

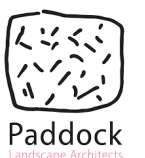
Urban Design / Context Report

263-273 & 273A Coward St Mascot
& 76-82 Kent Rd Mascot

Prepared on behalf of
Perpetual Corporate Trust Limited
as the trustee of the LMLP 1 & 2 Trust
Revision D
October 2023

LOGOS

**Lacoste +
Stevenson**
urban design - architecture - interiors



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1.0 The Site

1.1 The Site

This Urban Design Report has been prepared on behalf of Perpetual Corporate Trust Limited as the trustee of the LMLP 1 & 2 Trust in support of a Planning Proposal request at 263-273 and 273A Coward Street and 62-86 Kent Road, Mascot. The site is referred to as QF1 and QF2 denoting the two proposed buildings on the site.

The Proponent is seeking to amend the Bayside Local Environmental Plan 2021 to increase the maximum floor space ratio (FSR) from 1.2:1 to 2:1 and introduce site-specific additional permitted uses including Office Premises and Cafe or Restaurant under Schedule 1.

The amendment to the FSR would enable the redevelopment of the site to deliver critically needed industrial floor space close to Sydney Airport, Port Botany and the Sydney Central Business District. The concept scheme for the site includes:

- Staged demolition of existing buildings/structures and hardstand areas and site preparation works.
- Staged construction, fit out and operation of warehouse and distribution centre buildings with complementary office and retail uses.
- Other associated works including landscaping, at-grade parking and general site improvements.
- Provision for building identification signage, and public art opportunities on the building elevations.



1.2 Site Context

The site is situated directly to the north of the Port Botany freight rail corridor, Qantas Drive and Sydney Airport. To the east on Kent Road is Dnata (airline catering), to the west DHL distribution centre separates the site from Alexandria canal. To the north are low rise industrial uses. East of Kent road is a high-density residential and commercial zone.

The site is located 400m from Mascot train station and Bourke Rd and 600m from O’Riordan Street. The site is well serviced by rail, bus and car networks.

Mascot Park, located on the corner of Coward and O’Riordan Streets caters for both regional sports and passive, recreational activities.

The site has a total frontage of approximately 430 metres to Coward Street along its northern boundary. The site also benefits from a direct frontage to Kent Road which comprises approximately 105 metres along the eastern frontage. Port Botany rail freight line runs along the southern boundary of the site. The Qantas Service Road provides direct access from Kent Road to Sydney Airport airside via a private bridge link over the freight line and Qantas Drive.

The site is close to Qantas Drive which provides local and regional access to the site via O’Riordan Street and Bourke Road and access to the Sydney Gateway road network. It is also accessible via Mascot Train Station, which is approximately 600 metres to the east of the site. Bus stops are located approximately 300 metres to the east of the site on Coward Street providing connections to Sydenham and Randwick via the 358 bus route.

The site links directly into bicycle networks connecting the Airport, Tempe, St Peters and Sydney Park to the site.



1.3 View Analysis

Views from the Site

Views from the site will primarily be experienced from the commercial tenancies on Coward Street. These views will look north to the existing tree canopy lining Coward Street and beyond towards Sydney Park and the Sydney CBD.

It is noted that the neighbouring lots surrounding the site to the North, East, West, and Southeast are all zoned for a 44m permissible height. As a result of the zoning, it is likely that views in these directions will be mitigated by future development.

The views from the southern areas of the site overlook Sydney Airport and beyond to Botany Bay and Kurnell peninsula.

Views to the Site

Views to the site will also be subject to development in time on surrounding sites zoned for 44m permissible height limit.

The proposed development site will be visible from distant locations including the Sydney CBD and Sydney Park in the north. It is relatively screened from the east by the existing built form within the Mascot urban centre. However, as there is not yet any existing built form to the western edge and directly to the north of the site, the project site is visible from the north and west. The size of the airport land holding to the south, and the flat topography, limits views from the south.



VIEW FROM SYDNEY PARK



VIEW FROM ST PETERS INTERCHANGE

1.3 View Analysis



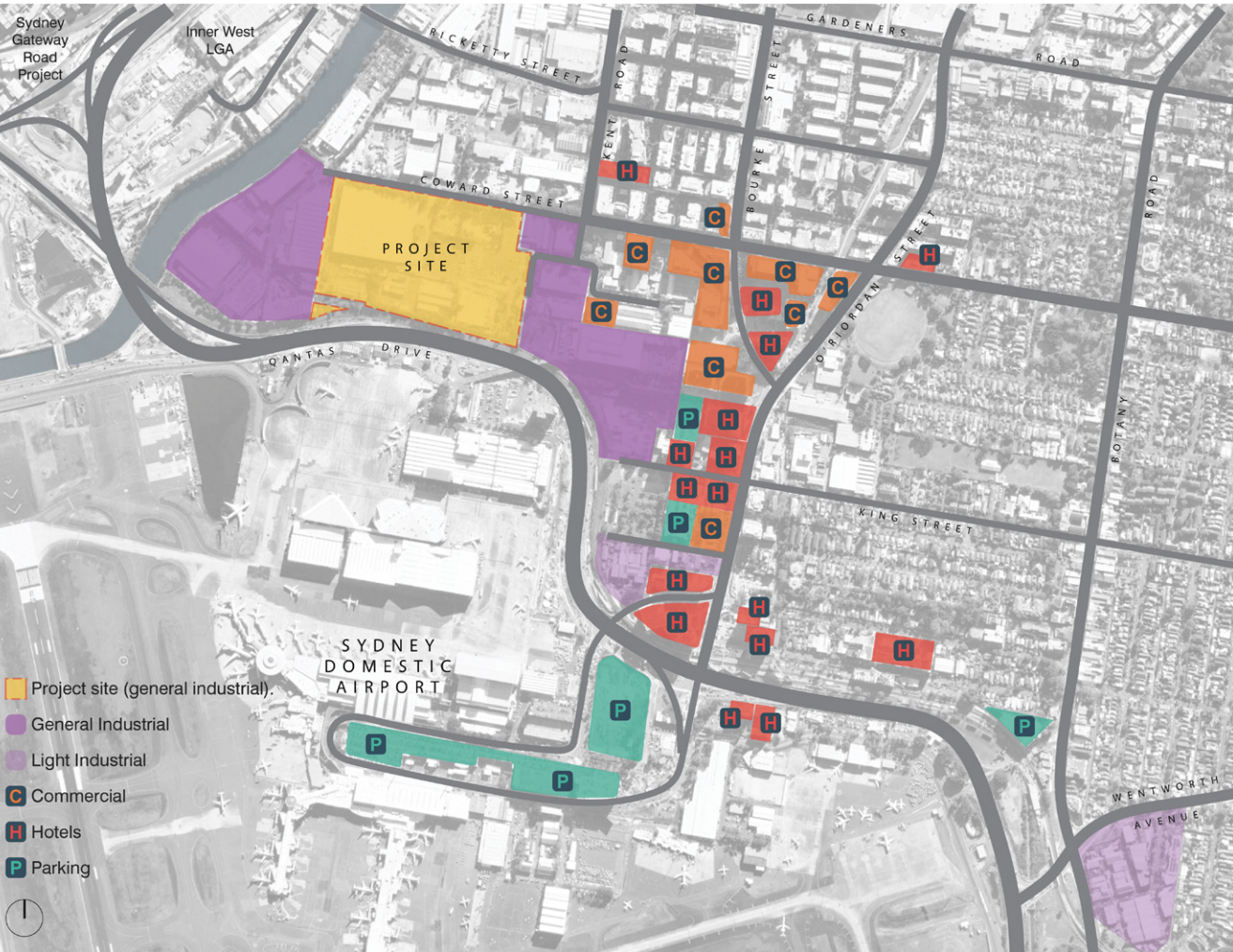
VIEW FROM SYDNEY INTERNATIONAL AIRPORT TERMINAL



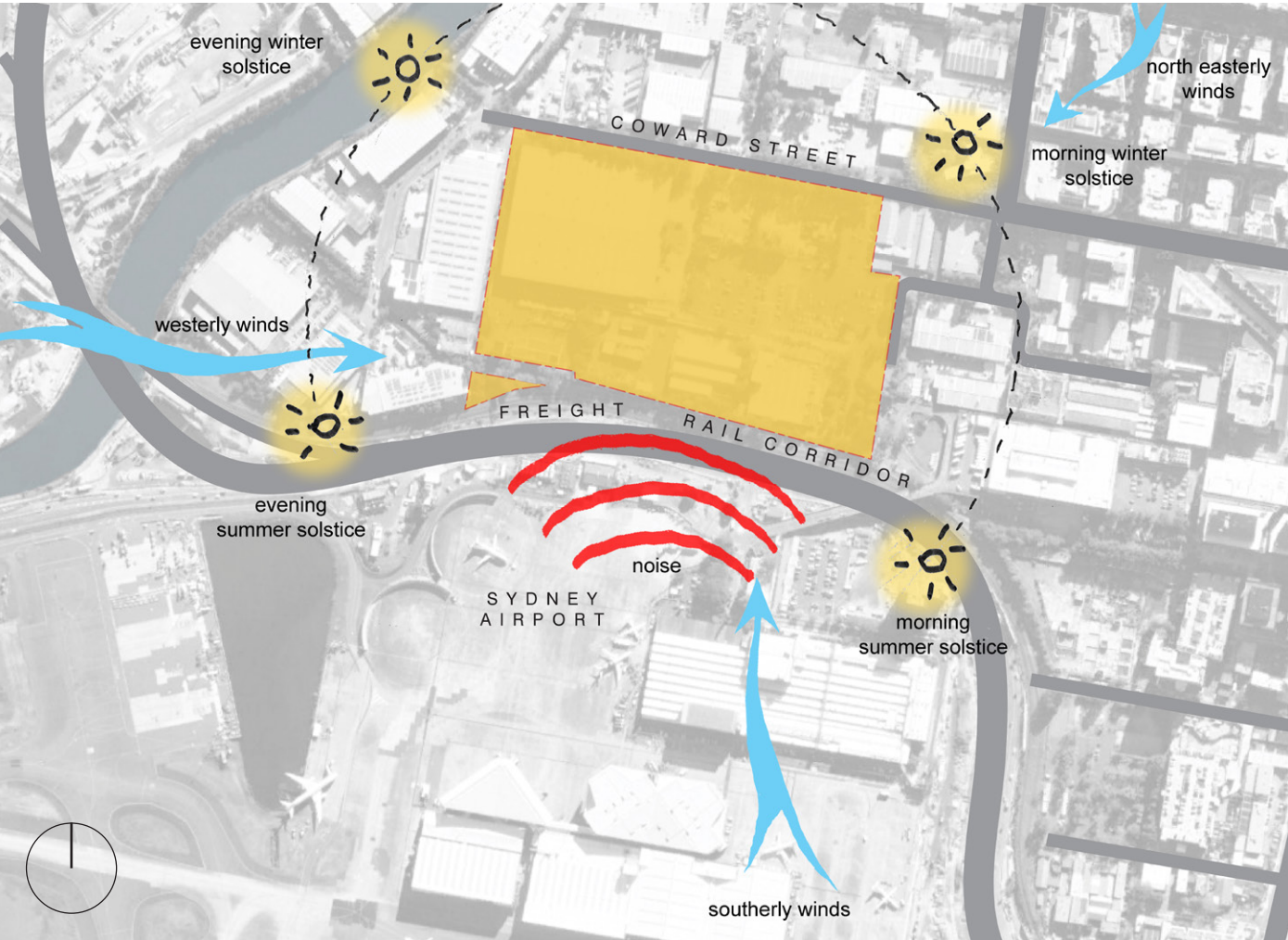
VIEW FROM SYDNEY INTERCHANGE

1.4 Site Analysis

Urban Fabric
Surrounding development types



Environmental Factors
(Sun / Noise / Prevailing Winds)



1.5 Opportunities and Constraints

The proposal to increase the FSR from 1.2:1 to 2:1 will have negligible impact on the overall bulk and scale of the proposed development at 263-273 and 273A Coward Street and 76-82 Kent Road Mascot. It is noted that the site area of 94,565.6 m² and maximum height control of 44m provide sufficient potential to accommodate the increased FSR within the permissible building envelope.

Section 3 of this report responds to the items raised by Bayside Council's Urban Designer and clearly demonstrates how the building setbacks and envelope meet the existing conditions of the site. This section also responds to the importance of this development in support of the initiatives of Airport Master Plan, in both its strategic value as a logistics centre and in facilitating ancillary airport services within the Mascot area. The aesthetic qualities of the proposed development are also addressed.

Section 04 of this report presents a comparative analysis of the two target FSR proposals confirming that the increase in FSR can be accommodated without a detrimental impact to massing, shadows, public domain, and streetscapes.

Strategic Value of the proposed development - Opportunities

- The site is ideally located to support the international trade gateways, being Sydney Airport and Port Botany, including their current operations, capacity and future growth, and support the retention and optimisation of industrial zoned land within the Eastern City District.
- The proposal will leverage significant government investment in major transport infrastructure upgrades, including the St Peters Interchange and the M8 Motorway (opened 2020) and future M4 and M5 Link Tunnels.

- The amended FSR will incentivise the revitalisation of the site and contribute to addressing the critical shortage of industrial land and a lack of high-quality developments to meet current market demands and tenant requirements for modern supply chain and distribution facilities.

- The proposed future development will support the growth of the Harbour, CBD and the Eastern Economic Corridor through the provision of additional warehouse space which caters for the freight and logistics sector, including time sensitive and last mile distribution.

- The site is within walking distance of Mascot Station and existing bus services and is ideally located to attract and retain talent, contributing to a 30-Minute City.

- The proposed building envelope complies with the 44 metre maximum building height and other local controls to deliver an attractive and high-quality outcome which achieves design excellence and is compatible with existing and likely future development in the locality.

- The anticipated outcomes arising from the increased FSR are generally positive and the potential impacts can be satisfactorily mitigated, minimised or managed, including through the siting and design of the proposed buildings, landscaping, public art and other site improvements.

- The proposal will result in significant public benefits, including a projected \$2 billion direct investment, increased number and diversity of employment opportunities, improvements to the existing streetscape and site appearance and infrastructure upgrades which benefit the site and locality.

Constraints

- **Scale** – how to articulate and modulate buildings at this scale? The design development will require design excellence in order to achieve a high-quality outcome that mitigates the scale of the development. Strategies such as facade articulation at the scale of the project, generous deep soil landscaping around the building perimeter, and modulation of massing through the planned green spine between the two built volumes will all help mitigate scale.

- **Traffic Management** – how to manage increased traffic? While traffic will be increased the design mitigates the impact through careful design of ingress and egress points to the site and, queuing within the site.

- **Staging** – how to accommodate existing tenants? The requirement to stage development maintaining the operations of Qantas SDC has been a constraint on design options for the development. The design proposal demonstrates a quality design and operational outcome for the site while retaining the flexibility required for staging the development to ensure the Qantas operational needs are not compromised.

- **Links to Airside** – How to maintain existing links airside? The design approach has maintained continued links to existing private roadways connecting the site to airside including future links to airside should they be required. Links to airside provide the development with future opportunities to accommodate tenants whose operations would benefit from this secure access.

- **Permitted Uses** – How to provide the appropriate amenity for the site given the existing permitted uses? Existing planning controls limit the range of activities permitted on the site - more diverse community activities on Coward Street would improve activation of the street and provide a positive contribution to the local community and workers on the site.

1.6 Connecting with Country

Connecting with Country

The indicative concept design has been informed by the Connecting with Country framework has been developed in association with the State Significant Development Application process for the redevelopment of QF3 at 297 King Street, Mascot.

The Connecting with Country framework will be implemented as part of subsequent design stages for future development at the site. Key principles within this framework include

1. Aboriginal Voices - creation of spaces and places for multiple stories, voices, and histories through design approaches.

The indicative concept design includes a Public Art screen along the length of the southern facades facing Qantas Drive which will be a platform for significant Australian Aboriginal art communicating a visually engaging Connection to Country through patterns, designs and/or textures

2. Traditional Flora - embedding principles of environmental sustainability in the design including through restoring and the selection of native plants of cultural significance to the Kamay Botany Bay region.

3. Colours that relate to Country - design which incorporates colours of significance such as the ochres to represent the earth and the sandstone, white of the sand and blues of the ocean.

The indicative concept design includes a Public Art screen along the length of the southern facades facing Qantas Drive which will be a platform for a significant Indigenous Artwork in a highly prominent location.

Other framework initiatives that may be incorporated into the project:

- Consideration of how the design of buildings (workplace typology) can facilitate growing entrepreneurship and business development including opportunities for aboriginal businesses, in Mascot
- Aboriginal employment and procurement opportunities which may align with the applicant's Reconciliation Action Plan.
- Use of traditional language to name the buildings.



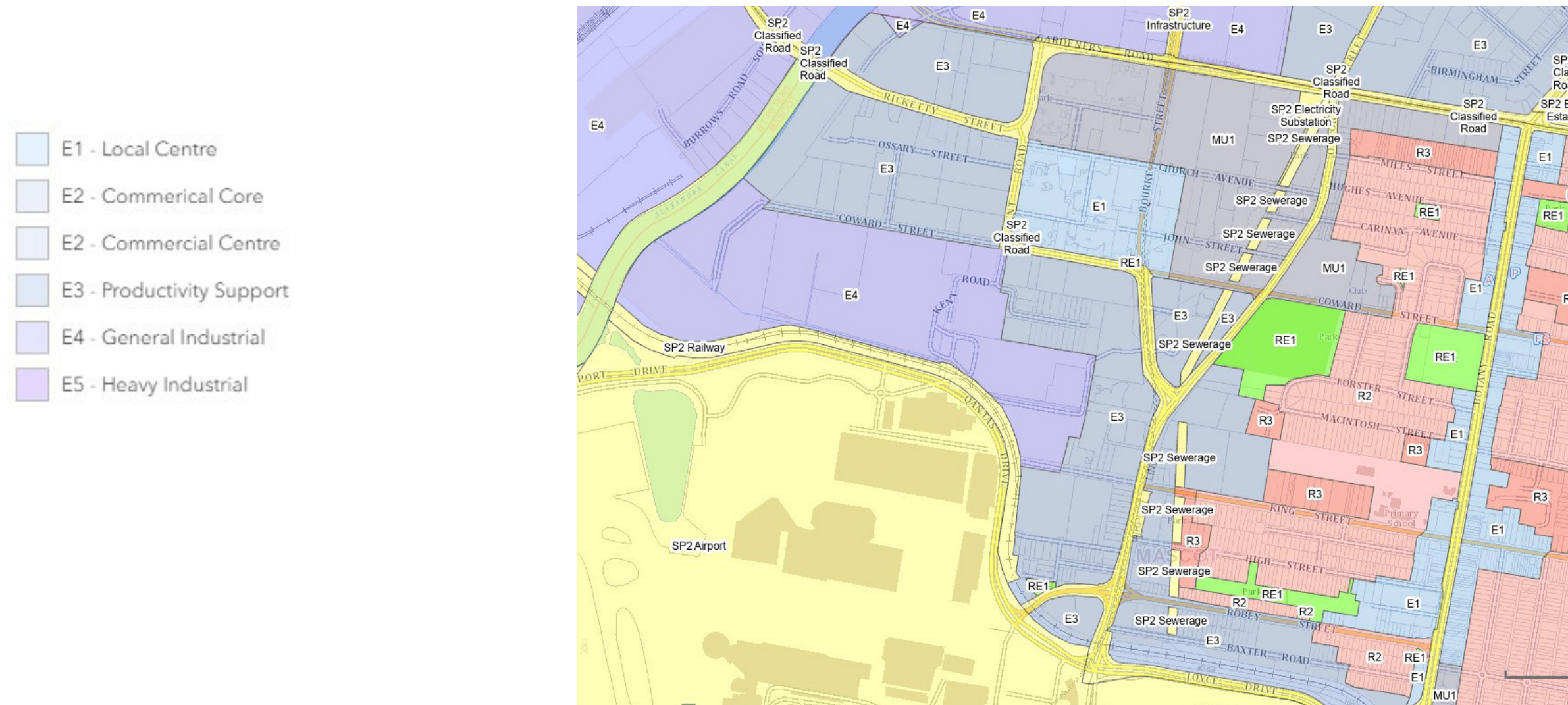
La Perouse consultation - 14.2.23

L-R

David Warwick (Paddock Studio), Angela Rowson (Lacoste + Stevenson Architects), Aunty Barb Simms, Athlene Kyle (LOGOS), Aunty Yvonne Simms, Kara Talbot (Cox Inall Ridgeway), Uncle Steve Timbery.

2.0 Planning Framework

2.1 Existing Bayside LEP Zoning Map



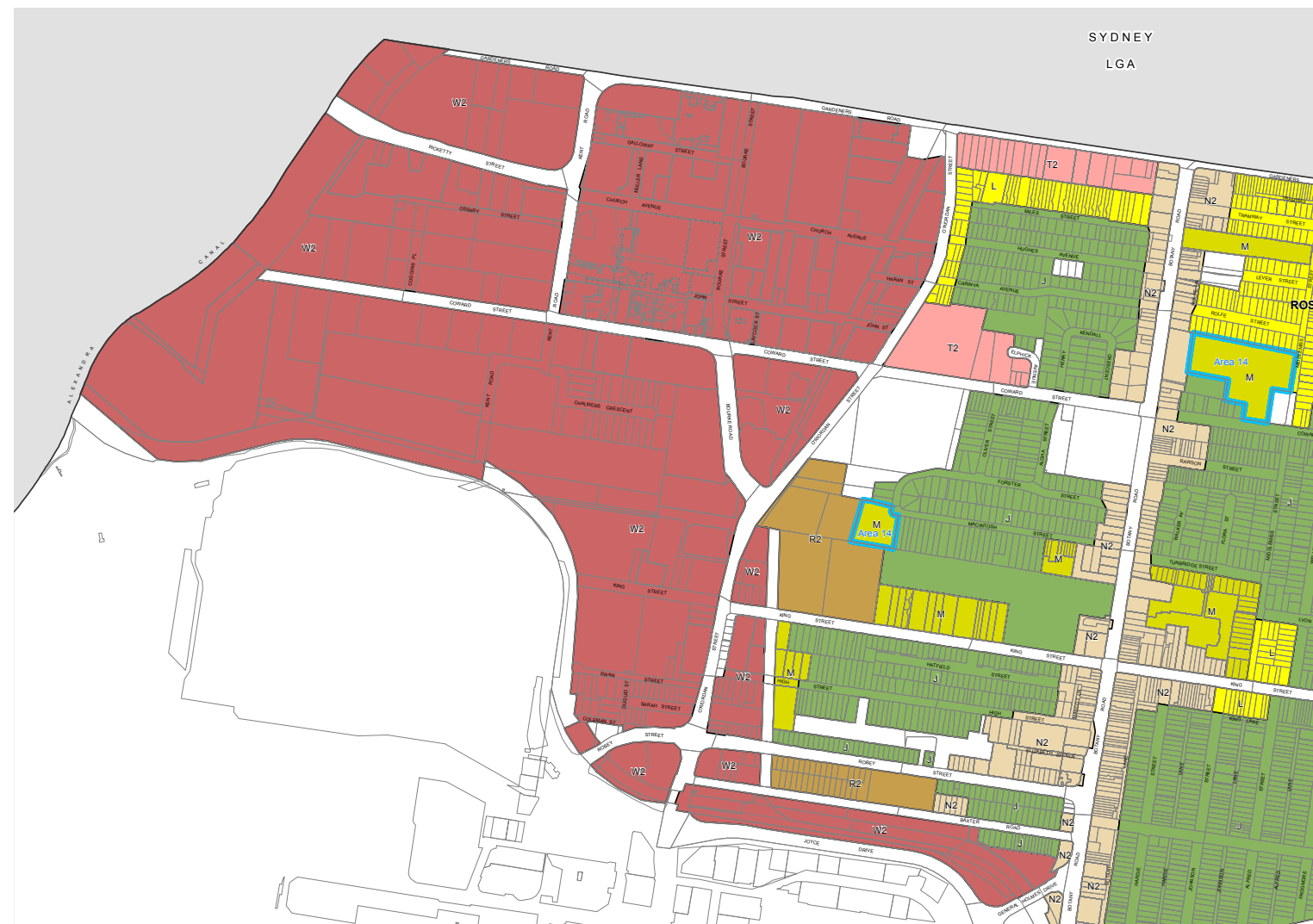
2.2 Existing Bayside LEP Height Map



Height of Buildings Map
- Sheet HOB_008

Maximum Building Height (m)

H	7.5	U1	31
I	8.5	U2	32
J	9	U3	33
K	10	V1	36
L	11	V2	37
M	12	V3	39
N1	13	W1	42
N2	14	W2	44



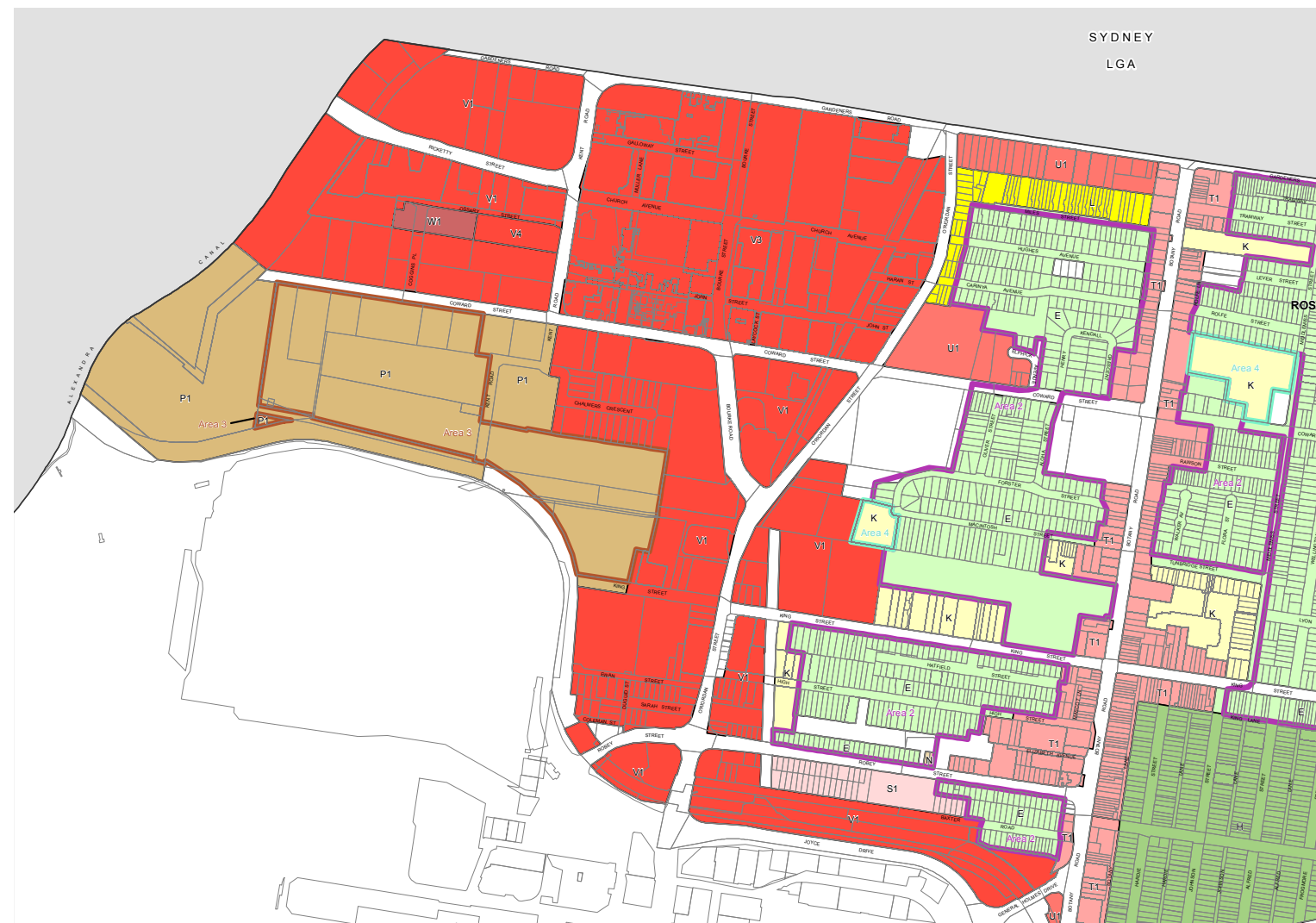
2.3 Existing Bayside LEP FSR Map



Floor Space Ratio Map
- Sheet FSR_008

Maximum Floor Space Ratio (n:1)

D	0.5	V2	3.1
E	0.55	V3	3.2
F	0.6	V4	3.3
G	0.65	V5	3.4
H	0.7	W1	3.55
K	0.85	W2	3.93
L	0.9	X	4
N	1	Area 1	Refer to Clause 4.4
P1	1.2	Area 2	Refer to Clause 4.4A
P2	1.25	Area 3	Refer to Clause 4.4
P3	1.26	Area 4	Refer to Clause 4.4
S1	1.5	Area 5	Refer to Clause 4.4
S2	1.65	Area 6	Refer to Clause 4.4
S3	1.75	Area 7	Refer to Clause 4.4
S4	1.8	Area 8	Refer to Clause 4.4
T1	2	Area 9	Refer to Clause 4.4
T2	2.2	Area 10	Refer to Clause 4.4
T3	2.35	Area 11	Refer to Clause 4.4
U1	2.5	Area 12	Refer to Clause 4.4
U2	2.85	Area 13	Refer to Clause 4.4
V1	3	Area 14	Refer to Clause 4.4
		Area 15	Refer to Clause 4.4



3.0 Proposal 2:1 vs 1.2:1 FSR

3.1 Design Rationale

The proposed development for 263-273A Coward Street Mascot and 76-82 Kent Road Mascot, is to provide a high quality, multi-level warehousing and distribution centre close to the CBD, eastern, southern and inner western suburbs.

The site is located within an E4 General Industrial zoned precinct, and is well connected to major roadways, Sydney Airport, Port Botany freight terminal and public transport networks.

The permissible FSR for the site is 1.2:1.

The design analysis looks at an indicative 1.2:1 FSR scheme and compares this to the proposed 2:1 FSR scheme.

Both schemes utilise the same site footprint, are fully compliant with Bayside Council DCP and LEP development controls for setbacks, building height (both 44m) and landscaping requirements.

Both schemes are constrained by a need to stage the development in order to accommodate the retention of Qantas SDC and its continuing operations on the QF1 portion of the site during the construction of stage 1 and stage 2. (QF2).

Truck access is proposed around the perimeter of the warehouse ensuring a one-way circulation route up and down each building. Truck movements will animate the facade of the buildings.

Connecting with Country

A Public Art screen is proposed along the length of the southern facades facing Qantas Drive which will be a platform for a significant Indigenous Artwork in a highly prominent location.

Other 'Connecting with Country' initiatives will be developed and incorporated into the project as the consultation with indigenous knowledge holders continues through the design development phase, including incorporation of environmental sustainability initiatives in the design of the landscape and specification of native species, design of spaces to facilitate aboriginal businesses, selection of materials and colours of significance for use in the project.

Built Volume Comparison

The following comparison demonstrates that the proposal to increase the FSR from 1.2:1 to 2:1 has little impact on the massing of the development proposed for the site.

The benefits of the 2:1 scheme include lower floor heights permitting more floors within the permissible building height limit, resulting in greater articulation of the built volume. The increased number of floors provides for greater flexibility of possible tenants on the site.

The additional floor to floor height in the proposed 1.2:1 building form allows for increased pallet racking heights and pallet storage capacity, optimising the maximum 44 metre height control which applies to the site. The proposed hardstand area will support the warehouse/logistics operations. The proposal is consistent with Council's DCP as the layout provides for an efficient and safe system for manoeuvring and loading/unloading of vehicles, with clearly defined areas for goods handling, temporary storage and waste collection that are separated from vehicle movements. Further, the hardstand area is located at the rear of the site and screened from public view by the significant artworks along the southern elevation, avoiding visual impacts to the public domain.

Benefits of Additional Uses on the Site

The proposal for additional uses on Coward Street will benefit the locality providing active ground floor retail services that deliver amenity to the site, future workers, and the broader Mascot area. These uses will also deliver improvements to the existing streetscape and site appearance and infrastructure upgrades which benefit the site and locality.

3.1 Design Rationale

Indicative 1.2:1 FSR

GFA: 113,471 m²
Height 44 m

Key Features

- 3 levels of warehousing
- lower ground carparking / bike / end of trip under QF2
- FFL to FFL levels between 12m - 15m
- 1 level of Cafe, Restaurant and Neighbourhood shop use proposed on Coward Street in front of QF2. QF1 proposes warehousing to the street.

Constraints

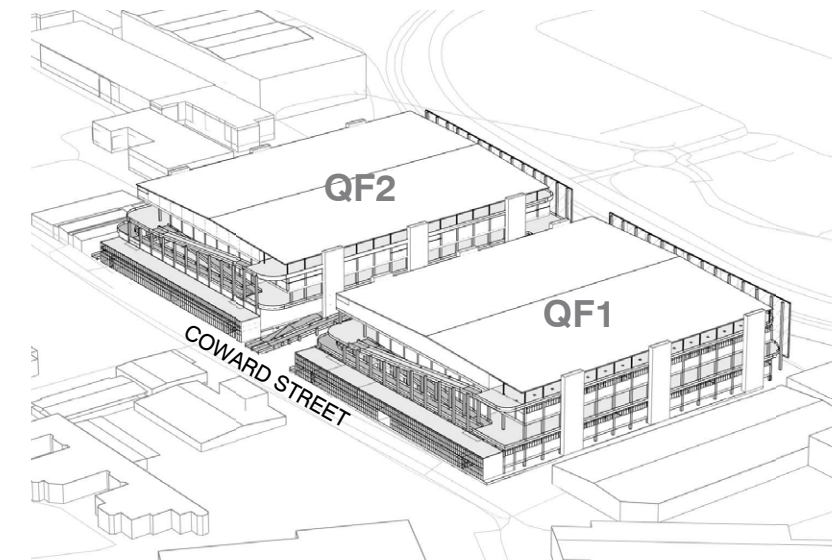
- only large tenancies available with high racking. Fewer tenancies available compared to the 2:1 scheme due to fewer floor levels
- carparking on only one site will lead to lengthy pedestrian movements to the QF1 warehouse from the site carparking area.
- limited Coward Street activation. QF1 is a 'blank wall' on Coward street.

Proposed 2:1 FSR

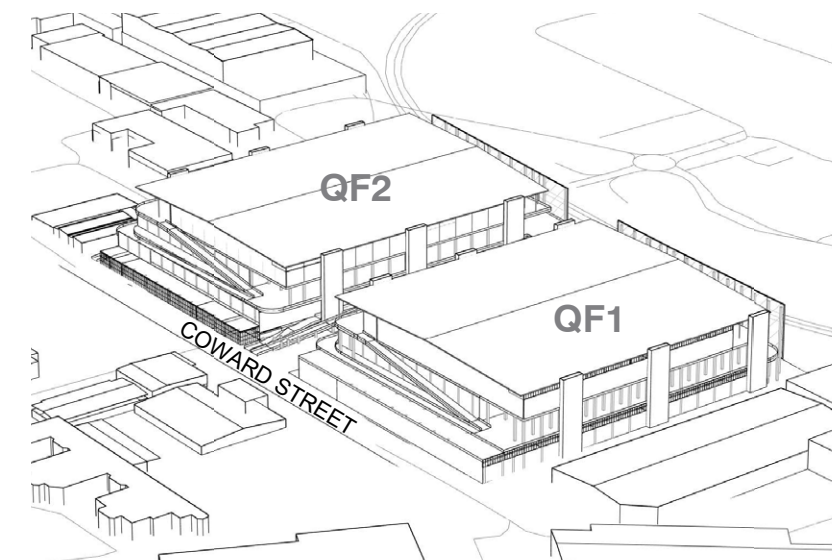
GFA: 189,131 m²
Height 44 m

Key Features

- 4 levels of warehousing
- lower ground carparking / bike / end of trip under both QF1 and QF2
- FFL to FFL 8.5m and 9.5m with a 13m space on ground QF2
- Cafe, Restaurants and Neighbourhood shop over 3 levels in front of both buildings on Coward Street, activating the street.
- Volumetrically the development is the same as the indicative 1.2:1 scheme however greater flexibility in tenancy options with more levels and a variety of spaces and floor heights.
- Building articulation is greater compared to the 1.2:1 scheme with more floor levels providing greater articulation of the facade. Greater solid (warehouse wall) to void (hardstand) articulation at the scale of the building.
- Site circulation is comparable (an additional carpark crossover is proposed to QF1 in the 2:1 scheme)
- Landscaping is comparable.



Proposed 2:1 FSR



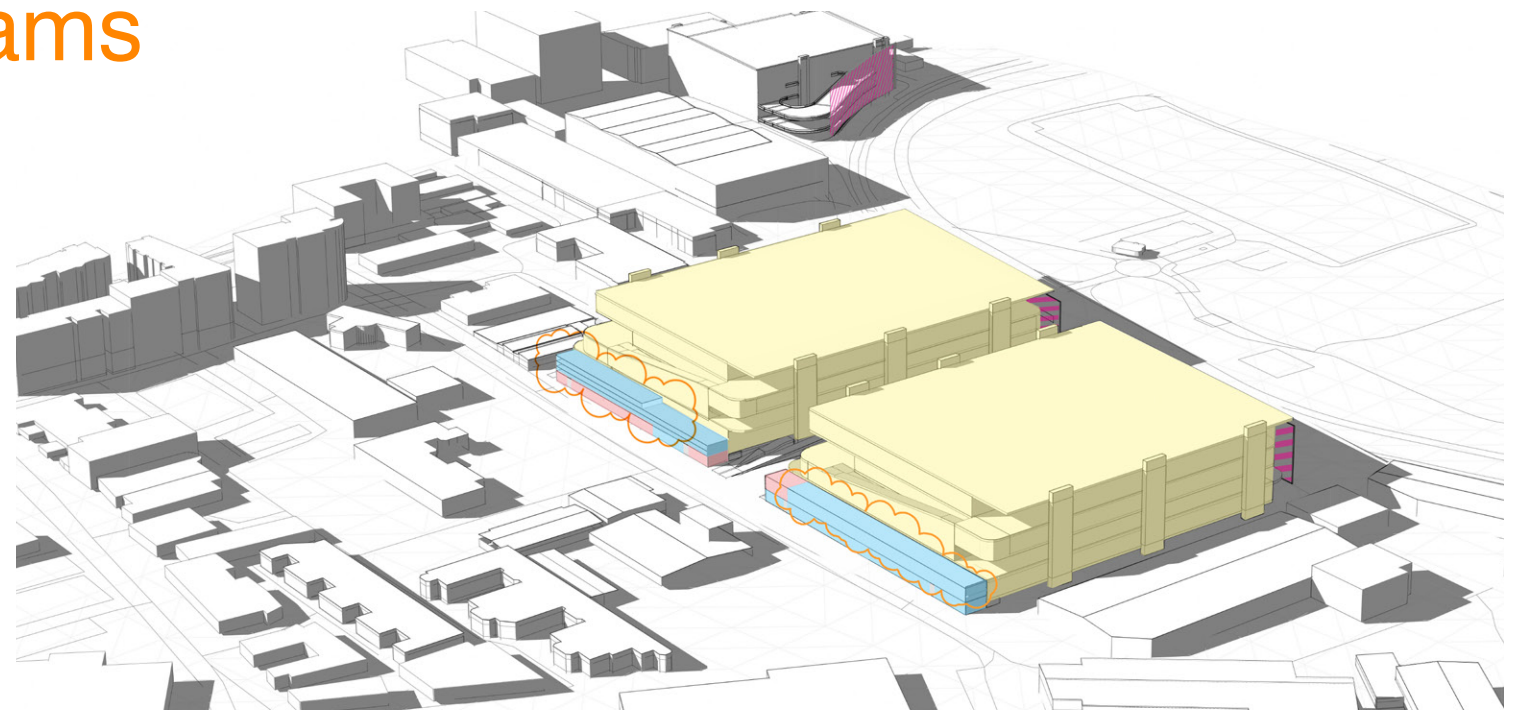
Indicative 1.2:1 FSR

3.2 Proposed Massing Diagrams

Proposed 2:1 FSR

Coward Street is activated by up to 3 storeys of proposed mixed uses including cafe, restaurant, neighbourhood shop and office premises.

The active Coward frontage provides amenity to staff and locals and provides passive surveillance to and from the site along Coward Street. The 3-storey height of other uses provides not only a street edge but also screening to the warehouse volume behind from street views.

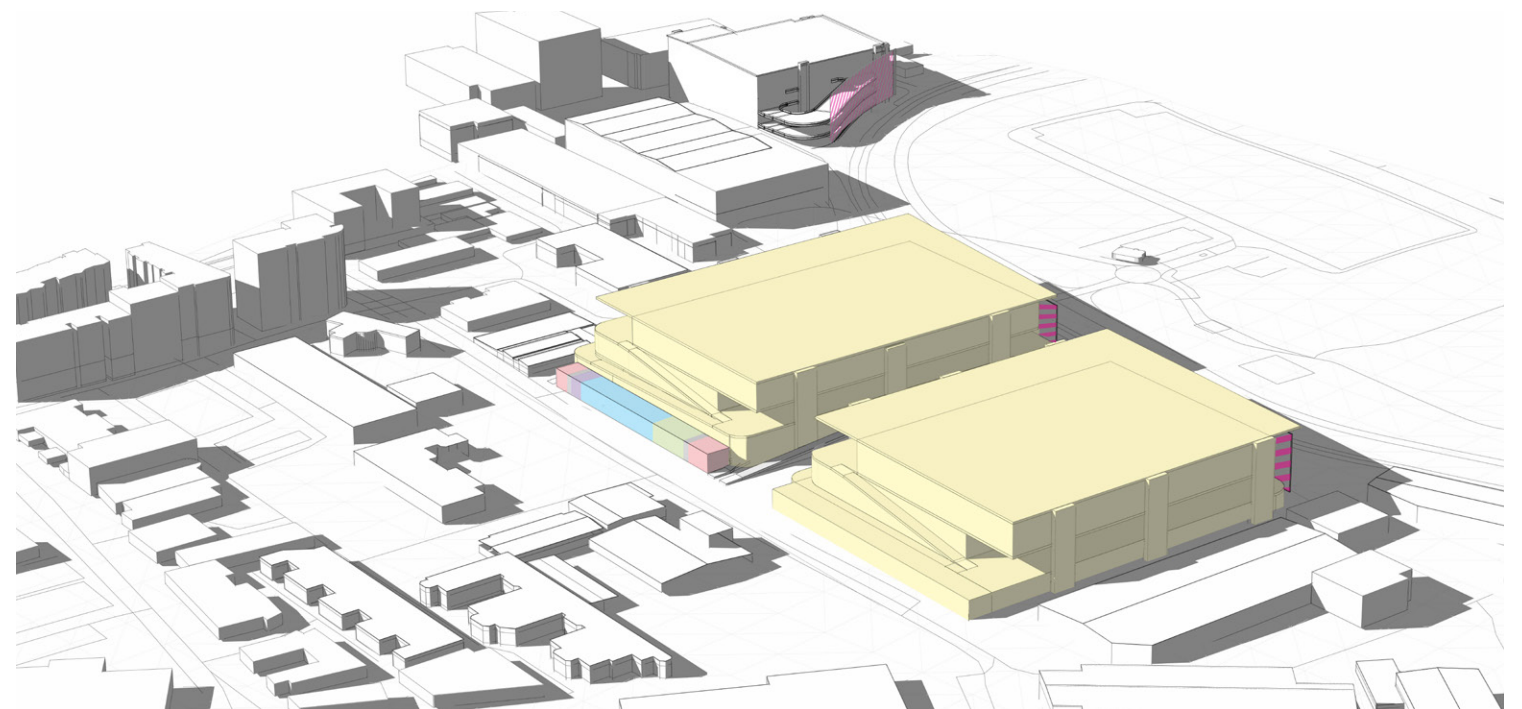


Proposed 2:1 FSR

Indicative 1.2:1 FSR

Coward Street is activated by a single storey street front building in front of the eastern warehouse. This volume contains a cafe, restaurant, neighbourhood shop uses. The western warehouse volume extends to the Coward Street setback on street level.

The single storey of other uses provides amenity for staff and the community. The warehouse volume behind is visible and more prominent from street views given the lower height of other uses in comparison to the 2:1 scheme. The western warehouse wall to Coward Street provides no amenity or street activation along this edge of approximately 200m and warrants careful consideration.

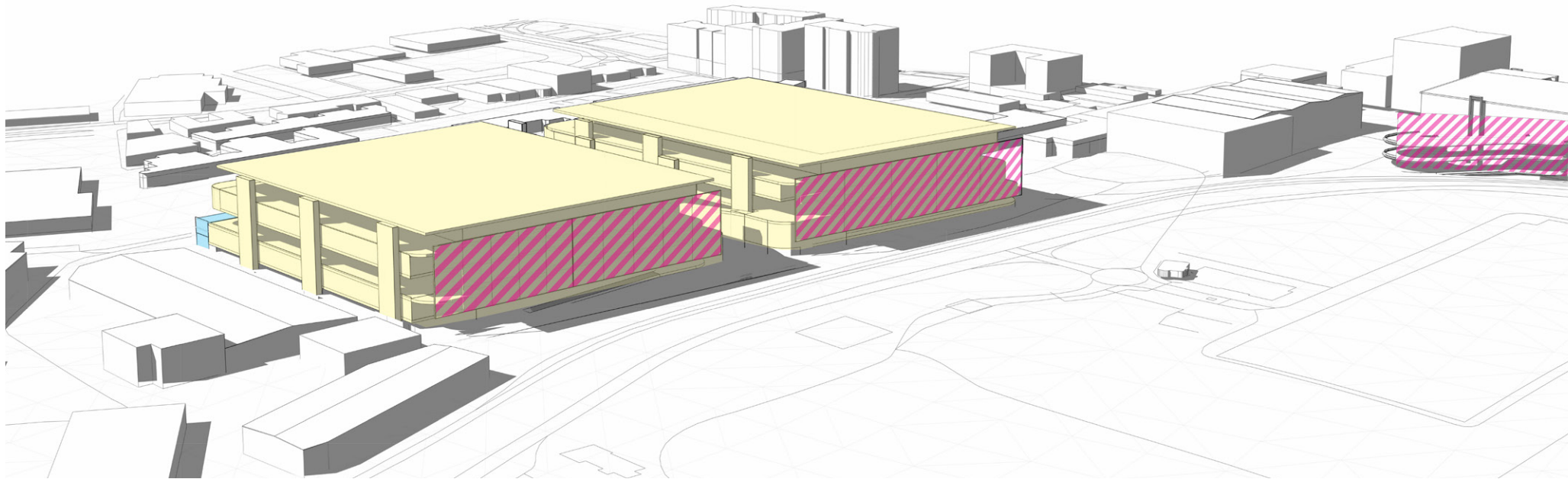


Indicative 1.2:1 FSR

Legend

BoH (Back of House)	ANC. OFFICE (Ancillary Office)
CORE	WAREHOUSE
CRT (Cafe / Restaurant / Take away)	
EoT (End of Trip facility)	
LOBBY	
NS (Neighbourhood Shop)	
OFFICE PREM. (Office Premises)	

3.2 Proposed Massing Diagrams



QANTAS DRIVE HEADING EAST - 2:1 SCHEME



QANTAS DRIVE HEADING EAST - 1.2:1 SCHEME

Proposed 2:1 FSR

4 levels of warehousing with undercroft parking, provides better articulation of the building when compared to the 1.2:1 scheme, particularly from the east and west.

Height limit is in line with the multi-residential development of Mascot Town Centre to the northeast and with the proposed warehouse development at 297 King Street to the southeast.

Sites to the north of Coward Street and to the west of the site have a permissible future development height of 44m.

The Art Screen (shown hatched) will add a consistent datum to the west facade and a prominent platform for a significant indigenous artwork.

297 King Street extends the public artwork datum along Qantas Drive. A 'Curatorial Vision Framework' has been developed for the Art strategy for both sites and will guide the development of this artwork.

Indicative 1.2:1 FSR

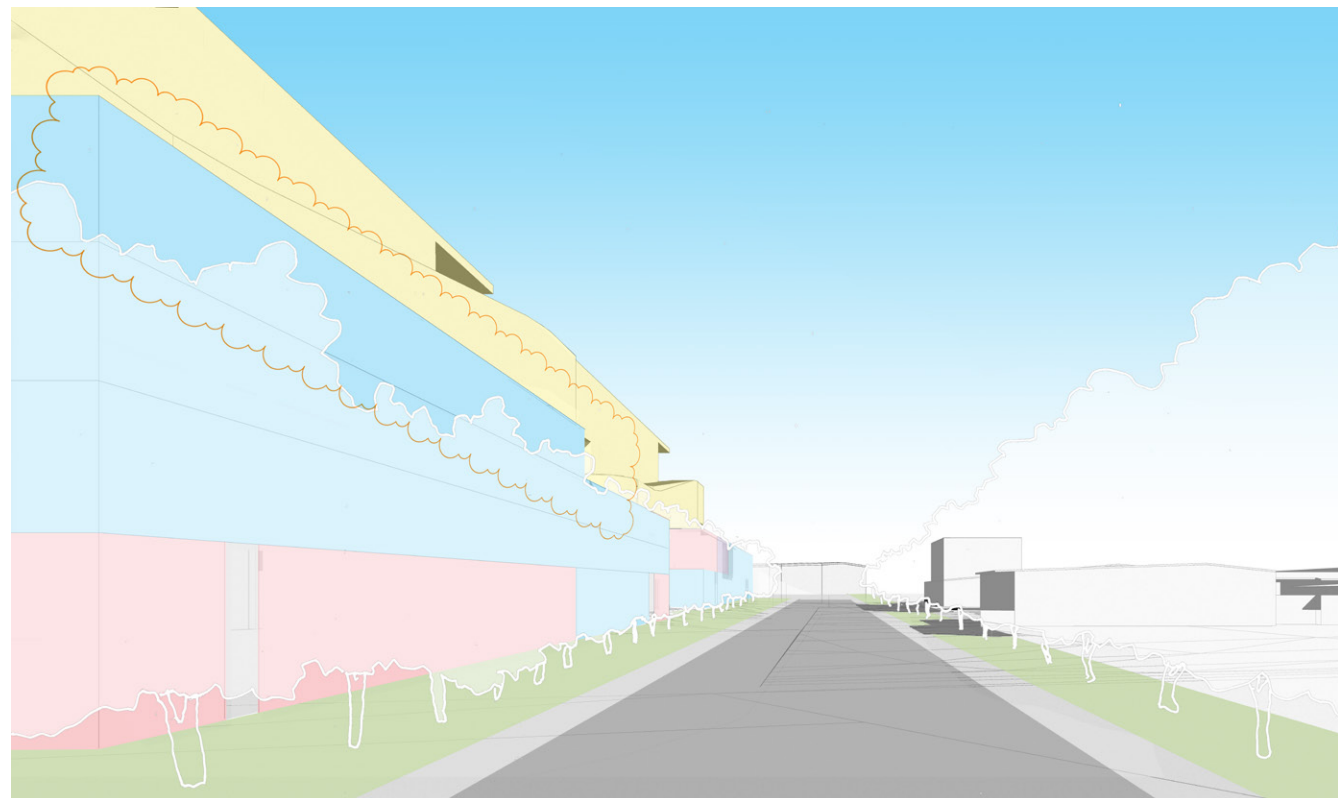
Building massing has the same footprint and height limit as the 2:1 scheme. Taller warehouse spaces provide less articulation to the building elevations.

3.2 Proposed Massing Diagrams

Legend

 BoH (Back of House)	 LOBBY
 CORE	 NS (Neighbourhood Shop)
 CRT (Cafe / Restaurant / Take away)	 OFFICE PREM. (Office Premises)
	 WAREHOUSE

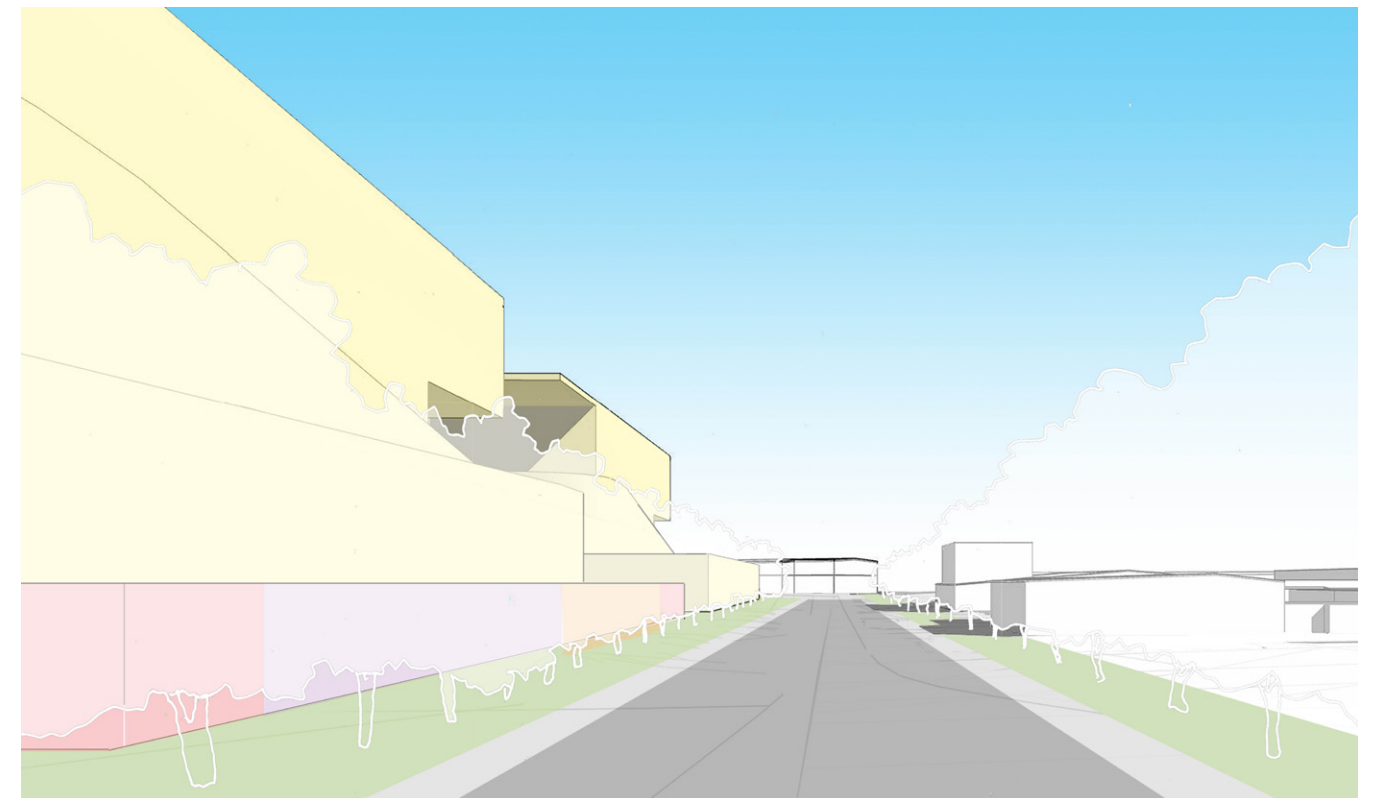
Proposed 2:1 FSR



COWARD STREET HEADING WEST

- Street Activation through hospitality, light industry and recreational uses located on Coward Street Warehouse shown in yellow above
- Retention of existing mature trees lining Coward Street
- Building massing on Coward Street aligns with the top of the existing and proposed trees, providing a human scale to the Coward Street frontage and screening the warehouse from street views.

Indicative 1.2:1 FSR

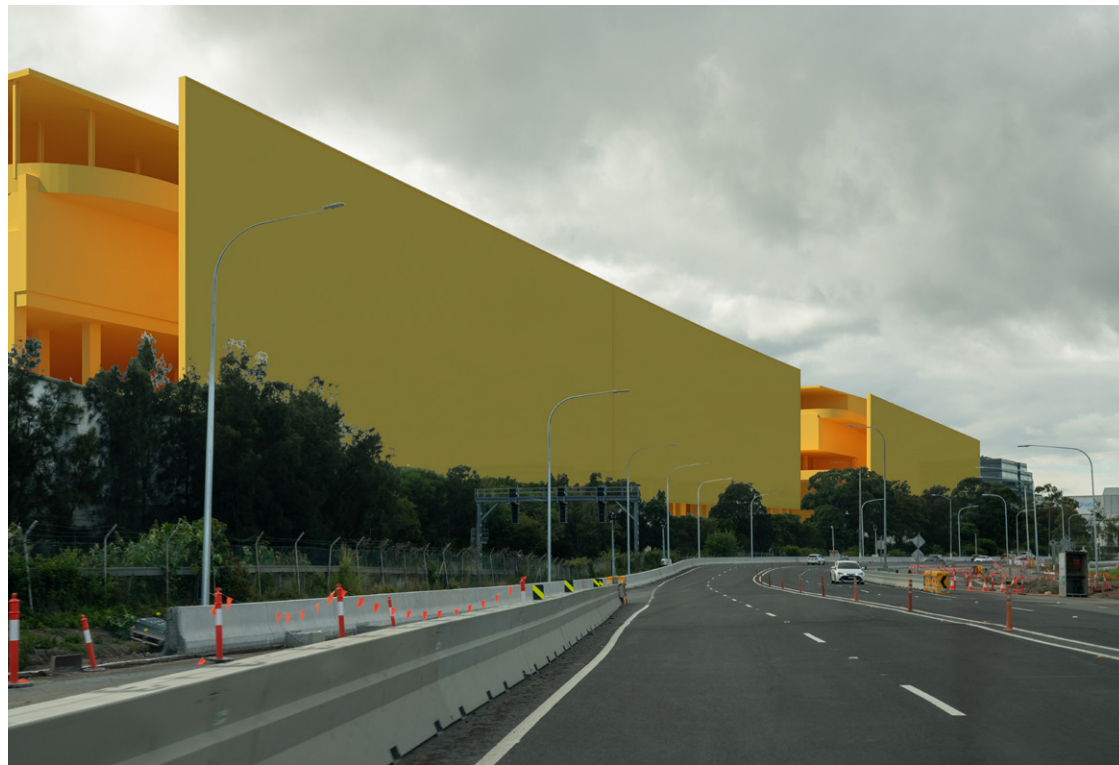


COWARD STREET HEADING WEST

- Street Activation through hospitality uses on Coward Street for the Eastern building. The Western building shows warehousing to the street setback
- Warehouse on Coward Street is more prominent with the lower hospitality uses building
- Retention of existing mature trees lining Coward Street

3.2 Proposed Massing Diagrams

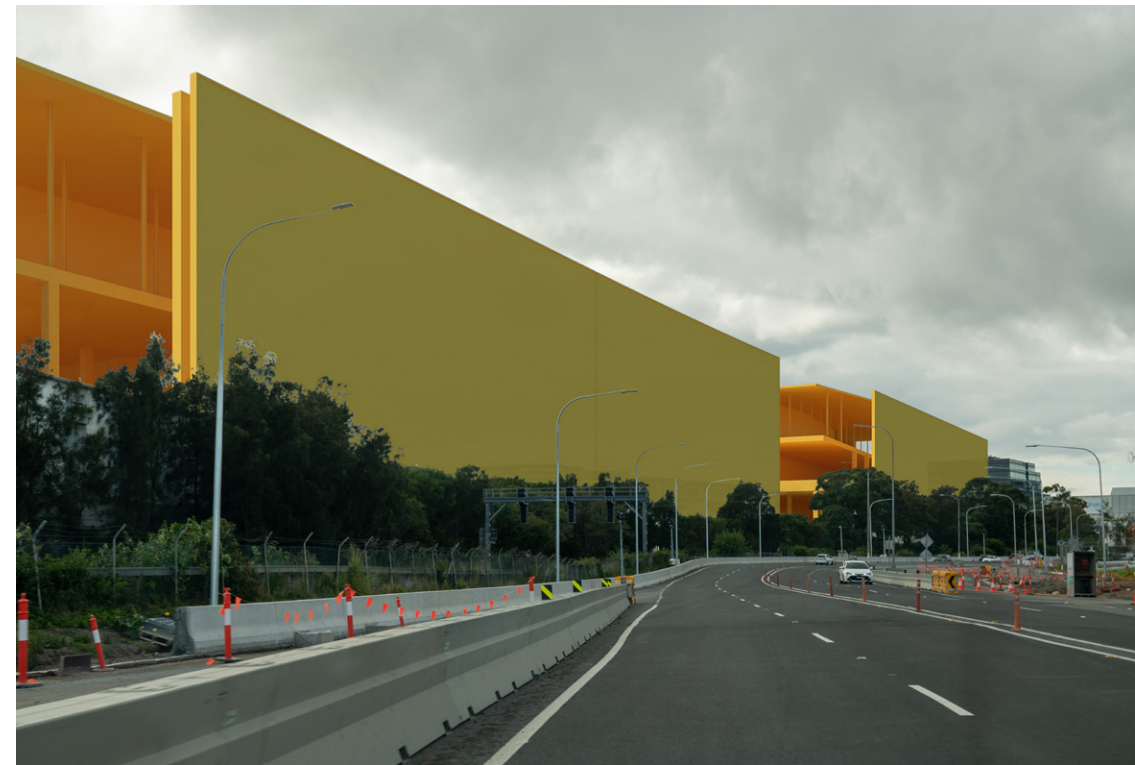
Proposed 2:1 FSR



QANTAS DRIVE HEADING EAST

- Warehouse FFL to FFL lower in the 2:1 scheme provides greater building volume articulation
- Proposed Art Screen faces Qantas Drive and Sydney Airport
- Art Screen to be semi-transparent revealing truck movement on ramps behind
- Art Screen aligns with an Art Screen on a proposed development at 297 King Street Mascot
- Retention of existing mature trees lining Qantas Drive

Indicative 1.2:1 FSR

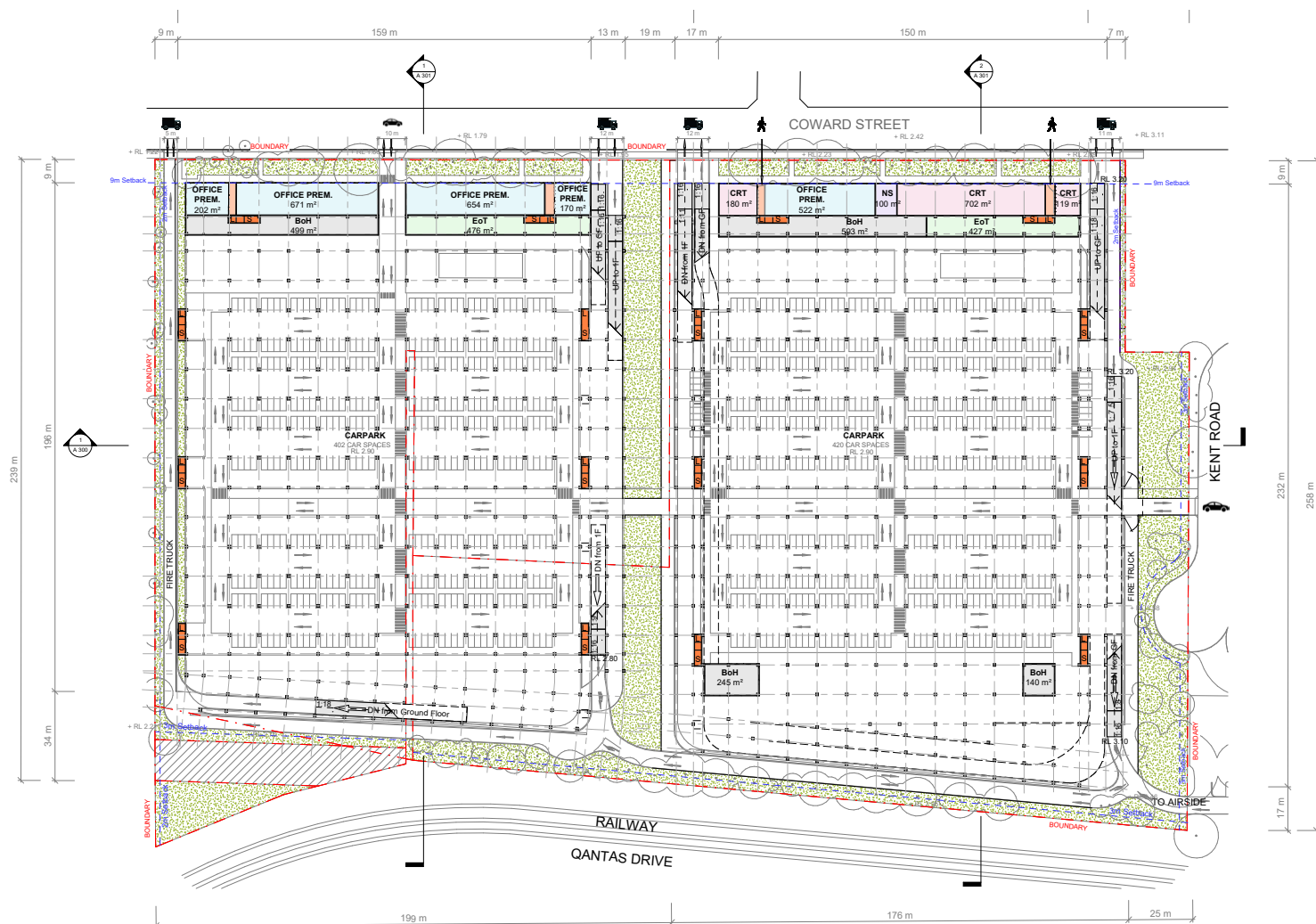


QANTAS DRIVE HEADING EAST

- Warehouse FFL to FFL higher in the 1.2:1 scheme - less building articulation compared to 2:1 scheme

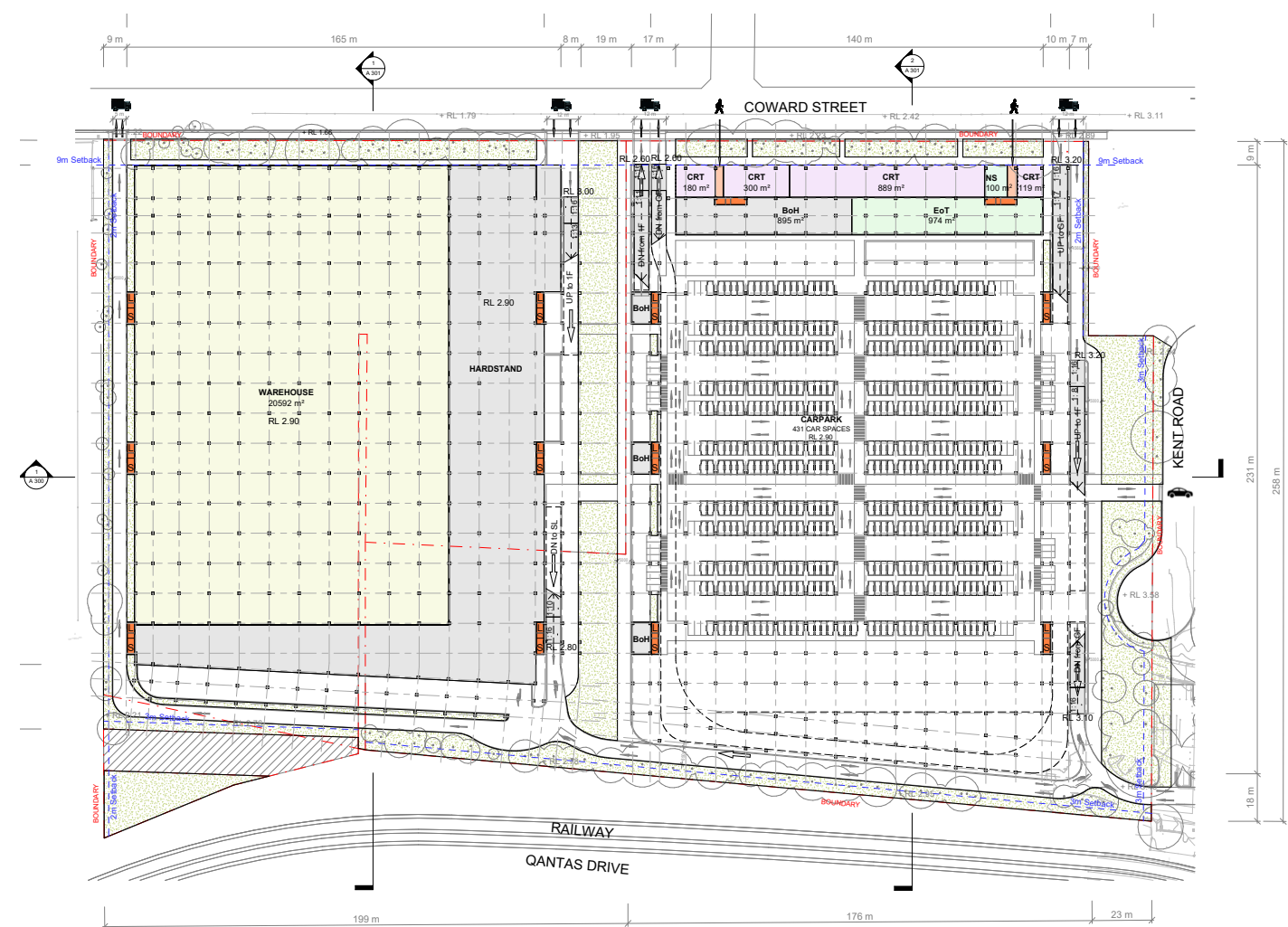
3.3 Proposed Site Footprint - Lower Ground Plan

Proposed 2:1 FSR



Lower Ground Floor Plan - 2:1

Indicative 1.2:1 FSR



Lower Ground Floor Plan 1.2:1

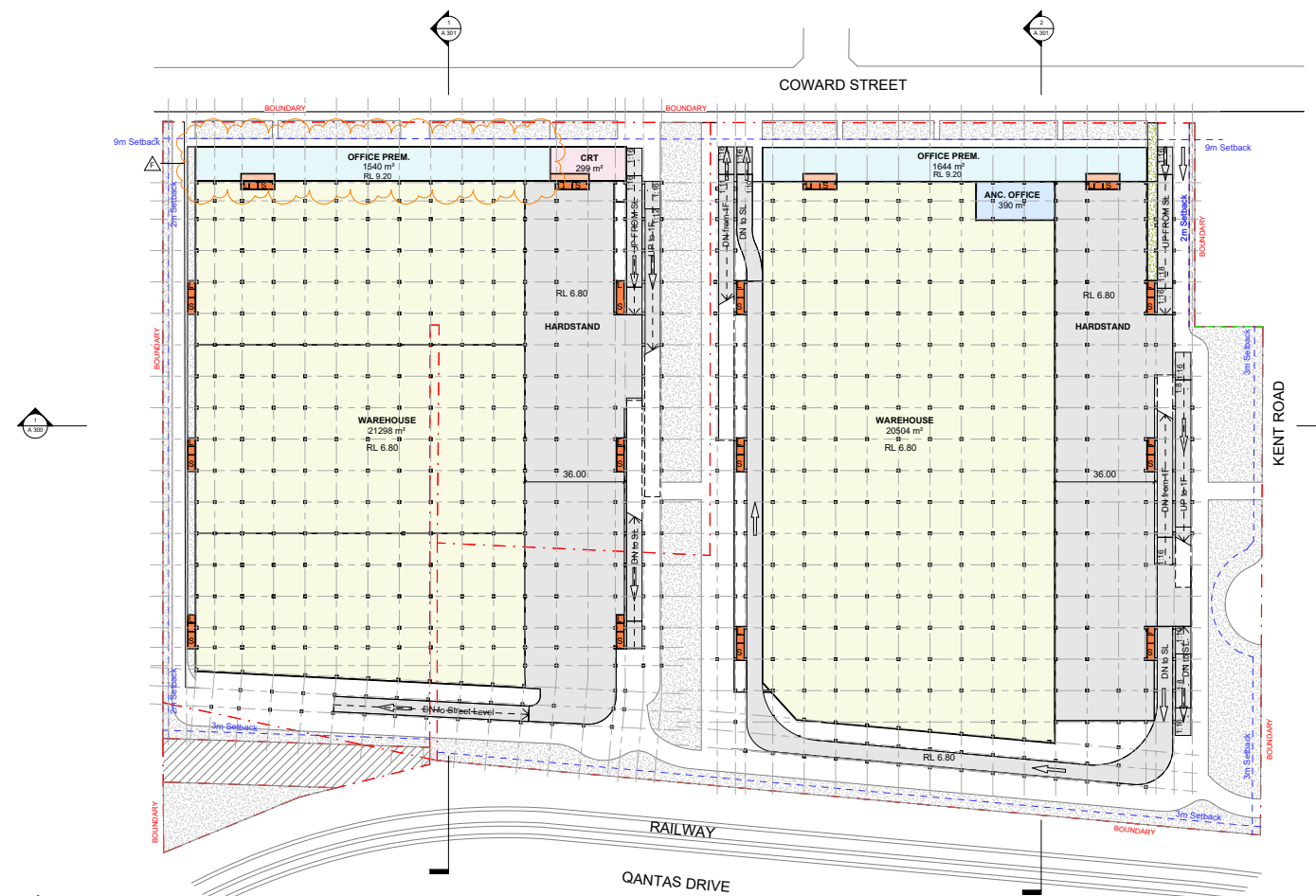
Legend

BoH (Back of House)	NS (Neighbourhood Shop)
CORE	OFFICE PREM. (Office Premises)
CRT (Cafe / Restaurant / Take away)	ANC. OFFICE (Ancillary Office)
EoT (End of Trip facility)	WAREHOUSE
LOBBY	WAREHOUSE BELOW

- Both schemes have the same site footprint and comply with the Bayside Council DCP 2022 site setback requirements
- The 2:1 scheme provides additional mized uses the full length of the development along Coward Street, adding to the streetscape and providing additional facilities and services to the local community and workers on site.
- Both schemes preserve links from the site to the private road network connecting the site to airside.

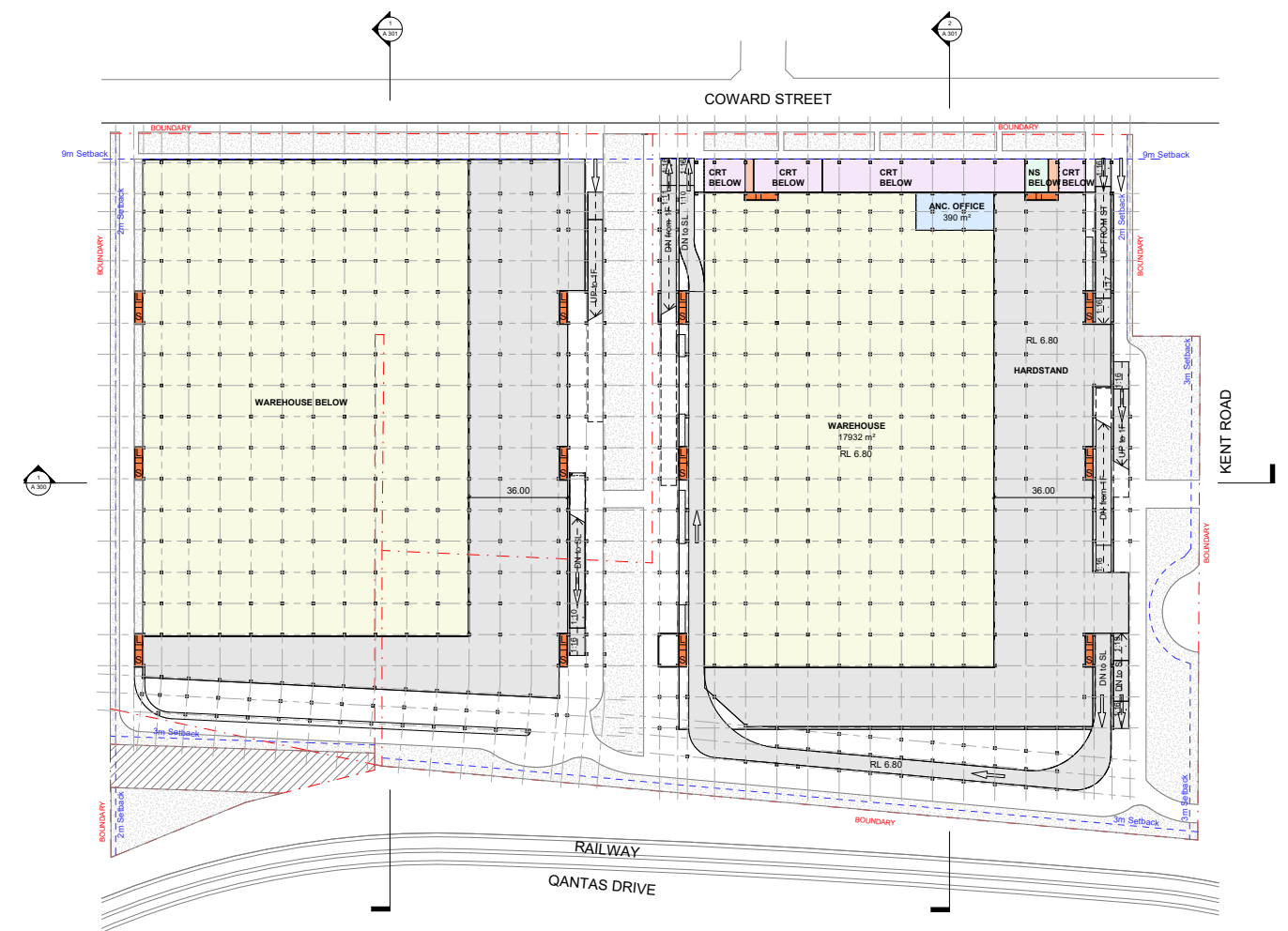
3.3 Proposed Site Footprint - Ground Floor Plan

Proposed 2:1 FSR



Ground Floor Plan - 2:1

Indicative 1.2:1 FSR



Ground Floor Plan 1.2:1

Legend

BoH (Back of House)	NS (Neighbourhood Shop)
CORE	OFFICE PREM. (Office Premises)
CRT (Cafe / Restaurant / Take away)	ANC. OFFICE (Ancillary Office)
EoT (End of Trip facility)	WAREHOUSE
LOBBY	WAREHOUSE BELOW

- Both schemes have the same building footprint and comply with the Bayside Council DCP 2022 site setback requirements
- The 2:1 scheme provides mixed uses the full length of the development along Coward Street, adding to the streetscape and providing additional facilities and services to the local community and workers on the development site.
- Upper level 'additional uses in the 2:1 scheme help screen the warehouse volume from Coward Street

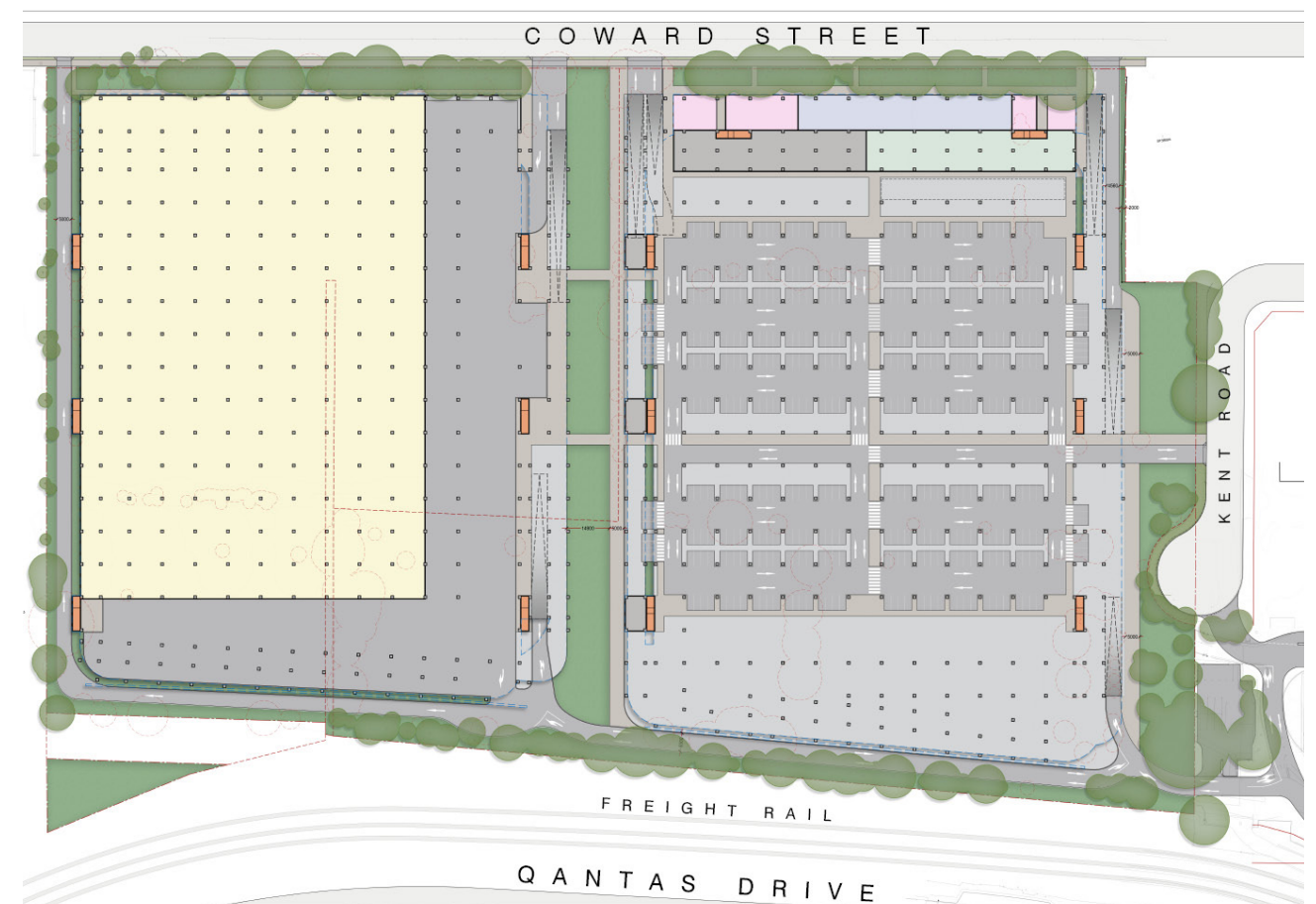
3.3 Proposed Site Footprint - Landscape

Proposed 2:1 FSR



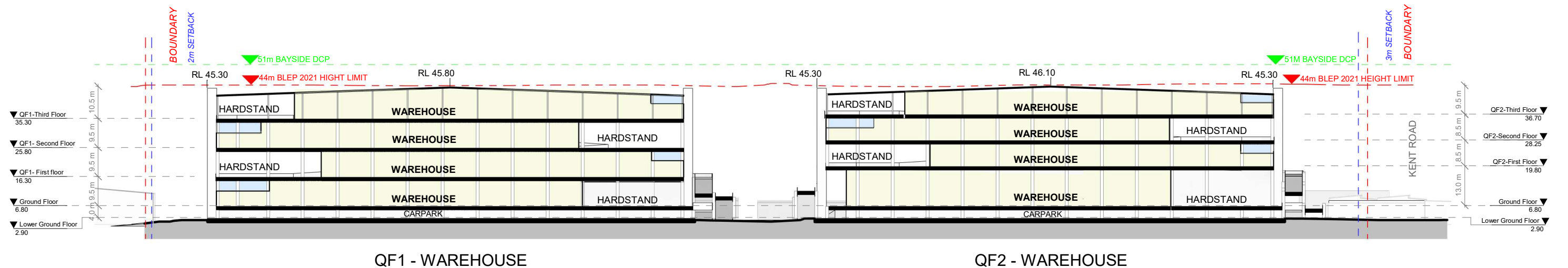
- Required landscape area coverage is 10% of the site area, minimum 1m in width. The front landscaped setbacks are additional to the 10% requirement.
- The 2:1 scheme provides a landscape area of 11.1%.

Indicative 1.2:1 FSR



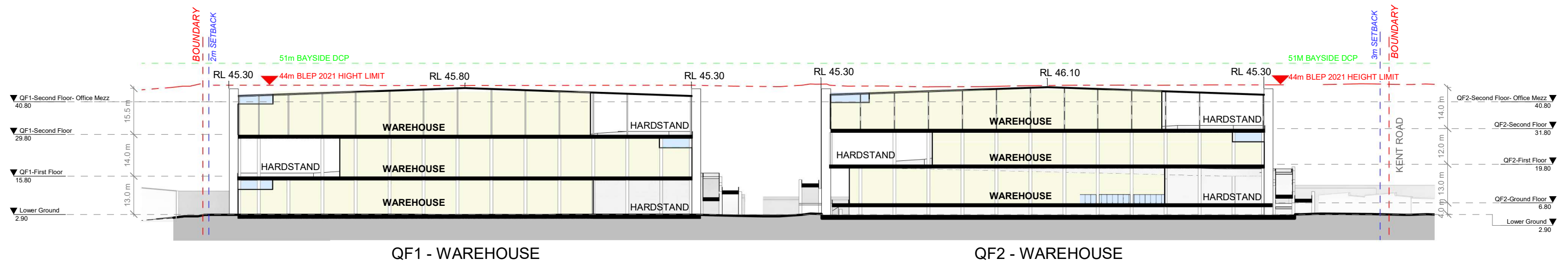
- The 1.2:1 scheme provides a landscape area of 11.3%.
- New planting should include a diverse species mix of environmentally and culturally important species that reflect the surrounding areas wetlands, grasslands, heathlands, scrub and dry sclerophyll forests.

3.4 Height Analysis - Sections - East to West



Proposed 2:1 FSR

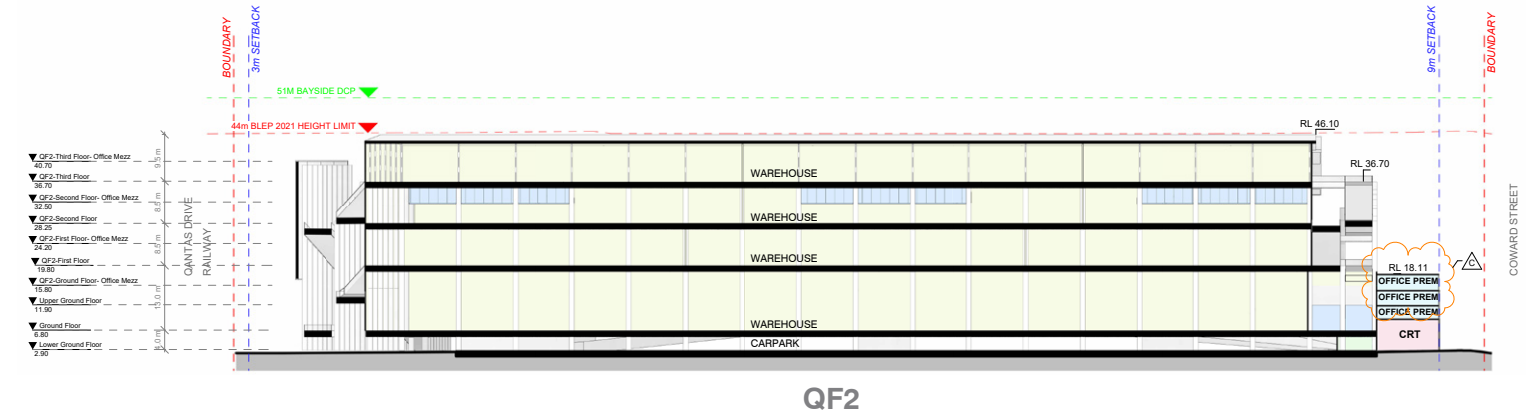
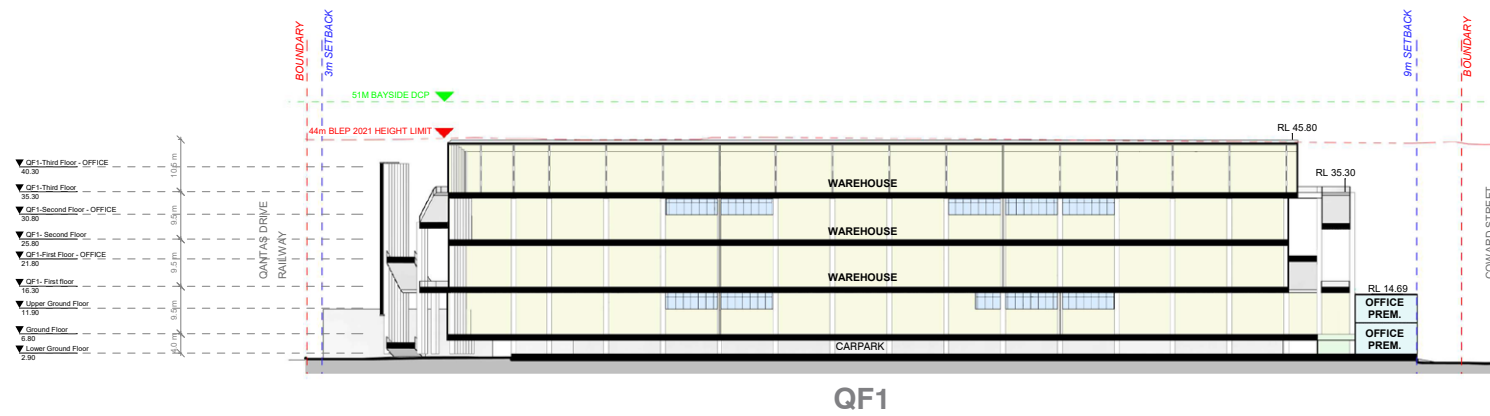
- Proposal delivers 4 levels of warehousing within the permissible 44m height limit
- Alternating hardstand and warehouse volumes adds articulation to the building
- Mezzanine Ancillary offices add further articulation to the building facade



Indicative 1.2:1 FSR

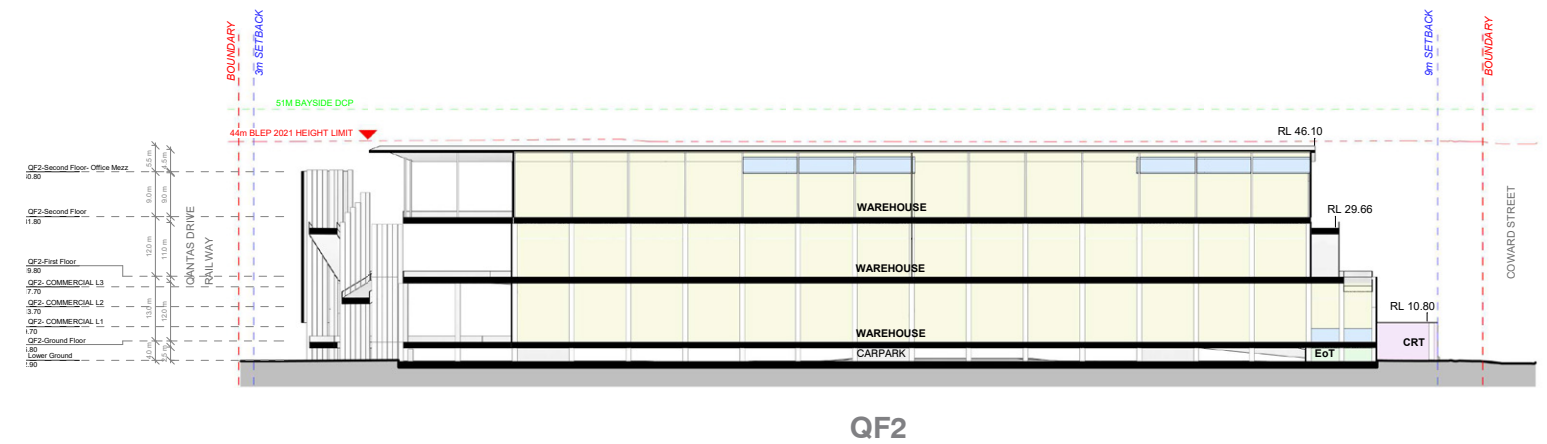
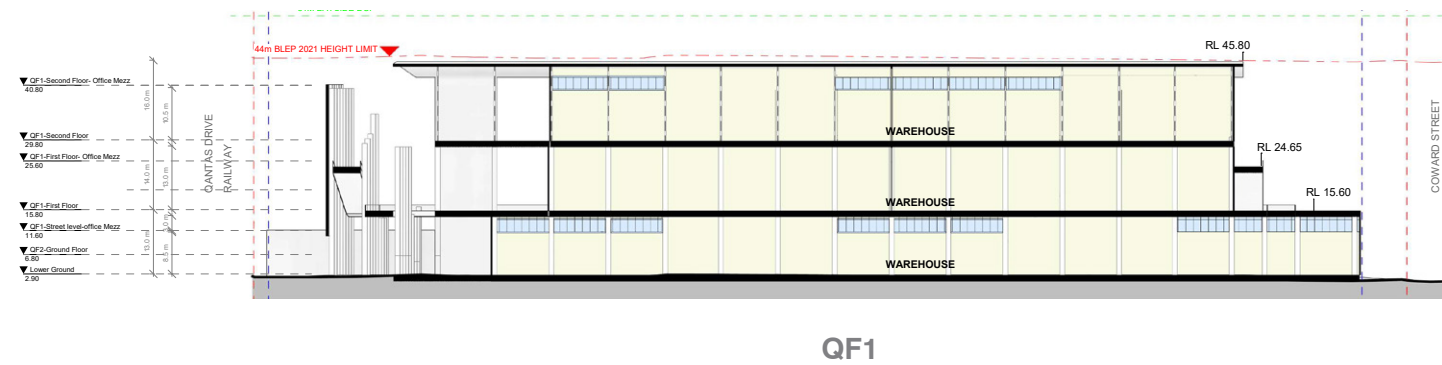
- Proposal delivers 3 levels of warehousing within the permissible 44m height limit
- Alternating hardstand and warehouse volumes adds articulation to the building however fewer levels than the 2:1 scheme makes the perception of scale greater
- Fewer levels compared to the 2:1 scheme mean fewer Mezzanine Ancillary offices expressed on the facade

3.4 Height Analysis - Sections - North to South



Proposed 2:1 FSR

- Three levels of mixed 'Other Uses' on Coward Street - additional facilities to locals and workers on the site
- 'Other Uses' help to screen the warehouse above from Coward Street views



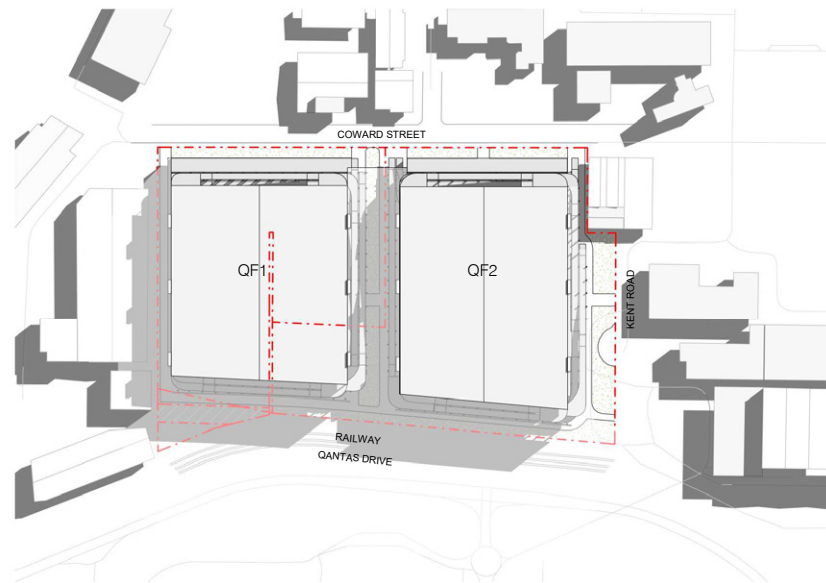
Indicative 1.2:1 FSR

- One level of 'Other Uses' on Coward Street proposed in front of QF2 only. Warehousing to the street for QF1
- 'Other Uses' provide limited screening of the warehouse above from Coward Street
- Warehousing to street on QF1 creates an inactive street edge

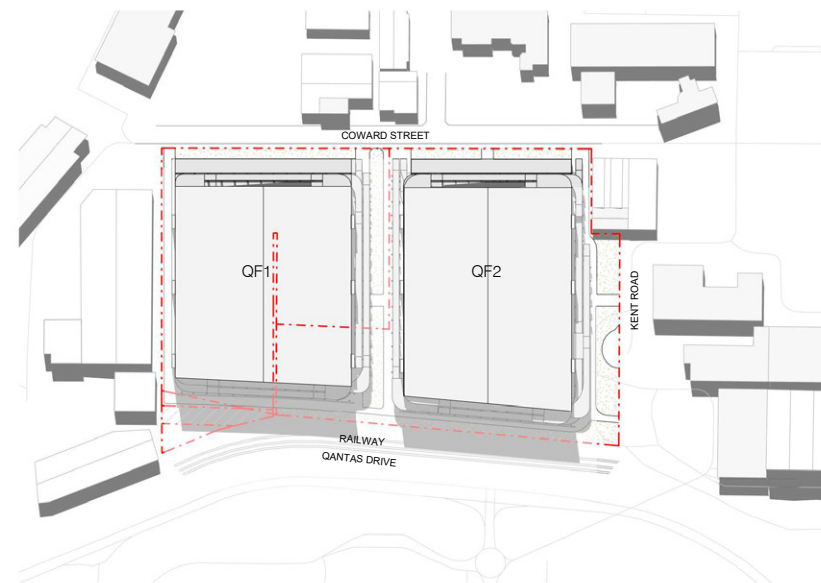
Legend

BoH (Back of House)	NS (Neighbourhood Shop)
CORE	OFFICE PREM. (Office Premises)
CRT (Cafe / Restaurant / Take away)	ANC. OFFICE (Ancillary Office)
EoT (End of Trip facility)	WAREHOUSE
LOBBY	

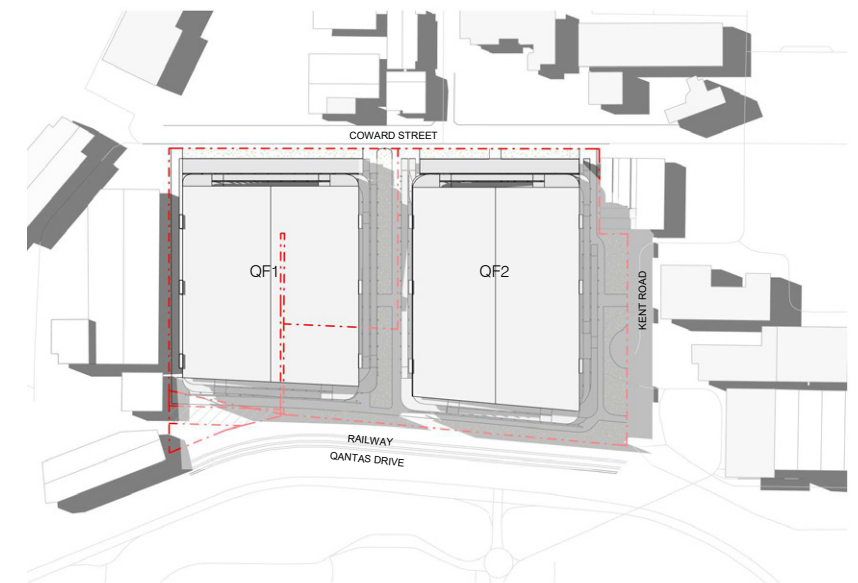
3.5 Shadow Studies - 21 March



21 MARCH _ 9:00 AM



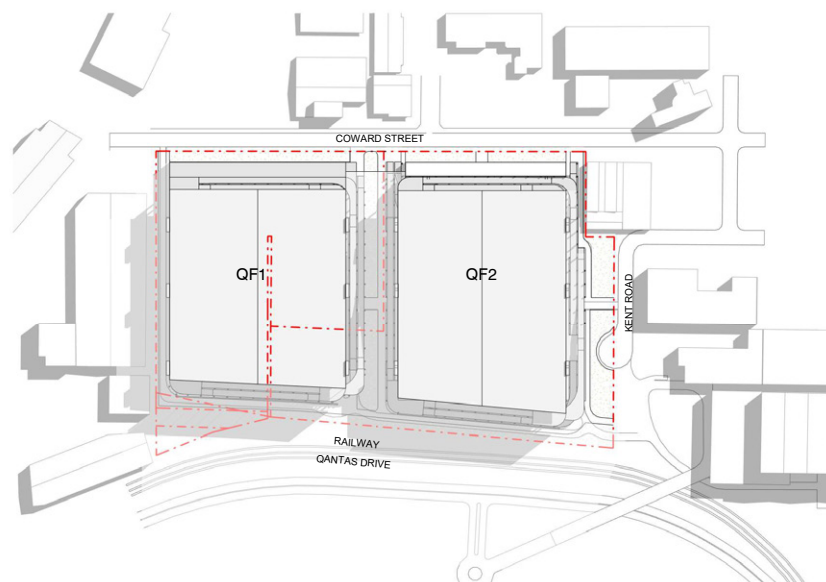
21 MARCH _ 12:00 pm



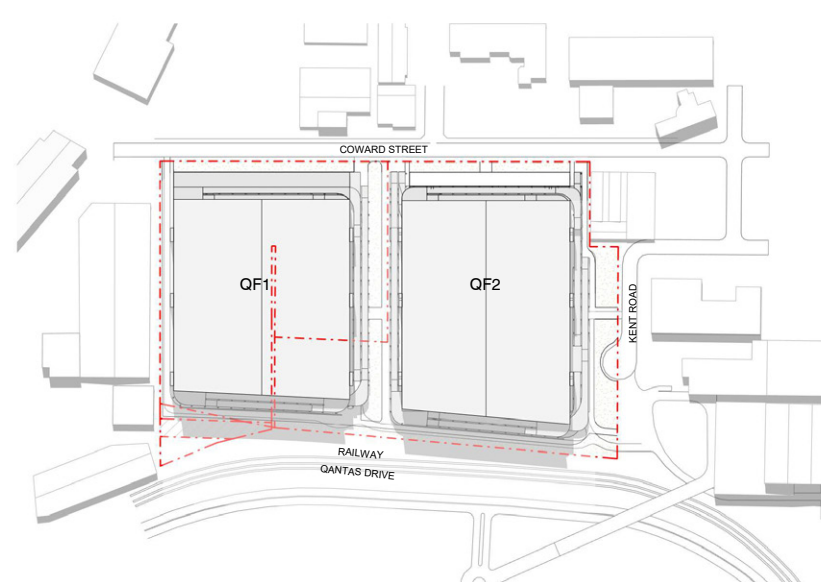
21 MARCH _ 3:00 pm

Proposed 2:1 FSR

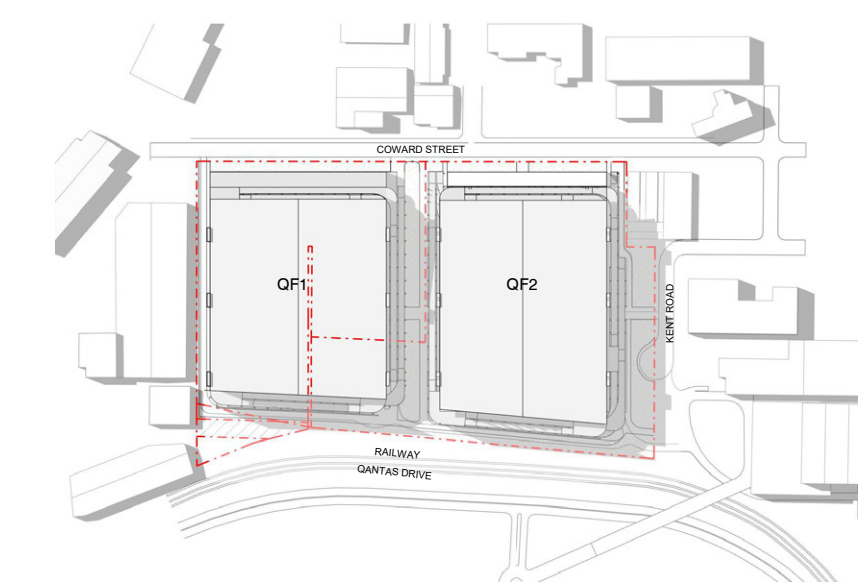
- Shadows at the Equinox have little impact on neighbouring sites with most overshadowing occurring to the rail corridor and Kent Road.



21 MARCH _ 9:00 AM



21 MARCH _ 12:00 pm

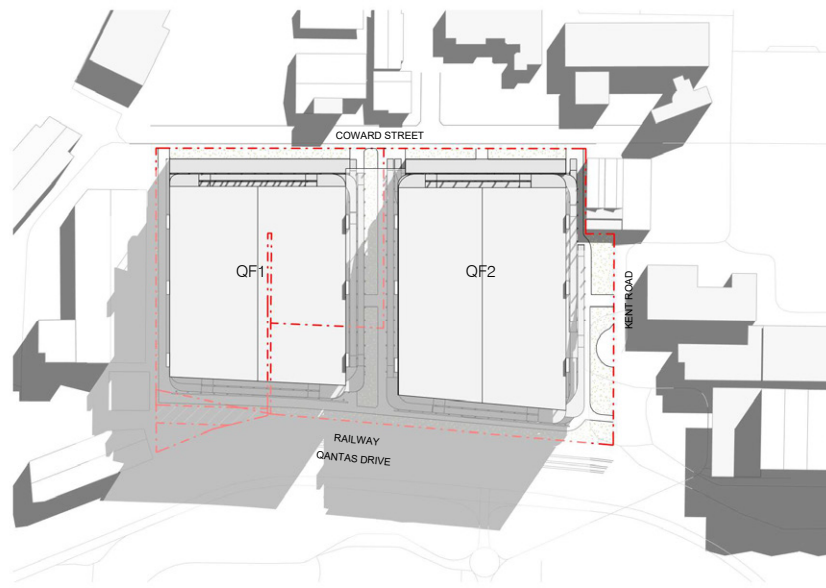


21 MARCH _ 3:00 pm

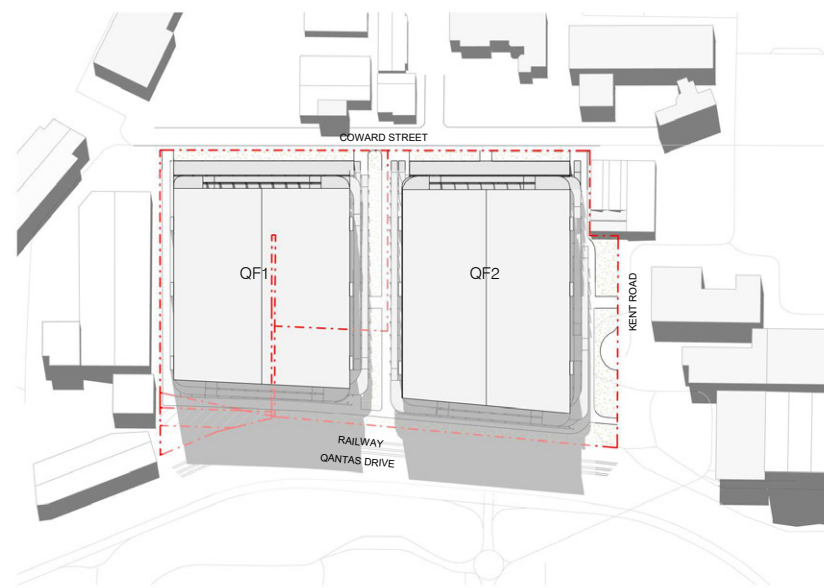
Indicative 1.2:1 FSR

- As the building massing is the same for both the indicative 1.2:1 and proposed 2:1 schemes, there is no difference between the two options in relation to overshadowing.

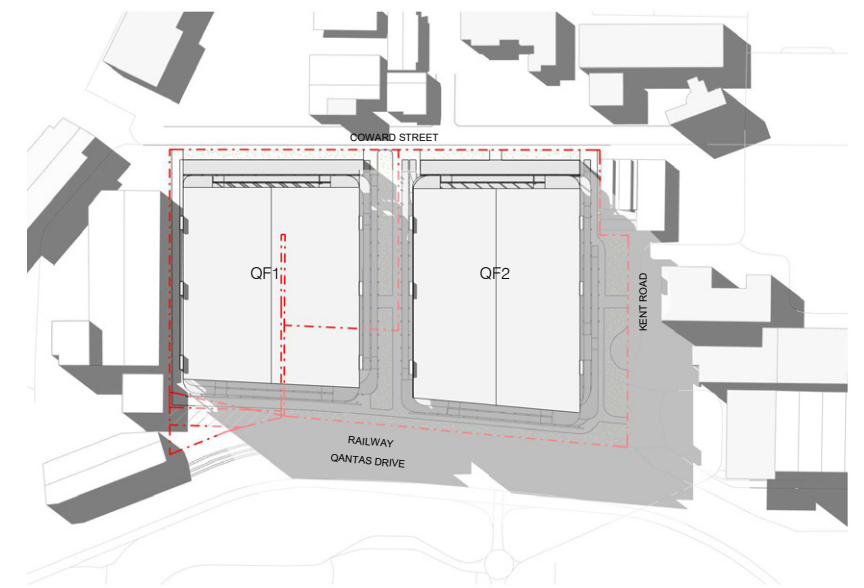
3.5 Shadow Studies - 21 June



21 JUNE _ 9:00 AM



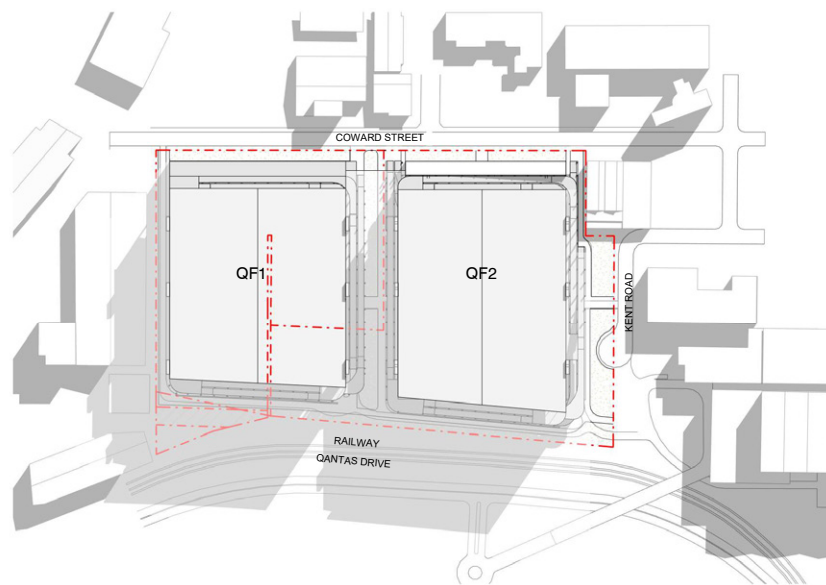
21 JUNE _ 12:00 pm



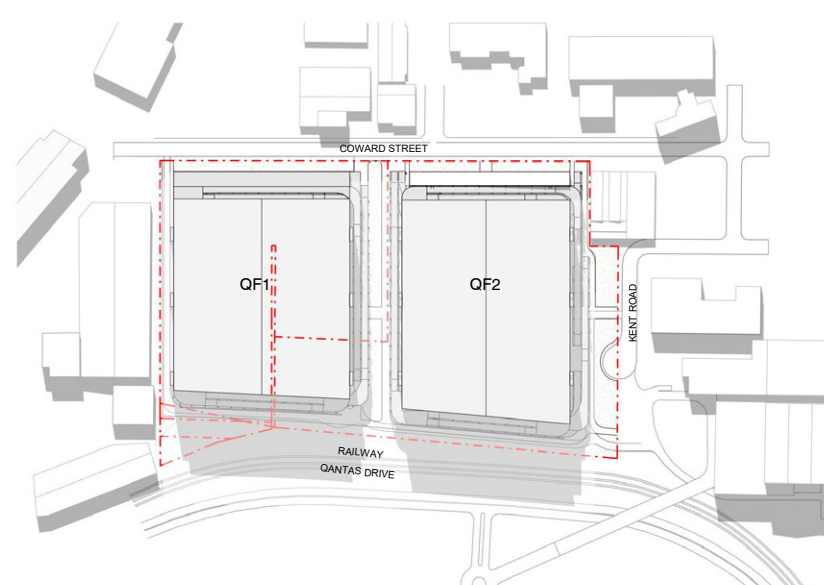
21 JUNE _ 3:00 pm

Proposed 2:1 FSR

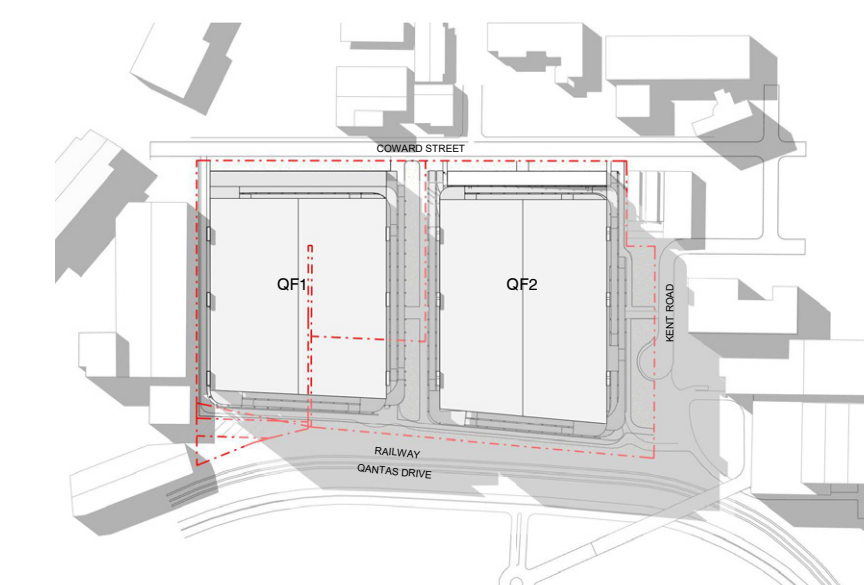
- June 21 shadows show little impact to neighbouring sites with most overshadowing to the rail corridor, Qantas Drive and Kent Road.



21 JUNE _ 9:00 AM



21 JUNE _ 12:00 pm



21 JUNE _ 3:00 pm

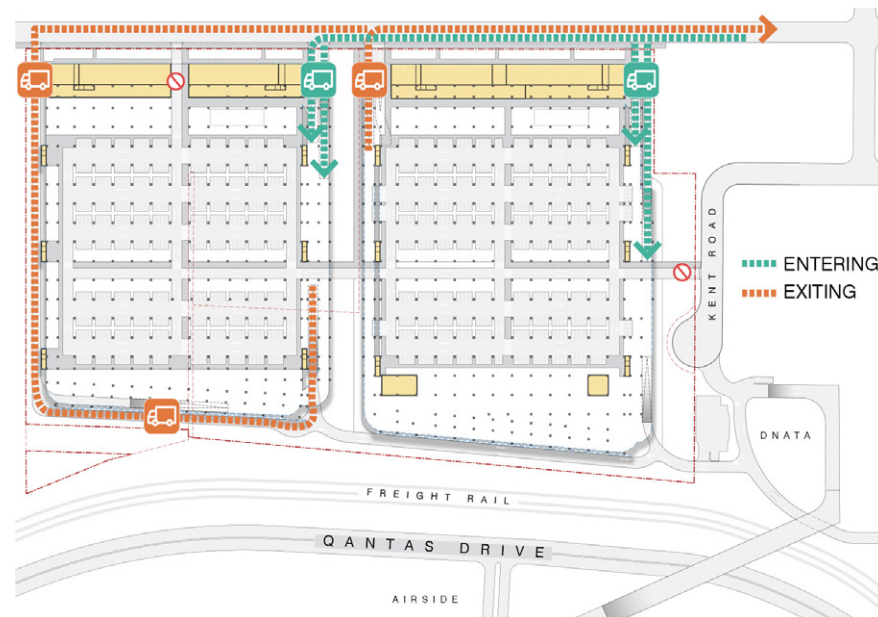
Indicative 1.2:1 FSR

- As the building massing is the same for both the indicative 1.2:1 and proposed 2:1 schemes, there is no difference between the two options in relation to overshadowing.

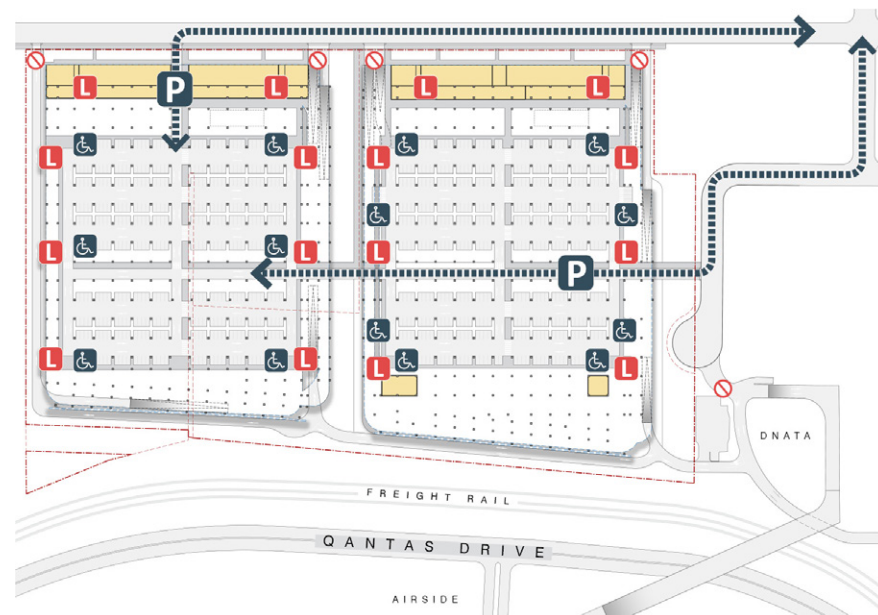
3.6 Proposed Traffic & Circulation

Proposed 2:1 FSR

Heavy Vehicles

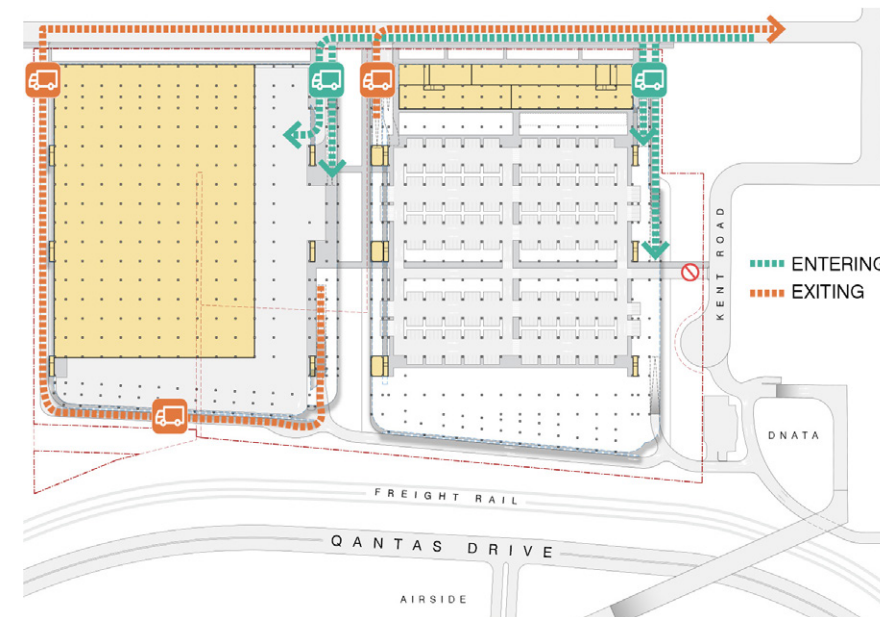


Cars

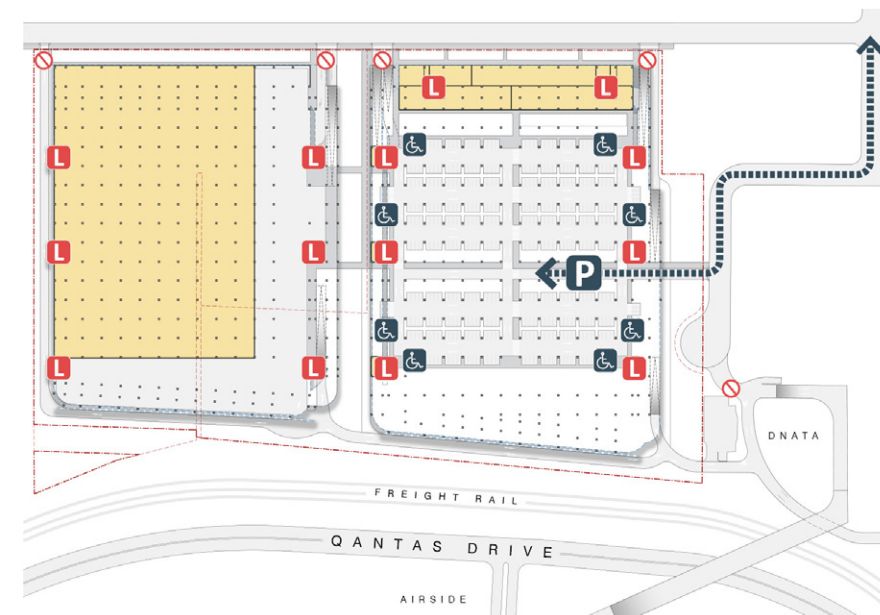


Indicative 1.2:1 FSR

Heavy Vehicles



Cars



Heavy Vehicles

- Heavy vehicle access is located off Coward Street with separate entry and exit driveways located for each structure.
- Vehicles are directed up ramps to the groundfloor or an express ramp to the upper floors.
- Circulation throughout the floors of the structure is clockwise to minimise conflicts with vehicles.
- The western structure has direct access to the airside flyover bridge for exiting vehicles from the groundfloor warehouse tenancy only.

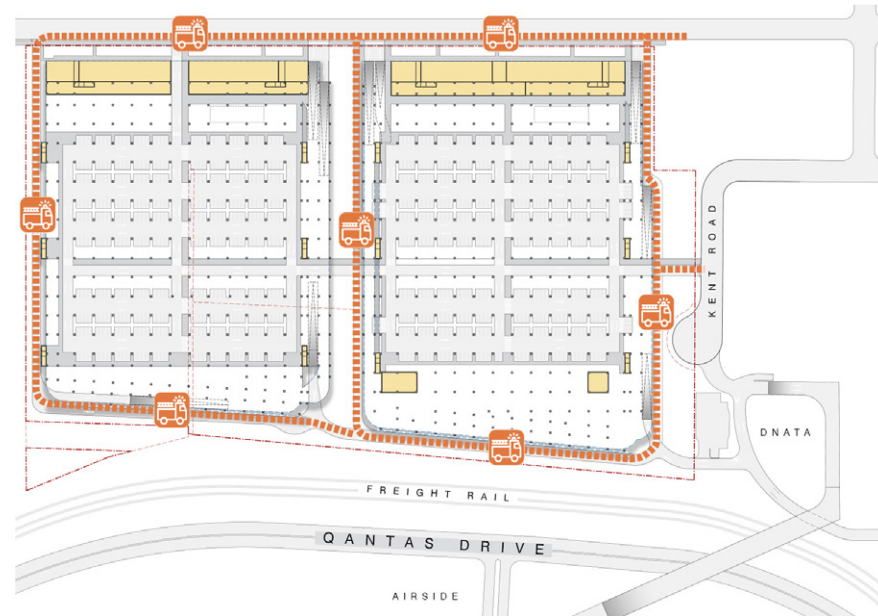
Cars

- 1.2:1 - General vehicle access is from Kent Road only, and services an on-grade carpark located on the lower groundfloor under the eastern warehouse structure, with parking for 431 vehicles.
- 2:1 - General vehicle access is from Kent Road and also Coward Street, servicing on-grade carparks located on the lower groundfloor under the warehouse structures, with parking for 828 vehicles.
- 2:1 - The carparks are linked via an internal access road enabling both carparks to be accessed from Kent Road and Coward Street, distributing traffic into the local network.
- Accessible parking bays are located adjacent to lift lobbies servicing the office mezzanines and warehouse structures above.

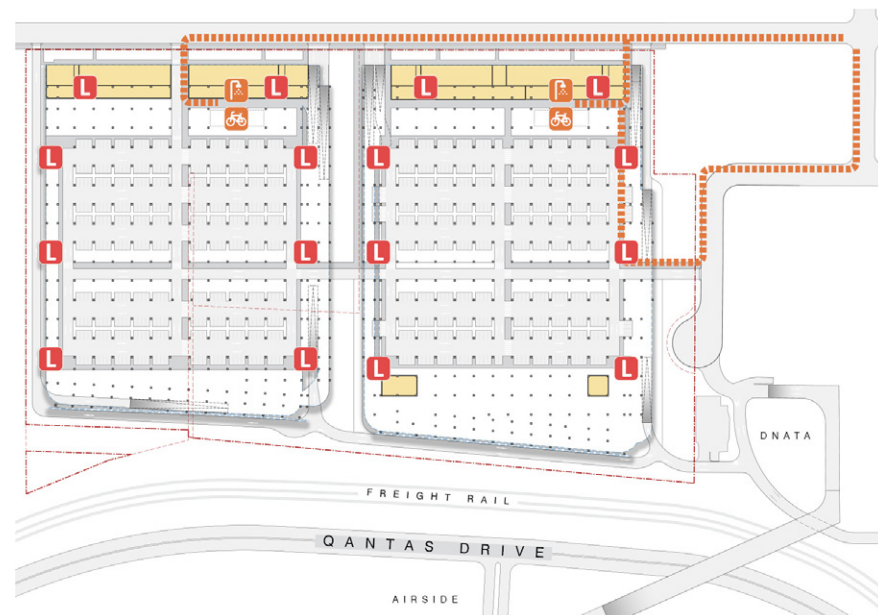
3.6 Proposed Traffic & Circulation

Proposed 2:1 FSR

Fire Truck

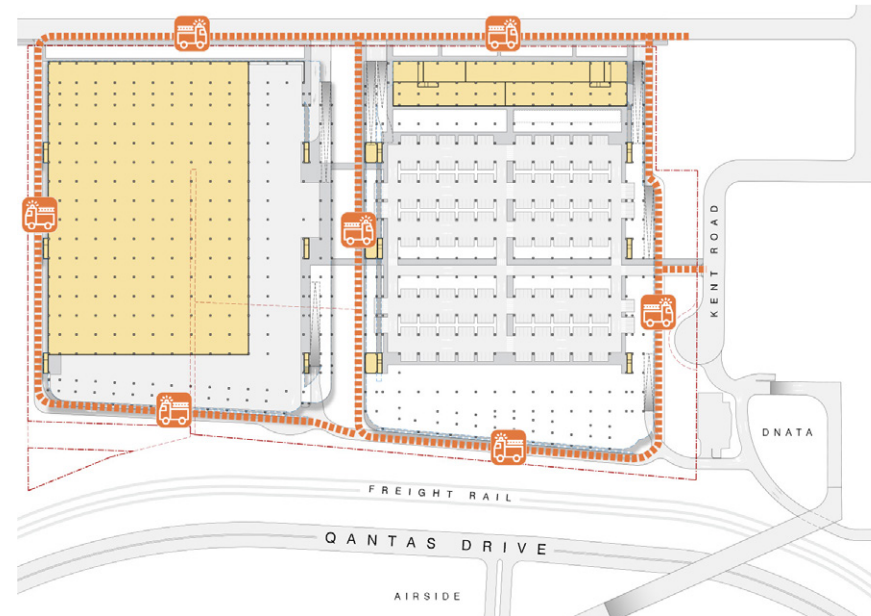


Bicycle Access

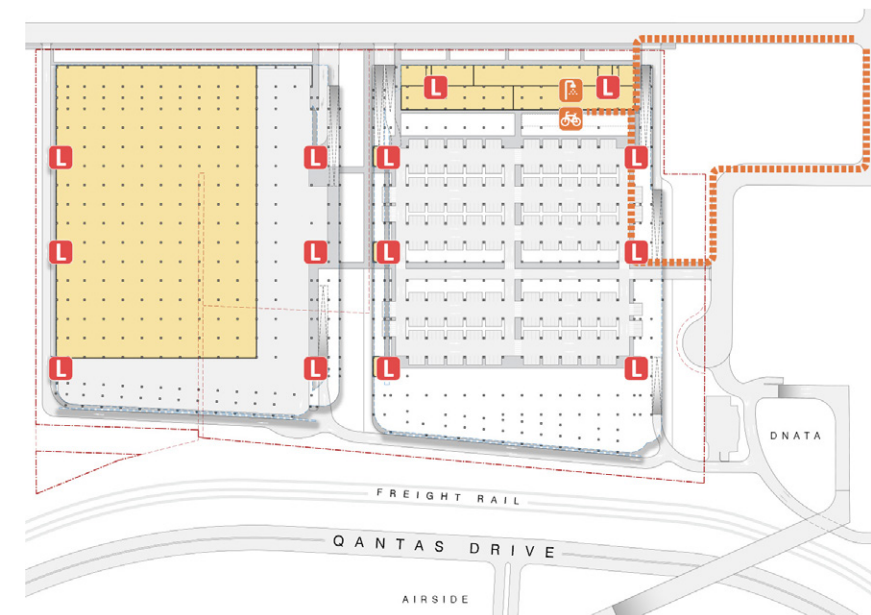


Indicative 1.2:1 FSR

Fire Truck



Bicycle Access



Fire Truck

- Access for emergency vehicles is via Coward Street and Kent Road.
- Access is provided around the entirety of the structures, including the north-south landscape area between the two structures.
- Maintenance and service vehicles will also utilise this internal roadway.

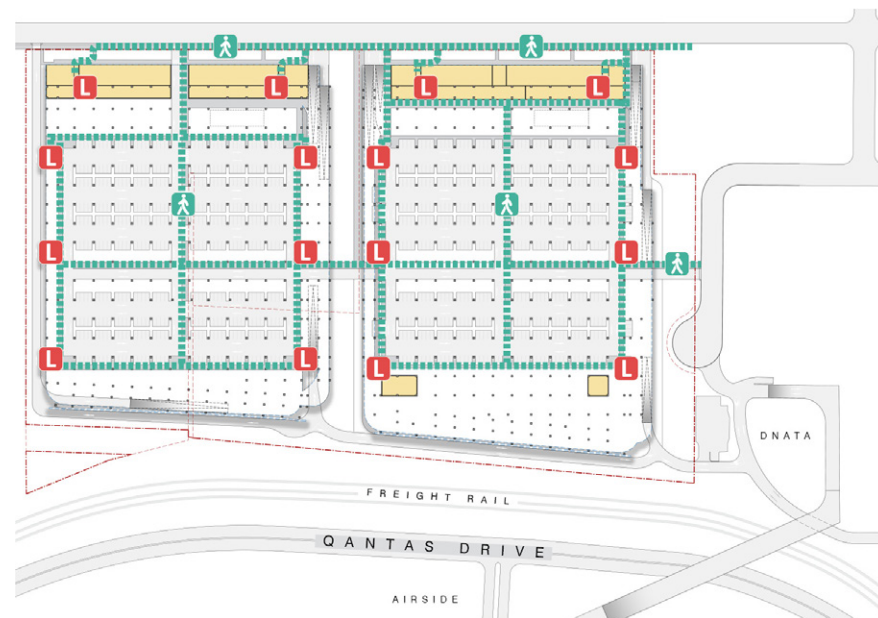
Bicycle Access

- Cyclist access is via Coward Street and Kent Road.
- Bicycle parking is located behind the lower groundfloor tenancies along Coward Street.
- End of trip facilities is located behind the lower groundfloor tenancies along Coward Street, adjacent to the bicycle parking.

3.6 Proposed Traffic & Circulation

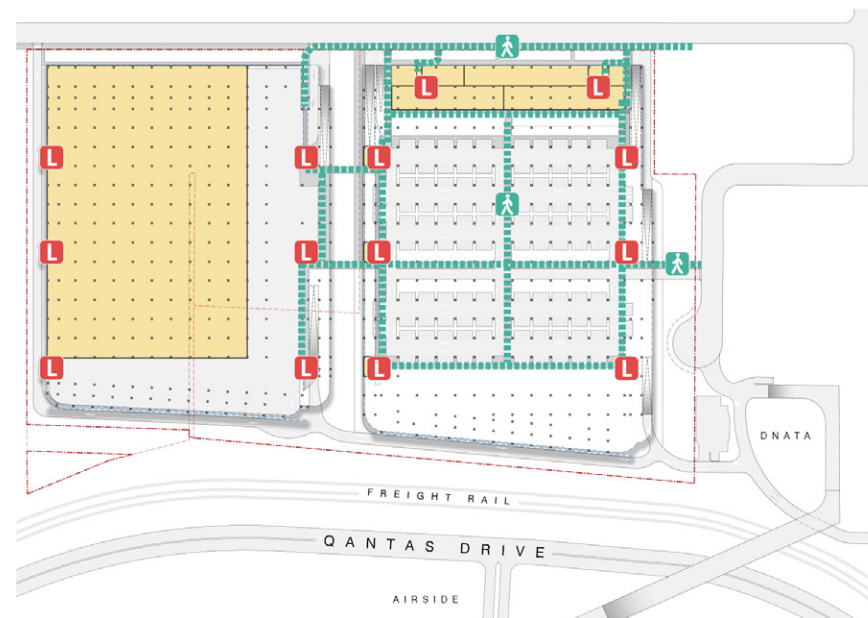
Proposed 2:1 FSR

Pedestrian Access



Proposed 1.2:1 FSR

Pedestrian Access

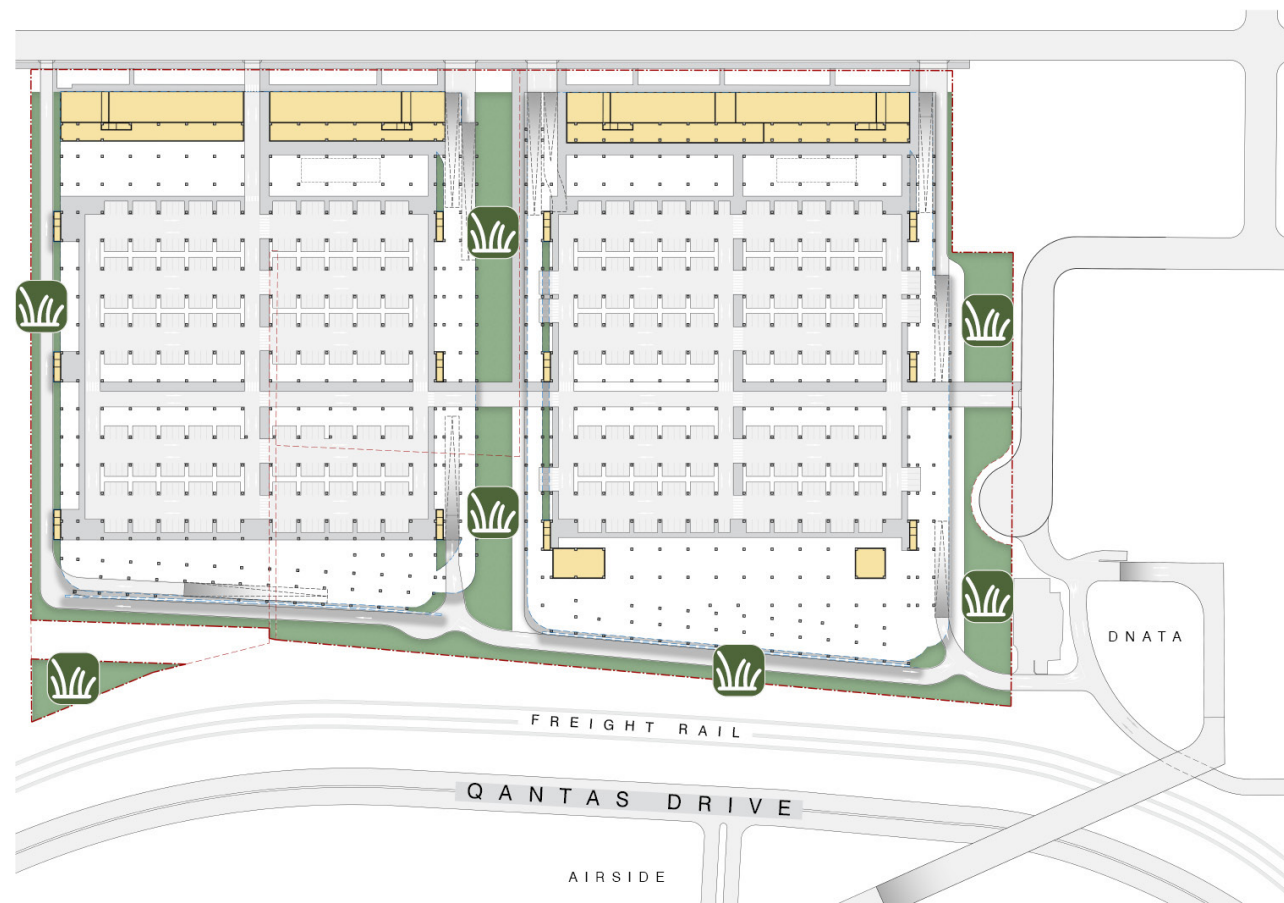


Pedestrian Access

- Pedestrian access is primarily via Coward Street with secondary access via Kent Road.
- Internal pathways provide clear and direct connections between the site entries and the building lobbies.

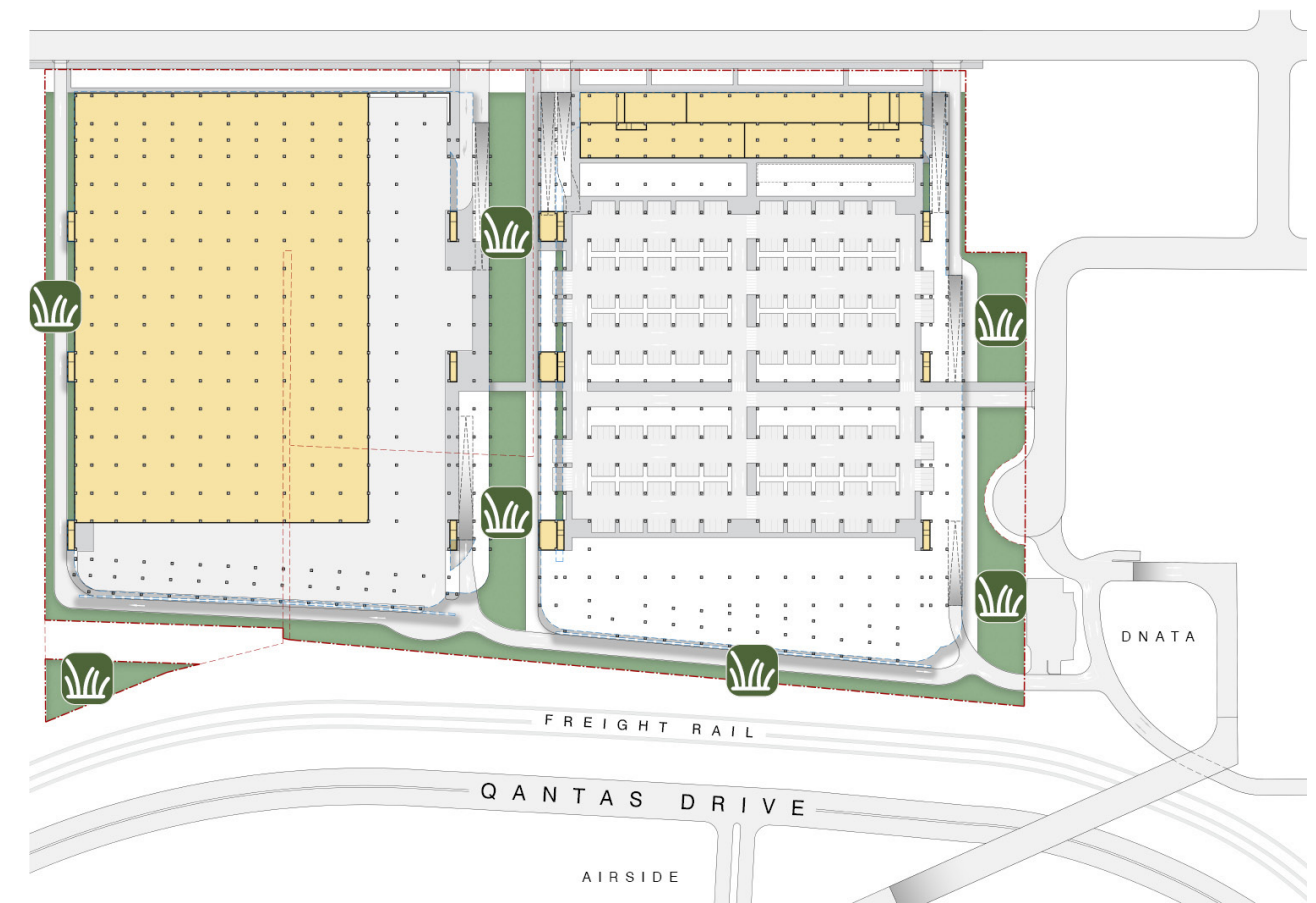
3.7 Proposed Landscape Areas

Proposed 2:1 FSR



- Required landscape area coverage is 10% of the site area, minimum 1m in width. The front landscaped setbacks are additional to the 10% requirement.
- The 2:1 scheme provides a landscape area of 11.1%.
- New planting should include a diverse species mix of environmentally and culturally important species that reflect the surrounding areas wetlands, grasslands, heathlands, scrub and dry sclerophyll forests.

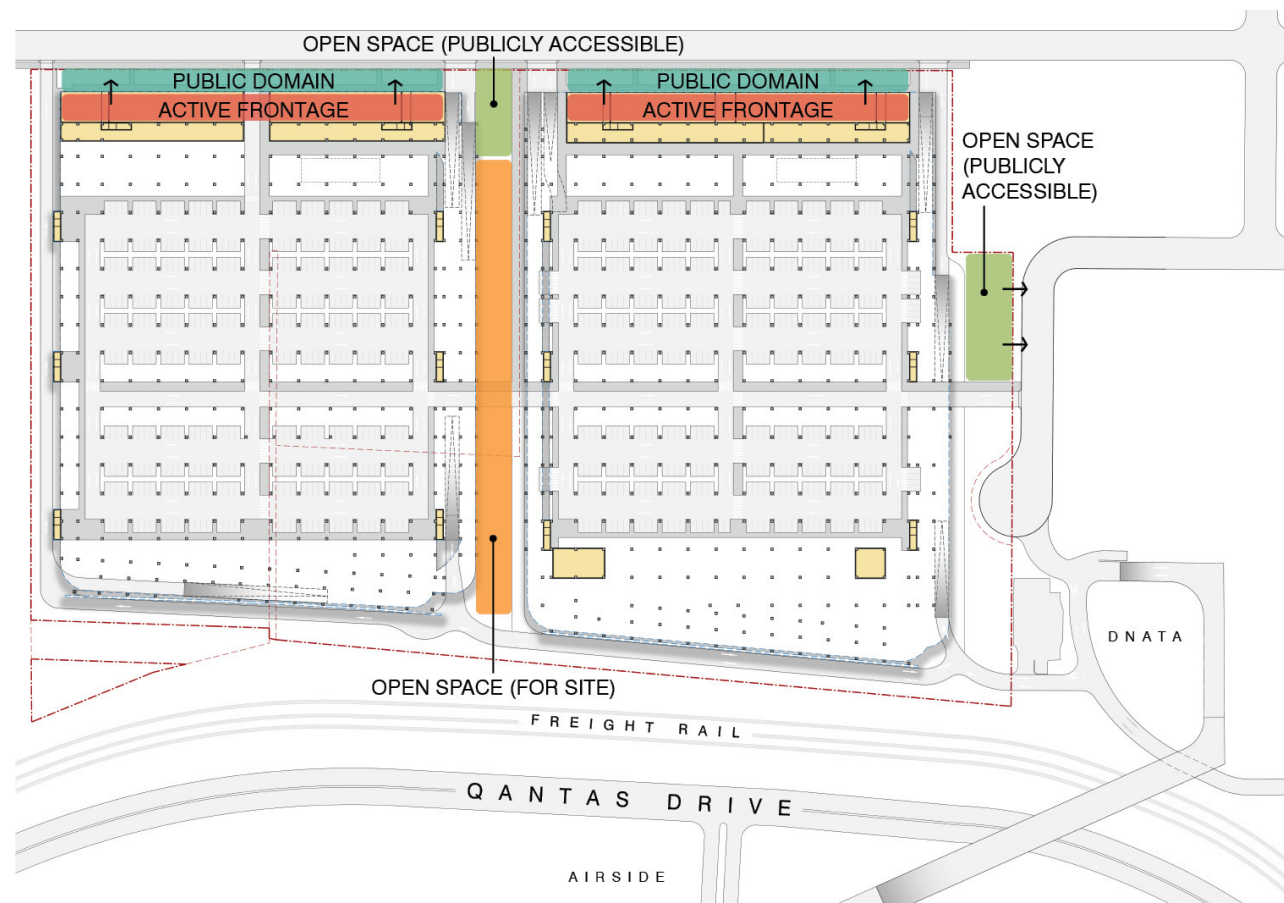
Indicative 1.2:1 FSR



- The 1.2:1 scheme provides a landscape area of 11.3%.

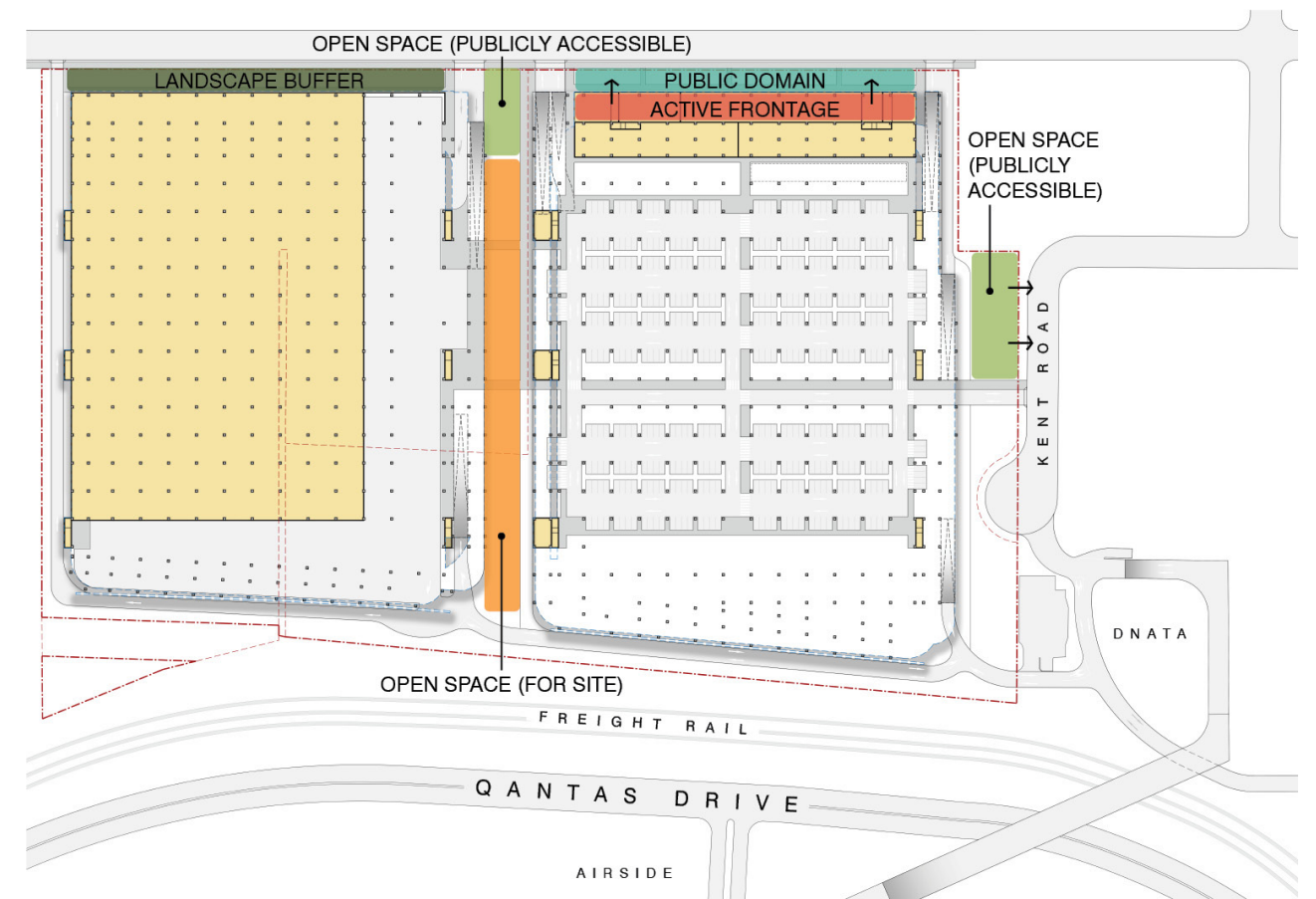
3.8 Proposed Street Activation & Public Domain

Proposed 2:1 FSR



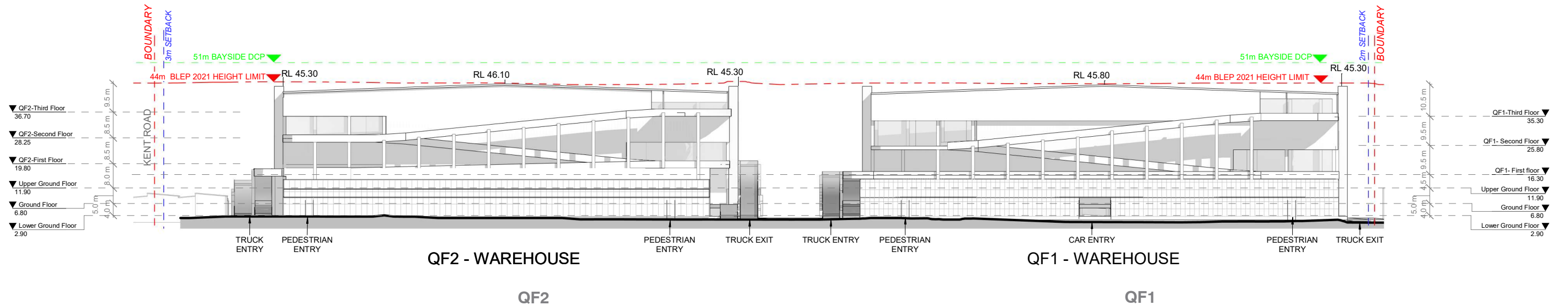
- The proposed concept scheme for the 2:1 FSR will provide for a new public space along the Coward Street frontage for both warehouses that will clearly define the entry to the site for pedestrians and cyclists.
- The space will include a plaza shaded with native trees, public domain furniture and a groundfloor tenancies of 'other uses' that will activate the frontage and provide passive surveillance over the streetscape.
- The central 'green spine' provides an opportunity to create a publicly accessible open space that directly addresses Coward Street and provides a space for passive recreation for the surrounding neighbourhood.
- The Kent Road frontage also provides an opportunity to create a publicly accessible open space that directly addresses Kent Road and provide a space for passive recreation.
- The central 'green spine' within the site will provide an area of active and/or passive use for users of the site.

Indicative 1.2:1 FSR

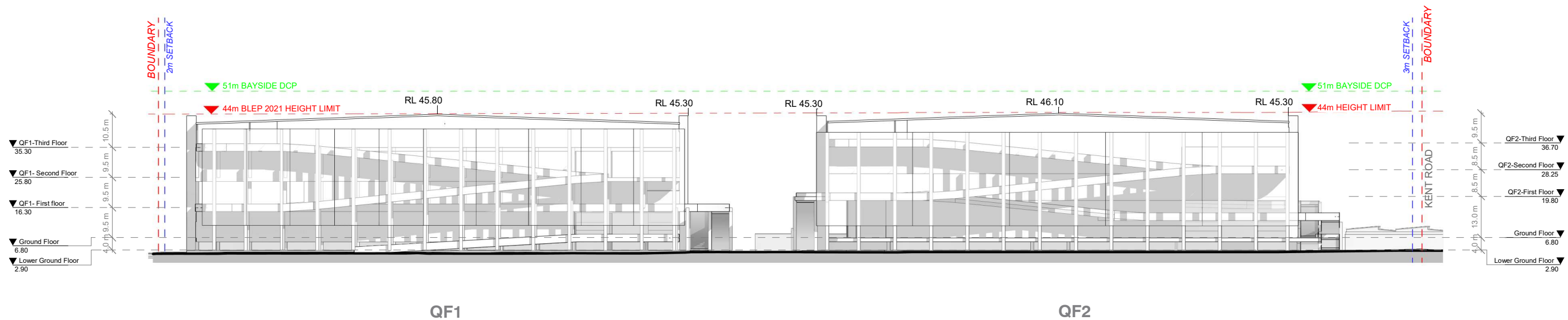


- The proposed concept scheme for the 1.2:1 FSR will provide for a new public space along the Coward Street frontage for the eastern warehouse that will clearly define the entry to the site for pedestrians and cyclists for both warehouses.
- The frontage to the western warehouse will be utilised as a landscape buffer and include the retention of existing vegetation to aid in screening the warehouse structure.

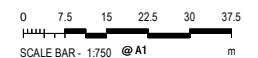
3.9 Elevations - Proposed 2:1 FSR



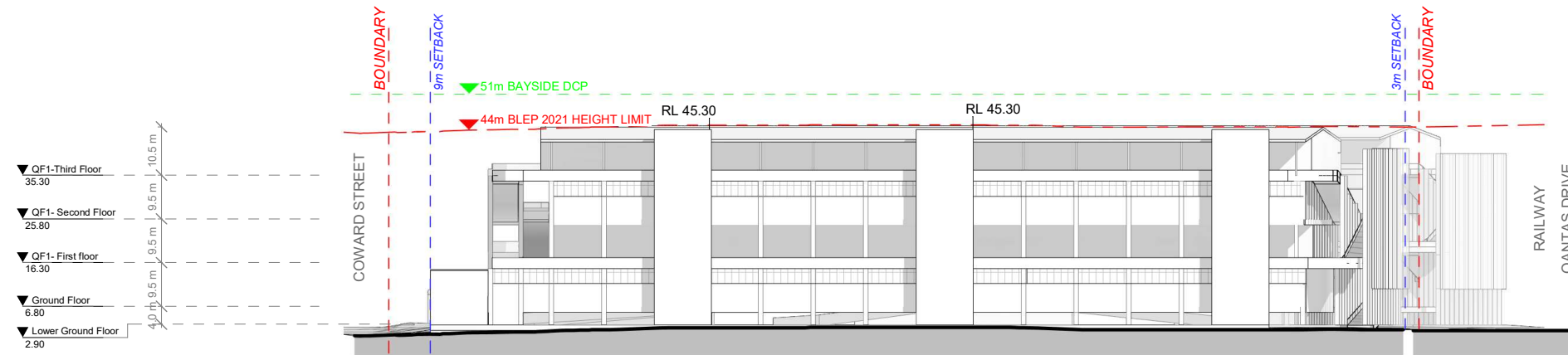
North Elevation



South Elevation

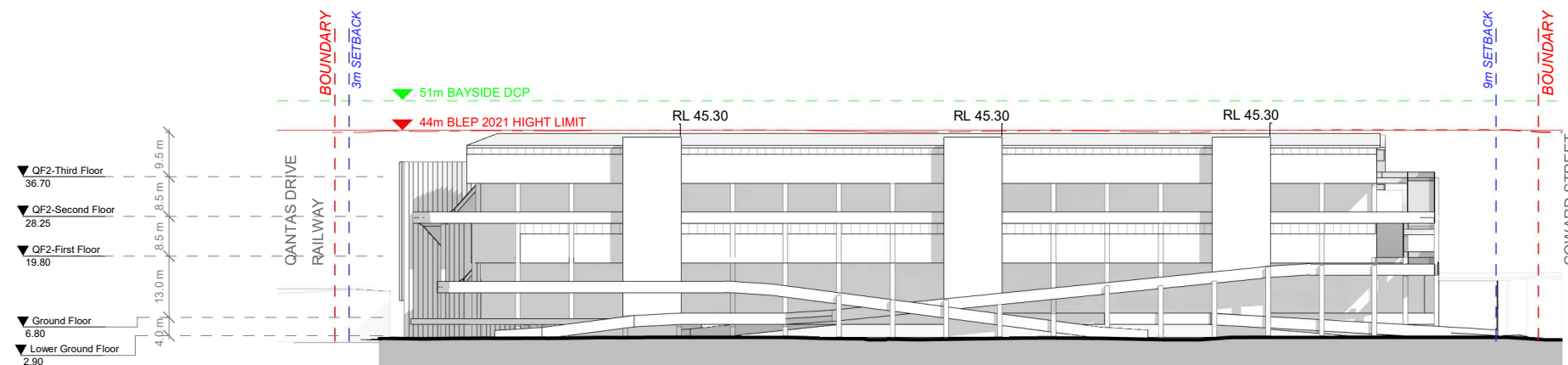


3.9 Elevations - Proposed 2:1 FSR



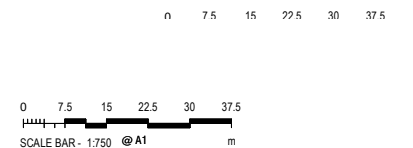
QF1

West Elevation

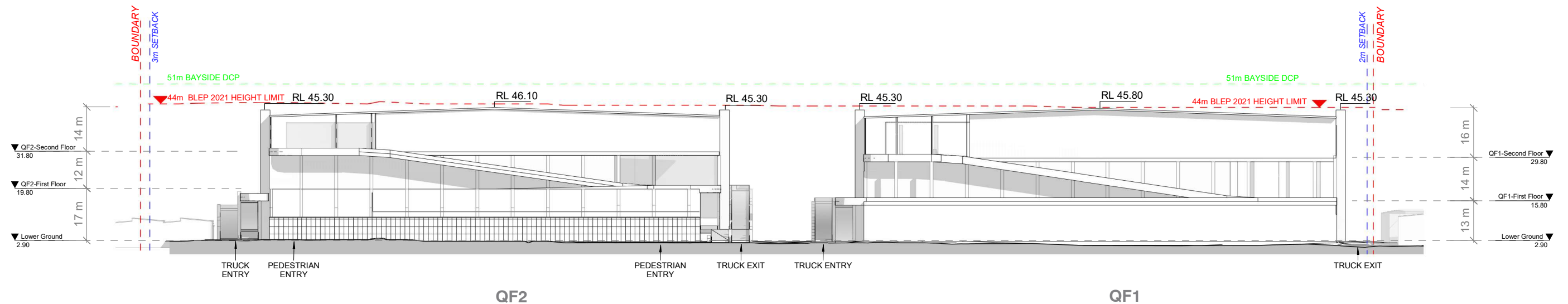


QF2

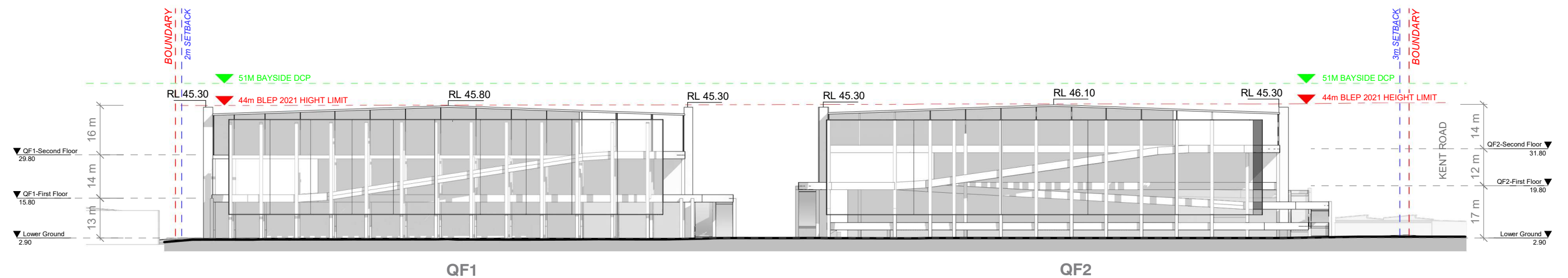
East Elevation



3.9 Elevations - Indicative 1.2:1 FSR



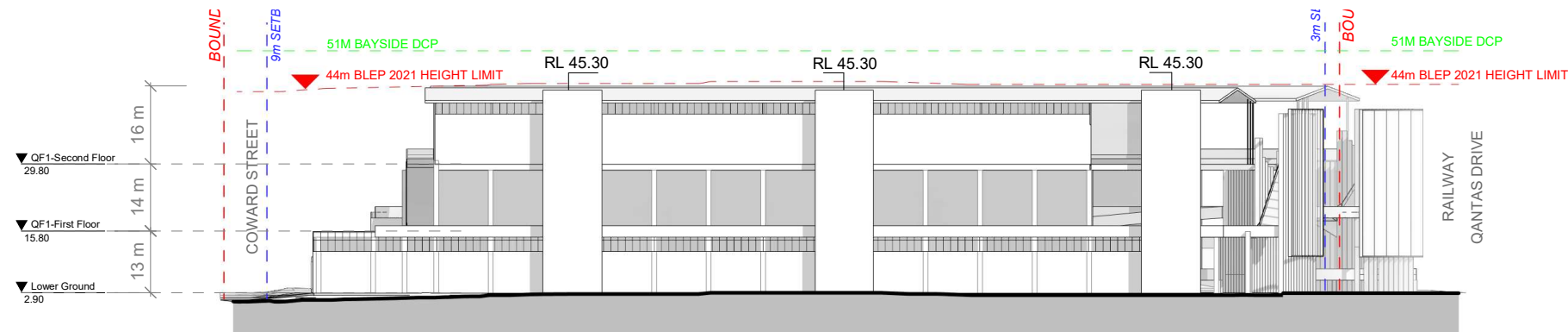
North Elevation



South Elevation

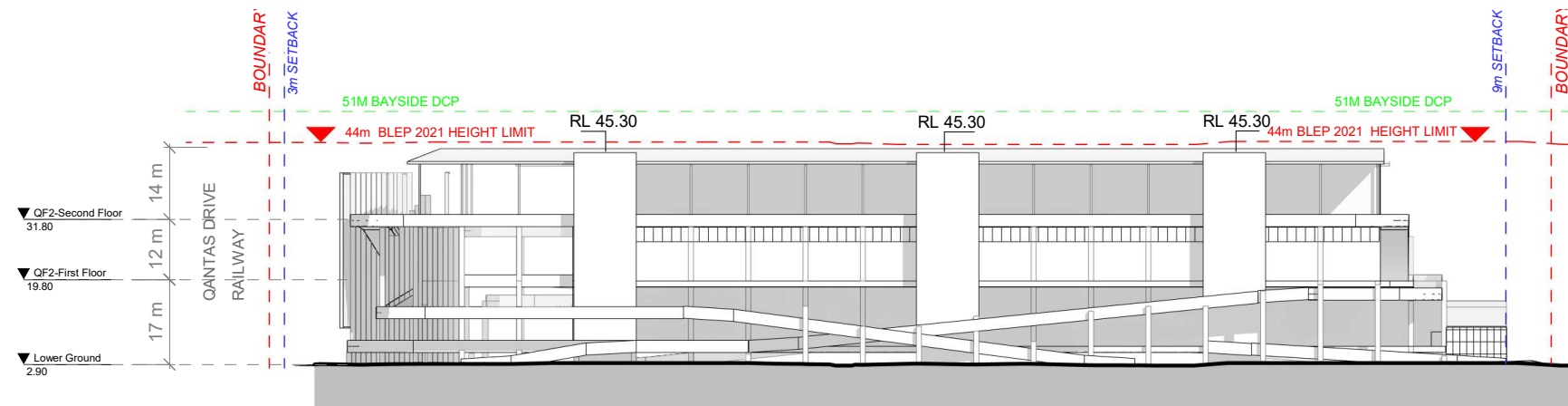
0 7.5 15 22.5 30 37.5
SCALE BAR - 1:750 @ A1 m

3.9 Elevations - Indicative 1.2:1 FSR



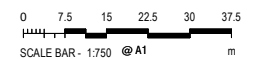
QF1

West Elevation

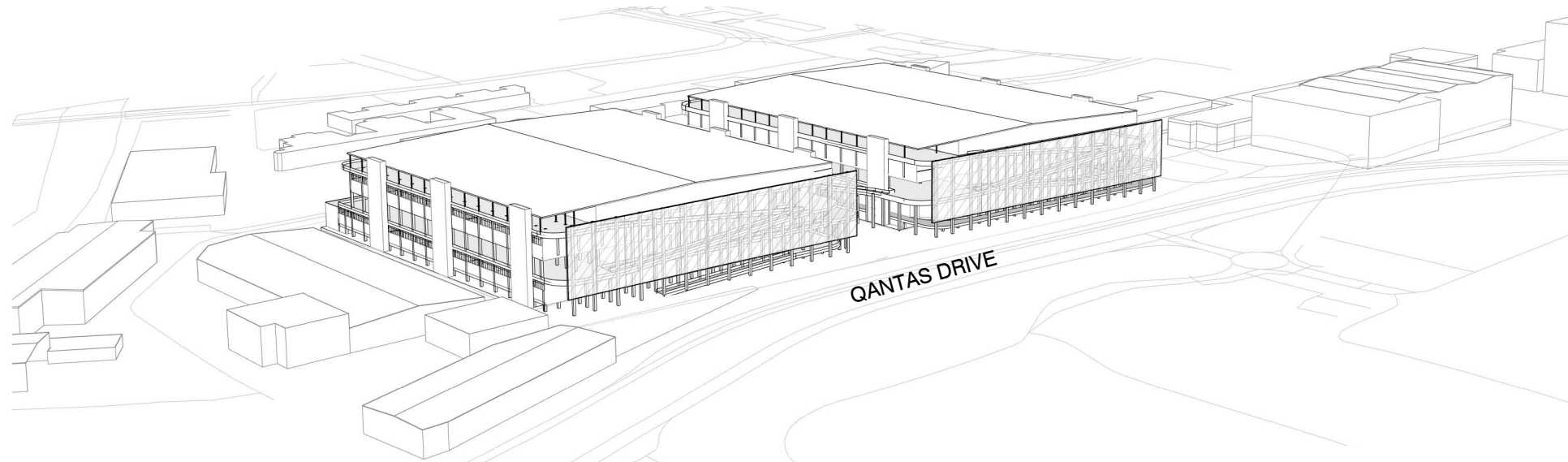


QF2

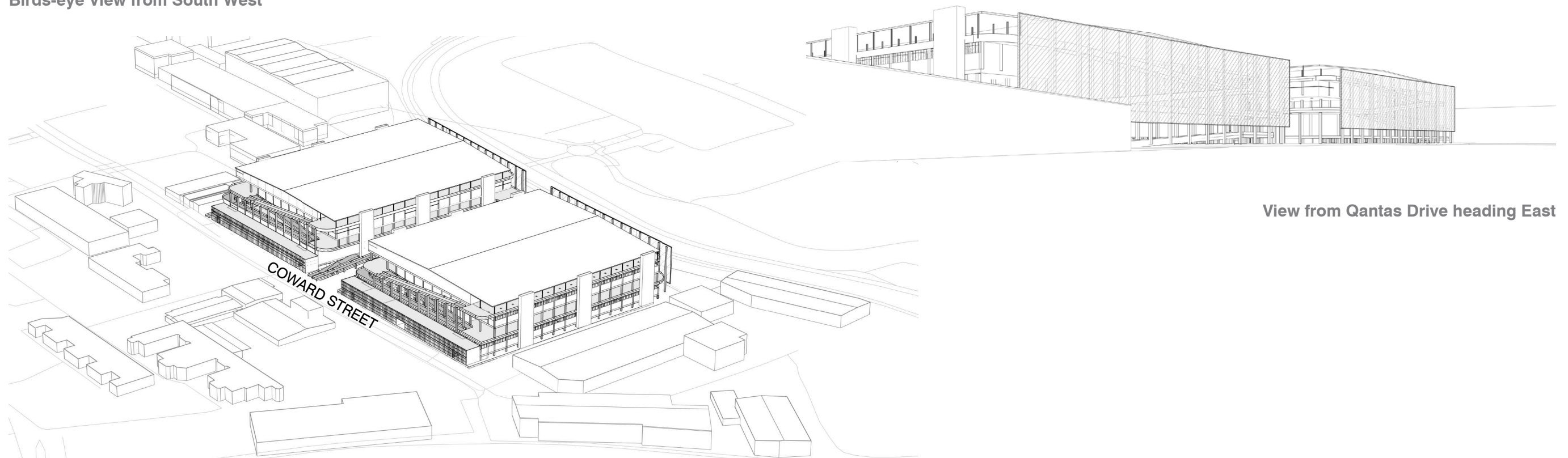
East Elevation



3.10 Perspectives - Proposed 2:1 FSR



Birds-eye View from South West



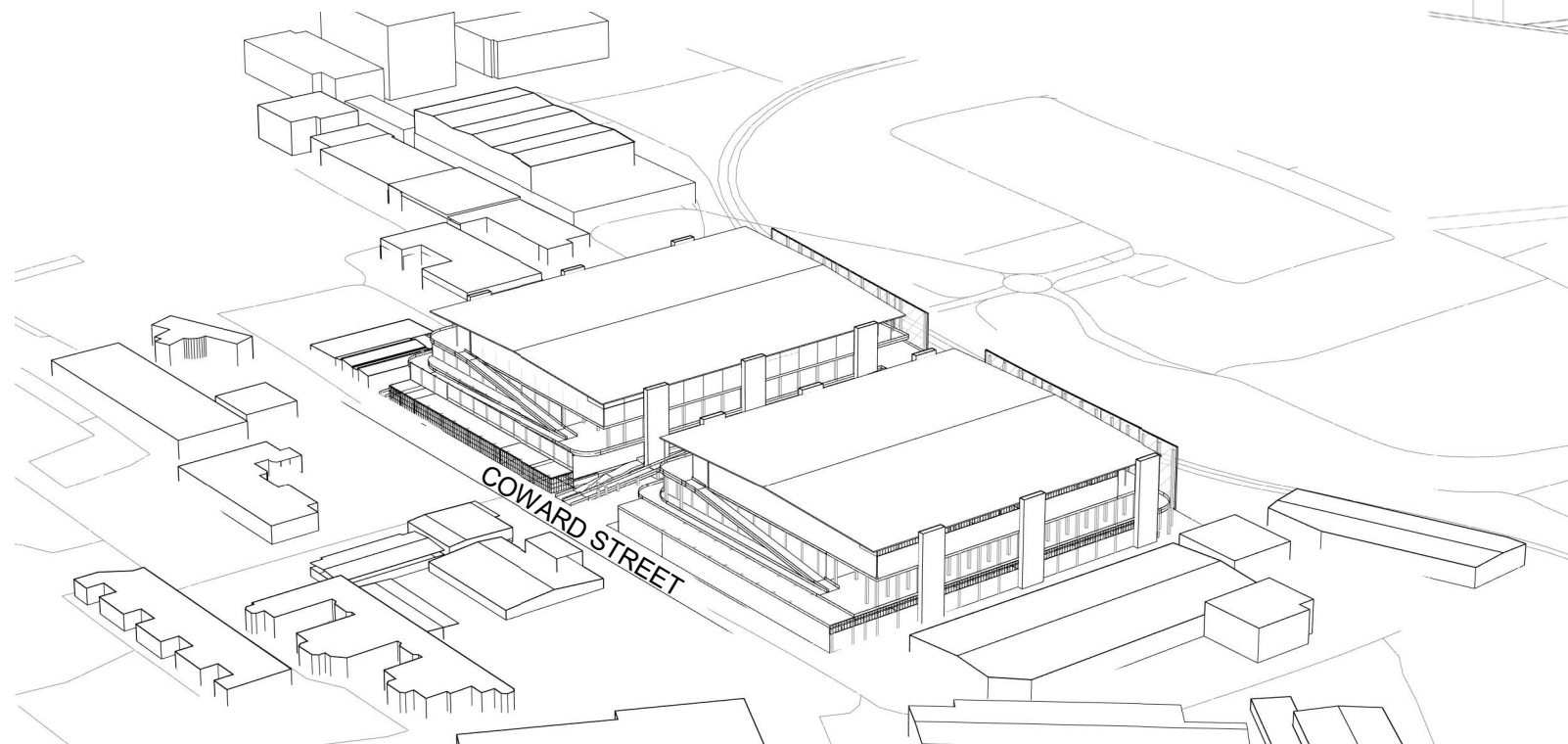
View from Qantas Drive heading East

Birds-eye View from North West

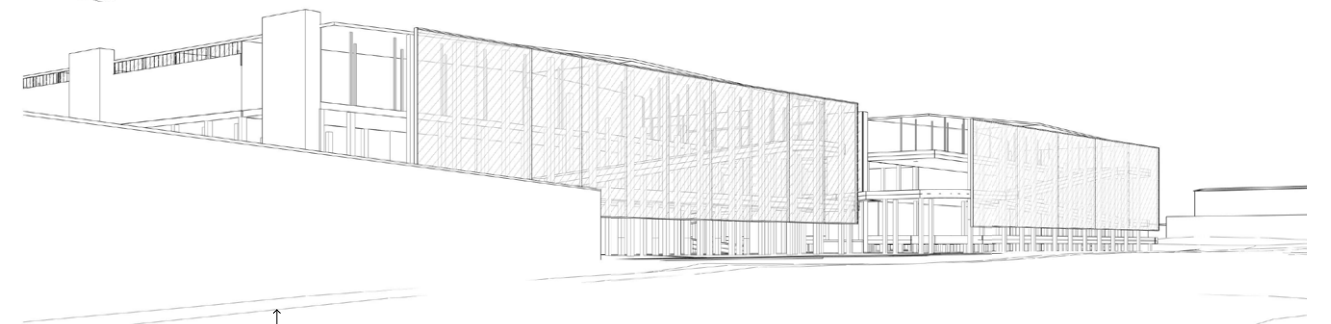
3.10 Perspectives - Indicative 1.2:1 FSR



Birds-eye View from South West



Birds-eye View from North West

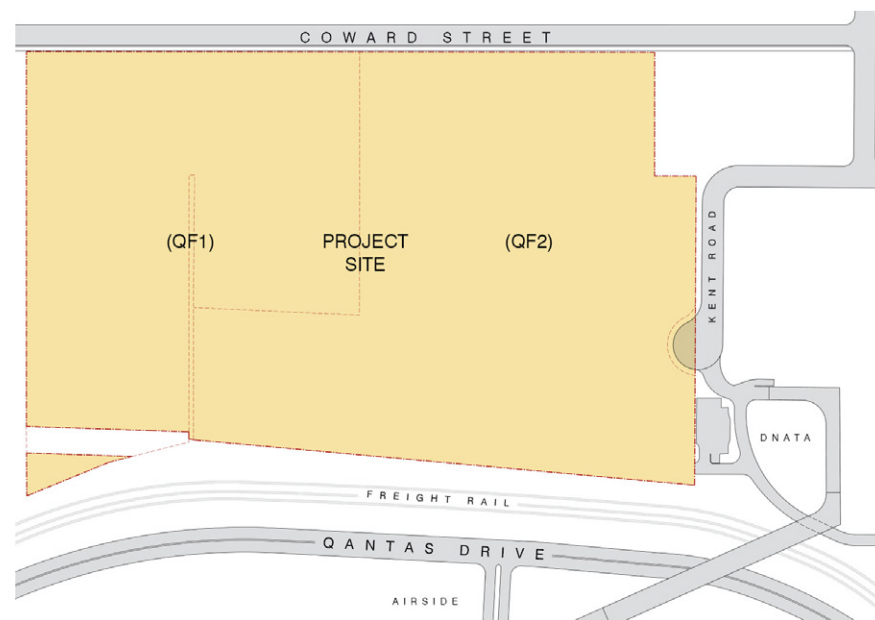


View from Qantas Drive heading East

4.0 Review Scoping Proposal Advice

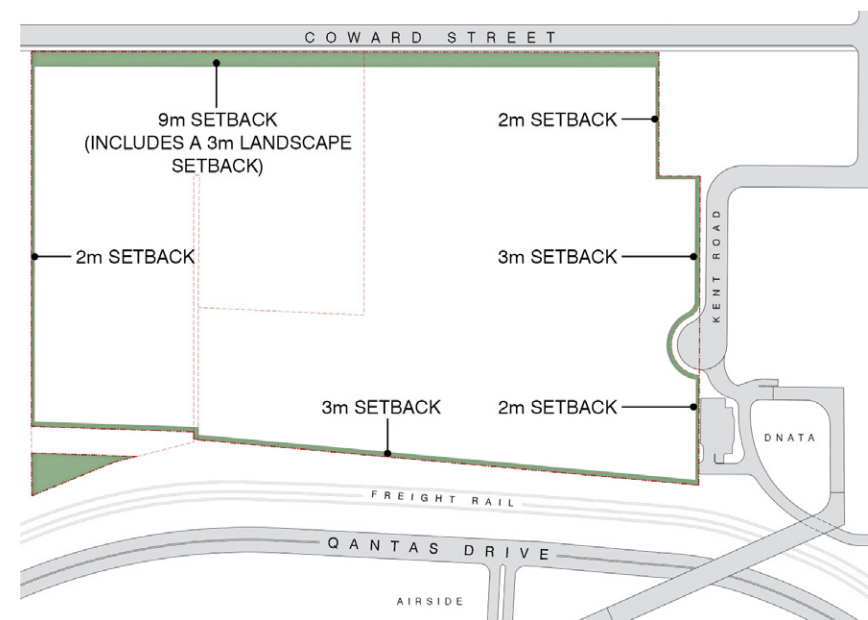
4.1 Detailed Building Envelope Review

Project Site



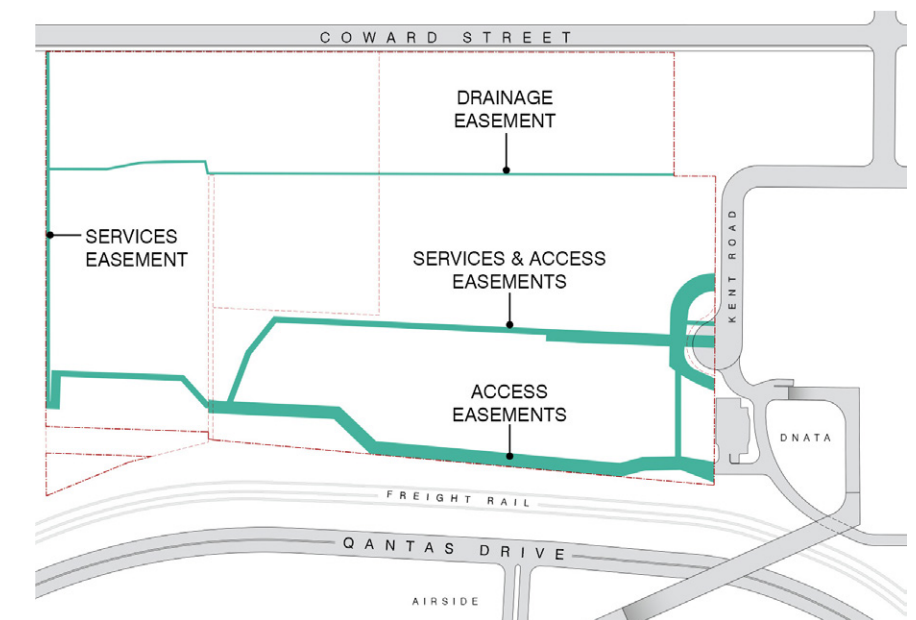
- Identification of the site boundaries

Setbacks



- Identification of the site setbacks as per the Bayside Council DCP.

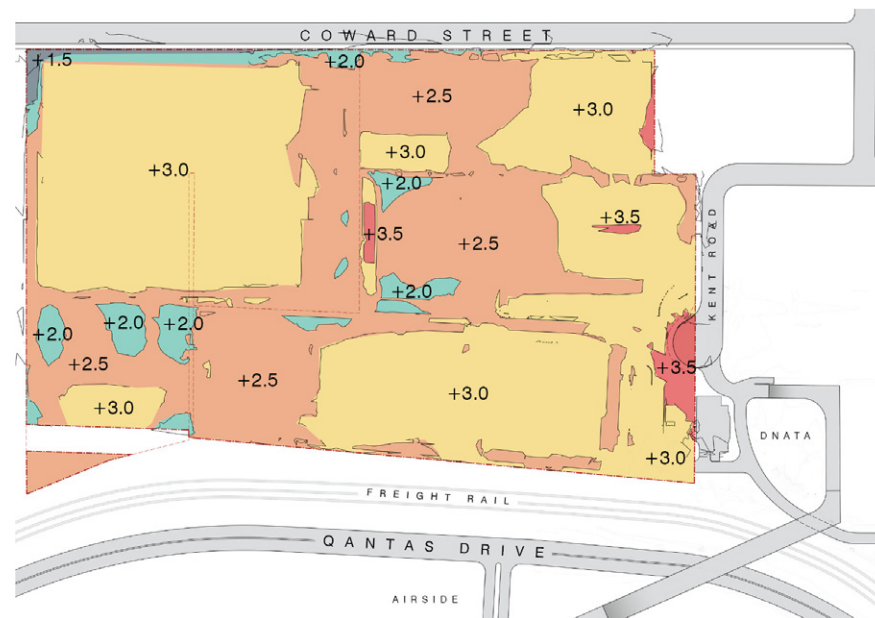
Easements, Right of Ways and Services



- Identification of the easements, right of ways and services located on the site.
- Access easements to the south of the site are maintained in the design proposal to ensure continued links to the private roadways connecting the site to airside.

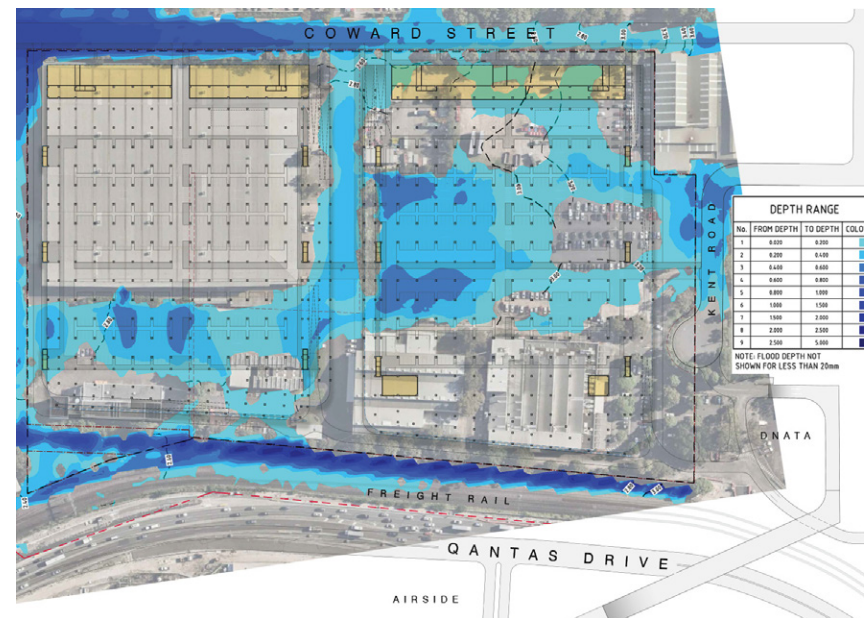
4.1 Detailed Building Envelope Review

Diagram of topography



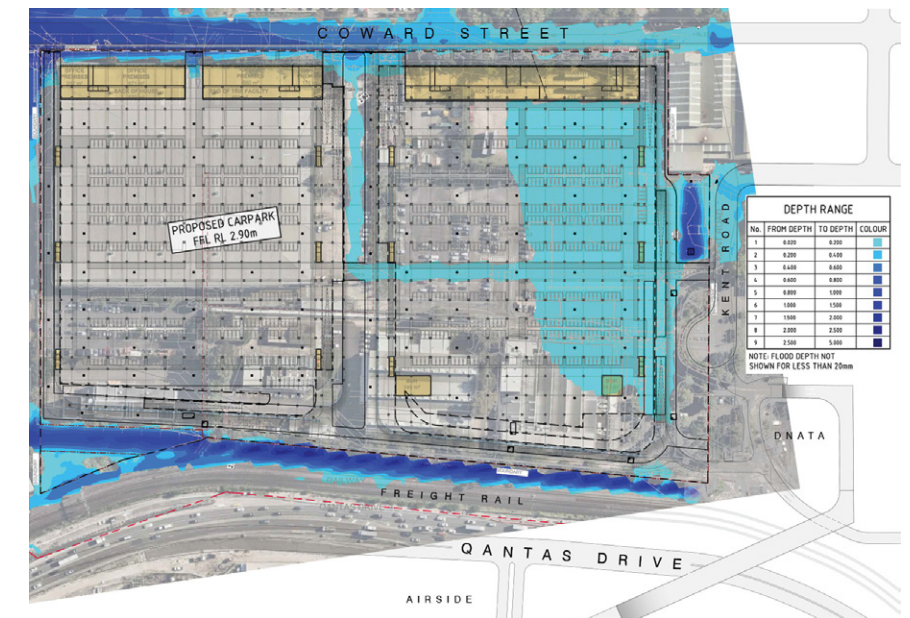
- The site is generally flat grading from the east to the west with a highpoint towards Kent Road and the Dnata Facility, and a low point within the northwest corner of the site adjacent to Coward Street.

Diagram of existing flooding



- Overland flows extend from the west to the north east and also to the southern boundary adjacent to the existing Sydney Drainage Channel.

Diagram of flooding post development



- Stormwater detention and onsite treatment areas are located primarily within the central landscape area between the two structures, with discharge into existing Sydney Drainage Channel along the southern boundary.
- Overland flow directed through the carpark and into Coward Street existing flood path and then into the Alexandria Canal.

4.1 Detailed Building Envelope Review

Diagram of existing vegetation



- The site contains a mix of native and endemic vegetation located within garden areas located along the boundaries and within isolated gardens located throughout on-grade carparks, building surrounds and roadways edges.
- Significant native tree plantings are located along the southern and eastern boundary in addition to significant tree plantings along Coward Street.
- Vegetation includes a mix of high value, medium value and trees required to be removed due to poor health / form.

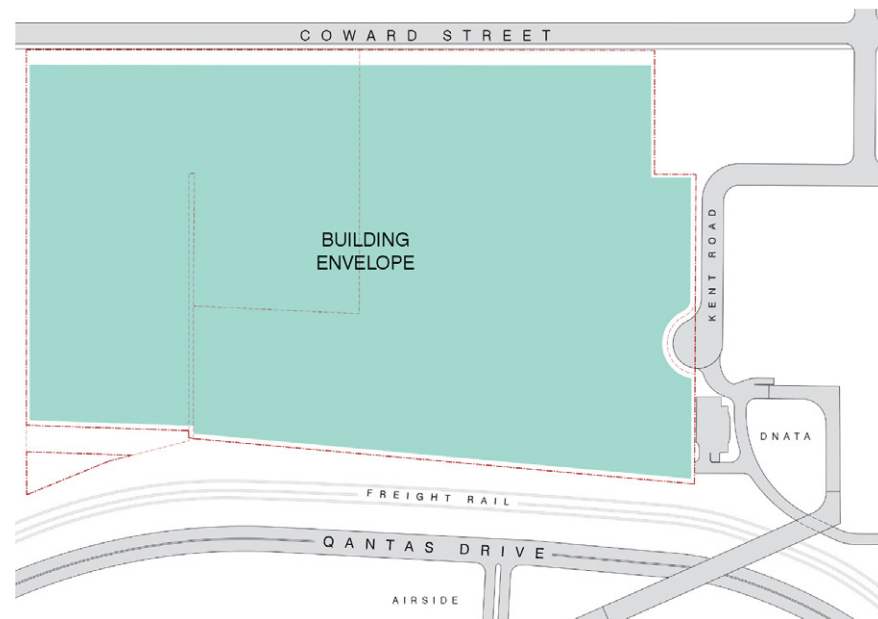
Diagram of existing canopy cover



- Existing canopy cover from tree plantings covers approximately 13% of the site, primarily located along the northern, eastern and southern boundaries.

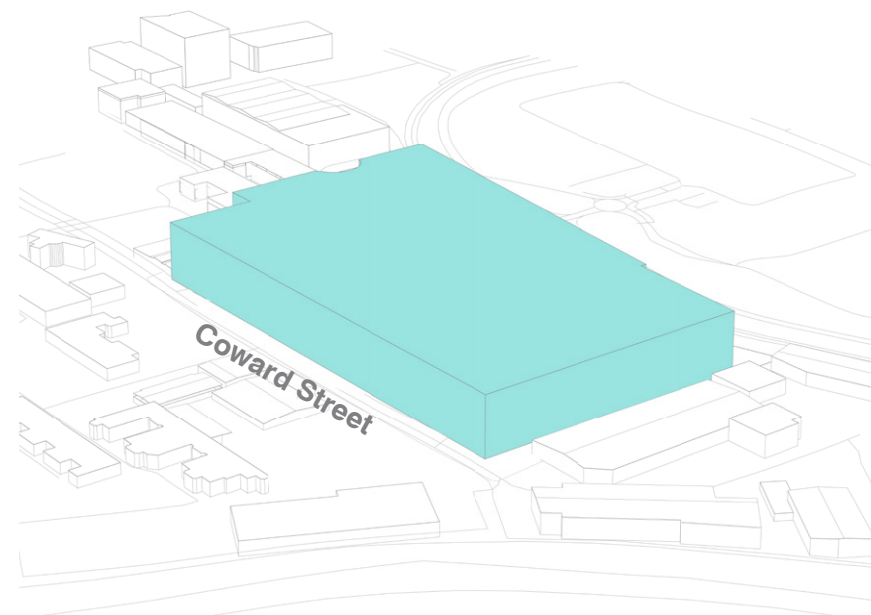
4.1 Detailed Building Envelope Review

Footprint responding to site conditions



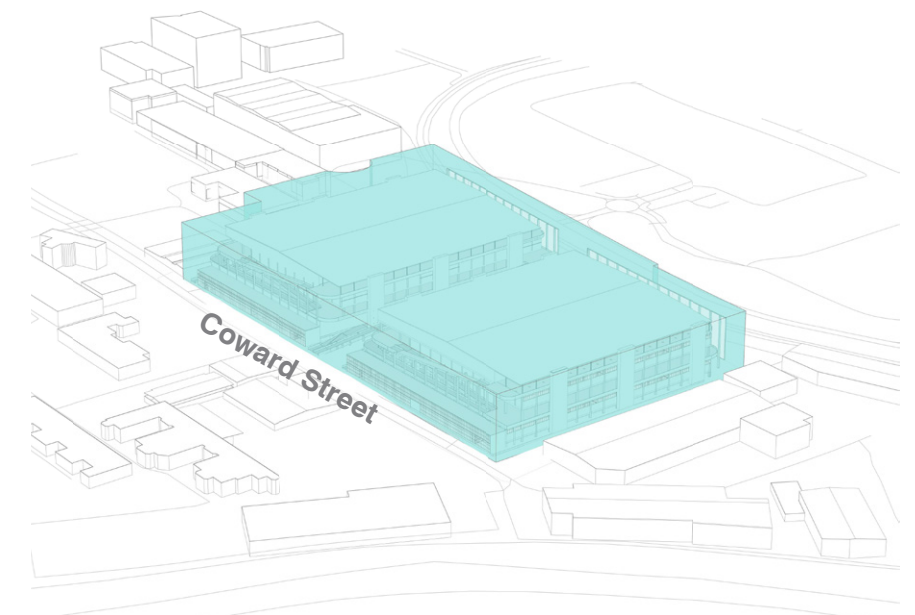
- Allowable maximum footprint in relation to Bayside Council DCP 2022 setbacks

3D view of permissible building envelope in blue



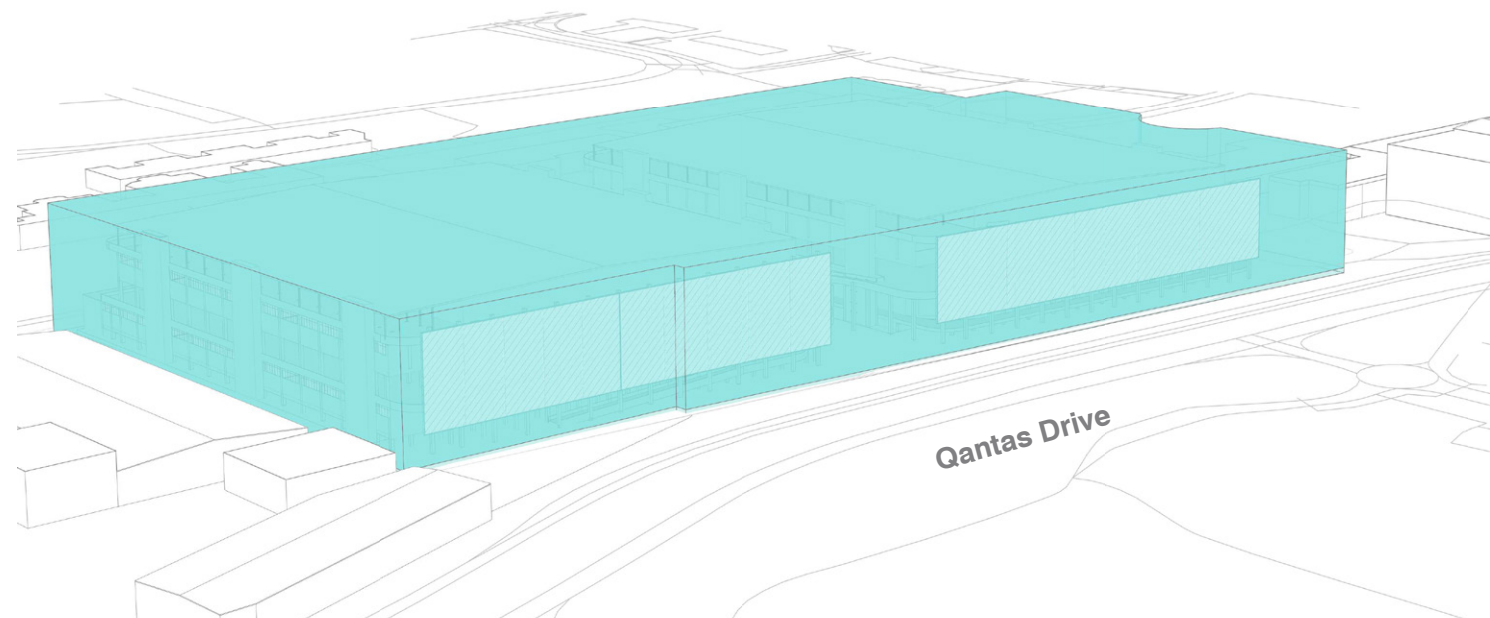
- 3D view of the extruded allowable maximum footprint and maximum building height.
- View from the north west

3D view of permissible building envelope in blue with the proposed 2:1 FSR scheme



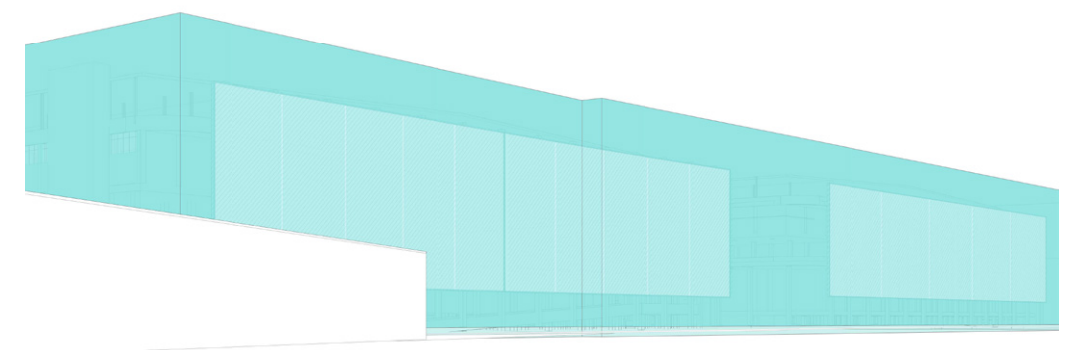
- 3D view of the extruded allowable maximum footprint and maximum building height with the proposed 2:1 scheme shown within the permissible envelope

4.1 Detailed Building Envelope Review



View from south west

- Permissible extruded building envelope in blue showing proposed 2:1 FSR scheme within



Qantas Drive

Qantas Drive street view heading East

- Permissible extruded building envelope in blue showing proposed 2:1 FSR scheme within
- View demonstrates prominence of Art Screens (light blue) from Qantas Drive

4.2 Airport Master Plan Review

The proposed future development is intended to be delivered in two distinct phases (Stages 1 & 2, followed by Stage 3) to accommodate the leaseback arrangements with Qantas, including the continued operations of the Qantas Sydney Distribution Centre (SDC).

Stage 1 would comprise demolition of the existing structures and hardstand areas in the eastern and south-western part of the site and construction of a temporary car park in the south-western corner to service the Qantas SDC. The existing SDC is to remain operational on the north-western part of the site.

Stage 2 includes the construction, fit-out and occupation of the first multi-level warehouse building on the eastern part of the site.

Stage 3 involves the demolition of the existing SDC building and on grade carpark when Qantas SDC vacate the site, and construction of the second multi-level warehouse on the western half of the site.

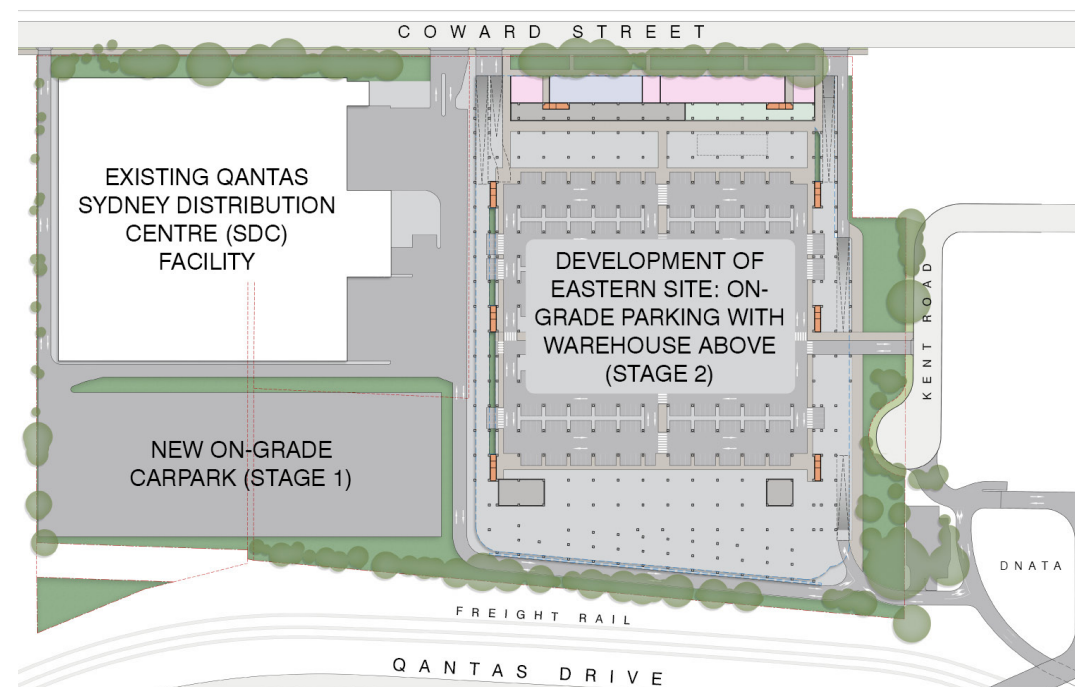


Diagram showing Stage 1 & 2 of the development in the 2:1 FSR scheme

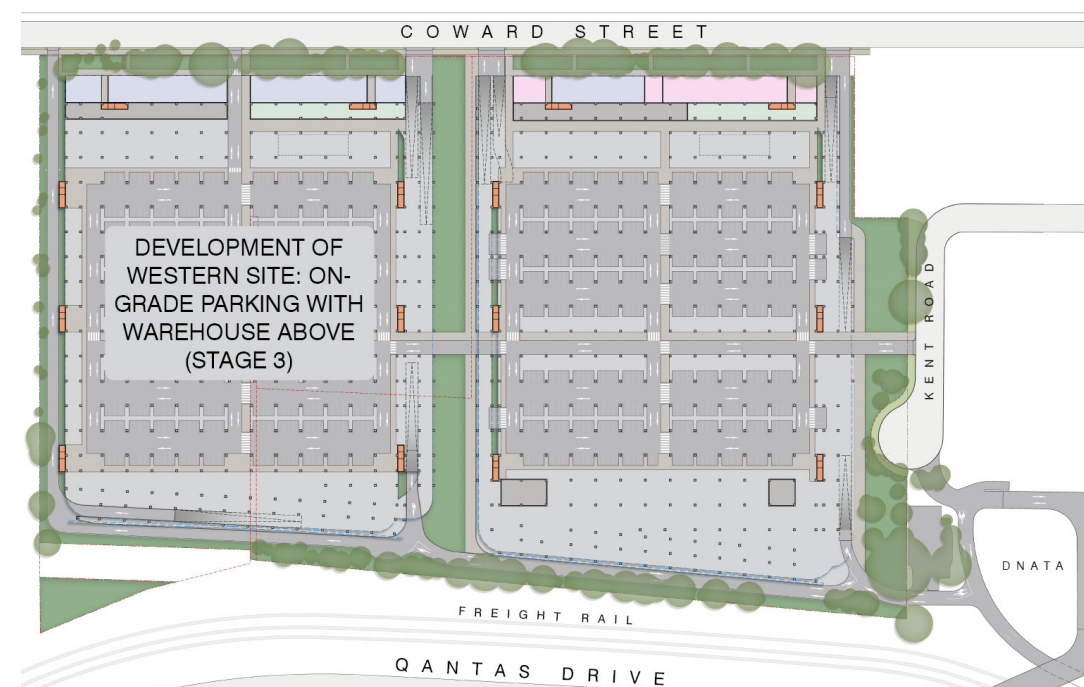


Diagram showing Stage 3 of the development in the 2:1 FSR scheme

4.2 Airport Master Plan Review

- The applicant is working closely with Qantas regarding access and service strategy between the subject site and the airport precinct.
- The site will be staged and will preserve direct access (via easement) from the Qantas SDC and links directly to the airport precinct. The proposal will preserve the existing arrangements for the adjoining land (Dnata operations) to maintain direct access to the airport precinct.

- Other key Qantas facilities currently located at the site are the process of being relocated such as the Qantas training facility with construction underway at the nearby 28-30 Burrows Road St Peters facility.
- Stage 2 and 3 of the development include the provision of access from QF2 to the airside link road network to permit airport related businesses to operate within the proposed development.

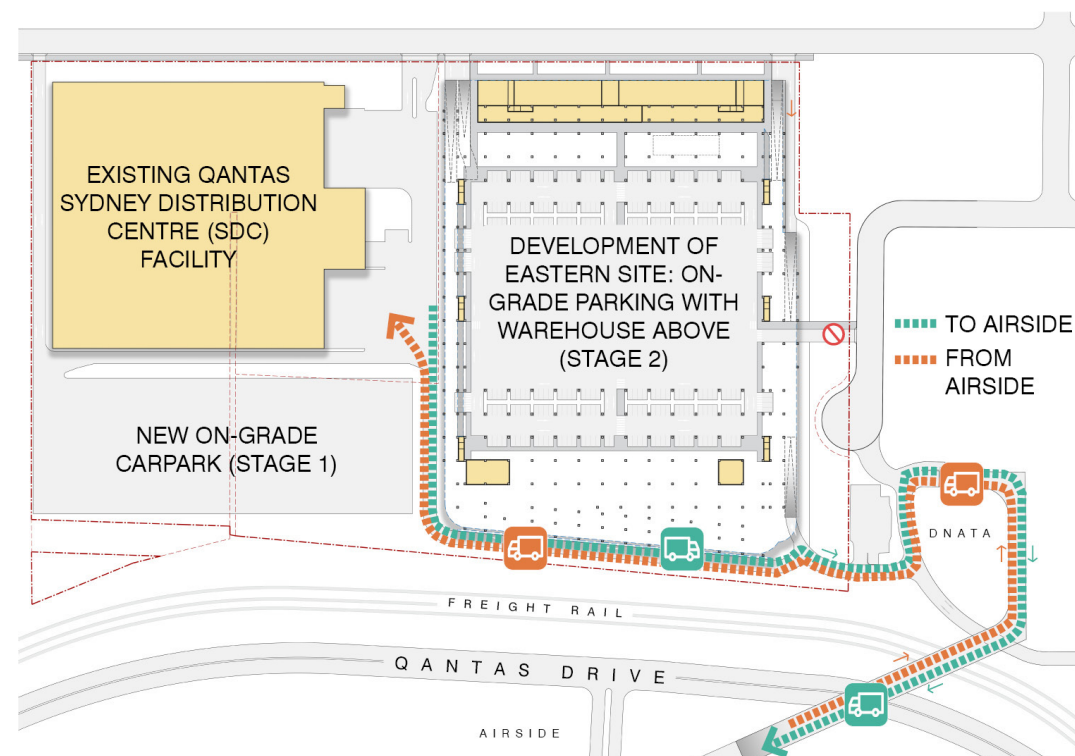


Diagram showing proposed connections to 'airside' and existing road networks within Stages 1 and Stage 2 within both proposals 1.2:1 and 2:1.

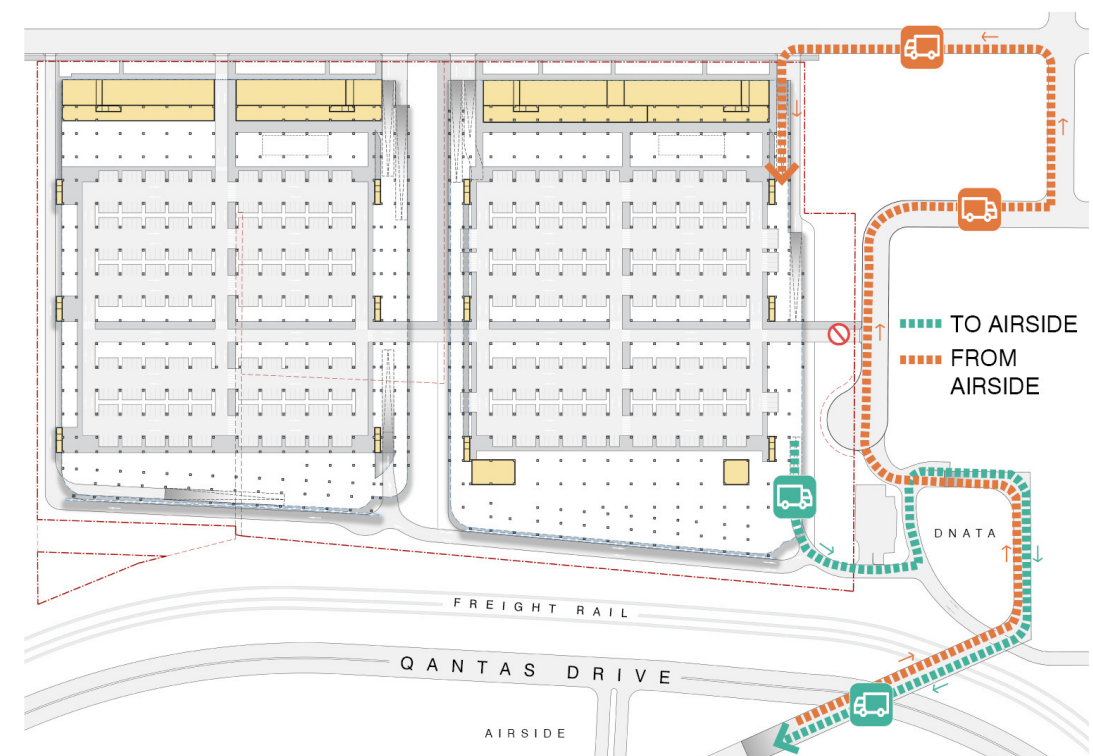


Diagram showing connections to 'airside' and existing road networks within the Stage 3 proposals for both 1.2:1 and 2:1.

4.3 Aesthetic Quality of the Development

The Design Proposal is for a high-quality warehouse and distribution centre that will provide a new benchmark for this building typology.

The Urban Design / Context Report demonstrates consideration of bulk, massing, modulation, building articulation and planning strategies for the site with the aim to deliver a building that supports the international trade gateways, being Sydney Airport and Port Botany, including their current operations, capacity and future growth, and the retention and optimisation of industrial zoned land within the Eastern City District.

Building materiality will be developed in the detail design phase of the project and will incorporate colours and materials of significance to local indigenous peoples. Landscaping will also incorporate species of indigenous significance and plants that will thrive within their location and ensure environmentally sustainable management.

The retention of existing mature planting along Qantas Drive, Kent Road and Coward Street will ensure the proposed development sits comfortably within the site.

The incorporation of additional uses located along Coward Street in the 2:1 FSR proposal, will help activate the street and provide added amenity to locals and workers at the site.

The proposed concept design has demonstrated the potential built form is consistent and compatible with the locality and will not result in any major impacts compared to the potential built form in accordance with the current controls. Further, the complementary land use activities can be accommodated without any impacts on the local road network and will enhance the appearance and amenity of the future development.

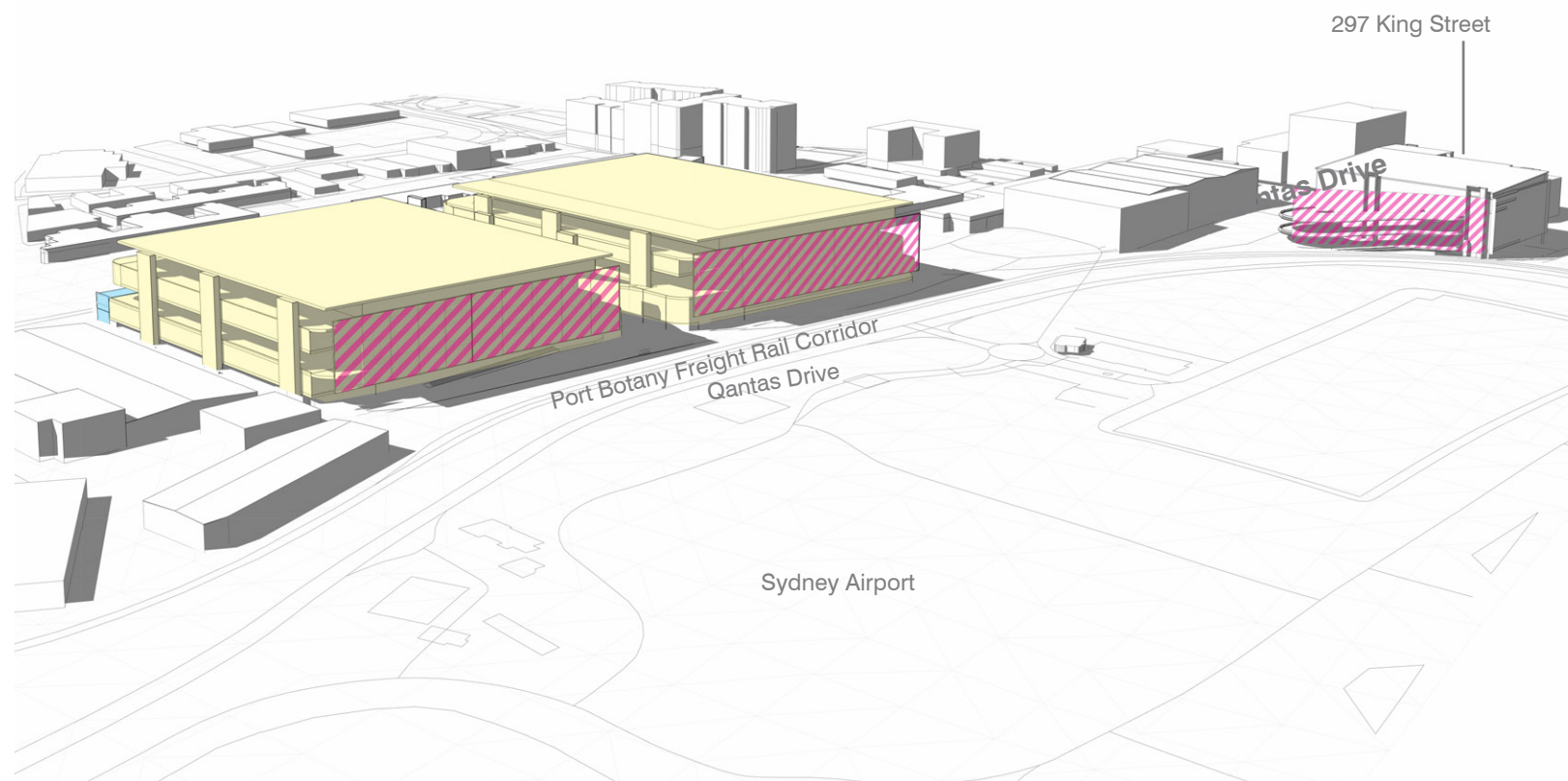


PROPOSED 2:1 SCHEME AS SEEN FROM COWARD STREET



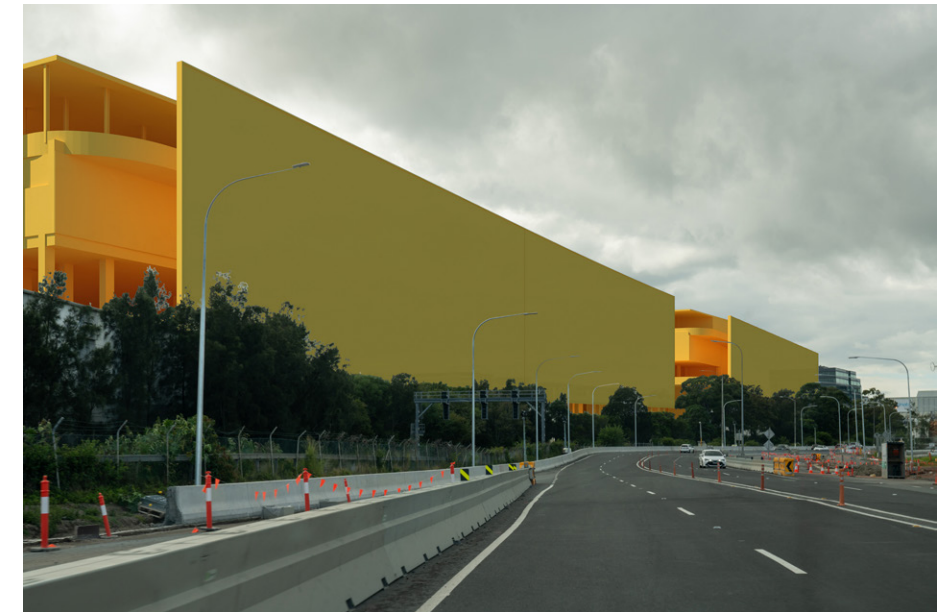
PROPOSED 2:1 SCHEME AS SEEN FROM COWARD STREET

4.4 Connecting with Country - Public Art Screen



BIRDS-EYE VIEW OF DEVELOPMENT ALONG QANTAS DRIVE

The location of the Public Art Screen is hatched on the QF1, QF2 and QF3 buildings.



STREET VIEW ALONG QANTAS DRIVE - PROPOSED 2:1 SCHEME

The positioning of a Public Art Screen along the southern facades of QF1 and QF2, places a significant Connecting with Country art piece on the most prominent facade of the development.

The artwork will be developed within the Curatorial Vision Framework that guides the development of the artworks proposed for QF1, QF2 and neighbouring QF3 developments.

The Artwork framing will be robust and include galvanised steel framing. Indicative artwork material will be coloured metal panels. Perforations to the artwork will reveal the movement of the heavy vehicles on the ramps behind animating the facade with the activity of the site.

5.0 Design Excellence

5.1 Bayside LEP 2021 - Section 6.10 Design Excellence

The proposed development is subject to Section 6.10 Design Excellence within the Bayside LEP 2021, as it is a new building within a Design Excellence zone as defined by clause 6.10, 2 (b).

The objective of this clause is to deliver the highest standard of architectural, urban and landscape design.

As a development subject to this clause, the design proposal must demonstrate Design Excellence to receive planning approval.

The proposed development will be designed to meet the following criteria.

4(a) a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,

Architectural design features including

- setback of the warehouse volume behind a lower volume containing 'other uses' on the street
- truck ramps behind screening wrap around the building facade animating the facades with activity
- built volume setback from Kent road with significant landscaping buffering the development from the street
- Retention of significant existing trees around the perimeter of the site.
- generous landscape area between the two buildings providing a 'green spine' that incorporates active and passive use spaces for employees, ecological areas and stormwater detention and treatment areas, whilst also breaking-up the builtform to allow for views north-south through the site.
- significant Public Art screen the length of the southern facade facing Qantas Drive showcasing a significant indigenous artwork.

4(b) the form, arrangement and external appearance of the development will improve the quality and amenity of the public domain,

- The building is setback behind existing mature tree planting on Coward Street and Qantas Drive.
- The main warehouse volume is set back behind a lower volume on Coward Street. The front volume includes cafe/restaurant and neighbourhood shop and office premises.
- A new public space along the Coward Street frontage will clearly define the entry to the site for pedestrians and cyclists. The space will include a plaza shaded with native trees, public domain furniture and groundfloor tenancies of 'other uses' that will activate the frontage and provide passive surveillance over the streetscape.
- The 'green spine' between the two buildings will allow for an area of public access complimenting the public domain along the frontage of the groundfloor tenancies. Kent Road will include a deep landscape frontage with areas of public access to supplement surrounding public open space areas.

4(c) the development will not detrimentally impact view corridors.

The visual impacts of the concept schemes would be moderate in the short to medium term, but not substantially different in scale and character from the surrounding existing builtform. The visual impacts of the concept schemes in the long term would be significantly reduced when the surrounding areas are developed to the 44m height control. The inclusion of the significant artworks to the southern facade of the concept schemes would be an improvement to the view, particularly along Qantas Drive and Sydney Gateway Road Project.

4(d) the requirements of any development control plan made by the Council and as in force at the commencement of this clause,

The Bayside DCP 2022 has been addressed in design development including:

- setback requirements from King Street and side setbacks.
- extensive landscaped area across the site.
- required car and bicycle parking is provided within the site
- loading facilities meet the needs of the warehouse and distribution centre

4(e) how the development addresses the following matters

i) Suitability of the land for the development

The land is zoned for General Industrial Use E4 and is located on the edge of the Mascot Town Centre within an established industrial precinct. It is well connected to Sydney Airport and Port Botany freight terminals and is closely located to the Port Botany freight rail corridor and major transport infrastructure including the St Peters Interchange and the M8 Motorway (opened 2020) and M4 and M5 Link Tunnels.

ii) Existing and proposed uses

The site was purchased from Qantas by Perpetual Corporate Trust Limited in 2021. The site uses included Qantas warehousing, Qantas staff facilities and training centre and on-grade carparking.

The proposed uses include

- Landmark and high-quality warehouse and distribution centre.
- The building will include ancillary office space and cafe, restaurant, takeaway and office premises facilities adjacent to Coward Street and the pedestrian entry.

5.1 Bayside LEP 2021 - Section 6.10 Design Excellence

iii) Heritage issues and streetscape constraints

An HIS has been prepared to support the Planning Proposal. The site does not contain any listed heritage items under Bayside Local Environmental Plan 2021 or the State Heritage Register. The closest listed heritage items are at Sydney Airport to the south and the Alexandra Canal to the west, which has both State and local heritage significance.

No heritage items will be altered or impacted by the Draft Planning Proposal. The HIS confirms the site is visually separated from the Sydney Airport heritage items and the Alexandra Canal.

The existing streetscapes of Coward Street and Kent Road do not currently include any activation and do not provide any benefit for the public. Both streetscapes include significant existing native tree plantings.

The proposed development will contribute positively to the Streetscape and Public Domain through:

- retention of established native trees along the Coward Street and Kent Road frontages, in addition to the southern boundary facing Qantas Drive.
- a generous landscape area within the front setbacks along Coward Street and Kent Road.
- a new 'green spine' between the two buildings that will allow for an area of public access complimenting the public domain along the frontage of the groundfloor tenancies.
- activation to the Coward Street public domain with groundfloor tenancies of 'other uses' that will activate the frontage and provide passive surveillance over the streetscape.
- significant art facade to Qantas Drive and the airport beyond promoting a 'connection to country' story to local, national and international travellers.

iv) Relationship of the development with other development

The proposed warehouse and distribution centre is appropriately located within the Mascot West Employment Lands. The local area is characterised by low to high rise industrial uses that are interspersed with commercial developments. The Mascot Town

Centre is 400m to the east of the site and is characterised by multi-storey residential development and commercial uses. The Mascot town centre is built to the 44m height limit.

The proximity of the site to citywide infrastructure networks has led to several other multi-storey warehousing and distribution projects within a 5km radius of the site.

The proposed development complies with the setback requirements for the site. Setbacks, including stepped vertical setbacks from the Coward Street public domain and a generous landscaped setback to Kent Road, are proposed to ensure adequate separation and amenity to surrounding development both existing and possible future development.

The primary facades to Coward Street and Qantas Drive incorporate high-quality design outcomes. The proposed development reflects the scale envisaged for the industrial precinct by the current planning controls.

v) Bulk, Massing, and Modulation of buildings

Both proposed schemes (1.2:1 FSR and 2:1 FSR) are within the permissible maximum height limit and within the setback requirements for the site.

The proposed development is split into two almost equal building volumes. The warehouse volume is setback 21m from the Coward Street setback and 38m from Kent Road. A smaller volume fronting Coward Street contains a mix of light industry, recreational and hospitality uses. This volume ranges from 13m to 17m in height and is setback 9m from Coward Street.

The warehouse building is modulated by three service cores mounted onto the outside of the building volume on the west and east facades of each building. These elements help modulate the scale of the buildings on these elevations. The heavy vehicle ramps wrap around all building facades. The activity of the vehicles on the ramp will also animate the building facade.

The southern elevations, facing onto the freight rail corridor, Qantas Drive and the Sydney Airport beyond, will be screened by large scale public artworks that will form part of a suite of 4 Public Artworks on buildings along Qantas Drive.

vi) Street frontage heights

The height of the lower built volume along the Coward Street frontage is a maximum height is 17m at the 9m street setback. The ridge of the warehouse behind is 44m. The warehouse volume is setback 21m from Coward Street.

The building height facing Kent Road is 41m. The three lift cores project to 43m. This volume is setback 38m from Kent Road.

Developments within the precinct range in heights however several new commercial and multi-storey residential developments on Coward Street and Chalmers Crescent are built to the permissible 44m height limit.

vii) Environmental impacts such as sustainable design, overshadowing, wind and reflectivity

Ecologically sustainable development has been included in the design. Initiatives include:

- natural light and ventilation to offices and warehouse spaces, including the generous 'green spine' north-south through the site.
- End of Trip facilities to encourage zero transport emissions
- Incorporation of WSUD principles in the landscape design to detain and treat stormwater runoff before discharging into local waterways.
- Use of a native species mix suitable for the site that will reduce the reliance on irrigation and provide for less intensive maintenance. This will also increase the permeable landscape areas for flood mitigation and increase the tree canopy cover to reduce the urban heat island effect.
- PV solar array proposed for the roof of each warehouse

Shadow diagrams demonstrate that the proposed development primarily overshadows the adjacent roadways, Qantas Drive and Kent Road at the winter solstice. There is little overshadowing of neighbouring buildings.

5.1 Bayside LEP 2021 - Section 6.10 Design Excellence

The building has been structurally engineered to withstand wind loads for the location.

An Aeronautical Impact Assessment was conducted by Landrum & Brown. The assessment concluded that no aeronautical related impediments exist in relation to the proposed development. The report has noted that the design and construction phases must consider the following:

- the design must limit the upward light (measured 3° to the horizontal) to no more than 150 candelas during both construction and ultimate operation.
- temporary craneage must not infringe the various protection surfaces including the OLS, PANS-OPS and Sydney Airport TAR.

The solar panels are not visible to roads and residential properties and therefore not subject to assessment for glint and glare to those receptors.

viii) The achievement of the principles of ecologically sustainable development,

1. Precautionary principle: The development attempts to incorporate adaptability and resilience into the project design through the implementation of environmental management initiatives.

The EIS and technical studies have not identified any serious threat or irreversible damage to the environment and therefore, the precautionary principle is not relevant to the proposal

2. Intergenerational equity:

The proposed development is intended to benefit both the current and future generations by;

- Providing for new local employment opportunities during the construction and operational phases.
- Delivering state of the art warehouse and distribution facility.
- Adopting impact mitigation measures to ensure environmental values are maintained and improved as a result of the development for future generations.

3. Conservation of biological diversity and ecological integrity: The use of environmentally and culturally important species that reflect the surrounding areas wetlands, grasslands, heathlands, scrub and dry sclerophyll forests, to enhance ecological diversity and integrity within the site and surrounding areas.

4. Improved valuation, pricing and incentive mechanisms: The development will not have any unacceptable environmental impacts in relation to air quality, water quality or waste management. The effects of the development will be acceptable and managed accordingly by the proposed mitigation measures as required.

ix) Pedestrian, cycle, vehicular and service access, circulation and requirements,

Clearly defined pedestrian and cyclist entry points to the site will be located within the new public domain frontage to Coward Street, with secondary access via Kent Road. Internal pathways provide clear and direct connections between the site entries and the building lobbies. Bicycle parking and end of trip facilities are located behind the lower groundfloor tenancies along Coward Street.

Heavy vehicle access is located off Coward Street with separate entry and exit driveways located for each structure. Vehicles are directed up ramps to the groundfloor or an express ramp to the upper floors. Circulation throughout the floors of the structure is clockwise to minimise conflicts with vehicles. The western structure has direct access to the airside flyover bridge for exiting vehicles from the groundfloor warehouse tenancy only.

General vehicle access located off Coward Street and Kent Road to an on-grade carpark located on the lower groundfloor under the warehouse structures.

Access for emergency vehicles is via Coward Street and Kent Road. Access is provided around the entirety of the structures, including the north-south landscape area between the two structures. Maintenance and service vehicles will also utilise this internal roadway.

x) Impact on, and any proposed improvements to, the public domain,

Currently there is no public activation or frontage along both Coward Street and Kent Road. The proposed concept schemes will provide for a new public space along the Coward Street frontage that will clearly define the entry to the site for pedestrians and cyclists. The space will include a plaza shaded with native trees, public domain furniture and a groundfloor tenancies of 'other uses' that will activate the frontage and provide passive surveillance over the streetscape.

xi) Achieving appropriate interfaces at ground level between the building and the public domain,

The new groundfloor tenancies of 'other uses' will be directly accessible from the public domain along the Coward Street frontage. This will enable areas of outdoor dining and passive use along the streetscape. The central 'green spine' will include a small area that is publicly accessible to compliment the active frontage of the groundfloor tenancies.

5.1 Bayside LEP 2021 - Section 6.10 Design Excellence

xii) Excellence and integration of landscape design.

Excellence in design is demonstrated by the massing and articulation of the proposal. The building height on Coward Street is aligned with existing and proposed tree plantings on the street and in the setback. The building line from Kent Rd is set well back from the boundary with a significant landscaped area between.

The warehouse will be animated by the truck access ramps on all sides of the buildings with alternating hardstand and warehouse further adding articulation to the building facade.

The design and development of proposed concept schemes for the project site has considered the following overarching principles:

Retention of existing trees and vegetation to the perimeter of the site to screen any future development and provide filtered views to the site. This includes the significant stand of native trees along the southeastern boundary, southern boundary and along the Coward Street frontage.

Articulation of the builtform so that it provides contrast and interest to the facade, particularly the northern facade along Coward Street.

Creation of a new public domain and frontage along Coward Street that defines the primary entry to the site for pedestrians and cyclists.

Locating active uses, such as cafes, restaurants, neighbourhood shops along the Coward Street frontage to provide activation to the public domain and a built form at the pedestrian scale.

Locating noise producing uses, such as loading docks and heavy vehicle access ramps away from surrounding sensitive uses where possible.

Incorporation of planted landscape terraces / green infrastructure

(such as green walls, roofs, terraces etc) within the structure to provide greening to the streetscape and builtform.

Incorporation of significant public artwork structures within the southern facades addressing Qantas Drive to form part of a broader suite of artworks addressing Qantas Drive and views from the south.

A central 'green spine' to allow for separation between structures and for natural ventilation and light into the site in addition to providing visual relief between the builtforms. This could also allow for a significant area of active and/or passive use for users of the site.

New landscape areas that allow for supplementary native tree plantings not just to the boundaries of the site. This should include a diverse species mix of environmentally and culturally important species that reflect the surrounding areas wetlands, grasslands, heathlands, scrub and dry sclerophyll forests. This should be informed by consultation with indigenous stakeholders.