

4 April 2022

TfNSW Reference: SYD22/00290/01
Council Reference: PP2022/0003

Mr Peter J Fitzgerald
General Manager
Cumberland City Council
16 Memorial Avenue, Merrylands NSW 2160
PO Box 42, Merrylands NSW 2160

Dear Mr Fitzgerald,

RE: PLANNING PROPOSAL FOR NEW HOTEL/MOTEL AND CAFÉ/RESTAURANT AT NO 245 GREAT WESTERN HIGHWAY, SOUTH WENTWORTHVILLE

Transport for NSW (TfNSW) appreciates the opportunity to comment on the above proposal, which was referred to us by Council in correspondence dated 9 March 2022.

TfNSW has reviewed the planning proposal and supporting studies. We note that the proposal for the site seeks to amend the Cumberland Local Environmental Plan 2021 (the LEP) to:

- Amend the **Maximum Building Height (HOB)** control for the residential land (zoned R2) from 9 metres to 21 metres.
- Amend **Schedule 1 - Additional permitted uses** to the Cumberland LEP 2021 to add 'hotel or motel accommodation' and 'food and drink premises' as permitted uses for the site, by inserting the following clause at the end of the schedule:

"Use of certain land at 245 Great Western Highway, South Wentworthville

(1) This clause applies to Lot 100, DP 878926, 245 Great Western Highway, South Wentworthville, shown as "28" on the Additional Permitted Uses Map.

(2) Development for the purposes of hotel or motel accommodation and food and drink premises is permitted with development consent".

TfNSW's detailed comments are provided at **Attachment A**. It is requested that the comments provided are satisfactorily addressed and/or considered by Council *prior* to any amendments to the *Cumberland Local Environmental Plan 2021* proceeding.



Should you have any questions or further enquiries in relation to this matter, please don't hesitate to contact Senior Land Use Planner – Andrew Popoff on 0413 459 225 or via email: Andrew.Popoff@transport.nsw.gov.au

Yours sincerely

A handwritten signature in black ink, appearing to read "Peter Mann".

Peter Mann

A / Senior Manager Strategic Land Use
Land Use, Network & Place Planning, Greater Sydney Division

**Attachment A: TfNSW comments on the Planning Proposal at No 245 Great Western Highway, South
Wentworthville**

(4 April 2022)

Comment - Vehicle Access and safety:

- Concerns are raised relating to the safety of the proposed entry access arrangements to the site noting its proximity to the adjacent traffic signals. Due to the size of the proposed development and the location of the proposed entry access being both near a slight bend and the adjacent traffic signals there is the potential for multiple vehicles to be briefly queued upon entry to the site. This has the potential to compromise road safety at this point along the Great Western Highway not just for westbound motorists but also for buses.
- 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. Should the planning proposal be approved then this matter must be addressed as part of any future Development Application (DA) for this site.
- Considering the critical location of the site with regards to the facilities on Great Western Highway and the concerns raised above, TfNSW requires 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. The driveway to be wide enough and designed to allow for entry of a service vehicle while a car is waiting to exit the site.

Recommendation:

To address the abovementioned access and safety concerns, TfNSW requires the provision of a site specific DCP to be implemented prior to any DA submission. The site specific DCP must clearly illustrate and contain the following:

- Highlighting that all vehicular access to the site (entry and exit) must be located as close as possible to the western end of the site with it being supported by a deceleration lane.
- Highlighting a turn around facility within the site.

In addition, to ensure that an Austroads Guide to Road Design Part 4a compliant deceleration lane is provided by the proponent as a supporting piece of infrastructure which would be delivered as part of any future DA approval, TfNSW requires that suitable satisfactory arrangements are made in the form of a VPA for these works with the VPA being executed prior to any future DA submission.

To ensure compliance with the above recommendation it is suggested that a concurrence clause should be implemented within Part 6 Additional Local Provisions of the Cumberland LEP for this site regarding the provision of State infrastructure to ensure development consent cannot be granted for development on this property unless concurrence of the Department of Planning and Environment's Secretary is obtained by Council.

Comment – Worst Case Traffic and Parking impacts:

- The associated reports supporting this Planning Proposal provide no clarity regarding whether the proposed gym, conference hall, etc could be also used by non-hotel/motel patrons or whether it would be limited exclusively to hotel/motel patrons only. Therefore, concerns are raised that the Traffic and Transport Assessment hasn't examined the worst-case traffic and parking impacts of the proposal if it is assumed that non hotel/motel patrons can also use facilities such as a gym, conference hall, health and wellbeing centre. For example, if these proposed facilities above could attract another 50+ people to the site (i.e. non hotel/motel patrons) then this is cause for concern with regard to the additional traffic and parking impacts.

In addition, there is confusion over the ultimate number of rooms that the revised planning controls will allow (i.e. the Traffic and Transport (T&T) Assessment suggests up to a 100 room hotel/motel but the T&T Assessment was based on 76 rooms).

Because we have a lack of clarity over the “worst case” traffic and parking impacts listed above TfNSW raises concerns that this is potentially an overdevelopment of the site and subsequently needs to be scaled down.

- Noting that the proposed café/restaurant will be ancillary to the proposed hotel/motel it is understood that it will also be open to the public. Therefore, TfNSW does not support the Traffic and Transport's recommendation of applying a 75% discount to parking requirements. As this will be open to the public, the parking provision for the proposed café/restaurant must ensure that an adequate number of parking spaces can be provided on-site. Furthermore, whilst TfNSW is generally supportive of the provision of less parking, in this instance, due to the location of the site (i.e. wedged between the motorway, motorway ramp and a busy state road corridor) any potential impacts due to unavailability of parking will be felt on the adjacent state road network which is already operating at peak capacity.

Recommendation:

We note that some of our concerns could be addressed at the Development Application stage. However, due to the concerns raised above, TfNSW recommends the following:

- Ensuring that within Part 6 Additional Local Provisions of the Cumberland LEP for this site that planning controls are implemented that:
 - Cap hotel/motel rooms to no more than 76 rooms.
 - Prevent facilities such as a gym, conference hall, health and wellbeing centre on the site, or ensure that the proposed pool, gym, conference hall, health and wellbeing centre must be restricted to usage by only the people with accommodation at the hotel/motel.
 - Ensure that minimum parking requirements are provided in accordance with the Cumberland DCP 2021.