

Architect's DSAP Response

MIXED USE DEVELOPMENT

BOARDING HOUSE / CHURCH / COMMUNITY FACILITIES

28 FISHER RD / 9 FRANCIS ST, DEE WHY, NSW

MARCH, 2023



architecture
modularisation
project management
interior design
procurement

1300 799 986

335 MONA VALE ROAD
TERREY HILLS NSW
AUSTRALIA 2084

www.georgegroup.com.au

DSAP COMMENTS AND RECOMMENDATIONS	RESPONSE TO DSAP COMMENTS - ILLUSTRATING UPDATED PROPOSAL
<div data-bbox="201 246 396 335">  <div> northern beaches council </div> </div> <p>Design + Sustainability Advisory Panel Meeting Report – Date 27 October 2022</p> <p>3 - DA2022/1510 - 9 Francis Street/28 Fisher Road Dee Why</p> <p>PANEL COMMENT AND RECOMMENDATIONS</p>	
<p>General</p> <p>This is a resubmission of DA (DA2020/1167) for a church and boarding house that the Panel reviewed on 24 June 2022.</p> <p>The Panel did not support the previous DA and called for a complete redesign including a reduction in floor area, building height and increased setbacks to achieve a better environmental fit on the site.</p> <p>The Panel appreciates the significant effort that has been made to address previous comments and the peer review process by Johannsen Architects. The DA now complies with the principal planning controls but the poor entry and circulation patterns that require either passing through the actual church space or gaining access to the front build via the rear building are not considered acceptable.</p> <p>Conversely, the Panel is aware of the need for the proposed specialised accommodation and strongly supports the overall proposal. Accordingly, it is the Panel's view that the convenience and needs of the residents who may have reduced mobility should be given priority over numerical compliance with car parking numbers or setbacks in the basement if this makes it easier for residents to use. Refer to Movement and car parking comments.</p> <p>The detailed comments should be read in this context: the circulation both for vehicles and (more importantly) residents needs to be redesigned, the other matters are of less consequence.</p>	<p>General response.</p> <p>We thank SNPP for their comments and particularly the focus on useability for vehicles and pedestrians. We feel their response has helped the project in these matters. The project now has more refined internal and external responses and will function better for the users internally and the community at large.</p> <p>The site has inherent difficult proportion, gradient and dual zonings to overcome. We feel that the updated documents attached meet these.</p> 
<p>Strategic Context</p> <p>The Panel strongly supports the proposed uses. The Panel commends the proponent for considering the possible future development pattern on adjoining sites.</p>	<p>Strategic Context response.</p> <p>Noted that the panel strongly supports the uses. We feel also that the church (owner) is to be applauded for focusing on needs-based uses and serving and caring for their community. Future development pattern suggested on adjacent Fisher Rd sites to ensure that significant light and air wells remain along the Fisher Rd side boundaries.</p> 
<p>Scale, Built form and articulation</p> <p>The massing and building envelope are generally well resolved.</p> <p>Although Fisher Road is surrounded by 2 or 3 storey buildings, the development controls here permit five. It's therefore critical to articulate a street wall which addresses the scale of the neighbouring buildings and awnings over the footpath which contributes to the existing street character and to recess any larger building mess further back from the road. The proposal does this satisfactorily.</p> <p>Francis Street is characterised by 4 storey buildings so the 16-meter height limit here is appropriate. Nevertheless, careful attention to vehicular access is considered important to retain the finer grain pedestrian quality in the residential precinct.</p>	<p>Scale, built form and articulation response.</p> <p>Fisher Rd responds to streetscape with continuation of awnings stepped to respond to street gradient, recess at the pedestrian level entry, active frontage to the street, articulated frontage to the tower and recessed landscaped corners to the neighbouring property interface at the podium.</p>  <p>Francis St height limit is 11m, but the height of the building has been limited to around 9.5m variously down the site slope. This is much lower than the maximum allowable and responds to the envelope cut-offs and provides light and air to neighbours. The frontage responds to the pedestrian scale with an entry awning and landscape elements that clearly identify and diminish the driveway. The Driveway has been minimised in perceived width with trafficable side landscape to its required 2-vehicle width.</p> 

Access, vehicular movement and car parking

2 levels of car parking are proposed for church goers and boarding house residents. A high proportion of disabled parking is provided to meet the needs of the residents with tandem car spaces for church goers and some bicycle parking. As noted previously it is the Panels view that priority should be given to the needs of the residents.

No columns are shown on the plans which make it difficult to assess whether manoeuvrability is possible and convenient through the basement levels and access driveway approach which splits to the 2 levels. 3-point turns are shown at the end of the basement driveways but it's unlikely that disabled drivers would be able to negotiate this. Additionally, it would appear that there is no side setback for spaces 16, 17,18 and part of space 1.

Tandem parking for church goers is awkward; tandem parking is usually provided for co-habitants in the same unit in residential developments.

The Panel supports the single car driveway from Francis Street that minimises the impact on the streetscape. The widening of this driveway to provide space for vehicles to wait before entering the basement car park has an undesirable impact on the street and consideration should be given to providing permeable paving to complement soft landscape on the site.

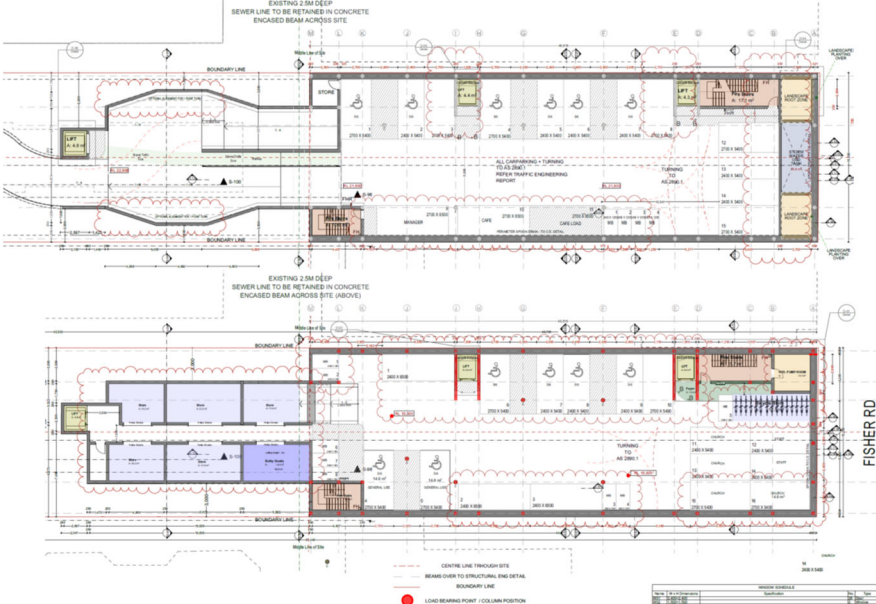
The Panel found the design very difficult to understand. What purpose does the 1:14 ramp for the "Common Outdoor Zone" perform? How is the hydrotherapy pool accessed? Why is it next to the managers private open space?

The alternative access to the Church from Francis Street is awkward and undesirable and this space is best and most appropriately dedicated for residents only.

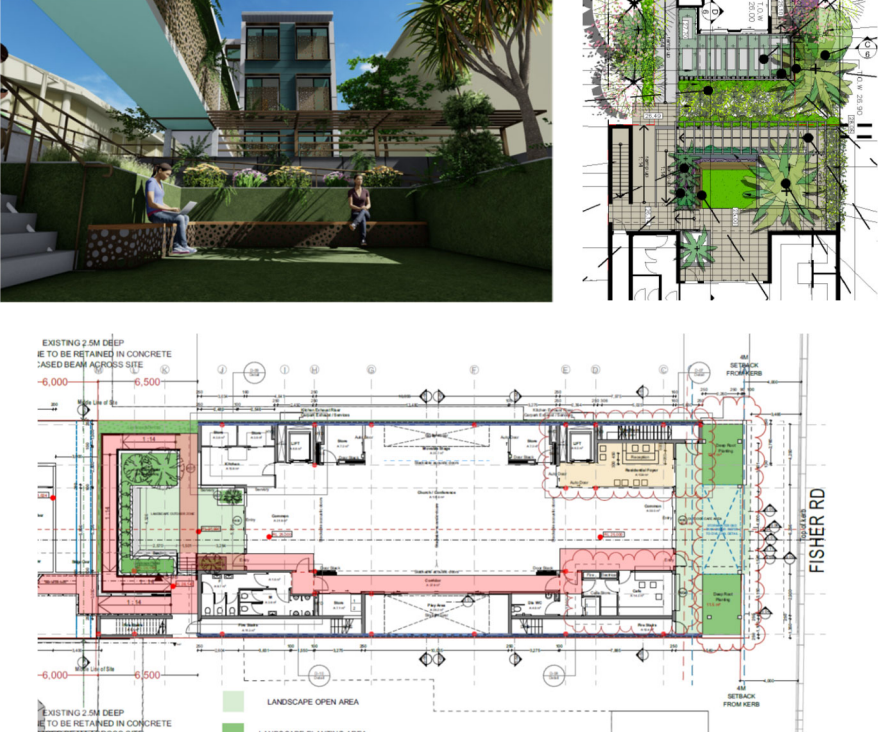
Access, vehicular movement and car parking response

Priority is provided to the needs of the residents within the basement carparking arrangements.

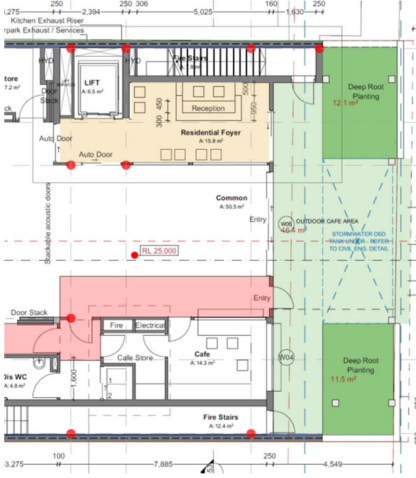

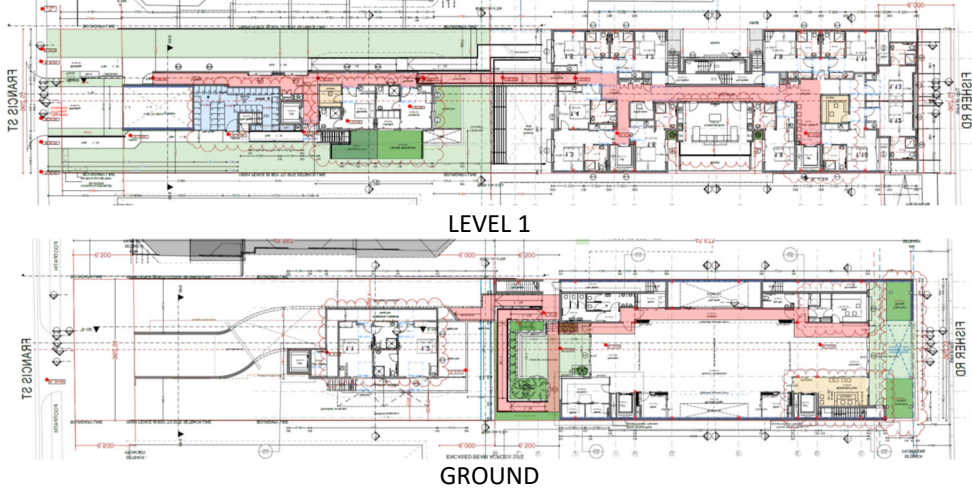
- Columns and structural zones have now been shown on the plan and initial consultation with Structural Engineers has been undertaken. Layouts of levels respond via replication.
- Ramp turning has been widened and lengthened for greater manoeuvrability and Traffic report supports this.
- Carparking Space widths have been increased to Australian Standard requirements where necessary
- Tandem parking has been minimised to the lower level basement only and this area is designated for church staff use only (who park there daily and for longer periods) and this allows for other church persons to park and come and go as necessary for shorter term. All church persons will be aware of this in a smaller grouping of people that know each other well. Access to the church parking area will be controlled.



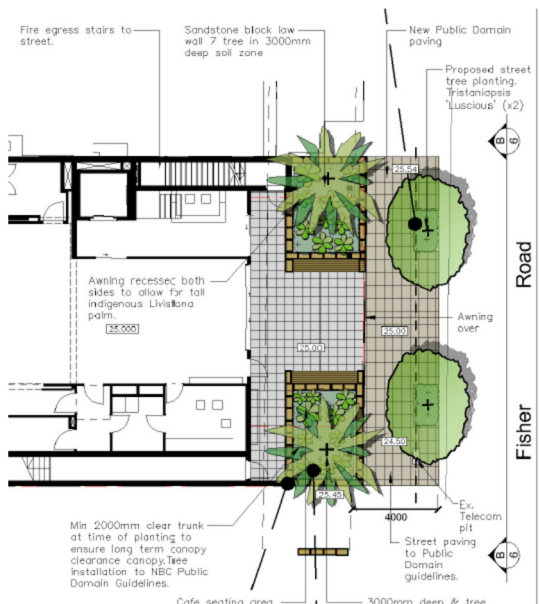
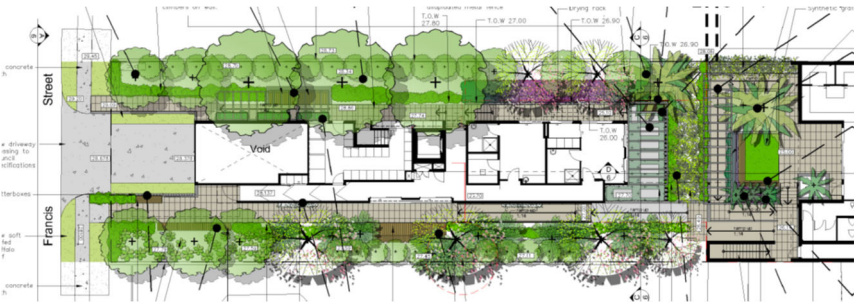

- Single car driveway vehicle ramp down noted as supported. Permeable landscape at sides of driveway waiting area at the frontage has been incorporated onto the landscaping plan to diminish the required 2-car waiting space at the head of the ramp off Francis St.
- The design has been simplified in relation to access through the outdoor spaces and the Common Zone has been raised to Level 1 (from basement ground level).
- The Hydrotherapy pool has been relocated out of the basement level to Fisher Rd roof as it is likely to be used by participants of Fisher Rd. as a part of rehabilitation when required.
- It is noted that church access from Francis St has a number of obstacles to overcome. It is also understood that the church will be primarily accessed from the car park and also from Fisher Rd as its main focus. Participants in the Communal church area will enter primarily from the basement carpark and also off Fisher Rd (public transport). This is the commercial side of the site, whereas the residential side of the site (Francis St)
- We have provided the most direct accessible ramping possible from Francis Level 1 down to Fisher Rd ground level. This will not be a normally used route to the communal/church area, but is necessary when required. It is noted that accessible ramping has to traverse over the existing sewer line crossing the site. There are direct stairs for those not requiring accessible ramping that make the process relatively straightforward in a close-to linear approach. There are also stairs direct from the carpark to this designated path through the church. Ramping at the central courtyard has been incorporated as a part of the landscaping retaining requirements around the rear church courtyard and will be value-adding to this space

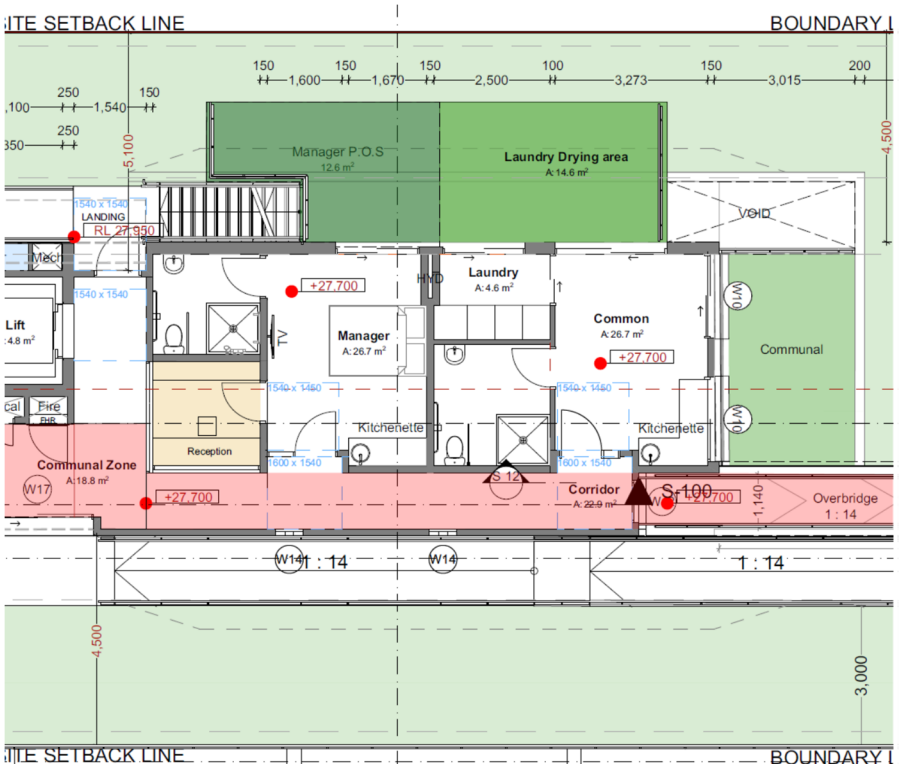




GROUND LEVEL CHURCH COMMUNAL AREA WITH YELLOW RESIDENTIAL FOYER & RED PATHWAY AROUND THE MAIN AUDITORIUM SPACE TO THE CENTRAL LANDSCAPED

DSAP COMMENTS AND RECOMMENDATIONS	RESPONSE TO DSAP COMMENTS - ILLUSTRATING UPDATED PROPOSAL
<p>Recommendations car movement and parking</p> <ol style="list-style-type: none"> 1. Review and redesign the carparking with the aim of making manoeuvring easier 2. The travel paths and sightlines for cars from the lower basement around the lift on the upper basement level will be difficult; re-arrange 3. The rear lift is accessible only through the bulky goods store on the lower basement level; re-arrange 4. If the church car parking were removed, it could be possible to rearrange the car spaces to the south with the lifts in between spaces as is show on the upper basement level lifts could serve residents and staff alone without having to open to the church space 5. In consultation with council reconsider the need for onsite parking for church goers, café loading (given the need for #16 to reverse a long way back) and give priority ease of use and movement for residents with specific needs 6. Allow the basement to encroach into the 2.500m setback to provide 'optimal alignment for 1 point turn' 7. Remove tandem parking 	<p>COURTYARD THAT WILL BE A VISUAL FOCUS THROUGH THE GROUND LEVEL & CAP OFF THE VISTA FROM FISHER RD</p> <p>Recommendations response for car movement and parking</p> <ol style="list-style-type: none"> 1. Traffic and Carparking has previously achieved Council endorsement, but the planning has been further eased after current amendment. A wider U-turn facility and eased parking arrangements (less carparking means more width etc) are features of this amendment. This U-turn head requires relaxation of the setback requirements to 1.5m at basement only on Francis St side. There is deep soil landscape over. Australian Standard widths have been widened adjacent to structural obstruction elements. Total carparking numbers have been lessened to 31 total (but still greater than the required 29). 2. A wider and longer area has been arranged for car manoeuvring and U-turn facility at the mid landing point at the head of lower ramps for better sight lines. A designated pedestrian path to the lift has been assigned. This will work with the traffic management system. 3. Bulky good stores have been rearranged to provide hierarchy to corridor access from the carpark to the lift. Bulky store and other storage areas are separated off from this corridor path to work for various tenancy needs. 4. Lower level basement parking has been amended to broadly replicate the layout of the upper level basement carparking. This helps with the structural grid. Upper level parking has been assigned for residents and lower level parking is assigned for church and use primarily. This means separation of use for various groups has been targeted. Easiest access is arranged for the residents (at the upper basement) and this runs straight ahead from the ramp access (without having to negotiate access to the lower level). A traffic management system will vehicle access down all ramps. 5. Traffic endorsement has been achieved from council. Traffic has been liaised with the council as far as required numbers on the site over the course of this and the previous DA. It is thought that there may be less need for resident parking for affordable housing centred project as the site is well positioned to allow for access to public transport and facilities within walking distance. 6. Basement encroachment has been made on Francis St site to allow eased turning and U-turn as demonstrates in the traffic report. Setback is still 1.5m and Deep soil planting occurs over 7. Tandem parking is only incorporated for 3 spaces at the lower basement and is designated for church staff. These are for the senior Pastor and 2 church officers whom are well known within their church and are able to work proactively. This allows for longer-term staff parking and shorter-term turnover parking in front of them. A management system for this will be employed. The church is comfortable with this scenario as it provides them more depth of area when required for trailers and other equipment manoeuvrability within the space. This will apply to multi-function space use to the community /church space over for short term movement of items like stage sets etc when there is theatre in the space. A theatre currently works from the church hall.
<p>Recommendations pedestrian access</p> <ol style="list-style-type: none"> 8. Reconsider and re-design the entry and journey through the site particularly for residents 9. Review, simplify and redesign the circulation, fire stairs and egress 10. Investigate establishing the same floor levels in the front and rear building 11. Avoid ramped floors 12. The scissor stairs to the south of the Communal space are circuitous and a simpler, more compact stair access should be explored  <p>PROPOSED PEDESTRIAN ENTRY FROM GROUND LEVEL (yellow) WITH SEPARATE FOYER TO LIFT ACCESS</p>  <p>PROPOSED LEVEL 1 RECEPTION FOR RESIDENTIAL ENTRY</p>	<p>Recommendations response for pedestrian access</p> <ol style="list-style-type: none"> 8. A new pedestrian entry for the residential rooms has been designed at the ground level Fisher Rd frontage.  <p>LEVEL 1</p> <p>GROUND</p> <ol style="list-style-type: none"> 9. The circulation has been redesigned, with a clear, internal focus at level 1 for residential pedestrian access through the site that demonstrates service and control mechanisms at the entries for the public 10. Floor levels are near to the same between the buildings, but the sites are the controlling factor in this. There are required touch points at each street frontage, required maximum height limits and required envelope cut-offs. The considerable site fall from Francis St to Fisher Rd is a significant determining factor and also the sewer line crossing the site centrally that all need to fundamentally address. The buildings respond to these items as best possible and the overbridge between them complies with accessibility standards and effectively links the level 1 floor plan of the buildings, thereby leaving separation to the church facilities located at Ground level off Fisher Rd. 11. Ramped floors have been avoided wherever possible. There is some minor ramping at ground level of Francis St at the entry. 12. The scissor stair at the Fisher Rd south is an efficient way to provide 2 separate fire stairs into a compact space. The urban design and architect have peer reviewed this and concluded this. It is effectively 2 separate fire stairs that specifically relate directly to access from each dedicated grouping of 5 boarding rooms. It responds to required egress from the roof and out of the building at ground level and provides barrier for privacy and noise on the south to the adjacent commercial neighbour, whilst allowing sun and environmental response from the north articulated recess of the Fisher Rd building. Preliminary construction detailing has been completed for all stairs for certifier review.

	
<p>Landscape</p> <p>The landscape treatment on the site is not successful.</p> <p>Given the built form controls it is acknowledged that creating coherent landscaped spaces is challenging.</p> <p>Although the landscape areas meet the numeric provisions, the treatment of the circulation further diminishes the potential amenity of this already challenging long narrow space.</p> <p>The development's presentation, entry experience and circulation are very complex, and the site levels are contributing to this. The experience for residents and users does not seem to have been a driving aspect of the design but is very important, particularly for the intended residents.</p> <p>The Panel supports the idea of a communal landscaped space with hydrotherapy pool however the changes of level – ramps and stairs - create an uncomfortable transition and circulation between Francis Street and the entry into the Church/Conference Hall.</p> <p>A more cohesive set of outdoor spaces from Francis Street, with subtle articulation/level changes along the side of the building to the communal open space without ramps which bisect and obstruct circulation and visual continuity would be a more desirable way for residents to approach from the rear.</p>	<p>Landscape Response</p> <ul style="list-style-type: none">• We note that after amendment the project has achieved a preliminary endorsement for the council referral.• It is acknowledged that the site is a challenging shape and proportion and we have tried to get the best from the available space. We have engaged with specialist landscape architects and urban designers to achieve this.• The presentation and entry experience have been eased in relation to DSAP comments.• Communal spaces that were in a semi-basement zone have been relocated to a more open and central location on the rear of the Francis St site. The hydrotherapy pool has been relocated to the communal roof space at the Fisher Rd site.• The Landscape Architect has worked to make the spaces more cohesive and subtle, with retreat spaces off the main thoroughfares and numerous communal areas. We have tried to work with the various ramps required to traverse the site, and have redefined the main pedestrian routes through the building so as to diminish the need for primary path through the ground level church zone. 
<p>The green roof on the top floor of the Fisher Road building is supported by the Panel however further attention should be given to a more casual setting, with provision for greater safety by avoiding benches and planters that might be scalable. The glass dividing fence is not necessary.</p> <p>Generally, sunken landscape spaces are hard to make successful and can have issues with safety / a sense of safety.</p> <p>The managers private space and hydrotherapy pool are reducing one of the larger and more consolidated spaces.</p> <p>Separate residential access from Fisher Road for the residences would be positive from a usability, safety, social and streetscape point of view. It says a lot about respect to residents about where and how the entry occurs and this should be an important consideration. This could also allow the circulation through the rear of the site to the benefit of the amenity of the landscape.</p> <p>The Fisher Street frontage treatment is limited by the basement under and building extending over. This is to the detriment of the café tenancy and the streetscape. It is unlikely that trees will be possible in the narrow verge which is impacted by the overhead power lines.</p> <p>The Francis Street setback is significantly impacted by the driveway. The paved area is wider than the basement entry and this reduces the potential for landscaping and improving the character of this frontage to the street.</p> <p>The lowered, narrow, and overshadowed nature of the landscape spaces are going to be difficult to develop as usable, high amenity spaces. While the landscape offers a lot of vegetation, which is positive, it is also exacerbating the deep, shaded, dark nature of these areas.</p> <p>The planting is mixed native, and exotic does not have a clear character and is not making a significant contribution to biodiversity.</p> <p>The furniture and fitments are quite public / commercial and are not contributing to the sense of this as a home to residents. This does not mean they cannot be contemporary in character.</p> <p>The rooftop open space is a very positive provision and will offer a sunny usable area. While the water tanks are supported, they are taking up valuable rooftop space.</p>	<ul style="list-style-type: none">• A greater focus on landscape at the Fisher Rd communal rooftop has been provided. With thinner perimeter roof water tanks, security and privacy screening and moveable furniture and planting items.• The only “sunken” landscape area in the scheme is at the rear of the Fisher Rd church and communal area. This serves as more of a breakout space from the rear of this area rather than a sunken space and makes good visual and accessible sense from the perspective of the open Fisher Rd Ground level experience.• The Manager’s private space and boarding unit have been relocated to level 1 at the rear of the Francis St site and have north facing breakout and a relocated hydrotherapy pool space.• A separated access for the residential components of the site has been secured from an individual foyer at the ground level Fisher Rd north side. This foyer accesses to the lift that will be managed to a level 1 residential foyer and reception counter space. A dignified pathway at level 1 runs through the development and links to the level 1 Manager and counter at the Francis St end of the development to ensure a linked and bookended experience for visitors.• Deep soil areas have been added to the Fisher Rd frontage sides to provide basis for large-scale planting at the edges of the podium and also detailed planting fronting to the communal entry courtyard and café area for an active streetscape.• The Francis St frontage driveway has required widths as a waiting zone for 2 vehicles, but has been softened with porous planting to the trafficable edges of the driveway to soften. It is necessary for it to be wider than the single vehicle basement carpark entry.• Landscaping has received attention to open it up whilst maintaining privacy aspects. Deciduous trees will provide winter sun entry to long narrow spaces. Council LEP calls for minimum dimensions of space that informs the site development zones. The articulated building form and significantly lower Francis St roof than height allowance will allow for sun entry and achieves side boundary envelopes at Francis St site.• Water tanks have been diminished in size and width with planting to their tops. 

DSAP COMMENTS AND RECOMMENDATIONS	RESPONSE TO DSAP COMMENTS - ILLUSTRATING UPDATED PROPOSAL
<p>Recommendations</p> <ol style="list-style-type: none"> Maximise landscape on the Fisher Street frontage by cutting back the basement and the rooms over. Allow for the provision of trees within the site – similar to what is shown on the renders Minimise pavement and maximise landscape on the Francis Street frontage to improve the streetscape presentation Simplify the landscape, consider usability and amenity and as far as possible reduce the sense that the linear landscape spaces will simply be for circulation Reconsider the design of the rooftop for flexibility of use, increased planting and safety of potential for stepping up and falls. Look to relocate the water tanks to liberate more rooftop space for communal use. Rework the location of the managers private open space and hydrotherapy pool to expand the ground level open space amenity Reconsider the planting palette to enhance biodiversity, use endemic/ native species and where shade and canopy is beneficial and where access for light is the priority Consider the character of the furniture and fitments and the creation of comfortable ‘homely’ spaces for the residents Consider pervious paving to the wide part of the driveway  <p>FISHER RD ENTRY WITH DEEP ROOT PLANTING INTO BASEMENT</p>	<p>ROOF-TOP LANDSCAPED COMMUNAL AREA FLOWS DIRECTLY FROM THE INTERNAL ROOF-TOP COMMUNAL AREA & DEMONSTRATES A VARIETY OF OPEN AND PARTLY-COVERED SPACES</p> <p>Recommendation responses</p> <ol style="list-style-type: none"> Basement area has been removed with significant corner of site deep soil planting areas installed. Side areas of boarding rooms have been diminished at the podium area to allow for tall planting to soften the edge approaches of the building. Low planting informs the more personal spaces of the under-awning frontage and pedestrian entry café and residential access foyer. Francis St Pavement at the required edge of the vehicle pavement entry has been softened with trafficable edge planting zone on both sides. Landscape has been simplified and opportunity for seating, breakout has been added in an effort to breakup the linear nature of the site and the required width planting areas as much as possible  <p>FRANCIS ST LEVEL 1 PLANTING PLAN FEATURING COMMUNAL AREA AND MANAGER</p> <ol style="list-style-type: none"> Fisher Rd Rooftop has been reworked for wider zones with flexible planting areas. Water tanks have been minimised and act as perimeter landscape beds and privacy and security buffers to neighbours. The manager’s room has been relocated to level 1 with external POS to the north and hydrotherapy pool relocated entirely. The landscape architect has used endemic / native species and has tried to work to a practical and consistent theme. Furniture has been reworked. It is also considered that moveable furniture can be moved out into garden spaces to supplement fixed items. It is also noted that many disabled persons have wheelchairs and other assistance mechanisms where they bring their furniture with them. Pervious paving and planting have been added to the wider edges of the driveway.
<p>Amenity</p> <p>The relationship of the entry to Fisher Road has been improved. Nevertheless, a separation between residents and church/conference attendees is necessary to provide dignity and amenity for both. It would be preferable for the lifts to be relocated to the southern side of the building to provide access for residents up to the boarding house. The cafe, toilets and public spaces would therefore be located in a manner which avoids conflict between the two uses on the site.</p> <p>As previously stated, the communal landscape space in the centre of the site is supported however the manager’s accommodation laundry and common space could be improved with better access to natural light ventilation and landscaped area.</p> <p>The amenity of the rooms has been significantly improved however some are short of storage space. Consideration should be given to providing meeting rooms for groups of 5-10 rooms.</p> <p>The sloped floor in the Common room at the rear is simply strange in addition to creating very awkward sill and threshold conditions.</p>	<p>Amenity response</p> <ul style="list-style-type: none"> A separate and dignified entry to the residential components of the development from the Fisher Rd has been provided. The café has been swapped to the south side of the ground level foyer to allow for this residential foyer. A separated access for the residential components of the site has been secured from an individual foyer at the ground level Fisher Rd north side. This foyer accesses to the lift that will be managed to a level 1 residential foyer and reception counter space. A dignified pathway at level 1 runs through the development and links to the level 1 Manager and counter at the Francis St end of the development to ensure a linked and bookended experience for visitors. It must be pointed out though that the communal church facilities will be used as a large multi-use communal facility for the residents during regular days and hence there will be a range of cross-over events between the church (owners of the site) and the residential participants on all levels. There is a flexible communal meeting room for each group of 5 and 10 residential rooms on all levels of the buildings. This is intended as a communal living space, meeting space, consultant meeting space etc to need and offers a different scale communal experience to the larger roof-top internal and external communal areas, the ground level multi-functional communal areas (for a range of larger groups) as well and the Communal spaces located in the Francis St building.  <p>PROPOSED FISHER RD COMMUNAL LIVING AREA</p> <p>COMMUNAL MEETING AREAS ARE LOCATED DIRECTLY ADJACNE TO CLUSTERS OF 5 ROOMS IN THE FISHER RD BUILDING. ADDITIONALLY THERE ARE MULTIPLE OTHER SCALE COMMUNAL AREAS IN THE DEVELOPMENT</p> <ul style="list-style-type: none"> This communal sloped floor area has been eliminated (at basement level)

DSAP COMMENTS AND RECOMMENDATIONS	RESPONSE TO DSAP COMMENTS - ILLUSTRATING UPDATED PROPOSAL
<p>Recommendations</p> <p>21. Reconsider the arrangement of the common room, managers accommodation and hydrotherapy pool to improve accessibility and privacy</p>	<p>Recommendations Response</p> <p>21. The Communal area and the manager’s room has been relocated to level 1 with external POS to the north and hydrotherapy pool relocated entirely. This creates a private area and increased accessibility. The Manager’s space functions as an adjunct to required reception and office spaces and adjacent communal and laundry areas. These are focused to the southern pedestrian concourse and away from the Manager’s private areas.</p>  <p>MANAGER/RECEPTION AND ALSO COMMUNAL AREA MOVED TO LEVEL 1 FRANCIS ON THE RESIDENTIAL PEDESTRIAN PATHWAY THAT CONNECTS THROUGH THE CENTRE AT LEVEL 1</p>
<p>Facade treatment/Aesthetics</p> <p>The external expression of the building has been greatly enhanced compared to the original DA submission – with better articulation of walls and roofs. Nevertheless, consideration should be given to minimising excessive use of perforated metal screening.</p>	<p>Facade treatment/Aesthetics Response</p> <p>Noted. Perforated screening has been removed from over façade areas at recessed articulation points of the buildings and has been left at detailed fenestration points as sculptural forms. Colours at recessed points remain feature darker greens.</p>  <p>FISHER RD FRONTAGE</p>
<p>Recommendation</p> <p>22. Consider using simple overhead window projections to northern windows and operable and/or fixed louvres to the east and west. These would be appropriate and provide greater visual interest to the buildings instead of perforated screens.</p>	<p>Recommendation Response</p> <p>22. We have removed much of the perforated screen material off the north and south facades particularly, but have maintained some as a penetrable privacy screens that will allow light and air through, create 3-D visual interest off the façade, and allow for a full height sliding door solution to the fenestration to the east and west. Hoods surround this to provide sculpture off the face. This result has been arrived at in conjunction with our Urban Design specialist consultant (Jon Johannsen). Northern and southern windows have the required privacy screens and function primarily into the recessed centralised articulated forms of the buildings.</p>
<p>Sustainability</p> <p>Recommendations</p> <p>23. On site battery storage has benefits for the grid and may be a highly desirable back-up during the transition to a de-carbonised grid</p> <p>24. Install EV charging allows for bi-directional (2-way) charging of EV battery for powering the building</p>	<p>Sustainability - Recommendation Response</p> <p>23. There is created room to allow for the installation of on-site battery backup systems. Details and viability of this will be examined as a part of the procurement process.</p> <p>24. EV Charging panels have supplied as significant PV arrays on the roof and these can couple with battery systems.</p>  <p>LONGITUDINAL VIEW OF THE SITE INDICATES PV ARRAYS ON THE ROOF</p>

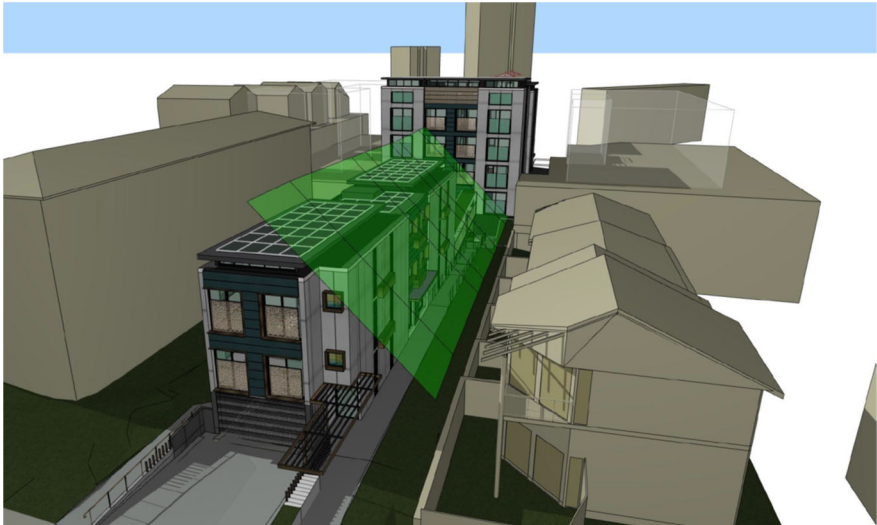
DSAP COMMENTS AND RECOMMENDATIONS	RESPONSE TO DSAP COMMENTS - ILLUSTRATING UPDATED PROPOSAL
-----------------------------------	---

PANEL CONCLUSION

The Panel does not support the proposal in its current form.

The Panel very much appreciates the proponent’s willingness to accept the comments made on the previous submission and engage in additional peer review. This process has been very helpful, and the overall design has improved significantly however both resident and vehicular circulation is complex, awkward and detracts from the landscape spaces. In short, the circulation simply does not work and will require a redesign of the lower levels.

The Panel recognises and supports the significant social benefits this proposal provides in terms of the provision of low-cost housing for disadvantaged members of the community. Suggestions made by the Panel should be incorporated to enhance the quality of the design.



ENVELOPE ACHIEVED TO FRANCIS ST SOUTH AND NORTH PROVIDES A BUILDING MUCH LOWER THAN HEIGHT ALLOWANCE TO ALLOW FOR SOUTHERN NEIGHBOUR SOLAR ACCESS AND BETTER LOCALISED RESPONSE

CONCLUSIONS RESPONSE

It is noted that significant time has been put into addressing the DSAP comments and to reach with practical solutions. We feel that the development proposal is significantly better for it.

Particular attention has been given to landscape solutions, linked and dignified residential entries, parking and communal areas.

The buildings demonstrate a consistent theme that will be value-adding to the community and the streetscape. They comply with the relevant LEP numeric requirements and have received council endorsements across the board

We feel that the quality of design has significantly increased as a result of this and particularly at the pedestrian interface lower levels and parking zones. There is a clear range and offering in the communal areas offered that provides indoor, outdoor, and smaller to larger range venues. Residential groupings of 5 rooms maximum are evident adjacent to smaller breakout communal areas.

Carparking is clearly delineated between residential uses (upper basement) and church uses (lower basement) and utility services, storage areas and loading areas are clearly delineated.

