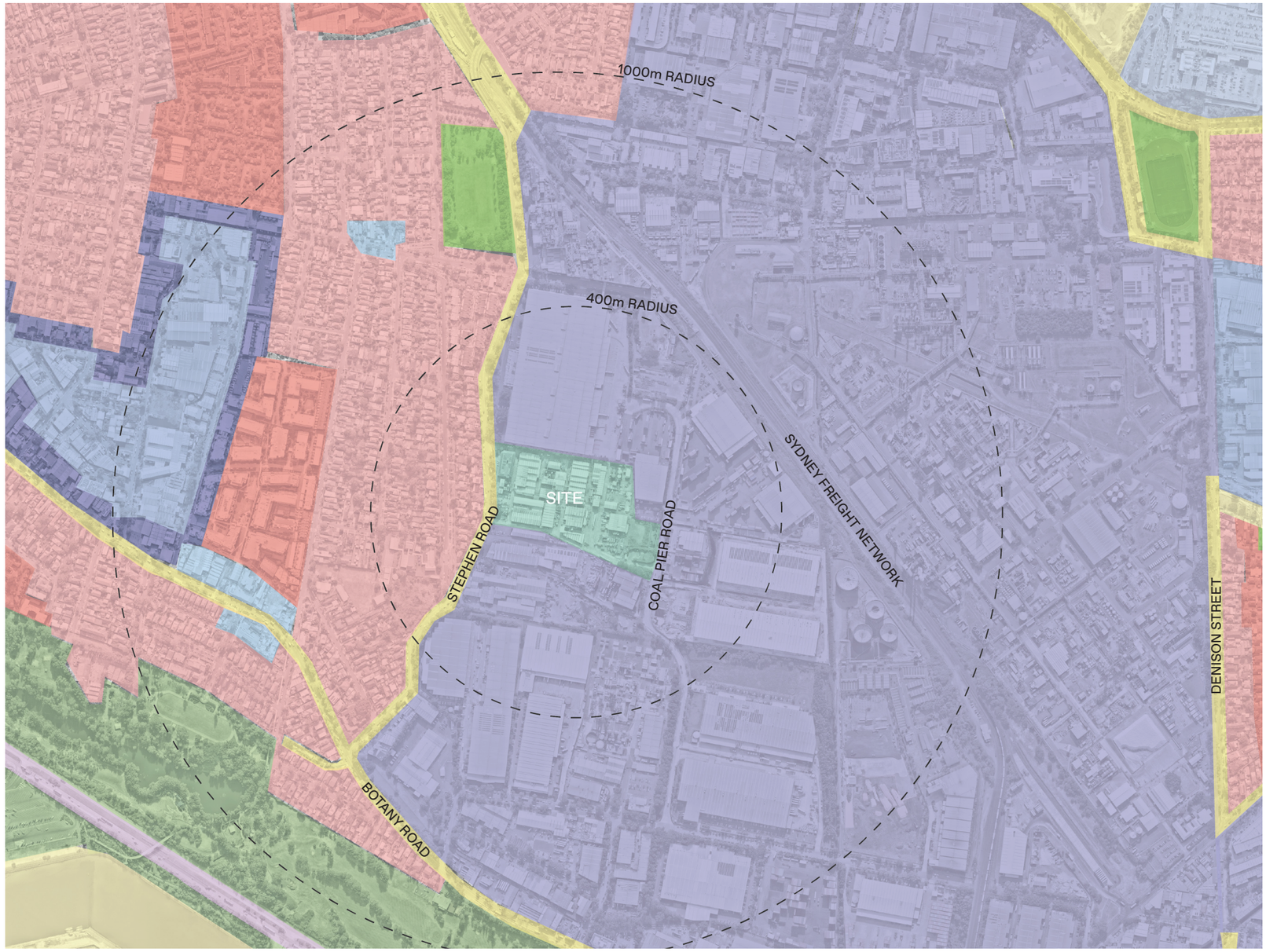
Noise Reduction: Intensive industrial activities, such as truck ramps and warehouse operations, will be concentrated on the eastern side, away from the residential area, reducing noise and traffic impact. Quieter Uses on the Western Side: The western portion of the site will feature less acoustically intensive uses like office spaces and community-supportive areas, providing a buffer between industrial functions and the residential zone.

Landscaping and Buffer Zones: Thoughtful landscaping and buffer zones will be used to provide visual and acoustic screening, further minimising the impact on neighbouring residents.

This approach ensures the development integrates smoothly into its surroundings, balancing industrial needs with residential considerations.

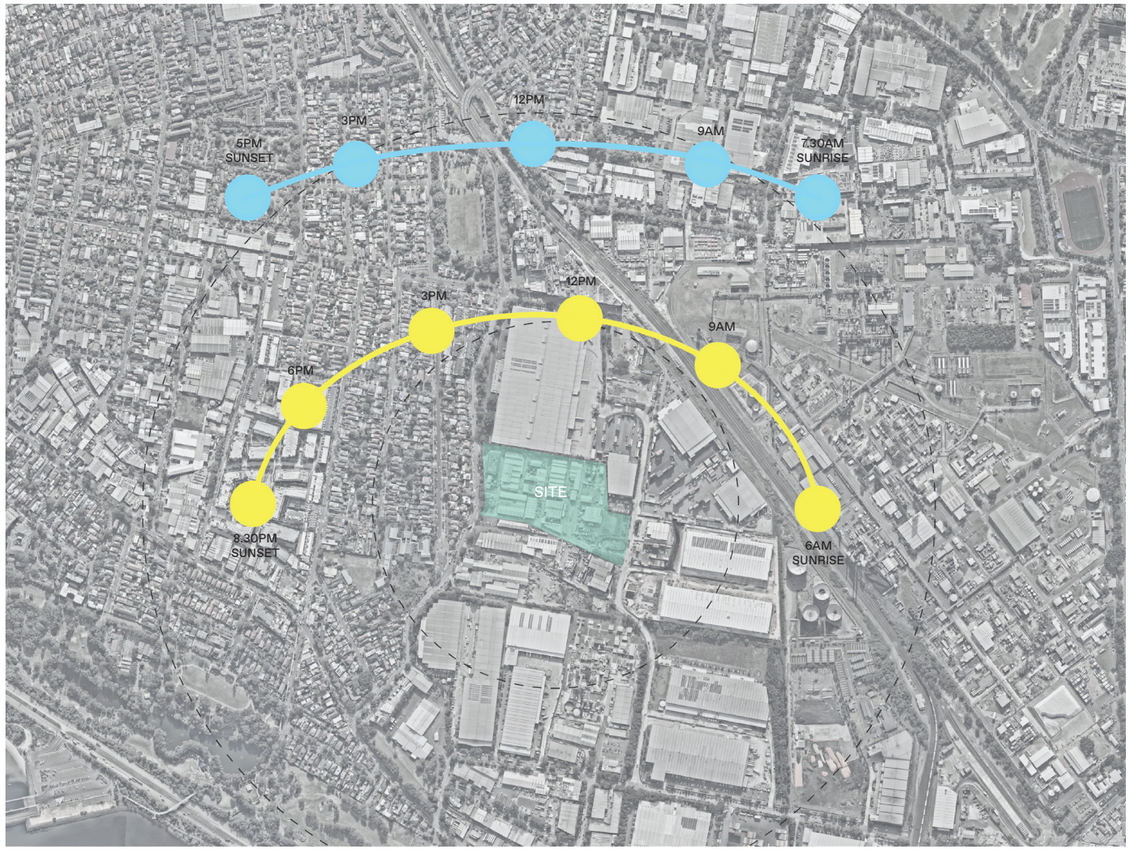
LEGEND

- SITE BOUNDARY
- RADIUS CIRCLE
- E4 GENERAL INDUSTRIAL
- E3 PRODUCTIVITY SUPPORT
- E2 COMMERCIAL CENTRE
- E1 LOCAL CENTRE
- RE1 PUBLIC RECREATION
- MU1 MIXED USE
- R2 LOW DENSITY RESIDENTIAL
- R3 MEDIUM DENSITY RESIDENTIAL
- SP1 SPECIAL ACTIVITIES
- SP2 INFRASTRUCTURE



Site Analysis

SITE SURROUNDING & THERMAL CONDITIONS



The east/west orientation of the warehouse buildings is a primary design consideration, providing excellent sunlight exposure for the installation of solar panels on the roofs. This orientation allows for efficient solar energy harvesting, supporting the building's sustainability goals.

The office block is positioned along the western side of the site and has west facing curtain walls to optimize natural daylight and passive solar heating.

To manage thermal comfort, the office design includes high-performance glazing and solar shading devices. These features allow for passive natural lighting while controlling heat gain, contributing to energy efficiency and a comfortable working environment year-round.

LEGEND

- SITE BOUNDARY
- SUMMER SOLSTICE SUN PATH
- WINTER SOLSTICE SUN PATH

The site features a gently sloping topography that descends towards the south-east. Levels have been strategically aligned with the adjoining road network, including Stephen Road and nearby industrial properties, to ensure smooth vehicular access and functional site grading. This thoughtful integration allows for efficient heavy and light vehicle circulation, optimising connectivity while respecting the site's natural contours and surrounding urban landscape.

LEGEND

2m — 22m

Site Analysis

STREET CHARACTER & FRONTAGE

The site is located within an IN1 General Industrial zone but is adjacent to R2 Low Density Residential zones across Stephen Road. As a result, the site is surrounded by a mix of uses, including industrial buildings with a similar character and residential homes with a more domestic and community-oriented feel. This blend of zoning creates a transitional area where industrial activities and residential living coexist, highlighting the importance of careful planning to balance the needs of both environments.

Overview of site and street context (Google Maps)

View of site from Stephen Road (Google Maps)

View of site from Coal Pier Road (Google Maps)

View from Stephen Road onto neighbourhood buildings (Google Maps)

View from Coal Pier Road onto neighbourhood buildings (Google Maps)

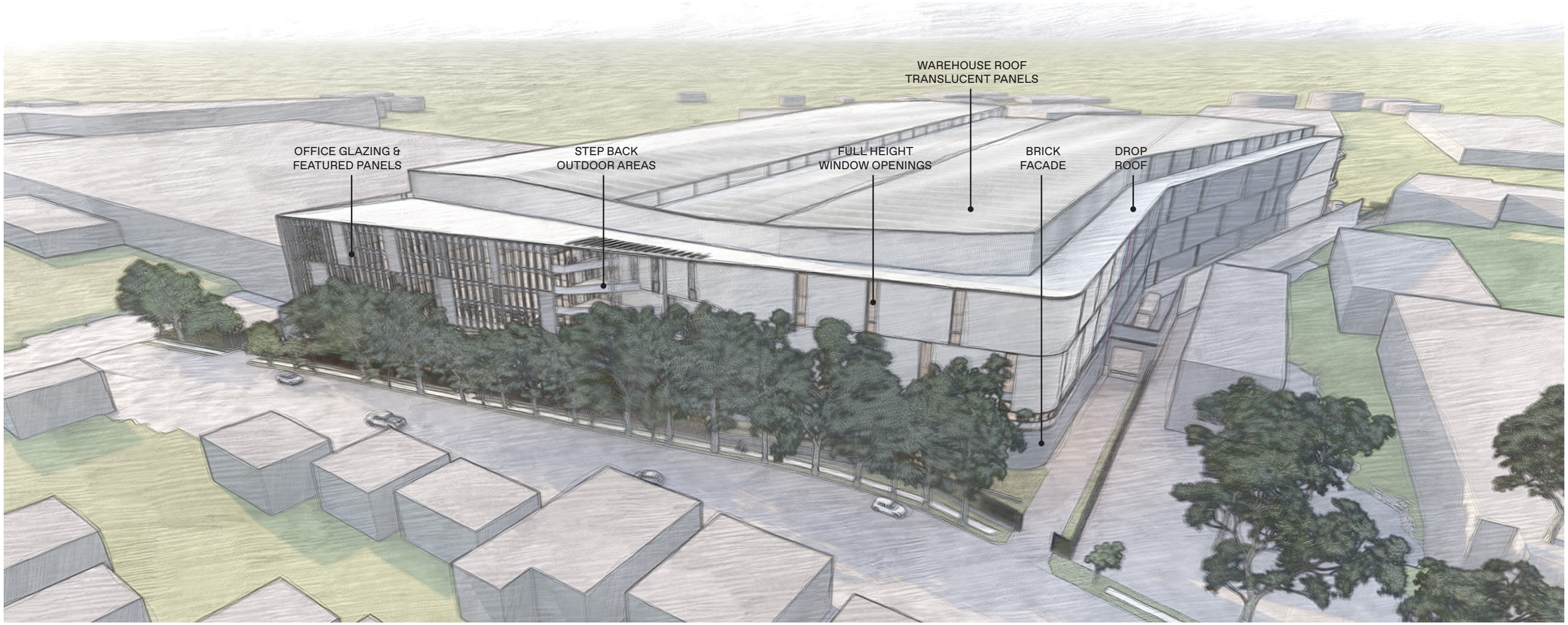
Design Development

03

Design Development

FACADE DEVELOPMENT

ARTISTIC PERSPECTIVE



VERTICAL ARTICULATION

STEP BACK OUTDOOR AREAS

The stepped back outdoor areas create a recess between the warehouse's metal cladding and the office glazing, breaking up the building's massing. These recesses also serve to highlight the location of the pedestrian entrance, making it more prominent when viewed from a distance. This design not only enhances the visual interest but also provides sheltered outdoor areas that improve the building's relationship with the surrounding environment.

FULL HEIGHT WINDOW OPENINGS

Vertical, full-height window openings are strategically placed along the internal driveway to further break up the mass of the cladding facade. This design creates smaller, more engaging sections of the building and introduces visual interest. Additionally, these windows allow natural light to penetrate deep into the interior, reducing the need for artificial lighting and enhancing the quality of the workspace.

HORIZONTAL ARTICULATION

OFFICE GLAZING & FEATURED PANELS

The use of clear and spandrel glazing in the office areas provides natural daylight infiltration, while also offering passive shading to minimise excessive heat gain from direct sunlight.

Solid aluminium panels with an earthy finish create a visual contrast to the transparent glazing, bringing warmth and texture to the facade.

BRICK FACADE

The darker brick facade at the ground level along the western facade contrasts with the lighter metal cladding and glazing above. This creates the visual impression of a solid "base" for the building, while the reddish tone of the brick adds warmth and ties the design together with other building elements. Additionally, the use of brick enhances the integration of the building with the street character.

Design Development

PLANNING CONTROLS

SETBACK CONTROLS:

In accordance to Bayside Development Control Plan 2022

Boundary	Landscape Setback	Building Setback
Front - non road	3 metres	9 metres
Front - road	4 metres	9 metres
Side - non residential	2 metres	2 metres
Side - residential	3 metres	3 metres
Rear	0-3 metres	0-3 metres

CARPARKING RATES:

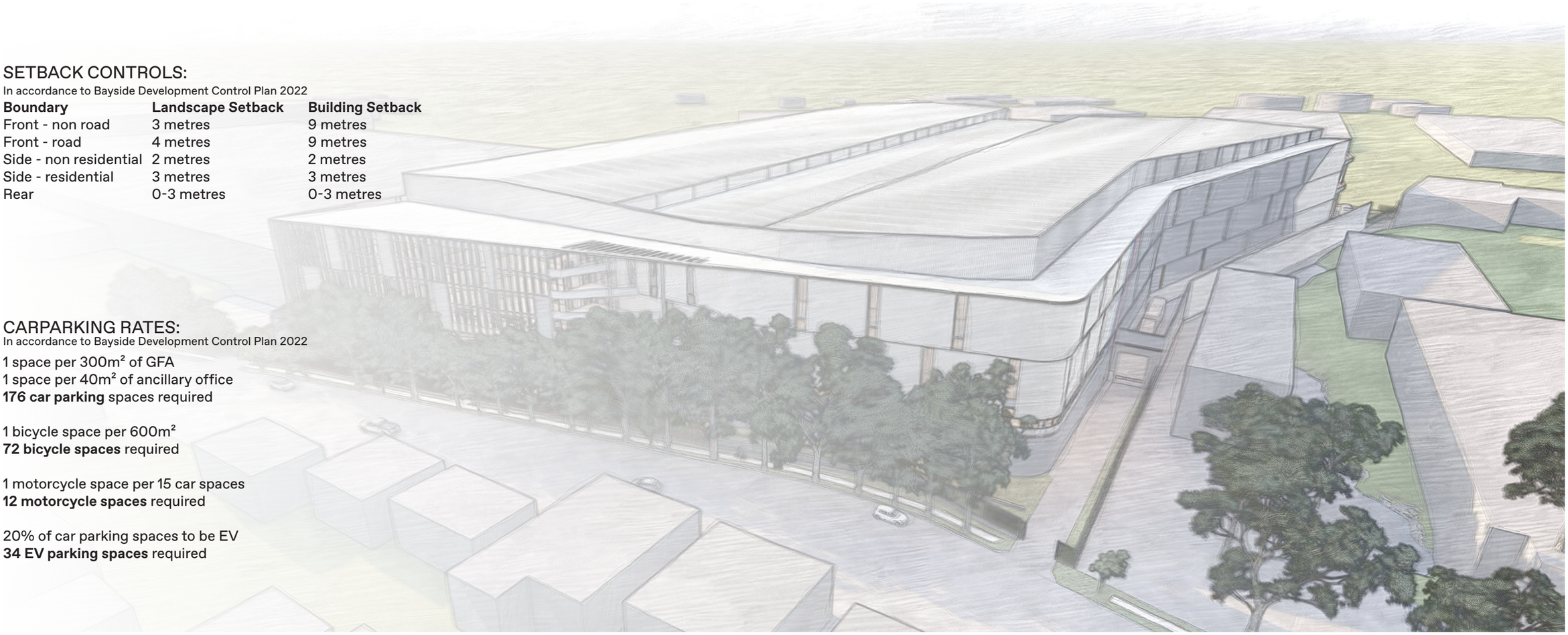
In accordance to Bayside Development Control Plan 2022

1 space per 300m² of GFA
1 space per 40m² of ancillary office
176 car parking spaces required

1 bicycle space per 600m²
72 bicycle spaces required

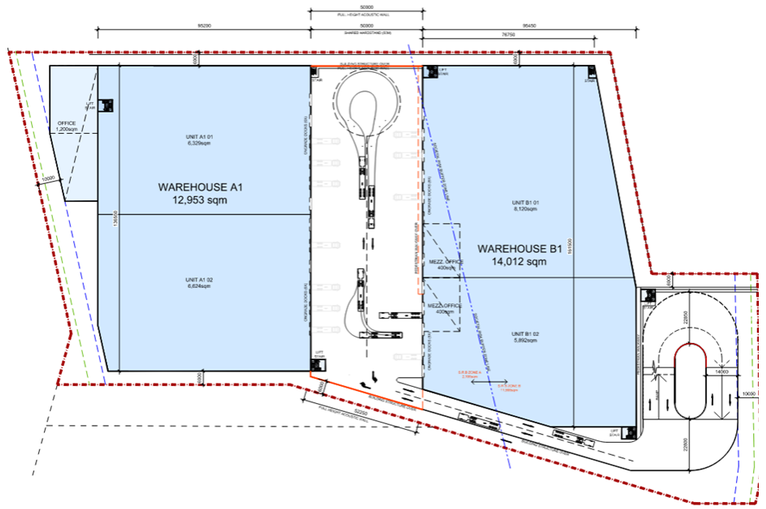
1 motorcycle space per 15 car spaces
12 motorcycle spaces required

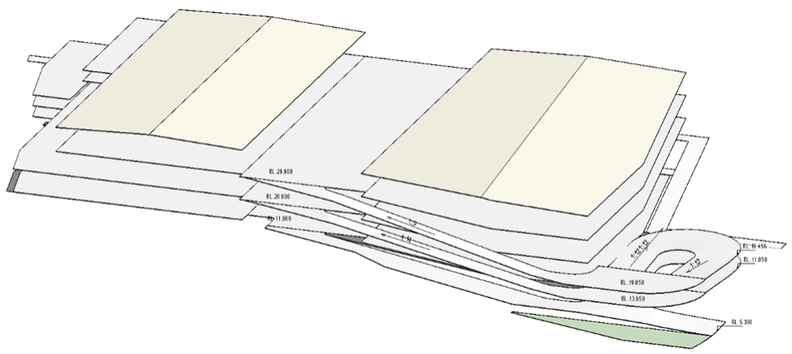
20% of car parking spaces to be EV
34 EV parking spaces required



Design Development

SITE OPTION EXPLORATION OPTIONS



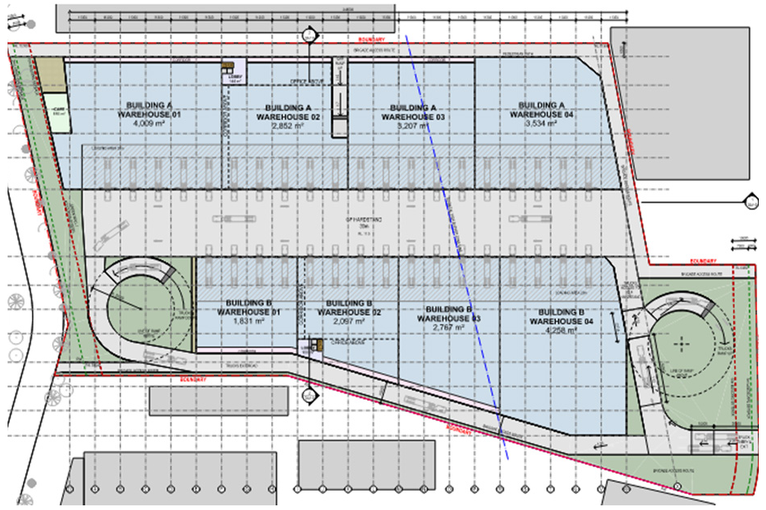


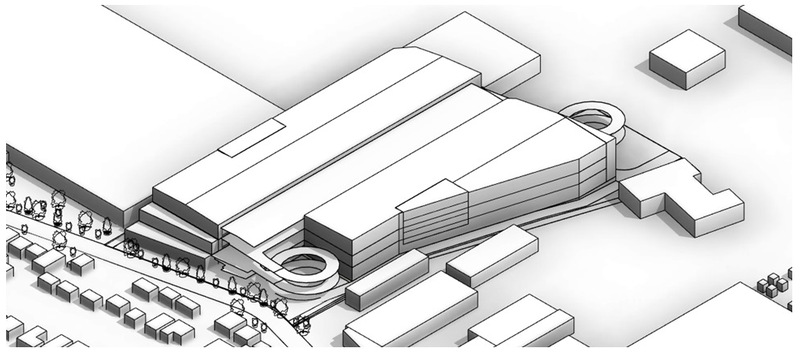
WHY SCHEME DOES NOT WORK:
1. Inefficient Ramp
The ramp cannot accomodate AV trucks in two-way traffic

2. Dead-End Hardstand
The hardstand's dead end creates a traffic flow disruption

3. Large, Deep Units
The designs deep units result in minimal flexibility for unit sizes

4. Lack of Natural Light
Light in offices B1 suffer from inadequate natural light





WHY SCHEME DOES NOT WORK:
1. Noise impact from ramp
The ramps location at the front of the building generates significant noise, affecting neighbouring residents and properties

Design Development

DESIGN RESPONSE - GROUND FLOOR

1. Landscape area in accordancre to Greener Places Framework and vegetation along street frontage with Palisade fencing & retention of all trees along Stephen Road.

2A. Compliant truck entry to all floors.

2B. Compliant truck exit from Ground floor.

2C. Compliant truck exit from Level 1 & Level 2.

3. Mezzanine carpark entry & exit.

4. Shared warehouse hardstand.

5. Compliant building and landscape setbacks.

6. Ground floor car park.

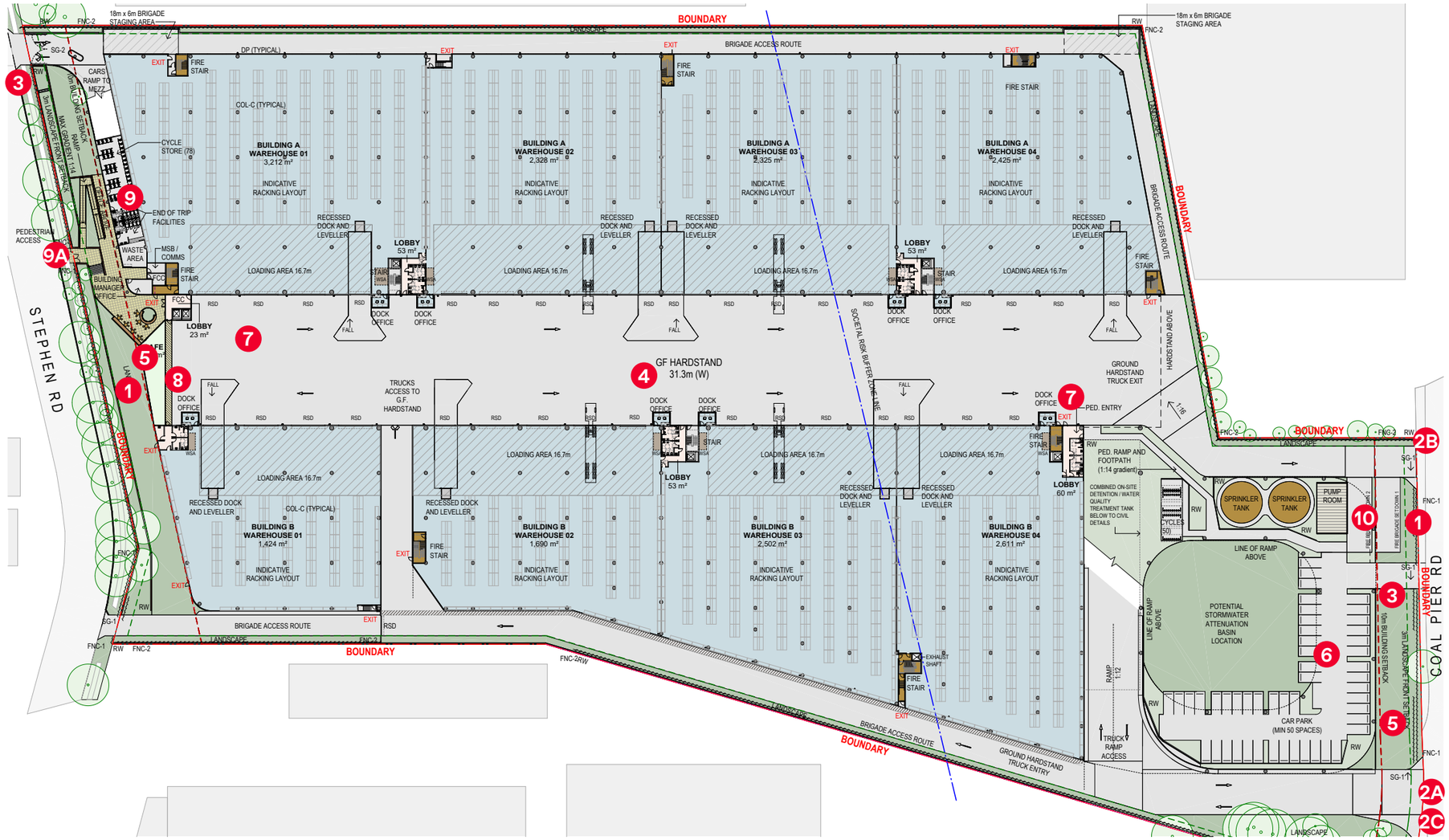
7. Multiple lobby spaces to access both warehouse and office areas.

8. Cafe for staff and visitors.

9. End of Trip Facilities.

9A. Pedestrian site access

10. Fire services and brigade set down have direct access from Coal Pier Road



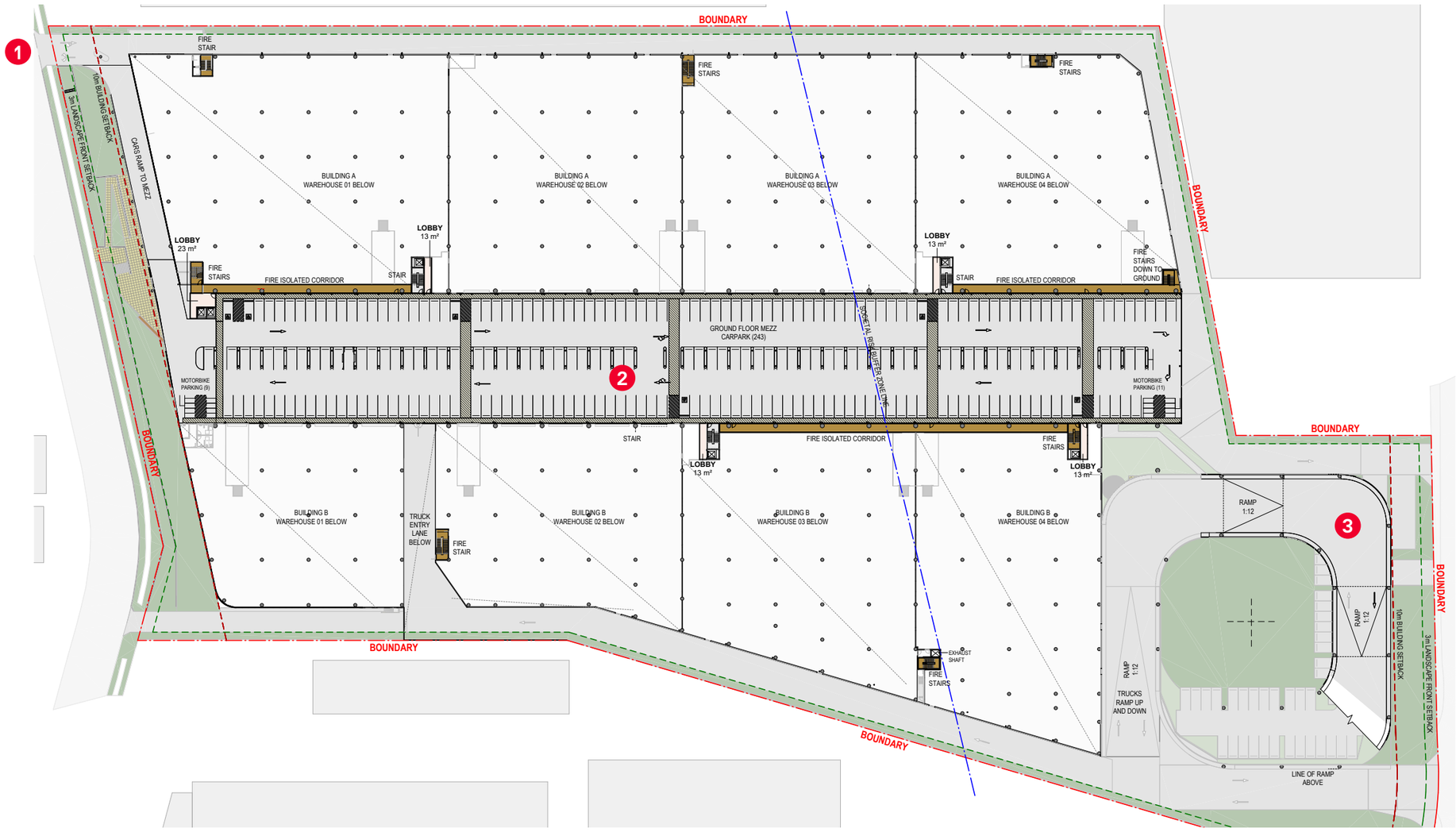
LEGEND

------	SITE BOUNDARY
RSD	ROLLER SHUTTER DOOR
COL-C	CONCRETE COLUMN
COL-S	STEEL COLUMN
DP	DOWN PIPE
	FIRE SERVICES
	LANDSCAPE AREA
	END OF TRIP
	COMMERCIAL

Design Development

DESIGN RESPONSE - GROUND FLOOR MEZZANINE LEVEL

1. Carpark entry & exit.
2. Carparking spaces.
3. Truck ramp.



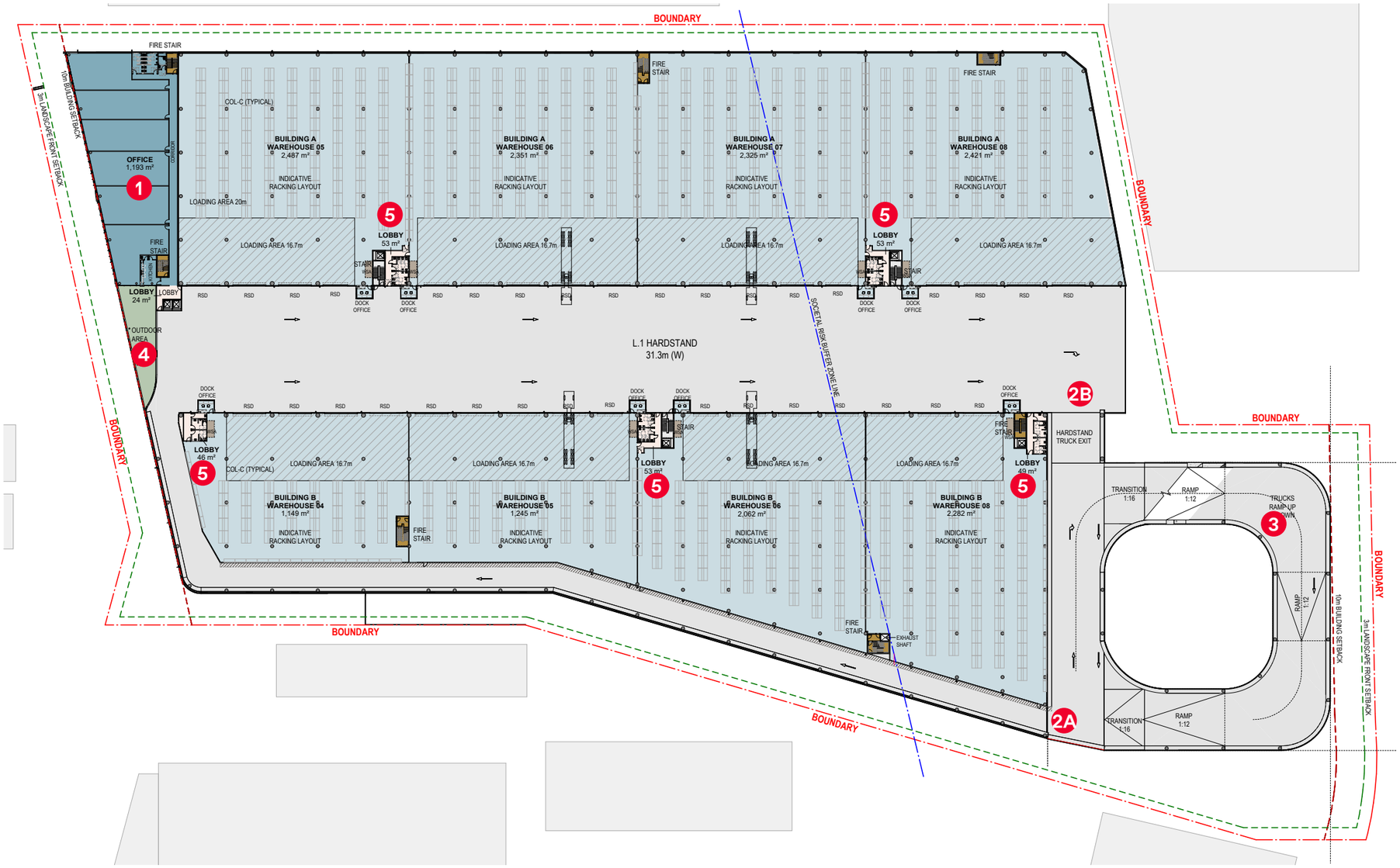
LEGEND

------	SITE BOUNDARY
RSD	ROLLER SHUTTER DOOR
COL-C	CONCRETE COLUMN
COL-S	STEEL COLUMN
DP	DOWN PIPE
	FIRE SERVICES
	LANDSCAPE AREA

Design Development

DESIGN RESPONSE - LEVEL 1 & 2

1. Offices located at office block at Level 1, Level 1 Mezzanine, Level 2 & Level 2 Mezzanine.
2A. Truck entry to hardstand.
2B. Truck exit from hardstand.
3. Truck ramp.
4. Access to communal outdoor areas provided to all tenancies
5. Lift & stair cores with shared amenities.



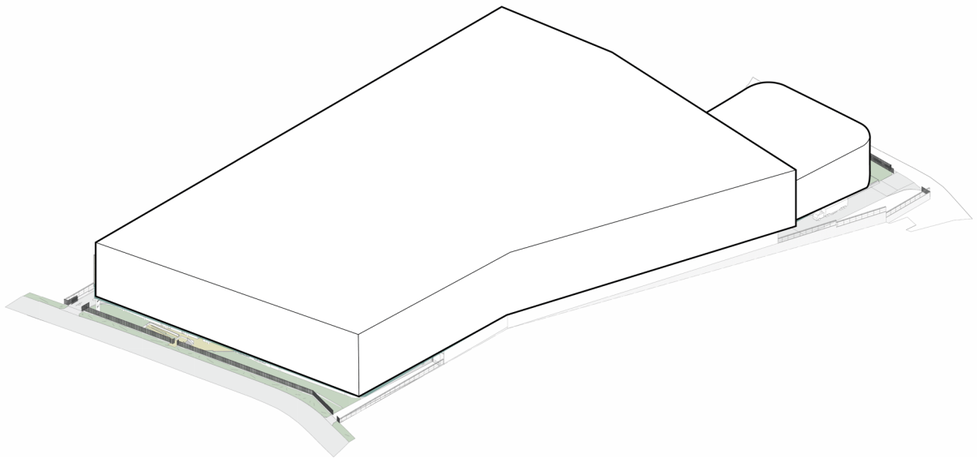
LEGEND

------	SITE BOUNDARY
RSD	ROLLER SHUTTER DOOR
COL-C	CONCRETE COLUMN
COL-S	STEEL COLUMN
DP	DOWN PIPE
	FIRE SERVICES
	LANDSCAPE AREA
	OFFICE

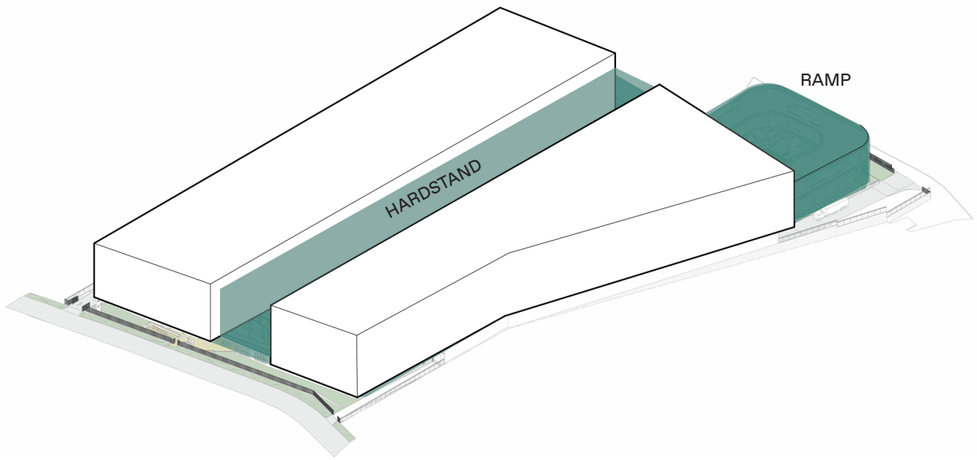
Design Development

MASSING STRATEGY - OVERVIEW

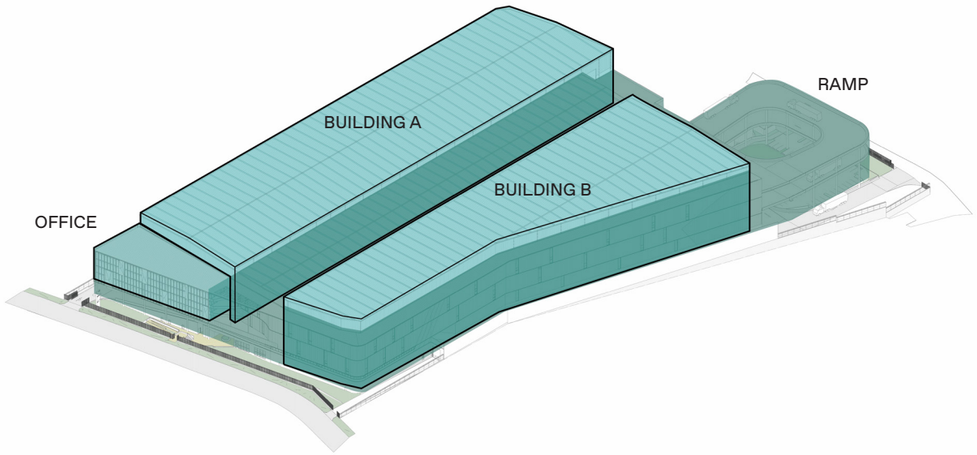
BIRDS EYE VIEW FROM SOUTH WEST



INITIAL MASSING

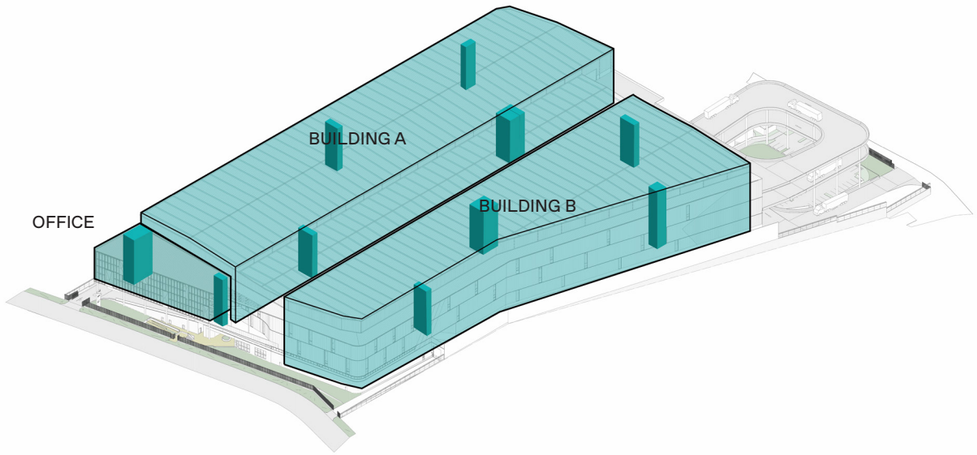


INITIAL MASSING BREAKDOWN



PROGRAM MASSING

The building is divided into 3 massings, Building A, B & Office Block and a heavy vehicle ramp. Building A & B have a primary east/west orientation to maximise site efficiency. Heavy vehicle ramp structure is located on the eastern side and Office Block is sited along the western boundary.



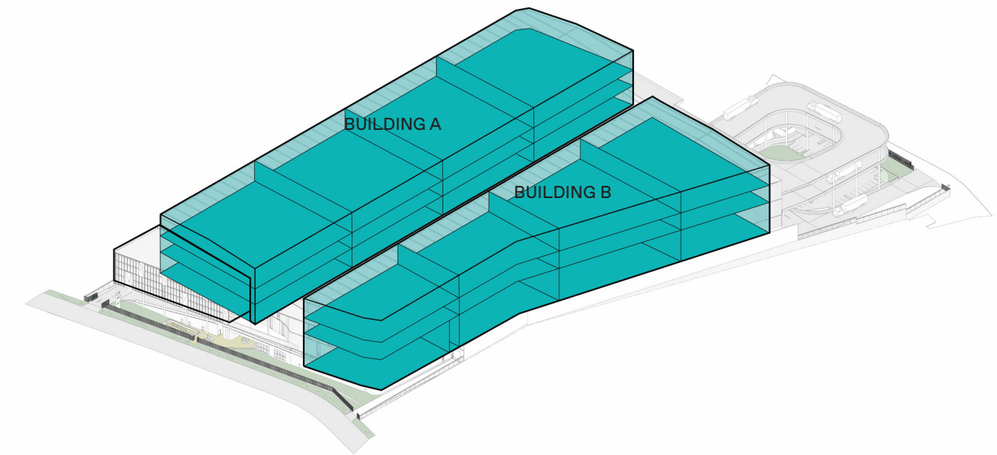
VERTICAL CIRCULATION CORES

Vertical circulation cores are distributed evenly throughout the building for easy access and complying fire access and egress requirements.

Design Development

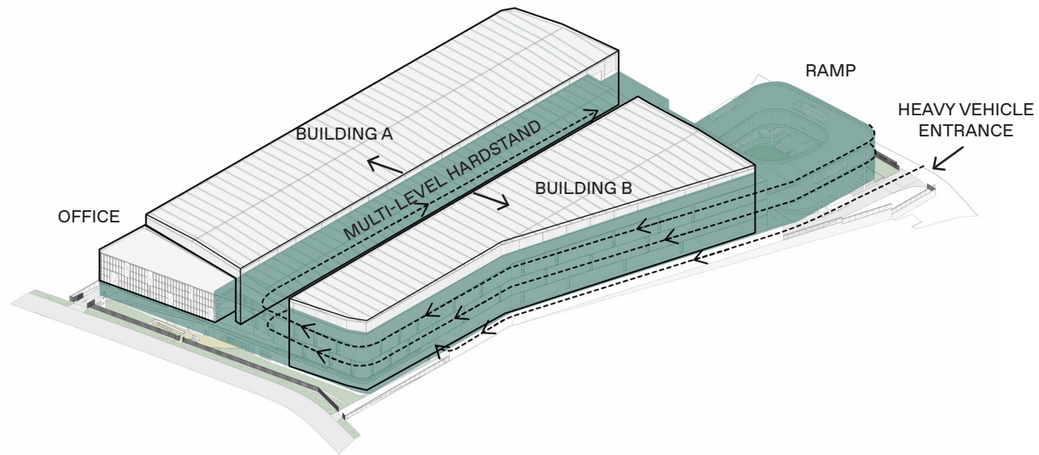
MASSING STRATEGY - WAREHOUSE ACTIVITIES

BIRDS EYE VIEW FROM SOUTH WEST



WAREHOUSE TENANCIES

Warehouses are located over 3 levels within Building A & B. Offices and carparking is positioned to avoid disruption to warehouse and loading operations. There are 24 versatile warehouse tenancies, with 12 in Building A and 12 in Building B separated with intertenancy walls. The intertenancy walls are potential to be modified, enabling the warehouse volume to adapt to future tenant requirements and market demands.



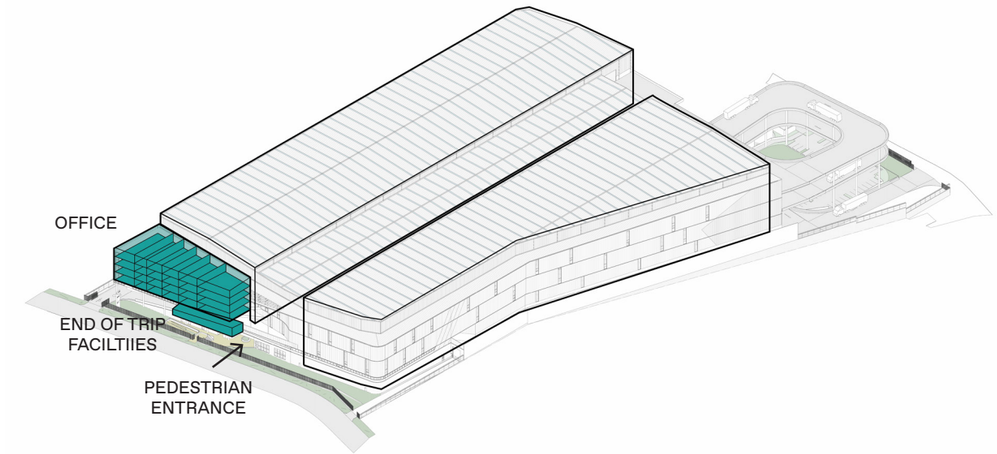
RAMP & HARDSTAND

Responding to site context, access and ramp for heavy vehicles are located on the eastern side to minimize disruption to local neighbourhood on the west. Accessing by a one-way traffic lane on each level, the multi-level hardstand is located between the Building A & B to allow a share of use by the warehouses on both sides.

Design Development

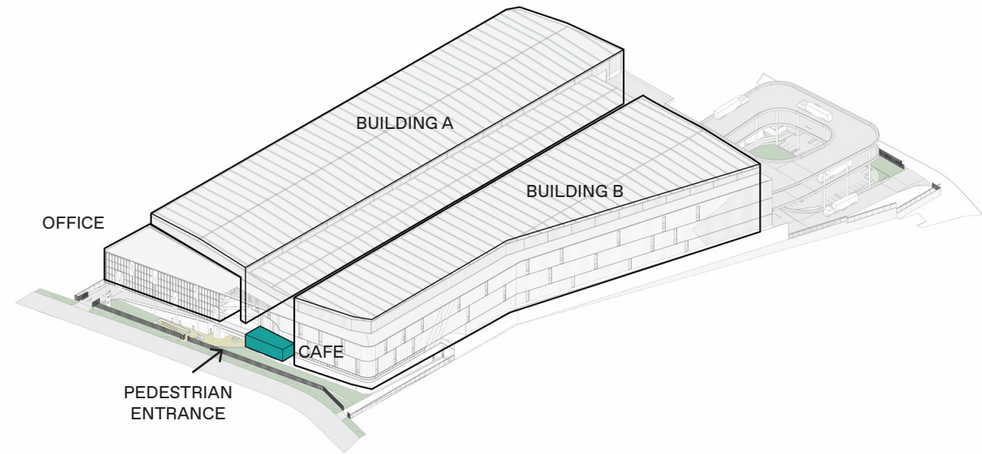
MASSING STRATEGY - OFFICE & COMMERCIAL ACTIVITY

BIRDS EYE VIEW FROM SOUTH WEST



OFFICE TENANCY & END OF TRIP

Office Block and End of Trip facilities for staff are strategically located on the western side adjacent to the pedestrian entrance for easy access after arriving on site. Office spaces are divided with intertenancy walls and can adapt to future tenant requirements and market demands along with their corresponding warehouse tenancies.



CAFE

A cafe is located centrally adajacent to the pedestrian entrance on ground level. The conveniently accessible location from Stephen Road allows it to serve both the building occupants and the wider public community.

Design Development

MASSING STRATEGY

FINAL MASSING

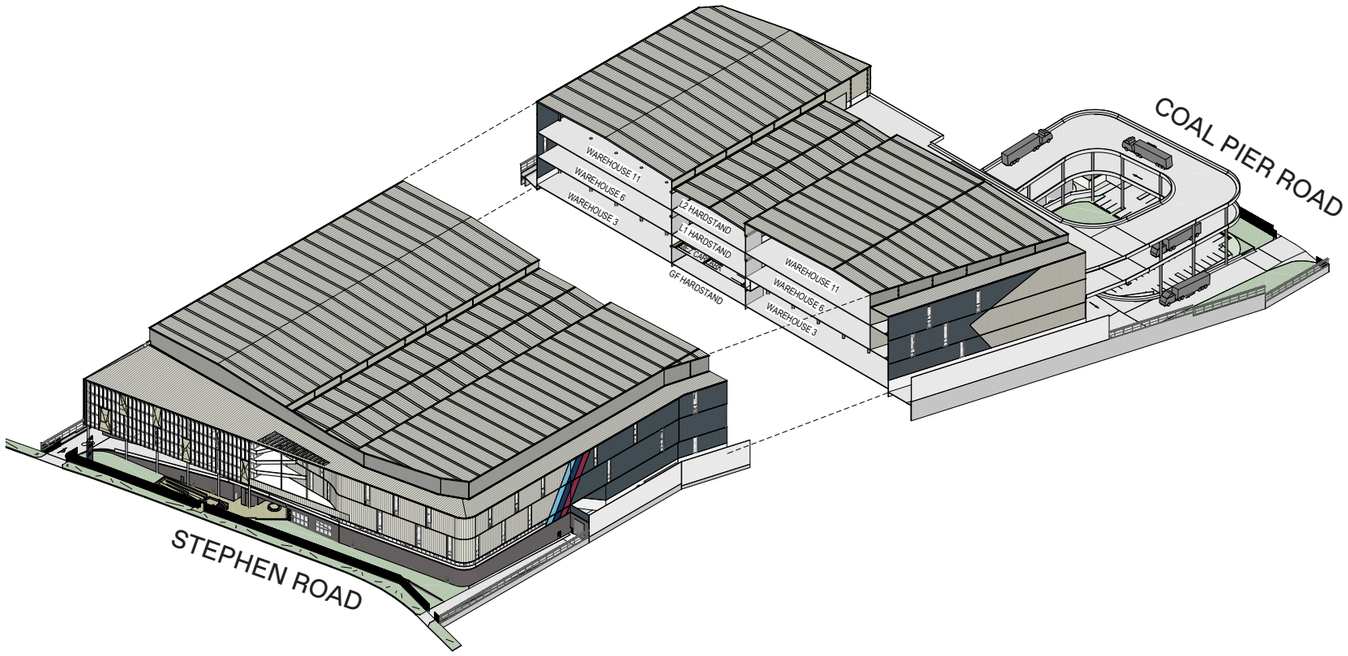
ESR's latest multi-level warehouse is designed to integrate seamlessly into the surrounding neighborhood. The layout prioritizes the minimization of noise impact, ensuring that potential disruptions from the building's operations are carefully managed.

Truck access is provided via Coal Pier Rd, which ensures that there is no heavy vehicle traffic on Stephen Rd, further preserving the residential character of the area. Additionally, all internal truck movements are contained within the building and are equipped with appropriate noise insulation to mitigate any potential disturbances.

The office block is strategically positioned along the west façade, facing the residential area. This design approach reduces the perceived scale of the building and minimizes its impact on the local community. The use of warm materials, such as brickwork and a bronze color palette, reinforces the connection to the existing street character, adding a sense of continuity with the neighborhood.

To further reduce the building's visual impact, the roofline has been lowered along Stephen Rd, contributing to a more human-scale design, limiting shadow impacts on neighbouring properties and enhancing the overall integration of the warehouse within its context.

A landscaped setback creates a buffer between the building and the street, softening the building's presence. The retention of existing trees enhances the green character of the site, while the activation of this façade with a café opens onto a landscaped outdoor area. This space, accessible to both staff and visitors, provides a pleasant and inviting environment, contributing to the area's livability and promoting community interaction.

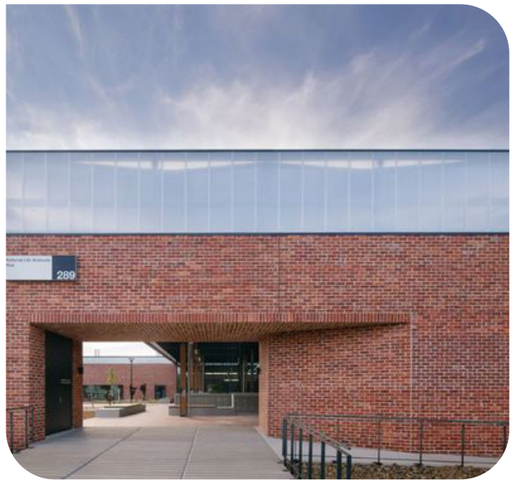


PERSPECTIVE SECTION - BIRDS EYE - FROM SOUTH WEST

PHOTOMONTAGE AERIAL VIEW - BIRDS EYE - FROM SOUTH WEST

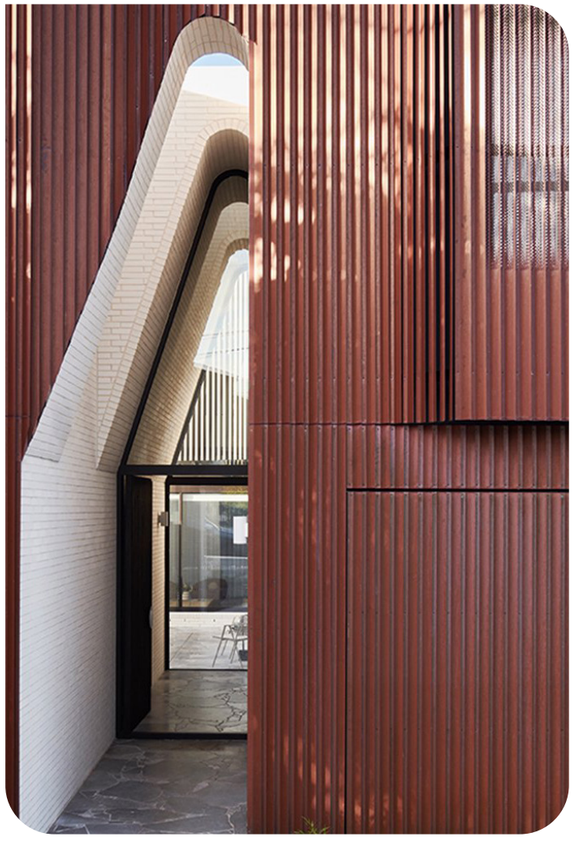
Design Development

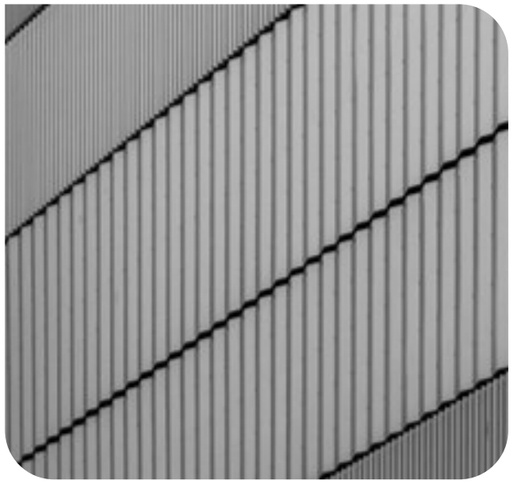
PRECEDENT STUDY

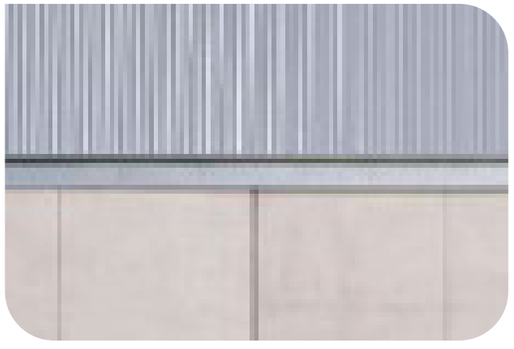


Design Development

PROPOSED MATERIAL PALETTE





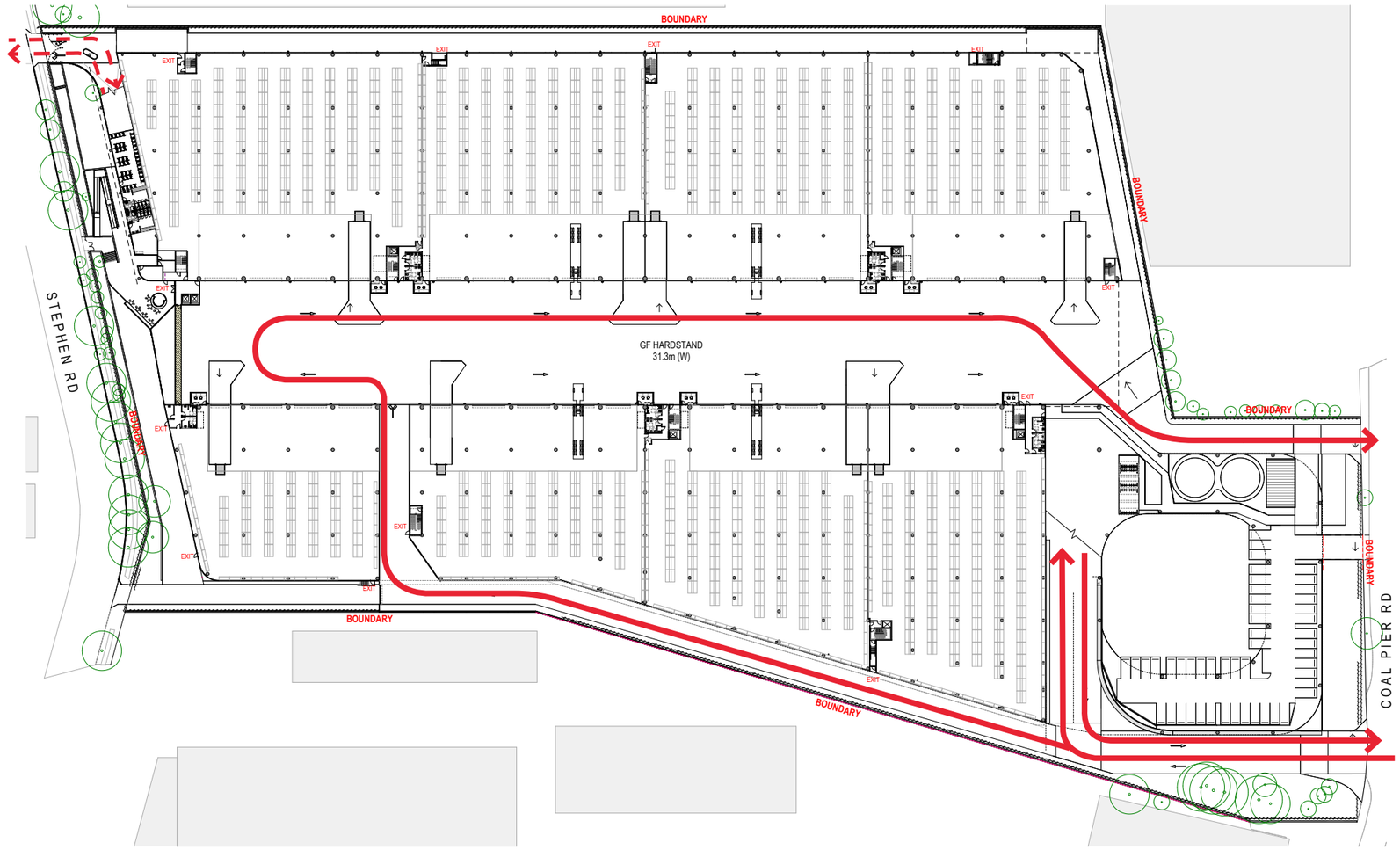


Design Development

VEHICULAR CIRCULATION - GROUND FLOOR

The Ground Floor is designed to accommodate heavy vehicle access to the entire development, with the primary entry located at the eastern end of the site, off Coal Pier Road. Upon entry, heavy vehicles have two options: they can either continue along the Ground Floor level, navigating the hardstand area before exiting back onto Coal Pier Road, or proceed via a ramp to the Level 1 and Level 2 loading areas.

Light vehicles primarily access the Ground Floor Mezzanine parking level via a ramp located at the western end of the site, off Stephen Road. Additionally, a secondary car parking area is situated at the eastern side of the site, with a dedicated entry and exit from Coal Pier Road, separate from the primary vehicle access, ensuring smooth circulation and minimizing congestion.



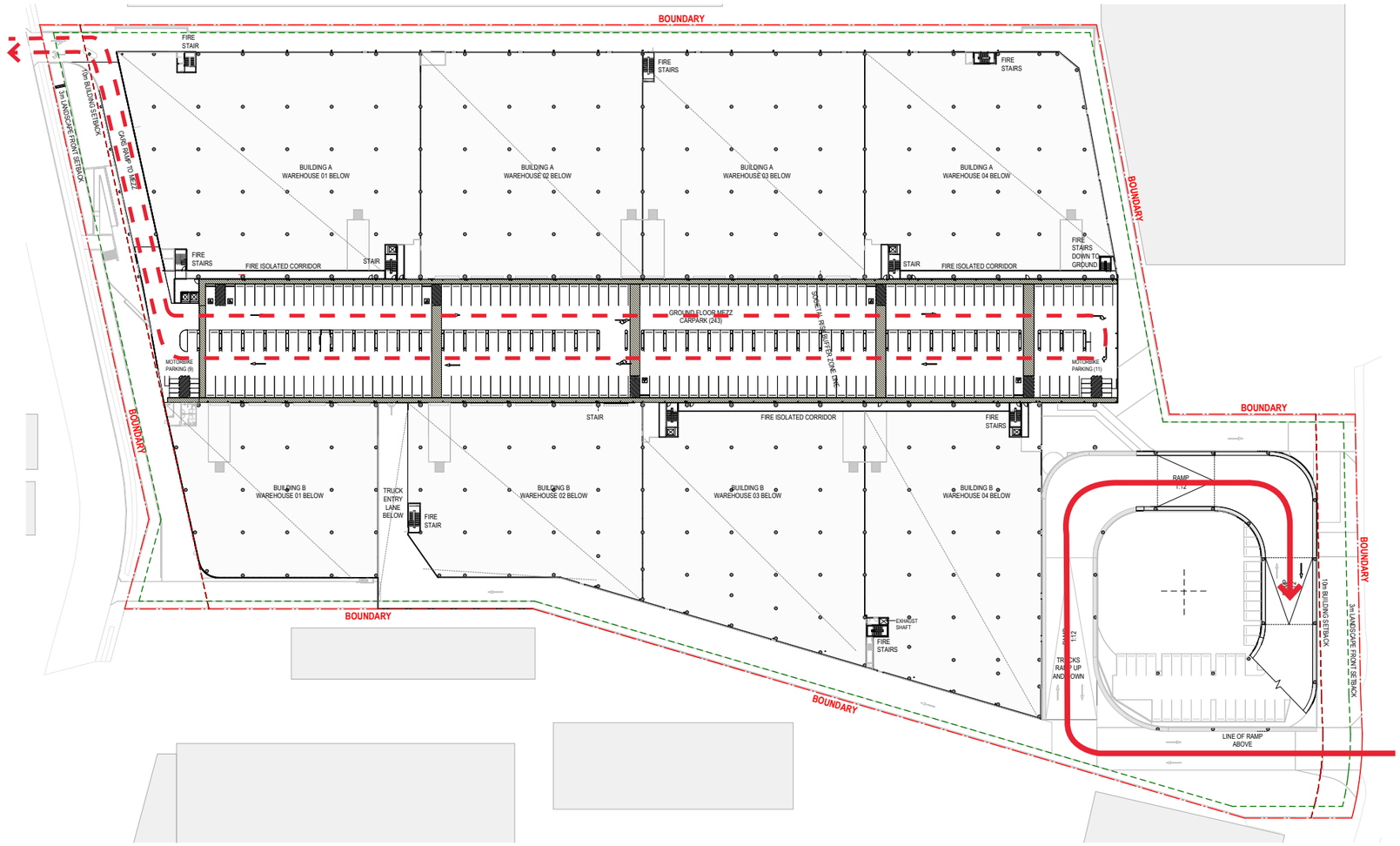
LEGEND

- Heavy vehicle circulation
- Light vehicle circulation

Design Development

VEHICULAR CIRCULATION - GROUND FLOOR MEZZANINE PARKING DECK

The Ground Floor Mezzanine Level is dedicated exclusively to car parking for light vehicles. Access to this level is provided via a ramp from the light vehicle entry on Stephen Road, which serves both access and egress functions. This design ensures a seamless flow for vehicles entering and exiting the parking area.



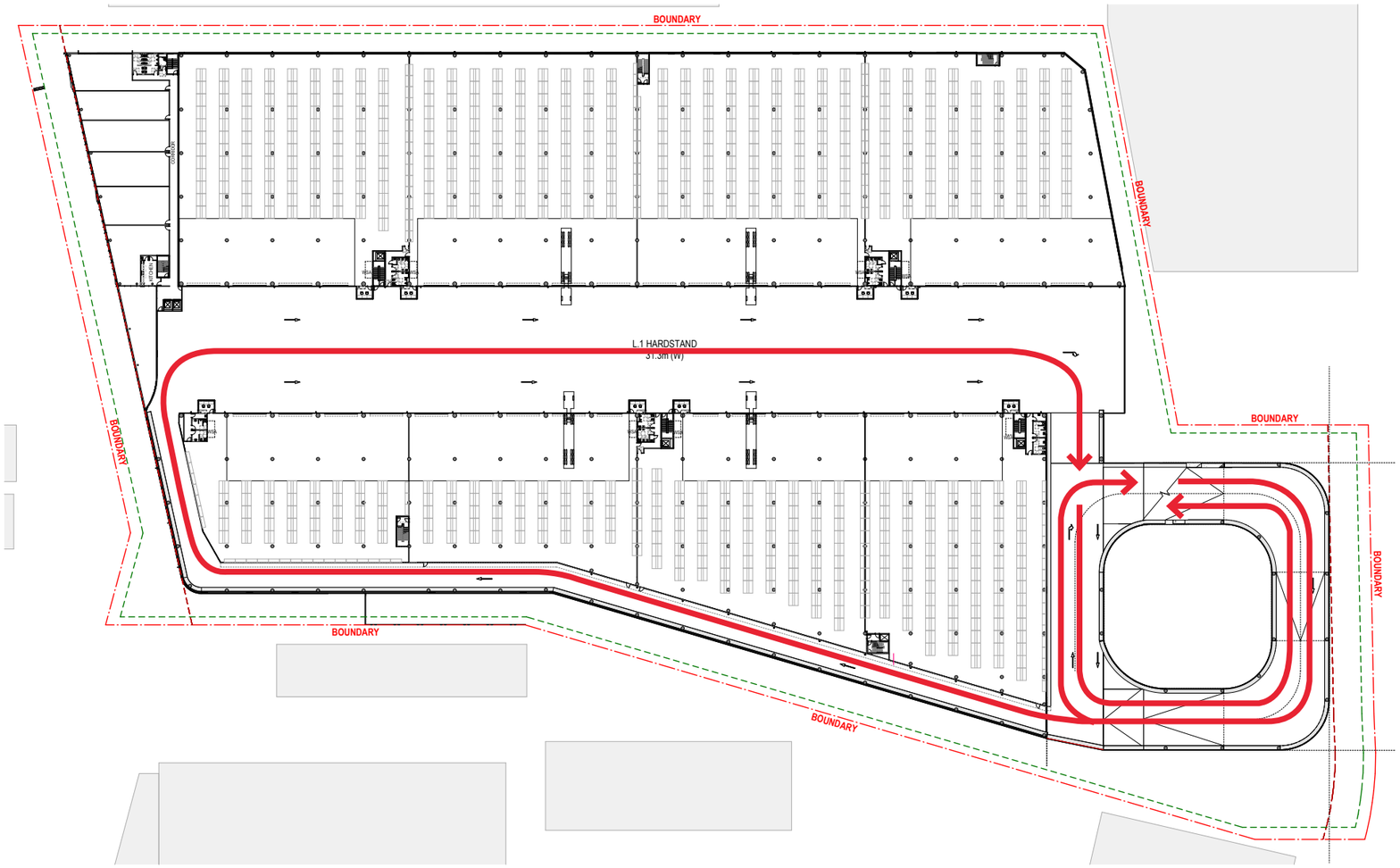
LEGEND

- Heavy vehicle circulation
- Light vehicle circulation

Design Development

VEHICULAR CIRCULATION - LEVEL 1

Heavy vehicle access to Level 1 is provided via a two way ramp from the Ground Floor. Once on Level 1, heavy vehicles proceed along a driving lane along the southern façade, leading to the hardstand area designated for loading activities. The same ramp is used for trucks to exit, providing a direct route back onto Coal Pier Road.



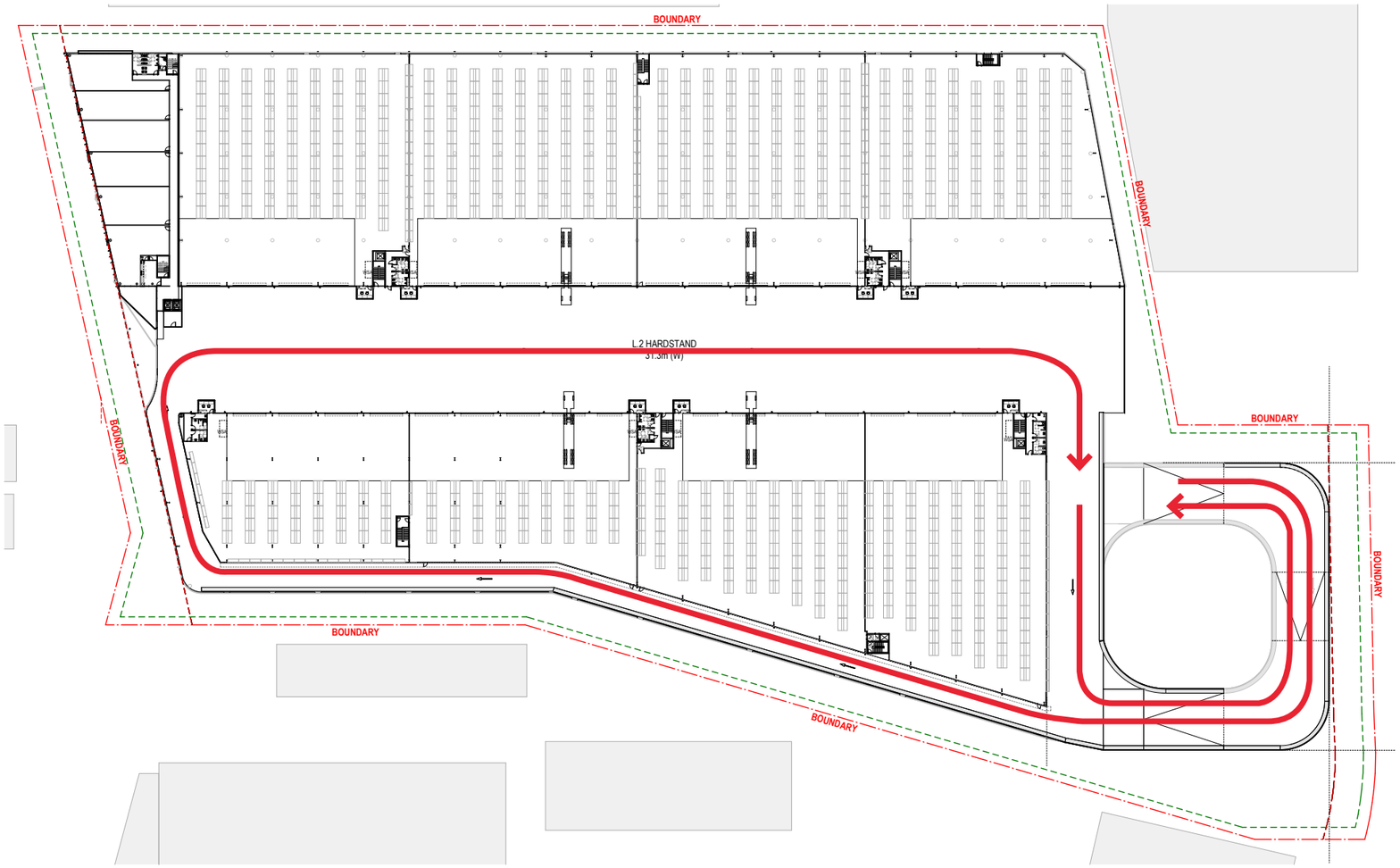
LEGEND

- Heavy vehicle circulation
- Light vehicle circulation

Design Development

VEHICULAR CIRCULATION - LEVEL 2

Heavy vehicle access to Level 2 is provided via the same two way ramp from the Ground Floor. Upon reaching Level 2, heavy vehicles will travel along a driving lane along the southern façade, leading to the hardstand area for loading activities. The same ramp is also used for trucks to exit, providing a direct route back onto Coal Pier Road.



LEGEND

Heavy vehicle circulation

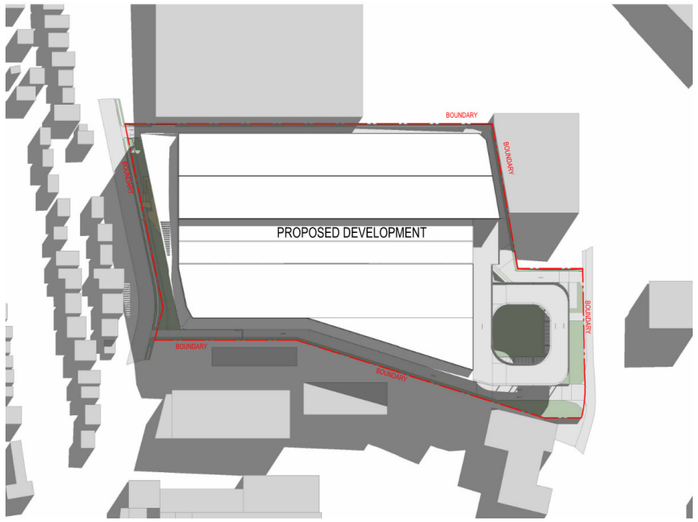
Light vehicle circulation

04

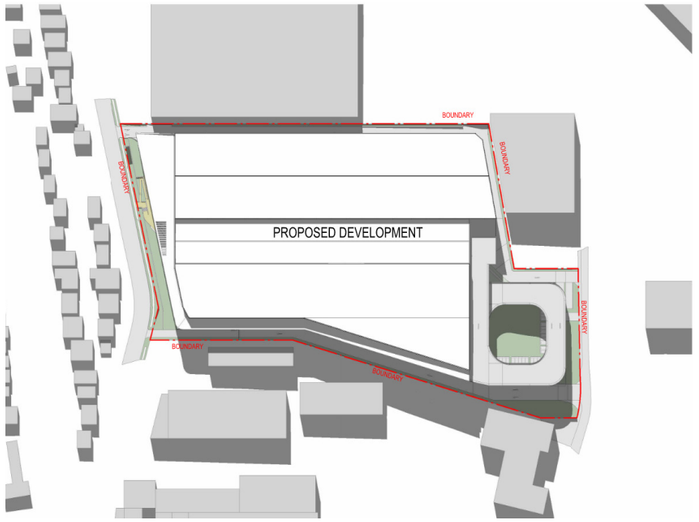
Design Proposal

Design Proposal

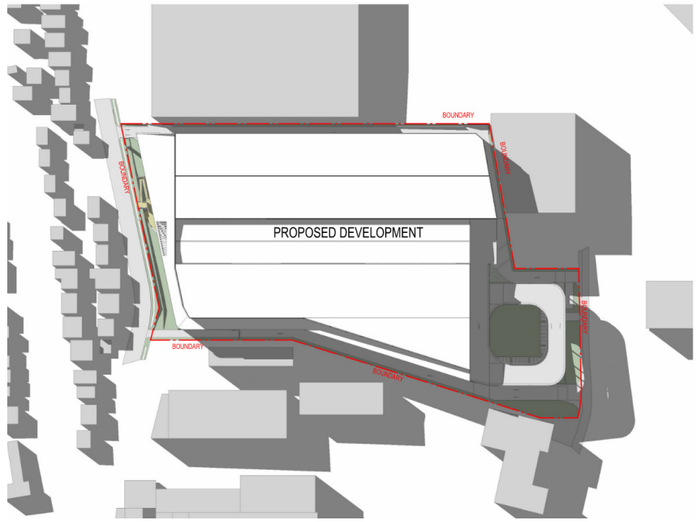
SHADOW DIAGRAMS



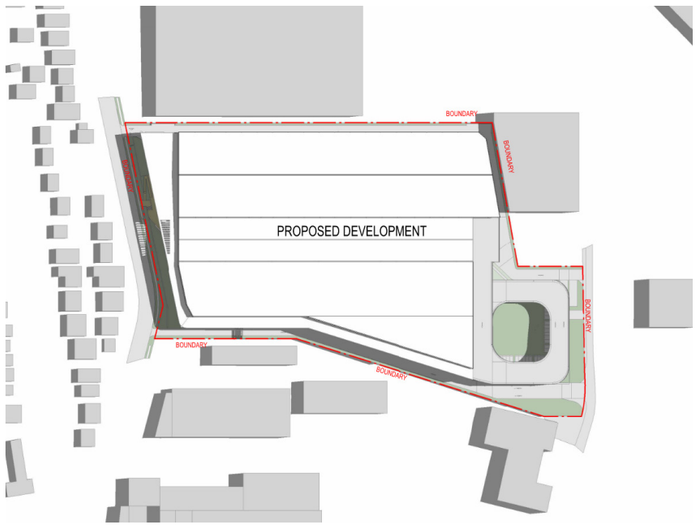
9AM WINTER SOLSTICE (21-06) SHADOWS



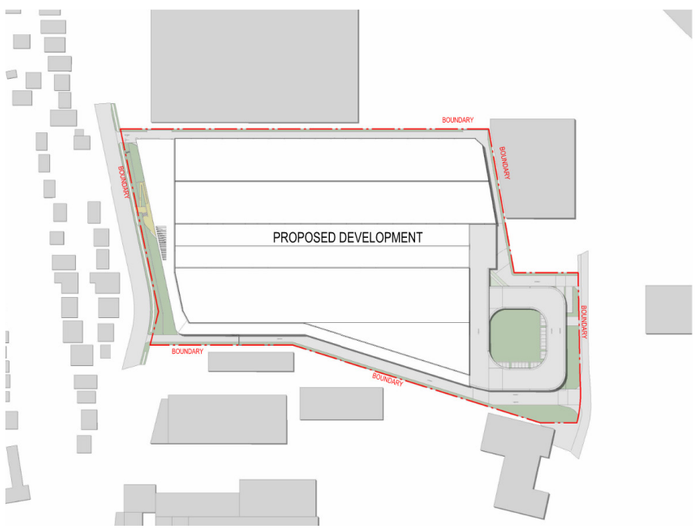
12PM WINTER SOLSTICE (21-06) SHADOWS



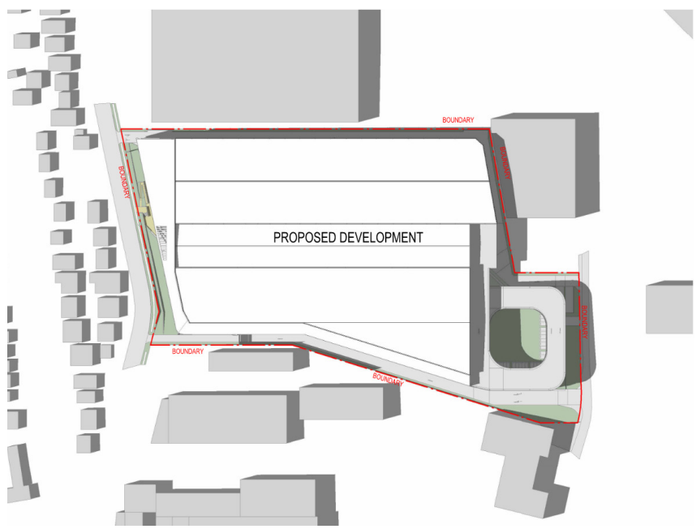
3PM WINTER SOLSTICE (21-06) SHADOWS



9AM SUMMER SOLSTICE (21-12) SHADOWS



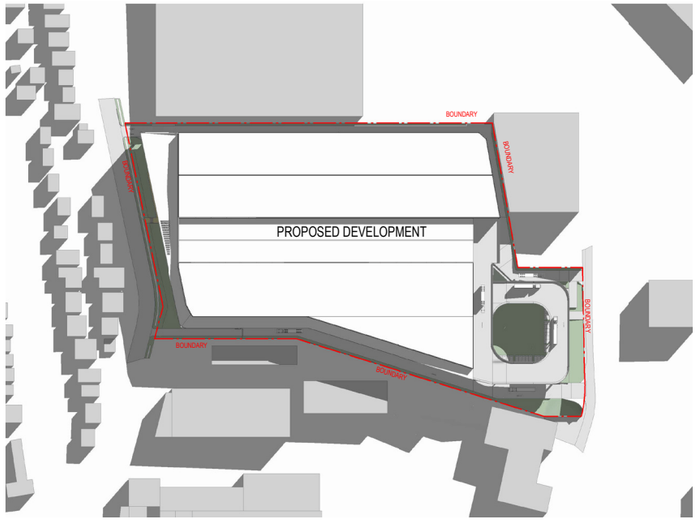
12PM SUMMER SOLSTICE (21-12) SHADOWS



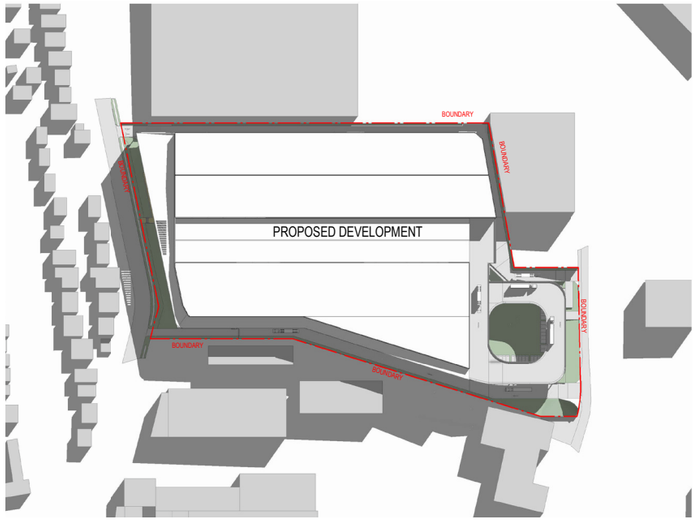
3PM SUMMER SOLSTICE (21-12) SHADOWS

Design Proposal

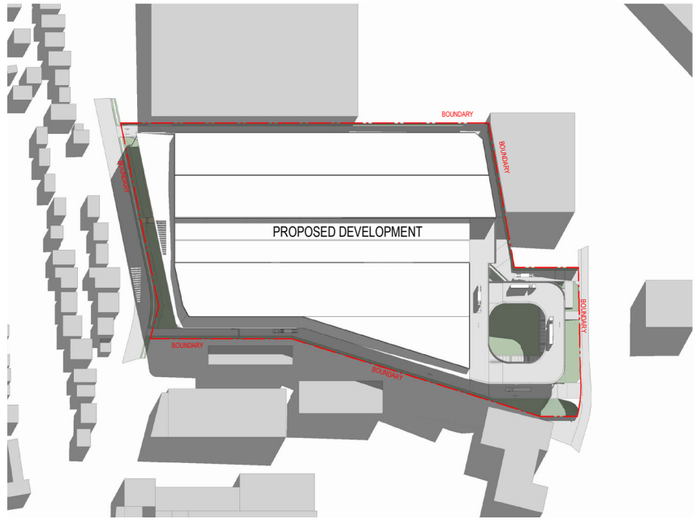
SHADOW DIAGRAMS 9AM - 11:30AM



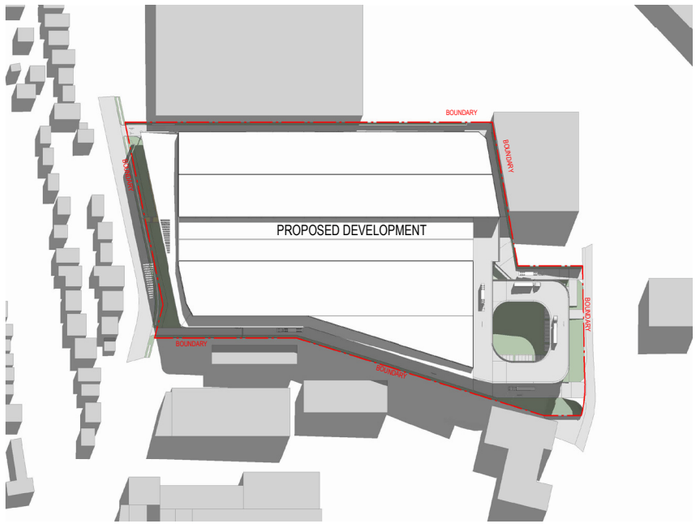
9AM WINTER SOLSTICE (21-06) SHADOWS



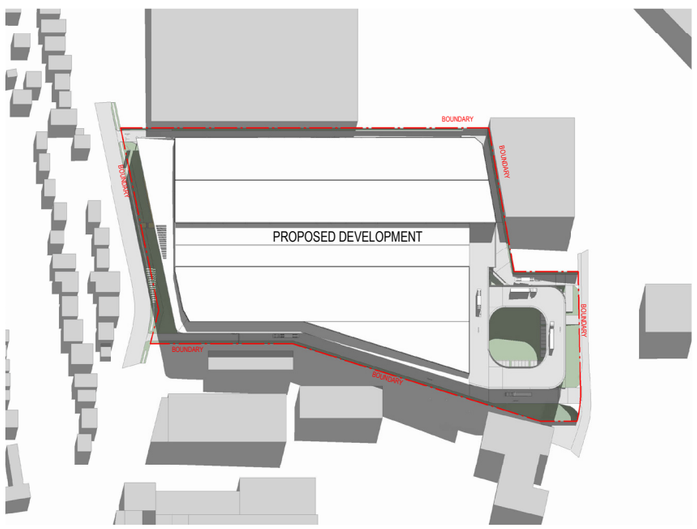
9:30AM WINTER SOLSTICE (21-06) SHADOWS



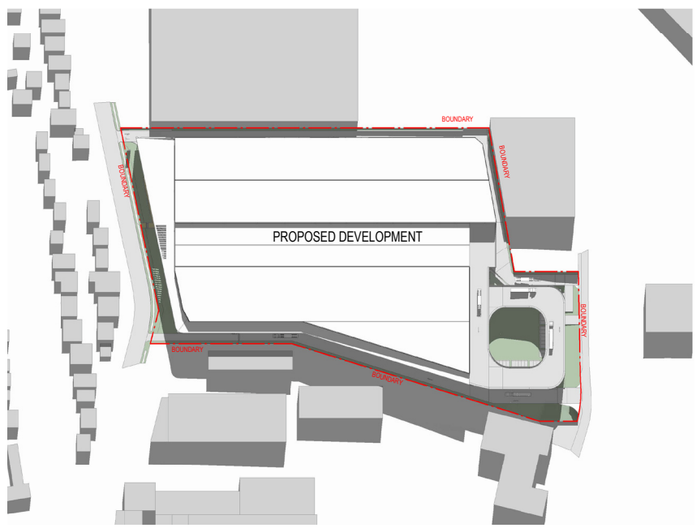
10AM WINTER SOLSTICE (21-06) SHADOWS



10:30AM WINTER SOLSTICE (21-06) SHADOWS



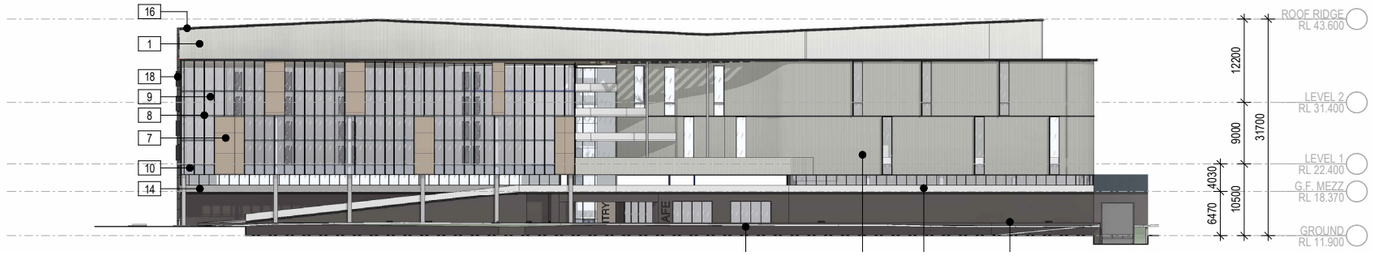
11AM WINTER SOLSTICE (21-06) SHADOWS



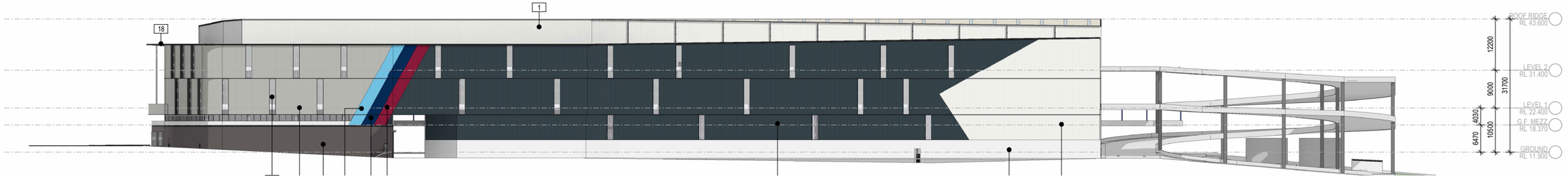
11:30AM WINTER SOLSTICE (21-06) SHADOWS

Design Proposal

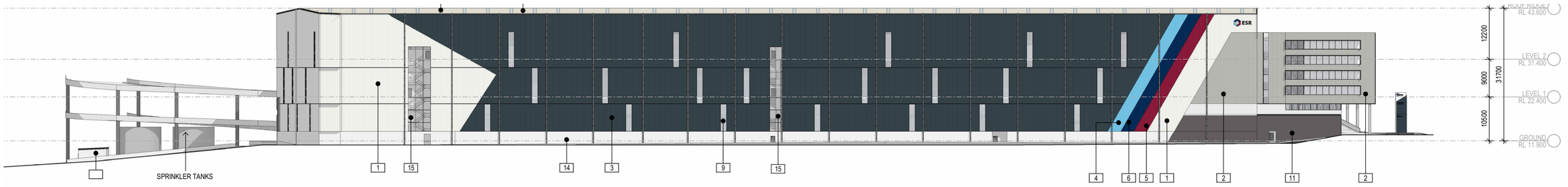
ELEVATIONS



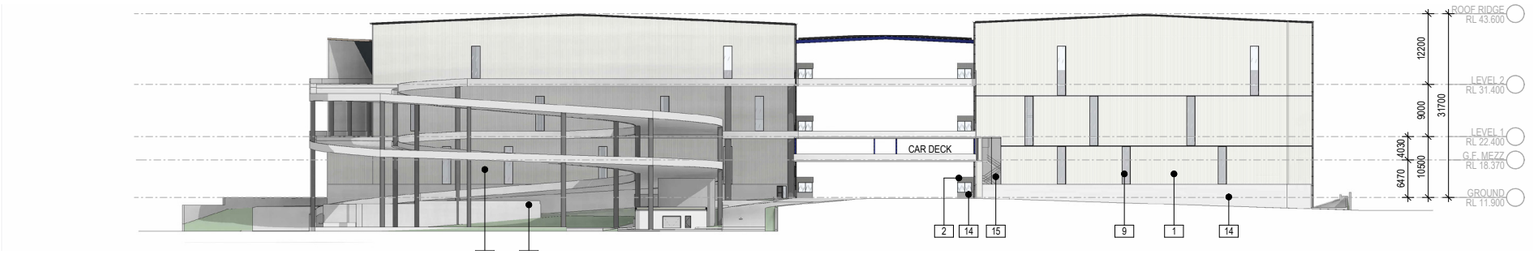
WEST ELEVATION



SOUTH ELEVATION



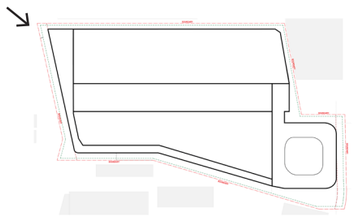
NORTH ELEVATION



EAST ELEVATION

Design Proposal

3D PERSPECTIVE - CARPARKING ENTRANCE

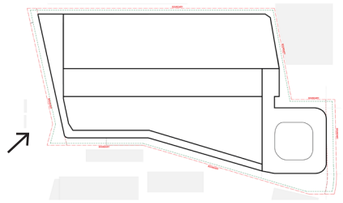


VIEW OF CARPARKING ENTRANCE FROM STEPHEN ROAD FACING EAST

ARTISTIC RENDERING MAY NOT BE 100% ACCURATE AND MAY NOT CONSIST OF CORRECT REPRESENTATION OF EXISTING CONTEXT AND LANDSCAPE.

Design Proposal

3D PERSPECTIVE - SOUTHWEST FACADE

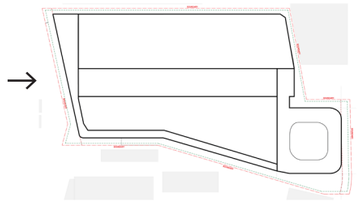


VIEW OF SOUTHWEST FACADE FROM STEPHEN ROAD FACING EAST

ARTISTIC RENDERING MAY NOT BE 100% ACCURATE AND MAY NOT CONSIST OF CORRECT REPRESENTATION OF EXISTING CONTEXT AND LANDSCAPE.

Design Proposal

3D PERSPECTIVE - WESTERN FACADE

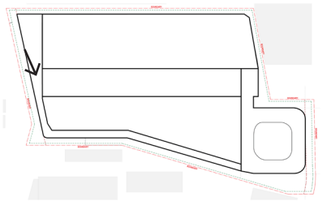


VIEW OF WESTERN FACADE FROM STEPHEN ROAD FACING EAST

ARTISTIC RENDERING MAY NOT BE 100% ACCURATE AND MAY NOT CONSIST OF CORRECT REPRESENTATION OF EXISTING CONTEXT AND LANDSCAPE.

Design Proposal

3D PERSPECTIVE - BUILDING ENTRANCE



VIEW OF BUILDING ENTRANCE LOBBY FROM PEDESTRIAN ENTRANCE FACING SOUTHEAST

ARTISTIC RENDERING MAY NOT BE 100% ACCURATE AND MAY NOT CONSIST OF CORRECT REPRESENTATION OF EXISTING CONTEXT AND LANDSCAPE.

SUMMARY

The proposed development at 49-61 Stephen Road Banksmeadow, is strategically located approximately 10 km south of Sydney's CBD, near Port Botany and Sydney Airport with excellent access via Botany Road and the M1 Motorway. The site spans 48,186 m² and is located within a well-established industrial precinct, making it ideal for a multi-level warehouse and distribution facility. This redevelopment aims to meet the growing demand for high-quality industrial and commercial spaces.

The development will consist of two three-storey warehouse buildings (Warehouse A and B) with integrated office spaces, connected by shared hardstands and mezzanine parking deck. The project includes modern office facilities, shared outdoor amenities, and a café, creating a vibrant and functional environment for tenants. The design also prioritizes dual access points, with Stephen Road serving light vehicles and Coal Pier Road dedicated to heavy vehicle access. This layout ensures smooth traffic flow, minimizes congestion, and separates heavy and light vehicle movements to reduce impact on the surrounding community.

Key design features include activated facades, street-level office spaces, and extensive landscaping that will enhance the site's streetscape and environmental integration. The office block is located on the western side of the site to minimize visual impact on the nearby residential area, while also incorporating materials such as brick and a bronze color palette, which complement the surrounding industrial context and soften the building's scale. Additionally, the building's roofline has been lowered along Stephen Road to create a more human-scale appearance and improve the building's integration with its surroundings.

Sustainability is a key focus of the design, with solar panels, high-performance glazing, and water-efficient landscaping incorporated to minimize the facility's environmental footprint. The building orientation optimizes solar energy harvesting, while the office block is designed for natural daylight and passive solar heating. Solar shading devices and energy-efficient materials contribute to thermal comfort and reduced energy consumption.

To minimize the impact on the neighbouring residential area, industrial activities, including truck ramps and loading docks, are concentrated on the eastern side of the site. Office spaces and other quieter areas are located along the western façade, providing a buffer between the industrial operations and the residential zone. Landscaping and buffer zones further reduce noise and visual disturbances.

A landscaped setback along Stephen Road softens the building's presence, providing a green buffer and enhancing the streetscape. Existing trees will be retained, and the activation of the façade with a café and landscaped outdoor areas will create inviting spaces for both staff and visitors. These areas are designed to promote community interaction and provide a pleasant environment for all users.

In summary, this multi-level, multi-tenanted facility is designed to meet modern industrial and commercial needs while ensuring minimal disruption to the surrounding neighborhood. With a focus on sustainability, functional design, and aesthetic appeal, the development will integrate seamlessly into the local environment and contribute positively to the urban landscape.

DESIGN INTELLIGENCE

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