

Section 4.55(2) Modification to DA/2019/710/1

320 Dwyer Road, Leppington

Apostolic Catholic Assyrian Church of the East

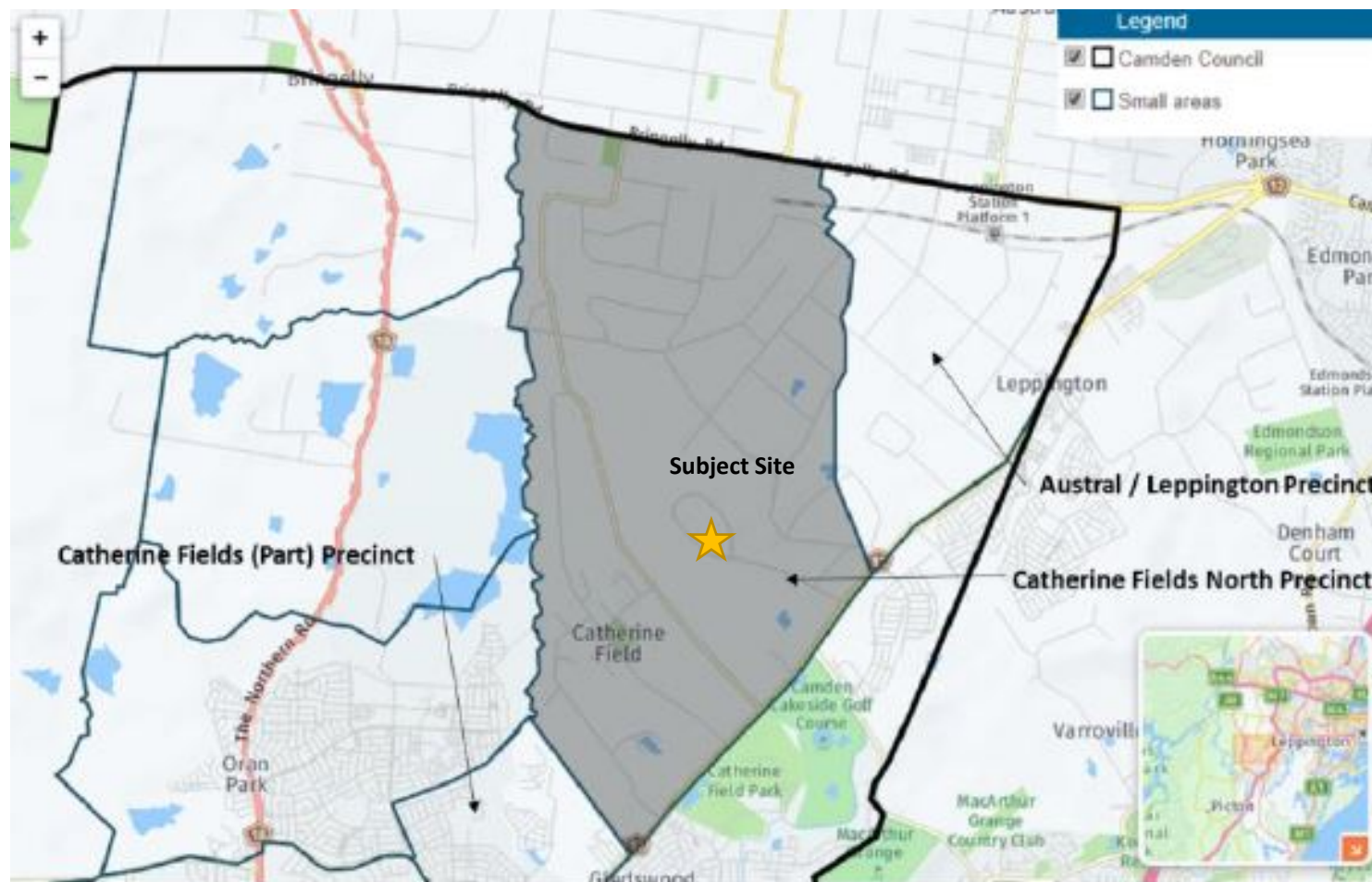
# The Site

The subject site is located on the on northern side of Dwyer Road at the intersection of the Dwyer loop road. The site sits within an existing established rural residential area within the Camden Council Local Government Area. The subject site is identified as being located the future growth centre precinct of Catherine Fields North. The site is yet to be rezoned and is currently subject to the provisions of the Camden Local Environmental Plan 2010.









## Previous Application

On 3 May 2021 development consent was granted by the Sydney Western City Planning Panel for the demolition of existing structures and construction of a place of public worship and an associated hall and car park, landscaping and associated works at  
320 Dwyer Road, Leppington

<b>Notes</b>	
Site Area	2.37 ha
Carpark spaces proposed (including 3m accessible spaces)	100 spaces
Building Area (SFA):	
Church	1806.2 sqm
Hall	855.0 sqm
Survey data sourced from drawing no. 182556_A dated 28/7/16 by Total Surveying Solutions	



6 Space Kiss & Drop Spaces



U	1/500	Current State
C	1/1000	State for Response to Council
D	1/4000	State for Response to Council
A	1/2000	State for Council
1	1/500	Current State
2	1/1000	State for Response to Council
3	1/4000	State for Response to Council
4	1/2000	State for Council
5	1/500	Current State
6	1/1000	State for Response to Council
7	1/4000	State for Response to Council
8	1/2000	State for Council
9	1/500	Current State
10	1/1000	State for Response to Council
11	1/4000	State for Response to Council
12	1/2000	State for Council
13	1/500	Current State
14	1/1000	State for Response to Council
15	1/4000	State for Response to Council
16	1/2000	State for Council
17	1/500	Current State
18	1/1000	State for Response to Council
19	1/4000	State for Response to Council
20	1/2000	State for Council
21	1/500	Current State
22	1/1000	State for Response to Council
23	1/4000	State for Response to Council
24	1/2000	State for Council
25	1/500	Current State
26	1/1000	State for Response to Council
27	1/4000	State for Response to Council
28	1/2000	State for Council
29	1/500	Current State
30	1/1000	State for Response to Council
31	1/4000	State for Response to Council
32	1/2000	State for Council
33	1/500	Current State
34	1/1000	State for Response to Council
35	1/4000	State for Response to Council
36	1/2000	State for Council
37	1/500	Current State
38	1/1000	State for Response to Council
39	1/4000	State for Response to Council
40	1/2000	State for Council
41	1/500	Current State
42	1/1000	State for Response to Council
43	1/4000	State for Response to Council
44	1/2000	State for Council
45	1/500	Current State
46	1/1000	State for Response to Council
47	1/4000	State for Response to Council
48	1/2000	State for Council
49	1/500	Current State
50	1/1000	State for Response to Council
51	1/4000	State for Response to Council
52	1/2000	State for Council
53	1/500	Current State
54	1/1000	State for Response to Council
55	1/4000	State for Response to Council
56	1/2000	State for Council
57	1/500	Current State
58	1/1000	State for Response to Council
59	1/4000	State for Response to Council
60	1/2000	State for Council
61	1/500	Current State
62	1/1000	State for Response to Council
63	1/4000	State for Response to Council
64	1/2000	State for Council
65	1/500	Current State
66	1/1000	State for Response to Council
67	1/4000	State for Response to Council
68	1/2000	State for Council
69	1/500	Current State
70	1/1000	State for Response to Council
71	1/4000	State for Response to Council
72	1/2000	State for Council
73	1/500	Current State
74	1/1000	State for Response to Council
75	1/4000	State for Response to Council
76	1/2000	State for Council
77	1/500	Current State
78	1/1000	State for Response to Council
79	1/4000	State for Response to Council
80	1/2000	State for Council
81	1/500	Current State
82	1/1000	State for Response to Council
83	1/4000	State for Response to Council
84	1/2000	State for Council
85	1/500	Current State
86	1/1000	State for Response to Council
87	1/4000	State for Response to Council
88	1/2000	State for Council
89	1/500	Current State
90	1/1000	State for Response to Council
91	1/4000	State for Response to Council
92	1/2000	State for Council
93	1/500	Current State
94	1/1000	State for Response to Council
95	1/4000	State for Response to Council
96	1/2000	State for Council
97	1/500	Current State
98	1/1000	State for Response to Council
99	1/4000	State for Response to Council
100	1/2000	State for Council

## Council Assessment

The application was supported by Council officers who provided a recommendation to the Panel for *approval with a capacity of 600 patrons* noting that the consent authority is not able to require more onerous car parking standards than those in the DCP in accordance with section 4.15(3A) of the Environmental Planning and Assessment Act 1979.

The Panel considered the application and issued a deferred commencement approval for a maximum capacity of 275 patrons.

In the Panel's statement of reasons, the Panel noted the following:

*The application proposed a maximum attendance total of 600 persons, with advice from the Applicant at the determination meeting that ordinary weekly attendances would average around 200 persons.*

*However, the formal parking provided for in the application was limited to 100 cars. No management plan was included in the application to protect against amenity impacts arising from the parking of the anticipated substantial number of additional vehicles. Nor could the Panel be satisfied on the information available that the additional traffic generated would not unacceptably alter the character of the area which at present retains its RU4 Primary Production Small Lots zoning notwithstanding evolution occurring elsewhere in Leppington around the developing Town Centre.*

*For that reason, the Panel has resolved to limit the number of persons to occupy the site to 275.*



# Subject Modification

- The subject modification proposes the removal of the capacity of 275 patrons imposed by the Panel to reinstate the originally proposed capacity of 600 patrons as previously supported by Council officers.
- The development as modified provides compliant car parking for the 600 patrons in accordance with the requirements of the Camden Development Control Plan (DCP) 2019. Council's Car parking rate of 1 space per 6 seats is clearly based on patrons of places of public worship using a range of alternative transports methods to attend the site which is common practice for churches and similar community facilities.
- This application is supported by a Traffic Operational Management Plan prepared by Positive Traffic that appropriately manages vehicle movements and parking capacity onsite for all services / activities.
- The church proposes use of a well established online / app based booking system which requires use by all patrons prior to attending any service which promotes car sharing and alternative mode of transport use.

# Original Application

- As stated above, the original application involved consultation with Camden Council to ensure on-site parking provision complied with the requirements of 100 parking spaces for a 600 person capacity place of worship.
- Further, the traffic impacts of the proposal with a 600 person capacity limit were acknowledged by Camden Council as acceptable. Thus, from a parking provision and traffic impact perspective, Camden Council supported the development proposal with a 600 person capacity limit.

# Modified Application

- The modified application includes adoption of an existing online pre-booking system, in use for 2 years at St Peter Paul Church at Cecil Park & Saint Hurmizd in Greenfield Park (1000 patron capacity), to control *all* parking demands / patron attendance at *all* services. The system promotes alternative methods of travel including car sharing and shuttle bus services.
- The number of attendees for a service is not directly dependent on the number of parking spaces available given travel to / from the church will be facilitated by a number of methods which include:
  - Driving
  - Kiss & Drop
  - Church operated shuttle buses
- When parking capacity is reached for a service, patrons are directed to other methods of travel and / or to other services.
- To attend a particular church service, *all* patrons must do the following:
  - Log onto online booking system which opens Monday 9am the week prior
  - Book their respective church service time and include their personal details, number of persons travelling in their group (see below) and confirm whether they require parking on-site

# Existing APP / Web Based Booking System

First Name \*

Your answer

Surname \*

Your answer

Mobile Number

Your answer

How many people attending?  
(including the person registering and children) \*

☐ 1

☐ 2

☐ 3

☐ 4

☐ 5

☐ Other:

Submit

# Existing APP / Web Based Booking System

Sts Peter and  
Paul's Church Holy  
Liturgy Service  
Registration:  
06/06/2021

Thank you for registering your interest to attend the Holy Liturgy Service at Sts Peter and Paul's Church. You will receive a message by Friday to be advised if your registration has been confirmed.

[Submit another response](#)

This content is neither created nor endorsed by Google. [Report Abuse](#) - [Terms of Service](#) - [Privacy Policy](#).

Google Forms

Sts Peter and  
Paul's Church Holy  
Liturgy Service  
Registration:  
06/06/2021

All Services are booked for this week.

This content is neither created nor endorsed by Google. [Report Abuse](#) - [Terms of Service](#) - [Privacy Policy](#).

Google Forms



# Procedures to Book Attendance to Church Service

- Two (2) days prior to the service, online messages are issued to booked patrons to confirm their attendance
- All patrons who booked are confirmed on entry, any person not pre-registered are refused entry unless there is capacity due to other patrons cancelling their attendance
- Book their respective church service time and include their personal details, number of persons travelling in their group and whether they require parking on-site
- If church capacity or parking capacity is reached for a particular service, the patron booking attendance to that service is advised that *no* further parking / patron places are available and advised of other service times where capacity is available.
- The pre-booking system promotes car sharing with church patrons seeking opportunities to travel with other families / patrons who have pre-booked a parking space at the church.
- Alternatively, church patrons are advised to utilise existing bus services in Camden Valley Way where church operated shuttle buses which pick up / drop off passengers.
- The seven (7) parallel parking spaces which function as a Kiss and Drop facility prior to and immediately after church services have a capacity of 210 vehicles per hour (2 minutes per vehicle per space).
- A one-way entry / exit arrangement would be introduced for the main church services within the car park which allows quick access to Kiss and Drop parking spaces.
- 'No Entry' removable signage would be installed by the roving parking officer (described below) and 'Entry Only' signage would be installed at the northern driveway.
- The Entry Gate Officer would remain in place at the northern 'Entry Gate' for the one (1) hour period up the commencement of the main Sunday church service.
- If in the event that the total number of vehicles parked in the car park mirrors the available capacity, the Entry Gate Officer would be notified by radio and advised to place 'Car Park Full' signage at the northern driveway.
- The car park officer would position themselves at the northern driveway to allow Kiss and Drop vehicles to enter the car park ongoing.