

**OLSSON**

ARCHITECTURE | URBAN PROJECTS



## **Planning Proposal Request PP2022/0003**

245-247 Great Western Hwy.  
South Wentworthville NSW 2145

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**Urban Design Advice**  
for Cumberland City Council

# OLSSON ASSOCIATES

<b>Title</b>	Planning Proposal Request PP2022/0003 at No. 245-247 Great Western Highway, South Wentworthville NSW 2145
<b>Subject</b>	Urban Design Advice for Cumberland City Council
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Cumberland City Council received a planning proposal request for 245-247 Great Western Highway, South Wentworthville NSW 2145 in 2022 to amend building height and floor space ratio (FSR) and permit additional uses by amendment to the Cumberland Local Environment Plan 2021. The planning proposal request facilitates the development of a new 5-6 storey hotel/motel development with 76 units on west and restores the existing heritage house (The Wattles) via adaptive reuse as a restaurant or cafe.

Cumberland City Council has engaged OLSSON Architecture and Urban Projects to provide urban design advice based on the documentation provided as part of the planning proposal and following Cumberland Local Planning Panel meeting advice on 13 July 2022.

The advice will focus on the following:

1. Site access and slip lanes given the constraints with the state road framework.
2. Heritage curtilage, landscaping, and on site parking.
3. Establishment of view lines from 'The Wattles' existing heritage item to surrounds to the north, north-east and west.
4. Building heights and building envelope controls and setbacks which are more sympathetic to the heritage item referring to the proponent's latest sketch which was provided to the panel meeting recommending a split height control and draft site specific DCP prepared for the proposed site.
5. Basement car parking and access and turning for delivery /garbage trucks.
6. Transport movements within the site.

OLSSON's advice for items 1, 2, 5, & 6 will be based on consultant heritage and traffic reports, and other relevant authorities' documentation supplied as part of the planning proposal. To address items 3 & 4, OLSSON has constructed a 3D model of the sketch design proposal by the applicant to assess views and scale relationships.

## 1.1 REFERENCED DOCUMENTS

In the course of preparing this review OLSSON has relied upon the following documents:

- Concept Plans provided by Whitestar Development – rev. June '22 & August '22.
- Diagram of Height to Western Side sent by proponent to Cumberland Local Planning Panel Meeting for further consideration – July '22.
- External heritage advice prepared by Extent Pty. Ltd. – June '22.
- Transport for NSW Response – April '22 & June '22.
- Planning Proposal Report provided by MECONE (revised April '22 )
- Heritage Impact Statement - Sue Rosen Feb 2022
- Traffic Report prepared by Stantec Australia Pty Ltd (15/02/22 )
- The Wattles Site Specific DCP by Mecone - Draft July '21

## 1.2 PROPOSED CONCEPT DESIGN

The planning proposal seeks to amend the Cumberland Local Environmental Plan 2021 to:

- Allow for additional permitted uses to include 'hotel or motel accommodation' and 'food and drink premises' under the R2 Low Density Residential zone.
- Increase existing building height controls of nine metres (two storeys) to 25 metres (equivalent to six storeys).
- Increase the existing FSR from no FSR to 1:1 to facilitate a 76 room hotel/ motel.

The site is subject to an active consent for demolition of existing sheds and garages, construction of a two-storey hotel/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 10.2m and approved FSR is 0.5:1.

The proposed concept design includes a five-six storey hotel/motel development plus rooftop dining providing 76 rooms. Other facilities would include pool, gymnasium, conference room, and health and well-being centre.

The intention of the development is to restore the existing heritage listed cottage with a proposal to use as a café/restaurant surrounded by landscaped garden areas.

The proposal includes 79 on-site parking spaces for use by the hotel/motel and ancillary café/restaurant, including three spaces for service vehicles. Six motorcycle spaces and an additional hotel/motel loading bay for use by vans/utes and small rigid vehicles.

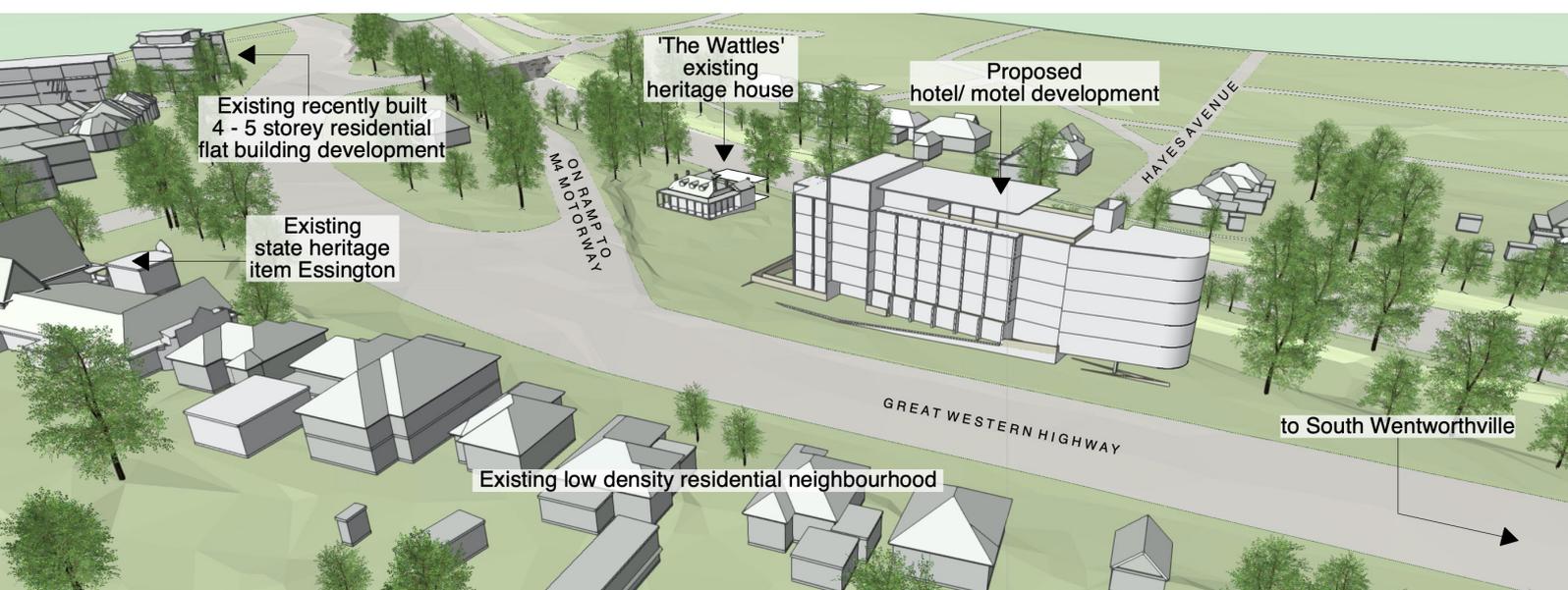


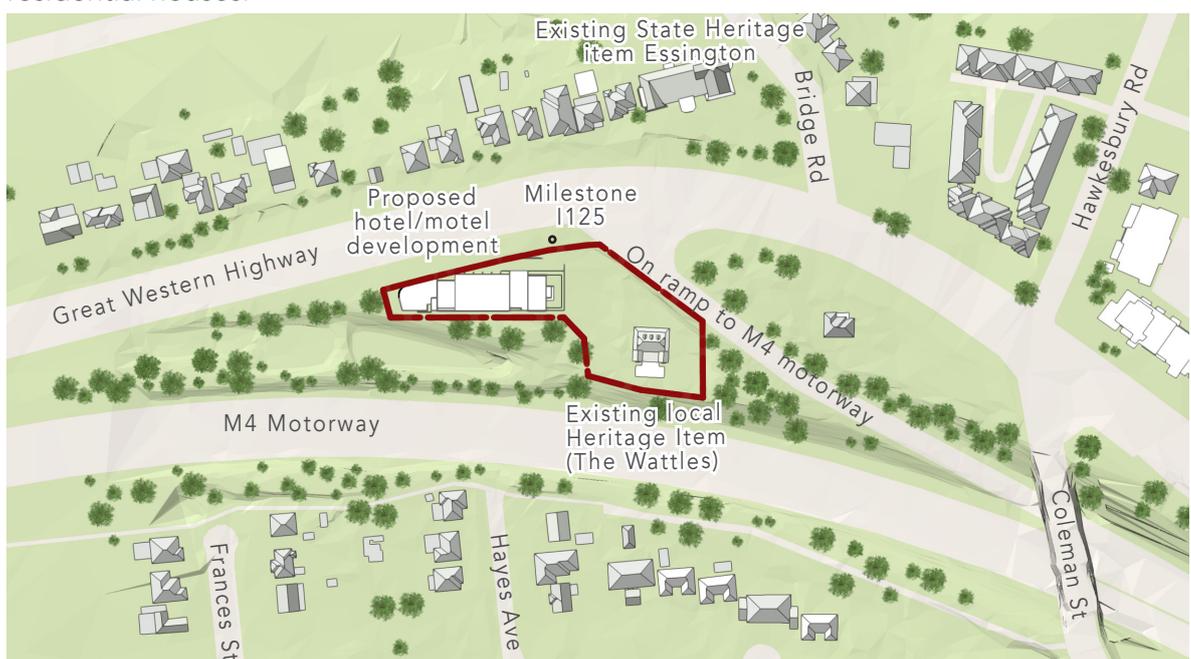
Fig.1 : Proposed Concept Design including existing local heritage item ( Item no. I224).

## 1.3 PLANNING CONTROLS

The existing, proposed and recommended controls to the Cumberland Local Planning Panel are:

Existing planning controls	Land zone	R2 Low Density Residential
	Height of buildings	9m
	Floor space ratio	N/A
	Additional Permitted Uses	N/A
Requested planning controls	Land zone	R2 Low Density Residential
	Height of buildings	25m
	Floor space ratio	1:1
	Additional Permitted Uses	Food and drink premises, and hotel or motel accommodation.
Recommended planning controls to Cumberland Local Planning Panel	Land zone	R2 Low Density Residential
	Height of buildings	18m
	Floor space ratio	1:1
	Additional Permitted Uses	Café or restaurant, and hotel or motel accommodation, with the hotel/motel capped at 76 rooms.

The proposal provides facilities and services to transit accommodation to workers, visitors, tourists, guests and immediate surrounds and within close proximity of City of Parramatta, Westmead and South Wentworthville, and enhances the activation of the heritage house 'The Wattles' as a cafe/restaurant which is accessible from the Great Western Highway. The primary issue is the scale of the proposed hotel/motel development, which is four times the density and four times the height of the residential development that is currently permitted in the zone, and contrary to the surrounding and existing context of low scale residential houses.



**Fig.2 : Site context aerial model with broader surrounds by OLSSON 2022**

## 1.4 THE PLANNING PROPOSAL REQUEST

### Site Layout:

- 45% of the site maintained for deep soil planting & landscape around heritage item.
- Basement and at-grade parking and loading
- Separated Entry and Access Points onto site

### The hotel building envelope is formed by a combination of:

- 40m+ separation from heritage item, 'The Wattles' cottage.
- 6m setback to the western boundary
- 3m setback to the rear M4 corridor boundary (over 30m from M4 sound wall)
- 1m-11m setback to Great Western Hwy boundary (over 12m to road lanes)
- Predominantly 5 storey appearance above street level, plus rooftop dining & terrace
- Approximately 76 hotel rooms and hotel facilities including gym & well-being centre.

### The Wattles building envelope is formed by a combination of:

- The existing 'Wattles' building, listed heritage item 1224.
- Any new structures on the eastern side of the site being single storey
- A 'restaurant facilities' addition to 'The Wattles' being located at the rear and recessed at least 1.5m back from the sides

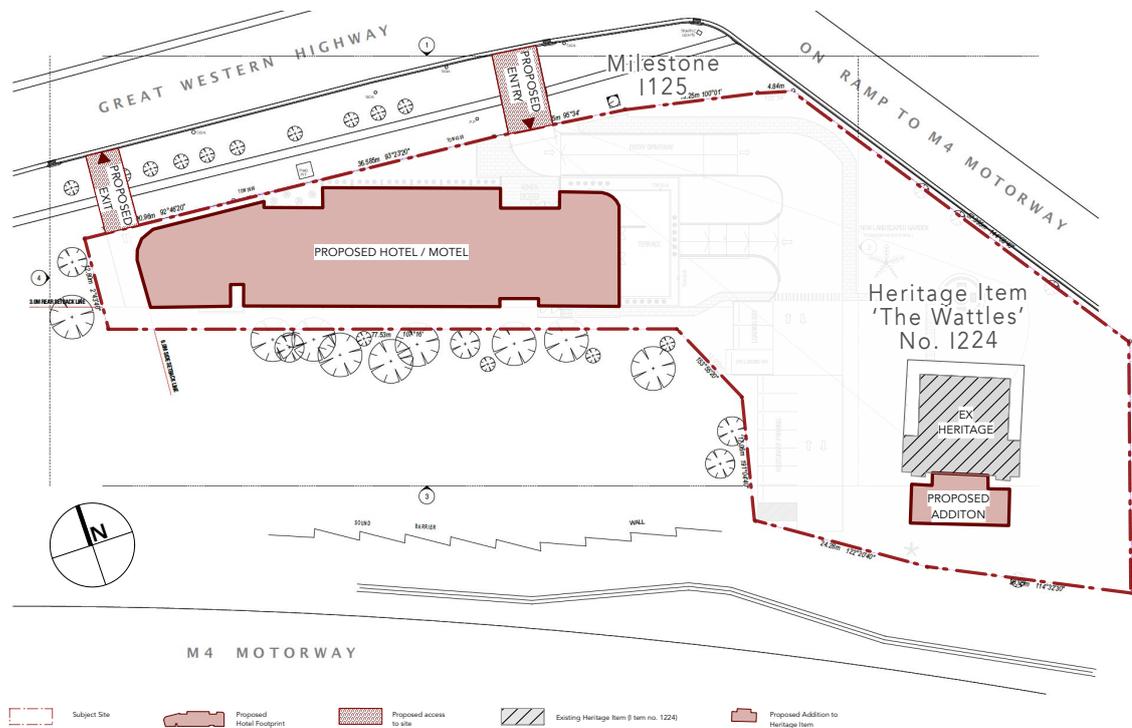


Fig.3 : Overview proposed concept / Design Parameters by OLSSON Aug 2022.

### 2.1 ACCESS CONSTRAINTS REVIEW

Comments have been provided by Transport for NSW (TfNSW) TfNSW under the Reference: SYD22/00290/02 Council Reference: PP2022/0003 dated 17 June 2022 as per below and reviewed by OLSSON in conjunction with the Traffic report by *Stantec Australia Pty Ltd (15/02/22)*.

Concerns raised regarding proximity of entry access to adjacent traffic signals.

The previous correspondence dated 4th April 2022 (Ref: SYD22/00290/01), TfNSW's preferred solution would be for the proponent to provide a deceleration/storage lane (in accordance with Austroads Guide to Road Design Part 4a requirements) fronting the site and by relocating the entry/exit driveway access as close as possible to the western edge of the property boundary to the site as part of any future Development Application (DA).

### 2.2 RECOMMENDED ACCESS CONSTRAINTS

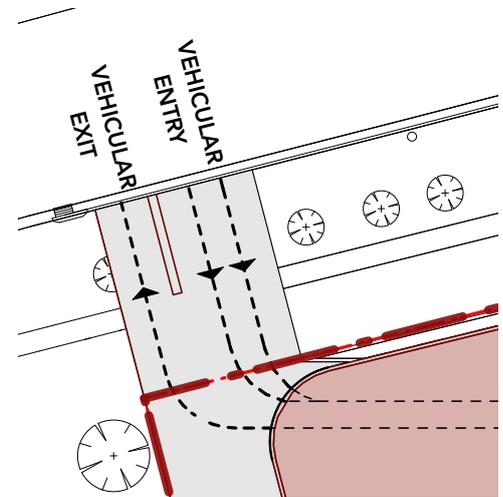
- Any future Development Application (DA) for this site must ensure that the internal driveway area between the property boundary (i.e. at the location of the current proposed vehicle entrance) up to and including all entrances to the Basement and at-grade carpark needs to be designed to ensure a minimum width of 6.0m so that vehicles can pass another vehicle queued back.
- Any future Development Application (DA) for this site must ensure that no boom gates, or other access restrictions will be provided for this site to ensure that vehicles do not start to queue back onto the Great Western Highway and that vehicles can use the basement area to exit in a forward direction.
- The submitted plans illustrate that there are no provisions within the property for a turnaround facility to exit in a forward direction in case a vehicle turns into the site and doesn't want to enter the motel car park area.

### 2.3 APPLIED ACCESS PARAMETERS

OLSSON has reviewed the constraints in terms of feasibility, function and DCP controls as per indicated sketch.

A double entry lane of 6m width is proposed with a single exit lane of 3 m width separated by a median island at the western boundary. It is noted that further ramping and access to the car park can be realised in the rear behind the building at the southern boundary.

Vehicles are to enter and exit the site in a forward direction.



**Fig.4 : Option 1 - Traffic Recommendation by NSW applied by OLSSON onto subject site.**

### 2.4 COMMENTS ON ACCESS AND PARKING

The principle of “left in and left out” which the proposal has, can also be done with a two-way entry/exit at the western end of the site. The service vehicles for loading are proposed as Small Rigid Vehicles. The SRV can turn around in the standard car park aisles and bays comfortably. It could be possible that other service vehicles e.g. Waste Trucks are able to turn into the car park with the required clearance and do a three point turn, alternately a turntable solution could be possible. 4.5m height clearance for waste collection vehicles is able to be provided with minimal ramping at the western end of the site. Vehicles must enter and exit the site in a forward direction.

Parking for the restaurant in the heritage item needs consideration, however the applicant says that the restaurant may be most used by motel patrons, who would have already parked. Restaurant diners from the public could park in dedicated bays in the top level of the basement car park. The basement car park could be extended to the east underground to accommodate whatever restaurant or motel parking would be required still maintaining the heritage curtilage setting around ‘The Wattles’ house and maintaining a separation distance of minimum 40m.

The great benefit of having all parking and driveways underground is that the extensive area for driveways parking and ramps in the current proposal could be landscaped, with canopy trees framing views between the two heritage items and screening views between the heritage item and the motel. The motel building heights could be four storeys and six storeys without impacting the heritage item if there was a good landscaped setting.

There are two identified heritage items outlined in the Extent Heritage Report in the vicinity of the study area. OLSSON has reviewed both provided reports - Extent heritage advice June'22 & Heritage Impact Statement - Sue Rosen Feb 2022.

### 3.1 CUMBERLAND DCP 2021 Heritage Objectives

As per section 2.4, Part G-Miscellaneous Controls (specific controls for development in the vicinity of a heritage item) apply:

The proposal is adjoining or in the vicinity of an item of 'The Wattles' a listed heritage item (Item no. I244) and shall be designed and constructed in a manner that does not detract from the historic significance of that item. Cumberland DCP 2021 contains the following heritage objectives that are relevant to this proposal in relation to that heritage item:

***Ensure that new development is carefully sited to avoid causing physical damage to any heritage item or building within a conservation area, as well as ensuring it does not overshadow or affect the curtilage, landscaping, setting, solar access or views associated with any heritage item.***

*As the locally listed milestone I125 is located in the Extent Heritage Pty. Ltd. advice 'The Wattles' in front of the boundary of The Wattles, the impact to this heritage item is of importance and measures should be put in place to limit any physical or visual impact to this item by potential landscaped surroundings.*

*The proposed construction of a five-storey hotel, has a major impact the setting of The Wattles. Through a careful consideration of the design using appropriate colours, materials and architectural language as stated in the Extent Heritage Report the impact to the setting of the heritage item could be mitigated. In OLSSON's opinion it would be beneficial to use darker colours for the recessed 6 storey part and lighter colours for the lower part adjacent to the heritage item to create visual separation.*



**Fig.5 : Listed heritage item 'The Wattles' on subject site modelled by OLSSON.**

The proposed hotel/motel development is excessively taller in building height and bulky in relation to the existing heritage item 'The Wattles' on site. As it proposes a five storey building adjacent to the heritage item. The proposed driveways, car ramp and at-grade parking detract from the heritage setting and diminish the opportunity for soft landscaping.

### 3.2 Assessment in terms of Cumberland DCP Heritage Objectives

The proposal has a negative impact on the setting of the heritage item and views in the vicinity of the heritage item.

#### The setting of the heritage item

The setting of the heritage item is predominantly a low rise setting of 1-2 storey buildings on the eastern side of 245-247 Great Western Highway located between M4 Motorway the Great Western Highway and an On Ramp to the M4 in a valley. A visual connection from the School (Essington I00204) a state heritage item on the north side of Great Western Highway which is a two storey buildings has been mentioned previously by the Heritage Impact Statement.

The proposal is a larger scale and has a larger footprint than the heritage item. The footprint of the podium in the proposal is approx. 66m long x 16.5m wide. The footprint of the heritage item is 16m long x 16m wide. The proposed restaurant addition to the rear heritage item is approx. 13.5m long x 6.7m wide. The footprint of the proposal is four times larger than the heritage item footprint. The proposal has a reduced front setback than the existing heritage item due to the nature of the irregular shaped site.

A five storey residential building (Top left item in Fig. 1 and pictured below in Fig. 6) is located on the eastern side of Great Western Highway at the corner of Hawkesbury Road. This building has a substantially similar scale and street address as the proposed hotel/motel and is comparable to other five storey residential buildings along Great Western Highway.



**Fig. 6 : Unit 229B/1-7 Hawkesbury Rd, Westmead NSW 2145 captured with Google Street View.**

### 3.3 RECOMMENDATIONS - HERITAGE IMPACT STATEMENT

The proposed built form controls of 1:1 FSR and 27m maximum building height reflect the concept design and are the result of heritage advice provided by Sue Rosen Associates and built form testing undertaken by the project designers, White Star and Mecone.

#### Design Principles by Sue Rosen Associates

The concept design for the site layout and building envelopes has been developed in response to the design principles for the site:

1. *Preference increased height rather than footprint given the substantially 'isolated' and separated nature of the site, with no established street pattern.*
2. *Concentrate new building mass on the western side of the site and provide generous separation to 'The Wattles' heritage cottage.*
3. *Provide uninterrupted heritage gardens around The Wattles heritage house, extending north to the property boundary to the M4 entry lane.*
4. *Provide for pedestrian and vehicle driveway entry around the eastern side of a new hotel building to allow viewing of 'The Wattles' heritage house.*
5. *Provide a short setback and street level ground floor to the hotel to ensure the building relates to the wide verge and ground entry/facilities are visible from the road.*
6. *Allow for high ground floor ceilings for a hotel building for sense of light, space and entry, as well as providing for services and ducting.*
7. *Enable space for rooftop dining and terrace facilities that enable outlook to Parramatta CBD and surrounding district, on a separate level to hotel rooms 20.*
8. *Allow sufficient height for rooftop services and equipment including lift overruns, air-conditioning plant, water tanks and solar panels.*
9. *Allow for a separate, joined 'restaurant facilities' building at the rear of the heritage item to provide for a commercial kitchen and bathroom facilities*

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**Recommendation by OLSSON:** The heritage recommendations by Sue Rosen Associates are acceptable, except for the increased height proposed at the eastern end of the site adjacent to the heritage item. Also the proposed vehicular access at the eastern end of the site is unworkable due to the Transport for NSW recommendation for vehicular access from the western end of the site. Pedestrian paths and viewing of the heritage item at the eastern end of the building would be desirable.

### 3.4 REVIEW - HERITAGE REPORT BY EXTENT PTY. LTD.

The heritage report provided by Extent Pty. Ltd. indicates that there are two identified heritage items in the vicinity of the study area. One item is listed on the State Heritage Register (Essington I00204) and the other is locally listed on the Cumberland LEP 2021. The planning proposal and any redevelopment must consider the heritage in the vicinity especially considering that the height of the proposed development will have a major impact on key view to and from the heritage in the vicinity. As the locally listed milestone is located in the road verge on the south of the Great Western Highway immediately in front of the boundary of The Wattles, the impact to this heritage item is of importance and measures should be put in place to limit any physical or visual impact to this item. Relocation of this item would not be considered appropriate.

Within the listing sheet prepared for 'The Wattles, Victorian/Georgian Residence' by Extent Heritage in 2019 for Cumberland City Council the following standard recommendations are applicable to the site.

1. *Maintain this item's heritage listing on the Cumberland LEP 2021.*
6. *Original fabric is highly significant and should be maintained.*
9. *Maintain the existing setting of the heritage item, informed by the historic pattern of neighbouring development (built form, scale, bulk, setback and height).*
10. *Maintain the historic aesthetic/character of the item and area (e.g. paint scheme, materiality, style, landscape elements).*
12. *Alterations and additions should respond to the existing pattern of development, with careful consideration of the setting (form, scale, bulk, setback and height).*
13. *New alterations and additions should respect the historic aesthetic/character of the item and area (e.g. paint scheme, materiality, style, landscape elements).*

**Recommendation by OLSSON: The heritage comments by Extent Pty. Ltd. are acceptable.**

### 3.5 DESIGN OPPORTUNITIES IN RELATION TO HERITAGE ITEM

The above extracted recommendations apply to any development within the curtilage of the heritage item. These should be considered during further development of the concept design. The planning proposal presents several opportunities that can encourage and enhance the historic values of the site, to promote a positive heritage outcome and mitigate impacts to heritage. The following opportunities should be considered and developed during detailed design.

- Traffic access from the western end of the site only.
- Extended underground carpark to the east as shown in Scheme 4.
- Underground carparking for Hotel & Restaurant/Cafe visitors to allow for greater undisturbed landscape surrounding the 'The Wattles' heritage item.
- Bulk and Scale to be reduced towards 'The Wattles' heritage item and increased at west boundary.
- Materiality of proposal to relate to heritage item.

## 4.1 OVERVIEW - SCHEMES

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

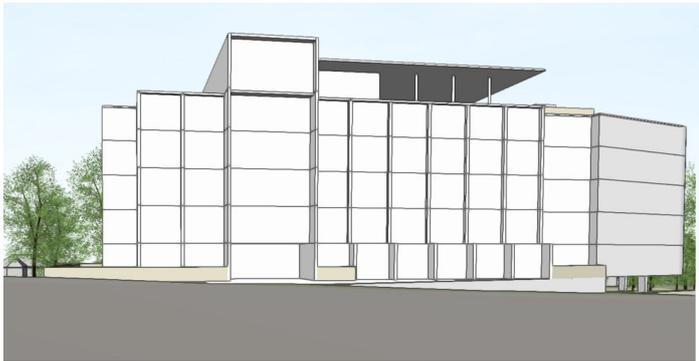


Fig. 7 : Scheme 1



Fig. 8 : Scheme 2



Fig. 9 : Scheme 3

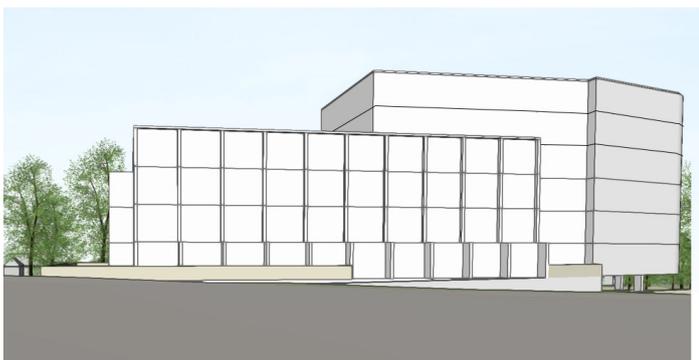


Fig. 10 : Scheme 4

### 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.

### 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.

### 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.

### 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.

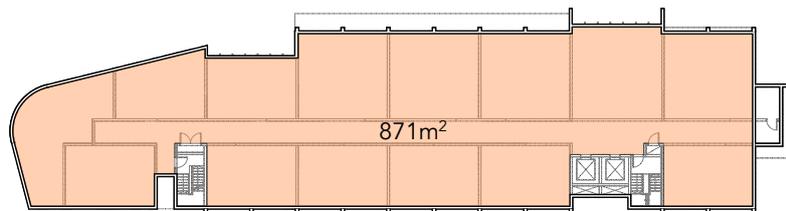
A hotel/motel of up to six storeys plus rooftop terrace. Additional 2m proposed for western half is to consider existing site contours and topography to enable more flexibility for a good design outcome.

## 4.2 - GFA CALCULATION - SCHEME 1

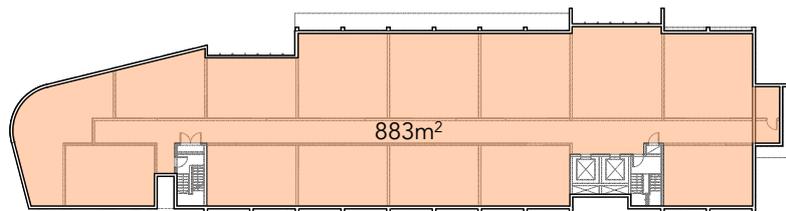
SCHEME 1	Location	Gross Floor Area (m <sup>2</sup> )
		The Wattles (Heritage Item)
	Level 00 (Ground Floor)	871
	Level 01	883
	Level 02	883
	Level 03	883
	Level 04	883
	Level 05 (Roof Terrace)	194
	<b>Total</b>	<b>4834</b>
	Site Area	4727
	FSR	1.02:1



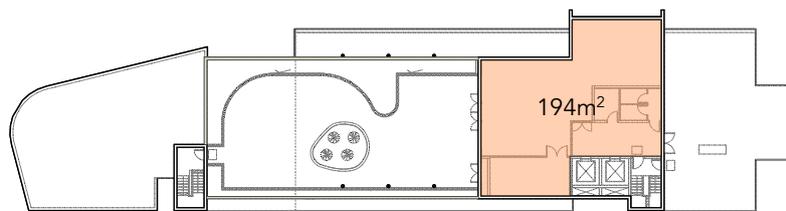
Plan - The Wattles



Plan - Ground Floor



Plan - Levels 01-04



Plan - Levels 05 (Roof Terrace)

Fig. 11 : GFA Calculation - Scheme 1.

## 4.2 - GFA CALCULATION - SCHEME 2

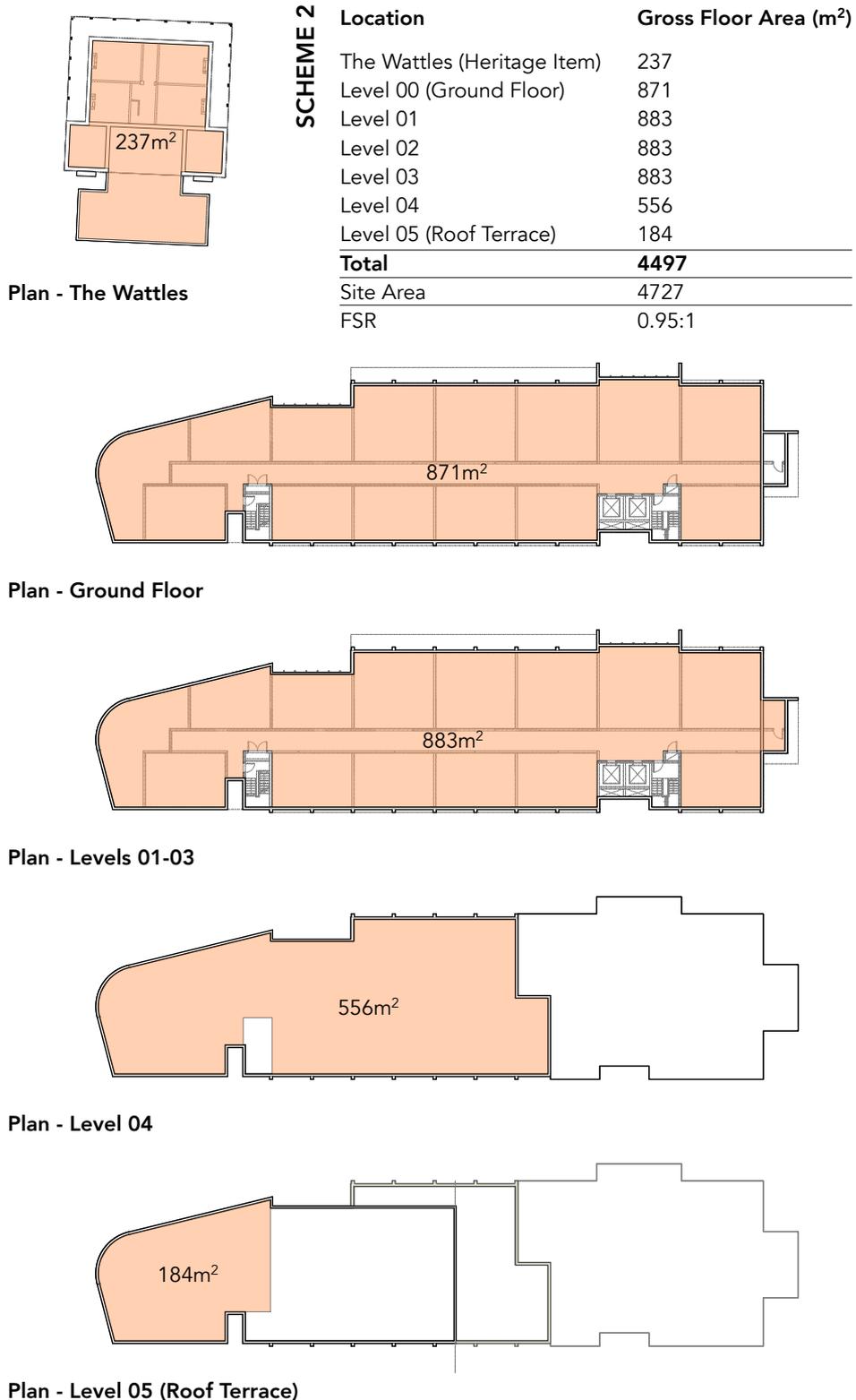
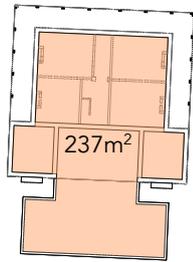


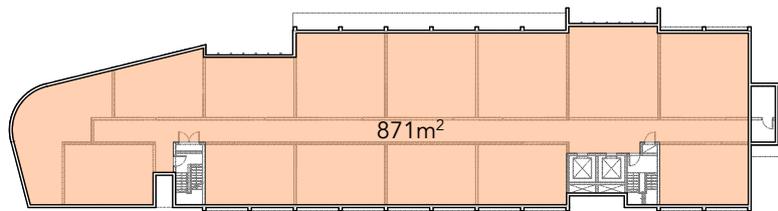
Fig. 12 : GFA Calculation - Scheme 2.

## 4.2 - GFA CALCULATION - SCHEME 3

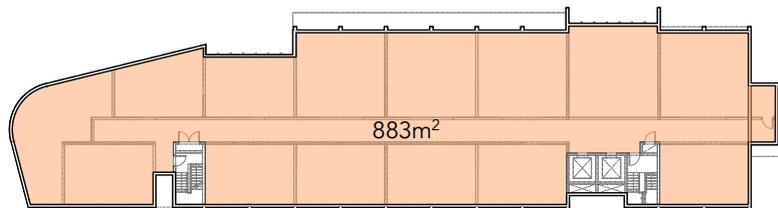


Plan - The Wattles

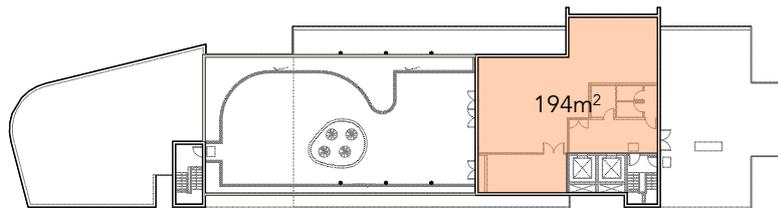
SCHEME 3	Location	Gross Floor Area (m <sup>2</sup> )
	The Wattles (Heritage Item)	237
	Level 00 (Ground Floor)	871
	Level 01	883
	Level 02	883
	Level 03 (Roof Terrace)	194
	<b>Total</b>	<b>3068</b>
	Site Area	4727
	FSR	0.64:1



Plan - Ground Floor



Plan - Levels 01-02



Plan - Level 03 (Roof Terrace)

Fig. 13 : GFA Calculation - Scheme 3.

## 4.2 - GFA CALCULATION - SCHEME 4

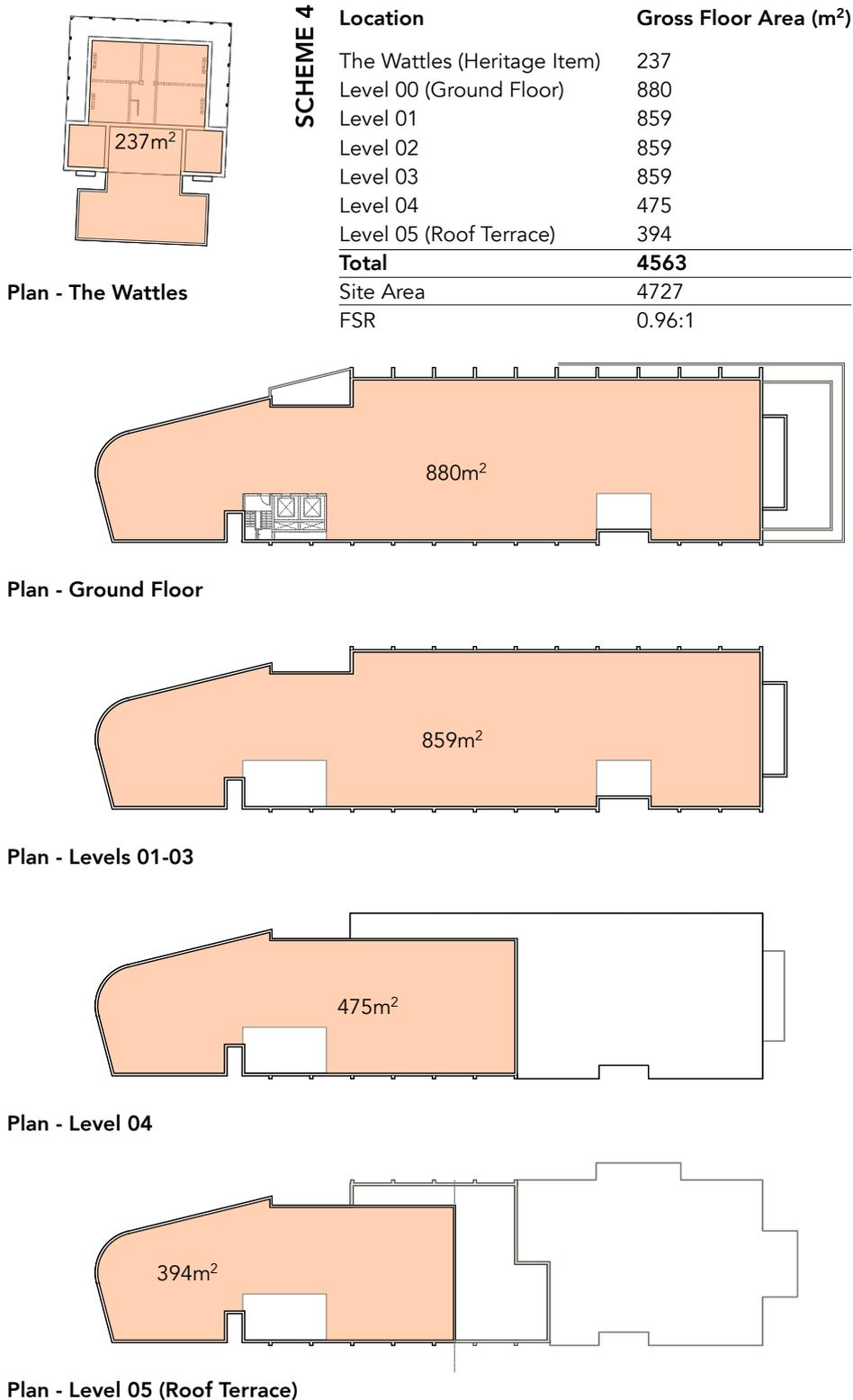


Fig. 14 : GFA Calculation - Scheme 3.

## 4.3 VIEWPOINT LOCATIONS



**Fig. 15 : Identified view point locations**

## 4.0 SCHEMES - VIEW POINTS & GFA



Fig.16 : V1 in relation to existing heritage item on site

### SCHEME 1

Excessive change of building scale and bulk in relation to existing heritage item.



Fig.17 : V1 in relation to existing heritage item on site

### SCHEME 2

Bulky and visually unresolved upper levels.



Fig.18 : V1 in relation to existing heritage item on site

### SCHEME 3

Fourth storey lift overruns and facilities poorly located.



Fig.19: V1 in relation to existing heritage item on site

### SCHEME 4

Lifts moved towards west. Well resolved built forms with higher floors set back substantially from heritage item.



**Fig. 20 : V2 in relation to existing heritage item on site**

### SCHEME 1

Excessive change of building scale and bulk in relation to existing heritage item.



**Fig. 21 : V2 in relation to existing heritage item on site**

### SCHEME 2

Bulky and visually unresolved upper levels.



**Fig. 22 : V2 in relation to existing heritage item on site**

### SCHEME 3

Fourth storey lift overruns and facilities poorly located.



**Fig. 23 : V2 in relation to existing heritage item on site**

### SCHEME 4

Lifts moved towards west. Well resolved built forms with higher floors set back substantially from heritage item.

## 4.0 SCHEMES - VIEW POINTS & GFA



Fig . 24 : V3 towards proposal from front of existing heritage item

### SCHEME 1

Excessive change of building scale and bulk in relation to existing heritage item.



Fig . 25 : V3 towards proposal from front of existing heritage item

### SCHEME 2

Acceptable four storey scale.



Fig . 26 : V3 towards proposal from front of existing heritage item

### SCHEME 3

Whilst three storey scale, fourth storey also visible.



Fig . 27 : V3 towards proposal from front of existing heritage item

### SCHEME 4

Three and four storey scale relate to heritage item.

## 4.0 SCHEMES - VIEW POINTS & GFA



Fig. 28 : V4 from Great Western Hwy.



Fig. 29 : V4 from Great Western Hwy.



Fig. 30 : V4 from Great Western Hwy.



Fig. 31 : V4 from Great Western Hwy.

### SCHEME 1

Five storey scale for full extent of proposal excessively large.

### SCHEME 2

Six storeys at western end acceptable scale.

### SCHEME 3

Low rise acceptable, however unnecessary away from heritage item.

### SCHEME 4

Six storeys at western end acceptable scale.

## 5.1 OVERVIEW - CONCEPT BUILDING HEIGHTS

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

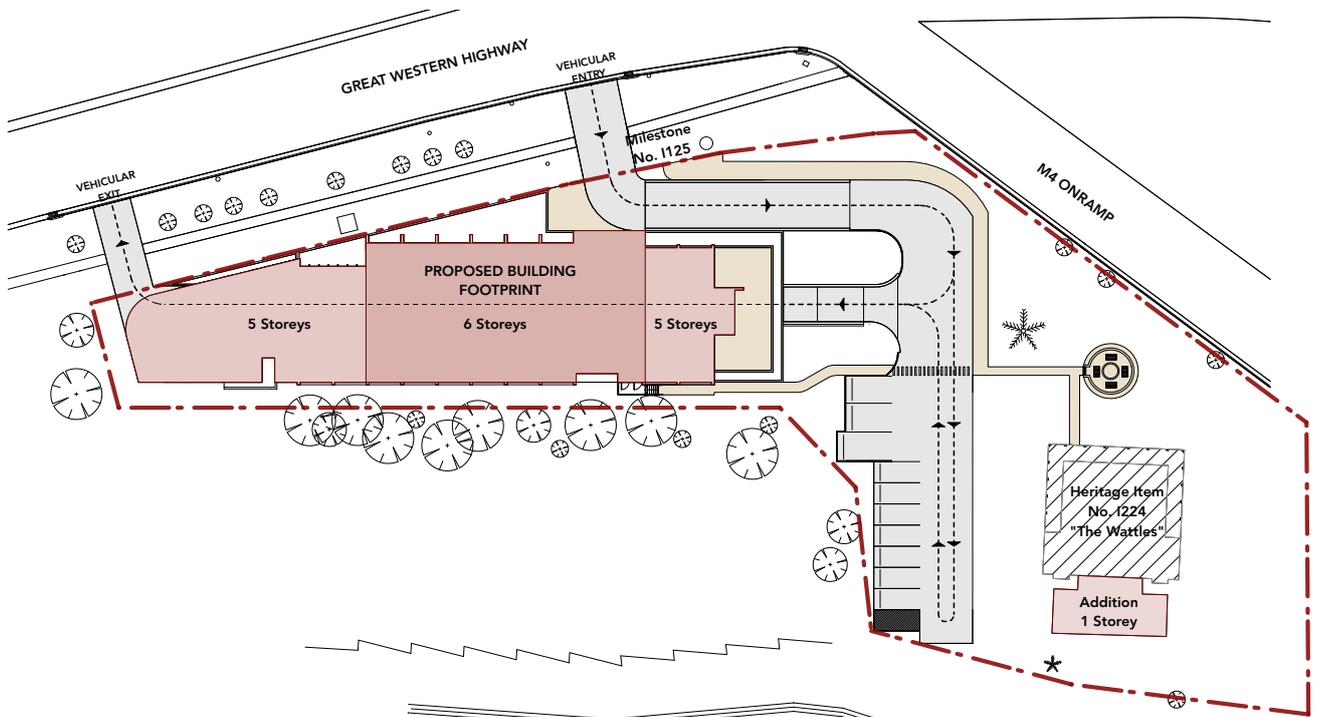


Fig. 32 : Scheme 1 - Indicated building heights.

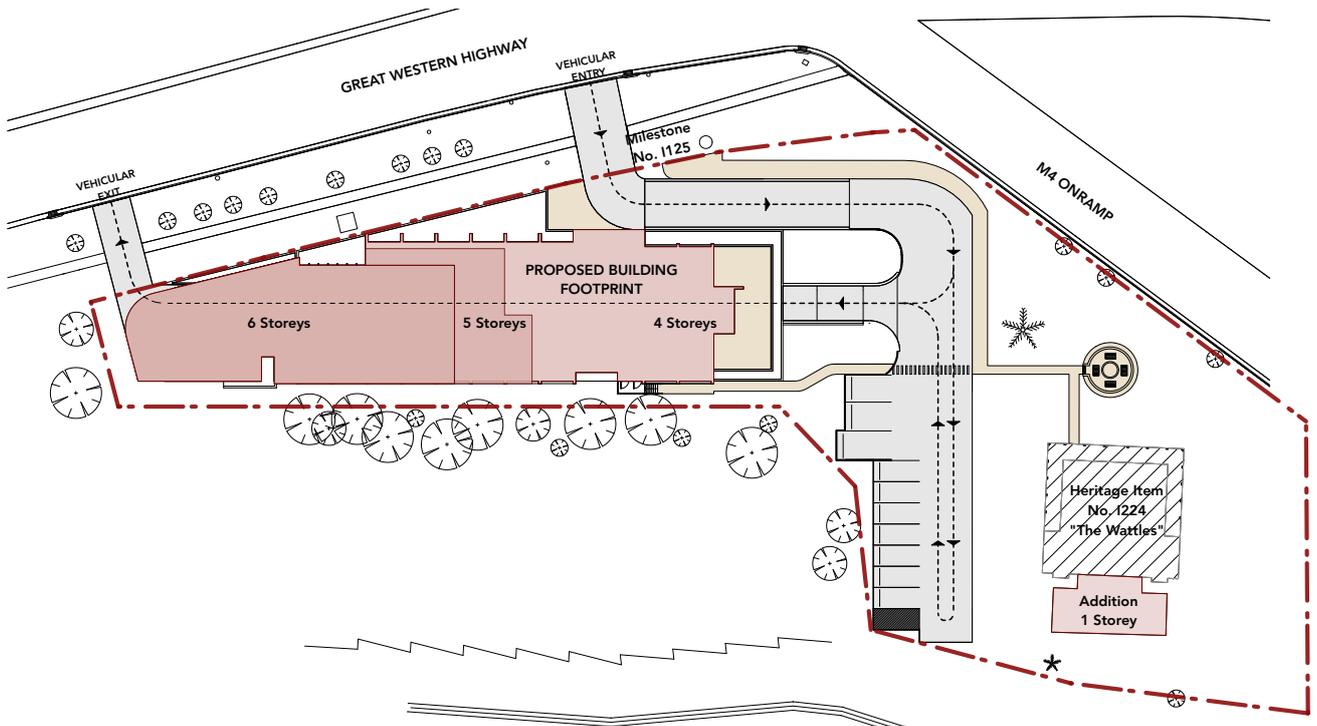


Fig. 33 : Scheme 2 - Indicated building heights.

# 5.0 BUILDING HEIGHT

## 5.1 OVERVIEW - CONCEPT BUILDING HEIGHTS

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

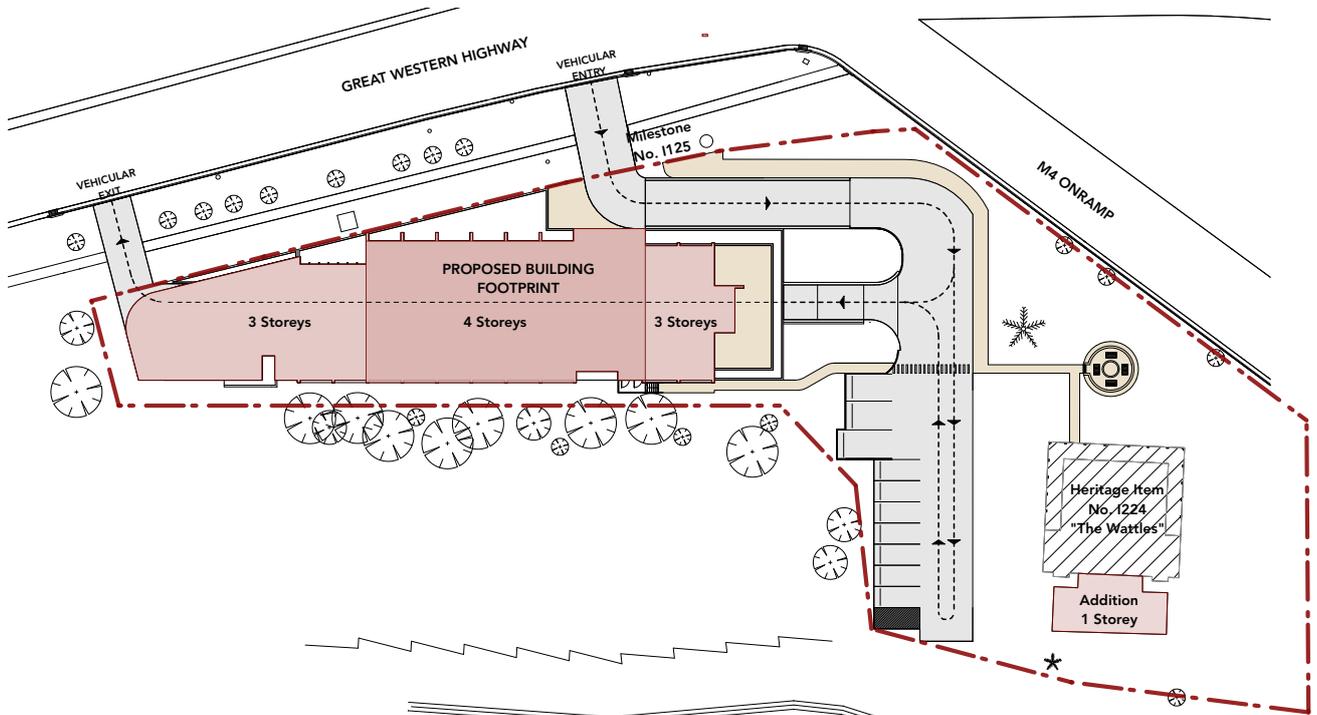


Fig. 34 : Scheme 3 - Indicated building heights.

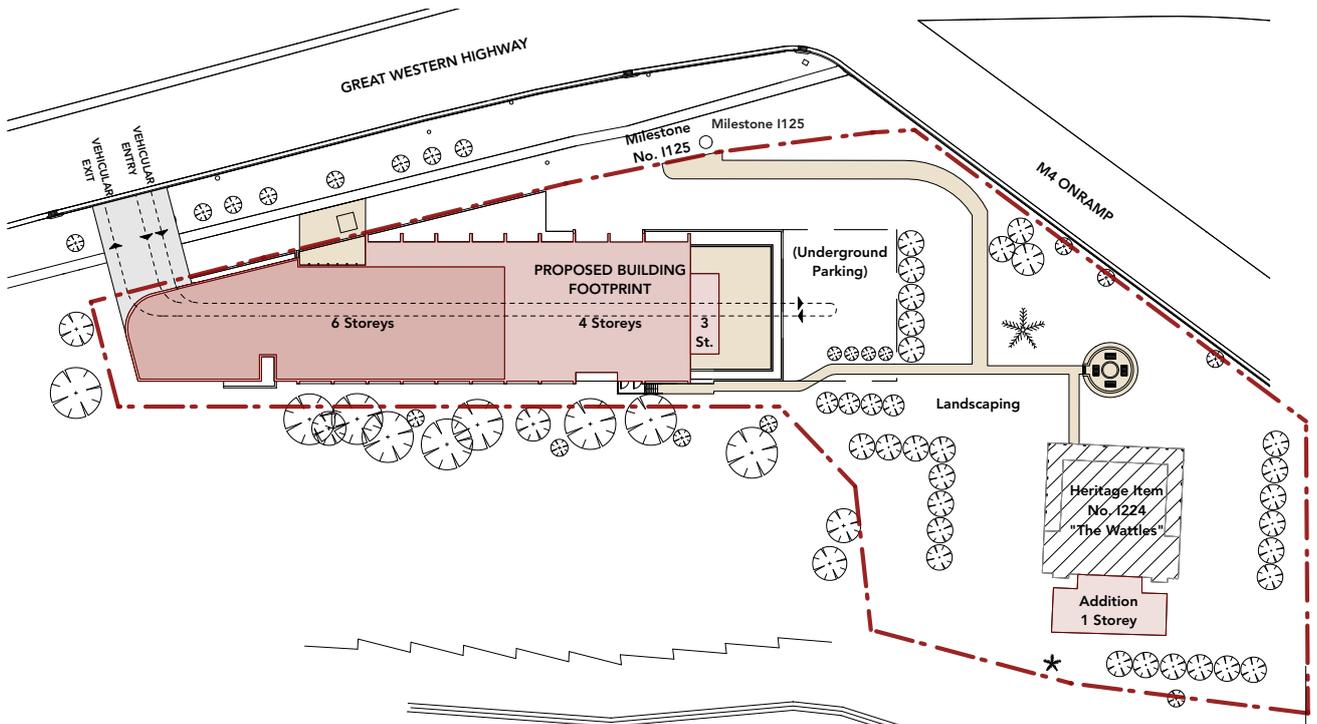


Fig. 35 : Scheme 4 - Indicated building heights.

### 5.2 Cumberland LEP 2021 Building Height Objectives

The Cumberland LEP 2021 contains the following objectives in relation to building height:

- (a) to establish and maintain the desirable attributes and character of an area,
- (b) to minimise overshadowing and ensure there is a desired level of solar access and public open space,
- (c) to support building design that contributes positively to the streetscape and visual amenity of an area,
- (d) to reinforce important road frontages in specific localities.

### 5.3 Assessment of Building Height

There is some precedent for a height of up to six storeys as residential buildings of five to six storeys exist along the Great Western Highway (Top left corner in Fig. 1 & Pictured in Fig. 6). However those are not sited next to 'The Wattles' heritage item.

Scheme 4 is recommended as it fulfills the Cumberland LEP 2021 height objectives and creates a desirable relationship with 'The Wattles' heritage item and has been further detailed in Section 9.0 Key Development Controls.

The proposal includes 79 on-site parking spaces for use by the hotel/ motel and ancillary café/ restaurant. This comprises 69 spaces (including five accessible spaces) within a two-level basement car park plus 10 at grade spaces close to the heritage building (including three spaces signposted for service vehicles during the day). Six motorcycle spaces and 14 bicycle spaces are also proposed within basement one. Worst case scenario impacts would need to be modelled.

## 6.1 Carparking Calculation

As per indicated Gross Floor Area Breakdown of the proposal provided by Mecone.

Building / Level	Gross Building Area (GBA – m <sup>2</sup> )	Gross Floor Area (GFA – m <sup>2</sup> )	Efficiency (GFA to GBA)
The Wattles house (existing)	185	163.5	88.4%
The Wattles restaurant facilities addition	61	55	90.2%
Hotel Ground Floor	1,078	862	80.0%
Hotel Level 1	960	862	89.8%
Hotel Level 2	960	862	89.8%
Hotel Level 3	960	862	89.8%
Hotel Level 4	960	862	89.8%
Hotel Roof Top	565	195	34.5%
<b>Total</b>	<b>5,729</b>	<b>4,723.5</b>	<b>82.4%</b>
<b>Floor Space Ratio</b>		<b>0.999:1</b>	

Fig. 36 : Gross Floor Area Breakdown provided by Mecone.

## 6.2 Statutory Carparking Requirements

The proposed developments is indicating 79 total car spaces. As per traffic report provided by Stantec the car parking ratios are indicated in table below. It is OLSSON's understanding that the rooftop dining will only be used by hotel guests or visitors and not by the general public. Therefore the hotel rooftop can be excluded from the restaurant / cafe GFA calculation to generate adequate car spaces.

OLSSON's conclusion is that the concept proposal falls short of the theoretical maximum demand of car spaces and will need to be reviewed and extended.

Land Use	Size	Parking Rate	Parking Requirement
Hotel/ motel	76 rooms	1 space per room/ unit plus 1 space per 2 employees [1]	81
Café/ restaurant	218.5 sqm	1 space per 7-8m <sup>2</sup>	27-31
<b>Total</b>			<b>108 - 112</b>

Fig.37 : Carparking Requirements, 2020 by Stantec

As per part G8 Waste Management of the Cumberland Development Control Plan (DCP) 2021 - Part C - Development in Business Zones following controls apply. The number of bins required and size of storage area will be calculated against the current standard NSW commercial waste generation rates are those established by the Combined Sydney Region of Councils set out in Table 1 below.

Type of Premises	Waste Generation	Recycling Generation
Hotels	Hotel 5L/bed space/day 50L/100m <sup>2</sup> floor area/day 660L/100m <sup>2</sup> dining area/day	50L/100m <sup>2</sup> floor area/day
Restaurants, Cafe day	660L/100m <sup>2</sup> floor area/day	130L/100m <sup>2</sup> floor area/
Car parks	2L/100m <sup>2</sup> floor area/day	Variable

## 6.3 Collection area requirements

An appropriately designed waste and recycling collection area is to be provided. The proposed development must allocate a suitable collection point for collection of waste and recycling bins from inside the development (on-site) so that waste collection vehicles do not interfere with the use of access driveways, loading bays and car parking areas during collection.

- The room is to be large enough to accommodate the entire fleet of bins plus 0.2m between bins to allow adequate maneuverability.
- 1.8m unobstructed clearance zone between the stored bins and the entrance to permit access and maneuverability.
- The room to provide suitable dual door access for the service of bins with a minimum width of 1.8m and accessed by a minimum 1.8m unobstructed access corridor.
- The room is to be located within close proximity to the on-site loading bay.
- The room is to be fully enclosed, walled and not permit through access to other on-site waste infrastructure.
- The floor is to be waterproofed, non-slip and sealed in accordance with the Building Code of Australia to permit the use of wash facilities.
- The floor is to be graded to a central drainage point connected to the sewer, enabling all waste to be contained and safely disposed of.
- The room is to be partitioned and enclosed with a minimum 2.7m unobstructed internal room height in accordance with the Building Code of Australia.
- The room is to be provided with an adequate supply of water through a centralised mixing valve and hose cock.
- The room to incorporate adequate lighting and natural/mechanical ventilation in accordance with the Building Code of Australia.

### 6.4 Collection vehicle requirements

All proposed developments will need to accommodate a Heavy Rigid Vehicle (HRV) for all waste collection as per Cumberland Council DCP 2021.

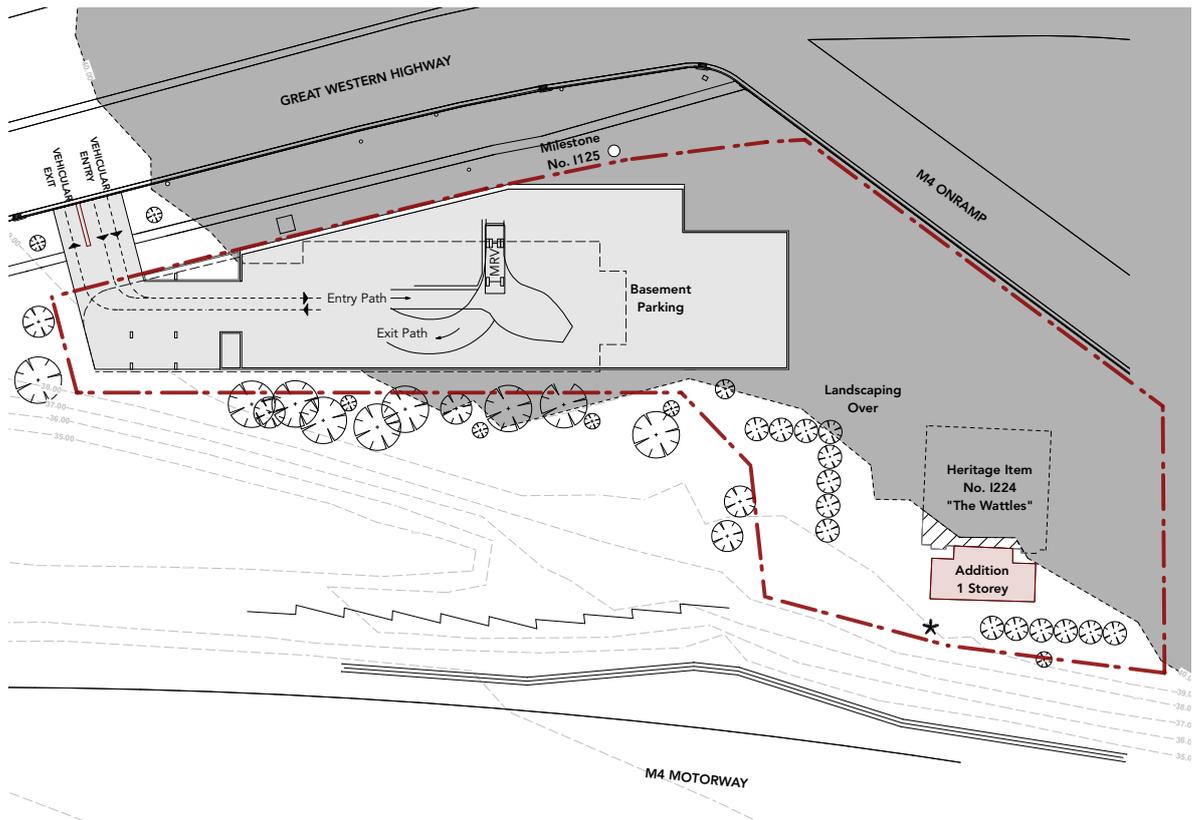
Proposed developments that require a waste collection vehicle to enter the site for the collection of waste, a swept path analysis for a 10.5m HRV with a height clearance of 4.5m must be clearly demonstrated in the Architectural Plans, Waste Management Plan, and Traffic and Transport Management Plan. If a hook lift bin is to be used, the height clearance will increase and greater height clearance will be required.

The proposed development must have sufficient maneuvering area on site to allow for a HRV / MRV to enter and leave the site in a forward direction and service the development with minimal or no need to reverse.

The servicing of the site for waste collection should be negotiated between Council and the Applicant. Our recommendation is for servicing by a medium rigid vehicle waste truck to minimise impacts on floor levels and pedestrian access, however tests should be made by the Applicant to accommodate an HRV/MRV truck, possibly with a truck turntable or negotiate with Cumberland City Council, if a private servicing company due to the majority of commercial use in the proposal will be accepted.

## 7.1 Planning Proposal Request vs. Recommendation

The waste vehicle is to comply with council's waste vehicle requirements and to enter and exit in a forward direction. OLSSON is of the view that this would be achievable in the upper carparking level.



**Fig. 38:** Overlay of Medium Rigid Vehicle (MRV) swept path within proposed basement.

### 8.1 Overshadowing Summary

OLSSON has simulated shadows cast in midwinter (21st of June) at 9am, 12pm and 3pm to investigate potential overshadowing. The study compares the four schemes at each time.

At 3pm it is noted Scheme 1's shadow reaches the heritage item. Pushing bulk to western corner of the site as in Scheme 2 & 4 means there is less shadow cast at 3pm in the space between the hotel/motel and the heritage item. The 18m height limit in Scheme 3 casts the least amount of shadow.

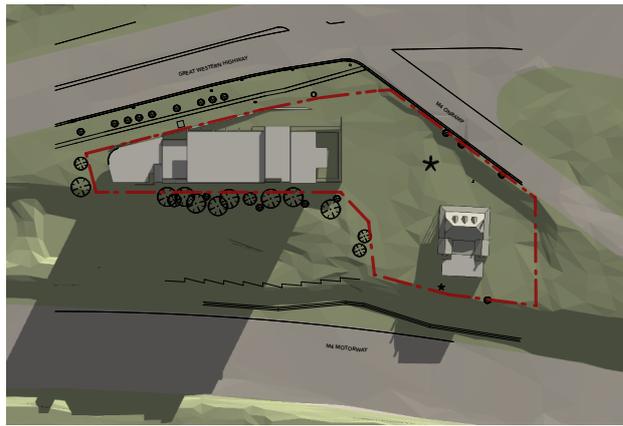
In summary, the site's orientation means that the greatest extent of overshadowing in midwinter by the proposal across the four schemes is to the south of the site, the M4 Motorway.

Locating the bulk to the western corner of the site and stepping down to 18m in the eastern half of the site means that shadows do not reach the heritage item at 3pm.

Scheme 4 is the preferred scheme as it does not overshadow the heritage item 'The Wattles' at 3pm, whilst locating building bulk to the western end of the site.

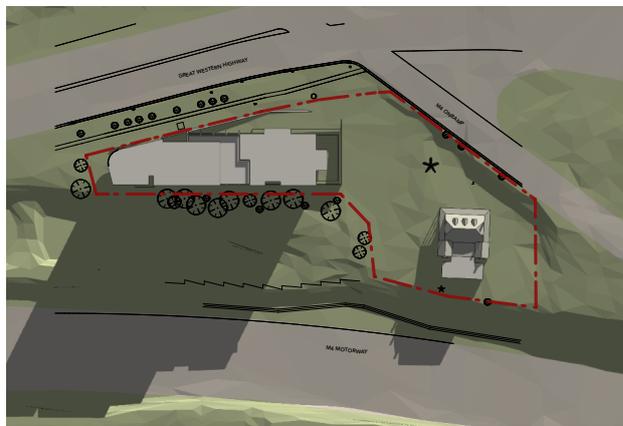
The recommended development control is that the heritage item is not to be overshadowed at 3pm in mid-winter.

# 8.0 OVERSHADOWING



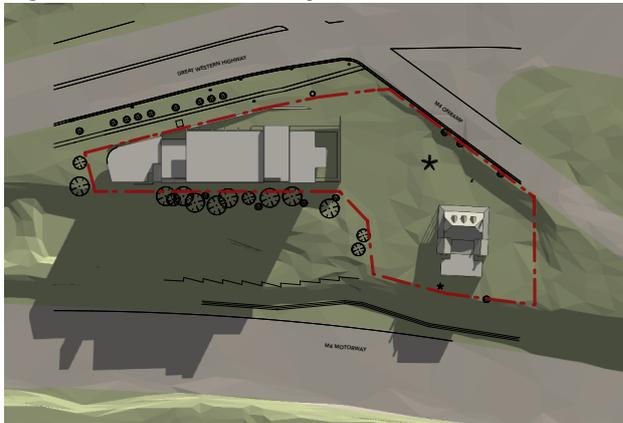
**SCHEME 1**

**Fig. 39 : Overshadow Study - 9am Scheme 1**



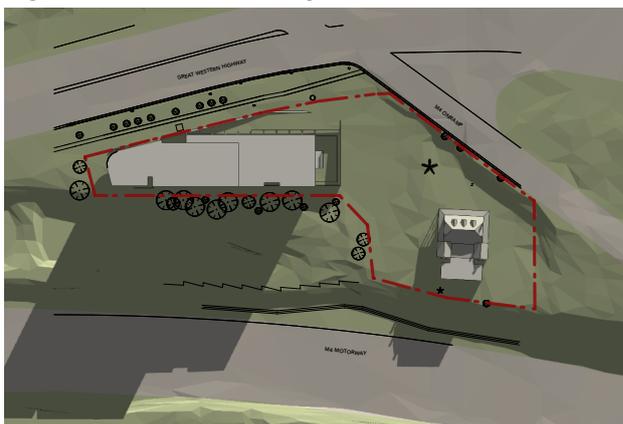
**SCHEME 2**

**Fig. 40 : Overshadow Study - 9am Scheme 2**



**SCHEME 3**

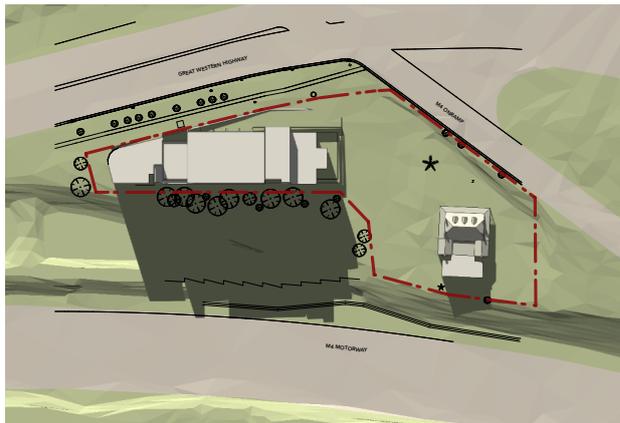
**Fig. 41 : Overshadow Study - 9am Scheme 3**



**SCHEME 4**

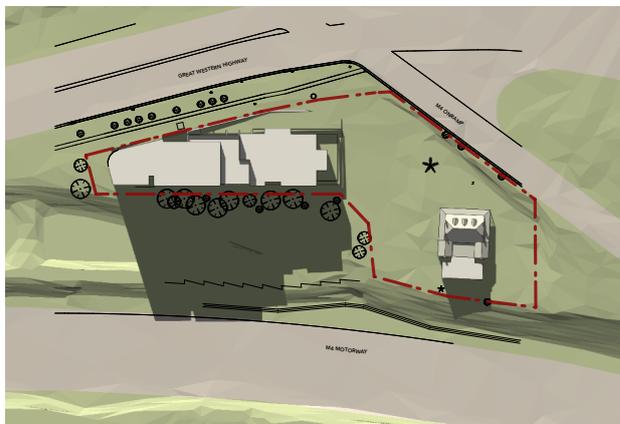
**Fig. 42 : Overshadow Study - 9am Scheme 4**

# 8.0 OVERSHADOWING



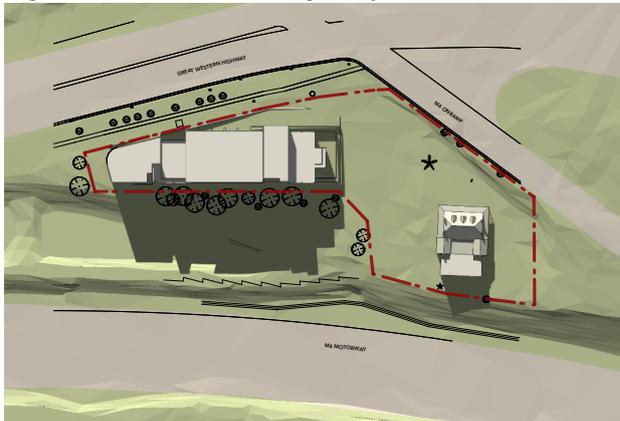
**SCHEME 1**

**Fig. 43 : Overshadow Study - 12pm Scheme 1**



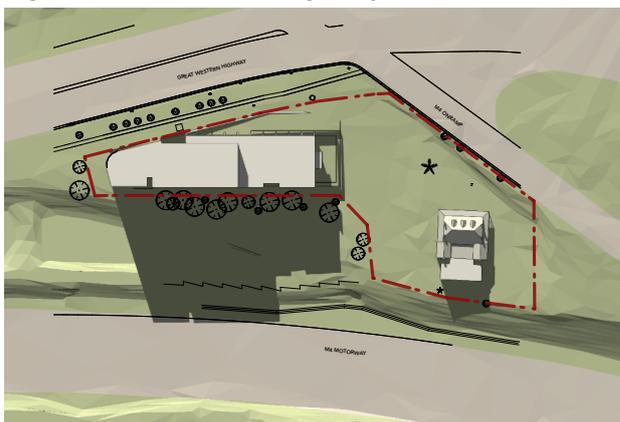
**SCHEME 2**

**Fig. 44 : Overshadow Study - 12pm Scheme 2**



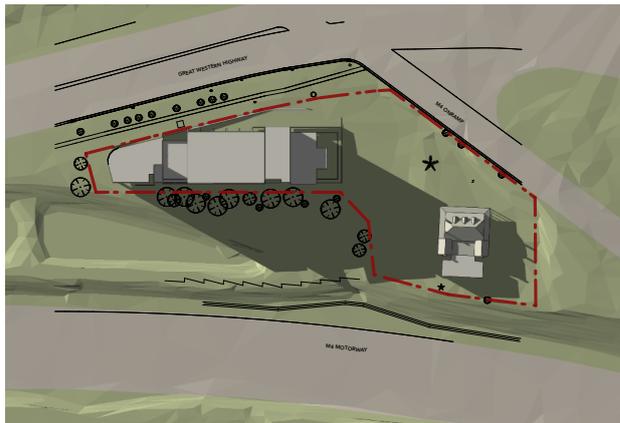
**SCHEME 3**

**Fig. 45 : Overshadow Study - 12pm Scheme 3**



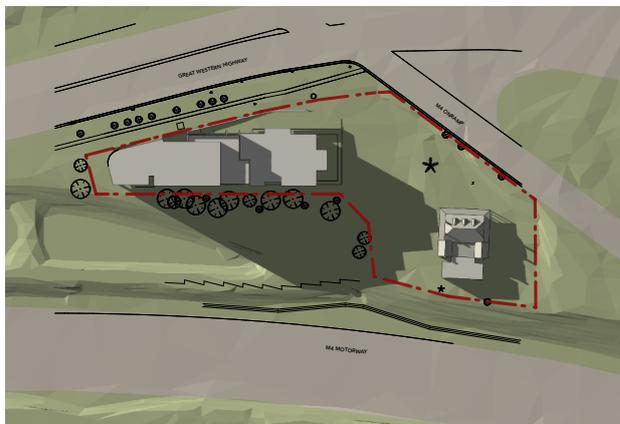
**SCHEME 4**

**Fig. 46 : Overshadow Study - 12pm Scheme 4**



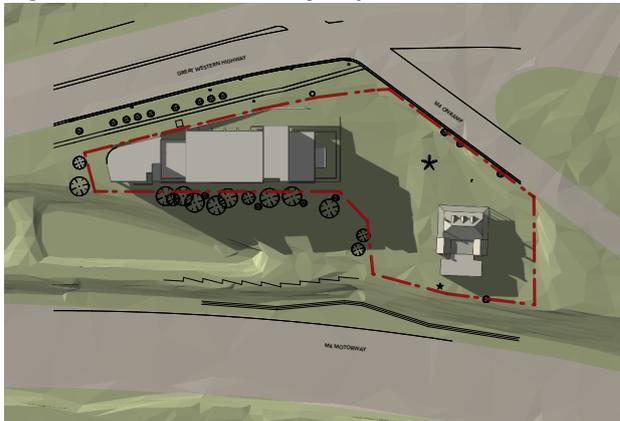
**SCHEME 1**

**Fig. 47 : Overshadow Study - 3pm Scheme 1**



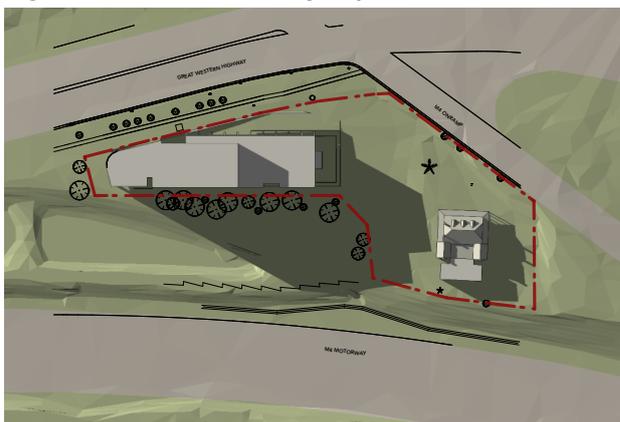
**SCHEME 2**

**Fig. 48 : Overshadow Study - 3pm Scheme 2**



**SCHEME 3**

**Fig. 49 : Overshadow Study - 3pm Scheme 3**



**SCHEME 4**

**Fig. 50 : Overshadow Study - 3pm Scheme 4**

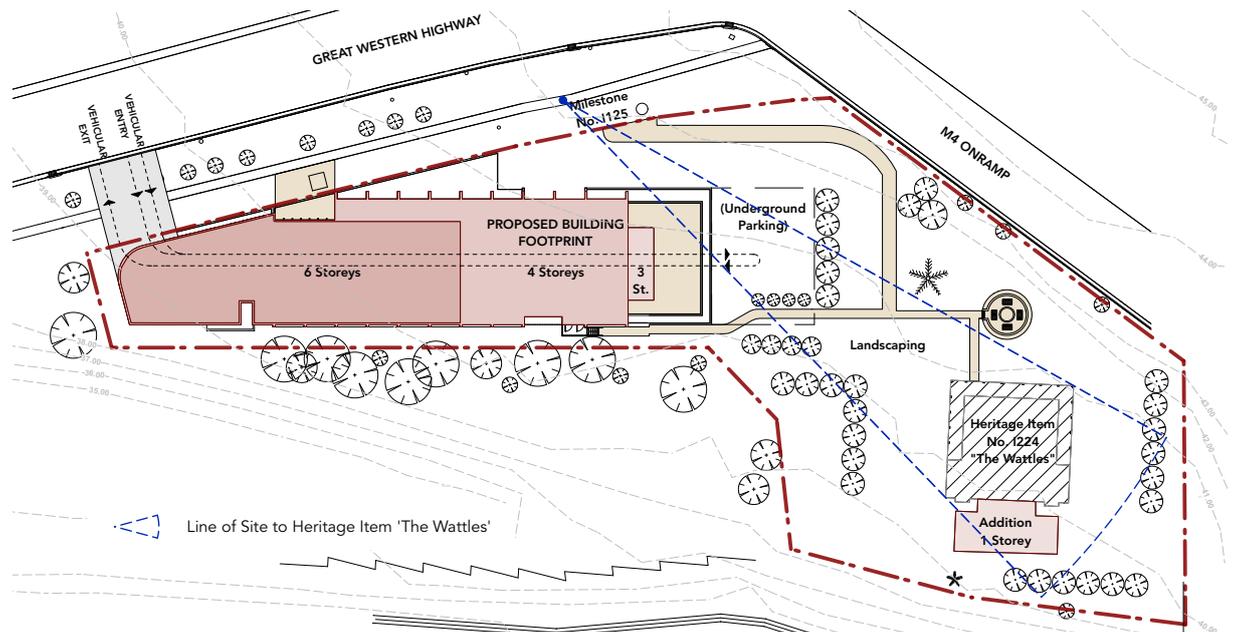
## 9.1 KEY DEVELOPMENT CONTROLS

### 1. Heritage Item 'The Wattles'

A Heritage Conservation Plan is to be prepared to guide any extension of the heritage item 'The Wattles' to the rear.

### 2. Heritage View lines

Views of the heritage item 'The Wattles' are to be retained from the Great Western Highway frontage as shown in figure 51.



**Fig. 51 : Line of Site to Heritage Item**

### 3. Overshadowing

The heritage item 'The Wattles' is not to be overshadowed at 3pm in mid-winter by any future development proposal.

### 4. Vehicular Movement and Access Points

All Vehicular access to the site shall be located on the western end of the Great Western Highway site boundary as a left in and left out access. All servicing to the site shall be able to enter and exit at the same vehicular entrance point. All visitors to the heritage item to have clear signage and main basement carparking available, including clear exits and pathways into the landscaped gardens.

### 5. Carparking, Waste Services & Delivery Vehicles

Carparking is to be provided in accordance with Cumberland Council DCP 2021. Waste collection vehicles and any delivery vehicles are to enter and exit the site in a forward direction. Due to site constraints a Medium Rigid Vehicle waste truck is recommended.

## 6. Open Space and Landscaped Areas

The open space resulting from the proposed building envelopes in this study shall be generously landscaped in close coordination with a Landscape Architect and Heritage Consultant. A revised Heritage Impact Statement and proposed Concept Landscape Plan is to be prepared and submitted for the proposed heritage house surrounds including pedestrian footpaths, and planting should Council resolve to proceed or addressed via site specific DCP.

## 7. Building Envelope & Ground & Upper Floor Setbacks

The building setbacks at ground level and upper levels are shown in figure 52. The building heights in storeys of habitable floors above carparking are shown in figures 53 & 54. The building envelopes created by the above controls are the external limits for development of a motel/hotel development, plus use of the heritage item 'The Wattles' for a restaurant or other associated use. The envelopes have been prepared to accommodate a maximum Floor Space Ratio of 1:1 on the site.

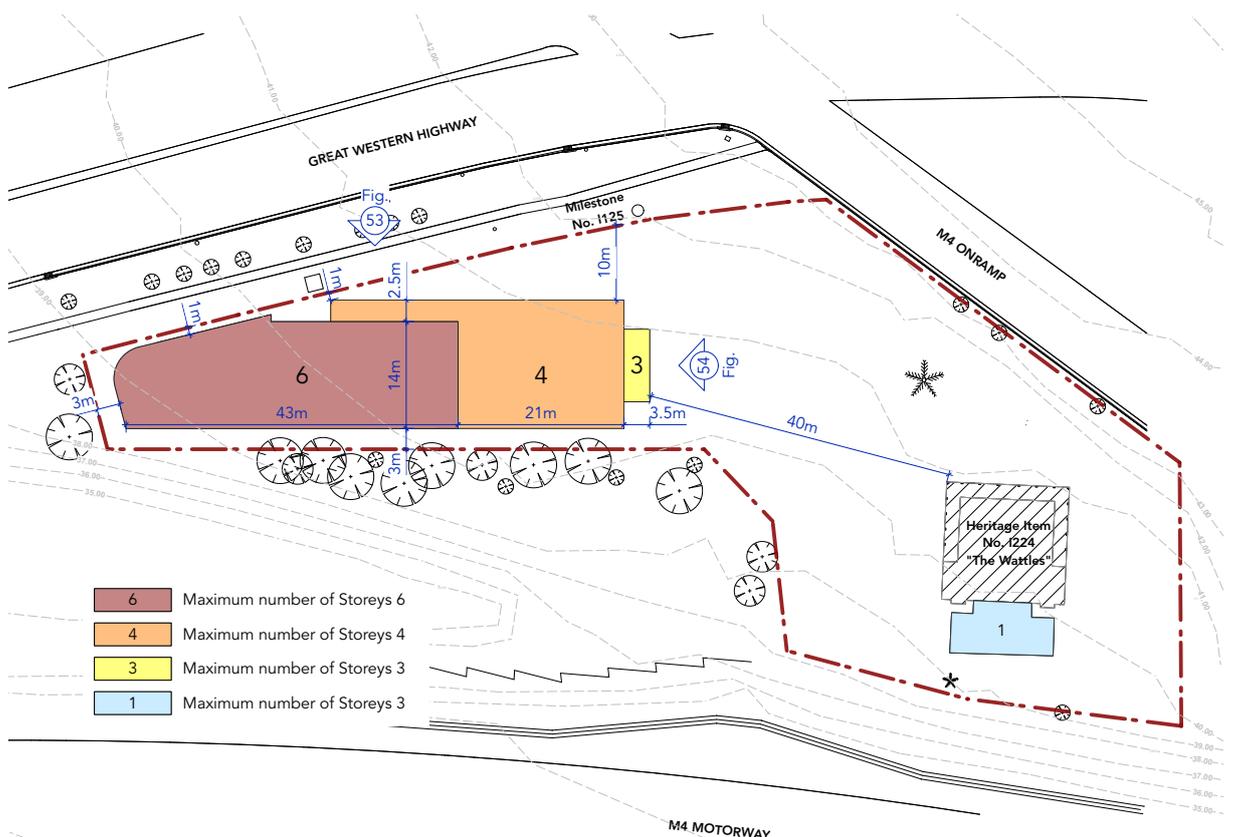


Fig. 52: Plan - Building Envelope & Ground & Upper Setbacks

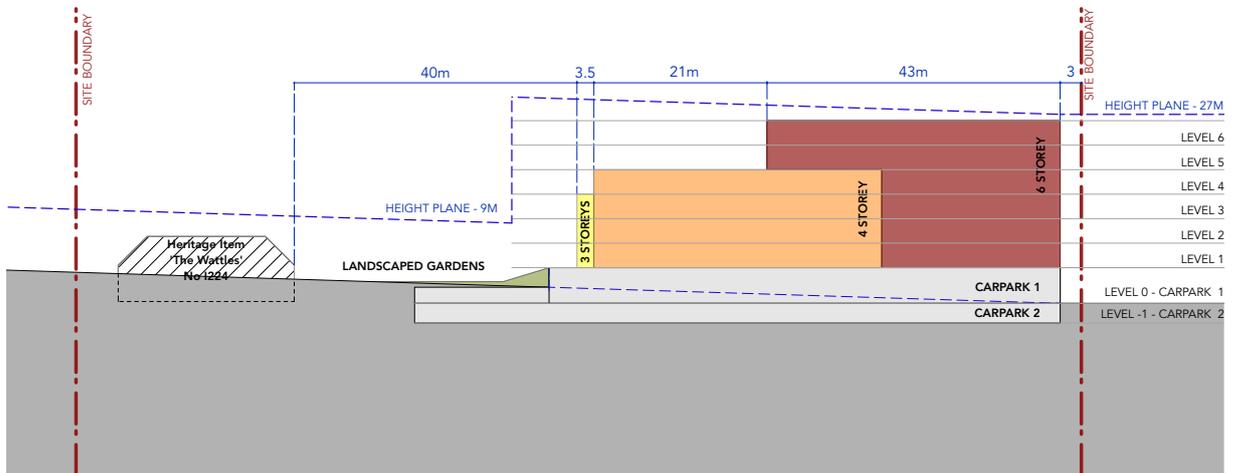


Fig. 53: North Schematic Section - Building Envelope & Ground & Upper Setbacks

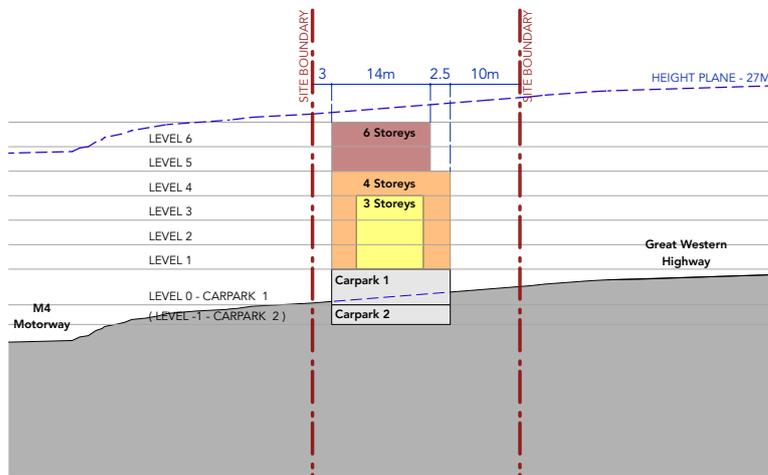


Fig. 54: East Schematic Section - Building Envelope & Ground & Upper Setbacks

## 9.2 RECOMMENDED CUMBERLAND LEP 2021 CONTROLS

### 1. Height of Buildings.

The recommended height of buildings map is shown in figure 55.



Fig. 55: Height of building map.

### 2. Floor Space Ratio

The recommended LEP Floor Space Ratio map is in figure 56.

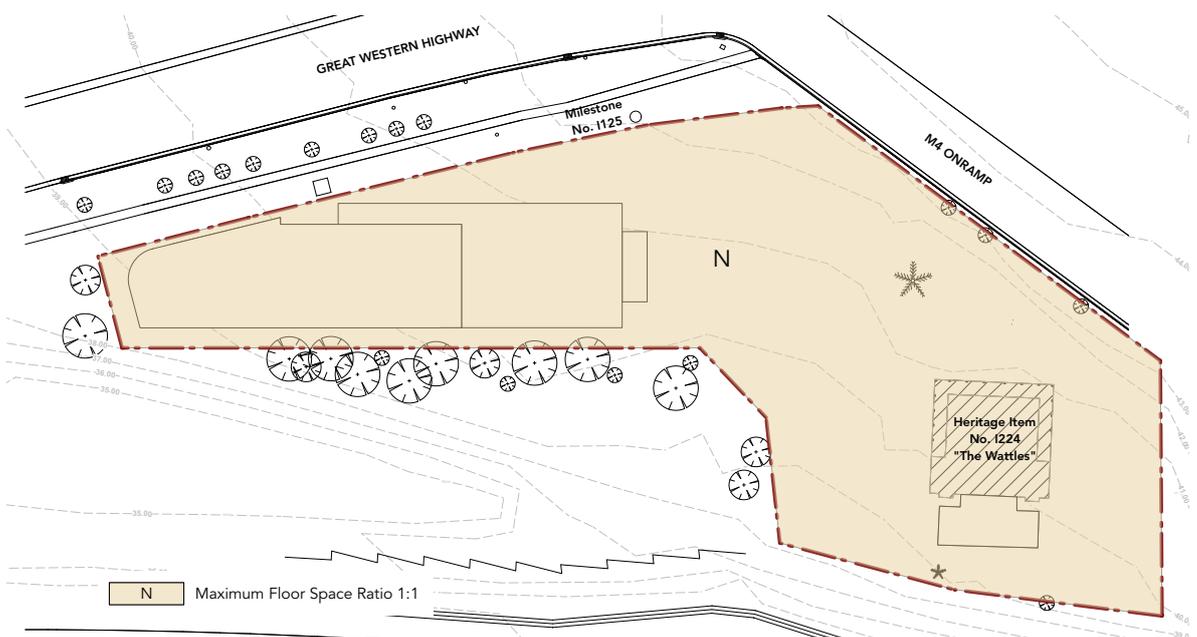


Fig. 56: Floor Space Ratio map.

## 10.1 CONCLUDING STATEMENT

This Urban Design Report has tested four design options, including the Proponent's design option (Scheme 1) and concludes that Scheme 4 is the recommended outcome.

Scheme 4 proposes a hotel/motel of up to six storeys plus rooftop terrace. A split building height control allows a maximum 27m (including plant and lift overruns) on the western part of the building and a maximum 18m on the eastern part of the building. The proposed maximum building heights and FSR is consistent with the surrounding broader context and future planned character of the area.

The primary principle of site layout is that all parking and servicing be underground to allow for a well landscaped setting for the heritage item 'The Wattles' and for screening between the heritage item and the proposal.

The servicing of the site for waste collection should be negotiated between Cumberland City Council and the Applicant. Our recommendation is for servicing by a Medium Rigid Vehicle waste truck to minimise impacts on floor levels and pedestrian access, however tests should be made by the Applicant to accommodate a Heavy Rigid Vehicle truck, possibly with a truck turntable. A private servicing company may be an acceptable outcome, with Council's consent.

This project is an excellent opportunity to restore and re-use 'The Wattles' as a valuable community asset.

The proposal for a hotel/motel development is an appropriate use for the site which will fulfill a market opportunity.

Design quality in future project stages should be maintained with a Heritage Management Plan, including appropriate landscape design and compliance with development controls. It is important that a site specific Development Control Plan be prepared for the site.

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