

CHRIST CHURCH BEXLEY

1A-C DUNMORE ST N, 38 ALBYN ST, BEXLEY

DEVELOPMENT APPLICATION DESIGN REPORT

COUNCIL RFI RESPONSES

08.03.2023

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INTRODUCTION

St George North Anglican Church's vision is to reinvigorate the Site by constructing a new multi-purpose ministry hall and refurbishing the existing church hall for a childcare facility. These facilities will help the Church meet contemporary ministry needs, enrich the welfare of the wider community and support the ongoing upkeep of the Site's heritage significant elements. The Church's vision also includes the construction of two SDA dwellings on the southeast portion of the Site; however, these will be the subject of a separate and subsequent development application. Accordingly, this Development Application seeks consent for:

- Provide a safe and comfortable place for the community and place of worship in the Bayside Council LGA;
- Respond to Rockdale DCP 2011 & Bayside LEP 2021;
- Demolition of the single-storey brick residential dwelling at 1A Dunmore Street North and the existing gravel car park alongside the existing church building and removal of 22 trees to facilitate the Site's redevelopment.
- Retention, refurbishment and change of use of the existing church hall for the purpose of a childcare facility.
- Construction of childcare playground and ancillary facilities to support the childcare, including a staff room, laundry and admin room near the existing church hall.
- Construction of a two-storey contemporary multi-purpose ministry hall at the southern portion of the Site, comprising:
 - A place of public worship, including a 250-seat hall, foyer and kitchen /servery on the ground floor and a learning space, meeting room and creche room on the second storey.
 - A basement car park containing a plant room, storage area, toilet amenities and 15 car spaces. Thirteen of these spaces will be used for the place of public worship and childcare facility, and two will be used for two SDA dwellings once they are approved and constructed.
- Construction of an at-grade car park between the proposed ministry hall and existing church building containing 16 car spaces. In total, the place of public worship and childcare facility will be serviced by 31 spaces, 16 spaces in the at-grade car park and 15 spaces in the basement car park.
- Construction of 12 bicycle spaces alongside the existing church building.
- Site wide landscaping.

Architectural drawings illustrating the proposed development are included in this Design Report as well as the Architectural Drawing Set. Notably, the Development Application maintains the two most significant buildings on the Site – the Church building and hall – and proposes uses that contribute to the Site's central heritage significance as a place for worship and Church mission.

Project:
Christ Church Bexley Project
1A-C Dunmore St N, 38 Albyn St, Bexley NSW 2207

Client:
The Anglican Church Growth Corporation
St George North Anglican Church
Sustainable Development Group Limited

Architecture: Plus Architecture
Rido Pin (11286) _ Director
Amit Julka (10002) _ Director

DISCLAIMER
This document has been prepared as a vision for the purposes of a Development Application. It is subject to town-planning approval. The information contained should be verified by the recipient to satisfy themselves of its accuracy and viability. The recipient of this document should verify this document with Plus Architecture when it is received from a third-party or indirectly.

DESIGN PROCESS

00 DESIGN STATEMENT

DESIGN PROCESS

DESIGN STATEMENT

Introduction

St George North Anglican Church’s vision is to reinvigorate the site by constructing a new multi-purpose ministry hall and refurbishing of the existing church hall for a childcare facility. These facilities will help the Church meet contemporary ministry future needs, enrich the welfare of the wider community, and support the ongoing upkeep of the Site’s heritage significant elements. The Church’s vision also includes the inclusion of two SDA dwellings on the southeast portion of the site subject to a separate and subsequent development application.

Site & Context

The proposed site is north-west facing, sitting at the edge of Bexley Town Centre surrounded by low to mid rise residential context bounded by Dunmore Street North to the South-West and Albyn Street towards the North-West.

The site is considered a social hub as well as a place of worship that is loved and supported by the local community, with a number of local education centres, including St Mary’s Day Care Centre, College of Professional Studies and local parks like Bexley Park and Bardwell Creek within walking distance.

Local Character

Bexley is located approximately 15km south-west of Sydney CBD, 5km west of Sydney Airport. The Subject Site shares the east and south boundaries with several 3-storey-residential buildings, and is cornered by two local roads – Dunmore Street North and Albyn Street – that feed into Forest Road, which connects to A3 to the west and A36 and Sydney Airport to the east. Bexley is also supported by Rockdale Train Station approximately 1km from proposed site.

There are three existing buildings on the site and other ancillary structures. ‘The site as a whole has local significance representing the development of the Anglican Church in Bexley and the development of an aspect of ‘community’. ‘It was not until 1860 that a township began to develop... at a place that became known as Bexley, which was along the ridgeline, and by the main road that connect the crossing at the Cooks River with the crossing of the Georges River, further south... Bexley... comes from Beck – ‘a brook’ – and Lea – ‘a meadow’. ‘The area as a whole and in particular the design and style of, as well as the changes to, the buildings (the existing Church and Church Hall), demonstrates the evolving taste of the age... Beyond the Church as community, the collection of buildings on the site represents a local range of architecture, which covers the general periods of development within Bexley.’ (Heritage Assessment, 2005)

Design Thinking

The design process represents an evolution of the Parish’s design brief and consideration of planning controls and stakeholder consultation including council and other site users. The relationship between existing site uses and activities with new programs that deliver community benefit have informed the design schemes which seek to explore the integration of multiple different users and functions. Ultimately, the design objective is to achieve an optimal balance between ministry use, community and social infrastructure, planning overlay and most importantly financial viability. The final design successfully delivers on this objective and creates an urban design outcome that will see the site activated and become an important contributor to the local community and Bexley Town Centre.

Key Drivers

The following drivers have influenced the design process leading to the preferred proposal on the site.

Program

The project outcome is based on the principle of balancing the existing and proposed uses so that they complement each other and function well together, while creating a unique architectural identity that draws people in. Some of the existing uses include Church Hall that hosts activities for people at different ages, various outdoor areas for events like classes and pre-function, administration offices and meeting rooms, and related ground carparking. Being the place of worship and social hub where families gather and young generations grow, it is an essential part of the program to create a cohesive and well connected community heart within the local context.

Community & Social

The project has a strong focus on community and social benefits. The overall proposal generates a place for the community to come together, share experience, socialise, educate and play. The proposed programs shall generate both practical facilities to ensure all parts of the community will be benefitted as well as a natural and permeable setting to bring the people living in the immediate context as well as external groups who are attracted through the new facilities together in a dynamic place defined by high quality urban and architectural design. The interior spaces within the facilities have been crafted to facilitate the flexibility of use by the community for the years to come and create a precinct the community will embrace and be proud of.

The proposed inclusion of SDA dwellings will extend the site’s core objective to provide very needed social infrastructure. The location of the SDA dwellings on the site where the occupant’s transverse through the ministry outdoor space to enter their homes, have been deliberately designed to be integrated into the site whereby all the site users (ministry, childcare and SDA) intersect via the central outdoor space to encourage interaction and engagement that will create, foster and strengthen the community bond. It is the project’s goal that through this engagement and support for the SDA occupants, it will assist to reduce occupant isolation and ultimately improve their mental health.

Urban Design

The proposed built form is an outcome of carefully considered scale, articulation and composition to ensure the proposal fits well within its urban context. The proposal aspires to act as an icon for the local community with a strong built form, while respecting and connecting with the residential context with a suitable scale and design language. Features such as natural ventilation, solar access and visual aspects are carefully considered to ensure the proposed buildings as well as public domain will be successful and have suitable conditions for public use.

Environment and Sustainability

The proposal respects the existing natural environment by minimizing tree removals and excavation, providing appropriate shading and solar access, using passive sustainable measures where applicable, such as shading devices and natural ventilation.

In particular, solar access to the adjoining neighbours to the south was carefully studied to prevent any negative additional overshadowing impact.

The Proposed Design

The proposal consists of a well-balanced urban design solution which carefully considers site, orientation, height, bulk and scale within its context. The proposal creates a dynamic public plaza at the centre of the site with multiple access points from the immediate context generating a community heart in this prime location. The overall composition of built form carefully balances its scale in respect to the existing context and church structure, while serving as a landmark to attract the general public.

The proposal consists of manipulation of the site planning, re-purposing the existing Church Hall to a childcare centre and the design of a new ministry building.

Site planning:

- The existing Church building and function are both maintained as current to continue serving the community, marking the street corner as the icon it always has been. In addition to the current entrance, another gate is proposed to allow for a better pedestrian circulation to flow into the site, both serving as the main site entrance.
- The existing Church Hall is also largely maintained to preserve its heritage expressions, with small changes to its openings to adapt the childcare centre usage. The two existing entrances through the low stone walls have been kept for direct access to the childcare centre, while connecting to the central plaza and ministry building entry.
- The space book-ended by these two historic buildings naturally becomes the childcare outdoor playground, providing sun, shading, as well as exposure to history and nature for the future generations
- The proposed ministry building positioned at the south-west corner of the site allows for a central open space that is framed and embraced by the three buildings, while having pedestrian and vehicle access from both streets. It has prominent exposure to Dunmore Street North where the majority of visitors come from, while respecting the existing Church to be the iconic landmark cornering Albyn Street

- Site activation is encouraged by concentrating activity within the central open space (heart) of the site and creating visual connections to the street that then draws the community inward towards the heart.

- The single driveway entry to the site has been kept and slightly widened to enable on grade as well as lower ground car parking. The on grade carparking has been kept to a minimum while allowing for a ministry outdoor space directly connected to the main entry of the ministry building.

- The heritage low level stone fencing has been retained, while modern and permeable fencing with landscape buffering has been proposed to replace the brick low walls, presenting a soft and friendly interface to the street frontage and car park.

Proposed buildings:

Ministry Building

- Linking multiple site entry points, the ministry outdoor space serves as the heart of the site which directly feeds into the ministry building, where generous steps with tiered seating welcomes the visitors up to the foyer.

- The foyer connects to the multipurpose hall and servery kitchen on Ground Floor, as well as the carpark on Lower Ground Level and Learning & Office Spaces on the Level 1.

- To respect the solar amenity for the adjoining neighbours to the south, careful studies have been conducted to generate a solar plane, which determines the roof angle of the Ministry Building so that no further overshadowing impact is caused.

- Multiple measures have also been adopted to achieve a balance between solar access and shading, such as roof overhangs, awnings, the amount and locations of glazing and vertical fins acting as shading devices.

Childcare Pavilion

- To optimize the operation of the childcare centre, a small pavilion is proposed to attach to the rear of the existing Church Hall, framing the outdoor playground and welcoming visitors upon entry.

- The main entry has been strategically located to enter off the central open space to provide an environment that encourages engagement between parents and other site users with the primary objective to create and foster an improved community bond.

Aesthetic:

- The building aesthetics draws its inspiration from the existing site and church heritage legacy/expression, while combining with modern materiality and elements to create a harmony that reflects upon the church history of Bexley as well as brings the vision of hope towards the future.

Amenity:

- Considered building placements and orientation creates a spacious green central outdoor space that effectively balances solar access and shading throughout the site.

- A combination of openings and shading elements on proposed built forms allows for optimal sun – shading balance for internal programs to function comfortably.

Safety & Security:

- The proposal creates a strong engagement with the public domain and its surroundings and is designed to create a range of highly permeable open spaces within the site with the aim to allow for activation, community use and commercial use, protected and away from the busy roads.

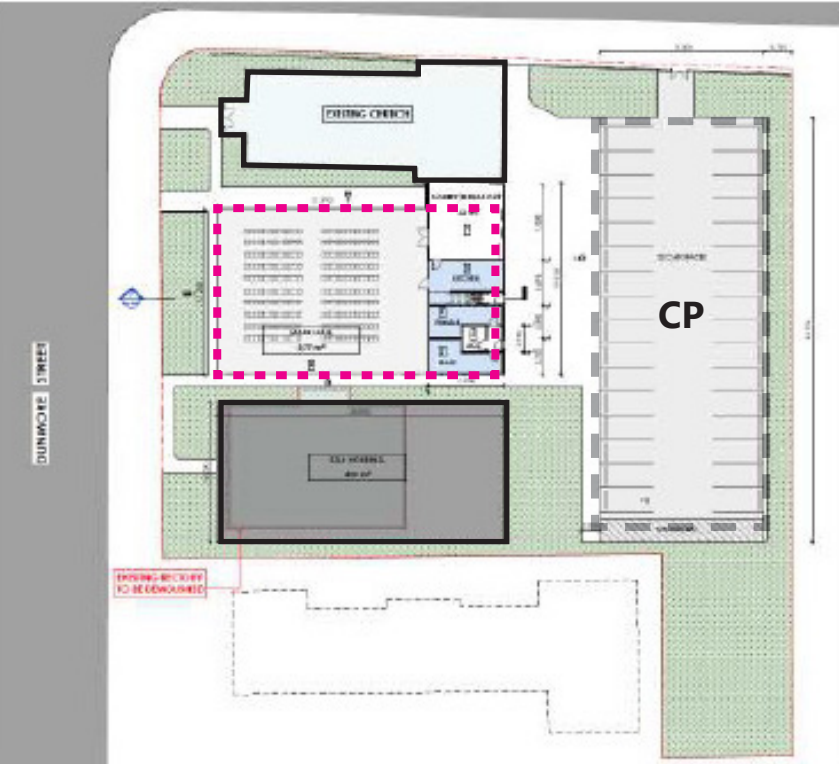
- Special consideration for the central open space where there is opportunity to create a secured zone for children to play safely away from the street and car parking within the central gathering space.

In summary, the proposed scheme for Christ Church Bexley, with careful curated planning and design, will provide practical spaces representing the ambitions of the Anglican Church Growth Corporation and St George North Anglican Church, whilst creating a clear identity and considered interaction with the community on this key location.

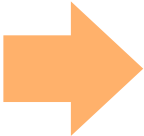
DESIGN PROCESS

00 DA RESPONSES TO COUNCIL

DESIGN PROCESS
DA JOURNEY



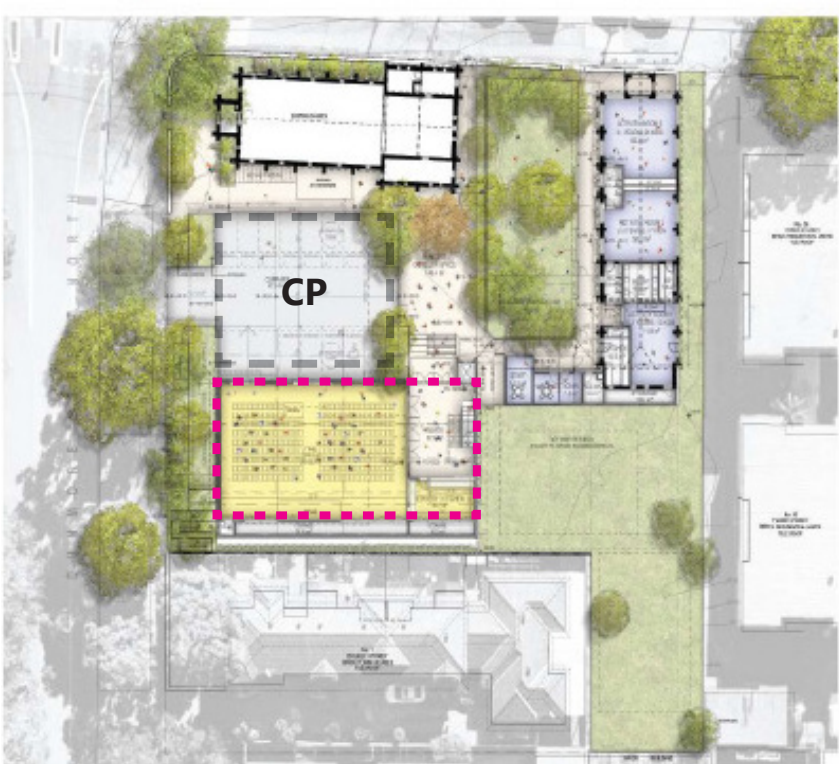
Preliminary proposal May 2011



Pre-DA Meeting Proposal - January 2022

Bayside Council provided feedback that the church hall must be retained, and that the location of the new multi-purpose hall was not sympathetic to the heritage significance of surrounding items.

A recommendation was made for more trees and landscaping to be provided on site



DA Proposal under assessment - June 2022

DESIGN PROCESS

DA RESPONSE

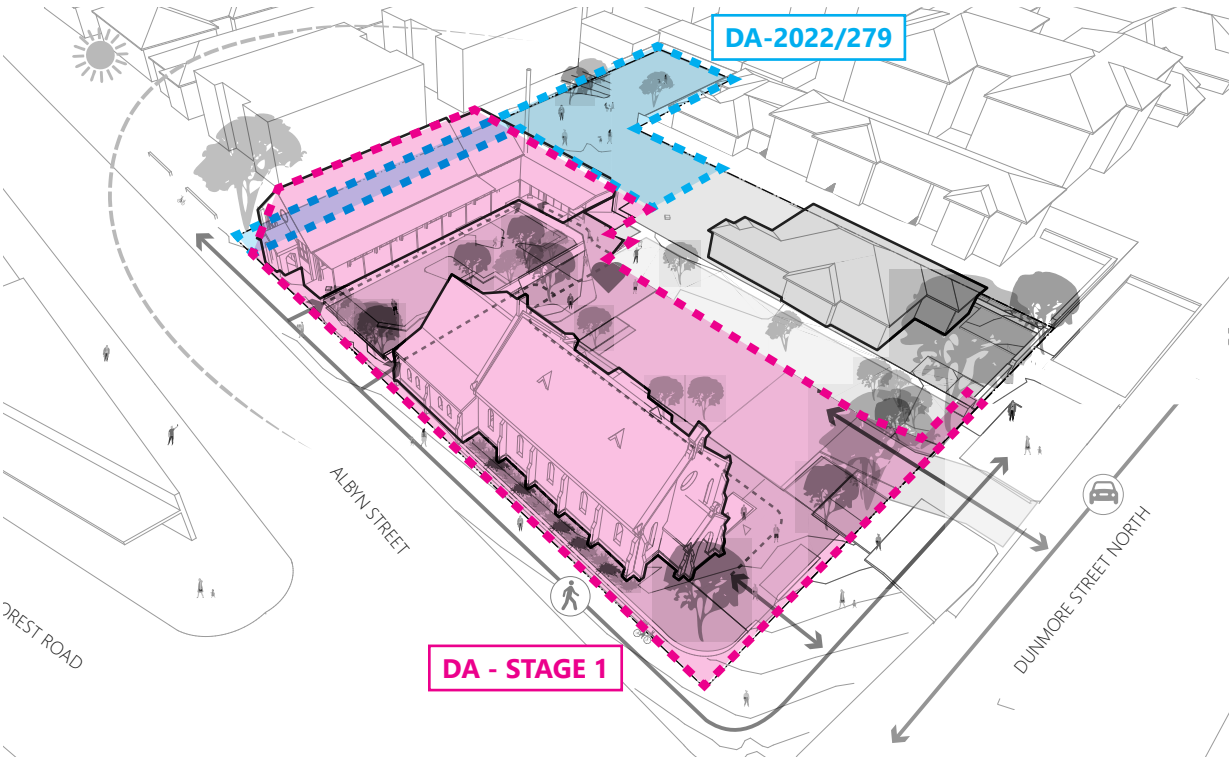
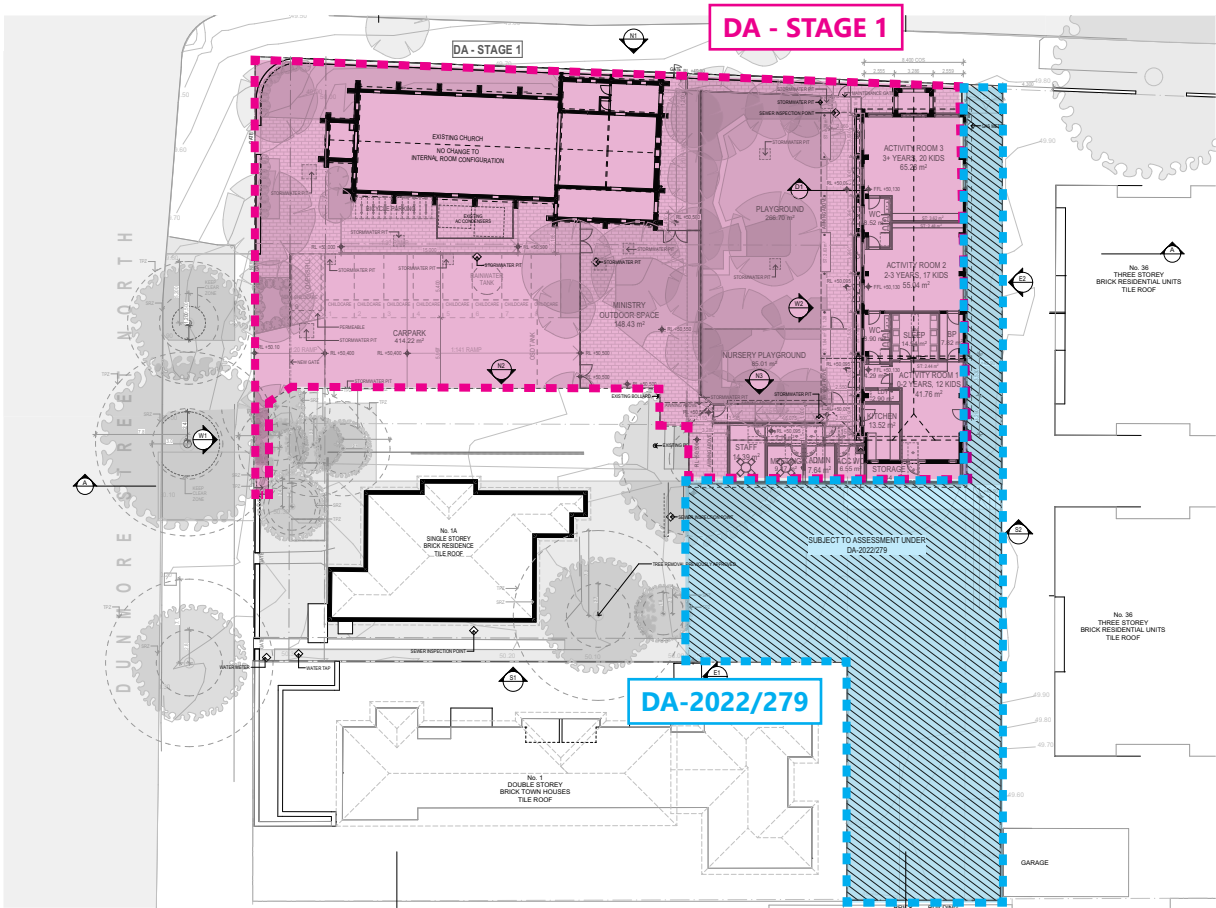
NO	COUNCIL COMMENTS	RESPONSE
1.0 Development applications on the site		
	Following on from the kick-off briefing meeting with the SECPP, the Panel raised how the development application will consider the future development of the SD dwellings. The proposal provides two parking spaces as part of this development application associated with the SD dwellings. How will the consents operate concurrently? Legally, should the car parking spaces form part of the SD dwelling DA (DA-2022/279)? Consideration of this issue is to be had prior to the determination of the development application. This includes whether access and parking to and of these spaces will be independent.	Refer to SDA DA
2.0 Urban Designer Comments		
	The option of presenting the proposal to the Bayside Design Review Panel was provided to you however a decision was made to not present the development application to the Panel for consideration. Therefore, an assessment by Councils' Urban Design and Strategy Team was carried out and several concerns were raised as listed below. Amended plans are to be provided to demonstrate the below:	
a	Site planning	
	Site plans indicate that future stages of the development that will be located in the south eastern corner of the site. The applicant is encouraged to provide a more advanced master plan for the entire site to ensure an appropriate and wholistic design response is developed. In particular, the master plan should consider appropriate distribution of building mass across the site and circulation through the site.	Masterplan updated, refer to DA100 Ground floor plan and staging diagrams (below).

DESIGN PROCESS
DA RESPONSE

NO COUNCIL COMMENTS

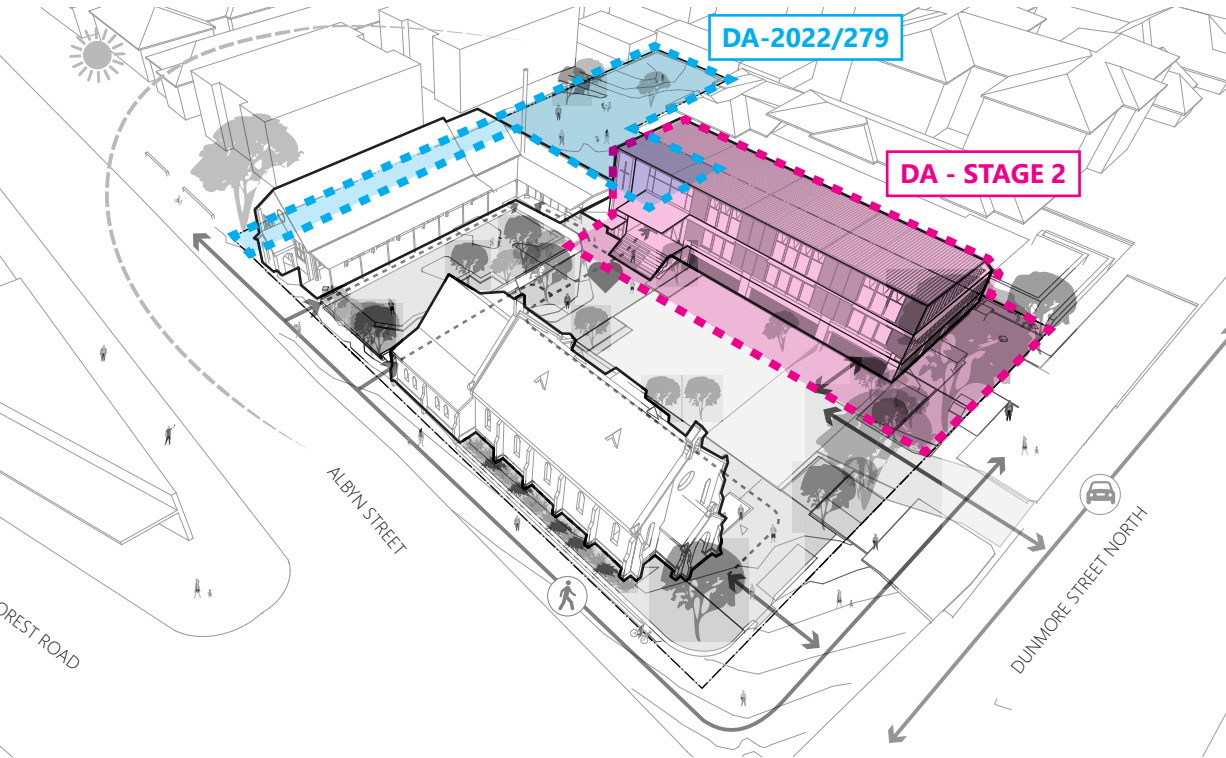
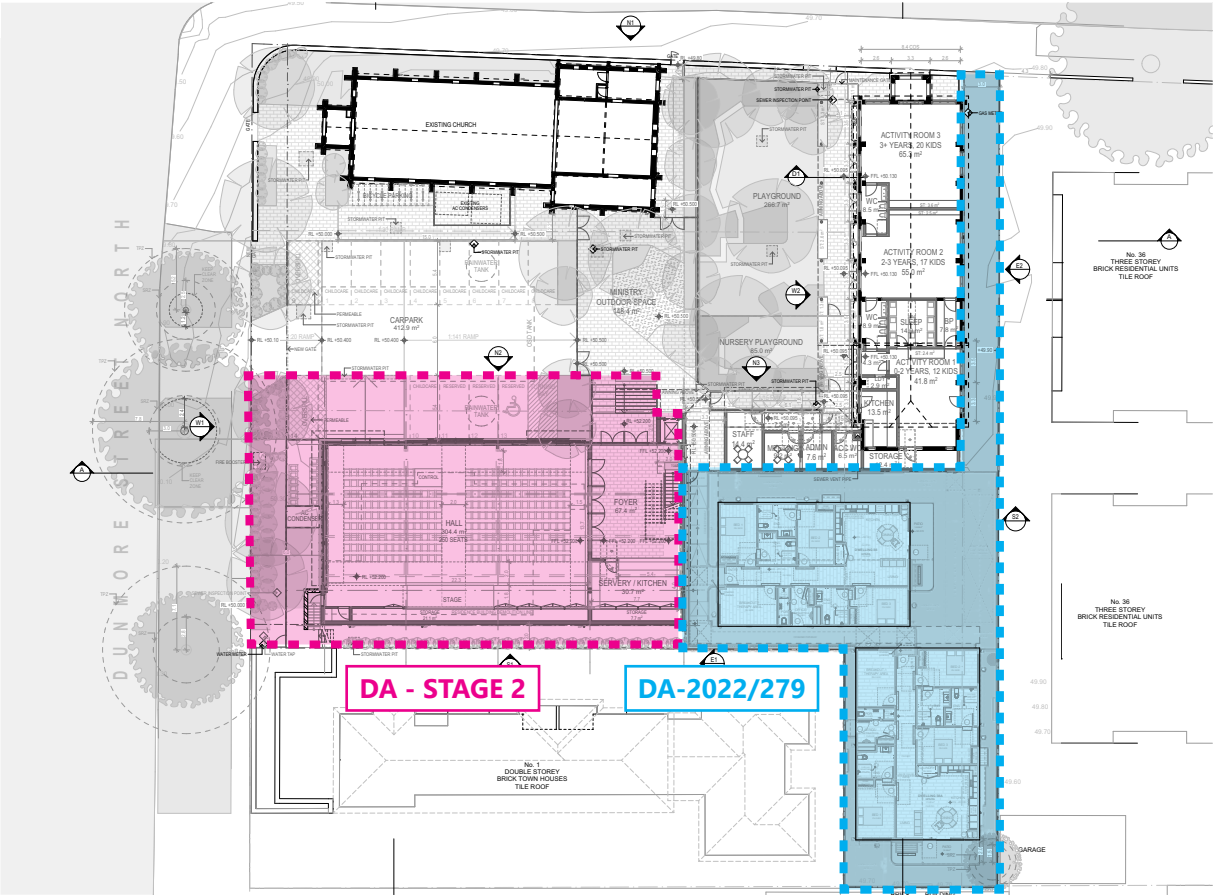
RESPONSE

Stage 1:



DESIGN PROCESS
DA RESPONSE

NO	COUNCIL COMMENTS	RESPONSE
		Stage 2:



DESIGN PROCESS

DA RESPONSE

NO COUNCIL COMMENTS RESPONSE

b	Proposed church hall
	<p>The church hall has been elevated 1.7m above ground level to accommodate a carparking level that sits a half level below ground level. This strategy has several negative impacts:</p> <ul style="list-style-type: none">• compromises access to the hall• creates an awkward interface with the ground level by exposing the carpark• increases the height / bulk of the building, given the halls proximity to a heritage structure this is of particular concern.• creates a lower ceiling height running along the southern face of the hall,• forcing stage to be located on the longer southern face of the hall which• compromises acoustics and sight lines from the stage. <p>It is recommended that the ramp providing access to the car park is extended to the southern edge of parking space 1. This will provide a total ramp length of approximately 11m, which will accommodate a change in level of 2.25m (1:4 ramp with 1:8 transitions). This will allow the floor level of the carpark to be lowered to RL 48.15m allowing a fully concealed basement be provided. The ground floor can the lowered to RL 51m creating greater opportunities to provide a more equitable access solution for the hall.</p> <p>This strategy will also allow the upper-level learning space to be set back from the north to provide a north facing terrace and reducing the scale of the northern facade of the hall, to further reduce the perceived scale of the buildings interface with the adjacent heritage structure.</p> <p>Should the degree of building reduction not be feasible, Council can entertain a reduced height less than that proposed above following a discussion with yourselves. It was evident at the kick-off briefing with the SECPP that negotiation between the two parties could be carried out to resolve the issues presented and come to a solution that is acceptable from both parties.</p>

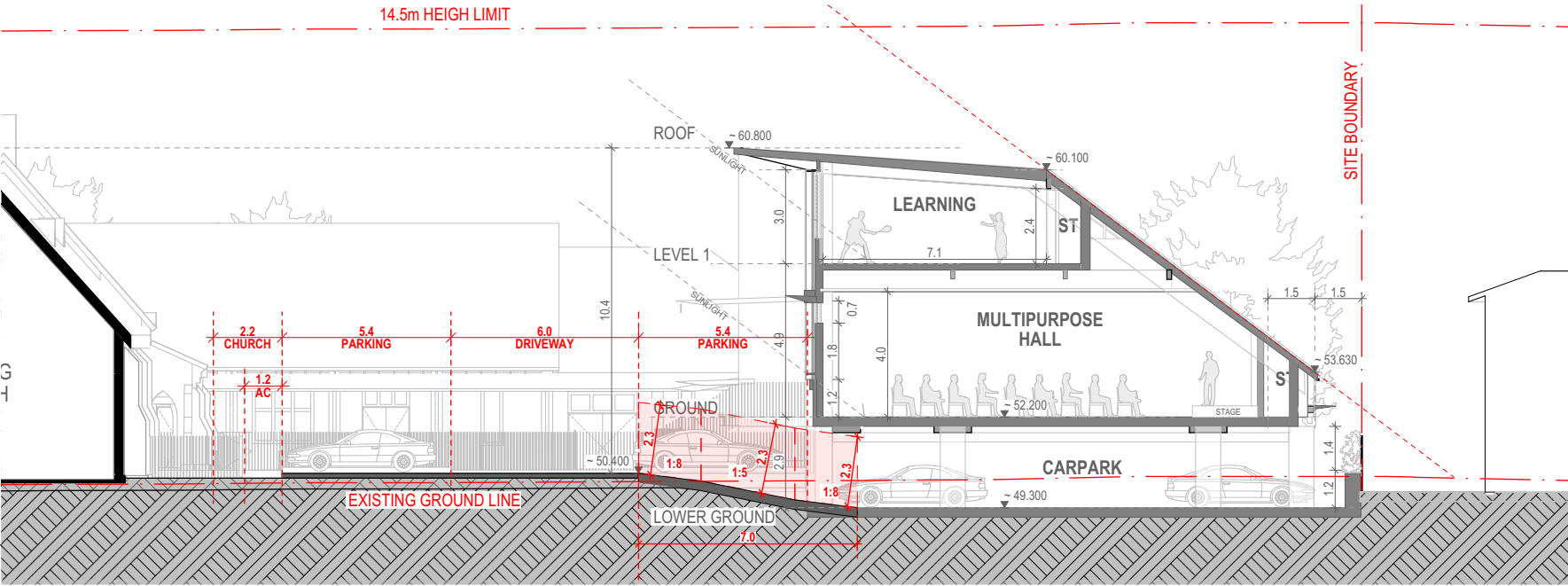
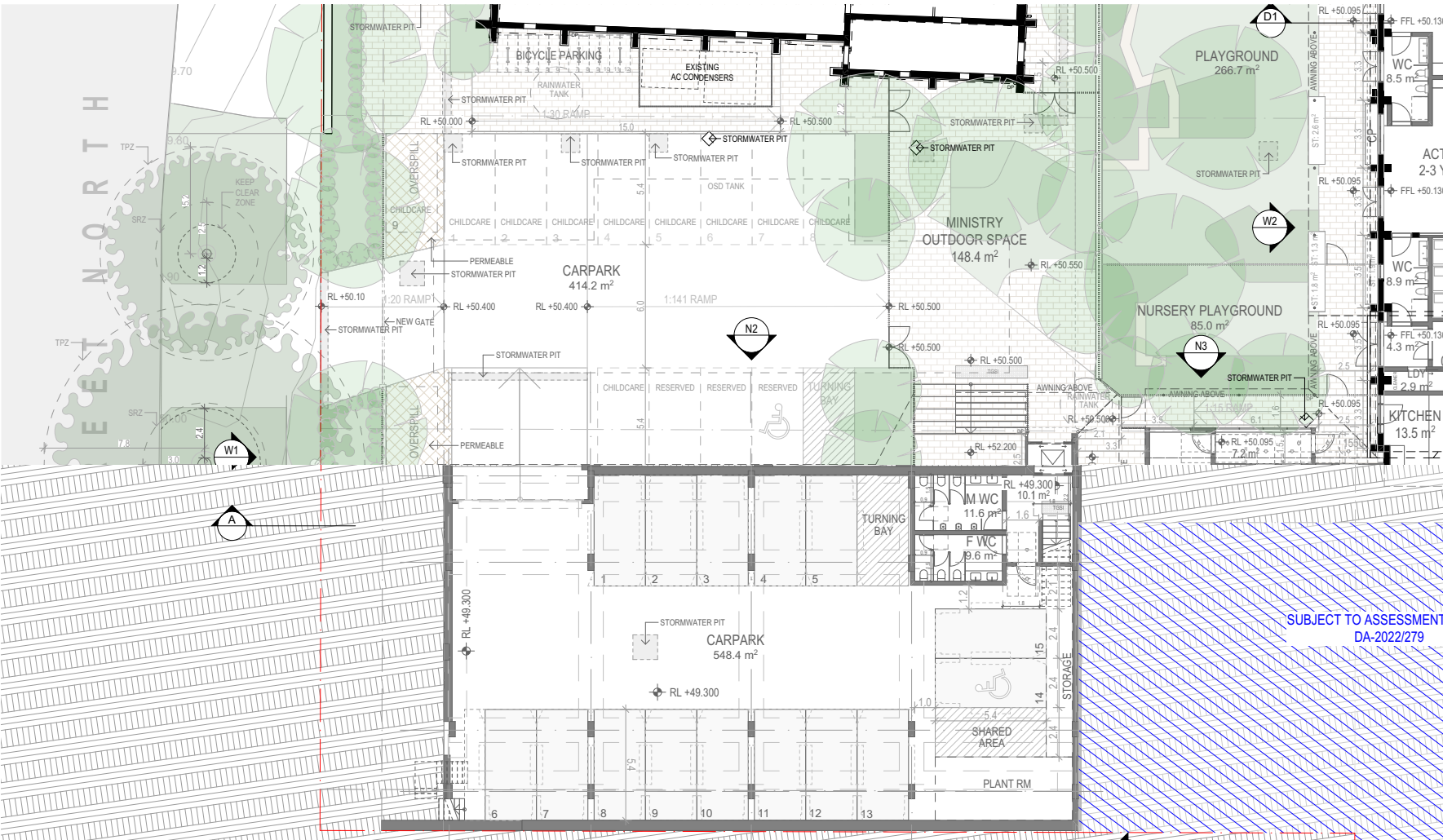
<p>Refer to study diagrams below and in Section 8.0 and updated elevations and 3D perspectives in updated design report below. In summary, we have considered all points and note the following:</p> <p>* The recommendation to lower the basement to address the issues has been considered and is not a simple task because the design overlays other matters besides urban design that we must consider and address. These are investigated below in the responses, but in summary:</p> <ul style="list-style-type: none">• Maximise carparking on site: dimensions for car spaces, car isles and ramp are already minimum and in accordance with the Australia Standards. This dictates where we can locate the on grade car park, basement location and ramp into basement in order to maximise the car parking. In order for us to drop the basement, we cannot maximise the car parking on site (which we note is important for council and the community) or compromise on the hall capacity which would mean we cannot achieve one of the key objectives for the hall which is to accommodate a seating capacity of 250 seats.• The project is already financially challenging as a not for profit community focused project, but if we are required to drop the basement (which is estimated at \$500k as confirmed by WTP quantity surveyors) we will not be able to deliver this project.• The basement at 1.2m below ground level means a more environmental sustainable outcome can be achieved through natural ventilation in lieu of mechanical ventilation which wold be required if the basement is any further in-ground.• The bulk and scale of the building has been raised as an urban design issue of concern from council. We note the overall development is much lower than the fully developable potential of the R4 zoning and the hall building is 4.1m (or 28%) below the maximum height permitted. We have tried to address the proportions of the building and the controversial roof form by redesigning it to reduce the overall scale of the roof form as seen from the southern neighbours and to address the perceived awkwardness of the roof. We hope this is an acceptable outcome especially when compared to other potential outcomes for the site that would result in more adverse and greater impacts to urban design outcomes for the public and the neighbours.

DESIGN PROCESS

DA RESPONSE

RESPONSE

Original DA



DESIGN PROCESS

DA RESPONSE

RESPONSE

Option 1: Increasing ramp grade to basement car park + maintain building height

Council request:

Council’s Urban Designer recommended that the internal ramp to the basement car park be increased to a 1:4 ramp with 1:8 transitions. This was an attempt to lower the floor level of the car park to RL. 48.150.

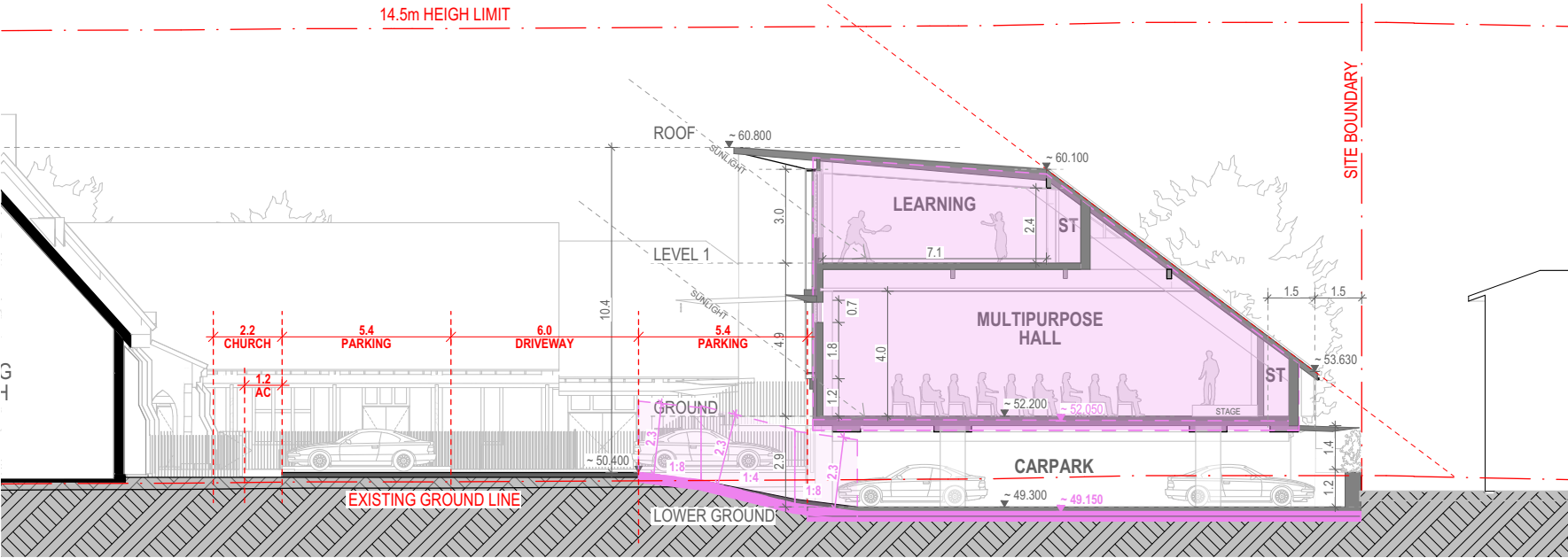
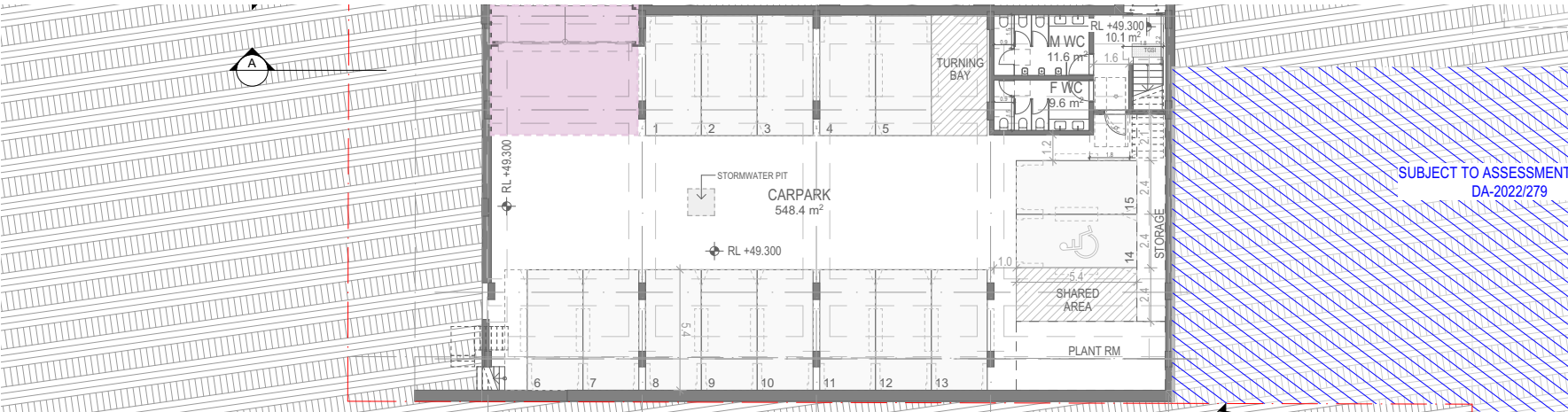
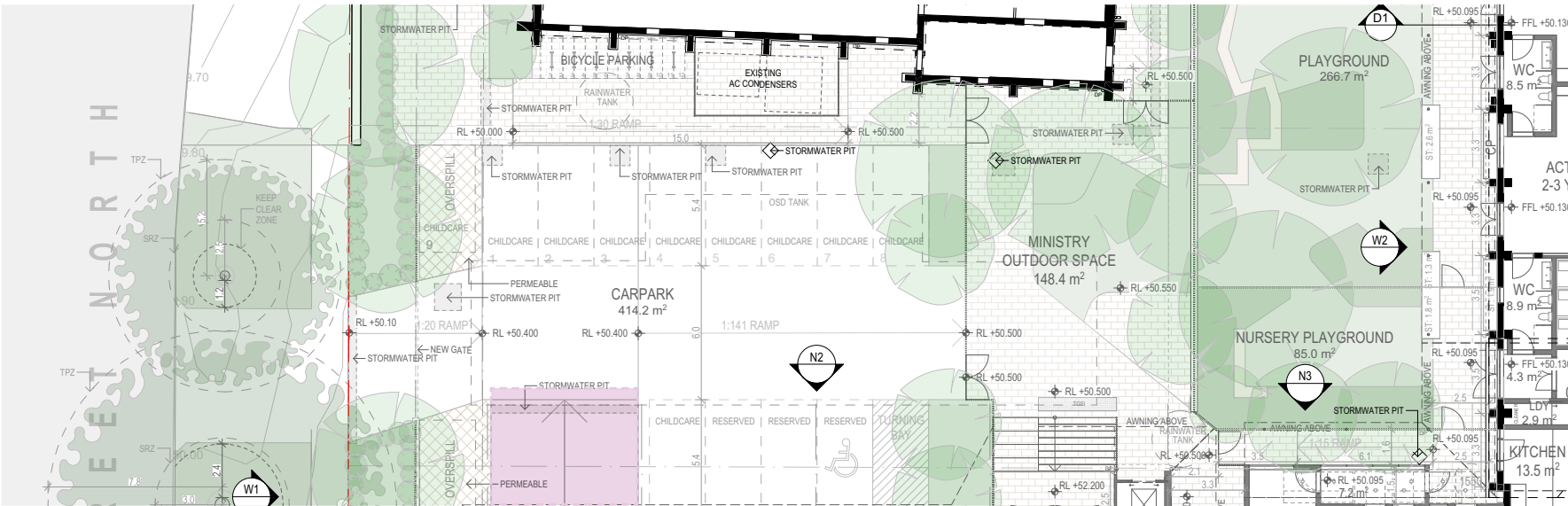
Ramping grade:

This option was explored by the Applicant, however based on transport planning advice received by Josh Milton of JMT Consulting on 25 October 2022, it was confirmed that such an arrangement would be inconsistent with Australian Standard AS2890.1-2004 Parking facilities - Off-street car parking. Only driveways serving serving Class 1 (residential/ commercial) car parks are permitted to have a ramp gradient of 1:4. The maximum gradient for public areas is 1:5 ramp gradient with 1:8 transitions.

Council response:

This specific matter was raised in a meeting between the Applicant and Ben Latta and Adam Iskander of Bayside Council on 26 October 2022.

The Applicant was advised to maintain the 1:5 ramp grade for safety reasons (i.e. to take a ‘standard and conservative approach’) and acknowledging that the mutlipurpose hall would be used for ministry and community activities.



DESIGN PROCESS

DA RESPONSE

RESPONSE

Option 2A: Increasing ramp grade to basement car park + reduce building height

Council request:

Council’s Urban Designer recommended that the internal ramp to the basement car park be increased to a 1:4 ramp with 1:8 transitions. This was an attempt to lower the floor level of the car park to RL. 48.150.

In addition, a request was made to lower the floor level of the Ground Floor to RL 51.

Ramping grade:

This option was explored by the Applicant, however based on transport planning advice received by Josh Milton of JMT Consulting on 25 October 2022, it was confirmed that such an arrangement would be inconsistent with Australian Standard AS2890.1-2004 Parking facilities - Off-street car parking. Only driveways serving serving Class 1 (residential/ commercial) car parks are permitted to have a ramp gradient of 1:4. The maximum gradient for public areas is 1:5 ramp gradient with 1:8 transitions.

Building height reduction:

The request to see the overall building height lowered and the floor level of the Ground Floor reduced to RL 51, results in a clash with the 2.3m headroom clearance necessary for a vehicle to enter the basement.

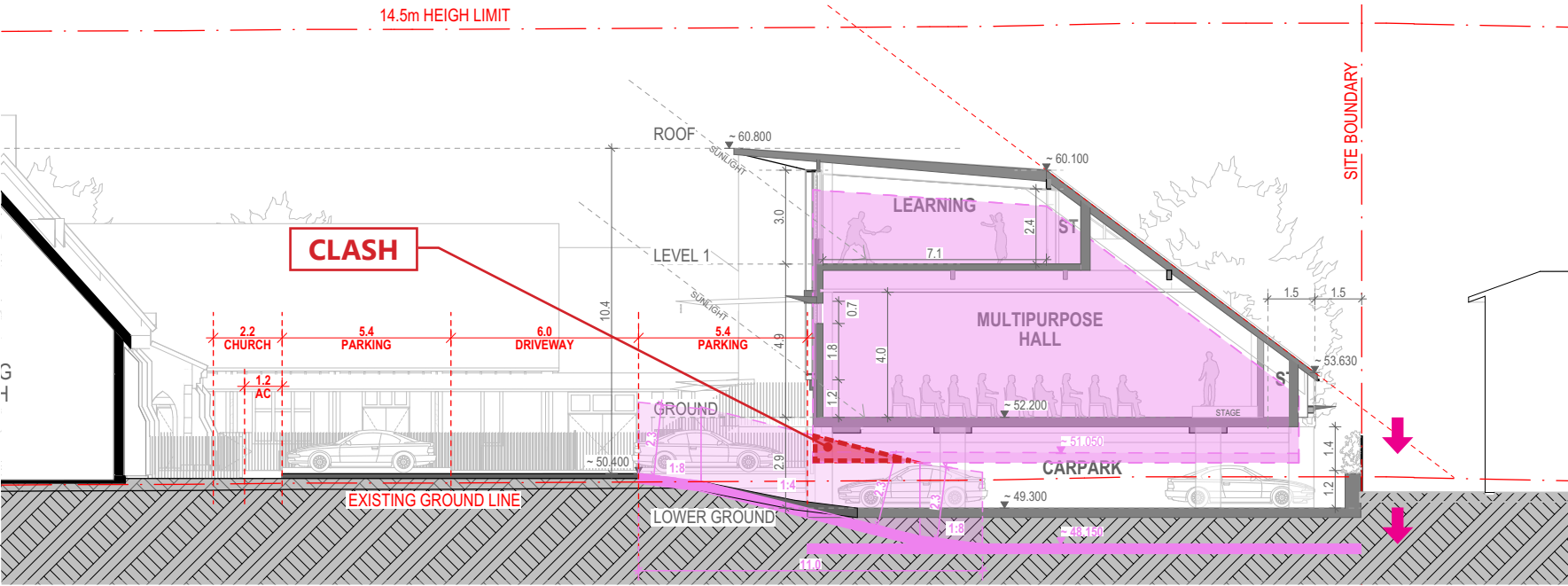
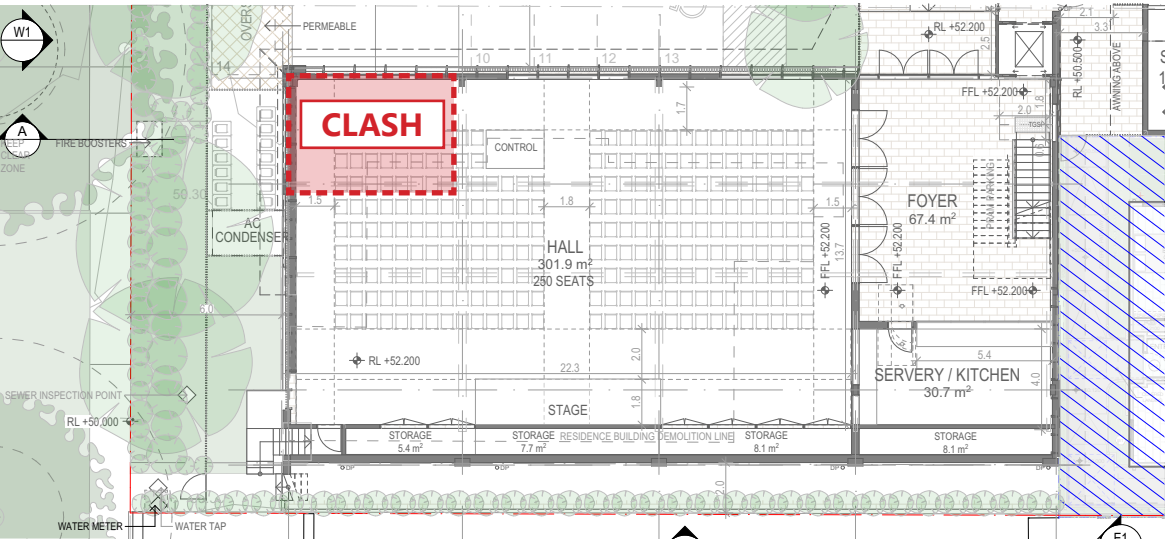
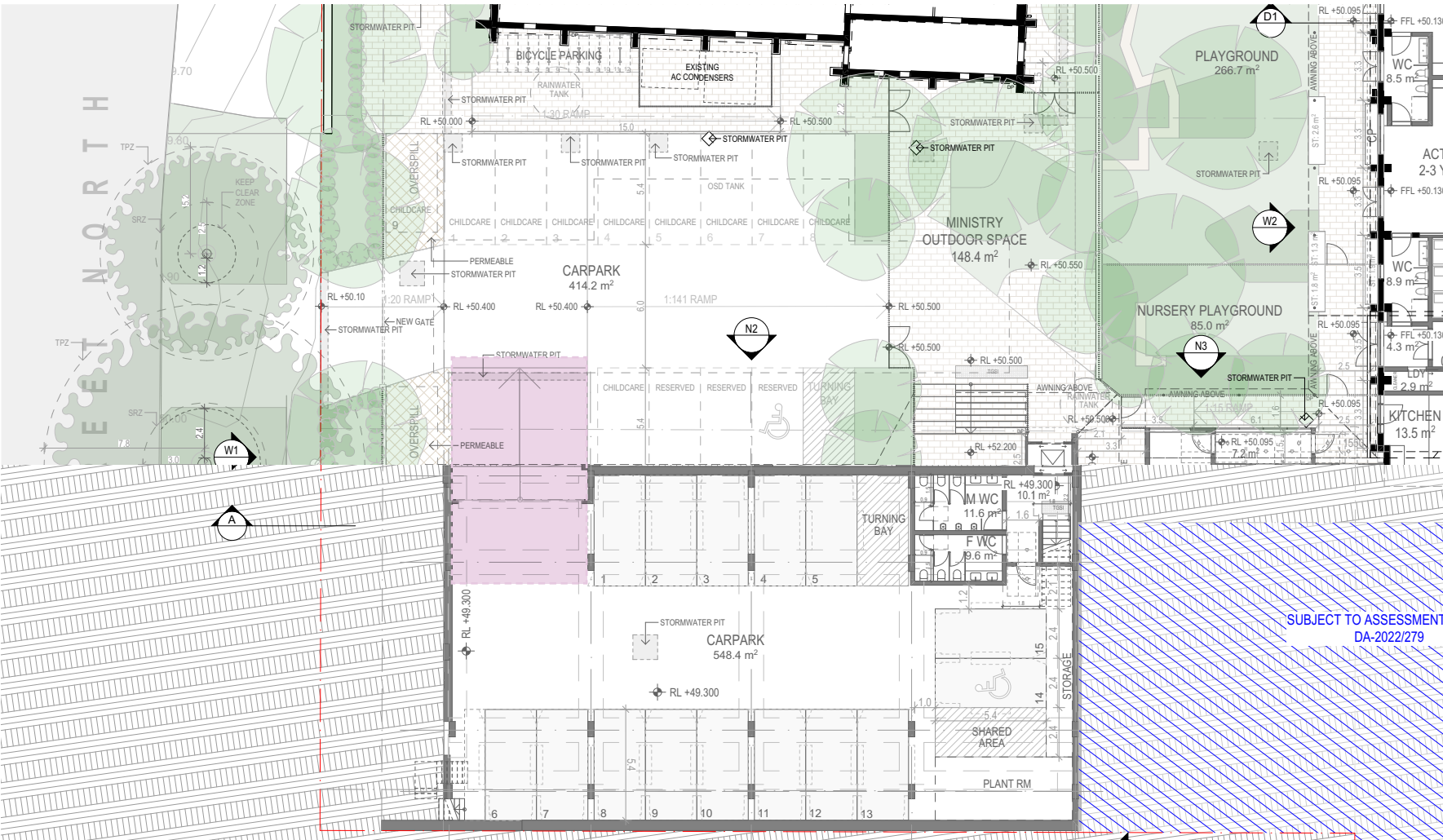
Furthermore, the clash would result in the ground floor multipurpose ministry hall be severely compromised with the loss of at least 20 seats or 8% of the overall capacity of the hall.

Council response:

This specific matter was raised in a meeting between the Applicant and Ben Latta and Adam Iskander of Bayside Council on 26 October 2022.

The Applicant was advised to maintain the 1:5 ramp grade for safety reasons (i.e. to take a ‘standard and conservative approach’) and acknowledging that the mutlipurpose hall would be used for ministry and community activities.

The clash issue was acknowledged by Council officers as an undesirable outcome. Option 2B was then presented as an alternative to avoid the headroom clash.



DESIGN PROCESS

DA RESPONSE

RESPONSE

Option 2B: Increasing ramp grade and length to basement car park + reduce building height (to avoid head room clearance issues)

Council request:

Council's Urban Designer recommended that the internal ramp to the basement car park be increased to a 1:4 ramp with 1:8 transitions. This was an attempt to lower the floor level of the car park to RL. 48.150.

In addition, a request was made to lower the floor level of the Ground Floor to RL 51.

Ramping grade:

This option was explored by the Applicant, however based on transport planning advice received by Josh Milton of JMT Consulting on 25 October 2022, it was confirmed that such an arrangement would be inconsistent with Australian Standard AS2890.1-2004 Parking facilities - Off-street car parking. Only driveways serving serving Class 1 (residential/commercial) car parks are permitted to have a ramp gradient of 1:4. The maximum gradient for public areas is 1:5 ramp gradient with 1:8 transitions.

Increase in ramp length:

In order to avoid the headroom clearance issue, the ramp length would need to be extended into the at-grade parking area. As a result, the driveway entry from Dunmore Street N would need to be relocated northwards. This would result in the following impacts:

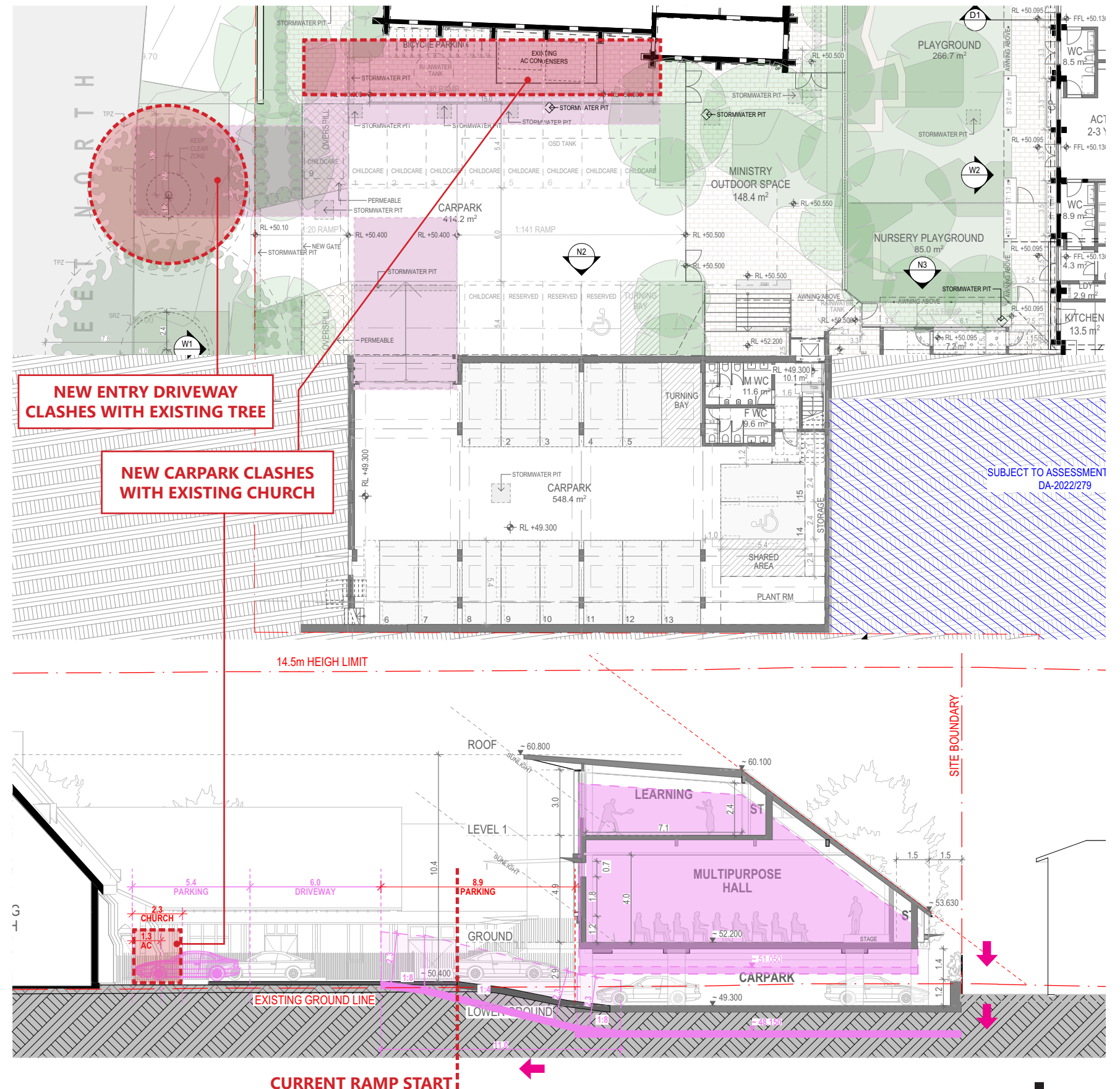
1. The removal of a heritage-listed Queensland Brush Box tree within the road reserve for the purposes of a new driveway crossover.
2. The removal of nine (9) at-grade car parking spaces as shifting these spaces directly adjoining the heritage church would likely result in an unacceptable planning outcome.

Council response:

This specific matter was raised in a meeting between the Applicant and Ben Latta and Adam Iskander of Bayside Council on 26 October 2022.

The Applicant was advised to maintain the 1:5 ramp grade for safety reasons (i.e. to take a 'standard and conservative approach') and acknowledging that the multipurpose hall would be used for ministry and community activities.

The removal of the existing heritage-listed street tree was recognised as an unfavorable planning outcome. The conflict with the at-grade parking was also acknowledged.



DESIGN PROCESS

DA RESPONSE

NO COUNCIL COMMENTS

RESPONSE

Additional costs of \$500,000 that would be incurred if council enforced the need to drop the basement, would be so significant to the project to render it unviable as it is 8% of the project cost which this not for profit community focus project simply cannot afford.

CHRIST CHURCH ANGLICAN CHURCH, BEXLEY
EXTRA OVER COST FOR FULL BASEMENT IN LIEU OF SEMI BASEMENT



24/10/2022

EXTRA OVER COST FOR EXTENDING BASEMENT BY 1.70M

1	Additional Bulk Excavation	\$70,000.00
2	Additional shoring wall, capping beam & temporary anchors	\$330,000.00
3	Blockwall to rear of shoring wall, waterproofing, render and paint finish	\$100,000.00
4	Preliminaries, Overheads & Profit	Included
5	TOTAL (Excluding GST)	\$500,000.00

Exclusions:

- a. Design and Consultant fee, Project & Development Management Fees
- b. Removal of contaminated materials
- c. Hydrostatic slab
- d. Piled foundations
- e. Dewatering during construction
- f. Underpinning of the neighbouring properties
- g. Design and Construction Contingency
- h. Escalation in construction costs / changes in market conditions beyond October 2022

DESIGN PROCESS

DA RESPONSE

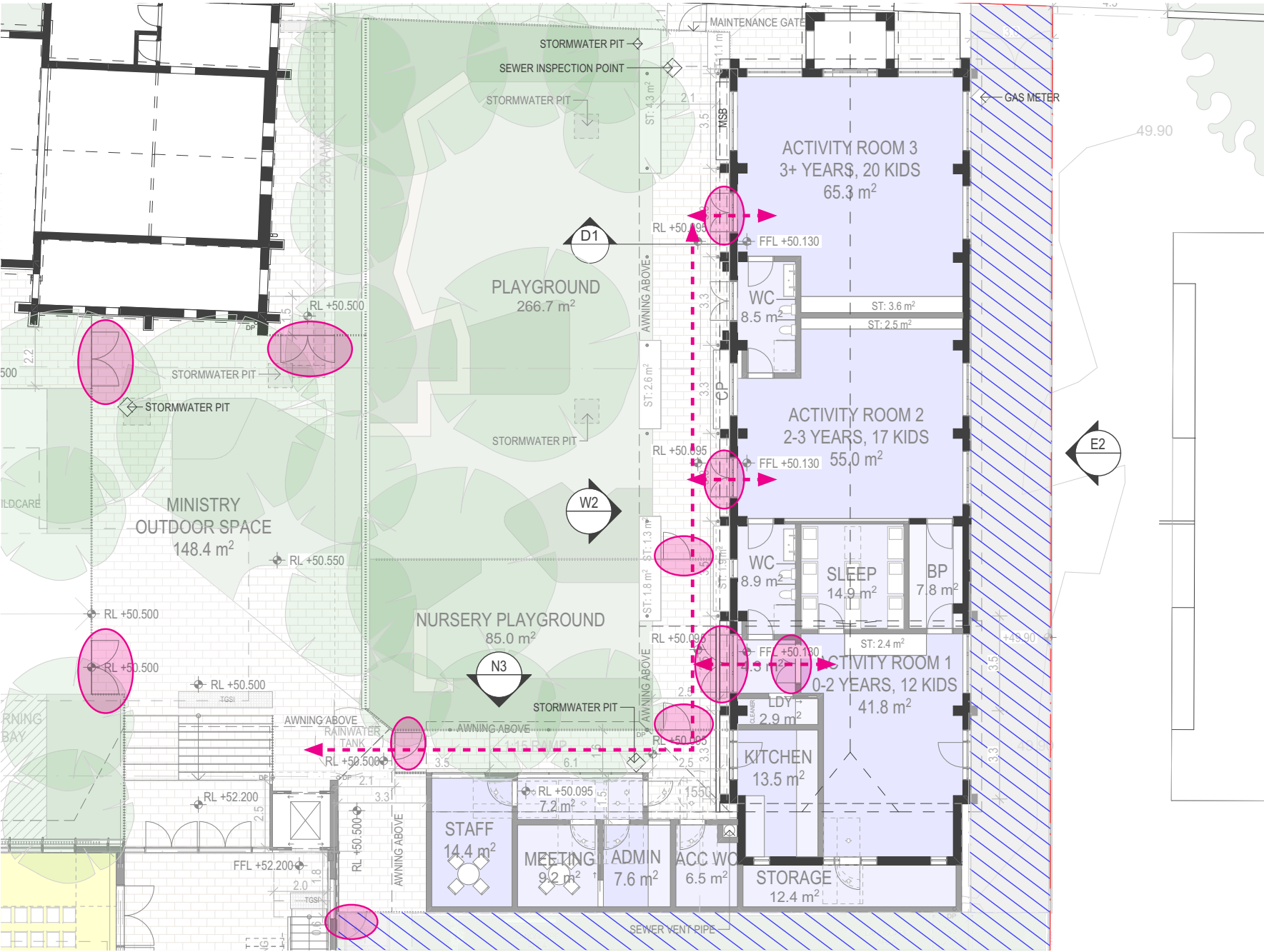
NO COUNCIL COMMENTS

c Childcare centre

The proposal appears to maintain the shell of the existing church hall. Activity rooms and associated amenities are formed within the building with the introduction of internal partitions. Though this is a sensible response to the existing heritage structure the current configuration of the centre compromises circulation through the centre. Parents accessing children from the 3 plus and 2-3 years are required to walk through the outdoor play area of the 0-2 years play area. At peak drop off and pick up times the gate within the 0-2 external play area will be a busy hub with multiple families entering and exiting the play area simultaneously. This will increase the potential for unaccompanied children to exit the centre unnoticed. Ideally an isolated circulation area should be developed, to allow each childcare room to be accessed without entering the area of a different age group.

RESPONSE

There are 4x control points/gates that a child would need to exit before they will be outside of the childcare centre. Then they would need to exit another gate surrounding the Ministry Outdoor Space before they can access the public footpath and road. We believe this is very adequate security. Refer to diagram below.



Gates (Control Points)

Access Circulation

DESIGN PROCESS

DA RESPONSE

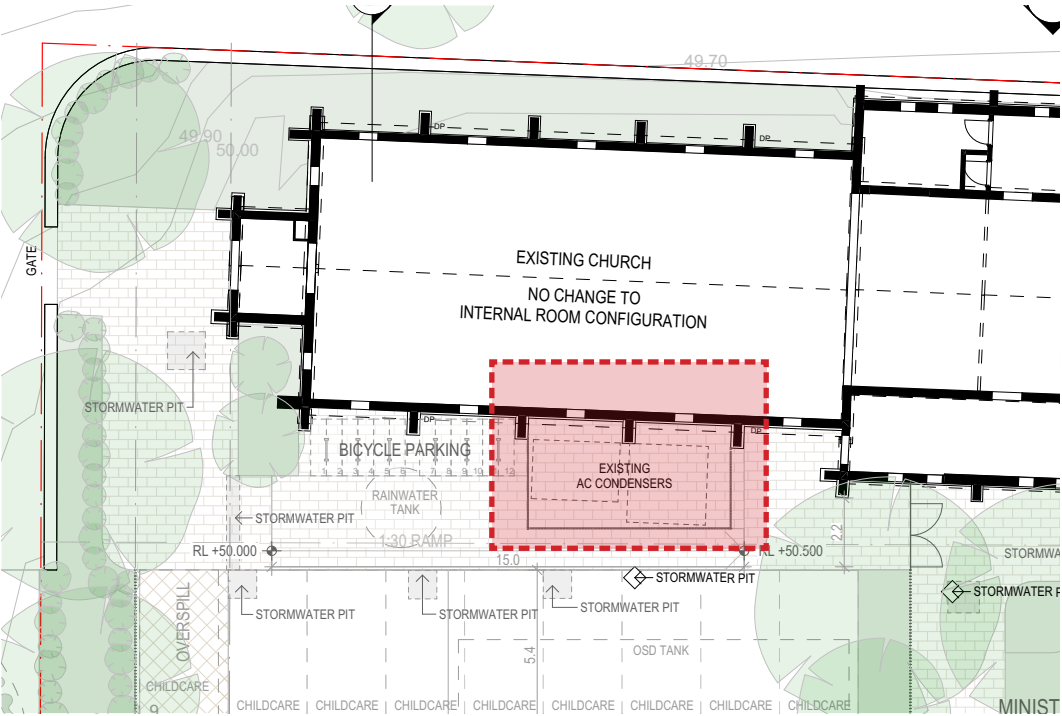
NO COUNCIL COMMENTS

d Church

(1) Air conditioning plant is currently located in a prominent location on the southern side of the church. When the proposed development is completed the air conditioning plant will sit in a prominent / highly visible central location. The applicant is encouraged to seek an alternative solution that conceals air conditioning plant in a more discrete location.

RESPONSE

The A/C condensors are existing and the intent is to leave them in place. Refer to enlarged plan and photo below.



DESIGN PROCESS

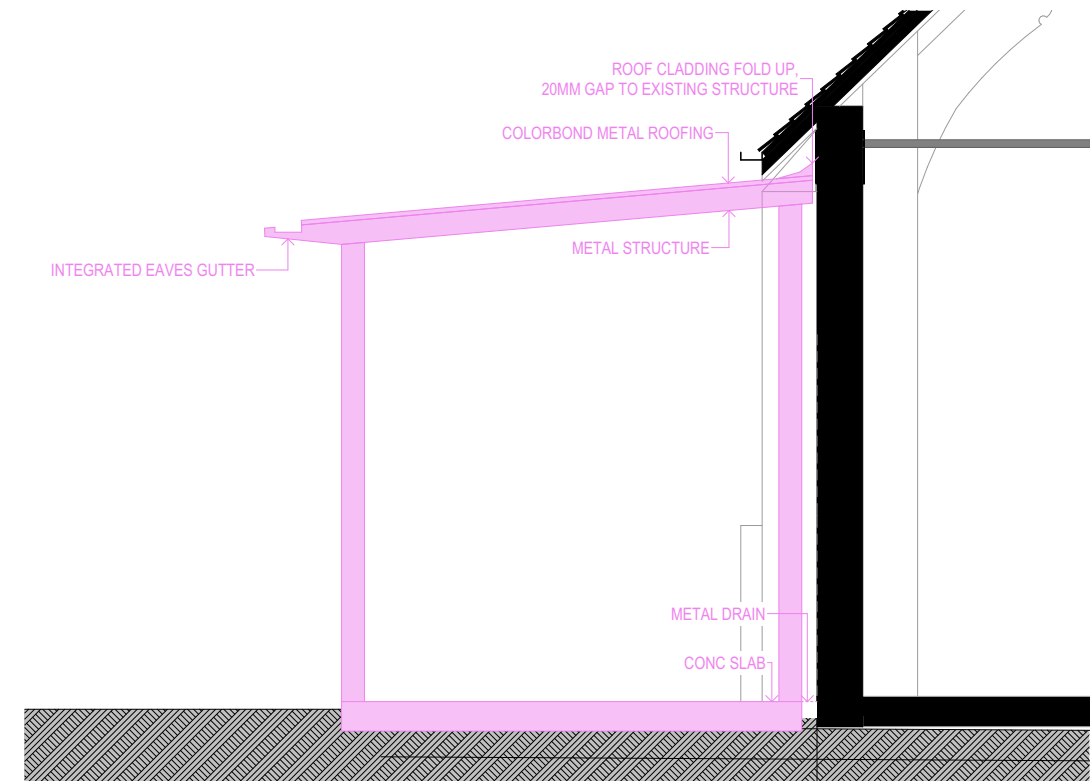
DA RESPONSE

NO COUNCIL COMMENTS RESPONSE

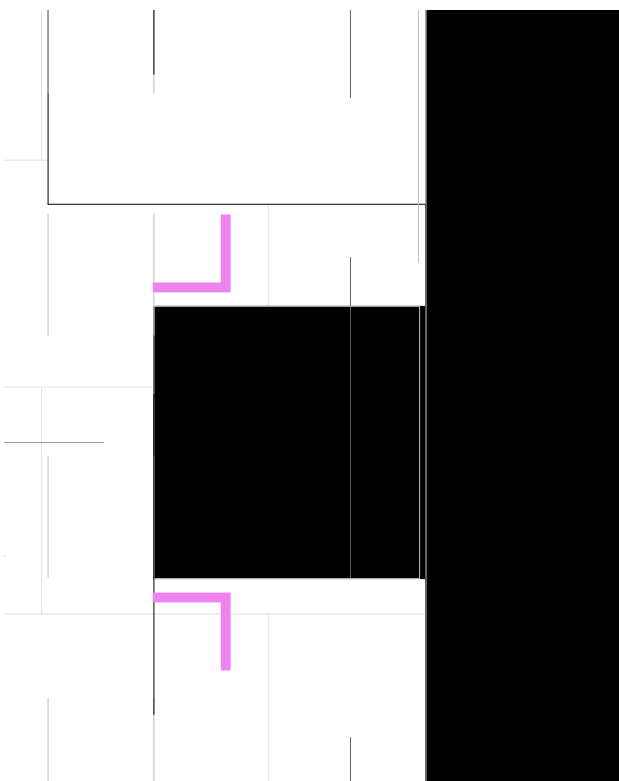
Church

(2) A covered walkway has been proposed to the south western face of the existing hall. From the information provided, it is not possible to determine how the walkway relates to the existing building to maintain the integrity of the existing heritage structure. It is recommended that a detail (1:20 minimum) of the walkway and its interface with the heritage structure is provided.

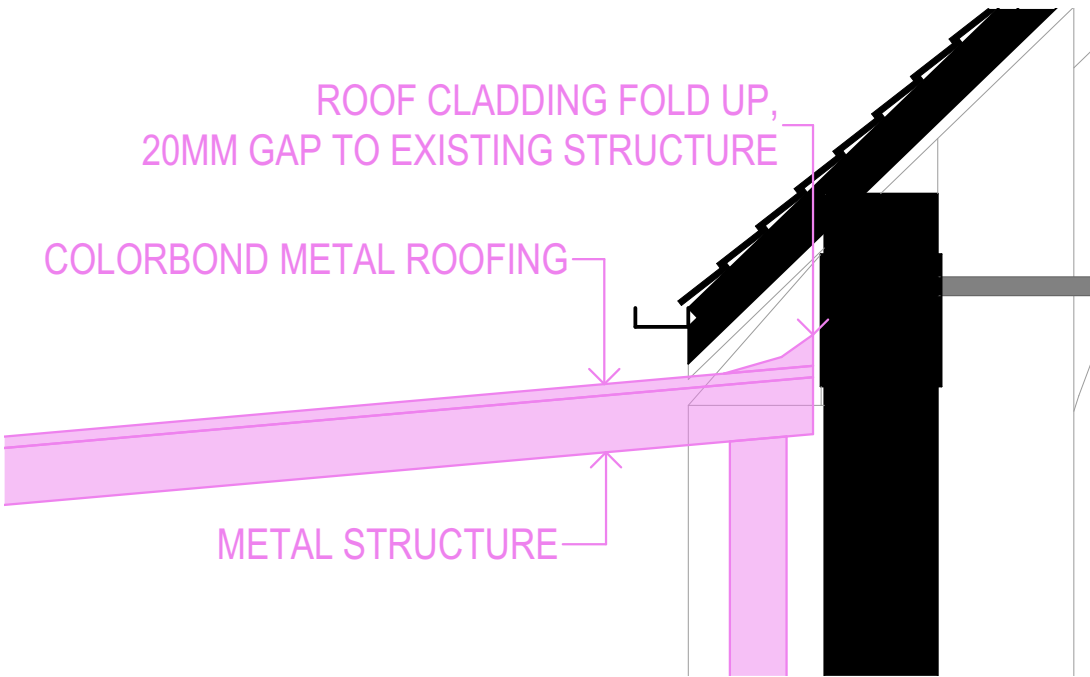
Refer to details below.



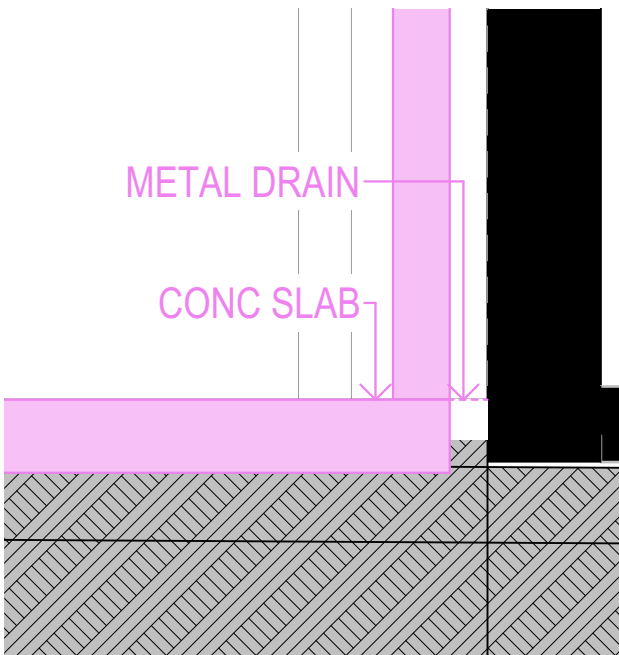
Awning Section



Column Plan Detail



Roof Junction Detail



Ground Junction Detail

DESIGN PROCESS

DA RESPONSE

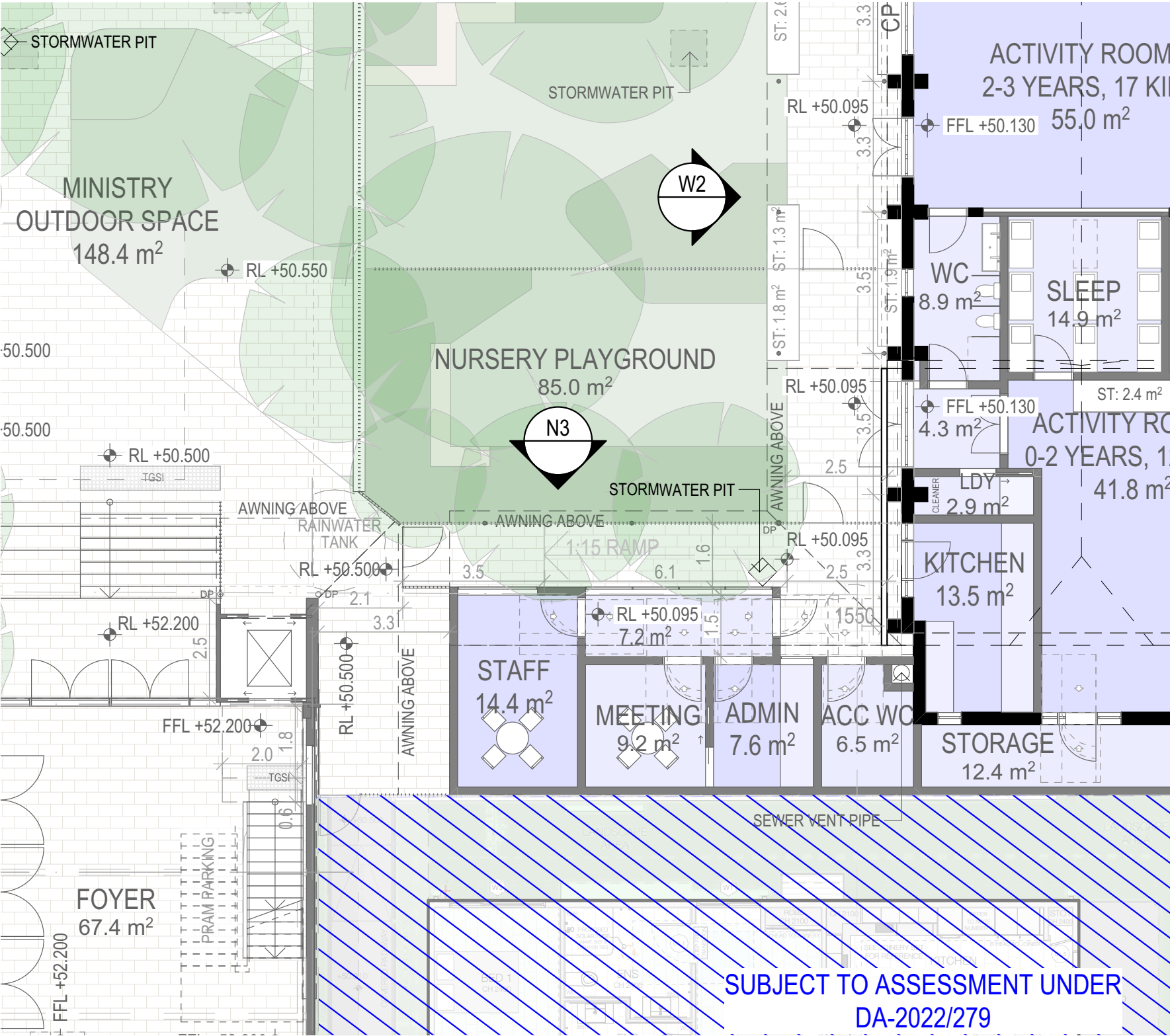
NO COUNCIL COMMENTS

Church

(3) An addition to the hall, providing staff facilities, has been proposed on the southern edge of the hall. The position of the addition appears to be compromising access to the proposed SD dwellings in the eastern portion of the site. Note this issue could be clarified by providing a more detailed master plan for the site (see comments above, site planning).

RESPONSE

Refer to enlarged plan below.



DESIGN PROCESS

DA RESPONSE

NO	COUNCIL COMMENTS	RESPONSE
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3.0 Heritage Advisor Comments

	Councils' Heritage Advisor has reviewed the proposal and has no objections to the proposal subject to the following works being carried out:	
a	Signage must be the subject of a new DA. Areas marked signage zone should be removed from the plans prior to approval.	Noted. Refer to elevations, concept renders and photomontages
b	The landscape plan must be amended to remove reference to planting on the northern side of the church.	Noted. Existing lawn kept, no new landscape added. Refer to DA100 Ground floor plan (Existing photos below for reference)



DESIGN PROCESS

DA RESPONSE

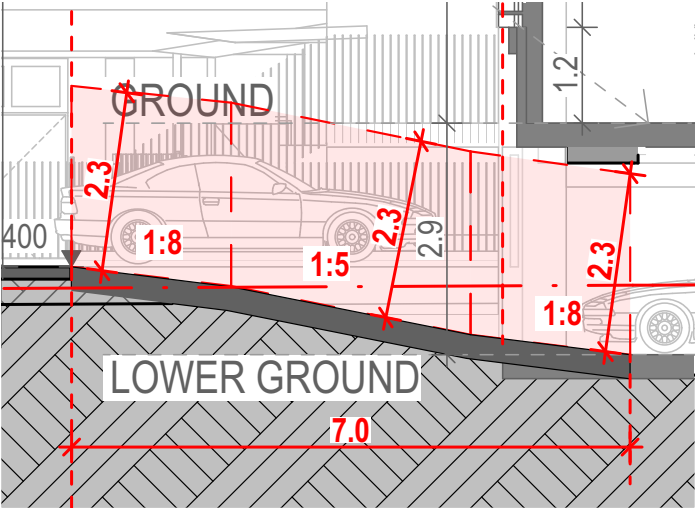
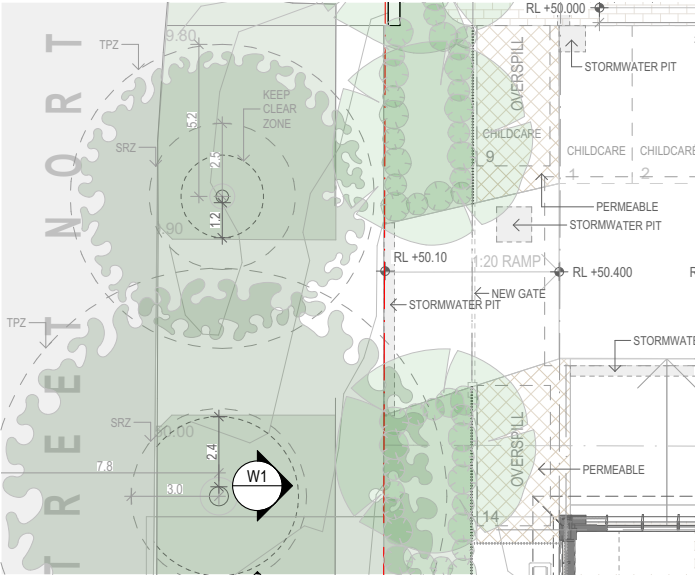
NO	COUNCIL COMMENTS	RESPONSE
c	The rectory building shall be archivally recorded internally and externally, according to the documents published by the NSW Heritage, Department of Premier and Cabinet. Guidelines, How to prepare archival recordings and Photographic recording of heritage items using film or digital capture. The archival record is to be made prior to any works taking place.	Noted

4.0 Development Engineer Comments

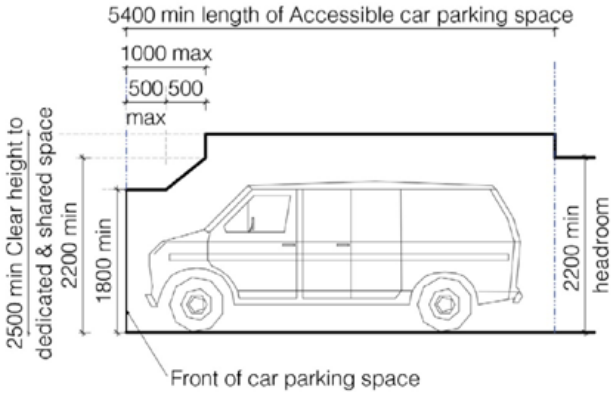
Councils’ Development Engineer has reviewed the proposal and has requested the following additional information/amendments:

Traffic, Parking & Access:

a	Councils’ standard is for driveway crossings to be designed to be perpendicular between the kerb alignment and the boundary alignment. The proposed slanted driveway crossing shall be redesigned to be perpendicular. The slanted driveway shall be provided internally within the property (potentially 1 overspill parking space is to be removed).	Noted, updated in plans. Refer to DA100 Ground floor plan (Refer to enlarged plan below)
b	A longitudinal driveway profile shall be submitted for the basement access ramp. The profile shall be along the critical edge (worst case) of the driveway. Gradients and transitions shall be in accordance with AS2890.1. The profile shall be drawn to a scale of 1 to 25 and shall include all relevant levels, grades (%), headroom clearances and lengths.	<p>The required head clearance is 2.2m minimum; 2.3m has been adopted as advised by the Traffic consultant to allow for: (Refer to enlarged section and AS2890.6 diagram below)</p> <ul style="list-style-type: none">- Gradient changes- Tolerance <p>(Refer to 2b)</p>



SDA van head clearance requirement:



Accessible Parking space head height requirements if mandated under the NCC. Head height requirements also apply to all car parking spaces provided for Fully Accessible and High Physical Support design categories.

Figure 2 (c) Clear head height requirements for AS2890.6 car parking spaces and shared zones and also applicable to car parking spaces allocated to participants in the Fully Accessible and High Physical Support design categories

DESIGN PROCESS

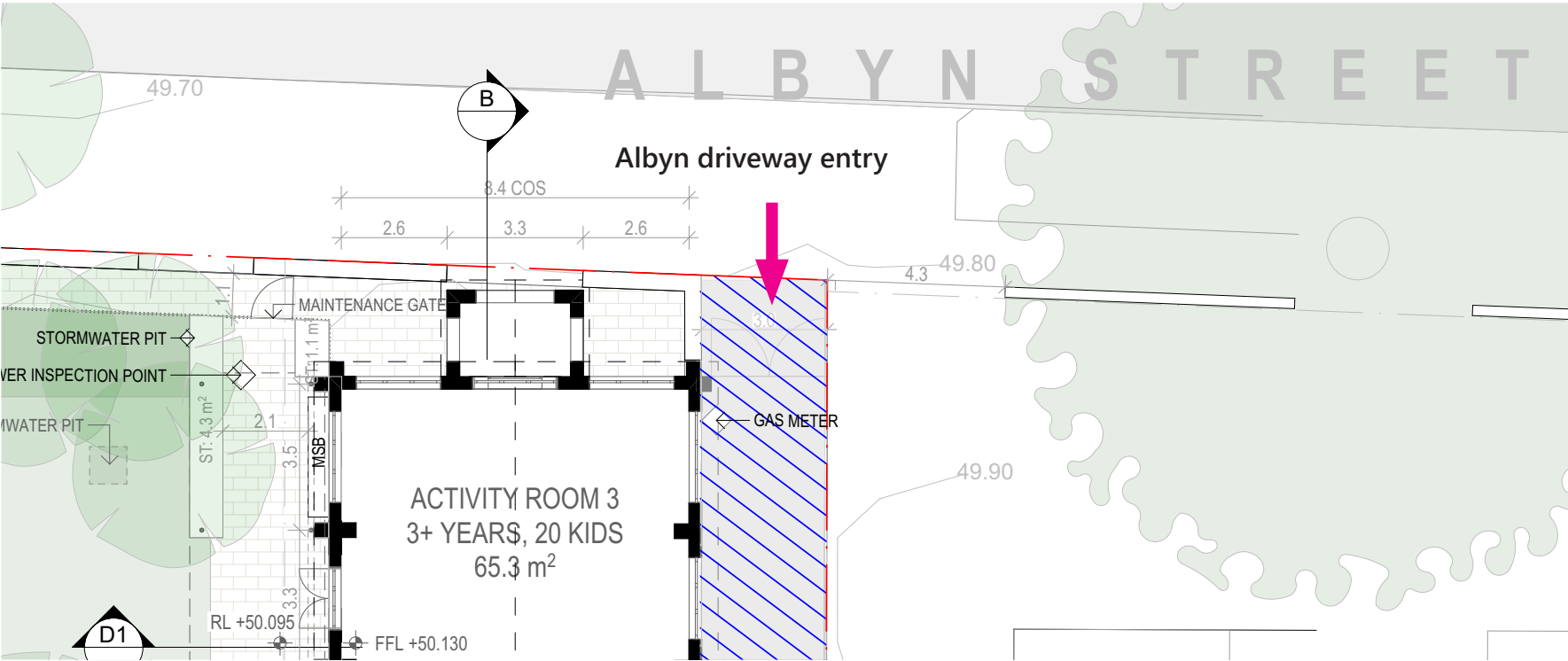
DA RESPONSE

NO COUNCIL COMMENTS

c The driveway from Albyn Street shall be removed and replaced with kerb and gutter. All vehicular access to this site shall be via Dunmore Street North.

RESPONSE

Existing driveway required for separate SDA DA 2022/279. Please refer to this separate DA



DESIGN PROCESS

DA RESPONSE

NO	COUNCIL COMMENTS	RESPONSE
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5.0 Landscape Architect Comments

	Councils' Landscape Architect has reviewed the proposal and has requested the following additional information/amendments:
a	<p>Landscape Area with present layout is insufficient</p> <p>Landscape Area shall represent at least 15% of the site area, however a minimum 20% is recommended considering the proposal includes a childcare centre. The present layout delivers a soft landscape area of 294.3sqm, representing only 8.56% of the site area. (Note that all areas with pavement or structures, or with a minimum measurement less than 1 metre are not included in the landscape area calculation.)</p> <p>The softfall area proposed adjacent the childcare (childcare playground) is included in the applicant's calculation as soft landscape treatment. This area is not to be included in the minimum 15% of soft landscape area required, though it can be included in the 20% of the landscape area needed for the childcare centre.</p> <p>The proposal shall increase the landscape area with planting to reach a minimum of 15% of the site area.</p>

Original DA Landscape Report:



Updated Landscape Report:



DESIGN PROCESS

DA RESPONSE

NO COUNCIL COMMENTS

b Setbacks are reduced, and with poor landscape

Landscape setback of minimum 3 metres shall be provided along Dunmore Street North. These are not to include any structures, other than driveways and direct pedestrian access required, or existing heritage items. Therefore, the bin enclosure shall be relocated from front setback as it currently impacts on streetscape views. The present location diminishes the streetscape and provides a visual obstruction towards the heritage item. Instead, the setback shall include vegetation.

The southern landscape setback adjacent to 1 Dunmore Street North adjoining the two storey townhouses shall be increased to have a minimum setback of 2 metres. Further, this relates to the planting width along this interface is to be a minimum of 2 metres to allow buffer planting to provide privacy as well as landscaped setting for the townhouses.

All street frontages shall maximise the inclusion of tree planting.

The eastern setback has been designed to have direct access to the future SD dwellings which may include hard pavement to the majority of this area. This is not supported. The setback shall provide buffer planting towards the neighbouring property instead

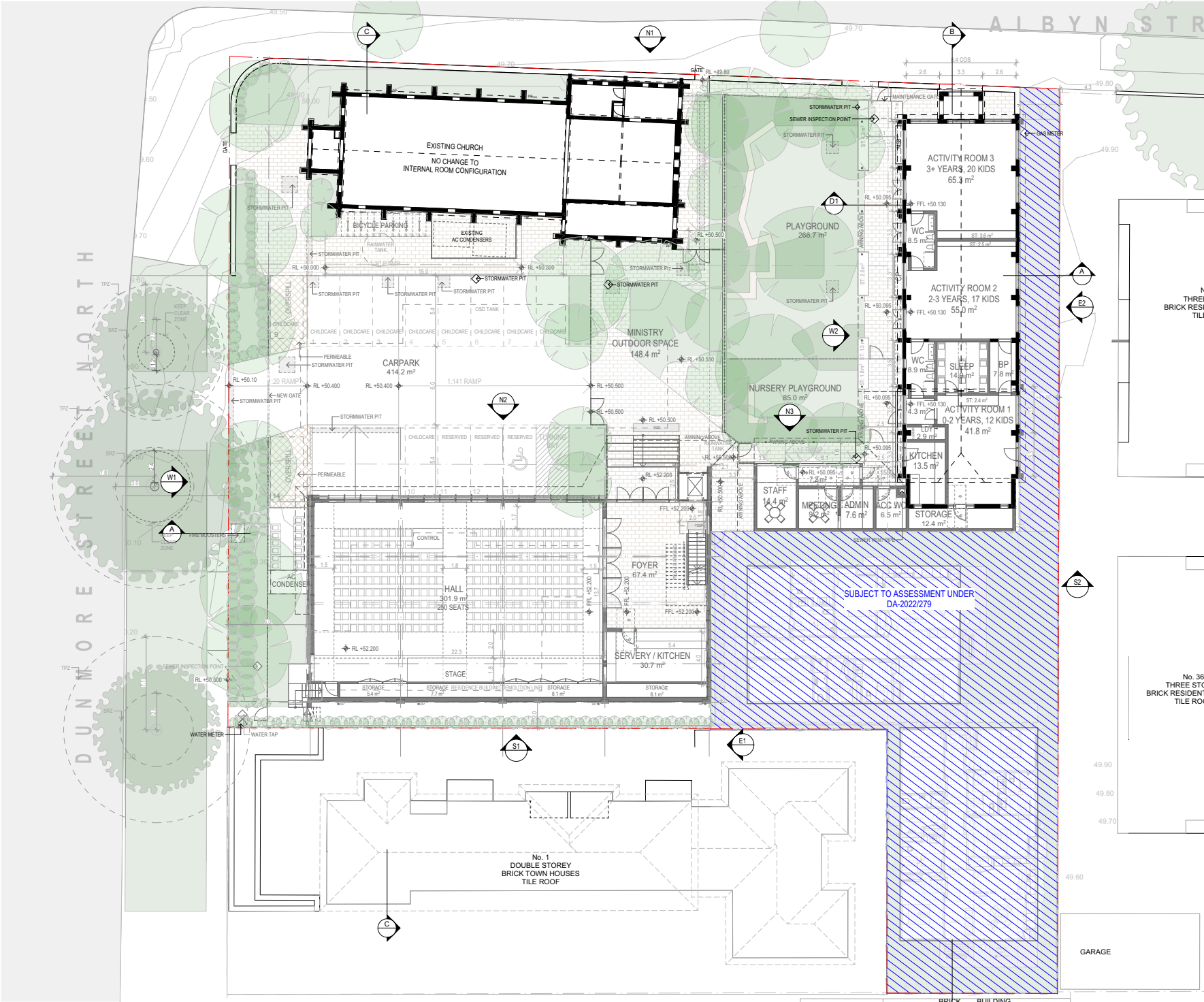
c Structures and services within the landscape setback

Several structures proposed within the landscape setback shall be relocated, as these diminished the streetscape, amenity and also the deep soil and landscape area provided.

- Staircase along the setback shall be removed or reduced to address design amendments. This area should increase the amount of landscaping as it is the most visible part of the site from Dunmore Street North.
- No parking spaces of any kind shall be provided within the landscape setback.
- Fire booster shall be integrated within the building.
- The bin enclosure shall be relocated from front setback.

RESPONSE

Relocated bin enclosures, AC condensers and egress stairs outside 3m Dunmore St N site boundary setback
Fire booster unfortunately cannot move outside 3m setback according to AS2419.1, refer to relevant reports by ADP



DESIGN PROCESS

DA RESPONSE

NO	COUNCIL COMMENTS	RESPONSE
d	<p>Planting proposal</p> <p>If Cupressus are proposed to be replaced with other vegetation, these shall be supplied and planted at a super advanced form, of minimum 500 litres pot size. Plane trees, as suggested in submitted landscape plans, are not recommended adjacent or in front a heritage item.</p> <p>The proposal includes the removal of several trees, nevertheless the proposal does include enough planting to offset the canopy loss. The proposal shall increase the canopy trees within the development site. All trees shall be planted in adequate tree pits free of structures.</p> <p>The stormwater proposal presents conflicts with the proposed planting. The water quality treatment chamber and the rainwater tanks are proposed to be located under the root ball of proposed trees. The landscape plan is to present all proposed stormwater structures, including pipes, tanks, and pits. All stormwater structures proposed shall be free of conflict with existing or proposed planting.</p>	Refer to Landscape Report
e	<p>Parking Area</p> <p>At grade parking area shall include at least one canopy tree for every 5 car spaces. Trees shall be planted in suitable size tree pits and shall have an umbrella canopy shape to maximise the shade area in parking spaces. This is recommended to increase the sustainability and environment within the site.</p>	
f	<p>Playground</p> <p>Further details of playground area shall be provided as this information is lacking.</p>	
g	<p>Landscape Plan</p> <p>The landscape plan provided is very conceptual and not suitable for determination. At a minimum, the trees and screening shrubs proposed are to be specified for council assessment and approval prior determination.</p>	

6.0 Environmental Health Officer Comment

	<p>Councils’ Environmental Health Officer has reviewed the proposal and has requested the following additional information/amendments:</p>
a	<p>Further clarification regarding weddings and church services needs to be provided.</p>
b	<p>The SEE and Acoustic report states that weddings will be held onsite. Clarification required on the frequency and components of the wedding. i.e will this be purely the church service? Or will the hall also act as a reception as well?</p>
c	<p>Clarification required on how many late-night church services will be carried out, as mentioned on page 28 of Acoustic Report. Up to 500 patrons, traffic and patron noise will likely exceed noise criteria.</p>
d	<p>Clarification on proposed “concerts” - in section 5.1 of Acoustic Report. What are these concerts, how often, are they related to the church operations?</p>

DESIGN PROCESS

DA RESPONSE

NO	COUNCIL COMMENTS	RESPONSE
7.0 Tree Management Officer Comments		
	Councils' Tree Management Officer has reviewed the proposal and has requested the following additional information/amendments:	Refer to Landscape Report
a	Trees 5, 6 & 7 have a tree removal approval awarded prior to the DA submission through a previously completed Tree Permit Application (TP-2022/126) (Subject to 9 Replacement trees).	
b	Further 19 trees are proposed to be removed. Trees 1, 2, 3, 4, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23	
c	The two Cupressus X Leylandii (Trees 15 & 16) will be replaced with at least two (2) super advanced trees of minimum 500 litre pot size.	
d	The proposal shall increase the canopy trees within the development (with preferably native endemic trees). This shall include the nine (9) replacement trees conditioned on Tree Application (TP-2022/126).	
e	Council street trees 24, 25, 26 are to be retained and protected with tree protection zones (TPZ) as specified in the Arborist impact statement. Each Street tree will be subjected to significant bonds calculated using the Thyer Tree Evaluation method.	

DESIGN PROCESS

DA RESPONSE

NO	COUNCIL COMMENTS	RESPONSE
f	(1) "Albyn Street present no trees, and aerial electric wires. Undergrounding of present aerial electric wires shall be undertaken as part of the development of the site.	Cost implications: (Refer to Ethos Urban supplementray report) Additional costs of \$760,000 that would be incurred if council enforced the need to underground the powerlines, would be so significant to the project to render it unviable as it is 12% of the project cost which this not for profit community focus project simply cannot afford.

CHRIST CHURCH ANGLICAN CHURCH, BEXLEY

PROPOSED UNDERGROUNDING OVERHEAD POWER CABLING



1	Electrical Works	
2	Allow to disconnect and safely removed the redundant poles	Included
3	Modification of the connected pole	\$170,000
4	Supply and lay Underground LV cable including trenching, conduit, cabling	\$170,000
5	Supply and lay underground HV cable trenching conduit cabling	\$170,000
6	Supply and install LV pit including excavation, backfilling	\$20,000
7	Supply and install HV pit including excavation, backfilling	\$130,000
8	Supply and install of street light pole on Dunmore Street and Albyn Street	\$20,000
9	Allow for Ausgrid Inspections and associated fees - Provisional	\$10,000
10	Allow to reinstate footpath and road	Included
11	Extra for removal of contaminated materials	Excluded
12	Extra for diversion of underground services	Excluded
13	Extra for night works	Excluded
14		
15	Traffic Control Management	
16	Allow for traffic controller (say 5 crew x 2 Weeks)	\$40,000
17	Extra for night works	Excluded
18	Allow for traffic management (arrow boards & UTEs, signage, etc)	\$20,000
19	Allow for crash barriers & temporary fencing	\$10,000
20		
21	Preliminaries, Overheads & Profit	Included
22		
23	TOTAL ESTIMATED CONSTRUCTION COSTS (EXCL GST)	\$760,000.00

- Notes:**
The proposed works including quantities are based on Sustainable Development Group Limited's mark-up drawings and photos received on 20 October 2022
- Exclusions:**
- a. Design and Consultant fee, Project & Development Management Fees
 - b. Removal of contaminated materials
 - c. Diversion of exisitng underground services
 - d. Night works
 - e. Compensation to neighbours due to electrical outage
 - f. Design and Construction Contingency
 - g. Escalation in construction costs / changes in market conditions beyond October 2022

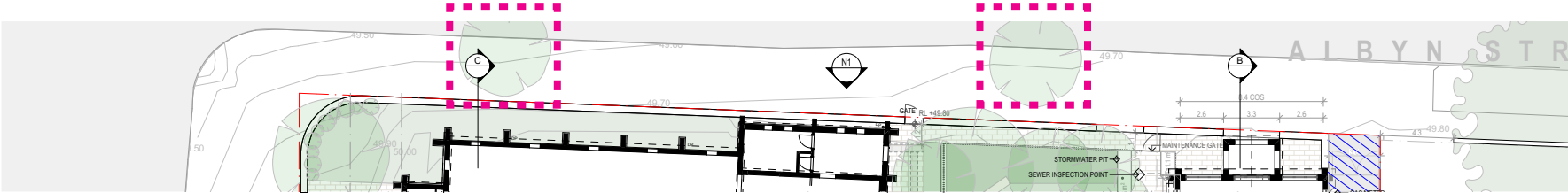
DESIGN PROCESS

DA RESPONSE

NO COUNCIL COMMENTS RESPONSE

f (2) New street trees shall be included as part the landscape improvements is public domain . Lophostemon
cofertus, Melaleuca “Revolution Green”,

New trees added, refer to DA100 Ground floor plan and Landscape Report



g Site tree 8 is to be retained and protected.

Noted.

8.0 Other Matters

Following a thorough preliminary assessment, the following minor issues have been raised, in addition to the points above. These will need to be considered as part of any future amendments to the proposal:

An additional photomontage is to be provided demonstrating the view of the proposal from the neighbouring property at 1 Dunmore Street North. Council is to determine the extent of roof that will be visible from this boundary at this elevation and whether the angle of the roof slope is acceptable. The analysis should be taken from the ground level courtyard and first floor of the neighbouring site.

Refer to additional images below demonstrating visual impacts

DESIGN PROCESS

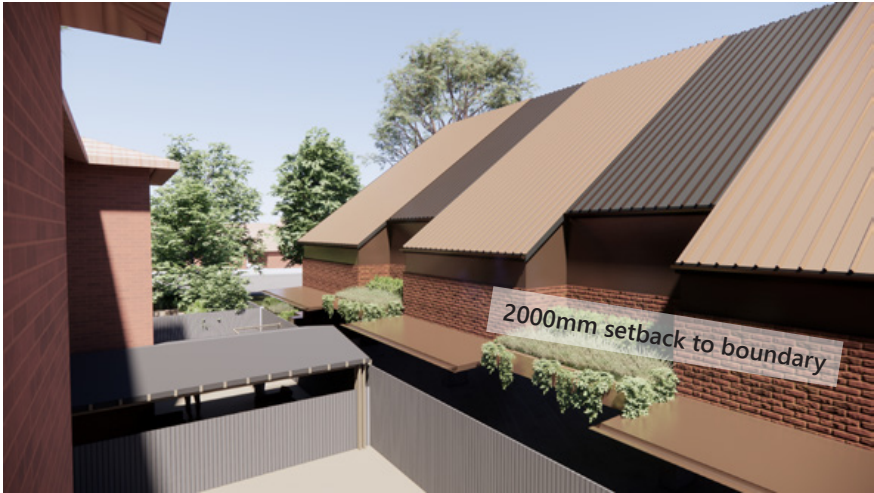
DA RESPONSE

NO COUNCIL COMMENTS

RESPONSE



View from neighbour ground floor - Proposed



View from neighbour Level 1 - Proposed



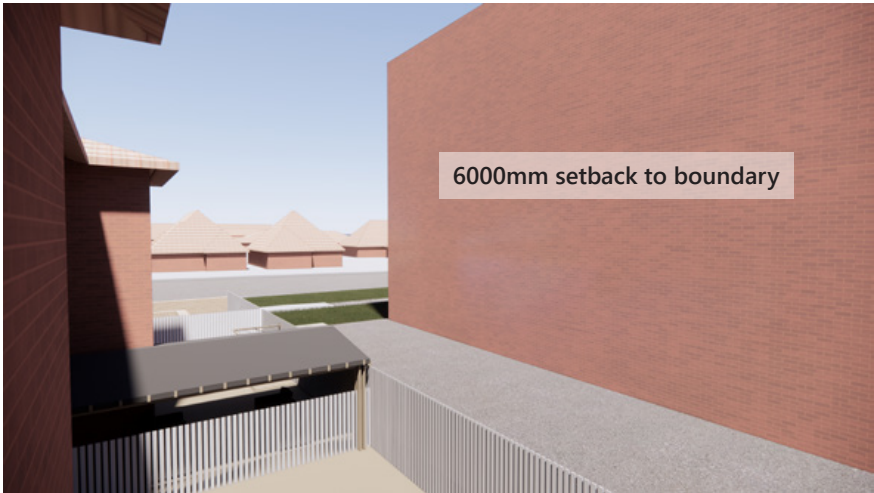
View from neighbour ground floor - 2-Storey Dwelling



View from neighbour Level 1 - 2-Storey Dwelling



View from neighbour ground floor - ADG Maximum Envelope



View from neighbour Level 1 - ADG Maximum Envelope

DESIGN PROCESS

DA RESPONSE

NO	COUNCIL COMMENTS	RESPONSE
b	Sun eye view shadow diagrams are to be provided in addition to the shadow diagrams already provided to demonstrate the overshadowing that will fall onto 1 Dunmore Street North.	Refer to DA550 Sun Eye View and DA500 Shadow Analysis Diagrams (Also attached in the Appendix in this Design Report)
c	Please ensure that there is no overflow of car parking onto the street. Councils’ Traffic Committee requires all parking to be carried out from within the site.	
d	Following on from Councils’ Heritage Advisor, it is recommended that all signage from the multi-purpose hall be deleted unless it is a building identification sign. Any amended signage is to provide dimensions as well as an indicative design of the sign for Councils’ consideration. Illumination of the sign along the western façade is not supported.	Refer to 3a
e	Waste collection is to be carried out from within the site and not from the street. The bin enclosure located within the landscaped area fronting Dunmore Street North is not supported as it removes deep soil area and should be relocated elsewhere on site, preferably adjoining the waste collection bay.	Refer to 5a & b
f	With the changes to the multi-purpose hall as provided above in the letter, should there be changes to vehicular access, amended swept path diagrams should be provided.	Refer to 4a
g	There appears to be inconsistencies with the overall FSR and GFA calculation on the site with different ratios provided on the plans and within the SEE. Please update to achieve consistency in all documentation.	
h	There appears to be a shortfall in the number of car spaces allocated to the childcare centre. The total number of staff proposed is 11 while there are 49 children. Based on this breakdown, the number for the individual components should be rounded up and therefore 9 car spaces are required. Only 8 are provided. An additional space is to be provided on the plans.	9 car spaces provided on the at-grade car park. Refer to Ground Floor Plan.
i	There appears to be inconsistencies with the fencing between the childcare centre and the at-grade car parking area on the ground floor plan and the landscape plan. Please update to achieve consistency.	
j	Clarification is required on what the grey boxes are in the car parking area at-grade.	Updated, refer to Ground Floor Plan.
k	How are the car parking spaces at-grade managed during services? These relate to parking spaces 9, 14, 15 and 16. This should be demonstrated within a revised traffic report/addendum and/or POM.	
l	Detail the degree of works proposed for the existing church into meeting rooms. Are there any physical changes to the floor plans i.e. sectioning off the church to multiple rooms?	

DESIGN PROCESS

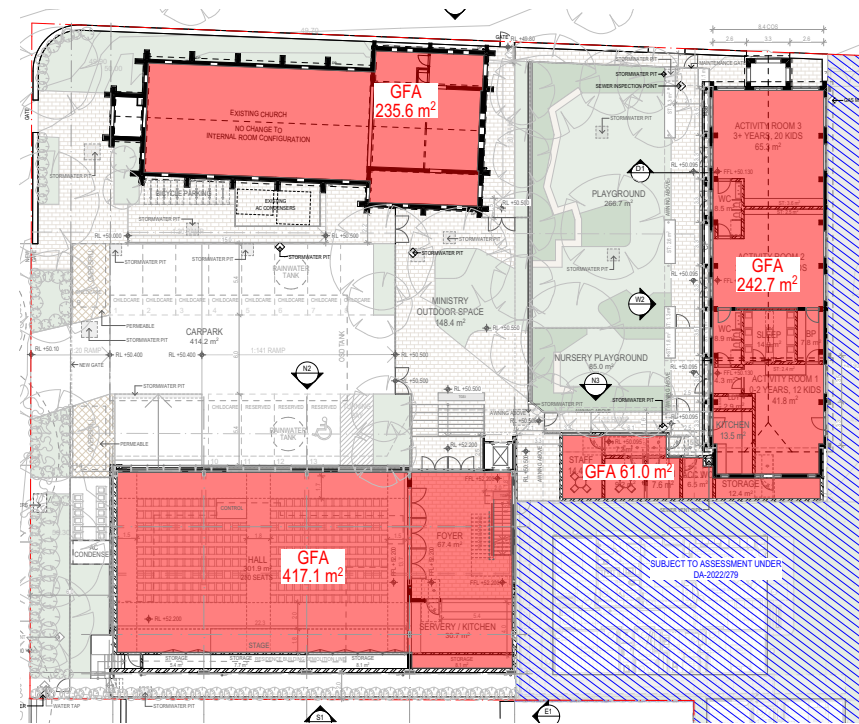
DA RESPONSE

NO	COUNCIL COMMENTS
m	No FSR or landscape calculation plans are provided as part of the architectural package. This is to be provided.

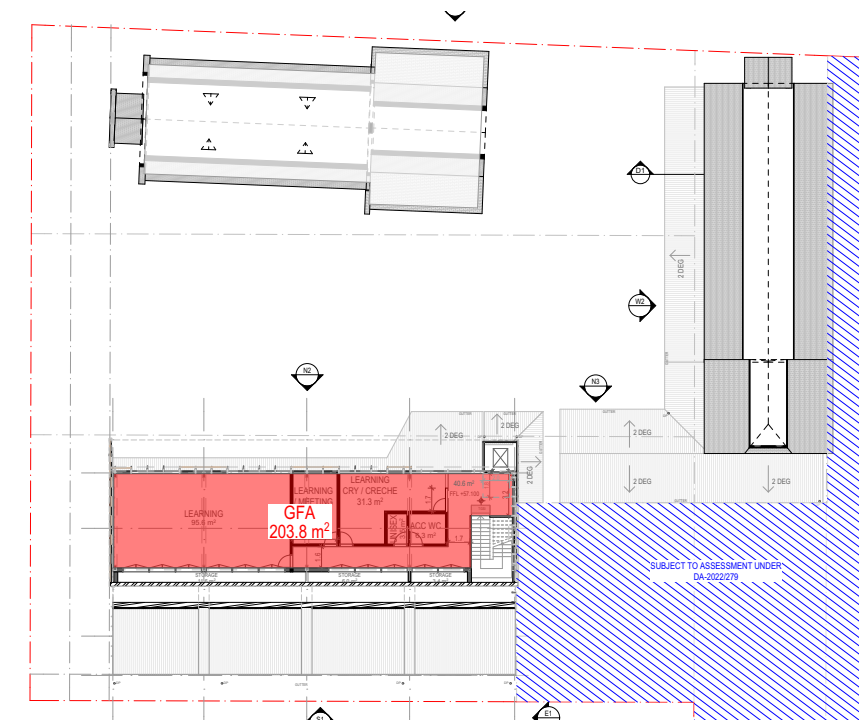
RESPONSE

Landscape Calculation Plan; refer to 5a.
FSR calculation (GFA) plans refer to diagrams below.

GFA PLAN - GROUND:



GFA PLAN - LEVEL 1:



GFA (m²)

DESIGN PROCESS

DA RESPONSE (Addendum)

NO COUNCIL COMMENTS

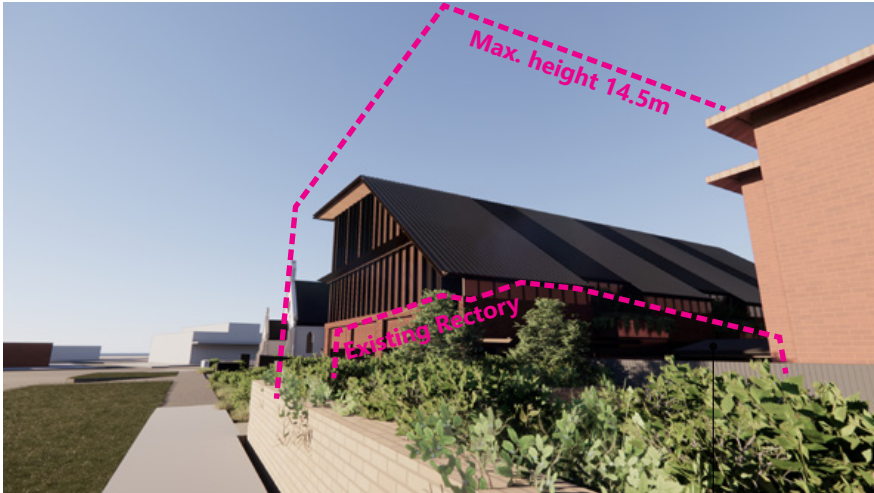
As per Council's comments: 'We also discussed in our meeting a visual impact analysis of the proposed church building as viewed from the neighbouring development (shown red on the aerial above). I didn't see that in the amended package.'

RESPONSE

To assist, please see additional view below.

View from footpath outside the SW corner of site (with proposed street trees)

View from footpath outside the SW corner of site (indicatively without proposed street trees, demonstrating facade intent)



DESIGN PROCESS

DA RESPONSE - DUNMORE ST NORTH VIEW STUDY



View 1 - EXISTING



View 2 - EXISTING



View 3 - EXISTING



View 1 - PROPOSED



View 2 - PROPOSED



View 3 - PROPOSED



DESIGN PROCESS

01 SITE AND CONTEXT

An aerial, grayscale photograph of a city. A river flows through the upper left and center. To the right, an airport with runways and taxiways is visible. The foreground and middle ground are filled with a dense urban grid of buildings and streets.

“

CONNECTING TO THE
WIDER CONTEXT

”

BEXLEY IN THE WIDER CONTEXT



SITE AND CONTEXT
LOCALITY



Dunmore St N Context



Albyn St Context



1 Dunmore St N

CHRIST CHURCH ANGLICAN
1A-C DUNMORE ST N, 38 ALBYN ST, BEXLEY NSW 2207

JOB NO. 20480
DATE 08/03/2023
SCALE NTS



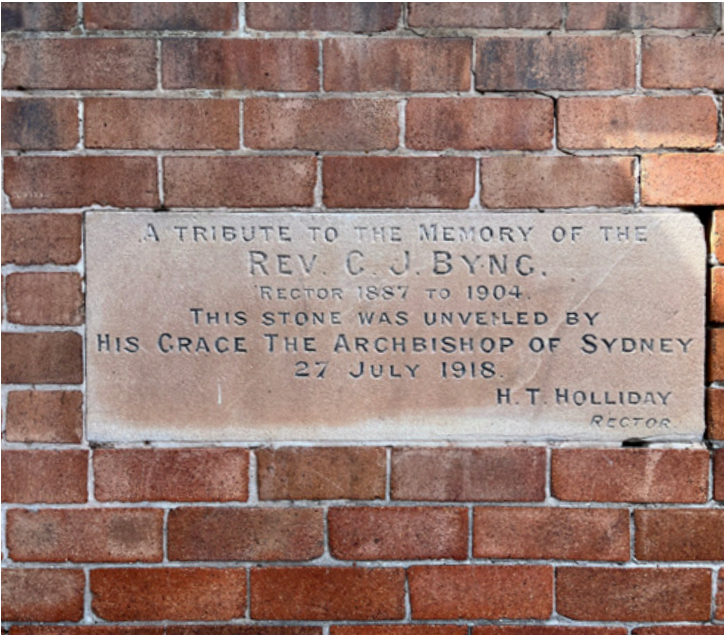
“

BUILD ON THE HISTORY
AND SITE CHARACTER

”

SITE AND CONTEXT

EXISTING SITE CONTEXT



SITE AND CONTEXT

EXISTING SITE CONTEXT



Existing Church

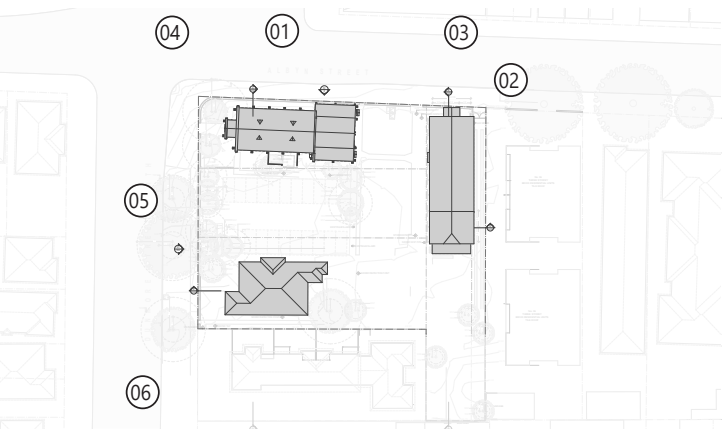


Existing Hall



Existing Rectory

SITE AND CONTEXT
THE CONTEXT CHARACTER

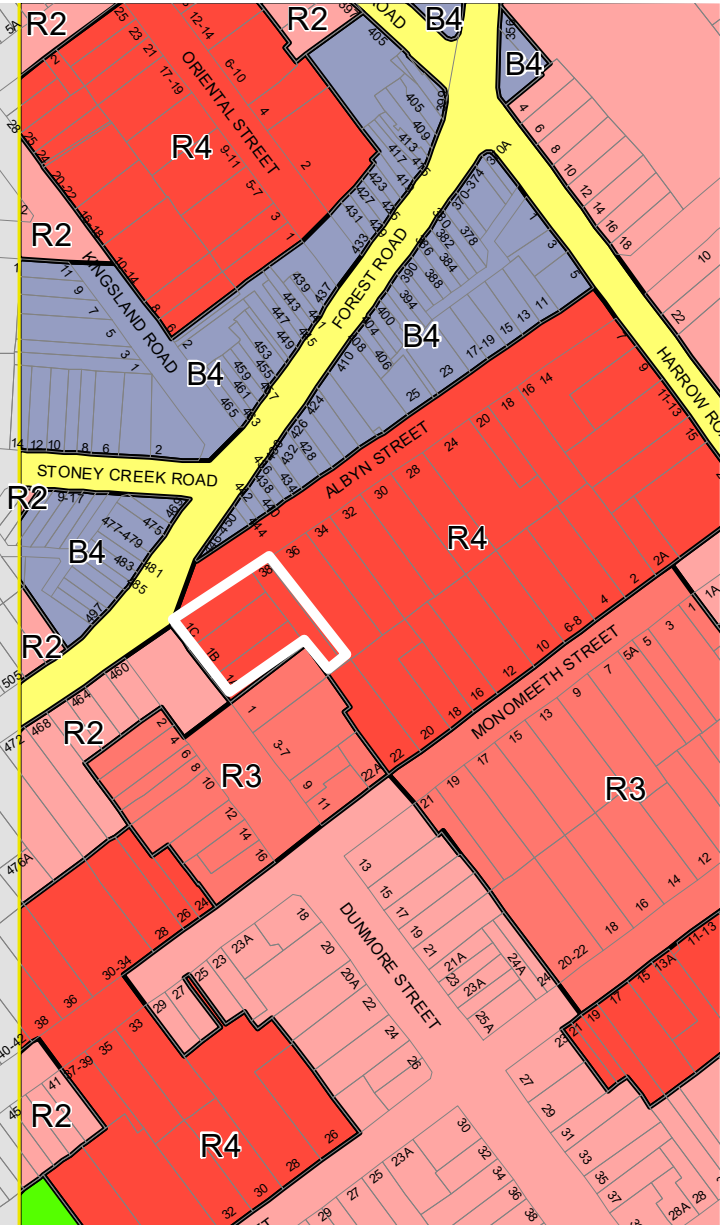


CHRIST CHURCH ANGLICAN
1A-C DUNMORE ST N, 38 ALBYN ST, BEXLEY NSW 2207

SITE AND CONTEXT

LEP CONTROLS

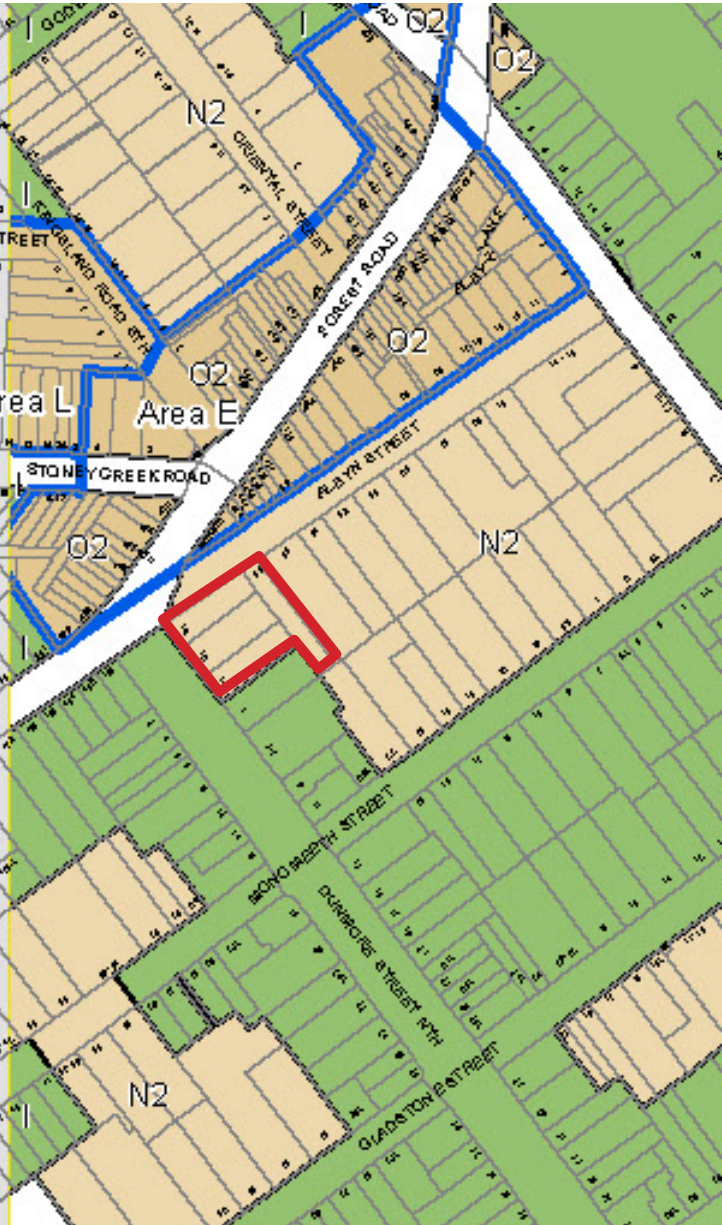
1. ZONING



The Subject Site has a Land Zoning of R4 - High Density Residential, surrounded by Medium & Low Density Residential context

- Subject Site (WHITE)
- R4 - High Density Residential
- R3 - Medium Density Residential
- R2 - Low Density Residential

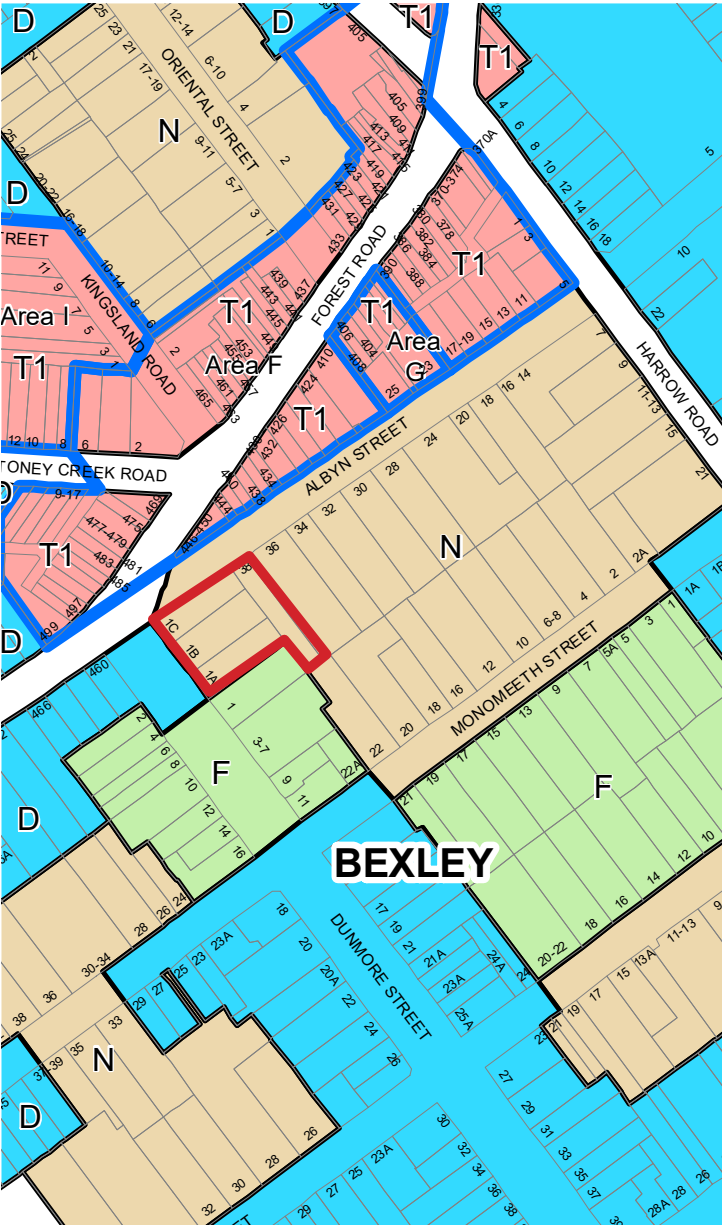
2. HEIGHTS



The Subject Site has a Maximum Height of Building Limit of 14.5m

- Subject Site
- N2 - 14.5m
- I - 8.5m

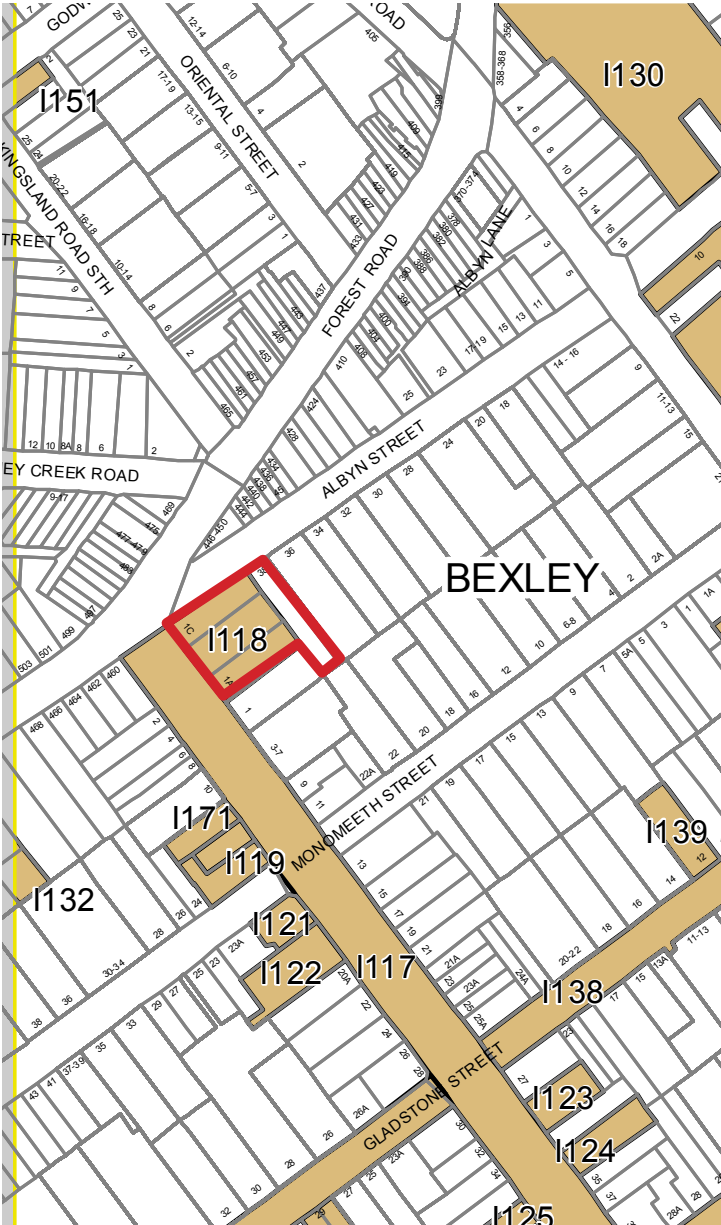
3. FLOOR SPACE RATIO



The Subject Site has a Maximum FSR of 1:1

- Subject Site
- N - 1:1
- F - 0.6:1

4. HERITAGE



The Subject Site contains General Heritage Item I118

- Subject Site
- Item - General I118

DESIGN PROCESS

02 DESIGN DRIVERS

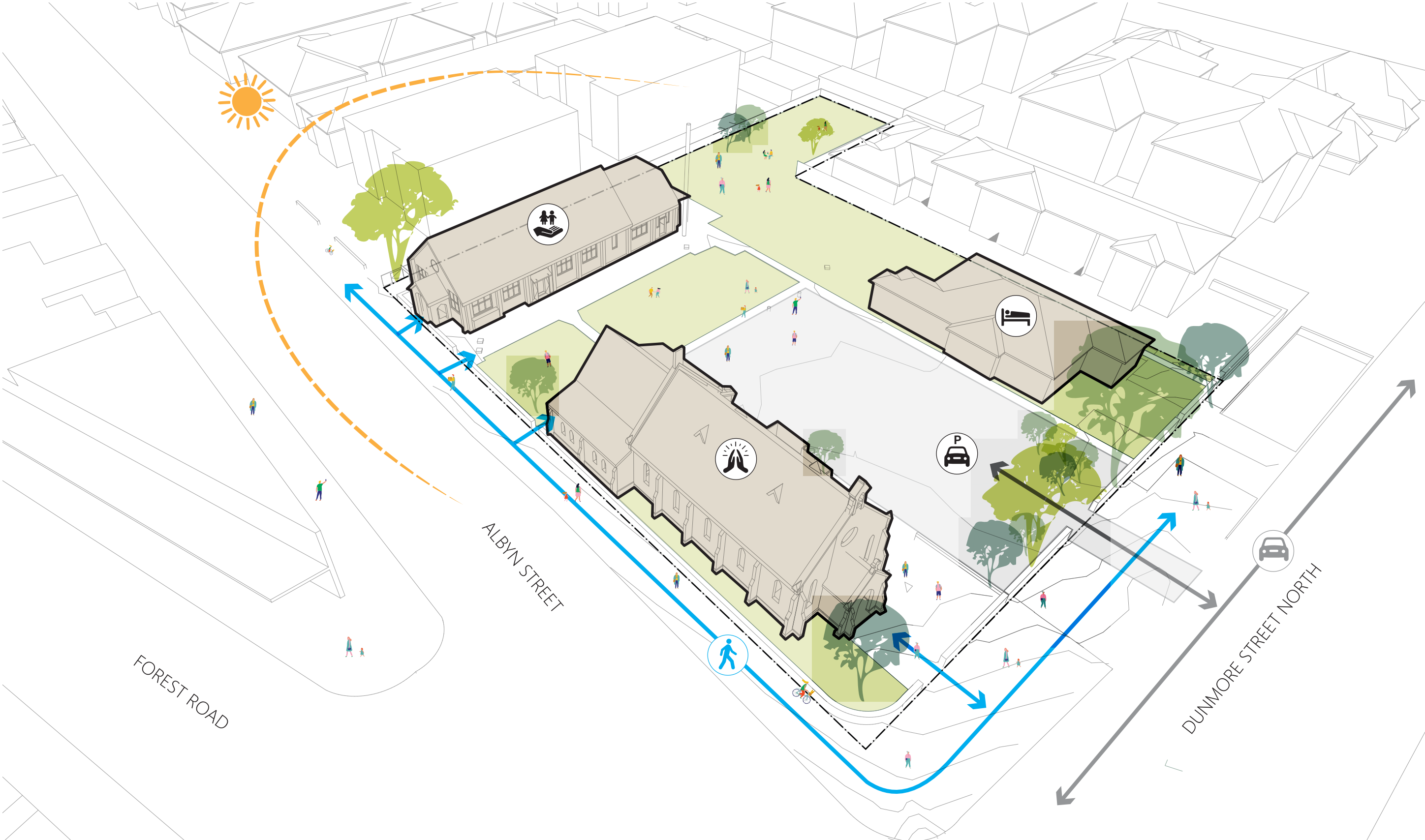
A black and white photograph showing the backs of several people in the foreground, looking towards a large, peaked tent structure in the background. The scene is outdoors, with trees and foliage visible around the tent. The lighting suggests it might be dusk or dawn, with some lights visible on the tent's structure. The overall mood is communal and aspirational.

“

INSPIRING SPACES TO BUILD A
COMMUNITY THROUGH SHARED
EXPERIENCES”

DESIGN DRIVERS

EXISTING CONDITIONS



DESIGN DRIVERS

POST DEMOLITION



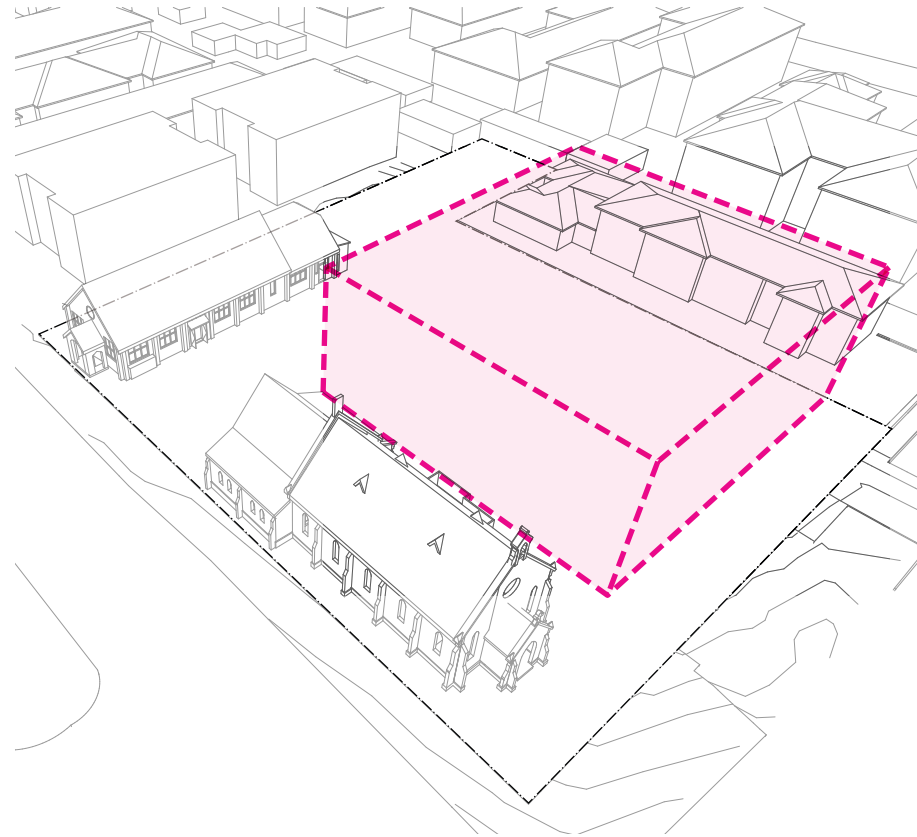
CHRIST CHURCH ANGLICAN
1A-C DUNMORE ST N, 38 ALBYN ST, BEXLEY NSW 2207

JOB NO.	20480
DATE	08/03/2023
SCALE	NTS

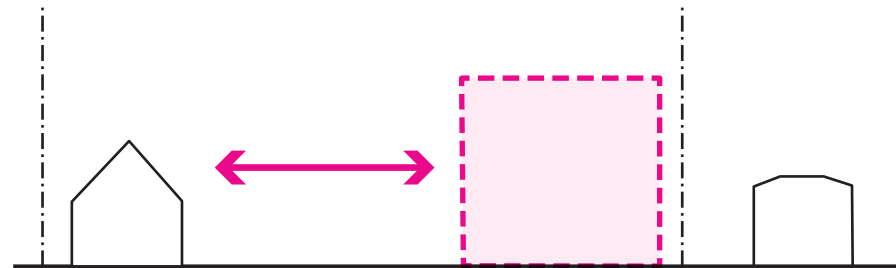
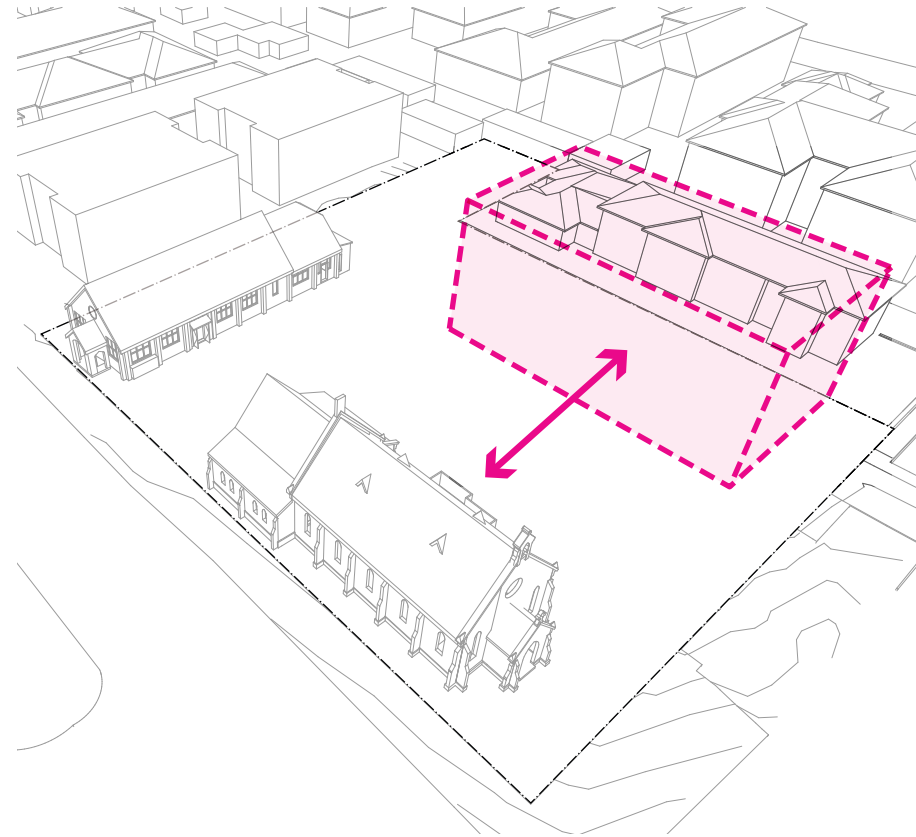
Page 47

MASSING CONSIDERATIONS

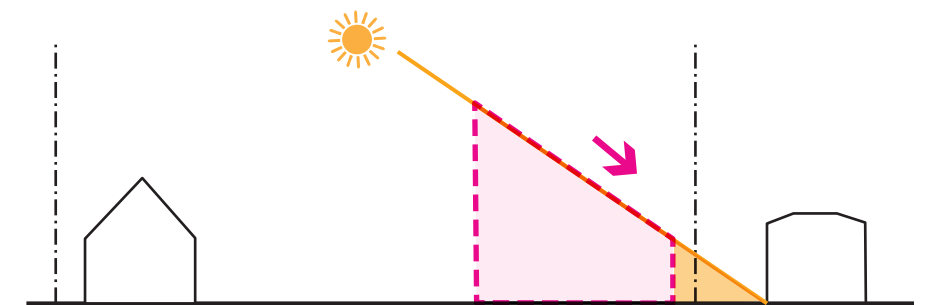
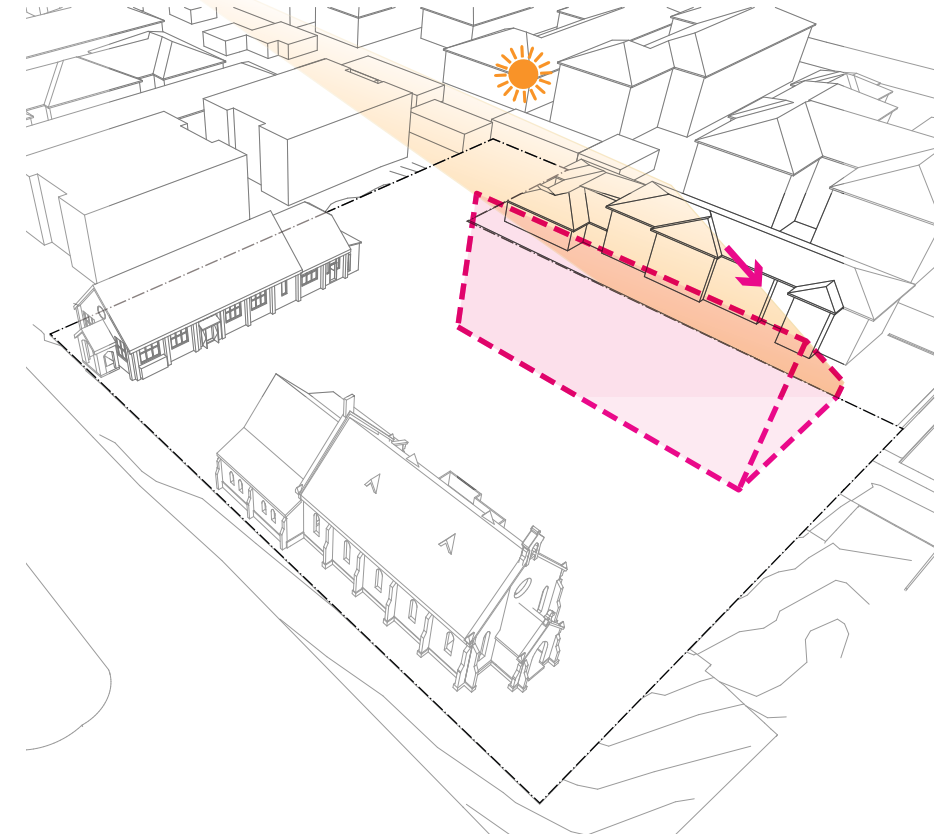
1. MAXIMUM ENVELOPE



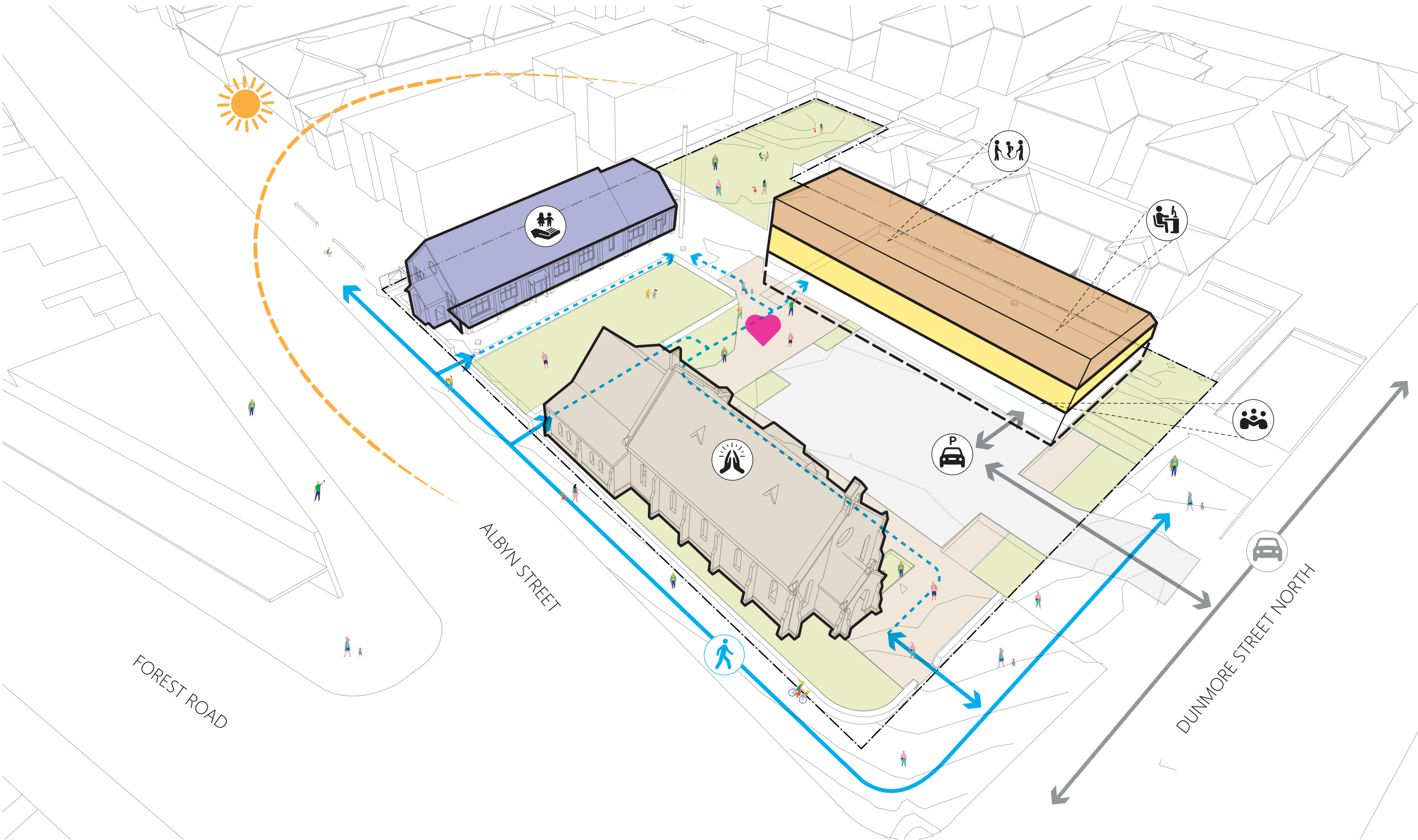
2. HERITAGE RESPONSE



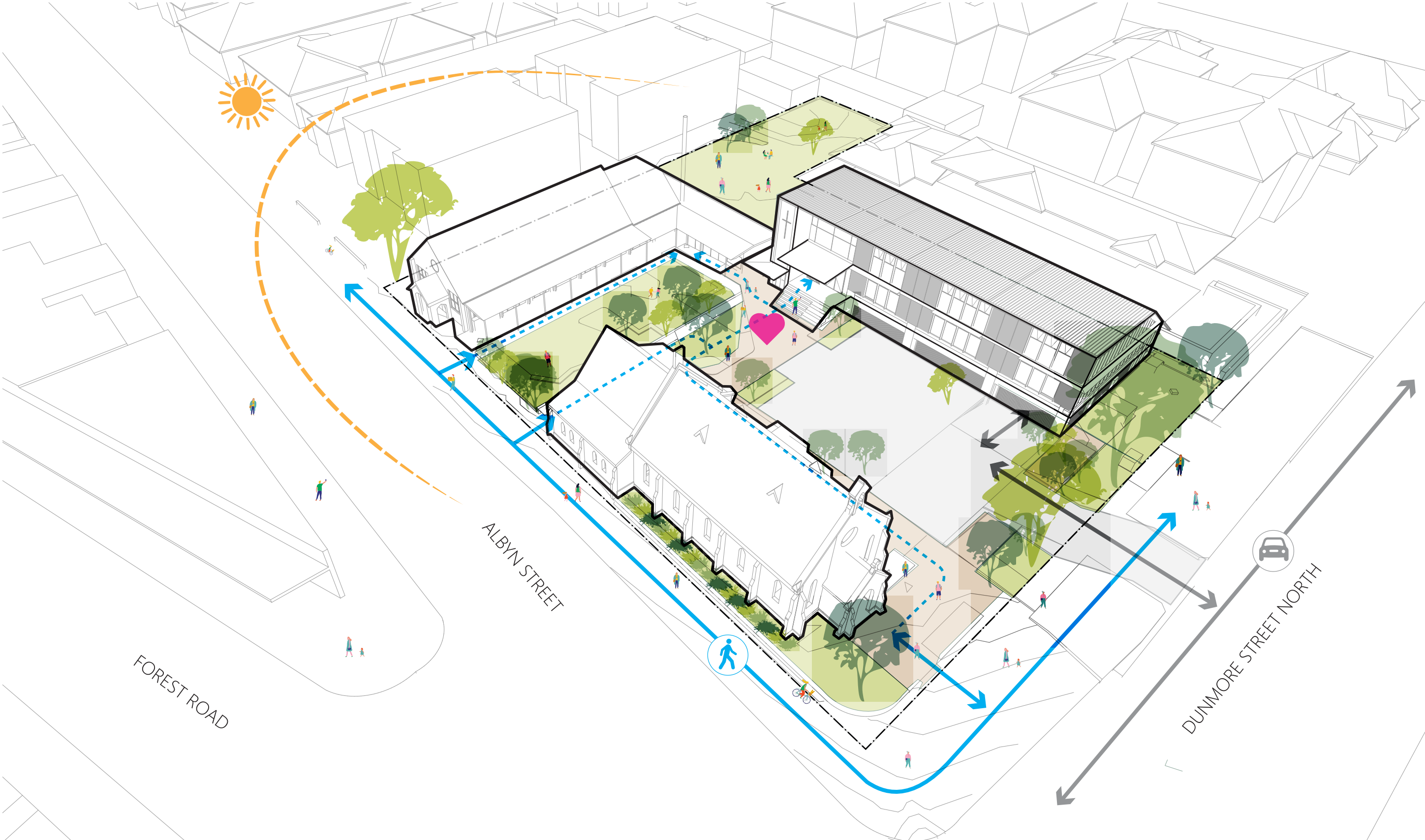
3. SOLAR PLANE



DESIGN DRIVERS
SITE OPPORTUNITIES



DESIGN DRIVERS
PROPOSED SCHEME



THE PROPOSAL

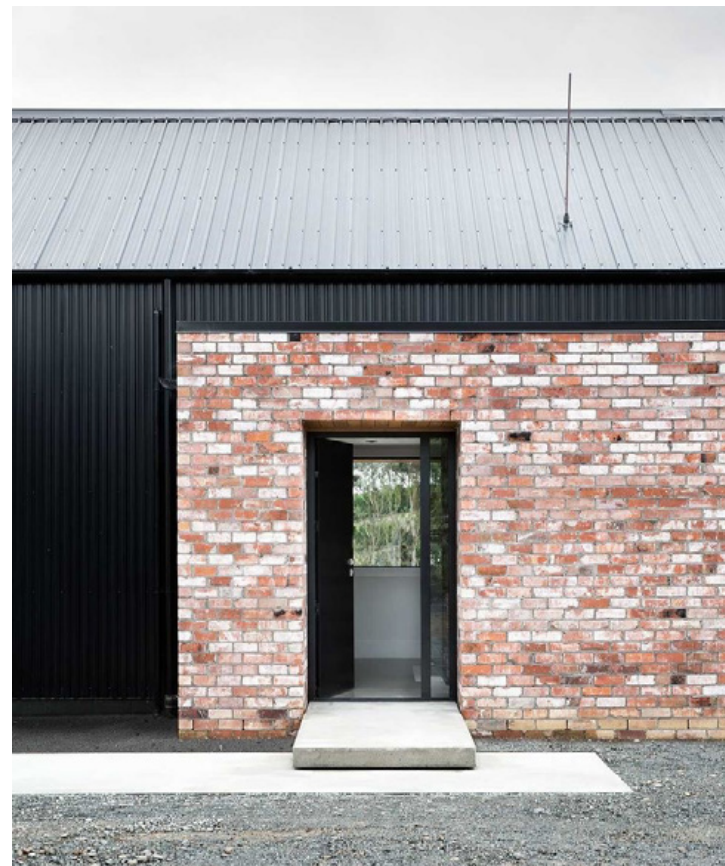
03 MATERIAL AND CHARACTER



“

A SENSE OF PLACE THAT
CONNECTS PEOPLE AND ITS PLACE ”

THE PROPOSAL INSPIRATIONS



CHRIST CHURCH ANGLICAN
1A-C DUNMORE ST N, 38 ALBYN ST, BEXLEY NSW 2207

THE PROPOSAL

MATERIAL BOARD

CD01
LIGHT WEIGHT
CLADDING 1

MT01 DARK METAL CLADDING

CD03
LIGHT WEIGHT METAL CLADDING 2

GL01
GLAZING

MT02
FENCE

CD02 LIGHT WEIGHT METAL CLADDING 3

BR01
MASONRY



THE PROPOSAL

ARCHITECTURAL VISIONS



CENTRAL PLAZA



WESTERN FRONTAGE

CD01		LIGHT WEIGHT METAL CLADDING 1
MT01		DARK METAL CLADDING
CD03		LIGHT WEIGHT METAL CLADDING 2
GL01		CLEAR GLAZING
CD02		LIGHT WEIGHT METAL CLADDING 3
BR01		MASONRY



CHILDCARE PLAYGROUND



NORTHERN ASPECT

CHRIST CHURCH ANGLICAN
1A-C DUNMORE ST N, 38 ALBYN ST, BEXLEY NSW 2207

THE PROPOSAL

STREETVIEW - FROM ALBYN ST



CHRIST CHURCH ANGLICAN
1A-C DUNMORE ST N, 38 ALBYN ST, BEXLEY NSW 2207

STREETVIEW - FROM DUNMORE ST N



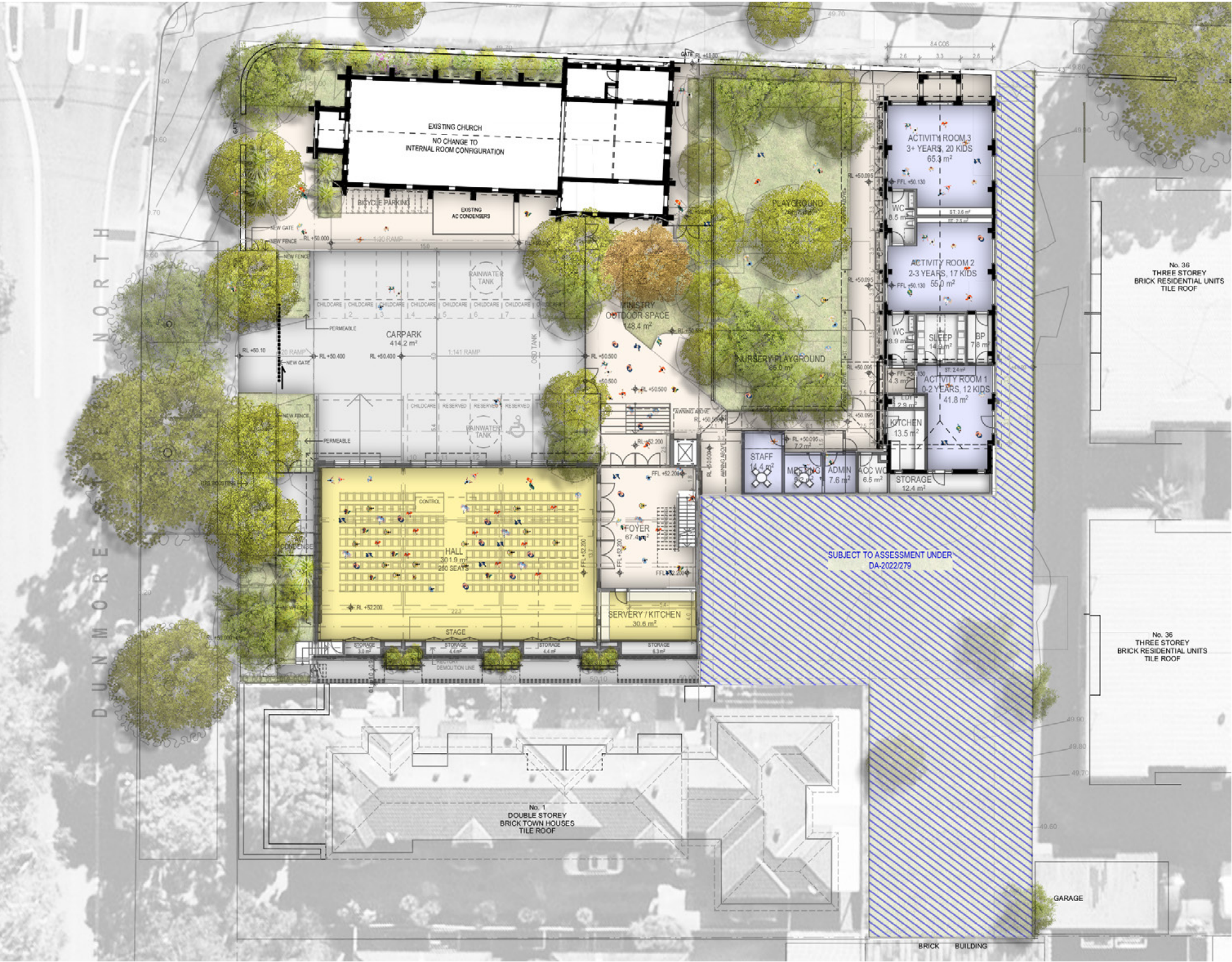
CHRIST CHURCH ANGLICAN
1A-C DUNMORE ST N, 38 ALBYN ST, BEXLEY NSW 2207

THE PROPOSAL

04 PLANS

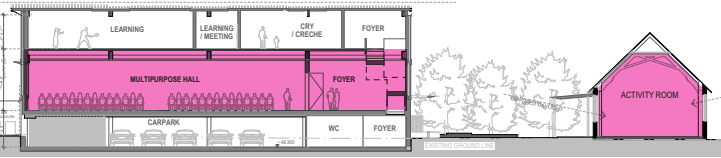
THE PROPOSAL

SITE PLAN - GROUND



PROPOSED

EXISTING



CHRIST CHURCH ANGLICAN

1A-C DUNMORE ST N, 38 ALBYN ST, BEXLEY NSW 2207

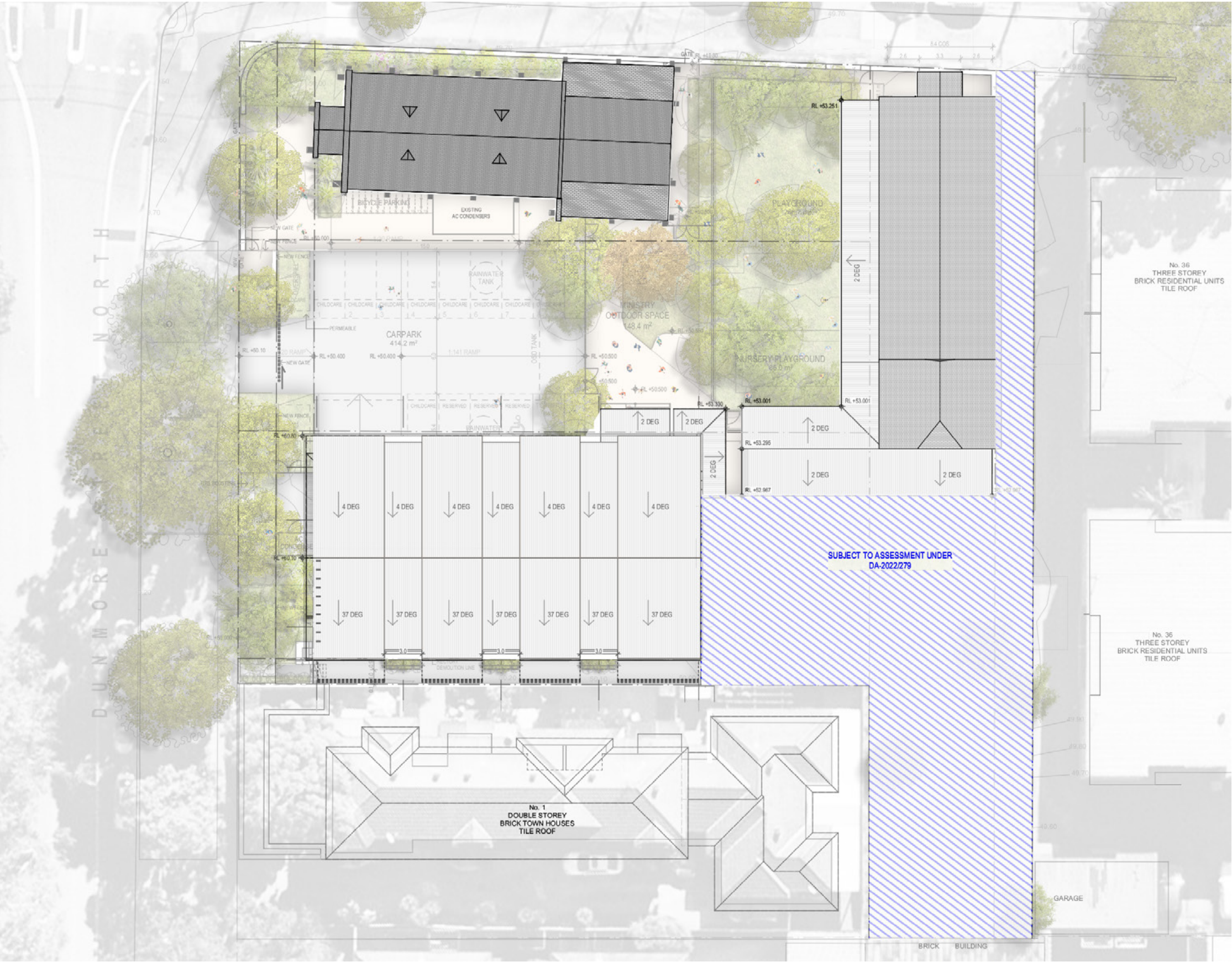
JOB NO. 20480

DATE 08/03/2023

SCALE NTS

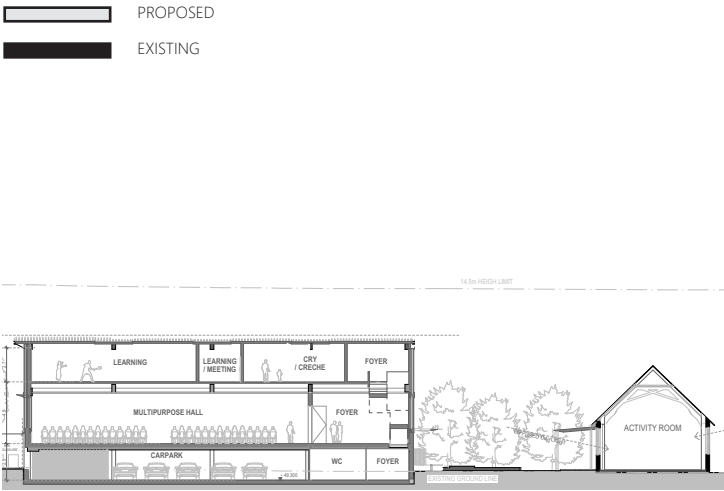
THE PROPOSAL

SITE PLAN - ROOF



CHRIST CHURCH ANGLICAN

1A-C DUNMORE ST N, 38 ALBYN ST, BEXLEY NSW 2207



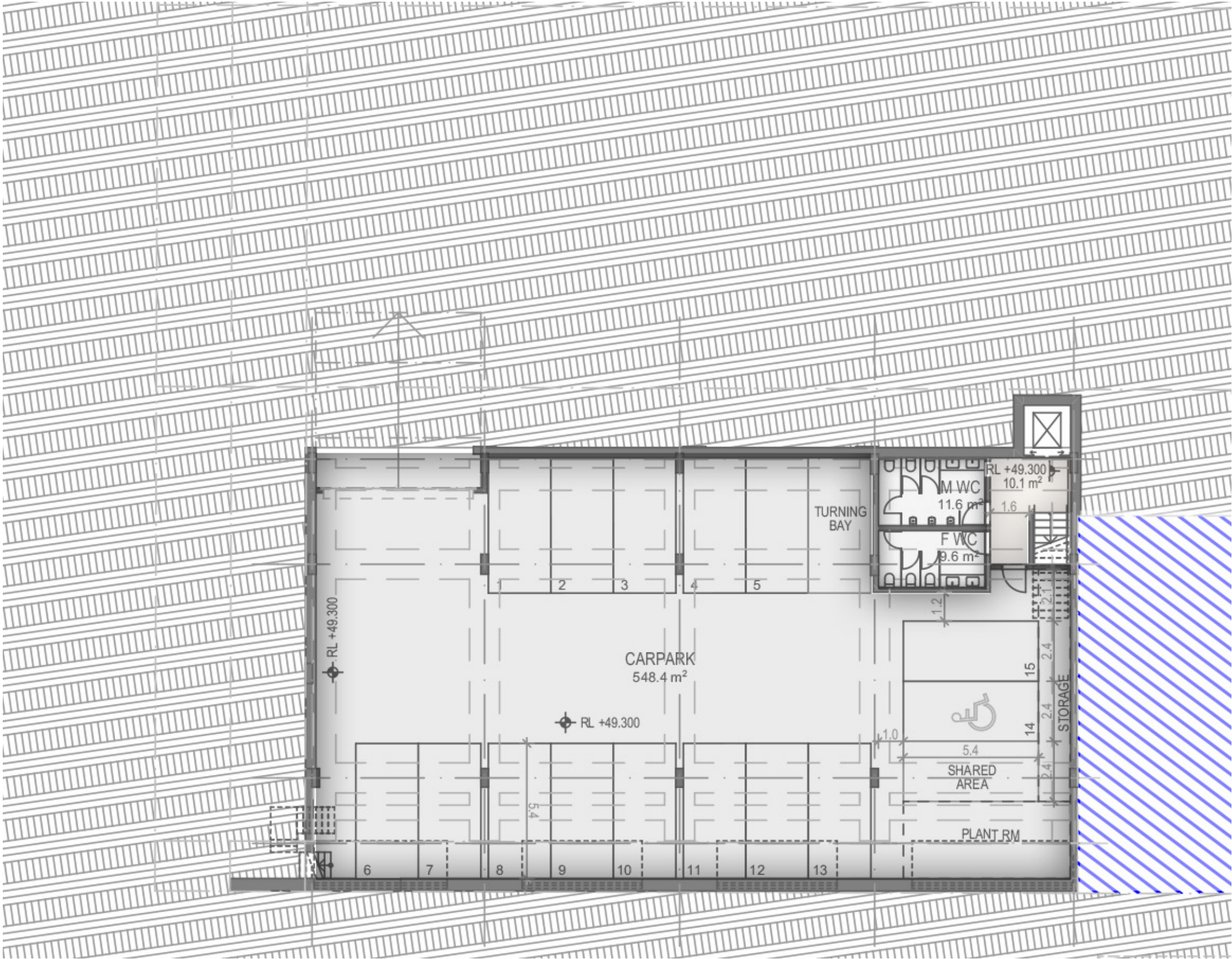
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DATE 08/03/2023

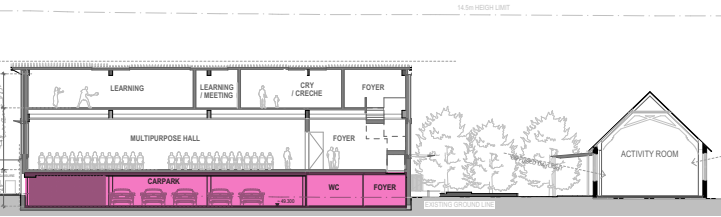
SCALE NTS

THE PROPOSAL

MINISTRY - LOWER GROUND FLOOR PLAN



PROPOSED
EXISTING



CHRIST CHURCH ANGLICAN
1A-C DUNMORE ST N, 38 ALBYN ST, BEXLEY NSW 2207

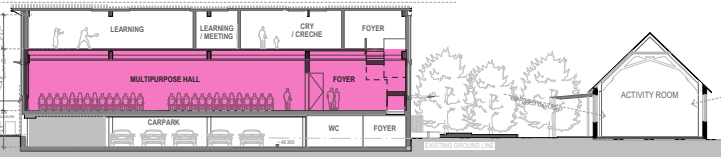
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DATE 08/03/2023
SCALE NTS

THE PROPOSAL

MINISTRY - GROUND FLOOR PLAN



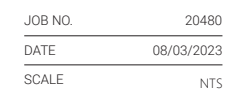
PROPOSED
EXISTING



CHRIST CHURCH ANGLICAN
1A-C DUNMORE ST N, 38 ALBYN ST, BEXLEY NSW 2207

JOB NO. 20480
DATE 08/03/2023
SCALE NTS

MINISTRY - LEVEL 1 PLAN

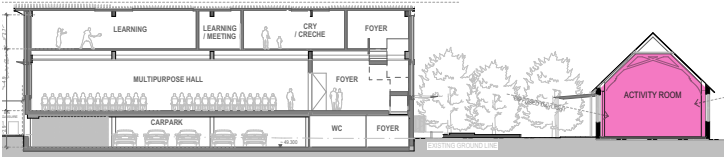


THE PROPOSAL

CHILDCARE - GROUND FLOOR PLAN



- PROPOSED
- EXISTING

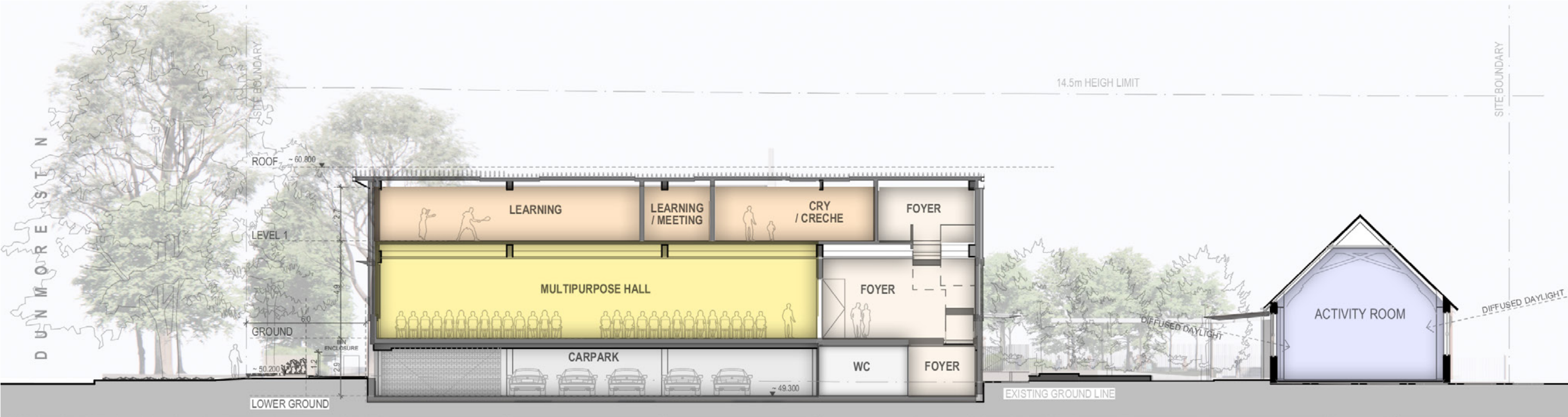


THE PROPOSAL

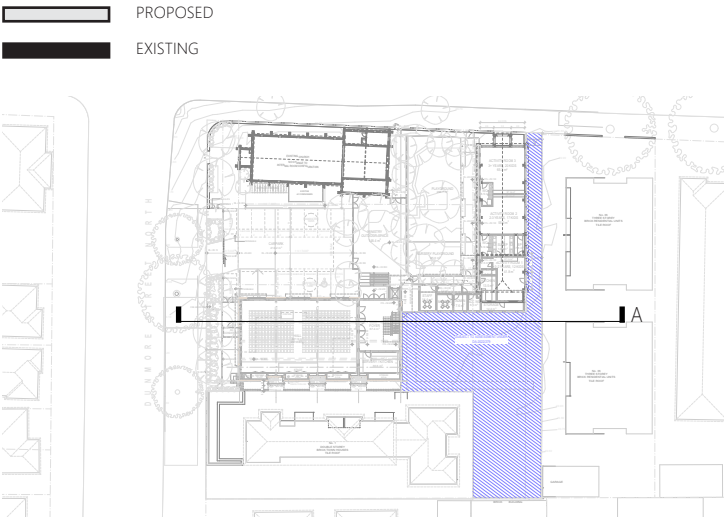
05 SECTIONS

THE PROPOSAL

SECTIONS - OVERALL

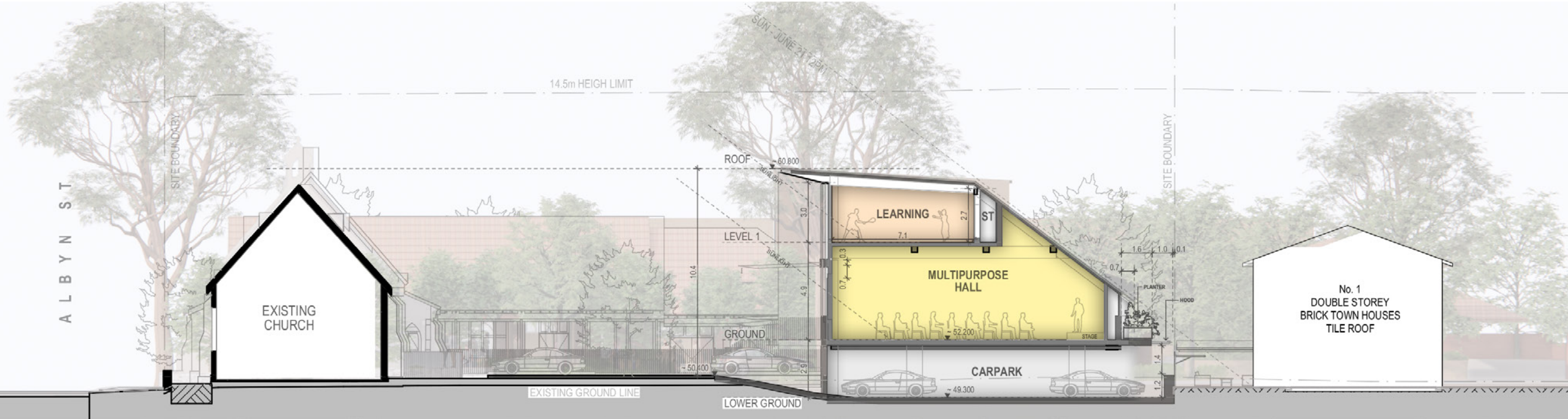


SECTION A

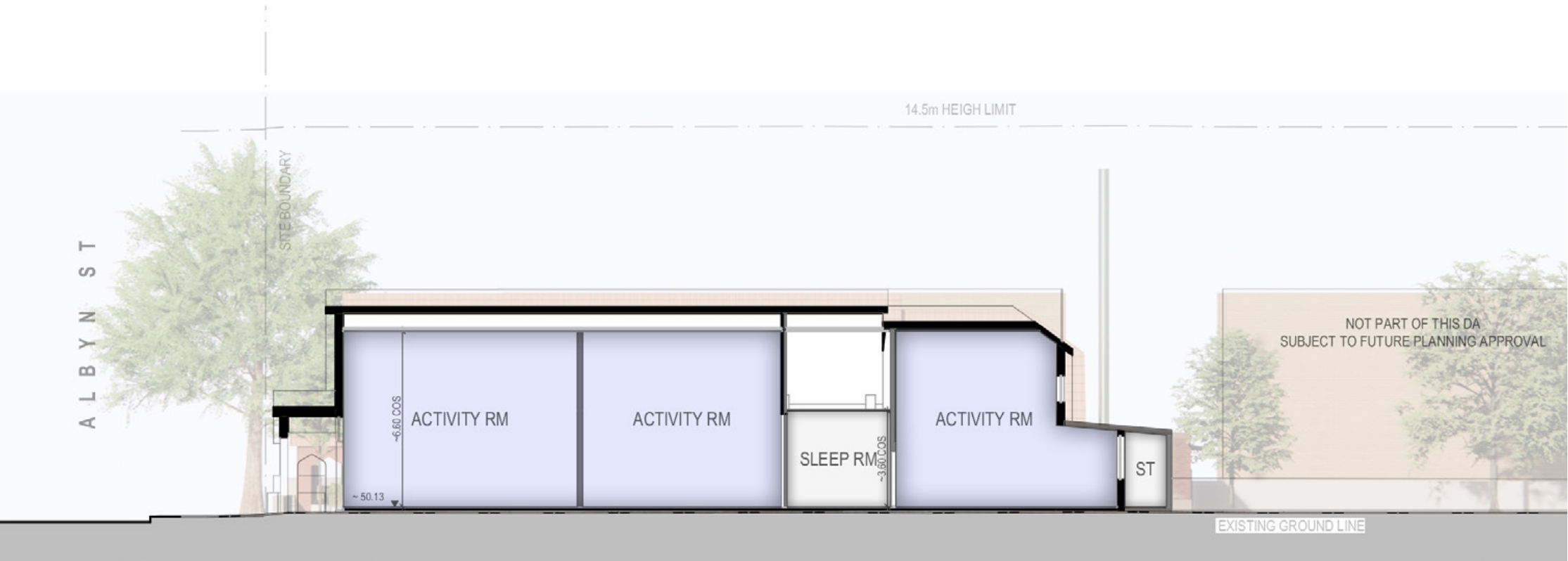


THE PROPOSAL

SECTIONS - OVERALL

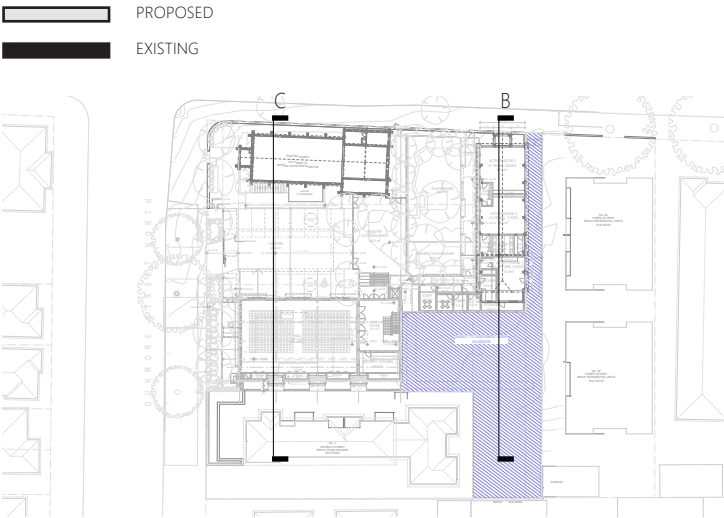


SECTION B



SECTION C

CHRIST CHURCH ANGLICAN
1A-C DUNMORE ST N, 38 ALBYN ST, BEXLEY NSW 2207



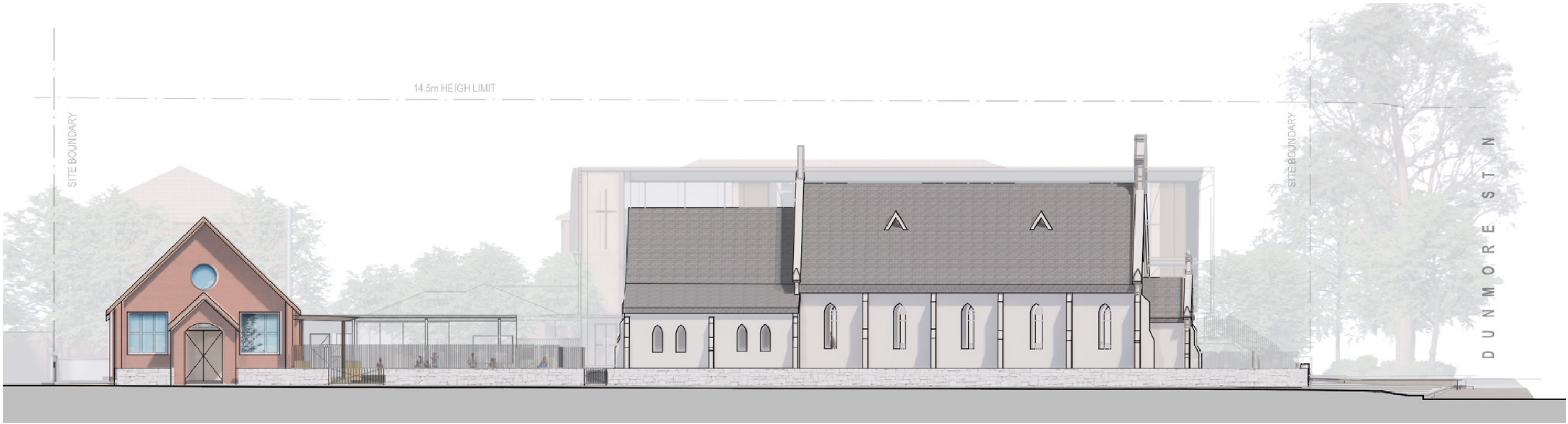
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DATE 08/03/2023
SCALE NTS

THE PROPOSAL

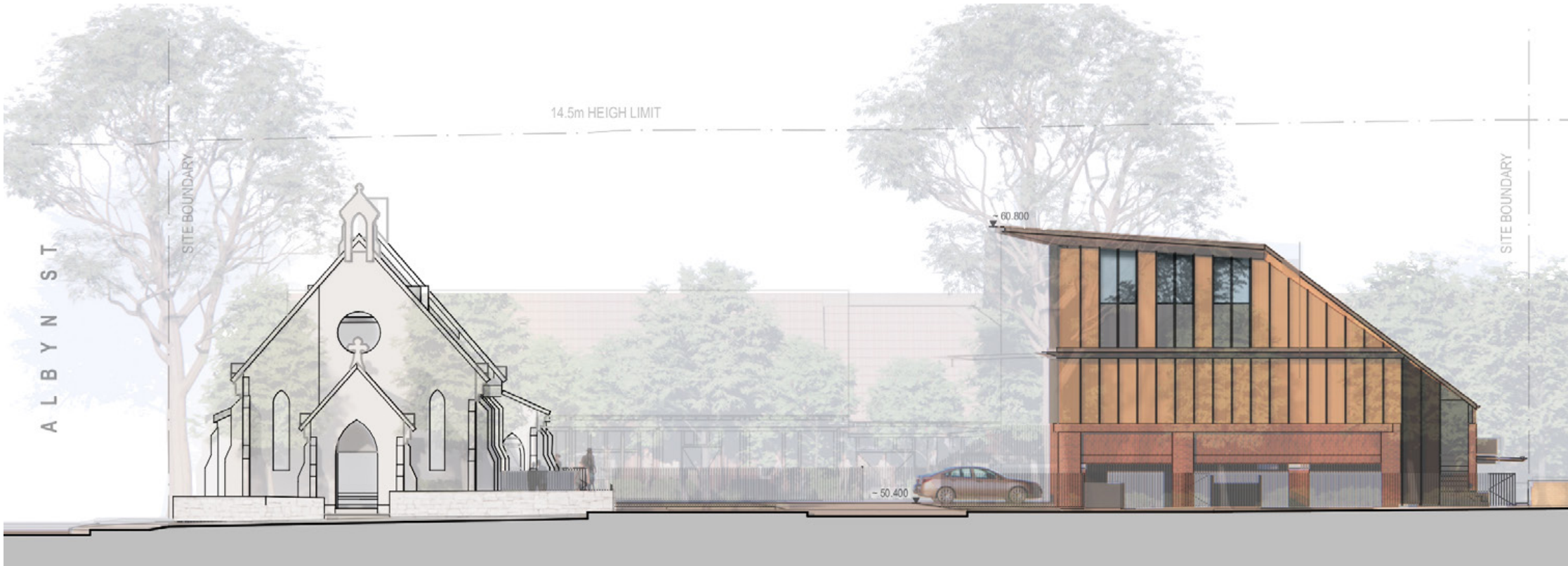
06 ELEVATIONS

THE PROPOSAL

ELEVATIONS - STREETSCAPE

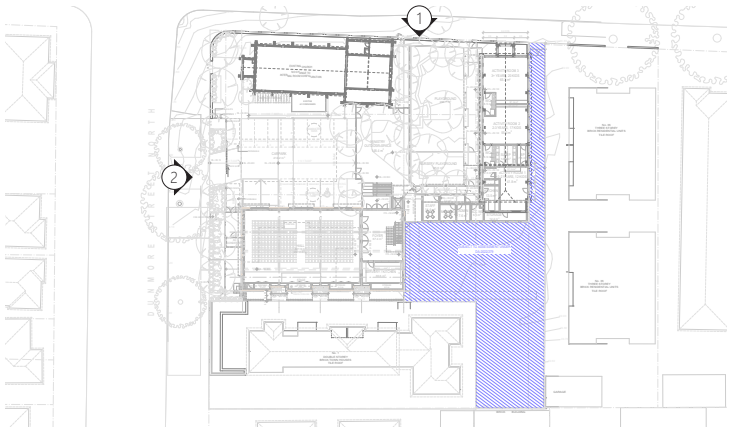


1 STREETSCAPE ELEVATION - ALBYN ST



2 STREETSCAPE ELEVATION - DUNMORE ST N

CHRIST CHURCH ANGLICAN
1A-C DUNMORE ST N, 38 ALBYN ST, BEXLEY NSW 2207



JOB NO. 20480
DATE 08/03/2023
SCALE NTS

THE PROPOSAL

ELEVATIONS - MINISTRY BUILDING



CD01		LIGHT WEIGHT METAL CLADDING 1
MT01		DARK METAL CLADDING
CD03		LIGHT WEIGHT METAL CLADDING 2
GL01		CLEAR GLAZING
CD02		LIGHT WEIGHT METAL CLADDING 3
BR01		MASONRY

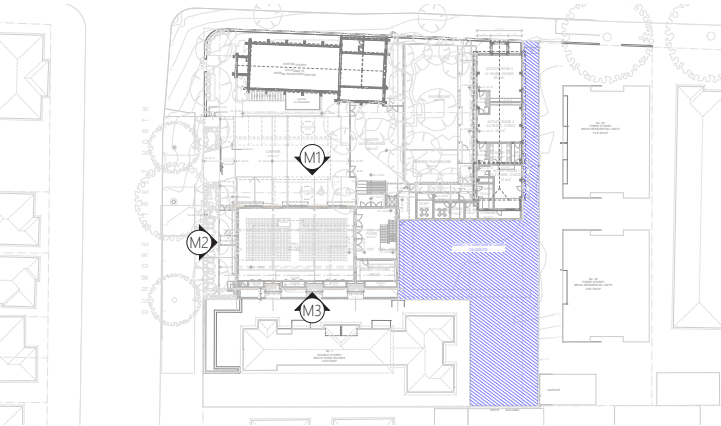
M1 MINISTRY ELEVATION - MAIN FACADE



M2 MINISTRY ELEVATION - SIDE FACADE



M3 MINISTRY ELEVATION - SOUTH FACADE

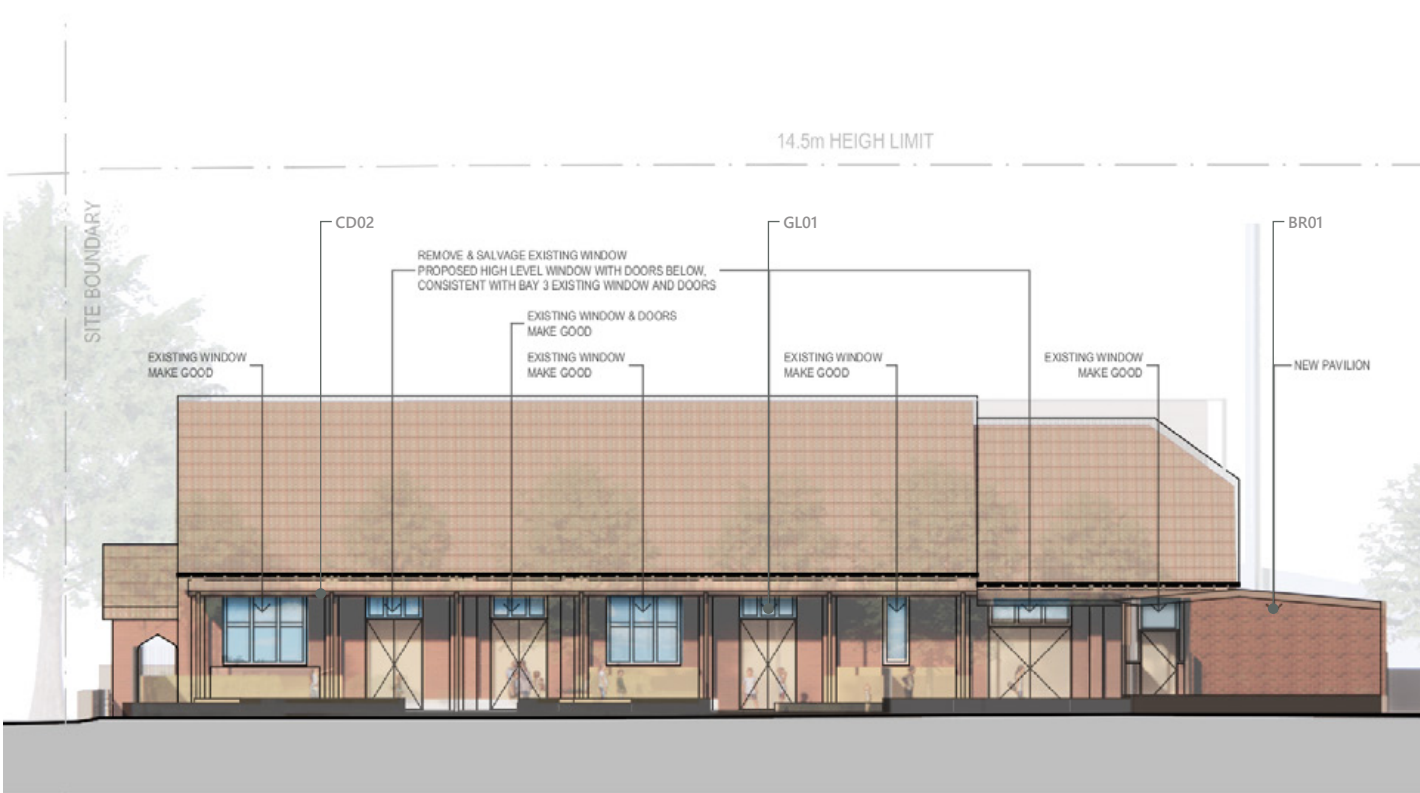


CHRIST CHURCH ANGLICAN

1A-C DUNMORE ST N, 38 ALBYN ST, BEXLEY NSW 2207

THE PROPOSAL

ELEVATIONS - CHILDCARE BUILDING



CD01

LIGHT WEIGHT METAL CLADDING 1

MT01

DARK METAL CLADDING

CD03

LIGHT WEIGHT METAL CLADDING 2

GL01

CLEAR GLAZING

CD02

LIGHT WEIGHT METAL CLADDING 3

BR01

MASONRY

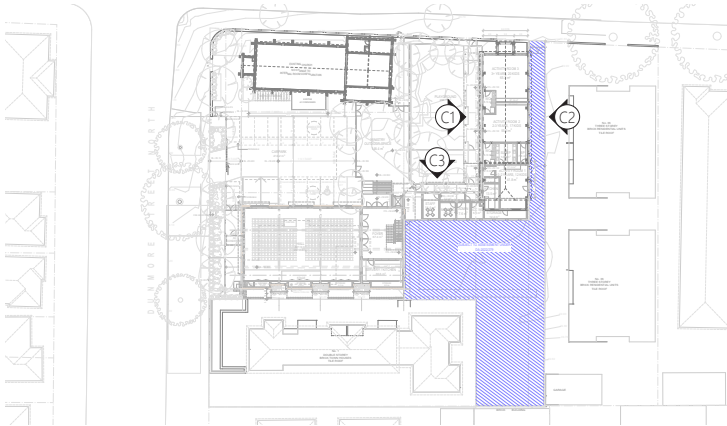
C1 CHILDCARE ELEVATION 1



C2 CHILDCARE ELEVATION 2



C3 CHILDCARE ELEVATION 3



APPENDIX

07 SCHEDULES

APPENDIX

DEVELOPMENT SCHEDULE

							SDA				MINISTRY MAIN BUILDING									COMMERCIAL			
HEIGHT (mm)	FTF (mm)	LEVEL	G.B.A. (m ²)	G.F.A. (m ²)	N.L.A. (m ²)	Efficiency NLA/GFA	CARS Provided	RESI G.F.A. (m2)	RESI N.L.A. (m2)	TOTAL UNITS	3 BED	TOTAL MINISTRY G.F.A. (m2)	TOTAL MINISTRY N.L.A. (m2)	FOYER (m ²)	OFFICE (m ²)	SERVERY (m ²)	LEARNING (m ²)	HALL (m ²)	CRY/ CRECHE (m ²)	EXISTING CHURCH (m ²)	COMMERCIAL G.F.A. (m2)	COMMERCIAL N.L.A. (m2)	CHILDCARE (m2)
10400																							
9600	800	ROOF																					
6100	3500	L1	426	203	145	71%						203	145		18		96		31				
1600	4500	G	1459	993	921	93%	14	274	219	2	2	417	400	67		31		302		235	302	302	302
-1300	2900	LG	554				15																
TOTALS			2439	1196	1066		29	274	219	2	2	620	545	67	18	31	96	302	31	235	302	302	302

250 seats

Total	SITE AREA	3435 m ²
Total	FSR ALLOWED	1 :1
	GFA ALLOWABLE	3435 m ²
Total	GFA PROPOSED	1196 m ²
	FSR PROPOSED	0.35 :1
excl. SDA	GFA PROPOSED	922 m ²
	FSR PROPOSED	0.27 :1
Total	GFA LEASEABLE	576 m ²

	CHILDCARE		TOTAL REQUIRED
	RATES	REQUIRED	
CARS	1/20 KIDS, 1/2 STAFF	7.1	7.1
BICYCLE	1/10 KIDS	5.1	5.1
MOTORCYCLE	N/A	N/A	N/A

* CARPARK RATES FROM ROCKDALE DCP 2011, SECTION 4.6

DEFINITIONS

GFA	GROSS FLOOR AREA AS DEFINED BY COUNCIL FOR THE PURPOSES OF DERIVING A FLOOR SPACE RATIO. TYPICALLY DEFINED AS THE SUM OF THE FLOOR AREA OF A BUILDING MEASURED FROM THE INTERNAL FACE OF EXTERNAL WALLS OR FROM THE INTERNAL FACE OF WALLS SEPARATING THE BUILDING FROM ANY OTHER BUILDING, AND INCLUDES: *THE AREA OF A MEZZANINE *HABITABLE ROOMS IN A BASEMENT OR ATTIC *ANY SHOP, AUDITORIUM, CINEMA, AND THE LIKE IN A BASEMENT OR ATTIC BUT EXCLUDES: *ANY AREA FOR COMMON VERTICAL CIRCULATION INCLUDING LIFTS AND STAIRS *ANY BASEMENT STORAGE, VEHICULAR ACCESS, LOADING AREA, GARBAGE AND SERVICES *PLANT ROOMS, LIFT TOWERS, AND OTHER AREAS USED EXCLUSIVELY FOR MECHANICAL SERVICES OR DUCTING *CARPARKING TO MEET THE REQUIREMENTS OF THE CONSENT AUTHORITY (INCLUDING ACCESS TO THAT PARKING) *ANY SPACE USED FOR THE LOADING AND UNLOADING OF GOODS (INCLUDING ACCESS TO IT) *TERRACES AND BALCONIES WITH OUTER WALLS LESS THAN 1.4M HIGH *VOIDS ABOVE A FLOOR AT THE LEVEL OF A STOREY OR STORE ABOVE
-----	---

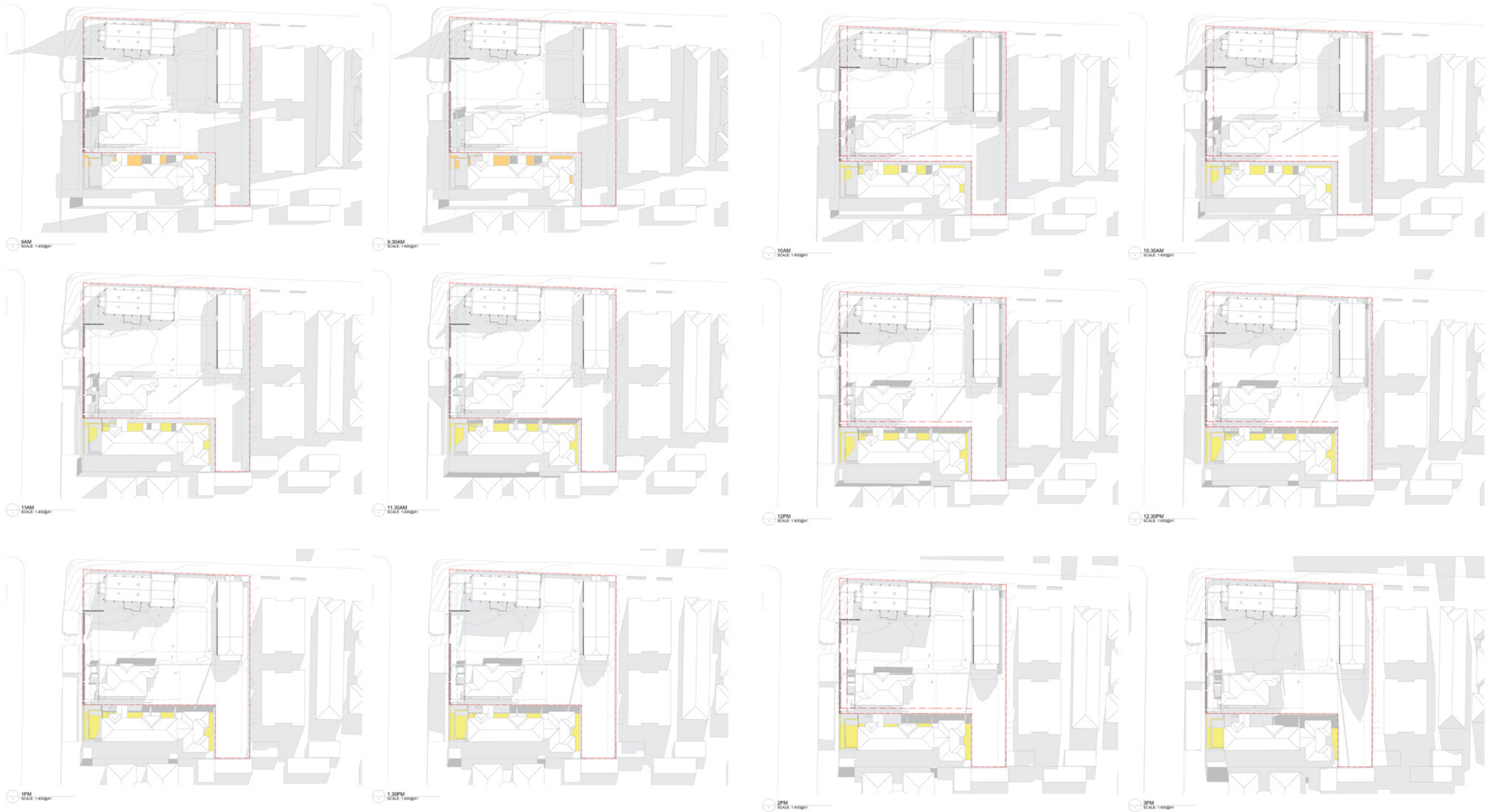
GBA	DEFINED AS THE SUM OF THE AREA OF EACH FLOORPLATE, MEASURED TO THE EXTERNAL FACE OF FAÇADE WALLS BUT NOT INCLUSIVE OF BALCONIES
-----	---

APPENDIX

08 SHADOW DIAGRAMS

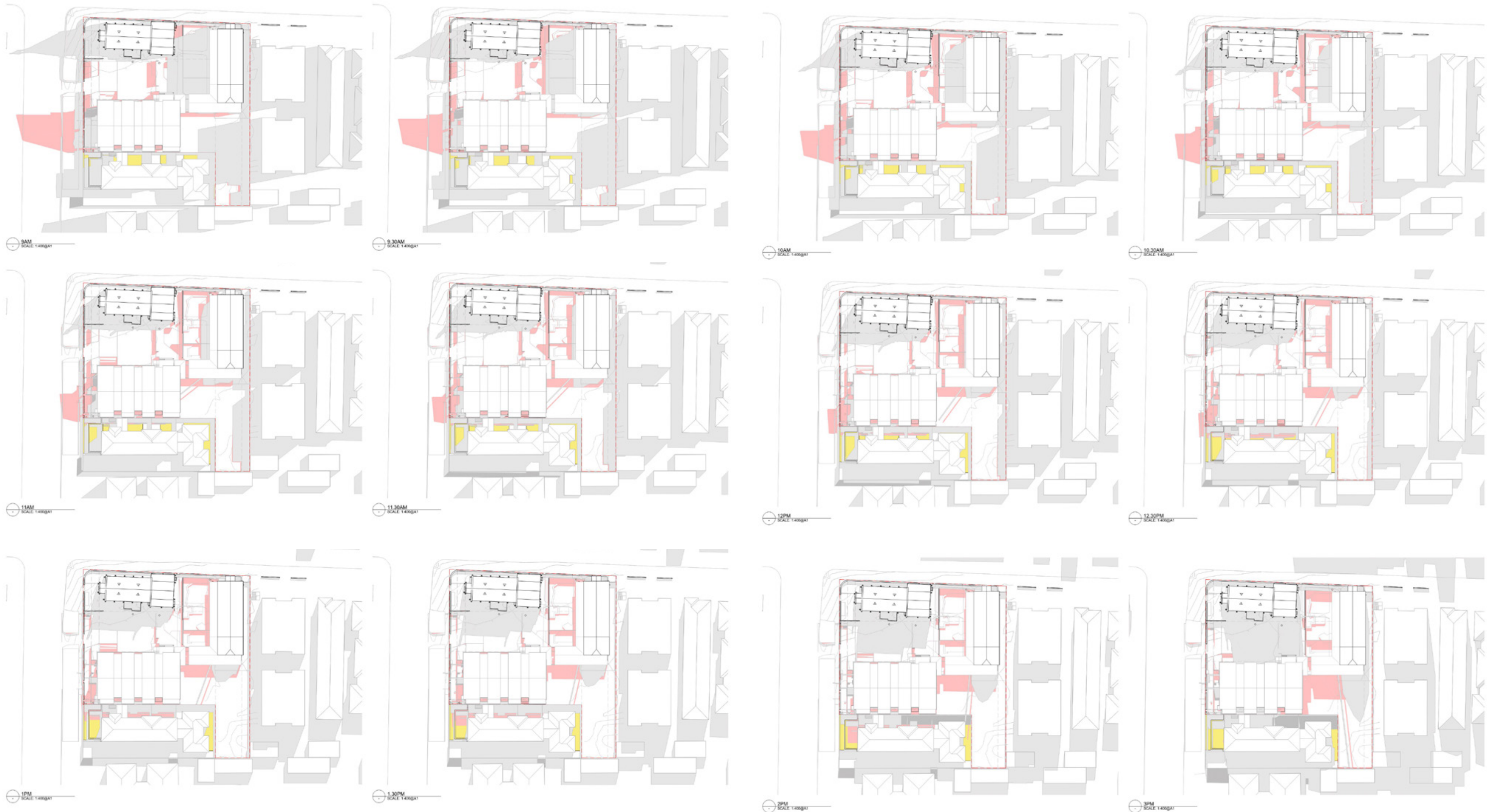
APPENDIX

SHADOW DIAGRAMS JUNE 21 - EXSITING



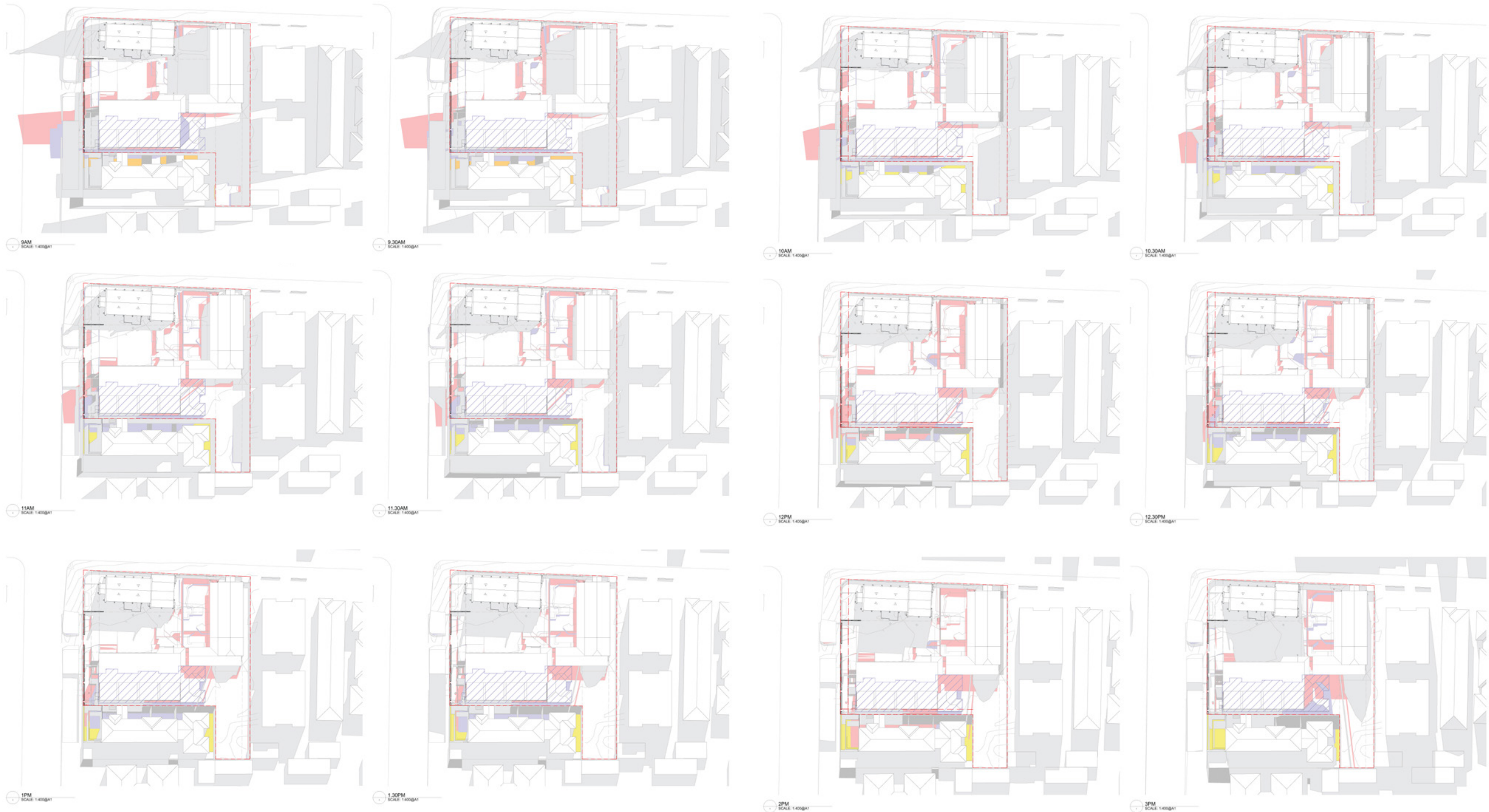
APPENDIX

SHADOW DIAGRAMS JUNE 21 - PROPOSED



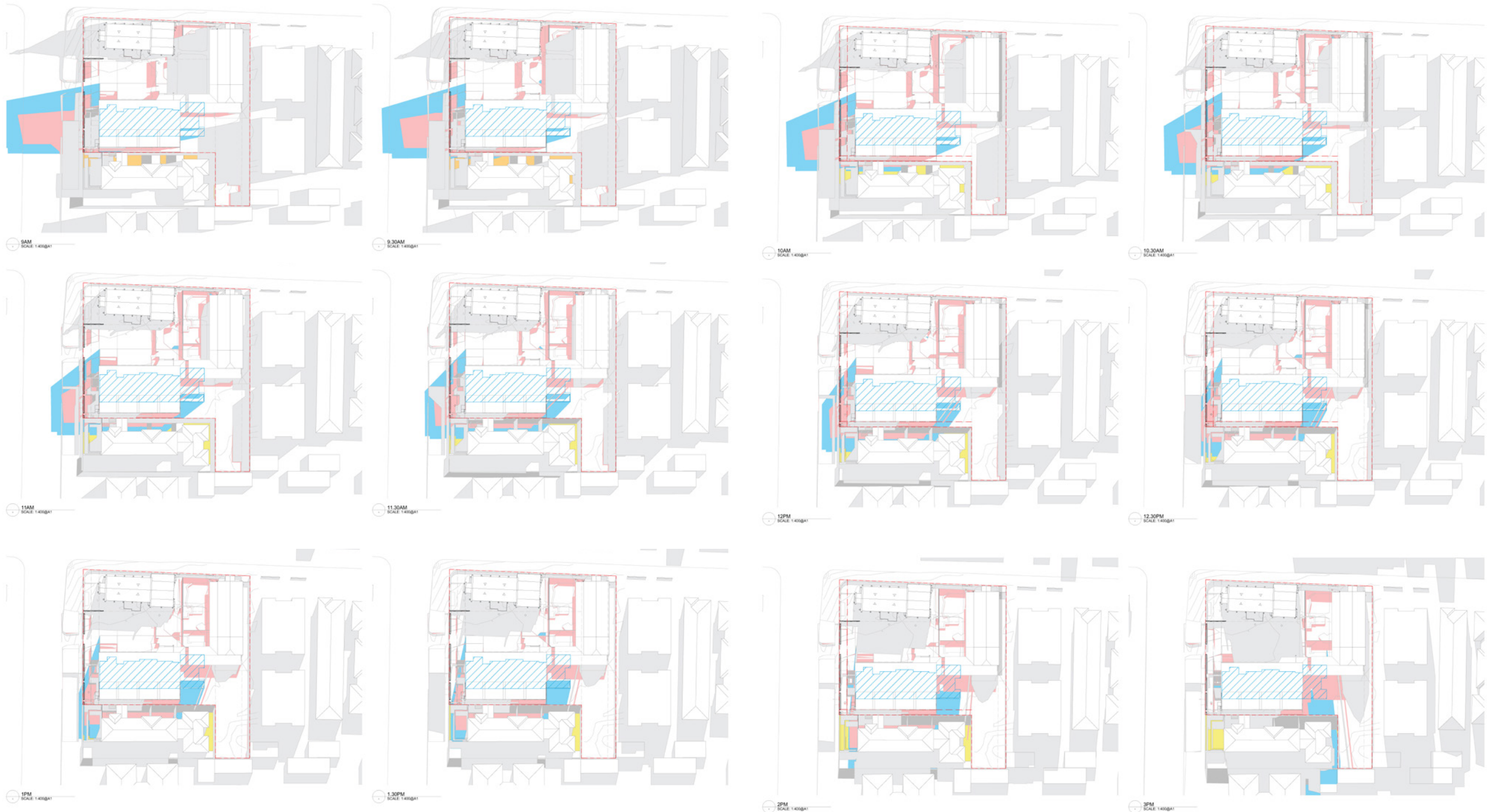
APPENDIX

SHADOW DIAGRAMS JUNE 21 - 2-STOREY DWELLING



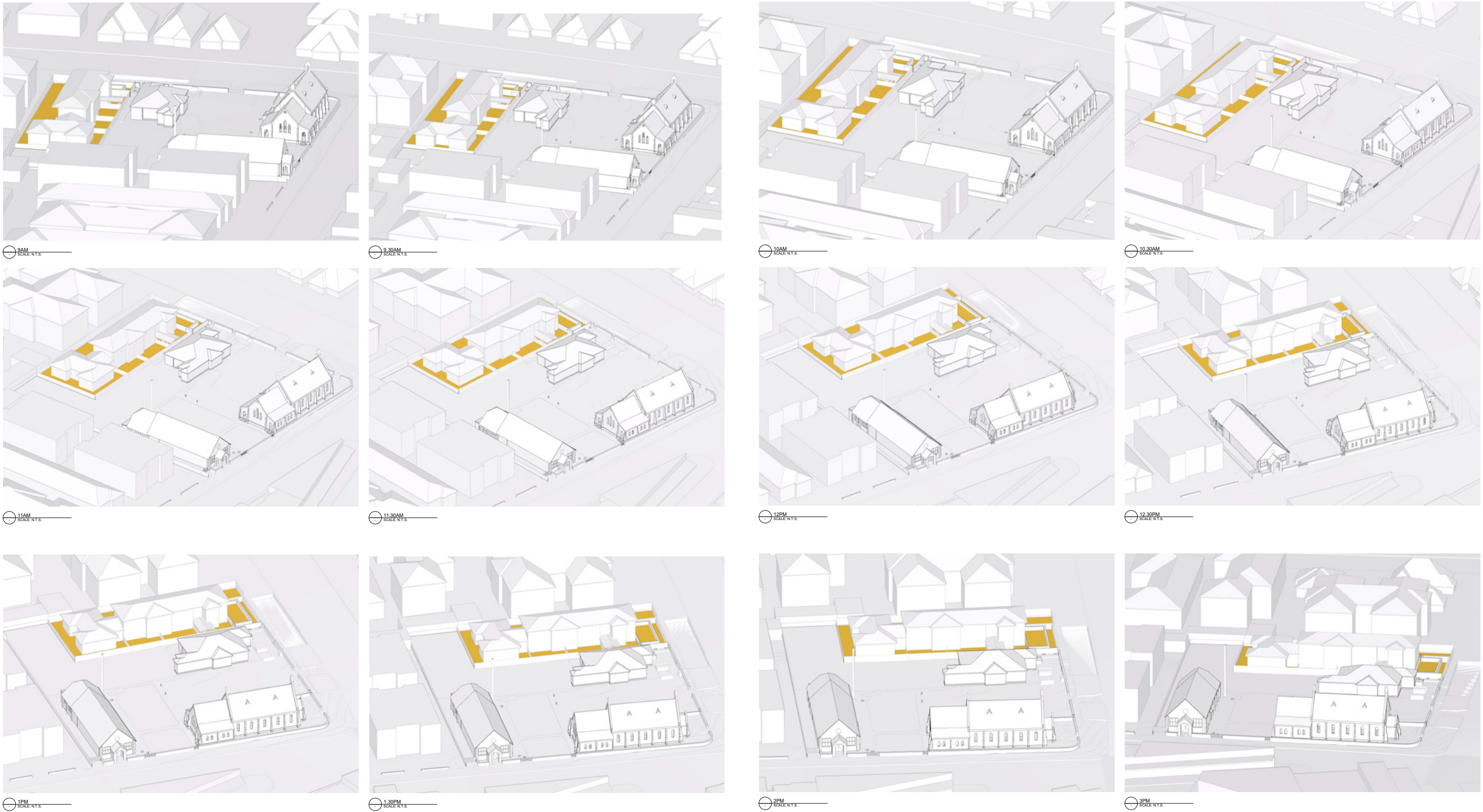
APPENDIX

SHADOW DIAGRAMS JUNE 21 - ADG MAXIMUM ENVELOPE



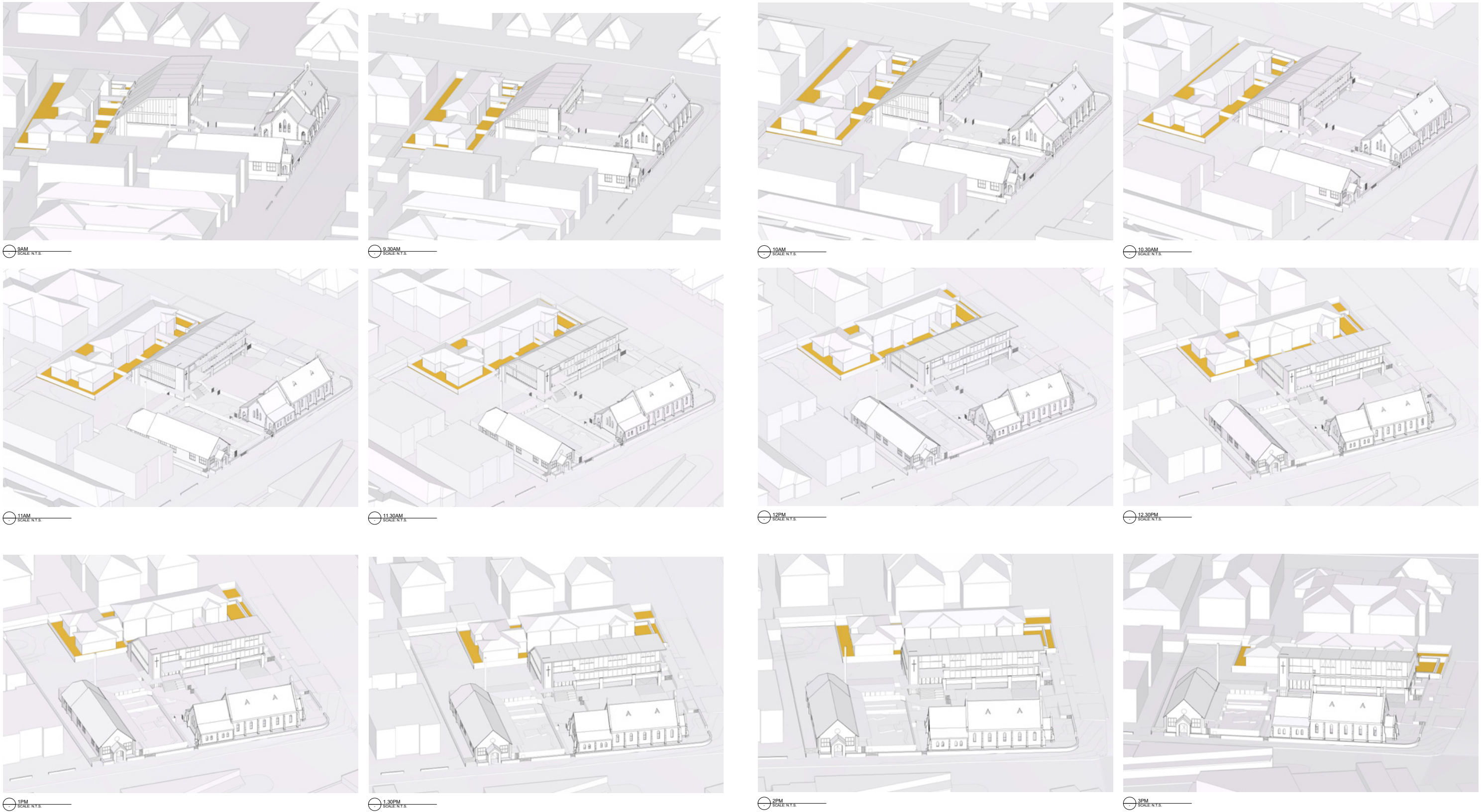
APPENDIX

SUN EYE VIEWS JUNE 21 - EXSITING



APPENDIX

SUN EYE VIEWS JUNE 21 - PROPOSED

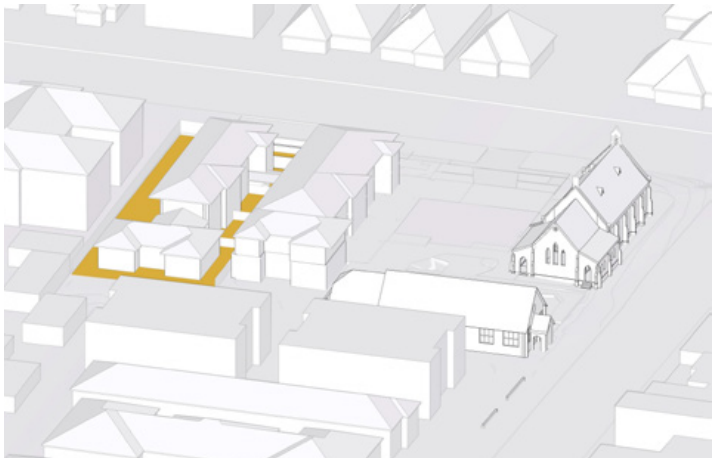


APPENDIX

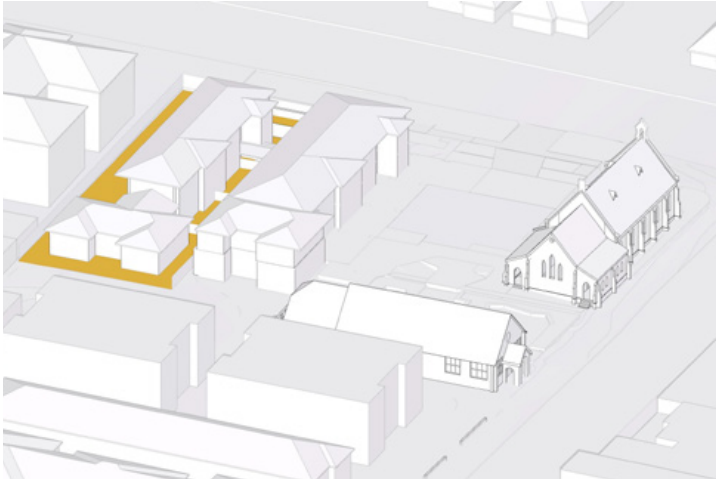
SUN EYE VIEWS JUNE 21 - 2-STOREY DWELLING



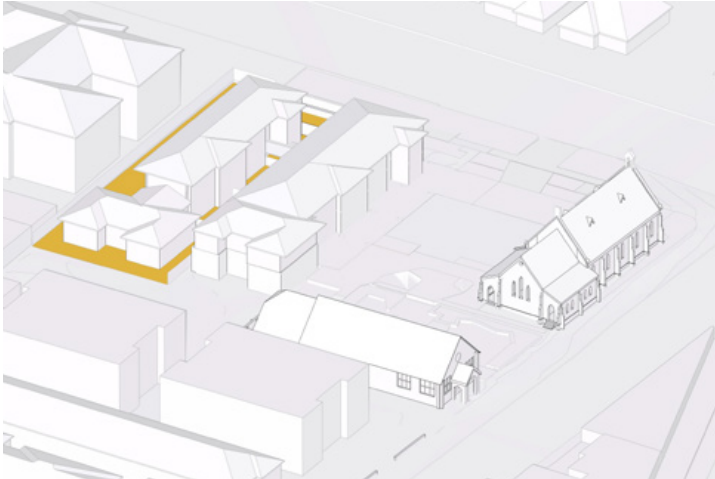
9AM
SCALE NTS



9:30AM
SCALE NTS



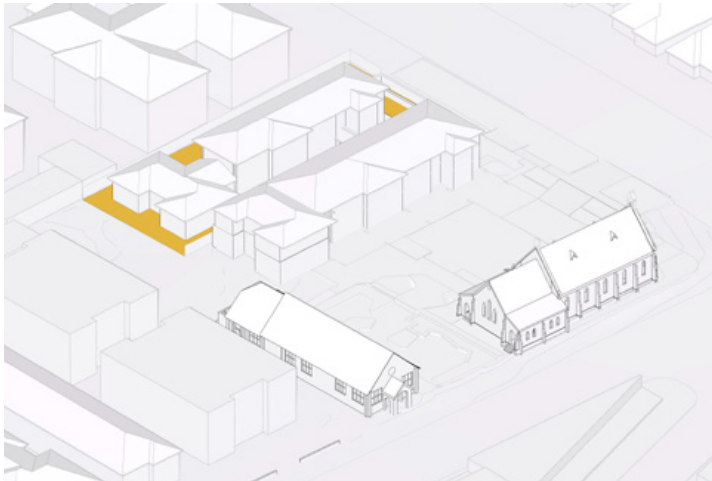
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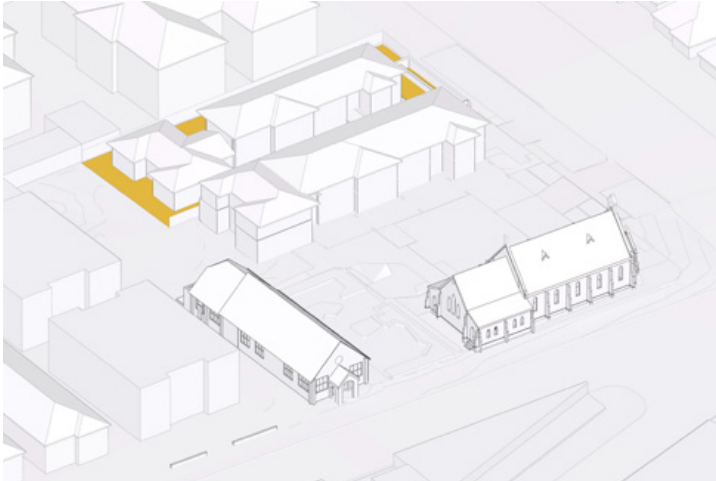
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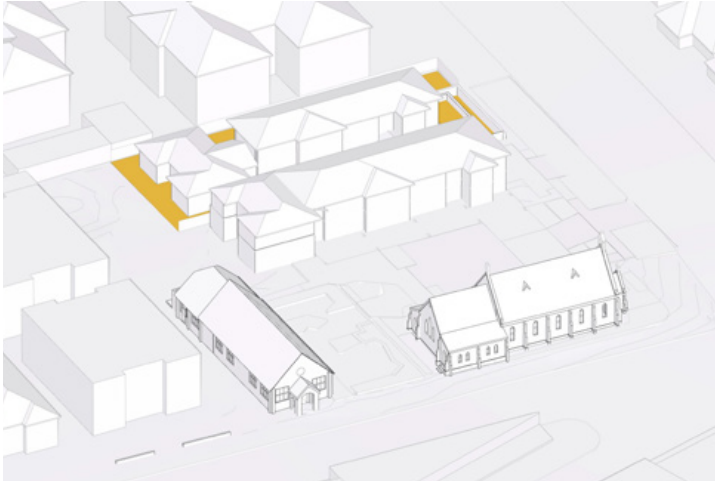
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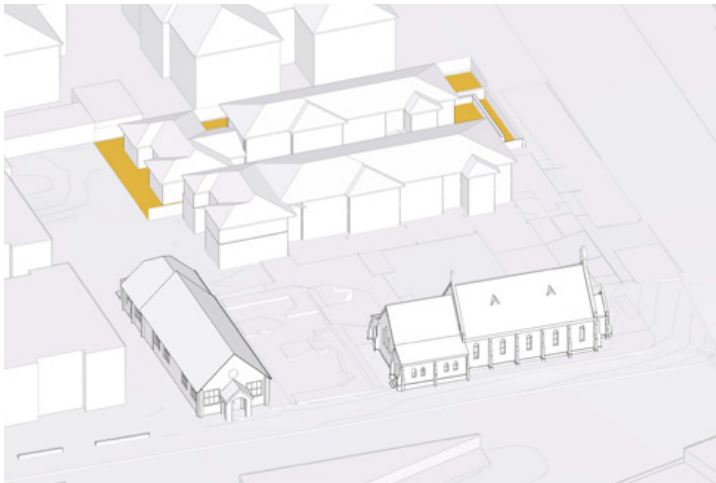
11:30AM
SCALE NTS



12PM
SCALE NTS



12:30PM
SCALE NTS



1PM
SCALE NTS



1:30PM
SCALE NTS



2PM
SCALE NTS



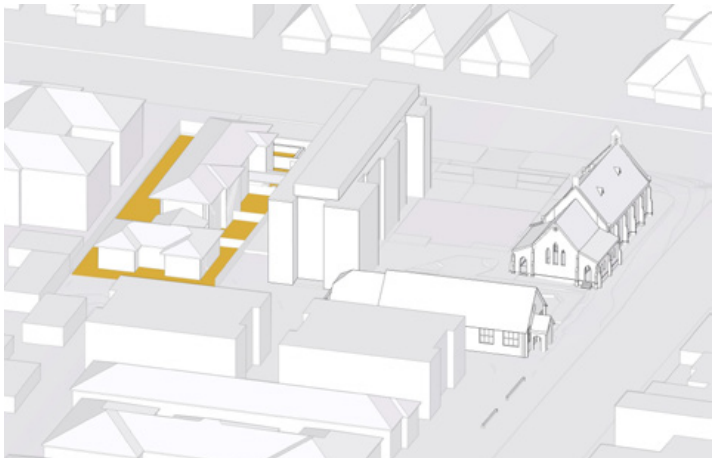
3PM
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APPENDIX

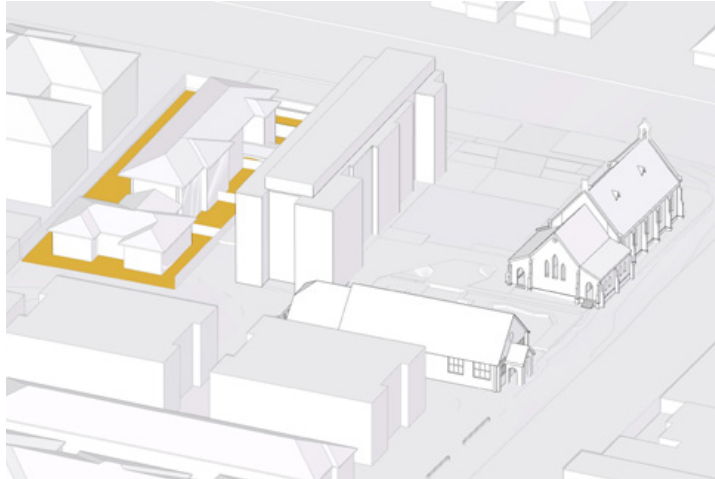
SUN EYE VIEWS JUNE 21 - ADG MAXIMUM ENVELOPE



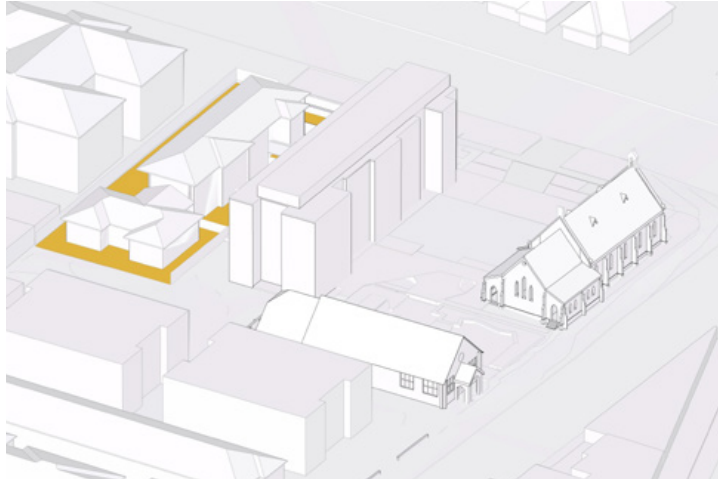
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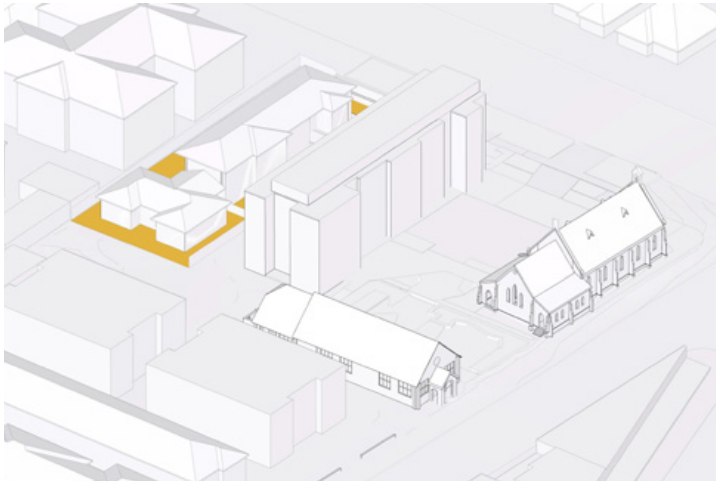
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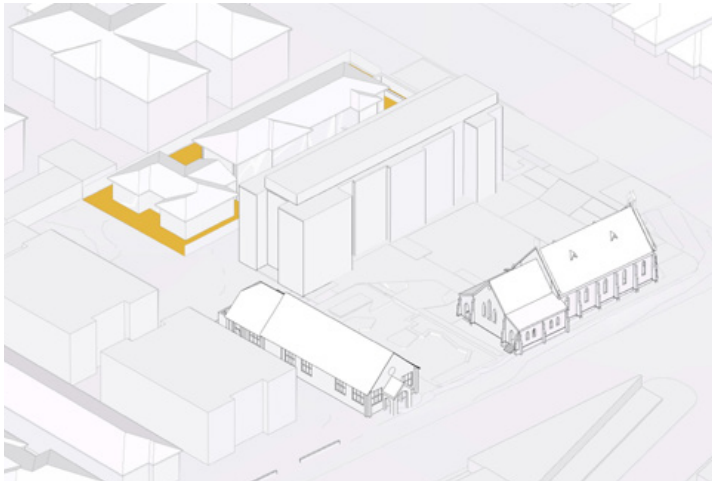
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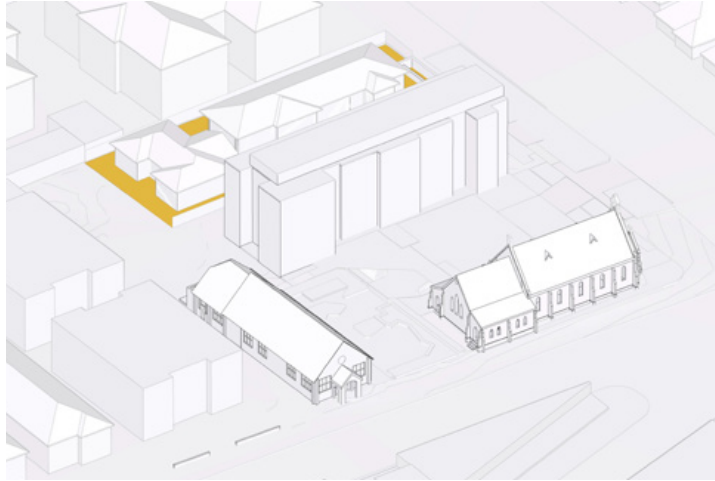
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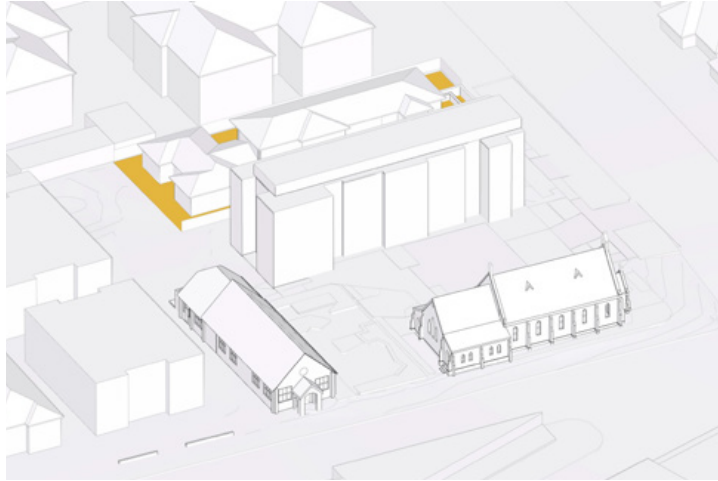
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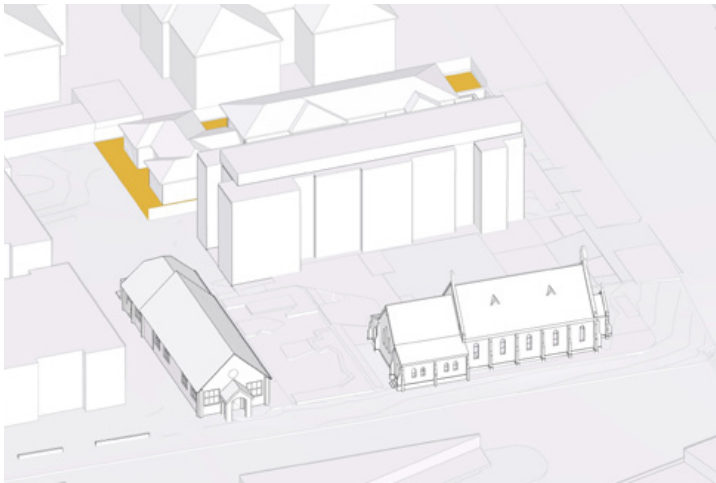
11:30AM
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12PM
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12:30PM
SCALE NTS



1PM
SCALE NTS



1:30PM
SCALE NTS



2PM
SCALE NTS



3PM
SCALE NTS

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