

HOLROYD DEVELOPMENT CONTROL PLAN 2013

Part A – General Controls

2.4 Access: Vehicular Crossings, Splay Corners, Kerb & Guttering

Control	Provided	Complies (Yes/No)
VC to be reconstructed if in poor condition, damaged or design doesn't comply (check on site)	Existing VCs to be removed and new VCs to be provided. No objection from RMS subject to conditions and subject to conditions by Council's Development Engineer.	Yes
Avoid services/facilities in road reserve, existing trees, pedestrian crossing, pram ramps etc or condition their relocation (check on site and survey plan)	Subject to conditions by Council's Development Engineer.	Yes.
Corner sites VC to be min. 6m from the tangent point	The site is not a corner site.	N/A
Corner sites require 3m x 3m (residential) and 4m x 4m (commercial) splay corner to be dedicated	The site is not a corner site.	N/A

2.7 Road Widening: check maps in Appendix K

Comment: Appendix K Map 8 shows Road widening along Sherwood Road for B2 sites to the north. The subject site is not affected.

3.1 Minimum Parking Spaces

Residential flat buildings, dwellings in B1, B2 and B6 business zones (including shop top housing)

Land Use	Category	Qty	Minimum Rate	Maximum Rate	Range required	Proposed	Comply
RFB	Studio / 1 bed	8	0.8 per unit	1 per unit	6.4 – 8	116	Yes
	2 bed	67	1 per unit	1.5 per unit	67 – 100.5		
	3 bed	11	1.2 per unit	2 per unit	13.2 – 22		
	4+ bed	0	1.5 per unit	2 per unit	-		
Sub Total	Residential	86	-	-	86.6 – 130.5		
Res visitor	Visitor	86 units	0.2 per unit	0.5 per unit	17.2 - 43	18	Yes
Sub Total	Res & Vis	-	-	-	103.8-173.5	134	Yes
Commercial	Level 1	85.60m ²	1 per 20m ²	1 per 10m ²	4.3 – 8.6	42	Yes – 9 over max
	Level 2	331.5m ²	1 per 20m ²	1 per 10m ²	16.6 – 33.2		
Total	Residential & Commercial	-	-	-	124.7 – 215.3 (125 – 215)	176	Yes

The number of commercial spaces exceeds the maximum but the total falls within the range when residential and commercial spaces are calculated as a whole. Even if the 9 spaces over were to be reassigned to residential or visitor, then the number of residential, visitor and commercial spaces would not exceed the maximum calculated separately or combined.

Separate carwash bay is also proposed and has been shown on the plans.

Bicycle Parking

Land Use	Category	Qty	Minimum Rate	Maximum Rate	Min required	Proposed	Comply
RFB	Studio	0	0	Unlimited	43	60	Yes
	1 bed plus unit	86	0.5 per unit		8.6		
Res visitor	Visitor	86 units	0.1 per unit		51.6		
Sub Total	Res & Vis	-	-		1.4		
Commercial Ground floor	Employee	417.1m ²	1 per 300m ²		0.17		
	Visitor	417.1m ²	1 per 2500m ²		1.5		
Sub Total	Commercial	-	-		53.1	60	Yes
Total	Residential & Commercial	-	-				

3.3 Car Parking, Dimensions & Gradient

Controls	Complies (Yes/No)
Min. clear length 5.5m (5.4m AS2890.1-2004)	Yes
Min. clear width 2.4m for open space; 3m for between walls.	Yes
Min. clearance height 2.3m	Yes

Comment: The application was referred to Council's Traffic Engineer who has outstanding concerns with the unsatisfactory height clearance for MRV's. However these concerns relate to access from Sherwood Road under the first floor level of the building. If clearance heights were to be increased, this would significantly increase the height of the ground floor to ceiling heights and would create inconsistencies in the streetscape. In the interest of maintaining a better streetscape, conditions are included to ensure that only SRV's service the site through the Sherwood Road vehicular access.

3.5 Access, Maneuvering and Layout

Controls	Complies (Yes/No)
Minimum 1.5m setback from side property boundaries	Yes

3.6 Parking for the Disabled

Control	Required	Provided	Complies (Yes/No)
2 spaces per 100 spaces up to 400, and 1 per 100 thereafter, or part thereof	4	5 commercial disabled	Yes
AS 4299 Control - 1 accessible space shall be provided per adaptable unit.	13	13 residential adaptable	

6.1 Retaining Walls: max. 1m (if >1m need engineering detail)

Comment: Retaining wall detail to be provided at CC stage.

6.3/6.4 Erosion and Sediment Control Plan

Comment: Erosion and Sediment Control Plan is considered satisfactory.

7.4 Stormwater Management – Easements

Comment: The application was referred to Council's Development Engineer who raised no objection with the proposal, subject to conditions.

9 External Road Noise & Vibration

Comment: The application was referred to Council's Environmental Health Officer who has reviewed the amended Acoustic report accompanying the application. The proposal is now satisfactory in this regard subject to conditions of consent.

11 Site Waste Minimisation and Management Plan (SWMMP)

Comment: The application was referred to Council's Waste Management Officer who has no issues and no objections to the approval of the application.

Part B – Residential

1 General Residential Controls

1.1 Building Materials

Comment: The proposed building materials are robust and considered acceptable in the context of the street.

1.2 Fences

Controls	Complies (Yes/No)
Max. 1.5m	N/A
Front fences solid ≤1m and be ≥50% transparent to 1.5m	N/A

1.3 Views

Comment: No views are obstructed by the proposed development.

1.4 Visual Privacy

Control	Provided	Complies (Yes/No)
To provide a high level of visual and acoustic privacy for residents and neighbours in dwellings and private open spaces.	Refer to ADG.	Yes

1.5 Landscape Area

Control	Required	Provided	Complies (Yes/No)
Max. 50% of provided landscaped area shall be forward of the front building line.	Refer to ADG	Refer to ADG	Yes
Majority of landscaped area to be to the rear of the building.	Refer to ADG	Refer to ADG	Yes

1.6 Safety and Security

Comment: CPTED compliant – see comments below:

Surveillance

The front entrance to the development is visible from both street frontages, overlooked by windows and clearly visible from the driveways. No blank walls are proposed along the street frontages. Landscaping is provided in planter boxes and on raised levels that would not allow would-be intruders to hide.

Access Control

Conditions can be imposed to address the access control requirements.

Ownership

Street numbering will be installed and will be visible from the street. Property lines and private areas will be appropriately defined via building materials, fencing and landscaping.

1.8 Sunlight Access

Control	Provided	Complies (Yes/No)
1 main living area of existing adjacent dwellings to receive 3 hours direct sunlight between 9am and 4pm, 22 June.	Refer to ADG.	Yes
Min. 50% of required POS of existing adjacent dwellings to receive 3 hours direct sunlight between 9am and 4pm, 22 June	Refer to ADG.	Yes

1.9 Cut & Fill

Control	Provided	Complies (Yes/No)
Cut: max. 1m; max. 0.45m within 0.9m of side/rear boundary. Cut controls are not applicable where basement parking is proposed	Satisfactory	Yes
Fill: max. 0.3m within 0.9m of side/rear boundary; ≥0.6m to be contained within the building; if > 0.15m shall occupy max. 50% of the landscaped area.	Satisfactory	Yes
Not within easements		N/A

1.10 Demolition

Comment: The application includes demolition. Demolition related conditions will be included on any DC.

1.11 Vehicular Access and Driveways

Control	Provided	Complies (Yes/No)
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VC min. 3m wide and max. 5m wide at boundary.	6.5 metre wide driveway off Sherwood Road proposed as per RMS requirements. 6 metre wide driveway proposed off Coolibah Street which is considered acceptable.	Yes
Council favours the use of a central under-building access driveway.	Achieved	Yes

- 1.13 Subdivision:** Strata subdivision of residential flat buildings is permitted
Comment: Subdivision not proposed

Part C – Commercial, Shop Top & Mixed Use Development

Building Envelope

1.1 Lot Size and Frontage

Control	Provided	Complies (Yes/No)
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 min. lot frontage applicable to Zone B1.	26 metres needed to both streets. The site has a width of 33.2 metres to Coolibah Street and 47.5 metres to Sherwood Road.	Yes
Commercial development is not permitted on battleaxe lots.	Not a battle-axe lot.	N/A
Council may require consolidation of more than 1 existing allotment to meet the DCP.	Part N recommends a specific consolidated pattern involving 7 lots. 2 of these lots will be consolidated.	Yes – Subject to Conditions.
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. 	Correct procedure followed – see Part N below.	Yes

1.2 Floor Area

Control	Provided	Complies (Yes/No)
Bulky good development: bulky goods shall occupy min. 60% TFA.	N/A	N/A
Food and drink premises in Zone B6: Max. GFA 1000m².	N/A	N/A
Shops in Zone B1: Max. GFA 1000m².	N/A	N/A

Building Use

Control	Provided	Complies (Yes/No)
Commercial development shall be located at street level, fronting the primary St, and where possible the secondary St.	Commercial fronts primary and secondary street	Yes
Residential development is permitted at ground floor in Zone B1 and B6.	Zone B2 - N/A	N/A
Residential development is not permitted at ground floor in Zone B2 and B4.	Zone B2 - Residential units at Level 2 and above.	Yes

Where residential development is located at ground level and faces the street, they shall be constructed as flexible floor plates to enable future commercial development.	N/A	N/A
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1.3 Building Height

Control	Provided	Complies (Yes/No)																																		
Maximum building height in storeys shall be provided in accordance with the table below: <table><tr><th colspan="2">Permitted Height (storeys)</th></tr><tr><th>Height</th><th>Storeys</th></tr><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><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><tr><td>41m</td><td>12</td></tr><tr><td>50m</td><td>15</td></tr><tr><td>53m</td><td>16</td></tr><tr><td>65m</td><td>20</td></tr></table>	Permitted Height (storeys)		Height	Storeys	10m	1	11m	2	12.5m	2	14m	3	17m	4	20m	5	23m	6	26m	7	29m	8	32m	9	38m	11	41m	12	50m	15	53m	16	65m	20	See discussion under Part N	Refer to Part N
Permitted Height (storeys)																																				
Height	Storeys																																			
10m	1																																			
11m	2																																			
12.5m	2																																			
14m	3																																			
17m	4																																			
20m	5																																			
23m	6																																			
26m	7																																			
29m	8																																			
32m	9																																			
38m	11																																			
41m	12																																			
50m	15																																			
53m	16																																			
65m	20																																			

1.4 Setbacks, Separation and Depth Front Setback

Control	Provided	Complies (Yes/No)
Zone B1 shall observe established front setbacks.	N/A	N/A
Zone B2 and B4 are within site specific section of DCP.	Part N applies	Yes
<p>Zone B5:</p> <ul style="list-style-type: none"> Greystanes and Smithfield – 10m. Holroyd/Granville – 6m. Church St Granville – 0m. All other areas not stated in other sections of DCP – 4m. 	N/A	N/A
<p>Zone B6:</p> <ul style="list-style-type: none"> South Wentworthville – 6m. All others areas not stated in other sections of DCP – 4m. 	N/A	N/A

Upper Storey Setback

Control	Provided	Complies (Yes/No)
Street wall height of 3 storeys (11-14m) is required for all commercial development and mixed use development, unless otherwise stated in site specific controls.	<p>Part N does not specify a street wall height.</p> <p>Sherwood Road presents as a 4 storey street wall which is 12.5 metres high and falls within the 11 to 14 metre range. The proposal satisfies the intent to address spatial proportions, reduce bulk, provide articulation and visual privacy.</p>	Yes

	Coolibah Street elevation is 5 storeys in height straight up with no step back. Although non-compliant, this complies with the 3 metre setback requirement of Part N.	
3m setback required above street wall height.	Building A does not observe a setback to the 4 th & 5 th storeys. Although non-compliant, this complies with the 3 metre setback requirement of Part N. Part N required Building C to build to street edge and no setback. Proposal includes a 3 metre setback to levels 6, 7 & 8.	Yes

Side Setback

Control	Provided	Complies (Yes/No)
Where site adjoins a business zone, no side setback requirement, unless otherwise stated in site specific controls.	Nil setback provided. Refer to ADG.	Yes
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.	Does not adjoin residential zone. Setbacks determined by ADG. Refer to discussion under ADG assessment in Section 5 of the Report.	Yes

Rear Setback

Control	Provided	Complies (Yes/No)
Development adjoining residential shall have a rear setback of 6m.	Does not adjoin residential zone.	NA
In Zone B6, 0m setback where access to rear laneway provided.	Not B6 zone	N/A

1.5 Landscaping and Open Space

Control	Provided	Complies (Yes/No)
Landscaped areas & deep soil zones not required in business zones, unless stated in site specific controls.	B2 zone. Although not required the site has been landscaped on podium.	N/A

2 Movement

2.1 Rear Laneways and Private Access ways

Control	Provided	Complies (Yes/No)
Vehicular access must be provided where access to existing laneways is possible.	Vehicular access is from both streets, but mainly secondary (Coolibah).	Yes
Laneways shall be min. 8m in width.	No laneway proposed or required.	N/A

2.2 Pedestrian Access

Control	Provided	Complies (Yes/No)
Direct access shall be provided from the car park to all residential and commercial units.	Direct access is provided from the commercial parking on Level 1 to the commercial tenancies on Level 2, through a dedicated lift (Lift 3).	Yes

	Separate residential access lifts and lobbies are proposed from the parking levels.	Yes
Main building entry points shall be clearly visible.	The main building entries are clearly visible from the public domain.	Yes

2.3 Building Entries

Control	Provided	Complies (Yes/No)
Separate entries from the street shall be provided for cars, pedestrians, multiple uses and ground floor apartments.	Separate entries have been provided for vehicles and pedestrians.	Yes
Residential entries must be secure where access is shared between residential and commercial uses.	Separate residential and commercial entries are proposed.	Yes
Multiple cores which access above ground uses shall be provided where the site frontage $\geq 30m$.	Multiple cores are provided.	Yes

2.4 Vehicle Access

Control	Provided	Complies (Yes/No)
Driveways to be from laneways, private access ways & secondary streets where possible.	Vehicular access is provided mainly from secondary street, but also from Sherwood Road as recommended by Council. No objection from RMS.	Yes
Loading & unloading facilities shall be provided from a rear lane, side street or right of way where possible.	Loading/unloading areas are provided within parking levels. The application was referred to Council's Traffic Engineer who has outstanding concerns with the height clearance for a MRV not being provided (min 4.5 metres as per Table 4.1 of AS 2890.2). However these concerns relate to access from Sherwood Road under the first floor level of the building. If clearance heights were to be increased, this would significantly increase the height of the ground floor to ceiling heights and would create inconsistencies in the streetscape. In the interest of maintaining a better streetscape, conditions are included to ensure that only SRV's service the site through the Sherwood Road vehicular access.	No, however acceptable
One two-way driveway is permitted per development site up to 10,000m ² .	2 x 2 way driveways are proposed to the parking levels, one per street frontage.	Yes
Driveways to be maximum of 6m or 8m for commercial loading docks & servicing.	6.5 metre wide driveway off Sherwood Road proposed as per RMS requirements. 6 metre wide driveway proposed off Coolibah Street which is considered acceptable.	Yes
Pedestrian safety shall be maintained	Considered satisfactory. Half of 6 metre wide pedestrian pathway through the site is proposed with a 1:14 ramp.	Yes

2.5 Parking

Control	Provided	Complies (Yes/No)
Onsite parking is to be provided underground where possible.	Some at-grade parking is proposed however is located behind the building and will not be visible from the street frontages or the southern boundary (side boundary wall proposed to conceal). Residential basement is underground but due to slope of land, upper 2 parking levels are partly above NGL.	Yes
Basement parking shall be consolidated to maximise landscaping.	Parking is consolidated under buildings.	Yes
Parking shall not be visible from main street frontages.	Parking is not visible from either street, shielded by first floors.	Yes
Natural ventilation or ventilation grills shall be provided to basement parking.	Some natural and some mechanical ventilation required for basements.	Yes
Visitor parking is not to be stacked parking.	Visitor parking is not proposed to be stacked.	Yes

3 Design and Building Amenity
3.1 Safety and Security

Control	Provided	Complies (Yes/No)
Casual surveillance is to be achieved through active street frontages and creating views of common internal areas.	The commercial and residential components provide casual surveillance to both streets. Central COS and pedestrian link are overlooked by units.	Yes
Building entries are to be provided with clear lines of sight, should be provided in visually prominent locations and separate residential and commercial entries shall be observed.	Provided	Yes
Blind or dark alcoves near lifts, stairwells, entrances, corridors & walkways not permitted	Parking level lifts and pedestrian pathways are open to passive surveillance.	Yes
Landscaping shall avoid opportunities for concealment.	Satisfactory.	Yes

3.2 Façade Design and Building Materials

Control	Provided	Complies (Yes/No)
All walls are to be articulated via windows, verandahs, balconies or blade walls. Articulation elements forward of the building line max. 600mm.	The proposed façades of the development are adequately articulated through the provision of varying windows, screens, awnings, parapet walls, balconies and material finishes.	Yes

3.3 Laneways

Control	Provided	Complies (Yes/No)
Laneways shall: <ul style="list-style-type: none"> • Define private and public spaces. • Ensure clear lines of sight. • Eliminate spaces that enable hiding. • Ensure overlooking through balcony / window location. • Provide suitable lighting. • Public access shall be provided at all times. 	No laneway	N/A

Arcades

Control	Provided	Complies (Yes/No)
Min. width of 6m and minimum 4m high.	A 6 metre wide pedestrian link through the site is proposed as required by Part N of the DCP.	Yes
	However, only a 3.2 metre height clearance is proposed under Building C and 4 metres is required. If clearance heights were to be increased, this would significantly increase the height of the ground floor to ceiling heights and would create inconsistencies in the streetscape. In the interest of maintaining a better streetscape, the reduced height clearance is considered acceptable. It is further noted that the lower clearance is only for a small depth into the site under Building C where the pedestrian link is increased in width with landscaped sides to improve the openness and compensate for the reduced height.	No, however acceptable
Direct and unrestricted access to be provided during business trading hours.	Can be conditioned.	Yes
Active frontage	5 commercial tenancies and the residential lobby for Building C face the walkway.	Yes

3.4

Shop Fronts

Control	Provided	Complies (Yes/No)
Solid roller shutters and security bars are not permitted.	None proposed – can be conditioned.	Yes
Open grill (concertina) and transparent grill shutter security devices are permitted.	None proposed – can be conditioned.	Yes
All windows on the ground floor to the street frontage are to be clear glazing.	Yes.	Yes

3.5

Daylight Access

Control	Provided	Complies (Yes/No)
Design and orientate dwellings to maximise northerly aspect.	The proposed development maximises the northerly aspect through the orientation of living spaces and POS's.	Yes
1 main living area of existing adjacent dwellings to receive 3 hours direct sunlight between 9am and 4pm, 22 June.	Complies – no adjoining dwellings to south.	Yes
Min. 50% of required POS of existing adjacent dwellings to receive 3 hours direct sunlight between 9am and 4pm.	Complies – no adjoining dwellings to south.	Yes

Notwithstanding the above, overshadowing falls onto the southern adjoining property which contains the Coolibah Hotel. Overshadowing of that property is not unreasonable given that it is a commercial property and does not contain any habitable areas within. The shadow diagrams indicate that the site would be provided with suitable levels of solar access to the existing north facing outdoor terraces of the hotel between 11:00am and 1:00pm on 21 June and any future residential development on the site.

3.8

Awnings

Control	Provided	Complies (Yes/No)
Awnings: <ul style="list-style-type: none"> • Should be flat. • Must be 3m deep. • Setback from the kerb a min. 600mm. • Min. soffit height of 3.2m-3.3m. • To be located over all building entries. 	Awning is 3 metres deep, flat, setback from kerb more than 600mm, has a height clearance of 3.2 metres, extends the full length of the Sherwood Road frontage and covers all building entries.	Yes
Permitted on laneways where active street frontages are required. Shall be retractable and only used in hours of operation.	No laneway so N/A	N/A
Shall wrap around street corners.	Not a corner	N/A
Canvas blinds along street frontages not permitted.	N/A	N/A

3.10 Flexibility and Adaptability:

Control	Provided	Complies (Yes/No)
15% of units shall be adaptable units.	15% = 13 Adaptable units required, with disabled car parking spaces. 8 adaptable units shown on plans and Council's Accessibility Consultant has raised concern with the proposed design. However, conditions are included to ensure compliance is achieved.	No, however acceptable subject to conditions

3.11 Corner Buildings: Corner buildings shall articulate street corners and present each frontage as a main street frontage.

Comment: Not a corner building

3.18 Waste Management

Control	Provided	Complies (Yes/No)
Garbage/recycling storage areas should be located to be easily accessible.	Separate residential and commercial bin store rooms are proposed along with garbage chutes throughout the residential levels. The application was referred to Council's Waste Management Officer who originally raised issues regarding the serviceability of the site by Council's garbage trucks (i.e. MRV access and height clearance of 4.5 metres) and the bin carousel not being compliant for 1,100 litre garbage bins. Additional information has been provided addressing these issues and the proposal is now satisfactory with regards to waste management.	Yes

**5 General
5.2 Signage**

Control	Provided	Complies (Yes/No)
Should not obscure important architectural features.	N/A	N/A
Should not protrude above awnings.	N/A	N/A
Roof signs which project above the parapet are not permitted.	N/A	N/A

Fin signs and projecting wall signs are limited to 1 per 25m street frontage or 1 per site.	N/A	N/A
Fin signs and projecting wall signs must not project more than 900mm from the facade or within 300mm of the residential level of the building.	N/A	N/A
Painting or cladding the building facade to act as a large billboard is not permitted.	N/A	N/A

5.3 Hours of Operation

Control	Provided	Complies (Yes/No)
Merrylands west B2 zone 6am to midnight permitted.	No commercial uses known yet – to be conditioned.	Yes
For hours extending outside 6am – 10pm, applicants must submit an acoustic report, social impact statement, CPTED report and plan of management.	N/A	N/A

PART J – SITE SPECIFIC GUIDELINES

N/A

PART L – TOWN CENTRE CONTROLS

N/A

PART N – Transitway Station Precinct Controls

3 Sherwood Transitway Station Precinct

3.1 Site Consolidation

Control	Provided	Complies (Yes/No)
Amalgamation of lots in accordance with Figure 19 is required for redevelopment.	Figure 19 shows amalgamation of 7 lots. The subject application consolidates 2 of these and leaves 5 lots to the north (currently fragmented ownership). See comment below regarding offers made to purchase adjoining sites.	Yes
The minimum lot frontage for all development in the Sherwood Precinct shall be 30 metres.	The site achieves a frontage of 33.2 metres to Coolibah Street and 47.5 metres to Sherwood Road.	Yes
Where amalgamation cannot be achieved two written valuations and evidence that a reasonable offer has been made to be submitted.	<p>The remaining sites are:</p> <ul style="list-style-type: none"> • 530 Merrylands Road; • 3 Sherwood Road; • 5 Sherwood Road; • 5A Sherwood Road; and • 7 Sherwood Road. <p>The DA was accompanied by letters of offer to the 5 remaining property owners making offers to purchase the sites. The original letters of offer were considered to not reflect the highest valuation obtained but rather were the average of the 2 valuations and were not considered “reasonable”. The applicant has since lodged amended letters of offer which are consistent with or slightly above the highest valuations obtained. The offers are considered to be acceptable having regard to the process outlined in Section 3.1 of Part N of the DCP.</p> <p>The applicant has advised that no responses were received from adjoining owners.</p>	Yes

Where amalgamation is not achieved demonstrate remaining sites can be developed as per DCP 2013	No site will be left landlocked as a result of the proposed development. Remaining lots can be consolidated with others and are all zoned B2. The applicant has provided plans showing how the lots can be developed as a single development site.	Yes
Sites must not be left physically unable to develop as per DCP	No site will be left landlocked as a result of the proposed development. Remaining lots can be consolidated with others and are all zoned B2. The applicant has provided plans showing how the lots can be developed as a single development site.	Yes

3.2 Private Accessways, Vehicular Entries and Land Dedication

Control	Provided	Complies (Yes/No)
Buildings fronting Sherwood Road should provide vehicular access from the rear or side, via laneways or secondary roads	Driveway access is from Coolibah Street and Sherwood Road. Applicant advised at the Pre-DA Meeting that access from Sherwood Road would be considered given that there is already a driveway into the site off Sherwood Road, and given the adverse impact upon residents that would result from concentrating all vehicular movement through Coolibah Street. The DA was referred to the RMS who raised no objection to the driveway off Sherwood Road, subject to left in/left out only. A median would be required to be provided on Sherwood Road to facilitate left-in / left-out movements.	No, however acceptable
Dedication of land at corner of intersection of Sherwood & Merrylands Rds as per Figure 20	Subject site is not on corner, N/A.	N/A
A 12m wide connecting laneway between Merrylands Rd & Coolibah St is required as per Figure 20	A laneway is required over 530 Merrylands Road and the subject site is not affected.	N/A
A pedestrian connection between Sherwood Rd & Coolibah St is required as per Figure 20	The subject site is affected by a 6 metre wide pedestrian connection requirement. The proposal includes half of the proposed 6 metre wide pedestrian link as shown on the plans through the site.	Yes
	However, only a 3.2 metre height clearance is proposed under Building C and 4 metres is required. If clearance heights were to be increased, this would significantly increase the height of the ground floor ceiling height and would create inconsistencies in the streetscape. In the interest of maintaining a better streetscape, the reduced height clearance is considered acceptable. It is further noted that the lower clearance is only for a small depth into the site under Building C where the pedestrian link is increased in width with landscaped sides to improve the openness and compensate for the reduced height.	No, however acceptable

3.3 Building Height

Control	Provided	Complies (Yes/No)
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The maximum height for development within the Sherwood Transitway Precinct is detailed within the Holroyd LEP 2013, as a written statement & associated maps	<p>The subject site is mapped in LEP 2013 as having 2 different height “bands”. Towards Sherwood Road and for a depth of 20 metres into the site, a 23 metre height limit applies. The remainder of the site to the west and to the Coolibah Street boundary is subject to a 17 metre height limit.</p> <p>Buildings A and B breach the height limit, but only for their lift overruns and Building C breaches the height for both the lift core and rooftop.</p> <p>See discussion above in LEP table.</p>	Refer to Clause 4.6 Assessment
The maximum building storey limits are detailed in Figure 21	<p>Figure 21 indicates that the 23 metre height band along Sherwood Road is limited to a 6 storey height limit. Building C has 7 storeys facing Sherwood Road but the 23 metre height complies at the front boundary. The 5th to 7th storeys are setback further than the lower levels by 3 metres so the 7th storey at the street front does not create any bulk or cause adverse impact and is therefore supportable.</p> <p>Figure 21 indicates that the 17m height band at the rear of the site is limited to a 4 storey height limit. Building B is 4 storeys in height and so complies. Building A is 5 storeys in height due to the lower level at street level creating an additional storey. The building complies with the maximum LEP height limit of 17 metres. The variation to the number of storeys is considered acceptable as the 5th storey is setback further than the levels below by 3 metres as required by Part C of DCP. The setback is proposed as open, unframed balconies for the upper level units to provide a relief to the building bulk and given that the additional storey is only for part of the building, the proposal is considered acceptable.</p>	No, however acceptable
Street wall heights, setbacks & minimum floor to ceiling heights are referenced in Parts B & C of the DCP.	Refer to Part C assessment in this report above.	Refer to Part C

3.4 Building Setbacks & Separation

Control	Provided	Complies (Yes/No)
Setbacks shall be in accordance with Figure 22.	Figure 22 requires a 3 metre front setback from Coolibah Street, nil setback from Sherwood Road and nil side boundary setbacks that have all been provided.	Yes
Development along Sherwood Rd is to be built to the boundary of adjoining properties to form a continuous street edge.	Building C facing Sherwood Road is built to the front and side boundaries and will form a continuous street edge.	Yes