

SYDNEY CENTRAL CITY PLANNING PANEL

Attachment 5 - Holroyd Development Control Plan 2013 compliance table

No.	Clause	Comment	Yes	No	N/A
<b>PART A – GENERAL CONTROLS</b>					
<b>1</b>	<b>Subdivision</b>				
	Strata subdivision proposed.		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>2</b>	<b>Roads and Access</b>				
<b>2.4</b>	<b>Access: Vehicular Crossings, Splay Corners, Kerb &amp; Guttering</b>				
	VC to be reconstructed if in poor condition, damaged or design doesn't comply.	No change to original approval	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Avoid services/facilities in road reserve, existing trees, pedestrian crossing, pram ramps etc.	No change to original approval	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Corner sites VC to be min. 6m from the tangent point.	Not a corner site	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Corner sites require 3m x 3m (residential) and 4m x 4m (commercial) splay corner to be dedicated.	3m x 3m provided, as approved.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>2.7</b>	<b>Road Widening</b>				
	The subject site is not affected by road widening.		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>3</b>	<b>Car Parking</b>				
<b>3.1</b>	<b>Minimum Parking Spaces</b>				
	<b>Car Parking - Residential</b> Minimum spaces required: 1 bedroom = 0.8 • bedroom = 1 • bedroom = 1.2 • + bedroom = 1.5 • Visitor/dwelling = 0.2	The proposed 252 car spaces comply with maximum rate of HDCP 2013.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<b>Bicycle Parking - Residential</b> Minimum residential spaces required: • Studio / 1 bed. unit = 0.5 • bed unit = 0.5 • 3+ bed unit = 0.5 • Visitor = 0.1 per unit.	Continue to comply.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>3.3</b>	<b>Car Parking, Dimensions &amp; Gradient</b>				
	Council's Traffic Engineer reviewed the application and advised that is satisfactory subject to conditions.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>3.5</b>	<b>Access, Maneuvering and Layout</b>				
	Driveways shall be setback a minimum of 1.5m from the side boundary.	No change under this modification application.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>3.6</b>	<b>Parking for the Disabled</b>				
	2 spaces per 100 spaces up to 400, and 1 per 100 thereafter, or part thereof.  <b>Required:</b> 4 accessible spaces	30 accessible residential car spaces provided. No change.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>4</b>	<b>Tree and Landscape Works</b>				
	No amendments to approved landscape works as part of this modification		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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<b>5</b>	<b>Biodiversity</b>				
	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"/>
<b>6</b>	<b>Soil Management</b>				
<b>6.1</b>	<b>Retaining Walls</b>				
	Condition prior to the issue of a construction certificate.		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>6.3</b>	<b>Erosion and Sediment Control Plan</b>				
	Endorsed under original application		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>7</b>	<b>Stormwater Management</b>				
	The application was reviewed by Council's Development Engineer and is considered satisfactory subject to conditions.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>8</b>	<b>Flood Prone Land</b>				
	The site is not identified as flood prone in Council's mapping.		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>9</b>	<b>Managing External Road Noise</b>				
	Not located on major road.		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>10</b>	<b>Safety and Security</b>				
	Design new development to reduce the attractiveness of crime by minimising, removing or concealing crime opportunities.	Modified design will continue to maintain development that minimises crime opportunities.	<input checked="" type="checkbox"/>	<input 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 building entrances.	<input checked="" type="checkbox"/>	<input 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.	<input checked="" type="checkbox"/>	<input 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.	Private spaces are clearly defined.	<input checked="" type="checkbox"/>	<input 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 sympathetic with the quality of the streetscape.	Proposal provides for adequate crime prevention measures whilst being sympathetic to the quality of the streetscape.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>11</b>	<b>Waste Management</b>				
	Council's waste management section advised that the waste arrangements are satisfactory		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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<b>12</b>	<b>Services</b>				
	Appropriate conditions were included in the original consent requiring consultation with relevant service providers.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>PART B – RESIDENTIAL CONTROLS</b>					
<b>1</b>	<b>GENERAL RESIDENTIAL CONTROLS</b>				
<b>1.1</b>	<b>Building Materials</b>				
	Acceptable materials and finishes proposed.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>1.2</b>	<b>Fences</b>				
	Satisfactory.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>1.3</b>	<b>Views</b>				
	No significant views will be affected by the proposed development.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>1.8</b>	<b>Sunlight Access</b>				
	1 main living area of existing adjacent dwellings to receive 3 hours direct sunlight between 9am and 4pm, 22 June.	No additional shadow impact on existing adjacent dwellings as a result of proposed modifications.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Min. 50% of required POS of existing adjacent dwellings to receive 3 hours direct sunlight between 9am and 4pm, 22 June.	Proposed modifications will not impact on solar access to POS of existing adjacent dwellings.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>1.9</b>	<b>Cut and Fill</b>				
	Cut is permitted to a maximum of 1 metre	No change to original approval	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Cut is to be limited to 450mm where it is within 900 mm of rear or side boundaries	No change to original approval	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>1.10</b>	<b>Demolition</b>				
	Approval for demolition is required from Council.	Demolition of existing structures approved under original application.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Photographic record capturing the external configuration of the building proposed to be demolished is required.	Submitted with original application	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>1.11</b>	<b>Vehicular Access and Driveways</b>				
	VCs to be a minimum width of 3 m and maximum width of 5m at the boundary	As approved	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	All new driveways should be located at least 1.5 m from side property boundaries	Middle of site, as approved.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Council favours the use of a central under-building access with arrangement for cars to exit the property in a forward direction.	Central under building access arrangement for cars.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Basement parking is mandatory for all residential flat buildings and multi-dwelling developments within the R4 zone.	9 car parking spaces on ground level, which is not supported.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>1.12</b>	<b>Universal Housing and Accessibility</b>				
	15% of units shall be adaptable units Class B.  <b>Required:</b> 15% x 197 = 29.5 (30) units	30 adaptable units as approved	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>6.0</b>	<b>Residential Flat Buildings</b>				
	Minimum lot frontage for residential flat	Complies	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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	buildings is 24m or 28m				
	Residential flat buildings are not permitted on battleaxe lots	Site is not a battleaxe lot	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Maximum site coverage of any residential flat development shall not exceed 30%	No more than 28% as approved due to reduction in floor plate.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<b>Setbacks</b>				
	Front setback from principal street minimum 6m	As approved	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Front setback from secondary street minimum 4m	As approved	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Minimum rear setback required: Up to four storeys – 20% Five storeys or more – 30% 13.0215 m required in this case	As approved	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Side setback minimum 3m	As approved	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>6.7</b>	<b>Building appearance</b>				
	Facades to be composed with an appropriate scale, rhythm and proportion	Design response is appropriate in the context of the site.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>6.8</b>	<b>Building entry and pedestrian access</b>				
	Building entries shall be visible from the street, sheltered and well lit	Building entry is covered and directly visible from the street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Main building entry is to be separate from car park entry	Separate pedestrian path provided from the street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Only basement car parking is permitted for residential flat buildings	All parking spaces are in the basement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Where possible, vehicular parking entries shall be located off secondary streets.	Vehicular access is via the secondary street.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>6.9</b>	<b>Parking and vehicular access</b>				
	Only basement carparking will be permitted for residential flat buildings.	9 visitor car spaces proposed on the ground level south of Block C, which are not supported. The area should be designated for communal use instead. Subject to condition.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>