



# Statement of Environmental Effects

Quest Apartments at 61 Sydney  
Road Goulburn

304001147

Prepared for  
NDCO Goulburn & ADM Architects

16 February 2024



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## Executive Summary

This Statement of Environmental Effects has been prepared for Nicolas Daoud & Co and ADM Architects in relation to a proposed single storey motel at 61 Sydney Road Goulburn, formally known as Lot 5 in DP 793066. The subject site comprises a single lot with a total site area of 5,990m<sup>2</sup>. The site, which is zoned E3 Productivity Support land, contains an existing motel.

The proposed development consists of the construction and a single storey motel, with associated at grade parking accessed via a driveway leading from Sydney Road.

The proposed development will comprise 32 self contained motel rooms, each containing bedroom(s), living/dining area and kitchens (or a combined living/bedroom/kitchen space in the case of the studio units). A total of 10 x 2 bedroom units, 10 x 1 bedroom and 12 studio rooms are proposed, with the two bedroom units being of dual key configuration to allow each bedroom to be occupied independently, providing a maximum of 42 rooms.

The proposed development includes associated hotel amenities including reception area, guest amenities, back of house areas, loading bay and signage.

This Statement of Environmental Effects addresses the proposal under the appropriate heads of consideration of the Environmental Planning and Assessment Act 1979; relevant state and regional policies and strategies; Goulburn Mulwaree Local Environmental Plan 2009 (GMLEP 2009); and Goulburn Mulwaree Development Plan 2009 (GMDCP 2009).

The proposed development is permissible within the E3 Zone pursuant to GMLEP 2009 and adheres to the maximum 0.8:1 floor space ratio required by this environmental planning instrument. Further, the proposed development is compliant with the majority of controls within the relevant chapters of GMDCP 2009.

The south-east corner of the subject site borders bushfire prone land, however, as noted in the *Bushfire Assessment* prepared by Blacklash Bushfire Consulting (dated 2 February 2023) the Category 1 Bushfire Prone Land is located greater than 100m from the proposed development.

The subject site is located immediately to the east of the Goulburn Gateway Service Centre and there are known underground petroleum storage tanks located underneath the subject site. Due to this, a Phase 2 Detailed Site Investigation and Hazardous Materials Assessment accompanies the Development Application. These documents find that the site can be made suitable for the proposed development.

The subject site is not affected by mainstream flooding, per the 2021 Goulburn Floodplain Risk Management Study and Plan. The accompanying WCMS finds that the stormwater management strategy proposed meets the stormwater quantity and pollution reduction targets of the approving authority.

Variation is sought to the DCP standards with respect to maximum site coverage controls of GMDCP 2009. The justification provided demonstrates that the stormwater objectives of the DCP can be achieved as well as landscaping and visual amenity outcomes, notwithstanding this minor non-compliance.

The application is also accompanied by supporting documents to address landscaping, accessibility, BCA compliance, waste management and stormwater requirements, for Council's assessment. Such documents, coupled with the development's suitability for the, support the undertaking of the proposed development and on this basis Council's approval is sought.



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# 1 Introduction

## 1.1 Subject Site

The subject site comprises one (1) allotment located at 61 Sydney Road, Goulburn ('subject site') (as shown in **Figure 1-2**) which is formally identified as Lot 5 DP 793066.

The subject site is situated on the southern side of Sydney Road, to the east of Common Street. It is located between the Goulburn Gateway Service Station to the west, and the Big 4 Governors Hill Carpark and the Heritage Motor Inn Goulburn to the east. The land is relatively level at approximately 654-659 AHD and has a total site area of 5990m<sup>2</sup>, as referenced in the *Detailed Site Survey – Overall Site Plan* prepared by Masters Surveying (dated 8.11.23), contained in Appendix 1. The site has a 92.33m frontage to Sydney Road, with existing vehicular access from Sydney Road.

The subject site contains several one (1) storey buildings, which accommodate existing motel accommodation known as Governor's Hill Motel, as shown in **Figure 1-3**. The existing hotel contains 18 rooms, with in room kitchenettes and onsite carparking.

The land contains two access driveways located adjacent to the eastern and western boundaries of the site, with an adjacent parking area bordering Sydney Road. A further parking area is located centrally within the site and is bordered by perimeter buildings to the north, east and west.



Figure 1-1 Subject Site outlined in yellow (Source: Nearmaps 2022)

The subject site contains one (1) garden bed located in the middle of the central parking area, three (3) trees to the east of the existing building, a cluster of trees on the eastern end of the Sydney Road frontage, two (2) small trees located along the Sydney Road frontage, and two (2) trees on the western border.

There are two (2) telegraph poles and two (2) streetlights located along the Sydney Road frontage, and one telegraph pole located on the western side of the building closest to the western border. Four (4) signs advertising the existing motel are also located along the Sydney Road frontage.





Figure 1-2 Aerial photo showing the subject site and surrounds (Source: Nearmaps 2022)



Figure 1-3 Existing hotel as viewed from Sydney Road





Figure 1-4 Existing internal carpark area



Figure 1-5 The site as seen from the internal carpark (Source: Neo Consulting)



Figure 1-6 Site as seen from the internal carpark (Source: Neo Consulting)





Figure 1-7 Existing Barbeque Shed (Source: Neo Consulting)



Figure 1-8 Looking west from the site's Sydney Road frontage



Figure 1-9 Existing hotel to the east of the subject site

## 1.2 Surrounding Development

The subject site is located on the outskirts of the Goulburn City Centre on Sydney Road, an access road to the Hume Highway. Surrounding development includes:

- > the Goulburn Gateway Service Station to the immediate west
- > a two (2) storey building containing the Heritage Motor Inn to the east
- > the Big 4 Governors Hill Caravan Park located further to the east, which contains single storey accommodation structures
- > a range of industrial, warehouse and extractive development to the northeast and northwest including a self storage facility, building supplies, metal recycling and brickworks, and
- > vacant land to the immediate south, with industrial uses including electrical wholesalers further to the southwest.

Development of the surrounding area consists primarily of commercial and industrial allotments, tourist accommodation and fast food outlets. The Goulburn Masonic Village seniors village is located further to the northwest of the subject site, and consists of multiple one (1) storey residential buildings bordering Sydney Road and Long Street. There are a few residential allotments in the surrounding area, generally containing either a one (1) or two (2) storey building per allotment.

Major infrastructure of note in the area includes:

- The Goulburn General Cemetery 340m to the northeast of the subject site, bordering Sydney Road and Gorman Street
- The Goulburn Waste Management Centre 580m to the southeast of the subject site at the end of Sinclair Street
- The Wastewater Treatment Plant 1,215m to the northwest of the subject site on Cemetery Street
- The Goulburn Correctional Centre 1,030m to the northwest of the subject site, which borders Maud Street to the west, Chastbury Street to the south and Cemetery Street to the east.

## 1.3 Site Constraints

The subject site is located within Goulburn Mulwaree Council (Council). A review of the Council's online mapping system and a section 10.7(2) Planning Certificate (Ref: Plan/0033/2324 dated 13 July 23) indicate that the subject site is not significantly constrained.

Council has **no record** that the subject site is affected by the following: mine subsidence, critical habitat, natural resource sensitivity, a vegetation management plan, riparian land, flooding, land slip/geotechnical constraints, tidal inundation or acid sulfate soil. Further, the land is not reserved for acquisition nor is it affected by road widening or realignment. There are no items of environmental, historic or Aboriginal heritage situated on the subject site and it is not located within land of Aboriginal Cultural Significance.

The south-east corner of the subject site borders bushfire prone land, however, as noted in the *Bushfire Assessment* prepared by Blacklash Bushfire Consulting (dated 2 February 2023) the Category 1 Bushfire Prone Land is located greater than 100m from the proposed development.

Sydney Road is considered a classified road (GG587 16/12/22) under Part 5 Division 1 of the *Roads Act 1993* as it is an access road to the Hume Highway from the Goulburn City Centre. The subject site is considered as '*classified road adjacent*' and requires a 1.5m buffer from Sydney Road.

The subject site is located immediately to the east of the Goulburn Gateway Service Centre and there are known underground petroleum storage tanks located underneath the subject site. Due to this, a Phase 2 Detailed Site Investigation accompanies the Development Application.

## 1.4 Development History

Council's webpage does not contain online records detailing the property history of the site. However, it is evident that the site has been used for the purpose of tourist accommodation for a number of decades, given the age of the Governor's Hill Motel which exists on the land.

## 2 Proposed Development

### 2.1 Summary of Development Proposal

The proposed development of 61 Sydney Road Goulburn consists of the construction and a single storey motel, with associated at grade parking accessed via a driveway leading from Sydney Road.

The proposed development will require the removal of the garden bed currently located in the centre of the existing car park and a number of trees from the property.

The proposed development will comprise 32 self contained motel rooms, each containing bedroom(s), living/dining area and kitchens (or a combined living/bedroom/kitchen space in the case of the studio units). A total of 10 x 2 bedroom units, 10 x 1 bedroom and 12 studio rooms are proposed, with the two bedroom units being of dual key configuration to allow each bedroom to be occupied independently, providing a maximum of 42 rooms.

The proposed motel will also incorporate the following:

- Main lobby/lounge with a 'grab and go' breakfast area (100m<sup>2</sup>)
- Business lounge (40m<sup>2</sup>)
- Reception (27m<sup>2</sup>)
- Conference room (80m<sup>2</sup>)
- Kitchen
- Toilets
- Sales, communications, store and managers rooms
- Gymnasium (69m<sup>2</sup>)
- BBQ area (41m<sup>2</sup>)
- Back of house area for linen storage, laundry, cleaning storage and a staff room.

A 40 space at grade car park is proposed to be located behind the front building on the site and also along the eastern side of the access driveway. Vehicular access is provided to the proposed development via a two (2) lane driveway at the eastern end of the Sydney Road frontage.

A loading/unloading bay, with adjacent service zone, is located behind the front building and allows for deliveries, linen collection and waste collection.

Landscaping throughout the site occurs within the front setback from Sydney Road, adjacent to the outdoor BBQ area, adjacent to the central carpark and around the western and southern boundaries of the site.

### 2.2 Motel Operations and Staffing

The motel is intended to be operated by the Quest Apartment chain. All the associated facilities are provided for guest use only.

The hotel will have 2 staff members at the reception and one general manager between the hours 7am to 11 pm. The motel will also have an on site manager during the night.



## 2.3 Signage

The proposed development is accompanied by an External Signage Strategy prepared by Quest which depicts that the proposed signage will comprise the following, as shown in **Figure 2-1**:

- A. Business identification (wall) signage on the building fronting Sydney Rd
- B. Wayfinding (wall) signage at the carpark entry
- C. Business identification signage (pylon) adjacent to the driveway entry
- D. Wayfinding building entry signage (under awning) at the entry to the building fronting Sydney Rd.

As discussed in Section 3.5 and 4.4 signs A, B and D are considered to be exempt development under the relevant Environmental Planning Instruments. This application seeks consent for sign C, a freestanding pylon sign.

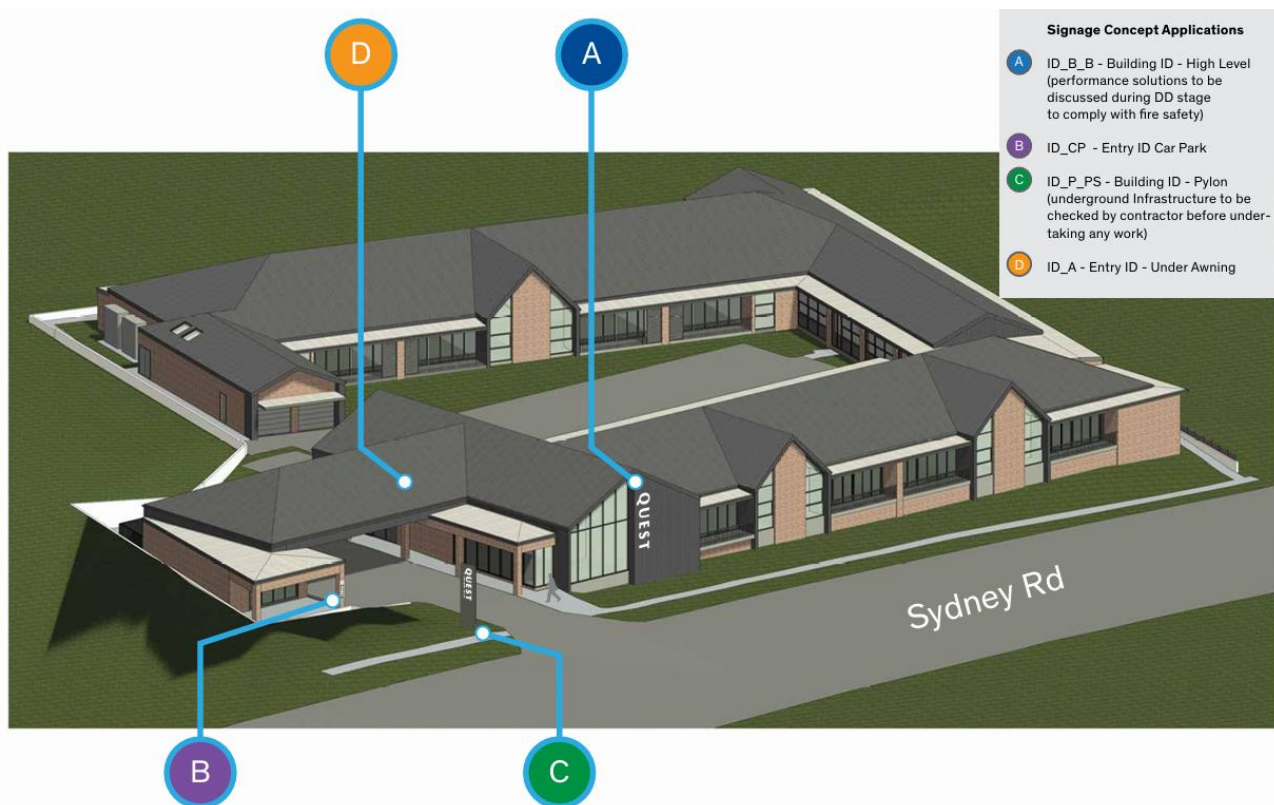


Figure 2-1 Signage Strategy prepared by Quest

## 2.4 Pre-Lodgement Meeting

A pre-lodgement meeting with the Planning and Development Unit of Council was held on 30 November 2023 (Ref: FWA/0041/2324) to inform the proposed development prior to lodgement. The meeting was held to obtain Council comment and highlight any areas of concern before lodgement to create a more streamlined application process.

Council advised that the key issues that require addressing in the DA are:

- Demonstrating a safe traffic outcome within the road network and within the site
- Stormwater management in terms of stormwater overland flow
- Water quality (NorBE) and quantity (onsite detention) management

Overall Council advised that it would welcome the opportunity to see the subject site redeveloped and the submission of the DA is encouraged. A summary of the pre-lodgement meeting and ADM response is provided in Table 2-1 below.

Table 2-1 Pre-Lodgement Meeting Summary

Council Comment	Response
<p><b>Overview</b></p> <p>Remediation of the subject site would be classed as Category 2 remediation work which does not require development consent, as per Clause 4.11(a) of <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i></p>	<p>A Detailed Site Investigation has been provided, discussed at section 3.3. That report recommends that a Remediation Action Plan be developed, which can be required as a condition of consent.</p>
<p><b>State Environmental Planning Policy (Biodiversity and Conservation) 2021</b></p> <p>Chapter 6 – Water Catchments</p> <p>The proposed development is considered a Module 5 under the NorBE Guidelines and will require concurrence with Water NSW. A Water Cycle Management Study must also be included in the development application.</p>	<p>Water NSW has been contacted and a Water Cycle Management Study is included as part of this development application. Refer to Section 3.2 for more information.</p>
<p><b>State Environmental Planning Policy (Industry and Employment) 2021</b> Chapter 3 – Advertising and Signage</p> <p>Demonstrate permissibility of signage and an assessment against relevant Clauses</p>	<p>The proposed signage is compliant with the requirements of the SEPP and DCP. Refer to Section 3.5 and Section 5.1 for more information.</p>
<p><b>State Environmental Planning Policy (Resilience and Hazards) 2021</b> Chapter 4 – Remediation of Land</p> <p>Please refer to the Managing Land Contamination Planning Guidelines. If contamination is remediated to a Category 2, please provide the necessary documentation.</p> <p>A Phase 2 Detailed Site Investigation is required.</p>	<p>A Detailed Site Investigation has been provided, discussed at section 3.3</p>
<p><b>State Environmental Planning Policy (Transport and Infrastructure) 2021</b> Chapter 2 – Infrastructure</p> <p>The proposed development requires advice from Essential Energy pursuant to Clause 4.48(1)(b) of this SEPP as development would be carried out within proximity to electricity infrastructure and a substation is proposed.</p>	<p>It is anticipated that Council will refer the application to essential Energy. Refer to Section 3.4 for more information.</p>
<p><b>GMLEP 2009 Requirements</b></p> <p>Signage for the site must be rational, clear, relative and complementary to the building and its use, modest pylon signs (maximum 4.5m high) would be considered. The application must clarify if the signage proposes to be illuminated, backlit.</p> <p>Demonstrate consistency with the objectives of the E3 zone, whilst not being inconsistent with the ones that are not directly related to the proposal. Comply with other relevant Clauses in the GMLEP 2009</p> <p>The site has a maximum floor space ratio of 0.8:1. Provide an FSR Plan.</p> <p>Clause 8.6.11 of the GMDCP imposes a maximum site coverage (including hardstand surfaces) of 70%.</p> <p>A description of the proposed earthworks is required, and a Cut and Fill Balance Plan differentiating depths every 100mm is beneficial.</p>	<p>Noted – the pylon sign is 4.0m in height and will be complementary to the character of the building and locality.</p> <p>Section 3.5 of this document outlines how the proposed development aligns with the objectives of the E3 Productivity Support zone and is in compliance with relevant Clauses of the GMLEP 2009.</p> <p>An FSR Plan has been prepared by ADM Architects (refer Appendix 2).</p> <p>Section 4.5 of this document outlines the consistency of the proposed development with Clause 4.5. The proposed development has an FSR of 0.45:1 of, which is aligned with the objectives of the zone.</p> <p>The proposed development has an expected site coverage of 79% including hardstand surfaces.</p> <p>A grading plan (C50) has been provided as part of the Civil set.</p>



Council Comment	Response
<p><b>GMDCP 2009 Requirements</b></p> <p>The DA must provide a detailed assessment against the relevant chapters outlined within the GMDCP 2009:</p> <ul style="list-style-type: none"> <li>▪ Part 1 Preliminary <ul style="list-style-type: none"> <li>– 1.8 Variations to Controls – if the proposal does not comply with any of the controls in the GMDCP 2009, or it is found that a control is unavoidably noncompliant, a variation must be sought.</li> </ul> </li> <li>▪ Part 3 General Development Controls <ul style="list-style-type: none"> <li>– 3.5 Landscaping – Provide a Landscape Plan. Council requests retention of mature trees fronting Sydney Road.</li> <li>– 3.6 Vehicular Access – A Traffic and Car Parking Report is required.</li> <li>– 3.7 Crime Prevention – The proposed development must consider CPTED principles.</li> <li>– 3.16 Stormwater Pollution – Provide a conceptual Sediment and Erosion Control Plan for the construction period and draft Stormwater Asset Plan for long term pollution controls</li> <li>– 3.17 Bushfire Risk Management – The southeast corner of the site is identified as bushfire prone land, Council highly recommends that advice is sought from NSW Rural Fire Service (RFS) to determine whether development must adhere to <i>Planning for Bushfire Protection 2019</i> requirements</li> </ul> </li> <li>▪ Part 6 Special Development Types <ul style="list-style-type: none"> <li>– 6.4 Advertising and Signage</li> </ul> </li> <li>▪ Part 7 Engineering Requirements <ul style="list-style-type: none"> <li>– 7.1 Utility Services</li> <li>– 7.3 Drainage, Soil and Water Management – Conceptual Stormwater Management Plan must be provided showing existing and proposed connection</li> </ul> </li> <li>▪ Part 8 Site Specific Provisions <ul style="list-style-type: none"> <li>– 6.6 Common Street – Ensure the proposed development is protected from flood risk and appropriate stormwater and water quality controls are applied <ul style="list-style-type: none"> <li>▪ 8.6.7 Flood Assessment – Consideration of the site’s implication of existing stormwater and overland flow</li> <li>▪ 6.6.11 Maximum Site Coverage – The proposed development must have no more than 70% of the subject site covered in hardstand surfaces. Council would consider a two (2) storey design if the current does not satisfy this control.</li> </ul> </li> </ul> </li> </ul>	<p>Section 5 of this document provides a detailed assessment of the relevant chapters outlined within the GMDCP 2009. Variation is sought to the 70% site coverage requirement as contained in Section 6.2.3.</p> <p>A Landscape Plan has been provided as part of this DA and the mature trees have been retained. See Section 0 for more information.</p> <p>A Traffic Impact Assessment has been provided as part of this DA containing all of the required information. See Section 6.2.5 for more information.</p> <p>CPTED Principles considered, see Section 6.2.11 for more information.</p> <p>A Stormwater Report and WSUD Report have been submitted as part of this DA, see section 6.2.7 for more information.</p> <p>A Bushfire Assessment accompanies the application. Refer to Section 6.2.9.</p> <p>A Signage Strategy prepared by Quest accompanies the application.</p> <p>A WSUD and Stormwater Drainage Plans have been submitted as part of this DA, see section 6.2.7 for more information.</p> <p>Flood commentary is provided in Section 5, Part 8 DCP discussion.</p> <p>Site coverage, including carparking and pedestrian paths is 79%. Refer to the variation report in Section 6.2.3.</p>
<p><b>Community Participation Plan</b></p> <p>The DA would be notified in accordance with this plan i.e. minimum 21 days, placed on Council’s website, letters to</p>	<p>Noted</p>

Council Comment	Response
potentially affected nearby properties, placed in the local newspaper (or equivalent) and a site notice erected	
<p><b>Other Planning Matters</b></p> <p>Given the age, quantity of material, and proximity to Classified Road please provide a draft Hazardous Material Survey and Waste Management Plan</p> <p>Please ensure a clear and detailed explanation is provided regarding the nature and intention of the Function Room, restaurant, café, gym etc. It is important to understand if facilities are provided to guests only or would be provided to the public.</p> <p>A 5m front setback is acceptable as it can provide landscape area. In locations where the sewer network is within the front setback the building must be set back further to enable landscaping without impacting the sewer main.</p> <p>Council encourages this development as an opportunity for local landmark development given its prominent location at the entrance to town. Provision of windows to the conference room and motel rooms fronting Sydney Road are encouraged for light access, passive surveillance and architectural relief.</p> <p>The design and appearance of the building can be something of interest with subdued natural tones, using local materials, in keeping with the character of the locality i.e., locally sourced recycled bricks, local native vegetation etc.</p>	<p>A Hazardous Material Survey and Waste Management Plan have been provided as a part of this application, discussed at section 3.3.</p> <p>The motel is intended to be operated by the Quest Apartment chain. All the associated facilities, are provided for guest use only.</p> <p>A predominant 5m setback is provided, with the exception of the reception area where a reduced 3.01m setback is proposed to provide articulation in the building façade. An increased setback of approx. 16m is provided to the gym.</p> <p>Noted – Council’s suggestions have been incorporated into the design by ADM Architects.</p>
<p><b>Access for People with a Disability</b></p> <p>The proposed building will need to comply with Part D4 of the BCA and Australian Standard AS1428.1 in respect to accessibility for people with a disability</p>	<p>The proposed development has been designed in accordance with Part D4 of BCA, AS1428.1 and AS/NZS2890.6, refer Section 6.2.6 for more information</p>
<p><b>Fire Safety</b></p> <p>Installation of a compliant fire hydrant system in accordance with AS2419 is required. The location of any required onsite infrastructure (booster assemblies, onsite water tanks, pump sets, break tanks) shall be detailed on the plans and submitted with the DA</p>	<p>Noted – The proposed development has been designed in accordance with AS2419 and the required information has been provided in the BCA report.</p>
<p><b>Food Preparation and Handling Areas</b></p> <p>The fit out of any proposed kitchen and/or food and drink handling areas are required to demonstrate compliance with NSW Health standards and AS 4674—2004: Design, construction and fit-out of food premises</p>	<p>Noted, this will be provided prior to CC.</p>
<p><b>Stormwater</b></p> <p>The development proposal must provide for treatment and detention of stormwater onsite that demonstrates post-development flows to not exceed pre-development flows</p> <p>The DA must provide a Stormwater Design Plan to accommodate upstream overland flows</p> <p>The subject site is located within the Sydney Drinking Water Catchment and must meet the Waster NSW NorBE requirements.</p>	<p>The DA includes a Stormwater Design Plan and has been designed in-line with the NorBE requirements. Refer to Section 6.2.7 for more information.</p>

Council Comment	Response
<p><b>Access and Traffic</b></p> <p>The proposed development is likely to require upgrade treatments to Sydney Road. This would require concurrence with Transport for NSW (TfNSW)</p> <p>The DA must be supported with a Traffic and Car Parking Assessment. A one-day assessment for traffic counting would not be accepted, please ensure mid-week and afternoon peak periods, and Saturday peak periods</p>	<p>Initial advice has been sought from TfNSW as contained in Appendix 4.</p> <p>A Traffic and Car Parking Assessment has been submitted as part of this DA. Refer Section 6.2.5 for more information</p>
<p><b>Biodiversity, Vegetation and Landscaping</b></p> <p>The DA must include a statement as to whether the proposed development is likely to significant impact threatened species, populations of their habitats, or whether the Biodiversity Offset Scheme has been triggered.</p> <p>If the proposed clearing area exceeds the threshold set out in the Biodiversity Conservation Regulation 2017 the DA must prepare a Biodiversity Development Assessment Report (BDAR)</p>	<p>The subject site is not located s a site of significance on the Biodiversity Values Map and due to previous development, it is considered highly unlikely that the proposed development would significantly impact threatened species or their habitat.</p> <p>The Biodiversity Offset Scheme has not been triggered and a BDAR is not considered necessary. Refer Section 6.2.10 for more information</p>

## 2.5 Accompanying Documentation

The development application (DA) is accompanied by the following documentation:

- Survey Plan prepared by Masters Surveying (Drawing 67173-1) dated 08.11.2023 – **Appendix A.**
- Site Coverage Plan and Ground Floor FSR ID Plan prepared by ADM Architects (Issue A dated 16.02.2024) – **Appendix B.**
- Architectural Plans prepared by ADM Architects (Project No. 2023-22 Issue A dated 16.02.2024) – Refer **Appendix C:**
  - Title Sheet (Drawing A-000)
  - Site Analysis (Drawing A-001)
  - Site Plan (Drawing A-101)
  - Floor Plan (Drawing A-102)
  - Roof Plan (Drawing A-103)
  - Elevations 01 / Sections 01 (Drawing A-201)
  - Elevations 02 / Sections 02 (Drawing A-202)
  - Sections 03 (Drawing A-203)
  - Typical Rooms Layout (Drawing A-301)
  - Accessible Rooms Layout (Drawing A-302)
  - Shadow Analysis 01 (Drawing A-401)
  - Shadow Analysis 02 (Drawing A-402)
  - Colour and Materials Schedule (Drawing A-501)
- Bushfire Assessment prepared by Blacklash Bushfire Consulting dated 2 February 2024 .
- Water Cycle Management Study prepared by ROC (Ref: 23309-01) dated February 2024.
- Plans prepared by ROC (Job: 23309 Rev 2 dated 6 February 2024) including:
  - Civil Specifications (Drawing C01-C02)
  - Sediment and Erosion Control Plan and Details (Drawings C20 and C25)
  - Stormwater Management, Roof Drainage, Details and OSD Plans (Drawings C40, C41, C45 and C48)

- DRAINS Catchment Plans and Output (Drawing C42)
- MUSIC Catchment Plans and Output (Drawing C43)
- Grading Plan (Drawing C50)
- Swept Path Analysis (Drawing C70)
- External Signage Strategy prepared by Best dated 6 February 2024.
- Traffic and Parking Assessment Report prepared by Roc Engineering (Document No. 23309-01 Rev 2) dated 5 February 2024.
- Advice from TfNSW (Ref: STH11/00209/03) dated 18 December 2023 – **Appendix D**.
- Statement of Compliance Access for People with a Disability prepared by Accessible Building Solutions (Job No. 223226) dated 29 January 2024.
- Waste Management Plan prepared by ROC Engineering (Document No. 22309-01 Rev 1) dated 6 February 2024.
- NCC BCA Report prepared by BM&G (Ref: 230443 Rev 0) dated 2 February 2024.
- Landscape Concept Plan prepared by Captivate (Job: DA20-20, L001) dated 6 February 2024.
- Quantity Surveyors Detailed Cost Report prepared by Archi QS dated 8 February 2024.
- Targeted Detailed Site Investigation N6527 prepared by Neo Consulting dated 3 May 2023.
- Hazardous Materials Assessment N09613 prepared by Neo Consulting dated 28<sup>th</sup> November 2023.
- Servicing Report prepared by CPS Petroleum Services dated 10 November 1997.

### 3 State and Regional Planning Framework

This section addresses relevant State Legislation including the *Environmental Planning and Assessment (EPA) Act, 1979* and State Environmental Planning Policies (SEPPs).

#### 3.1 'Integrated Development' (Section 4.46 of the *Environmental Planning and Assessment Act 1979*)

Integrated development is development (not being State significant development or complying development) that, in order for it to be carried out, requires development consent and one or more of the approvals from certain State legislation. The proposed development does not require any of these approvals and is therefore not integrated development.

Advice from TfNSW dated 18 December 2023 (refer Appendix 4) also confirms that TfNSW concurrence under Section 138 of the Roads Act, 1993 is required for new driveways and modifications to existing driveways for this development.

#### 3.2 State Environmental Planning Policy (Biodiversity and Conservation) 2021

##### Chapter 6 – Water Catchments

The Goulburn Mulwaree local government area is located within the Sydney Drinking Water Catchment and therefore Chapter 6 (Water Catchments) of the SEPP Biodiversity and Conservation (SEPP BC) must be considered for the proposed development. Clause 6.6 (Water quality and quantity) of Division 2, Chapter 6 outlines the following:

- (1) *In deciding whether to grant development consent to development on land in a regulated catchment, the consent authority must consider the following—*
- (a) *whether the development will have a neutral or beneficial effect on the quality of water entering a waterway*
  - (b) *whether the development will have an adverse impact on water flow in a natural waterbody*
  - (c) *whether the development will increase the amount of stormwater run-off from a site*
  - (d) *whether the development will incorporate on-site stormwater retention, infiltration or reuse*
  - (e) *the impact of the development on the level and quality of the water table*
  - (f) *the cumulative environmental impact of the development on the regulated catchment*
  - (g) *whether the development makes adequate provision to protect the quality and quantity of ground water.*
- (2) *Development consent must not be granted to development on land in a regulated catchment unless the consent authority is satisfied the development ensures—*
- (a) *the effect on the quality of water entering a natural waterbody will be as close as possible to neutral or beneficial, and*
  - (b) *the impact on water flow in a natural waterbody will be minimised.*

In accordance with the SEPP BC, the proposed development is considered a Module 5 under the Neutral or Beneficial Effect on Water Quality Assessment Guideline 2022 (NorBE) and would consequently require concurrence from Water NSW.

As per the NorBE assessment guidelines, the DA is accompanied by a Water Cycle Management Study prepared by ROC that comprises the following:

- Sediment and Erosion Control Plan
- Concept Stormwater Management Plan, including OSD details



- DRAINS Catchment Plan and Outputs
- MUSIC stormwater quality modelling (including electronic copy)

The proposed development satisfies the requirements listed under the SEPP BC and the NorBE and is unlikely to significantly impact on the Sydney Drinking Water Catchment.

### 3.3 State Environmental Planning Policy (Resilience and Hazards) 2021

#### Chapter 4 – Remediation of Land

Chapter 4 of the SEPP Resilience and Hazards 2021 (SEPP RH) requires Council to consider the possibility of contamination on land that is the subject of a development application. Clause 4.6 of the SEPP RH specifies that a consent authority must not consent to the carrying out of any development on land unless it has considered whether the land is contaminated.

As the project site is located immediately to the east of the Goulburn Gateway Service Station and there are known underground petroleum storage tanks below the subject site, a Phase 2 Detailed Site Investigation (DSI) and Hazardous Materials Assessment has been undertaken.

The DSI found that based on the site investigation and analytical results, there is potential for Asbestos and petroleum contamination to exist on the site. Section 16 of that report recommends the following (summarised):

- The proponent should decommission the current UPSS onsite.
- A Remedial Action Plan should be prepared.
- All structures onsite should have a Hazardous Materials Survey. If contamination is confirmed by the HMS, then further requirements apply.
- The demolition of structures and excavation activity on site be undertaken in accordance with relevant Australian Standards, SafeWork NSW codes of practice and any other applicable requirements;
- If any CoPCs are detected in the post demolition sampling, then validation of the underlying natural soils may also be required.
- Any soils requiring excavation, onsite reuse and/or removal must be classified in accordance with “Waste Classification Guidelines Part 1: Classifying Waste” NSW EPA (2014); and
- A site specific ‘Unexpected Finds Protocol’ is to be made available.

The Hazmat Assessment detected lead in painted wood and Amosite, Chrysotile & Crocidolite Asbestos in external cladding and internal wall sheeting. The report recommends the inclusion of these in a Hazardous Materials Management Plan.

NEO Consulting finds in the DSI that the site can be made suitable for ongoing land use, providing that the recommendations above are undertaken.

### 3.4 State Environmental Planning Policy (Transport and Infrastructure) 2021

State Environmental Planning Policy (Transport and Infrastructure) 2021 (SEPP-TI) aims to facilitate the effective delivery of infrastructure across the state by identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure development.

#### Chapter 2 – Infrastructure

The following divisions of Chapter 2 of the SEPP TI are relevant to the proposed development.

#### Division 5 – Electricity Transmission or Distribution Networks

Chapter 2, Division 5, Subdivision 2 applies to the proposed development as the proposed would be carried out within proximity to electricity infrastructure and a substation is proposed. Clause 2.48 provides for determination of the development application and outlines the following:

- (1) *This section applies to a development application (or an application for modification of a consent) for development comprising or involving any of the following—*
- the penetration of ground within 2m of an underground electricity power line or an electricity distribution pole or within 10m of any part of an electricity tower,*
  - development carried out—*

- (i) *within or immediately adjacent to an easement for electricity purposes (whether or not the electricity infrastructure exists)*
- (ii) *immediately adjacent to an electricity substation*

(2) *Before determining a development application (or an application for modification of a consent) for development to which this section applies, the consent authority must—*

- (a) *give written notice to the electricity supply authority for the area in which the development is to be carried out, inviting comments about potential safety risks, and*
- (b) *take into consideration any response to the notice that is received within 21 days after the notice is given.*

As per the requirements of the SEPP TI it is anticipated that Council will consult with Essential Energy.

#### Division 17 – Roads and Traffic

Chapter 2, Division 17, Subdivision 2 applies to development with frontage to a classified road. The subject site is located with frontage to Sydney Road, with is identified as a State Road (GG587). Clause 2.119(2) provides that the consent authority must not grant consent to development with frontage to a classified road unless it is satisfied that:

- (a) *where practicable and safe, vehicular access to the land is provided by a road other than the classified road, and*
- (b) *the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of—*
  - (i) *the design of the vehicular access to the land, or*
  - (ii) *the emission of smoke or dust from the development, or*
  - (iii) *the nature, volume or frequency of vehicles using the classified road to gain access to the land, and*
- (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.*

The proposed development would include a 3-5m set back from Sydney Road to cater for this provision and provide for landscaping. It would be accessed via a single x two (2) lane driveway from Sydney Road, resulting in an improved access arrangement from the two driveways which service the existing development on the site. The site does not front any other road which would provide alternate access arrangements.

The Traffic Impact Assessment confirms that the adjoining road network can accommodate the limited traffic projected to be generated by the subject development and sight distance for vehicles entering and exiting the development is adequate.

With respect to noise intrusion, it is noted that the development seeks approval for short term tourist accommodation, rather than more sensitive permanent residential accommodation.

Clause 104 'Traffic Generating Development' refers developments of a certain size or capacity that requires referral to Transport for NSW as specified in Column 1 of the Table to Schedule 3 'Traffic-generating development to be referred to Transport for NSW'.

The proposed development does not exceed the specifications outlined within this table and would not require referral to Transport for NSW based on such specifications (although concurrence is required as referenced in section 3.1 of this SEE).

### **3.5 State Environmental Planning Policy (Exempt and Complying Development Codes) 2008**

The proposed development is accompanied by an External Signage Strategy prepared by Quest which depicts that the proposed signage will comprise the following, as shown in **Figure 2-1**:

- A. Business identification (wall) signage on the building fronting Sydney Rd
- B. Wayfinding (wall) signage at the carpark entry

C. Business identification signage (pylon) adjacent to the driveway entry

D. Wayfinding building entry signage (under awning) at the entry to the building fronting Sydney Rd.

Section 2.87 of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 (Codes SEPP) stipulates the requirements for exempt wall signage.

Sign A meets the requirements outlined in section 2.87 of the Codes SEPP as it is flat mounted to the building it is identifying, located in a business zone and is less than 5m<sup>2</sup> in area, does not project beyond the parapet or eaves of the building, and does not cover windows, doors, or architectural features. The sign is to be securely fixed in accordance with AS 1170.0 – 2002 and 1170.2 – 2011. Subsection 2.87 (a) is not applicable as only one business identification sign is being proposed of this type for the building. Signs B and D outlined in section 4.4 of this report are classified as wayfinding signs for the purpose of identifying the carpark and reception areas.

In accordance with subsection 2.87(j) Sign A may be illuminated if the means of illumination are concealed and if it is not animated, flashing, or moving.

Sign A is therefore considered to be exempt development under the Codes SEPP. Signs B and D are exempt under the LEP as discussed in Section 4.4. This application seeks consent for sign C, a freestanding pylon sign.

## 4 Goulburn Mulwaree Local Environmental Plan 2009

The Goulburn Mulwaree Council Local Environmental Plan 2009 (GMLEP) is the primary planning instrument applying to the subject site within the Goulburn Mulwaree Local Government Area. This section addresses the relevant Clauses of the GMLEP.

### 4.1 Site Zoning

The subject site is situated within the E3 Productivity Support land use zone of the GMLEP 2009, as shown in Figure 4-1.



Figure 4-1 Extract of NSW Planning Portal showing subject site within E3 Productivity Support zone

### 4.2 Land Use Table and Zone Objectives

The objectives of the E3 Productivity Support land use zone in the GMLEP 2009 are as follows:

- *To provide a range of facilities and services, light industries, warehouses and offices.*
- *To provide for land uses that are compatible with, but do not compete with, land uses in surrounding local and commercial centres.*
- *To maintain the economic viability of local and commercial centres by limiting certain retail and commercial activity.*
- *To provide for land uses that meet the needs of the community, businesses and industries but that are not suited to locations in other employment zones.*
- *To provide opportunities for new and emerging light industries.*
- *To enable other land uses that provide facilities and services to meet the day to day needs of workers, to sell goods of a large size, weight or quantity or to sell goods manufactured on-site.*

The proposed development comprises a single storey motel containing 32 rooms and associated facilities, including a 40 space 'at grade' carpark. The subject site currently contains existing motel accommodation and associated infrastructure, also including an 'at grade' carpark. The proposed development is aligned with the zone objectives and the current use of existing infrastructure on the subject site and provides an opportunity for the subject site to be upgraded for optimum use with modern infrastructure.

Further, the proposed use will not impact the economic viability of the Goulburn commercial centre as it provides for upgrading of the existing tourist use on the site, which will assist with tourist visitation, providing economic benefits within the LGA. The E3 Productivity Support zone objectives are therefore met.

### 4.3 Permissibility of Use

The DA seeks approval for the construction and operation of hotel or motel accommodation or serviced apartments. The GMLEP 2009 outlines that **hotel or motel accommodation** and **serviced apartments** are permissible with consent.

The following definition is provided in GMLEP 2009:

**Hotel or motel accommodation** means a building or place (whether or not licensed premises under the Liquor Act 2007) that provides temporary or short-term accommodation on a commercial basis and that –

(a) comprises rooms or self-contained suites

(b) may provide meals to guests or the general public and facilities for the parking of the guests' vehicles, but does not include backpackers' accommodation, a boarding house, bed and breakfast accommodation or farm stay accommodation

*Note – hotel or motel accommodation is a type of tourist and visitor accommodation*

The proposed motel is permissible with consent and aligned with the land use objectives within the E3 Productivity Support zone.

### 4.4 Other Relevant Provisions of GMLEP 2009

#### Clause 2.7 Demolition Requires Development Consent

Clause 2.7 requires demolition to gain development consent.

Demolition is proposed under a separate planning / application pathway and this clause is therefore not applicable.

#### Schedule 2 – Signage

Schedule 2 outlines a number of requirements that must be satisfied to signage as exempt development on land in the E3 Productivity Support zone, noting that signage must not be illuminated to be exempt.

##### 1. Under Awning Signs:

Exempt Development: Max 1 sign, not more than 1.5m<sup>2</sup> in area, 2.6m above footpath, min 300mm from outer edge of awning.

Proposed: Sign D meets the above requirements, with an area of 0.48m<sup>2</sup> and is therefore exempt.

##### 2. Wall Signs:

Exempt Development: Projecting less than 300mm, max 1 sign, below awning level.

Proposed: Sign B at the entry to the carpark meets these requirements and is exempt.

Approval is sought for Sign A (front wall sign with dimensions of 1.04 x 4.59m) and Sign C (pylon sign with dimensions of 1.270 x 4.0m).

The signage for the proposed development would be rational, clear, relative and complementary to the building and its use, such as modest pylon signs. The design of the proposed sign would consider the character of the building, it will be illuminated, and it would reach a maximum height of 4.0m in the case of the pylon sign.

Signs B and D are therefore considered to be exempt development under the LEP. Sign A is exempt under the Codes SEPP as discussed in Section 3.5. This application seeks consent for sign C, a freestanding pylon sign.



## 4.5 Part 4 Principal Development Standards

### Clause 4.3 – Height of Buildings

The objectives of Clause 4.3 Height of Buildings in the GMLEP 2009 outlines the following:

- (1) *The objectives of this clause are as follows—*
  - (a) *to ensure the height of buildings complements the streetscape or the rural character of the area in which the buildings are located,*
  - (b) *to protect the heritage character and significance of buildings and avoid an adverse effect on the integrity of heritage items,*
  - (c) *to ensure the height of buildings protects the amenity of neighbouring properties in terms of visual bulk, access to sunlight, privacy and views.*

There is no maximum height for the subject site under the GMLEP 2009. The proposed buildings are single storey in height and therefore the development is in line with the objectives of this zone.

### Clause 4.4 – Floor Space Ratio

The objectives of Clause 4.4 Floor Space Ratio in the GMLEP are as follows:

- (1) *The objectives of this clause are as follows—*
  - (a) *to ensure the bulk and scale of development does not have an unacceptable impact on the streetscape and character of the area in which the development is located.*
- (2) *The maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map.*

Floor space ratio is defined in Clause 4.5(2) of the GMLEP as:

*The **floor space ratio** of buildings on a site is the ratio of the gross floor area of all buildings within the site to the site area.*

The objectives of Clause 4.4 Floor Space Ratio in the GLEMP outlines the following:

*To ensure the bulk and scale of development does not have an unacceptable impact on the streetscape and character of the area in which the development is located.*

The subject site has a permitted maximum floor space ratio of 0.8:1.

The subject site contains a total floor space of 5990m<sup>2</sup> and a total proposed gross floor area of 2668.8m<sup>2</sup>, which equates to a compliant FSR of 0.45:1.

### Clause 7.5 Active Street Frontages

This clause is not relevant as the site is not shown on the Active Street Frontages map.

### Clause 7.6 Gross Floor Area of Shops in Zone E3 and MU1

This clause restricts the size of shops in the E3 Productivity Support zone to 150m<sup>2</sup>. This clause is not relevant as a shop is not proposed.

## 4.6 Part 7 General Local Provisions

### Clause 7.1A – Earthworks

The objectives of Clause 7.1A Earthworks in the GMLEP are as follows:

- (1) *The objectives of this clause are as follows—*
  - (a) *to ensure that any earthworks will not have a detrimental impact on environmental functions and processes, neighbouring uses or heritage items and features of the surrounding land,*
  - (b) *to allow earthworks of a minor nature without separate development consent.*

The proposed earthworks are likely to be minor and would include cut and fill of the subject site in preparation for the construction of the proposed development. Civil Design plans, including a Grading Plan and a Sediment and Erosion Control Plan prepared by RC accompany the application.

Development consent is required for earthworks unless the consent authority is satisfied the work is of a minor nature. The earthworks associated with the proposed development form part of this DA.

## 5 Goulburn Mulwaree Development Plan 2009

The Goulburn Mulwaree Council Development Control Plan 2009 (GMDCP) came into effect on the 20 February 2009. The GMDCP 2009 is to be used together with the GMLEP 2009 and provides a legal framework by which Council's development decisions are made. The GMLEP 2009 supplements the GMLEP 2009 by providing detailed reasoning, guidelines, controls and general information relating to the decision-making process.

Table 5-1 addresses the compliances of the proposed development with the relevant chapters of the GMDCP 2009.

Table 5-1 Compliance with the GMDCP 2009

GMDCP Requirements	Proposed	Compliance	
<b>Part 3 – General Development Controls</b>			
<b>3.5.1 Landscaping</b>	<i>Developments over \$250,000 require a landscape concept plan.</i>	The proposed development is accompanied by a Landscape Concept Plan prepared by Captivate.  Some tree removal is required with the proposed development, however, the expected tree removal is minimal and would not disturb remnant vegetation or impact on the attractiveness of the subject site.	Complies  Refer to Landscape Plan
<b>3.5.4 Streetscape</b>	<i>For infill development that abuts an existing public street, the application should demonstrate how the development fits in with the existing streetscape and makes efficient use of the site.</i>	The Landscape Plan shows the placement of street trees adjacent to Sydney Road, together with tree planting in the garden area adjacent to the BBQ area and the road frontage.	Complies
<b>3.5.6 Landscape - Setbacks</b>	<i>In front setbacks for developments facing a classified road or a public place plant trees with a mature height of a least 8 metres.  All setbacks are to be landscaped. No parking will be permitted within setback areas.</i>	The front, side (west) and rear (south) setbacks are landscaped, with a BBQ area and indoor gymnasium located adjacent to the eastern boundary. No parking is located in the front setback area	Refer comment
<b>3.6.1 Parking layout, servicing and manoeuvring</b>	<i>Car parking areas should be carefully designed having regard to landscaping, layout and location to ensure that parking and service areas are integrated sympathetically with the development and locality.</i>	Carparking is principally located centrally within the site where it is screened from the road frontage, with additional parking extending along the access road.	Complies
<b>3.6.2 Parking - Specific land use requirements</b>	<i>Parking for a motel to be provided: 1 space per unit 1 space per 2 employees 1 space per 40m<sup>2</sup> restaurant GFA Disabled parking to be provided at rate of 1 space per 50 spaces.</i>	The proposed development is accompanied with a Traffic Impact Assessment and includes a central at grade car park with 40 parking spaces.  4 disabled spaces area provided.	Complies  Refer to Traffic Impact Assessment
<b>3.7 Crime Prevention</b>	<i>Enhance and improve community safety within the local government area  Create a physical environment that encourages a feeling of safety  Address community concerns with regard to issues of community safety and crime prevention</i>	The proposed development has been designed in adherence to CPTED principles.  The proposed design includes windows along all rooms in the northern building, including the conference room, with an outlook to Sydney Road frontage for passive surveillance.	Complies  See Section 6.2.11

GMDCP Requirements		Proposed	Compliance
	<p><i>Reduce the level of crime within the local government area</i></p> <p><i>Prevent the opportunity for criminal activity</i></p> <p><i>Ensure that new developments promote CPTED</i></p>	<p>Indoor and outdoor lighting will be provided to illuminate the subject site after dark and reduce areas of darkness.</p> <p>Indoor and outdoor security cameras will be placed on the building for surveillance.</p> <p>The at grade carpark is located at a central location, within sight of all rooms, behind the building infrastructure and hidden from view of Sydney Road.</p>	
<b>3.16 Stormwater Pollution</b>	<i>Limit the amount of pollution entering the waterways</i>	<p>The development proposal is accompanied with by a Sediment and Erosion Control Plan for the construction period.</p> <p>The development proposal is also accompanied with a Concept Stormwater Stormwater Plan and Watercycle Management Study to assess long term impacts of stormwater pollution, including hardstand surface increase/decrease calculations.</p>	Complies Refer to Erosion Control Plan and Stormwater Asset Plan
<b>3.17 Bushfire Risk Management</b>	<i>All development on land that is classified as bushfire prone land identified on Council's bushfire prone map must be developed in accordance with Rural Fire Service Planning for Bushfire Protection Guidelines 2019</i>	The south-east corner of the subject site borders bushfire prone land, however, as noted in the Bushfire Assessment prepared by Blacklash Bushfire Consulting the Category 1 Bushfire Prone Land is located greater than 100m from the proposed development.	Complies
<b>Part 6 – Special Development Types</b>			
<b>6.4 Advertising and Signage</b>	<p><i>Materials, colours and placement of signs to be compatible with the existing building and streetscape.</i></p> <p><i>Fewer signs are encouraged.</i></p> <p><i>Sign colour shall be compatible with and complementary to the colour of the period of the construction of the building or locality.</i></p> <p><i>Illumination of signs is not appropriate when businesses are not trading. Illumination of signs is not appropriate when businesses are not trading.</i></p>	<p>This application seeks consent for a freestanding pylon sign at the driveway entry on Sydney Road. The DCP does not preclude this type of signage, but does not offer specific controls. This will be one of four signs provided at the business, see section 2.3.</p> <p>The Signage Strategy prepared by Quest confirms that signage is compatible with the building and character of the locality.</p> <p>The overall number of signs has been minimised and compatible white lettering is proposed.</p> <p>The pylon sign will not interfere with road signs and has been positioned to allow viewing of the road for egressing vehicles.</p>	Complies
<b>Part 7 - Engineering Requirements</b>			
<b>7.1 Utility Services</b>	<i>Applicants are to provide connections to the following services where available to the site – water, sewerage, gas, telephone and electricity, on site.</i>	The existing public infrastructure is anticipated to be adequate to service the proposed development, given the existence of a motel on the site, subject to confirmation from authorities at the Construction certificate stage.	See utilities survey.

GMDCP Requirements		Proposed	Compliance
<b>7.3 Drainage and Soil Water Management</b>	<p><i>Development must comply with the neutral or beneficial effect on water quality test State Environmental Planning Policy (SEPP Biodiversity and Conservation 2021 (Chapter 8, Sydney drinking water catchments).</i></p> <p><i>Development proposals where the area of disturbance is 2500m<sup>2</sup> or greater should be accompanied by a Soil and Water Management Plan (SWMP) (written document and site diagrams), prepared by a suitably qualified person(s), that clearly identifies the constraints of soil erosion, sediment pollution and stormwater pollution.</i></p>	The proposed development is accompanied with a Watercycle Management Study, Sediment and Erosion Control Plan/Details and a Concept Stormwater Management Plan prepared by ROC Engineering.	Refer to ROC Engineering plans.
<b>Part 8 – Site Specific Provisions</b>			
<b>8.6 Common Street</b>	<p><i>The land has been zoned to facilitate the development of an industrial precinct with limited rural and residential development permitted as well. Any development application would therefore require an assessment of the potential for land to be contaminated.</i></p>	<p>The proposed development will facilitate the industrial development on Common Street by providing a modern upgrade to the existing Governor's Hill Motel.</p> <p>The proposed development is accompanied by a Phase 2 Contamination Assessment.</p>	Complies See accompanying DSI and discussion in Section 3.3.
<b>8.6.7 Flood Assessment</b>	<p><i>Parts of the subject area are prone to flooding from overland flow. The former Goulburn City Council engaged STORM Consulting in 2003 to provide a stormwater assessment for the subject area to assist any developers with addressing flood concerns.. However it should be noted that this assessment does not include the modelling of a Probable Maximum Flood (PMF) event. Any developments proposed in the subject area must be accompanied by a risk assessment to address the possible impact of a PMF flood event. All stormwater management infrastructure must be designed to control and withstand a 1% AEP stormwater event</i></p>	<p>The proposed development is accompanied with a conceptual Stormwater Management Plan, which considers the implications of the proposed development on existing stormwater and overland flow.</p> <p>Council at prelodgement advised:</p> <ul style="list-style-type: none"> <li>- Ensure the proposed development is protected from flood risk and appropriate stormwater and water quality controls are applied</li> </ul> <p>The subject site is not affected by mainstream flooding, per the 2021 Goulburn Floodplain Risk Management Study and Plan. Accompanying WCMS finds that The stormwater management strategy proposed meets the stormwater quantity and pollution reduction targets of the approving authority. The post developed site runoff for the proposed development is significantly lower than the existing runoff.</p>	Complies. Refer to Water Cycle Management Study
<b>8.6.11 Maximum Site Coverage</b>	<p><i>No development in the B6 Enterprise Corridor zone or the IN1 General Industrial zone is to have more than 70% of the lot being covered in hardstand surfaces.</i></p>	The proposed development has a site coverage of 79% inclusive of the carparking and pathway areas.	Refer to the variation request contained in section 6.2.3 of this SEE.



## 6 Section 4.15 (1) – Matters for Consideration

### 6.1 The Provisions of:

#### 6.1.1.1 Any environmental planning instrument

Section 3 and Section 3.5 detail how the proposed development satisfies the provisions of the applicable State and local planning instruments. The proposed development, which is classified as *'hotel or motel accommodation'*, is permissible with consent within the E3 Productivity Support zone under the GMLEP 2009.

#### 6.1.1.2 Any development control plan

Section 5 of this statement details how the proposed development complies with the applicable chapters of the GMDCP 2009, namely:

- Chapter 2 Plan Objectives
- Chapter 3 General Development Controls
- Chapter 6 Special Development Types
- Chapter 7 Engineering Requirements
- Chapter 8 Site Specific Provisions

In summary, the proposed development will result in a development which is compliant with the GMLEP 2009 and the GMDCP 2009 requirements.

### 6.2 Likely Impacts of the Development – Section 4.15 (1) (b)

#### 6.2.1 Streetscape Modernisation

The proposed development will include the construction and operation of new motel accommodation and associated facilities. This will result in a positive impact to the locality as it would provide upgraded tourist accommodation infrastructure and increase the aesthetic appeal of the area through streetscape modernisation.

The design of the proposed development considers the character of the surrounding infrastructure and will consist of subdued natural tones, locally resourced recycled bricks, and a landscape design consisting of local native vegetation. Windows along the Sydney Road frontage will also provide natural light and architectural relief. The entry way of the building utilises varied material to the rest of the building to create an entry statement. Considering its locality at the entrance of the Goulburn City Centre along Sydney Road, it will be designed with the opportunity to become an integral feature at the entrance to the urban area.

#### 6.2.2 Built Form

As per the GMLEP 2009 the E3 Productivity Support land zone does not have a maximum height for built infrastructure, and a maximum FSR of 0.8:1. The proposed development would consist of a single (1) storey building and associated facilities and a compliant FSR of 0.45:1.

The design of the proposed development will effectively integrate within the street block when considering building positioning, scale, height, orientation and FSR. It is in line with the land use objectives as outlined within the GMLEP 2009.

A predominant 5m setback is provided to the Sydney Rd facade, with the exception of the reception area where a reduced 3.01m setback is proposed to provide articulation in the building façade. An increased setback of approx. 16m is provided to the gym.

#### 6.2.3 Site Coverage

Chapter 8.6.11 of Council's DCP requires that *"No development in the B6 Enterprise Corridor zone or the IN1 General Industrial zone is to have more than 70% of the lot being covered in hardstand surfaces."*

The proposed design results in 79% site coverage, being a variation of 9%, or 539.1m<sup>2</sup>. We therefore seek a variation to this numerical control of the DCP's site coverage requirements.

The DCP defines site coverage as being “covered in hardstand surfaces”. However, the LEP (and the standard instrument) defines site coverage as “the proportion of a site area covered by buildings”.

**site coverage** means the proportion of a site area covered by buildings. However, the following are not included for the purpose of calculating site coverage—

- (a) any basement,
- (b) any part of an awning that is outside the outer walls of a building and that adjoins the street frontage or other site boundary,
- (c) any eaves,
- (d) unenclosed balconies, decks, pergolas and the like.

The site coverage of the proposed development, calculated using the LEP definition and 2668.8m<sup>2</sup> GFA, is 45% and is within the 70% range, and therefore compliant with Section 8.6.11 controls. As a DCP can not be inconsistent with an LEP, we request that Council accept this calculation as compliant. Further justification is provided herein.

It has been assumed for this discussion that water flow and flooding are the key incentives for the site coverage control, this assumption is substantiated by the objectives of DCP Section 8.6, which are:

- To facilitate industrial development on Common Street.
- To ensure that new development is protected from flood risk.
- To ensure that new development does not exacerbate flood risk.
- To ensure appropriate stormwater management and water quality controls are applied.

The parking areas and accessways have been designed, surfaced and graded to reduce runoff and allow stormwater to drain. The Water Cycle Management Plan accompanying this application concludes that:

*“The stormwater management strategy proposed meets the stormwater quantity and pollution reduction targets of the approving authority. The post developed site discharge has been reduced to existing levels for each catchment. The pollution from the site has been reduced by the targets imposed and achieves the requirements outlined in the SEPP (Sydney Drinking Water Catchment) 2011 and Goulburn Mulwarree DCP and Design standards. It is therefore xxx that the objectives of the control have been met.”*

The hardstand car park area is located centrally within the hotel complex, and is not visible from the road. This provides a visually acceptable outcome, ensuring that parking and service areas are integrated sympathetically with the development and locality. This has the added benefit of contributing to passive surveillance opportunities of the street and active street frontages. Landscaping has been proposed for the perimeter of the hard stand parking area, which will assist in reducing urban heat effect. Furthermore, the landscaping complies with the controls and desired outcomes of the DCP.

The proposed development meets the objectives of the control being varied, is compliant with relevant landscaping, parking and visual amenity controls. We therefore request that the proposed variation to the site coverage control of Chapter 8.6.11 of Council’s DCP be supported.

#### 6.2.4 Landscape

The proposed development includes a Landscape Concept Plan prepared by Captivate which shows the provision of a landscaped garden bed along the front of the property, facing Sydney Road. Landscaping has been designed with the locality in mind and shows the use of locally sourced native vegetation. It also outlines the retention of trees at the eastern end of the Sydney Road frontage, together with street tree planting.

#### 6.2.5 Parking and Traffic

The proposed development is accompanied by a Traffic Impact Assessment (TIA) prepared by ROC which confirms that vehicular access is provided to the subject site via a single two (2) lane driveway at the eastern side of the site, which leads from Sydney Road. Sydney Road is a divided state arterial road with two lanes in each direction.

With respect to traffic generation the TIA confirms:

- > *The proposed development is estimated to generate 13 vehicles per hour during the AM and PM peak hours, respectively resulting in an increase in 5 vehicles per hour from current conditions.*
- > *It is considered that the adjoining road network can accommodate the limited traffic projected to be generated by the subject development.*
- > *Sight distance for vehicles entering and exiting the development is adequate.*
- > *It is proposed to reduce the speed limit to 60km/hr before the Gorman Rd, Speedway Rd intersection, noting that the speed limit nearby will be reduced as part of council's proposed roundabout upgrade of the Common St intersection.*

The TIA confirms that the development provides sufficient parking to comply with the Shoalhaven Council DCP. This is based on the provision of 1 space per motel unit (ie. 32) and 3 spaces for the 6 employees (at the rate of 0.5 spaces per employee).

The proposed development incorporates a 40 space carpark located centrally within the site, with carparking spaces also positioned along the access driveway, providing direct access to motel rooms and the reception area. This includes four (4) disabled parking spaces.

The TIA confirms that the carpark complies with the provisions of AS2890.1, with a swept path analysis also provided to confirm the adequacy of manoeuvring areas.

Accordingly, ROC Engineering conclude that *"there are no traffic or parking related issues that should prevent the construction of the development"*.

The DA is also accompanied by Advice from TfNSW dated 18 December 2023 which confirms that:

- > *The key state road is Sydney Road.*
- > *The proponent is seeking preliminary advice from TfNSW on Councils request, to assist in its assessment under Section 138 of the Roads Act, 1993.*
- > *The development proposes a new motel development (to replace an existing 18 room motel) which comprises of 32 rooms [as set out in Attachment 2].*
- > *The development proposes a new access to Sydney Road.*
- > *TfNSW concurrence under Section 138 of the Roads Act, 1993 is required for new driveways and modifications to existing driveways.*
- > *TfNSW understands the intersection of Sydney Road and Common Street is currently in the process of being upgraded by Council to a roundabout.*

TfNSW provided the following advice, which has been considered in developing the submitted plans:

- > *The proposed driveway appears to be too narrow for this type of development. The access should be a Type 2, 6-9m wide in accordance with Tables 3.1 and 3.2 of Australian Standard AS2890.1:2004.*
- > *TfNSW requires a swept path analysis in accordance with Austroads turning templates to demonstrate that the largest vehicle likely to utilise the access can enter and exit the driveway in a forward direction without crossing the centre line of Sydney Road.*
- > *Further information is required in relation to servicing of the site, ie. largest service/delivery vehicle that will be used should be specified. Turning paths should be provided to demonstrate the service vehicle is able to enter when a B99 vehicle is exiting.*
- > *TfNSW requires details of garbage collection to be provided. If collected on site turning paths are required to show the vehicle can manoeuvre to both enter and exit in a forward direction.*
- > *Provision must be made for the movement and parking of buses/coaches if their use is anticipated.*
- > *Stormwater drainage calculations should be provided to show the post development discharge to Sydney Road does not exceed the pre-development flows.*

The application is accompanied by a swept path analysis and stormwater drainage calculations to address TfNSW requirements.

### 6.2.6 Accessibility

The application is accompanied by a Statement of Compliance Access for People with a Disability prepared by Accessible Building Solutions, together with a NCC BCA Report prepared by BM&G.

The proposed development has been designed to meet the requirements outlined in Part D4 Access for People with a Disability of the Buildings Codes Australia (BCA) and the Australian Standard AS1428.1. As per the outlined requirements, the proposed development would be constructed with accessibility in mind, including design concepts such as ramps, handrails, an access way and accessible path from the car park and from the perimeter of the property. Accessible car spaces and pathway to and from the at grade car park will be constructed in accordance to the AS/NZS2890.6. Common unisex accessible toilet facilities have also been provided within the development in accordance with AS1428.1.

### 6.2.7 Stormwater

The DA is accompanied by a Stormwater Plan and a Water Sensitive Urban Design Report (WSUD) which confirms that the stormwater management strategy proposed meets the stormwater quantity and pollution reduction targets of Council. Further, ROC confirm that the post developed site discharge has been reduced to existing levels for each catchment. The pollution from the site has been reduced by the targets imposed and achieves the requirements outlined in the SEPP (Sydney Drinking Water Catchment) 2011 and Goulburn Mulwaree DCP and Design standards.

### 6.2.8 Servicing and Waste

The accompanying Waste Management Plan prepared by ROC Engineering addressed construction waste, as well as ongoing management of waste and recycling material generated by the ongoing operation of the proposed development.

A total of 10 x 240L MGB's (7 refuse bins and 3 recycling bins) are to be provided for motel and visitor use, and to be stored at the designated waste pickup zone shown on the architectural plans.

### 6.2.9 Bushfire

The south-east corner of the subject site borders bushfire prone land, however, as noted in the *Bushfire Assessment* prepared by Blacklash Bushfire Consulting (dated 2 February 2023) the Category 1 Bushfire Prone Land is located greater than 100m from the proposed development.

### 6.2.10 Biodiversity and Vegetation

Section 7.3 of the *Biodiversity Conservation Act 2016* (BC Act) provides a framework to assess whether a proposed development or activity is likely to significantly affect threatened species or ecological communities or their habitats. The required works would consist of the construction of new hotel or motel accommodation or serviced apartments. The subject site has previously been subject to land clearing and does not contain items of biodiversity significance.

Considering the nature of the existing infrastructure on the subject site and works required for the proposed development, it is considered highly unlikely that the proposed development would significantly impact on threatened species, ecological communities or habitat.

### 6.2.11 Safety, Security and Accessibility

Chapter 3.7 of the GMDCP 2009 seeks to promote the creation of safer places through environmental design in the planning, design and management of the proposed development. The principles aim to encourage and guide public and private developments to include CPTED principles in the planning and design stages of buildings and public spaces. This chapter provides details such as lighting, passive surveillance and sightlines, signage, building design and landscaping.

The reception area of the proposed development would be well defined and street facing with large windows for natural light and passive surveillance. The bedrooms and conference room with Sydney Road frontage would also contain large windows for passive surveillance. The orientation of the remaining bedrooms would provide passive surveillance of the centrally located at grade carpark, which is hidden from view of Sydney Road. The carpark is only accessible through a single two (2) lane driveway that passes the reception area.

The proposed development includes a Landscape Plan which identifies plating along the Sydney Road frontage, which would consist of native vegetation. Indoor and outdoor lighting would be provided to illuminate the proposed development and reduce areas of darkness, and security cameras would also be located around the premises for surveillance reasons.



In regard to accessibility, the proposed development is designed to be one (1) storey and would have at grade entrances to the reception area, bedrooms and all associated facilities, including the at grade carpark.

### **6.3 Suitability of the Site for the Development – Section 4.15 (1) (c)**

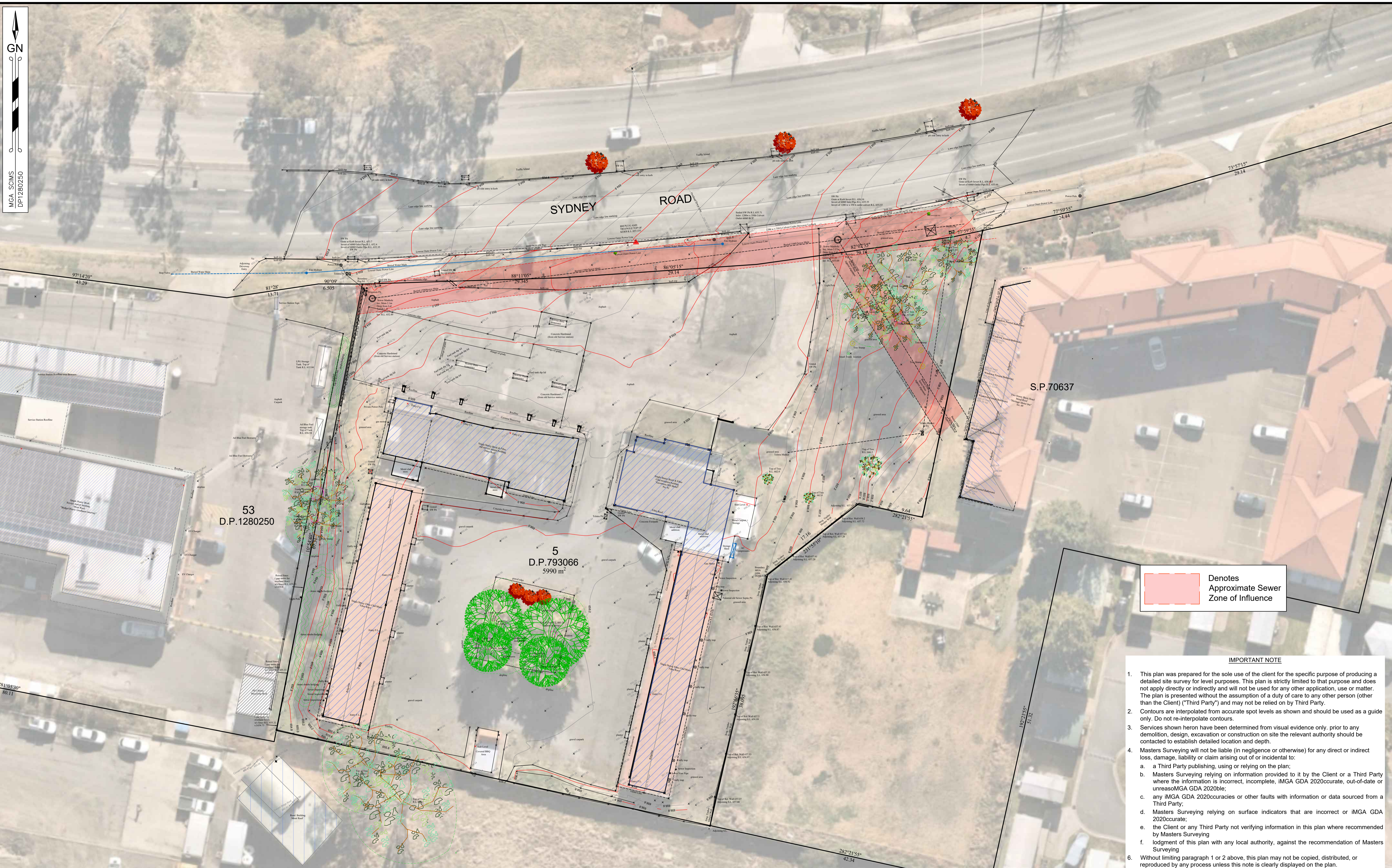
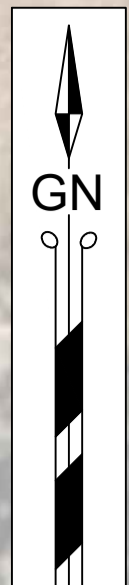
The subject site is located within the E3 Productivity Support zone and the proposed development is aligned with the objectives outlined in the GMLEP 2009 and GMDCP 2009, and current use of this zone. There are no identified constraints that would prevent development on this site.

# APPENDICES

## Appendix A Survey Plan



MGA SCIMS  
DP1280250



Denotes  
Approximate Sewer  
Zone of Influence

**IMPORTANT NOTE**

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0	DRAFT ISSUE	3/11/2023	ZS/MT/NB		NB

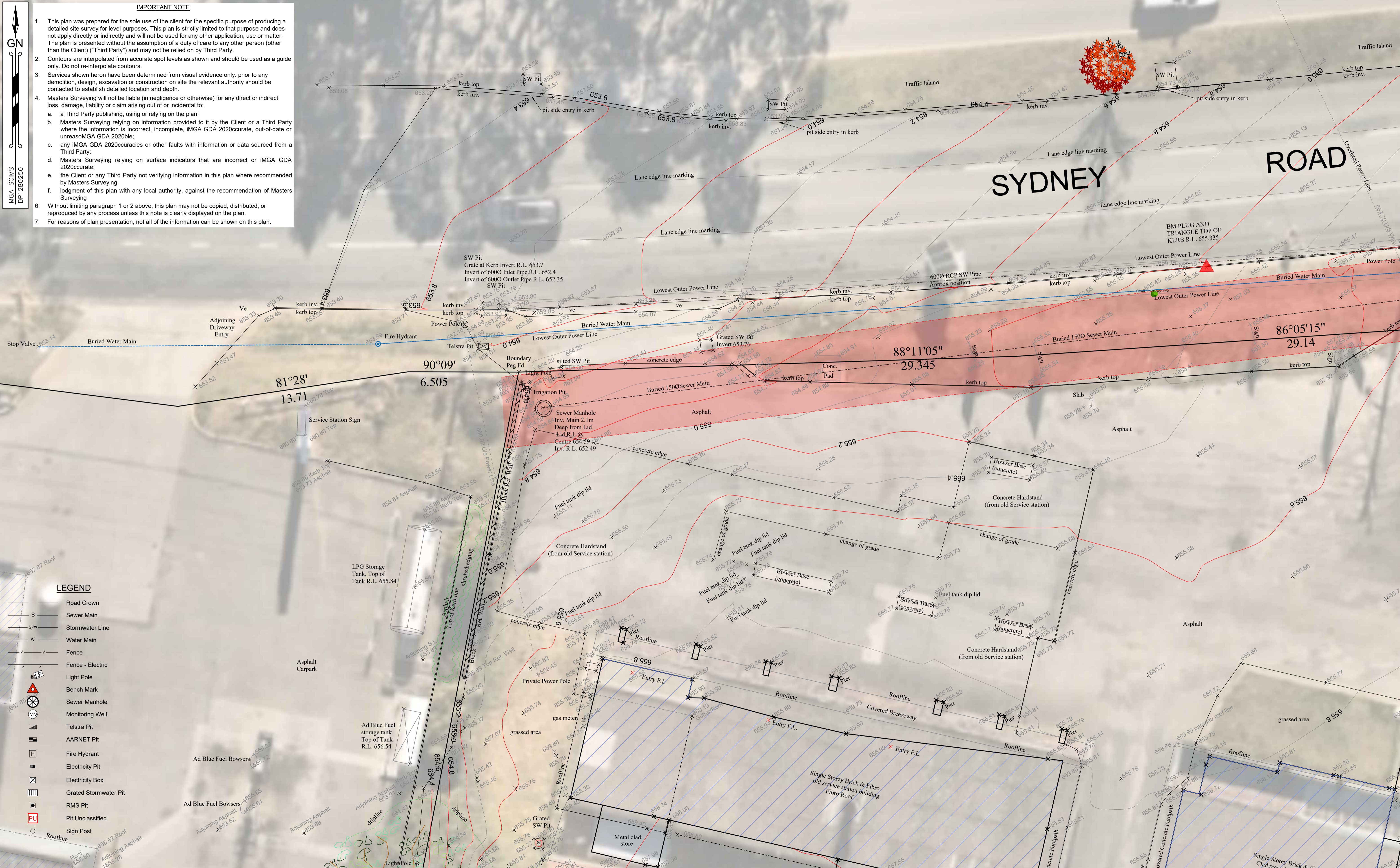
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Project: Lot 5 DP793066, 61 Sydney Road Goulburn	Masters Job No: 67173	Scale: 1:250 at A1
Title: Detail Site Survey - Overall Site Plan	Level Datum: AHD	Origin: PM58933
Client: NDCO	Masters Drawing No: 67173 - 1	Revision: 1
		Co-ord System: MGA GDA 2020
		Sheet: 1 of 5



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**LEGEND**

[Symbol]	Road Crown
[Symbol]	Sewer Main
[Symbol]	Stormwater Line
[Symbol]	Water Main
[Symbol]	Fence
[Symbol]	Fence - Electric
[Symbol]	Light Pole
[Symbol]	Bench Mark
[Symbol]	Sewer Manhole
[Symbol]	Monitoring Well
[Symbol]	Telstra Pit
[Symbol]	AARNET Pit
[Symbol]	Fire Hydrant
[Symbol]	Electricity Pit
[Symbol]	Electricity Box
[Symbol]	Grated Stormwater Pit
[Symbol]	RMS Pit
[Symbol]	Pit Unclassified
[Symbol]	Sign Post

Rev.	Reason for Issue or Amendment	Date	Drawn	Checked	Surveyed
1	Issue for Information	08/11/2023	ZS/NB	NB	NB
0	Initial Release	28/07/2023	ZS	NB	ZS

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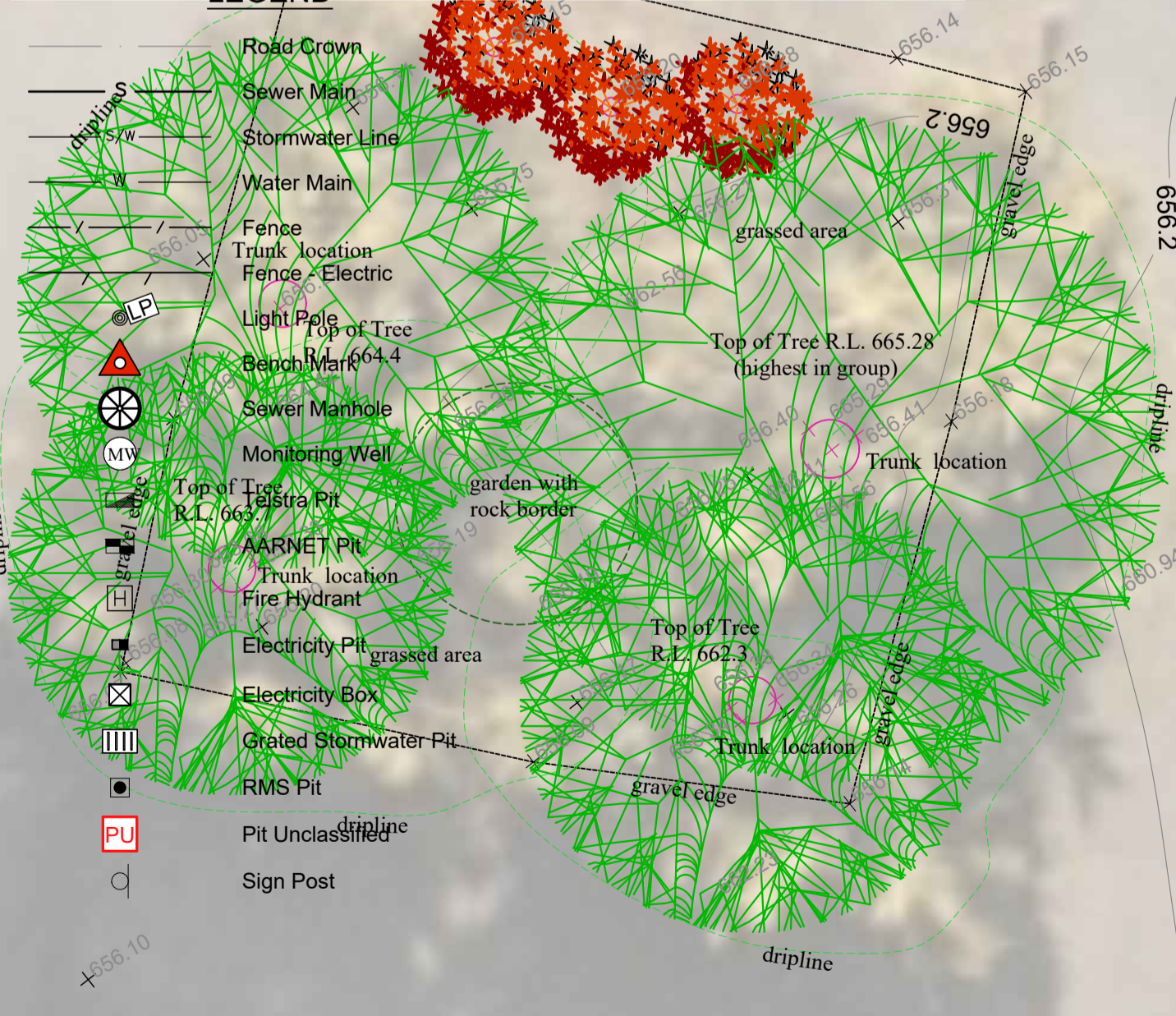
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Title: Detail Site Survey - Plan Sheet 2		Level Datum: AHD	Origin: PM58933
Client: ADM Architects		Co-ord System: MGA GDA 2020	Sheet: 2 of 5
Masters Drawing No: 67173 - 1		Revision: 0	





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0	Initial Release	28/07/2023	ZS	NB	ZS

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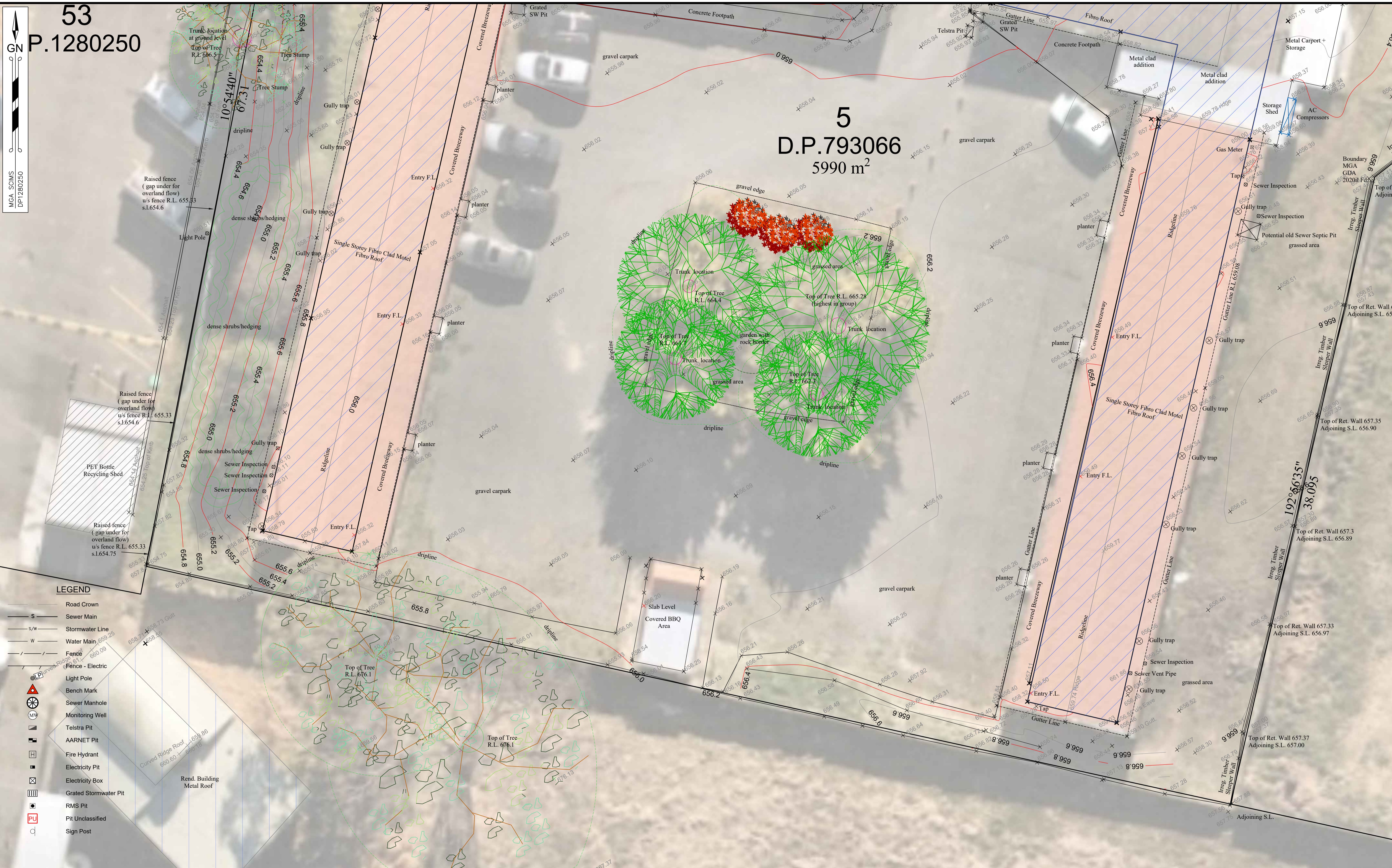
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Client: ADM Architects		Masters Drawing No: 67173 - 1	Revision: 0	Sheet: 3 of 5



MGA SCMS  
DP1280250

53  
P.1280250

5  
D.P.793066  
5990 m<sup>2</sup>



**LEGEND**

- Road Crown
- S — Sewer Main
- S/W — Stormwater Line
- W — Water Main
- / — Fence
- / — Fence - Electric
- ⊙ Light Pole
- ⊙ Bench Mark
- ⊙ Sewer Manhole
- ⊙ Monitoring Well
- ⊙ Telstra Pit
- ⊙ AARNET Pit
- ⊙ Fire Hydrant
- ⊙ Electricity Pit
- ⊙ Electricity Box
- ⊙ Grated Stormwater Pit
- ⊙ RMS Pit
- ⊙ Pit Unclassified
- ⊙ Sign Post

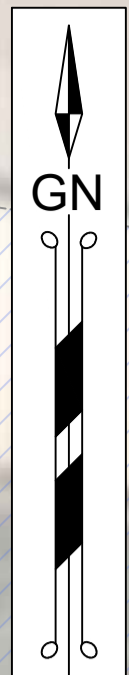
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0	Initial Release	28/07/2023	ZS	NB	ZS

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Title: Detail Site Survey - Plan Sheet 4		Level Datum: AHD	Origin: PM58933	Co-ord System: MGA GDA 2020
Client: ADM Architects		Masters Drawing No: 67173 - 1	Revision: 0	Sheet: 4 of 5



MGA SCIMS  
DP1280250



53  
D.P.1280250

5  
D.P.793066  
5990 m<sup>2</sup>

**LEGEND**

- ✕ EV Charger
- Road Crown
- S Sewer Main
- s/w Stormwater Line
- W Water Main
- Fence - Electric
- ⊙ Light Pole
- ⊙ Bench Mark
- ⊙ Sewer Manhole
- ⊙ Monitoring Well
- ⊙ Telstra Pit
- ⊙ AARNET Pit
- ⊙ Fire Hydrant
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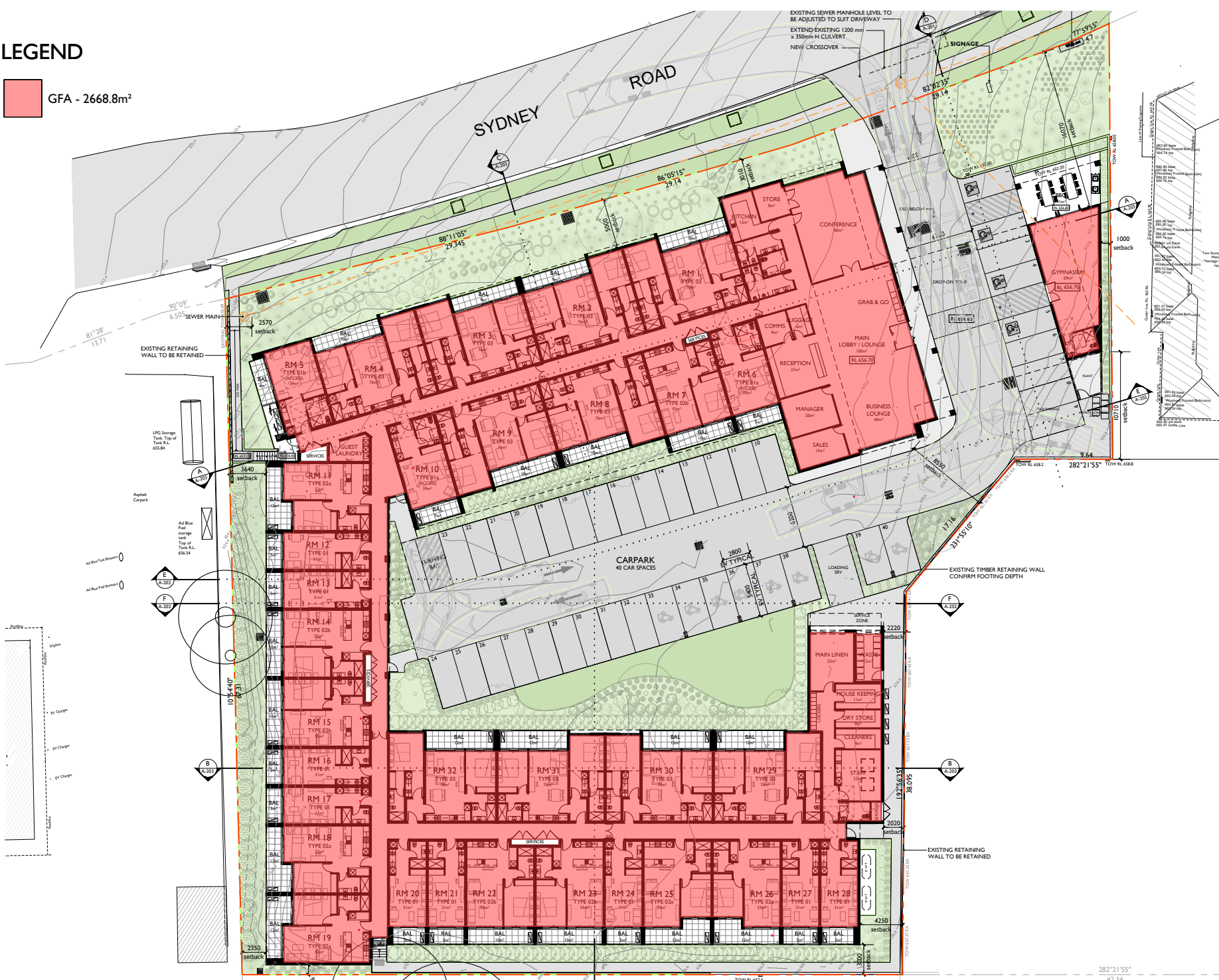
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Client: ADM Architects		Co-ord System: MGA GDA 2020	Sheet: 5 of 5
		Masters Drawing No: 67173 - 1	Revision: 0



## Appendix B Site Coverage Plan and Ground Floor FSR ID Plan

# LEGEND

GFA - 2668.8m<sup>2</sup>



Site Area (m <sup>2</sup> )	5990m <sup>2</sup>
Permissible FSR	0.8:1
Proposed FSR	0.45:1
Permissible GFA	4792m <sup>2</sup>
Proposed GFA	2668.8m <sup>2</sup>

ISSUE A. 16.02.2024



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Project  
 MOTEL BUILDING  
 WITH ON-GRADE CARPARKING



**GROUND FLOOR FSR ID PLAN**  
 RL 656.70

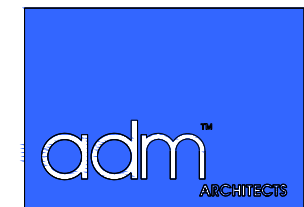


### LEGEND

- BUILDING FOOTPRINT
- BALCONY
- DRIVEWAY / PATHWAY
- LANDSCAPE

Site Area (m <sup>2</sup> )	5990m <sup>2</sup>	
Permissible Site Coverage	4193m <sup>2</sup>	70%
Building Footprint Enclosed	2788m <sup>2</sup>	46%
Outdoor Balcony Footprint	296.1m <sup>2</sup>	5%
Driveway / Pathways	1645m <sup>2</sup>	28%
Landscape	1232m <sup>2</sup>	21%

ISSUE A. 16.2.2024



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Project  
 MOTEL BUILDING  
 WITH ON-GRADE CARPARKING

**GROUND FLOOR SITE COVERAGE PLAN**  
 RL 656.70

## Appendix C Architectural Plans



PROPOSED MOTEL BUILDING  
WITH ON-GRADE CAR PARKING  
at  
61 SYDNEY ROAD,  
GOULBURN



ARCHITECTURAL DRAWING SCHEDULE

No.	DESCRIPTION	SCALE @ A3
A-000	TITLE SHEET	NTS
A-001	SITE ANALYSIS	NTS
A-101	SITE PLAN	1:400
A-102	FLOOR PLAN	1:400
A-103	ROOF PLAN	1:400
A-201	ELEVATIONS 01 / SECTION 01	1:400
A-202	ELEVATIONS 02 / SECTIONS 02	1:400
A-203	SECTIONS 03	1:400
A-301	TYPICAL ROOMS LAYOUT	1:100
A-302	ACCESSIBLE ROOMS LAYOUT	1:100
A-401	SHADOW ANALYSIS 01	NTS
A-402	SHADOW ANALYSIS 02	NTS
A-501	COLOUR AND MATERIALS SCHEDULE	NTS

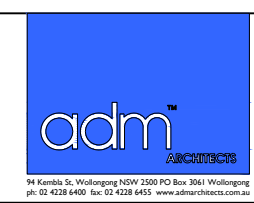
NOT FOR CONSTRUCTION

ISSUE	DATE	DESCRIPTION	LGDR	HR	CA	ADM
A	16-02-24	ISSUED FOR DA				

sign: \_\_\_\_\_ date: \_\_\_\_\_  
initials: \_\_\_\_\_ chkd: \_\_\_\_\_

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COORDINATION OF WORKS - These drawings are to be read in conjunction with the full set of consultant's drawings, specifications, reports and DA conditions.  
NOMINATED ARCHITECT - The nominated Architect for ADM Projects (Australia) Pty Ltd T/AS ADM Architects is Angelo Di Martino A/NB No. 7608




Project  
PROPOSED MOTEL BUILDING  
WITH ON-GRADE PARKING  
for  
NDCO GOULBURN PTY LTD  
at  
61 SYDNEY ROAD  
GOULBURN

scale NTS  
date FEBRUARY 2023  
drawn LGD HR CA chkd ADM  
drawing  
DEVELOPMENT APPLICATION  
TITLE SHEET  
Project No. 2023-22  
Drawing No. A-000  
issue A





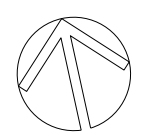
- LEGEND**
-  PROPOSED DEVELOPMENT
  -  SOURCE OF NOISE
  -  WIND DIRECTION
  -  RESIDENTIAL USE
  -  BUSINESS / COMMERCIAL PREMISES

**SITE ANALYSIS**

NOT FOR CONSTRUCTION

A	16-02-24	ISSUED FOR DA	LGD, HR, CA	ADM
ISSUE	DATE	DESCRIPTION	initials	chkd
sign	date			

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 CO-ORDINATION OF WORKS - These drawings are to be read in conjunction with the full set of consultant's drawings, specifications, reports and DA conditions.  
 NOMINATED ARCHITECT - The nominated Architect for ADM Projects (Australia) Pty Ltd T/A ADM Architects is Angelo Di Martino A/B No. 7658



Project  
**PROPOSED MOTEL BUILDING WITH ON-GRADE PARKING**  
 for  
**NDCO GOULBURN PTY LTD**  
 at  
**61 SYDNEY ROAD GOULBURN**

scale	NTS
date	FEBRUARY 2023
drawn	LGD HR CA chkd ADM
drawing	DEVELOPMENT APPLICATION
	SITE ANALYSIS
Project No.	2023-22
Drawing No.	A-001
issue	A

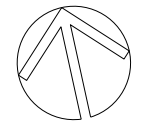




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7KHVH GUDZLQJV DUH QRW WR EH VFDQHG )LJXUHG GLPHQVLRQV VKDOO EH XVHG LQ DOO FDVHV		



823-8-7 7KHVH GUDZLQJV UHPDLO WKH HIFOXVLYH )RSULJKW RI \$0 SUFKLWFWFV  
 SHSURGXFWLRQV LQ DOJ IRUP ZKHWHU HOHFWRULD GLJLWDO RU RWKHUZLVH  
 VKDOO QRW EH DOORZHG HIFHSW E\ HISHUHV SHUPLVV RO JUDOWHG LQ ZULWLOV E\  
 \$0 SUFKLWFWFV  
 )-85' 0(16.216 7KHVH GUDZLQJV DUH QRW WR EH VFDQHG )LJXUHG GLPHQVLRQV  
 VKDOO EH XVHG LQ DOO FDVHV  
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 &RQWDFWRU LV WR YHULI\ DOJ GLPHQVLRQDO ORFDWLRQ RU ILQVX GLVFUHSDFV ZLWK \$0  
 SUFKLWFWFV SULRU WR DOJ SKVLFO FROVWUXFWLRQ RU HWKHWKLFV WR WKDW \$0 SUFKLWFWFV  
 LV JLWHO WKH RSSRUWLQW WR UHVROYH SRHWQWLDV )RSULJKW RI \$0 SUFKLWFWFV LQ  
 WLPH ZLWKRXW FDXVLOJ DERUWLYH ZRUN 7KH &RQWDFWRU KDOI E\ UHVROVLEHG IRU  
 QRWLILOJ \$0 SUFKLWFWFV RI DOJ VFK GLVFUHSDFV )RSULJKW RI \$0 SUFKLWFWFV LQ  
 82.25.187.21.2)26.6 7KHVH GUDZLQJV DUH WR EH UHDOO FROVWUXFWLRQV  
 ZLWK WKH IXOO VHW RI FROVXODDOW V GUDZLQJV VSHFLILFDWLRQV UHSHDW \$0  
 120.137( 58&+.7(&7 7KH QRPLDWHG SUFKLWFWFV IRU \$0 SUFKLWFWFV LQ \$0 SUFKLWFWFV  
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 \$ \$

127 )25 & 216758&7,21



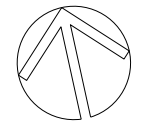


# FLOOR PLAN

RL 656.70

A	16.02.24	ISSUED FOR DA	LGD, HR, CA	ADM
ISSUE	DATE	DESCRIPTION	INITIALS	CHKD
sign				date

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## LEGEND

- COMMON AREAS
- 2 BED ROOM
- STUDIO ROOM
- 3 BED ROOM (TWIN KEY)

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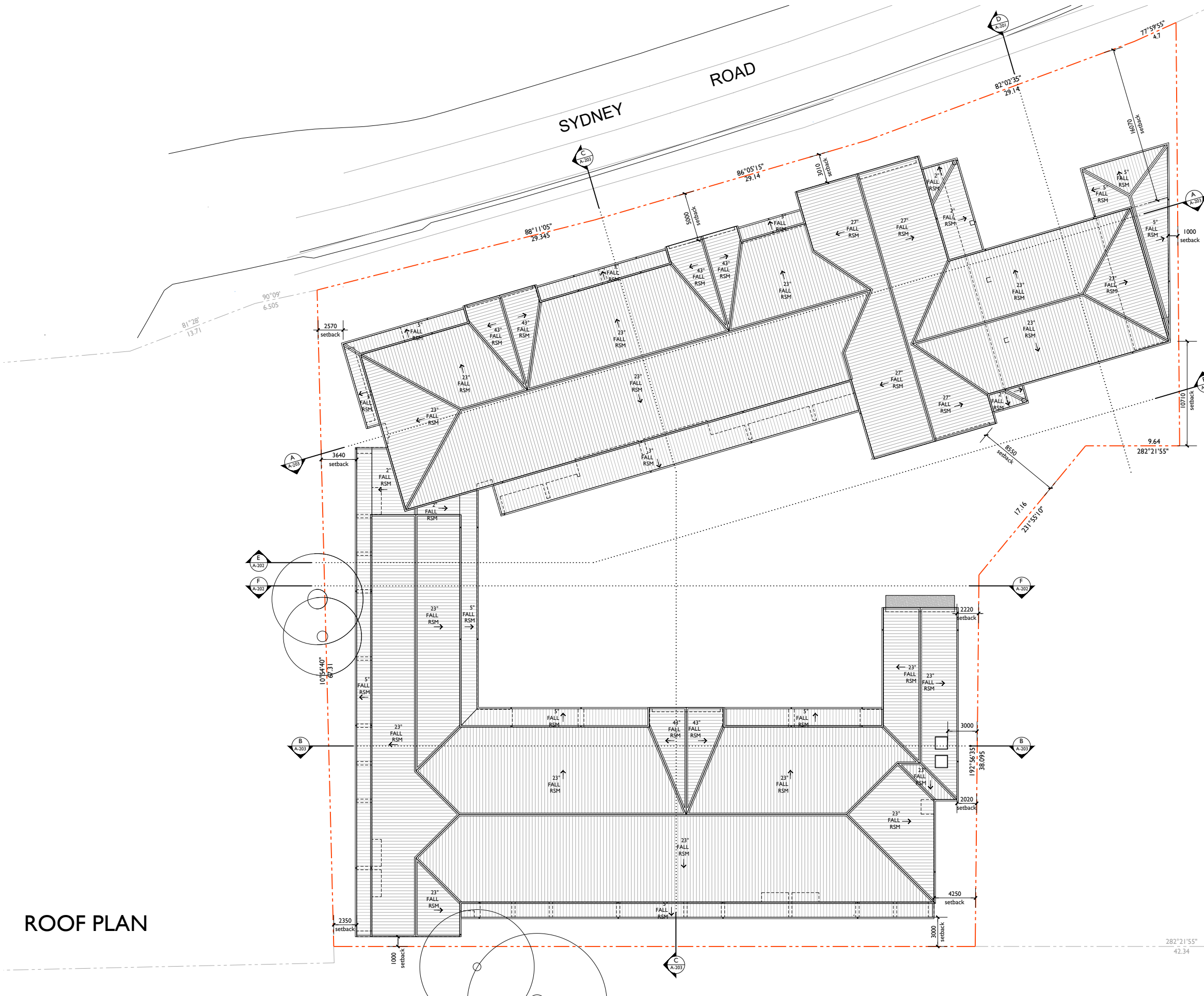
Project  
**PROPOSED MOTEL BUILDING WITH ON-GRADE PARKING**  
 for  
**NDCO GOULBURN PTY LTD**  
 at  
**61 SYDNEY ROAD GOULBURN**

scale	1:200 @ A1	1:400 @ A3
date	FEBRUARY 2023	
drawn	LGD HR CA chkd	ADM
drawing	DEVELOPMENT APPLICATION	
	GROUND FLOOR PLAN	
Project No.	2023-22	Drawing No.
		A-102
issue		A

NOT FOR CONSTRUCTION



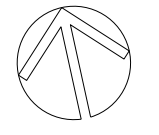
# ROOF PLAN



ISSUE	DATE	DESCRIPTION	LGD	HR	CA	chkd	ADM
A	16-02-24	ISSUED FOR DA					

sign \_\_\_\_\_ date \_\_\_\_\_

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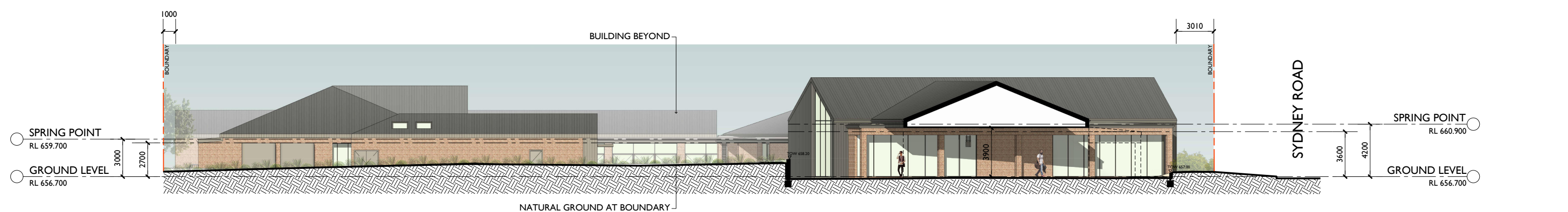
Project  
**PROPOSED MOTEL BUILDING WITH ON-GRADE PARKING**  
 for  
**NDCO GOULBURN PTY LTD**  
 at  
**61 SYDNEY ROAD GOULBURN**

scale	1:200 @ A1	1:400 @ A3
date	FEBRUARY 2023	
drawn	LGD HR CA chkd	ADM
drawing	DEVELOPMENT APPLICATION	
	ROOF PLAN	
Project No.	2023-22	
Drawing No.	A-103	issue
		A

NOT FOR CONSTRUCTION



**NORTH ELEVATION**  
SYDNEY ROAD ASPECT



**EAST ELEVATION / SECTION D-D**



**SOUTH ELEVATION**

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A	16-02-24	ISSUED FOR DA	LGD, HR, CA	ADM
ISSUE	DATE	DESCRIPTION	initials	chkd
sign			date	
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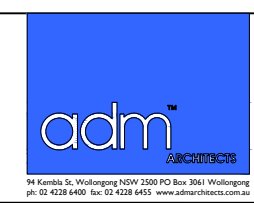
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Project  
**PROPOSED MOTEL BUILDING WITH ON-GRADE PARKING**

for  
**NDCO GOULBURN PTY LTD**

at  
**61 SYDNEY ROAD GOULBURN**

scale	1:150 @ A1	1:300 @ A3
date	FEBRUARY 2023	
drawn	LGD HR CA chkd	ADM
drawing	DEVELOPMENT APPLICATION	
	ELEVATIONS 01 / SECTION 01	
Project No.	2023-22	Drawing No.
		A-201
issue		A





WEST ELEVATION



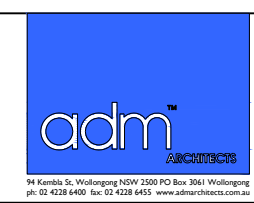
INTERNAL SOUTH ELEVATION / SECTION E-E



INTERNAL NORTH ELEVATION / SECTION F-F

A	16-02-24	ISSUED FOR DA	LGD, HR, CA	ADM
ISSUE	DATE	DESCRIPTION	initials	chkd
sign			date	
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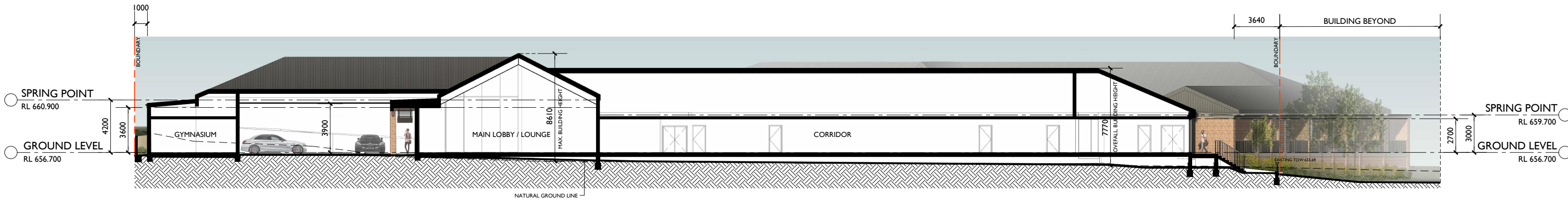


Project  
**PROPOSED MOTEL BUILDING WITH ON-GRADE PARKING**  
 for  
**NDCO GOULBURN PTY LTD**  
 at  
**61 SYDNEY ROAD GOULBURN**

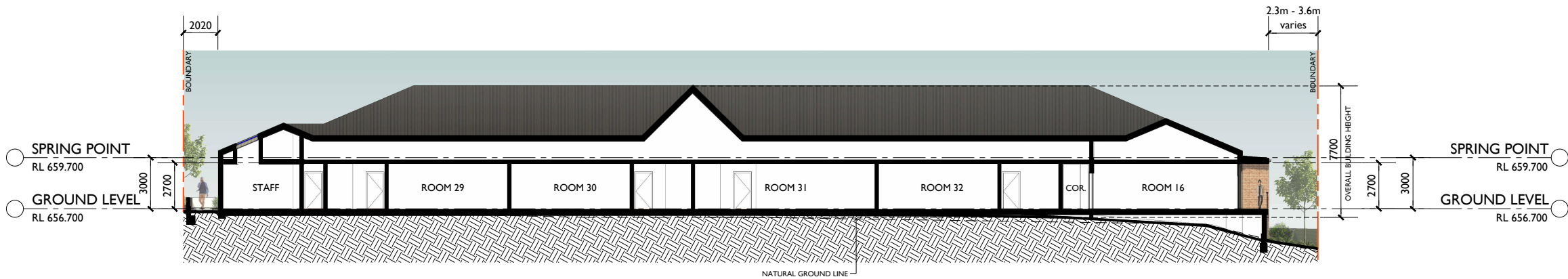
scale	1:150 @ A1	1:300 @ A3
date	FEBRUARY 2023	
drawn	LGD HR CA chkd	ADM
drawing	DEVELOPMENT APPLICATION ELEVATIONS 02 / SECTIONS 02	
Project No.	2023-22	Drawing No. A-202
issue	A	

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SECTION A-A



SECTION B-B



SECTION C-C

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A	16-02-24	ISSUED FOR DA	LGD, HR, CA	ADM
ISSUE	DATE	DESCRIPTION	INITIALS	CHKD
sign			date	

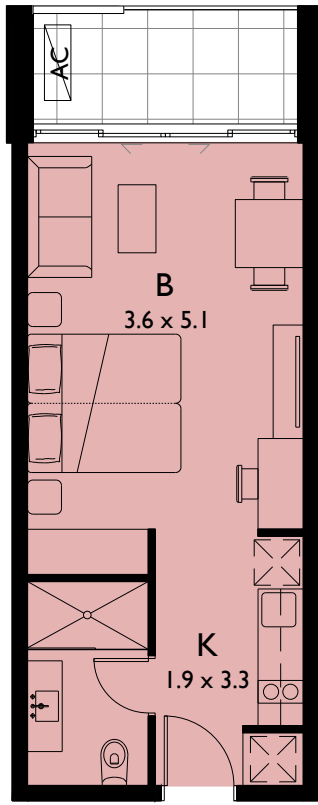
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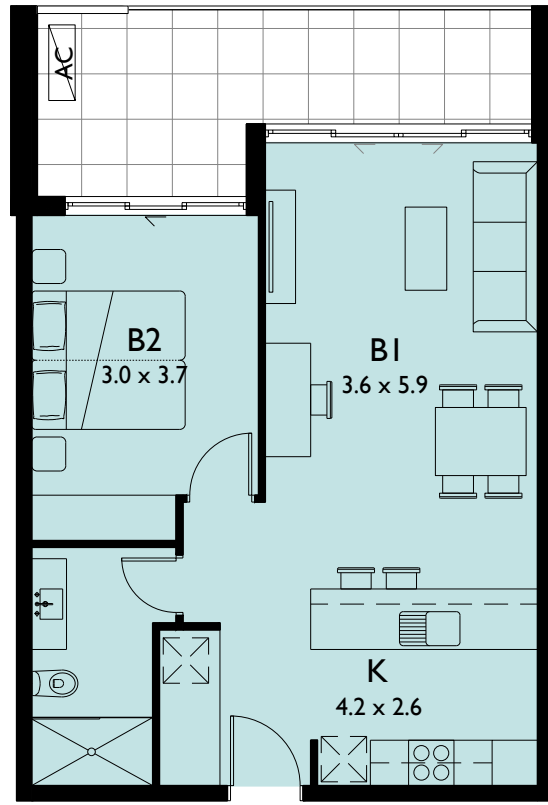


Project  
**PROPOSED MOTEL BUILDING WITH ON-GRADE PARKING**  
 for  
**NDCO GOULBURN PTY LTD**  
 at  
**61 SYDNEY ROAD GOULBURN**

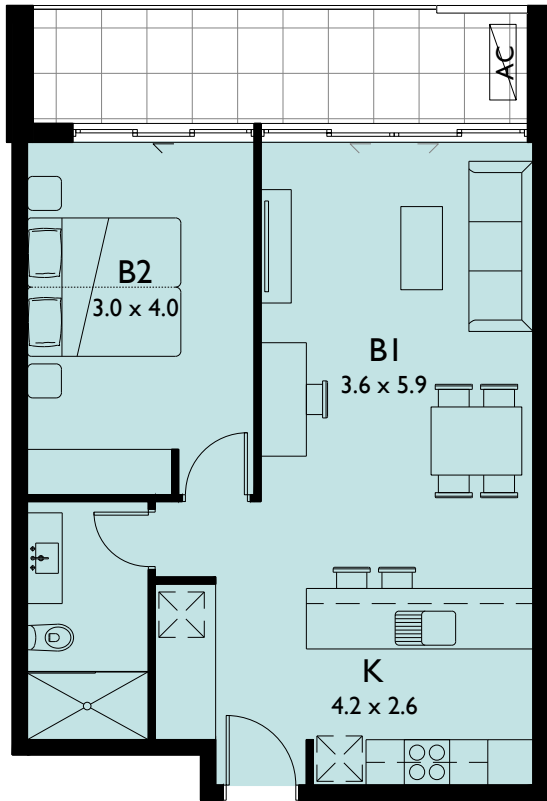
scale 1:200 @ A1 1:400 @ A3  
 date FEBRUARY 2023  
 drawn LGD HR CA chkd ADM  
 drawing DEVELOPMENT APPLICATION SECTIONS 03  
 Project No. 2023-22  
 Drawing No. A-203  
 issue A



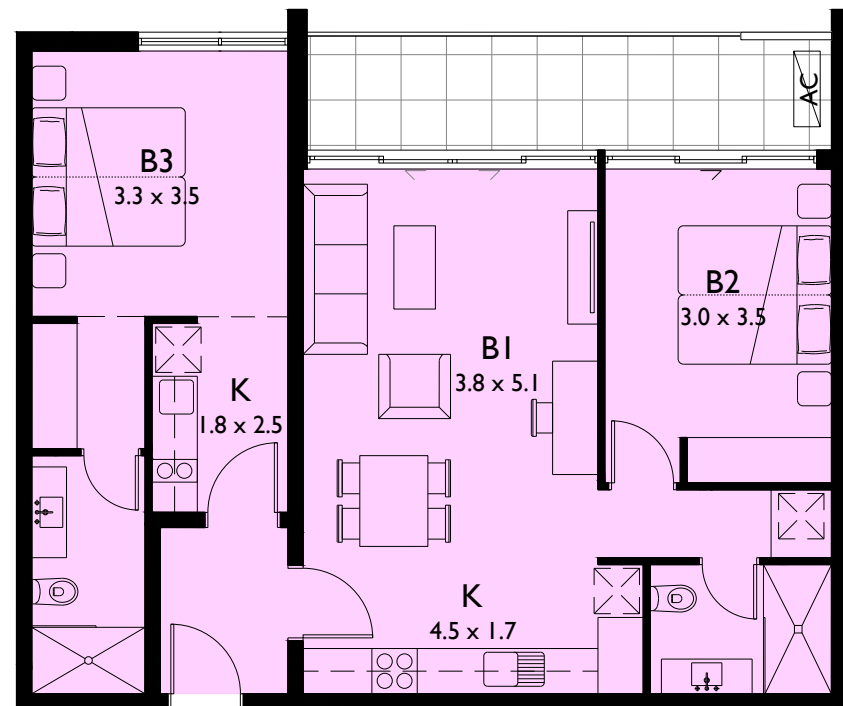
**TYPICAL ROOM LAYOUT 01**  
**STUDIO**  
 Room Size: 31m<sup>2</sup>  
 Balcony Size: 5m<sup>2</sup>



**TYPICAL ROOM LAYOUT 02a**  
**2 BED**  
 Room Size: 53m<sup>2</sup>  
 Balcony Size: 12m<sup>2</sup>



**TYPICAL ROOM LAYOUT 02b**  
**2 BED**  
 Room Size: 55m<sup>2</sup>  
 Balcony Size: 10m<sup>2</sup>



**TYPICAL ROOM LAYOUT 03**  
**3 BED (TWIN KEY)**  
 Room Size: 55m<sup>2</sup>  
 Balcony Size: 12m<sup>2</sup>

A	16-02-24	ISSUED FOR DA	LGD, HR, CA	ADM
ISSUE	DATE	DESCRIPTION	initials	chkd
sign	date			

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**LEGEND**

- STUDIO ROOM
- 2 BED ROOM
- 3 BED ROOM (TWIN KEY)

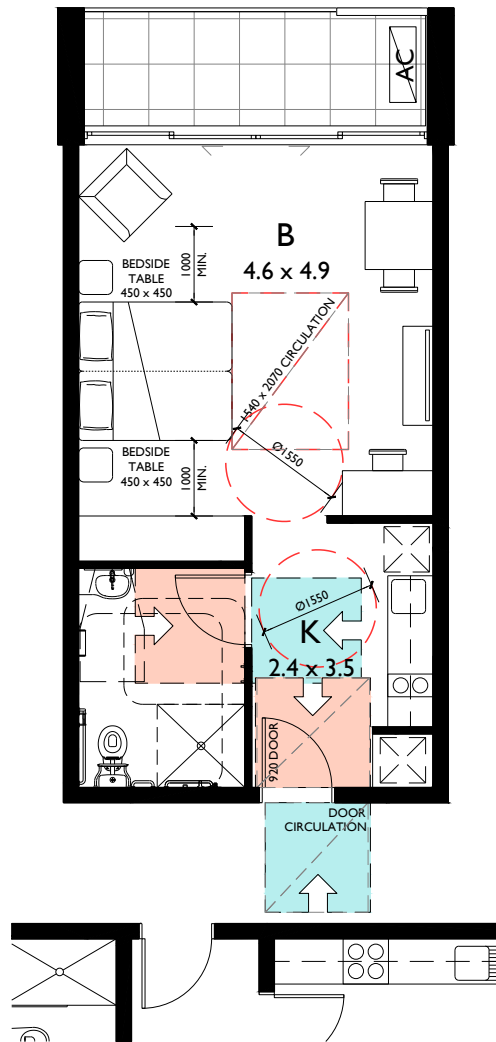
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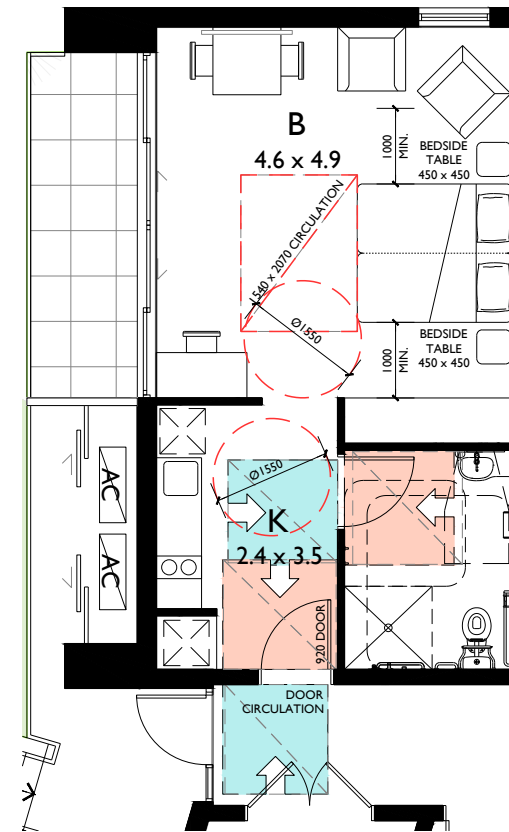
Project  
**PROPOSED MOTEL BUILDING WITH ON-GRADE PARKING**  
 for  
**NDCO GOULBURN PTY LTD**  
 at  
**61 SYDNEY ROAD GOULBURN**

scale	1:50 @ A1	1:100 @ A3
date	FEBRUARY 2023	
drawn	LGD HR CA chkd	ADM
drawing	DEVELOPMENT APPLICATION TYPICAL ROOMS LAYOUT	
Project No.	2023-22	Drawing No. A-301
issue	A	

NOT FOR CONSTRUCTION



ACCESSIBLE ROOM LAYOUT 01a  
STUDIO  
Room Size: 39m<sup>2</sup>  
Balcony Size: 7m<sup>2</sup>



ACCESSIBLE ROOM LAYOUT 01b  
STUDIO  
Room Size: 39m<sup>2</sup>  
Balcony Size: 6m<sup>2</sup>

A	16-02-24	ISSUED FOR DA	LGD, HR, CA	ADM
ISSUE	DATE	DESCRIPTION	initials	chkd
sign			date	
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LEGEND

- STUDIO ROOM
- 2 BED ROOM
- 3 BED ROOM (TWIN KEY)

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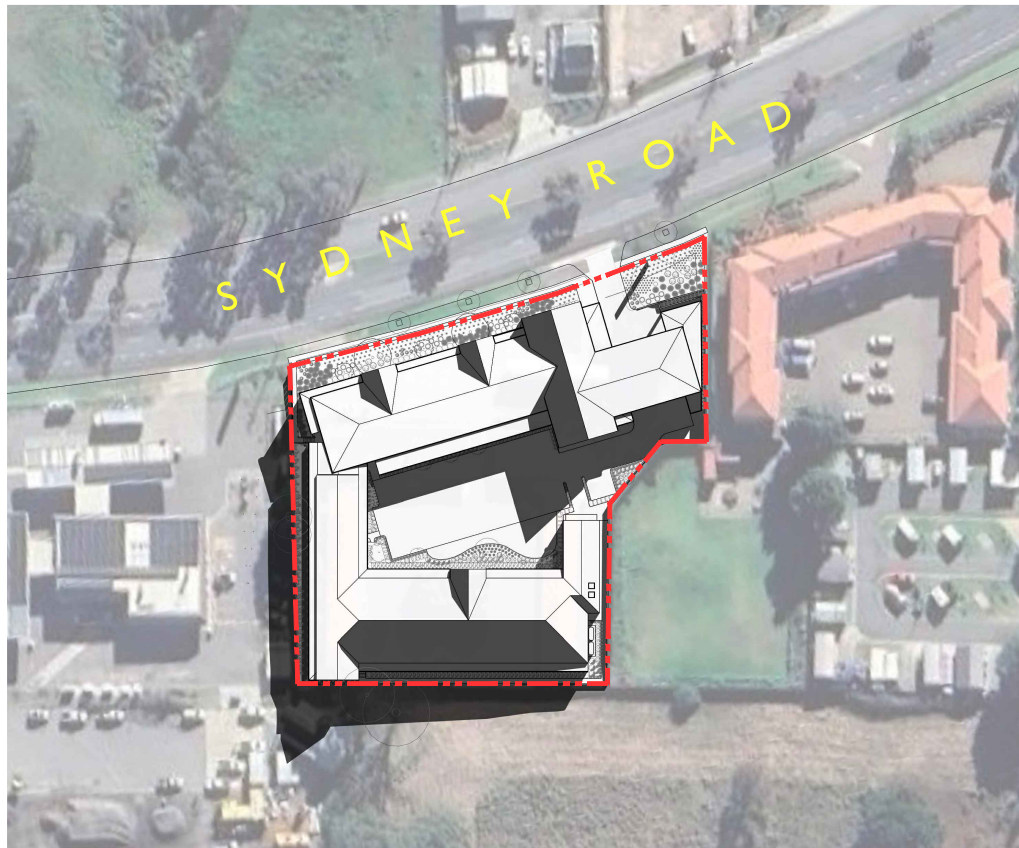


Project  
PROPOSED MOTEL BUILDING  
WITH ON-GRADE PARKING  
  
for  
NDCO GOULBURN PTY LTD  
  
at  
61 SYDNEY ROAD  
GOULBURN

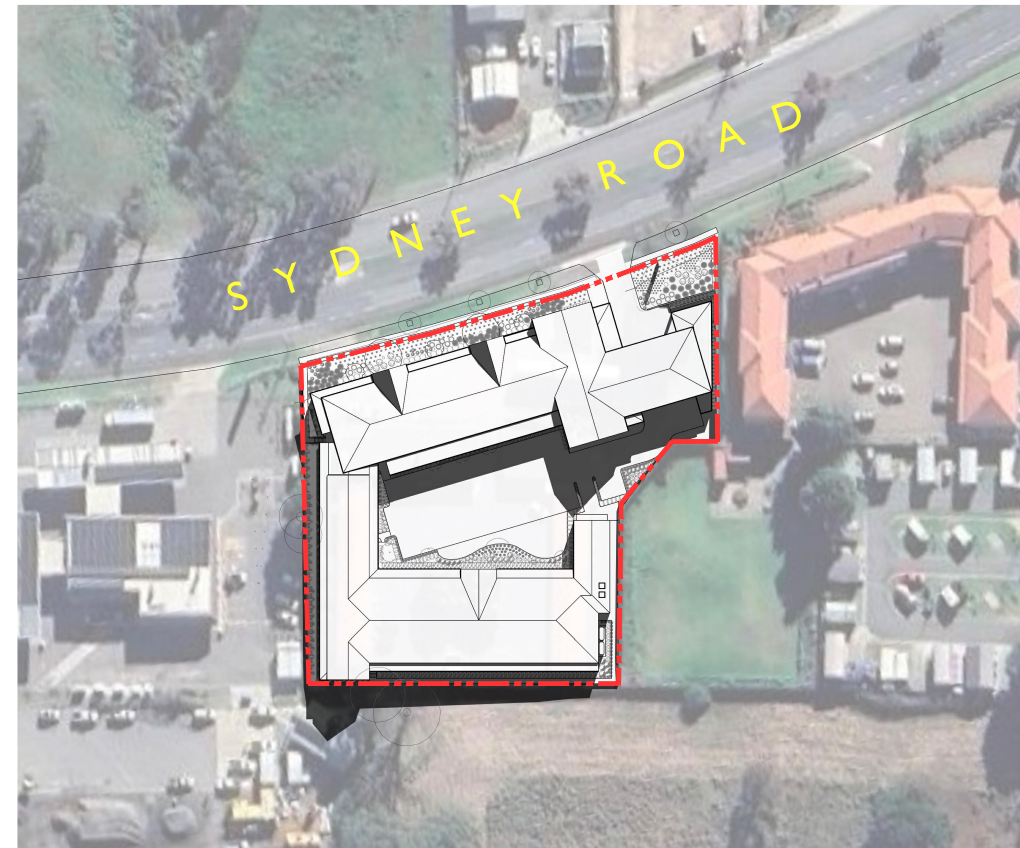
scale 1:50 @ A1 1:100 @ A3  
date FEBRUARY 2023  
drawn LGD HR CA chkd ADM  
drawing DEVELOPMENT APPLICATION  
ACCESSIBLE ROOMS LAYOUT  
Project No. 2023-22 Drawing No. A-302 issue A

NOT FOR CONSTRUCTION

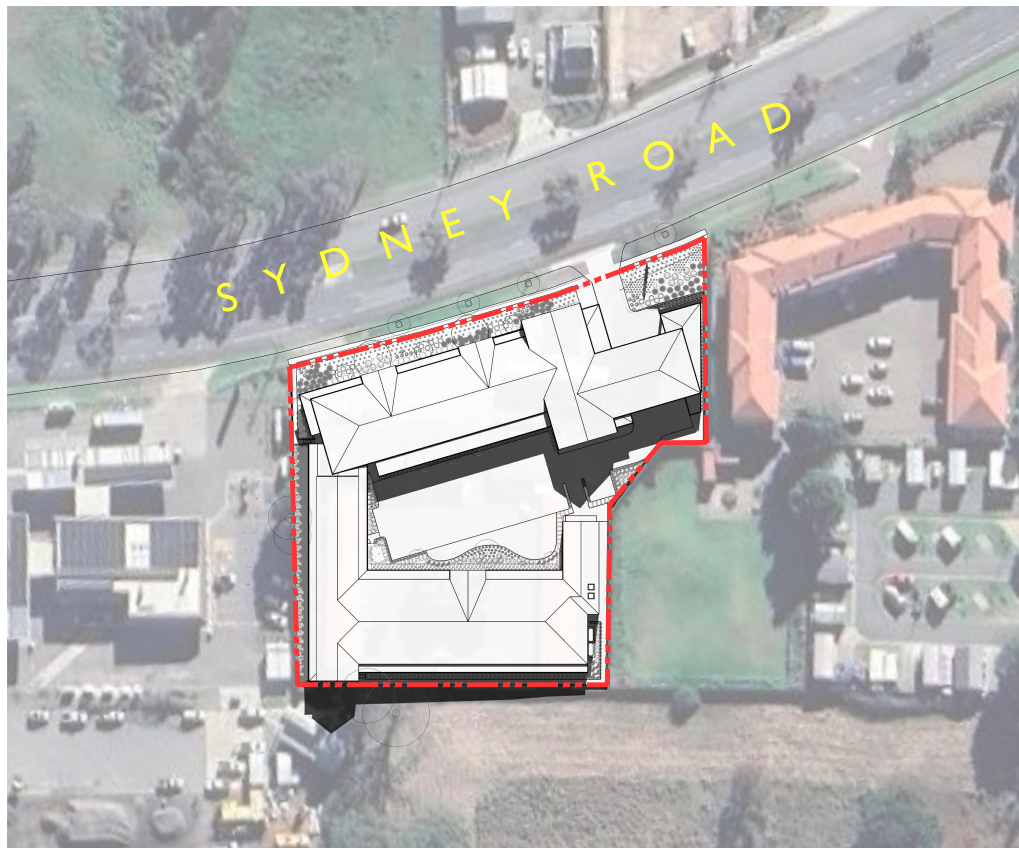




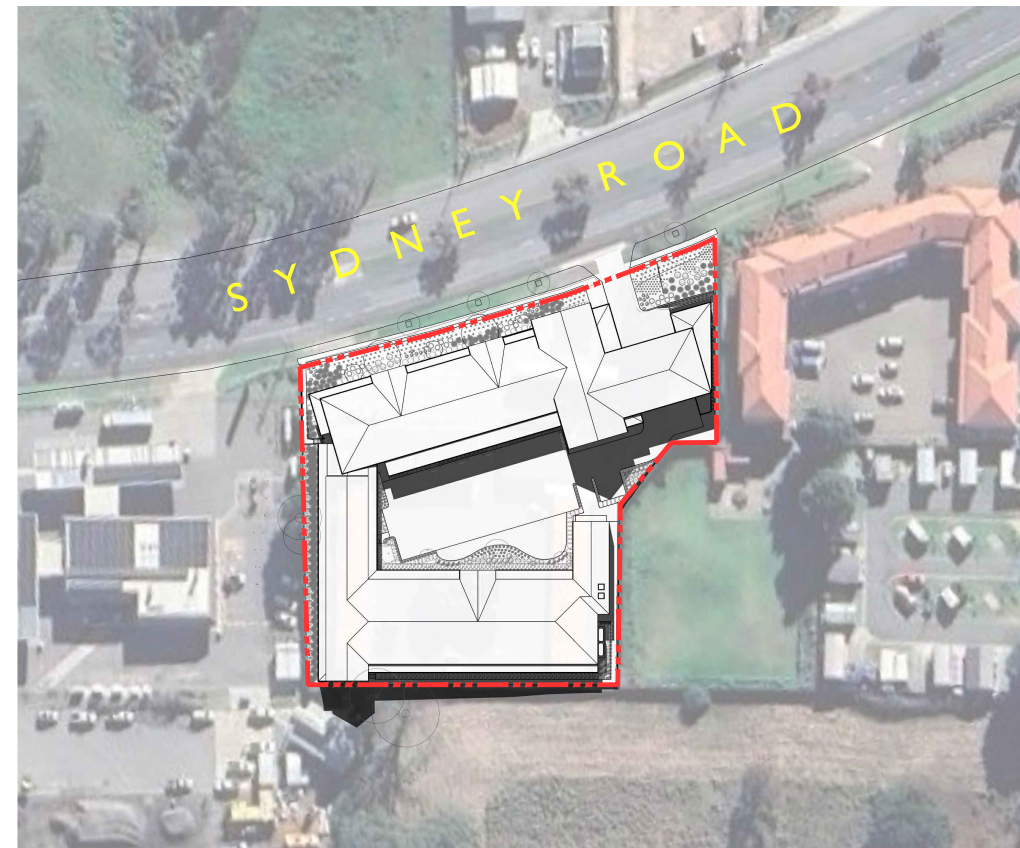
9am



10am



11am

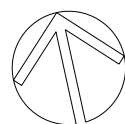


12pm

SHADOW ANALYSIS  
21ST OF JUNE

A	16-02-24	ISSUED FOR DA	LGD, HR, CA	ADM
ISSUE	DATE	DESCRIPTION	initials	chkd
sign	date			

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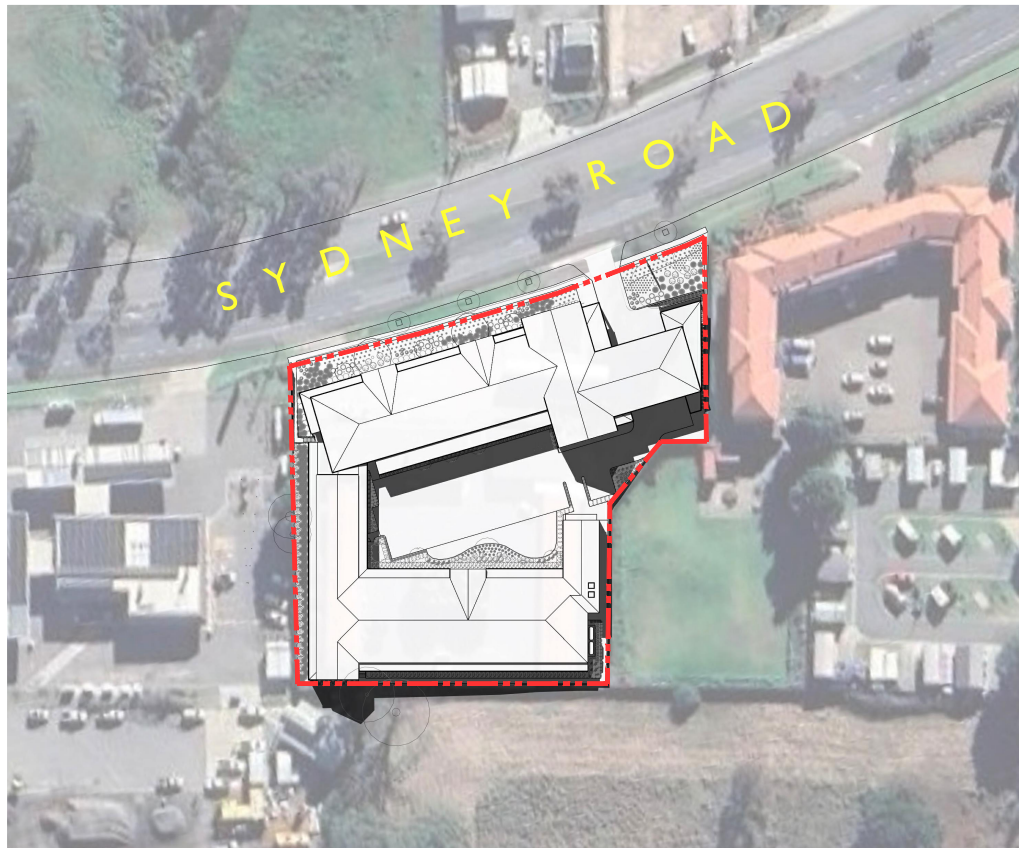


Project  
PROPOSED MOTEL BUILDING  
WITH ON-GRADE PARKING  
for  
NDCO GOULBURN PTY LTD  
at  
61 SYDNEY ROAD  
GOULBURN

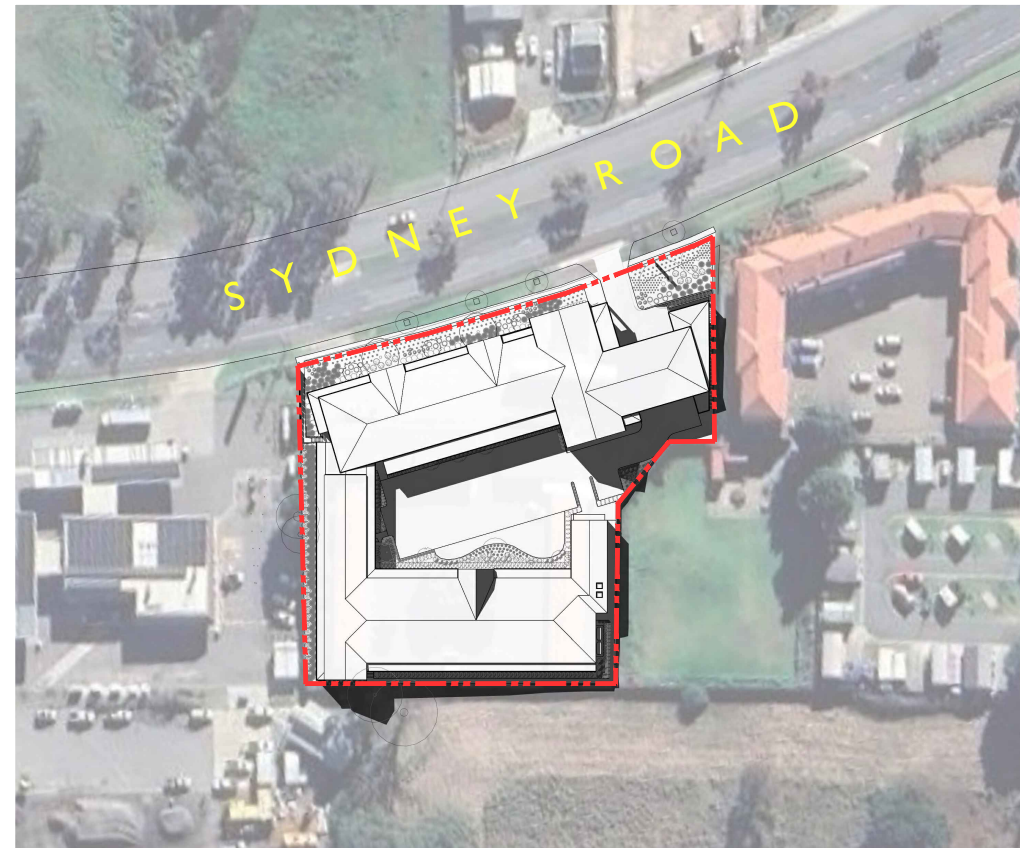
scale	NTS
date	FEBRUARY 2023
drawn	LGD HR CA chkd ADM
drawing	DEVELOPMENT APPLICATION SHADOW ANALYSIS 01
Project No.	2023-22
Drawing No.	A-401
issue	A

NOT FOR CONSTRUCTION

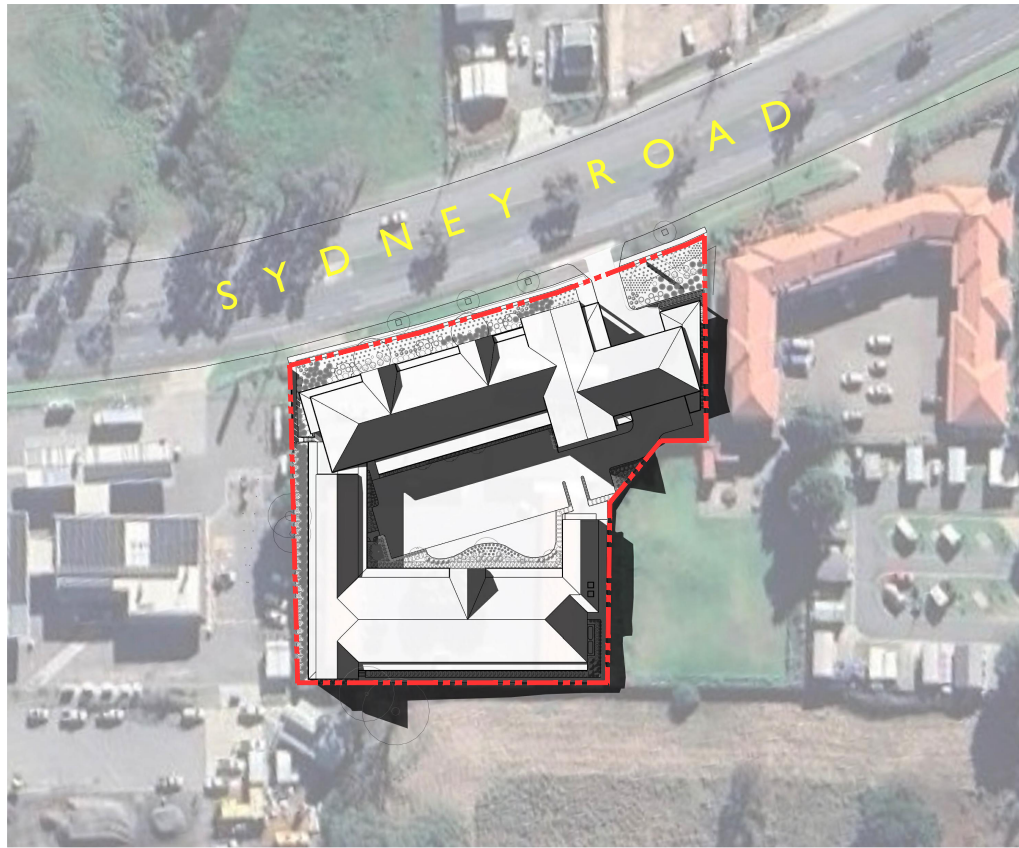




1pm



2pm

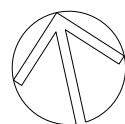


3pm

SHADOW ANALYSIS  
21ST OF JUNE

A	16-02-24	ISSUED FOR DA	LGD, HR, CA	ADM
ISSUE	DATE	DESCRIPTION	initials	chkd
sign	date			

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Project  
**PROPOSED MOTEL BUILDING  
WITH ON-GRADE PARKING**  
  
for  
**NDCO GOULBURN PTY LTD**  
  
at  
**61 SYDNEY ROAD  
GOULBURN**

scale NTS  
date **FEBRUARY 2023**  
drawn LGD HR CA chkd ADM  
drawing  
**DEVELOPMENT APPLICATION  
SHADOW ANALYSIS 02**  
Project No. 2023-22  
Drawing No. **A-402**  
issue **A**

NOT FOR CONSTRUCTION





- 1 COLORBOND MATT GREY WALL CLADDING, ROOFING
- 2 AUSTRAL SAN SELMO RECLAIMED AGED RED BRICK WALLING
- 3 POWDERCOAT MONUMENT DOOR AND WINDOW FRAMES, HANDRAILS, AND SCREENING
- 4 CLEAR GLAZING GLAZING ELEMENTS
- 5 DULUX MONUMENT CONCRETE EDGES, FASCIA, GUTTERS



**COLOUR AND MATERIALS SCHEDULE**

NOT FOR CONSTRUCTION

A	16-02-24	ISSUED FOR DA	LGD, HR, CA	ADM
ISSUE	DATE	DESCRIPTION	initials	chkd
sign			date	
These drawings are not to be scaled. Figured dimensions shall be used in all cases.				

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 CO-ORDINATION OF WORKS - These drawings are to be read in conjunction with the full set of consultant's drawings, specifications, reports and DA conditions.  
 NOMINATED ARCHITECT - The nominated Architect for ADM Projects (Australia) Pty Ltd T/A/S ADM Architects is Angelo Di Martino ARB No. 7608



Project  
**PROPOSED MOTEL BUILDING WITH ON-GRADE PARKING**  
 for  
**NDCO GOULBURN PTY LTD**  
 at  
**61 SYDNEY ROAD GOULBURN**

scale	NTS
date	FEBRUARY 2023
drawn	LGD HR CA chkd ADM
drawing	DEVELOPMENT APPLICATION COLOUR AND MATERIALS SCHEDULE
Project No.	2023-22
Drawing No.	A-501
issue	A



## Appendix D Advice from TfNSW

18 December 2023

TfNSW reference: STH11/00209/03

Civil/Structural Engineer  
Roc Engineering Design  
By Email: [tristrium@rocengineering.com.au](mailto:tristrium@rocengineering.com.au)  
CC: [council@goulburn.nsw.gov.au](mailto:council@goulburn.nsw.gov.au)

Attention: Tristrium McNamara

**PRE-DA ENQUIRY – Motel development – LOT: 5 DP: 793066 – 61 Sydney Road GOULBURN**

Dear Tristrium

Transport for NSW (TfNSW) is responding to the Pre-DA enquiry referred on 30 November 2023.

TfNSW has reviewed the information and provides its preliminary comments in Attachment 1.

If you have any questions, please contact Rachel Carocci, Development Services Case Officer, on 9983 2093 or email [development.south@transport.nsw.gov.au](mailto:development.south@transport.nsw.gov.au).

Yours faithfully



**Rachel Carocci**  
Development Case Officer, Development Services

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OFFICIAL

**PRE-DA ENQUIRY – Motel development – LOT: 5 DP: 793066 – 61 Sydney Road GOULBURN**

**Context**

TfNSW notes for this DA:

- The key state road is Sydney Road.
- The proponent is seeking preliminary advice from TfNSW on Councils request, to assist in its assessment under Section 138 or the Roads Act, 1993.
- The development proposes a new motel development (to replace an existing 18 room motel) which comprises of 32 rooms [as set out in Attachment 2].
- The development proposes a new access to Sydney Road. TfNSW concurrence under Section 138 of the Roads Act, 1993 is required for new driveways and modifications to existing driveways.
- TfNSW understands the intersection of Sydney Road and Common Street is currently in the process of being upgraded by Council to a roundabout.

**Preliminary comments**

TfNSW provides the following comments, and requires them to be addressed as part of any future development application:

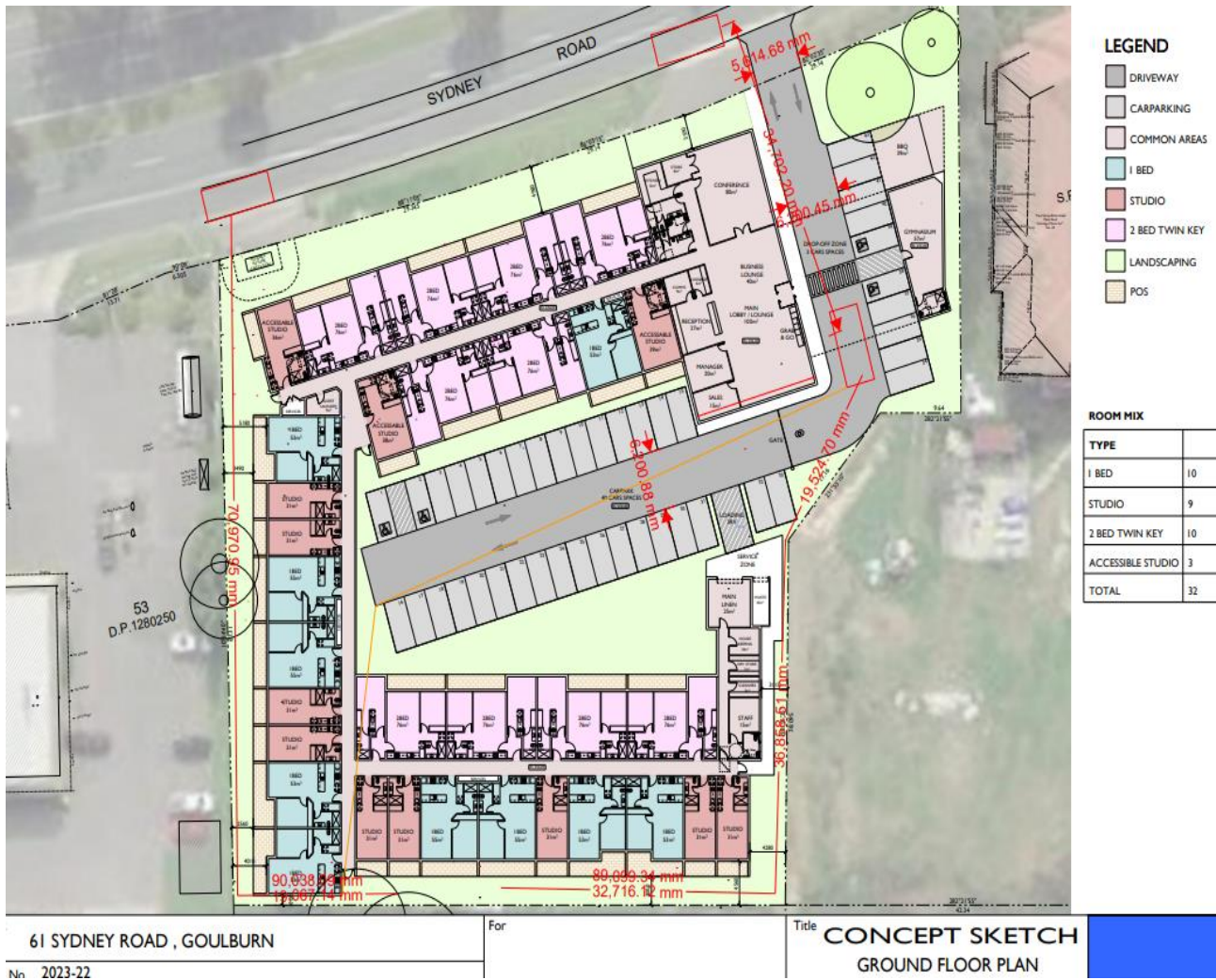
- The proposed driveway appears to be too narrow for this type of development. The access should be a Type 2, 6-9m wide in accordance with Tables 3.1 and 3.2 of Australian Standard AS2890.1:2004.
- TfNSW requires a swept path analysis in accordance with Austroads turning templates to demonstrate that the largest vehicle likely to utilise the access can enter and exit the driveway in a forward direction without crossing the centre line of Sydney Road.

Notes:

- Further information is required in relation to servicing of the site, ie. largest service/delivery vehicle that will be used should be specified. Turning paths should be provided to demonstrate the service vehicle is able to enter when a B99 vehicle is exiting.
  - TfNSW requires details of garbage collection to be provided. If collected on site turning paths are required to show the vehicle can manoeuvre to both enter and exit in a forward direction.
  - Provision must be made for the movement and parking of buses/coaches if their use is anticipated.
- Stormwater drainage calculations should be provided to show the post development discharge to Sydney Road does not exceed the pre-development flows.



PRE-DA ENQUIRY – Motel development – LOT: 5 DP: 793066 – 61 Sydney Road GOULBURN



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