

HopePoint Christian School, Georges Hall



Traffic Impact Assessment

HopePoint Christian School

20 June 2025



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Document Issue History

Report File Name	Version	Document Control		Date	Issued to
P6566.001R HopePoint Christian School Georges Hall TIA	001	Prepared:	R. Jain	03/10/2024	Lucia Uribe Perez via <lucia.uribe@leafarch.com.au>
		Reviewed:	A. Grey		
		Issued:	A. Grey		
P6566.002R HopePoint Christian School Georges Hall TIA	002	Prepared:	R. Jain	01/11/2024	Lucia Uribe Perez via <lucia.uribe@leafarch.com.au>
		Reviewed:	A. Grey		
		Issued:	A. Grey		
P6566.003R HopePoint Christian School Georges Hall TIA	003	Prepared:	R. Jain	15/11/2024	Lucia Uribe Perez via <lucia.uribe@leafarch.com.au>
		Reviewed:	A. Grey		
		Issued:	A. Grey		
P6566.004R HopePoint Christian School Georges Hall TIA	004	Prepared:	A. Grey	20/06/2025	Lucia Uribe Perez via <lucia.uribe@leafarch.com.au>
		Reviewed:	L. Darragh		
		Issued:	L. Darragh		

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1. INTRODUCTION

1.1 Background

HopePoint Christian School (via Leaf Architecture) engaged Bitzios Consulting to prepare a Traffic Impact Assessment (TIA) for the proposed works and school population expansion at HopePoint Christian School. The school is located at 42a Beale Street, Georges Hall NSW 2198, within the Canterbury-Bankstown local government area (LGA).

The locality of the subject site and surrounding road network are shown in Figure 1.1.



Figure 1.1: Subject Site Location

1.2 Request for Information (RFI)

This TIA report has been updated in response to the Request for Information (RFI) issued by Canterbury-Bankstown Council dated 1 April 2025 (ref: DA-2/2025). Specifically, this TIA report was updated to address:

- Item 6: Pick-up / drop-off arrangements
- Item 7: Bus zone extension.

Revised development plans were developed by Leaf Architecture in addressing the RFI items and are provided in **Appendix A**. Plan changes from a traffic and transport perspective are considered minor and generally include:

- Modifications to the pick-up / drop-off arrangements to allow vehicular access from both Ashcroft Street and the internal car park area reducing the queuing impacts to the external road network
- Provision of additional pedestrian pathway connections from Block E and marked pedestrian crossings allowing safe, accessible pedestrian access to the pick-up / drop-off area

- Increasing the bus zone area along the frontage of the site to increase the bus capacity and mode share
- Provision of information / communications material to inform parents/carers of the on-site provisions and arrangements associated with parking, pick-up / drop-off and vehicular access.

1.3 Expansion Overview

Proposed development works are outlined below:

- **Block D:** Demolition of existing building with the removal of four (4) general learning areas
- **Block F:** Construction of a two-story building with 10 general learning areas (GLAs) and amenities replacing the existing Block D building.

It should be noted that a temporary demountable structure is planned for the demolition and construction phases. Existing, enabling works and proposed development site plans for the school are detailed in **Appendix A**.

Table 1.1 describes the population of students and staff members under the existing and proposed school conditions.

Table 1.1: School Population Expansion Overview

Persons	Current Capacity	Proposed	Change
Students	185	400	+215
Staff – Total (Full-time Part-time)	30 (18 12)	60 (25 35)	+30 (+7 +23)
Staff – Full-time Equivalent (FTE)	22	33	+11

1.4 Scope of Assessment

The scope of this assessment includes the following key tasks:

- Site inspection findings during the school peak hours to understand the local transport network, facilities and operations
- Review of future site capacity with respect to parking provision and access and site inspection findings
- Existing student/staff mode share analysis
- Determine if a Green Travel Plan is required
- Potential mitigation measures to accommodate increased traffic/parking demands due to school expansion
- Estimate trip generation due to the proposed expansion.

2. EXISTING CONDITIONS

2.1 Road Network

Details of the key roads and intersections surrounding the subject site are provided below in Table 2.1 and Table 2.2 respectively.

Table 2.1: Key Roads

Road Name	Classification ¹	Hierarchy	Cross-section	Speed Limit
Henry Lawson Drive	State	Collector	2-way, 2 lanes, divided	60km/h
Beale Street	Local	Local	2-way, 2 lanes, undivided	50km/h, 40km/h during school zone hours
Ashcroft Street	Local	Local	2-way, 2 lanes, undivided	50km/h, 40km/h during school zone hours
Rex Road	Local	Local	2-way, 2 lanes, undivided	50km/h, 40km/h during school zone hours

¹Source: NSW Road Network Classifications, TfNSW, 2024

Table 2.2: Key Intersections

Major Road	Minor Road	Jurisdiction	Control
Henry Lawson Drive	Beale Street	TfNSW	Priority
Beale Street	Ashcroft Street	Council	Priority
Ashcroft Street	Rex Road	Council	Priority

2.2 Active Transport

The active transport network within the vicinity of the subject site is limited, with no direct connections with the school. This network comprises a footpath on Rex Road and a shared path on Henry Lawson Drive. This active transport network is shown in Figure 2.1.



Adapted from Google Maps

Figure 2.1: Active Transport Network

2.3 Public and School Transport

The public transport network within the vicinity of the subject site is limited, with the closest public bus stop located on Ashcroft Street north of Beale Street, 120m away from the front of the school. This bus stop is serviced by the bi-directional *911 Auburn to Bankstown via Georges Hall* bus route during weekdays only. Overall, there are eight (8) weekday services in total:

- Four (4) westbound services: 10:51 AM, 11:51 AM, 12:51 PM, 01:51 PM
- Four (4) eastbound services: 9:58AM, 10:58AM, 11:58AM, 12:58PM.

A bus zone is also located near the school frontage and is serviced by a dedicated school bus route. Overall, the public and school transport network servicing the school is shown in Figure 2.2.



Figure 2.2: Public and School Transport Network

The school bus operation is planned in advance, with a list of students travelling by bus. Furthermore, the school bus has a capacity of 39 students.

It should be noted that there is a school van in operation after the end-of-school times to transport students to an Outside of School Hours Care (OOSH) facility. The school van has a capacity of 12 students. Further details on its usage and capacity are provided in Section 2.5.

2.4 Site Inspection

Site inspections were undertaken to observe the existing transport and parking conditions and operations (including pick-up/drop-off operations) of the subject site. The date and time of the site inspections, as well as conditions and key observations recorded during the site inspections, are summarised in Table 2.3 and further discussed in the following sections.

Table 2.3: Site Inspections – Summary

Date	Time	Conditions	Key Observations
Wednesday 28/08/2024	AM Period: 08:15-09:05	Fine Weather	- Minimal queueing (1-3 vehicles) - Negligible impacts on surrounding traffic network - PUDO arrangement and off-street parking generally functional - Observed PUDO activity: 08:17 – 09:00 - On-street unrestricted parking available along Ashcroft Street
	PM Period: 14:30-15:30	Fine Weather	- Queueing on Ashcroft Street, 16 vehicles (max.) - Minimal impacts on surrounding traffic network - Off-street parking generally functional - Observed PUDO activity: 14:43 – 15:28 - On-street unrestricted parking is available along Ashcroft Street.

2.5 Travel Modes

Matrix Traffic and Transport Data undertook travel mode surveys to gather information on current travel modes to/from the school for students. The survey was undertaken on Tuesday 27/08/2024 between 8:00–9:30 AM (AM Period) and 2:00-4:00 PM (PM Period) at 15-minute intervals. The survey recorded vehicle (i.e. car and bus) and pedestrian movements entering/exiting at the gates located off Beale Street, Lionel Street (near Ashcroft Street) and Ashcroft Street.

Additionally, information was collated on current travel modes to/from the school for staff. It should be noted that the travel mode analysis is based on the maximum number of staff members (i.e. 24) expected to arrive on any given weekday.

Overall, a summary of the travel mode shares for staff and students is provided in Table 2.4.

Table 2.4: Existing Travel Modes

Mode	AM Period		PM Period	
	Number	Proportion	Number	Proportion
Students				
Walk	7	4%	11	7%
Bus	11	6%	23	13%
OOSHC Van	-	-	11	6%
Car	155	90%	128	74%
Total	173	100%	173	100%
Staff				
Walk	1	4%	1	4%
Car	23	96%	23	96%
Total	24	100%	24	100%

2.6 Pick-up / Drop-off Operation

The following section outlines observations of the current management and operation of the main pick-up/drop-off (PUDO) arrangement for students, which occurs at the dedicated kiss 'n' drop facility provided on-site off Ashcroft Street. This facility has a storage capacity of seven (7) vehicles (internal to the site), and its gates are opened between 8:00 AM and 9:10 AM and 2:45 PM and 4:00 PM.

It is noted that there is an on-site dedicated parking facility off Beale Street available for parents / visitors as well as on-street parking along Ashcroft Street. However, these are ancillary to the main on-site kiss 'n' drop facility. Further discussion on this parking facility is provided in Section 3.

Key observations related to the AM drop-off and PM pick-up activities are provided below:

AM Drop-Off

- The maximum number of vehicles observed in the queue was three, which were entirely stored within the PUDO facility. Queues were observed to dissipate within a minute
- Service times for drop-off activities were highly variable, ranging from 9 to 57 seconds. However, the typical service time was approximately 40 seconds
- Variability in service times can be attributed to parents dropping off 2-3 students
- The school bus arrived at 8:40 AM with 12 students observed alighting
- The peak period for the PUDO activity was 8:30-09:00 AM.

PM Pick-up

- Queueing was observed to begin at 2:43 PM-3:28 PM. Two vehicles were observed queueing outside the entry gate before the gates opening
- Service times for pick-up activities were typically 40-60 seconds
- Service times were still subject to variability, which was attributed to parents waiting for two children to pick up
- Maximum queue reached 16 vehicles at 03:08 PM. This maximum queue spilled 75m south onto Ashcroft Street outside the entry gate (of the PUDO facility)
- Staff members supervise and control the operation of the PUDO facility. The principal was observed with a 'walkie talkie' announcing students' names based on the observation of arriving parent vehicles
- Principal was observed to ensure students did not leave without parent/guardian accompaniment.
- The school bus arrived at 3:24 PM with 18 students observed boarding
- OOSHC (outside of school hour care) school van arrived at the school twice, with the first arrival at 3:26 PM. Due to the demand of the van exceeding its capacity of 12 students, two rounds of student pick-ups were observed, with 10 students boarding on one of those rounds.

Generally, minimal issues were observed with the PUDO operation and arrangement, with the worst issue being the 75m queue spill on Ashcroft Street during the PM period. Parents/guardians appeared to be well-informed of the arrangement. Furthermore, per the principal, no formal complaints regarding the current arrangement have been communicated.

3. PARKING & ACCESS

3.1 Site Access and Egress

Gate locations to access / egress to the school are shown in Figure 3.1.



Adapted from Google Maps

Figure 3.1: Gate Locations

Details of the gate locations and their usage type are provided below:

- **Gate 1:** School off-street car park for vehicle and pedestrian access/egress
- **Gate 2:** Gate for PUDO vehicle access only
- **Gate 3:** Gate for PUDO vehicle egress only and pedestrian access/egress
- **Gate 4:** Service/emergency vehicle gate (assumed)
- **Gate 5:** Service/emergency pedestrian gate (assumed).

It should be noted that Gates 2 and 3 (i.e. PUDO access and egress gates) are opened between 8:00 and 9:10 AM and 2:45 and 4:00 PM only.

3.2 Parking Facilities

There are on and off-street car parking facilities available near and within the subject site. A map of these facilities is provided in Figure 3.2. It should be noted that the on-site car park is shared between the school, the preschool and the on-site Foursquare Gospel Church.



Adapted from Google Maps

Figure 3.2: Existing Car Parking Facilities

3.3 Parking Provision

The parking provision assessment for the school based on Council's *Development Control Plan* and the *Building Code of Australia* is summarised in Table 3.1.

Table 3.1: Parking Provision – Proposed Expansion`

Parking Type	Parking Rate	Quantity / Unit	Parking Required	Parking Provision
Existing				
Car – Educational Establishments	1 car space per employee or classroom, whichever is greater ^(a)	8 classrooms, 22 FTE staff	22 spaces	90 spaces
Car – PWD	1 space for every 100 carparking spaces ^(b)	90 car spaces	1 PWD space	1 PWD space
Car Total			23 spaces	91 spaces
Bicycle	1 space per 10 staff ^(a)	22 FTE staff	2 spaces	0 spaces
Proposed				
Car – Educational Establishments	1 car space per employee or classroom, whichever is greater ^(a)	16 classrooms, 33 FTE staff	33 spaces	90 spaces
Car – PWD	1 space for every 100 carparking spaces ^(b)	90 car spaces	1 PWD space	1 PWD space
Car Total			34 spaces	91 spaces
Bicycle	1 space per 10 staff ^(a)	33 FTE staff	3 spaces	0 spaces

(a) – Off-Street Parking Schedule, (Canterbury-Bankstown Development Control Plan, Amended August 2024), Chapter 3.2

(b) – Carparking Spaces for People with a Disability, (Building Code of Australia - Volume 1, 2016), Table D3.5

In summary, the total parking provisions for cars comply with the requirements outlined in the Council's DCP and the BCA but not for bicycles. While bicycle provisions do not comply with the requirements, it should be noted that there is no demand for cycling at the school due to a lack of safe and proper cycling infrastructure (e.g. footpath, shared path) connecting to the school from the surrounding road network. Hence, non-compliance with bicycle parking provisions is deemed acceptable.

3.4 Parking Occupancy

During the site visit, the occupancy of the on-site car park off Beale Street was recorded at 9:00 AM and 2:39 PM. A total of 54 spaces were occupied in the AM period and 36 spaces in the PM period. For the purposes of this analysis, these recordings are assumed to be the peak parking occupancies.

It should be noted that this car park is shared between HopePoint Christian School, HopePoint Preschool and Foursquare Gospel Church. Additionally, there is no clear delimitation between the Church and the School parking spaces. Hence, to determine the proposed occupancy of the car park due to the school expansion, the parking occupancy of the car park was estimated based on the following caveats:

- *Preschool Parking Demand* – Parking demand remains unchanged and is based on traffic and trip calculations due to the establishment (these traffic and trip calculations are provided in Section 4)
- *School Parking Demand* – Parking demands for students and FTE staff increase proportionately to respective student and staff FTE population expansions.
- *Dedicated Staff Parking* – If the recorded on-site occupancy of the dedicated staff car spaces is less than 14, staff parking demand for the on-site car park is assumed to be less than 14.

A summary of the parking occupancy is provided in Table 3.2.

Table 3.2: On-site Car Park Occupancy

School Development Condition	School Population	Time	Peak Parking Occupancy				Parking Supply
			Preschool	School Students	School Staff	Total	
Existing	185 students, 22 FTE staff	AM	30	15	9	54	98 Car Spaces + 2 PWD
		PM	27	0	9	36	
Proposed	400 students, 33 FTE staff	AM	30	32	14	76	
		PM	27	0	14	41	

The demolition and construction stages involve removing 14 parking spaces, of which two are PWD parking spaces. It is proposed that the two PWD spaces in the layout be reinstated. This temporary arrangement will supply 86 parking spaces (including 2 PWD spaces) during the demolition and construction. The peak parking occupancy survey shows a total parking demand of 76 parking spaces for the proposed development scenario, which is well under the proposed parking supply (minimum 86 spaces) during construction works. Therefore, it is projected that sufficient parking spaces will be available at all times, including during the demolition and construction phases.

Overall, based on the above analysis, the peak parking demand for the on-site car park does not exceed its supply, with a minimum of 10 free spaces projected to be available during the demolition and construction stages and 24 spaces projected to be available after the expansion works.

3.5 Service Vehicle

Service/emergency vehicle access under the proposed development is anticipated to remain as per existing conditions.

Additionally, in support of recommendations to improve PUDO operations (further discussed in Section 5.1), swept path analyses were undertaken to assess the access of the 6.4m SRV vehicle along Ashcroft Street for the following scenarios:

- *Scenario 1* – B99 vehicles parked/stopped on both sides of Ashcroft Street
- *Scenario 2* – B99 vehicle parked kerbside on Ashcroft Street while B99 vehicles queue on Ashcroft Street near Rex Road to enter the kiss ‘n’ drop facility.

The analyses show that no vehicle body conflicts between an SRV and a B99 vehicle will exist. Hence, SRV vehicle access would be feasible in the worst-case scenario.

Detailed swept path analyses are provided in **Appendix B**.

4. TRAFFIC ASSESSMENT

4.1 Traffic Generation

A summary of the estimated traffic generated by the current school development and after the proposed expansion works is provided in Table 4.1. These estimations are based on the average trip generation rates within the Sydney Metropolitan area, which are provided in Table 4.3 of TfNSW's *Trip Generation Surveys Schools Analysis Report 2014 (Issue A)*.

It should be noted that the trip generation calculations for the preschool are also provided to support the parking occupancy analysis in Section 3.4. The preschool trip generation estimates are based on the average vehicle trip generation rates in Table 5.59 in TfNSW's *Guide to Transport Impact Assessment (Version 1.1)*.

Table 4.1: Estimated Trip Generation

School Development Condition	Quantity	Vehicle Trip Generation Rates		Vehicle Trip Generated	
		AM Peak	PM Peak	AM Peak	PM Peak
School					
Existing	185 Students	0.67 trips per student	0.53 trips per student	124 trips	98 trips
Proposed	400 Students			268 trips	212 trips
Net Change	+215 students	-	-	+144 trips	+114 trips
Preschool					
Existing	40 children	0.86 trips per child places	0.76 trips per child places	34 trips	31 trips
	6 FTE staff (assumed)	1 trip per FTE staff	1 trip per FTE staff	6 trips	6 trips

It should be further noted that the number of FTE staff at the preschool has been assumed to be seven (7) for this calculation. Caveats supporting this assumption are provided below:

- **5 FTE staff**
 - The educator-to-child ratio is 1/10 for children aged 3-5 (Source: TfNSW' Validation Trip Generation Surveys – Child Care Centres Analysis Report, September 2015, Section 3.3.1)
 - Based on the preschool website, enrolment is only available for children aged 3-5
- **2 supporting staff** (e.g. administration officer, maintenance worker).

4.2 Trip Directional Splits

A summary of the estimated vehicle directional splits for the estimated trips generated by the current/proposed school development is provided in Table 4.2. The preschool staff and students trip generation directional splits are also provided to support the parking occupancy analysis in Section 3.4.

Table 4.2: Estimated Trip Directional Splits

School Development Condition	Total Vehicle Trips	Directional Splits		Vehicle Trips	
		Inbound	Outbound	Inbound	Outbound
School ^(a)					
Existing	AM Peak	51%	49%	63	61
	PM Peak	49%	51%	48	50
Proposed	AM Peak	51%	49%	137	131
	PM Peak	49%	51%	104	108
Net Change	AM Peak	51%	49%	+73	+71
	PM Peak	49%	51%	+56	+58
Preschool ^(b)					
Existing (Children)	AM Peak	53%	47%	18	16
	PM Peak	47%	53%	15	16
Existing (FTE Staff)	AM Peak	100% ^(c)	0% ^(c)	6	0
	PM Peak	0% ^(c)	100% ^(c)	0	6

(a) Source: TfNSW's Trip Generation Surveys Schools Analysis Report 2014 (Issue A), Table 4.5

(b) Source: ITE Trip Generation Guide, 8th Edition

4.3 Traffic Impacts

Under the existing arrangement, there are limited impacts on the surrounding road network. This primarily includes vehicle queues spilling onto Ashcroft Street due to the high demand of the on-site kiss 'n' drop facility during the PM period. This queue begins approximately at 2:43 PM and dissipates at 3:28 PM, lasting approximately 45 minutes. The queue spill reaches a maximum of 75m (i.e. 16 vehicles) south of the entry gate (of the facility) at 3:08 PM. This queue extent is restricted to within the local residential streets, resulting in minimal impact.

However, assuming total queues and demands for the kiss 'n' drop facility and on-site car park respectively increase in proportion to the school population increases. These effective queue spillage onto the surrounding road network can be estimated. These estimates are summarised in Table 4.3 respectively.

It should be noted that calculations of the estimated increase in effective queue spillage are based on the increase in student population, as this is the primary component of expanding the school population.

Table 4.3: Kiss 'n' Drop Facility – Queue Impacts

School Development Condition	Student Population	Total Queue		Effective Queue Spillage	
		AM Peak	PM Peak	AM Peak	PM Peak
Current	185	3 veh	23 veh	0 veh (0m)	16 veh (75m)
Proposed	400	6 veh	50 veh	0 veh (0m)	43 veh (202m)
Net Change	+215	+3 veh	+27 veh	0 veh (0m)	+27 veh (127m)

Based on the above analysis, significant queue spillages onto the surrounding road network would be expected outside the kiss 'n' drop facility. In the PM period, 27 additional vehicles are expected to queue (approximately 127m) along Ashcroft St. This will extend the current queue spillage beyond the Ashcroft Street / Beale Street intersection.

Due to this, recommendations have been made to improve the PUDO operations and reduce queuing and impacts to the external road network. Refer to Section 5.1.

4.4 Travel Mode Impacts

The school travel mode shares in the future are not expected to change significantly compared to the existing travel mode shares (refer to Section 2.5) given the surrounding infrastructure. Hence, based on this expectation, travel mode use for the future school population is estimated and summarised in Table 4.4.

Table 4.4: Proposed Travel Mode Use

Mode	AM Period		PM Period	
	Number	Proportion	Number	Proportion
Students				
Walk	16	4%	28	7%
Bus	24	6%	52	13%
OOSHC Van	-	-	24	6%
Car	360	90%	296	74%
Total	400	100%	400	100%
FTE Staff				
Walk	1	3%	1	3%
Car	32	97%	32	97%
Total	33	100%	33	100%

Based on the above analysis, the student bus mode share during the PM period exceeds the current capacity of 39 students for the school bus. Hence, two PM bus services may be required in the future. While the student demand for the OOSHC van exceeds the van's current capacity of 12 students, this is still deemed acceptable since the OOSHC van can accommodate two rounds of student pick-up in the PM period as per site visit findings (refer to Section 2.6).

Discussion on the impacts of the increased car mode on the parking demand of the on-site car park and the kiss 'n' drop facility are provided in the Sections 3.4 and 4.3 respectively.

5. RECOMMENDATIONS & ADVICE

5.1 PUDO Operations

While there are currently minimal issues with the PUDO arrangement, the anticipated expansion of the school is expected to increase vehicle queuing outside the kiss 'n' drop facility. However, this additional queuing will be effectively accommodated based on the following modifications to the PUDO arrangements:

- PUDO will continue to occur via the existing accesses off Ashcroft Street with staff continuing to manage internal operations for student PUDO
- Additional access to the PUDO area will be provided from the internal site car park, allowing traffic to approach the PUDO area from each direction (i.e. Ashcroft Street and the car park), on-site staff will continue to manage operations. The internal car park arrangements allow for up to 150m additional queue space internal to the site
- Any additional queue spillage will effectively be accommodated within Ashcroft Street by allowing vehicles to queue around the oval while maintaining a clear travel lane, this will be communicated to parents/carers
- An additional pedestrian pathway connection from Block E and marked pedestrian crossing will be provided allowing safe, accessible pedestrian access from Block E and the internal car park (for parents who've chosen to park) to the PUDO area
- The bus zone fronting the school will be increased in capacity to accommodate two (2) buses allowing for increased mode share and further reductions in private vehicle trips/queues.

The above arrangements shall be communicated to parents/carers/staff through the provision of information / communications via sources such as; email, the school website, newsletter(s) or social media (if applicable). This approach will prevent disruptions to the surrounding road network and ensure smooth operations both internal and external to the site.

To facilitate efficient traffic flow and minimise congestion around the Ashcroft Street oval, the following recommendations are advised:

- Parent vehicles should utilise the available queuing space around the oval on Ashcroft Street, ensuring that one travel lane remains open at all times
- Parents are advised to keep residential driveways and the intersections of Rex Road and Ashcroft Street clear to allow for smooth traffic movement
- School authorities should communicate to parents and guardians the availability of the on-site car park at Beale Street as an alternative parking option for pick-up or drop-off to reduce the extent of queues (opposed to the kiss 'n' drop facility)
- If necessary, a "No Parking" restriction during pick-up times may be introduced around Noah reserve kerbside to ensure one travel lane remains open. However, this is unlikely to be required due to the ample width of Ashcroft Street.

By implementing these measures, the additional vehicle queues resulting from the school expansion can be efficiently managed within Ashcroft Street without negatively impacting the surrounding road network.

Adapted from Google Maps

Figure 5.1 below shows the general arrangements described above.



Adapted from Google Maps

Figure 5.1: Pick-up / Drop-off Arrangement

5.2 Advice on Green Travel Plan

The school is located within an area with limited active transport infrastructure and no direct footpaths directly connecting to the school. There are limited cycling facilities, with the nearest facility also not providing any connectivity or direct access to the school, as discussed in Section 2.2. Furthermore, there are no on-site bicycle parking facilities (i.e. bike racks).

Additionally, the nearby public transport network is limited to one route, which provides service times generally between 10:00 AM and 2:00 PM. This is expected to lessen its viability as an alternative transport option for students and staff to arrive before 9:00 AM and depart later than 3:00 PM.

With the scope to achieve higher proportions of sustainable travel to/from school (for students and staff) expected to be limited, preparing a Green Travel Plan for the school is thus not deemed necessary.

6. SUMMARY & CONCLUSION

Key findings are summarised below:

- Travel to school for both students and staff is predominantly reliant on private vehicles, which is accommodated through on-street and off-street parking as well as a kiss 'n' drop facility.
- The current PUDO operation and arrangement presents minimal issues, with the most significant being a 75m-long queue on Ashcroft Street outside the on-site kiss 'n' drop facility during the PM period.
- The proposed school expansion is not expected to overwhelm the on-site car park off Beale Street. However, demand for the kiss 'n' drop facility is expected to increase
- Based on future school travel mode analysis:
 - Two PM school bus services are expected to be required (i.e., an additional bus service is needed compared to the current arrangement). The existing bus zone could be expanded to accommodate two buses between the entry and exit driveways. This is considered reasonably safe in terms of exit driveway sightlines, as northbound traffic along Ashcroft Street is very low.
 - Two OOSHC van services are expected to be required in the PM period. However, based on demand, this can be accommodated either as two services by the same van or two separate vans.
- To effectively manage the increased queuing demand due to school expansion:
 - The PUDO will continue to occur via the existing accesses off Ashcroft Street with staff continuing to manage internal operations for student PUDO
 - Additional access to the PUDO area will be provided from the internal site car park, allowing traffic to approach the PUDO area from each direction (i.e. Ashcroft Street and the car park), on-site staff will continue to manage operations. The internal car park arrangements allow for up to 150m additional queue space internal to the site
 - Any additional queue spillage will effectively be accommodated within Ashcroft Street by allowing vehicles to queue around the oval while maintaining a clear travel lane, this will be communicated to parents/carers
 - An additional pedestrian pathway connection from Block E and marked pedestrian crossing will be provided allowing safe, accessible pedestrian access from Block E and the internal car park (for parents who've chosen to park) to the PUDO area

To facilitate efficient traffic flow and minimise congestion around the Ashcroft Street oval, the following recommendations are advised:

- Additional queuing can be accommodated within Ashcroft Street by allowing vehicles to queue around the oval while ensuring one travel lane remains open at all times. This will prevent disruptions to the surrounding road network and maintain intersection functionality.
- Parents should be advised to keep residential driveways clear and avoid blocking the Rex Road and Ashcroft Street intersections to ensure smooth traffic movement.
- School authorities should continue promoting the availability of the on-site car park at Beale Street as an alternative parking option.
- If required, a "No Parking" restriction during pick-up times could be implemented to maintain a clear travel lane. However, this is unlikely to be necessary due to the ample width of Ashcroft Street.
- Greater utilisation of on-street parking along Ashcroft Street (particularly near Noah Reserve) and the on-site car park is recommended to alleviate increased demand for the kiss 'n' drop zone
- Implementation of the recommended measures is not expected to impact the access of service vehicles along Ashcroft Street
- The preparation of a Green Travel Plan is not deemed necessary due to limited opportunities for active and public transport infrastructure.

Overall, given the above findings, the proposed expansion works are expected to be sustainable in terms of transport and have acceptable impacts on the local transport network.

Appendix A: Development Site Plans



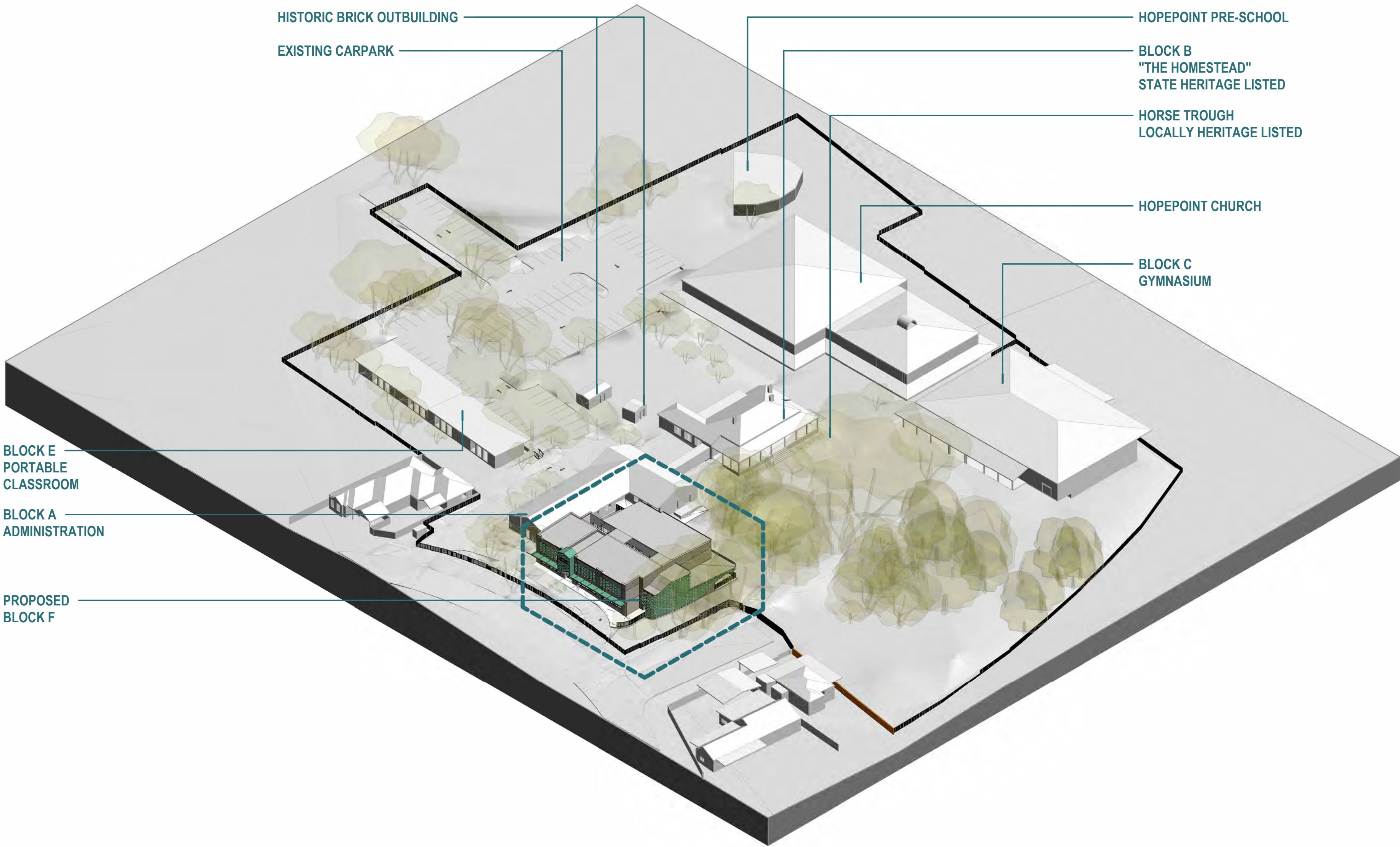
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PROPOSED BLOCK F AT HOPEPOINT CHRISTIAN SCHOOL

HOPEPOINT CHRISTIAN SCHOOL

42a BEALE STREET, GEORGES HALL NSW 2198

DRAWING SCHEDULE	
DA000	COVER SHEET
DA010	EXISTING SITE PLAN
DA011	DEMOLITION SITE PLAN
DA012	PROPOSED SITE PLAN
DA013	SITE PLANS (EXISTING, ENABLING WORKS & PROPOSED)
DA020	SITE ANALYSIS
DA021	STREETSCAPE ELEVATION
DA030	HEIGHT STUDY
DA040	LINE OF BUILDINGS COMPARISON
DA100	DEMOLITION PLAN - GROUND FLOOR PLAN
DA101	PROPOSED PLAN - GROUND FLOOR - SHEET 1
DA102	PROPOSED PLAN - GROUND FLOOR - SHEET 2
DA103	PROPOSED PLAN - LEVEL 1
DA104	PROPOSED PLAN - ROOF
DA200	PROPOSED SECTIONS
DA210	PROPOSED ELEVATIONS & EXTERNAL COLOURS & FINISHES
DA211	PROPOSED ELEVATIONS & EXTERNAL COLOURS & FINISHES
DA700	SHADOW DIAGRAMS - MID-WINTER SOLSTICE 8AM
DA701	SHADOW DIAGRAMS - MID-WINTER SOLSTICE 12PM
DA702	SHADOW DIAGRAMS - MID-WINTER SOLSTICE 4PM
DA703	SHADOW DIAGRAMS - MARCH EQUINOX 8AM
DA704	SHADOW DIAGRAMS - MARCH EQUINOX 12PM
DA705	SHADOW DIAGRAMS - MARCH EQUINOX 4PM
DA706	SHADOW DIAGRAMS - SEPTEMBER EQUINOX 8AM
DA707	SHADOW DIAGRAMS - SEPTEMBER EQUINOX 12PM
DA708	SHADOW DIAGRAMS - SEPTEMBER EQUINOX 4PM
DA800	CLASSROOM & PLAYGROUND AREA CALCULATION
DA801	EXISTING FLOOR SPACE RATIO
DA802	PROPOSED FLOOR SPACE RATIO
DA810	PROPOSED BLOCK F - SIGNAGE PLAN
DA820	PROPOSED BLOCK F - ARTIST'S IMPRESSION
DA900	PROPOSED - DEMOUNTABLE FOR ENABLING WORKS



ISSUE	DATE	REVISION
1	15/10/2024	For Coordination - Draft
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3	14/11/2024	For DA
4	29/11/2024	For DA
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7	29/05/2025	For Council RFI response

CHECKED	DRAWN	LEGEND
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DWSLUP	KA	
DWSLUP	KA	
DWSLUP	JSK	
DWSLUP	KA	
DWSLUP	KA	
DWS	KALLUP	

DA
PROJECT PHASE

PROPOSED BLOCK F AT HOPEPOINT CHRISTIAN SCHOOL
PROJECT TITLE

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SITE ADDRESS

HOPEPOINT CHRISTIAN SCHOOL
CLIENT

COVER SHEET

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DA000
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7
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SCALES AT A1

24003
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ISSUE	DATE	REVISION
1	30/08/2024	Revision 1
2	19/09/2024	Revision 2
3	15/10/2024	For Coordination - Draft
4	25/10/2024	For Coordination
5	8/11/2024	For Coordination
6	14/11/2024	For DA
7	09/05/2025	Issue for Information
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9	29/05/2025	For Council RFI response

CHECKED	DRAWN	LEGEND
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DWS	KA	BUILDINGS ON SITE - NO WORKS
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DWSLUP	KA	EXISTING FENCE
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DWSLUP	KA	EXISTING LEVEL
DWSLUP	KA	PROPOSED LEVEL
DWSLUP	KA	EXISTING TREE RETAINED
DWSLUP	KA	EXISTING TREE DEMOLISHED
DWSLUP	KA	9 METRES HEIGHT LINE
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DWS	KA	EXISTING SITE BOUNDARY
DWS	KA	HERITAGE CURTILAGE BOUNDARY FOR THE HOMESTEAD
DWS	KA	EXISTING FENCE
DWS	KA	EXISTING MAJOR CONTOURS
DWS	KA	EXISTING LEVEL
DWS	KA	PROPOSED LEVEL
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DWS	KA	9 METRES HEIGHT LINE
DWS	KA	NEIGHBOURING BOUNDARY
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DWS	KA	HERITAGE CURTILAGE BOUNDARY FOR THE HOMESTEAD
DWS	KA	EXISTING FENCE

TO BE DEMOLISHED	EXISTING LANDSCAPING	SITE ACCESS	EXISTING SITE BOUNDARY	HERITAGE CURTILAGE BOUNDARY FOR THE HOMESTEAD	EXISTING FENCE
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EXISTING MAJOR CONTOURS	EXISTING LEVEL	PROPOSED LEVEL	EXISTING TREE RETAINED	EXISTING TREE DEMOLISHED	9 METRES HEIGHT LINE	NEIGHBOURING BOUNDARY
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EXISTING MAJOR CONTOURS	EXISTING LEVEL	PROPOSED LEVEL	EXISTING TREE RETAINED	EXISTING TREE DEMOLISHED	9 METRES HEIGHT LINE	NEIGHBOURING BOUNDARY
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EXISTING MAJOR CONTOURS	EXISTING LEVEL	PROPOSED LEVEL	EXISTING TREE RETAINED	EXISTING TREE DEMOLISHED	9 METRES HEIGHT LINE	NEIGHBOURING BOUNDARY
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EXISTING MAJOR CONTOURS	EXISTING LEVEL	PROPOSED LEVEL	EXISTING TREE RETAINED	EXISTING TREE DEMOLISHED	9 METRES HEIGHT LINE	NEIGHBOURING BOUNDARY
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EXISTING MAJOR CONTOURS	EXISTING LEVEL	PROPOSED LEVEL	EXISTING TREE RETAINED	EXISTING TREE DEMOLISHED	9 METRES HEIGHT LINE	NEIGHBOURING BOUNDARY
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EXISTING MAJOR CONTOURS	EXISTING LEVEL	PROPOSED LEVEL	EXISTING TREE RETAINED	EXISTING TREE DEMOLISHED	9 METRES HEIGHT LINE	NEIGHBOURING BOUNDARY
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EXISTING MAJOR CONTOURS	EXISTING LEVEL	PROPOSED LEVEL	EXISTING TREE RETAINED	EXISTING TREE DEMOLISHED	9 METRES HEIGHT LINE	NEIGHBOURING BOUNDARY
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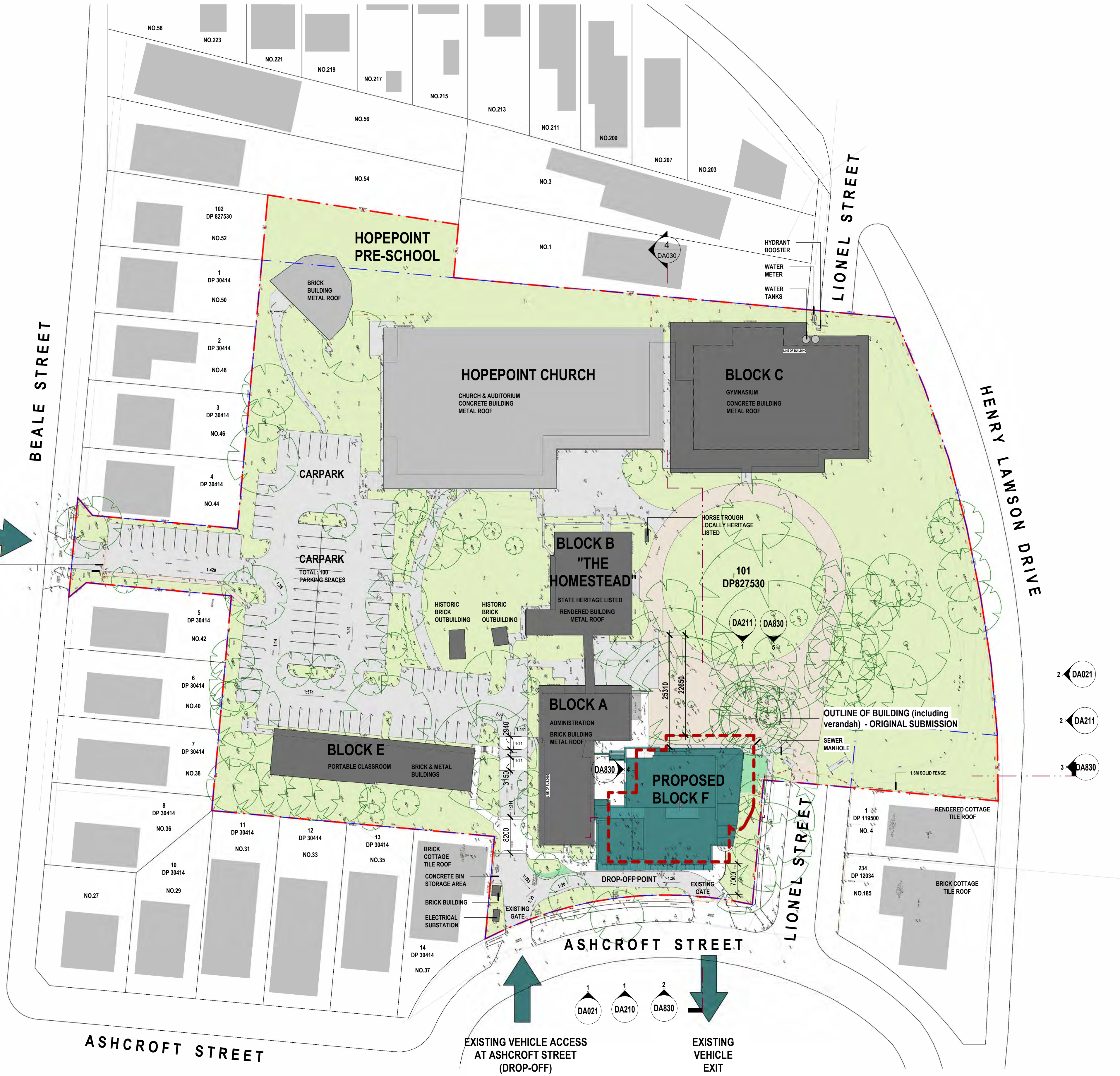
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EXISTING MAJOR CONTOURS	EXISTING LEVEL	PROPOSED LEVEL	EXISTING TREE RETAINED	EXISTING TREE DEMOLISHED	9 METRES HEIGHT LINE	NEIGHBOURING BOUNDARY
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PROPOSED SITE PLAN

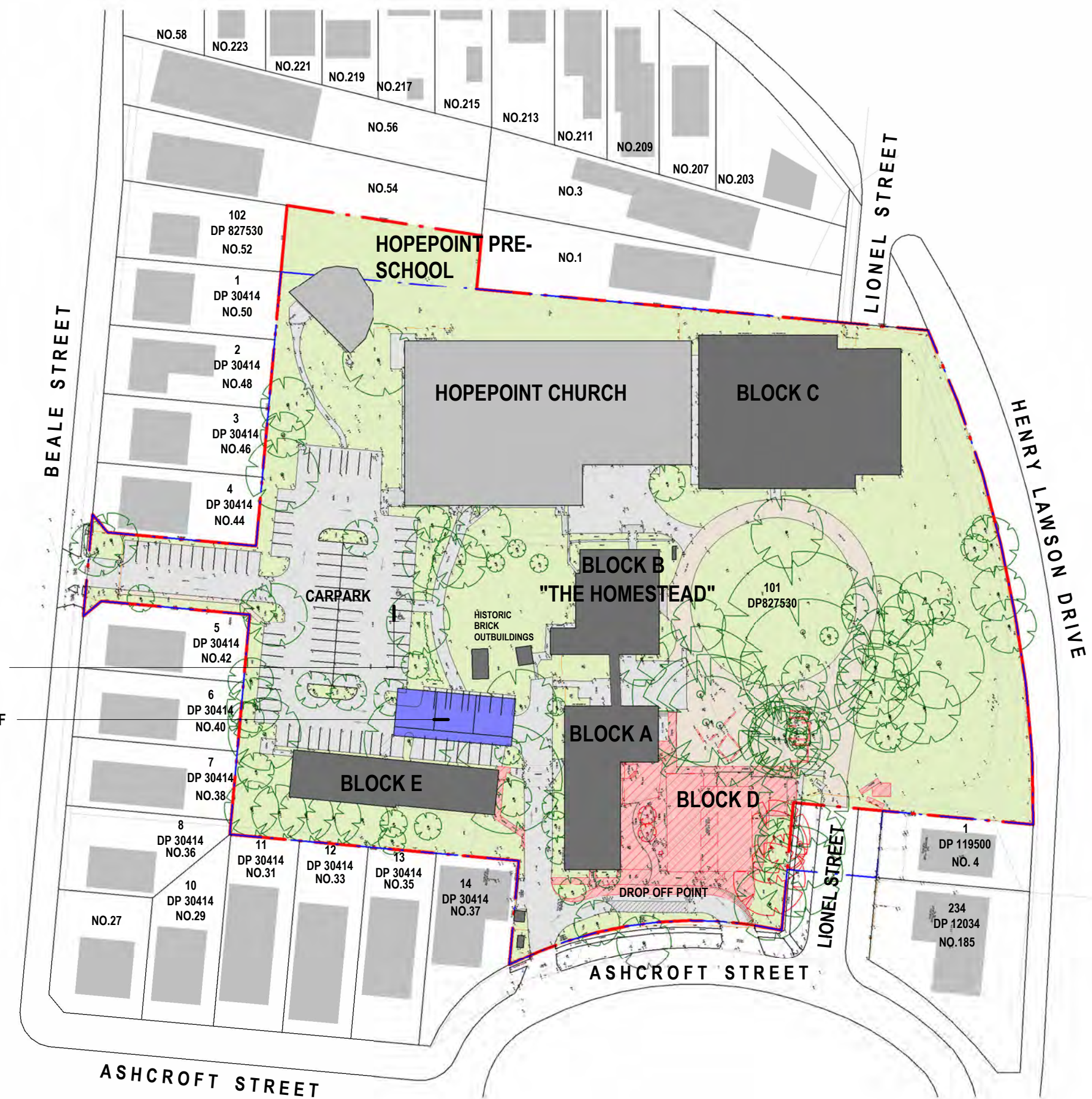
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PROJECT TITLE
42a BEALE STREET, GEORGES HALL NSW 2198
SITE ADDRESS
HOPEPOINT CHRISTIAN SCHOOL
CLIENT

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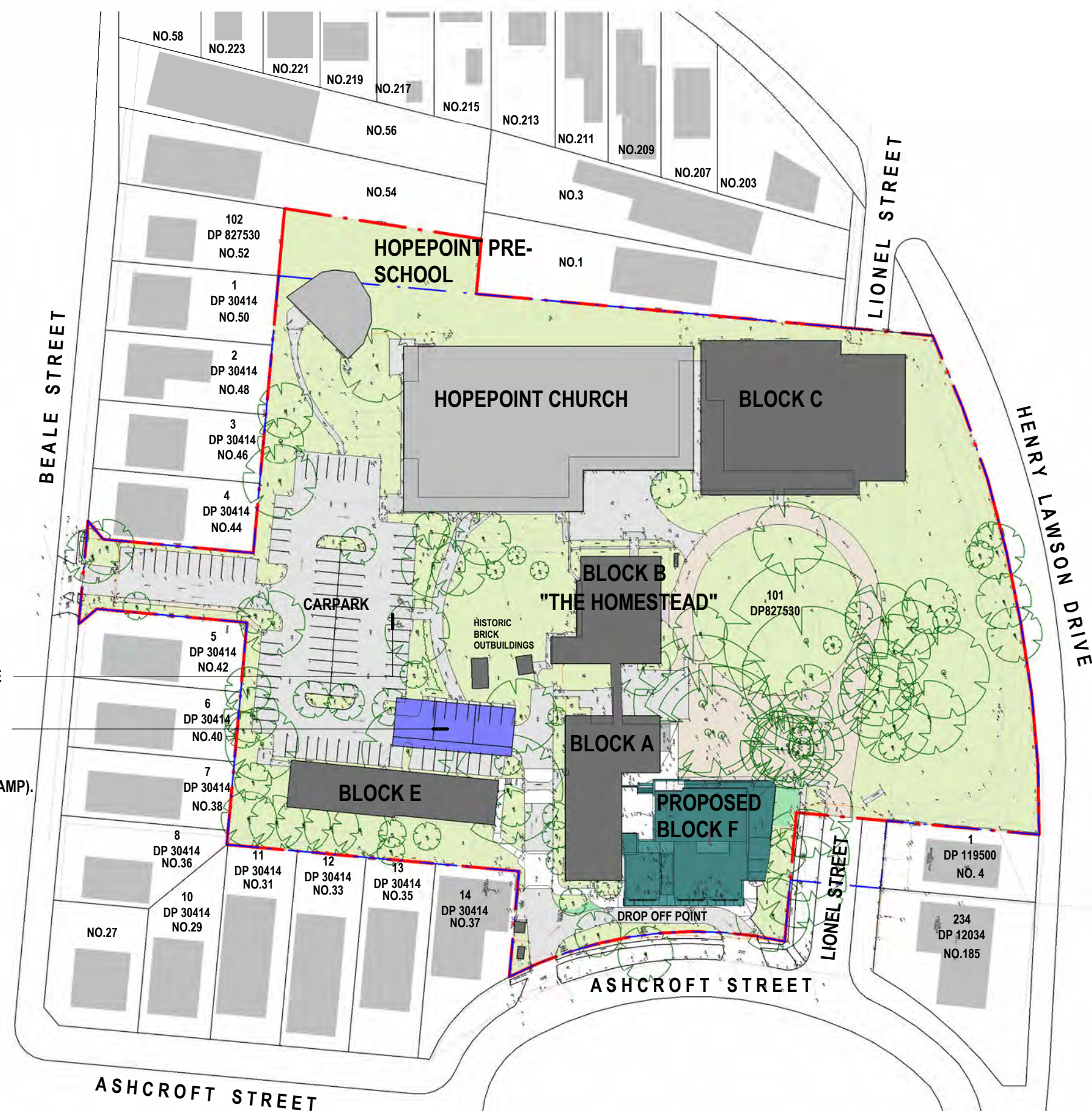
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24003	PROJECT NUMBER



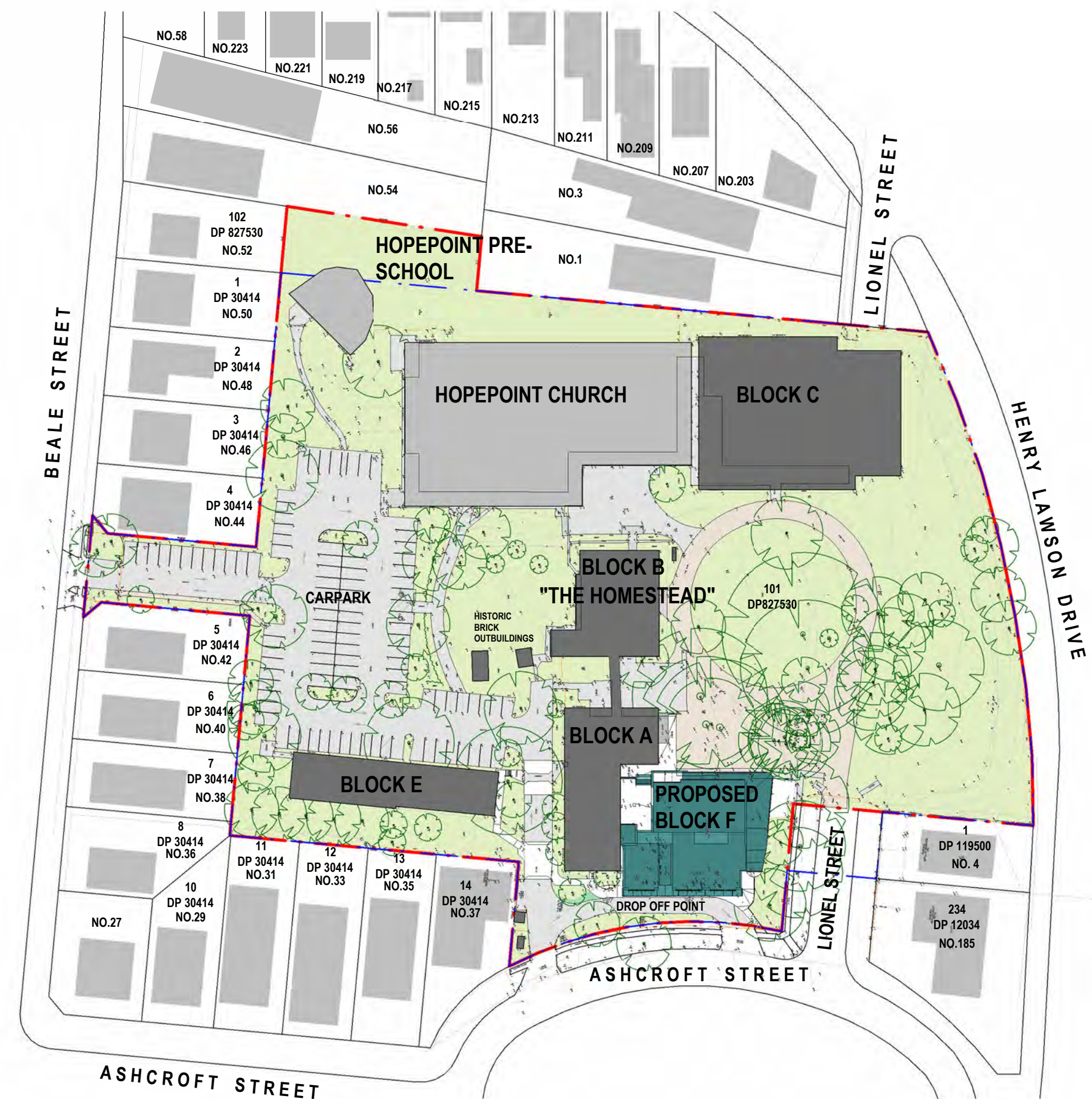
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ENABLING WORKS SITE PLAN - DURING DEMOLITION OF EXISTING BLOCK D AND ASSOCIATED ITEMS
1:1000



ENABLING WORKS SITE PLAN - DURING CONSTRUCTION OF BLOCK F
1:1000



PROPOSED SITE PLAN - COMPLETED
1:1000

ISSUE	DATE	REVISION
1	15/10/2024	For Coordination - Draft
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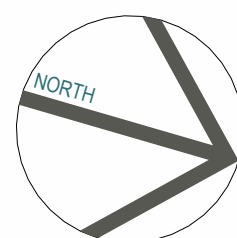
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DWS	KALLUP

LEGEND
NEIGHBOURING BUILDINGS
BUILDINGS ON SITE - NO WORKS
PROPOSED NEW BUILDING
EXISTING FENCE

TO BE DEMOLISHED
EXISTING LANDSCAPING
SITE ACCESS
EXISTING SITE BOUNDARY

EXISTING MAJOR CONTOURS
EXISTING LEVEL
PROPOSED LEVEL
HERITAGE CURTILAGE BOUNDARY FOR THE HOMESTEAD

EXISTING TREE RETAINED
EXISTING TREE DEMOLISHED
9 METRES HEIGHT LINE
NEIGHBOURING BOUNDARY



DA
PROJECT PHASE

PROPOSED BLOCK F AT HOPEPOINT CHRISTIAN SCHOOL

PROJECT TITLE

42a BEALE STREET, GEORGES HALL NSW 2198

SITE ADDRESS

HOPEPOINT CHRISTIAN SCHOOL

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SITE PLANS (EXISTING, ENABLING WORKS & PROPOSED)

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24003
PROJECT NUMBER

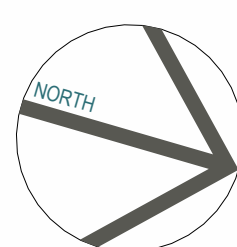
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1	15/10/2024	For Coordination - Draft
2	25/10/2024	For Coordination
3	8/11/2024	For Coordination
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6	23/05/2025	Issue for Coordination
7	29/05/2025	For Council RFI response

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DWS	KALLUP

LEGEND
NEIGHBOURING BUILDINGS
BUILDINGS ON SITE - NO WORKS
PROPOSED NEW BUILDING
EXISTING TREE RETAINED
EXISTING LANDSCAPING

PREVAILING WINDS
SUN PATH
SITE ACCESS
EXISTING TREE RETAINED

HERITAGE CURTILAGE BOUNDARY FOR THE HOMESTEAD
EXISTING MAJOR CONTOURS
EXISTING LEVEL
PROPOSED LEVEL ALL RL'S TO BE CONFIRMED ON SITE
EXISTING SITE BOUNDARY
EXISTING FENCE
NEIGHBOURING BOUNDARY
TRAFFIC NOISE



DA PROJECT PHASE

PROPOSED BLOCK F AT HOPEPOINT CHRISTIAN SCHOOL

PROJECT TITLE

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SITE ADDRESS

HOPEPOINT CHRISTIAN SCHOOL

CLIENT

SITE ANALYSIS

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DA020

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7

ISSUE

1 : 500

SCALES AT A1

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PROJECT NUMBER





DA021
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PROJECT NUMBER

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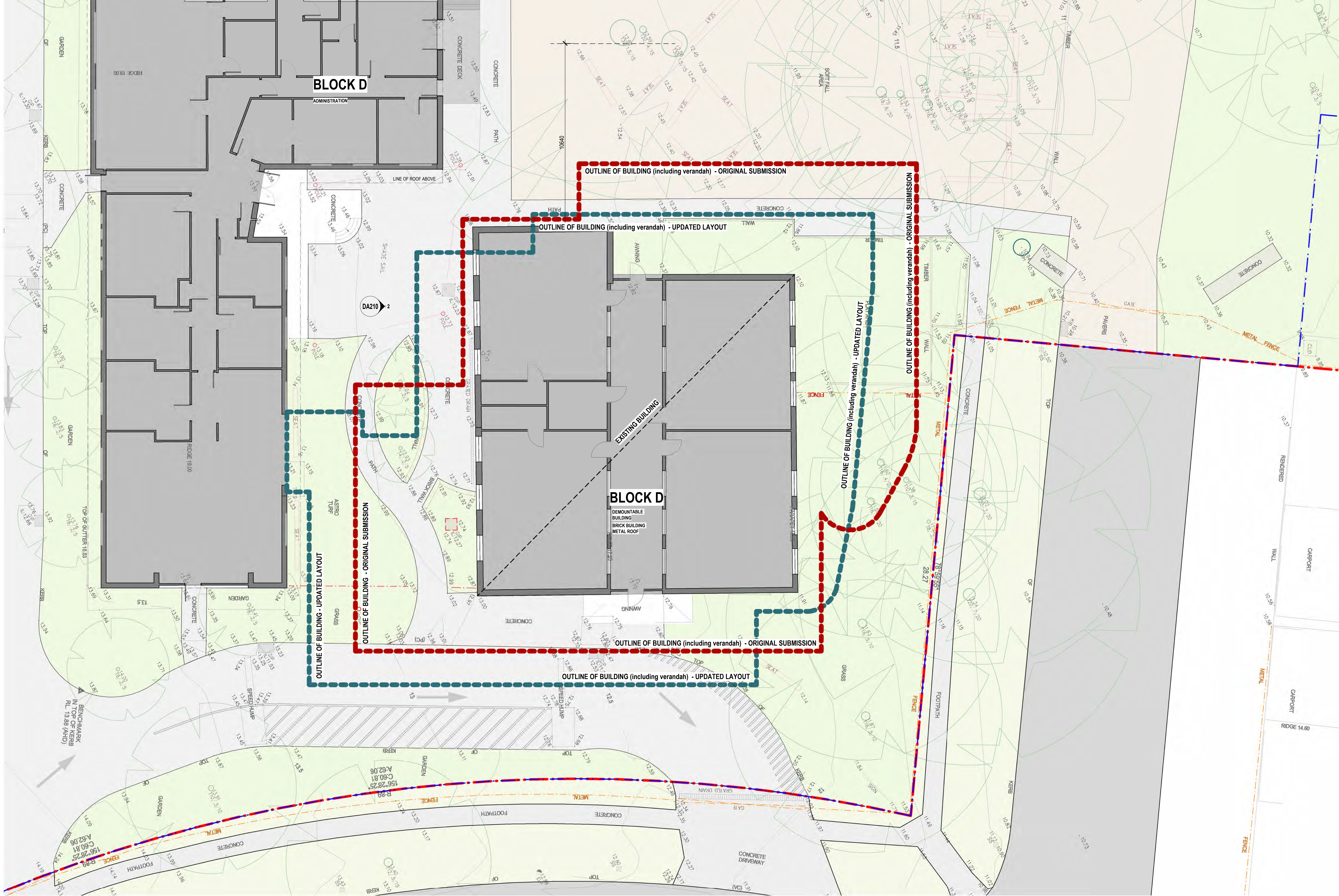
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DA030
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As indicated
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PROJECT NUMBER

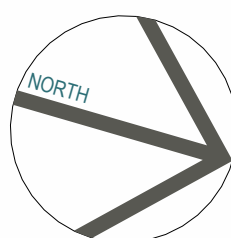


ISSUE DATE REVISION
1 29/05/2025 For Council RFI response

CHECKED DWS
DRAWN KALLUP

LEGEND

- OUTLINE OF BUILDING - ORIGINAL SUBMISSION
- OUTLINE OF BUILDING - UPDATED LAYOUT



DA PROJECT PHASE

PROPOSED BLOCK F AT HOPEPOINT CHRISTIAN SCHOOL
PROJECT TITLE

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LINE OF BUILDINGS COMPARISON

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DA040
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1 : 100
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PROJECT NUMBER

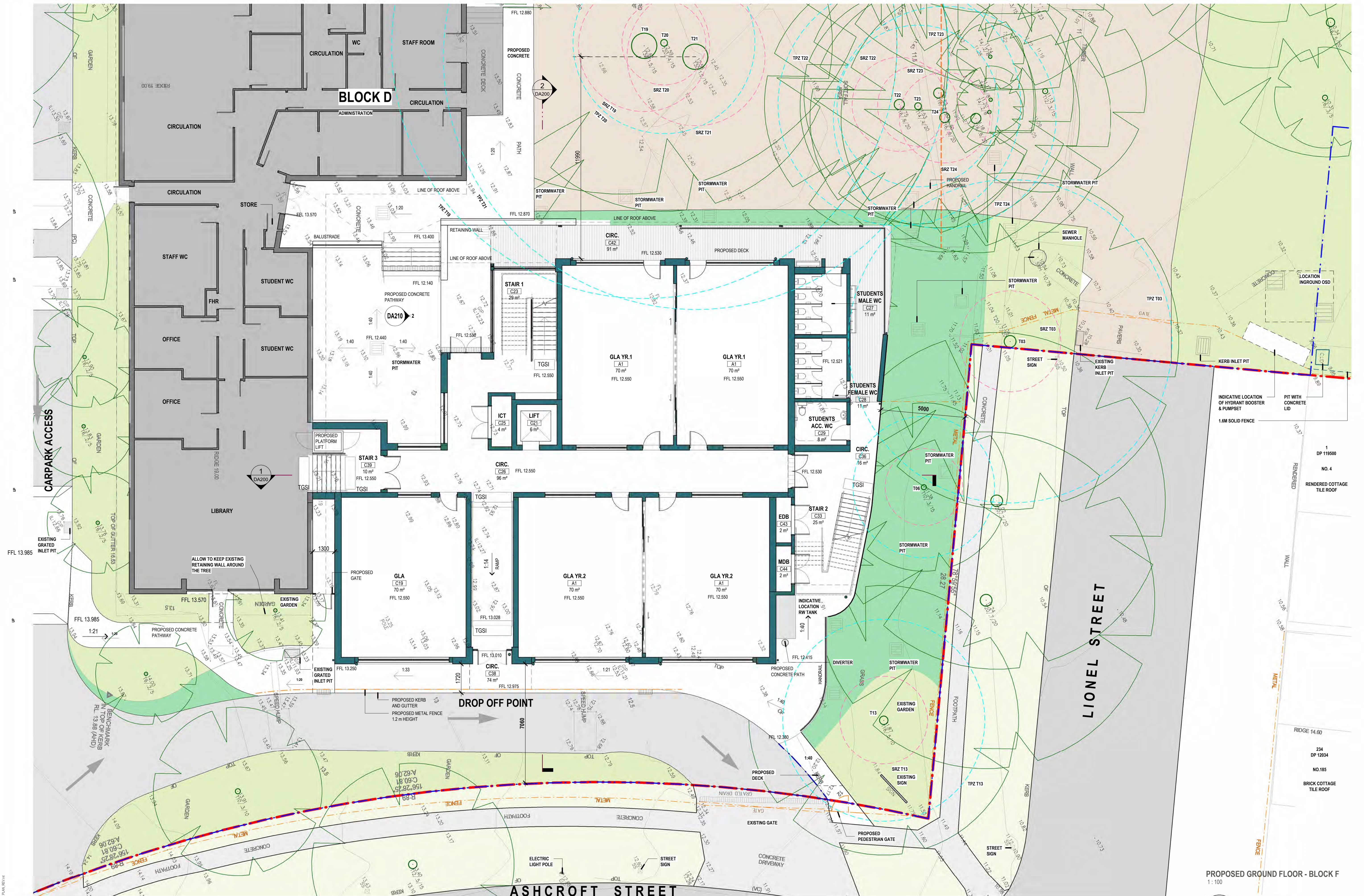


DA100
DRAWING NUMBER

10
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1 : 100
SCALES AT A1

24003
PROJECT NUMBER



ISSUE	DATE	REVISION
1	30/08/2024	Revision 1
2	19/09/2024	Revision 2
3	15/10/2024	For Coordination - Draft
4	25/10/2024	For Coordination
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7	14/11/2024	For DA
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10	29/05/2025	For Council RFI response

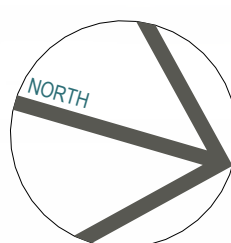
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DWSLUP	KA
DWS	KALLUP

LEGEND
NEIGHBOURING BUILDINGS
BUILDINGS ON SITE - NO WORKS
EXISTING WALL
EXISTING FENCE

TO BE DEMOLISHED
EXISTING LANDSCAPING
PROPOSED LANDSCAPING
PROPOSED WALL
EXISTING SITE BOUNDARY

EXISTING MAJOR CONTOURS
EXISTING LEVEL
PROPOSED LEVEL ALL RL'S TO BE CONFIRMED ON SITE
NEIGHBOURING BOUNDARY

EXISTING TREE RETAINED
EXISTING TREE DEMOLISHED
SRZ (STRUCTURAL ROOT ZONE)
TPZ (TREE PROTECTION ZONE)
TXX DENOTES TREE NUMBER



DA PROJECT PHASE
PROPOSED BLOCK F AT HOPEPOINT CHRISTIAN SCHOOL
PROJECT TITLE
42a BEALE STREET, GEORGES HALL NSW 2198
SITE ADDRESS
HOPEPOINT CHRISTIAN SCHOOL
CLIENT

PROPOSED PLAN - GROUND FLOOR - SHEET 1
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DA101
DRAWING NUMBER
10
ISSUE
1:100
SCALES AT A1
24003
PROJECT NUMBER

ISSUE	DATE	REVISION
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2	29/05/2025	For Council RFI response

CHECKED	DRAWN
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DWS	KALLUP

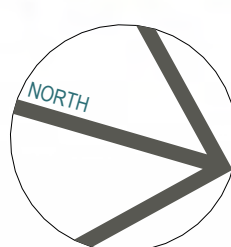
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BUILDINGS ON SITE - NO WORKS
EXISTING WALL
EXISTING FENCE

TO BE DEMOLISHED
EXISTING LANDSCAPING
PROPOSED LANDSCAPING
PROPOSED WALL
EXISTING SITE BOUNDARY

PROPOSED LEVEL ALL RL'S TO BE CONFIRMED ON SITE
NEIGHBOURING BOUNDARY
HERITAGE CURTILAGE BOUNDARY FOR THE HOMESTEAD

EXISTING MAJOR CONTOURS
EXISTING LEVEL
PROPOSED LEVEL ALL RL'S TO BE CONFIRMED ON SITE
NEIGHBOURING BOUNDARY
HERITAGE CURTILAGE BOUNDARY FOR THE HOMESTEAD

EXISTING TREE RETAINED
EXISTING TREE DEMOLISHED
SRZ (STRUCTURAL ROOT ZONE)
TPZ (TREE PROTECTION ZONE)
DENOTES TREE NUMBER



DA
PROJECT PHASE

PROPOSED BLOCK F AT HOPEPOINT CHRISTIAN SCHOOL
PROJECT TITLE

42a BEALE STREET, GEORGES HALL NSW 2198
SITE ADDRESS

HOPEPOINT CHRISTIAN SCHOOL
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PROPOSED PLAN - GROUND FLOOR - SHEET 2

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DA102
DRAWING NUMBER
2
ISSUE

1 : 100
SCALES AT A1

24003
PROJECT NUMBER



ISSUE	DATE	REVISION
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2	19/09/2024	Revision 2
3	15/10/2024	For Coordination - Draft
4	25/10/2024	For Coordination
5	8/11/2024	For Coordination
6	14/11/2024	For DA
7	09/05/2025	Issue for Information
8	23/05/2025	Issue for Coordination
9	29/05/2025	For Council RFI response

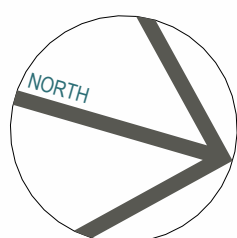
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DWS	KALLUP

LEGEND
NEIGHBOURING BUILDINGS
BUILDINGS ON SITE - NO WORKS
EXISTING WALL
EXISTING FENCE

TO BE DEMOLISHED
EXISTING LANDSCAPING
PROPOSED LANDSCAPING
PROPOSED WALL
EXISTING SITE BOUNDARY

EXISTING MAJOR CONTOURS
EXISTING LEVEL
PROPOSED LEVEL
NEIGHBOURING BOUNDARY
HERITAGE CURTILAGE BOUNDARY FOR THE HOMESTEAD

EXISTING TREE RETAINED
EXISTING TREE DEMOLISHED
SRZ (STRUCTURAL ROOT ZONE)
TPZ (TREE PROTECTION ZONE)
DENOTES TREE NUMBER



DA PROJECT PHASE

PROPOSED BLOCK F AT HOPEPOINT CHRISTIAN SCHOOL

42a BEALE STREET, GEORGES HALL NSW 2198
SITE ADDRESS
HOPEPOINT CHRISTIAN SCHOOL
CLIENT

PROPOSED PLAN - LEVEL 1

DRAWING TITLE
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DA103
DRAWING NUMBER
9
ISSUE
1 : 100
SCALES AT A1
24003
PROJECT NUMBER

Autodesk Docs | 24003 GEORGES HALL | 003 SITE PLAN REV 04

ISSUE	DATE	REVISION
1	30/08/2024	Revision 1
2	19/09/2024	Revision 2
3	15/10/2024	For Coordination - Draft
4	25/10/2024	For Coordination
5	8/11/2024	For Coordination
6	14/11/2024	For DA
7	09/05/2025	Issue for Information
8	23/05/2025	Issue for Coordination
9	29/05/2025	For Council RPI response

CHECKED	DRAWN
DWS	KA
DWS	KA
DWSLUP	KA
DWSLUP	KA
DWSLUP	KA
DWSLUP	KA
DWSLUP	KA
DWSLUP	KA
DWSLUP	KA
DWS	KALLUP

LEGEND
NEIGHBOURING BUILDINGS
BUILDINGS ON SITE - NO WORKS
EXISTING WALL
EXISTING FENCE

TO BE DEMOLISHED
EXISTING LANDSCAPING
PROPOSED LANDSCAPING
PROPOSED WALL

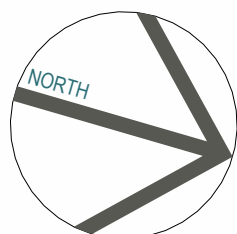
EXISTING SITE BOUNDARY

EXISTING MAJOR CONTOURS
EXISTING LEVEL
PROPOSED LEVEL ALL RL'S TO BE CONFIRMED ON SITE
NEIGHBOURING BOUNDARY

HERITAGE CURTILAGE BOUNDARY FOR THE HOMESTEAD

EXISTING TREE RETAINED
EXISTING TREE DEMOLISHED
SRZ (STRUCTURAL ROOT ZONE)
TPZ (TREE PROTECTION ZONE)

DENOTES TREE NUMBER



ASHCROFT STREET

DA PROJECT PHASE

PROPOSED BLOCK F AT HOPEPOINT CHRISTIAN SCHOOL

PROJECT TITLE

42a BEALE STREET, GEORGES HALL NSW 2198

SITE ADDRESS

HOPEPOINT CHRISTIAN SCHOOL

CLIENT

PROPOSED PLAN - ROOF

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DA104

DRAWING NUMBER

9

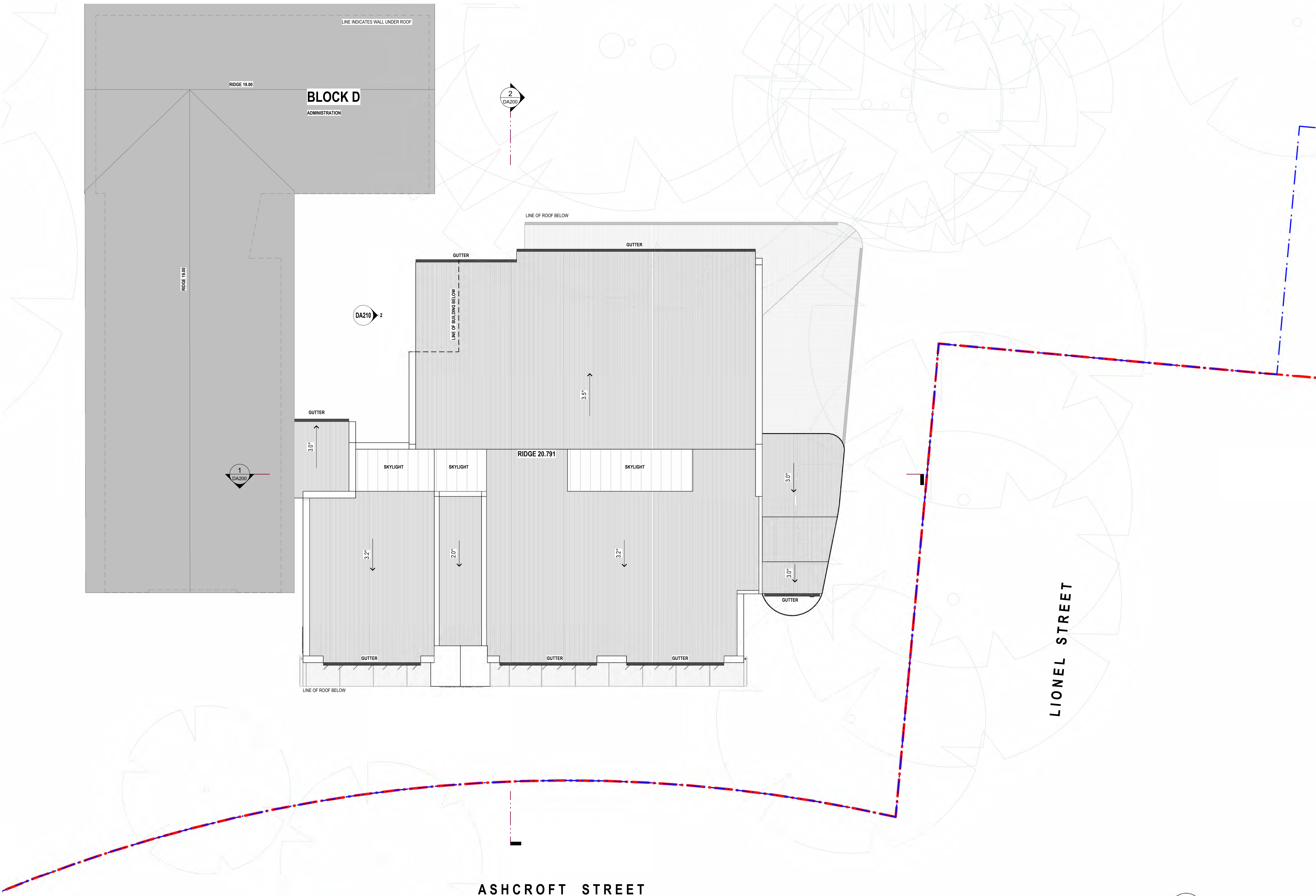
ISSUE

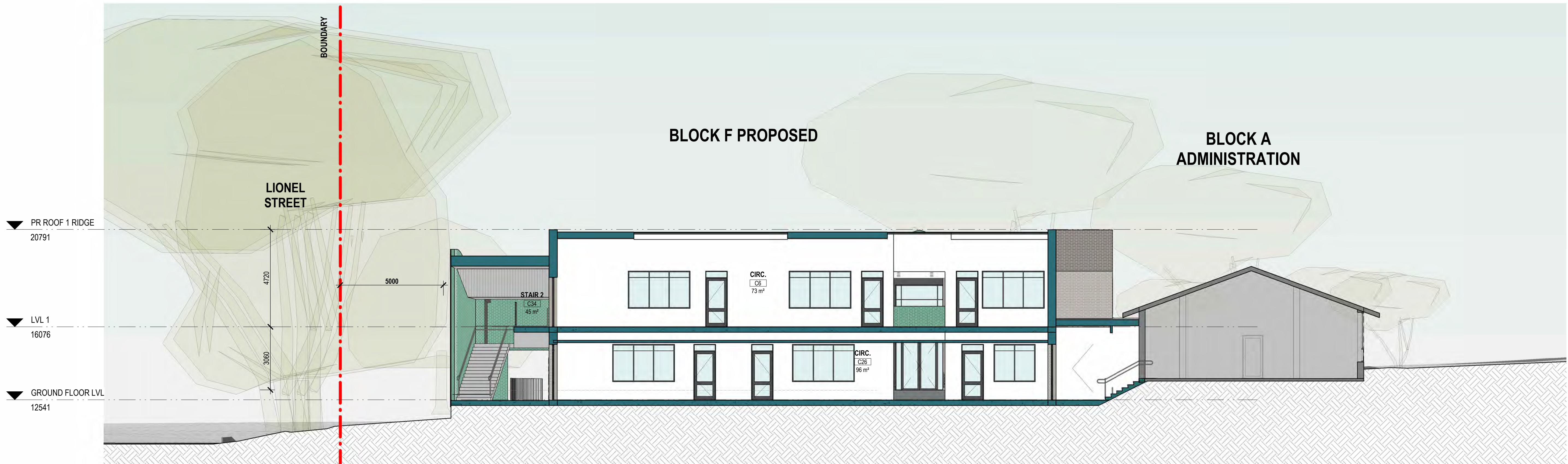
1 : 100

SCALES AT A1

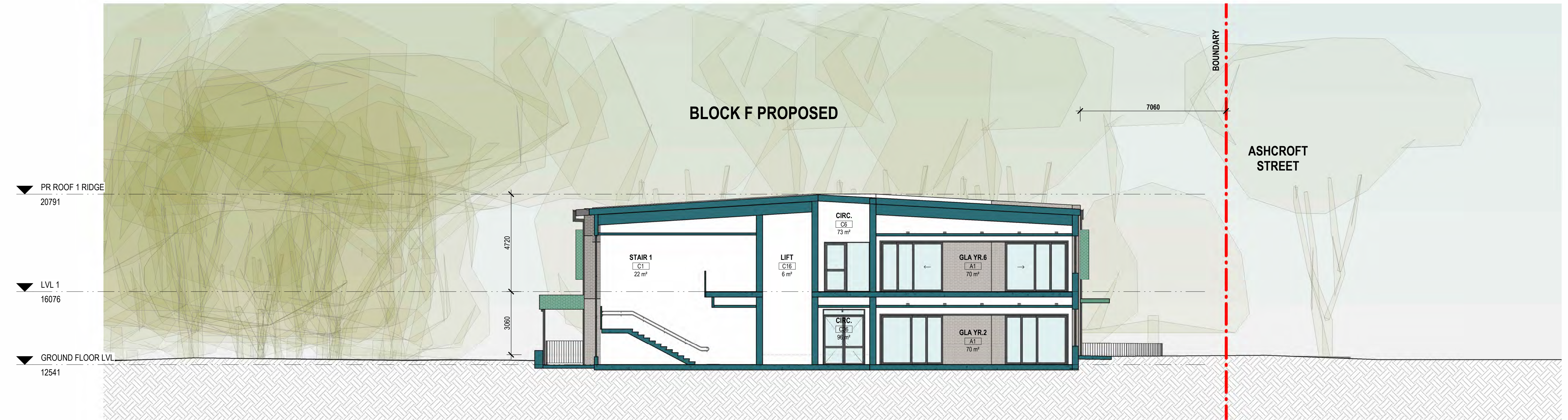
24003

PROJECT NUMBER





BLOCK F SECTION A
1 : 100



BLOCK F SECTION B
1 : 100

ISSUE	DATE	REVISION	CHECKED	DRAWN	LEGEND
1	30/08/2024	Revision 1	DWS	KA	
2	19/09/2024	Revision 2	DWS	KA	
3	15/10/2024	For Coordination - Draft	DWSLUP	KA	
4	25/10/2024	For Coordination	DWSLUP	KA	
5	8/11/2024	For Coordination	DWSLUP	KA	
6	14/11/2024	For DA	DWSLUP	KA	
7	09/05/2025	Issue for Information	DWSLUP	KA	
8	23/05/2025	Issue for Coordination	DWSLUP	KA	
9	29/05/2025	For Council RFI response	DWS	KALLUP	

DA
PROJECT PHASE

PROPOSED BLOCK F AT HOPEPOINT CHRISTIAN SCHOOL
PROJECT TITLE

42a BEALE STREET, GEORGES HALL NSW 2198
SITE ADDRESS

HOPEPOINT CHRISTIAN SCHOOL
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PROPOSED SECTIONS

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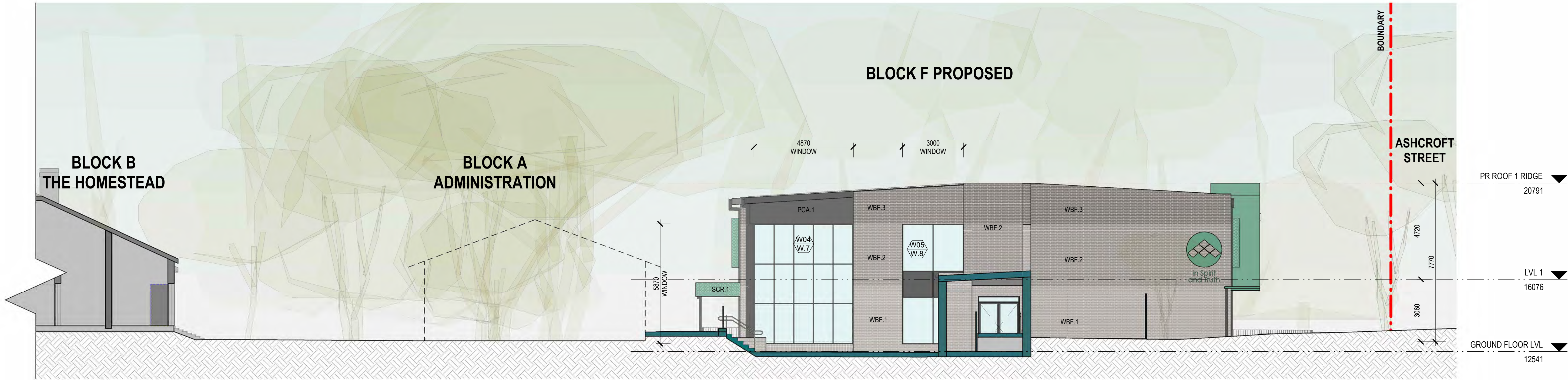


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DA200
DRAWING NUMBER
9
ISSUE
1 : 100
SCALES AT A1
24003
PROJECT NUMBER



PROPOSED EAST ELEVATION
1:100



PROPOSED SOUTH ELEVATION
1:100



COLOURED METAL CLAD
ENTRANCE OVERHANG



BRICK WALL FACADE
TO SELECTED AREAS



COLOURED SUN SHADE & EXTERNAL STAIRS
METAL PERFORATED SCREEN (GREEN)



ALUMINIUM FRAMED DOORS
& WINDOWS



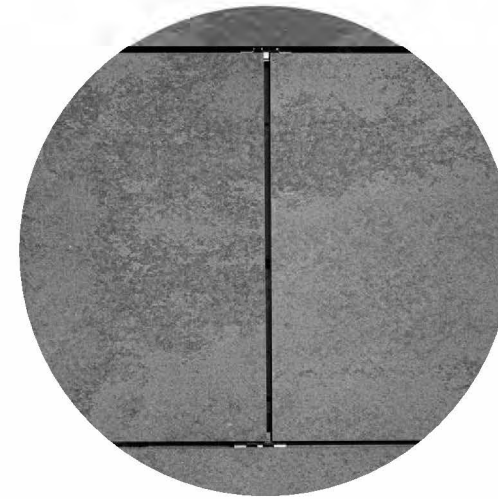
DOORS & WINDOWS DECAL
(SCHOOL LOGO)



METAL ROOF CLADDING



DOWNPIPES, GUTTER
& FASCIA



POWDER COATED ALUMINIUM
PANELS TO SELECTED AREAS

ISSUE	DATE	REVISION
1	30/08/2024	Revision 1
2	19/09/2024	Revision 2
3	15/10/2024	For Coordination - Draft
4	25/10/2024	For Coordination
5	8/11/2024	For Coordination
6	14/11/2024	For DA
7	09/05/2025	Issue for Information
8	23/05/2025	Issue for Coordination
9	29/05/2025	For Council RFI response

CHECKED	DRAWN	LEGEND
DWS	KA	BAL.1 S/S BALUSTRADE
DWS	KA	PCA.1 POWDERCOAT FINISH
DWSLUP	KA	SCR.1 PERFORATED METAL SCREEN
DWSLUP	KA	WBF.1 FACE BRICKWORK
DWSLUP	KA	WBF.2 FACE BRICKWORK
DWSLUP	KA	WBF.3 FACE BRICKWORK
DWSLUP	KA	WBF.4 FACE BRICKWORK
DWS	KALLUP	

NUMBER DENOTES COLOUR

DA
PROJECT PHASE
PROPOSED BLOCK F AT HOPEPOINT CHRISTIAN SCHOOL
PROJECT TITLE
42a BEALE STREET, GEORGES HALL NSW 2198
SITE ADDRESS
HOPEPOINT CHRISTIAN SCHOOL
CLIENT

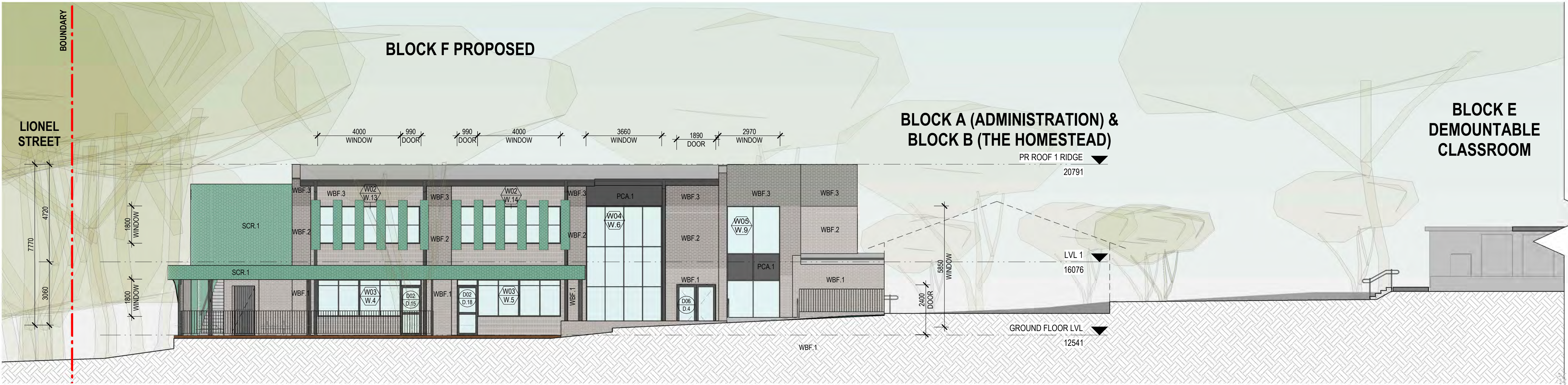
PROPOSED ELEVATIONS & EXTERNAL COLOURS & FINISHES

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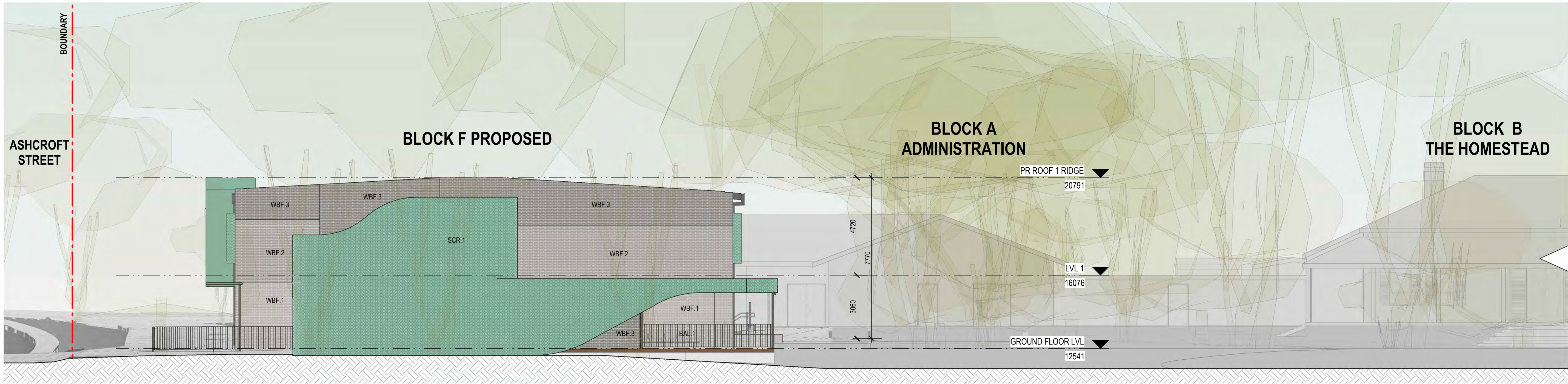


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DA210
DRAWING NUMBER
9
ISSUE
As indicated
SCALES AT A1
24003
PROJECT NUMBER



PROPOSED WEST ELEVATION
1 : 100



PROPOSED NORTH ELEVATION
1 : 100



COLOURED METAL CLAD
ENTRANCE OVERHANG



BRICK WALL FACADE
TO SELECTED AREAS



COLOURED SUN SHADE & EXTERNAL STAIRS
METAL PERFORATED SCREEN (GREEN)



ALUMINIUM FRAMED DOORS
& WINDOWS



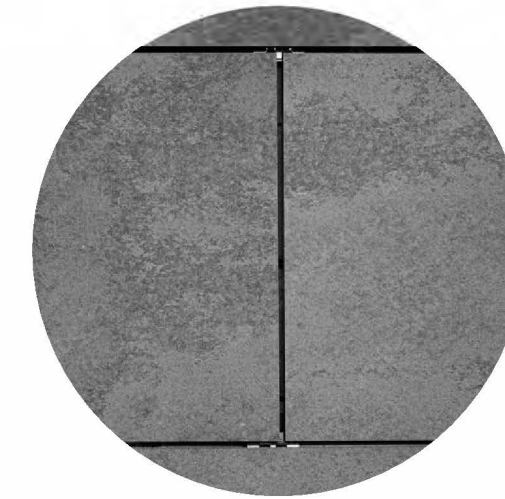
DOORS & WINDOWS DECAL
(SCHOOL LOGO)



METAL ROOF CLADDING



DOWNPIPES, GUTTER
& FASCIA



POWDER COATED ALUMINIUM
PANELS TO SELECTED AREAS

ISSUE	DATE	REVISION
1	30/08/2024	Revision 1
2	19/09/2024	Revision 2
3	15/10/2024	For Coordination - Draft
4	25/10/2024	For Coordination
5	8/11/2024	For Coordination
6	14/11/2024	For DA
7	09/05/2025	Issue for Information
8	23/05/2025	Issue for Coordination
9	29/05/2025	For Council RFI response

CHECKED	DRAWN
DWS	KA
DWS	KA
DWSLUP	KA
DWSLUP	KA
DWSLUP	KA
DWSLUP	KA
DWSLUP	KA
DWSLUP	KA
DWS	KALLUP

LEGEND	
BAL.1	S/S BALUSTRADE
PCA.1	POWDERCOAT FINISH
SCR.1	PERFORATED METAL SCREEN
WBF.1	FACE BRICKWORK
WBF.2	FACE BRICKWORK
WBF.3	FACE BRICKWORK
WBF.4	FACE BRICKWORK
WFC.1	FIBRE CEMENT CLADDING

NUMBER DENOTES COLOUR

DA
PROJECT PHASE

PROPOSED BLOCK F AT HOPEPOINT CHRISTIAN SCHOOL
PROJECT TITLE

42a BEALE STREET, GEORGES HALL NSW 2198
SITE ADDRESS

HOPEPOINT CHRISTIAN SCHOOL
CLIENT

PROPOSED ELEVATIONS & EXTERNAL COLOURS & FINISHES

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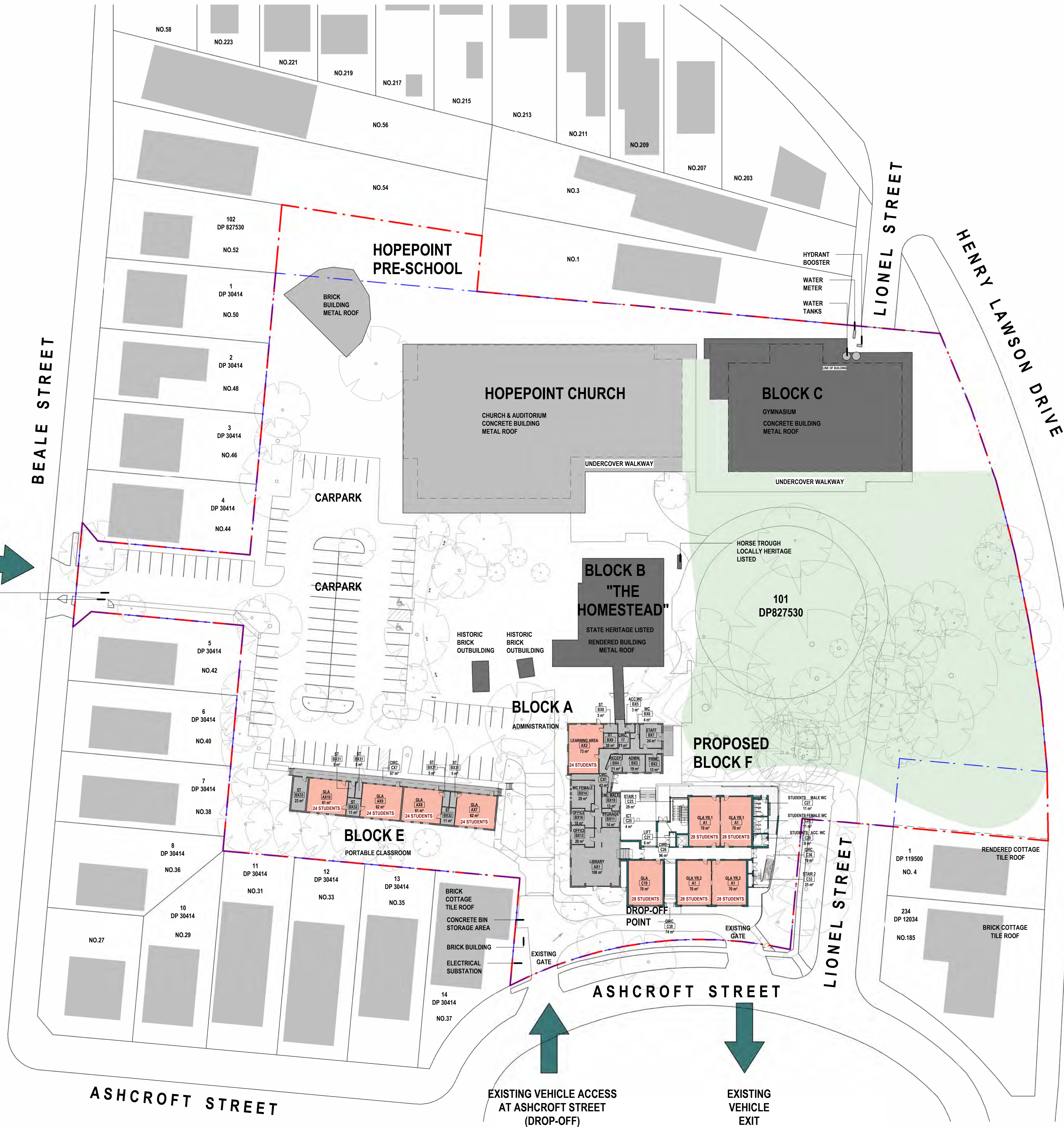
DA211
DRAWING NUMBER
9
ISSUE

As indicated
Scales at A1
24003
PROJECT NUMBER

ISSUE	DATE	REVISION
1	15/10/2024	For Coordination - Draft
2	25/10/2024	For Coordination
3	8/11/2024	For Coordination
4	14/11/2024	For DA
5	09/05/2025	Issue for Information
6	23/05/2025	Issue for Coordination
7	29/05/2025	For Council RFI response

CHECKED	DRAWN	LEGEND
DWSLUP	KA	CLASSROOM SPACE
DWSLUP	KA	EXTERNAL PLAY SPACE
DWSLUP	KA	
DWSLUP	KA	
DWSLUP	KA	
DWSLUP	KA	
DWS	KALLUP	

CLASSROOM & PLAYGROUND AREA GROUND FLOOR
1 : 500



GLA AREAS		
LEVEL	BUILDING	AREA
GROUND FLOOR	BLOCK A	73m ²
	BLOCK E	246m ²
	BLOCK F	350m ²
LEVEL 1	BLOCK F	350m ²
TOTAL		1,019m ²

400 STUDENTS (185 existing + 215 addition) 2,547m² per student*

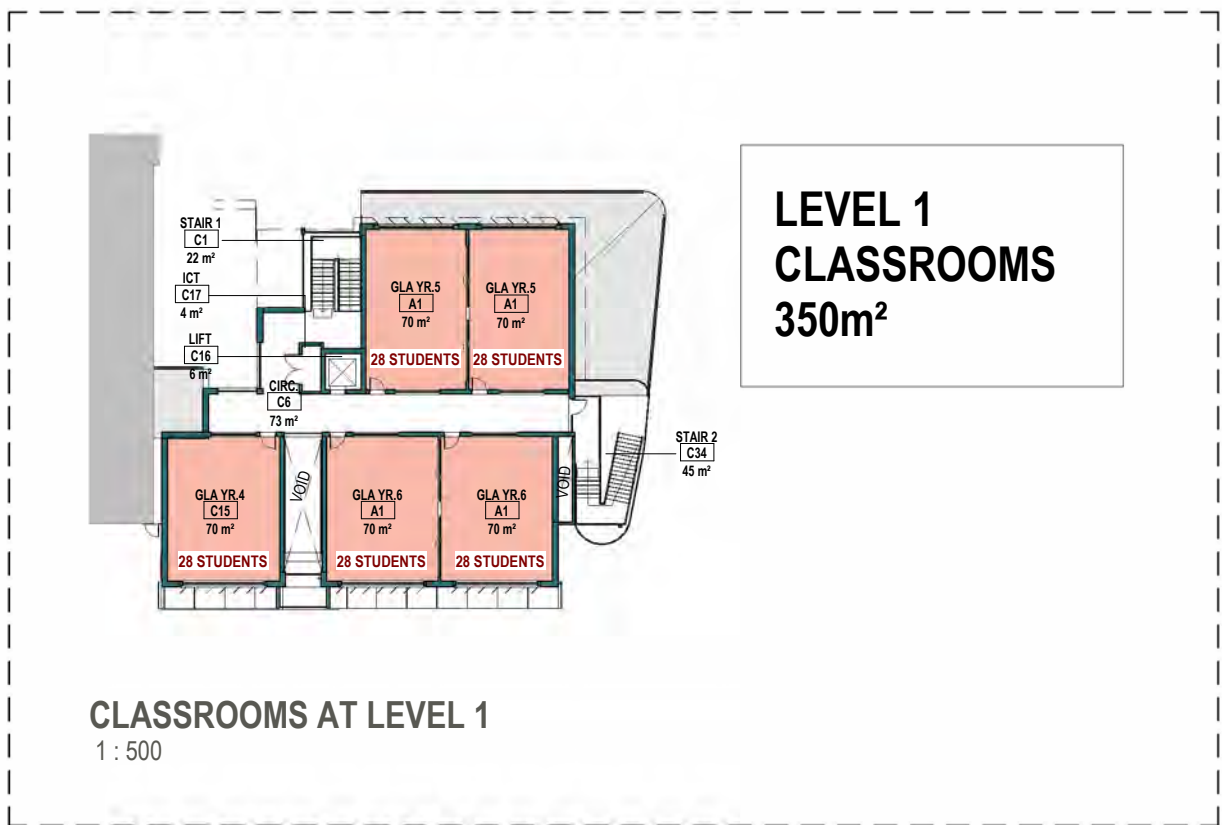
*Number of students per classroom added on drawings

PLAYGROUND AREAS	
NAME	AREA
OUTDOOR PLAY	5,150m ²
TOTAL	5,150m ²

OUTDOOR
PLAY SPACE
5,150m²

GROUND FLOOR
CLASSROOMS
669m²

LEVEL 1
CLASSROOMS
350m²



DA
PROJECT PHASE

PROPOSED BLOCK F AT HOPEPOINT CHRISTIAN SCHOOL

PROJECT TITLE

42a BEALE STREET, GEORGES HALL NSW 2198
SITE ADDRESS

HOPEPOINT CHRISTIAN SCHOOL
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CLASSROOM & PLAYGROUND AREA CALCULATION

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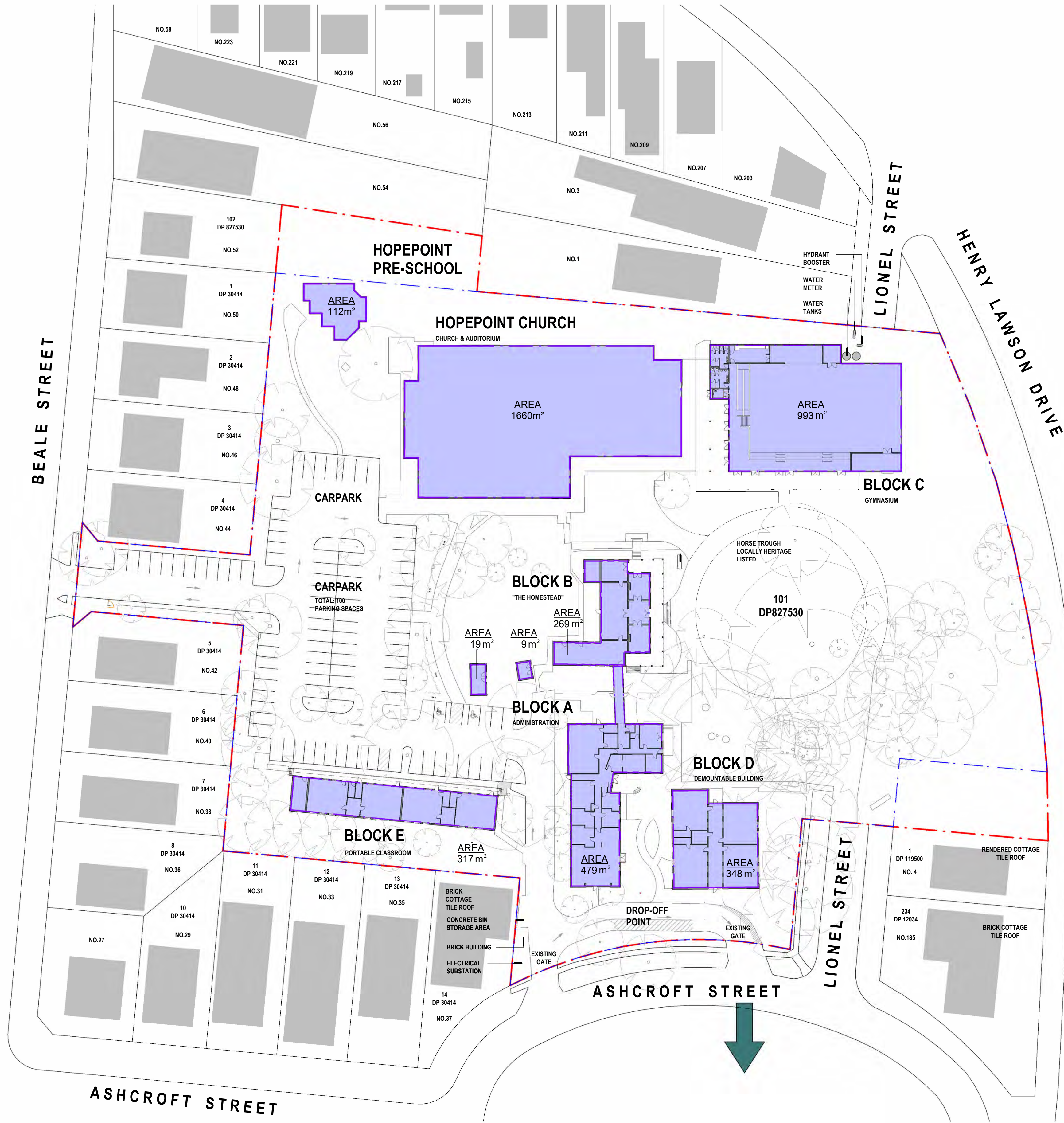
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DA800
DRAWING NUMBER
7
ISSUE

As indicated
SCALES AT A1

24003
PROJECT NUMBER



EXISTING GROUND FLOOR PLAN
1:500

SCHEDULE OF EXISTING GROSS FLOOR AREAS		
LEVEL	BUILDING	GROSS FLOOR AREA
GROUND FLOOR	BLOCK A	479m ²
	BLOCK B	269m ²
		19m ²
		9m ²
	BLOCK C	993m ²
	BLOCK E	317m ²
	BLOCK D	348m ²
	HOPEPOINT CHURCH	1,660m ²
	HOPEPOINT PRE-SCHOOL	112m ²
TOTAL		4,206m ²

*ASSUMED SQUARE METRES WITHOUT SURVEY

*ASSUMED SQUARE METRES WITHOUT SURVEY

TOTAL SITE AREA: 2,1724m²

EXISTING FLOOR SPACE RATIO: 0.194:1

EXISTING FLOOR SPACE RATIO

DRAWING TITLE
PROJECT TITLE
PROPOSED BLOCK F AT HOPEPOINT CHRISTIAN SCHOOL
PROJECT TITLE
42a BEALE STREET, GEORGES HALL NSW 2198
SITE ADDRESS
HOPEPOINT CHRISTIAN SCHOOL
CLIENT



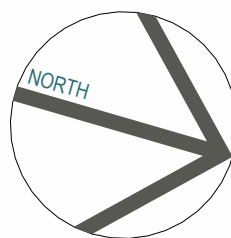
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DA801
DRAWING NUMBER
4
ISSUE

1:500
SCALES AT A1
24003
PROJECT NUMBER

ISSUE	DATE	REVISION
1	14/11/2024	For DA
2	09/05/2025	Issue for Information
3	23/05/2025	Issue for Coordination
4	29/05/2025	For Council RPI response

CHECKED	DRAWN	LEGEND
DWSLUP	KA	
DWSLUP	KA	
DWSLUP	KA	
DWS	KALLUP	



DA
PROJECT PHASE

PROPOSED BLOCK F AT HOPEPOINT CHRISTIAN SCHOOL
PROJECT TITLE

42a BEALE STREET, GEORGES HALL NSW 2198
SITE ADDRESS
HOPEPOINT CHRISTIAN SCHOOL
CLIENT



PROPOSED GROUND FLOOR PLAN
1:500

SCHEDULE OF PROPOSED GROSS FLOOR AREAS		
LEVEL	BUILDING	GROSS FLOOR AREA
GROUND FLOOR	BLOCK A	479m²
	BLOCK B	269m²
		19m²
		9m²
	BLOCK C	993m²
	BLOCK E	317m²
	PROPOSED BLOCK F	544m²
LEVEL 1	HOPEPOINT CHURCH	1,660m²
	HOPEPOINT PRE-SCHOOL	112m²
LEVEL 1	PROPOSED BLOCK F	544m²
TOTAL		4,946m²

*ASSUMED SQUARE METRES WITHOUT SURVEY

*ASSUMED SQUARE METRES WITHOUT SURVEY

TOTAL SITE AREA: 21,724m²

PROPOSED FLOOR SPACE RATIO: 0.227:1



PROPOSED LEVEL 1 PLAN
1:500

PROPOSED FLOOR SPACE RATIO

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DA802
DRAWING NUMBER
4
ISSUE

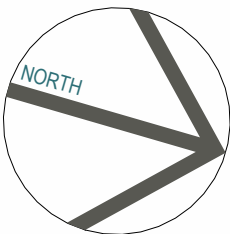
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SCALES AT A1
24003
PROJECT NUMBER

DA
PROJECT PHASE

PROPOSED BLOCK F AT HOPEPOINT CHRISTIAN SCHOOL
PROJECT TITLE

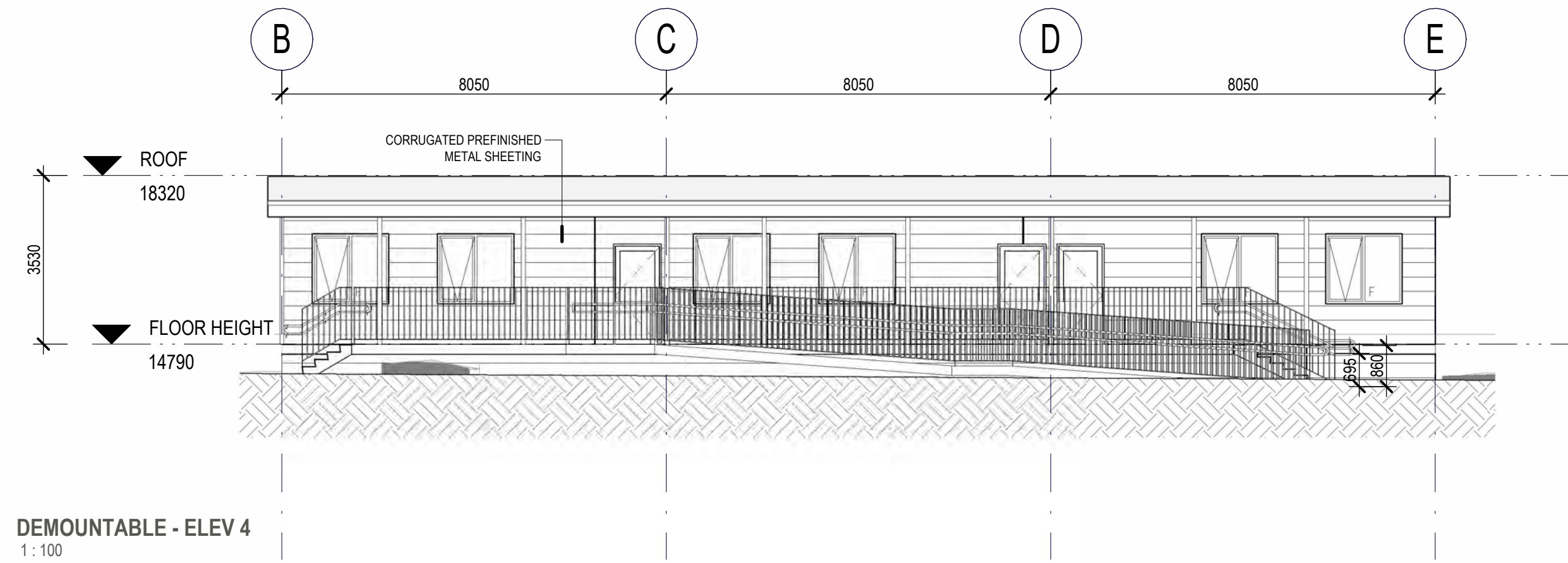
42a BEALE STREET, GEORGES HALL NSW 2198
SITE ADDRESS

HOPEPOINT CHRISTIAN SCHOOL
CLIENT

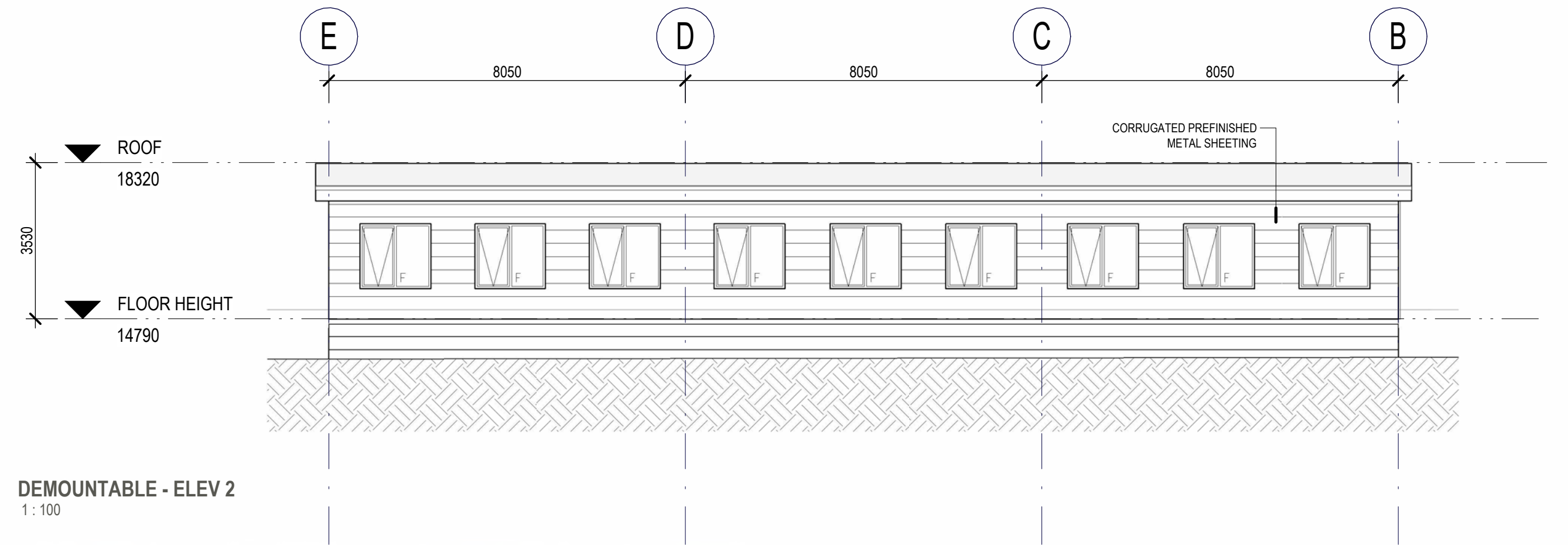


ISSUE	DATE	REVISION
1	14/11/2024	For DA
2	09/05/2025	Issue for Information
3	23/05/2025	Issue for Coordination
4	29/05/2025	For Council RPI response

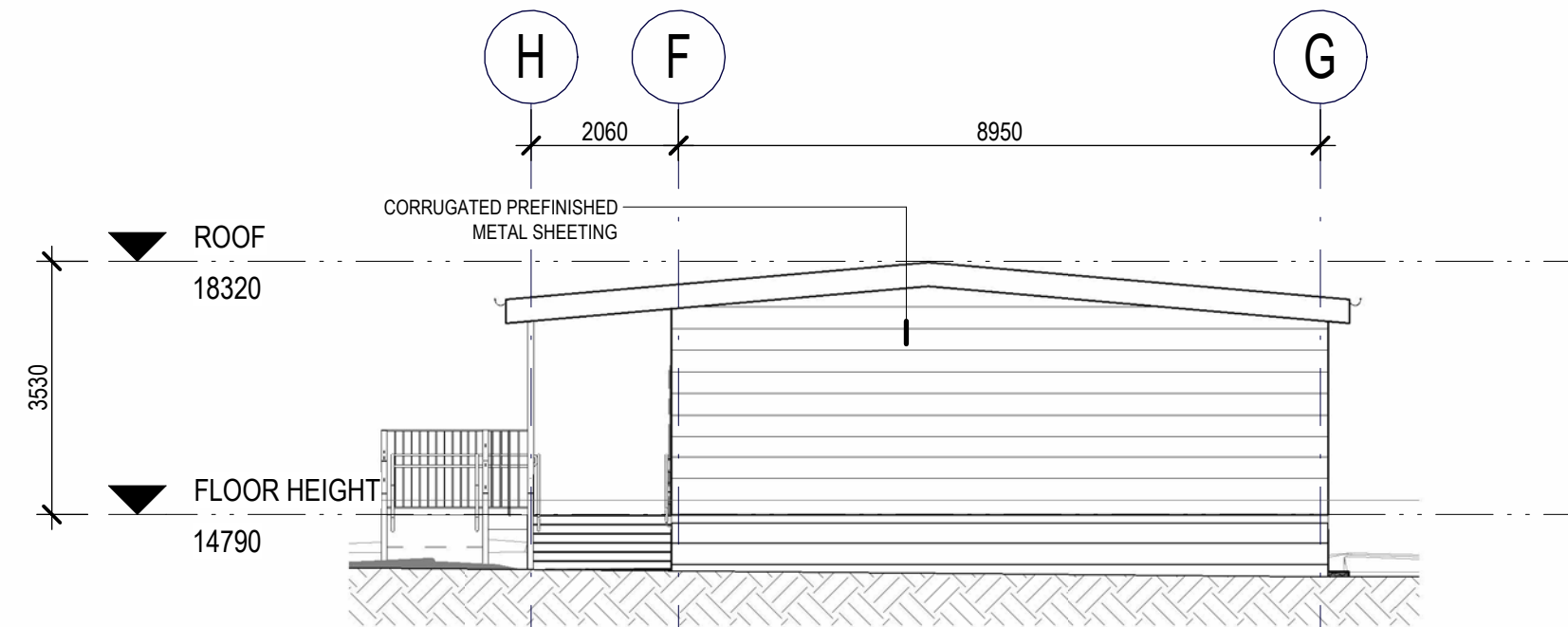
CHECKED	DRAWN	LEGEND
DWSLUP	KA	
DWSLUP	KA	
DWSLUP	KA	
DWS	KALLUP	



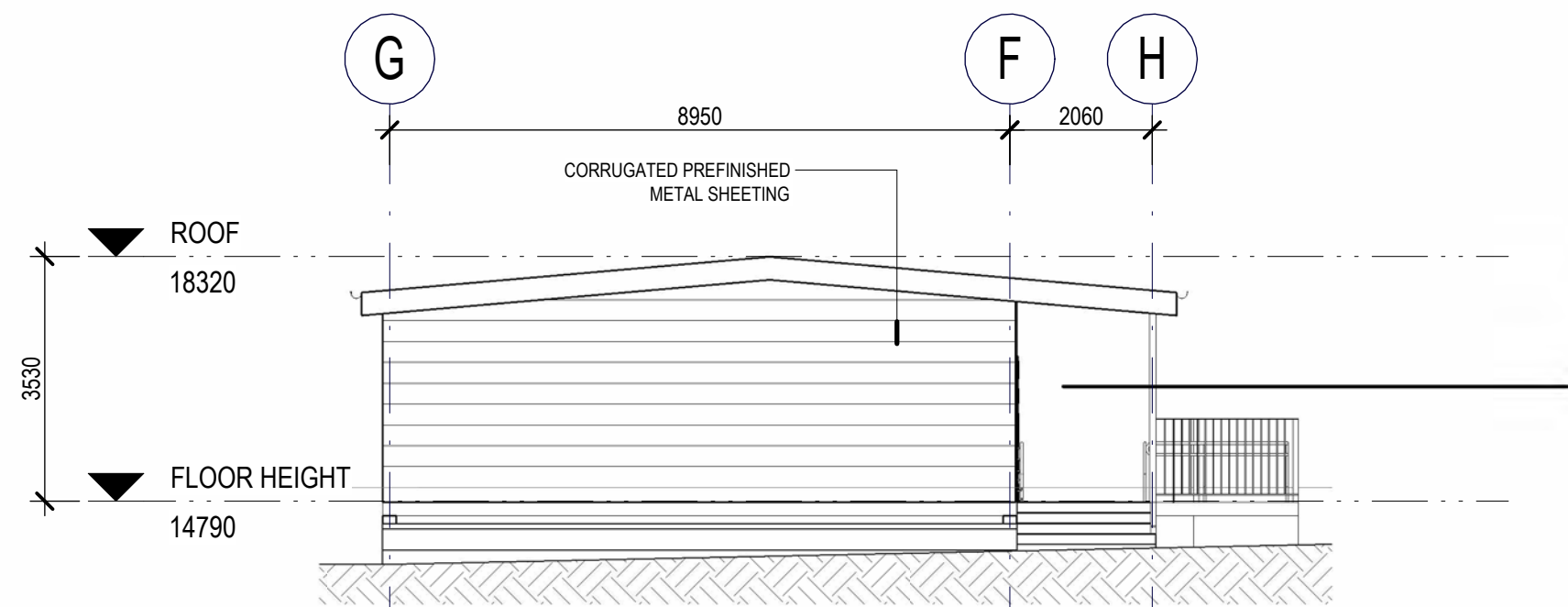
DEMOUNTABLE - ELEV 4
1:100



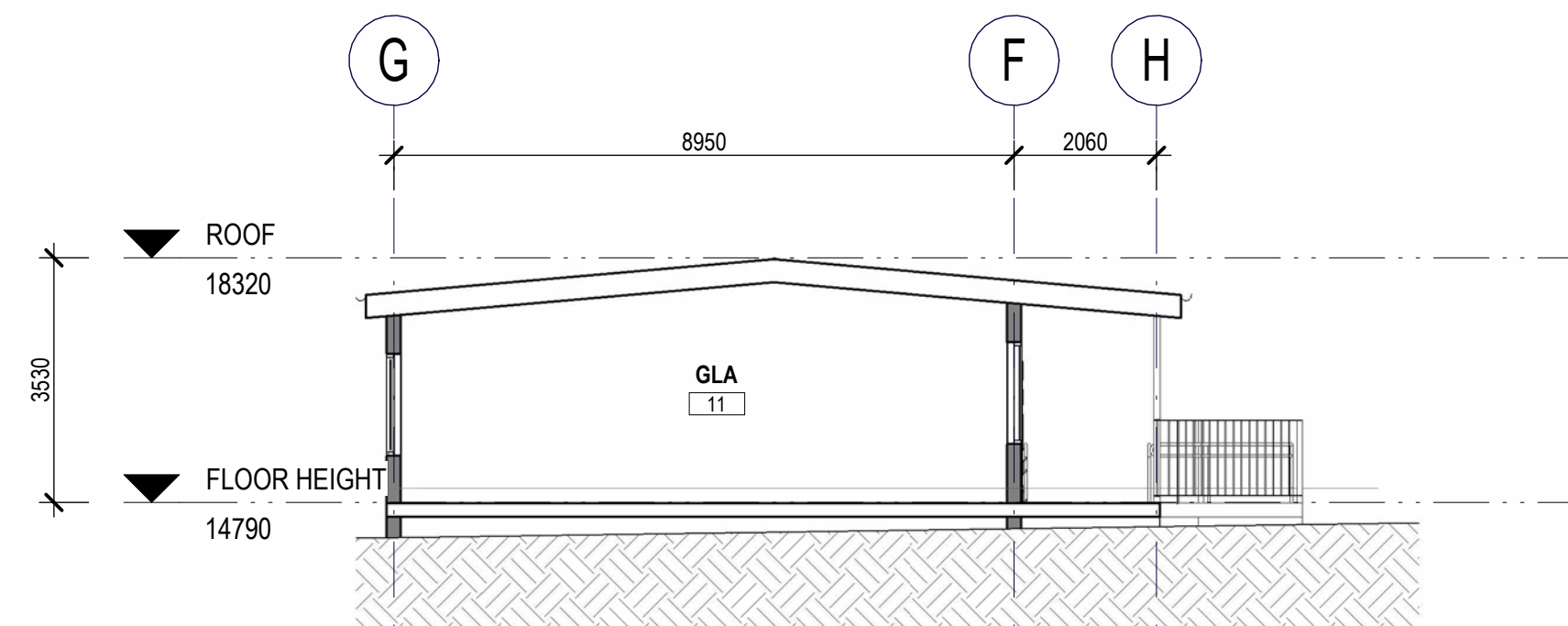
DEMOUNTABLE - ELEV 2
1:100



DEMOUNTABLE - ELEV 3
1:100



DEMOUNTABLE - ELEV 1
1:100



DEMOUNTABLE - SECT
1:100



MODWOOD



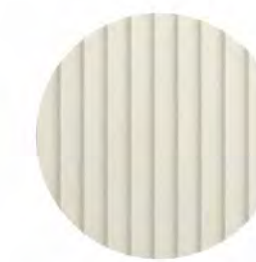
ALUMINIUM FRAMED DOORS
& WINDOWS



METAL ROOF CLADDING



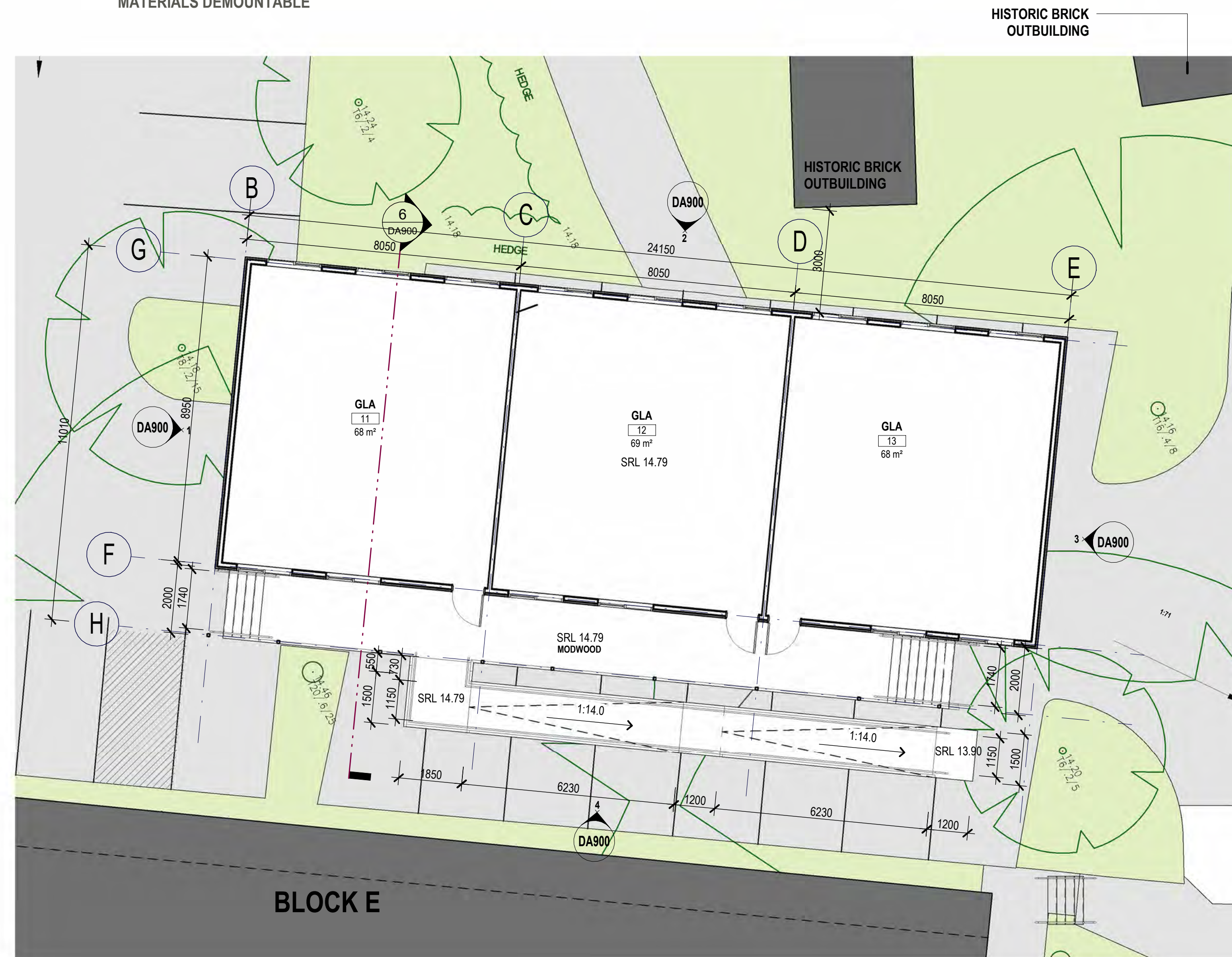
DOWNPIPES, GUTTER
& FASCIA



METAL WALL CLADDING

NOTE
DIMENSIONS ARE INDICATIVE
FINAL DIMENSIONS TO BE
CONFIRMED WITH CONTRACTOR

MATERIALS DEMOUNTABLE



SITE PLAN - DEMOUNTABLE
1:100

DA
PROJECT PHASE

PROPOSED BLOCK F AT HOPEPOINT CHRISTIAN SCHOOL
PROJECT TITLE

42a BEALE STREET, GEORGES HALL NSW 2198
SITE ADDRESS

HOPEPOINT CHRISTIAN SCHOOL
CLIENT

PROPOSED - DEMOUNTABLE FOR ENABLING WORKS

DRAWING TITLE
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DA900
DRAWING NUMBER
4
ISSUE

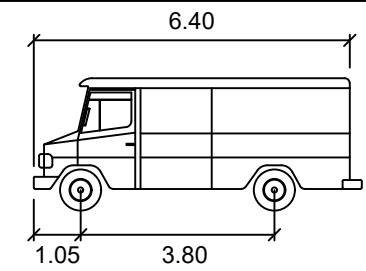
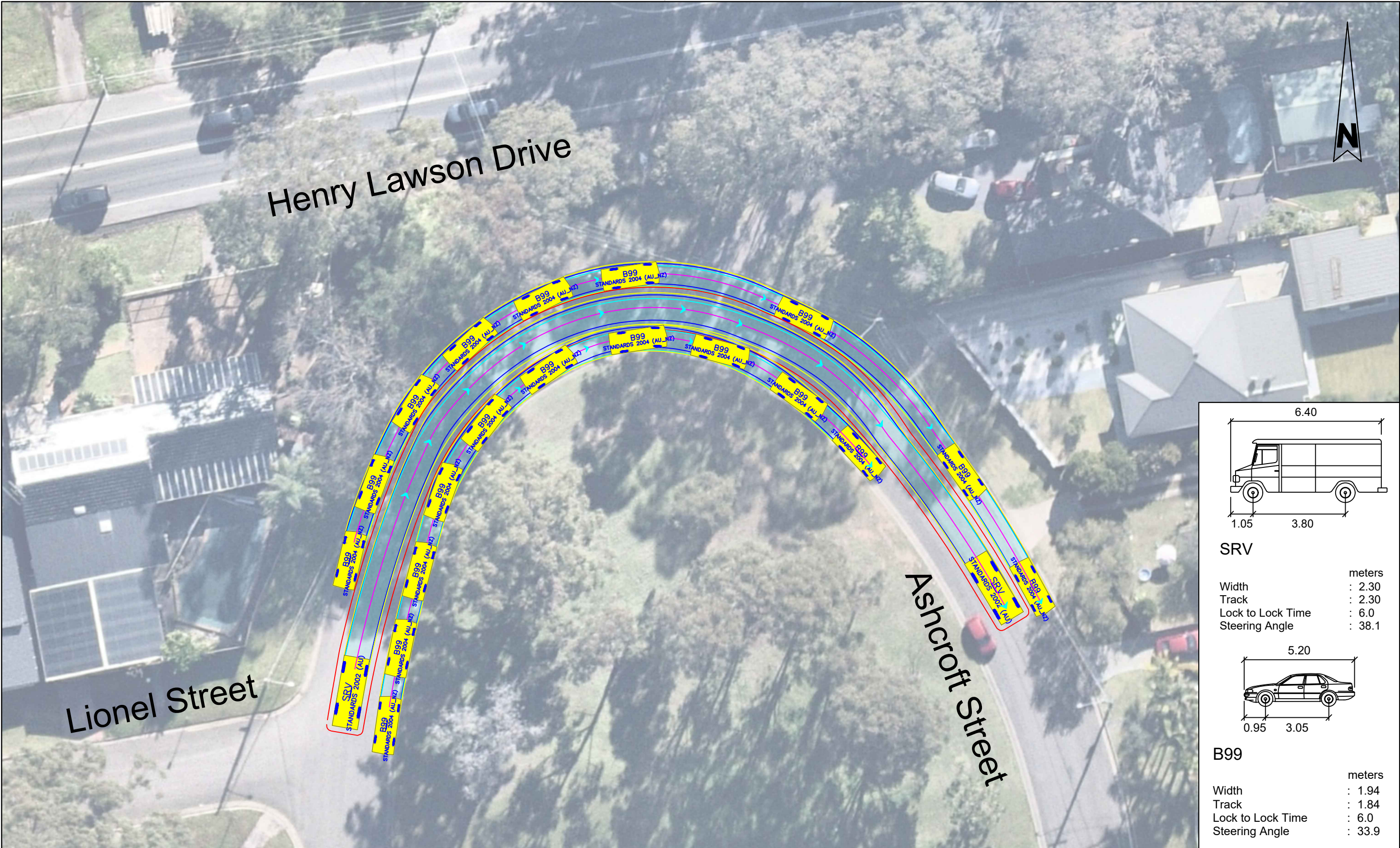
As indicated
Scales at A1
24003
PROJECT NUMBER

ISSUE DATE REVISION
1 29/11/2024 For DA
2 09/05/2025 Issue for Information
3 23/05/2025 Issue for Coordination
4 29/05/2025 For Council RPI response

CHECKED DRAWN LEGEND
DWSLUP JSA For DA
DWSLUP KA
DWSLUP KA
DWS KALLUP

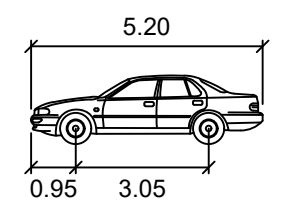
Appendix B: Swept Path Analysis





SRV

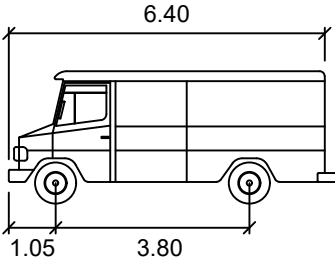
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Track	: 2.30
Lock to Lock Time	: 6.0
Steering Angle	: 38.1



B99

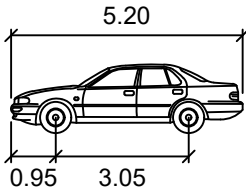
	meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.9

 Gold Coast Suite 26, 58 Riverwalk Avenue, Robina QLD 4226 P: (07) 5562-5377 W: www.bitziosconsulting.com.au Brisbane Level 2, 428 Upper Edward Street, Spring Hill 4000 P: (07) 3831-4442 E: admin@bitziosconsulting.com.au Sydney Studio 203, 3 Gladstone Street, Newtown NSW 2042 P: (02) 9557 6202	REVISIONS <table><thead><tr><th>Issue</th><th>Revisions/Descriptions</th><th>Drawn</th><th>Date</th></tr></thead><tbody><tr><td>001</td><td>Initial Swept Path</td><td>R.J</td><td>26.09.2024</td></tr><tr><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td></tr></tbody></table>				Issue	Revisions/Descriptions	Drawn	Date	001	Initial Swept Path	R.J	26.09.2024																					Project HopePoint Christian School Georges Hall TES		Design R.J	Drawn R.J	Checked A.G
	Issue	Revisions/Descriptions	Drawn	Date																																	
	001	Initial Swept Path	R.J	26.09.2024																																	
Title Swept Path Analysis - Scenario 1 6.4m SRV Passing by Parked/Stopped B99 Vehicles		FOR INFORMATION ONLY		Date 26.09.2024																																	
				Project Number P6656	Sheet Number 1	Issue 001																															



SRV

	meters
Width	: 2.30
Track	: 2.30
Lock to Lock Time	: 6.0
Steering Angle	: 38.1



B99

	meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.9

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		Issue	Revisions/Descriptions					R.J	R.J	A.G
		001	Initial Swept Path	R.J	26.09.2024			FOR INFORMATION ONLY		Date 26.09.2024
								Project Number	Sheet Number	Issue
								P6656	2	001

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