



CUMBERLAND
CITY COUNCIL

PLANNING PROPOSAL

245-247 Great Western Highway,
South Wentworthville
(The Wattles)

(PP2022/0003)

March 2023

(For Gateway lodgement)

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Introduction

Background

Cumberland City Council has prepared this planning proposal in response to a proposal request made by the applicant's consultant Mecone NSW Pty Ltd (Mecone) on behalf of NRB Property Group Pty Ltd (the applicant/landowner) for land at 245-247 Great Western Highway, South Wentworthville (the site). The proponent's proposal request sought to amend the Cumberland Local Environmental Plan (LEP) 2021 to:

- Amend the site's height of buildings control from 9 metres to **25 metres (5-6 storeys)** for entire site;
- Apply an FSR of 1:1 to the entire site, noting that there is currently with no FSR; and
- Amend Schedule 1 to include '**food and drink premises**' and 'hotel or motel accommodation' as additional permitted uses on the site.

Planning proposal request was reported to the Cumberland Local Planning Panel (the Panel) meeting on 13 July 2022 and following the panel advice, Council engaged Olsson Architects to further undertake additional urban design analysis, modelling and feasibility testing of the proponent's proposed development scheme. Panel's views and concerns raised are discussed in section 3 of the report.

Following above, the planning proposal request was reported to the 19 October 2022 meeting and Council resolved to proceed with a slightly amended planning proposal scope to reflect proposed development (Scheme 4) for the site and prepare and lodge a planning proposal for Gateway. The planning proposal is discussed in the following section.

Planning Proposal

The planning proposal (resolved) seeks to facilitate the redevelopment of the site for the purposes of a **part 4 to 6 storey multi-level hotel or motel development** with other ancillary hotel/motel facilities such as a roof top dining/bar, pool gymnasium, conference rooms, health and wellbeing centre and basement parking on the west of the site and enables the long-term heritage conservation and use of an existing local heritage item on the east of site (known as 'The Wattles'), via adoptive reuse with some minor improvements.

The Planning Proposal (as resolved by Council) proposes the following amendments to *Cumberland LEP 2021*:

- Amend the site's height of buildings control from 9 metres to **27 metres** for the site's western portion only;
- Apply a FSR of 1:1 for the entire site; and
- Amend Schedule 1 of Cumberland LEP to introduce a '**restaurant or café**' use to the existing heritage house located east and apply 'hotel or motel accommodation' as additional permitted uses on the site's west only limiting to a **hotel or motel development with 76 rooms capped and not exceeding a total gross floor area of 3,040m² (76x40m²)** and other ancillary hotel/motel facilities.

The above provisions will be introduced as an additional permitted use clause under schedule 1 of the Cumberland LEP 21.

The Planning Proposal is prepared in accordance with Section 3.33 of the Environmental Planning and Assessment Act 1979 and the NSW Department of Planning and Environment's (the Department) *Local Environmental Plan Making Guideline* (September 2022).

This Planning Proposal is prepared by Council for the purposes of seeking a Gateway Determination from the Department of Planning and Environment (DP&E) following panel advice and a Council resolution to prepare and progress the proposal for Gateway.

A draft site-specific development control plan has also been prepared to guide the future development of site. The Proponent has also elected to enter into a Planning Agreement with Council for the provision of public benefit.

The proponent has further revised the original proposal request to reflect Council's resolved amended proposal provisions and have updated the original concept plans as submitted.

The site and its context



Figure 1 – Site (outlined in red) and its local context

The site (shown in Figure 1 and outlined in red) is located at 245-247 Great Western Highway, South Wentworthville. The proposed site is a medium large (4,775m²) irregular shaped single allotment bounded on all sides by state road framework. The site faces the Great Western Highway and the Liverpool-Parramatta Transitway on the northern boundary, the M4 Smart Motorway from the south, and the M4 on-ramp from the south and east.

The site is currently zoned R2 Low Density Residential under Cumberland LEP 2021.

The site's south-eastern part is occupied by an existing local heritage item (the Wattles). The rest of the site is vacant and unoccupied. The surrounding area is dominated by older-style fibro and brick low density housing which are 1-2 storeys from the north, east and further south of the existing M4 motorway. Westmead Christian Grammar School is located north-east of the site at 2-8 Bridge Road, Westmead, and it is an item listed on the State Heritage Register (Essington I00204).

Regional context

Figure 2 shows the proposed site is located approximately 2km from Parramatta CBD (to the east), 1.5km from Wentworthville Principal Local Centre (north-west), 1.2km from the Westmead Health and Education Precinct (north-east) and within very close proximity to the broader Greater Parramatta and Olympic Peninsula (GPOP) area. The Coleman T-way bus stop provides a regular transit public bus service between Parramatta and Liverpool. The area is also serviced by other private bus services which service the area from Blacktown to Paramatta CBD.

Cumberland 2030: Our Local Strategic Planning Statement (LSPS) identifies the site as being part of an area to be investigated for medium to high-density residential development (Figure 3).

The site is also located within close walking distance from the proposed Westmead South Precinct, which is earmarked as a planned future development area for residential along with other land uses. The NSW state government's Westmead 2036 Place Strategy (August 2022) aims to provide approximately 50,000 jobs and significant housing within part of Cumberland City and City of Parramatta with related infrastructure improvements to transport, heritage, recreation and open space.



Figure 2: Regional context map (source: applicant's proposal)



Figure 3: Regional context (Source: LSPS)

Site description

The site is a medium sized (4,775m²) irregular shaped allotment bounded by a state road framework as identified and described in table 1 – site characteristics below:

Table 1: Site characteristics

Address	Allotment legal descriptions
Street address and legal description	245-247 Great Western Highway, South Wentworthville. Lot 100 DP 878926
Site Area	4,775m ²
Shape	Irregular shaped island site ranges between 13m and 60m depth.
Frontages	Approximately 100 metre primary frontage to existing Great Western Highway and the existing strategic Liverpool Parramatta bus transit corridor.
Access and connectivity	Vehicular access to the site is provided via an existing driveway off the Great Western Highway which is very close to the M4 access on ramp. An existing Transitway bus lane runs along the outside of the road adjoining the site.
Existing buildings / historical uses	The south-eastern portion of the site contains an existing local heritage item – 'The Wattles' cottage, set back approximately 40m from the Great Western

	<p>Highway. It is positioned between 12m and 15m from the M4 Motorway corridor and on-ramp, screened from view by vegetation on the perimeter of the site and within the road corridor. The rest of the site is largely vacant and includes no structures or landscaping.</p> <p>The Wattles building is located lower than the Great Western Highway and hidden from the road and M4 Motorway. The building is currently not used for any purpose though past historical records include the building was used as a dwelling and for commercial uses at times.</p>
Public transport	<p>Development site is not located within walking distance to an existing railway station. The nearest railway stations are Westmead and Wentworthville which is around 2km from site.</p> <p>The existing Coleman bus stop which services Parramatta and Liverpool is located 80 metres walking distance from the site on the east and uses the bus transitway. The site is serviced by T80 bus routes which provides frequent bus services from the site to Parramatta (every 7 minutes) routes 811X also provides ½ hour services during peak and 1 hour off peak services from Pemulwuy to Parramatta along Great Western Highway. B700 from Blacktown to Parramatta also services the area.</p>
Topography	The site slopes on a south and south easterly direction.
Flooding	The site is identified on Council's Flood Control Lot Map as additional properties totally or partially within the flood plain and no other conditions apply. The site is located within a low-risk (PMF) area.
Vegetation	The site is void of any significant mature trees on site but includes vegetation outside the site towards east and south along the M4 corridor road reservation and west.
Heritage	<p>The site includes an existing local heritage item listed in the Cumberland LEP 2021 (The Wattles, a Victorian/Georgian Residence, I244).</p> <p>Surrounding heritage items include an item listed on the State Heritage Register (Essington I00204) and an existing local heritage item listed in Cumberland LEP 2021 (Milestone Group, Parramatta to Greystanes, I125). The site is not located within a heritage conservation area.</p>

Surrounding development

The development immediately surrounding the site includes:

To the north	The site is bounded by the Great Western Highway to the north and a low density residential which includes single and two storey housing old style brick and fibro dwellings.
To the south and West	The site is bounded by M4 motorway to the south and west.
To the east	Bounded by the M4 motorway access on ramp and includes low density residential land beyond. The Coleman bus stop is located 80-100 metres walking distance from the site.

The site is in an unusual position, being in an R2 Low Density Residential zone that is no longer immediately conducive to full-time low density residential accommodation, given its location isolated between the Great Western Highway and the M4 Motorway corridor on all sides. It is effectively an island site, which is relatively disconnected from surrounding areas by the wide road corridors, in terms of visual relationship.

Approved development scheme

The site is subject to an active consent for demolition of existing sheds and garages, construction of a two-storey motel/motel with 48 rooms, rooftop dining/bar, basement car parking and alterations to 'The Wattles' for use in conjunction with the motel and associated site works. The DA was approved by the former Holroyd City Council on 28 October 2010 (DA2010/93/1).

On 26 October 2015, a building inspection was carried out by Council which confirmed the demolition of existing sheds and garages, which activated the consent. Elevations of the approved hotel/motel show that the approved building height is 10.2 metres (Figure 4). The approved FSR is around 0.6:1.

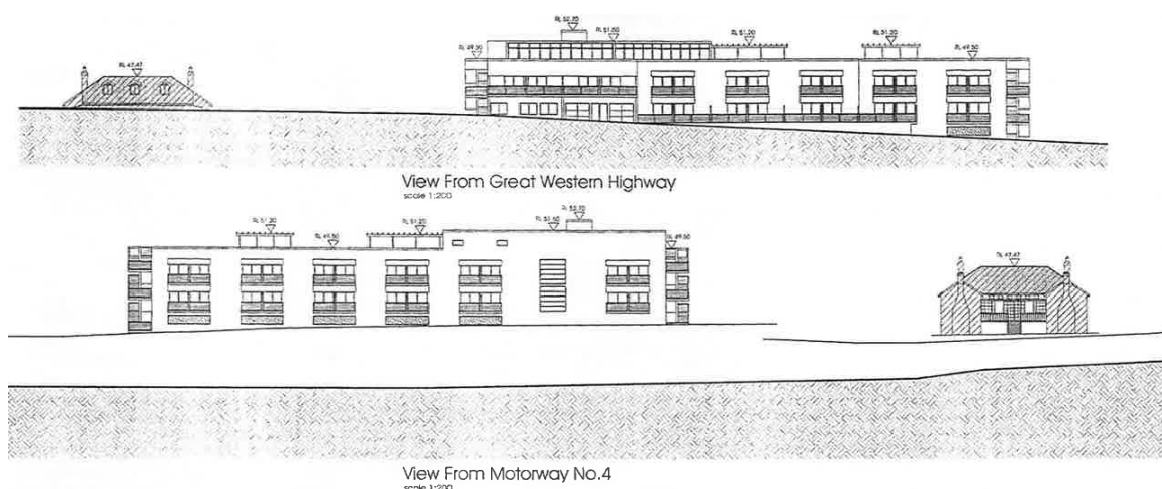


Figure 4: Elevations of the approved hotel/motel (Source: Council records)

Proponent's proposed development scheme (April 2022)

The proponent's proposed request lodged sought to amend the Cumberland LEP 2021 as follows:

- Amend the site's height of buildings control from 9 metres to **25 metres across the site;**
- Apply an FSR of 1:1 to the site, noting that there is currently no FSR; and
- Amend Schedule 1 to include '**food and drink premises**' and 'hotel or motel accommodation' as additional permitted uses on the site.

Refer to panel report for further information and commentary on the proposed development scheme (refer to original concept plans lodged for the proposal – revision D attached to this report).

Planning proposal (resolved) development scheme

The Planning Proposal (as resolved by Council) proposes the following amendments to the *Cumberland LEP 2021*:

- Amend the site's height of buildings control from 9 metres to **27 metres** for the site's western portion only (refer to proposed maps);
- Apply a FSR of 1:1 for the entire site; and
- Amend Schedule 1 of Cumberland LEP to introduce a '**restaurant or café**' use to the existing heritage house located east of site and apply 'hotel or motel accommodation' as additional permitted use on the site's west only limiting to a **hotel or motel development with 76 rooms and not exceeding a total gross floor area of 3,040m²** and other ancillary hotel/motel facilities.

Other ancillary facilities include rooftop dining with bar, pool, gymnasium, conference room, health and well-being centre, and basement car parking on the western side of the site, and the adaptive reuse of The Wattles heritage house for a café/restaurant on the eastern side of the site. Indicative revised concept plans are shown in Figures 5 to 8.

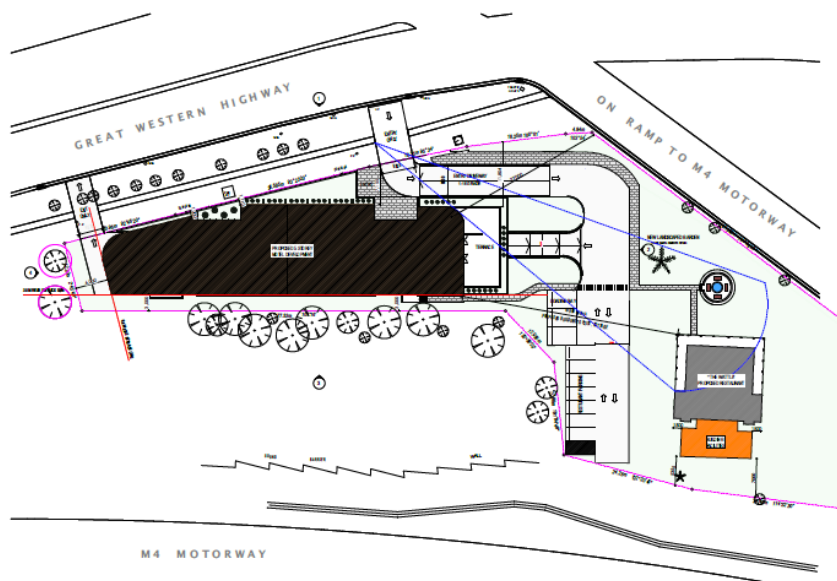


Figure 5: Revised concept layout plan – ground level (version F - partly revised)

Note: The proponent has only partly updated the concept layout plans and the layout plans do not reflect Scheme 4 to show a part 4 and 6 storey development and show entry and exit access to site from further west. The updated concept plans would need to be updated as shown in Figure 6 as resolved by council's urban advice (Olsson Architects) should the proposal proceeds to a Gateway and prior to formal exhibition.

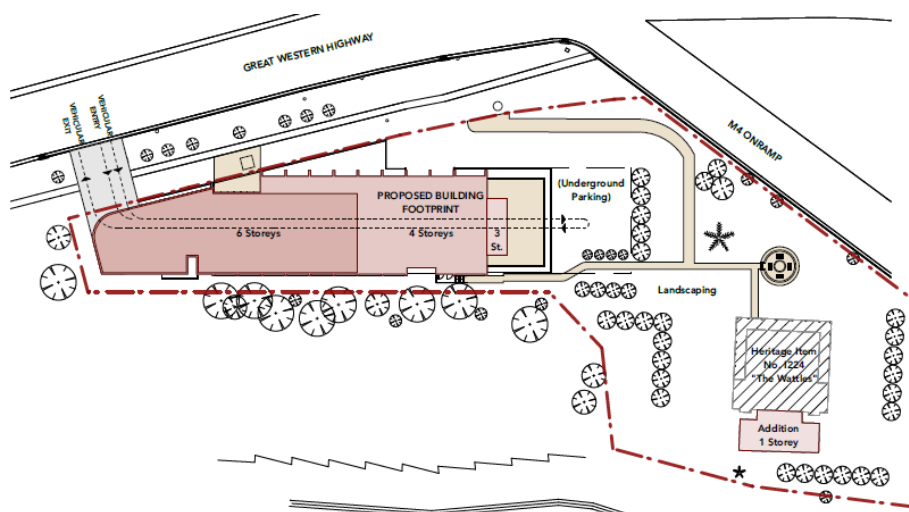


Figure 6: Resolved amended development Scheme 4 (by Olsson Architects)

Refer to Part 3 of this report for further discussion.

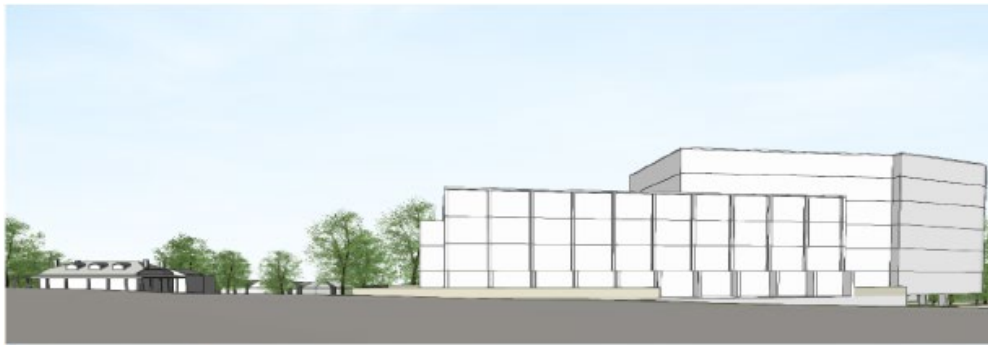


Figure 7: Part 4 and 6 storey hotel motel development with 1-2 storey existing heritage house (amended concept development Scheme 4)

The amended development scheme's proposed floor plans are shown below:

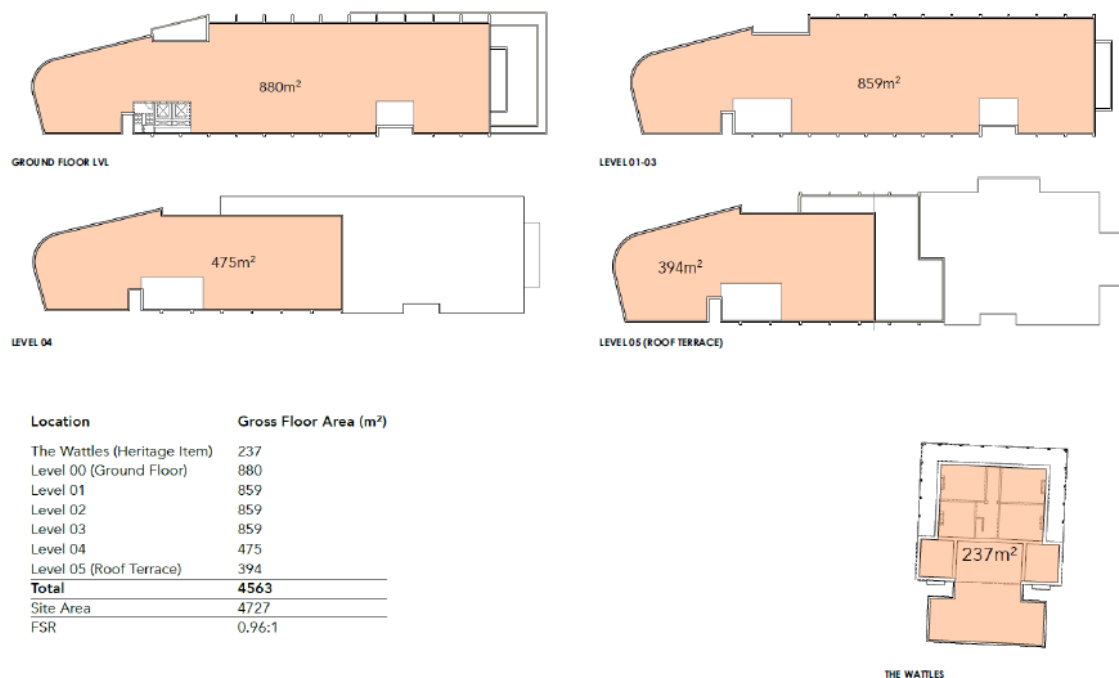


Figure 8: Proposed amended floor plans (adopted from Olsson Architects)

The proposed resolved (Scheme 4) illustrates minor improvements to the existing heritage cottage, which is approximately 237m² gross floor area.

The proposed hotel or motel development includes a total of 6 levels with basement parking on site and the ground (00 level) includes ancillary hotel facilities, levels 1 to 4 include motel/hotel rooms capped at 76 rooms not exceeding 3,040m² and level 5 includes a roof top terrace with bar and outdoor dining facilities. The total gross floor area proposed for the proposed hotel or motel development is approximately 4,563m² (including minor improvements to heritage house).

Figure 8 shows the proposed levels (levels 4 and 5 including plant and lifts) are well setback from the east of the development to reduce any built form, bulk and scale, visual and amenity impacts to the existing local heritage item in particular

and surrounds. The proposed FSR 1:1 was also tested by Olsson Architects and includes no change as per proponent's original proposed proposal request lodged. The existing planning controls that apply to proposal site are discussed in the following section.

Existing planning controls

Cumberland Local Environmental Plan 2021 and Cumberland Development Control Plan (DCP) 2021, apply to the site.

Land Use Zone

The site is zoned R2 Low Density Residential and surrounded on all sides by major road and transit corridors zoned SP2 Infrastructure. The dominant surrounding zone is R2 Low Density Residential with some R3 Medium Density Residential to the east, and a mix of business/commercial and high-density residential uses to the west (Figure 9).

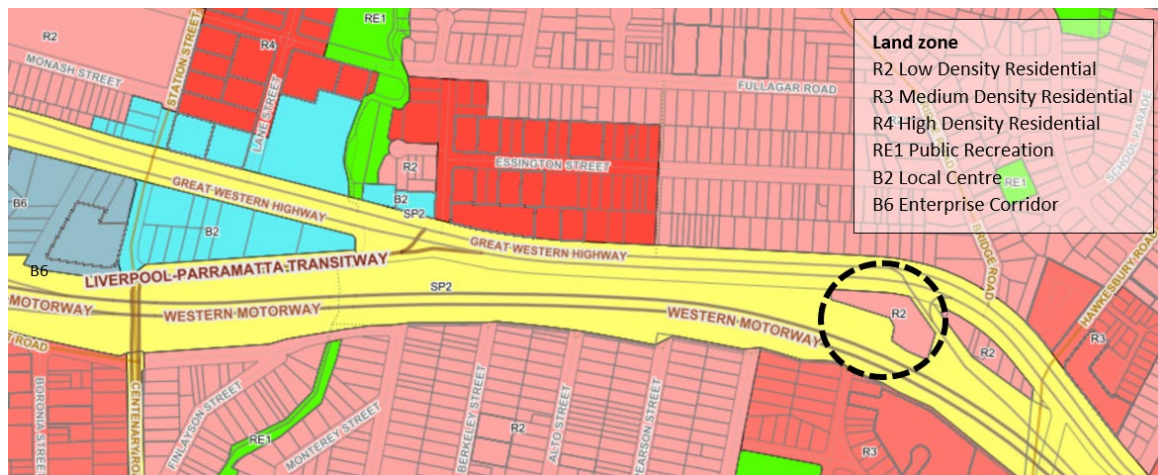


Figure 9: Existing land zone

Height of buildings

The site's maximum height of buildings control is currently 9 metres, which is consistent with surrounding residential lands. Approximately 400 metres to the west, on the opposite side of the Great Western Highway, height controls of 15m to 18m are applied to lands zoned for high density residential. Further west, heights of 17m to 32m are applied to business/commercial lands. See Figure 10.



Figure 10: Existing height of buildings

Floor space ratio

There is currently no floor space ratio (FSR) applied to the site. Approximately 150 metres to the east, on the corner of Hawkesbury Road and Great Western Highway, an FSR of 0.7:1 is applied to land zoned for medium density housing. Approximately 400 metres to the west, on the opposite side of Great Western Highway, land zoned for high density residential has an FSR of 1.2:1 and 1.5:1. See Figure 11.



Figure 11: Existing FSR

Heritage

The site contains a local heritage item listed in the Cumberland LEP 2021 (The Wattles, a Victorian/Georgian Residence, I244). Surrounding heritage items include an item listed on the State Heritage Register (Essington, I00204) and a local heritage item listed in the Cumberland LEP 2021 (Milestone Group, Parramatta to Greystanes, I125). See Figure 12. These items are further discussed in the 'Heritage' section of this report.



Figure 12: Existing heritage on and around the site

Structure of this Planning Proposal

The form and content of this Planning Proposal complies with Section 3.33 of the Environmental Planning and Assessment Act 1979 and the NSW Department of Planning and Environment's Local Environmental Plan Making Guideline (September 2022).

The Planning Proposal is structured as follows:

- Part 1 — Objectives or intended outcomes
- Part 2 — Explanation of provisions to be included in the proposed instrument
- Part 3 — Justification of strategic and site- specific merit
- Part 4 — Maps showing proposed modifications and the area to which they apply
- Part 5 — Community consultation to be undertaken
- Part 6 — Project timeline for the Planning Proposal.

Part 1 – Objectives and intended outcomes

The Planning Proposal enables the facilitation of the redevelopment of a unique underutilised island site (subject site) located at 245- 247 Great Western Highway, South Wentworthville for the purposes of a hotel or motel development and enable the long-term heritage conservation and use of 'The Wattles' heritage building on site.

The planning proposal seeks to facilitate the redevelopment of:

- a new part 4 and 6 storey hotel/motel development (not exceeding 76 rooms and include a total gross floor area of 3,040m²) along with other ancillary hotel facilities such as a rooftop dining/bar, pool, gymnasium, conference room, health and well-being centre, and basement car parking on the western portion of the site which is suited for a highway location.
- an existing local heritage item (the Wattles) via adaptive reuse as a restaurant or café to be opened to the public and enable the heritage conservation and enhancement of the existing heritage item located southeast of the site with some minor building improvements in the longer term.

The proposal will provide temporary transit type accommodation and jobs for economic growth.

The proposal is further supported with a draft site-specific development control plan to guide the future anticipated development.

This is to mitigate any built form, scale and massing impacts and any visual, privacy, overshadowing, amenity and view line impacts from the proposed motel development to the site (especially to the existing heritage item/s on site and its surrounds).

The planning proposal is further supported with additional information including concept plans, heritage advice prepared by (extent heritage) and urban design advice prepared by (Olsson Architects) for the assessment of this proposal including other supporting documentation.

Part 2 - Explanation of Provisions

The intended outcomes are proposed to be achieved via the following amendments to the Cumberland LEP 2021.

The subject site is currently zoned R2 Low Density Residential and includes a 9m maximum building height and includes no FSR for the site. An existing local heritage item is located on site's east (the Wattles).

Table 2 summarises the existing, requested (proposed), officer recommended, panel advice and planning controls resolved for the proposal in accordance with the Cumberland LEP 2021.

Planning Control	Existing controls	Proponent's proposed /requested controls (revised)	Council Officer recommendation to Panel	Panel advice	Council's resolved controls
Land zoning	R2	No change	No change	No change	No change
Height of Buildings	9m	25m (5-6 storeys) be applied across the entire site.	18m (4 storeys) be applied to proposed hotel and motel development and rest of the site.	Undertake further urban design analysis/testing . Consider options above 18 metre (4 storeys) height for some parts of the site only.	27m building height (Part 4 and 6 storeys) be applied to the site's west where the proposed hotel/motel development is proposed and apply existing 9m height for the rest of the site where the heritage house and its landscaped garden setting is proposed as per Scheme 4.
Floor Space Ratio	No FSR	1:1 within R2 zone	1:1 within R2 zone	Undertake further urban design analysis and testing	1:1 within R2 zone
Additional Permitted Uses	N/A	Amends Schedule 1 of the CLEP 21 to Introduce hotel or motel accommodation and food and drink premises as	Amend Schedule 1 of the CLEP 21 to introduce hotel or motel accommodation (capped with a limit of 76 units) and permit	Amend Schedule 1 of the CLEP 21 to Introduce hotel or motel accommodation (capped with a limit of 76 hotel/motel units) to the	Amend Schedule 1 of the CLEP 21 to Introduce hotel or motel accommodation (capped at 76 hotel/motel rooms and not exceeding a

Planning Control	Existing controls	Proponent's proposed /requested controls (revised)	Council Officer recommendation to Panel	Panel advice	Council's resolved controls
		permitted uses for the site.	'restaurant or café use' as a permitted use for the existing heritage house and setting only.	western portion of site and introduce a 'restaurant or café' use for the existing heritage house.	total gross floor area of 3,040m²) and with ancillary facilities to the western portion of site and introduce a 'restaurant or café' use for the existing heritage house with some minor rear improvements
<i>Existing Heritage on and around site</i>	I244- The Wattles I255 - Milestone Group I00204 - Essington	No change	No change	No change	No change

Table 2: Existing, requested/proposed and resolved planning controls for site

The planning proposal is also consistent with Cumberland LEP R2 zone objectives below:

Objectives of zone

- To provide for the housing needs of the community within a low density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To encourage residential development that maintains the amenity of the surrounding area.
- To ensure that non-residential land uses are located in a setting that minimises impacts on the amenity of a low-density residential environment.

The proposal is unlikely to create any significant amenity impacts to its surrounds as a result of the proposed non-residential uses. Refer to further commentary in other sections.

Thumbnail images of proposed LEP mapping are contained in Part 4.

Part 3 – Justification of strategic and site-specific merit

Section A – Need for the Proposal

Q1. Is the Planning Proposal a result of an endorsed local strategic planning statement, strategic study or report?

No. Council has prepared this Planning Proposal in response to a request by the proponent in mid-February 2022 and was later revised 27 April 2022 (to include 1:1 FSR and 25 m building height) and provide and reported to Panel and council meetings.

The Planning Proposal facilitates the redevelopment of an existing R2 zoned site (the subject site) at 245- 247 Great Western Highway, South Wentworthville for the purposes of a part 4 and 6 storey 76 room hotel/motel development (not exceeding a total gross floor area of 3,040m²) with other ancillary hotel facilities. This also enables the long-term heritage conservation and adaptive re-use of 'The Wattles' existing heritage house on site, for restaurant or café purposes.

The planning proposal has arisen because of an analysis of alternative uses and massing for the site, which aims to:

- revitalise a longstanding largely vacant underutilised site to make it more feasible by means of a suitable temporary visitor-based use and siting of built form mass and development that is compatible with the existing heritage house (the Wattles) and its immediate residential surrounds
- restore an existing heritage house on site which has local heritage significance and gardens for adaptive reuse and available to the public and commercially viable longer-term conservation.

The proposed amendment to the Cumberland LEP 21 for increasing building height and permitting additional uses is not a specific action identified in the Cumberland Local Strategic Planning Statement (LSPS), nor a specific strategic study or report by Council. However, the subject site is identified as an investigation area for future medium/high density housing as shown in Figure 3 and discussed in the report.

Given the site's unique and constrained location within a state road framework along with other environmental issues, Council officers consider the site unlikely to be suitable for long term housing options and may be more suitable for temporary or transit type accommodation which could service a broader area given the site's proximity to Westmead, South Wentworthville and Parramatta Central Business District.

Cumberland Local Planning Panel advice

The Panel considered a report on the Proponent's Planning Proposal at the meeting of 13 July 2022 (refer to panel advice and report).

It was noted that Council Officers recommended the reduction of the proposed hotel/motel development's building height from 25 metres to 18 metres (4 storeys)

across the site so that the proposed hotel/motel development on site conforms and responds to the existing building height, bulk and scale of the existing heritage house (the Wattles) which was approximately around 1-2 storeys.

The panel agreed and was of the view that the planning proposal meets strategic and site-specific merit test having regards to relevant strategies, site opportunities and constraints. The panel was also mindful of the site's unique location, including traffic and access constraints, the heritage significance of the Wattles and site's recent planning history.

The Panel also supported the proposed LEP amendment to amend schedule 1 to enable a café or restaurant as a permitted use to the existing heritage item with the hotel or motel accommodation use capped at 76 rooms not exceeding a gross floor area of 3,040m² and other ancillary facilities.

The Panel was of the view that:

- 1. Further urban design analysis is required to determine height and floor space ratios for the site to ensure the appropriate separation of a future hotel/motel from the heritage item, protect and improve view lines to the heritage item and align with the future planned character of the area. Subject to detailed urban design analysis, differential heights may be appropriate across the site. The Panel considers further urban design analysis could explore if heights greater than the heights recommended by the officers are appropriate for parts of the site.*
- 2. The urban design analysis should consider view lines to The Wattles, overshadowing impacts and recommendations made by Council's external heritage consultant.*
- 3. Site access and circulation arrangements need to be further considered and addressed to ensure the requirements of Transport for NSW can be satisfied.*
- 4. Site access arrangements should be reviewed to consider moving the site ingress to the western edge of the site, providing appropriate circulation around the site and safe access for deliveries and waste removal.*

In response, panel concerns raised are addressed in the council report which is an attachment to this report. The following section briefly discusses the response to panel views and concerns raised.

Response to Panel's concerns

Following the Panel's advice, Council engaged an external consultant (Olsson Architects) to undertake further additional urban design analysis, modelling and testing of the proposed site.

Olsson Architects also reviewed and considered the proposed development's-built form, bulk and scale, view lines and overshadowing impacts including views/recommendations made by the Cumberland local planning panel, Council's external heritage consultant (Extent Heritage Pty Ltd), Transport for NSW's and Heritage NSW advice, proposed concept plans which is attached as supporting information to this proposal.

The response to panel concerns is addressed in Council's report following

undertaking of additional urban design advice, modelling and design feasibility testing (refer to council report for further commentary).

Determination of proposed building height and FSR for the site

Olsson architects tested four development schemes for the site and proposed Scheme 4 below as the most suitable option for reasons below which the proponent too agreed to proceed.

Urban Design

As part of this additional work, the urban designer modelled four schemes (options):

- Scheme 1: initial proposed concept plan for the site.
- Scheme 2: alternate concept plan provided to Cumberland Local Planning Panel at the meeting.
- Scheme 3: proposed revised scheme to Cumberland Local Planning Panel.
- Scheme 4: hybrid scheme based on Scheme 2 and Scheme 3.

These schemes are also shown graphically in Figure 13.

The following overview of concepts has been part of OLSSON's urban design review.



Fig. 7 : Scheme 1

SCHEME 1

Proposed concept plans and proponent's revised concept plan revision E. A building height control of 25m which would allow a hotel/motel of up to six storeys plus rooftop terrace. With five floors dedicated to hotel rooms.

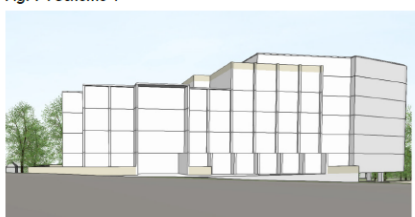


Fig. 8 : Scheme 2

SCHEME 2

Proponent's Sketch supplied to Cumberland Local Planning Panel.
A split building height control:
- 23-25m western half of site.
- 18m on eastern half of site.
This would allow a hotel/motel of up to six storeys plus rooftop terrace. Bulk is located away from heritage item.



Fig. 9 : Scheme 3

SCHEME 3

From Cumberland Local Planning Panel Meeting's recommendations. A building height control of 18m which would allow a hotel/motel of up to four storeys plus rooftop terrace. With three floors dedicated to hotel rooms.

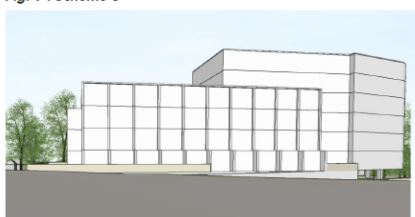


Fig. 10 : Scheme 4

SCHEME 4

OLSSON scheme proposes a hybrid option of Scheme 2 & 3 with simplified forms.
A split building height control:
- 27m on western half of site.
- 18m on eastern half of site.
A hotel/motel of up to six storeys plus rooftop terrace.
Additional 2m proposed for western half is to consider existing site contours and topography to enable more flexibility for a good design outcome.

Figure 13: Urban design schemes tested for the site including proposed Scheme 4

Based on the built form modelling undertaken, the urban design advice recommended proposed Scheme 4 as the preferred recommended option (shown in Figure 14) for the

proposal site which Council resolved to proceed.

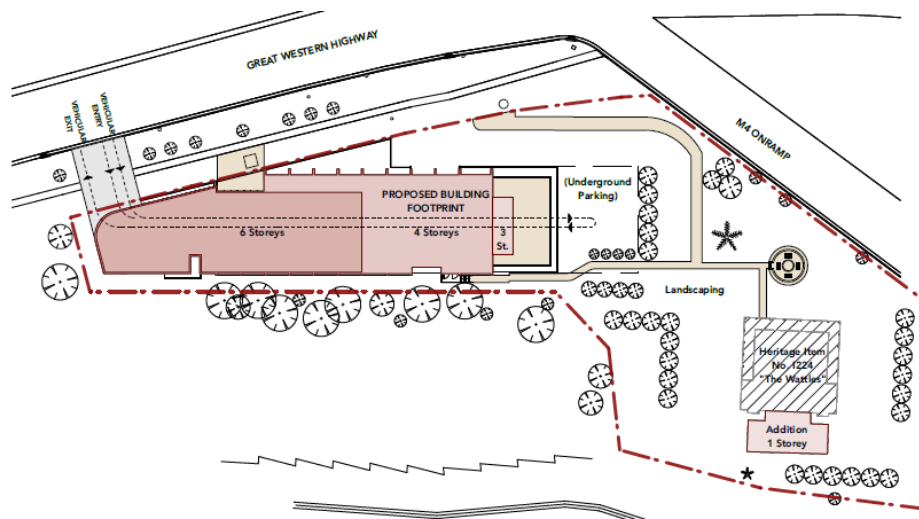


Figure 14: Concept layout plan for Scheme 4 (preferred and resolved)

The resolved development Scheme 4, was chosen by council due to reasons below:

- The proposed resolved scheme 4 includes a part 6 storey (27m Height of Building) and part 4 storey (18m Height of Building) development for the proposed hotel or motel development via the provision of building setbacks and envelope controls on the western portion of the site. The proposed scheme also includes a three-storey building component on its eastern edge to relate with the existing building height and scale of the heritage listed Wattles house, which is around 1.5 -2 storeys in height.
- It resolves site access entry/exit points from the site's western edge, which is considered as Transport for NSW's preferred option.
- The proposal provides increased landscaped and garden area setting around the Wattles house.
- It includes a minimum building separation distance of 40m from the west of the heritage house to motel development to minimise built form and scale impacts.
- The design consolidates all on-site parking provisions including waste collection and access delivery vehicles to a basement car park underneath the proposed hotel and motel development and with turning confirmed with built form modelling and testing.
- Storeys proposed beyond the fourth level are well set back to minimise built form, scale, massing, shadow, views, and view line impacts to existing heritage house.
- The proposal establishes and protects the existing heritage house curtilage and setting.
- Bulk and scale are consistent with the recently constructed medium/high-rise mixed-use apartment buildings to the east and west of the site, as well and is consistent with the objectives of an existing R2 Low Density Residential zone.
- The Proponent was provided an opportunity to review and provide feedback on the urban design advice prepared. The Proponent advised Council that,

while their preference was for Scheme 1 which was the proponent's proposal request, the progression of Scheme 4 as Council's preferred urban design option is acceptable and had requested testing of a scenario to increase the building height of proposed 21m and 28m. The urban design advice considered the Proponent's response and tested the preferred Scheme 4 with the alternate building heights. However, based on the testing outcome, this was not supported.

Building height and scale

Consistent with the preferred urban design option (Scheme 4), it was recommended that a 27-metre maximum building height (up to six storeys including plant and lifts) be applied to the western portion of site and that the 9m height be retained for the eastern side of the site (refer to Figure below). This is shown graphically in Figure below. It is considered that the recommended building height satisfies the building height objectives of the Cumberland LEP and allows sufficient flexibility to achieve a good design outcome.



Figure 15: Maximum building heights as applied to concept plan for Scheme 4

The proposed 27m building height does not create a precedence in the area, as there are several 4, 5 and 6 storey developments along the Great Western Highway within proximity of the site. However, those developments are not located next to 'The Wattles' heritage item or the site.

A maximum FSR of 1:1, which can be accommodated by Scheme 4, will also ensure future development on the site is consistent with the R2 Low Density Residential zoning and is sympathetic to the heritage significance of the Wattles heritage house. The proposed scheme 4 (4 and 6 storey) is unlikely to create any significant impacts to the existing Wattles heritage house or its immediate surrounds.

The proposed development's building envelope controls for part 4 storey and 6 storey would be addressed via the preparation of a site specific DCP as per Council's urban design advice sought through building envelope controls.

Overshadowing

As provided in the urban design advice, the preferred option (Scheme 4) results in the least amount of shadow overcast for 9am, 12noon and 3pm (during winter solstice) when compared with the other schemes. Scheme 4 also satisfies the benchmark of 6 hours of direct sunlight. The planning proposal is unlikely to have any significant over shadowing impacts to the existing Wattles heritage house onsite and its immediate surrounds (refer to Council's urban design advice (Olsson architects) and the updated concept plans (version F).

Site access constraints

Council's external urban designer tested Transport for NSW's recommendation to relocate the site access/exit points to the western side of the site and confirmed that this could be achieved via resolved Scheme 4.

The external urban design advice also tested the vehicle access and movement, circulation, turning, car parking and access for waste and delivery vehicles, as recommended by the Panel and Transport for NSW, and determined that these recommendations could be achieved with the concept design for the preferred resolved option (Scheme 4) and relevant planning controls.

Access and parking

The proponent's original Planning Proposal Request proposed site entry on the sites eastern side (not to the west) that is in close proximity to the existing M4 motorway access on ramp and existing traffic signals, which could potentially pose risk and safety issues for existing buses and vehicles travelling on the existing bus transitway and the Great Western Highway when turning on to site.

This was likely to result in overflow parking on to the bus transitway and highway, due to the scale of the proposed hotel or motel development. Through the urban design advice, the preferred option (Scheme 4) addressed this issue by relocating the site access to the further west as shown in Figure 16.

As resolved, should the proposal proceed to a Gateway Determination the proponent would need to update the revised concept plans layout (version F) to update the current development scheme to show entry and exit access requirements from the site's west and show the heritage house garden setting with pedestrian access movement to site and from basement parking.

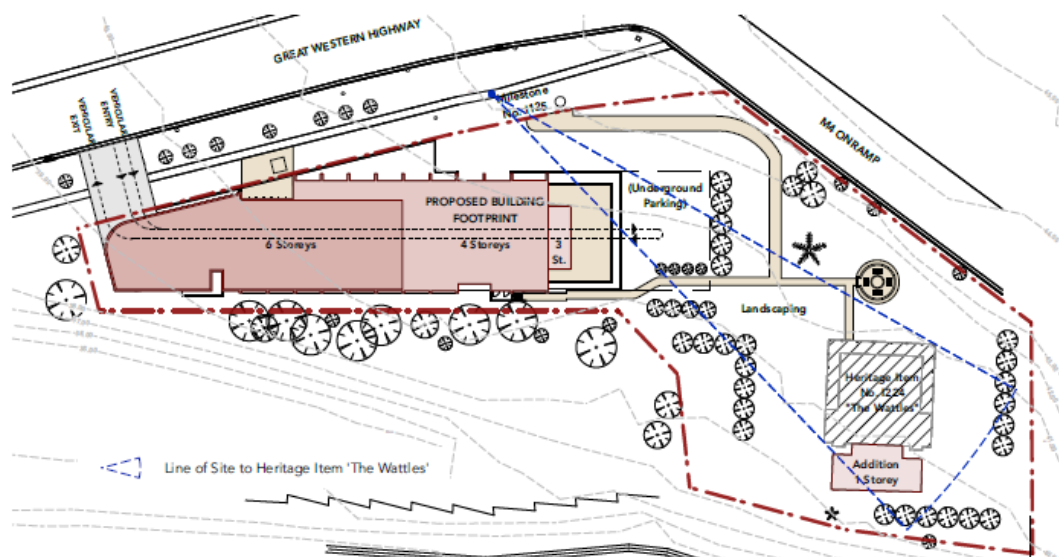


Fig. 51 : Line of Site to Heritage Item

Figure 16: proposed site entry/exit access (on the western side) and view lines as applied to concept plan for resolved scheme 4 from the existing heritage house

Site-specific development control plan

A draft site-specific Development Control Plan (draft DCP) has been prepared to guide the future development of the site. Key elements of the draft DCP include:

- An indicative masterplan, showing the proposed location of proposed land uses to be delivered on site with the garden setting and footpath.
- Objectives and controls for development of the site, including land use, built form, solar access, open space, movement and access, managing transport demand and parking, heritage and stormwater.

The draft DCP incorporates and addresses specific requirements provided through agency consultation, including external heritage and urban design advice sought by Council following panel advice. The draft DCP needs to be updated to show the updated resolved scheme 4 to achieve a good urban design outcome for the proposed hotel motel development and respond more sensitively to the existing heritage house without any significant impacts.

Council resolution to proceed to Gateway

Council considered the Proponent's Planning Proposal Request at the meeting of 19 October 2022 and resolved to:

“

1. Endorse a planning proposal for 245-247 Great Western Highway, South Wentworthville, to amend the Cumberland Local Environment Plan 2021 with a local provision for the proposal as follows:
 - a. Allow for the Height of Building control on the western part of the site where the proposed hotel or motel is to be located to be 27 metres
 - b. Allow for a Floor Space Ratio control for the site of 1:1 in response to the

proposal.

c. *Identify a restaurant or café as additional permitted uses on the existing Wattles heritage house located on the eastern part of the site.*

d. *Identify hotel or motel accommodation (not exceeding 76 hotel/motel rooms and a gross floor area of 3,040m²) and other ancillary hotel/motel facilities, including roof top outdoor dining, as additional permitted uses on the western part of the site.*

2. *Endorse that the planning proposal be prepared and forwarded to the Department of Planning and Environment for a Gateway Determination.*
3. *Endorse the draft site-specific Development Control Plan associated with the planning proposal for 245-247 Great Western Highway, South Wentworthville, as provided in Attachment 2.*
4. *Note that, subject to the receipt of a Gateway Determination by the Department of Planning and Environment, the planning proposal and site-specific Development Control Plan for 245-247 Great Western Highway, South Wentworthville, will be exhibited concurrently.*
5. *Endorse that a Voluntary Planning Agreement be prepared to derive public benefit, should a Gateway Determination be received".*

If a favourable Gateway determination is issued, Council intends to enter into a Voluntary Planning Agreement with the Proponent to derive public benefit from the proposal.

Q2. Is the Planning Proposal the best means of achieving the objectives and intended outcomes, or is there a better way?

Yes. The planning proposal is the best means of facilitating the identified objectives and intended outcomes for the specific circumstances of the site given the subject site may not be suitable for traditional housing purposes (residential flat buildings or town house developments or shop top housing) given the site's unique island location, site constraints and existing heritage attributes and is surrounded by a state road framework.

The site's existing R2 Low Density Residential zoning does not permit 'hotel or motel accommodation', nor 'restaurants or cafes' as permitted uses. The proposed resolved 27m building height facilitates the concentration of building mass over multiple levels at the western side of the site away from the existing heritage house, necessary to facilitate a viable part 4 and 6 storey hotel/motel development whilst maintaining a large heritage garden setting around the existing heritage item located on the site's eastern end.

A minimum 40 metre distance is also proposed have a separation of the existing heritage house to the east and the part 4 and 6 storeyed hotel or motel development. This enables to further enhance, protect and help the conservation of the existing heritage item within and outside the site and help continue maintain key view lines from the heritage cottage to existing Great Western Highway and reduce significant shadow impacts to the existing heritage house and its residential surrounds located north, east and south.

Other options considered for site include:

Rezoning the site to a zone which permits the intended uses

An alternative to amending Schedule 1 of the Local Environmental Plan is to 'rezone' the site to a zone which permits the desired uses for this location. This would involve adopting one of the business zones which permits both hotel or motel accommodation and restaurant or cafe. The B2 Local Centre, B4 Mixed Use and B6 Enterprise Corridor zones permit these uses. However, these business zones will also permit a wide range of other uses, several of which would be unsuitable to the unique location, site constraints and heritage attributes of the site or have an undesirable impact on surrounding local centres and the immediate low density residential area which will result in intensify the uses of the site.

Various forms of retail premises (with associated building formats and traffic generation) would be permitted including specialised (bulky goods) retail premises, vehicle sales or hire premises and neighbourhood shops. In the case of the B2 or B4 zone, intensified residential in the form of shop top housing would be permitted. In the case of a B6 zoning, light industries would be permitted. The site is not generally considered to be suitable for many uses associated with alternative zone options. The landowner/applicant of the site does not wish to pursue with these outcomes.

In response to circumstances of the site, being surrounded by state road framework and the location of the heritage building at the eastern end of the site, retaining the existing zone and permitting specific suitable additional permitted uses to Schedule 1 of the Cumberland LEP was considered as most appropriate option for the site's existing location and being located closer to a low-density residential area.

Seek a Clause 4.6 variation

It is also unlikely that the scale of the proposed resolved proposed 1:1 FSR and 27 metre building height uplift sought under this proposal is unlikely to be supported as a Clause 4.6 variation under Cumberland LEP 21.

The proposal will enable the opportunity for improved cultural, social and economic outcomes on the site to the benefit of the local community. Specifically, it will be beneficial to the heritage conservation and enhancement of the existing Wattles heritage house and establish its landscaped gardens and redevelop the site at the same time to be more economically viable for which have been forgotten in recent years to redevelop the site.

This planning proposal proposes only an additional 2m building height increase (27m) to what was proposed by the proponent. The proposed additional height enables the proposed to include plan and lifts provisions without an additional storey. The proposed height 25m and FSR 1:1 for the site have been further tested for design feasibility and other related significant impacts as per panel's advice which is discussed in the report briefly in the proposal in section A.

This planning proposal allows for the use and form of potential development on the site to be contemplated in detail, as well as strategically in terms of how it integrates with surrounding area and aligns with the planning priorities for

Cumberland City and the GOP area, being within very close proximity to Westmead health and education precinct. The planning proposal is appropriate to the circumstances of the site.

Considering above, the proposal is the most suitable means of achieving the objectives and intended outcomes for the site consistent with an R2 zoning and develop the site in a balanced way.

Section B – Relationship to strategic planning framework

Q3. Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any draft plans or strategies)?

Yes. The planning proposal will give effect to the objectives and actions of the *Greater Sydney Region Plan* and *Central City District Plan*.

Greater Sydney Region Plan – A Metropolis of Three Cities

This Plan sets a 40-year vision for the Greater Sydney Region and establishes a 20-year action plan to manage growth and change to achieve balanced social, economic and environmental outcomes. Table 3 discusses the proposal's consistency with relevant objectives of Greater Sydney Region Plan.

Table 3: Consistency with the Greater Sydney Region Plan

Objective	Consistency
<i>Objectives 3 and 4: Infrastructure aligns with forecast growth and infrastructure use is maximised</i>	The proposal and its proposed uses will allow for more intense activity and use of land within walking distance to an existing strategic bus corridor and is located adjacent to M4 Motorway and Great Western highway.
<i>Objective 6: Services and infrastructure meets community's changing needs</i>	<p>This proposal site proposes to provide a 76 room hotel or motel development on site for tourists, visitors, workers, guests, etc and to conserve an existing heritage item (the Wattles) via adaptive re-use to be opened to the public.</p> <p>The site is also located closer to GPOP, near to a strategic bus corridor (Liverpool Parramatta), Westmead South precinct, Parramatta CBD, Westmead Health and Education Precinct and other nearby principal and local centres.</p>
<i>Objective 10: Greater Housing Supply</i>	The proposal will increase the short term temporary strategic accommodation supply marginally by a further 76 rooms (not exceeding a total gross floor area of 3,040m ²) and include ancillary hotel facilities.

Objective 13 <i>Environmental heritage is identified</i>	The proposal will enable the conservation and enhancement of an existing local heritage item, the Wattles house on site.
Objectives 15 and 19 <i>A Metropolis of Three Cities: Integrated land use and transport creates walkable and 30-minute cities and Greater Parramatta is stronger and better connected</i>	The planning proposal will provide temporary short-term accommodation facilities as a transit hotel/location to incoming public, visitors and tourists, workers on a strategic transport corridor.
Objective 22 <i>Investment and business activity in centres</i>	The proposal seeks to generate approximately 40 additional jobs approximately for the proposed 76 room motel/hotel development with other ancillary facilities.
Objectives 28 and 30 <i>Scenic and cultural landscapes are protected, and urban tree canopy cover is increased.</i>	Through appropriate separation distances, the proposal will maintain a visual garden setting around the existing heritage house and surrounds.

Central City District Plan

This Plan provides a district-level framework to implement the objectives of the Greater Sydney Region Plan. Merrylands is centrally located within the Central City District, close to the central core and metropolitan centre of Greater Parramatta.

The Proposal is consistent with relevant planning priorities of the Central City District Plan, as discussed in Table 4 overleaf.

Table 4: Consistency with the Central City District Plan		
Theme	Planning Priority	Consistency
Infrastructure and Collaboration	<i>C1: Planning for a City supported by Infrastructure</i>	<p>The Planning Proposal will supply and facilitate socially related infrastructure that contributes towards short term transit accommodation and contribute towards transport infrastructure related improvements within a strategic location and strategic bus transport corridor where additional future population and housing growth is anticipated given its proximity to Westmead south precinct, Westmead health and education precinct and GOP.</p> <p>The proposal also facilitates the revitalisation and heritage conservation of an 'obscured' locally significant heritage item on site via adaptive reuse by opening up to the public.</p>

Table 7: Consistency with the Central City District Plan		
Theme	Planning Priority	Consistency
Liveability	<i>C3. Providing services and infrastructure to meet people's changing needs</i>	This planning proposal will provide a hotel or motel development and encourage the adaptive re-use and enhancement of an existing heritage item (the Wattles) on site.
	<i>C4. Fostering healthy, creative, culturally rich, and socially connected communities</i>	<p>The planning proposal will provide a 4 and 6 storey hotel or motel development on site with associated facilities on the west of the site within a location having greater access to jobs, services, and public bus transport.</p> <p>The planning proposal clearly places an emphasis on revitalising an underutilised site to achieve a contextually approved and improved urban design outcome for the site to develop a part 4 and 6 storey hotel or motel development on the site's west consistent with its surrounds respecting the onsite and offsite surrounding heritage items and conservation of an existing heritage item which has been forgotten for many centuries.</p>

	<i>C5. Providing housing supply, choice, and affordability, with access to jobs, services and public transport</i>	The proposal enables short term transit accommodation provisions located closer to a strategic bus transport corridor, state roads.
	C6. Creating and renewing great places and local centres and respecting the district's heritage	The planning proposal contributes to the restoration and enhancement of the existing heritage house (the Wattles).
Productivity	C10. Growing investment, business opportunities and jobs in strategic centres	<p>The District Plan acknowledges that the vision for Greater Sydney is one where people can access jobs and services in their nearest metropolitan and strategic centre. The 30-minute city is a long-term aspiration that will guide decision-making on locations for new transport, housing, jobs, tertiary education, hospitals and other amenities.</p> <p>This planning proposal will provide access to jobs and services in Westmead and Wentworthville area.</p> <p>The Planning Proposal provides for approximately 40 additional jobs during construction contributing to the re-development of the site and conservation of an existing heritage item.</p>

Q4. Will the planning proposal give effect to Council's local strategic planning statement that has been endorsed by the Planning Secretary or GSC, or another endorsed local strategy or strategic plan?

Yes, the planning proposal gives effect to *Cumberland 2030: Our Local Strategic Planning Statement* and *Cumberland Community Strategic Plan 2017-27*.

Cumberland 2030: Our Local Strategic Planning Statement (LSPS)

Aligned with the Greater Sydney Region Plan and Central City District Plan, the LSPS provides a local planning framework to deliver housing, transport, employment, public spaces and parks in the right places to meet the need of Cumberland's growing and changing population.

The proposal will help deliver on several local planning priorities contained in the LSPS under 'housing and community' as outlined in Table 5.

Table 5: Consistency with the Cumberland 2030	
Local planning priority	Consistency
<i>5: Delivering housing diversity to suit changing needs</i>	<p>Planning controls to ensure housing meets current and future needs and to encourage residential growth around key centres and transport nodes.</p> <p>The proposal will deliver short term transit visitor accommodation close to jobs, facilities and services which will deliver a 76 room hotel or motel development with other ancillary hotel facilities for visitors, community, guests, tourists and workers and help the heritage conservation of an existing forgotten heritage house to the public.</p>
<i>6: Celebrate our natural built and cultural diversity</i>	<p>This proposal will provide a place for social interaction through the proposed hotel or motel development and restoration and further enhancement of the Wattles house, which is an existing local heritage item that is forgotten.</p>
<i>11: Promote access to jobs, education and care services</i>	<p>Promote access to local jobs, education opportunities and care services: The proposal will result in the creation of new jobs and deliver a high-quality multi-level hotel or motel development and restore, conserve, and enhance the existing Wattles Cottage which is one of Cumberland's oldest heritage items opened to the broader community, visitors and tourists. The proposal anticipates approximately 40 additional jobs to be created.</p>

<p><i>Planning Priority 13: Protect and enhance natural and green spaces and sporting facilities</i></p>	<p>Protect and enhance natural and green spaces and sporting facilities: The planning proposal will enable landscaping around the heritage item and provision of more trees to beautify the site and enhance the heritage significant Wattles cottage and the hotel/motel and its broader surrounds including Great Western Highway.</p> <p>Proponent has also provided a letter of offer to enter into a voluntary planning with council.</p>
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Cumberland Community Strategic Plan (2017-27)

This Plan sets broad strategic goals for the local area to be achieved over a four-year delivery program. The proposal is broadly consistent with the Plan's strategic goals, as outlined in Table 6 below.

Table 6 – Cumberland Council Community Strategic Plan 2017-2027		
Strategic Goal	Outcome	Consistency
A great place to live	We live healthy and active lifestyles	The Planning Proposal promotes and fosters healthy, active, creative, culturally rich and Socially connected communities in a prominent location well connected to several local centres, services, facilities and recreational uses within walking distance or by public transport.
A safe, accessible community	We feel safe in all areas of Cumberland at all times	The Planning Proposal facilitates new development that incorporates the principles of CPTED.
	We have equal access to local services and facilities	The subject site is in an area where people can either walk, drive or take public bus or rail transport to local services and facilities.

Strategic Goal	Outcome	Consistency
A strong local economy	We have access to jobs locally and in our region We have access to great local education and care services	The Planning Proposal places additional jobs in close proximity to job opportunities in the local community of Parramatta, South Wentworthville and Westmead. The Planning Proposal places additional short term visitor accommodation options near to health and education, housing and community facilities near to Parramatta Westmead and South Wentworthville.
A resilient built economy	Our planning decisions and controls Ensure the community benefits from development We have a Range of transport options that connect our Town centres and to wider Sydney	The Planning Proposal seeks to facilitate the desired redevelopment through the appropriate planning Pathway and seeks to align with the strategic vision for the area. The proposal seeks to place additional temporary visitor accommodation in a location serviced by existing public bus transport services which connects Parramatta CBD and Liverpool. The site is also located within 20-30 minutes to Wentworthville and Westmead railway stations.
Transparent and accountable leadership	Decision making is transparent, accountable and based on community engagement	Should a Gateway Determination be issued to proceed, the proposal will be publicly exhibited in accordance with statutory requirements and consulted with relevant agencies.

Cumberland Local Housing Strategy

The planning proposal is generally consistent with the Cumberland Local Housing Strategy adopted by Council.

The proposed additional permitted uses will enable the revitalisation of the site to provide short term transit-oriented visitor accommodation on site and make the site more viable to be developed. This also enables the heritage conservation and enhancement of an existing locally significant heritage item (The Wattles) located on the site's east via adaptive reuse which has been neglected for substantial period.

The proposed site is in South Wentworthville and is identified as one of the prime locations for potential future medium/high density housing given the site is located within proximity of the GPOP corridor, Westmead South Precinct and Westmead health and education precincts which is likely to contribute to Cumberland's housing target of 28,000 to 28,500 additional dwellings between 2016-2036.

Westmead 2036 Place Strategy (Aug 2022)

The subject site is located outside but within very close proximity of the above strategy structure plan area which anticipates delivering up to 50,000 jobs and choice of variety of housing as a result further contributing to the broader GPOP economic corridor. The proposed development will further contribute to enhancing the vision and objectives of the above place making strategy and contribute to social infrastructure, protection of heritage and inclusion of cultural and social places contributing to liveability given the proposal site's proximity to the above place strategy structure plan.

Q5. Is the planning proposal consistent with any other applicable State and regional studies or strategies?

Yes.

The proposal is not inconsistent with any other applicable plans such as the Future Transport Strategy 2056's vision for transport in Greater Sydney, Net Zero plan, state infrastructure strategy key objectives, Greater Sydney Water strategy that applies to the state.

Q6. Is the planning proposal consistent with any other applicable State and regional studies or strategies?

Yes, the proposal is consistent with applicable SEPPs as outlined in Table 7 below.

Table 7: Consistency with SEPPs	
SEPPs	Comment
(Resilience and Hazards) 2021	<p>A Preliminary Site Investigation report has been attached to this proposal. The site has been used for predominantly residential purposes and has been used for business purposes in the past from time to time. The site is also confirmed for usability for proposed uses.</p> <p>The proposal is unlikely to result in activities which would be likely to expose humans or the environment to risks of contamination. Should the proposal proceed to Gateway and finalisation the proposal will be further assessed in detail for any significant contamination risks at the DA stage.</p>
(Biodiversity and Conservation) 2019	The proposal site does not contain any significant vegetation, biodiversity that requires conservation and is consistent with the aims of the SEPP.
(Industry and Employment) 2021	The planning proposal is consistent with the aims or provisions of this SEPP. Where future development incorporates signage, the provisions of this SEPP will be considered at the DA stage.
SEPP No. 65 - Design Quality of Residential Apartment Development	The planning proposal is consistent with the aims and/or provisions of this SEPP. Future development will incorporate housing/hotel or motel delivered under this SEPP and relevant provisions will be given detailed consideration during the assessment of a development application.
Housing (2021)	The proposal does not prevent any operations of this SEPP and is broadly consistent principles of this SEPP.
SEPP (Building Sustainability Index) 2004	The proposal does not inhibit any operations of this SEPP. Any future development application for proposed additional uses at the site would be accompanied by BAXIS certificate.

(Transport and Infrastructure) 2021	<p>The proposal request is generally consistent with the aims and/or provisions of this SEPP.</p> <p>Future development is likely to constitute traffic generating development and trigger an assessment under this SEPP and seek referrals as required at the DA stage given the site is surrounded by a state road framework.</p> <p>Comments from Transport for NSW was received during preliminary consultation for the proposal which has been considered, tested and addressed as part of the proposal (refer to panel and council reports for information). The proponent's traffic and transport study assessment and response to Transport for NSW is also attached to this proposal report.</p> <p>The proponent has also confirmed that the proposed hotel motel development includes a cap of 76 rooms and other ancillary hotel facilities. The planning proposal resolved to be proceeded also limits the total gross floor area of the capped 76 hotel/ motel rooms to 3,040m² as part of the additional uses (40m² x 76 rooms) to reduce further traffic generation and parking impacts to its surrounds and avoid any sightline issues, safety and collision risks and overflow vehicle impacts during peak hours due to potential vehicles queuing. Should the proposal proceeds to Gateway the proponent would need to update the traffic statement to address full parking provisions on site (without any concessions) as per Cumberland DCP 2021 and amend the proposed development's concept scheme to show entry/exit access from west.</p> <p>Further detailed transport, traffic impact assessment will be undertaken at the development application stage should the proposal proceeds to Gateway and finalisation.</p>
(Planning Systems) 2021	<p>The proposal does not prevent any operations of this SEPP and is broadly consistent principles of this SEPP.</p>

Q7. Is the planning proposal consistent with applicable Ministerial Directions under s9.1 of the Act?

Yes. The proposal is consistent with applicable Ministerial Directions, as outlined in Table 8 overleaf.

Table 8 – Section 9.1 Ministerial Directions

Focus Area	Direction	Comment
1. Planning Systems	1.1 Implementation of Regional plans	The proposal is consistent with the 'Greater Sydney Region Plan - A Metropolis of Three Cities' as demonstrated in Part 3 of this proposal.
	1.4 Approval and referral requirements	<p>The proposal does not include consultation, referral or concurrence provisions, nor clarifies any development as designated development.</p> <p>Should the proposal proceed to Gateway and finalisation relevant public agencies will be consulted as required and will be subject to further detailed assessment and referrals at the DA stage.</p>
	1.5 Site specific provisions	<p>The proposal does not propose any unnecessary restrictive site-specific planning controls and will use standard-built form controls to amend the Cumberland LEP 2021.</p> <p>The proposed principal development controls and the proposed concept development scheme for a proposed hotel or motel development have been also tested for design feasibility, bulk, scale, building height, FSR and building envelopes along with testing site access, vehicle movement for waste and delivery trucks, parking, solar access and amenity on site, view lines by Olsson architects (engaged by Council), in which the advice is attached to this report.</p> <p>A site-specific development control plan has been prepared to guide the future development of the site to address the above matters which has been endorsed as a draft by council since the concept plans are lack in clarity.</p>
3. Biodiversity & Conservation	3.1 Conservation zones	The proposal site and surrounds are not zoned for environmental protection or conservation purposes, nor the site is identified as an environmental sensitive area in the Cumberland LEP 2021.

	3.2 Heritage Conservation	<p>The site contains a local heritage item listed in the Cumberland LEP 2021 (The Wattles, a Victorian/Georgian Residence, I244). Surrounding heritage items include an item listed on the State Heritage Register (Essington, I00204) and a local heritage item listed in the Cumberland LEP 2021 (Milestone Group, Parramatta to Greystanes, I125). The site is not located within the heritage conservation area.</p> <p>The proposal is supported by a Heritage Impact Statement prepared by Sue Rosen Associates and Council's independent heritage advice prepared by Extent Heritage (providing a review of the proponent's heritage impact statement) which is attached to the report. The statement confirms that the proposal needs to be sympathetically designed to maintain the heritage significance of 'The Wattles' and should not adversely impact upon the item to restrict solar access and amenity, bulk, scale and visual impacts, view lines, etc.</p> <p>The planning proposal resolved Scheme 4 has been tested for the above provisions and is unlikely to result in significant impacts to site or its existing heritage item/s and its surrounding items as a result of proposed hotel or motel development on west of the site.</p> <p>The proposed hotel or motel is also setback with a 40m minimum setback from the existing heritage item, the same location that a previous motel development was approved on the site under DA2010/93/1 under former Holroyd City Council in 2010.</p> <p>The proposal enables heritage conservation and enhancement of an existing heritage item on site (the Wattles) via adaptive reuse and the landscaped garden setting with minor improvements which is proposed outside the existing heritage house. Conservation of the existing heritage item will also require development consent from Council and is likely to be done with a heritage conservation plan if required at the DA stage.</p> <p>An archeological assessment and archival</p>
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		<p>recording will be undertaken for the Wattles and other items if required, should the proposal proceed and a DA is lodged for the site. The proposal is consistent with these objective and directions.</p>
4. Resilience and Hazards	4.1 Flooding	<p>The objectives of Direction 4.1 are to ensure (a) that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and (b) to ensure that the provisions of an LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land. The Direction applies when a relevant planning authority prepares a planning proposal that creates, removes or alters a zone or a provision that affects flood prone land.</p> <p>The site is identified on Council's Flood Control Lot Map as additional properties totally or partially within the flood plain and no other conditions apply. Should the proposal proceed to Gateway and a DA is lodged, the proposal will be addressed in accordance with the Floodplain Development Manual 2005 at the DA stage.</p> <p>The subject site's surrounds are only identified as low risk (PMF) for flooding under Council's flood risk precincts map while the proposal site is excluded from above.</p> <p>It is therefore considered appropriate that development of the subject site be subject to Council's Flood Management Controls as outlined in the Cumberland DCP 21.</p>
	4.4 Remediation of contaminated land	<p>The proposal is supported with a preliminary contamination assessment which concludes that the proposal is unlikely to have any significant impacts as a result but indicates the site may need to be remediated should the planning proposal progresses and a DA is lodged since the site had been used for residential and commercial uses in the past and shows potential contamination sources, such as asbestos, potential underground</p>

		<p>storage tank within the site.</p> <p>Should the proposal proceed to post Gateway and finalisation and a development application is lodged for the site further detailed assessment of the site's contamination risks will be undertaken at the DA stage.</p>
	4.3 planning for bush fire protection	The site is not identified as bush fire prone land.
	4.5 Acid sulphate soils	Council's acid sulphate soils maps do not indicate any affectation on the site. Should the proposal progress to a DA stage, further detailed investigations and acid sulphate soils management plan may need to be prepared if required. The proposal is supported with a preliminary acid sulphate soils assessment which shows the site is unlikely to be affected by acid sulphate soils.
	6.1 Residential zones	<p>The proposal provides for short-term transit visitor accommodation on site by development of a proposed hotel or motel development along the Great Western Highway which is located close to Westmead, South Wentworthville and Parramatta.</p> <p>Council's Cumberland LSPS 2030 also identifies the subject site and surrounds as a future investigation area for potential medium or high-density housing.</p> <p>Given the site's unique island location and shape, site constraints, heritage attributes and being bounded by a state road framework housing may not be a suitable option for the site.</p> <p>The proposed additional permitted uses resolved will help to revitalise, facilitate and redevelop an underutilised site which has been vacant and unused for a long time period for a part 4 and 6 storey hotel or motel development on the site's west and enable the heritage conservation and enhancement of an existing heritage item</p>

		<p>(the Wattles) on the site's eastern portion via adaptive reuse to be opened to the public. The proposed resolved development will also include and maintain a minimum 40m or more separation distance from the above heritage house and further establish a heritage garden setting (heritage curtilage) and be consistent with the site's existing R2 zoning and Cumberland LEP 21 objectives which will be addressed through site specific DCP.</p>
		<p>Housing diversity and choice within the locality is not expected to be compromised by the development of the site for non-residential uses. Over the past decade dozens of apartment buildings have been constructed along the Great Western Highway in Mays Hill and South Wentworthville providing alternate housing opportunities in the suburban area.</p>
5. Transport and Infrastructure	5.1 Integrating land use and transport	<p>The proposal is consistent with this direction in that it increases residential density and jobs in a location close to public bus transport. The proposal is supported by a traffic impact assessment (by Stantec) which includes minor impact on traffic generation and includes parking provisions which could be provided onsite within the approved development scheme via basement parking.</p> <p>Figure 2 shows the proposed site is located approximately 2km from Parramatta CBD (to the east), 1.5km from Wentworthville Principal Local Centre (north-west), 1.2km from the Westmead Health and Education Precinct (north-east) and within very close proximity to the broader Greater Parramatta and Olympic Peninsula (GPOP) area.</p> <p>The site is also located within walking distance to Coleman transitway bus stop 5-8 minutes away. The proposal is unlikely to result in significant traffic and parking impacts as a result of the proposal and these impacts are likely to be further assessed in detail at the development application stage.</p> <p>As resolved, Council on advice from Transport for NSW (April and March 2022) has further introduced a 76 room cap for hotel motel rooms with a 3,040m² gross floor area</p>

		<p>for the proposed hotel motel development (private development for visitors, guests, tourists etc) in addition to the other ancillary hotel and outdoor dining facilities with onsite basement parking. These provisions are likely to be captured via the proposed additional permitted use clause under Cumberland LEP 21.</p> <p>The proponent's traffic impact assessment does not demonstrate worst case traffic impacts when the proposed and existing developments are in full occupation and may need to address car parking without any discounts, waste and delivery vehicle access and on site since there is no on street parking close by. Council's urban design advice (prepared by Olsson architects) have confirmed and tested the above proposed development scheme to check if the design is feasible to achieve the above and that site access could be obtained from far west for entry and exit along with other provisions such as vehicle circulation and movement, delivery and waste truck access and turning etc.</p> <p>It is also not clear if the proponent wishes to include a separate deceleration lane at this stage to access the site or use another method. Council also considers that an additional local LEP clause to the proposed LEP amendment is not required to seek ministerial consent (as previously requested by Transport for NSW) since the proposal would need to be referred to Transport for NSW anyway (as per Transport and Infrastructure SEPP existing provisions) as an external referral should the proposal proceeds to Gateway finalisation and a DA is lodged. The matter was discussed with Transport for NSW specifically and it was agreed not to have such a clause in LEP (refer to panel report for information).</p>
	5.2 Reserving land for public purposes	<p>The proposal is consistent with this direction since the proposal does not create, alter or reduce existing zonings or reservation of land for public purposes. The subject proposal also does not contain any land that has been reserved for a public purpose, and a request has been made for such a land.</p>

Section C – Environmental, social and economic impact

Q8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected because of the proposal?

There are no critical habitats or threatened species, populations or ecological communities, or their habitats on or around the site that would be affected by this proposal.

The site has previously been used for residential purposes predominantly and at times for commercial purposes in the past and is largely a vacant site apart from the existing heritage house (the Wattles). The proposal is likely to establish and maintain the existing garden setting around the existing heritage house (the Wattles) and include a minimum 40m or more separation distance where the proposed hotel or motel accommodation is proposed on west of the site.

The entire site largely consists of overgrown grass and is vacant with no notable native vegetation. Some exotic vegetation may exist surrounding the existing heritage item along the M4 Motorway on-ramp to the north-eastern boundary of the site. The site is not identified as containing any biodiversity values.

Large trees further exist to the south outside the proposal site's boundary within the M4 corridor. No further ecological investigations are considered as necessary for this stage. Any further additional investigations anticipated such as an arboriculture investigation assessment to ensure that the adjoining land's existing mature trees could be protected is likely to be undertaken at the DA stage should the proposal proceed and a DA is lodged.

Q9. Are there any other likely environmental effects because of the Planning Proposal and how are they proposed to be managed?

It is noted that the site has previously been used for residential uses predominantly in the past with some commercial uses from time to time. The site also includes an active development consent and currently includes an approved DA. Any environmental, social and economic impacts arising as a result of this proposal are addressed below:

Urban design, built form and massing impacts

The site's proposed resolved planning controls (FSR 1:1 and 27m building height to west and existing 9m building height to east) adopts the proposed desired development typology (Scheme 4) which has been tested and recommended as the preferred option by Olsson Architects following views expressed by the panel to consider as the best option for the site which is feasible.

The resolved development scheme 4 enables the facilitation of a part 4 and 6 storey motel and hotel development on the site's west and to be responsive and sensitive to the existing local heritage item on site.

The resolved Scheme 4 is considered as the best development option for the site to mitigate significant building height through bulk and scale, massing, visual, privacy and overlooking impacts to the site and its immediate surrounds and

establish a landscaped garden setting around the existing heritage house.

The proposed hotel will also be separated with a minimum 40m or more distance from the existing heritage house, as was the previous hotel approved through a rigorous assessment process under DA2010/93/1. The proposed hotel/ motel development will rise to part 4 storeys and 6 storey development and will occupy the western portion of the site only, maintaining a large curtilage of the heritage item through a garden setting and minimising height, bulk, scale and visual impacts to the Great Western Highway and towards the existing local heritage item (the Wattles) located on site which is 1-2 storeys.

The proposal also takes advantage of the site's unique 'island' nature within the state road framework, which provide substantial separation distances between adjoining land uses. The proposed hotel or motel development will be setback over 45-50m from low density residential area located north of the Great Western Highway, largely mitigating potential massing (bulk and scale), visual, privacy, overlooking and overshadowing impacts on the existing low density residential area. Further, the site is located south of the Great Western Highway, ensuring any overshadowing impacts will be limited to the adjoining M4 Motorway corridor and surrounds and also maintain any significant key view lines from the existing heritage house to Great Western Highway north, west and east further improving the view lines.

The proposed hotel or motel development will present a development not uncommon to the Great Western Highway, as similar 4-6 storey residential apartment buildings frame the corridor in both Mays Hill from east and South Wentworthville from the west. The proposal is ultimately considered as an improvement to the site's existing situation, which has been vacant and undeveloped for a long time for a substantial period.

A draft site specific DCP has been prepared to address building envelope provisions to address part 4 and 6 storey development with relevant building setbacks (refer to Olsson advice and draft DCP)

Heritage

The site to which the planning proposal applies is affected by two locally significant heritage items located within and outside the site as discussed in the introduction section. One of the main aims of the proposal is to enhance and conserve the existing heritage item on site (the Wattles).

The proposal is supported with a heritage impact assessment prepared by Sue Rosen. The heritage impact statement provided in support of the approved development scheme confirms that the overall development is unlikely to impact on nearby heritage items.

Council further obtained further independent heritage advice from Extent Heritage which confirms that the proposal is acceptable in terms of heritage outcomes, subject to careful design, consistent with best practice guidelines, and the preparation of suitable DCP controls. The advice identifies a range of heritage enhancement opportunities and mitigation measures for potential impacts, as summarised in Council's panel report.

- The Statement of Heritage impact should include an assessment of historical archaeological impacts, as there is potential for historical archaeological materials and relics to be present on the site. It is recommended that this is additional information is provided by the Proponent as part of the planning proposal process.
- The proposed planning controls will have a major impact on the heritage values of the site, including overshadowing and obstruction of key views, as well as obscuring the understanding and interpretation of the site as a colonial period Victorian/Georgian homestead. New development must consider appropriate heights, setbacks, and siting to ensure these core heritage values are maintained.
- Potential impacts on surrounding heritage items must be carefully considered. It is noted that further consideration of this will be considered as part of any DA for the site.
- Opening up the landscaping and reinstating the heritage gardens and landscaping around the Wattles are supported.
- Due to its scale and location, the proposed hotel has the potential to have a major impact on the setting of The Wattles; however, this impact may be mitigated through careful design, including appropriate colours, setbacks, and materials.
- Prior to the demolition of alteration of any structures within the study area, archival photographic recording is recommended as per Heritage Council guidelines.
- A heritage interpretation strategy is recommended as part of the DA process.
- Adaptive reuse of The Wattles as a café/restaurant is supported, subject to certain conservation measures that ensure any changes to the building are complimentary and sympathetic to the historical context.
- The proposed buildings should be carefully designed to respect the built environment and heritage items in the vicinity, taking into consideration the bulk, height, scale and siting, massing, setback, key view lines and materiality of the new development. The design should be guided by the relevant controls in Cumberland DCP 2021 and NSW Heritage Office guidelines.

The planning proposal and Scheme 4 is unlikely create a significant impact on the existing heritage item with regards to built form, height, bulk, scale, view lines and shadows and the established heritage garden setting (heritage curtilage) or its residential surrounds (refer to attached advice and panel and council reports).

Should the proposal proceed to Gateway and a DA is lodged, an archaeological and structural assessment for the site may be required to be undertaken as an additional assessment if needed at the DA stage. Since a proposed garden setting is established around the existing heritage house to protect the curtilage via the proposed resolved development Scheme 4 council considers that the above assessment is not required at the planning proposal stage and the proposed existing heritage item is not subject to any major modifications or improvements.

A site specific DCP is also prepared for this proposal (which the diagrams needs to be updated to reflect Scheme 4) to address matters that relates to the proposed development to mitigate any significant impacts resulting from building height, built form, setbacks, scale, bulk, building envelopes, view lines, solar access and shadows, trees and landscaping, heritage, transport, access and movement and stormwater, etc.

Transport and traffic assessment (Stantec)

The proposal is supported with a Traffic Impact Assessment (TIA) prepared by

Stantec. The TIA addresses existing and proposed traffic generation, trip distribution, intersection performance and public transport. The proponent's planning proposal request was also referred to Transport for NSW during early consultation of the proposal prior to reporting the proposal to the panel and a Council meeting. The issues raised by Transport for NSW has been further discussed and addressed in the panel and Council reports. Some of the key concerns raised and resolved are outlined below:

- Traffic and transport

The traffic impact statement shows 40 trips (10 trips for the proposed heritage house) generated during evening peak time. This was on the basis that 76-80-units proposed for the motel or hotel development via the lodged proposal request. On advice from Transport for NSW the proposed development's hotel or motel rooms have been further confirmed and capped as 76 rooms and to not exceed a gross floor area 3,040m² (40m²x76) as resolved by council for this planning proposal.

The proponent has also informed the proposed development proposes only 76 motel/ hotel rooms and not 100 rooms in their written response to Transport for NSW (refer to attachments for details). The proponent has further confirmed that the proposed hotel/motel development and its related hotel ancillary uses will be used only by private guests, visitors, tourists who uses the facility and the proposed restaurant or café (the Wattles) will only be opened to the public (Refer to panel and council reports and Proponent's response to Transport for NSW for further information). The proposal is unlikely to create any significant traffic and transport impacts to its surrounds.

- Basement Parking

On the basis that hotel visitors and public are expected to make up a significant proportional use of the café/restaurant demand, Stantec recommend that a 75% discount be applied to the café/restaurant parking demands. A parking requirement of 87 (79 spaces and 6-8 motorcycle spaces) has been determined by Stantec accordingly which was not supported by Transport for NSW favourably. Stantec conclude that the parking requirements can be accommodated on site subject to further to detailed assessment as part of a future DA and acknowledges that based on Cumberland DCP 2021 a minimum 106-110 parking spaces must be provided for the proposed hotel/motel development. Notwithstanding, the car parking provision on future development applications will take into consideration the car parking rates in Cumberland DCP 2021 without any concessions.

A site specific DCP also been prepared to address this provision and Olsson Architects have also recommended that all parking be provided on site through basement parking proposed for the hotel or motel development located on the site's west including any provision of access to service/delivery and waste vehicles. This has been confirmed with additional modelling and testing of the proponent's requested development scheme with council's recommendations and following panel advice (refer to council report and additional urban design advice).

This further enables the existing heritage house with its garden setting to be enhanced (without any visible onsite car parking), protect the existing heritage curtilage, lift the visual prominence, protect any significant view lines from the existing heritage item to Great western highway and also preserve the other

heritage items located outside the site (milestone) without being damaged or relocated.

- Vehicular access, safety and circulation

The planning proposal is unlikely to result in site access entry/exit issues to site and create internal vehicle movement and circulation issues within the proposed development especially for waste and delivery vehicles since the proposed development scheme 4 has been tested by Olsson architects for design feasibility and Council has already resolved to progress the proposal based on above.

Some of the site access and circulation provisions are included as DCP control requirements under the draft site-specific DCP prepared for the site to obtain more certainty and through the updated concept plans to reflect proposed development scheme 4 which is only partly revised by proponent and would need to be updated before exhibition should the proposal proceeds.

The proposed development scheme will also enable clear sight lines, enable all vehicles to enter and exit the proposed site safely in a forward direction and from the west of site only. This does not anticipate the proposal to affect the existing function, overflow impacts, safety and efficiency of the Greater Western Highway to be compromised in any manner (Refer to panel report for further information). This will also avoid any vehicle or bus collisions, safety risks considering the exit is located away from motorway access on ramp signals and intersection of Bridge Street and great western highway as recommended by Transport for NSW.

Noise, vibrations and emissions

The proposal is supported with a noise intrusion assessment. The assessment has shown that, from an acoustic perspective, the site would be suitable for the intended uses. Specific constructions and mitigation measures would require further investigation during the future DA stage of the proposal. It is noted that Clause 2.119(C) of the Transport and Infrastructure SEPP requires that:

“(c) the development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed, or includes measures, to ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road”.

Council officers are of the view that the proposed commercial and short-term visitors accommodation uses are less sensitive than the types of residential land uses that are currently permitted on the site under the R2 zoning, and that adequate measures can be incorporated into the design to mitigate the impact of traffic noise and emissions and assessed at DA stage.

The proposal is unlikely to be affected by any operational noise impacts generated because of the proposal's new additional uses to its immediate residential surrounds. It was also deemed that mechanical plant on the roof terrace could be a potential source which requires further mitigation at the DA stage.

Should the proposal proceed and a DA is lodged, a detailed noise, vibration and air quality assessment may need to be undertaken at the DA stage to address any

operational and external noise source mitigation requirements through the design and construction stages of the proposed resolved development scheme via a new or modified DA.

Preliminary Contamination and Acid Sulphate Soils assessments (Douglas Partners)

The proposal is supported with a preliminary contamination assessment which concludes that the proposal is unlikely to have any significant impacts as a result but indicates the site may need to be remediated should the planning proposal progresses and a DA is lodged given the site's residential and commercial uses in the past which shows potential contamination sources, such as asbestos, potential underground storage tank within the site.

The proposal is further supported with an acid sulphate soils assessment. The consultant also considered the mapping, geology, and elevation of the site and concluded that it is unlikely that acid sulphate soils are present on site. Council's acid sulphate soils LEP maps do not indicate any affectation on site. Should the proposal progress and a DA is lodged, further detailed investigations and acid sulphate soils management plan may need to be prepared at the DA stage.

Schedule of heritage works

The planning proposal is supported by a Schedule of Conservation Works prepared by Dr Roy Lumby of Hericon consulting and assessed by Sue Rosen Associates has identified the existing heritage item that need to be restored based on a visual assessment carried out on site. The assessment has been limited to the outer fabric and interior with restrictions to accessing roof or under floor areas of the existing heritage cottage. It is recommended that this be updated to address the internal fabric and assessed at the DA stage further.

Clause 5.10 Heritage Conservation

The site subject to proposal is also affected by clause 5.10 Heritage Conservation provisions under Cumberland LEP 2021 which the proponent requires to obtain development consent for any building work proposed from the consent authority and prepare necessary documentation as required such as a heritage management document or conservation management plan after considering the extent and heritage significance of the property. There are also conservation incentives. These provisions are subject to further assessment at the DA stage should the planning proposal proceed.

Q10. Has the Planning Proposal adequately addressed any social and economic effects?

Social/economic/cultural

The proposed development is complementary to surrounding centres including South Wentworthville and Parramatta, as well as the Westmead Health and Education Precinct and Westmead South precinct which is given effect through the Westmead 2036 Place Strategy.

The proposed hotel or motel use will support the continued growth of these industries, create job opportunities and available services in the region to provide transit visitor accommodation for workers, tourists, guests and provide a place for social events and gatherings for the South Wentworthville community and broader surrounds and open up the existing heritage house to the public.

The proposal is likely to deliver approximately 40 direct jobs and an investment of approximately \$15 million. No substantial retail uses are proposed considering the unique island location of the site which is surrounded by a state road framework.

The proposed development scheme is unlikely to affect the existing economic viability of adjacent local centres particularly South Wentworthville or other principal local centres like Wentworthville and Westmead considering the type, nature and scale of proposed additional permitted uses is not significant.

The proposed additional uses are considered as most suitable for the site considering the hotel or motel is considered a short-term visitor accommodation use considering high exposure nature of the site and is not as susceptible as intensified housing due to its island nature and being bounded by a state road framework considering traffic, noise pollution and amenity impacts.

The proposed commercial uses (restaurant or café and hotel or motel use with other ancillary facilities) may also facilitate the restoration and ongoing conservation of the Wattles heritage house and landscaped gardens that has been forgotten and also provides an opportunity for the community to visit, enjoy and reflect the City's rich cultural/heritage past and revitalise the site in a sensitive manner without significant impacts to heritage affected site and the immediate residential surrounds.

Letter of offer as public benefit

The proposal also includes a letter of offer as public benefit (refer to Council report commentary).

Should the proposal proceed to Gateway, Council will enter into a voluntary planning agreement with the proponent. The revised offer is likely to contribute towards a monetary contribution which would be utilised towards on-going local infrastructure improvements, public domain, open space upgrades within Westmead and surrounds.

The revised offer is likely to provide some material benefit to provide some pedestrian footpaths and walkways, access, tree planting etc for beautification of the site frontage to Great Western Highway and improve accessibility.

Section D - State and Commonwealth Interests

Q11. Is there adequate public infrastructure for the Planning Proposal?

The site is in an existing established urban area serviced by all essential utilities and services. It is unlikely that there are significant capacity constraints in the existing network which would prevent the modest intensified use of the site for a part 4 and 6 storey multi-level hotel and restaurant or café.

The proposal will result in increasing pedestrian movement along the front of the site and to the nearby Coleman T-way bus station and footpath infrastructure is intended to be installed and upgraded and additional tree planting and vegetation if required for beautification. Need for any upgrade to local utilities can be addressed at the future development application stage should the proposal progress to Gateway.

Q12. What are the views of State and Federal public authorities and government agencies consulted in accordance with the Gateway determination?

The views of appropriate State and Commonwealth public authorities will be further sought as part of the statutory consultation phase as required post-Gateway.

Council officers have also consulted with Transport for NSW and Heritage NSW at the preliminary consultation stage (pre-gateway) when the proposal was exhibited primarily. These responses are attached to the report.

The concerns and comments raised on the planning proposal request have been considered by panel and council meetings and resolved via the planning proposal that was resolved and its amended development scheme which is discussed in the key issues section and panel and Council reports.

Public authorities have expressed no objection to progressing the proposal. Heritage NSW has also confirmed that no future referrals are required since the affected heritage item (the Wattles) includes local significance.

Part 4 – Mapping

The maps in this section have been updated following a Gateway Determination to reflect the standard LEP mapping format of the notified Cumberland LEP 2021.

Proposed changes to LEP mapping are illustrated in Figures 13, 14 and 15.

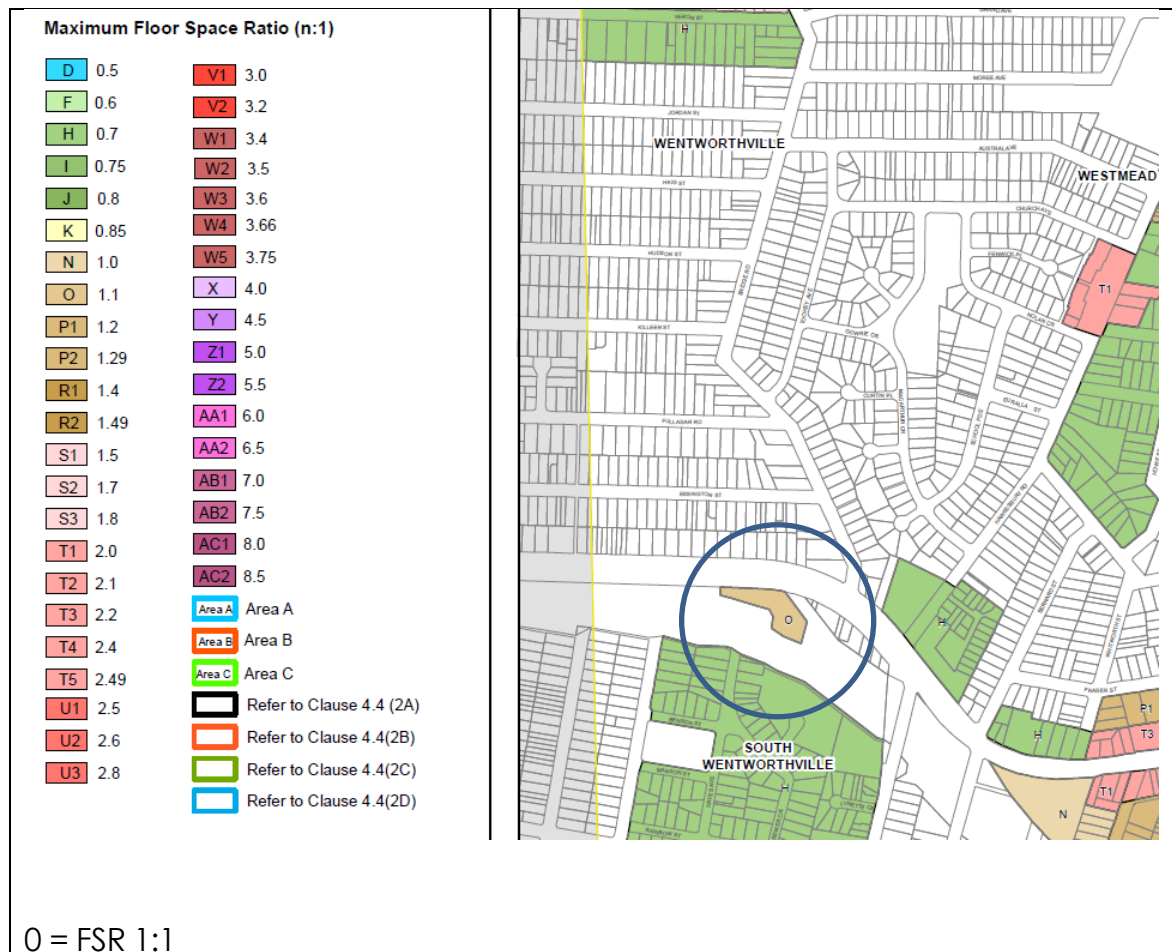


Figure 13: Proposed Floor Space Ratio (FSR) map




Cumberland Local Environmental Plan 2021

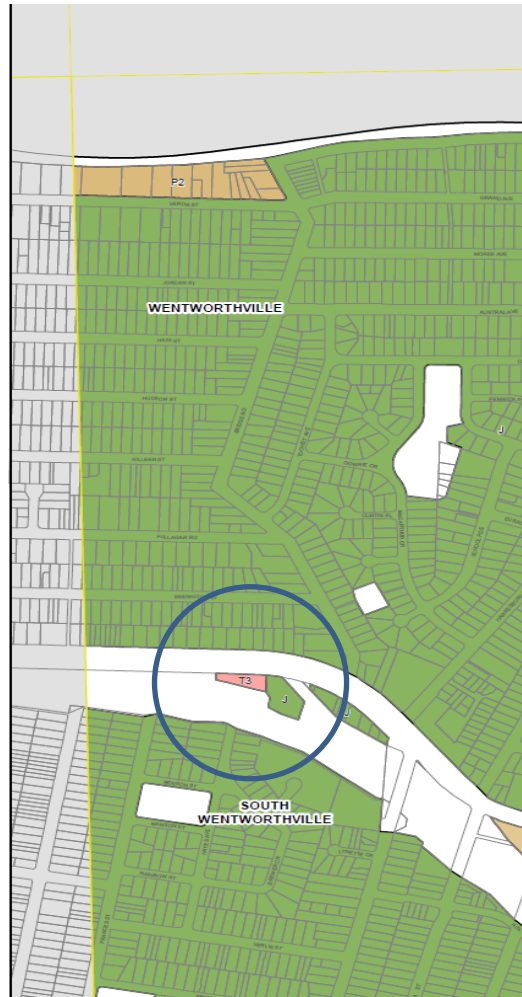
Height of Buildings Map - Sheet HOB_008

Maximum Building Height (m)

J	9	V1	36
K	10	V2	38
L	11	V3	39
M1	12	W1	40
M2	12.5	W2	41
N1	14	W3	42
N2	14.9	W4	45
O1	15	X1	43
O2	16	X2	48
O3	16.9	X3	49
P1	17.9	Y1	50
P2	18	Y2	51
Q	20	Y3	52
R1	21	Y3	53
R2	22	Y5	54
S1	23	Z1	55
S2	24	Z2	57
T1	25	AA1	60
T2	26	AA2	62
T3	27	AA3	65
U1	30	AA4	77
U2	31	AB1	86
U3	32	AB2	88
		AB3	91
		AB4	96
		AC	105

Clauses

 Refer to Clause 4.3 (2A)



T3: 27m and J: 9m

Figure 14: Proposed Maximum Height of Buildings (HoB) map

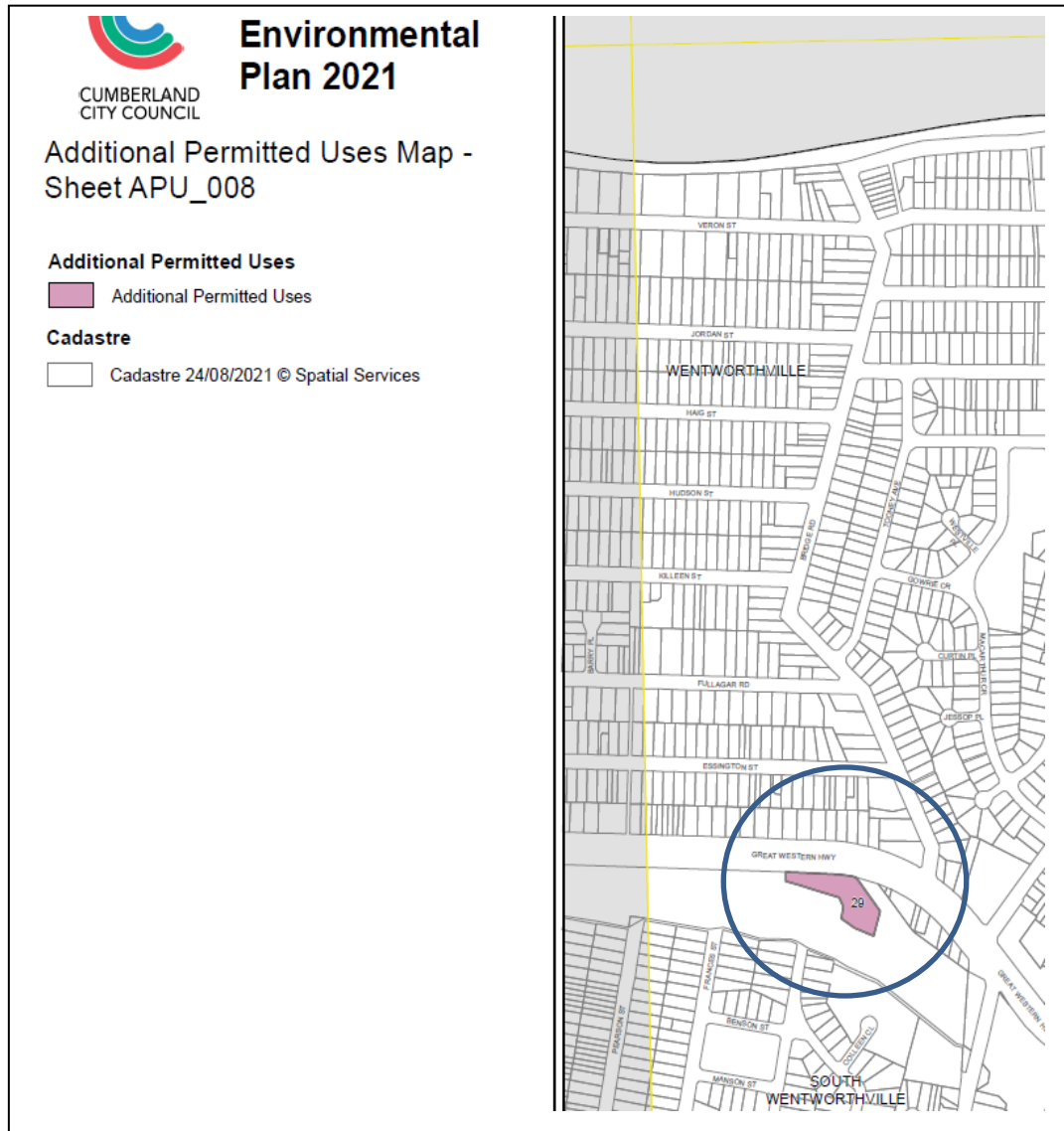


Figure 15: Proposed Additional Permitted Use (APU) map (apply hotel or motel accommodation use to west and restaurant or café use to existing Wattles house via additional permitted use clause.

Part 5 – Community Consultation

Council has undertaken preliminary consultation as per council's planning proposal notification policy and further consulted with Transport for NSW and Heritage NSW.

All matters raised have been considered for this planning proposal amended when the proponent's proposal request was reported to panel and council meetings (refer to panel and council reports for further information).

Further statutory Community consultation would take place following a Gateway determination, in accordance with Section 3.34 and Clause 4 of Schedule 1 of the EP&A Act. It is anticipated that post gateway public exhibition would include:

- Notification on the Cumberland Council's website,
- Notification in writing to adjoining landowners and neighbours, and any relevant agency stakeholders, and
- A 28 day (four-week) exhibition period.

The proposal is considered a 'standard proposal' as per DPE's LEP guidelines and will include a site specific DCP and a voluntary planning agreement. Due to the nature and complexity of the proposal, Council requests a minimum 9 to 10 months for the proposal should the proposal proceeds to a Gateway.

Part 6 – Project Timeline

Milestone	Anticipated date/s
Gateway Request	Early March 2023
Gateway Determination	End of March 2023
Update any plans and studies if required as per Gateway	April 2023
Statutory exhibition and consultation with agencies	May/June 2023
Consideration of submissions	July/August 2023
Post– exhibition report to Council for adoption and finalisation	Sept/October 2023
Drafting and finalisation of Plan, maps and notification	October – Dec 23/end Jan 24