

# **Attachment C5**

**Proponent Urban Design Report**



# Burrows Industrial Estate 1-3 Burrows Road, St Peters Urban Design Report

3rd March 2020

Architecture  
Interior Design  
Planning  
Urban Design  
Landscape Architecture

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## Contents

### 01

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#### Introduction

1.1 Project Overview	7
1.2 Purpose of the Report	7
1.3 Site Location	8
1.4 Project Aims	9

### 02

---

#### Strategic Context

2.1 Key Policy and Strategic Documents	12
2.2 Better Placed Strategy	13
2.3 Strategic Location	14
2.4 Development Context	16

### 03

---

#### Urban Context Analysis

3.1 Surrounding Land Uses	22
3.2 Current Planning Height Controls	23
3.3 Existing and Proposed Road Network and Public Transport	24
3.4 Proposed Road Network	26
3.5 Cycleways and Green Open Space	28

### 04

---

#### Site Analysis and Design Principles

4.1 Existing Site Photographs	32
4.2 Constraints and Observations	34
4.3 Urban Opportunities	36
4.3 Site Opportunities	38
4.4 Key Design Moves and Urban Design Principles	40

### 05

---

#### Design Options Analysis

5.1 Design Evolution	44
5.2 Preferred Option	48
5.3 Design Review	50
5.4 Streetscape Elevations Analysis	56
5.5 Key Views Analysis	58

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#### Appendix

<b>A - Architectural Drawings</b>
<b>B - Landscape Plan</b>







## 01 Introduction

# 1-3 Burrows Road

### 1.1 Project Overview

GHD have been commissioned by Goodman Property Services (Aust) Pty Ltd (Goodman) to provide a proposal to support a Planning Proposal Application (PPA) at 1-3 Burrows Road, St Peters within the City of Sydney Local Government Area.

The site at 1-3 Burrows Road is owned by Goodman. Goodman intend to submit a PPA to amend the Sydney Local Environmental Plan 2012 (SLEP 2012) to increase the maximum building height on the site from 18 metres to 30 metres, and enable the development of a multi-story industrial building. The SLEP provides the main statutory framework for planning and development in the Sydney LGA. The SLEP identifies land for specific purposes through land use zones, and the extent that a parcel of land can be developed via development standards. It also contains provisions to conserve heritage and protect sensitive lands.

The site is zoned IN1 – General Industrial and is located within Sydney's strategically important industrial and urban services land, close to Sydney CBD, Sydney Airport, Port Botany and the Cooks River Intermodal Terminal.

Goodman met with City of Sydney Council officers on the 24th of July 2018 to discuss the initial concept to increase the height limit on site. Following this meeting, City of Sydney Council wrote to Goodman on the 4th of September 2018. Having reviewed this letter dated 4th September 2018, GHD understand:

- Retaining sites for industrial uses in this area is aligned with the City's Employment Lands Strategy, and meets objectives in the Greater Sydney Region Plan and Eastern City District Plan.
- Key matters which the Council require be addressed in the planning proposal are traffic and vehicular access, height and sustainability and design excellence.

Following these initial discussions, Goodman met a second time with the City of Sydney Council on

the 20th of November 2019 to discuss their plans for the site. City of Sydney Council wrote to Goodman again on the 19th of December providing instructions for lodging a planning proposal, and included a checklist setting out the studies and reports required to support a planning proposal request, including an Urban Design Report which includes the following:

- High quality renders that show the surrounding context, existing trees and the relationship of the proposed built form to the streetscape.
- The report should identify the design challenges involved with a building of this size, bulk and scale, including how it may be broken up visually.
- The report should also address the opportunities of the considerable rooftop area of the proposed building, including for green roofs, solar panels, rainwater harvesting and passive recreation for workers.

The Urban Design Report should also show how the design process resulted in the built form outcome, and specifically incorporate the following aspects:

- A detailed site and context analysis.
- Opportunities and constraints mapping.
- A full review of design options.
- The urban design principles that underpin the proposed development.
- An assessment of the built form against the seven design objectives in the NSW Government Architect Better Placed strategy.
- A landscape concept plan, detailing the location and site coverage of deep soil, canopy cover and other landscaping. The landscape plan should have special consideration for rooftop uses, detailing any green roof plantings, solar panels, rainwater capture and passive recreation facilities.

- A view and visual impact assessment. Use eye level views from public parks and footpaths and compare to existing views. Include a map identifying all chosen view lines.
- Proposed distribution of gross floor area, development yields, building typologies, building envelopes and heights.
- Floor plans and built form detail to support gross floor area and development yield calculations.

*A full set of architectural drawings for the preferred option is included in Appendix A of this report.*

### 1.2 Purpose of the Report

The purpose of this document is to provide an overview of the urban design strategies that underpin the proposed development and provide an assessment of the design options and built form against the NSW Government Architect Better Placed Strategy.

This report should be read in conjunction with the following documents:

- Planning Proposal Justification Report by GHD
- Ecologically Sustainable Development Strategy Report by GHD
- Other consultant reports, technical studies, and documentation listed in the Planning Proposal Justification Report.



Fig 1-2 Visualisation of the proposal viewed from the corner of Burrows Road and Canal Road.

## 01 Introduction

### 1.3 Site Location

1-3 Burrows Road is located approximately 6 kilometres south-west of Sydney CBD within the City of Sydney Local Government Area. The site is situated west of the Alexandra Canal, at the junction of Canal Road and Burrows Road. This location provides easy access to Sydney CBD, Port Botany, the Cooks River Intermodal Terminal, and Sydney Airport, in addition to major link roads, including the M5 Motorway and Eastern Distributor. The site is directly adjacent to two major infrastructure upgrades; the St Peters Interchange, which is under construction, and the new Sydney Gateway Link (in planning).

The site has an area of 34,500 sqm (3.4ha) and is currently comprised of 11 units, with parking and truck access. It is situated in a general industrial zone (IN1), however, is within close proximity to business corridors and residential areas in Mascot, Alexandria and Sydenham.

St Peters, the suburb in which 1-3 Burrows Road is located, is an inner-west suburb of Sydney, and is within the Eastern Harbour City, which is one of the three main cities envisioned by the Greater Sydney Plan. With manufacturing and retail trade being the dominant industries of the area, there is now considered to be a shortage of industrial and urban services land in the Eastern Harbour City due to the conversion of industrial land to mixed-use residential zones, and as a result, there is an imperative to maximise the utilisation of this remaining land zoned as general industrial.

This site is particularly suited to an intensified IN1 use given its high level of connectivity and access to main distributor roads for heavy vehicles, and its close proximity to Sydney's main trade gateway, including the airport and Port Botany. It is also reasonably accessible from a number of nearby stations and is served by a bus route with a stop directly adjacent to the site.



Fig 1-3-1 The location of the site in relation to Sydney CBD, Sydney Airport, and Port Botany

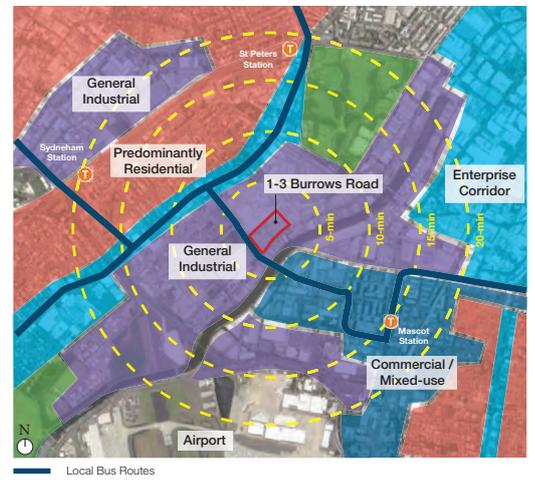


Fig 1-3-2 Land uses, walking times to nearby stations and bus routes

#### 1.4 Project Aims

The project aims are aligned with the future vision for the Eastern City District, which will see the area become more innovative and globally competitive. The project aims are:

- Retain industrial and urban services land and support industrial expansion in an appropriate location.
- Facilitate the intensification of industrial land use in response to increasing land values and statutory costs.
- Provide a flexible design to provide for a combination of customer types comprising of ancillary office spaces, a cafe and gym in addition to storage units.
- Become an integral part of the supply chain and the last mile delivery.
- Build upon strong e-commerce drivers close to Sydney Airport and CBD.
- Contribute to increased employment generation in an accessible location.
- Incorporate innovative design principles consistent with global industrial / warehouse trends.
- Provide a highly sustainable design incorporating latest technology such as:
  - Solar PV
  - Water harvesting
  - Vehicle management
  - Energy management
  - Smart metering

The project also aims to contribute to the improvement of the urban environment by ensuring that it is:

- Aligned with precinct pedestrian and cycling strategies.
- Aligned with growth in transport, social and green infrastructure.
- Innovative in providing recreational and open space areas, and increasing urban tree canopy.
- Responsive to climate change and natural and urban hazards.



Fig 1-4 Local area context

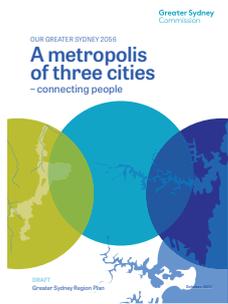




## 02 Strategic Context

### 2.1 Key Policy and Strategic Documents

A review of key policy and strategic documents has been undertaken to inform the design process.

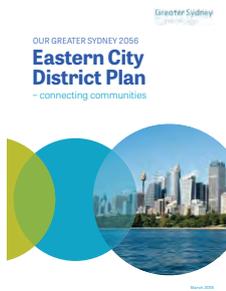


**Greater Sydney Region Plan  
A Metropolis of Three Cities  
- connecting people  
Greater Sydney Commission (2018)**

The Greater Sydney Region Plan sets out the Greater Sydney Commission's (GSC) vision for Sydney to 2056. The Region Plan divides the Sydney Metropolitan Area into three cities being Western Parkland City, Central River City and Eastern Harbour City. It provides directions, metrics and objectives in order to achieve the vision for Sydney 2056.

The Greater Sydney Plan states that;

- There is now considered to be a shortage of industrial and urban services land in the Eastern Harbour City.
- Industrial land adjacent to train stations is, in the main, part of large intact industrial precincts or directly linked to the freight rail network and therefore highly valuable industrial land
- The adaptation of buildings to accommodate high-bay automation requires building heights greater than existing buildings and current planning limits. Increased building heights are needed for the evolution of buildings in areas such as the Central River City, that have logistics functions linked to freight infrastructure networks.

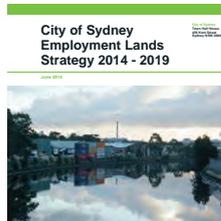


**Our Greater Sydney 2056  
Eastern City District Plan  
- connecting communities  
Greater Sydney Commission (2018)**

The Eastern City District Plan supports the vision for Sydney to 2056 outlined in the Greater Sydney Regional Plan. The District Plan provides planning priorities for the Eastern District, which identifies Alexandria as one of the largest industrial and urban services precincts. The Plan also identifies this suburb as the most significant non-CBD employment precinct in the District in terms of job generation.

The Eastern City District Plan states that;

- A significant freight and logistics task will remain in the Eastern City District due to the competitive advantages and efficiencies afforded by proximity to these gateways and the District's four intermodal terminals. Critical to servicing these operations will be the retention of sites large enough to meet their needs – generally, two hectares or more.
- Retaining the current capacity and growth of these gateways will help maintain their competitive advantage over interstate ports.
- Industrial land is evolving from traditional industrial and manufacturing lands, and freight and logistics hubs, into complex employment lands.



**City of Sydney Employment Lands  
Strategy 2014 - 2019  
City of Sydney (2014)**

The City of Sydney Employment Lands Strategy is to guide growth and change to 2030 in the employment lands in the City of Sydney Local Government Area (LGA). The strategy is mainly focused on the southern employment lands, with the fundamental objective being to ensure the area's ability to continue to accommodate productive uses.

The Employment Lands Strategy states that;

- The southern employment lands are some of the most strategically located areas of employment lands in Australia, being of local, metropolitan, state and national economic significance.
- The southern employment lands contain the main corridor between the Sydney CBD and Sydney Airport and Port Botany.
- The IN1 General Industrial zone will accommodate both heavy and light industry. The zone is to allow for uses such as local light industrial and urban services uses required to service the current and projected population of the LGA and strategic industrial uses, for example, airport related uses.
- The long term aspiration for the zone is for 'pure industrial' with only minimal 'ancillary' uses to support the industrial uses and employment in the zone.

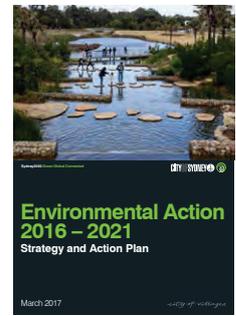


**Sustainable Sydney 2030  
Community Strategic Plan 2017 - 2021  
City of Sydney (2017)**

Sustainable Sydney 2030 is a plan for a green, global and connected city. The plan not only addresses the physical environment, but also, the economy, society and culture.

The plan states that by 2030;

- The city will be connected with green links, supporting thriving biodiversity and resilient urban ecology.
- The city will support creativity and embrace innovation; with enhanced connectivity and collaboration contributing to a prosperous and sustainable future.
- The city will be part of global networks and an active participant in global knowledge exchange.
- The city will be easy to get around with a local network for walking and cycling, and transit routes connecting the city's villages, city centre and the rest of inner Sydney.



**Environmental Action  
2016 - 2021  
Strategy and Action Plan  
City of Sydney (2017)**

The Environmental Action 2016-2021 Strategy and Action Plan is a combination of a series of environmental master plans and strategies to guide the implementation of Sustainable Sydney 2030. The strategy details the delivery against environmental targets and the action plan communicates the method of improving operational and local area environmental performance from 2016 to 2021.

The aims are to become a city that is;

- Low-carbon
- Water sensitive
- Climate resilient
- Zero waste
- Active and connected
- Green and cool



**Future Transport Strategy 2056  
TfNSW (2018)**

Future Transport Strategy 2056 replaced the NSW Long Term Masterplan (2014). It sets the 40 year vision, directions and outcomes framework for customer mobility in NSW, which will guide transport investment over the longer term. Future Transport 2056 is focused on three types of corridors that have been developed to align with the land use vision and to guide service levels (capacity, function and service frequencies) and infrastructure investment.

The hierarchy of corridors in Greater Sydney include:

- City-shaping corridors – major trunk road and public transport corridors providing higher speed and volume connections between our cities and centres that shape locational decisions of residents and businesses.
- City-serving corridors – higher density corridors within less than 10km of metropolitan centres providing high frequency access to metropolitan cities/centres with more frequent stopping patterns.
- Centre-serving corridors – local corridors that support, buses, walking and cycling, to connect people with their nearest centre and transport interchange.



**Greater Sydney Services and Infrastructure Plan  
TfNSW (2018)**

The Greater Sydney Services and Infrastructure Plan is a 40-year plan for transport in Sydney. It is designed to support the land use vision for Sydney. It builds on the state-wide transport outcomes identified in the Future Transport Strategy 2056, the Plan establishes the specific outcomes for transport customers in Greater Sydney and identifies the policy, service and infrastructure initiatives to achieve these.

This plan aims to develop a transport system that enables people and goods to move around the city efficiently. It aims to enable people within each city to access the nearest metropolitan and strategic centre within 30 minutes by public transport, 7 days a week using. This supports the growth of the region, sustaining and enhancing Sydney's role as a global city and harnessing new technology for the benefit Sydney's residents.

Developing land in this area aligns with the Greater Sydney Services and Infrastructure Plan as the proposal is on land recognised as having commercial hubs and future public and private transport infrastructure nearby. This supports the Greater Sydney Services and Infrastructure Plan objective of greater connectivity and growth in the region.



**Greener Places - Establishing an Urban Green Infrastructure Policy for NSW  
(2017)**

Greener Places is a draft Green Infrastructure policy produced by the Government Architect NSW to guide the planning, design and delivery of Green Infrastructure in urban areas across NSW. It aims to create a healthier, more liveable and sustainable urban environment by improving community access to recreation and exercise, supporting walking and cycling connections, and improving the resilience of urban areas.

The key principles of this strategy are:

1. Integration - Combine Green Infrastructure with urban development and grey infrastructure.
2. Connectivity - Create an interconnected network of open space.
3. Multi-functionality - Deliver multiple ecosystem services simultaneously.
4. Participation - Involve stakeholders in development and implementation.



**Better Placed - An Integrated Design Policy for the Built Environment of NSW (2017)**

Better placed is a policy outlining the needs and expectations in designing NSW. The policy is focused on enhancing all aspects of the urban environment, to create better places, spaces and buildings, and thereby better cities, towns and suburbs. The policy aims to provide a framework for examining places and reviewing proposals from a good design perspective and provide clear, consistent, rigorous objectives to achieve good design throughout the development process.

Objective 3 and 5 of this proposal outlines the need for having a 'Better for community' and 'Better working' approach. These objectives encourage the address of growing economic and social disparity by creating inclusive and connected environments, as well as designing buildings that are tailored to the environment they are located in to increase the functionality and fit of a building within an environment.

The planning proposal seeks to recognise the site's connection to nearby public transport and commercial hubs and the strategic potential of the site to be more productive, liveable and sustainable.

## 2.2 Better Placed Strategy

### Design Objectives for New South Wales

Seven distinct objectives have been created by the Better Placed Policy (2017) to define the key considerations in the design of the built environment.

Achieving these objectives will ensure our cities and towns, our public realm, our landscapes, our buildings and our public domain will be healthy, responsive, integrated, equitable, and resilient.

The design objectives are as follows:

1. Better Fit
2. Better Performance
3. Better for Community
4. Better for People
5. Better Working
6. Better Value
7. Better Look and Feel

*An assessment of the proposed design has been undertaken based on these principles. Refer to Section 5.3 of this report.*

## 02 Strategic Context

### 2.3 Strategic Location

The 1-3 Burrows Road site is entirely within the City of Sydney LGA, however, the site borders Inner West Council to the west and south.

The site is also in close proximity to Bayside Council, which lies to the south of the Alexandra Canal.

#### Site Connectivity

The site is located in industrial and urban services land in close proximity to two important infrastructure assets; Sydney Airport and Port Botany. The site is therefore strategically located and linked to Sydney's main trade gateway.

There are two major infrastructure projects underway directly adjacent to the site. The WestConnex St Peters Interchange is currently under construction with the new Sydney Gateway planned also. These projects will have a significant impact on the site and will dramatically change the context for the proposals from the existing conditions.



Fig 2-3-1 The site location within the City of Sydney LGA, and nearby local features.

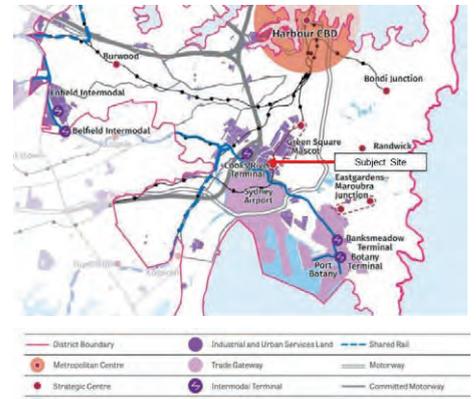


Fig 2-3-3 Industrial and Urban Services Land and Freight Assets Map (Source: Eastern District Plan)

#### ① St Peter's Interchange (WestConnex)

The new St Peters Interchange is currently being constructed on the site of the former Alexandra Landfill waste facility. The Interchange will establish a direct connection between the M4, M5, Alexandria, Mascot and the Sydney Gateway.

#### ② Sydney Gateway Project

The proposed Sydney Gateway Project aims to provide a high-capacity road connection between the WestConnex St Peters Interchange and Sydney Airport and Port Botany. This will provide substantial additional capacity in and out of the Sydney Airport and Port Botany precinct, allowing airport and port traffic to avoid local arterial roads when accessing WestConnex and the broader Sydney Motorway network.

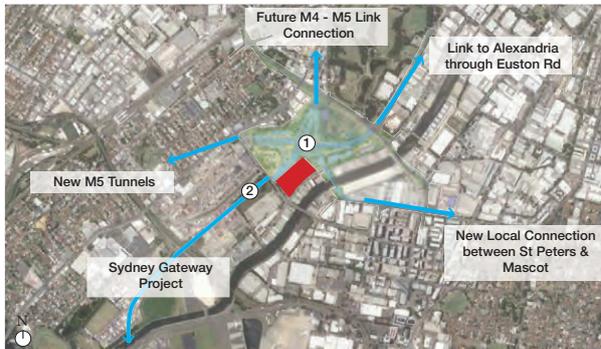


Fig 2-3-2 Future St Peter's Interchange Connections



③ **Alexandra Canal**

Alexandra Canal is listed on the State Heritage Register. It is an example of 19th century navigational canal construction in Australia, being one of only two purpose built canals in the State, with one other known example in Victoria. It has the ability to demonstrate the NSW Governments initiative to create water transport as a means of developing an industrial complex in the Alexandria and Botany areas.



④ **Sydney Park**

Sydney Park, formerly a landfill site, is now made of 40 hectares of grass, landscaped gardens, hills, walking and cycling pathway and wetlands. The park comprises large open recreation spaces with distinctive hills that provide 360 degree views over Sydney. It also contains a heritage area featuring the remains of the brickworks that formerly occupied part of the site.



⑤ **St Peters Interchange and St Peters Recreational Area**

Roads and Maritime Services has developed an active recreation strategy for the new open space area at the St Peters Interchange. City of Sydney have accounted for the additional 25,000 sqm of open space opposite Sydney Park in the recently updated City of Sydney Open Space and Recreation Needs Strategy. The new open space could include:

- a full size multi-purpose field
- multi-purpose courts (netball, basketball, hockey)
- space for more passive recreation such as outdoor chess
- a shared user track

The new recreational area will complement Sydney Park by extending its character across the Campbell Road land bridge.



⑥ **Campbell Road Green Link**

Campbell Road Green Link is an enhanced and unified landscaped green link between Sydney, Simpson and Camdenville Parks. The green link facilitates a more legible and navigable open space network by providing a high quality open space link to the northern side of Campbell Street between the three parks.

The green link extends from Sydney Park to Camdenville Park as a tree lined road corridor, which incorporates footpaths, shared user paths, landscaped verges, street furniture and on street car parking. The green link provides a local street condition, with crossings along its length to facilitate safe passage of pedestrians and cyclists.

A new gateway to the Campbell Road Green Link will be created adjacent the Town and Country Hotel. The gateway will include feature tree plantings and recycled brick paving in front of the hotel to reinforce the gateway identity.

## 02 Strategic Context

### 2.4 Development Context

A number of developments are currently under construction or planned in the local area, some of which have a direct impact on the 1-3 Burrows Road site.

These are:

1. WestConnex St Peters Interchange which is currently under construction directly adjacent to the site.
2. The planned Sydney Gateway which will link the St Peter's interchange with the Sydney Airport and Port Botany.
3. Campbell Street Green Link
4. 1-3 Ricketty Street, Mascot
5. One Sydney Park
6. 73-83 Mary Street, St Peters



Fig 2-4-1 Local Area Development Map



## 02 Strategic Context

### ② Sydney Gateway (planned)

The planned Sydney Gateway is a new high capacity road link that will connect the new St Peters Interchange to the Sydney Airport domestic and international terminals and Port Botany. It will provide substantial additional capacity in and out of the Sydney Airport and Port Botany precinct, allowing airport and port traffic to avoid local arterial roads when accessing WestConnex and the broader Sydney Motorway network.

As part of these works a new bridge will be constructed over Canal Road, linking with the new St Peters Interchange road structures running alongside the North-West facing site boundary.

*The relationship of the new Canal Road bridge to the 1-3 Burrows Road site is illustrated in Section 5.4 of this report.*



Fig 2-4-4 Proposed Canal Road bridge



Fig 2-4-5 Sydney Gateway Project connecting to St Peters Interchange via new bridge over Canal Road



③ Campbell Street Green Link (approved)

The Campbell Street Green Link corridor comprises Campbell Road, Campbell Street, Albert Street and Bedwin Road. The corridor stretches from Euston Road intersection and the Inner West Train Line. It falls within a broader strategic framework providing an important link across the Train line to Marrickville and the Alexandra Canal to Mascot.



④ 1-3 Ricketty St, Mascot (approved)

This development involves the demolition of existing structures and the construction of two 7-storey buildings used as self-storage units with associated landscaping, car parking, fencing and signage.

The proposed buildings are both 27.5m high and front directly onto the Alexandra Canal.

The development application for this site was approved on the 2nd of May 2018 by the Sydney Eastern City Planning Panel.



⑤ One Sydney Park (approved)

This development comprises eight buildings housing 390 apartments and a range of commercial, cultural and other uses on a former warehousing site.



⑥ 73-83 Mary St, St Peters (proposed)

The planning proposal seeks to facilitate a creative industry precinct with commercial and residential uses, community facilities, a pocket park and off-street car parking. The planning proposal seeks to amend the Marrickville Local Environmental Plan 2011 as follows:

- Rezone the site from IN2 Light Industrial and R2 Low Density Residential to B4 Mixed Uses, except for 43 Roberts Street which is to be rezoned from R2 Low Density Residential to RE1 Public Recreation.

- Increase the maximum building height from currently zero for the light industrial land and 9.5m for the residential land, to varying heights of 9.5m, 17m, 20m, 23m and 29m across the site.

- Amend the FSR over the site from part 0.95:1 and part 0.65:1 to 2.2:1, except for land at 43 Roberts Street which remains 0.6:1.

The proposal will facilitate the redevelopment of the site for a mixed use development, which would result in approximately 180 new residential apartments and 360 new jobs. The proposal will also provide a 230 sqm neighbourhood centre and public domain enhancements, including 600 sqm of open space, pedestrian/cycling links via Roberts Street and public art works.



Fig 2-4-6 The Campbell Street Green Link relative to 1-3 Burrows Road





### 03 Urban Context Analysis

#### 3.1 Surrounding Land Uses

The site is located in a general industrial area, that is surrounded by commercial / mixed use area on the east. This area is, however, adjacent to areas that are predominantly residential. The site's close proximity to residential areas and good public transport links means that the site has potential to create more work opportunities for local residents.



Fig 3-1-1 Land Use Map

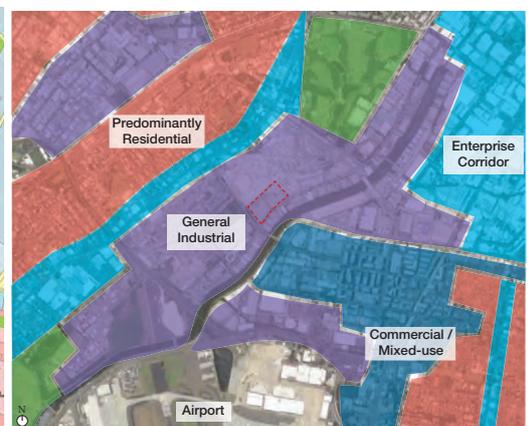


Fig 3-1-2 Overview of Predominant Land Uses

- |                      |                            |
|----------------------|----------------------------|
| Business park        | General Industrial         |
| Enterprise Corridor  | Low Density Residential    |
| Business Development | Medium Density Residential |
| Local Centre         | High Density Residential   |
| Mixed Use            | Infrastructure             |
| Light Industrial     | Public Recreation          |

### 3.2 Current Planning Height Controls

The current height controls for the surrounding area allow for 18m buildings as seen in Fig 3-2-2. The proposal seeks to change the maximum permitted building height on the site to 30m.

Due to the site being located directly adjacent to the new St Peters Interchange, which is of significant height, any proposal for 1-3 Burrows Road should be of an appropriate scale relative to this new infrastructure. An opportunity therefore exists for the proposal to potentially reduce the visual impact of the Interchange by providing an appropriately scaled building along the frontages of Burrows Road and Canal Road.

Despite the height limits along Alexandra Canal being relatively consistent (18m), there is an increase in the height limit of the building along the Canal in the Bayside Council (44m).

Additionally, increasing the height of the proposal will enable the site to achieve its permissible FSR and maximise the potential floor space in an area that is well-connected and easily accessible, with very little impact on surrounding properties.

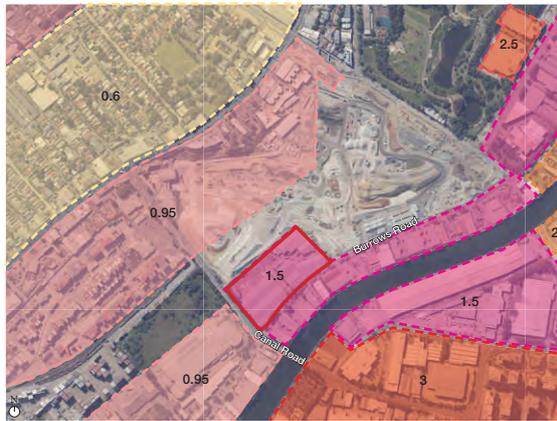


Fig 3-2-1 Maximum Floor Space Ratio Map



Fig 3-2-2 Maximum Height of Buildings Map

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## 03 Urban Context Analysis

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### 3.3 Existing and Proposed Road Network and Public Transport

#### Existing Road Network

The site is located at the junction of Burrows Road and Canal Road.

Canal Road is a main road that connects the site to Mascot in the east, and Princes Highway in the west (connection to St Peters and Sydenham).

Canal Road is a primary route for heavy vehicles and is very noisy, as a result. Burrows Road is also used by heavy vehicles, however, is relatively quiet in comparison. Burrows Road connects the site directly to Sydney park and Alexandria in the north and is used to access businesses and industrial units fronting the Canal.

#### Proposed Road Network

The site is situated directly adjacent to the St Peters Interchange which is currently under construction. When WestConnex is completed, motorists will be able to choose to stay on the New M5 for a direct connection to the M4 corridor or come up to the surface at St Peters. On the surface, motorists will have four routes to choose from including:

- Continuing on to Euston Road, which will also take motorists to Alexandria
- Extending Campbell Road across Alexandra Canal providing a new local connection to Mascot town centre for motorists, pedestrians and cyclists
- A new direct connection to Mascot via Gardeners Road,
- Campbell Street/Road, for local access to St Peters

The Sydney Gateway Road Project will also provide new road connections from the St Peters Interchange to the International and Domestic terminals with new bridges over Canal Road, Alexandra Canal and the Botany Rail Line.

#### Public Transport

The site is also accessible via public transport with two bus routes connecting the site from both Mascot and St Peters Stations. The 418 Bus Route runs from Mascot Station and stops directly adjacent to the site on Canal Road. The 422 and 348 Bus Routes run directly from St Peters Station and stop along Princes Highway, approximately a nine-minute walk away from the site.

The main Airport Train Line connects the area from the CBD, running through Mascot Station, which is approximately a 15-minute walk away from the site.

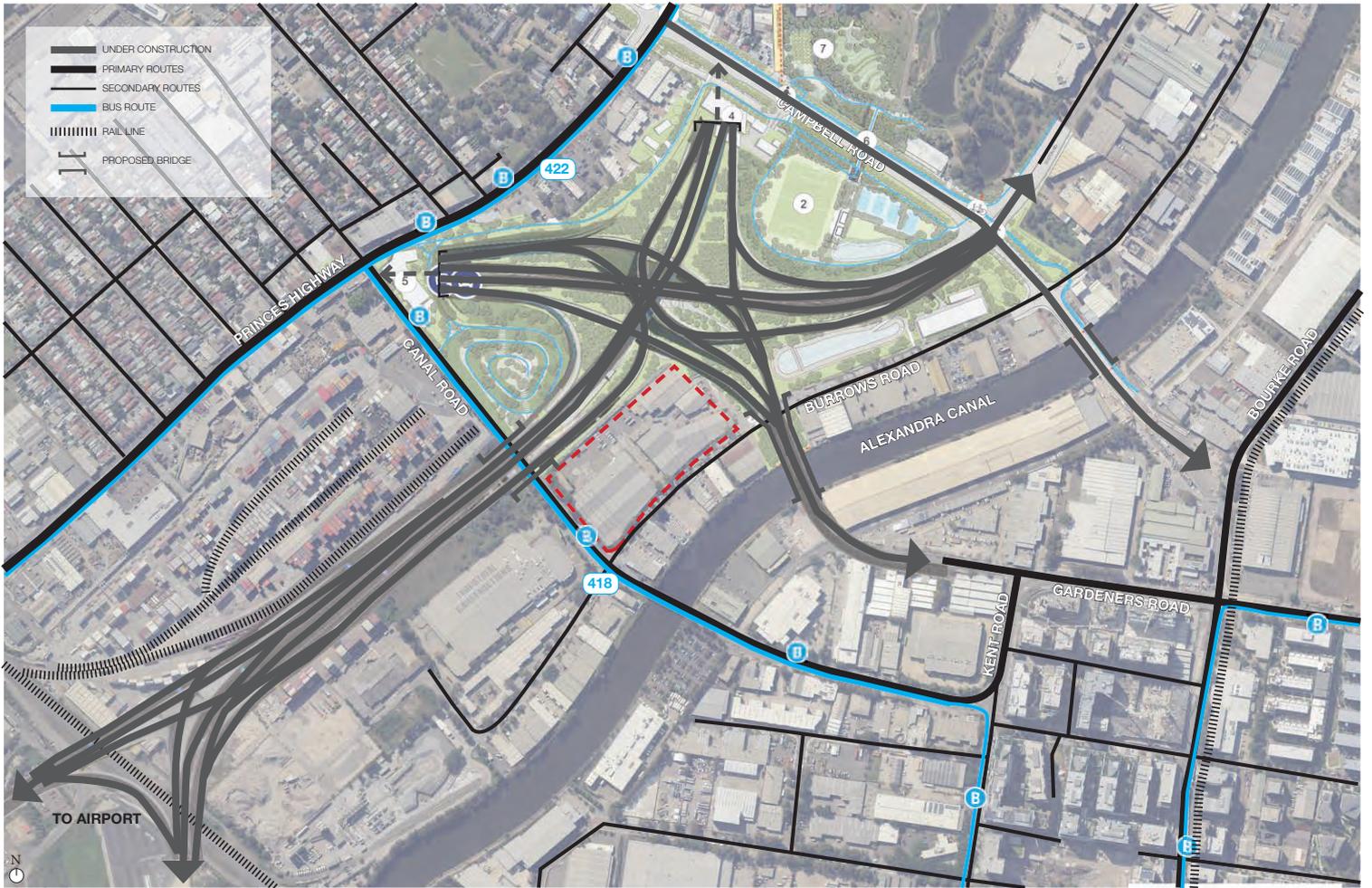


Fig 3-3-1 Existing and Proposed road network and existing bus transport in the surrounding area

Scale 1:5000

### 03 Urban Context Analysis

#### 3.5 Cycleways and Green Open Space

There are existing cycleways to both the east and west of the site. The cycleway to the east of the site is located along Bourke Road, running from Alexandria south to Mascot, while the cycleway in the west connects St Peters Station to Sydenham Station in the south.

In their current condition, these cycleways are disconnected. The future plans for the area include connecting both cycleways through both Canal Road and Campbell Road, while also providing additional links along the Alexandra Canal. These cycleways will further integrate the proposed 'Open Green Network' with the existing green open spaces in the area.

The proposed green spaces include St Peters Recreation Area and a water basin to the north of the site. In addition to a green viewing mound, located to the west of the site. Both of which are a part of the WestConnex Masterplan. Additionally, the Campbell Street Green Link Sub-plan is proposing a green corridor, which comprises Campbell Road, Campbell Street, Albert Street and Bedwin Road. It stretches from Euston Road intersection and the Inner West Train Line.

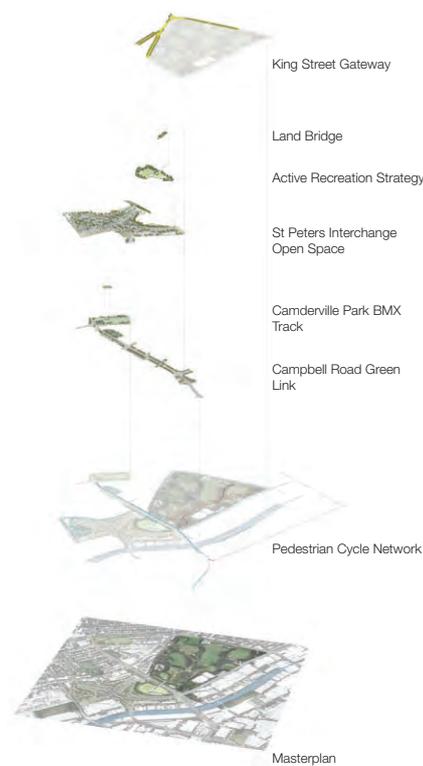


Fig 3-5-1 WestConnex St Peters Masterplan

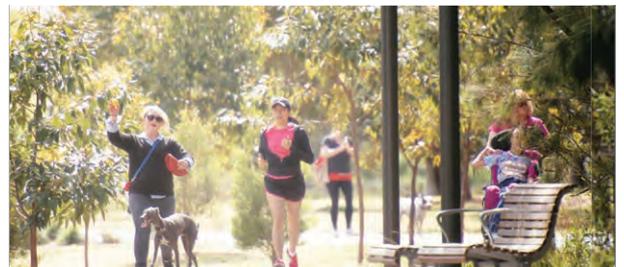


Fig 3-5-2 Pedestrian and Cycle Network



Fig 3-5-3 Artist's Impression of Proposed Green Space



Fig 3-5-4 WestConnex St Peters Interchange



Fig 3-5-5 Existing and proposed cycleways and green spaces in the surrounding area

Scale 1:5000





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## 04 Site Analysis and Design Principles

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### 4.1 Existing Site Photographs



**1. Alexandra Canal**

The site is located within close proximity to Alexandra Canal, which is of high historic, aesthetic and technical / research significance. The Alexandra Canal route has been influential in determining the planning of the district including street layout and the positioning of industrial buildings along its route



**3. Existing Entrance**

The existing entrances are both located away from the busy intersection of Burrows and Canal Roads.



**5. Poor Quality Edges**

The site's surrounding edges and immediate public realm is of poor quality. The footpaths do not encourage foot traffic along the street.



**2. Corner Condition**

The site's location on the corner of Burrows and Canal Roads allows for an opportunity to architecturally address the 'corner condition'. This allows for the possibility of further integration with the street and landscape.



**4. Blank Frontages**

The existing building facade presents a non-active frontage along both Burrows and Canal Roads, thereby limiting the building's presence and its relationship to the street and visual appearance.



**6. Unviable Trees**

The existing trees along Canal Road are of poor quality providing minimal aesthetic value to the building in addition to restricting pedestrian movement on the footpath.

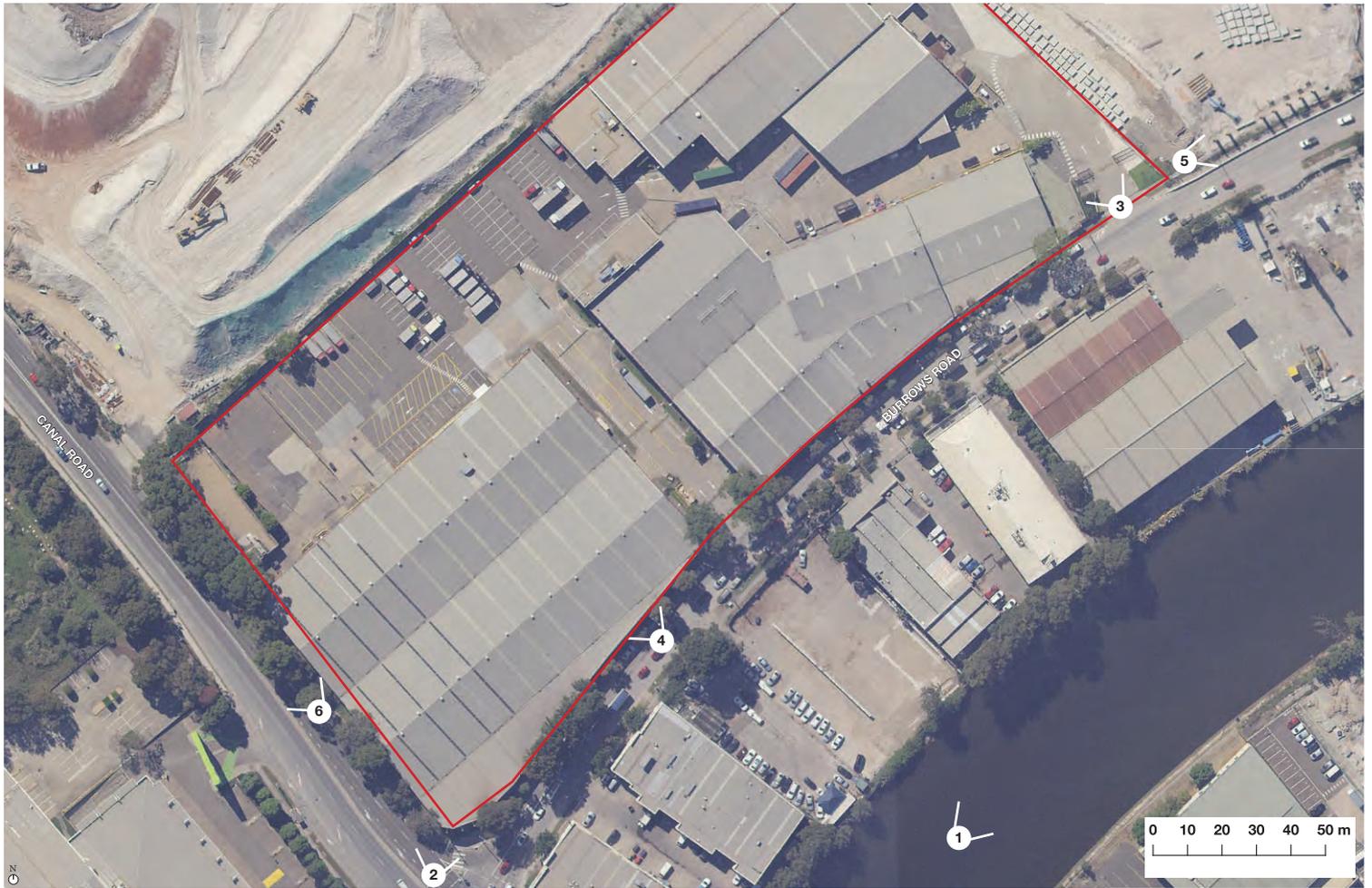


Fig 4-1-1 Aerial photograph of existing site with key to photographs

GHD  
© 2020

Scale 1:1000

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## 04 Site Analysis and Design Principles

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### 4.2 Constraints and Observations

1. Trees near entrance need to be removed
2. Traffic noise from arterial roads Burrows Road to the south and Canal Road to the west.
3. Current vehicular movement allows entry and egress at both entrances - causing restriction in movement and potential for conflict in the presence of multiple large-scale vehicles. Additionally, there is a lack of pedestrian-only access point.
4. Ground-level parking causes under-utilisation of current floor space
5. Trees along Canal Road are in poor condition causing restriction in pedestrian movement along footpath
6. 18 metre height restriction
7. Site surrounded by new WestConnex



Fig 4-2-1 Constraints and observations on existing site conditions

GHD  
© 2020

Scale 1:1000

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## 04 Site Analysis and Design Principles

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### 4.3 Urban Opportunities

1. Parkland along north eastern boundary
2. Adjacent to light industrial and bulky goods uses
3. High public exposure to Canal and Burrows Roads
4. Easy access for trucks along Burrows Road to the south east and Canal Road to the west
5. Easy access to proposed park
6. Provides employment through IN1, general
7. Site integration into the green network with landscaped street edge / public realm

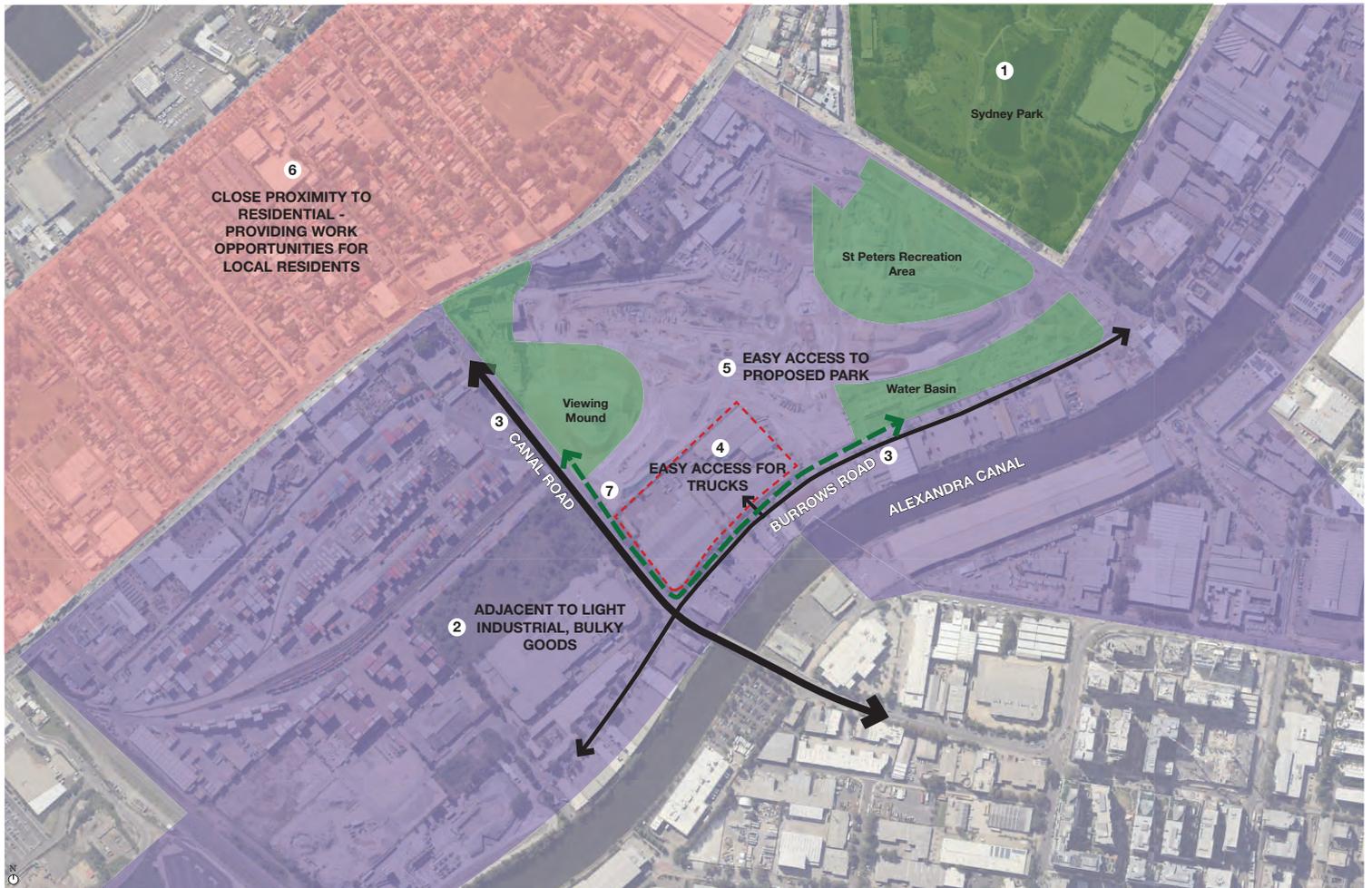


Fig 4-3-2 Opportunities in site context

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## 04 Site Analysis and Design Principles

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### 4.3 Site Opportunities

1. Majority of existing trees on Burrows Road can be retained.
2. Current access points to be retained due to their strategic location away from busy Canal Road.
3. Potential to mitigate noise pollution by placing office spaces and other facilities away from Canal Road intersection. Also leveraging better aspect and views for office users.
4. Potential to improve the buildings relationship with Canal Road by introducing new soft landscaping and tree planting.
5. Potential to integrate the site with the proposed open public space and recreational area under the new St Peters Interchange .
6. The site's location on the corner of Burrows and Canal Roads creates an opportunity for place-making and building integration with the street.
7. Site is not directly located on the canal, hence providing opportunity to increase height without visually impacting views towards the canal.
8. The site's location near a viewing mound and the WestConnex bridges, all of significant height, allows for opportunity to build higher to an increased height datum.
9. Site comprising a single parcel of land (3.4 ha) under single ownership suitable for development.
10. Flat site with good access from the surrounding road network appropriate for the proposed uses.
11. Adjacent to existing cycle paths.



Fig 4-3-1 Opportunities in existing site conditions

GHD  
© 2020

Scale 1:1000

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## 04 Site Analysis and Design Principles

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### 4.4 Key Design Moves and Urban Design Principles

1. Redefine the street frontage to both Burrows and Canal Roads with a 6-metre setback.
2. Redefine the poor quality site edges and corner to improve relationship with Burrows and Canal Roads.
3. Maximise floor space utilisation.
4. Improve the quality of vehicular movement on the site, specifically entry and egress.
5. Enhance visual links between the site, Canal Road and Burrows Road, with new landscaping, improved public realm and potentially new tree planting on Canal Road edge.
6. Separate access for heavy vehicles and cars.



Fig 4-4-1 Key design moves





## 05 Design Options Analysis

### 5.1 Design Evolution

#### Option 1

FSR 1.44:1 over three levels



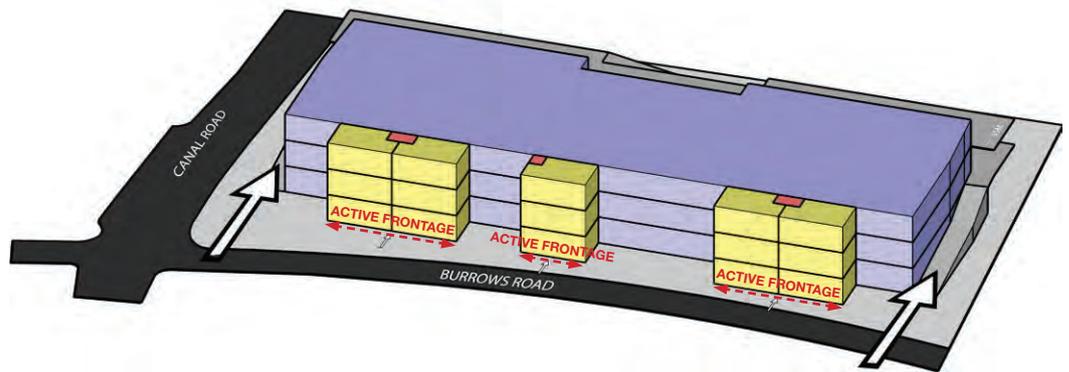
#### Pros

- Well articulated streetscape with multiple entrances on Burrows Road.
- Offices on Burrows Road creates a more human scale facing the street.



#### Cons

- Produces taller building due to large roof span.
- Warehouse sizes and allocation inflexible due to fixed and separated office locations.
- Straight ramp along entire Canal Road frontage has a negative impact on the streetscape.
- Heavy vehicle access too close to the intersection of Burrows Road and Canal Road.
- Ramp system complicated and access to level 3 difficult as trucks are required to turn in close proximity to trucks unloading goods at docks.
- Parking on the eastern side, access conflicting with ramp.
- Creates an unarticulated back to the building and exposed loading docks at the rear of the building.
- Produces taller building due to higher floor to floor requirements for typical users of this type of warehouse design.
- Disconnected offices and amenities providing substandard overall customer offering.



#### OPTION 01

WAREHOUSE AREA	45,097 sqm.
OFFICE AREA	4,500 sqm.
TOTAL AREA	49,597 sqm.

SITE AREA	34,443 sqm.
FSR PROPOSED	1.44:1

■ WAREHOUSE 
 ■ HARDSTAND 
 ■ OFFICE

**Option 2**

**FSR 1.44:1 over three levels**



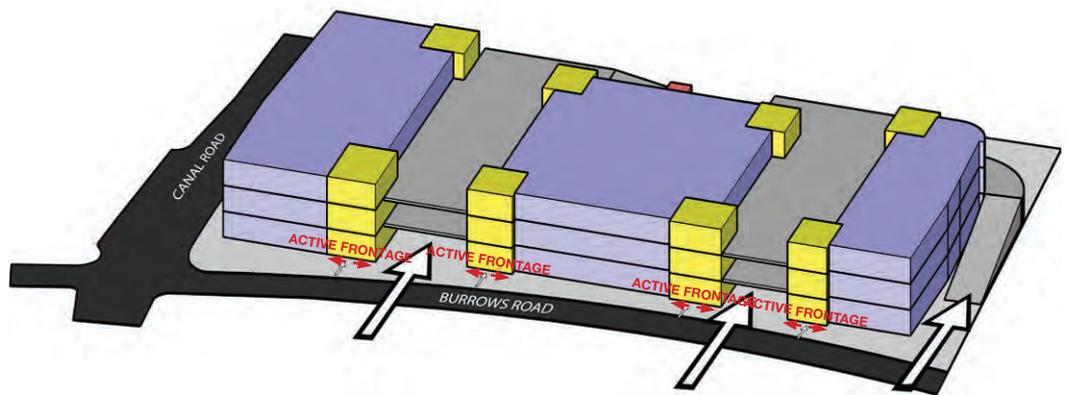
**Pros**

- Multiple entrances on Burrows Road provides street level activation and articulation at the roof level.
- Some offices on Burrows Road creates a more human scale facing the street.



**Cons**

- Building has a relatively monolithic appearance along Canal Road as massing presents little opportunity for articulation.
- No flexibility in warehouse allocation as each is attached to a specific office and some office spaces receive lower levels of natural light and ventilation.
- Multiple heavy vehicle access points along Burrows Road increases number of pedestrian conflict points and creates wayfinding issues.
- Loading areas are visible from public realm.
- Ramp system complicated and access to level 3 difficult.
- Parking on the eastern side, access conflicting with ramp
- This configuration requires a mix of car and truck access to the hardstand areas.



**OPTION 02**

WAREHOUSE AREA	44,072 sqm.
OFFICE AREA	4,800 sqm.
TOTAL AREA	48,872 sqm.

SITE AREA	34,443 sqm.
FSR PROPOSED	1.44:1

WAREHOUSE
  HARDSTAND  
 OFFICE

## 05 Design Options Analysis

### Option 3

FSR 1.46:1 over three levels



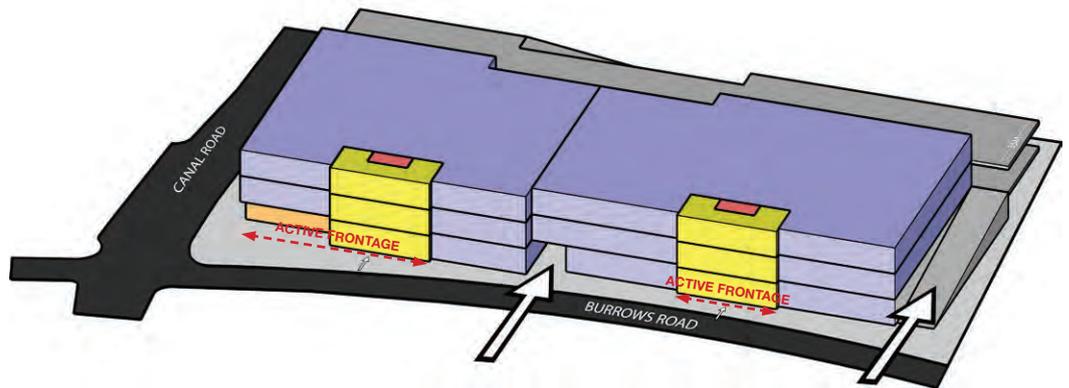
#### Pros

- Well articulated streetscape with multiple entrances on Burrows Road.
- Cafe activates corner of Burrows Road and Canal Road.
- Offices on Burrows Road creates a more human scale facing the street.



#### Cons

- Produces taller building due to large roof span.
- Layout more consistent with larger warehouse users which are not typical of the St Peters / Alexandria market. These users would prefer cheaper warehousing in periphery markets.
- Cafe on noisy street corner.
- Ramp system complicated and access to level 3 difficult as trucks are required to turn in close proximity to trucks unloading goods at docks.
- Parking on the eastern side, access conflicting with ramp
- Creates an unarticulated back to the building and exposed loading docks at the rear of the building.
- Produces taller building due to higher floor to floor requirements for typical users of this type of warehouse design.



#### OPTION 03

WAREHOUSE AREA	45,436 sqm.
OFFICE AREA	4,850 sqm.
TOTAL AREA	50,286 sqm.

SITE AREA	34,443 sqm.
FSR PROPOSED	1.46:1

<span style="color: blue;">■</span> WAREHOUSE	<span style="color: grey;">■</span> HARDSTAND
<span style="color: yellow;">■</span> OFFICE	<span style="color: orange;">■</span> CAFE

**Option 4**

**FSR 1.38:1 over three levels**  
(FSR not maximised)



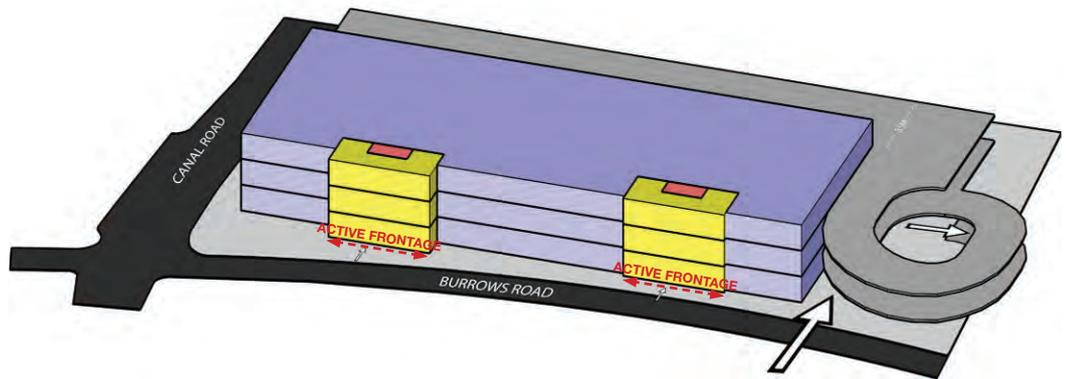
**Pros**

- Multiple office entrances on Burrows Road provides street level activation.
- Offices on Burrows Road creates a more human scale facing the street.
- Simple two-way ramp system with single point of access for heavy vehicles.



**Cons**

- Produces taller building due to large roof span.
- Layout more consistent with larger warehouse users which are not typical of the St Peters / Alexandria market. These users would prefer cost effective warehouses in outer markets.
- Parking on the eastern side, access conflicting with ramp.
- Creates an unarticulated back to the building and exposed loading docks at the rear of the building.
- Produces taller building due to higher floor to floor requirements for typical users of this type of warehouse design.



**OPTION 04**

WAREHOUSE AREA	42,015 sqm.
OFFICE AREA	4,850 sqm.
TOTAL AREA	47,865 sqm.

SITE AREA	34,443 sqm.
FSR PROPOSED	1.38:1

WAREHOUSE
  OFFICE
  HARDSTAND

## 05 Design Options Analysis

### 5.2 Preferred Option

**FSR 1.5:1 over three levels**  
(FSR maximised)



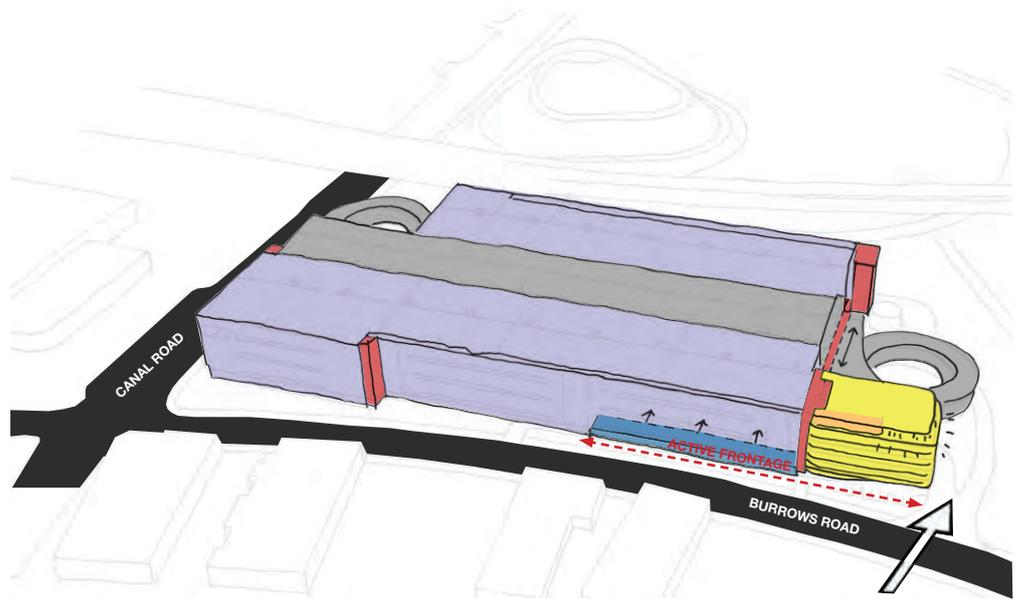
#### Pros

- Total length of active frontage is the same as in Option 1, and more than in Options 2, 3, and 4.
- Layout provides a high degree of flexibility with warehouse sizes and allocation.
- Central hardstand is efficient and permits fenestration on all sides of building.
- Single point of access for heavy vehicles with separate access for cars.
- Offices and active frontages are away from the harsh intersection of Canal and Burrows Rd providing greater opportunity for harmonious use of facilities.
- Offices benefit from natural light all day long and has both city and canal views from cafe and roof terrace.
- Distinct office element with shared social spaces creates a more collaborative environment and quality arrival experience.
- Highly efficient structural layout.
- Provides opportunity to articulate elevations with various material treatments
- Car spaces are centrally located and more safely accessible from all occupied tenancy areas



#### Cons

- No active frontage at the corner of Burrows Road and Canal Road.



#### PREFERRED OPTION

WAREHOUSE AREA	46,322 sqm.
OFFICE AREA	5,078 sqm.
GYM END OF TRIP	264 sqm.
TOTAL AREA	51,664 sqm.

SITE	34,443 sqm.
FSR PROPOSED	1.5:1

<span style="color: purple;">■</span> WAREHOUSE	<span style="color: grey;">■</span> HARDSTAND
<span style="color: yellow;">■</span> OFFICE	<span style="color: orange;">■</span> CAFE
<span style="color: blue;">■</span> GYM	

#### Options Appraisal Summary

A large number of options have been considered for the site, with the key principles of these summarised on the preceding pages. The preferred option has been determined through a rigorous analysis of the pros and cons of the urban design principles of the site, operational requirements and efficiencies through market engagement, structural workshops and innovation development with local suppliers and manufacturers, and significant global experience developing multi-storey warehousing.

#### Better Placed Principles

The proposed options have also been assessed against the Better Placed principles, and a detailed review of the design follows in the next section of this report.

A summary of the Better Placed principles that the scheme exhibits and how is as follows:

#### Better fit

- Forms a significant landmark and gateway into an existing industrial precinct.
- Reinforces street edges, retaining established trees where possible.
- Relates to the existing context, while also responding to significant changes to the built environment that are currently happening in the area.
- Provides a significant and considered buffer from this new infrastructure.

- Architectural form and fenestration is distinct and reflects the buildings function, and makes reference to context.

#### Better Performance

- Utilisation of large roof area for solar / photovoltaic provision and rainwater harvesting.
- Deep soil areas for new tree planting and vegetation.
- Building form and orientation incorporates passive solar design principles.
- Layout designed to provide maximum flexibility to cater to the current and evolving market requirements.
- Encourages use of sustainable transport modes.

#### Better for Community

- Maximises the utilisation of a key site within an existing industrial area.
- Provides significant employment opportunities and is easily accessible by public transport.
- Establishes a green edge along Burrows Road and Canal Road, and provides continuity of landscaping and street trees.
- Provides significant improvements to the public realm along the entire site edge.
- Compatible with the new cycleway that is proposed along Canal Road.
- Embraces the existing and emerging diversity of the area.

#### Better for People

- Provides segregation between heavy vehicle circulation and other building users.
- The number of access points for vehicles is minimised to reduce conflicts between vehicles and pedestrians using the footpath.
- Improves sight lines for vehicles, increasing safety for pedestrians.
- Creates an attractive public realm.
- Designed to offer all building occupants a flexible office environment with shared amenities.
- Provides good natural light levels and views.

#### Better Working

- Provides a very efficient arrangement which minimises vehicle conflicts and also permits the building edges to be fenestrated.
- Layout permits completely flexible allocation of warehouses to tenants.
- Layout supports working, relaxing and social interaction and collaboration previously not available in this building type.
- Layout supports both formalised activities, as well as informal or spontaneous ones.

#### Better Look and Feel

- Provides a visually balanced form that enhances the surrounding streetscape.
- Provides a definitive and identifiable street address.
- The elevational treatment at each end of the building is different to the middle section, and creates a distinctive presence at these highly visible corners.

#### Better Value

- Maximises the site's ability to provide more job opportunities for the precinct whilst maximising the amount of businesses that can occupy the space.
- Maintains the industrial functionality of the existing building and its surrounding context
- Provides a higher quality design which can potentially create the benchmark for future industrial developments in the area.

*A full set of architectural drawings for the preferred option is included in Appendix A of this report.*

## 05 Design Options Analysis

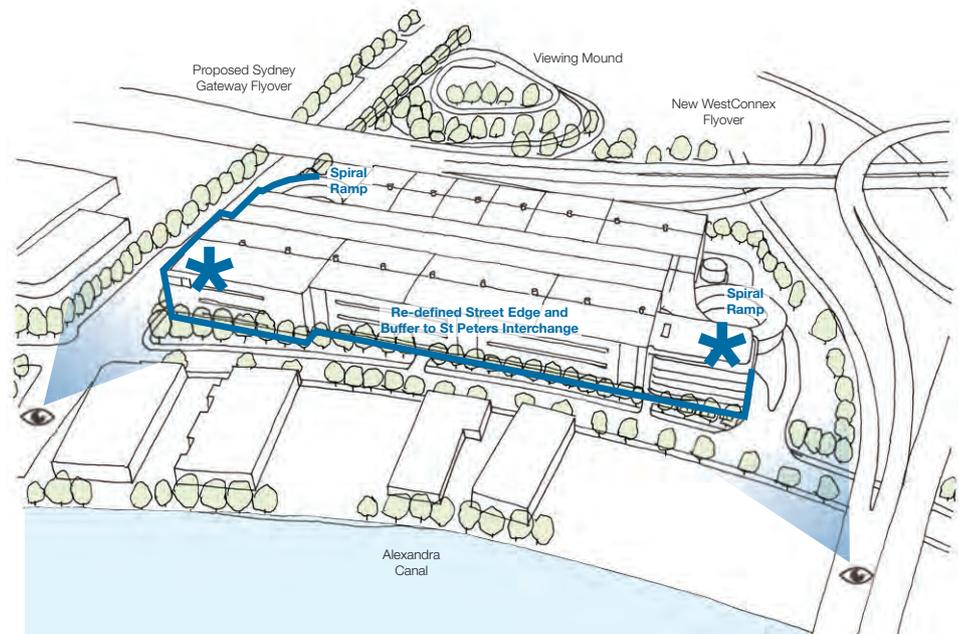
### 5.3 Design Review

#### Better Fit - Contextual, Local and Of It's Place

**Local** – relates to the area or neighbourhood

**Contextual / Of It's Place** – responds to the context and relates to the surrounds

- The proposal forms a significant landmark and gateway into an existing industrial precinct. The proposed design reflects high grade commercial and industrial standards and is responsive, sensitive and relevant to the local area, whilst conforming within the constraints of the project brief.
- The design seeks to retain and reinforce valued qualities and distinctive characteristics of the area, by reinforcing street edges, retaining established trees where possible and relating to the historically significant Alexandra Canal.
- Whilst the proposal relates to the existing context, the design also acknowledges the significant changes to the built environment that are currently happening in the area, with two major infrastructure projects directly adjacent to the site, which dramatically alter the immediate context.
- The design provides a significant buffer from this new infrastructure to any properties located west of the site. The scale of the proposal is appropriate within the context of the surrounding WestConnex road network, which flanks the site along the north eastern and north western boundaries.
- The spiral ramps located at both ends of the building make subtle reference to the structures of the new interchange, whereas the architectural form and fenestration of the warehouses and office areas are distinct and reflect the function of those areas, contributing to the richness of the streetscape.
- The warehouse walls have been designed to present a high quality, contemporary form where visible from public roads, whilst still reflecting its industrial function.



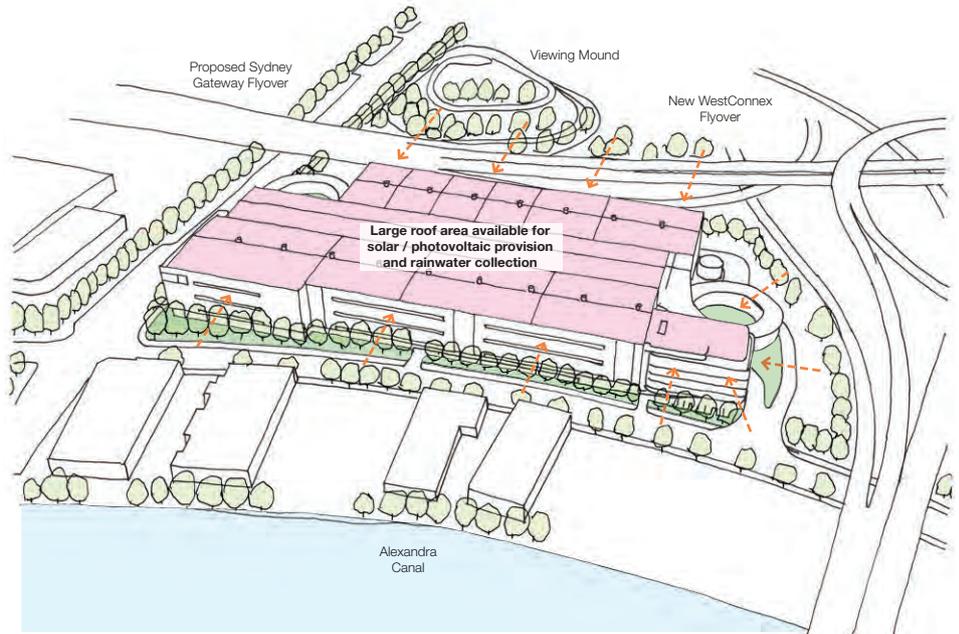
**Better Performance - Sustainable, Adaptable and Durable**

**Sustainable** – relates to the endurance of systems, buildings, spaces and processes – their ability to be maintained at a certain rate or level, which contributes positively to environmental, economic and social outcomes.

**Adaptable** – able to adjust to new conditions, or to be modified for a new purpose.

**Durable** – built to withstand wear and pressure.

- Large roof area available for solar / photovoltaic provision.
- Large roof catchment area for rainwater harvesting.
- Minimum 6m setback to site perimeter (up to 20m in some areas) and space within spiral ramps provides deep soil area for new tree planting and vegetation.
- The office façade includes a six storey curtain wall providing the internal spaces with natural lighting.
- Building form and orientation incorporates passive solar design principles including shading system proposed around occupied / conditioned spaces to reduce heat loads and glare
- The proposed building will consist of 3 levels of warehousing with a centralised hardstand and driveway, accessed via a one-way circular ramp system, at either end of the facility. Each floor layout has been designed to provide maximum flexibility allowing for a variety of warehouse sizes with efficient and segregated loading areas.
- The dual sided loading configuration in the warehouse maintains an unencumbered central access driveway throughout the building. The centralised nature of the hardstands also provides exceptional weather cover and forms an acoustic buffer for surrounding developments.
- Provision of end of trip facilities and gym encourages use of sustainable transport modes and provides health benefits for users.



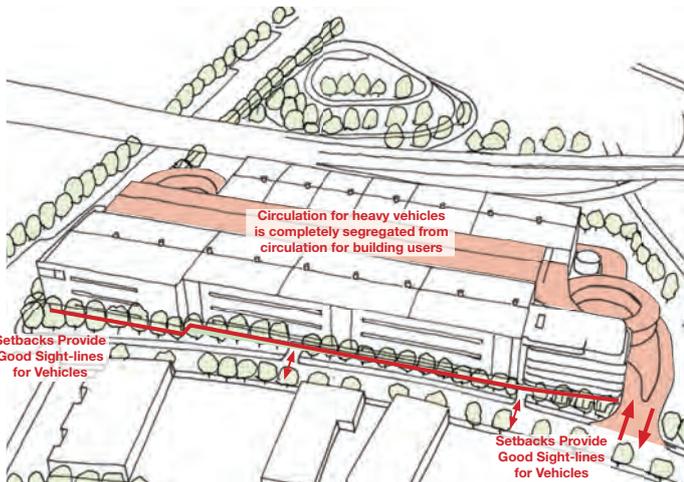


**Better for People - Safe, Comfortable and Liveable**

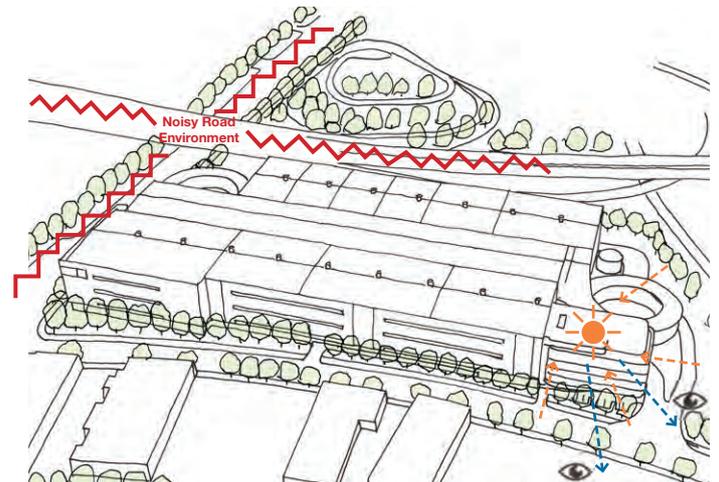
**Safe** – protects people from risk or harm

**Comfortable** – provides physical and emotional ease and well-being for users

**Liveable** – supports and responds to people's patterns of living



- The building is laid out in a logical way that provides maximum flexibility and adaptability for tenants, whilst maintaining almost complete segregation between heavy vehicle circulation and other building users and the general public.
- The number of access points for vehicles is minimised to reduce conflicts between vehicles and pedestrians using the footpath.
- A minimum 6m wide landscape setback has been provided along both the Canal and Burrows Road frontages. A deeper setback to the corner allows for more extensive landscaping and improves the sight lines for vehicles navigating the corner.



- The design of the building and landscaping along Burrows Road and Canal Road creates an attractive public realm, provides significant benefits for the general public, and discourages antisocial behaviour. Elsewhere, the design creates optimal conditions for inhabitants and supports a safe, comfortable and enjoyable experience.
- The commercial office complex located at the north-eastern end of the site, away from the noisy roads at the opposite end of the site, and has been designed to offer all building occupants a flexible office environment with shared amenities including: end of trip facilities, gymnasium and a café on the upper level.
- The office façade design includes a four-storey glazed curtain wall screened with vertical aluminium blades for shading, permitting good levels of natural light all day long and providing views of the Alexandra Canal and towards the Sydney CBD from the upper levels.

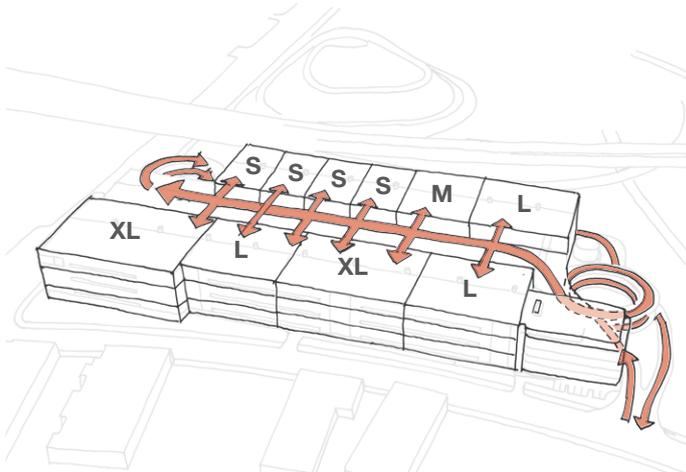
## 05 Design Options Analysis

### Better Working - Functional , Efficient, and Fit For Purpose

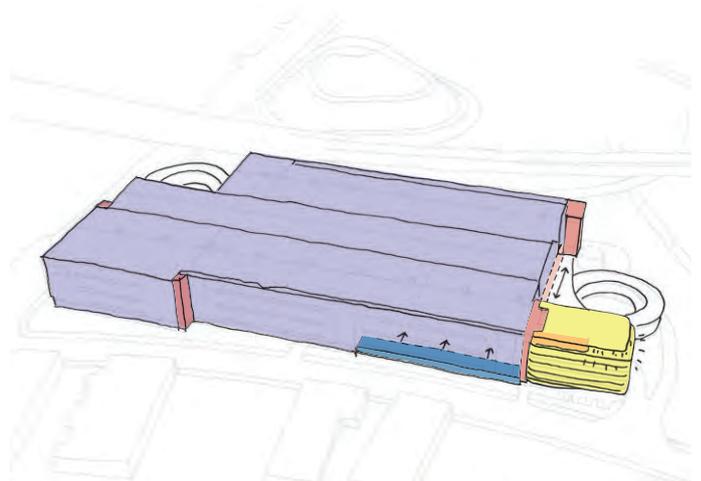
**Functional** – designed to be practical and purposeful

**Efficient** – constructed and functions with minimal wasted effort

**Fit For Purpose** – works according to its intended use



- The design supports the proposed use in an optimal and efficient manner which enables the required activities to be easily performed. The plan arrangement is based on a central vehicular circulation zone with warehouse units accessed on either side of this with vertical vehicle circulation at each end. This is a very efficient arrangement which minimises vehicle conflicts and also permits the building edges to be fenestrated.
- The design encourages adaptability and flexibility and permits users and functional requirements to change over time, by providing a number of different warehouse sizes that cater to a variety of different users, rather than just catering to a single user type. The fact that the office accommodation is distinct from the warehouse areas, connected by a core means that the allocation of warehouses to tenants is completely flexible.



- The design and arrangement of spaces supports working, relaxing and social interaction, and does not constrain these activities, as there is a clear distinction and definition between different functions. The warehousing areas are separated from working, social and leisure spaces by the circulation core. The gym is discreetly located and is adjacent to showers and car park. The café is located adjacent to the roof terrace.
- The design supports both formalised activities, as well as informal or spontaneous ones. The layout and configuration of both the offices and the warehouses is structured and pragmatic, with the main circulation core located between these, giving users access to appropriate spaces as they need them. The location of the café is adjacent to the roof terrace spill out areas, which allows these spaces to be used in a more informal way.

**Better Look and Feel - Engaging, Inviting and Attractive**

**Engaging** – draws people in with features that generate interest

**Inviting** – welcoming to visitors, community and individuals

**Attractive** – aesthetically pleasing, or appealing, inviting, engaging and attractive or more confronting visually will largely determine its value and usage by the community.

- The design provides a visually balanced form by using architectural elements that blend and enhance the architecture of the surrounding streetscape. Industrial finishes such as the vertical ribbed colorbond cladding, off form pre-cast concrete horizontal glazing, and aluminium louvres work together to provide a consistent architectural language with a balance of materials, finishes, proportions and details.
- The 5m high porte-cochere provides a definitive street address and adds a civic scale to this end of the building. The upper floor façade and roof overhang has been setback in order to reduce the visual scale of the office, and to provide a large outdoor area with extensive views of the city.
- The elevational treatment at each end of the building is different to the middle section, and creates a distinctive presence at these highly visible corners.

**Better Value - Creating and Adding Value**

**Creating Value** – conceiving and designing in new opportunities to a building, place or space for increased social, economic and environmental benefits to the community

**Adding Value** – leveraging and building on the existing characteristics and qualities of a building place or space to increase social, economic and environmental benefits to the community

- The proposal maximises the site's ability to provide more job opportunities for the precinct whilst maximising the amount of businesses that can occupy the space.
- The proposal maintains the industrial functionality of the existing building and its surrounding context but enhancing the quality of the industrial estate by providing a higher quality design which can potentially raise the standard for future industrial developments in the area.



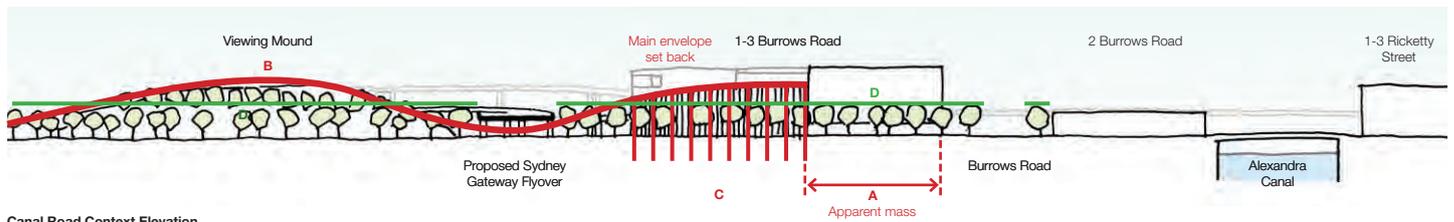
View of proposal from the corner of Canal Road and Burrows Road, looking North towards site



Proposed view of Burrows Road main entrance

## 05 Design Options Analysis

### 5.4 Streetscape Elevations Analysis



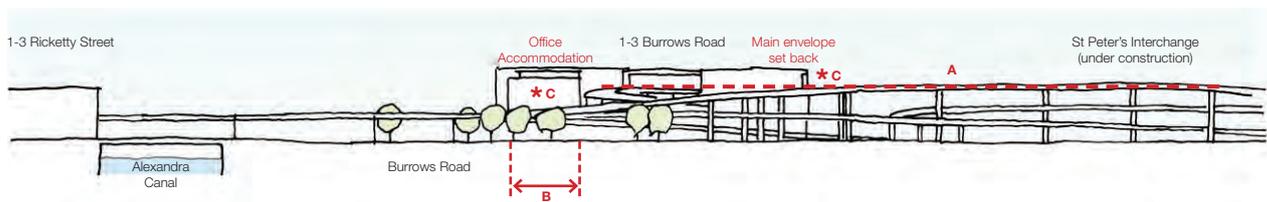
#### Canal Road Context Elevation

A - The apparent mass of the main three storey element of the building is broken down facing Canal Road as more than 50% of the main building envelope is set back from the street edge here. The spiral ramp is a full storey lower in this location.

B - The form of the spiral ramp is analogous to the curvature of the viewing mound in form and it's height relationship.

C - Visually, the spiral ramp element is broken up by vertical screening, which references the rhythm of the tree lined street edge, whilst maintaining ventilation.

D - Retention of viable street trees, along with the provision of new street trees helps to maintain the continuity of the tree lined street edge along Canal Road and provide screening to the elevations.

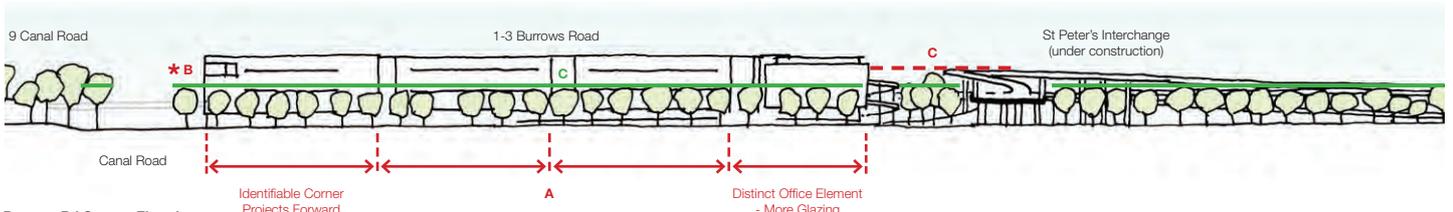


#### North Context Elevation

A - The floor to floor heights in the new building are related to the clearances and structural zones required for the heavy vehicles that will be using the facility. There is a direct relationship between the heights of the new spiral ramps and the St Peter's Interchange.

B - The apparent mass of the northern elevation is broken down as the majority of the main building envelope is set back with only the office element projecting forward. As a result of this setback the office spaces all receive good light levels all day round. The upper levels also benefit from views towards the CBD and across the St Peter's Interchange towards Sydney Park.

C - The visibility of the building from the St Peter's Interchange presents opportunities to provide identifiable features.



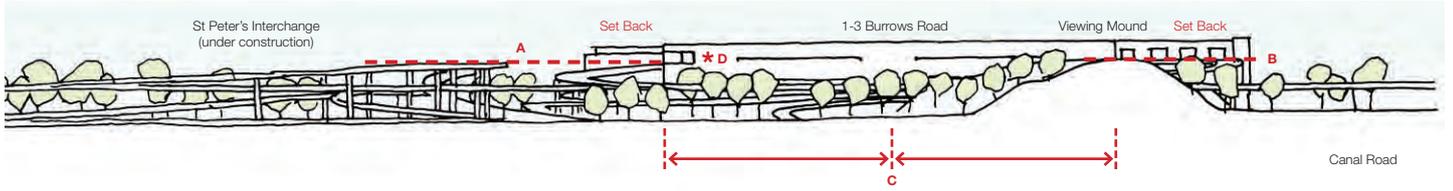
**Burrows Rd Context Elevation**

A - The bulk and length of the building is broken down through articulation of its distinct parts, which reflects the function in a particular location. This is achieved through the material changes and setbacks along the length of the facade. Vertically the building has a clear, base, middle and top, with individual floor levels identifiable through the location of the horizontal bands of windows.

B - The visibility of the building from Canal Road presents opportunities to provide identifiable features on this corner.

C - The height of the proposal is in keeping with the heights of the St Peter's Interchange and provides an adequately scaled elevation along the length of Burrows Road which acts as a buffer between the public realm and this new significant infrastructure.

D - Retention of viable street trees, along with the provision of new street trees helps to maintain the continuity of the tree lined street edge along Burrows Road and provide screening to the elevations.



**West Context Elevation**

A - The height of the proposal is in keeping with the heights of the St Peter's Interchange.

B - There is a direct height relationship between the viewing mound and the proposed spiral ramp.

C - The bulk and length of the building is broken down through articulation of its distinct parts, which reflects the function in a particular location. This is achieved through the material changes and setbacks along the length of the facade. Vertically the building has a clear, base, middle and top, with individual floor levels identifiable through the location of the horizontal bands of windows.

D - The visibility of the building from the St Peter's Interchange presents opportunities to provide identifiable features.

## 05 Design Options Analysis

### 5.5 Key Views Analysis

View 1 depicts the proposal as seen on approach from the Canal Road bridge which crosses the Alexandra Canal. The Sydney CBD can be seen in the distance on the far right of the image.

The new WestConnex bridge over the canal can also be seen here, which ramps up towards the site and passes behind the proposed building. The mass and height of the building is in keeping with the scale of the St Peters interchange and blocks the view of this significant road structure.

Given that the building fronts onto Burrows Road, which is one street back from the edge of the canal, rather than on the canal itself, the perceived mass is substantially broken down by the foreground elements, such as buildings that front onto the canal and trees, including existing trees that will be retained along Burrows Road. These existing trees will also be supplemented with additional new ones, creating a continuous tree lined edge to Burrows Road, and also masking and breaking down the scale of the proposed building.

The perceived length of the building has been reduced by dividing the Burrows Road elevation up into distinct elements that relate to the function of the building in a particular area. Articulation of the massing, combined with changes in materiality help to define these elements and create a richness in the streetscape.

The proposal has no impact on the view of the Sydney CBD from the Canal Road bridge.



**View 1 Existing** - View from Canal Road bridge, looking North towards the city



**View 1 Proposed** - View of proposal from Canal Road bridge, looking North towards the city



**View 2 Existing** - View from Canal Road, looking North-West towards site



**View 2 Proposed** - View of proposal from Canal Road, looking North-West towards site

**Canal Road Approach from the South**

View 2 depicts the proposal as seen when approaching the Burrows Road and Canal Road intersection from the south. Being located on a main arterial road which forms one of a limited number of links across the Alexandra Canal, the proposal forms a significant landmark and gateway into the existing industrial precinct.

The massing of the proposed building at the junction of Burrows Road and Canal Road is articulated and distinct from the rest of the building given its visual prominence at this intersection. Whilst the height of the proposed building is substantially higher than the existing buildings opposite on Burrows Road, it is in keeping with the scale of the St Peters Interchange, and provides an appropriately scaled street edge that provides a visual barrier to the Interchange.

This view also demonstrates that even when compared to the existing modestly scaled buildings along Burrows Road, the building is not excessively tall, especially when considering the potential future context which at some point is likely to include larger scale development along the edge of the canal up to the 18m height envelope allowable by planning policy.



## 05 Design Options Analysis



**View 3 Existing** - View from the corner of Canal Road and Burrows Road, looking North towards site

### Corner of Canal Road and Burrows Road

View 3 is taken looking directly at the proposal from the Burrows Road and Canal Road intersection. This elevational treatment at this corner of the building is different to the rest of the building, and creates a distinctive presence at this highly visible corner. The building is clad here in vertical aluminium screens which add a depth and complexity to the building form, with the Goodman logo inset into the top quarter of the facade, creating a subtle distinction between the 'top' and 'middle', whilst the dark negative recessed band articulates the 'base' and creates a recessive backdrop for the new extensive landscaped perimeter that tuns around the entire building frontage.

Further along Burrows Road, external articulation of the main warehouse building has been achieved through the balance between vertical light and dark cladding combined with horizontal windows adding a human scale. The colorbond cladding including dark grey, and cool grey tones form the main colour palette. The proposed pattern of these colours express & articulate the form so as to minimise the scale of the development. Materials have been selected to reflect the industrial nature of the building including steel, metal cladding, glass and timber look aluminium. The warehouse walls have been designed to present a contemporary form where visible from public roads, reflecting its industrial function.



**View 3 Proposed** - View of proposal from the corner of Canal Road and Burrows Road, looking North towards site

Burrows Road is curved along its length, and whilst a minimum 6m setback from the boundary has been included along both Burrows Road and Canal Road, this setback is greater than 6m in a number of areas and up to 20m at the Burrows Road and Canal Road intersection. This has the effect of greatly reducing the perceived height of the building, and also provides adequate area to plant large trees to supplement the existing street trees that will be retained. These trees will further screen the building, as well as provide extensive new urban tree canopy area.





**View 4 Existing** - View from Canal Road, looking South-East towards site



**View 4 Proposed** - View of proposal from Canal Road, looking South-East towards site with new Sydney Gateway flyover

**Canal Road Approach from the North**

View 4 depicts the proposal as seen on approach from the north on Canal Road. The viewing mound which is currently under construction can be seen on the left of the image, and also the planned Sydney Gateway flyover which will cross Canal Road on the right of the image. These two new features are significant in scale, and as the proposed view demonstrates, the height and bulk of the proposal is not excessive in comparison.

The mass and bulk of the proposal is broken down on the Canal Road elevation by way of the main warehouse mass being split along the central axis of the building, and pushed back on one side, with the spiral ramp element occupying the space created. The height of the ramp element relates to the adjacent flyover structure, with its curved profile reminiscent of the form of the viewing mound opposite.

Like on Burrows Road, Canal Road will also be lined with street trees alongside the viewing mound, and this will be continued in front of the proposal on the other side of the new flyover. Again, these trees will provide significant screening along this edge of Canal Road.



**05 Design Options Analysis**



**View 5 Existing** - View from Burrows Road, looking South-West towards site



**View 5 Proposed** - View of proposal from Burrows Road, looking South-West towards site with new WestConnex flyover

**Burrows Road Approach**

View 5 depicts the proposal as seen on approach from the east on Burrows Road. The new WestConnex flyover which is currently under construction can be seen in the foreground with the proposed building visible behind it.

Similar to the Canal Road elevation, the mass and bulk of the building is broken up here by way of the office element of the building projecting forward from main warehouse mass. The apparent width of the building from this viewpoint is relatively narrow as a result. The height of the building here is in keeping with this new context, with the roof level broken down through the use of setbacks and softened through the incorporation of planting to the roof terrace area. The spiral ramp that sits along side / behind this can not be seen from this viewpoint as it is obscured by the WestConnex flyover that sits in front of it.

Again, new tree planting is planned along the street edge, which will be continued in front of the proposal on the other side of the flyover.





**View 6 Existing** - View of Burrows Road site entrance



**View 6 Proposed** - Proposed view of Burrows Road main entrance

**Burrows Road Site Entrance**

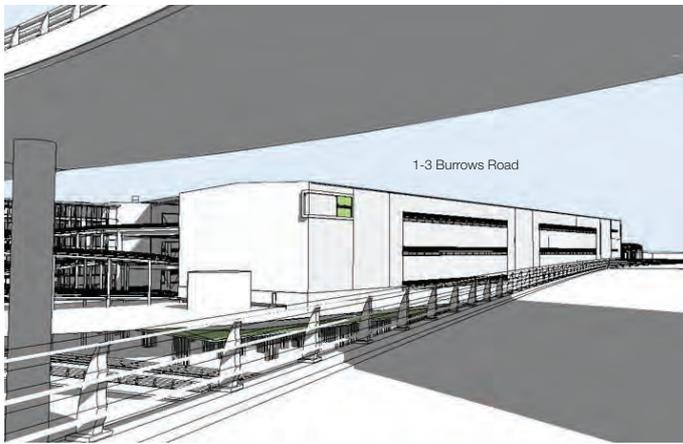
View 6 is taken looking directly at the proposal from the Burrows Road main entrance.

The office façade design includes a four-storey glazed curtain wall screened with vertical aluminium blades for shading. The timber look blades bookend the screen proposed along the south eastern corner and assist in articulating the corner. The screen has been further expressed in an asymmetric pattern, achieved by the simple use of additional members. The 5m high porte-cochere provides a definitive street address and adds a civic scale to this end of the building. The upper floor façade and roof overhang has been setback in order to reduce the visual scale of the office, and to provide a large outdoor area with extensive views of the city. This visually distinctive and attractive part of the building can be seen from the new WestConnex flyover and gives a 'landmark' quality to the building.

In a similar way to how the ramp on the Canal Road elevation relates to its context, The spiral ramp at this end of the building also relates to the adjacent interchange.



## 05 Design Options Analysis



**View 7 Proposed** - View of proposal from the St Peters interchange, currently under construction



**View 8 Proposed** - View of proposal from the St Peters interchange, currently under construction

### Views from St Peters Interchange

These computer generated images show the proposal viewed from the St Peters Interchange.





**View 9** - Image taken from Transport for NSW Sydney Gateway Link Web Portal



**View 10** - Image taken from Transport for NSW Sydney Gateway Link Web Portal

**St Peters Interchange - Context**

These computer generated images show the scale of the St Peters Interchange in relation to the site (proposal not modelled in these views)



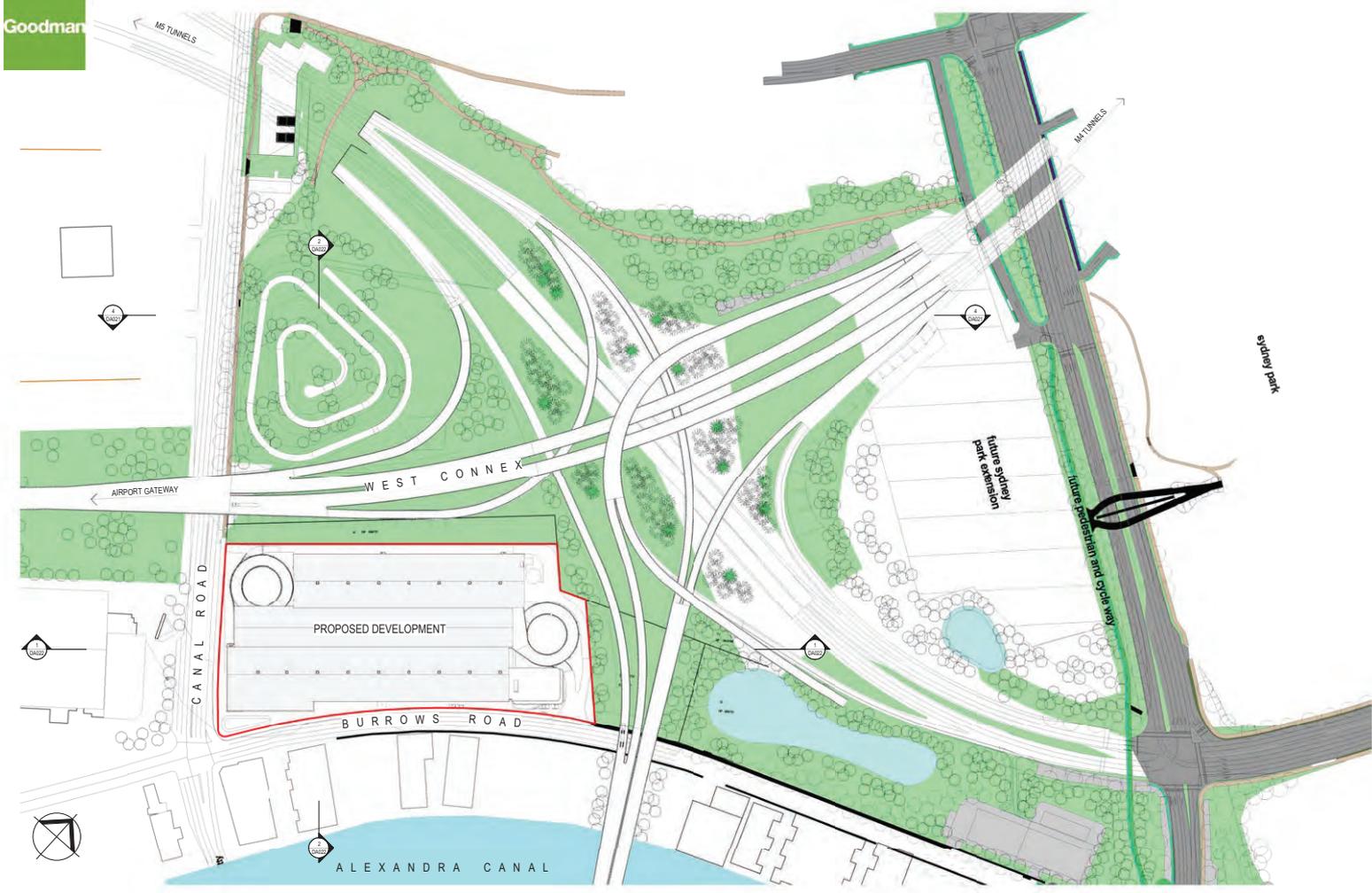


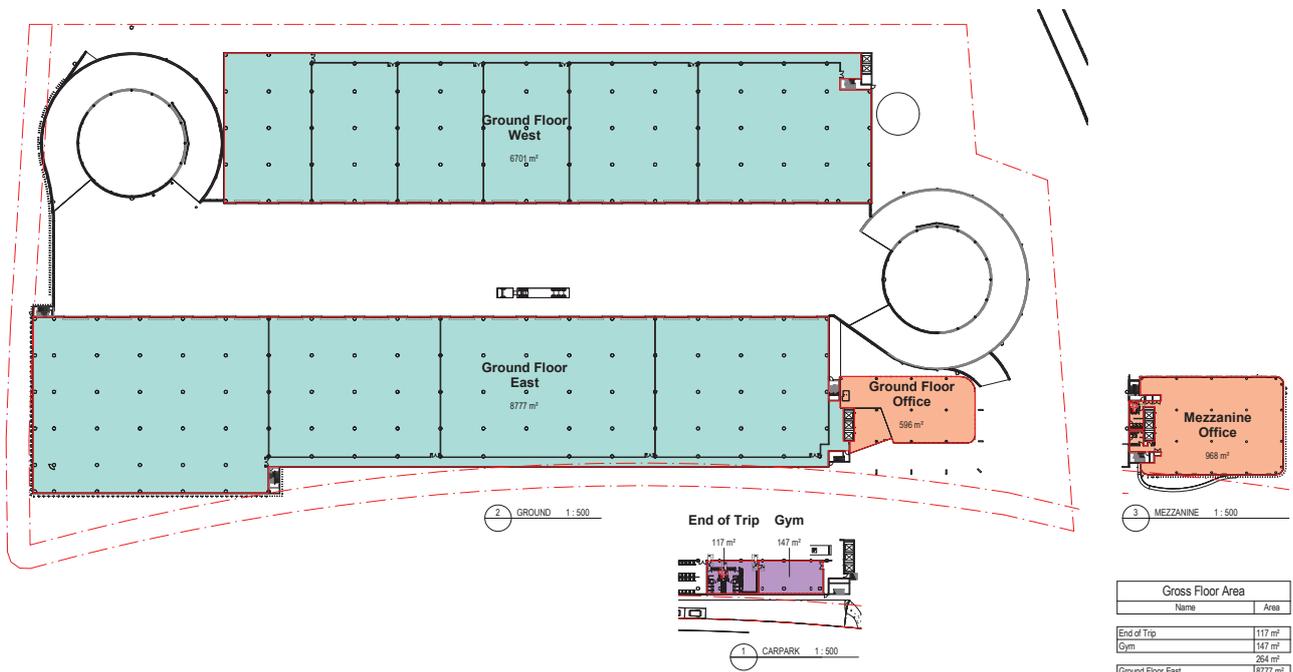
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Appendix A

A

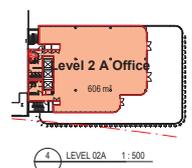
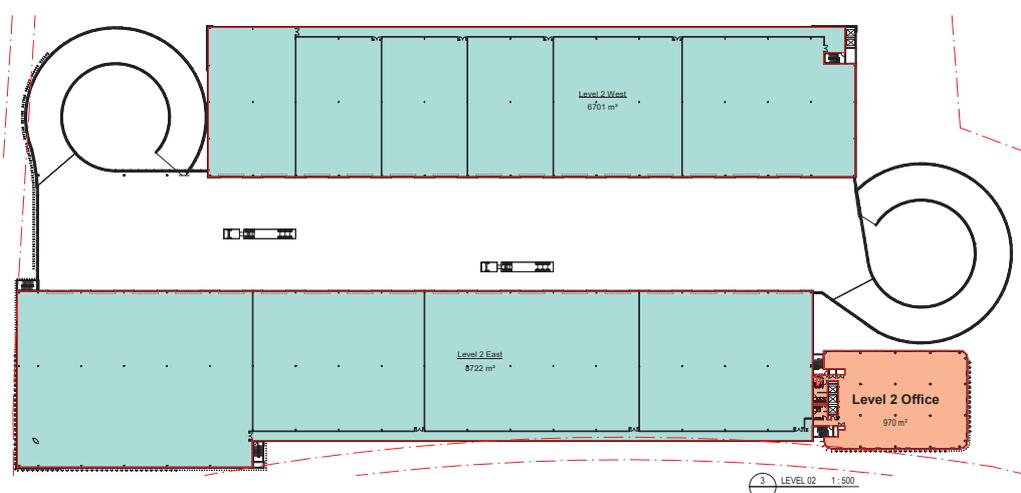
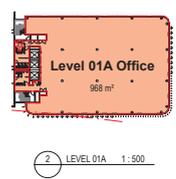
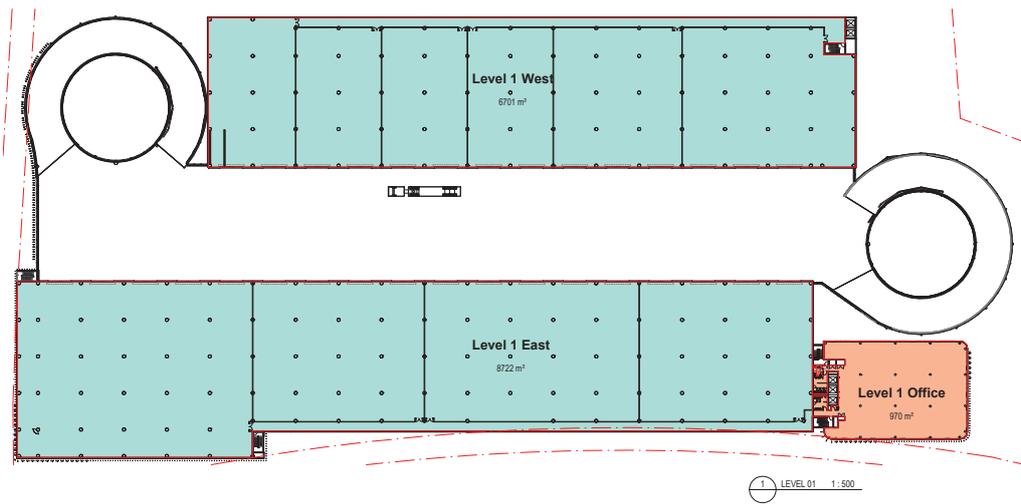




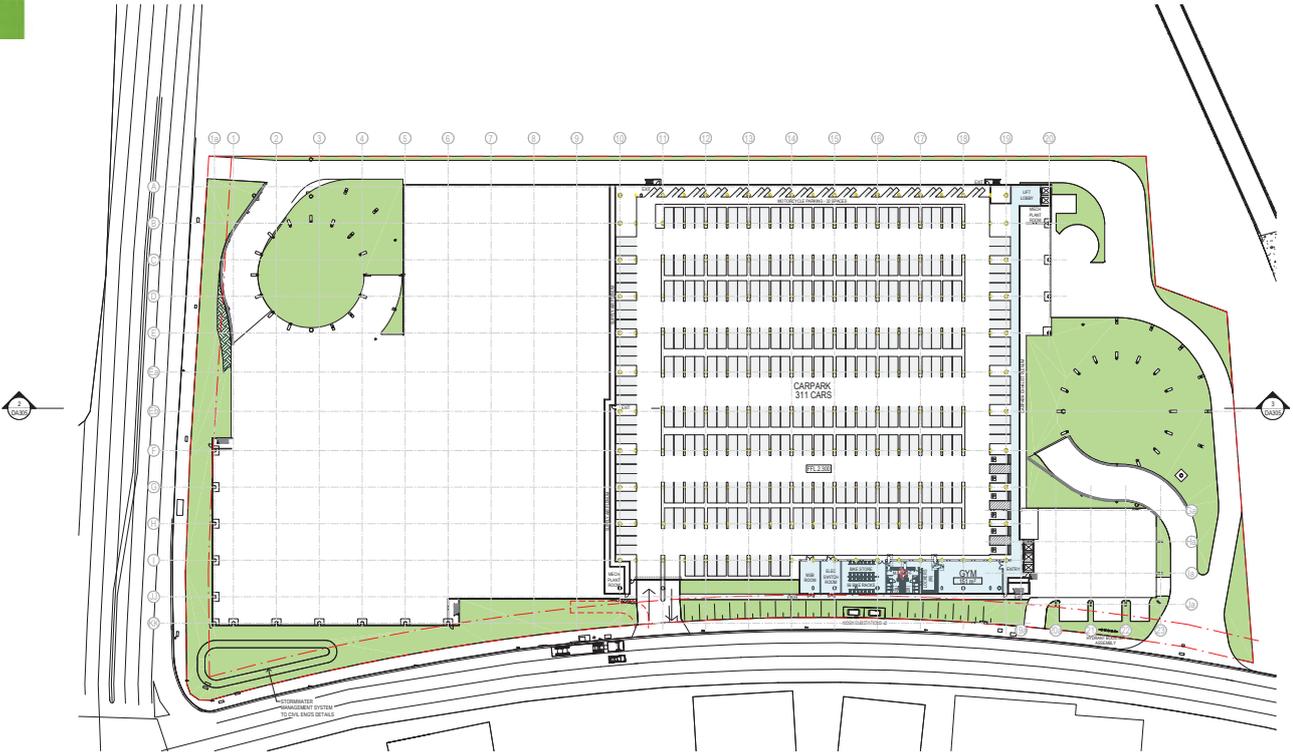


Gross Floor Area	
Name	Area
End of Trip	117 m²
Gym	147 m²
Ground Floor East	8777 m²
Ground Floor West	8701 m²
Level 1 East	8722 m²
Level 1 West	8701 m²
Level 2 East	8722 m²
Level 2 West	8701 m²
	46322 m²
Ground Floor Office	596 m²
Mezzanine Office	968 m²
Level 1 Office	970 m²
Level 2/A Office	968 m²
Level 2 Office	970 m²
Level 2 A Office	906 m²
	5078 m²
	51664 m²

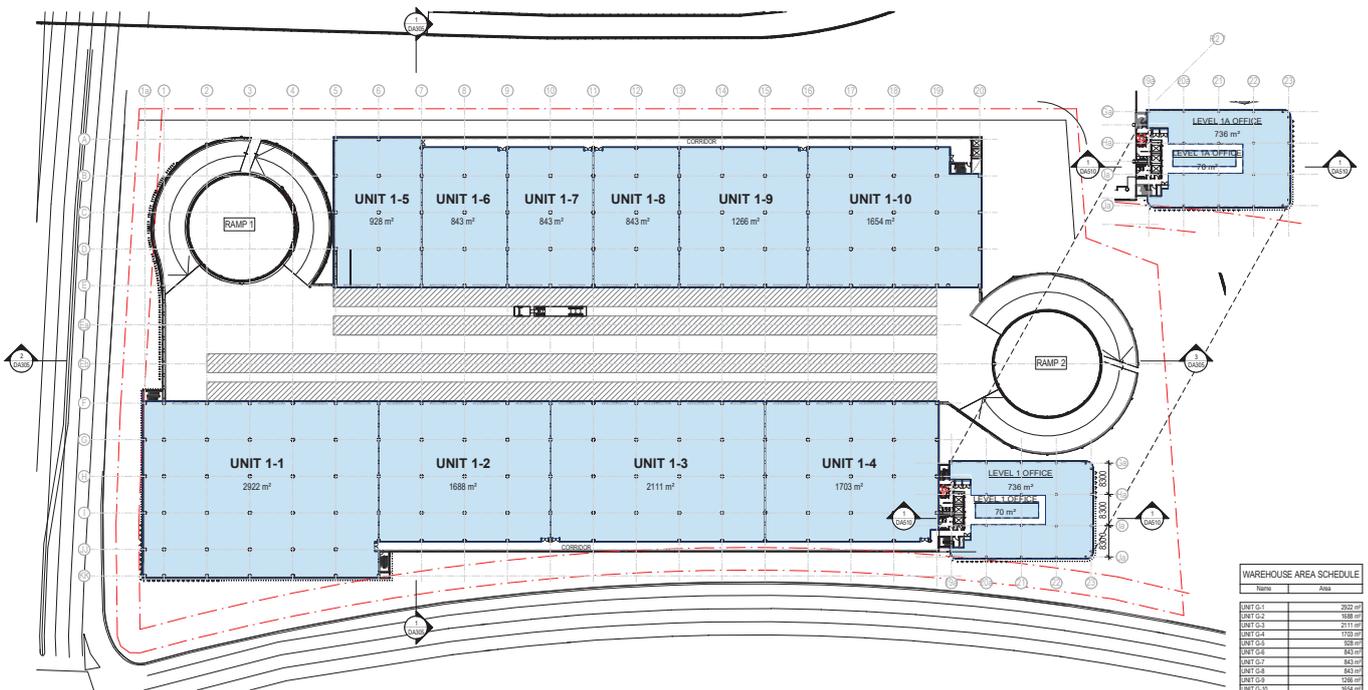




Gross Floor Area	
Name	Area
End of Trip	117 m²
Gym	147 m²
	264 m²
Ground Floor East	8777 m²
Ground Floor West	6701 m²
Level 1 East	8722 m²
Level 1 West	6701 m²
Level 2 East	8722 m²
Level 2 West	6701 m²
	46322 m²
Ground Floor Office	596 m²
Mezzanine Office	968 m²
Level 1 Office	970 m²
Level 01A Office	968 m²
Level 2 Office	970 m²
Level 2 A Office	606 m²
	5078 m²
	51664 m²







WAREHOUSE AREA SCHEDULE	
Name	Area
UNIT G-1	2922 m <sup>2</sup>
UNIT G-2	5588 m <sup>2</sup>
UNIT G-3	2111 m <sup>2</sup>
UNIT G-4	1703 m <sup>2</sup>
UNIT G-5	1688 m <sup>2</sup>
UNIT G-6	843 m <sup>2</sup>
UNIT G-7	843 m <sup>2</sup>
UNIT G-8	843 m <sup>2</sup>
UNIT G-9	528 m <sup>2</sup>
UNIT G-10	528 m <sup>2</sup>
GROUND F-10	1687 m <sup>2</sup>
UNIT F-1	2111 m <sup>2</sup>
UNIT F-2	1688 m <sup>2</sup>
UNIT F-3	2111 m <sup>2</sup>
UNIT F-4	1703 m <sup>2</sup>
UNIT F-5	1688 m <sup>2</sup>
UNIT F-6	843 m <sup>2</sup>
UNIT F-7	843 m <sup>2</sup>
UNIT F-8	843 m <sup>2</sup>
UNIT F-9	528 m <sup>2</sup>
UNIT F-10	528 m <sup>2</sup>
UNIT F-11	1688 m <sup>2</sup>
UNIT F-12	1688 m <sup>2</sup>
UNIT F-13	1688 m <sup>2</sup>
UNIT F-14	1688 m <sup>2</sup>
UNIT F-15	1688 m <sup>2</sup>
UNIT F-16	1688 m <sup>2</sup>
UNIT F-17	1688 m <sup>2</sup>
UNIT F-18	1688 m <sup>2</sup>
UNIT F-19	1688 m <sup>2</sup>
UNIT F-20	1688 m <sup>2</sup>
UNIT F-21	1688 m <sup>2</sup>
UNIT F-22	1688 m <sup>2</sup>
UNIT F-23	1688 m <sup>2</sup>
UNIT F-24	1688 m <sup>2</sup>
UNIT F-25	1688 m <sup>2</sup>
UNIT F-26	1688 m <sup>2</sup>
UNIT F-27	1688 m <sup>2</sup>
UNIT F-28	1688 m <sup>2</sup>
UNIT F-29	1688 m <sup>2</sup>
UNIT F-30	1688 m <sup>2</sup>
LEVEL G-10	4402 m <sup>2</sup>

OFFICE AREA SCHEDULE	
Name	Area
GROUND FLOOR OFFICE	807 m <sup>2</sup>
MEZZANINE OFFICE	736 m <sup>2</sup>
LEVEL 1 OFFICE	736 m <sup>2</sup>
LEVEL 2 OFFICE	736 m <sup>2</sup>
LEVEL 3 OFFICE	736 m <sup>2</sup>
LEVEL 4 OFFICE	736 m <sup>2</sup>
LEVEL 5 OFFICE	736 m <sup>2</sup>
LEVEL 6 OFFICE	736 m <sup>2</sup>
LEVEL 7 OFFICE	736 m <sup>2</sup>
LEVEL 8 OFFICE	736 m <sup>2</sup>
LEVEL 9 OFFICE	736 m <sup>2</sup>
LEVEL 10 OFFICE	736 m <sup>2</sup>
LEVEL 11 OFFICE	736 m <sup>2</sup>
LEVEL 12 OFFICE	736 m <sup>2</sup>
LEVEL 13 OFFICE	736 m <sup>2</sup>
LEVEL 14 OFFICE	736 m <sup>2</sup>
LEVEL 15 OFFICE	736 m <sup>2</sup>
LEVEL 16 OFFICE	736 m <sup>2</sup>
LEVEL 17 OFFICE	736 m <sup>2</sup>
LEVEL 18 OFFICE	736 m <sup>2</sup>
LEVEL 19 OFFICE	736 m <sup>2</sup>
LEVEL 20 OFFICE	736 m <sup>2</sup>
LEVEL 21 OFFICE	736 m <sup>2</sup>
LEVEL 22 OFFICE	736 m <sup>2</sup>
LEVEL 23 OFFICE	736 m <sup>2</sup>
LEVEL 24 OFFICE	736 m <sup>2</sup>
LEVEL 25 OFFICE	736 m <sup>2</sup>
LEVEL 26 OFFICE	736 m <sup>2</sup>
LEVEL 27 OFFICE	736 m <sup>2</sup>
LEVEL 28 OFFICE	736 m <sup>2</sup>
LEVEL 29 OFFICE	736 m <sup>2</sup>
LEVEL 30 OFFICE	736 m <sup>2</sup>
CASE	180 m <sup>2</sup>
TOTAL	4187 m <sup>2</sup>

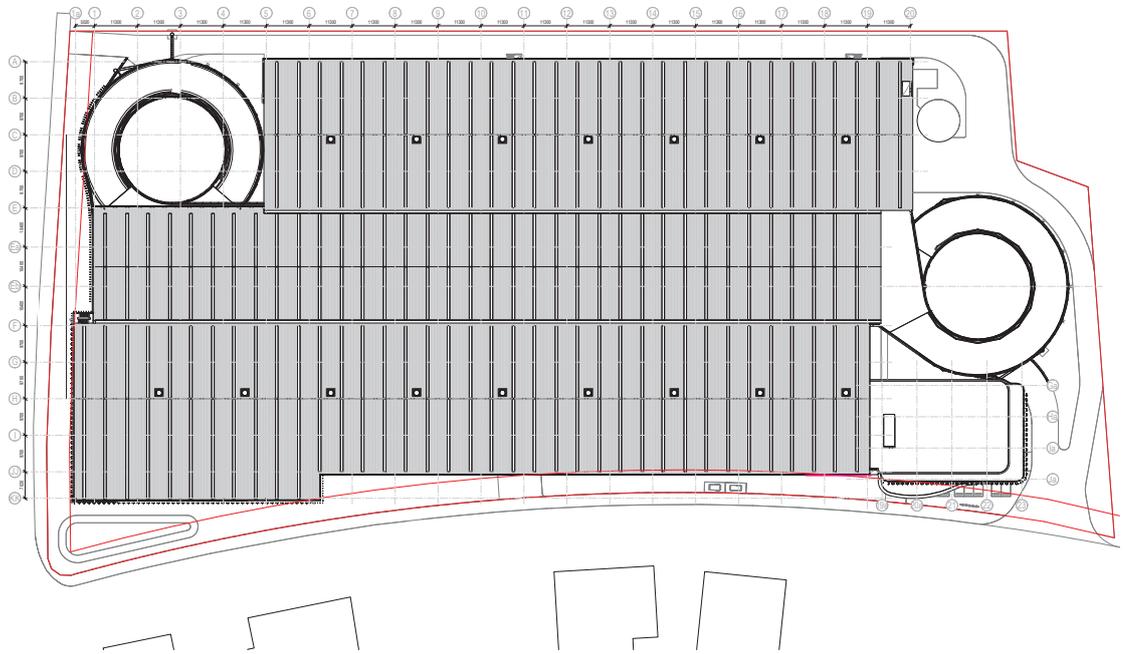
**PRELIMINARY**



Burrows Industrial Estate      Multilevel Industrial Facility  
 1 - 3 Burrows Road, Alexandria

**LEVEL 1**      1:500 @ A1  
 1:1000 @ A3      DA203 (7)  
 10/02/20      Job No 19211





1 ROOF PLAN 1:500

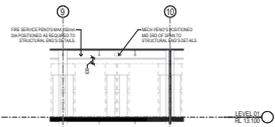


Burrows Industrial Estate  
1 - 3 Burrows Road, Alexandria

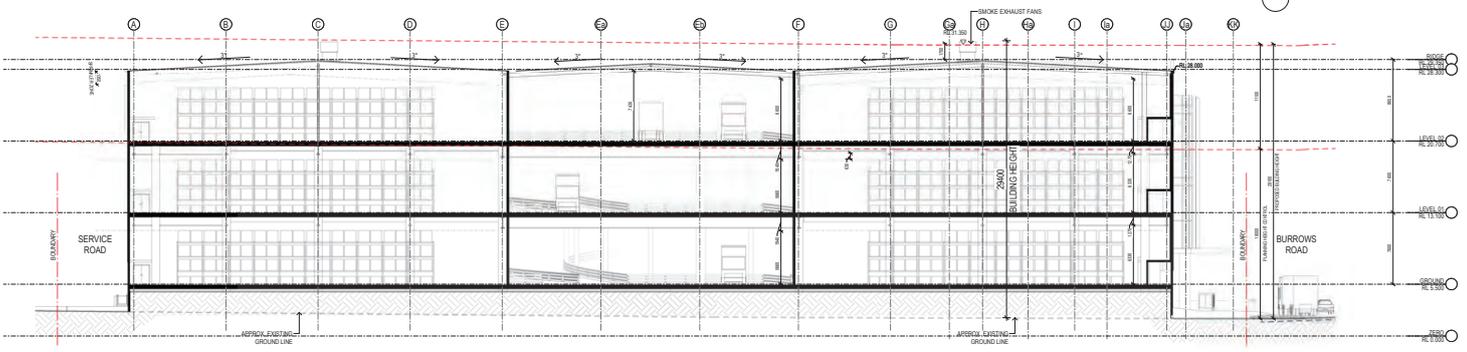
Multilevel Industrial Facility

ROOF PLAN

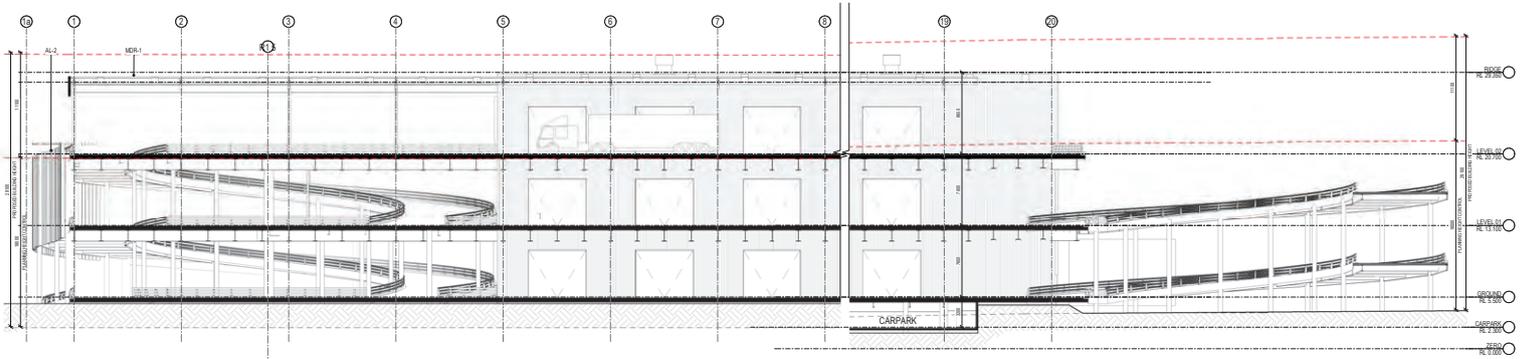
DA206 (4)  
12/11/19  
Job No 19211



④ RACKING SECTION 1:200



① SECTION 1 1:200



② SECTION 2 1:200



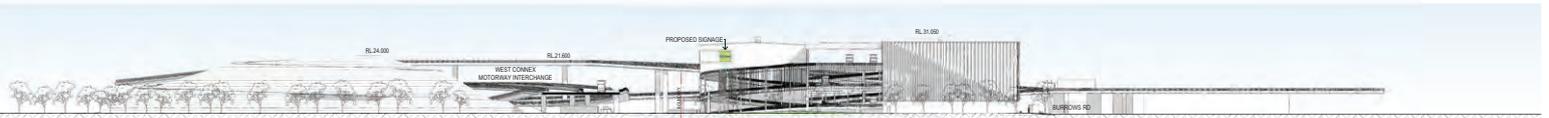
Burrows Industrial Estate  
1 - 3 Burrows Road, Alexandria

Multilevel Industrial Facility

SECTIONS

DA305 (8)  
10/02/20  
Job No 19211





1 SOUTH-CANAL RD CONTEXT ELEVATION 1:700



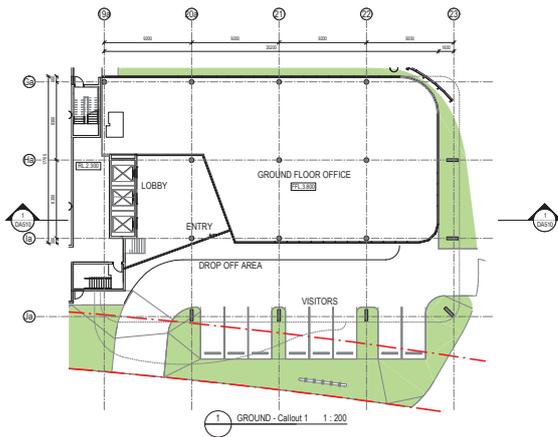
2 NORTH CONTEXT ELEVATION 1:700



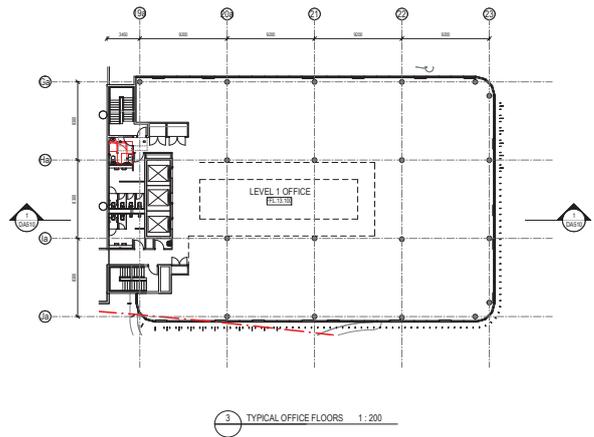
3 EAST-BURROWS RD CONTEXT ELEVATION 1:700



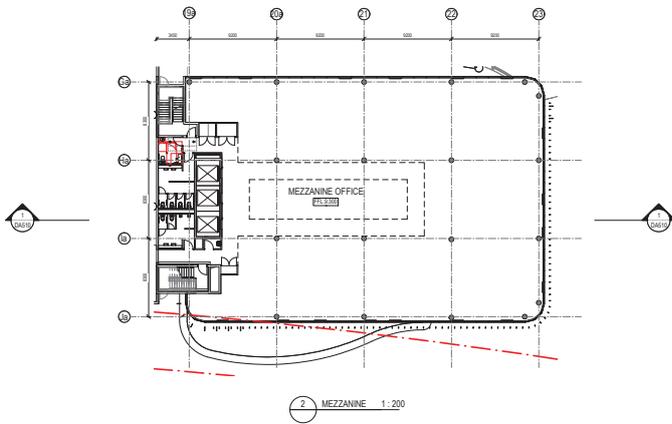
4 WEST CONTEXT ELEVATION 1:700



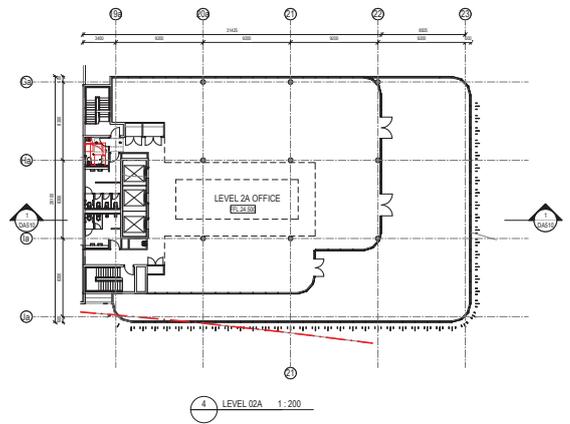
1 GROUND - Callout 1 1:200



3 TYPICAL OFFICE FLOORS 1:200

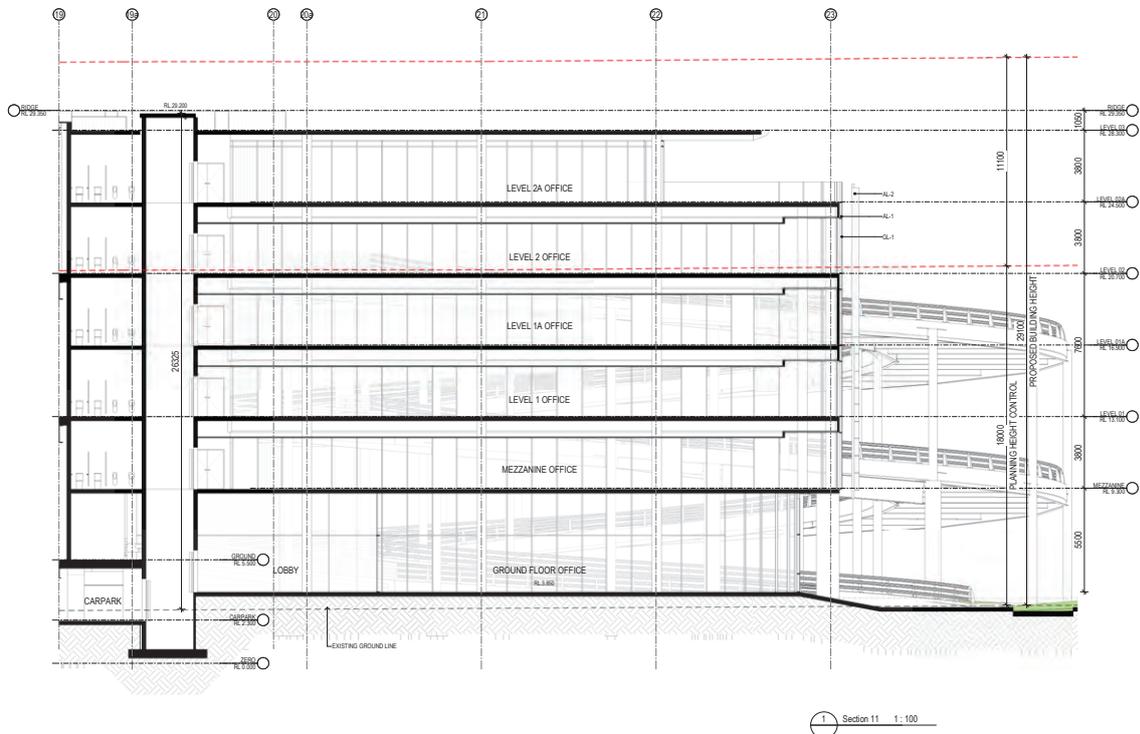


2 MEZZANINE 1:200



4 LEVEL 2A 1:200





1 Section 11 1:100



Burrows Industrial Estate  
1 - 3 Burrows Road, Alexandria

Multilevel Industrial Facility

OFFICE SECTIONS

DA510 (2)  
12/11/19  
Job No 19211



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Appendix B

B



Burrows Industrial Estate  
**Landscape Planning Proposal**  
February 2020

## Contents

1. Landscape Statement
2. Frontages
2. Typical Section
3. Internal Landscape
4. Water Management
5. Staff Amenities Area
6. Tree Retention & Removal



## Landscape Statement

This landscape report is to accompany the planning proposal for the site at 1-3 Burrows Rd, Alexandria 2015.

The landscape design aims to:

- Provide a sustainable landscape outcomes, such as; low water use species, sustainable and local hardscape materials,
- Aid in retaining and protecting as many existing trees as possible
- Investigate water life cycle (WSUD) where possible, such as rainwater harvesting
- Provide amelioration of views in/ out of site through planting design and specification
- Create an attractive, and amenable working environment
- Create and add to local ecology, through introduction of flora
- Adhere to relevant guidelines and controls.

**Frontages**



**Internal Landscape**



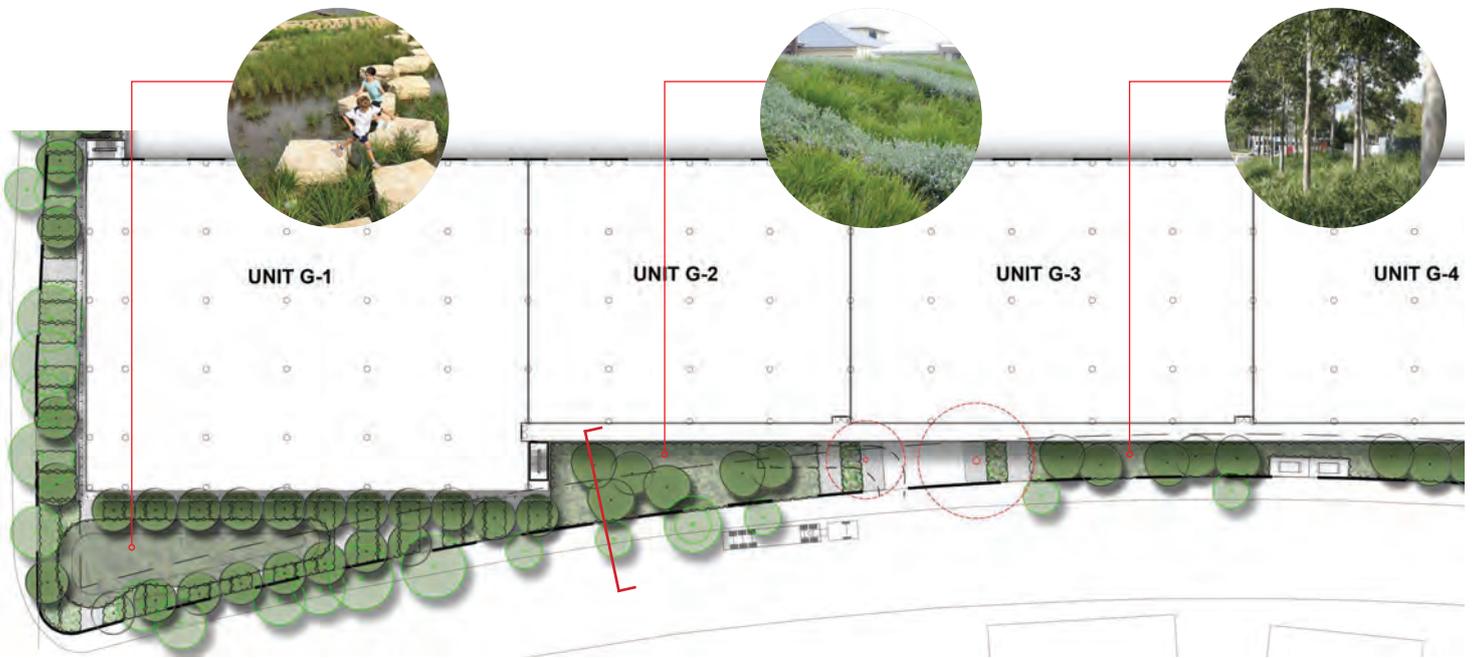
**Staff Amenities Area**



## Frontages

The landscape frontages, particularly with this site, are an important element of the external/ landscape design aiding in:

- Visually Softening built form
- Creating a green setback from street (6m)
- Adding to the overall 'greening' of the site
- Accommodating water detention ponds
- Provide a range of planting design to create legibility to the site

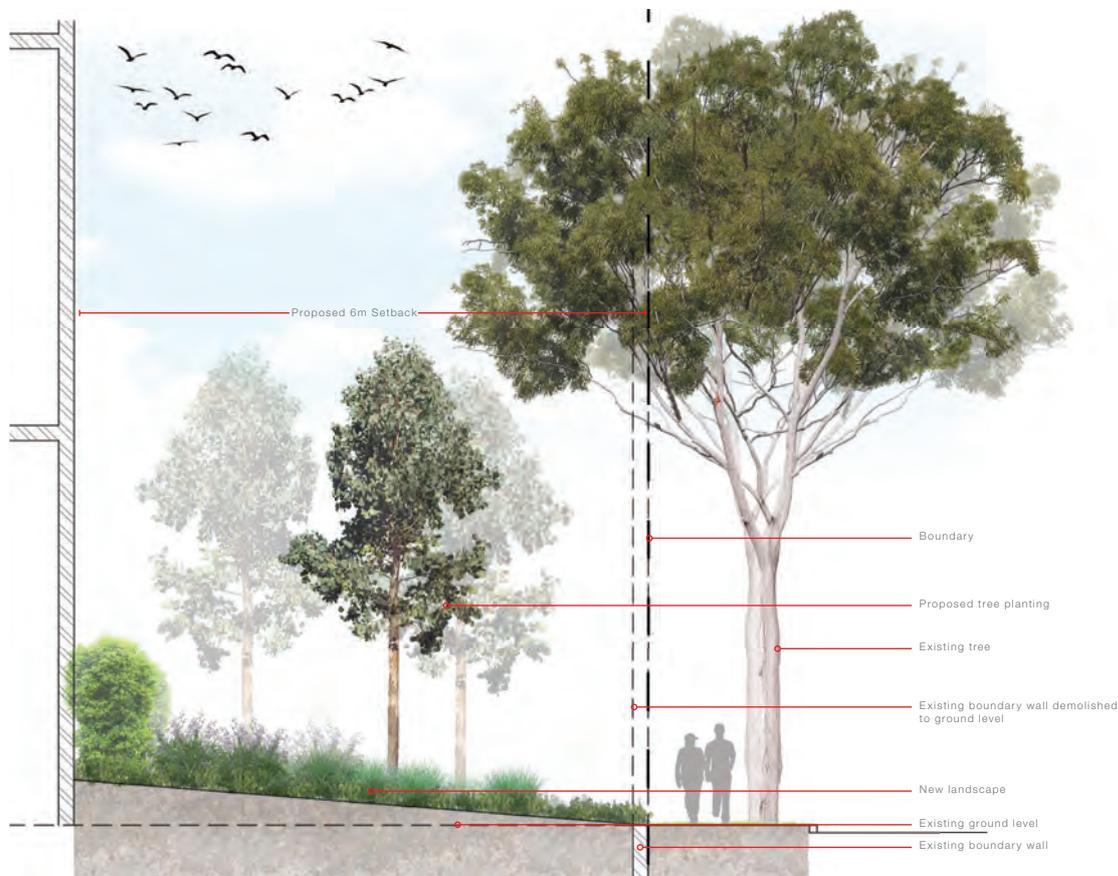


Scale 1:300 @A3



## Typical Section

Due to many existing trees occurring, on or near (inside and outside) the property line, the newly proposed landscape frontage shall be carefully designed to ensure long term survival and health of existing trees.



Proposed trees & understory planting



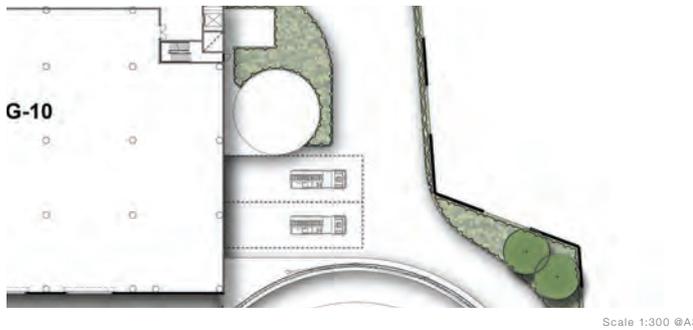
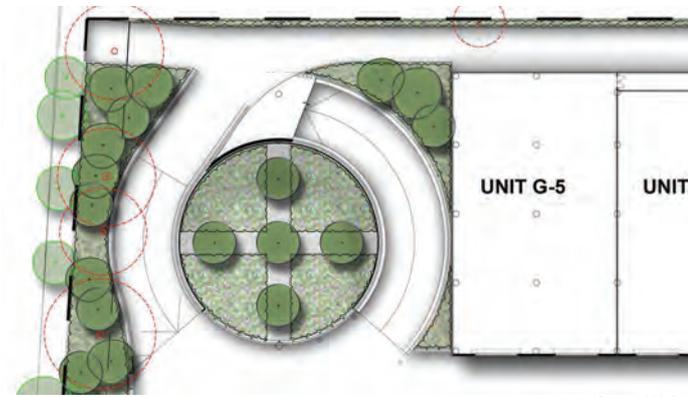
Presentational planting



## Internal Landscape

Balance of internal landscape areas, are to be utilised effectively to;

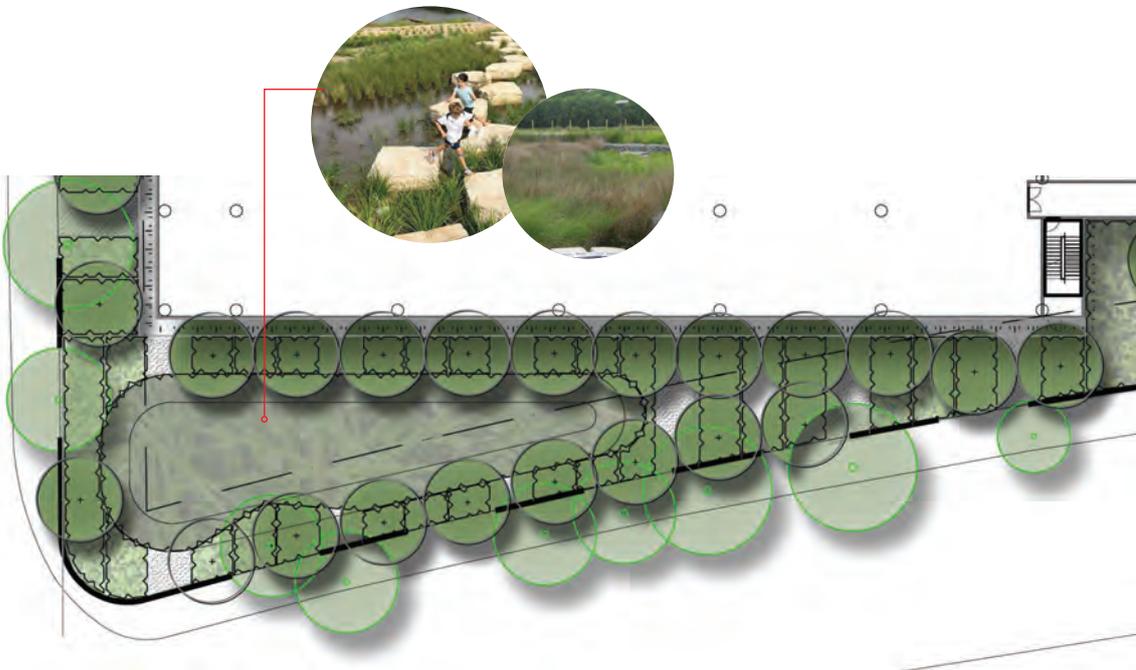
- Create further tree canopy
- Creation of 'green' outlooks, particularly from buildings
- Landscape buffer to neighbouring properties
- Potentially more isolated/ quiet amenity zones for employees



## Water Management

Within the landscape design, investigation WSUD options shall be incorporated.

- Detention/ Retention systems (as shown); potential for amenity to be incorporated into these areas
- Rain gardens/ Bio swales: localised stormwater; particularly in carpark
- Rainwater harvesting: Due to the nature of the built form, a large amount of roof area is available for irrigation and/ or grey water reuse
- Passive irrigation



## Staff Amenities Area

Well designed external amenity areas shall be created within the site. Comprising of the following attributes:

- Ample seating
- Dining facilities
- Attractive, durable, high quality finishes
- Shade amenity
- Where possible, a choice and scale of amenity areas/zones
- In general, areas that foster, relaxation, interaction, and areas that are desired to be used



## Tree Retention & Removal

The diagram below, shows the proposed tree retention v removal. As shown, the retention proportion is reasonably high. Due to the proposed setback building line, and the existing build form creating a root barrier, this retention of frontage / street trees is achieved. (see typical sections)





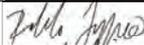
**GHD**

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**Document Status**

REV NO.	AUTHOR	REVIEWER		APPROVED FOR ISSUE		
		NAME	SIGNATURE	NAME	SIGNATURE	DATE
A	Various	S Robinson		R Timpano		11th Feb 2020
B	Various	S Robinson		R Timpano		25th Feb 2020
C	Various	S Robinson		R Timpano		4th March 2020

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