

Attachment 3 - Holroyd Development Control Plan 2013 compliance table

No.	Clause	Comment	Yes	No	N/A
PART A – GENERAL CONTROLS					
1	Subdivision				
	Yes – subject to the imposition of conditions.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	The proposed development involves the consolidation of 3 existing lots (Lot 1 DP 870186, Lot 220 DP12899 & Lots 1 & 2 SP 52225) into 1 lot. The consolidated lot would be adequately serviced with electricity, water and sewerage.				
	The retention of the existing dwelling house at 7 Belinda Place within the consolidated lot with 217 Great Western Highway and 9 Belinda Place poses issues relating to how residential amenity is maintained to the residence being on the same lot as the proposed multi-storey car park and the temple site.				
	The building envelope of the proposed multi-storey car park results in the removal of the existing driveway of the existing dwelling house and vehicular access to the property from Belinda Place.				
	The arrangement proposed for the amalgamation of the lots with the retention of the existing dwelling house at 7 Belinda Place is considered incompatible for the intended uses as a residence and car park facility in associated with the temple, noting that vehicular access for residences at 7 Belinda Place is via the existing temple at-grade car park and not a public road (Belinda Place), which is the street frontage of the property. Vehicular access to the existing dwelling house shall be provided from a public road. Conditions of consent are imposed requiring vehicular access to the dwelling house to be provided from Belinda Place, and no vehicular access is permitted from the existing at-grade car park/west-rear boundary of the site.				
2	Roads and Access				
2.4	Access: Vehicular Crossings, Splay Corners, Kerb & Guttering				
	VC to be reconstructed if in poor condition, damaged or design doesn't comply.	No changes are proposed to the existing Great Western Highway vehicular access to the site.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Avoid services/facilities in road reserve, existing trees, pedestrian crossing, pram ramps etc.	A new vehicular access is proposed to the car park facility/site from Belinda Place.			
	Corner sites VC to be min. 6m from the tangent point.	The proposed Belinda Place vehicular crossing is clear of obstructions to services/facilities within the Council reserve and kerb and gutter.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Corner sites require 3m x 3m (residential) and 4m x 4m (commercial) splay corner to be dedicated.	The subject site is not a corner allotment.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
			<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.7	Road Widening				
	The subject site is not affected by road widening as prescribed within Appendix K – Locations subject to Road Widening and Splay Corners; in Part A of HDCP 2013.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3	Car Parking				
3.1	Minimum Parking Spaces				
	Car Parking – Place of Public Worship Minimum spaces required: • 1 per 8.5m ² of GFA	Refer to commentary provided under ‘Assessment & discussion relating to parking calculations’ within the Main Report in regard to car parking compliance.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Car Parking – Dwelling House Minimum 2 car parking spaces per dwelling (1 undercover)	Plans show 2 on-site parking spaces are provided for the existing residence at 7 Belinda Place in the form of a carport and at-grade parking space forward of the carport with access from the existing at grade car park off Great Western Highway. However, given that no connection between the existing at grade car park and new multi storey car park is to be approved, conditions of consent are imposed requiring 2 on-site car parking spaces be retained for the existing dwelling house at No. 7 Belinda Place, with vehicular access provided from Belinda Place.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.3	Car Parking, Dimensions & Gradient				
	Council's Development and Traffic Engineer reviewed the proposal advised that the proposed development is supported subject to the imposition of conditions. Matters relating to internal manoeuvring and the internal driveway are considered to acceptable subject to compliance with the imposition of conditions should development consent be granted.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.5	Access, Maneuvering and Layout				
	Driveways shall be setback a minimum of 1.5m from the side boundary.	The Belinda Place vehicular access is setback greater than 1.5m from the southern boundary.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.6	Parking for the Disabled				
	2 spaces per 100 spaces up to 400, and 1 per 100 thereafter, or part thereof.	Total parking spaces provided = 200 spaces Required accessible parking spaces = 2 spaces Accessible parking provided on Level 1 = 6 spaces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	Tree and Landscape Works				
	Council's Tree Management Officer has reviewed the proposal and considers the proposed tree removal, and planting and landscape works acceptable, subject to compliance with the imposition of conditions should consent be granted.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	Biodiversity				
	The subject site is not identified on the Environmentally Sensitive Land Map and is not within an E2 - Environmental Conservation zone.		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6	Soil Management				
6.1	Retaining Walls				

	Retaining walls proposed are associated with the on-site detention basin located at the south-east corner of the site. Full details of retaining walls would be required to be provided prior to the issue of a construction certificate. Conditions would be imposed with this requirement should consent be granted.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6.3	Erosion and Sediment Control Plan			
	An erosion and sediment control plan has been submitted with the application, which has been considered acceptable by Council's Environmental Health Officer.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	Stormwater Management			
	The application was reviewed by Council's Development Engineer and is considered satisfactory subject to compliance with conditions, should consent be granted.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	Flood Prone Land			
	The site is not affected by local stormwater overland flooding. The site is above the 1% AEP flood level.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9	Managing External Road Noise			
	The development is on land that will be impacted by road noise and vibration as identified by State Environmental Planning Policy (Infrastructure) 2007. Council's Environmental Health Officer has reviewed the submitted Acoustic Report prepared by Health Projects International, dated January 2020 & August 2020; and submitted plans, and advised the proposal is acceptable to compliance with conditions, should consent be granted.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	Safety and Security			
	Design new development to reduce the attractiveness of crime by minimising, removing or concealing crime opportunities.	Proposed design minimises crime opportunities.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Incorporate and/or enhance opportunities for effective natural surveillance by providing clear sight lines between public and private places, installation of effective lighting, and the appropriate landscaping of public areas.	Design provides for passive surveillance with clear sightlines between public domain and site entrances.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Minimise opportunities for crime through suitable access control. Use physical or symbolic barriers to attract, channel and/or restrict the movement of people. Use landscaping and/or physical elements to direct people to destinations, identify where people can and cannot go and restrict access to high crime risk areas such as car parks.	Suitable access control is proposed. The driveway entry to the multi storey car park is gated.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Clearly define the boundaries between public and private spaces as a method of territorial reinforcement. Methods other than gates, fences and enclosures are encouraged.	Conditions are imposed for the installation of boundary fencing to the south of the existing dwelling house, to protect the amenity of the existing residence at 7 Belinda Place, and to distinguish between the public and private domain.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	When incorporating crime prevention measures in the design of new buildings and spaces, apply subtle design techniques to blend into facades and places, and to be	Proposal provides for adequate crime prevention measures whilst being sympathetic to the quality of the streetscape.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	sympathetic with the quality of the streetscape.			
11	Waste Management			
	Proposed waste arrangements are deemed satisfactory.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	Services			
	Appropriate conditions shall be included as part of any consent requiring consultation with relevant service providers to ensure the site can be serviced.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
PART B – RESIDENTIAL CONTROLS				
Assessment of the retention of the existing dwelling house against the relevant provisions contained within Part B of HDCP2013 is provided below.				
1	GENERAL RESIDENTIAL CONTROLS			
1.5	Landscaping & Private Open Space			
	<p>The existing dwelling house at 7 Belinda Place to be retained will be situated on the proposed amalgamated lot with the temple and proposed car park facility.</p> <p>In order to protect the amenity of occupants of the dwelling house using the rear yard/private open space area, conditions of consent are imposed for the installation of boundary fencing to the south of the existing dwelling house.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2	Fences			
	No new boundary fencing is proposed or detailed on plans for the dwelling house. Conditions are imposed for the installation of boundary fencing to the south of the existing dwelling house. The boundary fence shall be a maximum of 1.8m in height.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.3	Views			
	No significant views will be affected by the proposed development.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.8	Sunlight Access			
	Min. 3 hours solar access to at least one main living area of proposed development between 9am and 4pm in mid-winter	The proposed car park facility is located south of the existing dwelling house. At least one living area of the existing dwelling house will receive a minimum of 3 hours of sunlight between 9am and 4pm, mid-winter.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	1 main living area of existing adjacent dwellings to receive 3 hours direct sunlight between 9am and 4pm, 22 June.	No adjacent residences are overshadowed by the proposed multi-storey car park facility.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Min. 3 hours solar access to 50% of POS area of proposed and adjoining developments' between 9am and 4pm in mid-winter	At least 50% of the POS area of the existing dwelling house will receive a minimum of 3 hours of sunlight between 9am and 4pm, mid-winter.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Min. 50% of required POS of existing adjacent dwellings to receive 3 hours direct sunlight between 9am and 4pm, 22 June.	No adjacent residences are overshadowed by the proposed multi-storey car park facility.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1.11	Vehicular Access and Driveways			
	VCs to be a minimum width of 3 m and maximum width of 5m at the boundary	Vehicular access to the existing dwelling house is not provided from a public road and proposed to be provided via the at-grade car park of the temple.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	All new driveways should be located at least 1m from side property boundaries	Conditions are imposed requiring vehicular access to	<input checked="" type="checkbox"/>	<input type="checkbox"/>

		the existing dwelling house to be provided from Belinda Place. The VC shall be located at least 1m from side boundaries.													
2.3	Setbacks														
	Min. front setback 6m Min. side setback 900mm Min. rear setback: Ground Floor – 3m First Floor – 7m	No changes to the front and rear setbacks and northern side setback are proposed. The side (southern) boundary of 7 Belinda Place has been removed as a result of the proposed lot amalgamation. The building separation of the southern elevation of the existing dwelling house to the northern elevation of the proposed car park facility is 3m.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>										
PART C – COMMERCIAL, SHOP TOP HOUSING AND MIXED USE CONTROLS															
The subject site is zoned B6 – Enterprise Corridor. In this regard, Part C of HDCP2013 is applicable to the proposed development. Assessment of the proposal against the relevant contained within Part C of HDCP2013 is provided below.															
1.1	Lot Size and Frontage														
	Min. lot frontage for Zone B2, B4, B5 and B6 is: <ul style="list-style-type: none"> Up to 3 storeys – 20m 4-8 storeys – 26m ≥9 storeys – 32m No minimum lot frontage applicable in Zone B1.	>20m frontage to Great Western Highway. 71.07m frontage to Belinda Place.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>										
	Commercial development is not permitted on battleaxe lots.	Proposal is for the purposes of a car park facility in association with the existing temple.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>										
	Council may require consolidation of more than 1 existing allotment to meet the DCP.	Amalgamation of sites proposed.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>										
	Proposals that cannot be amalgamated shall: <ul style="list-style-type: none"> Provide two written independent valuations representing the affected sites value. Provide evidence that a reasonable offer has been made to the affected owners. Demonstrate how future development on the isolated sites will achieve vehicle access, basement parking and appropriate built form.	Amalgamation of sites proposed. Conditions are imposed requiring vehicular access to the existing dwelling house to be provided from Belinda Place.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>										
1.3	Building Height														
	Maximum building height in storeys shall be provided in accordance with the table below: <table border="1" data-bbox="319 1870 742 2027"> <thead> <tr> <th colspan="2">Permitted Height (storeys)</th> </tr> <tr> <th>Height</th> <th>Storeys</th> </tr> </thead> <tbody> <tr> <td>10m</td> <td>1</td> </tr> <tr> <td>11m</td> <td>2</td> </tr> <tr> <td>12.5m</td> <td>2</td> </tr> </tbody> </table>	Permitted Height (storeys)		Height	Storeys	10m	1	11m	2	12.5m	2	A maximum 15m LEP building height is applicable to the site. In this regard, a maximum height of 3-4 storeys is applicable to the proposal. The proposed multi-storey car park facility is 4 storey in	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Permitted Height (storeys)															
Height	Storeys														
10m	1														
11m	2														
12.5m	2														

	<table border="1"> <tr><td>14m</td><td>3</td></tr> <tr><td>17m</td><td>4</td></tr> <tr><td>20m</td><td>5</td></tr> <tr><td>23m</td><td>6</td></tr> <tr><td>26m</td><td>7</td></tr> <tr><td>29m</td><td>8</td></tr> <tr><td>32m</td><td>9</td></tr> <tr><td>38m</td><td>11</td></tr> </table>	14m	3	17m	4	20m	5	23m	6	26m	7	29m	8	32m	9	38m	11	<p>heights with rooftop level parking.</p> <p>However, the proposed multi storey car park is subject to further amendment in accordance with deferred commencement conditions contained in the Draft Notice of Determination, which is most likely to result in a reduction in height of the car park facility.</p>			
14m	3																				
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23m	6																				
26m	7																				
29m	8																				
32m	9																				
38m	11																				
1.4	Setbacks, Separation and Depth																				
	<p>Zone B6:</p> <ul style="list-style-type: none"> South Wentworthville – 6m. All others areas not stated in other sections of DCP – 4m. 	Not applicable, noting that Part N setback controls are applicable to the proposal.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>																
	Upper storey setback																				
	<p>Street wall height of 4 storeys (14-17m) is required:</p> <ul style="list-style-type: none"> Zone B6 on GWH at Mays Hill and Finlayson Transit Precincts. Zone B5 – Church St. 	Ground floor to Level 3 (inclusive) is setback 4m from Belinda Place boundary.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>																
	3m setback required above street wall height.	Level 4/Rooftop level is setback 7m (3m additional setback) from Belinda Place boundary.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>																
	Side setback																				
	Where site adjoins a business zone, no side setback requirement, unless otherwise stated in site specific controls.	The building separation of the southern elevation of the existing dwelling house to the northern elevation of the proposed car park facility is 3m.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>																
	Where site adjoins a residential zone (not separated by road), side setback shall be 3m and shall demonstrate solar access and privacy to adjoining residential development.	The site adjoins B6 zone.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>																
	Development adjoining residential shall have a rear setback of 6m.	The site adjoins B6 zone.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>																
	In Zone B6, 0m setback where access to rear laneway provided.	No rear laneway access available to site.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>																
	Sunlight and privacy shall be maintained to adjoining residential developments.	No additional visual privacy or overshadowing impacts on adjoining properties as a result of the proposal.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>																
1.5	Landscaping and Open Space																				
	Landscaped areas not required in business zones, unless stated in site specific controls.	Landscaping provided within the Belinda Place front setback area.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>																
2.0	Movement																				
2.1	Rear Laneways and Private Access ways																				
	Vehicular access must be provided where access to existing laneways is possible.	No rear laneway access available to site.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>																
	Laneways shall be min. 8m in width.		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>																
2.2	Pedestrian Access																				
	Direct access shall be provided from the car park to all residential and commercial units.	Lift access to all car parking levels provided.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>																

	Main building entry points shall be clearly visible.	Vehicular access to proposed car park facility from Belinda Place is clearly visible from the public domain.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.3	Building Entries				
	Separate entries from the street shall be provided for cars, pedestrians, multiple uses and ground floor apartments.	Separate pedestrian access from Belinda Place is not provided. The existing access off Great Western Highway will be in operation and is the primary entry utilised for the site.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.4	Vehicle Access				
	Driveways shall be provided from laneways, private access ways and secondary streets where possible.	Vehicular access is proposed from Belinda Place.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Pedestrian safety shall be maintained	No existing pedestrian access is provided from Belinda Place to be maintained.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.5	Parking				
	Onsite parking is to be provided underground where possible.	All parking is provided aboveground in the form of the multi-storey car park. The ceremonial car parking is provided in the form of an at-grade car park.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Basement parking shall be consolidated to maximise landscaping.	Car parking is provided in one consolidated built form.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Parking shall not be visible from main street frontages.	The multi-storey car park is a dominant built form within the Belinda Place street frontage.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Natural ventilation or ventilation grills shall be provided to basement parking.	The proposed car parking is above ground.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Visitor parking is not to be stacked parking.	No stacked parking is proposed.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3.0	Design and Building Amenity				
3.1	Safety and Security				
	Casual surveillance is to be achieved through active street frontages and creating views of common internal areas.	The proposed car park facility activates Belinda Place through casual surveillance, as it is the primary car park for the Temple.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Building entries are to be provided with clear lines of site, should be provided in visually prominent locations and separate residential and commercial entries shall be observed.	Car park entry clearly defined.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Adequate lighting shall be provided within the development i.e. pedestrian access ways, common areas and communal open space, car parking areas and all entries.	Adequate lighting provided within the proposed car park facility.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Landscaping shall avoid opportunities for concealment.	Satisfactory	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.2	Façade Design and Building Materials				
	All walls are to be articulated via windows, verandahs, balconies or blade walls. Articulation elements	The proposed facades of the proposed car park are adequately articulated through	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	forward of the building line max. 600mm.	the use of curved corners, columns and design features, and inclusion of balconies.			
3.18	Waste Management				
	Garbage/recycling storage areas should be located to be easily accessible	Waste storage areas are as per existing.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.0	Environmental				
	Wind Mitigation				
	A winds effect report shall be submitted where buildings ≥ 41 m in height.	Not applicable	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Balconies shall be designed to minimise wind impacts through recessed balconies, openable screens, pergolas and shutters.	Not applicable	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.3	Hours of Operation				
	Hours of operation for land zoned B6 Enterprise Corridor restricted to: 6.00am-12.00am; for properties with frontage to Great Western Highway in Mays Hill. Hours of operation for land zoned B6 Enterprise Corridor restricted to: 6.00am-10.00pm; for all properties on all other streets.	The proposal development is primarily located to the Belinda Place street frontage. In this regard, the hours of operation are restricted to 6.00am-10.00pm. The Applicant has advised that the hours of operation for the car park are intended to be 6am-10pm, 7days a week, 365 days a year.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	For hours extending outside 6am – 12am, applicants must submit an acoustic report, social impact statement, CPTED report and plan of management.	Conditions of consent would be imposed to reflect the above hours of operation.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
PART E – PUBLIC PARTICIPATION					
	Notification requirements	The application was advertised in the local paper, and publicly notified to occupants and owners of the surrounding properties for a period of 14 days between 7 February 2020 and 21 February 2020. In response, eight (8) submissions (including 1 petition) were received. Additional information and amended plans submitted did not warrant re-notification. However, amended plans and reports submitted received five (5) supplementary submissions, in addition to the submitter's original submission, and one new submission. A total of 9 unique submissions were received in response to the proposal.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

		Issues raised in the public submissions are summarised and assessed within the Main Report.			
PART G – PLACES OF PUBLIC WORSHIP CONTROLS					
1	Locational requirements				
	Minimum lot size in R2, R3 and R4 zones is 900m	Site is zoned B6	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Places of public worship not permitted on roads with carriageway width less than 10m	Carriageway of Belinda Place is 10m	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Places of public worship not permitted on cul-de-sacs	The subject site has frontage to the bulb of the Belinda Place cul-de-sac. However, the subject site also has frontage to Great Western Highway, being the principal street frontage of the site.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Places of public worship not to be located within view from existing or approved sex services premises	Complies	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	Floor space ratio and site coverage				
	Places of public worship in residential zones must have site coverage not greater than 50%	N/A – site is zoned B6	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3	Setbacks				
	Minimum front setback in residential zone 6m	N/A – site is zoned B6	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Side setbacks in residential zones 3 m		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Minimum rear setback in residential zone 6 m		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4	Built form				
	Height limit in accordance with LEP	<p>Max. LEP height limit of 15m applies to the subject site.</p> <p>The proposal has a max. building height of 15m.</p> <p>The proposed multi storey car park is subject to further amendment in accordance with deferred commencement conditions contained in the Draft Notice of Determination, which is most likely to result in a reduction in height of the car park facility.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	In or adjacent to residential areas to be consistent with the character of the streetscape	Land on the eastern side of Belinda Place is zoned R4 High Density Residential. The built form of the proposed car park facility follows the building envelope controls applicable to development within the Mays Hill Transitway Precinct. However, the proposal is considered out of character with the streetscape being an	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

		<p>aboveground multi-storey car park facility.</p> <p>However, it is noted that the proposal is a purpose-built building being a car parking facility, and the amended proposal incorporates key architectural design features of the temple, to ensure that is in harmony with the existing temple buildings.</p>			
	Front entrance to be in clear view from the street	Complies	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Where a place of public worship has dual frontages, the development shall be designed to address both streets	The proposed car park addresses Belinda Place.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	In residential zones where side wall length is longer than 10m, wall to incorporate some form of articulation	<p>The northern elevation of the proposed car park is 41.755m in length for all levels.</p> <p>The eastern elevation of the proposed car park is 37.812m (excluding the cantilevered entrance) in length for Ground Floor and Level 1.</p> <p>The eastern elevation of the proposed car park for Levels 2, 3 & 4 (roof level) is approx. 48m.</p> <p>The wall length of the multi storey car park is considered acceptable noting that the proposal is for a purpose-built building being a car parking facility, and as the proposal incorporates design features of neighbouring developments to ensure that the building will be in keeping with its locality.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Where fencing is proposed it must comply with the fencing provisions in the relevant part of the DCP pertaining to the zoning of the site.	2m high masonry fencing is proposed adjacent the OSD tank at the south-east corner. Plans nominate 1.2m high masonry feature boundary wall/fence to the Belinda Place boundary to match masonry pillars of car park.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5	Landscaping and open space				
	Landscaped area to comply with relevant sections of Part B & C of HDCP 2013	Landscaping has been reviewed by Council's Tree Management Officer as satisfactory.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	Amenity				
	Comply with sunlight access provisions in Parts B & C of HDCP 2013	Solar access to the existing dwelling to be retained is satisfactory.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Visual privacy				

	Places of public worship shall be sited to not cause loss of visual amenity to surrounding residential land uses	No impact on visual amenity of surrounding residential properties.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Location of windows, doors or balconies to have regard to privacy of adjoining properties	The proposal is for the purposes of a car park facility and not considered to pose adverse visual privacy concerns.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Use of landscaping as visual privacy buffer is encouraged	Landscaping is proposed to screen the car park facility.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Acoustic privacy					
	Noise Impact Statement to be submitted where proposal is located within or adjacent to a residential zone	Acoustic report and amended report submitted with the application has been reviewed by EHU and deemed satisfactory.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Accessibility					
	Design to minimise barriers to less mobile persons	A condition could be imposed to ensure compliance with this control if consent were to be granted.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Main entrance to enable wheelchair access	Complies	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Access to be provided in accordance with relevant Australian Standard	A condition could be imposed to address this issue if consent were to be granted.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	Parking and traffic				
	Car parking to comply with requirements under Part A	Parking complies with Part A requirements. Refer to detailed discussion in Main Report.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	All parking to be provided on site, through on-grade or basement parking.	Car parking is provided in the form of an above ground car park.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	All vehicles shall be able to enter and leave the site in a forward direction	Complies	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Provision of parking shall not reduce required landscaped area	Parking does not reduce required landscaping area as landscaped areas not required in business zones, unless stated in site specific controls.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Traffic impact statement shall be submitted for establishment of place of public worship or where proposal is to increase capacity to 50 persons or more <i>Note: A Traffic Impact Statement, at a minimum, shall assess the number of parking spaces required for such development, the impact of the proposed place of public worship on the surrounding locality and the measures taken to minimise any potential issues. The statement shall also detail the impact of any festivals or functions (i.e. weddings) and their impact in relation to car parking and vehicular access.</i>	A Traffic & Parking Impact Assessment and supplementary statements have been submitted to assess the number of parking spaces required for the existing uses on site. The accompanying traffic reports outline that the proposed multi-storey car park is to cater for the demands of the existing temple and cultural hall, and special/major events. An Environmental Capacity Assessment on Belinda Place has also been submitted to	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

		<p>assess the impacts on Belinda Place as result of the projected traffic generated by the proposal.</p> <p>Council's Traffic Engineering Section has reviewed the proposal and reports and advises that the proposal is supportable on the basis that no more than 175 car parking spaces be provided within the remaining at-grade car park and multi storey car park, having regard to the increased traffic within Belinda Place generated by the proposal, and to ensure an appropriate level of residential amenity is maintained within Belinda Place.</p>			
8	Operational management				
	<p>An operation management plan is to be submitted addressing the following:</p> <ul style="list-style-type: none"> • The frequency of all proposed services, events and the like; • The proposed hours of operation for all proposed services and events and the like; • The likely number of persons to attend each type of service, event etc.; • Whether street parades or road closures are proposed. • Any other uses that may take place within the place of public worship (i.e. community uses – youth group, community colleges etc.), the frequency of these uses and the number of patrons proposed for these. • Any particular custom or practice (such as ringing bells) that may occur and the frequency and length of such rituals. • The nomination of a contact person that will be responsible in responding to any issues or complaints raised by the community or Council. 	<p>An Operational Management Plan has been submitted as Appendix F within the Traffic & Parking Impact Assessment prepared by TTPA dated August 2020.</p> <p>The information submitted by the applicant generally addresses the matters identified in this control.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
PART N – TRANSITWAY STATION PRECINCT CONTROLS					
The site is located within the Mays Hill Transitway Station precinct					
1.1	Site Consolidation and Frontage				
	Amalgamation of lots in accordance with Figure 4 (a) and (b) is required	The subject site is not identified in Figure 4(a) and (b).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	In instances where amalgamation cannot be achieved, the following information must be submitted with any development application:		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	<ul style="list-style-type: none"> Two written valuations indicating the value of the remaining sites that were to be developed in conjunction with the applicants properties. These are to be undertaken by two independent valuers registered with the Australian Valuers Institute, and Evidence that a reasonable offer has been made to the owners(s) of the affected sites to purchase and valuation reports. 				
	Minimum lot frontage for development fronting the Great Western Highway is 45m	Site has frontage >45m to Great Western Highway.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2	Private Accessway, Laneways and Vehicular Access				
	Vehicular access from the Great Western Highway is not permitted from properties with secondary street access	The subject site is not identified in Figure 5 as a property where vehicular access is not permitted from Great Western Highway or Burnett Street.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	A pedestrian link shall be provided between Telfer Place and the Great Western Highway in accordance with Figure 7a	Figure 7a does not apply to the subject site.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
1.3	Building Height				
	Maximum height detailed in HLEP 2013	See HLEP 2013 above.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Maximum building height of 4 storeys permitted for 7-9 Belinda Place	<p>The proposal is 4 storeys with roof level parking.</p> <p>The proposed multi storey car park is subject to further amendment in accordance with deferred commencement conditions contained in the Draft Notice of Determination, which is most likely to result in a reduction in height of the car park facility.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Street wall heights, setbacks and floor to ceiling heights specified in Parts B and C	See comments under Parts C above.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.4	Building Setbacks				
	<p>Setbacks shall be in accordance with Figures 10 & 11.</p> <p>4m setback applies to Belinda Place frontage.</p>	4m setback provided to Belinda Place for Ground Floor to Level 3 (inclusive)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Buildings facing the Great Western Highway are to be built to the boundary of adjoining properties to form a continuous street edge	Proposed works are within the Belinda Place frontage.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
1.5	Site Design and Appearance				
	Developments shall be oriented to front boundaries	The development is designed to the Belinda Place.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Development on properties 84-88 Great Western Highway shall incorporate high quality, innovative and sustainable design solutions to emphasise and represent their gateway location.	N/A - development is at 217 Great Western Highway & 7-9 Belinda Place.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Vertical articulation and a break in the façade is required above the fourth storey for buildings exceeding 25 metres in length.	The building exceeds 25m in length to elevations and do not contain any breaks within the building form. It is noted that the proposal is a purpose-built car parking facility, and as such the façade as proposed incorporate articulation in the form of design features, and are acceptable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.6	Road Widening				
	Road widening is required along both sides of the Great Western Highway to result in a footpath width of 5.5 metres from the kerb to the property boundary as indicated in Figure 12.	Road widening is not applicable to the subject site in accordance with Figure 12.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	<p>Properties located behind the Transitway stops shall have a 4 metre separation between the rear of the bus shelter and the building line to allow for the continuation of the shared pedestrian/cycle footpath.</p> <p>Note: The 5.5 metre wide setback shall allow for a shared footpath consisting of the following dimensions:</p> <ul style="list-style-type: none"> • A 1.5 metre verge from the kerb • A 2.5 metre shared path • A 1.5 metre distance from the shared path to the building line. <p>Note: The amount of land required to meet the minimum 5.5 metre reserve is variable and will depend on each individual property's existing setback.</p>	The subject site is not located behind the Transitway stop.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>