

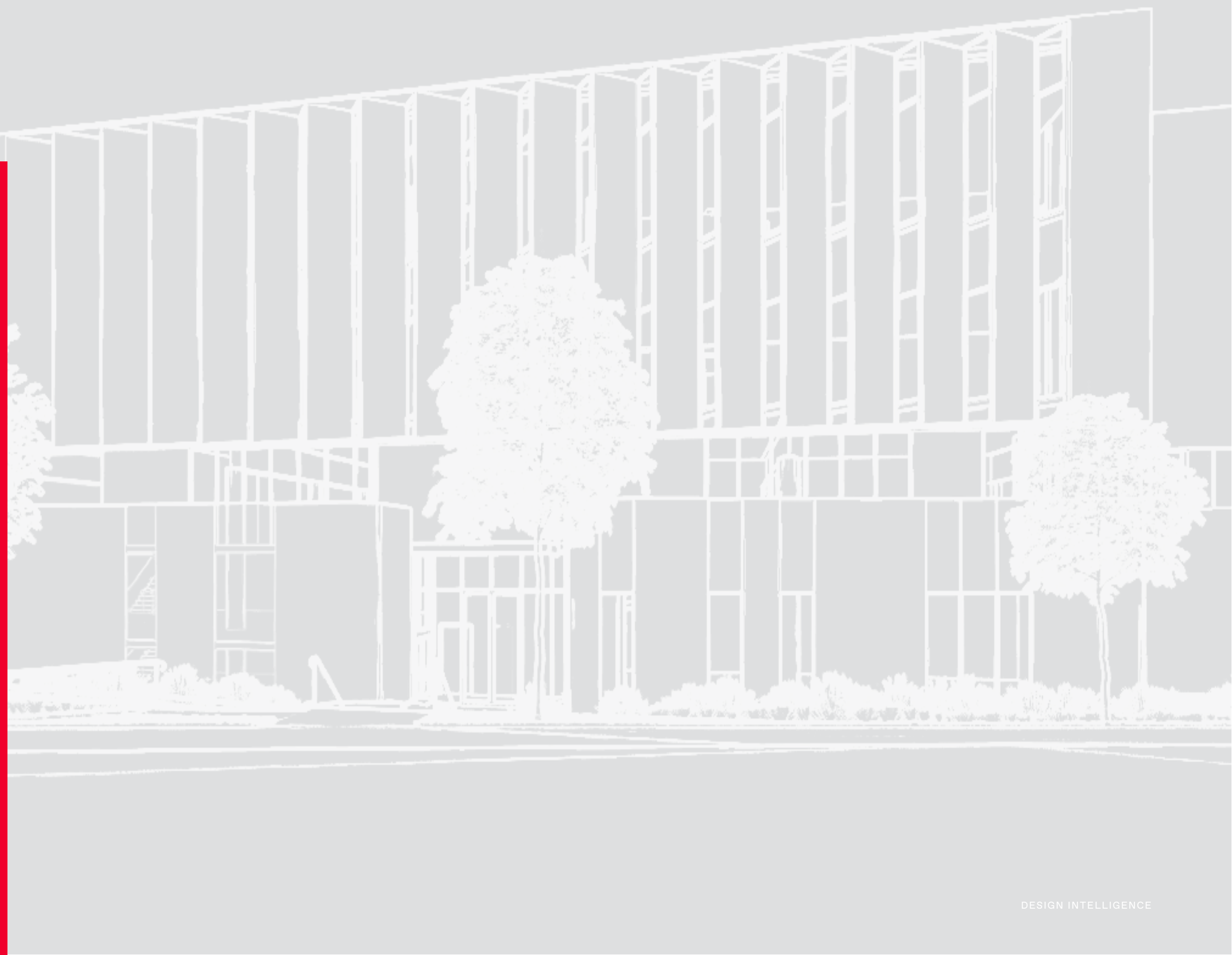
Design Report

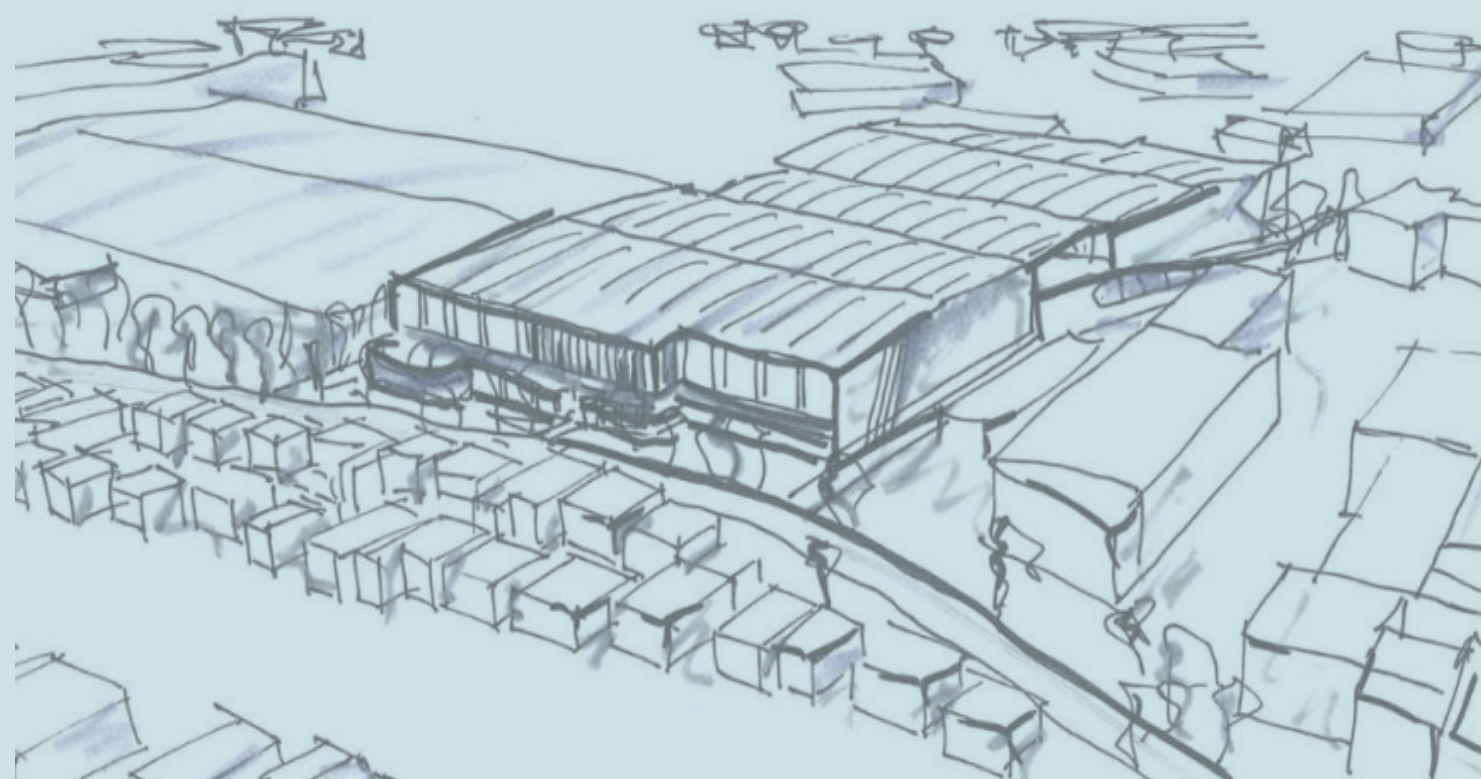
Date: 06/04/2026
Reference: 25189

Client
ESR

Project
**Banksmeadow
Proposed Multi Level Industrial
Development**

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





Contents

Architectural Statement	2
03 Executive Summary 04 SEARs Design Development 05 Better Placed Objectives	
Site Analysis	7
08 Urban Context 09 Site Surrounding & Thermal Condition 09 Site Topography 10 Street Character & Frontage	
Design Development	11
12 Facade Development 17 Site Exploration Options 19 Design Response 22 Massing Strategy 24 Precedent Study 25 Proposed Material Palette 26 Vehicular Circulation	
Design Proposal	28
29 Shadow Diagrams 30 Elevations 31 3D Perspectives 34 Comparision Study - Elevation 35 Comparision Study - Section 36 Comparision Study - Massing	
Summary	37

Architectural Statement

01

Architectural Statement

EXECUTIVE SUMMARY

THE SITE

The proposed development is located within the established industrial precinct of Banksmeadow. The site is irregular in shape and is surrounded predominantly by industrial and warehouse uses, with residential areas located further to the west.

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 two level, two tenanted warehouse and distribution facility.

Key features will include:

State-of-the-art office spaces

Shared outdoor amenities and landscaped areas

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 2-storey warehouse buildings with integrated office spaces. These will be connected by shared hardstands, with all truck entry and exit from Coal Pier Road. Separate low scale 3-storey car parking is provided with entry & exits from Stephen Road & Coal Pier Road.

Key aspects include:

Two warehouse buildings, each with two storeys (Warehouse-1 fronting Stephen Road & Warehouse-2 fronting Coal Pier Road).

Each warehouse building has its own centralised 4 storey, street facing, office block with the lowest office level located at ground floor for convenient pedestrian entry. The offices utilise mezzanine levels to provide 4 floors within the overall height of the 2 storey warehouse buildings.

Traffic flow and access:

Dual access points via Stephen Road (for passenger vehicles) and Coal Pier Road (for trucks & passenger vehicles), ensuring safe and efficient circulation. Trucks will enter and exit via Coal Pier Road only, minimizing disruption to residential areas. Passenger vehicles for Warehouse-1 enter/exit from Stephen Road while Warehouse-2 passenger vehicles enter/exit from their Coal Pier Road access, maintaining separation from passenger vehicles.

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.

The proposal demonstrates a considered response to its surrounding context and nearby residential uses, with reduced building scale, articulated massing and material selection aimed at minimising visual impact and improving streetscape integration.



PROJECT DETAILS

Site Area	48,186 m ²
Total Warehouse Area	41,702 m ²
Total Office Area	4,026 m ²
Landscape Area	4,965 m ² (10.2%)
Parking	240 car parking
	16 motorcycle parking
	78 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, 10, 12, 15 & 16 explains the project response to the surrounding context and thermal site condition.

Page 8, 10, 12 & 16 addresses the existing street character and building response to the surrounding scale.

Pages 12, 15, 16, 22, 23, 29 & 36 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 12, 13, 14, 15 & 16 identifies the key strategies and decisions in response to specific site constraints and design limitations.

Pages 12, 15, 16, 22, 23 & 36 outlines the massing strategies that breakdown the key design decisions, processes and production of the building from conceptual stage to design development.

Pages 19, 20, 21, 26 & 27 visualises the efficient layout and 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 24 & 25 identifies the material selection and application to the facade, to provide visual understanding of the facade articulation, colour finish, tone and materiality.

Page 31, 32 & 33 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 12-16, 25 & 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 12, 15, 16 & 25).

The street-facing elevations reflect the operational nature of the warehouse while introducing distinctive architectural features and office designs. White light cladding floating at the upper levels, while brick is used at the base to visually anchor the building to the ground.

The design incorporates a contrasting colour palette, including Surfmist, Greys, White, 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 12, 13, 14, 15 & 16).



Pages 16, 19, 23 & 26

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 16, 23 & 26)

To encourage sustainable transportation, end-of-trip facilities are provided, including high-quality change rooms and bathrooms for workers and tenants. (Page 19)

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, 19-21 & 31-33

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, 20 & 21)

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 19, 31, 32 & 33)



Pages 26-27

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 26 & 27)

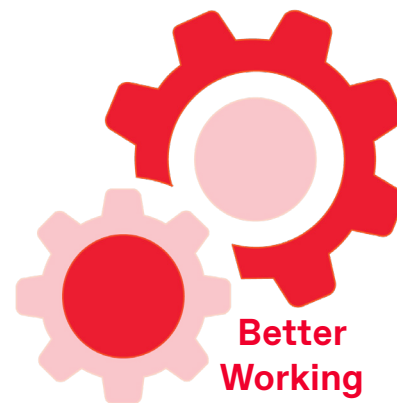
All offices have access to shared outdoor spaces, which include amenities such as outdoor gyms, BBQ areas, and relaxation zones to promote comfort and well-being for tenants.

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Pages 16, 19-21, 26-27 & 30

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 16, 19, 21, 26, 27 & 30)

The office layout is strategically planned to optimize facility usage, ensuring direct and convenient access to both the car park and warehouses.

(Pages 19, 20 & 21)



Pages 12-15, 22 & 24-25

The facility is designed as a unified warehouse complex, subdivided into two main building blocks, maximising the efficiency of the entire site. **(Pages 22)** The multi deck level carparkings are 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. **(Pages 22)** 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 12, 13, 14, 15, 24 & 25)**



Pages 12-16 & 18

The design of the warehouse mass is carefully composed using simple planes, blocks, materials, and patterns, creating a clean and functional aesthetic. The office design is inserted into the warehouse creating a unified building, 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 12, 13, 14, 15, 16 & 36)**

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:

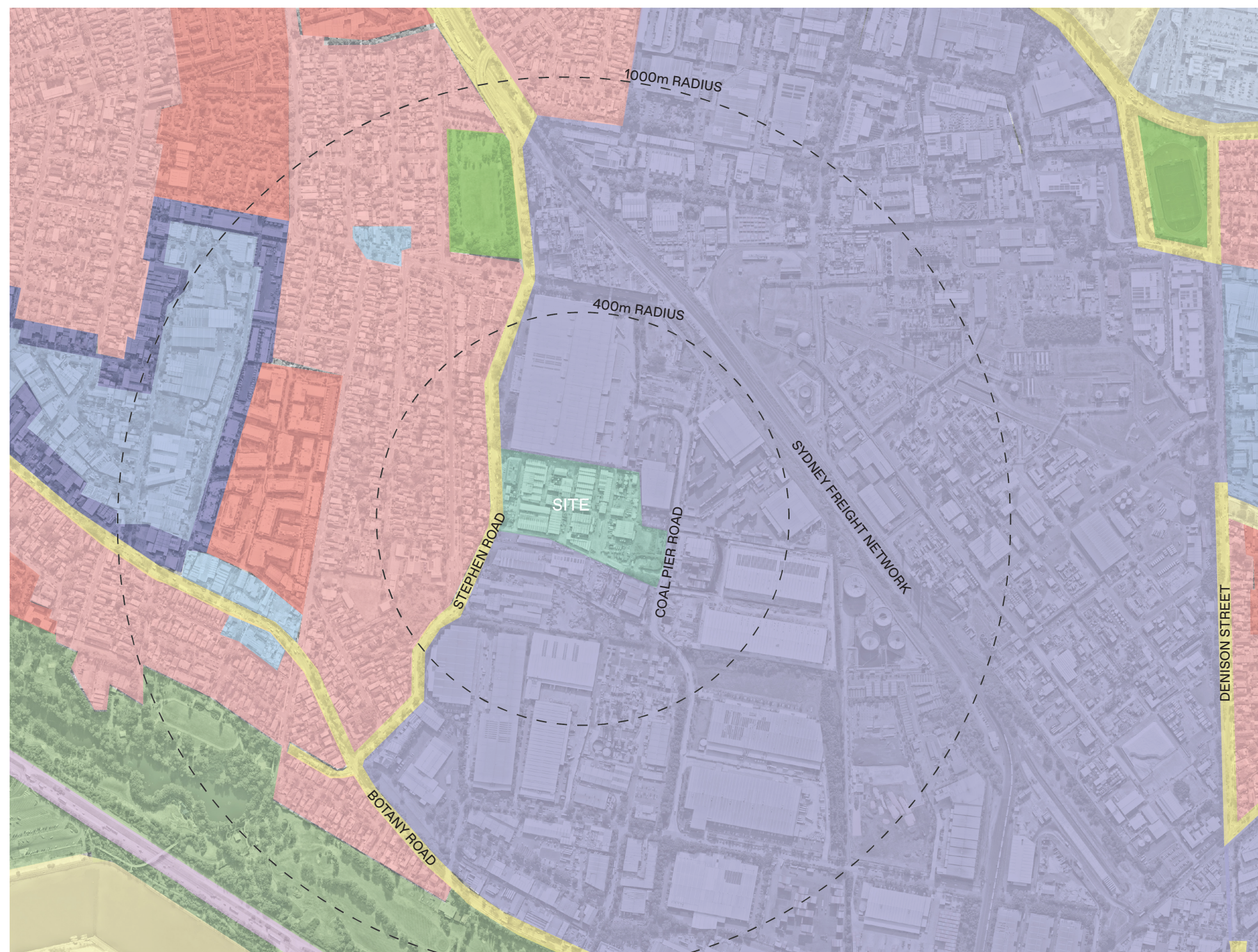
Noise Reduction: Intensive industrial activities, such as truck ramps and warehouse operations, will be concentrated on the eastern side, away from the residential area, reducing noise and traffic impact. Quieter Uses on the Western Side: The western portion of the site will feature less acoustically 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.

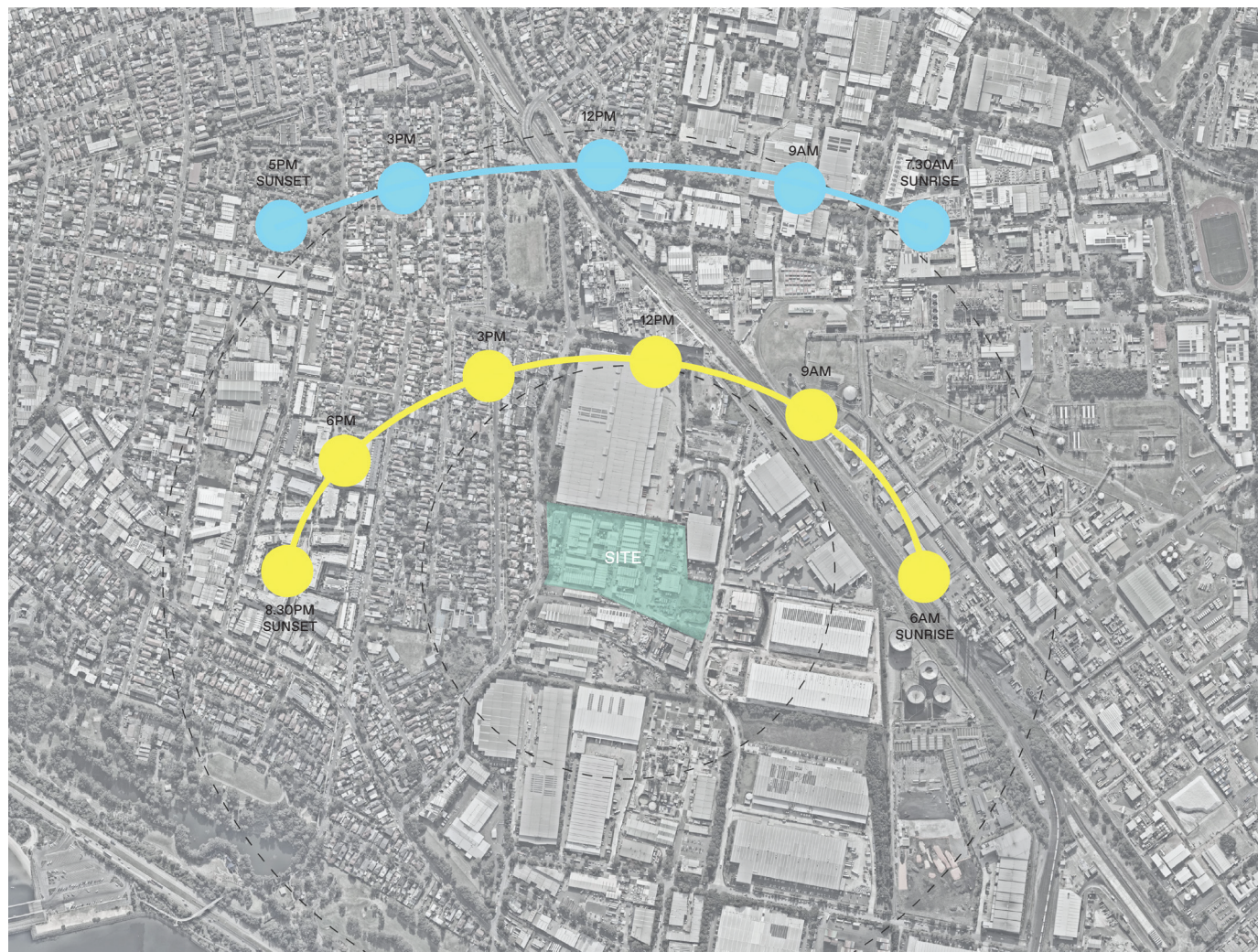
LEGEND

- 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 proposed building footprint is positioned centrally within the site and generally follows the irregular geometry of the site boundaries. The building is oriented broadly along an east-west axis, with the longer elevations addressing the northern and southern site boundaries. Setbacks are provided along all site boundaries to accommodate vehicle circulation, landscaping and servicing requirements.

The primary hardstand and loading areas have been strategically located along the northern and southern sides of the building, allowing warehouse operations to occur predominantly within the interior of the site and adjacent to existing industrial interfaces. This arrangement minimises operational impacts, including noise, vehicle movements and loading activities, on the residential properties located across the road to the west. The layout has been arranged to optimise operational efficiency while maintaining clear separation between vehicle movements, loading activities and pedestrian access.

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. The ground floor level of the warehouses and offices have been set down from the residential road to align with Civil purposes. This assist in reducing the visual height of the building when viewed from Stephen Road. This thoughtful integration allows for efficient & separate heavy and light vehicle circulation, with truck access from Coal Pier Road only, thereby optimising connectivity while respecting the site's natural contours and surrounding urban landscape.

LEGEND



Site Analysis

STREET CHARACTER & FRONTAGE

The site is located within an IN1 General Industrial zone and forms part of the established industrial precinct of Banksmeadow. The surrounding context is predominantly industrial in character, with large warehouse and logistics facilities located to the north, south and east of the site.

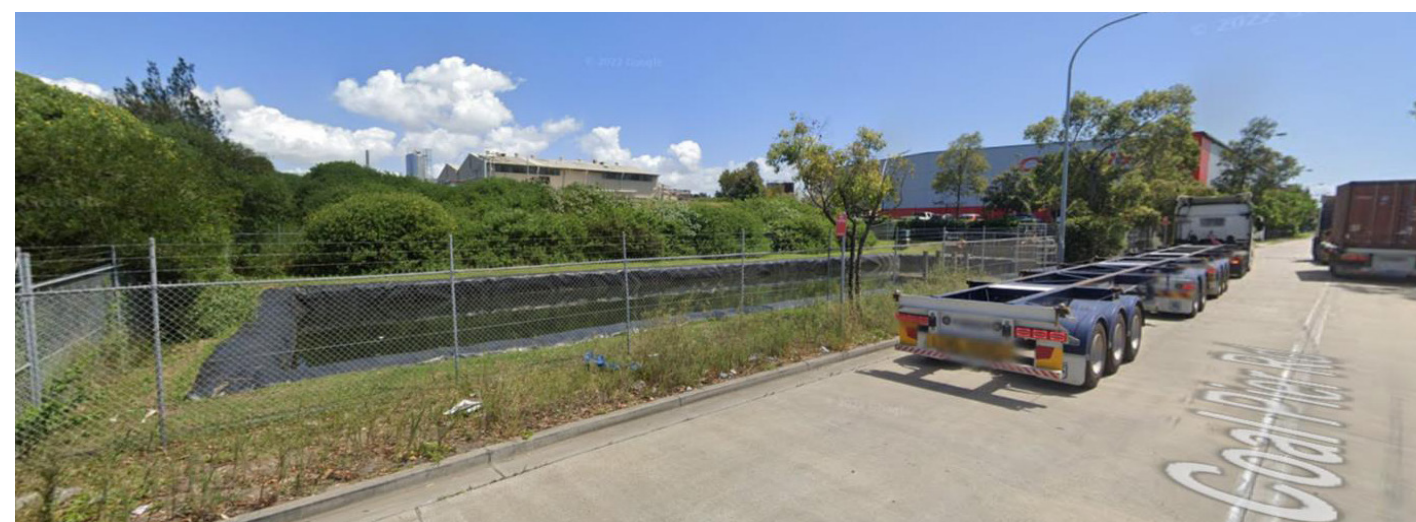
However, the site is located opposite R2 Low Density Residential zoned land across Stephen Road to the west, where a number of detached residential dwellings are present. As a result, the site sits at a transition between industrial and residential environments. This interface creates a mixed context where industrial activities occur in proximity to residential living. Consequently, the design of the proposed development has carefully considered the relationship with the residential properties across Stephen Road, with the building layout, operational areas and hardstand locations arranged to minimise potential amenity impacts such as noise, lighting and vehicle movements.



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

Relationship to Neighbouring Residential Properties:

The proposed building has been carefully positioned and designed to respond appropriately to the residential properties located across Stephen Road. A minimum separation of approximately 32 metres is maintained between the closest point of the building and the opposite street edge and up to 60m in some areas, ensuring a substantial spatial buffer between the industrial development and the existing dwellings.

The building mass is organised so that office and amenity components address the street frontage, presenting a more articulated and human-scaled interface to the public domain. These elements provide visual modulation and reduce the perceived scale of the development when viewed from the residential side of the street.

Landscape design plays a key role in reinforcing this transition. Existing mature street trees and additional landscape planting along the site boundary contribute to a green buffer that softens views toward the building and integrates the development into the established streetscape character.

The architectural treatment further assists in reducing perceived bulk. The façade composition introduces horizontal articulation, changes in materiality and a clear base expression, visually grounding the building while breaking down the overall mass into smaller elements. This approach ensures the building reads as a well-proportioned commercial frontage rather than a singular large industrial form.

Together, the generous street separation, landscape buffering, and articulated street-facing office component ensure the development maintains an appropriate relationship with neighbouring residential properties while contributing positively to the evolving character of the precinct.



Design Development

FACADE CONTROL

Box

The process starts with a simple, monolithic volume — a clean, uninterrupted rectangular box. This establishes the overall scale, proportion, and presence of the building. At this stage, the facade is purely conceptual with no articulation.

Horizontal Articulation

A subtle horizontal banding is introduced along the facade. This emphasizes the building's linearity and breaks the monolithic volume into more readable layers, suggesting floor divisions and providing a base for further refinement.

Concept Materiality

Here, a conceptual material palette is introduced. A darker base and lighter upper zones hint at potential material differentiation, giving the facade depth and grounding the building visually while reinforcing the horizontal emphasis.

Vertical Articulation

Vertical elements are added across the facade, introducing rhythm and scale modulation. This breaks the long horizontal mass into smaller visual sections, improving human scale and providing an opportunity for vertical expression through materials or structural elements.

Introduction of Openings

Openings (windows, doors, and entry points) are strategically inserted. These reinforce functional and spatial hierarchies, improve natural light penetration, and start to give the facade a sense of transparency and engagement with the surroundings.

Materiality Refinement

Final material treatments are layered over the articulated facade. A combination of textures and tones refines the visual hierarchy, accentuating the base, vertical elements, and openings. The facade now balances rhythm, transparency, and material expression, achieving a coherent architectural language.

3D Perspective Visualization

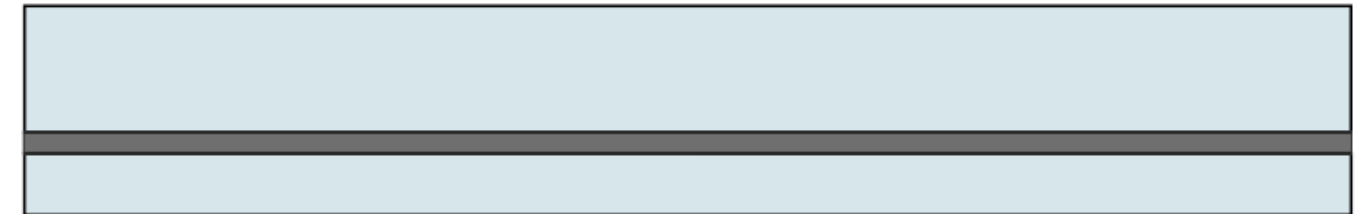
The final row shows the progression applied to 3D perspectives. It demonstrates how the layered facade develops depth, shadow, and spatial clarity in three dimensions, translating the 2D concept into a tangible, visually dynamic building presence.

The facade evolves from a pure monolithic box to a carefully articulated building envelope. The development balances horizontal and vertical rhythms, introduces functional openings, and layers materiality to create depth, scale, and architectural identity.

Box



Horizontal Articulation



Concept Materiality



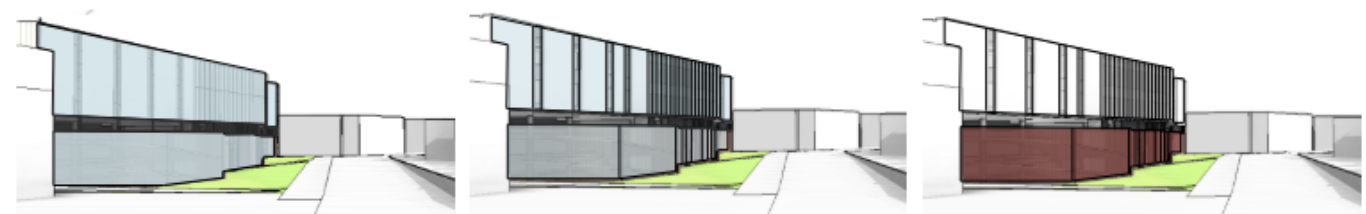
Vertical Articulation



Introduction of Openings



Materiality Refinement



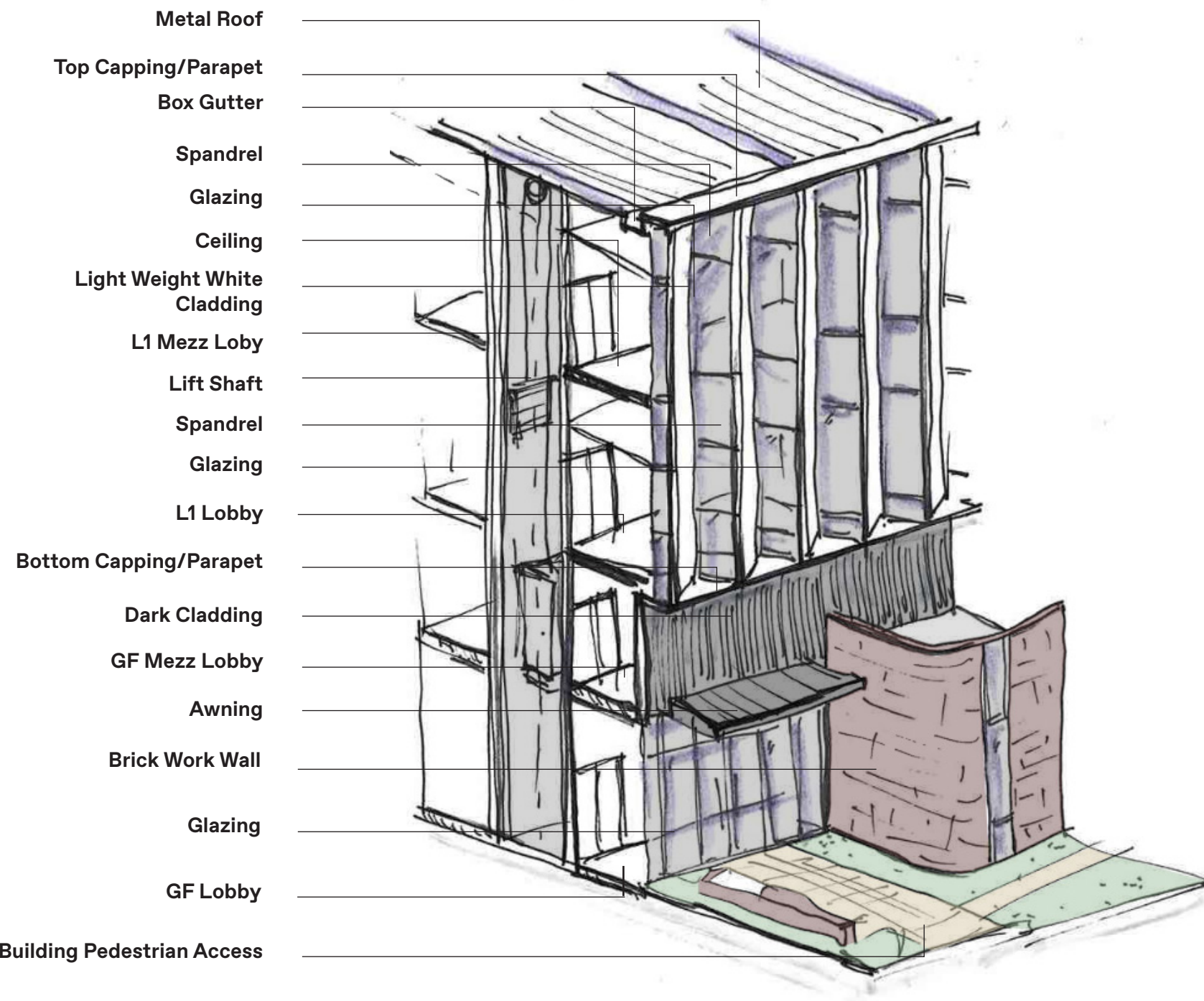
Design Development

FACADE DEVELOPMENT

The building façade adopts a contemporary industrial expression through a clear layering of materials and vertical articulation. The upper levels are defined by a series of vertically proportioned glazed panels framed by lightweight white cladding. This arrangement introduces rhythm and transparency to the elevation while allowing natural light to penetrate the office and mezzanine areas. The lighter cladding helps visually reduce the perceived scale of the building and contributes to a clean and refined architectural appearance.

At the lower levels, darker cladding and brickwork establish a robust base that anchors the building to the ground plane and provides a durable interface at street level. The masonry element frames the ground floor lobby and helps define the building entry, creating a stronger street presence.

The pedestrian entry is further emphasised through a glazed lobby and protective awning, clearly identifying the main access point from the public realm. Overall, the façade composition integrates glazing, lightweight cladding and masonry elements to create a balanced architectural response that reflects the functional character of the industrial precinct while contributing positively to the streetscape.



Design Development

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Design Development

FACADE DEVELOPMENT
ARTISTIC PERSPECTIVE



EXISTING SPECIES

The retention of the existing tree is important in mitigating the visual impact of the proposed building on the residential properties located across the road. The mature vegetation provides a natural visual buffer that helps soften views of the built form and reduces the perceived scale of the development when viewed from the residential interface. Maintaining this landscape element contributes to a more sympathetic transition between the industrial character of the site and the adjoining residential context, while also enhancing the streetscape through the preservation of established greenery.

STEP BACK

The upper portion of the building is stepped back from the boundary line to reduce the perceived bulk and scale of the development when viewed from the street and adjoining properties. This setback creates a clearer visual transition between the ground level and the upper building elements, helping the development sit more comfortably within the surrounding context.

BRICK FACADE

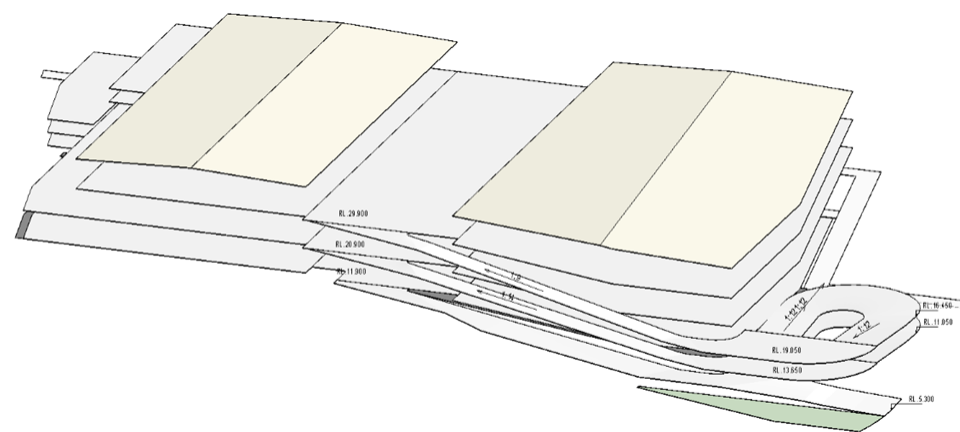
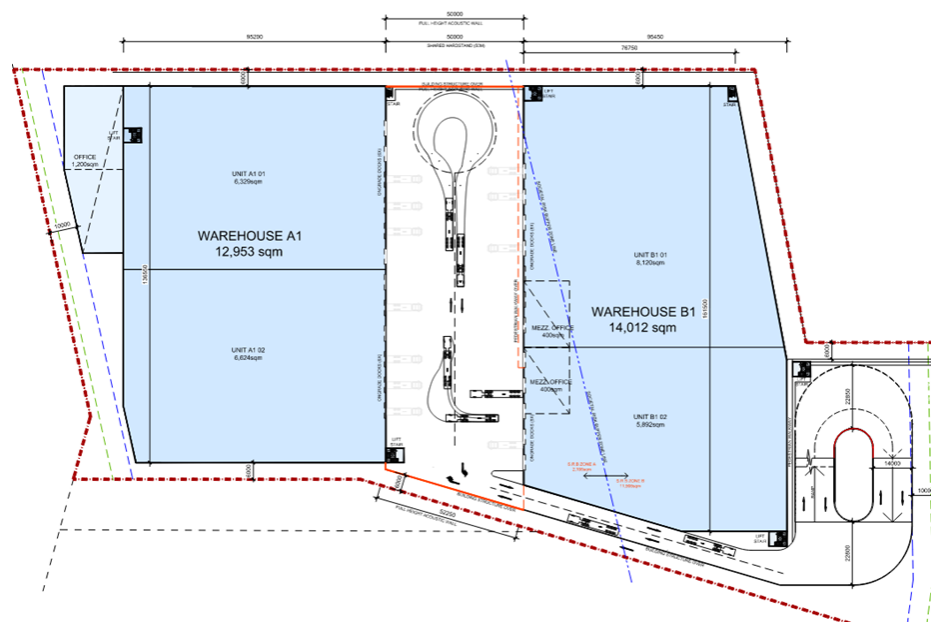
The darker brick facade at the ground level along the western facade contrasts with the lighter metal cladding and glazing above. This creates the visual impression of a solid "base" for the building, while the reddish tone of the brick adds warmth and ties the design together with other building elements.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

OPERATIONS

All operational activities associated with the development are confined to the internal areas of the site, with vehicle movements occurring from Pier Coal Road into the central hardstand and returning via the same access point. This arrangement ensures that operational traffic and loading activities are directed away from Stephen Road. In this configuration, Building 1 acts as a physical barrier between the operational areas and the residential properties located along Stephen Road, helping to screen views, reduce potential noise impacts, and provide an additional buffer between the industrial activities and the neighbouring residential interface.

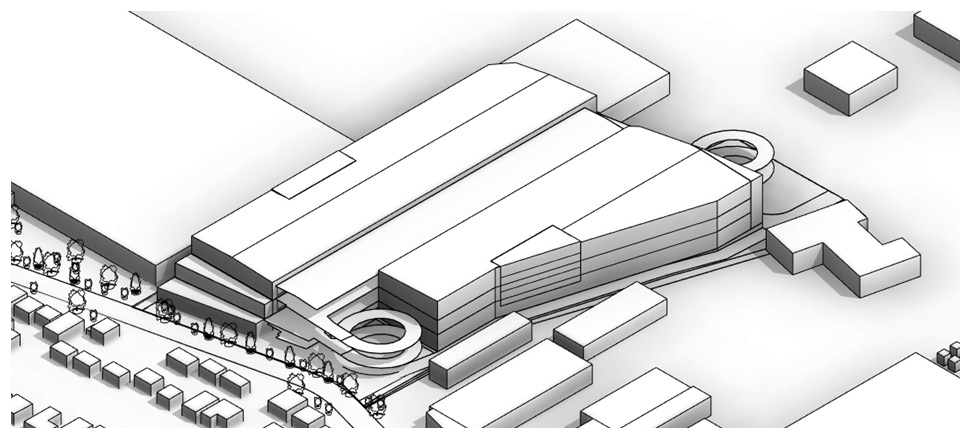
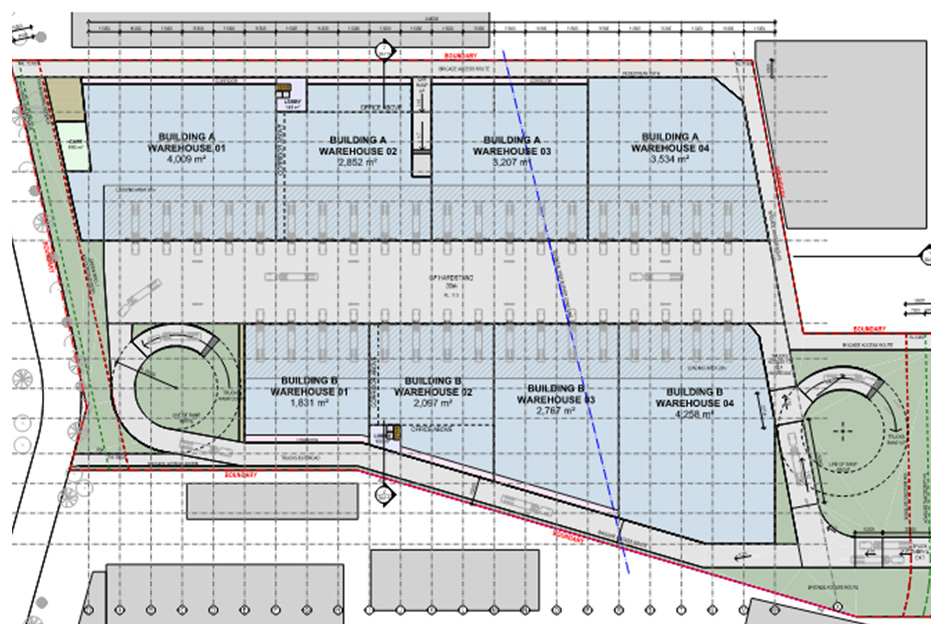
Design Development

SITE OPTION EXPLORATION OPTIONS



WHY SCHEME DOES NOT WORK:

1. Inefficient Ramp
The ramp cannot accommodate 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



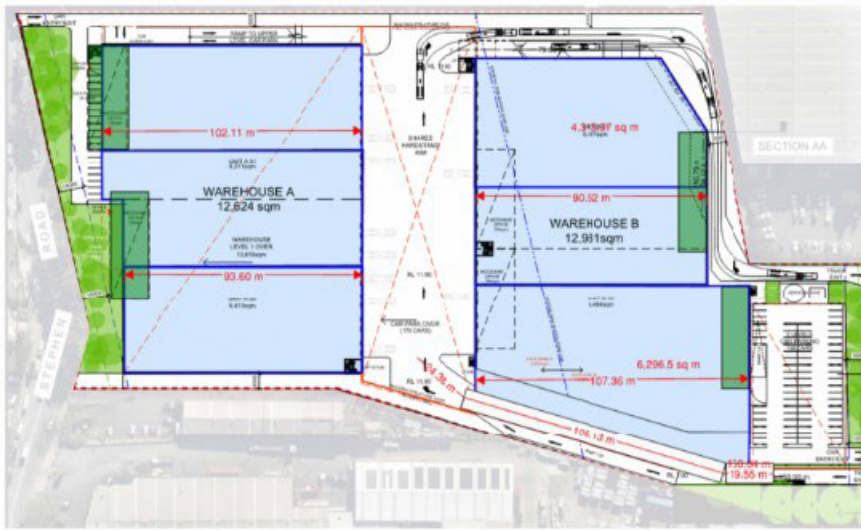
WHY SCHEME DOES NOT WORK:

1. Noise impact from ramp
The ramps location at the front of the building generates significant noise, affecting neighbouring residents and properties

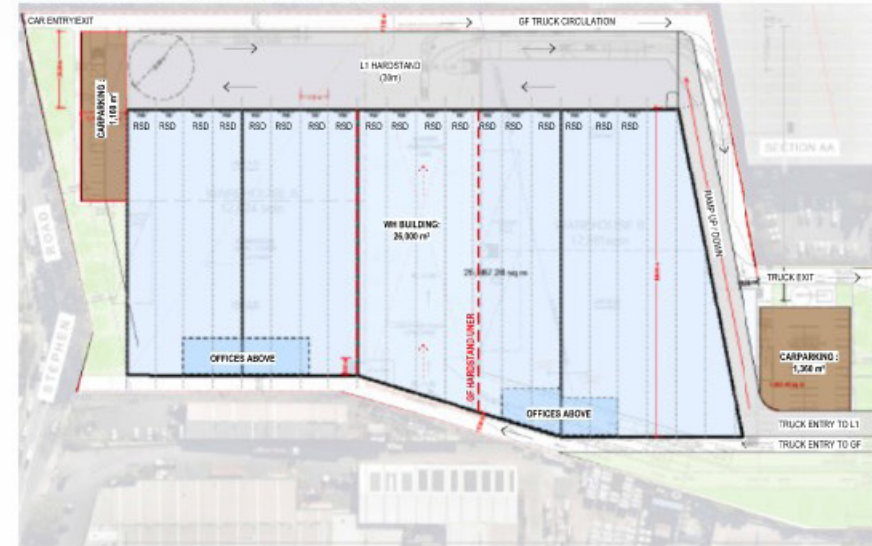
Design Development

SITE OPTION EXPLORATION OPTIONS

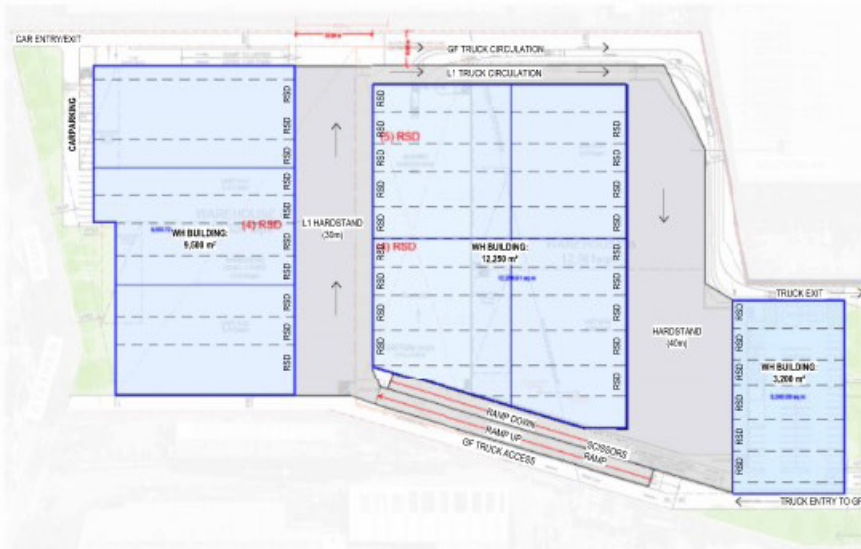
WAREHOUSE FLOOR PLAN - OPTION 1



WAREHOUSE FLOOR PLAN - OPTION 2



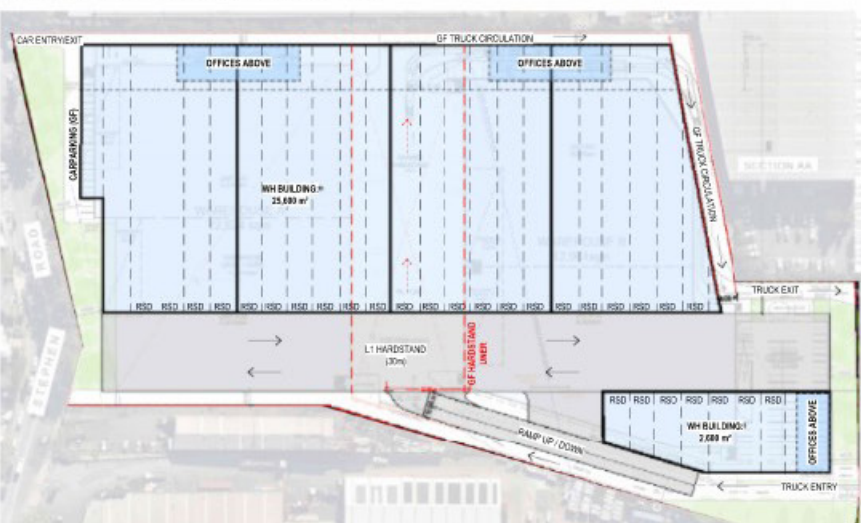
WAREHOUSE FLOOR PLAN - OPTION 3



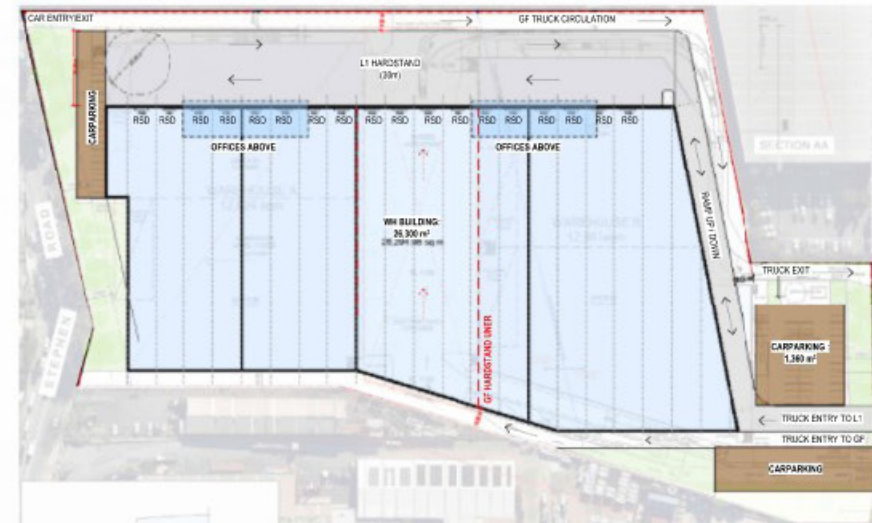
WAREHOUSE FLOOR PLAN - OPTION 4



WAREHOUSE FLOOR PLAN - OPTION 5



WAREHOUSE FLOOR PLAN - OPTION 6



OPTIONS BULLETPoint:

- OPTION 1**
 - 45m HARDSTAND (CENTERED)
 - SEPARATED ENTRY/EXIT RAMPS
 - STREET FACING OFFICES
 - SPLIT CARPARKING
- OPTION 2**
 - 30 m HARDSTAND
 - PROVISION OF 1 RAMP (UP/DOWN)
 - SPLIT CARPARKING
 - TOTAL L1 WH AREA: 26,000 m²
 - OFFICES FACING REAR
 - CARPARK UNCONNECTED TO OFFICES
- OPTION 3**
 - L1 30m & 40m HARDSTAND
 - TOTAL L1 WH AREA: 24,950 m²
 - SCISSORS RAMP TO L1
 - NO U TURNS @ L1
 - IMPROVED TRUCK CIRCULATION (L1)
- OPTION 4**
 - 30 m HARDSTAND
 - PROVISION OF 1 RAMP (UP/DOWN)
 - OFFICES FACING REAR
 - IMPROVED ACCESS CARPARK / OFFICES
 - TOTAL L1 WH AREA: 22,000 m²
- OPTION 5**
 - 30 m HARDSTAND
 - PROVISION OF 1 RAMP (UP/DOWN)
 - TOTAL L1 WH AREA: 28,200 m²
 - OFFICES: MIX FACING ST AND WH REAR
- OPTION 6**
 - 30 m HARDSTAND
 - PROVISION OF 1 RAMP (UP/DOWN)
 - TOTAL L1 WH AREA: 26,300 m²
 - OFFICES FACING HARDSTAND
 - SPLIT CARPARKING

Design Development

DESIGN RESPONSE - GROUND FLOOR

- 1** Landscape area in accordance 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 & Level 1
- 2C** Compliant truck exit from Level 1.
- 3** Light Vehicle carpark entry & exit.
- 4** Shared warehouse hardstand.
- 5** Compliant building and landscape setbacks.
- 6** Ground floor car park.
- 7** Office Entry Lobby
- 8** End of Trip Facilities.
- 9** Pedestrian site access
- 9A** Fire services and brigade set down have direct access from Coal Pier Road



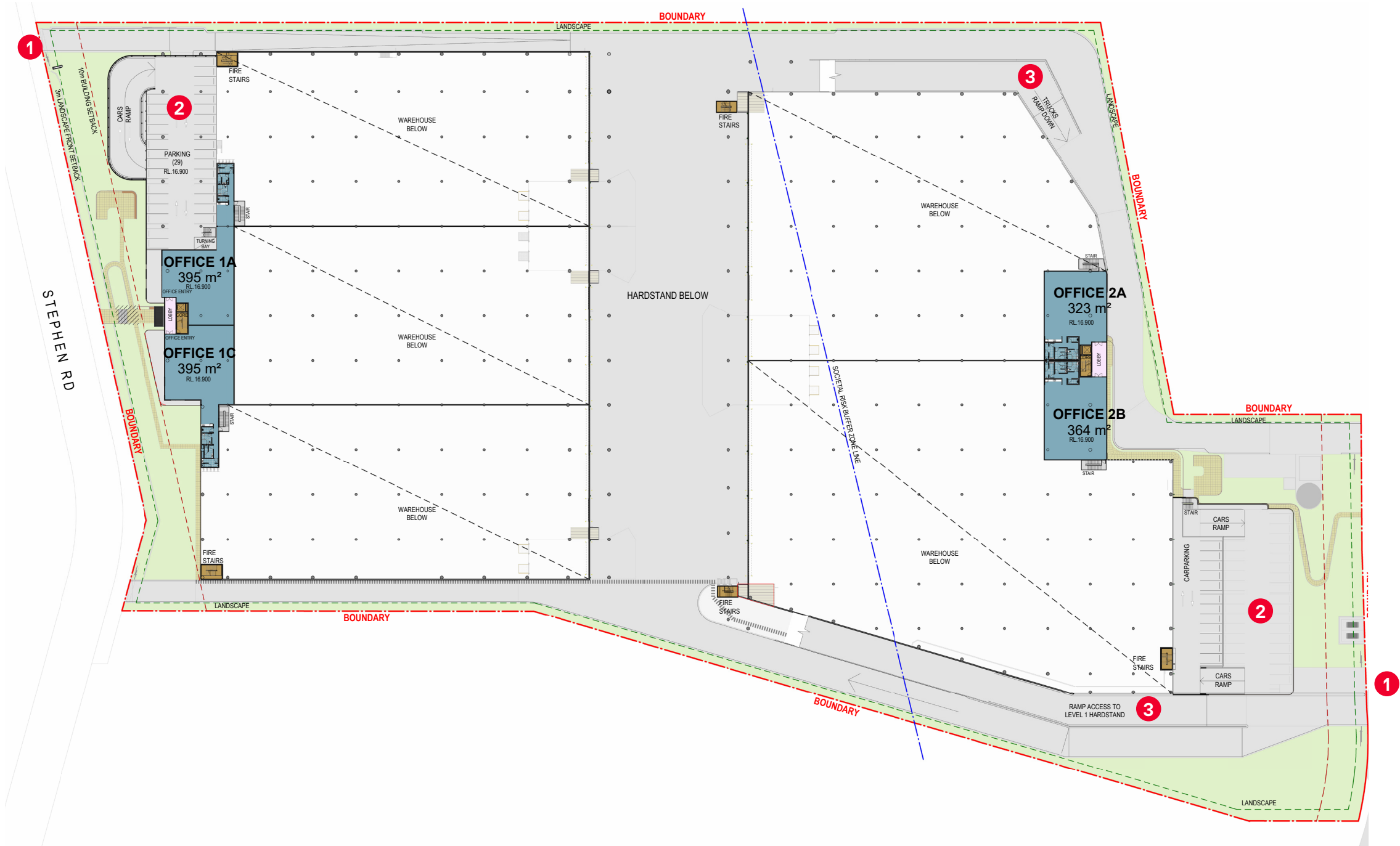
LEGEND

- 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

1 Offices located at Ground Floor, Ground Mezzanine & Level 1

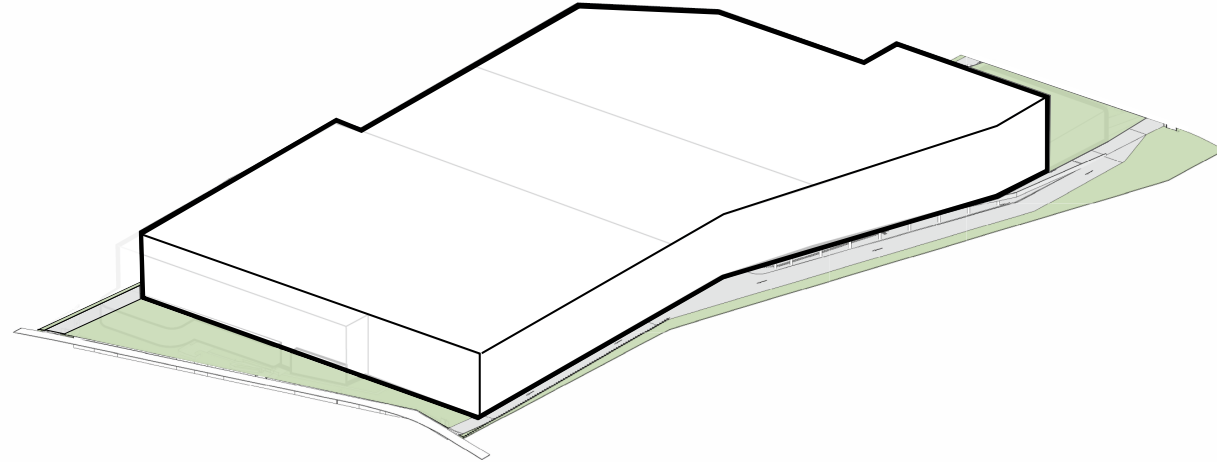
- ## LEGEND
- | | |
|---|---------------------|
| ----- | SITE BOUNDARY |
| RSD | ROLLER SHUTTER DOOR |
| COL-C | CONCRETE COLUMN |
| COL-S | STEEL COLUMN |
| DP | DOWN PIPE |
|  | FIRE SERVICES |
|  | LANDSCAPE AREA |
|  | OFFICE |



Design Development

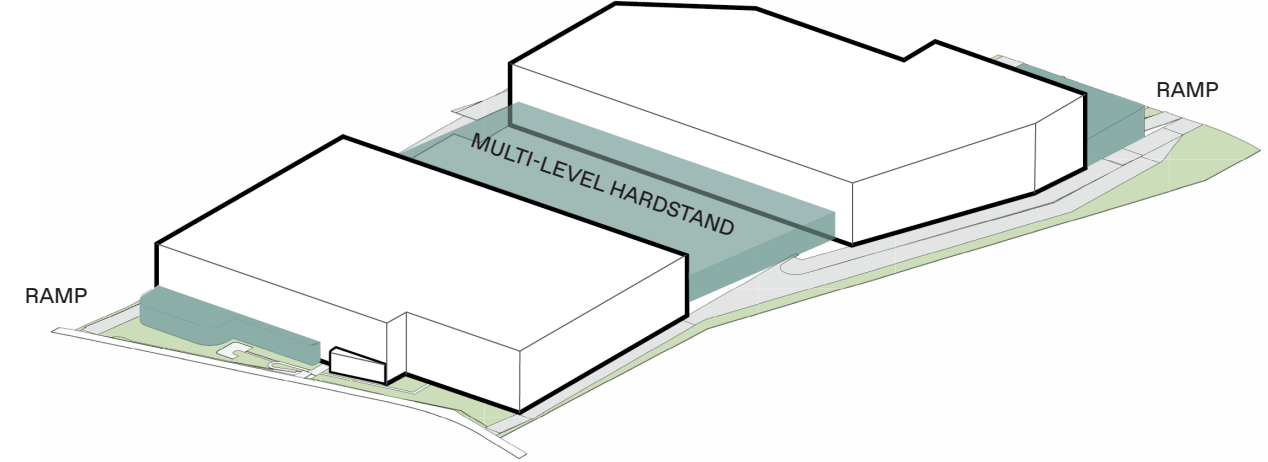
MASSING STRATEGY - OVERVIEW BIRDS EYE VIEW FROM SOUTH WEST

INITIAL MASSING



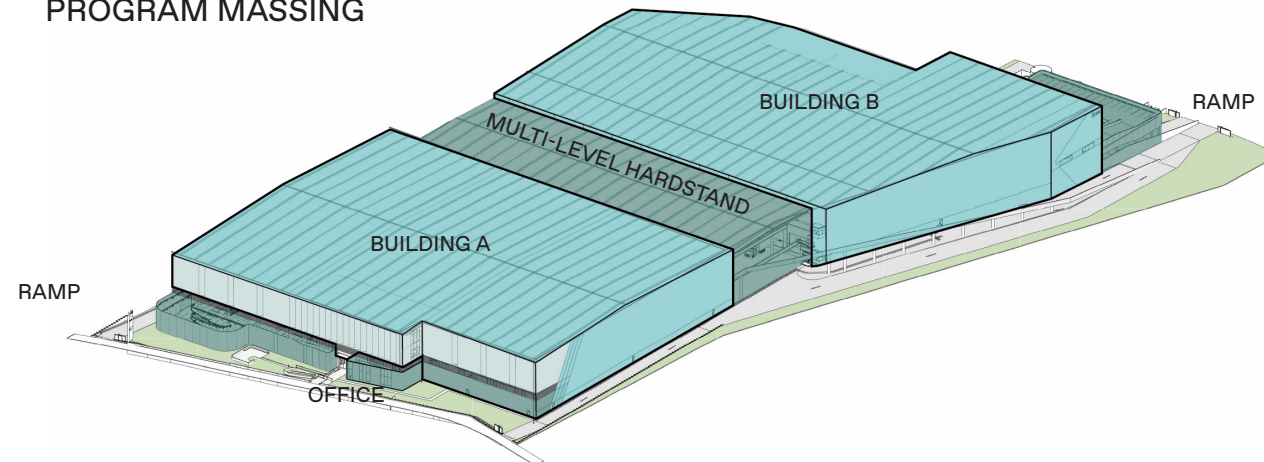
The building form evolves from a simple box into a volume that responds to the site's setback requirements, maximising the available gross floor area within the permissible building envelope. As illustrated in the diagram, the massing is further articulated through the inclusion of car parking volumes attached to the eastern and western sides of the building, integrating these functional elements into the overall built form.

INITIAL MASSING BREAKDOWN



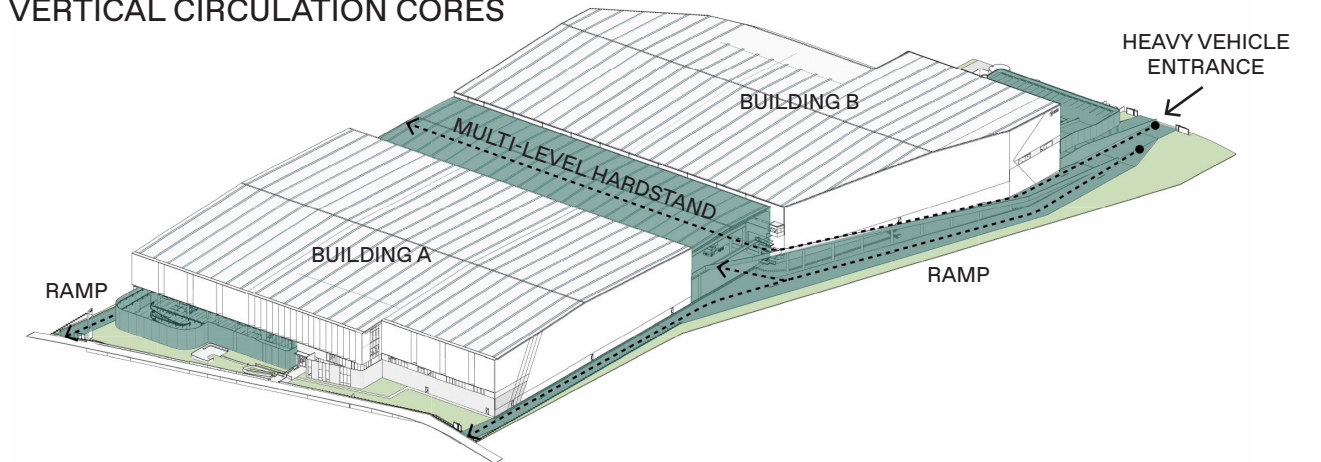
The building footprint is clearly organised into covered built areas and operational hardstand zones, establishing a functional and legible site layout. Within this arrangement, Building 1 and Building 2 emerge as the primary shed structures, stepping up in scale and prominence within the overall composition

PROGRAM MASSING



With the two warehouse volumes clearly established, the front façade is emphasised as an articulated architectural element. This elevation incorporates a series of façade treatments and material changes that provide visual interest and break down the overall scale of the building. The selected material palette further reinforces this approach, creating a clean and cohesive composition while introducing a more human-scaled and visually engaging interface to the street.

VERTICAL CIRCULATION CORES



The final stage of the design reflects the operational requirements of the future tenants, incorporating the circulation of trucks and cars into the overall site layout. Vehicle movements and loading areas have been carefully arranged to support efficient operations within the site. As a functional industrial development, these operational needs are expressed in the building massing, with the form and layout responding directly to access, manoeuvring areas, and servicing requirements.

Design Development

MASSING STRATEGY

FINAL MASSING

ESR's latest multi-level warehouse has been designed to integrate sensitively with the surrounding neighbourhood. The site layout prioritises the minimisation of potential noise impacts, ensuring that operational activities associated with the building are carefully managed and contained within the site.

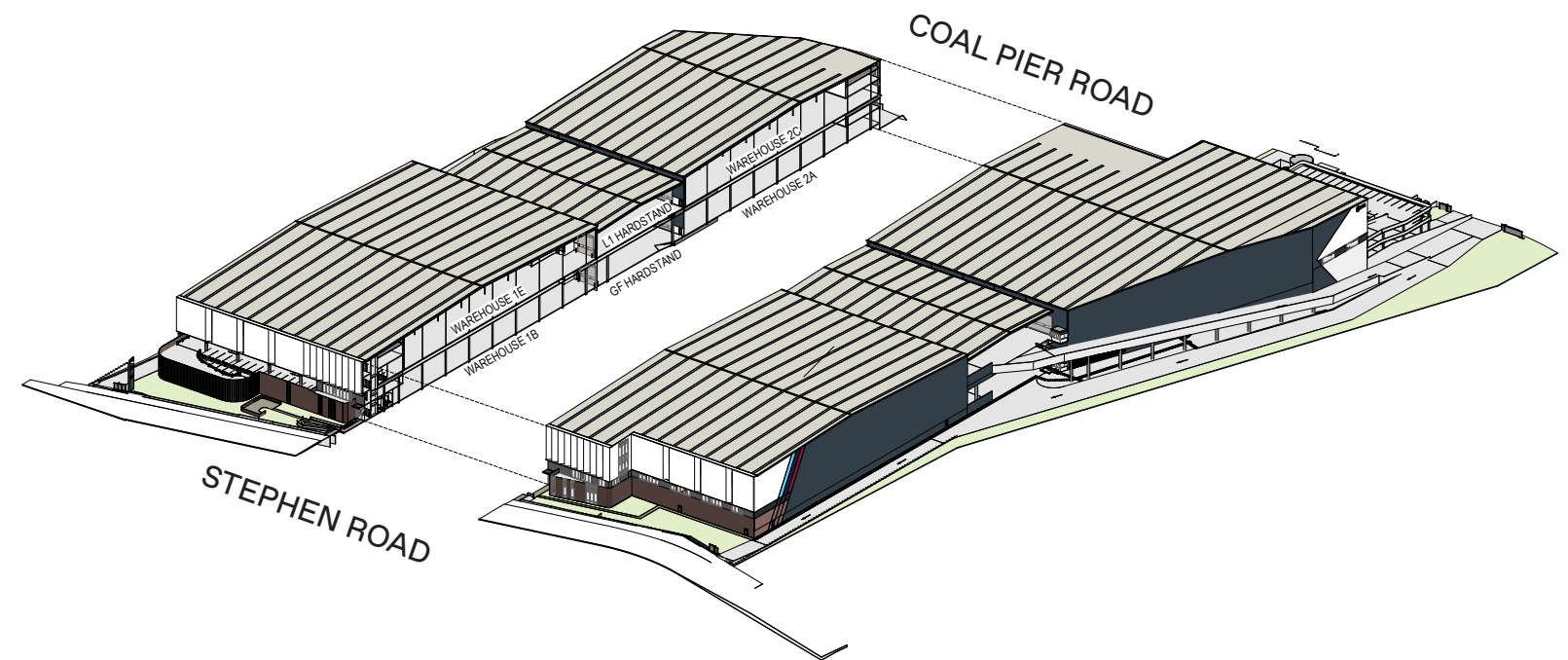
Truck access is provided exclusively via Coal Pier Road, preventing heavy vehicle traffic from using Stephen Road and therefore preserving the residential character of this interface. All internal truck movements occur along the western side of the site, where Building 1 acts as a substantial physical buffer between the operational areas and the residential properties located along Stephen Road. In addition, the building incorporates appropriate construction and insulation measures to further mitigate potential noise impacts.

Office areas are strategically positioned along the eastern and western façades, providing direct connections to the car parking areas and facilitating efficient pedestrian circulation within the building. These office components are fully integrated into the overall building massing and façade composition, avoiding the appearance of separate commercial elements projecting from the warehouse form. This approach contributes to a cohesive architectural expression while reducing the perceived scale of the development when viewed from the public domain.

The material palette further supports this strategy, with warm materials such as brickwork and a terrain-toned base that reinforces the building's connection to the existing streetscape character. This material treatment helps break down the overall scale of the building and provides a more contextual and visually balanced street presence.

To further reduce the building's visual impact, the proposal has been refined to a two-level configuration compared to earlier concepts. This adjustment contributes to a more human-scaled built form, reduces potential overshadowing on neighbouring properties, and improves the overall integration of the development within its context.

A landscaped setback along the street frontage creates an additional buffer between the building and the public domain, softening the building's presence and enhancing the streetscape. The retention of existing trees further strengthens the green character of the site. The activation of the frontage, together with landscaped outdoor areas accessible to both staff and visitors, provides a welcoming and comfortable environment that contributes positively to the amenity of the surrounding area.



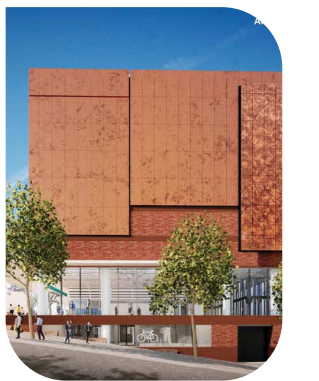
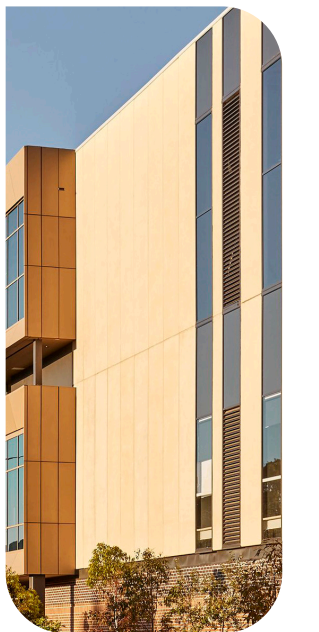
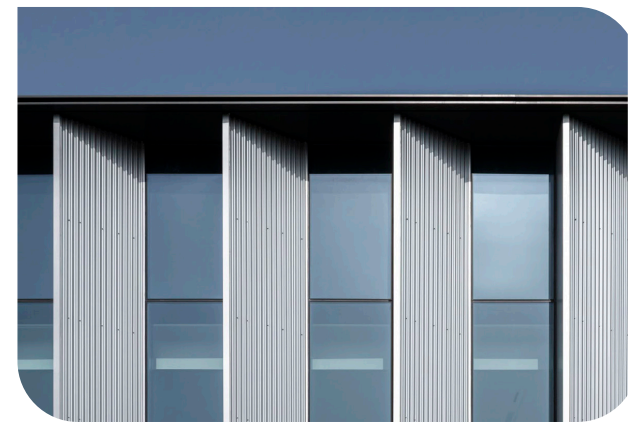
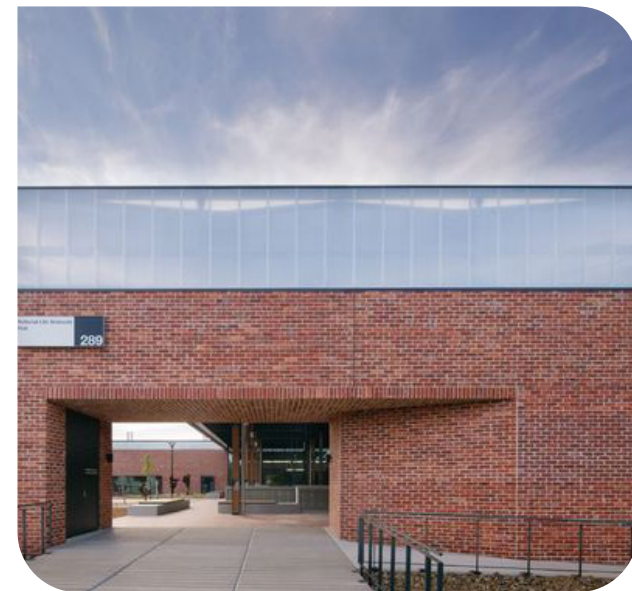
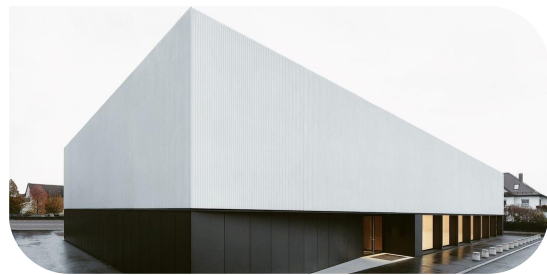
PERSPECTIVE SECTION - BIRDS EYE - FROM SOUTH WEST



PHOTOMONTAGE AERIAL VIEW - BIRDS EYE - FROM SOUTH WEST

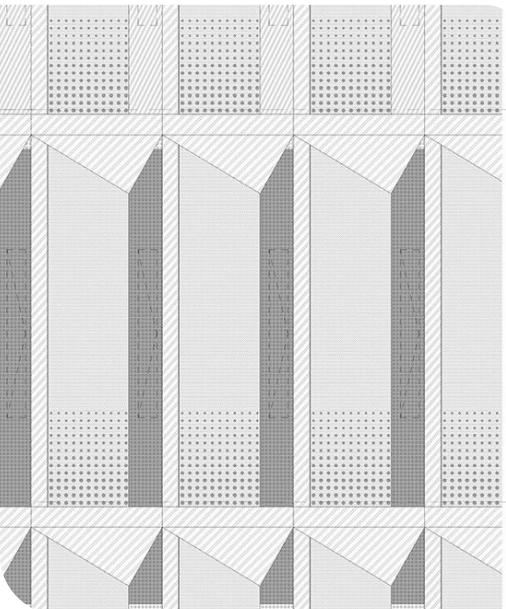
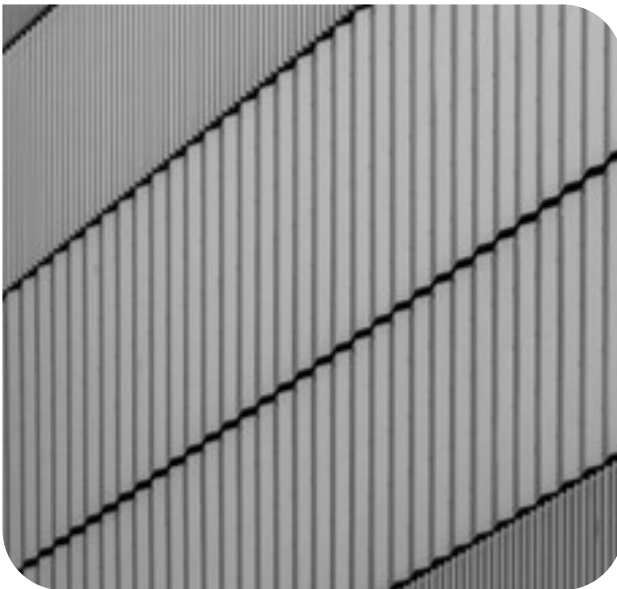
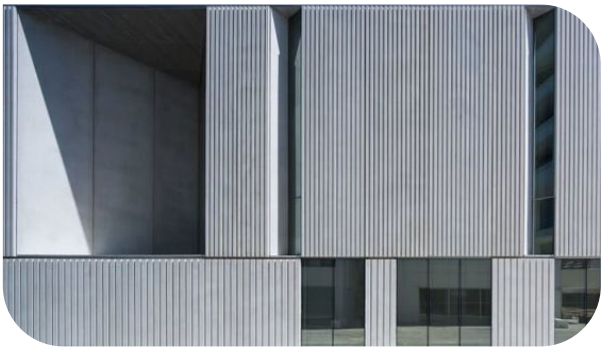
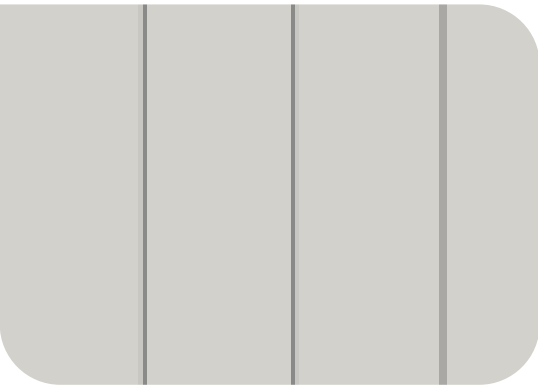
Design Development

PRECEDENT STUDY



Design Development

PROPOSED MATERIAL PALETTE

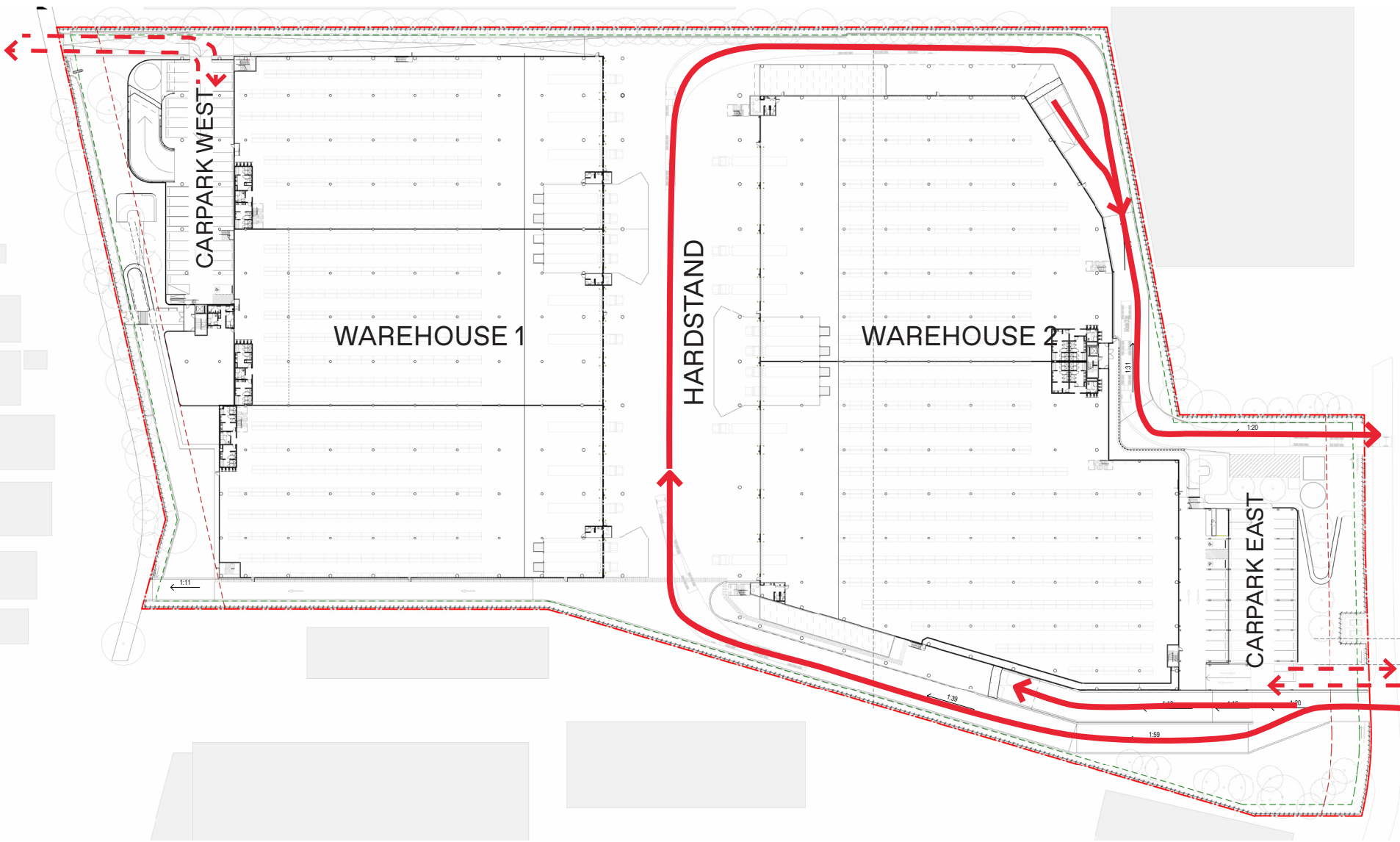


Design Development

VEHICULAR CIRCULATION - GROUND FLOOR

The Ground Floor is designed to accommodate all heavy vehicle access from the eastern end of the site, off Coal Pier Road. The heavy vehicle circulation through the site in an efficeint one-way system. Upon entry, heavy vehicles have two options: they can either continue along the Ground Floor level, to the centrta hardstand or proceed via a ramp to the Level 1 loading areas, which are located directly above the ground floor hardstand. All heavy vehilces exiting the site, continue on the one-way system to a separate exit to return onto Coal Pier Road.

Light vehicles enter and exit the site from Coal Pier road, for access to Warehouse 2 on the eastern side, or from Stephen Road, for access to Warehouse 1, on the western side. Both Warehouse 1 & 2 have a multi level, low rise carparking with two-way ramps ensuring smooth circulation and minimizing congestion, with convenient access to the Warehouse offices.

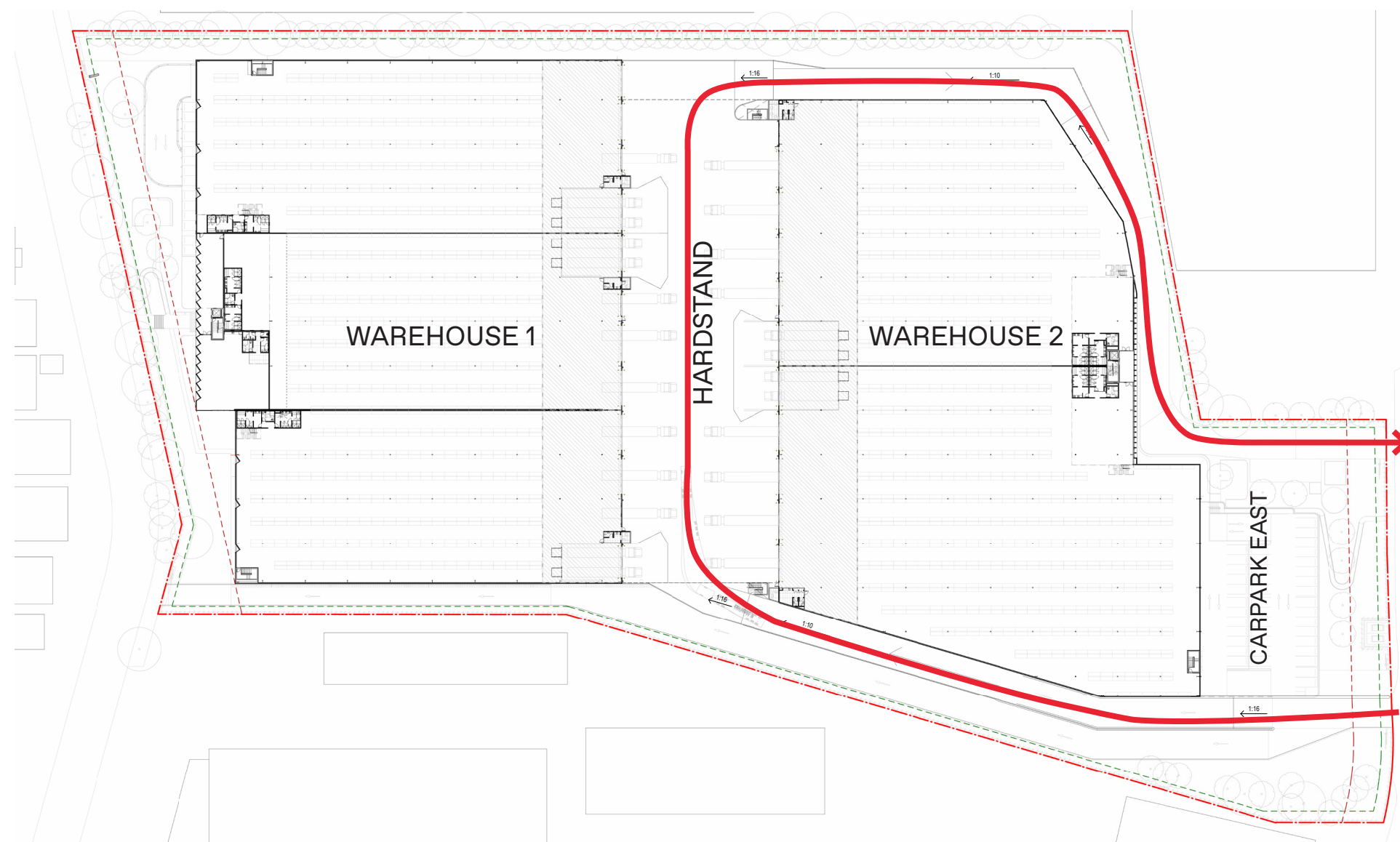


- LEGEND**
- Heavy vehicle circulation
 - - Light vehicle circulation

Design Development

VEHICULAR CIRCULATION - LEVEL 1

Heavy vehicles access Level 1 via a one-way ramp from the Coal Pier Road entry at Ground Floor Level. Once on Level 1, heavy vehicles proceed along the central hardstand area, designated for loading activities, and then exit the hardstand via a one-way exit ramp down to the Ground Floor Level Truck exit back onto Coal Pier Road.



LEGEND

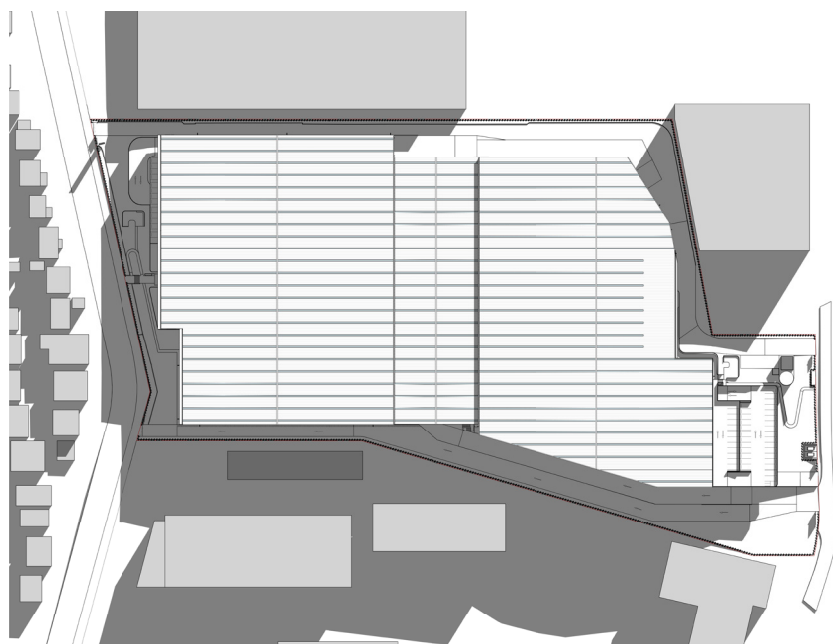
- Heavy vehicle circulation
- Light vehicle circulation

Design Proposal

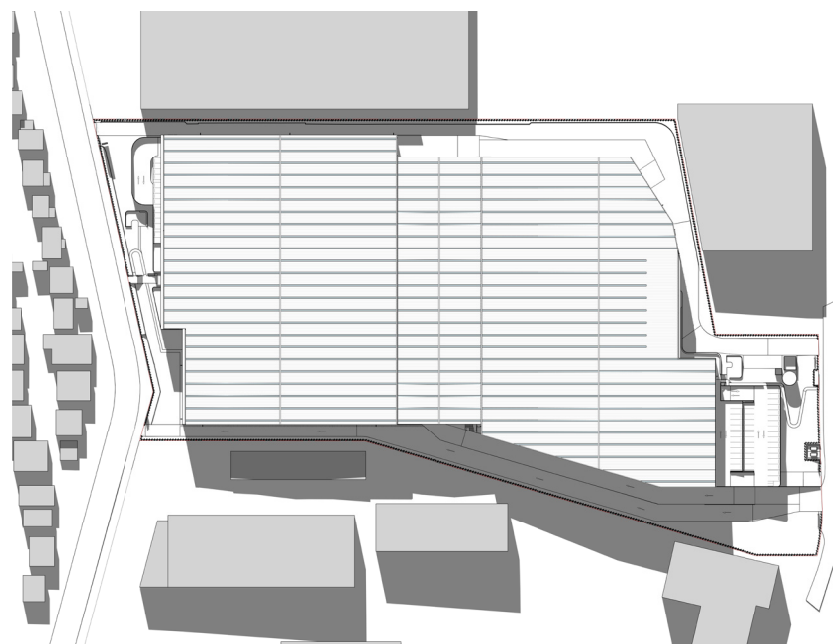
04

Design Proposal

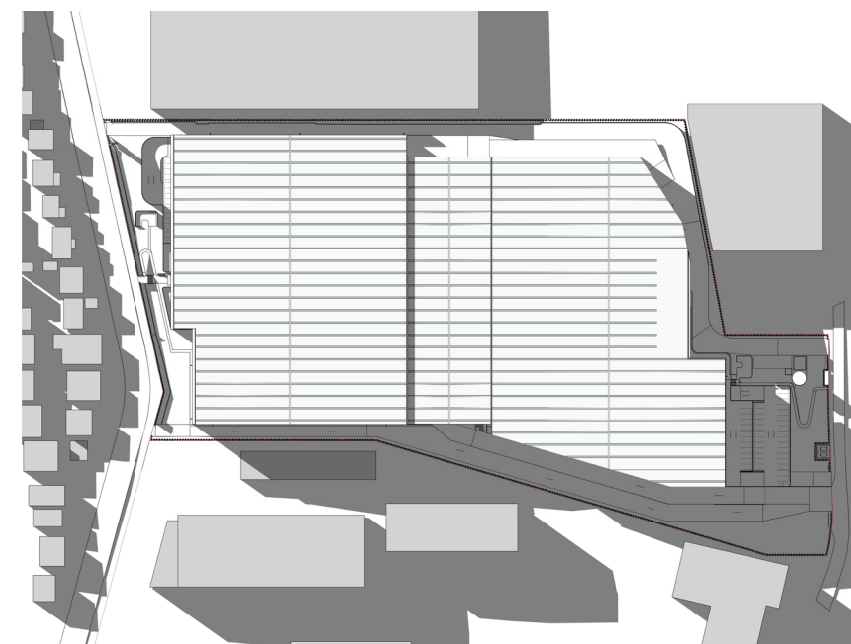
SHADOW DIAGRAMS



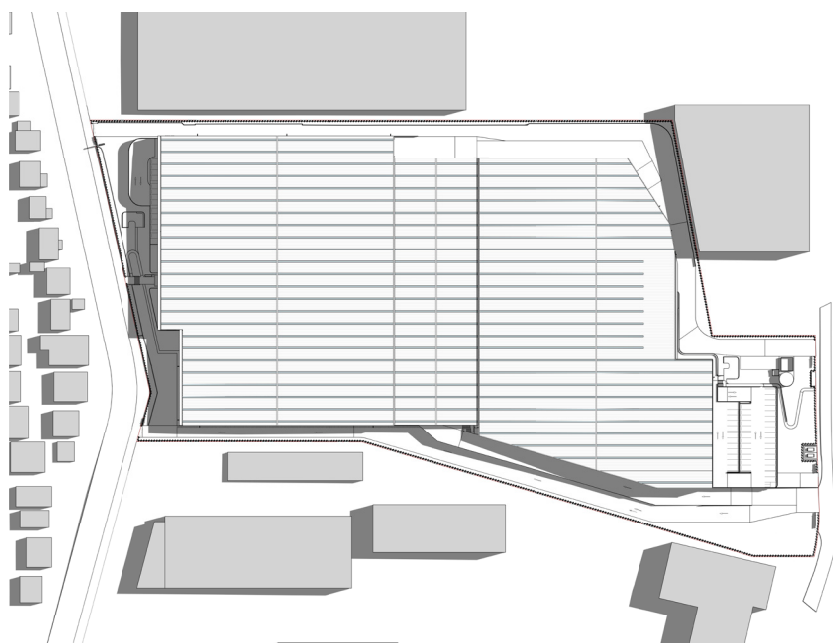
9AM WINTER SOLSTICE (21-06) SHADOWS



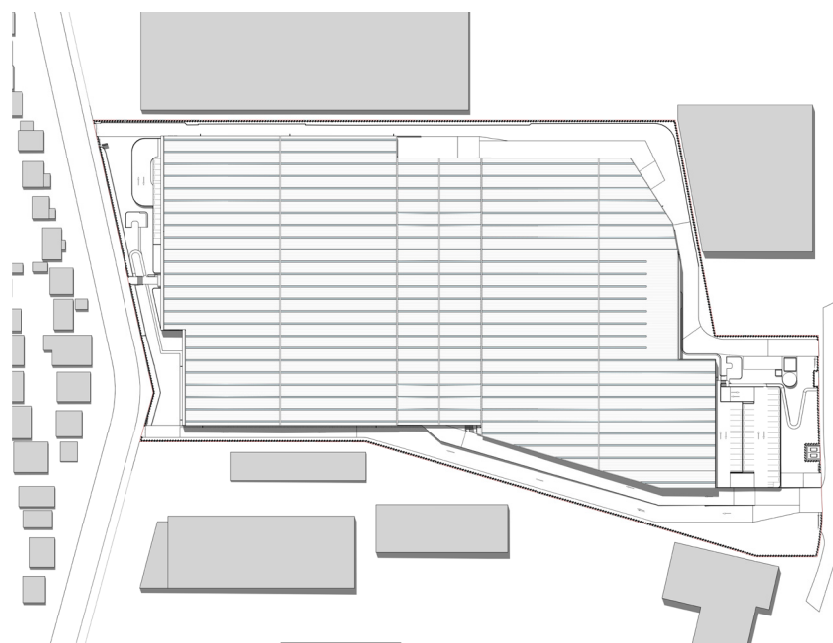
12PM WINTER SOLSTICE (21-06) SHADOWS



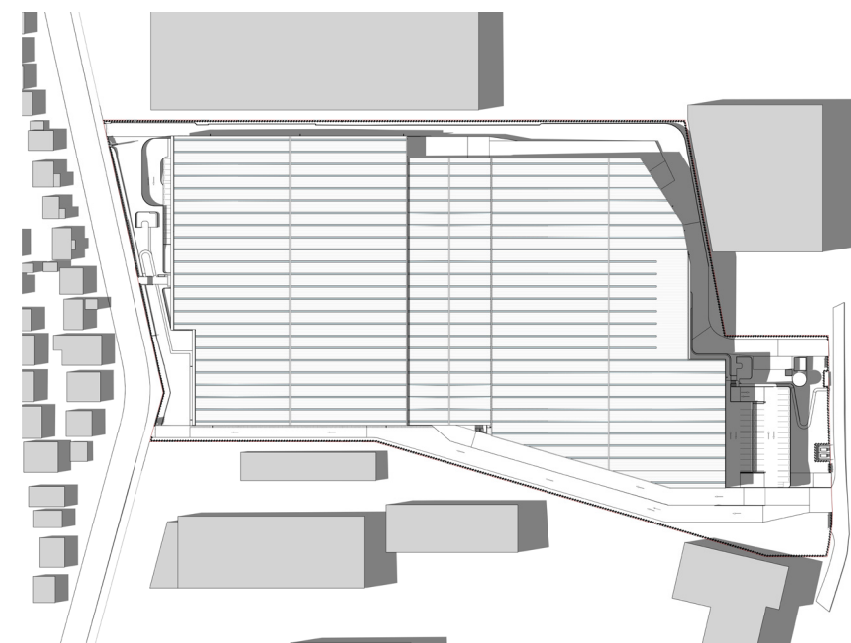
3PM WINTER SOLSTICE (21-06) SHADOWS



9AM SUMMER SOLSTICE (21-12) SHADOWS



12PM SUMMER SOLSTICE (21-12) SHADOWS



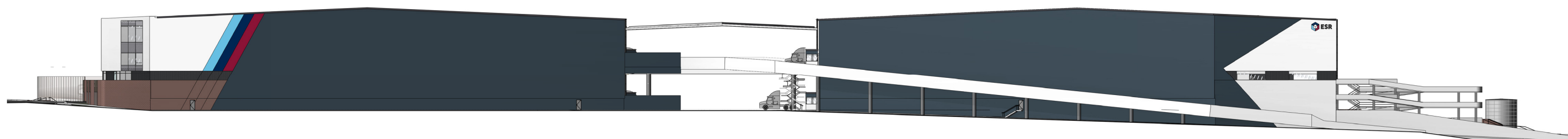
3PM SUMMER SOLSTICE (21-12) SHADOWS

Design Proposal

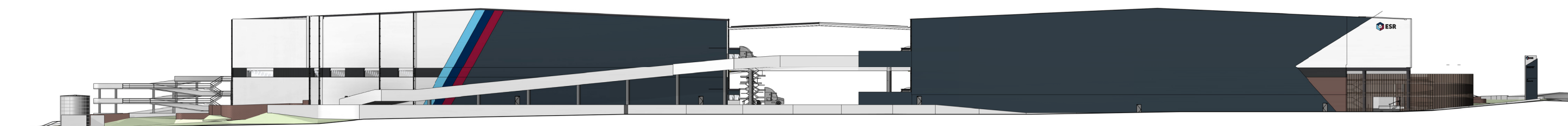
ELEVATIONS



WEST ELEVATION



SOUTH ELEVATION



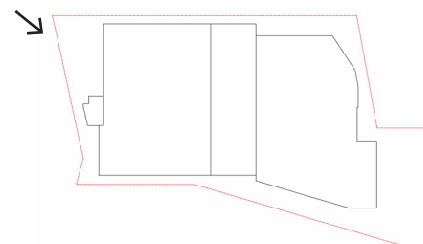
NORTH ELEVATION



EAST ELEVATION

Design Proposal

3D PERSPECTIVE - CARPARKING ENTRANCE



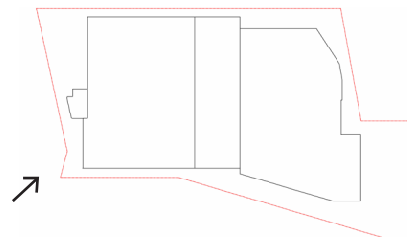
VIEW OF CARPARKING ENTRANCE FROM STEPHEN ROAD
FACING EAST



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



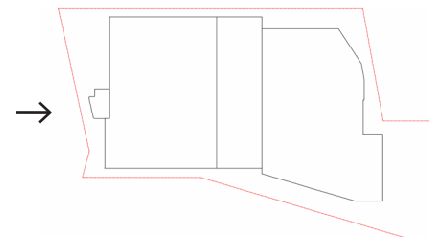
VIEW OF SOUTHWEST FACADE FROM STEPHEN ROAD
FACING EAST



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



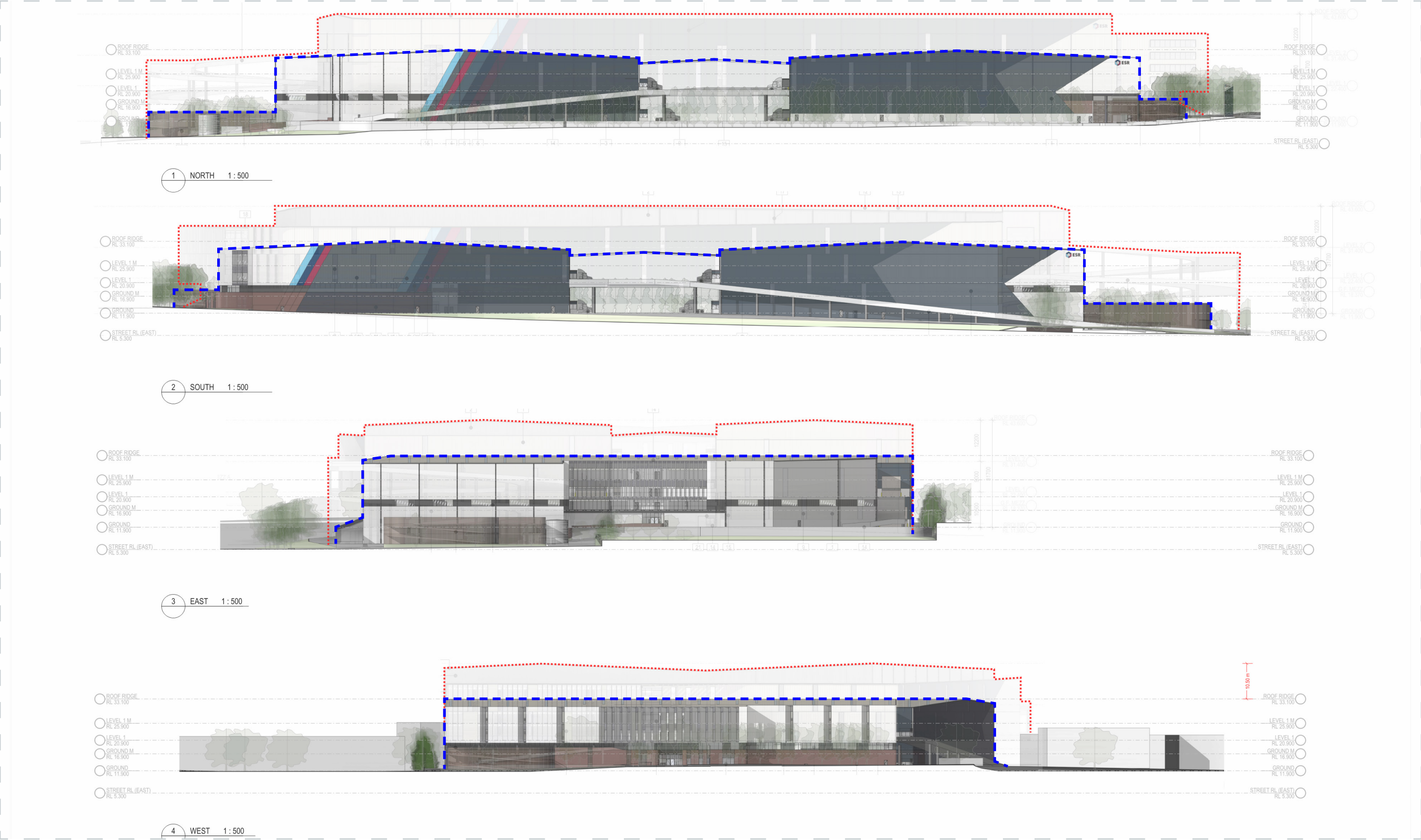
VIEW OF WESTERN FACADE FROM STEPHEN ROAD
FACING EAST



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

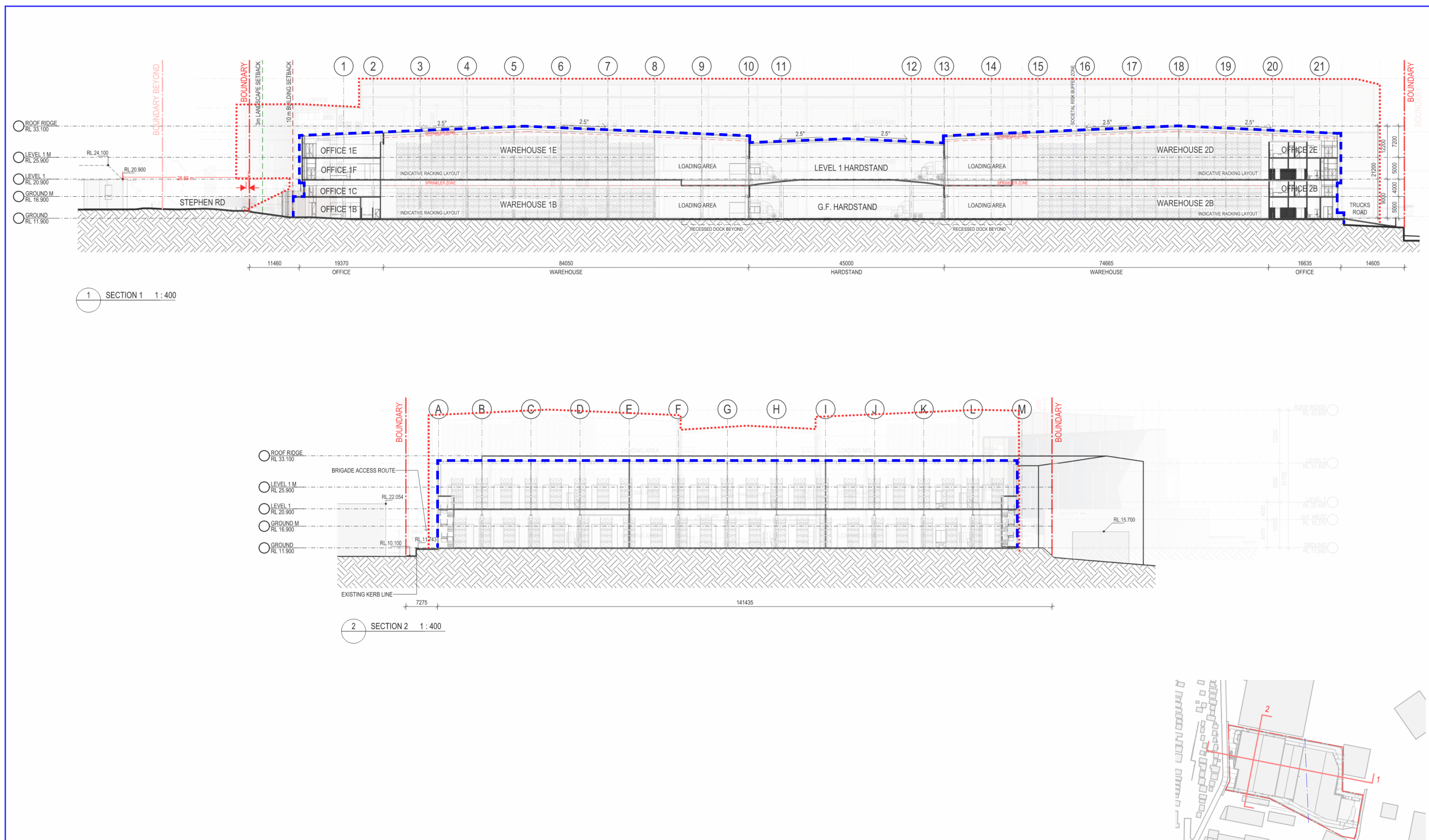
Design Proposal

COMPARISON STUDY - ELEVATION



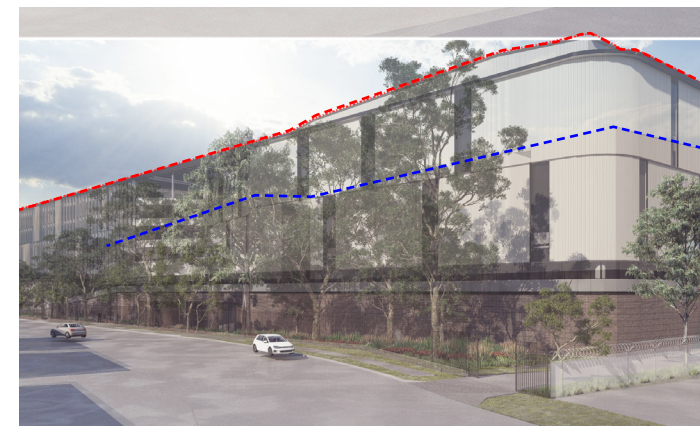
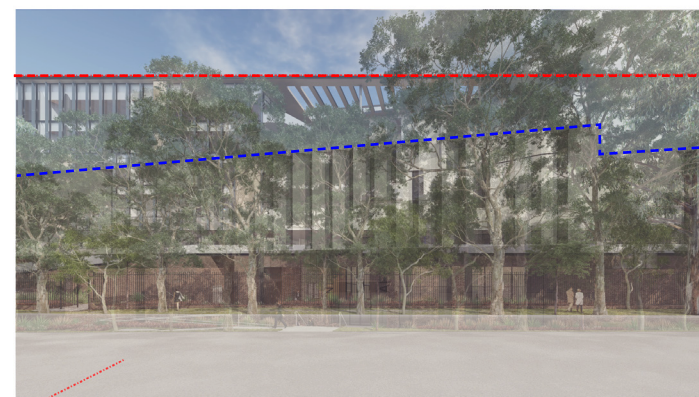
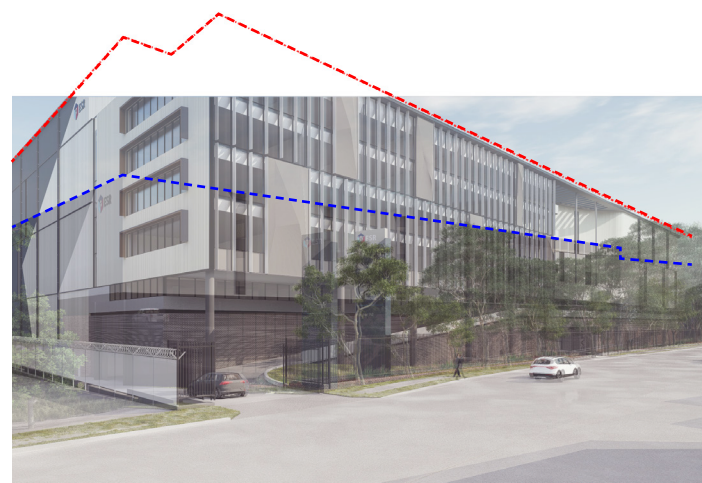
Design Proposal

COMPARISON STUDY - SECTION



Design Proposal

COMPARISON STUDY - MASSING REDUCTION OF BUILDING SCALE

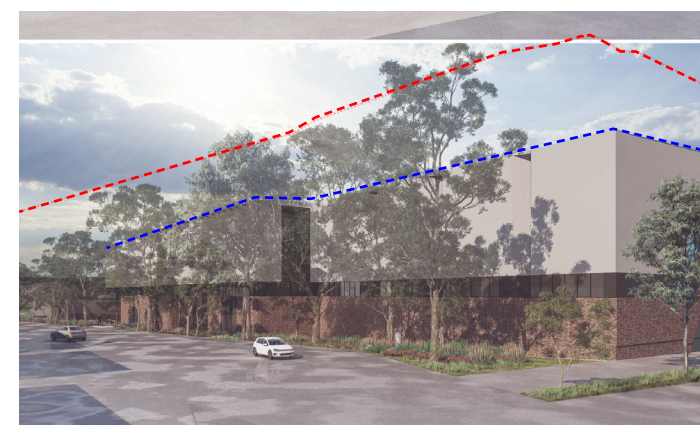
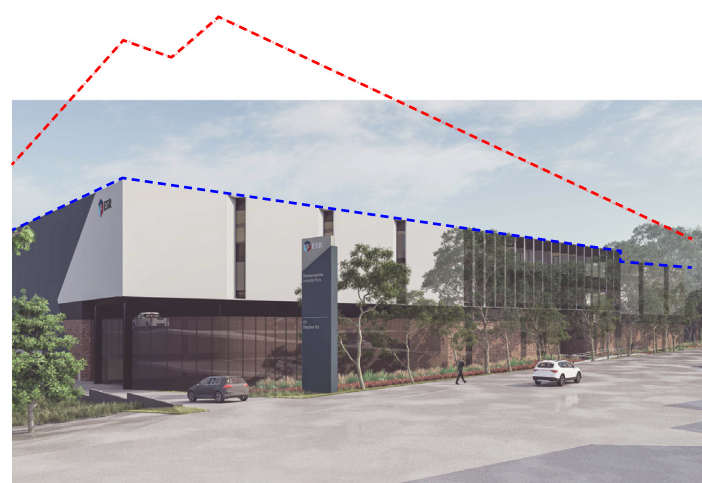
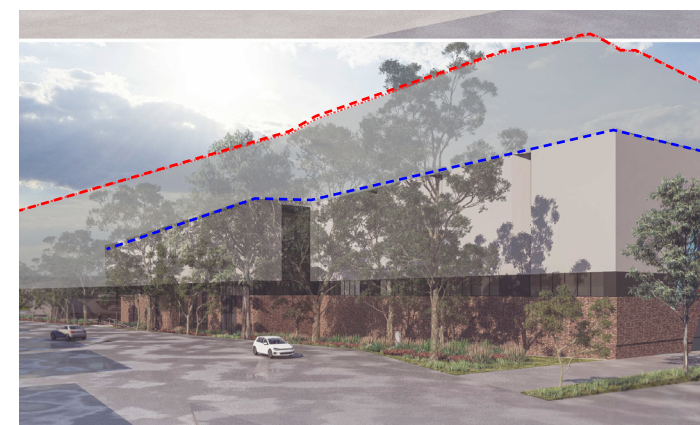
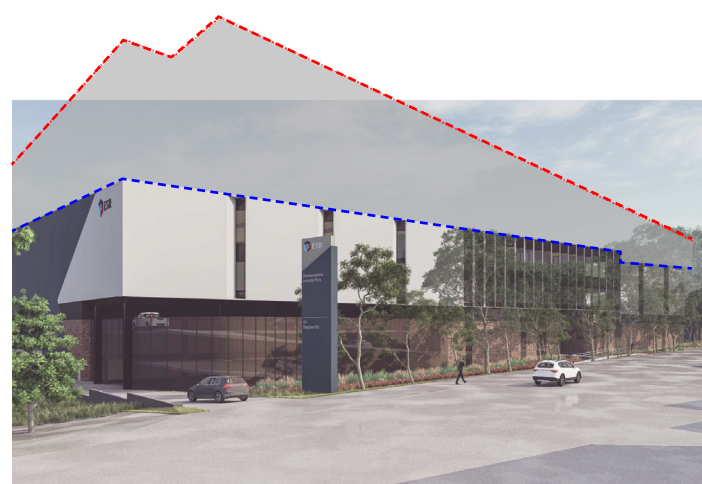


The images illustrate the refinement of the building massing from the initial concept (top row) to the final proposal (bottom row). The earlier scheme presented a taller and more prominent building profile, as indicated by the red dashed line, which resulted in a stronger visual presence when viewed from the surrounding streets.

Through the design development process, the building height and upper massing were progressively reduced. In particular, the industrial multi-level warehouse has been reduced from three levels in the earlier concept to two levels in the final proposal. This adjustment significantly lowers the overall building profile and reduces the perceived scale of the development when viewed from the public domain and surrounding properties.

In addition, the commercial office component addressing Stephen Road has been carefully treated with angled vertical battens. This façade treatment helps minimise direct views towards the residential properties across the road while still allowing natural light into the office spaces. The angled battens also contribute to the architectural articulation of the façade, further reducing the perceived scale of the building and reinforcing a more sensitive interface with the residential context.

Together, these refinements result in a more balanced and context-responsive built form that better integrates the industrial development within its surrounding environment.



The proposed development at 49–61 Stephen Road, Banksmeadow is strategically located approximately 10 km south of Sydney’s CBD, in close proximity to Port Botany and Sydney Airport, with excellent connectivity via Botany Road and the M1 Motorway. The 48,186 m² site is situated within a well-established industrial precinct, making it well suited for a multi-level warehouse and distribution facility. The redevelopment responds to the growing demand for high-quality industrial and commercial spaces within this key logistics corridor.

The proposal comprises two two-level warehouse buildings (Warehouse A and Warehouse B) with integrated office spaces, connected by shared operational hardstands. The development will provide modern office facilities, shared outdoor amenities, and a functional environment for future tenants.

The site layout incorporates dual access points, with Stephen Road accommodating light vehicles and Coal Pier Road providing primary access for heavy vehicles as well as light vehicles. This arrangement ensures efficient circulation within the site, minimises congestion, and separates heavy and light vehicle movements to reduce impacts on the surrounding community.

The architectural design emphasises activated façades, street-facing office components, and extensive landscaping to enhance the streetscape and support integration with the surrounding context. The commercial office component addressing Stephen Road has been carefully treated with angled vertical battens, which help minimise direct views towards the residential properties across the road while allowing natural light into the office spaces. This treatment also contributes to the architectural articulation of the façade and further reduces the perceived scale of the building.

The material palette incorporates brickwork and warm bronze-toned finishes at the base of the building, reinforcing a strong connection to the streetscape while softening the scale of the development. During the design development process, the building massing was refined and the warehouse configuration was reduced from three levels in the earlier concept to two levels in the final proposal. This adjustment significantly lowers the overall building profile and reduces the perceived visual impact when viewed from the public domain and neighbouring properties.

Sustainability is a key focus of the proposal, with solar panels, high-performance glazing, and water-efficient landscaping incorporated to reduce the environmental footprint of the development. Building orientation supports solar energy generation, while office areas are designed to maximise natural daylight and incorporate passive solar principles. Solar shading devices and energy-efficient materials contribute to improved thermal comfort and reduced operational energy demand.

To further minimise impacts on nearby residential areas, industrial operations, including truck ramps and loading docks, are concentrated toward the eastern side of the site. Building A, located along the western boundary, provides a substantial physical buffer between operational activities and the residential interface along Stephen Road. Landscaping and setback treatments further assist in mitigating visual and acoustic impacts.

A landscaped setback along Stephen Road softens the building’s presence and enhances the streetscape through the retention of existing trees and the introduction of new planting. The activation of the frontage, together with landscaped outdoor areas accessible to staff and visitors, creates a welcoming environment and contributes positively to the amenity of the area.

In summary, the proposed multi-level, multi-tenanted warehouse facility has been carefully designed to meet modern industrial and commercial needs while minimising impacts on the surrounding neighbourhood. Through considered massing, operational planning, architectural articulation, and sustainable design strategies, the development will integrate successfully within the existing industrial precinct and contribute positively to the local urban environment.

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