

APPENDIX C

Holroyd Development Control Plan 2013

The relevant objectives and provisions of Holroyd Development Control Plan 2013 have been considered in the following assessment table:

No.	Clause	Comment	Yes	No	N/A
PART A – GENERAL CONTROLS					
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.	Subject to conditions originally imposed.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Avoid services/facilities in road reserve, existing trees, pedestrian crossing, pram ramps etc.	Subject to conditions originally imposed.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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.	Not a corner site.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.7	Road Widening				
	Not Applicable		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3	Car Parking				
3.1	Minimum Parking Spaces				
	Car Parking Studio / 1 bedroom 0.8 spaces 2 bedroom 1.0 space 3 bedroom 1.2 spaces 4+ bedroom 1.5 spaces Visitor / dwelling 0.2 spaces 12 x 1br unit x 0.8 = 9.6 77 x 2 br unit x 1 = 77 7 x 3 br unit x 1.2 = 8.4 Total – 96 units x 0.2 = 19.2 Commercial: 1/20m ² Total area - 578.01m ² /20 = 29	Required Car Parking Spaces: Residential – 96 spaces Visitor Res – 20 spaces Commercial – 29 spaces Proposed Car Parking Spaces: Residential – 112 spaces Visitor Res – 20 spaces Commercial – 32 spaces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Bicycle Parking - 0.5 per Studio / 1 b/r - 0.5 per 2 b/r - 0.5 per 3+ b/r - 0.1 per unit for visitors	Required – 58 spaces Provided – 66 spaces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.3	Car Parking, Dimensions & Gradient				

No.	Clause	Comment	Yes	No	N/A
	<p>Council's Traffic Engineer has assessed the submitted plans and documentation and advised the proposal is not satisfactory due to the following reasons.</p> <ul style="list-style-type: none">- Residential visitor parking spaces shall be separated from commercial parking spaces and loading bay area. However, the loading bay 2 has been proposed within Residential visitor car parking zone.- The curved ramp between level 1 and basement level1 shall be designed in accordance with Section 2.5.2 in AS2890.1.- The grade of the curved ramp shall be measured along the inside edge in accordance with section 2.5.3 (c) in AS2890.1:2004. Superelevation of the curved ramp shall be 5% max in accordance with AS2890.1:2004.- A separator or median shall be provided on whole curved ramp where the radius to the outer kerb (dimension Ro on Figure 2.7(b) in AS2890.1:2004) is less than 15m. It was estimated that radius to the outer kerb in the proposed curve ramp is around 11m.- Inside (Ci) and Outside, Co on the curved ramp shall be minimum 0.3m and 0.5m for clearance to obstruction respectively in accordance with Figure 2.9 in AS890.1:2004.- The swept path analysis is not satisfactory. In this regard,<ul style="list-style-type: none">a. Swept path analysis shall demonstrate that one vehicle can pass another vehicle smoothly without any obstructions in accordance with AS2890.1:2004b. A clearance of 300mm shall be added to both sides of the turning path. Manoeuvring clearance shall not encroach any structures including kerbs on curved ramp.c. Safety issues associated with delays and congestion shall be taken into account for manoeuvring on curved ramp and circulation roadways.d. V1, V16 and R12 parking spaces are located in critical locations. Boom gates shall be placed at least 1.0m away from these parking spaces. In addition, swept path analysis shall show that B85 vehicles can enter or depart the parking spaces in a forward direction without encroaching on required parking spaces, boom gate and structures. <p>The proposed basement arrangement has not demonstrated proper vehicles manoeuvring to allow for sufficient passing. Safety issues associated with delays and congestion have not been taken into account for manoeuvring on curved ramp and circulation roadways. Loading bay 2 location proposed adjoining to the pedestrian access to commercial lift and within the residential visitor car parking zone is not considered appropriate in maintaining safety of pedestrians accessing the commercial premises fronting Sherwood Road. The</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

No.	Clause	Comment	Yes	No	N/A
	location of loading bay will result in conflict between commercial and residential pedestrian and vehicles. In view of the above non-compliances, the proposal is not supported and recommended for refusal.				
3.5	Access, Maneuvering and Layout				
	Driveways shall be setback a minimum of 1.5m from the side boundary.	No changes, as approved.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Council's Traffic Engineer has assessed the submitted plans and documentation and advised the proposal is not satisfactory.		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.6	Parking for the Disabled				
	1 accessible space shall be provided per adaptable unit.	No commercial car parking spaces for disabled persons are proposed in the modification application. Under the original application, 5 spaces were approved.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4	Tree and Landscape Works				
	No changes, as approved.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	Biodiversity				
	There is no evidence of any terrestrial biodiversity on the site.		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6	Soil Management				
6.1	Retaining Walls				
	A condition of consent would be imposed should the application be approved requiring retaining walls >1 metre to be designed by a suitably qualified person, if consent were to be granted.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6.2	Site Contamination and Land Filling				
	No changes, as approved.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6.3	Erosion and Sediment Control Plan				
	Subject to conditions.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	Stormwater Management				
	Satisfactory.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	Flood Prone Land				
	N/A		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9	Managing External Road Noise				
	Amended acoustic report for the proposed modification works has not been provided for Council to carry out a proper assessment of the acoustic impact of the development. Hence the proposal is recommended for refusal.		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10	Safety and Security				
	The design is considered to be satisfactory from a safety and security perspective.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

No.	Clause	Comment	Yes	No	N/A
11	Waste Management				
11.3	Residential Land Use Waste Management				
	Amended acoustic report for the proposed modification works has not been provided for Council to carry out a proper assessment of the acoustic impact of the development. Hence the proposal is recommended for refusal.		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
12	Services				
	The proposed substation relocation is not satisfactory as its location will encroach the fire restriction zone of the building above it. Such matters raised form part of the reasons for refusal contained within the draft notice of determination.		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
PART B – RESIDENTIAL CONTROLS					
1	GENERAL RESIDENTIAL CONTROLS				
1.1	Building Materials				
	The proposed building materials are considered acceptable.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2	Fences				
	Max 1.5m	Not proposed.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>
1.4	Visual & Acoustic privacy				
	Refer to ADG assessment above.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.8	Sunlight Access				
	1 main living area of existing adjacent dwellings to receive 3 hours direct sunlight between 9am and 4pm, 22 June	Refer to ADG assessment above.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.9	Cut and Fill				
	No changes, as approved.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Not within easements.		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
1.10	Demolition				
	No changes, as approved.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.12	Universal Housing and Accessibility				
	15% of units shall be adaptable units Class B.	No changes, as approved.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.13	Subdivision				
	Strata subdivision of residential flat buildings is permitted.	No changes, as approved.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No.	Clause	Comment	Yes	No	N/A
PART C – COMMERCIAL, SHOP TOP HOUSING AND MIXED USE CONTROLS					
1.1	Lot Size and Frontage				
	Min. lot frontage for Zone B2, B4, B5 and B6 is: • Up to 3 storeys – 20m	No changes, as approved.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

No.	Clause	Comment	Yes	No	N/A
	<ul style="list-style-type: none"> 4-8 storeys – 26m ≥9 storeys – 32m No minimum lot frontage applicable in Zone B1.				
	Commercial development is not permitted on battleaxe lots.	Not a battle-axe lot.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Council may require consolidation of more than 1 existing allotment to meet the DCP.	No changes, as approved.	<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.	No changes, as approved.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2	Floor Area				
	Bulky good development: bulky goods shall occupy min. 60% TFA.	No bulky goods proposed.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Food and drink premises in Zone B6: Max. GFA 1000m².	No food and drink premises proposed.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Shops in Zone B1: Max. GFA 1000m².	The site is zoned B2.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Building Use				
	Commercial development shall be located at street level, fronting the primary street, and where possible the secondary street.	No changes, as approved.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Residential development is permitted at ground floor in Zone B1 and B6.	No residential units are proposed on ground level.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Residential development is not permitted at ground floor in Zone B2 and B4.	Residential development proposed on podium.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Where residential development is located at ground level and faces the street, they shall be constructed as flexible floor	No residential units are proposed on ground level facing the street.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No.	Clause	Comment	Yes	No	N/A																										
	plates to enable future commercial development.																														
1.3	Building Height																														
	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></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	Part N applies.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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																														
1.4	Setbacks, Separation and Depth																														
	Zone B1 shall observe established front setbacks.	N/A	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>																										
	Zone B2 and B4 are within site specific section of DCP.	Part N applies.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>																										
	Zone B5: <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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>																										
	Zone B6: <ul style="list-style-type: none">South Wentworthville – 6m.All others areas not stated in other sections of DCP – 4m.	N/A	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>																										
	Upper storey setback																														
	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.	No changes, as approved.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>																										

No.	Clause	Comment	Yes	No	N/A
	Street wall height of 4 storeys (14-17m) is required: <ul style="list-style-type: none"> Zone B6 on GWH at Mays Hill and Finlayson Transit Precincts. Zone B5 – Church St. 	N/A	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	3m setback required above street wall height.	No changes, as approved.	<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.	Refer to ADG.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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.	Refer to ADG.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Development adjoining residential shall have a rear setback of 6m.	N/A	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	In Zone B6, 0m setback where access to rear laneway provided.	N/A	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Sunlight and privacy shall be maintained to adjoining residential developments.	Visual privacy and overshadowing impact to adjoining properties are satisfactory.	<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.	Majority of common open space is at roof level.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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.	N/A	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Laneways shall be min. 8m in width.	N/A	<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.	The removal of vehicular access on Sherwood Road initially approved to service the commercial development facing Sherwood Road will result in potential conflict between accesses to the driveway between the	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

No.	Clause	Comment	Yes	No	N/A
		residential and commercial components within Level 1 parking area. To access commercial premises on Sherwood Road by car, the customer must first access Level 1 parking area from Coolibah Street and then proceed towards north east to the public lift to plaza past the residential boom gate and a loading bay. There are no separate pathway and no disabled car parking proposed within this area. Poor access from the car parking area for pedestrian and customer to the commercial premises on Sherwood Road is not considered acceptable. In this regard, the above non-compliance is considered unacceptable and included as a reason for refusal in the draft notice of determination.			
	Main building entry points shall be clearly visible.	The main building entry 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 entries have been provided for cars and pedestrians.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Residential entries must be secure where access is shared between residential and commercial uses.	Satisfactory.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Multiple cores which access above ground uses shall be provided where the site frontage $\geq 30\text{m}$.	Satisfactory.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.4	Vehicle Access				
	Driveways shall be provided from laneways, private access	Secondary street access.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

No.	Clause	Comment	Yes	No	N/A
	ways and secondary streets where possible.				
	Loading and unloading facilities shall be provided from a rear lane, side street or right of way where possible.	Within carparking area.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	One two-way driveway is permitted per development site up to 10,000m ² .	Provided.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Driveways are limited to a maximum of 6m or 8m for commercial loading docks and servicing.	Provided.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Pedestrian safety shall be maintained	Not satisfactory.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.5	Parking				
	Onsite parking is to be provided underground where possible.	All parking is provided within the basement.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Basement parking shall be consolidated to maximise landscaping.	Parking is consolidated under building.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Parking shall not be visible from main street frontages.	Parking not visible from main frontage.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Natural ventilation or ventilation grills shall be provided to basement parking.	No changes, as approved.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Visitor parking is not to be stacked parking.	No tandem parking proposed.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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.	Satisfactory.	<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.	Building entry is visible from the street.	<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.	No changes, as approved.	<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				

No.	Clause	Comment	Yes	No	N/A
	All walls are to be articulated via windows, verandahs, balconies or blade walls. Articulation elements forward of the building line max. 600mm.	The proposed facades of the development are adequately articulated.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4	Shop Fronts				
	Solid roller shutters and security bars are not permitted.	None proposed.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Open grill (concertina) and transparent grill shutter security devices are permitted.	None proposed.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	All windows on the ground floor to the street frontage are to be clear glazing.	Clear glazing proposed to all street facing ground floor windows.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.5	Daylight Access				
	Design and orientate dwelling to maximise northerly aspect.	The proposed development maximises the northerly aspect.	<input checked="" type="checkbox"/>	<input 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.	Satisfactory. Refer to ADG.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Min. 50% of required POS of existing adjacent dwellings to receive 3 hours direct sunlight between 9am and 4pm.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.10	Flexibility and Adaptability				
	15% of units shall be adaptable units. Required = 2	No changes, as approved.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.11	Corner Buildings				
	Corner buildings shall articulate street corners and present each frontage as a main frontage	The subject site is not a corner lot.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3.18	Waste Management				
	Garbage/recycling storage areas should be located to be easily accessible	No changes, as approved.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No.	Clause	Comment	Yes	No	N/A
PART N – TRANSITWAY STATION PRECINCT CONTROLS					
3. Sherwood Transitway Station Precinct					
3.1	Site Consolidation				
	Amalgamation of lots in accordance with Figure 19 is required for redevelopment.	No changes, as approved.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	The minimum lot frontage for all development in Sherwood Precinct shall be 30m.	No changes, as approved.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

No.	Clause	Comment	Yes	No	N/A
	Where amalgamation cannot be achieved, two written valuations and evidence that a reasonable offer has been made to be submitted.	No changes, as approved.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Where amalgamation is not achieved, demonstrate remaining sited can be developed as per DCP 2013.	No changes, as approved.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Sites must not be left physically unable to develop as per DCP.	No changes, as approved.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.2	Private Accessways, Vehicular Entries & Land Dedication				
	Buildings fronting Sherwood Road should provide vehicular access from the rear or side, via laneways or secondary roads.	The proposal satisfies this control. The deletion of Sherwood Road vehicular access nonetheless is not supported due to the matters raised above.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Dedication of land at corner of intersection of Sherwood & Merrylands Roads as per Figure 20.	N/A	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	A 12m wide connecting laneway between Merrylands Road & Coolibah St is required as per Figure 20.	N/A	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	A pedestrian connection between Merrylands Road & Coolibah St is required as per Figure 20.	No changes, as approved.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.3	Building Height				
	The maximum height for development within the Sherwood Transitway Precinct is detailed within the Holroyd LEP 2013, as a written statement & associated maps.	No changes, as approved.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	The maximum building storey limits are detailed in Figure 21.	Where a four storey development is permitted for Block B was approved as a five storey building and the proposed modification will add another level, resulting in a six storey development. In this regard, the above non-compliance is considered unacceptable and included as a reason	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

No.	Clause	Comment	Yes	No	N/A
		for refusal in the draft notice of determination.			
	Street wall heights, setbacks & minimum floor to ceiling heights are referenced in Parts B & C of the DCP.	Part C applies.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4	Building Setbacks & Separation				
	Setbacks shall be in accordance with Figure 22.	No changes, as approved.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Development along Sherwood Road is to be built to the boundary of adjoining properties to form a continuous street edge.	No changes, as approved.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>