

### Attachment 5 – Holroyd Development Control Plan 2013

Standard	Required/Permitted	Provided	Compliance
<b>Part A – General Controls</b>			
3.1	<b>Car Parking:</b>  <u>Bulky goods premises</u>  1 per 50m <sup>2</sup> or 1 per 2 employees (whichever is greater)  <u>Open yard activities / storage (including timber and building supplies)</u>  1 per 140m <sup>2</sup>	425 spaces provided for original application. No proposed changes to approved parking arrangements.	N/A
3.3	Dimensions of Car Parking Facilities, Gradients, Driveways, Circulation and Manoeuvring.	Council's Traffic Engineer raised no concerns regarding the proposed modifications.	Yes
3.5	<b>Driveways</b>  Driveways shall be setback a minimum of 1m from the side boundary.	No changes proposed	N/A
3.6	<b>Accessible parking</b>  - 2 spaces per 100 spaces	10 spaces provided with original application. No changes proposed.	N/A
6.3	<b>Erosion and Sediment Control</b>	Erosion and sediment control plan endorsed under original application. Proposed modifications do not impact on this aspect of the development.	N/A
7.4	<b>Stormwater Management</b>	Council's Development Engineer has reviewed the amended plans and advised that a condition should be imposed requiring that stormwater plans are updated to be consistent with the amended architectural plans. However, the proposed modifications will not impact on stormwater management or finished floor levels. As such, existing conditions are considered satisfactory.	Yes
11	<b>Site Waste Minimisation and Management Plan (SWMMP)</b>	No proposed change to approved waste management arrangements	N/A
<b>Part D – Industrial Controls</b>			
2.2	<b>Site Layout</b>  - Locate offices to address and activate the street/s  - Where in close proximity to residential areas, design new buildings to minimise any adverse effects on the amenity of residential areas, including such effects as overshadowing, overlooking, lighting, dust, noise or fumes.	The proposed modifications do not alter the relationship between the site and proposed structures.  The subject site is not within close proximity to residential development.	N/A  N/A

2.3	<b>Amenity Impacts on Nearby and Adjoining zones</b>	The subject site does not adjoin residential development.	N/A
2.4	<b>Building Design and Appearance</b> <ul style="list-style-type: none"> <li>- Use non-industrial aspects of a development (e.g. offices) to address the street.</li> <li>- Avoid long blank walls of warehouse units facing the street or public domain.</li> <li>- New development on corner sites is to address both street frontages in terms of facade treatment, fenestration and articulation of elevations to achieve a high standard of environmental design</li> </ul>	<p>There is an approved office area in the mezzanine level fronting Cumberland Highway.</p> <p>The proposed building is articulated in plan and elevation to reduce the appearance of building bulk. The proposed signage will contribute to visual interest from the street.</p> <p>The development as approved addresses both street frontages.</p>	<p>Yes</p> <p>Yes</p> <p>Yes</p>
2.5	<b>Setbacks</b> <ul style="list-style-type: none"> <li>- Landscape all front setbacks to provide a high quality street presence.</li> <li>- Front setback areas shall not be used for storage or display of goods or excessive signage, loading/unloading or large areas of car parking.</li> <li>- Minimum 1 metre setback is required to at least one side boundary.</li> <li>- Ensure that setbacks for new development on corner sites are consistent with setback requirements for each particular street. <ul style="list-style-type: none"> <li>- 15m setback required</li> </ul> </li> <li>- In locations where a 30.5 metre or 15 metre building line to the principal street frontage of a corner lot is required, maintain minimum requirements for the secondary frontage. However, car parking and access driveways may be located in part of the setback to the secondary frontage, provided a 6 metre wide landscaped strip is provided along the public road.</li> </ul>	<p>Original approval complies.</p> <p>Original approval complies.</p> <p>At least 1m setback provided.</p> <p>Sturt Street - A varying front setback of between 7.5m to 16.8m was provided to Sturt Street under the original approval. The subject application does not propose any modifications to the approved setbacks.</p> <p>Cumberland Highway (secondary street) - A varying front setback of between 5m to 34m was provided to Cumberland Highway under the original approval. The subject application does not propose any modifications to the approved setbacks. A landscape strip 5m – 34m wide is approved along the Cumberland Road frontage.</p>	<p>Yes</p> <p>Yes</p> <p>Yes</p> <p>N/A</p> <p>N/A</p>
2.6	<b>Parking and Vehicular Access</b> <ul style="list-style-type: none"> <li>- For new or major redevelopment, provide all loading and unloading facilities and the majority of car parking required for the development at the rear or at the side of any buildings.</li> </ul>	<p>Approved loading area at rear of site. No changes proposed.</p>	N/A

	<ul style="list-style-type: none"> <li>- Provide separation between parking and service areas (i.e. loading/unloading areas). Locate loading docks so they do not:               <ul style="list-style-type: none"> <li>a) interfere with visitor and employee parking spaces;</li> <li>b) interfere with pedestrians or vehicles circulating on the site or adjacent streets; and</li> <li>c) require or permit, when in use, delivery vehicles to stand on any public road, footway, laneway or service road.</li> </ul> </li> <li>- Do not provide large expanses of bland concrete paving in the car parking and driveway areas. Provide a contrast of paving materials throughout the development i.e. unit pavers and concrete. Stencilled concrete will not be permitted.</li> </ul>	<p>Loading/unloading is separate to parking as approved. No changes proposed.</p> <p>Undercroft parking arrangement approved. No changes proposed.</p>	<p>N/A</p> <p>N/A</p>
3	<p><b>Landscaping of Industrial Sites</b></p> <ul style="list-style-type: none"> <li>- Provide and maintain a minimum of 10% of the site as landscaped area, with lawns, trees and shrubs. The landscaped area includes the landscaped parts of all setbacks, but in the case of lots greater than 2,000m<sup>2</sup> provide and maintain a minimum of 15% of the site as landscaped area.</li> <li>-</li> </ul>	<p>Minor variation supported under original application (14%) no changes proposed.</p>	<p>N/A</p>
4	<p><b>Retail &amp; Commercial uses in Industrial Zones</b></p> <ul style="list-style-type: none"> <li>- In the General Industrial IN1 and the Light Industrial IN2 zones, Council will only permit business and office premises and non-retail showrooms which:               <ul style="list-style-type: none"> <li>a) are ordinarily incidental or subsidiary to and situated on the same land as an industry ;</li> <li>b) cover no more than 20% of the gross floor area of the industrial building; and</li> <li>c) provide no retailing or over-the-counter sales.</li> </ul> </li> <li>- The maximum floor area of Food &amp; Drink Premises are:               <ul style="list-style-type: none"> <li>a) 100m<sup>2</sup> in General Industrial IN1; b) 300m<sup>2</sup> in Light Industrial IN2. Hours of Operation</li> </ul> </li> <li>- The Council, under normal circumstances, restricts the hours of industrial operations to the hours of</li> </ul>	<p>Approved office area is 250m<sup>2</sup> which is less than 2% of GFA.</p> <p>No changes to approved food &amp; drink premises with area of 58m<sup>2</sup>.</p> <p>No changes proposed to approved hours of operation.</p>	<p>Yes</p> <p>N/A</p> <p>N/A</p>

	<p>7.00am to 7.00pm, Monday to Friday; 7.00am to 12 noon, Saturday and no work on Sunday.</p> <p>Retail in industrial zones land located on a classified road shall have hours of operation</p> <p>7.00am to 10.00pm Monday to Saturday and 7.00am to 8.00pm Sunday and Public Holidays</p> <ul style="list-style-type: none"> <li>- Provide a noise impact assessment with Development Applications that propose activities with operating hours outside Council's standard business hours.</li> </ul>	N/A	N/A
5	<p><b>Pollution Control</b></p> <ul style="list-style-type: none"> <li>- Air Pollution</li> <li>- Water pollution</li> <li>- Noise Pollution</li> </ul>	Conditions were imposed on the original consent to address air water and noise pollution concerns.	Yes
<b>Part F – Advertising and Signage</b>			
4	<p><b>Signs in Industrial Zones</b></p> <ul style="list-style-type: none"> <li>- Wall signs, including painted wall signs, must not exceed one per street frontage.</li> <li>- Wall signs must not exceed one-third of the length of the wall. Where the building has more than one frontage, the dimensions for the wall signs, on any side elevation, must be appropriate to the context of the size, scale and character of the subject building.</li> <li>- Business identification signs must not exceed one per site, with maximum dimensions of 0.5m x 1.5m and a maximum height above natural ground level of 1.5 metres.</li> </ul>	<p>Whilst the proposal includes 10 signs, the site has an area of 2.952ha, with a frontage of 307.525m to Sturt Street and 1226.985m to Cumberland Highway. The number of proposed signs is considered appropriate for the site.</p> <p>Signage represents less than one-third of the length of the wall for each elevation.</p> <p>More than one business identification sign is proposed. All signs are higher than 1.5m above ground level and greater than 0.5m x 1.5m in area.</p>	<p>No, however acceptable</p> <p>Yes</p> <p>No, however acceptable</p>
7	<p><b>Sign Specifications</b></p> <p><u>Illuminated Signs</u></p> <ul style="list-style-type: none"> <li>- Where a sign is externally illuminated by flood or concealed lighting, such lighting must be directed solely on the advertisement, and its surrounds, and shielded so that glare does not extend beyond the advertisement.</li> </ul>	<p>Small down lights on adjustable fittings are mounted to the top of the signs pointing down. Lighting is proposed to be used only between the hours of 6am to 10pm, 7 days a week.</p> <p>There are no nearby residents that will be affected by the proposed</p>	Yes

	<p><u>Pole or Pylon Signs</u></p> <ul style="list-style-type: none"> <li>- A pole or pylon sign must not have a pole exceeding 12 metres in height, when measured from natural ground level adjacent to the base of the pole to the underside of the sign and not exceed 15 metres in height to the highest point of the sign</li> </ul>	<p>illumination.</p> <p>One pylon sign is approved along the Cumberland Highway frontage, with a height of 12m. No changes proposed to this sign.</p>	<p>Yes</p>
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