Holroyd Development Control Plan 2013			
No.	**Required/Permitted**	**Provided**	**Comply**
Part A – General Controls			
1	**Subdivision**		
	Not applicable		N/A
1.3	**Drainage**		
	Suitable mitigation measures have been assessed by Council's Development Engineer.		Yes subject to condition
2	**Roads and Access**		
2.4	**Vehicular crossings, splay corners, kerb and gutter**		
	Construct all works in accordance with Council's Vehicular Crossing Policy.		Yes subject to condition
	Construct a plain concrete (not patterned or coloured) vehicle crossing at each vehicle entrance/exit to the property, to specifications found in Council's Vehicular Crossing Policy.		Yes subject to condition
	Where a vehicular crossing exists and is in poor condition or is damaged during construction/ demolition or does not comply	New entry to basement proposed	Yes
	Fully reinstate the road shoulder adjoining newly constructed vehicular crossings to the satisfaction and/or requirements of Council's Engineer.	Redundant crossings to be replaced with new kerb and gutter	Yes subject to condition
	For safety reasons, access to a property from a public road must clearly avoid items such as sewer vents, service poles, existing trees, street construction, light standards, telecommunications areas, stormwater pits, pedestrian crossings, pram ramps and the like, transformer units and the like which may be located in the footway area, unless the applicant is able to make arrangements for the relocation of equipment not owned by Council at no expense to Council.		Yes subject to condition
	Maintain pedestrian safety by minimising potential pedestrian and vehicular conflicts through: • Limiting the width and number of vehicle access points, • ensuring clear site lines at pedestrian and vehicle crossings, • utilising traffic calming devices, and • separating and clearly distinguishing between pedestrian and vehicular accessways.	There is one vehicle access point with adequate sight distance	Yes
	Ensure adequate separation distances between vehicular entries and street intersections. For corner allotments,	40m	Yes

	vehicular crossings must be no closer than 6 metres from the tangent point of the kerb at the intersection.		
	Optimise the opportunities for active street frontages and streetscape design by: • making vehicle access points as narrow as possible • consolidating vehicle access within sites under single body corporate ownership • locating car park entry and access from secondary streets and lanes.	There is one access located off Terminus Street rather than Pitt Street, which is the more active retail strip.	Yes
	Where not already provided, splay corners are to be dedicated in road reserves at intersections as follows: • Commercial subdivision 4m x 4m	4m x 4m Splay provided to corner of Pitt and Terminus at ground level and basement L1 only. Splay has not been provided beyond those levels, above or below ground.	No, subject to deferred commencement condition
3	**Car Parking**		
3.1	**Minimum parking spaces**		
3.2	**Parking Design Guidelines**		
	Refer to assessment under SEPP 65		Yes
3.3	**Dimensions and gradient**		
	No concerns have been raised by Council's Traffic Engineer		Yes
3.5	**Access, manoeuvring and layout**		
	Design car parking areas to expedite vehicle circulation by adopting a simple layout and by minimising congestion points and the possibility of conflicting vehicle movements.	The layout is simple and logical.	Yes
	Ensure that all vehicles using the car park can conveniently enter and leave the site in a forward direction.	Movements into and out of the site are able to be made in a forward direction.	Yes
	Within larger, short term car parks, adopt a one-way circulation pattern.	Circulation is satisfactory	Yes
	Dead-end aisles shall not service more than 12 spaces unless a turnaround facility is provided. A manoeuvring layback is required at the end of dead-end aisles to facilitate access to the end car spaces.	A turnaround area is provided at the end of the commercial parking area before the residential boom gate.	Yes
	Car park entries are to be set back behind the building line to reduce their visual dominance, and to reinforce building articulation along street frontages (min. 1.0m).	The car park entry is in line with the commercial floor spaces and is not visually dominant.	Yes
	Provide as a minimum the following setbacks from side property boundaries to driveways: 1.5m	1.5m provided.	Yes
	In restricted manoeuvring areas where standard turning templates cannot be	Satisfactory	Yes

	used, a swept path analysis using the largest design vehicle in accordance with Austroads shall be provided.		
	The minimum permitted clear headroom within car parking areas is 2.3 metres, or as per 2.5 metres for parking spaces for the disabled.	2.5m headroom provided. Greater headroom is provided for waste trucks.	Yes
	Clearance heights for each category of commercial vehicles shall be in accordance with AS2890. 2.	Satisfactory	Yes
	Ensure that the provision of pipes, ducts and sprinkler systems within the car park does not compromise minimum clearances.	Satisfactory	Yes
	In casual parking areas, install flexible clearance striker bars at entry points.		Yes as a condition of consent.
3.6	**Parking for the disabled**		
	Provide parking for the disabled at the rate of 2 spaces per 100 visitors or customer spaces up to 400 spaces, and 1 per 100 thereafter, or part thereof .	6 retail disabled spaces and 33 for residents	Yes
	Disabled Parking spaces shall be located in accordance with AS 2890.6: **a)** as close as possible to the entrance(s) of subject premises, **b)** on a maximum floor gradient of 1:40 (2.5%) , **c)** with ramp access to the premises provided at a maximum gradient of 1:14, and **d)** be signposted using standard signage in accordance with Australian Standards AS 1741.11 and AS 2890.1.	Disabled spaces are located in close proximity to the lift lobby.	Yes, subject to condition
	Provide a minimum clearance height of 2.5 metres for parking for the disabled; Provide a minimum clear headroom within car parking areas of 2.5 metres for parking spaces for the disabled	2.5m provided	Yes
4	**Tree and Landscape works**		
			Yes
5	**Biodiversity**		
	Not applicable		N/A
6	**Soil Management**		
6.1	**Cut and Fill and Retaining walls**		
	Development is to be designed and constructed where possible to integrate with the natural topography of the site.	No retaining walls are proposed.	N/A
6.2	**Site Contamination and Land filling**		
	Council may require investigation of existing site contamination levels prior to the approval of new building works on the site.	Contamination report provided and reviewed by the Environmental Health Unit	Yes
6.3	**Erosion and Sediment Control**		

	Wholly contain on the site all soil materials arising from the removal of vegetation, clearing, levelling, filling, excavation and/or disturbance of any site, including the placement of any building material stock piles		Yes as a condition of consent.
7	**Stormwater Management**		
	Refer to comments from Development Engineer		
8	**Flood Prone Land**		
	Refer to comments from Development Engineer		
9	**Managing External Road Noise and Vibration**		
	Ensure an acoustic/vibration report is provided as a part of the planning documentation for development proposals adjacent to a Classified Road and certain unclassified roads or within 60 metres of a railway line.	An acoustic report has been provided which concludes that mechanical ventilation will be required as internal noise targets cannot be achieved with open windows.	Yes
10	**Safety and Security**		
	Design new development to reduce the attractiveness of crime by minimising, removing or concealing crime opportunities. The design of development should increase the possibility of detection, challenge and apprehension of persons engaged in crime.	The design allows for surveillance through open design within the building to minimise crime.	Yes
	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.	Surveillance of public domain and private spaces is provided.	Yes
	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 carparks.	Access control can be provided at logical places within the development	Yes, subject to condition of consent
	Incorporate design elements in public spaces that reflect local character and local values associated with open space, and thus contribute to a sense of community ownership of public spaces. Encouraging people to gather in public spaces through appropriate design techniques, helps to nurture a sense of responsibility for the use and condition of a place.	Attractive and function public spaces are provided which will encourage gathering.	Yes
	Clearly define the boundaries between public and private spaces as a method of territorial reinforcement. Methods other than gates, fences and enclosures are	Public and resident spaces are clearly defined without the need for barriers.	Yes

	encouraged.		
11	**Waste Management**		
	Refer comments from Waste Management Officer		
12	**Services**		
	To ensure residential, industrial and business areas are adequately serviced in a timely, cost- effective, coordinated and efficient manner.	The land is serviced by all required infrastructure.	Yes
Part C – Commercial, Shop top housing and Mixed use development Controls			
1	**Building envelope**		
	Refer to assessment under SEPP 65		
	Residential dwellings are not permitted at ground floor within Zone B2 Local Centre and Zone B4 Mixed Use.	No residential development is proposed on the ground floor.	Yes
2	**Movement**		
2.1	**Rear Laneways and Private Accessways**		
	Where buildings have access to existing laneways, vehicular access must be provided from the laneway.	Access is provided to Terminus Street.	N/A
	Laneways and private accessways shall be clear, direct and shall allow access for pedestrians at all times.	Pedestrian access is clear and legible.	Yes
2.2	**Pedestrian Access**		
	The site and its planning is to be utilised to optimise accessibility to the development.	Accessibility is optimised as a result of the through-arcade between Stocklands and the railway station.	Yes
	The design of developments shall comply with Disability (Access to buildings- Premise- Buildings) Standards 2010.		Yes
	Direct and unimpeded access from the car parking area to all residential units and commercial uses within a development shall be provided.	Via separate commercial and residential lifts	Yes
	Main building entry points should be clearly visible from primary street frontages, well lit, legible and enhanced through building design and treatment.	Main entry points are legible and well situated.	Yes
	Access to public areas of buildings shall not have unnecessary barriers or obstructions including uneven and slippery surfaces, steep stairs and ramps, narrow doorways, paths and corridors etc.		Yes
	Developments must provide continuous paths of travel from all public roads and spaces as well as unimpeded internal access.		Yes
2.3	**Building Entries**		
	The main entrance of buildings must be accessible for all members of the community.		Yes
	Separate entries from the street are to be provided for cars, pedestrians, multiple uses (commercial and residential) and ground floor apartments.	Each shopfront has its own access. Separate vehicle and pedestrian access provided.	Yes
	Residential entries must be secure where	Separate entry for residential	N/A

	access (e.g. lifts) is shared between commercial and residential uses.	parts of the development, no shared access.	
	Multiple cores which access above ground uses are to be provided where the site frontage is over 30m.	1 core for the residential component, but with 4 lifts.	No, but considered satisfactory.
	Dwellings off communal open space should have direct private entries.	N/A	N/A
	Entries and associate circulation space are to be designed of an adequate size to allow movement of furniture.		Yes
	Commercial development should include adequate areas for pedestrian movement, free from advertising or "overflow" retail structures.	Clear 4m corridors within arcade.	Yes
2.4	**Vehicle Access**		
	Driveways shall be provided from laneways (existing or proposed), private accessways and secondary streets where possible.	Access is from Terminus Street which is considered secondary to Pitt Sreet.	Yes
	One two way driveway is permitted per development site up to 10,000m^2.		Yes
	Vehicular access shall be integrated with the overall design of the building and shall consider site layout, streetscape character and façade design.	Vehicular access is integrated into the building design and façade.	Yes
	All vehicles must be able to enter and leave the site in a forward direction.		Yes
	The width of driveways is limited to a maximum of 6 metres or 8 metres for commercial loading docks and servicing.	6.5m	Yes
	Pedestrian safety is to be maintained through design including ensuring clear site lines at pedestrian and vehicular crossings and clearly differentiating vehicular and pedestrian access.		Yes
2.5	**Parking**		
	See separate assessment under SEPP 65		
3	**Design and building amenity**		
3.1	**Safety and Security**		
	Ensure building and place design is guided by the Crime Prevention through Environmental Design (CPTED principles).	Refer to NSW Police comments.	Yes, subject to condition
3.2	**Façade Design and Building Materials**		
	Provide a street address to each building.	Façade treatment wraps around all 3 frontages	Yes
	Facade proportions and vertical and horizontal emphasis shall be appropriate to the scale of development and its interaction with the streetscape. Vertical emphasis shall be incorporated above awnings.	Façade proportions maintain a human scale.	Yes
	Express vertical elements within the façade rather than floor levels.	The buildings maintain vertical elements to avoid expressing the floors only.	Yes
	Blank walls and large expanses of one material shall be avoided.	No blank expanses are provided.	Yes

	External walls should be constructed of high quality and durable materials and finishes that are appropriate for the scale of development. Materials with 'self cleaning' attributes shall be used.	Powdercoated and Alubond surfaces.	Yes
	Maximise the use of glazing to active frontages.	Shops are provided with glazing.	Yes
	Building walls addressing the street should be articulated and fragmented to add interest and to avoid bulky appearance.	Adequate modulation if provided in the façade.	Yes
	Buildings located on corner sites are to be articulated to address each street frontage.	The proposed development addresses each frontage with activation.	Yes
	Building finishes should not result in causing glare that creates a nuisance and hazard for pedestrians and motorists in the centre. Generally reflective and glazed finishes are discouraged above the first floor.	Above the first floor, glazing is set back behind the awning and balconies	Yes
	Balconies and terraces should be provided to overlook the street and public domain and shall be integrated into the design of the facade.		Yes
	The design of plant rooms and lift overruns is to be integrated into the overall architecture of the building	Overruns will not be visible from the street or present as part of the façade. A substation located on the northern elevation will be screened.	Yes
	In mixed use and shop top housing development, distinguish residential entries from commercial/retail entries.	Separate entries provided.	Yes
	The ground floor level must have active uses facing streets and public open spaces.	Retail uses front Pitt Street and Terminus Street. The residential entry fronts the north.	Yes
3.3	**Laneway and arcade design**		
	The design of laneways and buildings adjacent shall incorporate safer by design principles	No laneway proposed.	N/A
	Arcades shall be a minimum width of 6m and a minimum 4m high, which is free of all obstructions (i.e. columns, stairs etc).	2 x 4m walkways (8m total) with 4.5m high ceiling.	Yes
	Direct and unrestricted public access shall be provided during business trading hours.		Yes
	Active frontages shall be provided on both sides, for the full length of the arcade.	Shops along the north side and utilities on the south. Southern side is activated with the lift lobby and retail tenancy.	No, but satisfactory

3.4	**Shopfronts**		
	Solid roller shutters, either internal or external, that block out or obscure windows or entrances, are not permitted.	None are proposed.	Yes and can be a condition of consent.
	All street frontage windows located at ground floor level are to be clear of glazing.		Yes
3.5	**Daylight Access**		
	Refer to separate assessment under SEPP 65 for comments on solar access.		
3.6	**Visual and Acoustic Privacy**		
	Refer to separate assessment under SEPP 65 for comments on privacy.		
3.7	**Managing external noise and vibration**		
	Refer to above comments in Part A – General Controls		
3.8	**Awnings**		
	Continuous awnings are required to be provided to all active street frontages (except laneways).	Yes, except at main entry points where the awning is raised to make a design statement.	Yes
	Awnings generally: **i)** Should be flat, **ii)** must be 3m deep, **iii)** be setback from the kerb a minimum of 600mm, **iv)** have a minimum soffit height of 3.2m-3.3m, **v)** have slim vertical facias and/or eaves not to exceed 300mm.	Awning is approximately 2.5m on Pitt Street and 2.0m to Terminus Street which is appropriate for those streets.	Yes
	Awnings on street corner buildings shall wrap around corners.		Yes
	Awnings are to be located over all building entries to indicate entry points.		Yes
3.9	**Apartment layout**		
	Refer to separate assessment under SEPP 65 for comments on apartment layout.		
3.10	**Flexibility and Adaptability**		
	Refer to separate assessment under SEPP 65 for comments on flexibility.		
3.11	**Corner Buildings**		
	Generally, corner building shall be designed to: **i)** Articulate street corners by massing and building articulation, **ii)** to add variety and interest to the street, **iii)** Present each frontage of a corner building as a main street frontage, **iv)** reflect the architecture, hierarchy and characteristics of the streets they address, and **v)** align and reflect the corner conditions.	The building design satisfactorily addresses the corner.	Yes
3.13	**Internal circulation and storage**		
	Refer to separate assessment under SEPP 65 for comments on circulation and storage.		
3.14	**Balconies**		
	Refer to separate assessment under SEPP 65 for comments on balconies.		
3.15	**Natural ventilation**		
	Refer to separate assessment under SEPP 65 for comments on natural ventilation.		

3.16	**Roof design**		
	Refer to separate assessment under SEPP 65 for comments on roof design.		
3.17	**Maintenance**		
	Refer to separate assessment under SEPP 65 for comments on materials and maintenance.		
3.18	**Waste management**		
	Refer to comments from Waste Management officer.		
4	**Environmental**		
4.1	**Wind mitigation**		
	A wind effects report shall be submitted with development applications for buildings 41m or greater in height and for other buildings as required by Council. The report shall be prepared by a suitably qualified engineer and shall: **i)** Be based on wind tunnel testing, which compare analyses the current wind conditions and the wind conditions created by the proposed building, **ii)** Report the impacts of wind on the pedestrian environment at the footpath level within the site and the public domain, **iii)** Provide design solutions to minimise the impact of wind on the public and private domain, **iv)** Demonstrate that the proposed building and solutions are consistent with the provisions of this DCP.	Pedestrian Wind Environment Study submitted with the DA.	Yes
	To ensure public safety and comfort, wind effects caused by development are not to exceed: **i)** 10 metres per second for active frontages, **ii)** 16 metres per second for all other streets.	To achieve this, the report recommends screening within the arcade (i.e. automatic doors).	Yes subject to conditions of consent
5	**General**		
5.1	**Public Art**		
	Public Art is encouraged to be provided within the business centres, in accordance with Council's Public Art Policy 2012-2015.	None proposed.	N/A
	Public Art provided shall develop the cultural identity of the community and reflect the culture of the community.	N/A	N/A
	Artworks shall be integrated into the design of buildings and the landscape.	N/A	N/A
5.2	**Signage**		
	Ensure signage complements the built form and character of business centres.	No signage is proposed with the DA.	Yes, subject to conditions of consent.
5.3	**Hours of operation**		
	Hours of operation (customer trading) for commercial development are listed in the table below and are based on the street in which the primary premises entries are accessed from.	Subject to consideration with future DAs for use.	Yes
		Pitt Street between	

	Merrylands	24 hours	Merrylands Road and Terminal Place		
7	**Residential mix for Business zoned land**				
	Refer to separate assessment under SEPP 65 for comments on residential mix.				
Part M – Merrylands Centre					
2	**Urban Design Strategies**				
	Strengthen the economic and employment role of Merrylands.			The proposed development provides for new commercial and retail opportunities.	Yes
	Provide for an active and vibrant centre			The proposal is a high quality design that will help to activate the street frontages of Pitt Street and Terminus Street.	Yes
	Ensure buildings are designed to maximise appropriate amenity outcomes for the centre.			The proposed development is satisfactory with regard to amenity issues and Safer by Design principles	Yes
	Ensure development design promotes the principles of ecologically sustainable development			The DA is accompanied by BASIX certification.	Yes
	Create a centre for a diverse community			The proposed development offers a range of apartment sizes.	Yes
	Promote public transport use, cycling and walking and reduce reliance on private car travel			The development will contribute to a safe pedestrian network in the Merrylands CBD.	Yes
	Improve pedestrian and vehicular traffic movement within the centre			The development will encourage pedestrian movements between the railway station and Stocklands.	Yes
	Achieve urban design that acknowledge the role of Merrylands within Holroyd the subregion			The proposed development offers a high quality presentation within the commercial core of Merrylands.	Yes
	Maintain and create clear linkages within the centre and with adjoining residential precincts			The proposed development increases access between the railway station and Stocklands mall.	Yes
3	**Public Domain**				
3.1	Roads and Circulation			The extension of Terminus Street abuts the subject land. There is no impact of the development on the ability to achieve the new road link.	Yes
3.2	Pedestrian and bicycle network			The proposed development does not impact the ability to provide the bicycle network between the railway station and Neil Street	Yes
3.3	Landscaping and Open Space			The proposed development provides for planting on structures as anticipated by the DCP	Yes
3.4	Indicative Street Section			The proposed development is	Yes

		in accordance with Section J-J suggested for Pitt Street.	
4	**Building Envelope**		
4.1	**Site Amalgamation and minimum frontage**		
	Amalgamation of lots in accordance with Figure 5 is required for redevelopment.	The site is not mapped in Figure 5.	N/A
	Where amalgamation is not required by this plan, the minimum site width for redevelopment is 20m		Yes
	The minimum site width achieved shall determine the height of buildings (in storeys) in accordance with the table below. Site width shall be measured at the primary frontage. Site width 32m. Maximum 20 storeys	The site is 36m in width and offers a building of 19 storeys.	Yes
	Sites must not be left such that they are physically unable to reasonably develop a three storey building in accordance with the controls in Sections 4 and 5 of this Part.	The adjoining site to the south is not isolated as a result of the proposed development.	Yes
5	**Merrylands Neil Street Precinct Controls**		
	The subject land is outside the Neil Street Precinct as mapped in Part M of the DCP.		N/A
6	**Movement**		
	Refer to previous comments to Part A and Part C of the Holroyd DCP 2013.		
7	**Design and Building Amenity**		
	Refer to separate SEPP 65 assessment.		
8	**Environmental**		
8.1	**Flood and Stormwater Management**		
	Refer to comments from Council's Development Engineer		
9	**General**		
9.1	**Public Art**		
	See comments at 5.1 of Part C above.		