

STRATHFIELD COUNCIL

STRATHFIELD LOCAL PLANNING PANEL MEETING AGENDA

Strathfield Municipal Council

Notice is hereby given that a Strathfield Local Planning Panel Meeting will be held at Town Hall (Supper Room), 65 Homebush Road, Strathfield on:

Thursday 2 February 2023

Commencing at 10:00am for the purpose of considering items included on the Agenda

Persons in the gallery are advised that the proceedings of the meeting are being recorded for the purpose of ensuring the accuracy of the Minutes. However, under the Local Government Act 1993, no other tape recording is permitted without the authority of the Council or Committee. Tape recording includes a video camera and any electronic device capable of recording speech.



TABLE OF CONTENTS

Item	Page No.
SLPP AGENDA ITEMS	
SLPP - Report No. 1 DA2021.233- 626-628 Liverpool Road Strathfield South Lot: 231 DP: 844782.....	3
SLPP - Report No. 2 Tabling of the Declaration of pecuniary interest and other matters for periods 30 June 2021 and 30 June 2022.....	107

TO: Strathfield Local Planning Panel Meeting - 2 February 2023
 REPORT: SLPP – Report No. 1
 SUBJECT: DA2021.233- 626-628 LIVERPOOL ROAD STRATHFIELD SOUTH
 LOT: 231 DP: 844782
 DA NO. DA2021.233

SUMMARY

Property:	DA2021.233 626-628 Liverpool Road Strathfield South Lot: 231 DP: 844782
Proposal:	Demolition of the existing structures and tree removal, construction of building containing five (5) industrial units and a five (5) storey hotel with a pub on the ground floor above two (2) levels of basement (comprising a retail premises and parking) and installation of associated signage.
Applicant:	Hamptons Property Services Pty Ltd
Owner:	Iris Hotels Enfield Property Pty LTD ATF Iris Hotels Enfield Property Trust
Date of lodgement:	17 September 2021
Notification period:	24 September 2021 to 16 October 2021
Submissions received:	1
Assessment officer:	G I Choice
Estimated cost of works:	\$31,438,390.00 (Including GST)
Zoning:	B6-Enterprise Corridor - SLEP 2012
Heritage:	Proximity to I220: Weston Milling - NB Love building and administration block - old flour mill and administrative building - 22–28 Braidwood Street
Flood affected:	Yes
Is a Clause 4.6 Variation Proposed:	Yes - Clause 4.6 height variation request of 1.6m or 10%
Delegation	SLPP – Sensitive Development
RECOMMENDATION OF OFFICER:	REFUSAL



Figure 1: Subject site aerial photograph (highlighted in yellow)

EXECUTIVE SUMMARY

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Proposal

Development consent is being sought for the demolition of existing structures and tree removal, construction of building containing five (5) industrial units and a five-storey hotel with a pub on the ground floor above two (2) levels of basement (comprising a retail premises and parking) and installation of associated signage.

Site and Locality

The site is identified as 626-628 Liverpool Road STRATHFIELD SOUTH and has a legal description of Lot: 231 DP: 844782. The site is located on the southern side of Liverpool Road between Gould Street and Braidwood Street. The site is irregular in shape has a total area of 3586.3m².

The locale is characterised by large plate commercial development.

Strathfield Local Environmental Plan

The site is zoned B6-Enterprise Corridor under the provisions of Strathfield LEP 2012 and the proposal is a permissible form of development with Council's consent. The proposal is considered to be inconsistent with several relevant objectives contained within the LEP.

Development Control Plan

The proposed development has not satisfied all relevant provisions of Strathfield Consolidated DCP 2005. This is discussed in more detail in the body of the report.

Notification

The application was notified in accordance with Council's Community Participation Plan from 24 September 2021 to 16 October 2021, where one (1) submission was received raising the following concerns:

- Impact of Proposed Use
- Plan of Management and Ongoing Consultation
- Traffic Impacts
- Noise Management
- Construction Traffic Management

Conclusion

Having regards to the heads of consideration under Section 4.15 of the Environmental Planning & Assessment Act 1979, Development Application 2021/233 is recommended for refusal as per the attached reasons for refusal.

REPORT IN FULL

Proposal

Council has received an application seeking development consent for the demolition of the existing structures and tree removal, construction of building containing five (5) industrial units and a five-storey hotel with a pub on the ground floor above two (2) levels of basement (comprising a retail premises and parking) and installation of associated signage. Specifically, a detailed breakdown of the proposal includes the following:

Basement level 1

- 72 car parking spaces (including 4 accessible spaces)
- 1 motorcycle parking space
- Light industrial lift access
- Dual hotel lift access
- Loading lift access
- Pub lift access
- Bottleshop

- Fire hydrant and pump room
- Services room
- Pumps and filtration plant room

Basement level 2

- 90 car parking spaces (including 6 accessible spaces)
- 3 motorcycle parking space
- Light industrial lift access
- Dual hotel lift access
- Pub lift access
- In-ground stormwater tank and pump station room
- Three (3) service rooms
- Rainwater pumps and rainwater plant room

Ground floor level:

- Pub with sports bar and bistro with 171 seats
- Gaming lounge and smoking area with ATM room and two (2) toilets and 30 electronic gaming machines (EGMs)
- Beer garden with 68 seats
- Green planter room
- Back-of-house area
- Keg room
- Commercial kitchen
- Cool room and separate storeroom
- Office
- Male and female toilet/bathrooms
- Accessible toilet
- Loading lift access
- Pub lift access
- Garbage room
- Hotel Accommodation
 - Reception area, office and storeroom
 - Dual hotel lift access
 - Garbage room
 - WC
- Industrial component
 - Five (5) warehouses each with single accessible WC
 - Light industrial lift access to basement levels 1 and 2

Levels 1 to 4:

Hotel Accommodation

- 100 hotel guest rooms
 - 25 rooms per level (1-4) including two (2) accessible rooms per level
 - Six (6) premium rooms per level each with kitchenette

External works:

- New rear warehouse turning/loading area,
- Basement ramp
- Associated landscaping

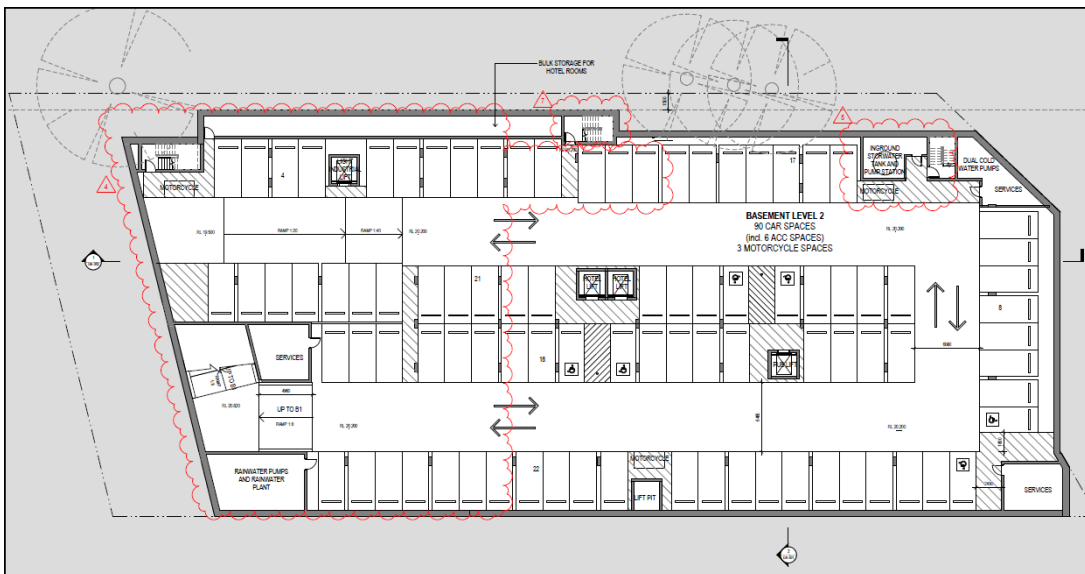


Figure 2: Proposed basement level 2 (DA-098, Issue E)

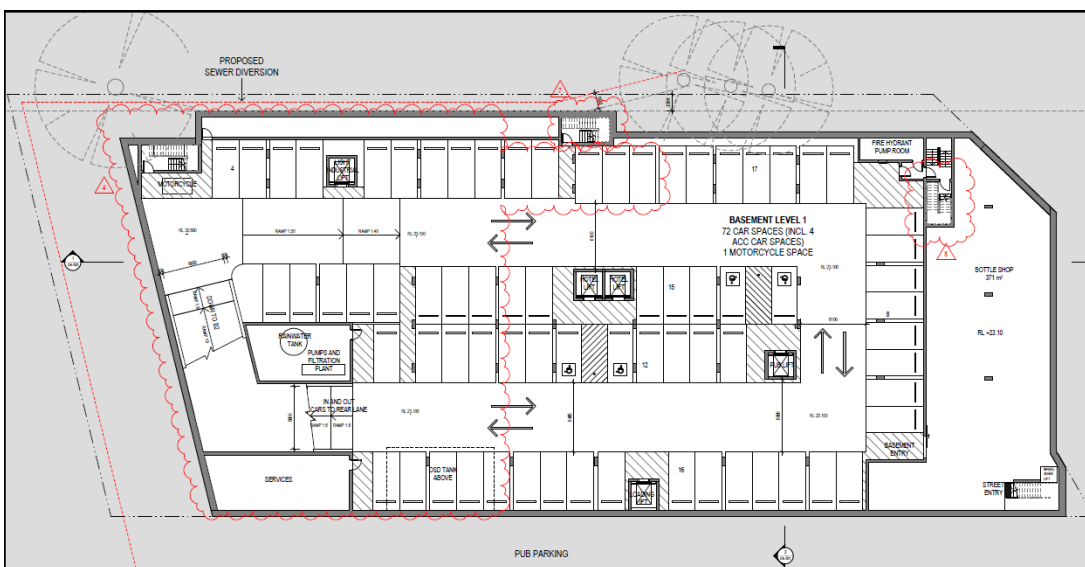


Figure 3: Proposed basement level 1 (DA-099, Issue E)

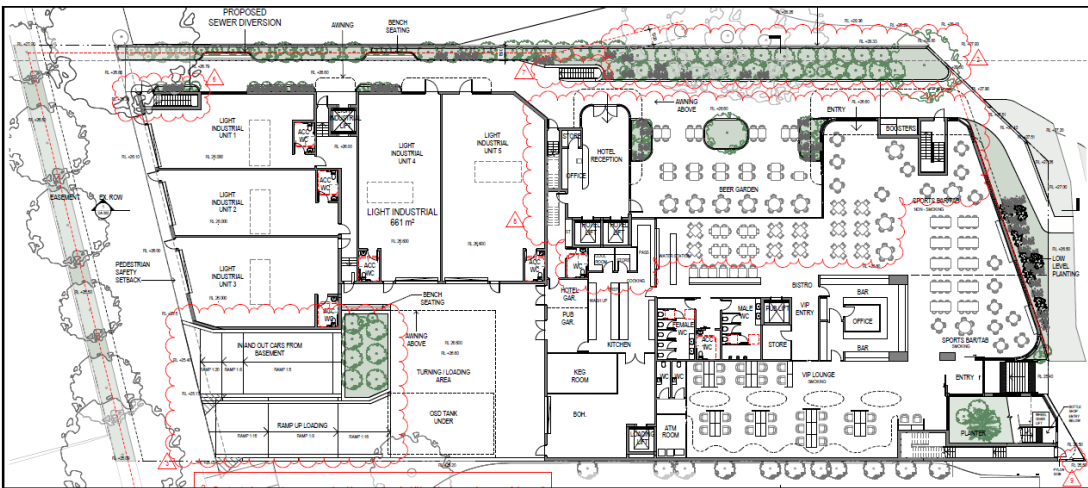


Figure 4: Proposed ground floor (DA-100, Issue E)

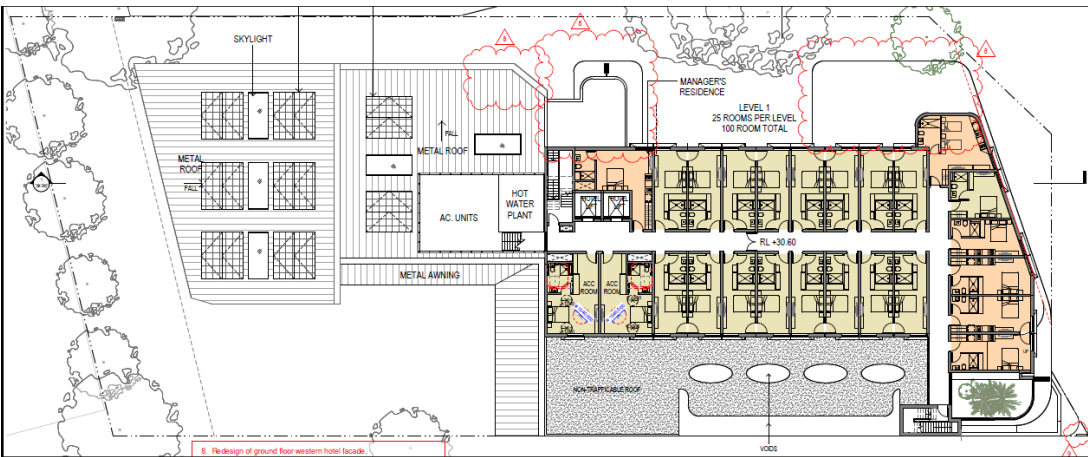


Figure 5: Proposed hotel level 1 and warehouse roof plan (DA-101, Issue E)

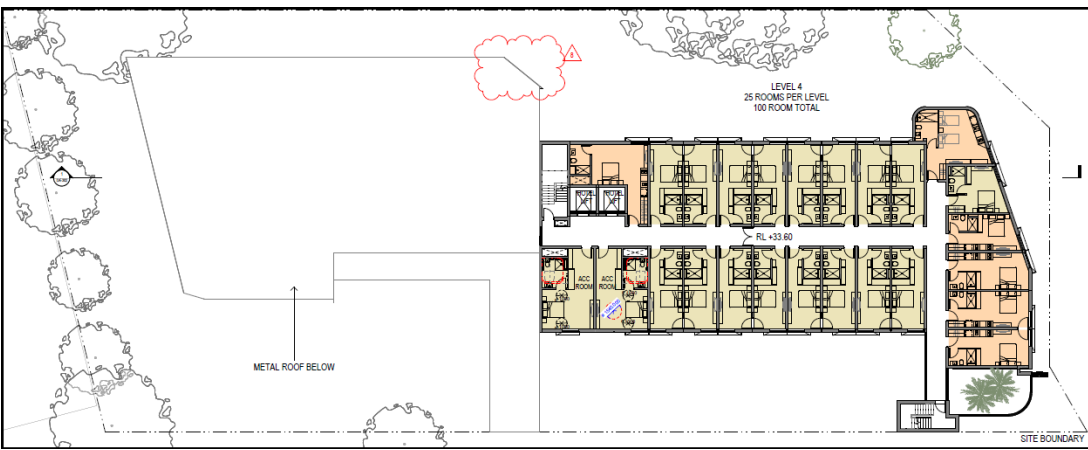


Figure 6: Proposed hotel level 4 plan (indicative levels 2 & 3)

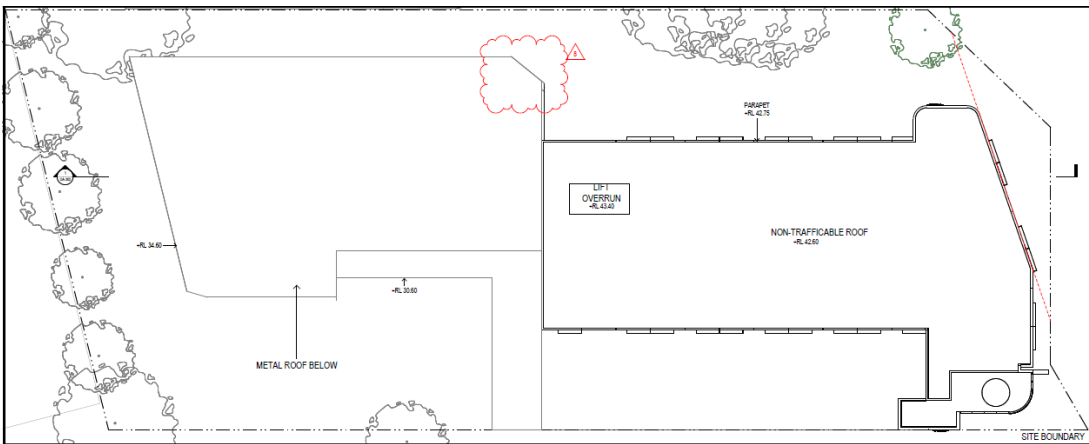


Figure 7: Proposed hotel roof plan (DA-102, Issue D)



Figure 8: Proposed north elevation (DA-201, Issue D)

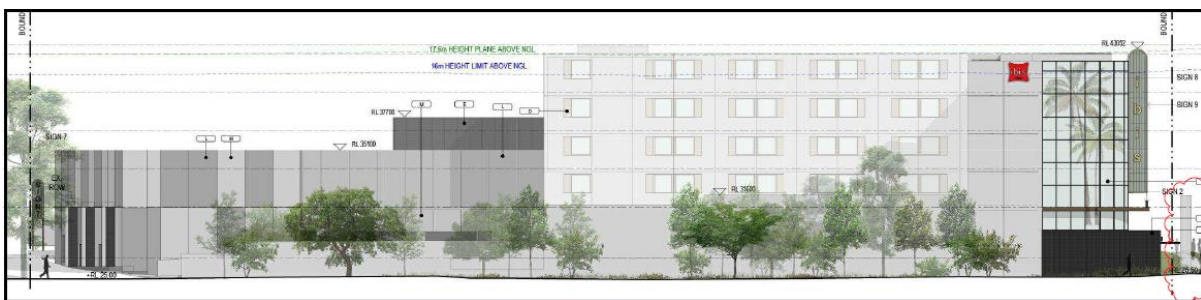


Figure 9: Proposed east elevation (DA-202, Issue D)



Figure 10: Proposed west elevation (DA-203, Issue D)



Figure 11: Proposed south elevation (DA-204, Issue D)

Background

17 September 2021	The subject Development Application was lodged via the NSW Planning Portal.
16 October 2021	End of neighbour notification period (24/09/2021 – 16/10/2021)
25 October 2021	The site was inspected and photographed by the Assessing Officer.
17 November 2021	The subject application was assessed by the Design Review Panel (DRP).
7 December 2021	Council received DRP comments for the subject application. The DRP raised no issues regarding the proposed mix of land uses, however the Panel did not support the proposal and identified several design issues. DRP comments can be found in the Design Review Panel (referrals) section of this report.
10 December 2021	A Council request for further information (RFI) was issued to address the abovementioned DRP comments.
21 February 2022	Council received amended plans via the NSW Planning Portal.
19 April 2022	A second RFI was issued (via e-mail) following an RMS request for a traffic study.
19 April 2022	A traffic and parking assessment was submitted by the Applicant via the NSW Planning Portal.
6 May 2022	A concurrence request response was received from Transport of NSW (TfNSW) who raised objection to the proposal. Comments are provided as follows:

TfNSW has reviewed the submitted information and does not support the proposed development in its current form.

TfNSW advises that current practice is to limit the number of vehicular conflict points along the arterial road network to maintain network efficiency and road safety. This current practice is reflected in Section 6.2.1 of TfNSW current publication of the Guide to Traffic Generating Developments, which states 'access across the boundary with a major road is to be avoided wherever possible'.

Liverpool Road is a major arterial road, which carries a high volume of traffic, where transport efficiency of through traffic is of great importance.

Further to the above, clause 2.118(2a) of State Environmental Planning Policy (Transport and Infrastructure) 2021, which reads as follows:

"The consent authority must not grant consent to development on land that has frontage to a classified road unless it is satisfied that:

(a) where practicable, vehicular access to the land is provided by a road other than the classified road".

Furthermore, given the nature of the new development being of higher traffic generation and the existing westbound deceleration lane along Liverpool Road in front of the subject site not being designed to current standard, any additional traffic could result in high possibility of queuing overflowing to through traffic lane.

As the subject site has alternative vehicular access via the local road network, TfNSW would not support the proposed access on Liverpool Road. The development is to be amended to close off the redundant access from Liverpool Road via the petrol station...

Furthermore, TfNSW provides the following comments to Council for consideration:

*1. A strip of land has previously been dedicated as Public Road by private subdivision (DP817684), along the Liverpool Road frontage of the subject property, as shown by yellow colour on the attached Aerial – "X". (See **Figure 12**)*

All buildings and structures (including signage and other than pedestrian footpath awnings), together with any improvements integral to the future use of the site are wholly within the freehold property (unlimited in height or depth), along the Liverpool Road boundary.

2. The car parking rates are to be provided to the satisfaction of Council.



Figure 12: Public Road dedication (DP817684)

10 May 2021

A third Council RFI was issued to address RMS comments as well as the following design issues:

i. Building height and Clause 4.6

The Clause 4.6 request for variation to the Height of Buildings standard was not supported for the following reasons:

- The proposed development did not satisfy cl 4.6(3)(a). The additional building height would allow an increase in the number of hotel rooms and patrons associated with the proposed pub; however, the development presented a significant shortfall in parking and therefore fails to satisfy cl4.3 objective 1(b) which aims *to encourage a consolidation pattern that leads to the optimum sustainable capacity height for the area.*
- Clause 4.6(3)(b) had not been adequately addressed. The environmental planning grounds offered do not substantiate the variation as a high-quality commercial/industrial development could be achieved without a building height non-compliance.

- The proposed development did not satisfy 4.6(4)(a)(ii). Specifically, the proposal was not supported by TfNSW and did not, therefore, satisfy the B6 Enterprise Corridor zone objective which is to *ensure that development does not impact on the safe and efficient operation of classified roads.*
- The proposed building height variation was not supported, and the height was to be reduced to comply with the maximum 16m height limit for the site.

ii. Basement protrusion

Under the SLEP 2012, a **basement** is defined as follows:

“the space of a building where the floor level of that space is predominantly below ground level (existing) and where the floor level of the storey immediately above is less than 1 metre above ground level (existing).”

The proposed basement protrusion is calculated at 1.99m above NGL and does not comply with the SLEP 2012 definition of a basement. Therefore, portions of the basement excluding parking spaces, turning bay, stairs and lift have been included in the FSR calculation resulting in an additional 198.8m² of calculable floor space. Areas associated with parking and vehicle access have been excluded as these would be excluded for at-grade parking garage facilities.

The additional floor area results in a total GFA of 5,382.8m² and FSR of 1.5:1. While the FSR remains compliant, it was noted that the floor space ratio budget had been reduced as a result of the additional GFA.

iii. Traffic

The proposal was referred to Council’s Traffic Manager and the following comments are provided:

- The traffic generation of the proposed development i.e., the net increase in trip generation due to the proposal is expected to be up to 14 (AM) and 84 (PM) vehicle trips per hour during the peak periods.
- The Car parking provisions of 156 were just over 50% of the Strathfield DCP requirement of 299 spaces. The arguments for the shortfall of parking spaces were considered however, Council must consider that at some point in the future the hotel will be operating at 100% capacity.

- A concession total of 203 onsite parking spaces is required and the additional 47 spaces required can be accommodated in a third basement level which would only require a footprint approximately 2/3 the size of the other basement levels.

iv. Building and Compliance

The proposal was referred to Council's Building and Compliance team and the following comments are provided:

- There looks to be no provision made for a manager's residence. A manager's residence is required to be provided with kitchen laundry and drying facilities.

- Additional information is required regarding laundry facilities on the site and bulk storage of items which enable the premises to be used for short term accommodation such as additional beds, sheets, chemical storage for cleaning, a laundry room etc.

v. Signage

Detailed plans of all proposed signage including the proposed content to be displayed were required at 1:50 scale for assessment.

vi. Stormwater

The proposal was referred to Council's Development Engineer and the stormwater drainage concept plans prepared by LCI Consultants rev P1 drawing no. H001, H010, H020, H030, H040 and H050 project no. 210628 have been assessed. The following comments are provided:

- The concept plan did not reflect how the site discharges to the council/public stormwater drainage system.

- The post development site discharge exceeded the permitted site discharge (PSD) and was not in accordance with the Strathfield Council stormwater code.

- Part N of the DCP requires water sensitive urban design (WSUD) to be incorporated into drainage design principles and Council requirements met.

Amended stormwater drainage plans were required to address the abovementioned issues.

vii. Hours of operation

The use of the beer garden was to be concurrent with the operation of the pub and would not be permitted for use “after hours”.

viii. Streetscape, Building form etc.

- Contrary to the DRP recommendations (meeting 17 November 2021) Council concurs that the development will achieve greater functionality and recognition for on-coming westbound traffic if the proposed tree ‘feature corner’ remained on the north-east section of the building.

- As the ‘feature corner’ was to be retained as proposed, the building setback from Liverpool Road was to be increased and a more appropriate scaled podium be introduced to create a pedestrian scale and active frontage at street level. This was particularly necessary given the additional bulk created by the basement protrusion.

ix. Landscaping

- With consideration given to the abovementioned comments from TfNSW, it was considered there was additional opportunities for deep soil planting on the western boundary of the proposed development.

- The proposed landscape plan needed to be updated to reflect the revised architectural plans.

12 July 2022	Amended plans were submitted via the NSW Planning Portal.
28 July 2022	An amended Clause 4.6 request statement was submitted via the NSW Planning Portal.
27 October 2022	Amended stormwater plans and amended signage plan were submitted via the NSW Planning Portal.
16 December 2022	Additional information was submitted via the NSW Planning Portal including a revised Clause 4.6 statement and RFI response letter.

The Site and Locality

The subject site is legally described as Lot: 231 DP: 844782 and commonly known as 626-628 Liverpool Road STRATHFIELD SOUTH. It is located on the southern side of Liverpool Road between Gould Street to the east; Braidwood Street to the west; and opposite Hedges Avenue to the immediate north. Liverpool Road is a State classified road (A22), which links to Centenary Drive (A3) approximately 200 metres to the west.

The site is irregular in shape (see **Figure 2**) and has an approximate frontage width of 42m; rear boundary length of 40.45m east side boundary length of 86.25m to the west; and side boundary length of 91.61m to the east. The site has a total area of 3586.3m².

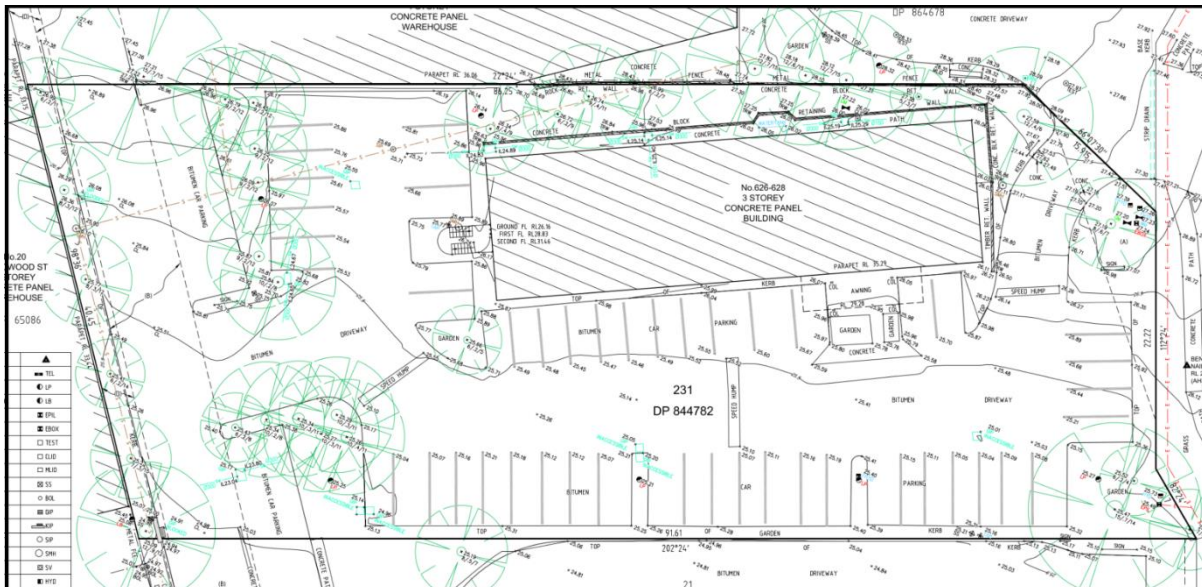


Figure 13: Subject site survey plan

The site slopes from west to east and has a cross-fall of 2.1m (2-3°) with a steeper rising at the north-west corner where the site is bound with a retaining wall.

Existing development on the site comprises a three-storey motel (**Figure 14**), pylon signage and outdoor carpark (51 spaces). Vehicular access is available to the existing external carpark at two points: from Liverpool Road via an existing shared driveway, and from the rear via a thoroughfare accessed from Braidwood Street to the west. Existing development on adjoining properties comprises a KFC food and drink premises at 622-624 Liverpool Road (**Figure 16**); a service station at 630-634 Liverpool Road (**Figure 17**); and an existing multi-unit warehouse development at 6 Braidwood Street (**Figure 18**). Adjacent development along the north side of Liverpool Road comprises a large green easement which abuts a low-density residential subdivision to the immediate north to north-east and Strathfield High School to the north-west.

Pedestrian access is provided from the north of Liverpool Road via an existing pedestrian overbridge (**Figure 19**).

The current Liverpool Road streetscape is characterised by large plate commercial development. The adjacent Braidwood Street to the west is characterised by small to medium size warehouse development as well as the George Weston Foods facility, which contains local heritage item I220: Weston Milling - NB Love building and administration block - old flour mill and administrative building at 22–28 Braidwood Street (**Figure 21**).



Figure 14: Subject site existing hotel development



Figure 15: Subject site existing hotel development east elevation



Figure 16: Existing development at 622-624 Liverpool Road



Figure 17: Existing service station at 630-634 Liverpool Road



Figure 18: Existing warehouse development at 6 Braidwood Street

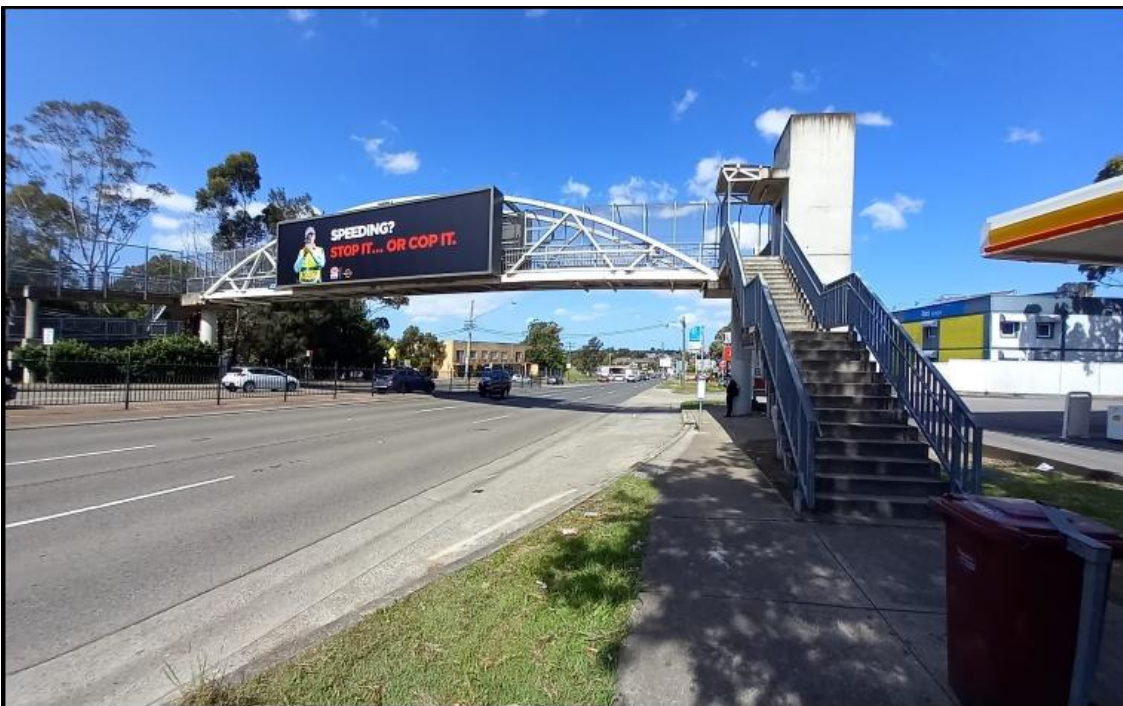


Figure 19: Existing pedestrian overbridge Liverpool Road



Figure 20: Existing Braidwood Street eastern frontage streetscape



Figure 21: Weston Milling Facility at 22-28 Braidwood Street

External Referrals

Design Review Panel

The application was referred to the Design Review Panel for consideration at their meeting on 17 November 2021. DRP recommendations are provided in this section as well as the Applicant's response.

'The Panel raises no issues regarding the proposed mix of land uses, however [It] is not supportive of the proposed development in its current form. This is further discussed below.'

DRP Comments	Applicant Response
<p>General</p> <p><i>'The Panel raises no issues regarding the proposed mix of land uses however is not supportive of the proposed development in its current form. This is further discussed below.'</i></p>	<p>Noted</p>
<p>Landscaping/Trees</p> <p>1. <i>Trees and other plants help cool the environment, making vegetation a simple and effective way to reduce urban heat islands. The Panel therefore recommends that the existing trees to the rear of the site are retained, and that additional appropriately scaled landscaping is introduced.</i></p> <p>2. <i>The Panel notes that the proposed sewage extension along the rear boundary is aligned with the existing but consideration should be given to realign any new extension to avoid the critical root zone of existing trees that as per the above, are recommended to be retained.</i></p>	<ul style="list-style-type: none"> • <i>Increased the rear (southern) and western sides of the site with the industrial buildings set back to area in front of these at the interface with the service lane.</i> • <i>Additional landscaping works both along the building boundary and the site boundary to the west and seating areas located at a central point between the industrial units and along the western boundary, as break out space for employees.</i> • <i>Existing trees located along the rear boundary are proposed to be retained as shown on DA-100, Issue B. Any</i>

<p>3. <i>To further increase landscaping, the Panel considers there to be scope to potentially create a green roof on top of the large roof to the industrial units.</i></p>	<p><i>potential conflict with the sewer diversion works, proposed to be managed with the services of a consulting arborist supervising on site during the construction to ensure that the critical root zone of these trees is not affected by these works (condition of consent).</i></p> <ul style="list-style-type: none"> • <i>Additional planting is proposed along the eastern side of the site, above the basement entry to create a green roof, adjacent the turning and loading area. A similar approach is proposed on the western side of the building, above the hotel entry, on the proposed awning.</i>
<p>Industrial units</p> <ol style="list-style-type: none"> 1. <i>The Panel considers the industrial units of the proposal to not have been designed and considered with the same level of detail and ambition as provided to the primary hotel building</i> 2. <i>The Panel recommends that the industrial part of the proposal is designed and re-worked to ensure improved amenity and safety for workers.</i> 3. <i>The Panel questions the interface between the industrial units and the private road at the rear of the site and notes that both pedestrian and garage doors open up onto the road thus creating potential safety conflicts when vehicles/trucks reverse out of the units and also safety conflicts between pedestrians and vehicles using the shared road; and</i> 	<ul style="list-style-type: none"> • The design of the industrial units has been amended to provide an increased setback of 1m to the south to enhance pedestrian space and reduce conflict with vehicular movements along this service area, with a dedicated pedestrian zone. This will ensure that potential safety conflicts will be reduced with vehicles or trucks when

<p>4. <i>The Panel recommends that the units are setback from the road for safety. This would allow a strip of the road to be dedicated as footpath.</i></p> <p>5. <i>The Panel also recommends that an accessible and useable open space for the use of the workers is provided on site. This open space should be located within a landscaped setting and could include a covered area for all weather protection.</i></p>	<p>departing each of the units.</p> <ul style="list-style-type: none"> • A new external landscaped area for workers in also proposed as shown on DA 100, Revision B, which includes bench seating that is within the confines of the industrial area of the development.
<p>Corner Glass Element</p> <p>1. <i>The hotel is built to the eastern side boundary and contains a glazed corner containing a palm tree on the north-eastern corner providing a visible gesture to Liverpool Road.</i></p> <p>2. <i>The Panel notes that the glazed corner is only able to be effective and provide the intended gesture to Liverpool Road as a consequence of the neighbouring site to the east being underdeveloped. The panel further noted that this glass atrium is only viewed from the outside and does not relate to the entrance or interior of the building. The panel questions whether a more integrated idea relating to the corner could be investigated which can inform the building expression and its circulation.</i></p> <p>3. <i>The Panel therefore recommends that the glazed ‘corner gesture’ is relocated to the north-western corner of the building (which it is noted is the primary corner of the site) instead as, if the neighbouring site to the east is redeveloped, the gesture will be lost.</i></p> <p>4. <i>By relocating the ‘corner feature’ to the primary north-western corner it will mark the entry into the pub and hotel - the main uses of the building as opposed to the current proposed location which marks the entry into the gaming room and bottle shop – secondary uses. The location as proposed does not work with the floor plan layout and primary entrance.</i></p> <p>5. <i>The Panel recommends that further analyses and studies are undertaken to ensure that the ‘feature corner’ of the proposal is located on the corner where</i></p>	<ul style="list-style-type: none"> • The minutes reflected the need for the glazed corner to be relocated to the north-western corner of the proposed building to mark the entry to the pub and hotel, as opposed to this being adjacent to the entry to the gaming room and bottle shop. • The minutes also seek the glazed corner element to be exposed to the interior of the building due to its lack of relationship with the interior or entrance of the building. • It is not proposed to relocate the glazed corner for the following reasons: <ul style="list-style-type: none"> - the location of the glazed element allows for place recognition of the site and act as a ‘wayfinding element’,

<p><i>it will be most effective long term and notes that the north-western corner is visible from the overpass and should therefore be emphasised as the primary corner.</i></p> <p>6. <i>The Panel recommends that should the ‘feature corner’ be retained as currently proposed it will need to be setback from boundary in case the adjacent site is redeveloped.</i></p>	<p>which enables those driving to the site to slow down to be able to navigate the vehicular entrance to the site, at the north-western corner. If the glazed element were to be placed on the north-western corner, this has the potential to cause a driver to drive past the site due to the proximity between the two, where this will dominate the entry, as opposed to leaving this as a visible element to enable vehicular entry to the site</p> <ul style="list-style-type: none"> - the planter is not designed to highlight the secondary uses of the site; it is instead designed to ensure that people entering the site from Hume Highway are aware of the site’s presence when driving towards this and have sufficient time to negotiate the driveway entry - the visibility from the overpass is not considered relevant as there are high side walls on the overpass which would primarily obscure a driver’s heading in a southerly direction
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	<p>along this, such that the corner element would have limited, if any visibility, from that location.</p> <ul style="list-style-type: none">- further, a vehicle travelling south is, in effect, heading away from the venue and it is extremely unlikely given the road conditions in the immediate vicinity of the site, that someone is likely to be 'attracted' to the corner element and return to the site. This is complex from a navigation perspective, thus providing no material benefit.- while there is concern that the adjoining site may be redeveloped, the existing conditions allow for the prominence of this building element to be visible. Absent of any application for redevelopment on the adjoining site, this application should be considered on its current circumstances, where, for the above reasons, is the most appropriate location.
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Amenity	
<p>1. <i>The proposal includes one lift to service 104 hotel rooms. As explained by the representatives in attendance, the existing hotel does not contain a lift and other recent hotels in the ibis hotel group are usually fitted with one lift core only.</i></p> <p>2. <i>The Panel notes that two lifts would improve waiting times and that this should be further considered.</i></p> <p>3. <i>The circulation cores on each level are long and dark. The Panel recommends that windows are provided at either end in the long corridors to let light in.</i></p>	<p>To improve the amenity for guests staying at the hotel, the following design changes are proposed:</p> <ul style="list-style-type: none"> • a second hotel lift has been included to ensure adequate transfer of guests within the premises. This has resulted in the need to reconfigure the layout of the back of house areas of the pub and a reduction in the number of hotel rooms, reduced to 100 rooms (-4 rooms). This has also reduced the proposed gross floor area of the development to 5,184m² (-55m²) • new window openings are proposed at the southern end of the corridor on each hotel level of the building • as indicated above, glazed elements have been incorporated to the southern side of the glazed corner at Levels 1-4 to enable the planter to have a relationship with the interior of the building and enhance opportunities for natural light into corridors

<p>4. <i>The representatives in attendance explained to the Panel that the bistro and beer garden are intended to be used for the 'breakfast package' for hotel guests.</i></p> <p>5. <i>The Panel notes that there is no direct connection between the hotel reception and pub/bistro area and that hotel guests would inconveniently need to exit the hotel to enter the bistro/pub for breakfast.</i></p> <p>6. <i>The Panel recommends that connection to the breakfast area is improved, and access is provided from within the hotel reception. This could be done by relocation the fire stairs located in between the hotel reception and pub to the other side of the lift.</i></p>	<ul style="list-style-type: none"> • a new linkage has been incorporated between the hotel reception and beer garden area to enable direct access between the two spaces, thus improving access and causing no inconvenience to hotel patrons.
<p>External Finishes</p> <p>1. <i>The colours and materials schedule indicates the use of applied finishes such as painted finishes which will require ongoing maintenance.</i></p> <p>2. <i>The Panel recommends that prefinished materials are considered for longevity and less upkeep i.e., precast finishes where texture and colour is added at the time of manufacturing.</i></p> <p>3. <i>The Panel considers there to be an opportunity to create an 'Ibis panel' – a precast modulated and standard coloured and textured mould for simplicity and consistency. This is possible due to the standardisation and repetition of the hotel rooms and their windows.</i></p>	<ul style="list-style-type: none"> • It is proposed to provide solar panels and skylights to the proposed industrial units to provide a more appropriate relationship with the hotel and reduce the industrialised appearance when that section of the site is considered from the upper levels of the hotel. • As detailed above, the corner element will be construction of glass walls to improve the transparency of this element and improve its relationship both internally and externally to the site. • Additional landscaping is also proposed, both at ground level and above the awning on

	<p>the western side of the building, again to soften the overall appearance of the proposed built form.</p>
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Discussion of Applicant DRP Response

The minor amendments by the Applicant are not considered satisfactory regarding the design of the warehouse component of the proposed development. The increased one metre setback does little to improve transfer access from the loading bay area to the three rear warehouse entries. In this regard, the legitimate safety and congestion concerns have not been adequately addressed.

An assessment of the Applicant's response against the DRP comments concludes the glass corner is better located in the east corner to serve a functional landmarking purpose of recognition and identification for oncoming westbound motorists. On this basis, Council agrees the proposed location of the glass corner be maintained.

NSW Police

The subject application was referred to NSW Police for formal comment on the application in accordance with the guidelines under Section 79C of the *Environmental Planning and Assessment Act 1979* for Crime Prevention. Licensing Police attached to Auburn Local Area Command have recommended additional conditions to be included as part of any draft development consent. These relate to CCTV and crime scene preservation and are discussed in the **Part Q – Urban Design (SCDCP 2005)** section of this report.

TfNSW

The subject application was referred to TfNSW (RMS) for review. TfNSW raised several issues during the preliminary assessment stage. Amended plans have removed vehicle access from Liverpool Road, so that all vehicles will now access the site from the private thorough via Braidwood Street. TfNSW provided the following final comments to Council for consideration:

'TfNSW has reviewed the revised plans and advises that concurrence under section 138 of the Roads Act 1993, is not required from TfNSW as there is no proposed change to the access arrangements along Liverpool Road. TfNSW recommends that the following requirements being included in any development consent issued by Council.

1. *All buildings and structures, together with any improvements integral to the future use of the site are wholly within the freehold property (unlimited in height or depth), along the Liverpool Road boundary.*
2. *All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping. A construction zone will not be permitted on Liverpool Road.*
3. *A Road Occupancy Licence should be obtained from Transport Management Centre for any works that may impact on traffic flows on Liverpool Road during construction activities.*

In addition to the above, TfNSW provides the following advisory comment for Council's consideration in determining the application:

- *Additional drop off spaces be provided to avoid any potential queuing back into the basement down ramp.*
- *A Green Travel Plan should be developed as part of the proposal to encourage patrons and staff in utilising alternative transport modes to/from the site.'*

Internal Referrals

Building and Compliance

The subject application was referred to Council's Building Compliance Officer who supports the proposal and provided the following advisory comments:

'...[I]n relation to the smoking area in the VIP lounge not being capable of being an open area, as the side of the building requires an FRL...There looks to be no provision made for a manager's residence – the classification for a manager's residence is different to the classification of a motel room. [If] a manager's residence is required [it is] to be provided with kitchen laundry and drying facilities. I also note that there are no laundry facilities on the site and nowhere for the bulk storage of items which enable the premises to be used for short term accommodation. Additional beds, sheets, chemical storage for cleaning a laundry room etc...'*

*NOTE: The term FRL is short for Fire Resistance Level and comes directly from the National Construction Code. It is defined as a grading period in minutes determined in accordance with Schedule 5 for building measures including structural adequacy, integrity and insulation.

Environmental health

The subject application was referred to Council's Environmental Service Coordinator Officer for assessment against statutory instruments including the *NSW Noise Policy for Industry 2017, Food Act 2003, Food Standards Code, NSW Department of Planning Development Near Rail Corridors and Busy Roads Interim Guideline, and Protection of the Environment Operations Act 1997* and corresponding regulations. The details of this review are discussed elsewhere in this report. Additionally, the following comments are provided:

'Environmental Services has read the above application and supporting documents, and supports the DA, subject to the following special and standard conditions:

1. *The use of the beer garden is to be concurrent with the operation of the pub, and should not be permitted for use "after hours"; and*
2. *Hotel construction should comply with the concepts listed in NSW Department of Planning Development Near Rail Corridors and Busy Roads Interim Guideline.'*

Heritage

The subject application was referred to Council's Heritage Planner for assessment. Comments are provided as follows:

'I have assessed the drawings and am of the opinion that the proposal does not adversely impact the significance of 1220, known as the 'Weston Milling - NB Love Building and Administration Block'. I have no objections to raise from a heritage perspective.'

Landscaping

The subject application was referred to Council's Landscape Architect for assessment. The proposal is supported subject to conditions and additional following comments were provided:

'I am in agreeance with retaining the rear boundary existing trees and diversion of existing sewer works which can be supervised by an arborist ensuring that the critical root zone(s) of these existing retained trees are not affected...I am in agreeance with the additional proposed planting on the western side above basement entry but will need to see the detail design and landscape planting options for proposed awning...I am in agreeance with the arguments provided by the Hamptons Property Services regarding not to relocate the glazed corner to the north- western corner of the proposed building.

I refer to the possibility of deep soil planting at the western boundary of the proposed development. The proposed basement plan shows 1500mm setback from the boundary wall to the basement wall, considering there is no deep soil planting in the proposed development, it is strongly recommended to look at the option of providing deep soil planting at the western boundary.

The proposed landscape plan needs to be updated aligning with the revised architectural plan.'

Stormwater

The subject application was referred to Council's Development Engineer for review. Additional information was required to determine if concurrence with TfNSW was required for additional drainage infrastructure. The stormwater management plan prepared by LCI Consultants rev P2 drawing no. H030 project no. 210628 has been assessed and it considered concurrence is not required. Comments are provided as follows:

'I have made an assessment based on the topography of the site and the proposed stormwater system of the development. [The] subject site falls to the rear, but presence of drainage easement at the rear has enable applicant to submit a compliant design. The site discharges to existing drainage system by gravity means via OSD tank...Roof runoff on the western boundary drains into below ground rainwater tank by gravity means via downpipes. Overflow from the tank and all other roof and impervious surfaces drain into the OSD tank. From [an] engineering perspective, concept plan is feasible.'

Traffic

The subject application was referred to Council's Traffic Engineer and an assessment against parking rates is provided in the Part I – Car Parking (SCDCP 2005) section of this report:

'A swept path assessment has been provided using an MRV and demonstrates appropriate manoeuvrability into and out of the loading dock. All service vehicles will enter and exit the site in a forward direction...I have made an assessment based on the revised access arrangements information provided and raise no concerns with the location of the proposed access driveway off the existing right of way at the southern end of the property from Braidwood Street....

Traffic generation potential of the development proposal is provided by reference to the Roads and Maritime Services publication Guide to Traffic Generating Developments, Section 3 - Land use Traffic Generation (October 2002) and the updated traffic generation rates in the RMS Technical Direction (TDT 2013/04a) document.

The traffic report provided a conservative approach in assuming that the proposed bistro/bar/VIP lounge area and bottle shop would generate up to one trip per parking space.

Based on this, the proposed development is expected to generate up to 46 (AM) and 116 (PM) vehicle trips per hour during the peak periods. Applying the same trip generation rate, the existing 79 room hotel would generate 32 vehicle trips per hour. Hence, the net increase in trip generation due to the proposal is expected to be up to 14 (AM) and 84 (PM) vehicle trips per hour during the peak periods.

Traffic distribution in the surrounding road network would be via Braidwood Street (ingress and egress), Gould Lane (egress only) and Liverpool Road Ingress only. This spread of vehicle ingress and egress is considered satisfactory.

The intersection of Liverpool Road/Cosgrove Road has been assessed using SIDRA intersection analysis, and under the post development scenario, the intersection would continue to operate at similar levels of service to existing conditions, that is level of service C or better. This is considered satisfactory.

The projected level of traffic activity from the development proposal is relatively low and consistent with the zoning controls which apply to the site.

- *Service Vehicles*

Service vehicles can access the loading area via a separate ramp located at the rear service road. The loading dock will accommodate a vehicle up to and including 8.8m length Medium Rigid Vehicle (MRV).

[The] garbage vehicle turning path templates are provided which show the loading bay is capable of accommodating a waste collection vehicle MRV 8.8m long 3.633m high.

- *Ramp grades*

Internal circulation arrangements, ramp grades max 1 in 5 or 20% and basement clearances of 3.6m to 2.6m min for basement 1 and 2.6m min for basement 2 are satisfactory.'

Tree Management

The subject application was referred to Council's Tree management Coordinator for assessment of the submitted Arboricultural Impact Assessment Arboricultural Impact Assessment and Management Plan prepared by Botanic Tree Wise People (dated July 2021). The following comments are provided:

'The following needs to be addressed:

- 1. The location of neighbouring vegetation [must] be assessed by an AQF5 Arborist to see if they can be retained during the proposed demolition and construction of the site.*
- 2. If the vegetation cannot be retained during demolition and construction, consent from owners for their removal is required and new replacement plantings are required as part of the final landscape works for the site.*
- 3. One tree is highlighted to be retained (see attached Landscape Plan) this has not been addressed in the arborist report.'*

Section 4.15 Assessment – EP&A Act 1979

The following is an assessment of the application with regard to Section 4.15 (1) of the Environmental Planning and Assessment Act 1979.

(1) Matters for consideration – general

In determining an application, a consent authority is to take into consideration such of the following matters as are of relevance to the development the subject of the development application:

- (a) *the provision of:***
 - (i) *any environmental planning instrument,***

State Environmental Planning Policies

Compliance with the relevant state environmental planning policies is detailed below: (delete SEPP's not applicable)

STATE ENVIRONMENTAL PLANNING POLICY	COMPLIES
State Environmental Planning Policy (Biodiversity and Conservation) 2021 Chapter 2 – Vegetation in non-rural areas	No
State Environmental Planning Policy (Resilience and Hazards) 2021 Chapter 4 – Remediation of land	Yes
State Environmental Planning Policy (Industry and Employment) 2021 Chapter 3 – Advertising and signage	Yes

Table 1: SEPP compliance summary

STATE ENVIRONMENTAL PLANNING POLICY (BIODIVERSITY AND CONSERVATION) 2021

Chapter 2 – Vegetation in non-rural areas

The intent of this Chapter within the SEPP is related to the protection of the biodiversity values of trees and other vegetation on the site.

The proposal was referred to Council's Tree Management Coordinator who has specific requirements for trees within the site and on adjoining properties to ensure the protection of these trees. It is considered that insufficient information has been provided by the Applicant to complete a full and through assessment of the impact to existing vegetation on adjoining properties. Therefore, Council cannot grant consent for the proposal.

STATE ENVIRONMENTAL PLANNING POLICY (RESILIENCE AND HAZARDS) 2021

Chapter 4 – Remediation of land

Chapter 4 applies to the land and pursuant to Section 4.15 is a relevant consideration.

A review of the available history for the site gives no indication that the land associated with this development is contaminated. There were no historic uses that would trigger further site investigations.

The objectives outlined within Chapter 4 of the SEPP are considered to be satisfied.

STATE ENVIRONMENTAL PLANNING POLICY (INDUSTRY AND EMPLOYMENT) 2021

The proposed development includes the installation of 11 business signs as listed below:

1. 'BOTTLE SHOP' letters – 3D fabricated letters with internal illumination - 2170mm x 230mm
2. 'ENFIELD TAVERN' letters – 3D fabricated letters with internal illumination - 4280mm x 360mm
3. 'VIP' Circle sign – 3D fabricated shape with Internal illumination & external chasing LEDs - 500mm diameter
4. 'TAB' circle sign – 3D fabricated shape with internal illumination - 500mm
5. 'VIP circle sign – 3D fabricated shape. Internal illumination & external chasing LEDs - 500mm diameter
6. 'ibis' blade sign - fabricated blade shape with 3D fabricated letters & internal illumination
 - Blade: 900mm x 3000mm
 - Letters: 240mm x 2000mm
7. 'IBIS' pylon sign - fabricated blade shape with 3D fabricated letters & internal illumination
 - Body: 850mm x 6300mm
 - Letters: 260mm x 2222mm
8. 'ibis' building sign - 3D fabricated shape with internal illumination - 500mm x 1500mm
9. 'ibis' building blade letters (two-sided) - 3D fabricated letters with internal illumination (qty x 2 sets; one either side of blade) - 650mm x 6600mm
10. 'ibis' building sign – 3D fabricated shape with internal illumination - 1500mm x 1500mm
11. 'ENFIELD TAVERN' letters – 3D fabricated letters with internal illumination - 5000mm x 420mm

(See **Figure 22 to 24**).



Figure 22: Proposed signage plan (north elevation)

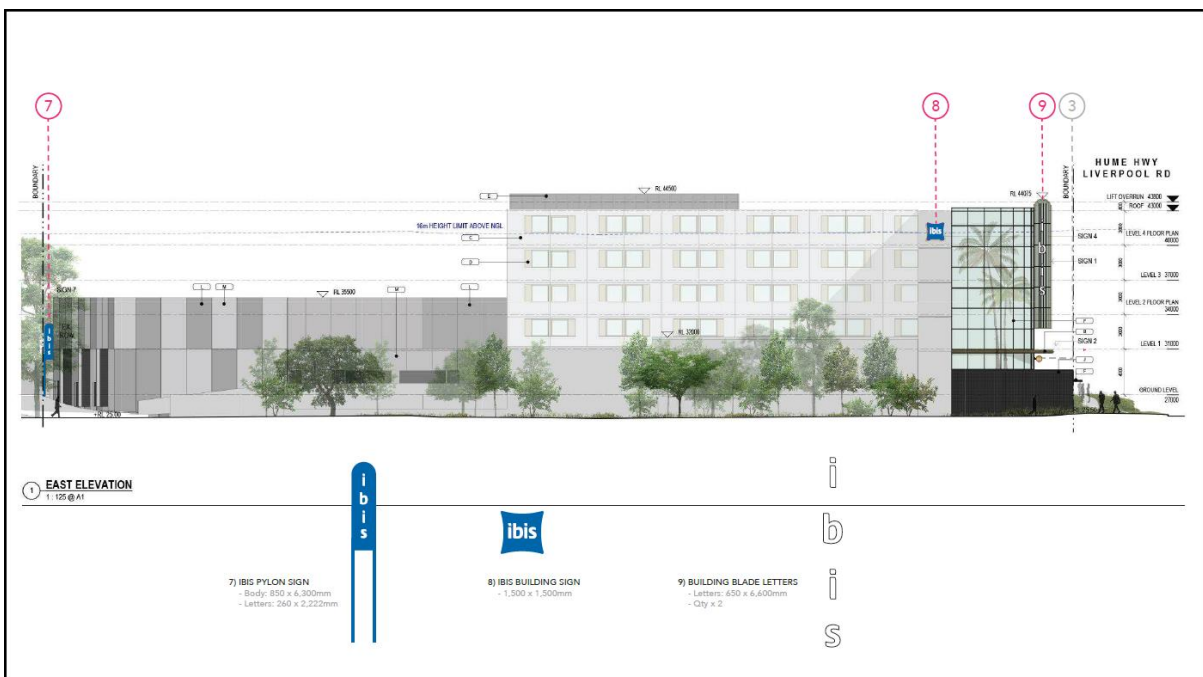


Figure 23: Proposed signage plan (east elevation)

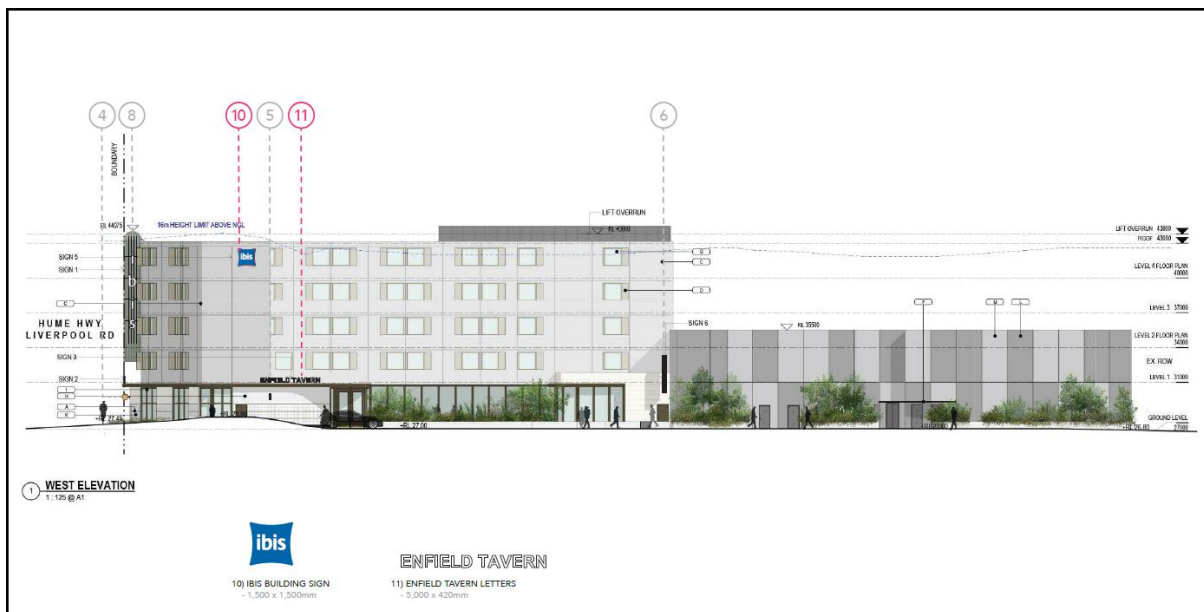


Figure 24: Proposed signage plan (west elevation)

An assessment of the proposed signage against the provisions of the SEPP Industry and Employment 2021 Schedule 5 Assessment Criteria is provided in the table below:

Section	Assessment Criteria	Required	Proposed	Compliance
1	Character of the Area	Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	The proposed signage is not considered to be out of character in the locality and context of the site.	Yes
		<ul style="list-style-type: none"> Is the proposal consistent with a particular theme for outdoor advertising in the area or locality? 	The signage is consistent with the style and theme for signage in the area and is not considered to be out of place.	Yes
2	Special Areas	Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	The subject site is located approximately 100m to item I220: Weston Milling - NB Love building and administration block - old flour mill and administrative building at 22–28 Braidwood Street. An assessment by Council's Heritage Planner and it considered the	Yes

			proposed signage will not detract from the existing heritage items.	
3	Views and Vistas	Does the proposal obscure or compromise important views?	The proposal does not obscure any views.	Yes
		Does the proposal dominate the skyline and reduce the quality of vistas?	The signage does not dominate the skyline.	Yes
		Does the proposal respect the viewing rights of other advertisers?	The proposed signage is considered to respect the viewing rights of other advertisers. All signage is contained within the subject site.	Yes
4	Streetscape, Setting or Landscape	Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The signage is considered to be appropriate in the setting due to the proposed locations within the site boundaries and the predominant commercial/industrial character in the immediate context, adjacent business signage and nearby roadway signage.	Yes
		Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The pylon signage presents some visual interest and does not present significant visual impacts will detract from the streetscape.	Yes
		Does the proposal reduce clutter by rationalising and simplifying existing advertising?	The proposed signage does not replace existing advertising as such.	N/A
		Does the proposal screen unsightliness?	The proposed signage does not screen any existing unsightliness. The	N/A

			proposed buildings do not present potential unsightliness that requires screening as such.	
		Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	<p>With the exception of the building blade and attached letters (No.9) the proposed signage is substantially lower than the proposed hotel and warehouse building heights, or the building height of neighbouring commercial properties.</p> <p>The subject site is separated from the adjacent residential area by a six-lane road. The size and scale of the proposed signage will not impact on the character of the residential development to the north of the subject site.</p>	Yes
		Does the proposal require ongoing vegetation management?	The proposal may require some minor routine vegetation management, but this is considered minimal.	Yes
5	Site and Building	Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?	The proposed is considered to be compatible with the proposed structures on the site.	Yes
		Does the proposal respect important features of the site or building, or both?	Yes, the proposed signage is considered to be adequate in this regard.	Yes

		Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The signage incorporates modern finishes and serves a functional purpose. The proposal is considered to be satisfactory.	Yes
6	Associated Devices and Logos	Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	<p>Yes.</p> <p>All proposed signs will be illuminated.</p> <p>The 'ibis' company logo will appear on six (6) of the proposed signs.</p> <p>No platforms are proposed. The proposed logo signage and illumination is considered acceptable in the immediate context.</p>	Yes
7	Illumination	Would illumination result in unacceptable glare?	Illumination can be regulated as part of any development consent.	Yes
		Would illumination affect safety for pedestrians, vehicles or aircraft?	The proposed illumination as conditioned will be of a similar brightness to the existing illuminated signage located on adjoining properties.	Yes
		Would illumination detract from the amenity of any residence or other form of accommodation?	The distance from the subject site and the existing residential area to the north makes it unlikely that illumination will impact on the amenity of the residential area.	Yes
		Can the intensity of the illumination be adjusted, if necessary?	The intensity of the lighting can be limited through the imposition of appropriate conditions as part of any development consent.	Yes
		Is the illumination subject to a curfew?	No. The accommodation arm of the proposed development will operate 24 hours a day and	Yes

			illumination if required for recognition during night-time trading.	
8	Safety	Would the proposal reduce the safety for any public road?	The signage and pylon(s) are not considered to negatively impact public safety or sightlines.	Yes
		Would the proposal reduce the safety for pedestrians or bicyclists?	No	Yes
		Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	No	Yes

Table 2: SEPP Industry and Employment 2021 Schedule 5 Assessment Criteria

The proposed signage is considered satisfactory against the provisions of the SEPP Industry and Employment 2021 Schedule 5 Assessment Criteria.

Strathfield Local Environmental Plan

The development site is subject to the Strathfield Local Environmental Plan 2012 and is consistent with the aims of this plan.

Part 2 – Permitted or Prohibited Development

Clause 2.1 – Land Use Zones

The subject site is zoned B6-Enterprise Corridor, and the proposal is a permissible form of development with Council's consent. It is considered the development does not adequately meet all relevant objectives of the zone.

Part 4 – Principal Development Standards

Applicable SLEP 2012 Clause	Development Standards	Development Proposal	Compliance/ Comment
4.3 Height of Buildings	Maximum height 16m	Lift o/run RL 43.4 AHD 25.8 17.6m	No
		Signage RL 43.0 AHD 25.5 17.5m	No

		Ridge RL 42.6 AHD 25.5 17.1m	No
4.4 Floor Space Ratio	Site area <u>3,586.3m²</u> 1.5:1 or 5397m ² REDO YOU CALCS	Basement protrusion of 2m Additional GFA: 125m ² Total GFA = 5358m ² FSR = 1.5:1 (149.4%)	Yes

Table 3: SLEP 2012 Development Standards summary

Clause 4.6 Exceptions to Development Standards

The proposed development exceeds the maximum 16m height development standard permitted under Clause 4.3 Height of buildings of the SLEP 2012. The area of non-compliance relates to the 17.6m building height at the lift overrun of the proposed hotel rooftop; 17.5m to the peak of the integrated 'ibis' blade sign attached to the primary hotel façade; and the proposed hotel roof ridge and parapet height, which ranges from 17.1m to 16.14m (east-west). The maximum proposed exceedance of 1.6m result in variations of 10%. Accordingly, a Clause 4.6 statement (The Statement) accompanies the application.

Under Clause 4.6 of the SLEP 2012, the consent authority may consider a variation, where that variation would achieve a better outcome.

Council notes that The Statement has incorrectly described the subject site as having a maximum building height of 15m (p.6).

Clause 4.6(3) of the SLEP 2012 states the following:

“Development consent must not be granted for development that contravenes a development standard unless the consent authority has considered a written request from the applicant that seeks to justify the contravention of the development standard by demonstrating:

- (a) that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case; and*
- (b) that there are sufficient environmental planning grounds to justify contravening the development standard.”*

The applicant has provided a written request (The Statement) that seeks to justify the proposed contravention of the Clause 4.3 development standard as discussed in the following section:

Clause 4.6(3)(a): That compliance with the development standard is unreasonable or unnecessary in the circumstances of the case,

In assessing whether compliance with the standard is unreasonable or unnecessary, it is appropriate to apply the approach adopted by Preston CJ in ***Wehbe v Pittwater Council (2007) 156 LGERA 446; [2007] NSWLEC 827*** (referred to hereafter as *Wehbe*) in which His Honour identified five pathways that could be applied to establish whether compliance is unreasonable or unnecessary.

The Statement employs the first way (i) of *Wehbe v Pittwater Council [2007]* to address sub-clause 4.6(3)(a).

- i. The objectives of the standard are achieved notwithstanding non-compliance with the standard*

The Statement provides the following comments against the relevant cl 4.3 objectives:

- (a) to ensure that development is of a height that is generally compatible with or which improves the appearance of the existing area,*

'The proposal is consistent with the built form of Liverpool Road which has a presence of building of multi-storey buildings, structures of a similar height to the proposal and greater.

The proposed development, with the minor exceedance, has also been reviewed by Council's independent urban design review panel who were supportive of the proposal development (and minor height breach) as it improves the appearance of the surrounding area.'

Assessing officer's comment: The Statement claim that the Design Review Panel were supportive of the proposed development is unsubstantiated (as detailed elsewhere in this report). Furthermore, the proposal deviates on several recommendations of the DRP. The proposed five-storey development will sit significantly higher than existing development in the immediate context. It is also noted that the subject site is mapped within a 16m HOB area and is girt by lower height areas. There is no notable commercial development within close proximity that is of a comparable height.



Figure 25: Subject site height of buildings mapping

(b) to encourage a consolidation pattern that leads to the optimum sustainable capacity height for the area

'The proposed development promotes optimum sustainable capacity of the site and the buildings height. The proposed development promotes the sustainable capacity of the site by offering multiple development options on the site through a 5-storey [building].

The relationship between the pub and hotel land uses offers a unique opportunity for patrons staying at the hotel to also use the ground floor pub for recreation and dining experiences and are expected to be the primary clientele for the pub as detailed in the traffic and parking assessment prepared by ttp.

The proposed built form transitions in height from Liverpool Road to the rear lane, which aligns with building height transition in the LEP. This careful consideration of the buildings and land uses reflects the pattern of development and Council's vision for the area with the height of building to the south mapped as 12m.

The development does not require consolidation as the site is consistent with the subdivision pattern and large enough to accommodate optimum capacity of the site.'

Assessing officer's comment: The term 'consolidation pattern' in this context refers to the process of creating a development standard that will result in a more effective or coherent whole. The assessment notes the Traffic Impact Assessment prepared by The Transport Planning Partnership (dated 31 August 2021) asserts the current operator - Ibis Hotels - advised that prior to the impact of Covid-19, the hotel's peak demand was around 80 percent. The traffic report uses this as anecdotal evidence to justify a reduced parking rate for the proposed development. In this regard, the argument put forth that a sustainable capacity is achieved is questionable. A fifth storey

of accommodation may not actually be necessary. The built form transition to a lower height at the rear industrial warehouse development is a secondary consideration given the transition is to warehouses and does not, therefore, substantiate how the development standard is unreasonable or unnecessary in the circumstances of the case.

(c) to achieve a diversity of small and large development options

'The proposal offers diverse development options and allows for diversity for the locality by providing both a five (5) storey building, and separate single storey buildings intended for light industrial uses in a context with a variety of built forms.

The proposed development respects the immediate single and double storey-built form by breaking up the materials of the ground floor to the upper hotel levels giving continuity to the streetscape.'

Assessing officer's comment: It is agreed that the development (in principle) would achieve a diversity of small and large development options.

Based on an assessment of the Clause 4.3 objectives, The Statement has not demonstrated that compliance with the development standard is unreasonable and unnecessary because the objectives of the development standard are achieved notwithstanding non-compliance with the standard.

Clause 4.6(3)(b) that there are sufficient environmental planning grounds to justify contravening the development standard.

The approach by which a cl 4.6 written request should demonstrate that there are sufficient environmental planning grounds to justify contravening the standard discussed by Preston CJ in *Initial Action Pty Ltd v Woollahra Municipal Council [2018] NSWLEC 118*. Preston CJ identified that there are two respects in which an Applicants' cl 4.6 written request needs to be 'sufficient' in relation to the environmental planning grounds so as to justify the contravention of a development standard. These are:

"First, the environmental planning grounds advanced in the written request must be sufficient "to justify contravening the development standard". The focus of cl 4.6(3)(b) is on the aspect or element of the development that contravenes the development standard, not on the development as a whole, and why that contravention is justified on environmental planning grounds. The environmental planning grounds advanced in the written request must justify the contravention of the development standard, not simply promote the benefits of carrying out the development as a whole. [and]

*Second, the written request must demonstrate that there are sufficient environmental planning grounds to justify contravening the development standard so as to enable the consent authority to be satisfied under cl 4.6(4)(a)(i) that the written request has adequately addressed this matter: see *Four2Five Pty Ltd v Ashfield Council [2015] NSWLEC 90 at [31].*"*

The Statement proposes ten (10) reasons as the basis for demonstrating the sufficiency of environmental planning grounds used to justify the contravention of the height of building development standard. The assessment of these 10 reasons in relation to the requirements of cl 4.6(3)(b), are cognisant of the guidance provided by His Honour Preston CJ in *Initial Action*. An assessment is provided as follows:

With regard to 4.6(3)(b) and sufficient environmental planning grounds, The Statement provides the following comments:

1. *'A very small portion of the site exceeds the height limit, whilst a significant portion of the site sits well below the height limit. The highest point of the building has been positioned appropriately to align with the highest natural point of the site.'*

Assessing officer's comment: This reason is considered insufficient to justify the variation to the standard. The proposed non-compliance is not located on the highest point of the site as detailed in the submitted survey plan. The Statement claim is unsubstantiated.

2. *'The variation is limited to the lift core and parapet. The lift core is set back from the parapet and will not be discernible from the ground plane.'*

Assessing officer's comment: The Statement provides a detailed summary of all height exceedance(s) across the proposed development. The variation is not limited to the lift overrun. Notwithstanding, this is not considered a sufficient environmental planning ground.

3. *'The proposed height variation does not result from a need to vary the floor space ratio (FSR) control. The provision of additional height allows the FSR to be realised on the site, which illustrates a misalignment between the prescribed FSR and height controls.'*

Assessing officer's comment: This reason is considered insufficient to justify the variation to the standard. An amended design could extend the hotel floor plate further to the rear to achieve sufficient GFA for the hotel operation (if so desired). Compliance with FSR does not justify non-compliance with height.

4. *'The proposal provides generous floor to floor heights with 4 metres provided at ground level and 3 metres at the accommodation levels. If the proposal was required to comply with the height limit, it would result in an undesirable experience for future users. The generous floor to floor heights provides greater amenity. Ultimately the proposed scale is assumed and intended under the height control, complying would result in the loss of a large floor space component on the site and be well under the maximum FSR.'*

Assessing officer's comment: This reason is considered insufficient to justify the variation to the standard. The non-compliance is a direct result of the five-storey design, and The Applicant is reluctant to lower ceiling heights further. A four-storey hotel development could apply the same ceiling heights, as proposed, and provide a quality development that operated closer to the forecasted capacity as discussed elsewhere in this report.

5. *'The proposed built form transitions in height from Liverpool Road to the rear lane, which aligns with building height transition in the LEP.'*

Assessing officer's comment: This reason is considered insufficient to justify the variation to the standard. A high-quality building could be designed to comply with the 16m height limit and maintain the same transitional element to the rear of the site.

6. *'The light industrial units have a height of approximately 10 metres which is well below the height limit, and transitions to the 12m height limit to the south of the site.'*

Assessing officer's comment: This reason is considered insufficient to justify the variation to the standard. The comparative height of the proposed warehouse section does not necessitate a non-compliant building height for the hotel building.

7. *'The site is within an established commercial area. The very negligible variation in height will not give rise to any unreasonable amenity impacts comparative to a development with a compliant height.'*

Assessing officer's comment: This reason is considered insufficient to justify the variation to the standard.

8. *'The proposal is consistent with the built form of Liverpool Road which has a presence of building of multi-storey buildings, structures of a similar height to the proposal and greater which have been supported by Council with an exceedance to the building height.'*

Assessing officer's comment: This reason is considered insufficient to justify the variation to the standard. The Statement claim regarding such structures – and their respective approvals – does not automatically justify the subject variation or the matters directly raised by the clause. Furthermore, any such comparison does not demonstrate relevance to the subject proposal and the circumstances of the case.

9. *'The proposed development, with the minor exceedance, has also been reviewed by Council's independent urban design review panel who were supportive of the proposal development (and minor height breach) as it improves the appearance of the surrounding area.'*

Assessing officer's comment: The Statement claim is unsubstantiated as discussed elsewhere in this report. This reason is considered insufficient to justify the variation to the standard.

10. *'The proposal avoids impact to the amenity and operations of immediate adjoining properties, having independent access, parking, and operational arrangements. The variation will not impact the functioning of adjoining commercial premises.'*

Assessing officer's comment: This reason is considered insufficient to justify the variation to the standard. A high-quality development could be achieved which presents the same operational features without the need for a variation to the height standard.

The development reasons offered by The Statement, are not considered sufficient environmental planning grounds to justify contravention of the standard. A high-quality commercial development could be achieved which offers the same diversity of land use, that is compliant with all relevant SLEP and SCDCP controls. Compliance with any one SLEP or SCDCP control is not considered to be a sufficient environmental planning ground to justify non-compliance with another development standard.

As established in ***Peric v Randwick City Council [2018] NSWLEC 1509***, in order for reasons put forth by The Applicant to be sufficient such that the contravention of the development standard is justified, the cl 4.6 request should include a clear rationale supporting the assertion that the variation of the development standard represents the orderly and economic use of the subject site. It is considered that the cl 4.6 statement submitted with the proposal is lacking in this clear rationale.

Based on the above considerations, it is considered that the Applicants' cl 4.6 written request to vary the height of building development standard has not demonstrated that there are sufficient environmental planning grounds to justify the variation to the standard as proposed.

As a consequence, Council cannot be satisfied that the Applicants' cl 4.6 written request has demonstrated that there are sufficient environmental planning grounds to justify contravening the standard as required under cl 4.6(3)(b) of SLEP.

Clause 4.6(4) of the SLEP 2012 states the following:

“Development consent must not be granted for a development that contravenes a development standard unless:

(a) the consent authority is satisfied that:

- (i) the applicant's written request has adequately addressed the matters required to be demonstrated by subclause (3)*
- (ii) the proposed development will be in the public interest because it is consistent with the objectives of the particular standard and the objectives for development within the zone in which the development is proposed to be carried out.*
- (iii) the proposed development will be in the public interest because it is consistent with the objectives of the particular standard and the objectives for development within the zone in which the development is proposed to be carried out.*

With regard to Clause 4.6(4)(a)(i), the assessment references ***Brigham v Canterbury–Bankstown Council [2018] NSWLEC 1406***, in which the SC Dixon emphasised that a written 4.6 request should have the following elements:

'...when dealing with a cl 4.6 written request it is useful to address each element of the clause in the order in which it is read. This approach helps to avoid legal error and ensure that all relevant subclauses are referred to in the written document. Furthermore, I think it is important to make specific reference to the particular subclause being addressed rather than using a topic heading...;

'when dealing with a cl 4.6 variation request one should remain "faithful to the language of the clause rather than any stated principles"...; and

...it should be remembered that cl 4.6 by its terms does not invite a discussion of the historical case law about the former SEPP1 or for that matter any case law or comment by a commissioner or judge. Rather, cl 4.6 mandates a planning assessment of the matters directly raised by the clause and relevant to the particular development and the circumstances of the case. This is not to say that a legal interpretation of what a particular phrase or clause means cannot be referred to if relevant and ultimately relied upon.' [42-46]

The submitted Clause 4.6 request demonstrates the structure as set out in *Brigham*, however it is considered that the Clause 4.6 statement has not adequately addressed the matters required to be demonstrated by subclause (3). The Statement has not demonstrated how the objectives of the standard are achieved notwithstanding non-compliance with the standard; nor has it provided sufficient environmental planning grounds to justify contravention with the standard.

With regard to Clause 4.6(4)(a)(ii) the objectives of the SLEP 2012 B6 zone are as follows:

- *To promote businesses along main roads and to encourage a mix of compatible uses.*
- *To provide a range of employment uses (including business, office, retail and light industrial uses).*
- *To maintain the economic strength of centres by limiting retailing activity.*
- *To ensure that development does not impact on the safe and efficient operation of classified roads.*

The Statement has measured the proposal against the relevant objectives of the B6 Enterprise Corridor zone and Clause 4.3 of SLEP 2012. The statement makes the following assertions:

- *To promote businesses along main roads and to encourage a mix of compatible uses.*

'The site is located along a main road and proposed development allows for a variety of land use...This allows for both diverse opportunities on the site and diverse opportunities to the surrounding context noting limited 'pub' and 'hotel/ motel' accommodation land uses in the surrounding area...The land-use proposed are also compatible with the is surrounding land uses.'

Assessing officer's comment: It is agreed that the development (in principle) would promote business and encourage a mix of compatible uses.

- *To provide a range of employment uses (including business, office, retail and light industrial uses).*

'The proposal offers diverse development and employment options...The operations of the pub to employ five (5) bar staff at any one time and six (6) staff at any one time for the hotel in addition to the light industrial uses subject to future development applications for uses. Overall, this is an increase in job opportunities and is therefore in the public interest and provided positive economic impacts.'

Assessing officer's comment: It is agreed that the development (in principle) would promote business and encourage a mix of compatible uses.

- *To maintain the economic strength of centres by limiting retailing activity.*

'The proposed development does not provide a quantum of retail space that will otherwise compromise retailing activity within other centres that are more appropriately located for such purposes.'

Assessing officer's comment: It is agreed that the development (in principle) would limit retail activity.

- *To ensure that development does not impact on the safe and efficient operation of classified roads.*

'The proposed development removes access to the site from Liverpool Road (Classified Road) to a laneway (Located between Braidwood Street and Gould Street) from the south boundary of the site...The removal of access to the site from Liverpool Road (Classified Road) improves the efficiency of the classified road by diverting traffic off the road in addition to the noted negligible impacts to traffic from the proposed development is considered to improve the safety of the road and not impact the efficient operations of the road... TfNSW are supportive of the access arrangement.'

Assessing officer's comment: It is agreed that the development (in principle) presents minimal impacts to the safe and efficient operation of Liverpool Road.

With regard to Clause 4.6(4)(b), Council may assume the concurrence of the Director-General under the Planning Circular PS 08003 issued in May 2008.

The Clause 4.6 variation to the building height development standard has been assessed in accordance with the SLEP 2013. The Statement has not accurately described the proposal or the extent of the non-compliance for which variation is sought. It is considered that a high-quality building design can be achieved, ensuring amenity for future occupants and neighbouring properties without the requested variation to building height and it is the design choice that necessitates the height exceedance rather than sufficient environmental planning grounds as discussed. To support a height variation as such would result in a building that is inappropriate scale and massing and will likely set a precedent for future over-development in the Strathfield area.

In conclusion, The Clause 4.6 request is considered to be inadequate and the departure from the development standards is contrary to the public interest. On this basis, it is recommended that the development standard relating to the building height for the site not be varied in the circumstances as discussed above.

Part 5 – Miscellaneous Provisions

Heritage Conservation

The proposal is within proximity to SLEP 2012 Schedule 5 item I220: Weston Milling - NB Love building and administration block - old flour mill and administrative building at 22–28 Braidwood Street The application was referred to Council’s Heritage Officer who has advised that the proposed works will not detract from the heritage significance of this item.

Flood Planning

The subject site has been identified as being at or below the flood planning level. The application has been reviewed by Council’s Engineer who has advised that subject to suitable conditions, the development is considered compatible with the flood hazard of the land, will not result in significant adverse effects on flood behaviour or environment and is not likely to result in unsustainable social and economic loss. The proposed development is considered to satisfy the objectives of this clause.

Part 6 – Additional Local Provisions

Acid Sulfate Soils

The subject site is identified as having Class 5 Acid Sulfate Soils but is not located within 500m of a Class 1, 2 3 or 4 soils. Therefore, Development Consent under the provisions of this section is not required and as such an Acid Sulfate Soils Management Plan is not required.

Earthworks

The proposal involves significant excavation works for the provision of a basement, driveway ramps and ancillary works. The depth of excavation has been kept to minimum requirements to comply with Council’s DCP controls and relevant Australian Standards and all ancillary works have been limited to what is required to provide access to and from the basement. The proposed works are unlikely to disrupt or effect existing drainage patterns or soil stability in the locality or effect the future use or development of the land. It is unlikely to affect the existing and likely amenity of adjoining properties and there is no potential for adverse impacts on any waterways, drinking water catchment or environmentally sensitive areas. The proposed excavation works are considered to satisfactorily address the objectives of this clause.

Essential Services

Clause 6.4 of the SLEP 2012 requires consideration to be given to the adequacy of essential services available to the subject site. The subject site is located within a well serviced area and features existing water and electricity connection and access to Council's stormwater drainage system. As such, the subject site is considered to be adequately serviced for the purposes of the proposed development

Erection or display of signage

Clause 6.6 of the SLEP 2012 requires the consent authority must be satisfied that the proposed signage:

- (a) is compatible with the desired amenity and visual character of the area, and
- (b) provides effective communication in suitable locations, and
- (c) is of a high-quality design and finish.

The proposed signage includes two (2) above awning signs that are prohibited within Part J Schedule 2 of the SCDPC 2005. On this basis, the proposal is unsatisfactory.

It is considered that the proposed development does not satisfy the aims, objectives and development standards, where relevant, of the Strathfield LEP 2012.

(ii) any draft environmental planning instrument that is or has been placed on public exhibition and details of which have been notified to the consent authority, and

There are no draft planning instruments that are applicable to this site.

(iii) any development control plan,

The proposed development is subject to the provisions of the Strathfield Consolidated Development Control Plan 2005. The following comments are made with respect to the proposal satisfying the objectives and controls contained within

PART H – Waste Management (SCDCP 2005)

In accordance with Part H of Strathfield CDCP 2005, a waste management plan was submitted with the application. The plan details measure for waste during demolition and construction, and the on-going waste generated by the development during its use. It is considered that this plan adequately addresses Part H and is considered satisfactory.

PART I – Car Parking (SCDCP 2005)

The proposed development has been assessed by Council’s Traffic Engineer. This includes review of the internal parking design against the Australian Standards for Parking Facilities Part 1: Off-street Car Parking (AS2890.1:2004); and review of the Traffic and Parking Impact Assessment Report prepared by The Transport Planning Partnership (TTPP) Consultants (dated 5 July 2022 Ref 21021).

The proposed revised parking provision is as follows:

- 100 hotel rooms
- 162 basement parking spaces (including 10 accessible spaces)
- 4 motorcycle spaces

Off-street parking is to be provided for a total of 162 cars across a two-level basement, in accordance with Council and SEPP 65 requirements. It is proposed to provide an entry only vehicle access into the basement car park via the existing right of way at the southern end of the property from Braidwood Street. Service vehicles can access the loading area via a separate ramp located at the rear service road. The loading dock will accommodate a vehicle up to and including 8.8m length.

The Car parking provision of 162 spaces is approximately 55% of the Strathfield DCP requirement of 299 spaces as shown in the table below

Uses	Size	DCP Parking Requirement	Expected Peak Parking Demand/ Proposed Parking Allocation
Hotel rooms	100 rooms	100.0	Not specified
Bistro/bar/VIP lounge area & bottle shop	966m ²	193.0	Not specified
Warehouse	697m ²	2.3	Not specified
			Not specified
TOTAL		299	162 (-137 spaces)

Table 4: Strathfield DCP Part I parking rates

The revised car parking provisions of 162 is just on 55% of the Strathfield DCP requirement of 299 spaces. The revised Traffic report states:

‘the current operator of ibis hotels advised that prior to the impact of Covid-19, the hotel’s peak demand was around 80 percent. Hence, it is expected that the peak parking demand for hotel rooms would not exceed 83 car parking spaces.’ (p.12)

The argument for the shortfall of parking spaces has been taken into consideration however, Council must consider that at some point in the future the hotel will be 100% full.

The ttp Traffic Assessment provides further explanation for the shortfall as follows:

'It is noted that the car parking rate for hotels (that is one space per room) appear to be based on car parking surveys conducted for "motels" in the late 1970s by the then Traffic Authority of NSW, prior to the introduction of random breath testing in 1982. There has been a substantial shift in community attitudes towards drink driving since those surveys were undertaken, resulting in a considerable reduction in the parking demands generated by hotels.

The RMS Guide (2002) also provided the following discussions on hotels (tourist):

- *Hotels with a 3-, 4- or 5-star rating are generally considered to be tourist hotels. The level of accommodation and facilities provided determine a hotel's rating.*
- *The survey also recorded more driving trips for 3- and 4-star hotels. The provision recommended therefore is 1 space per 4 bedrooms in 3- and 4-star hotels.*

Adopting the above parking provision rate, the proposed development would require only 26 car parking spaces for hotel rooms instead of 104 car parking spaces.' (p.12)

Council's Traffic Manager has, therefore, provided the following parking split based on the current traffic report that the hotel rooms would not be more than 80% full.

Uses	Size	DCP Parking Requirement	Expected Peak Parking Demand/ Proposed Parking Allocation	Compromise Parking requirement	Further Compromise onsite parking split.
Hotel rooms	100 rooms	100.0		100	80
Bistro/bar/VIP lounge area & bottle shop	966m ²	193.0		100	80
Warehouse	697m ²	2.3		3	2
TOTAL		299	162	203	162

Table 5: Revised parking rates

On this basis, the proposed parking rates can be supported.

PART J – Advertising Signs and Structures (SCDCP 2005)

An assessment of the proposed signage against PART J SCDCP 2005 controls is provided in **Table 6** below. Please note, signage numbers correspond with the signage detail summary in the SEPP (Industry and Employment) section of this report.

Applicable DCP Controls	DCP Controls	Development Proposal	Compliance/ Comment
Schedule 2			
2A – Awning sign (under) No. 3, 4, & 5	(a) shall not exceed 2.5m in length	The proposal includes three (3) under awning signs that are each 500mm in diameter.	Yes
	(b) shall not exceed –		
	(i) 0.4m in width (where the sign is illuminated); or	500mm in diameter	No – see discussion
	(ii) 0.08m in width (where the sign is unilluminated)	A maximum depth could be conditioned.	Subject to conditions (STC)
	(c) shall not exceed 0.5m depth	A minimum clearance could be conditioned.	STC
	(d) shall be erected approximately horizontal to the ground and at no point less than 2.6m from the ground.	Can be conditioned.	STC
	(e) unless the Council otherwise approves, shall be erected at right angles to the building to which the awning is attached.	Can be conditioned.	STC
	(f) shall be securely fixed to the awning by means of suitable metal supports not exceeding 0.05m in width or diameter.	Can be conditioned.	STC
(g) shall not project beyond the edge of the awning, except in the case of an awning wholly within the	Can be conditioned.	STC	

	<p>boundaries of the allotment occupied by the building.</p> <p>(h) unless the Council otherwise approves, shall have its centre at least 3m from the centre of any other awning sign to which this item applies</p>	Can be conditioned.	STC
2B – Awning sign (above) No. 2 & 11	PROHIBITED		
3 – Fascia signs No.1	<p>A fascia sign –</p> <p>(a) shall not project above or below the fascia or return end of the awning to which it is attached</p> <p>(b) shall not extend more than 0.3m from the fascia or return end of the awning</p> <p>(c) unless Council otherwise approves, shall not extend or project beyond a point 0.6m within the vertical projection of the kerb line</p>	<p>The proposed <i>BOTTLE SHOP</i> will be wholly contained within the fascia.</p> <p>Can be conditioned.</p> <p>Can be conditioned.</p>	<p>Yes</p> <p>STC</p> <p>STC</p>
6 – Flush wall sign No.8 & 10	<p>(a) where it is illuminated, shall not be less than 2.6m above the ground</p> <p>(b) shall not extend laterally beyond the wall of the building to which it is attached.</p>	<p>Both flush wall signs will sit a minimum 14m above the ground</p> <p>Both wall signs are contained wholly within the wall.</p>	<p>Yes</p> <p>Yes</p>

	<p>(c) shall not project above the top of the wall to which it is attached more than – 2.4m; or 50% of its height, whichever is the lesser.</p> <p>(d) unless Council otherwise approves, where of a skeleton letter type, shall not have an advertising area greater than 4.6 times the distance (to the nearest whole metre) between the lowest part of the sign and the ground; and</p> <p>(e) unless Council otherwise approves, where not of a skeleton letter type, shall not have an advertising area, in square metres, greater than three times the distance (to the nearest whole metre) between the lowest part of the sign and the ground.</p>	<p>Both wall signs are contained wholly within the wall.</p> <p>N/A</p> <p>N/A</p>	<p>Yes</p> <p>N/A</p> <p>N/A</p>
<p>10 – Pole or pylon sign No.7</p>	<p>(a) shall not project more than 1.2m over any road alignment.</p> <p>(b) if it projects over any road alignment, shall be not less than 2.6m above the ground where it so projects.</p> <p>(c) shall have a maximum advertising area of 44.6m²; and</p>	<p>The pylon sign will be located in the south-eastern bounds of the site.</p> <p>N/A</p> <p>The pylon sign will have a maximum area of 5.4m² remains 9m in</p>	<p>Yes</p> <p>Yes</p>

	(d) shall be not more than 15.2m above the ground.	height. The pylon sign is a total height of 6.3m.	Yes
11B – Projecting wall sign (vertical) No.11	<p>Where the height of a projecting wall sign is not less than its width, the projecting wall sign-</p> <p>(a) may project from the wall to which it is attached in accordance with the following scale: -</p> <p>Lowest part of sign above ground level exceeding 5.5m</p> <p>Maximum allowable projection - 1.5m</p> <p>(b) shall not project above the top of the wall to which it is attached more than – i. 2.4m; or ii. 50% of its height; whichever is the lesser.</p> <p>(c) shall be at least 2.6m above the ground.</p> <p>(d) unless Council otherwise approves, shall not extend or project beyond a point 0.6m within the vertical projection of any kerb alignment.</p>	<p>Can be conditioned to 1.5m</p> <p>Max projection 1m</p> <p>Minimum 5.5m above ground</p> <p>N/A</p>	<p>STC</p> <p>Yes</p> <p>Yes</p> <p>N/A</p>

Table 6: Part J SDCP 2005 compliance table

The proposed signage is generally compliant with the Part J DCP controls with the exception of the proposed above awnings signs (2 and 11), which are prohibited under these controls. An appropriate condition could be imposed for the required design change of these signs to awning fascia signs.

PART O – Tree Management (SCDCP 2005)

Clauses 4 and 5 of Part O of the SCDCP 2005 provide detailed controls regarding tree management, protection and removal. With regard to tree management for the proposed development, the submitted Arboricultural Impact Assessment and Management Plan has assessed a total of 13 trees using Visual Tree Assessment (VTA) criteria and notes (see **Figure 26**). An extract of the tree assessment is provided below:

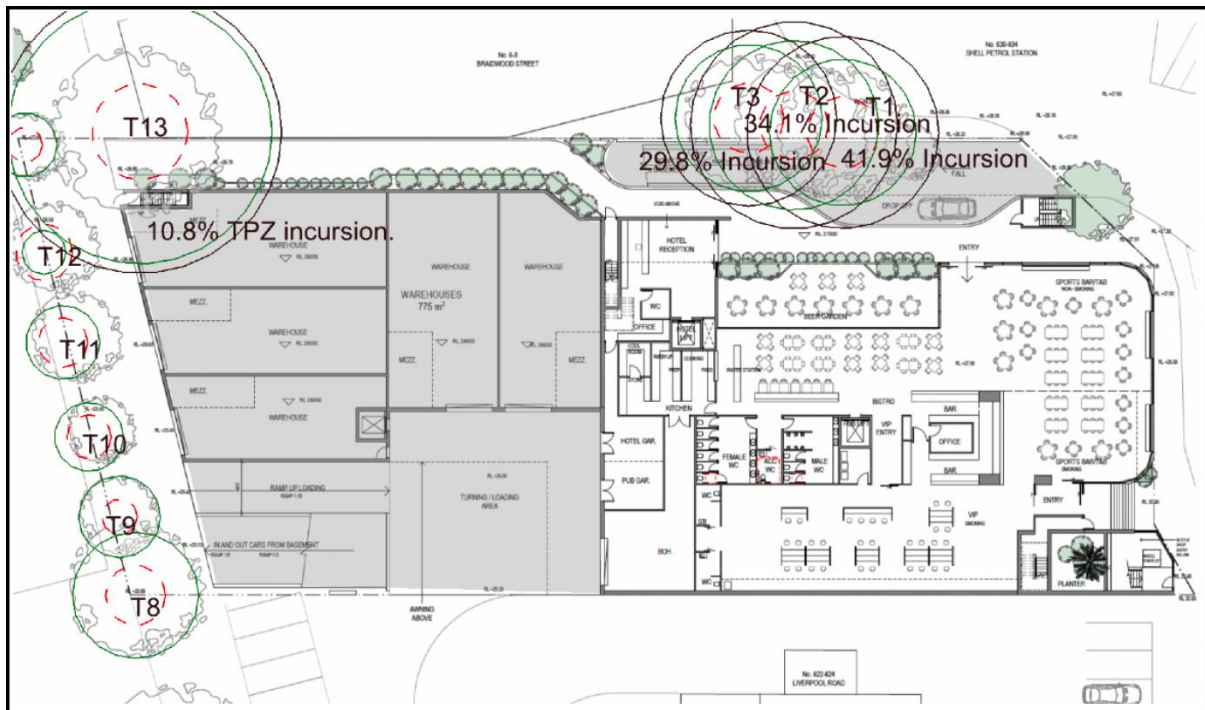


Figure 26: Proposed TPZ & SRZ plan

'Trees 1, 2 and 3 are all Eucalyptus microcorys, or Tallowwood trees. All have grown to over 18m in height and are supported on trunks of over 40cm and are semi mature examples of the species. All are located within an elevated planter within the neighbouring Lot. All have been seen as being of High Value and documented for Retention.

Trees 4, 5, 6 and 7 are all semi mature Eucalyptus microcorys, or Tallowwood's that have grown to approximately 12m and are supported on trunks less than 30cm in diameter. These have been planted within a small, raised bed within the southern section of the carpark. All will have been planted within the previous fifteen (15) years and have been considered as Moderately Valuable. All are however located within the proposed construction footprint and are required for removal.

Trees 8, 9, 10, 11 and 12 are all Casuarina glauca, or She oaks. These have all been planted within the raised planter adjacent to the site's southern boundary. These are another native tree species that will have been planted here as part of more recent works within the past twenty (20) years. Tree 8 is the largest of these and located to the east of the stand. This tree has grown to a height of approximately 19m and is supported on a co dominant trunk from less than 1m above ground level. The remaining trees appear to have been pruned to the height of the neighbouring commercial space. This has reduced their heights and affected growth. Trees 8-12 have all been partially suppressed by this pruning and the impacts of limited access to adequate volumes of soil moisture and nutrients.

The final tree documented is a mature Eucalyptus pilularis, or Blackbutt. This is an important locally native tree that has been seen as a material constraint to this and the neighbouring development - with a construction setback of over 40cm. The tree has grown to over 20m in height and is supported on a trunk of over 80cm in diameter. This tree has been seen as High Value and documented for retention.' (pp.4-5)



Figure 27: Trees 4,5,6 & 7 to be removed

Part O - Clause 4.1(e) of the SCDCP 2005 provides specific matters for consideration to determine if the proposed works are justified and the circumstances for tree removal are considered significant. The proposed development has been assessed against these matters in conjunction with the recommendations of the Arboricultural Impact Assessment Arboricultural Impact Assessment and Management Plan prepared by Botanic Tree Wise People (dated July 2021) in the following section:

- *Matters of human life and minimisation of possibility of personal injury will be paramount in Council's considerations*

Officer Comment: Trees to be removed do not pose an immediate hazard.

- *The health or condition of the tree/s; whether the tree is dead or dangerous; proximity to existing or proposed structures; and interference with utility services and amenity of any person or property*

Officer Comment: All four (4) trees to be removed are generally in good condition.

- *Amenity value of the tree/s including visual amenity, ecological value, heritage significance, and whether the tree/s provide habitat for fauna and/or canopy connectivity*

Officer Comment: The AIA has classified trees to be removed as *medium* retention value in accordance with the priority matrix in the *IACA Significance of a Tree, Assessment Rating System (STARS)* (IACA, 2010). Trees of medium retention value are recommended to be prioritised, however if the trees are adversely affecting the proposed development and all protection measures have been considered, but are not viable, removal can be considered.

- *Necessity for action in order to construct improvements to the subject property*

Officer Comment: The AIA has established that the proposed driveway improvement and cannot be realised without damaging Tree(s) 4 to 7.

- *The number of healthy trees that a given area of land can support*

Officer Comment: The area of deep soil zone on the subject site and adjacent verge is such that the additional large canopy tree planting is limited.

- *Effects in the nature of erosion, soil retention or diversion or increased flow of surface waters*

Officer Comment: The AIA does not consider impacts as such to be significant.

- *The number of trees in the subject area and the impact of the proposed work on the amenity of that area and its surrounds*

Officer Comment: The trees are located in an outdoor carparking area within a commercial zone. Amenity impacts are considered minimal.

The removal of trees 4 to 7 can be supported, however, a number of trees on the adjoining property at 622-624 Liverpool Road are excluded from the AIA. It is considered insufficient information has been provided by the Applicant to determine the impacts of the development on neighbouring trees. The proposal has not satisfied the controls of Part O of SCDCP 2005.



Figure 28: Existing trees at 622-624 Liverpool Road

PART Q – Urban Design Controls (SCDCP 2005)

The purpose of Part Q of the Strathfield Consolidated Development Control Plan (SCDCP) 2005 is to establish urban design controls that encourage high quality urban design outcomes for the Strathfield community including making it more liveable. An assessment of the proposed development against the relevant Part Q controls is provided in the section below:

2 Built Form Controls

Streetscape

The existing streetscape along the southern side of Liverpool Road is characterised by large plate commercial buildings of one to three storeys. The area is considered to be of a low visual interest in the immediate context. The proposed building height at the street frontage and building alignment is of a scale significantly greater than that on adjacent properties and exceeds the 16m height limit for the area. The proposed front setback will shift the new building significantly forward of the prevailing setbacks of the eastern adjoining properties.

Notwithstanding the above, the proposed building materials are of a suitably robust and durable materials which would contribute to the overall quality of the streetscape.

Building configuration and site planning

The proposed street edge has not been designed with an appropriately scaled podium, as requested, to create a pedestrian scale and active frontage at street level. The proposed nil setback to the east boundary lacks consideration for possible future development on adjoining sites as part of the design.

Building envelope

The proposed hotel building is designed to be outside of the building envelope. The bulk and scale of the development does not generally reflect the existing and character of the existing street and surrounding locality.

Building massing and scale

The proportion and massing of the proposed development does not relate favourably to the form, proportions and massing of the existing building pattern in the street. The eastern boundary nil setback does not provide an appropriate transition to the adjoining land use at 622-624 Liverpool Road. Furthermore, the minimal setback and rear entrances of the proposed warehouses poses access issues for the rear communal entry from Braidwood Street.

Acoustic amenity and air quality

Noise generating developments particularly those adjacent residential developments and residential developments adjacent to noise generating sources such as busy roads and rail corridors, must submit an Acoustic Report prepared by a suitably qualified acoustic consultant with a development application.

The proposed pub will be located in the northern half of the site containing a sports bar, VIP lounge, bistro and beer garden, as well as ancillary facilities including amenities, office storage and back of house facilities, including a loading dock. The pub has the capacity to accommodate up to 395 people.

Five industrial units are proposed at the rear of the pub, forming a reverse L-shape, with a total area of 697m²; loading for the western units is in a turning/loading area, shared with the pub and hotel accommodation, while loading for those units along the southern boundary occurs across the right of way.

An acoustic report prepared by Pulse White Noise Acoustics (dated 24 August 2021) has been submitted to support this application. The site is located on Liverpool Road, and has receivers such as a school, residential property, fast food restaurants and petrol stations (Figure 1).

An attended noise survey was conducted on Sunday 25th April 2021 from 12:30am -1:30am at the locations shown in Figure 1 above. The survey was conducted in order to verify the noise levels during the night periods being the most sensitive and within the late trading hours proposed for the licensed venue.

Background noise is highly dominated by traffic noise from Liverpool Road.

The premise is zoned B6 – Enterprise corridor, which is not mentioned in the classification of land for the NPI, however it is best suited under “urban” which as a criteria of recommended noise amenity level of 65dB whilst in use, and 45dB during “night-time” hours.

Section 79 of the Liquor Act 2007 provides mechanisms for complaints to be made when the amenity of local areas is disturbed by the operations of licensed premises (including disturbances caused by patrons).

Council's Environmental Health Officers do not support the after-hours operation of the proposed beer garden and recommend instead that the operational hours of the pub and beer garden be concurrent.

Safety and security

The application of the principles outlined in the NSW Police Service's 'Crime Prevention Through Environmental Design' (CPTED), promotes physical conditions that deter opportunities for criminal behaviour and aims to make our communities safer places. The proposal was referred to NSW Police for comment. The evaluation identified objectives, design features and social conditions that are likely to impact crime opportunity at the development site. They include:

- Lighting
- Closed Circuit Television
- Signage
- Landscaping; and
- Car park Security

Appropriate conditions are recommended by NSW Police and can be imposed as part of any development consent. Subject to these conditions, the development is considered acceptable in terms of CPTED.

Landscaping

The proposed landscape plan exhibits design, quantity and quality of landscaped area which will improve the open space and character of subject site. Most of the existing canopy trees within the site will be retained as part of the development, however, insufficient information has been provided to determine the protection and retention of existing vegetation of adjoining properties.

Energy efficient design

All commercial, mixed-use and residential flat buildings must achieve a 4-6 green star rating in accordance with the Green Building Council of Australia's Green Star program. A Section J Report prepared by Outsource Idea (dated 26 August 2021) accompanies the application and sets mandatory minimum energy performance requirements through the Building Code of Australia (BCA).

Car parking and vehicular access

The proposed interface between the rear warehouse development and the and the private road at the rear of the site was identified as a key issue by the DRP (as discussed elsewhere in this report). The current design of the garage doors for Light Industrial Units 1, 2 and 3 does not have direct off-road access from the proposed loading dock to the said warehouses. This presents safety conflicts for vehicles/trucks reversing out of the units, forklifts traffic and transfers from the loading area to the rear warehouse as well as safety conflicts between pedestrians and vehicles using the shared road. The additional 1m setback does not adequately address this issue (see **Figure 29**).

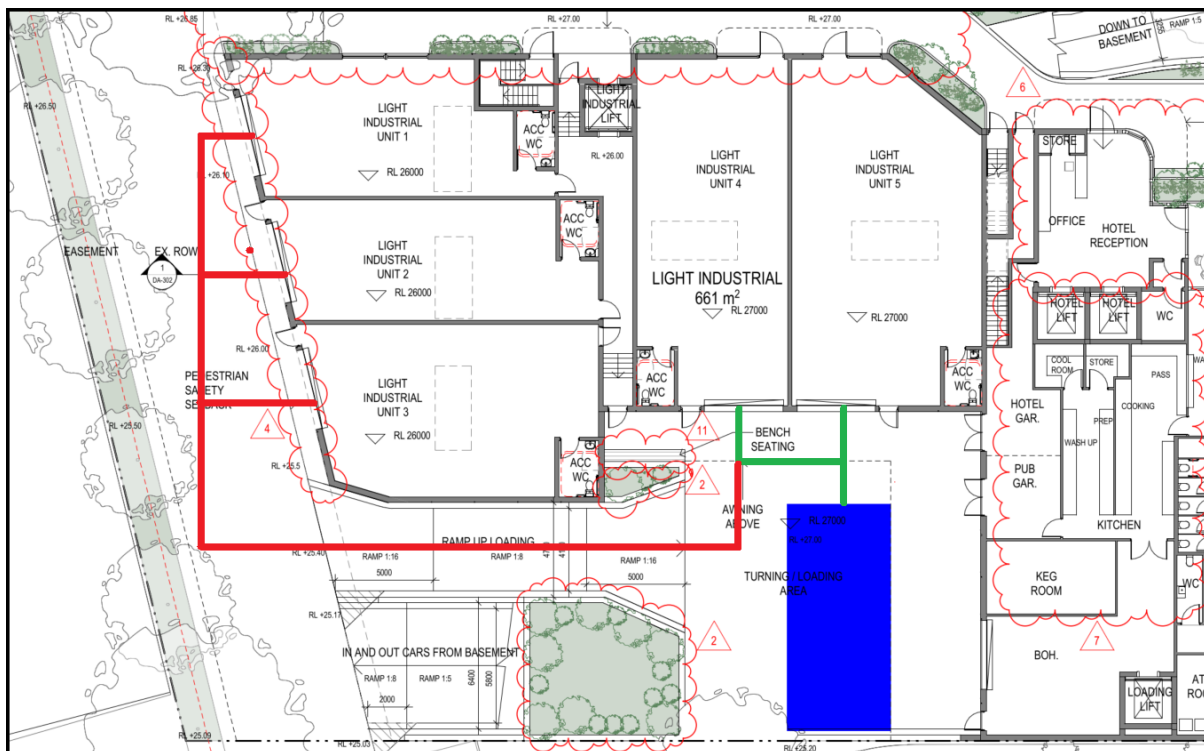


Figure 29: Approximate transfer paths loading/unloading to warehouses

Development within Mixed Use Zones

The proposed mixed-use development would improve the appearance of the built environment in the vicinity of the land, in relation to material and finishes, but not bulk and scale the design of the warehouse component, however, does not ensure activities associated with the development, specifically the operations of the warehouses and the potential impacts to traffic and pedestrian safety ensure will not encumber the proper functioning of the overall development and adjoining land uses.

- (iv) **Any matters prescribed by the regulations, that apply to the land to which the development application relates,**

The requirements of Australian Standard AS2601–1991: *The Demolition of Structures* is relevant to the determination of a development application for the demolition of a building.

The proposed development does involve the demolition of a building. Should this application be approved, appropriate conditions of consent may be imposed to ensure compliance with the requirements of the above standard.

- (b) **the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,**

The proposed development exceeds current building height controls without sufficient environmental planning grounds. The eastern boundary nil setback does not provide an appropriate transition to the adjoining land use at 622-624 Liverpool Road. Furthermore, the minimal setback and rear entrances of the proposed warehouses poses hazards to traffic and pedestrians and general access issues for the rear communal entry from Braidwood Street. On this basis, the proposal is considered to have an unacceptable impact on the built environment and the locality. Insufficient information has been provided to ensure vegetation of adjoining properties will be adequately protected and retained.

(c) the suitability of the site for the development,

It is considered that the proposed development is unsuitable for the site having regard to its size and shape, its topography and relationship to adjoining developments.

(d) any submissions made in accordance with this Act or the regulations,

In accordance with the provisions of Councils Community Participation Plan, the application was placed on neighbour notification for a period of 14 days where adjoining property owners were notified in writing of the proposal and invited to comment. One (1) submission was received raising the following concerns:

Issue 1: Impact of Proposed Use

'[T]he proposal seeks to deliver a pub component and bottle shop on the Liverpool Road frontage. SINSW is generally supportive of revitalising and activating commercial areas, however, due to their nature as a sensitive use, SINSW requests that the location of existing schools be considered in the development of use of this type. This will ensure that relevant safety and crime prevention measures are being included in the assessment of future development applications that are in proximity to existing school sites.

Section 4.0 of the Social Impact Assessment (SIA) states that no consultation has been undertaken as part of the preparation of the SIA, this is despite the proximity of the school to the site, and this being identified as a 'sensitive use' for the purposes of the assessment. As a result, SINSW requests that Council imposes a condition of consent requiring the applicant to consult with Strathfield South High School prior to determination of the application...Section 6 of the SIA states that "Strathfield Council do not have any Policies or Guidelines relating to Social Impacts or Social Impact Assessments...

In the absence of clear guidelines from Council, the Department of Planning, Industry and Environment (DPIE) SIA Guidelines (2021) should be used as a best practice example for social impact assessment. Further, Guideline 6 of the Independent Liquor and Gaming Authority (Consideration of Social Impact under Section 48(5) Of The Liquor Act 2007) provides further guidance regarding the matters to be considered when assessing the social impact of licensed premises. The SIA should detail that the applicant will undergo consultation with Strathfield South High School when preparing the Community Impact Statement [including]:

- *Consistent description of the proposed development. For example, the SIA notes the proposed number of rooms for the hotel use to be 74, whereas the Statement of Environmental Effects (SEE) consistently notes 104 rooms.*
- *The SIA does not adequately establish that there is demand for a licensed hotel in this location.*

Comment: The proposed hotel/pub and warehouse premises are both permissible uses within the B6 Enterprise Corridor zone. Hence, a demand analysis is not required as such. Additionally, the application was referred to NSW Police for comment and appropriate CPTED recommendations were provided. Further consultation with Strathfield High School was not considered necessary in this instance.

Issue 2: Plan of Management and Ongoing Consultation

'A Plan of Management (POM) is noted in the SEE and SIA as accompanying the application, though this document is not publicly available on Council's website. SINSW requests a plan of management be prepared and/or exhibited with the existing package to determine whether appropriate measures are in place to minimise the impacts of the proposed use on the surrounding schools. Furthermore, any PoM included as part of the proposal should detail consultation procedures for engagement with surrounding schools during operation of the development.'

Comment: A Plan of Management would be conditioned as standard to any development consent requiring the approval of Council prior to the issue of an Occupation Certificate.

Issue 3: Traffic Impacts

SINSW notes that no Traffic Impact Assessment has been provided as part of the exhibited DA package. The assessment of the proposals impact on the surrounding transport network is critical to ensuring that the development does not negatively impact vehicle and pedestrian movements in the vicinity of the site. This is especially important given the proximity of the school and student pedestrians who may utilise the surrounding footpath network from the intake area. As a result, SINSW request that this report be provided to SINSW as well as being made available for review on Council's website.

Comment: The proposed development has been amended at the request of TfNSW. All vehicle access is now provided at the rear of the site via Braidwood Street. This has been endorsed by Council's Traffic Engineer. The proposal (as amended) does not present significant traffic impacts to South Strathfield High School.

Issue 4: Noise Management

'The acoustic report prepared by Pulse White Noise Acoustics identifies the nearest sensitive noise receivers and assesses the associated operation and road traffic noise impacts of the proposed development at these locations. The school is identified as Receiver 2 within the acoustic assessment. The report concludes that noise will be below the relevant industrial and Liquor/Gaming Noise Criteria at adjacent Receiver 1 at the Cave Road Residences, opposite to the school. Whilst the overall noise impact is not addressed for receiver 2, it can be assumed that the acoustic impact to the school (Receiver 2) will be less. Therefore, provided the mitigation measures detailed within section 7 of the report are incorporated in the development, there will be no adverse noise impacts to the school.

SINSW notes that the acoustic assessment is silent on the construction noise impacts from the proposed development. SINSW requests that a Construction, Vibration and Noise Management Plan (CNMP) be prepared to appropriately assess the impacts from the proposal and establish mitigation measures and respite periods.

Comment: The development is not considered to be within the zone of influence for significant vibration impacts. A standard Council condition would be imposed as part of any development consent which requires any work activity or activity associated with any development consent that requires the use of any tools (including hand tools) or any power operated plant and machinery that creates noise on or adjacent to the site to be performed between the hours of 7.00 am to 5.00 pm, Monday to Friday and 8:00am to 1:00pm on Saturdays. No work or ancillary activity is permitted on Sundays, or Public Holidays.

Where the development involves the use of jack hammers/rock breakers and the like, or other heavy machinery, such equipment may only be used between the hours of 7:00am to 5:00pm Monday to Friday only.

Issue 5: Construction Traffic Management

'As noted above, the application does not detail how the construction phase of the development will be appropriately managed to minimise impacts to the public domain and adjacent sensitive receivers. SINSW therefore requests that a Construction Traffic Management Plan (CTMP) be prepared to mitigate any associated conflicts with construction vehicles, pedestrians and commuters (particularly along Liverpool Road) during the construction phase. SINSW also recommends that (if approved), Council should consider conditions of consent that ensure construction work zones are not proposed in locations that will compromise pedestrian and vehicular access to surrounding schools, as well as associated school drop-off and pick-up spaces.'

Comment: A Construction Management Plan and Traffic Management Plan would be required as standard conditions of any development consent.

(e) the public interest.

The proposed development is of a design, scale and massing that is considered unsuitable for the site. It is considered that approval of this development would set an unwanted precedent for further overdevelopment in the area and is, therefore, not in the public interest.

Local Infrastructure Contributions

Section 7.13 of the EP&A Act 1979 relates to the collection of monetary contributions from applicants for use in developing key local infrastructure. Section 7.11 contributions are applicable to the proposed development in accordance with the Strathfield Direct Development Contributions Plan. Notwithstanding, as the proposal is recommended for refusal, no contributions payment will be imposed.

Conclusion

The application has been assessed having regard to the Heads of Consideration under Section 4.15 (1) of the Environmental Planning and Assessment Act 1979, the provisions of the SLEP 2012 and SCDCP 2005.

Following detailed assessment, it is considered that Development Application No. 2021/233 should be refused for the reason attached below.



Signed:

**G I Choice
Planner**

Date: 13 January 2023

- I confirm that I have determined the abovementioned development application with the delegations assigned to my position.
- I have reviewed the details of this development application and I also certify that Section 7.11 contributions are not applicable to this development.

Report and recommendations have been peer reviewed and concurred with.

Signed:

**J Gillies
Senior Planner**

Date: 16/01/2023

That Development Application No. DA2021.233 for demolition of the existing structures and tree removal, construction of building containing five (5) industrial units and a five (5) storey hotel with a pub on the ground floor above two (2) levels of basement (comprising a retail premises and parking) and installation of associated signage at 626-628 Liverpool Road Strathfield South be **REFUSED** for the following reasons:

REFUSAL REASONS

Under Section 4.16(1)(b) of the Environmental Planning and Assessment (EP&A Act, 1979, this consent is **REFUSED** for the following reasons:

1. Refusal Reason – Clause 4.6 Variation Request

In consideration of the written request made by the applicant pursuant to Clause 4.6 of the Strathfield Local Environmental Plan 2012, the consent authority is not satisfied that compliance with the development standard contained in Clause 4.3 (Height of Buildings) of the SLEP 2012 is well founded. The consent authority has identified that there are no sufficient environmental planning grounds to justify contravening the development standard.

2. Refusal Reason – Insufficient Information

The proposed development cannot be supported as insufficient information has been provided by the Applicant and a full and thorough assessment of the Application cannot be completed.

3. Refusal Reason – Environmental Planning Instrument

Pursuant to Section 4.15 (1)(a)(i) of the Environmental Planning and Assessment Act 1979, the proposed development does not comply with the relevant environmental planning instruments in terms of the following:

- (a) The proposed development is considered unacceptable pursuant to the provisions of s4.15(1)(a)(i) of the *Environmental Planning and Assessment Act 1979* as it fails to comply with the provisions of the State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017.
- (b) The proposed development is considered unacceptable pursuant to the provisions of s4.15(1)(a)(i) of the *Environmental Planning and Assessment Act 1979* as it fails to meet the aims of the Strathfield Local Environmental Plan 2012 to promote the spatially appropriate use of land that is compatible with adjoining land uses.
- (c) The proposed development is considered unacceptable pursuant to the provisions of s4.15(1)(a)(i) of the *Environmental Planning and Assessment Act 1979* as it fails to meet the objectives for the Maximum Building Height under Clause 4.3(1)(a) of the Strathfield Local Environmental Plan 2012. The proposal will set an undesirable precedence in facilitating and encouraging incompatible built forms that breach the maximum height provision.

- (d) The proposed development is considered unacceptable pursuant to the provisions of s4.15(1)(a)(i) of the *Environmental Planning and Assessment Act 1979* as it fails to meet the objectives for the Maximum Building Height under Clause 6.6 of the Strathfield Local Environmental Plan 2012. The proposed above awning signage is prohibited within the Strathfield LGA.

4. Refusal Reason - Development Control Plan

Pursuant to Section 4.15 (1)(a)(iii) of the Environmental Planning and Assessment Act 1979, the proposed development does not comply with the following sections of the Strathfield Consolidated Development Control Plan 2005 in terms of the following:

- (a) The proposed development is considered unacceptable pursuant to the provisions of s4.15(1)(a)(iii) of the *Environmental Planning and Assessment Act 1979* as it fails to meet the aims of Part J (Advertising Signs and Structures) of the Strathfield Consolidated Development Control Plan 2005. The proposed above awning signs are prohibited with Strathfield LGA.
- (b) The proposed development is considered unacceptable pursuant to the provisions of s4.15(1)(a)(iii) of the *Environmental Planning and Assessment Act 1979* as it fails to meet the aims of Part O (Tree Management) of the Strathfield Consolidated Development Control Plan 2005. The proposal has not considered impacts to existing trees on adjoining properties.
- (c) The proposed development is considered unacceptable pursuant to the provisions of s4.15(1)(a)(iii) of the *Environmental Planning and Assessment Act 1979* as it fails to meet the aims of Part Q (Urban Design Controls) of the Strathfield Consolidated Development Control Plan 2005. The proposed mixed-use design is considered inappropriate in terms of:
- i. Streetscape;
 - ii. Building configuration and site planning;
 - iii. Building envelope;
 - iv. Building massing and scale;
 - v. Safety and security;
 - vi. Car parking and vehicular access; and
 - vii. Development within Mixed Use Zones

5. Refusal Reason – Impacts on the Environment

The proposed development is considered unacceptable pursuant to the provisions of s4.15(1)(b) of the *Environmental Planning and Assessment Act 1979* as it will result in unacceptable adverse impacts in terms of built form, streetscape and tree preservation.

6. Refusal Reason – Suitability of Site

The proposed development is considered unacceptable pursuant to the provisions of s4.15(1)(c) of the *Environmental Planning and Assessment Act 1979* as it fails to demonstrate that the subject site is suitable for the proposed built form including building configuration, and vehicle access and safety and clearing of vegetation. The proposal is considered an overdevelopment of the site.

7. Refusal Reason – Public Interest

The proposed development is considered unacceptable pursuant to the provisions of s4.15(1)(e) of the *Environmental Planning and Assessment Act 1979*. The proposed development is not in the public interest as it fails to meet the key provisions, objectives and development standards under the State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017; Strathfield Local Environmental Plan 2012 and the Strathfield Consolidated Development Control Plan 2005; and will have unacceptable adverse impacts.

ATTACHMENTS

1. [1](#) DA2021.233- 626-628 Liverpool rd- Revised Architectural Plans ISSUE E.pdf
2. [2](#) DA2021.233- 626-628 Liverpool rd- Landscape Plans Part 1.pdf
3. [3](#) DA2021.233- 626-628 Liverpool rd- Landscape Plans Part 2.pdf
4. [4](#) DA2021.233- 626-628 Liverpool rd- Revised Signage Plans .pdf
5. [5](#) DA2021.233- 626-628 Liverpool rd- Stormwater Plans (New) .pdf

IBIS HOTEL ENFIELD

626 LIVERPOOL RD, STRATHFIELD SOUTH

ISSUE FOR DEVELOPMENT APPLICATION



- AMENDMENTS:**
1. Relocation of Basement ramp and Loading ramp.
 2. Front entry basement ramp removed and incorporation of additional landscape. Increase of deep soil.
 3. Relocation of Loading and Basement ramp
 4. Adjustment of parking layout to accommodate the new location of the basement ramp.
 5. Relocation of services.
 6. Relocation of fire stair.
 7. Incorporation of a new fire stair.
 8. Redesign of ground floor western hotel facade.
 9. Incorporation of a pylon sign.
 10. CGI's updated to reflect changes
 11. GFA areas updated to reflect increase of Hotel reception and Pub areas.
 12. Patron calculation updated to reflect increase of Hotel reception and Pub areas

SHEET LIST - DA PLANS					
NUMBER	NAME	CURRENT REVISION	DRAWN	CHECKED	ISSUED
DA-001	COVER SHEET, DRAWING LIST, SITE LOCATION PLAN	D	EN	SC	11.07.22
DA-011	SITE ANALYSIS PLAN	A	EN	SC	25.06.21
DA-030	DEMOLITION PLAN GROUND LEVEL	A	EN	SC	25.06.21
DA-098	FLOOR PLAN BASEMENT LEVEL 2	E	EN	SC	11.07.22
DA-099	FLOOR PLAN BASEMENT LEVEL 1	E	EN	SC	11.07.22
DA-100	FLOOR PLAN GROUND LEVEL	E	EN	SC	11.07.22
DA-101	FLOOR PLAN LEVEL 1	E	EN	SC	11.07.22
DA-102	ROOF PLAN	D	EN	SC	11.07.22
DA-103	FLOOR PLAN LEVEL 2	D	EN	SC	11.07.22
DA-104	FLOOR PLAN LEVEL 3	D	EN	SC	11.07.22
DA-105	FLOOR PLAN LEVEL 4	D	EN	SC	11.07.22
DA-201	HUME/LIVERPOOL RD ELEVATION	D	EN	SC	11.07.22
DA-202	EAST ELEVATION	D	EN	SC	11.07.22
DA-203	WEST ELEVATION	D	EN	SC	11.07.22
DA-204	SOUTH ELEVATION	D	EN	SC	11.07.22
DA-205	SOUTH HOTEL ELEVATION	D	EN	SC	11.07.22
DA-251	STREETSCAPE SHEET 1	B	EN	SC	17.05.22
DA-301	SECTIONS SHEET 1	D	EN	SC	11.07.22
DA-302	SECTIONS SHEET 2	D	EN	SC	11.07.22
DA-401	SHADOW STUDY PLAN WINTER SOLSTICE	B	EN	SC	17.05.22
DA-501	GFA PLANS	C	EN	SC	11.07.22
DA-502	GFA BOTTLE SHOP	C	EN	SC	11.07.22
DA-503	POPULATION PLANS	B	EN	SC	11.07.22
DA-551	BUILDING HEIGHT PLANE DIAGRAM	B	EN	SC	17.05.22
DA-700	PHOTOMONTAGE	D	EN	SC	11.07.22
DA-800	CORNER VISIBILITY STUDY	A	EN	SC	11.02.22
DA-900	DRIVEWAY	A	EN	SC	06.06.2022

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D	11.07.22	ISSUE FOR DA
C	17.05.22	ISSUE FOR DA
B	11.02.22	ISSUE FOR DA
A	25.06.21	FOR DA
P5	12.08.21	FOR INFORMATION
P4	27.07.21	FOR INFORMATION
P3	26.07.21	FOR INFORMATION
P2	05.07.21	FOR INFORMATION
P1	26.06.21	FOR INFORMATION

GRAPHIC SCALE

PROJECT
IBIS ENFIELD
626 LIVERPOOL RD, STRATHFIELD SOUTH

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DRAWING NO.
DA-001

ISSUE
D

JOB NO.
IRI2108

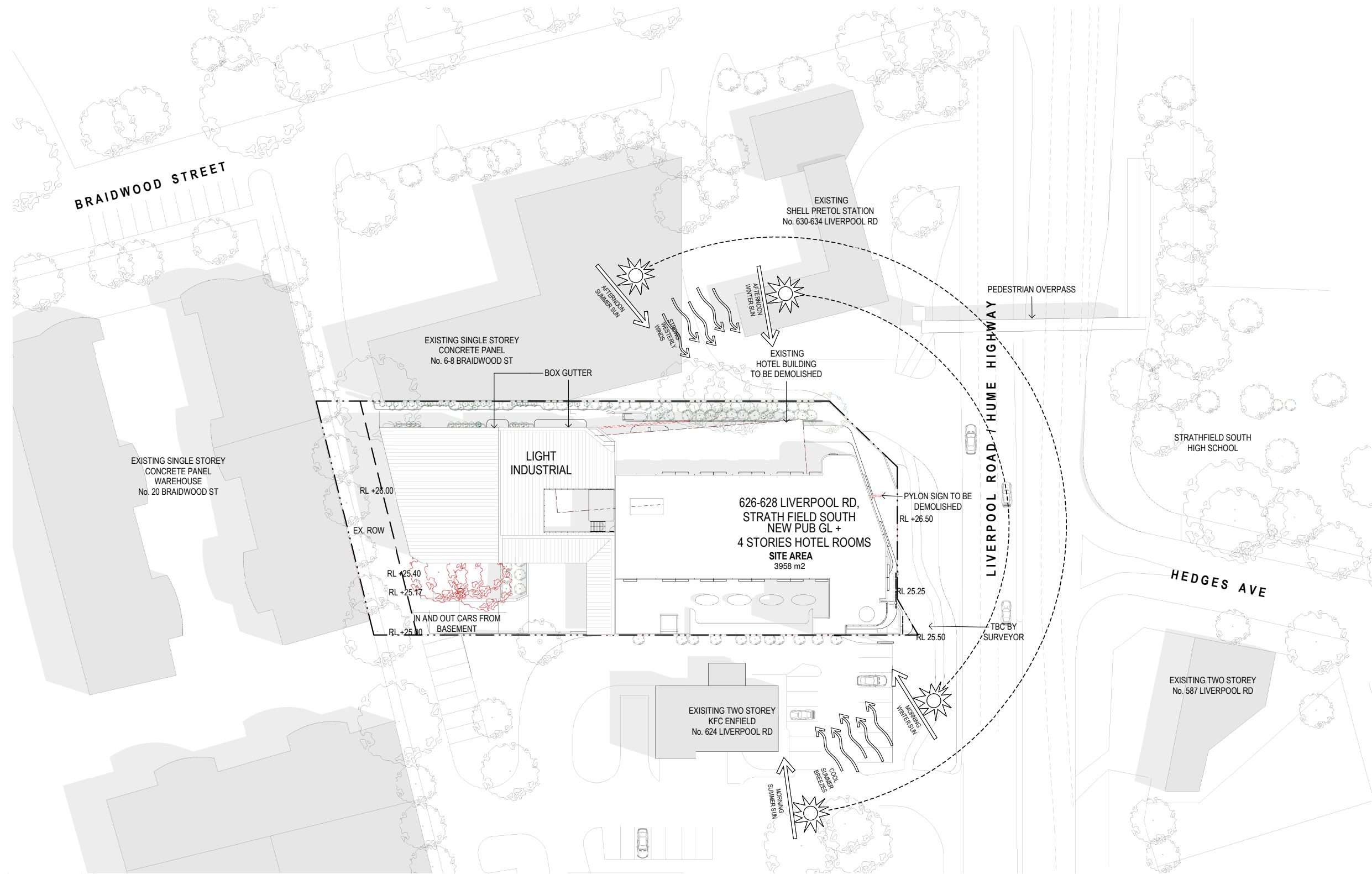
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DATE
11.07.22

DRAWING TITLE
COVER SHEET, DRAWING LIST, SITE LOCATION PLAN



1 SITE ANALYSIS PLAN
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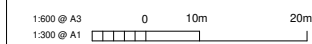
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A	25.08.21	FOR DA
P9	12.08.21	FOR INFORMATION
P8	10.08.21	FOR INFORMATION
P7	27.07.21	FOR INFORMATION
P6	26.07.21	FOR INFORMATION
P5	16.07.21	FOR INFORMATION
P4	05.07.21	FOR INFORMATION
P3	01.07.21	FOR INFORMATION
P2	29.06.21	FOR INFORMATION
P1	26.06.21	FOR INFORMATION

GRAPHIC SCALE



LEGEND

- TREE TO BE RETAIN
- TREE TO BE REMOVED
- NEW TREE OR LANDSCAPE

PROJECT

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DRAWING TITLE

SITE ANALYSIS PLAN

ISSUE

A

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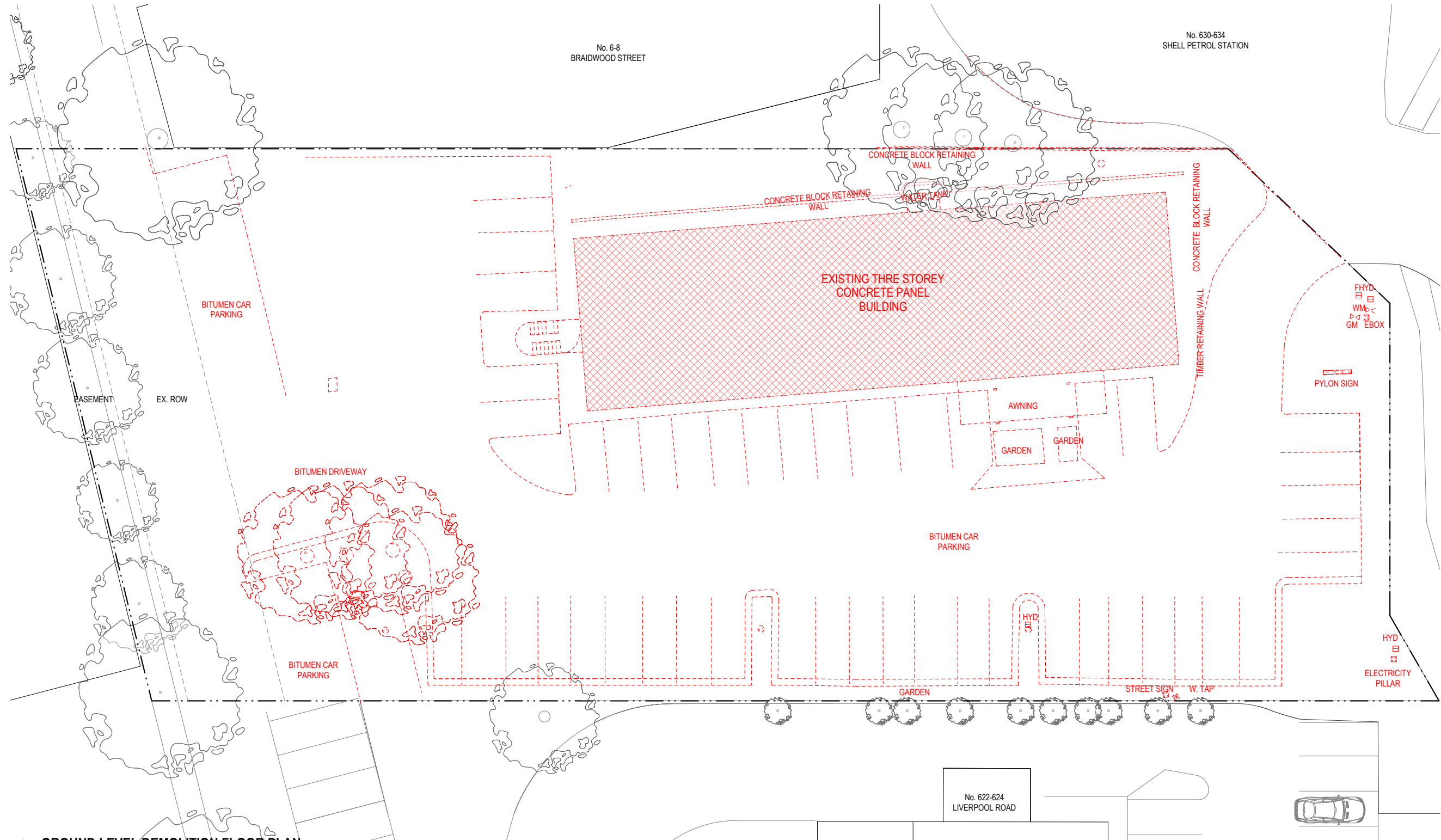
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1 GROUND LEVEL DEMOLITION FLOOR PLAN
1:125 @ A1

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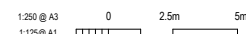


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P3	27.07.21	FOR INFORMATION
P2	26.07.21	FOR INFORMATION
P1	05.07.21	FOR INFORMATION

ISS DATE PURPOSE OF ISSUE

GRAPHIC SCALE



LEGEND

- TO BE DEMOLISHED
- EXISTING TREES TO BE RETAINED
- EXISTING TREES TO BE REMOVED

PROJECT

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DRAWING TITLE
DEMOLITION PLAN GROUND LEVEL

ISSUE

A

SCALE

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1:250@ A3

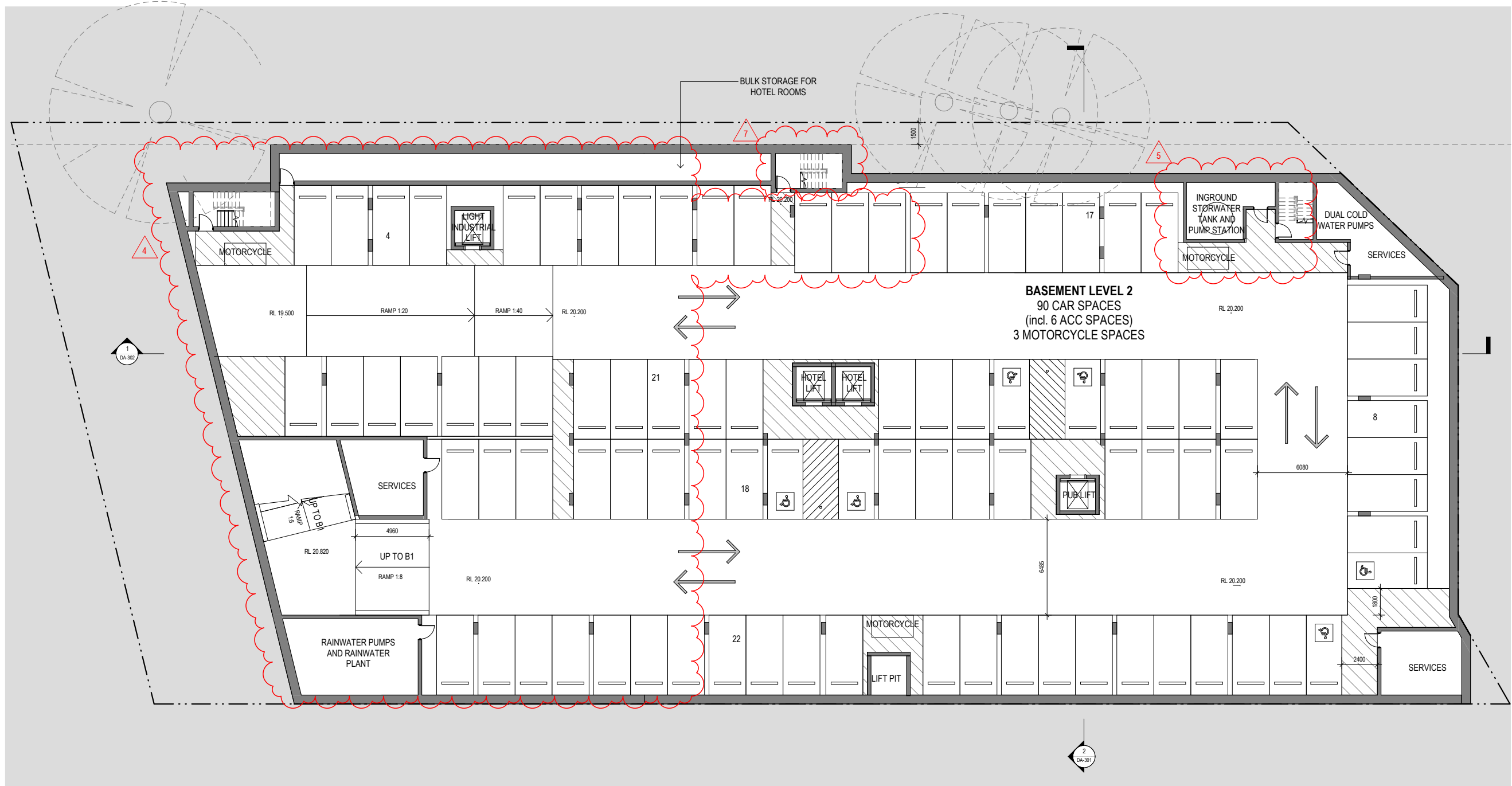
JOB NO.

IRI2108

DATE

25.08.21





- 4. Adjustment of parking layout to accommodate the new location of the basement ramp.
- 5. Relocation of services.
- 7. Incorporation of a new fire stair.

1 BASEMENT LEVEL 2 PLAN
1: 125 @ A1

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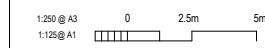


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17.05.22 ISSUE FOR DA
11.02.22 ISSUE FOR DA
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26.07.21 FOR INFORMATION
16.07.21 FOR INFORMATION

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P8	10.08.21	FOR INFORMATION
P7	27.07.21	FOR INFORMATION
P6	26.07.21	FOR INFORMATION
P5	16.07.21	FOR INFORMATION

GRAPHIC SCALE



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FLOOR PLAN BASEMENT LEVEL 2

JOB NO.

IRI2108

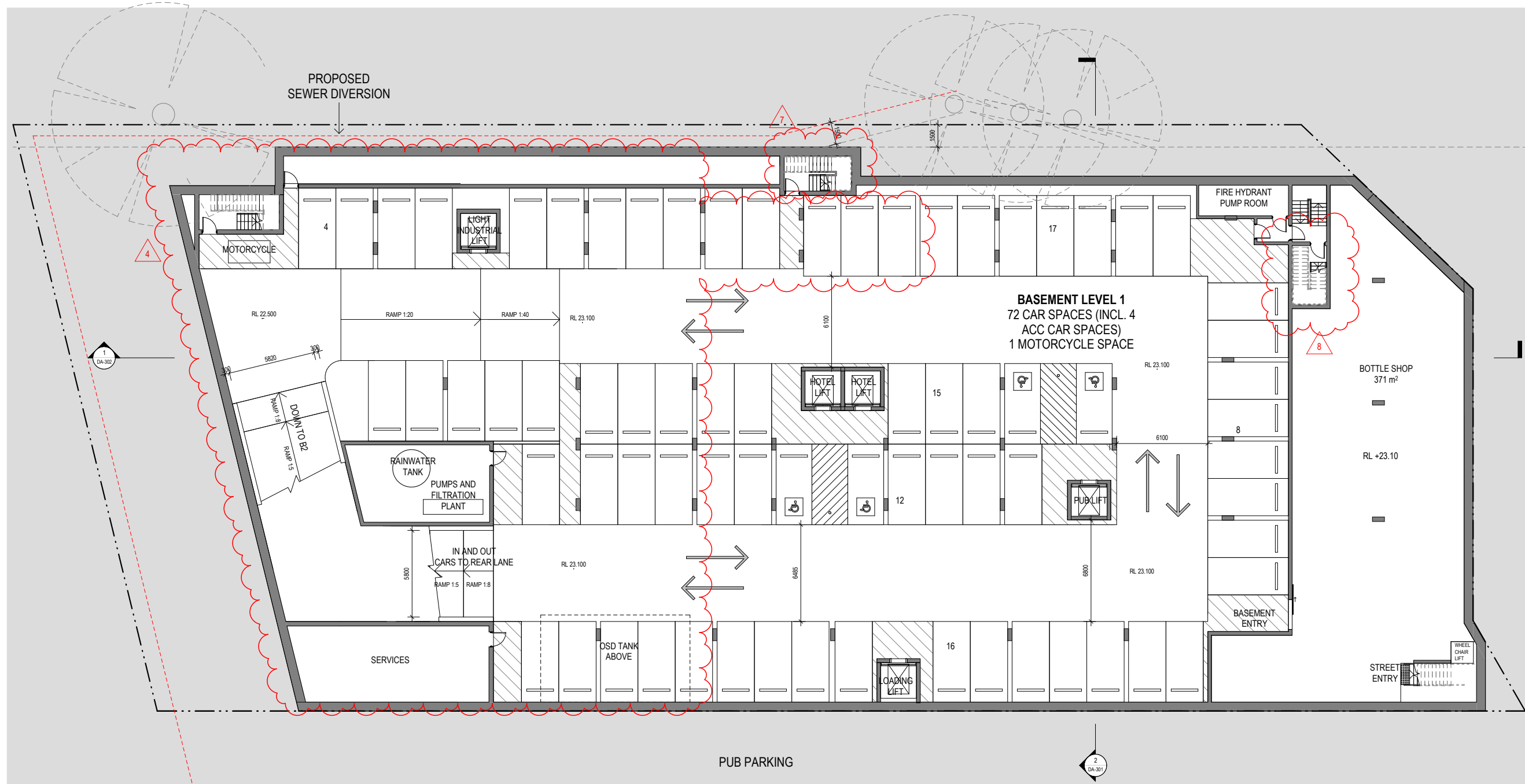
SCALE

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DATE

11.07.22





- 4. Adjustment of parking layout to accommodate the new location of the basement ramp.
- 7. Incorporation of a new fire stair.
- 8. Redesign of ground floor western hotel facade.

1 BASEMENT LEVEL 1 PLAN
1:125 @ A1

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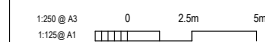


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P7	27.07.21	FOR INFORMATION
P6	26.07.21	FOR INFORMATION
P5	16.07.21	FOR INFORMATION

GRAPHIC SCALE



PROJECT
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DA-099

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FLOOR PLAN BASEMENT LEVEL 1

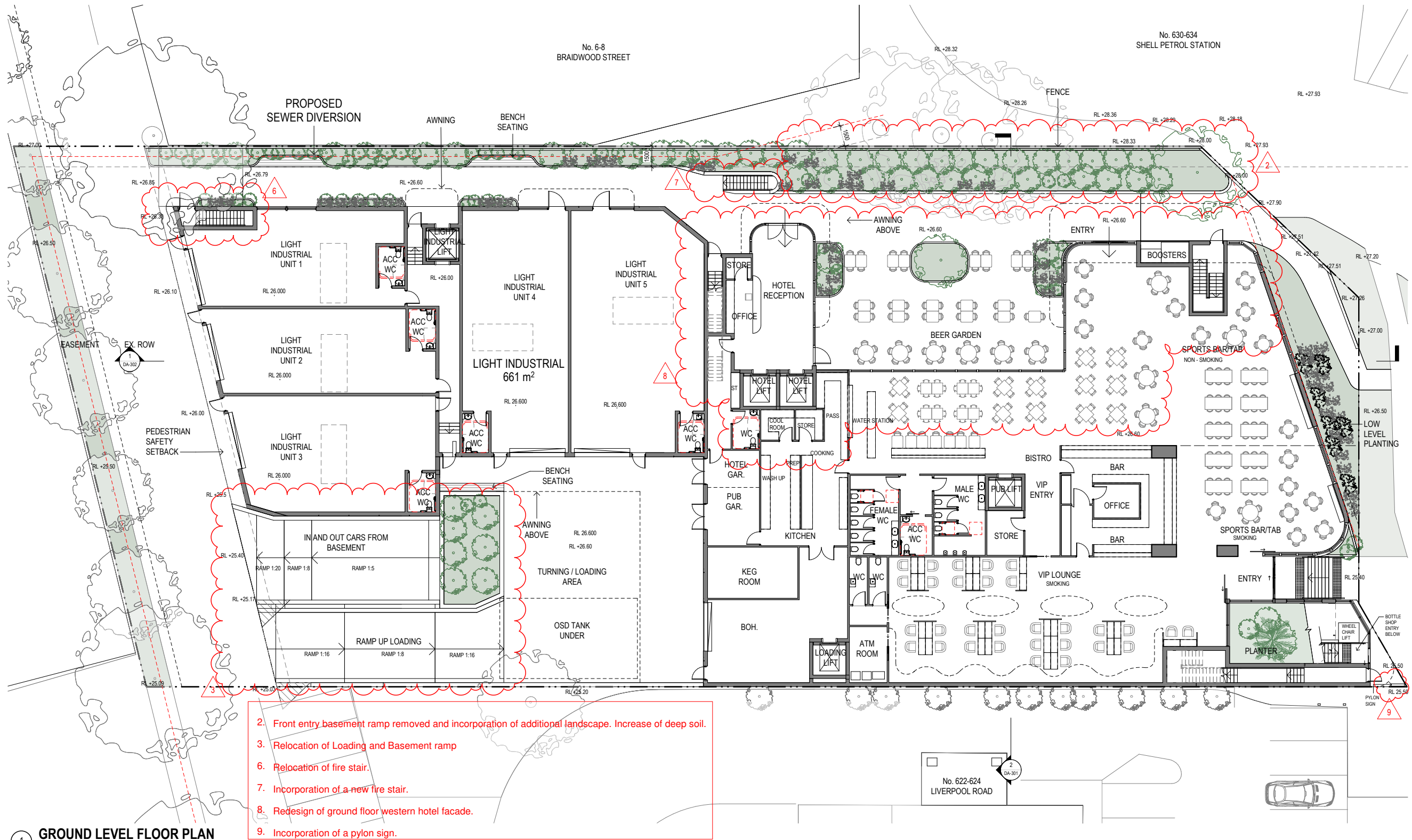
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IRI2108

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SCALE
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1:250 @ A3





1 GROUND LEVEL FLOOR PLAN
1:125 @ A1

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B 11.02.22 ISSUE FOR DA
A 25.08.21 FOR DA
P11 25.08.21 FOR INFORMATION
P10 12.08.21 FOR INFORMATION
P9 10.08.21 FOR INFORMATION
P8 27.07.21 FOR INFORMATION
P7 26.07.21 FOR INFORMATION
P6 19.07.21 FOR INFORMATION

ISS DATE PURPOSE OF ISSUE



- LEGEND**
- TREE TO BE RETAIN
 - TREE TO BE REMOVED
 - NEW TREE OR LANDSCAPE

PROJECT
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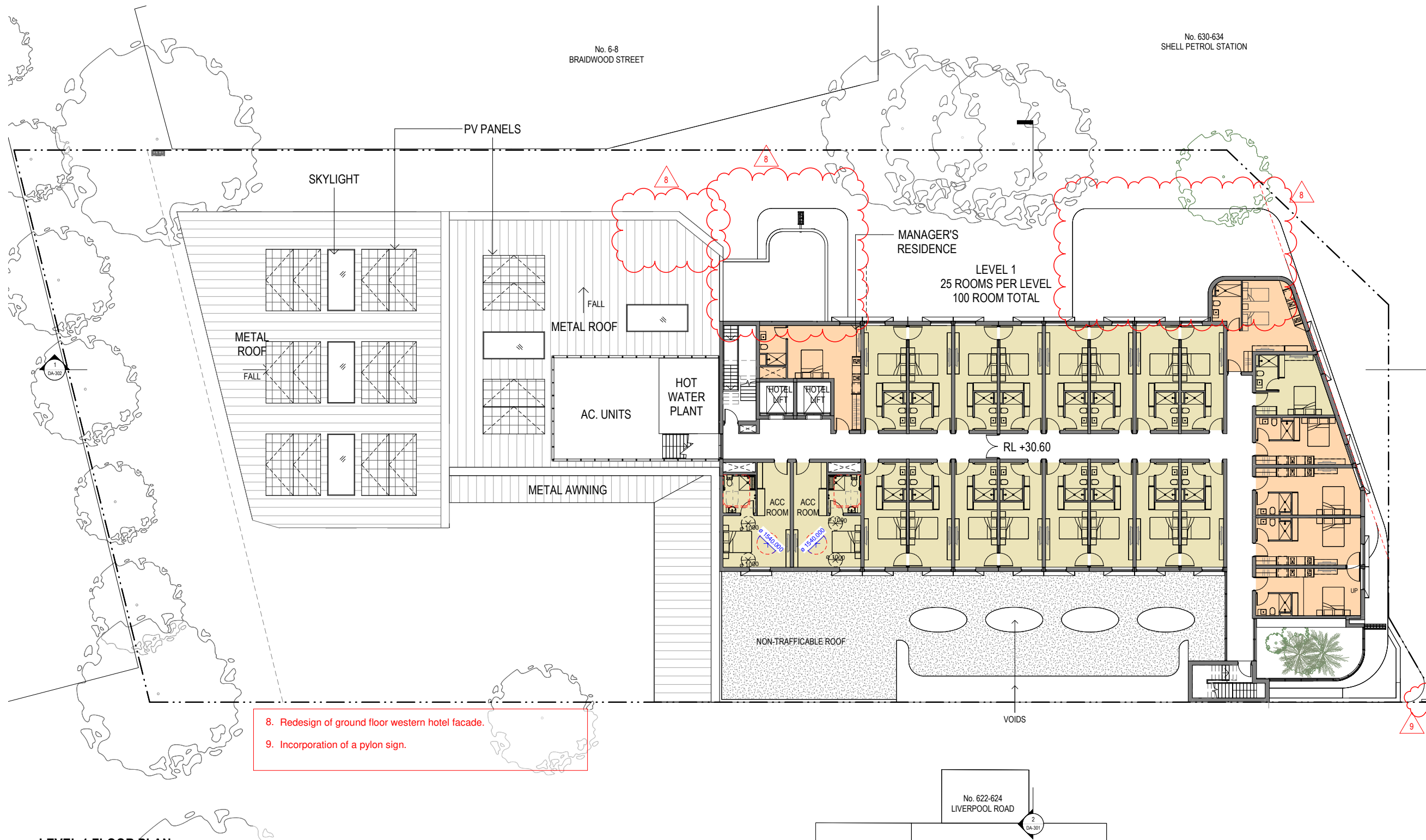
SYDNEY
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Ph: +61 2 8354 1300
ABN: 24 132 554 753

NOMINATED ARCHITECT
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DRAWING NO. DA-100
ISSUE E
JOB NO. IR12108

DRAWN BY EN
CHECKED BY SC
SCALE 1:125 @ A1
DATE 11.07.22
DRAWING TITLE FLOOR PLAN GROUND LEVEL





1 LEVEL 1 FLOOR PLAN
1:125 @ A1

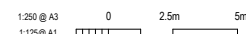
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C	11.02.22	ISSUE FOR DA
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A	25.08.21	FOR DA
P11	25.08.21	FOR INFORMATION
P10	12.08.21	FOR INFORMATION
P9	10.08.21	FOR INFORMATION
P8	27.07.21	FOR INFORMATION
PF	28.07.21	FOR INFORMATION
P6	19.07.21	FOR INFORMATION

GRAPHIC SCALE



LEGEND

- HOTEL TYPE A (NO KITCHENETTE)
22 m² (3 x 7,45)
- HOTEL TYPE B (KITCHENETTE)
25 m² (3,35 x 7,45)

PROJECT

IBIS ENFIELD
626 LIVERPOOL RD, STRATHFIELD SOUTH
CLIENT IRIS

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DA-101

ISSUE

E

JOB NO.

IRI2108

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SCALE

1:125 @ A1
1:250 @ A3

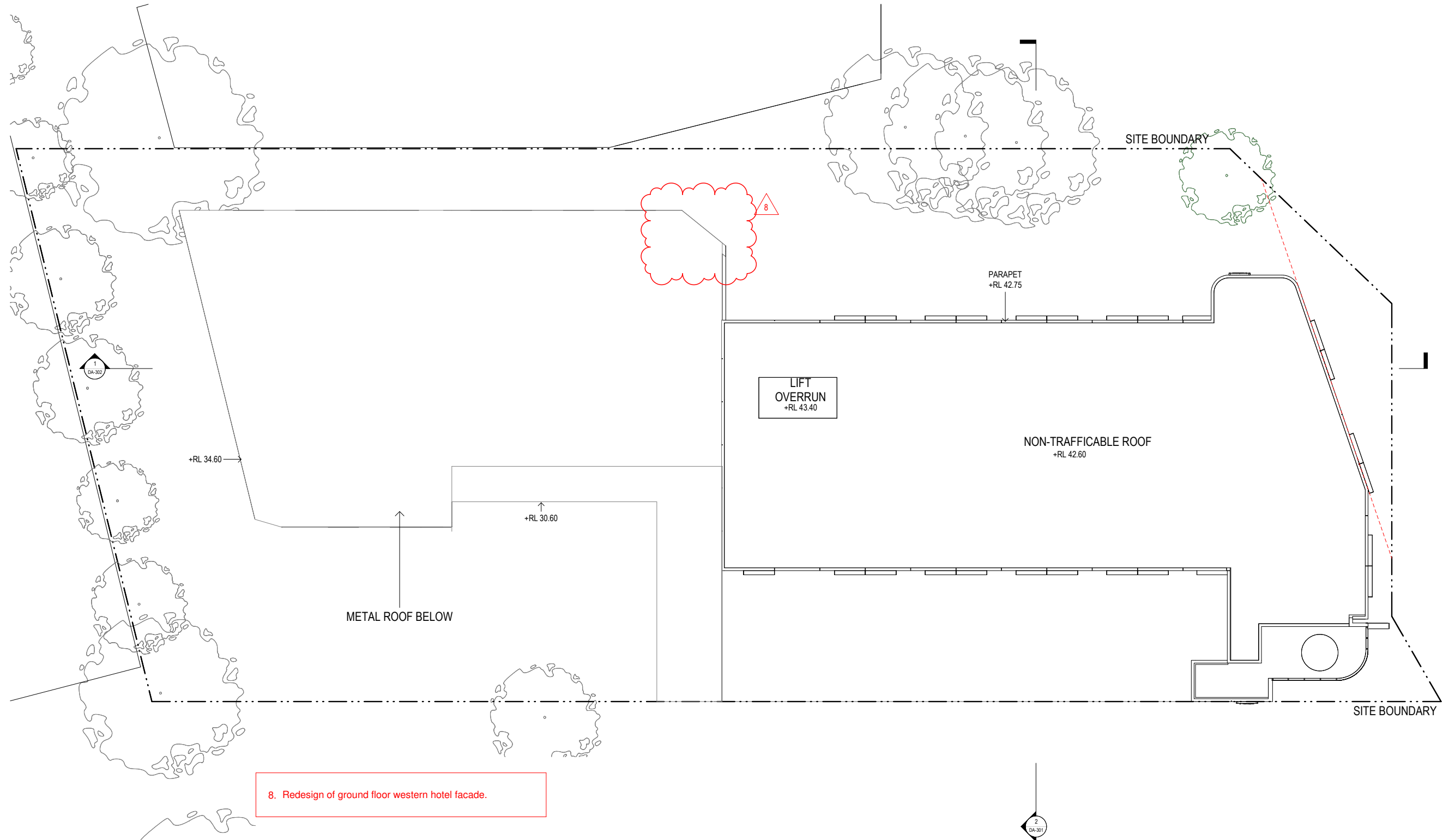
DATE

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DRAWING TITLE

FLOOR PLAN LEVEL 1





1 ROOF PLAN
1 : 125 @ A1

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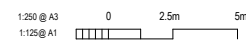


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P2	26.07.21	FOR INFORMATION
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ISS DATE PURPOSE OF ISSUE

GRAPHIC SCALE



PROJECT
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DA-102

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DRAWING TITLE
ROOF PLAN

ISSUE
D

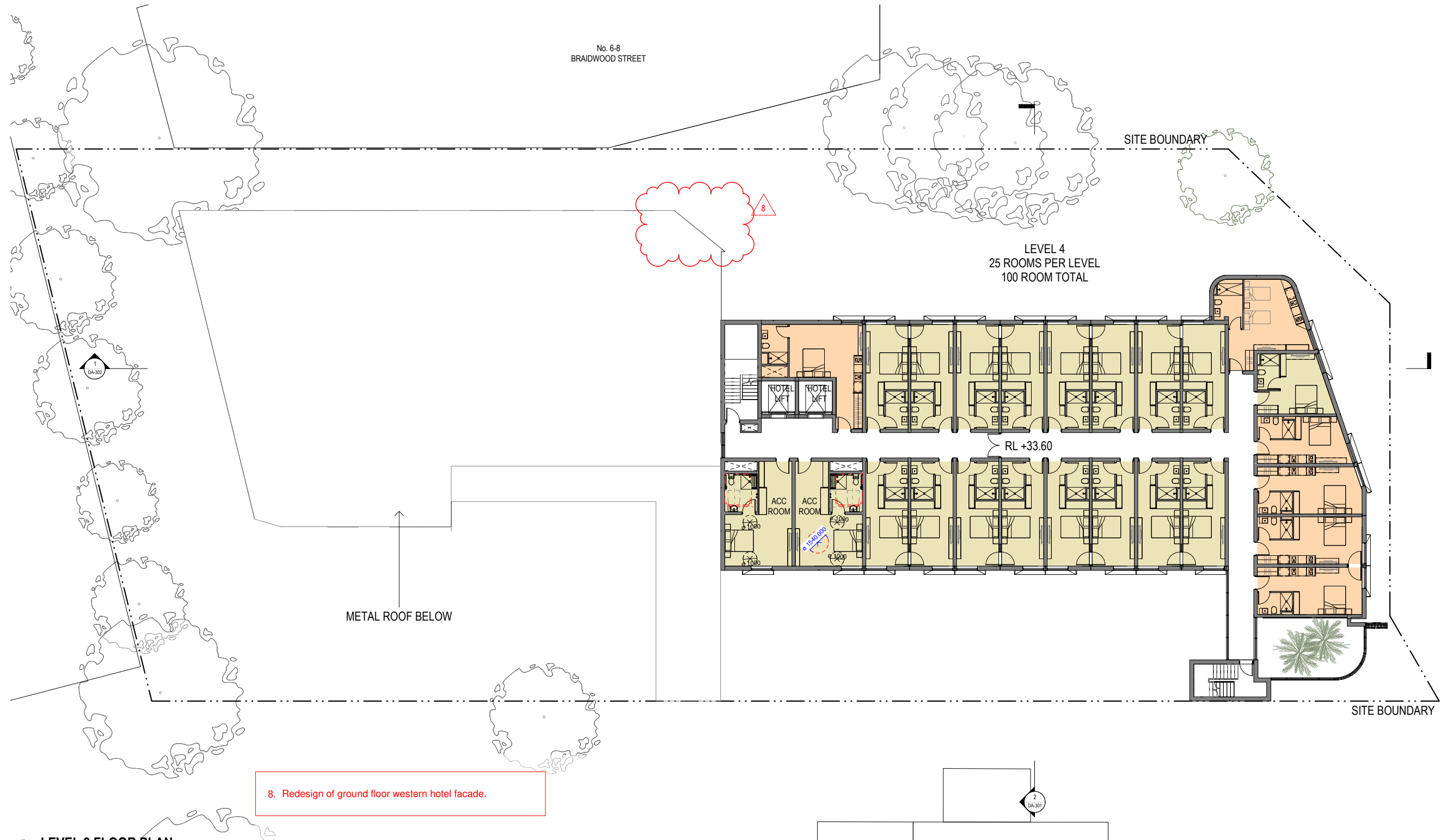
SCALE
1 : 125 @ A1
1 : 250 @ A3

DATE
11.07.22

JOB NO.
IRI2108

DATE
11.07.22





1 LEVEL 2 FLOOR PLAN
1 : 125 @ A1

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B	11.02.22	ISSUE FOR DA
A	27.10.21	ISSUE FOR DA

GRAPHIC SCALE



LEGEND

- HOTEL TYPE A (NO KITCHENETTE)
22 m² (3 x 7,45)
- HOTEL TYPE B (KITCHENETTE)
25 m² (3,35 x 7,45)

PROJECT

IBIS ENFIELD
626 LIVERPOOL RD, STRATHFIELD SOUTH
CLIENT: IRIS



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DA-103

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DRAWING TITLE: FLOOR PLAN LEVEL 2

ISSUE

D

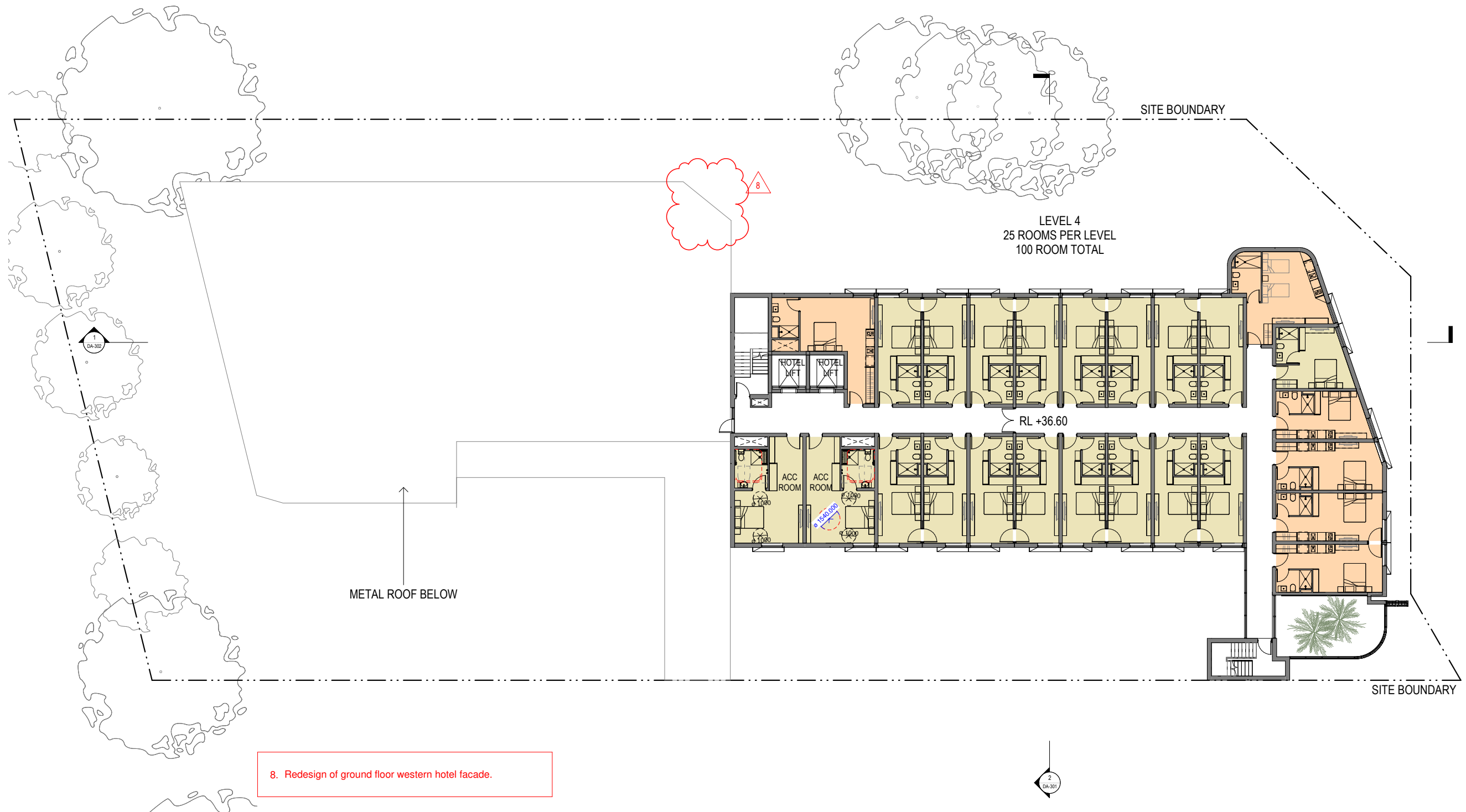
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DATE: 11.07.22

JOB NO.

IRI2108





8. Redesign of ground floor western hotel facade.

1 LEVEL 3 FLOOR PLAN
1 : 125 @ A1

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GRAPHIC SCALE



LEGEND

- HOTEL TYPE A (NO KITCHENETTE)
22 m² (3 x 7,45)
- HOTEL TYPE B (KITCHENETTE)
25 m² (3,35 x 7,45)

PROJECT

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DA-104

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JOB NO.

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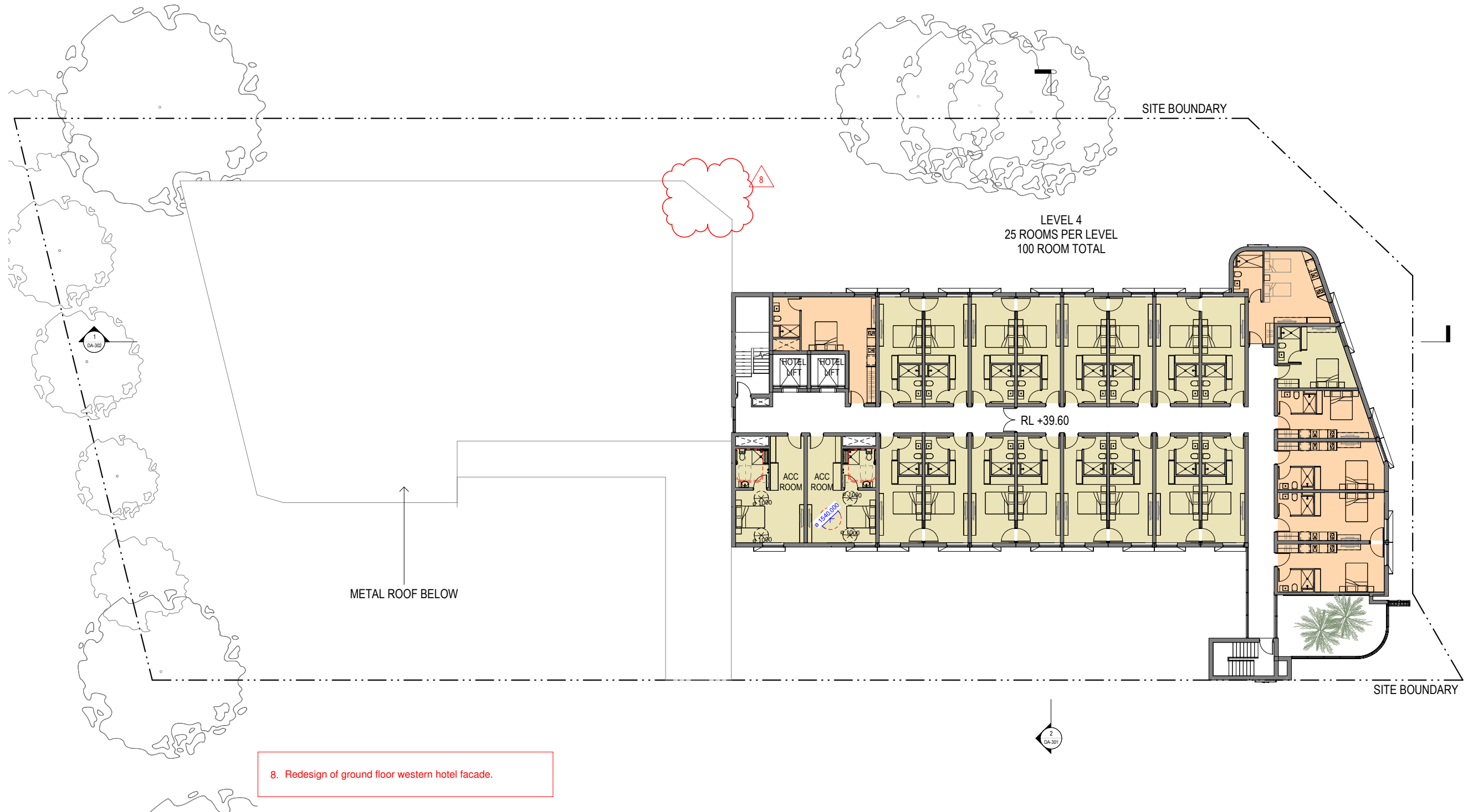
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SCALE: 1 : 125 @ A1

DATE: 11.07.22

DRAWING TITLE: FLOOR PLAN LEVEL 3





8. Redesign of ground floor western hotel facade.

1 LEVEL 4 FLOOR PLAN
1:125 @ A1

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ISS DATE PURPOSE OF ISSUE

GRAPHIC SCALE



LEGEND

- HOTEL TYPE A (NO KITCHENETTE)
22 m² (3 x 7,45)
- HOTEL TYPE B (KITCHENETTE)
25 m² (3,35 x 7,45)

PROJECT

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DRAWING TITLE
FLOOR PLAN LEVEL 4

ISSUE

D

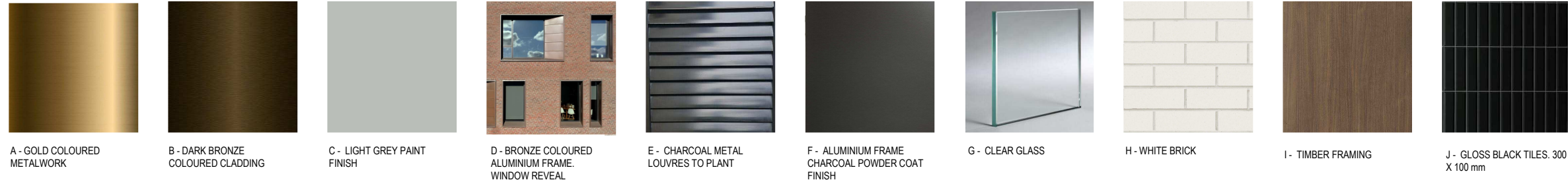
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DATE
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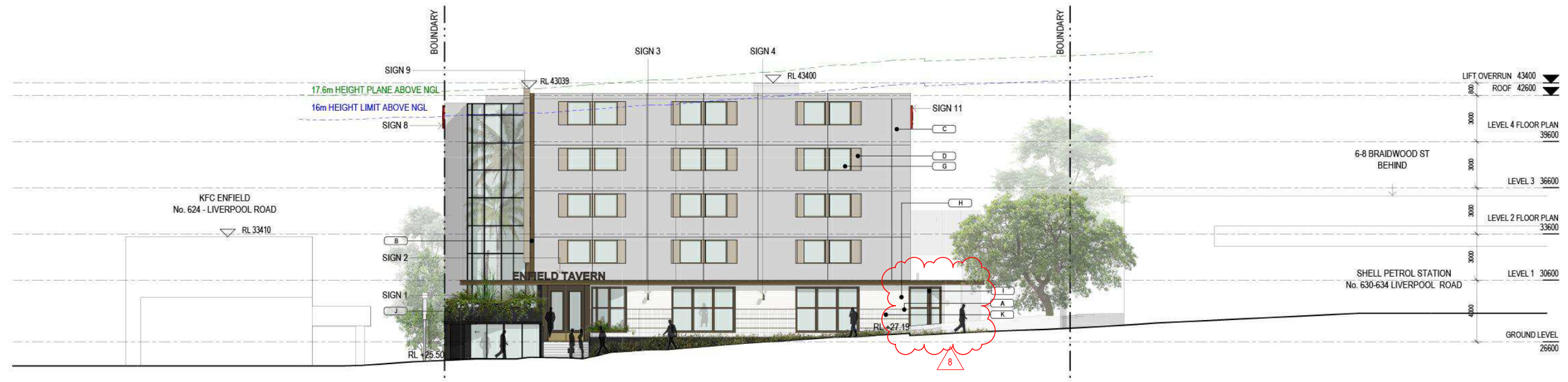
JOB NO.

IRI2108





8. Redesign of ground floor western hotel facade.



1 HUME HWY/LIVERPOOL RD ELEVATION (NORTH)
1:125 @ A1

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P2	05.07.21	FOR INFORMATION
P1	26.06.21	FOR INFORMATION

GRAPHIC SCALE



PROJECT

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JOB NO.

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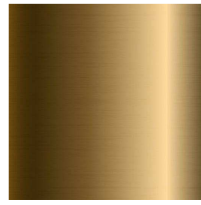
SCALE

1:125@ A3
1:250@ A3

DATE

11.07.22

DRAWING TITLE
HUME/LIVERPOOL RD ELEVATION



A - GOLD COLOURED METALWORK



B - DARK BRONZE COLOURED CLADDING



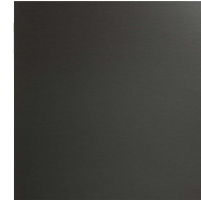
C - LIGHT GREY PAINT FINISH



D - BRONZE COLOURED ALUMINIUM FRAME WINDOW REVEAL



E - CHARCOAL METAL LOUVRES TO PLANT



F - ALUMINIUM FRAME CHARCOAL POWDER COAT FINISH



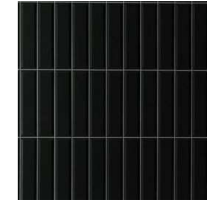
G - CLEAR GLASS



H - WHITE BRICK

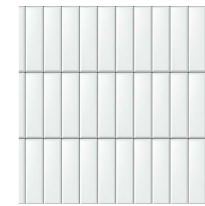


I - TIMBER FRAMING



J - GLOSS BLACK TILES. 300 X 100 mm

9. Incorporation of a pylon sign.



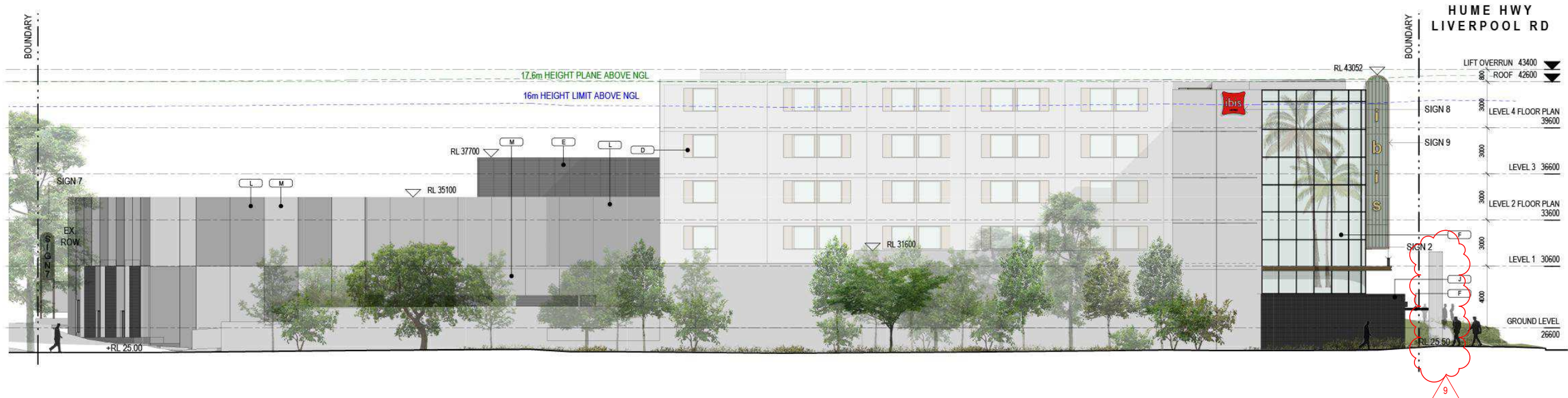
K - GLOSS WHITE TILES. 300 X 100 mm



L - DARK GREY PAINT FINISH



M - LIGHT GREY PAINT FINISH



1 EAST ELEVATION
1: 125 @ A1

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P2	05.07.21	FOR INFORMATION
P1	26.06.21	FOR INFORMATION

GRAPHIC SCALE



PROJECT

IBIS ENFIELD
626 LIVERPOOL RD, STRATHFIELD SOUTH
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DRAWING TITLE
EAST ELEVATION

ISSUE

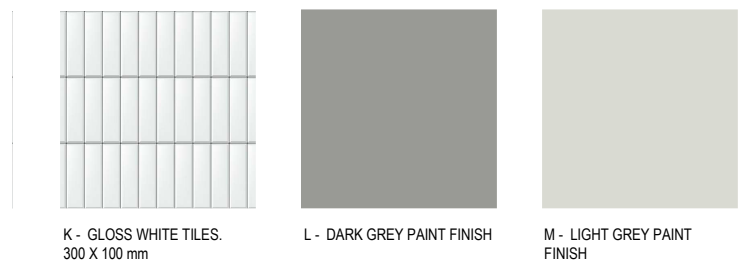
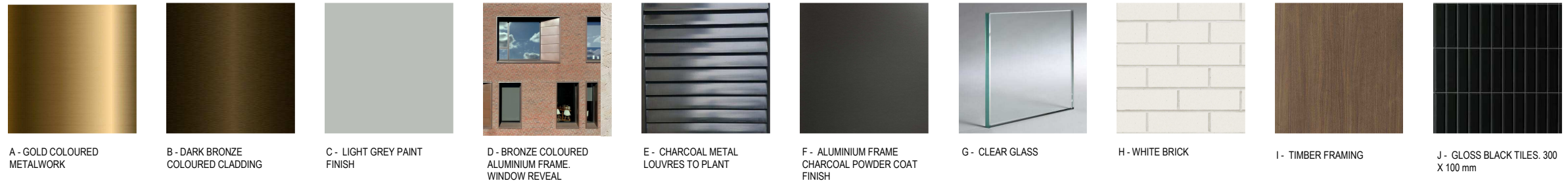
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SCALE
1: 125@ A3
1: 250@ A3

DATE
11.07.22

JOB NO.

IRI2108



6. Relocation of fire stair.
8. Redesign of ground floor western hotel facade.



1 WEST ELEVATION
1: 125 @ A1

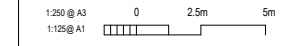
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GRAPHIC SCALE



PROJECT

IBIS ENFIELD
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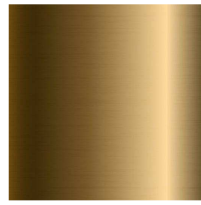
DA-203
DRAWN BY: EN
CHECKED BY: SC
DRAWING TITLE: WEST ELEVATION

ISSUE

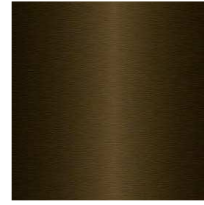
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SCALE: 1: 125@ A3
1: 250@ A3
DATE: 11.07.22

JOB NO.

IRI2108



A - GOLD COLOURED METALWORK



B - DARK BRONZE COLOURED CLADDING



C - LIGHT GREY PAINT FINISH



D - BRONZE COLOURED ALUMINIUM FRAME WINDOW REVEAL



E - CHARCOAL METAL LOUVRES TO PLANT



F - ALUMINIUM FRAME CHARCOAL POWDER COAT FINISH



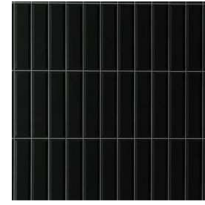
G - CLEAR GLASS



H - WHITE BRICK

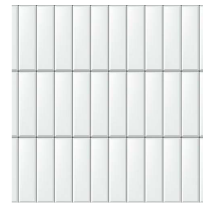


I - TIMBER FRAMING



J - GLOSS BLACK TILES. 300 X 100 mm

3. Relocation of Loading and Basement ramp



K - GLOSS WHITE TILES. 300 X 100 mm



L - DARK GREY PAINT FINISH



M - LIGHT GREY PAINT FINISH



1 SOUTH ELEVATION
1: 125 @ A1

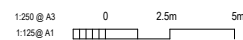
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P2	05.07.21	FOR INFORMATION
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GRAPHIC SCALE



PROJECT
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DA-204

ISSUE
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JOB NO.
IRI2108

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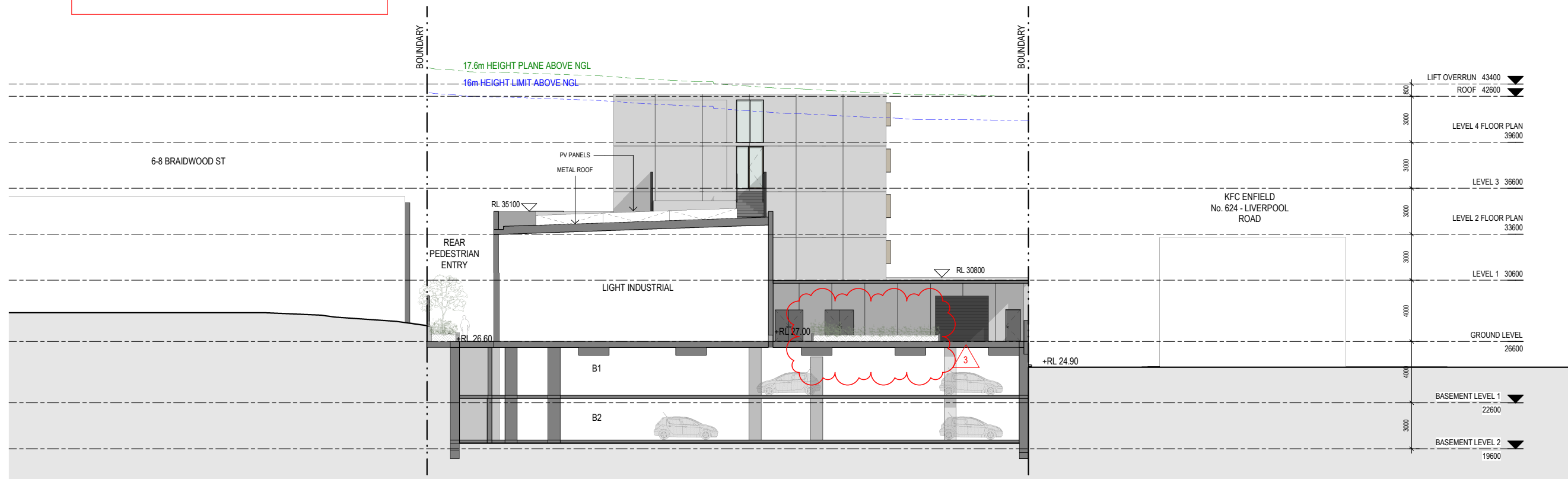
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SC

DRAWING TITLE
SOUTH ELEVATION

SCALE
1: 125@ A3
1: 250@ A3

DATE
11.07.22

3. Relocation of Loading and Basement ramp



1 SOUTH HOTEL ELEVATION
1 : 125 @ A1

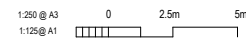
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GRAPHIC SCALE



PROJECT

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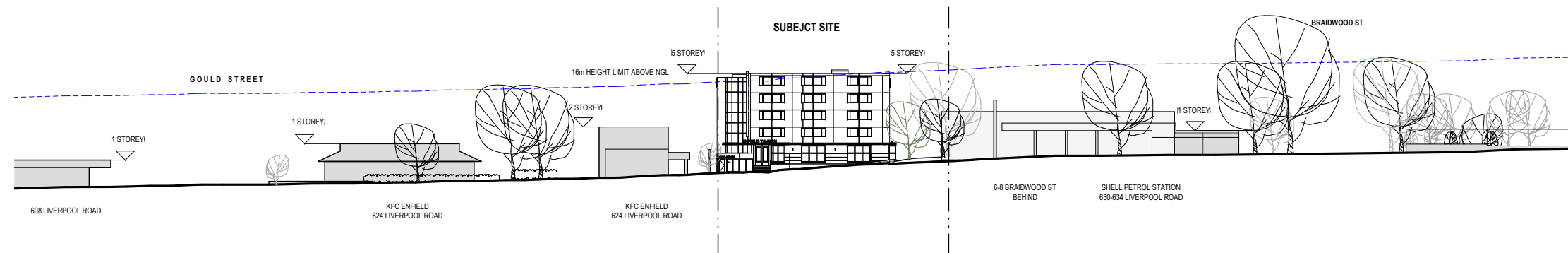
DRAWN BY: EN

CHECKED BY: SC

SCALE: 1 : 125@ A1

DATE: 11.07.22

DRAWING TITLE: SOUTH HOTEL ELEVATION



1 **STREETSCAPE ELEVATION - LIVERPOOL ROAD**
1 : 400 @ A1

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ISS DATE PURPOSE OF ISSUE

GRAPHIC SCALE



PROJECT

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DA-251

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SCALE

1 : 400@ A1

1 : 800@ A3

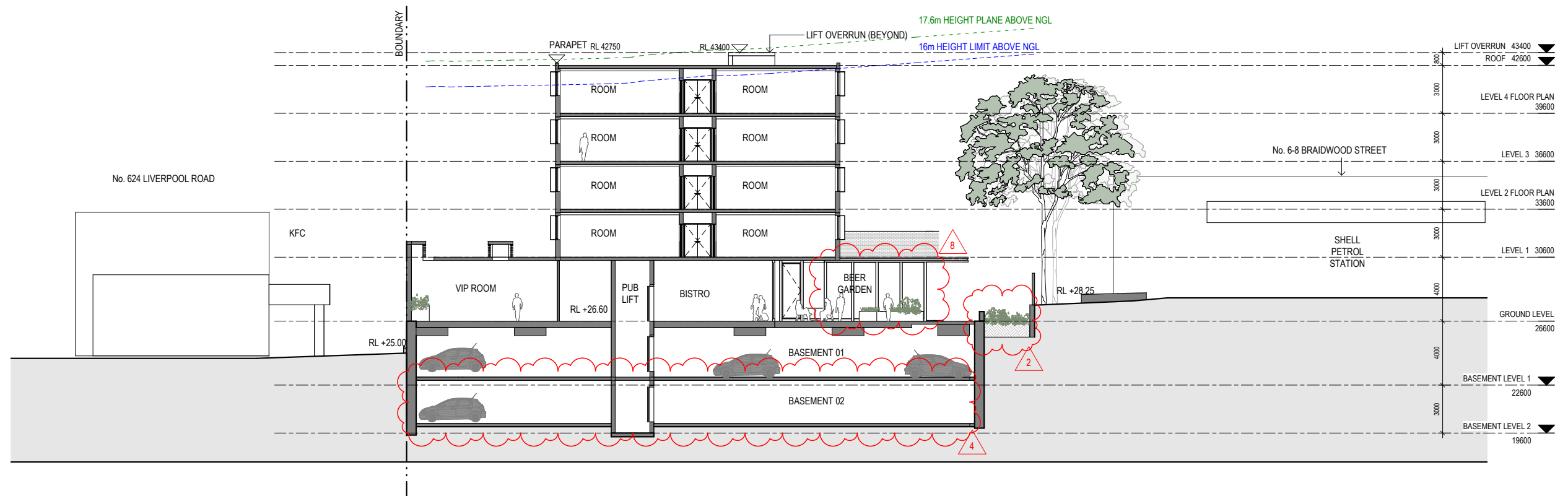
DATE

17.05.22

DRAWING TITLE

STREETSCAPE SHEET 1

- 2. Front entry basement ramp removed and incorporation of additional landscape. Increase of deep soil.
- 4. Adjustment of parking layout to accommodate the new location of the basement ramp.
- 8. Redesign of ground floor western hotel facade



SECTION A
1:125 @ A1

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P4	27.07.21	FOR INFORMATION
P3	26.07.21	FOR INFORMATION
P2	05.07.21	FOR INFORMATION
P1	26.06.21	FOR INFORMATION

GRAPHIC SCALE



PROJECT

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626 LIVERPOOL RD, STRATHFIELD SOUTH
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DA-301

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1:250@ A3

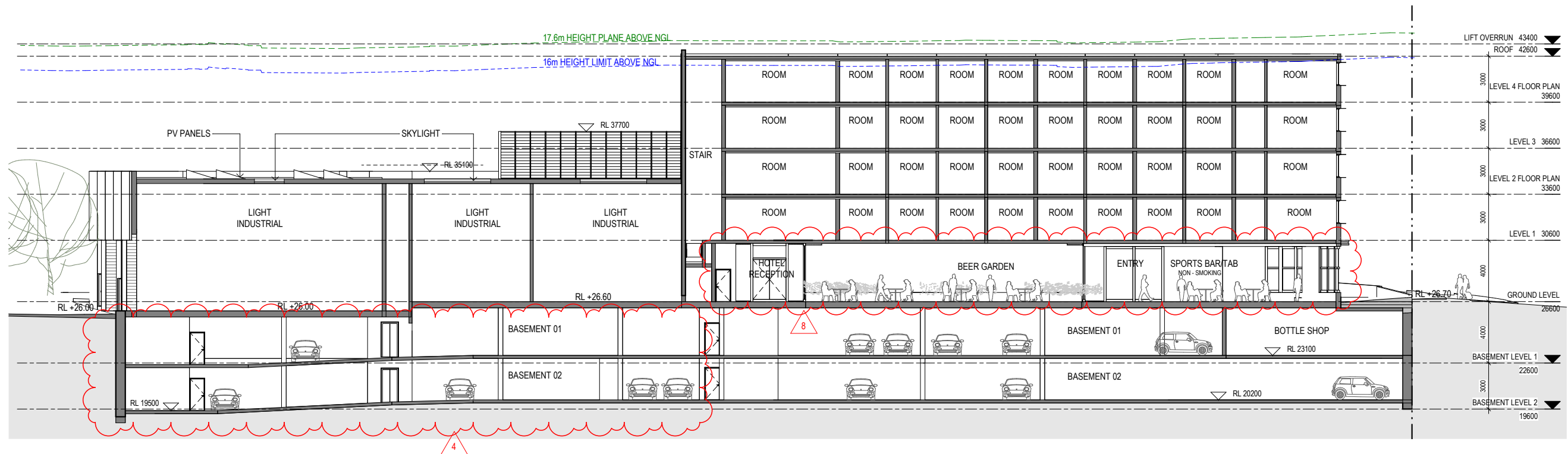
DATE

11.07.22

DRAWING TITLE

SECTIONS SHEET 1

- 2. Front entry basement ramp removed and incorporation of additional landscape. Increase of deep soil.
- 4. Adjustment of parking layout to accommodate the new location of the basement ramp.
- 8. Redesign of ground floor western hotel facade



1 SECTION B
1:125 @ A1

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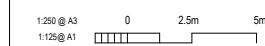


STATUS

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DRAWING TITLE: SECTIONS SHEET 2

ISSUE

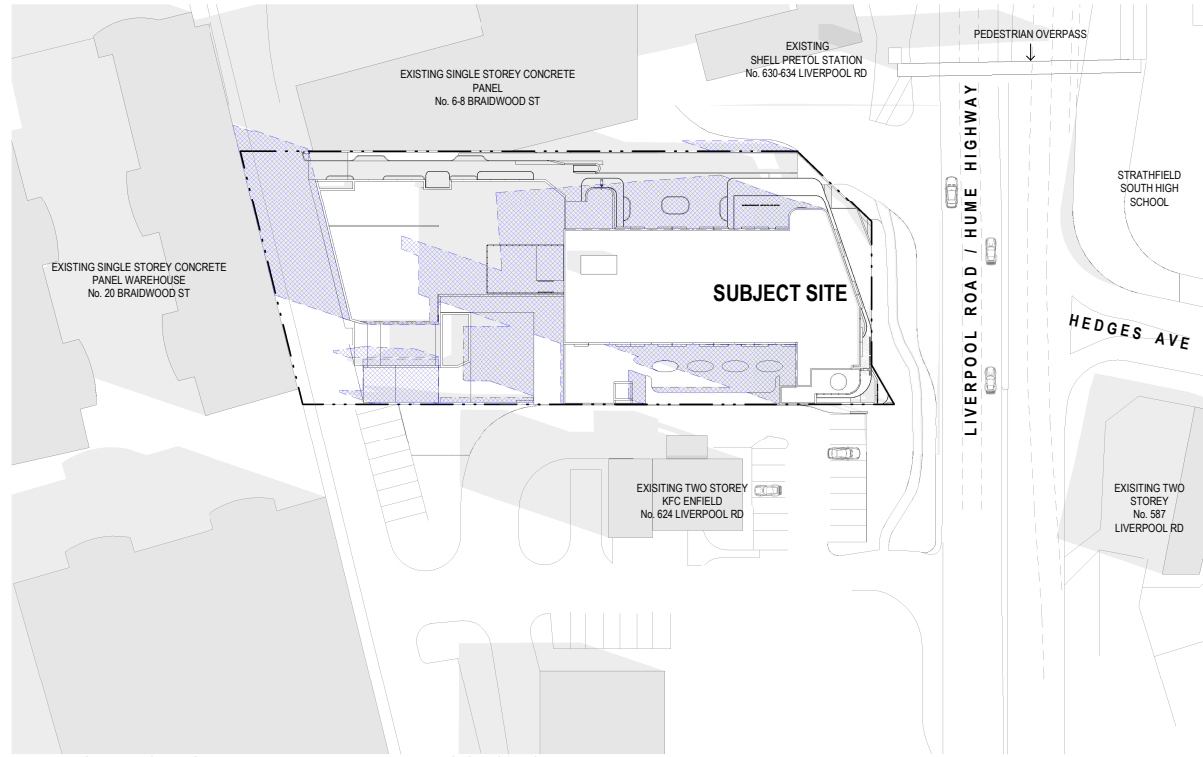
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SCALE: 1:125 @ A1
1:250 @ A3

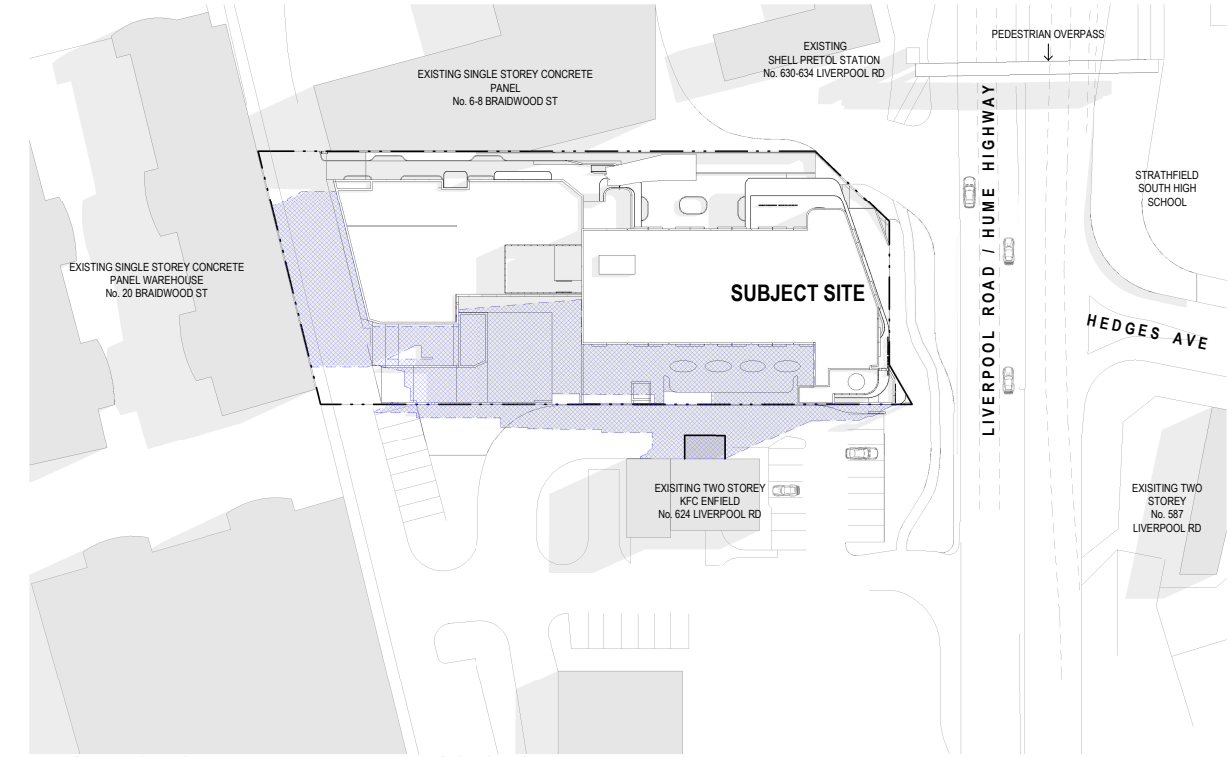
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IRI2108

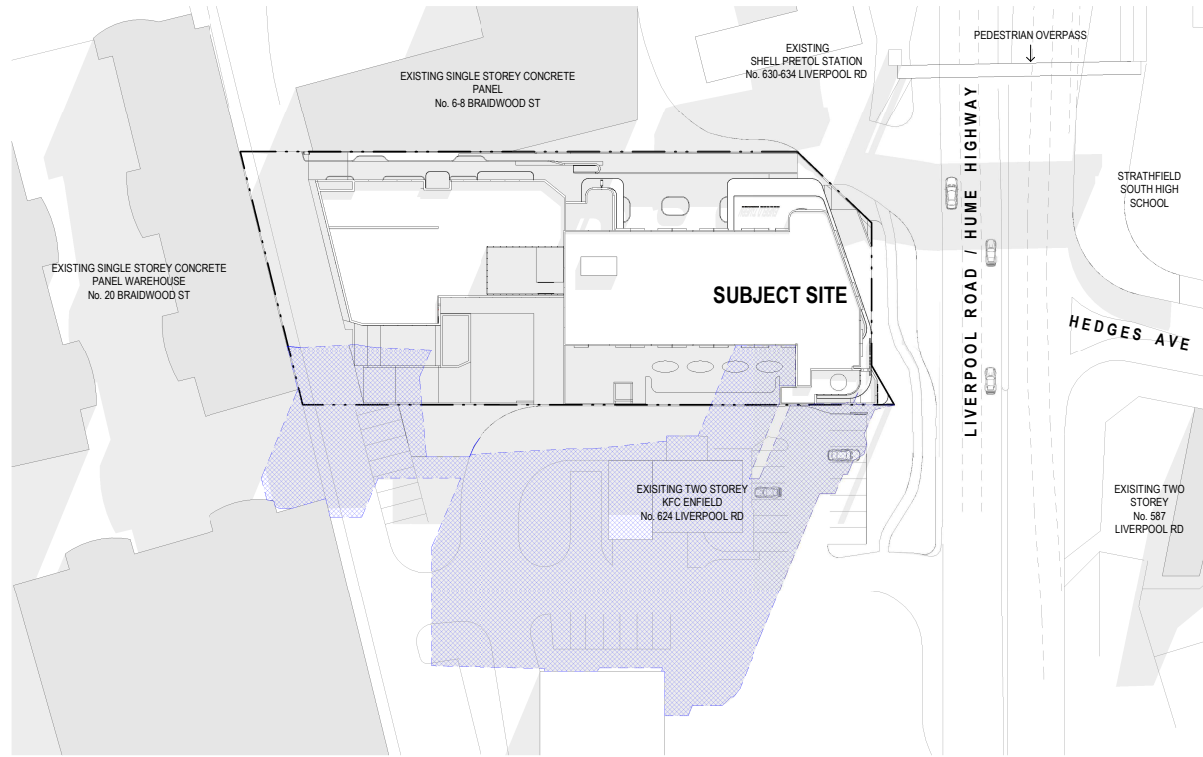
DATE: 11.07.22



1 **SHADOW STUDY PLAN - WINTER SOLSTICE - 9AM**
1 : 500 @ A1



2 **SHADOW STUDY PLAN - WINTER SOLSTICE - 12PM**
1 : 500 @ A1



3 **SHADOW STUDY PLAN - WINTER SOLSTICE - 3PM**
1 : 500 @ A1

LEGEND

- SHADOWS CAST BY EXISTING BUILDINGS
- ADDITIONAL SHADOWS CAST BY PROPOSED NEW WORKS

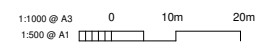
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ISSUE

B

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1: 1000 @ A3

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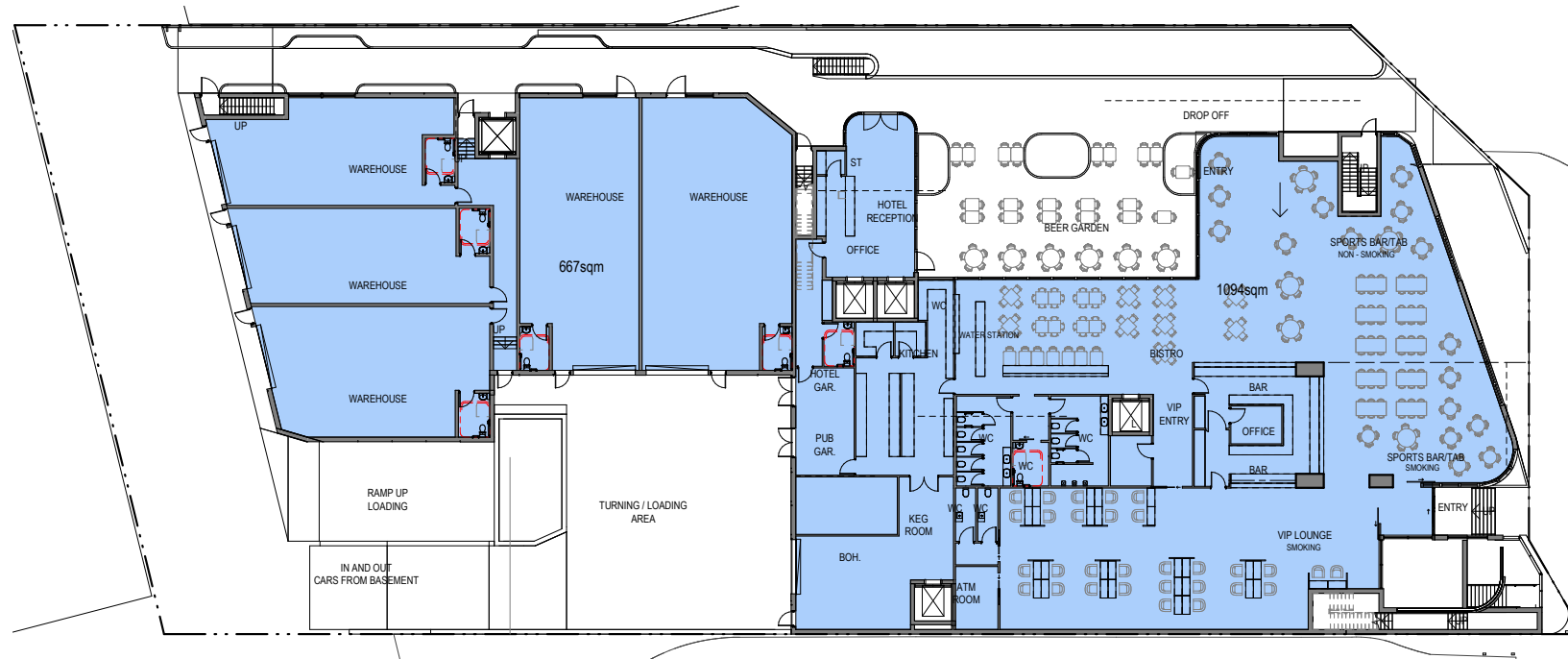
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DATE: 17.05.22

DATE: 17.05.22

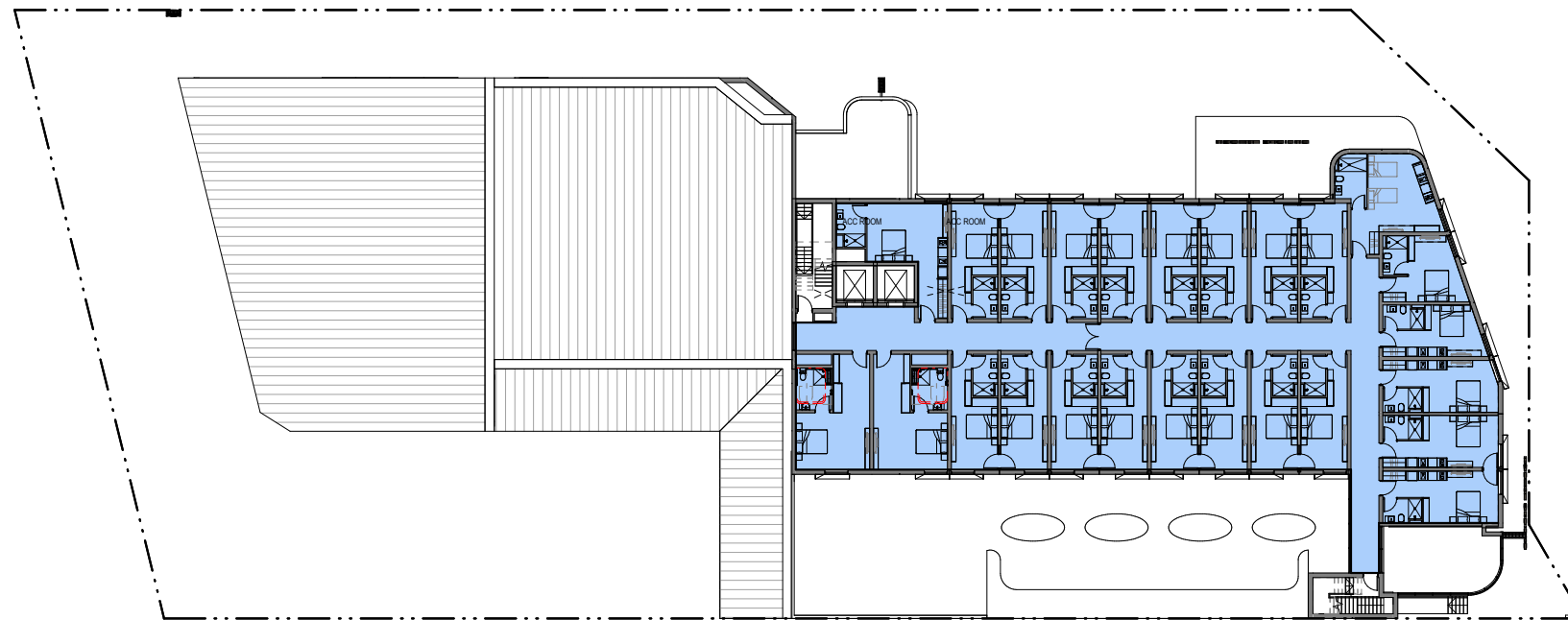


GFA PLANS



CONTROLS	STRATHFIELD LEP 2012	PROPOSAL
FSR	1.5 : 1	1.45 : 1
GFA		
BASEMENT 01 - BOTTLE SHOP		366 SQM
GROUND FLOOR		1761 SQM
LEVEL 01		776.5 SQM
LEVEL 02		776.5 SQM
LEVEL 03		776.5 SQM
LEVEL 04		776.5 SQM
TOTAL		5233 SQM
SITE AREA		3598 SQM

1 GROUND LEVEL FLOOR PROPOSED PLAN
1 : 200 @ A1



	No ROOMS
LEVEL 01	25 ROOMS
LEVEL 02	25 ROOMS
LEVEL 03	25 ROOMS
LEVEL 04	25 ROOMS
TOTAL	100 ROOMS

11. GFA areas updated to reflect increase of Hotel reception and Pub areas

2 LEVEL 1-4 FLOOR PROPOSED PLAN
1 : 200 @ A1

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GRAPHIC SCALE



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DRAWING TITLE: GFA PLANS

ISSUE

C

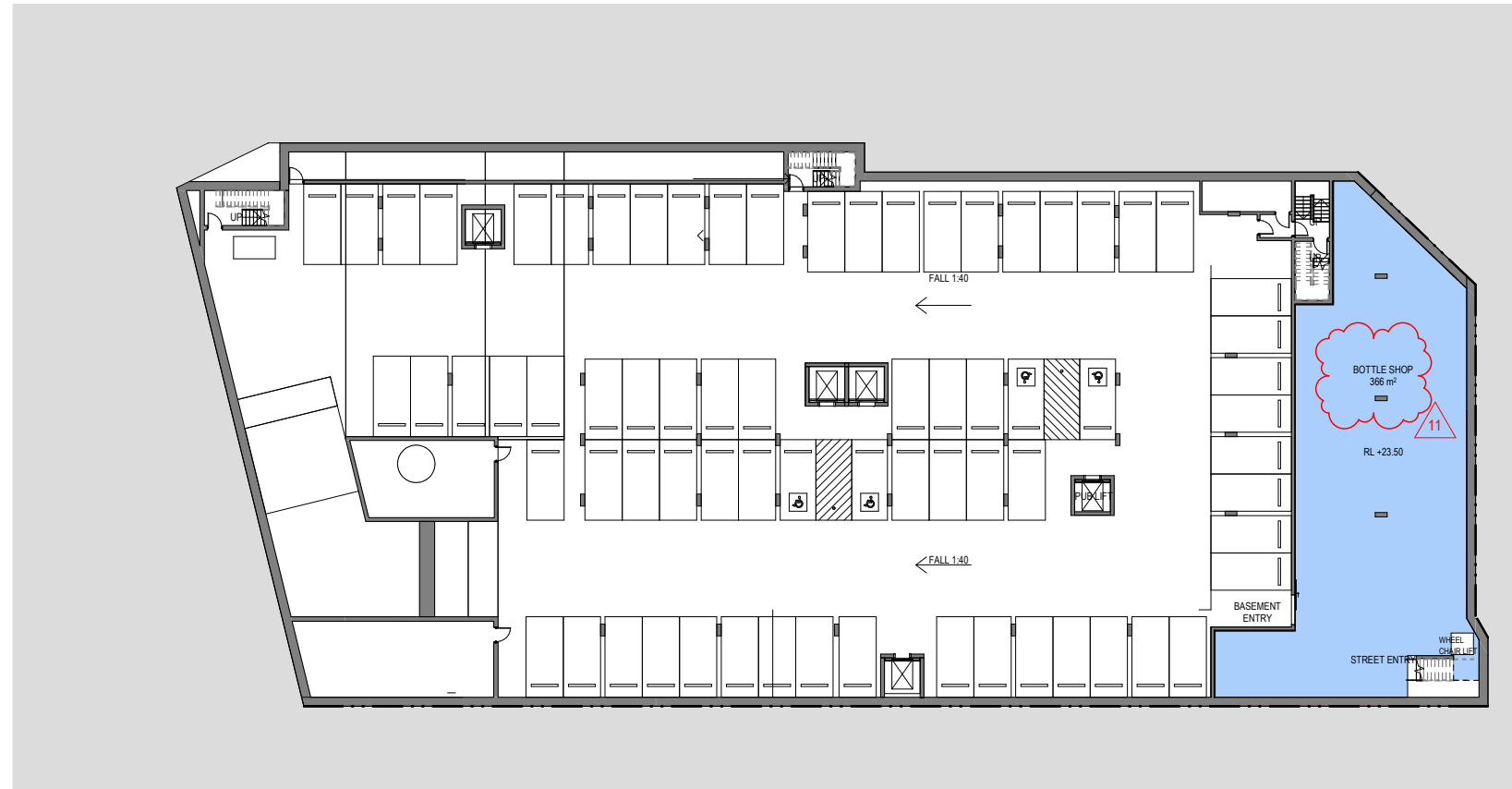
SCALE: 1 : 200 @ A1
1 : 400 @ A3

JOB NO.

IRI2108

DATE: 11.07.22





1 **BASEMENT LEVEL 1 PLAN PROPOSED PLAN**
1 : 200 @ A1

11. GFA areas updated to reflect increase of Hotel reception and Pub areas

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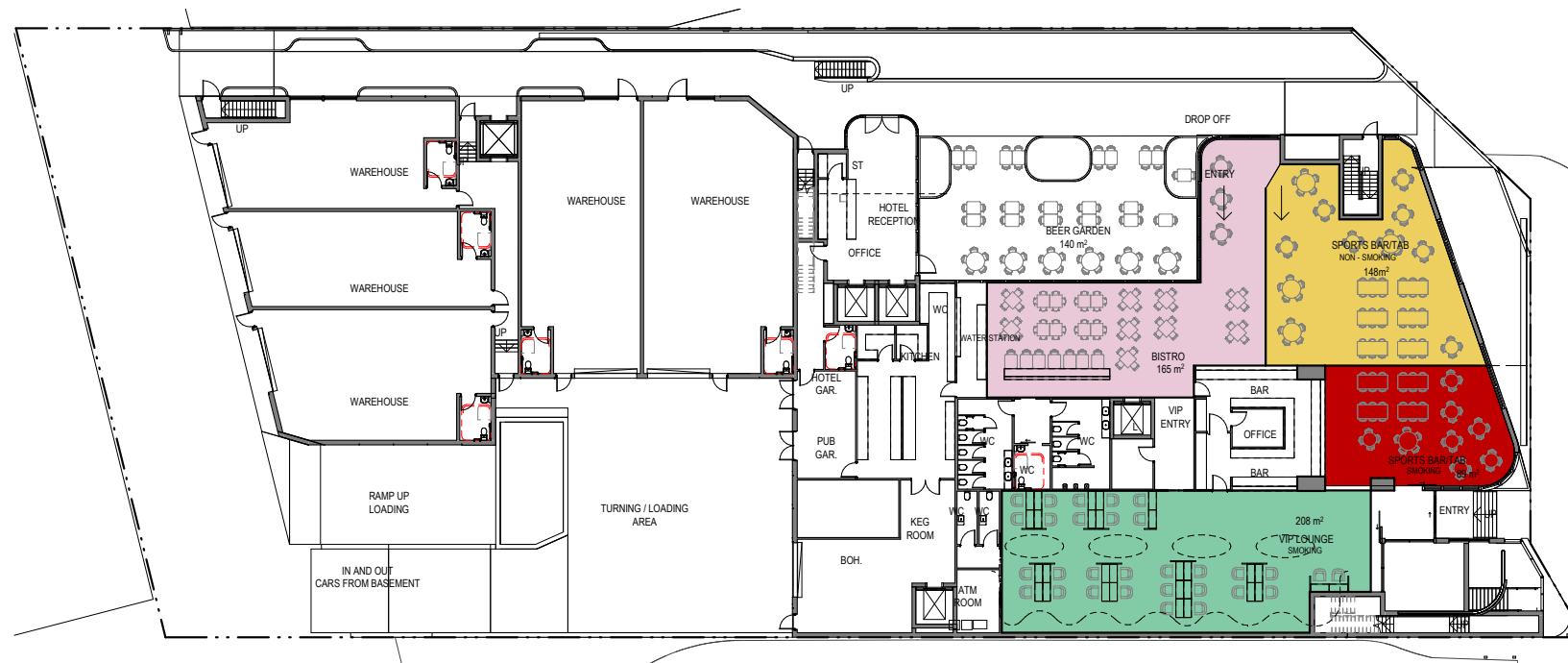
DRAWING TITLE

GFA BOTTLE SHOP

1 : 400@ A3



TOTAL PUB PATRON AREA PLANS



1 GROUND LEVEL FLOOR PROPOSED PROPOSED PLAN
1 : 200 @ A1

PATRON AREAS FOR TRAFFIC CALCULATIONS

	INTERNAL AREA	INTERNAL POPULATIONS	INTERNAL SEAT NUMBERS
BISTRO	165 SQM	83 PAX	91 SEATS
SPORTS BAR	148 SQM	148 PAX	84 SEATS
SMOKING TAB	89 SQM	89 PAX	57 SEATS
VIP LOUNGE	208 SQM	90 PAX	30 SEATS
TOTAL	610 SQM	412 PAX	262 SEATS

12. Patron calculation updated to reflect increase of Hotel reception and Pub areas

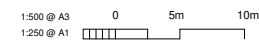
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DRAWING TITLE: POPULATION PLANS

ISSUE

B

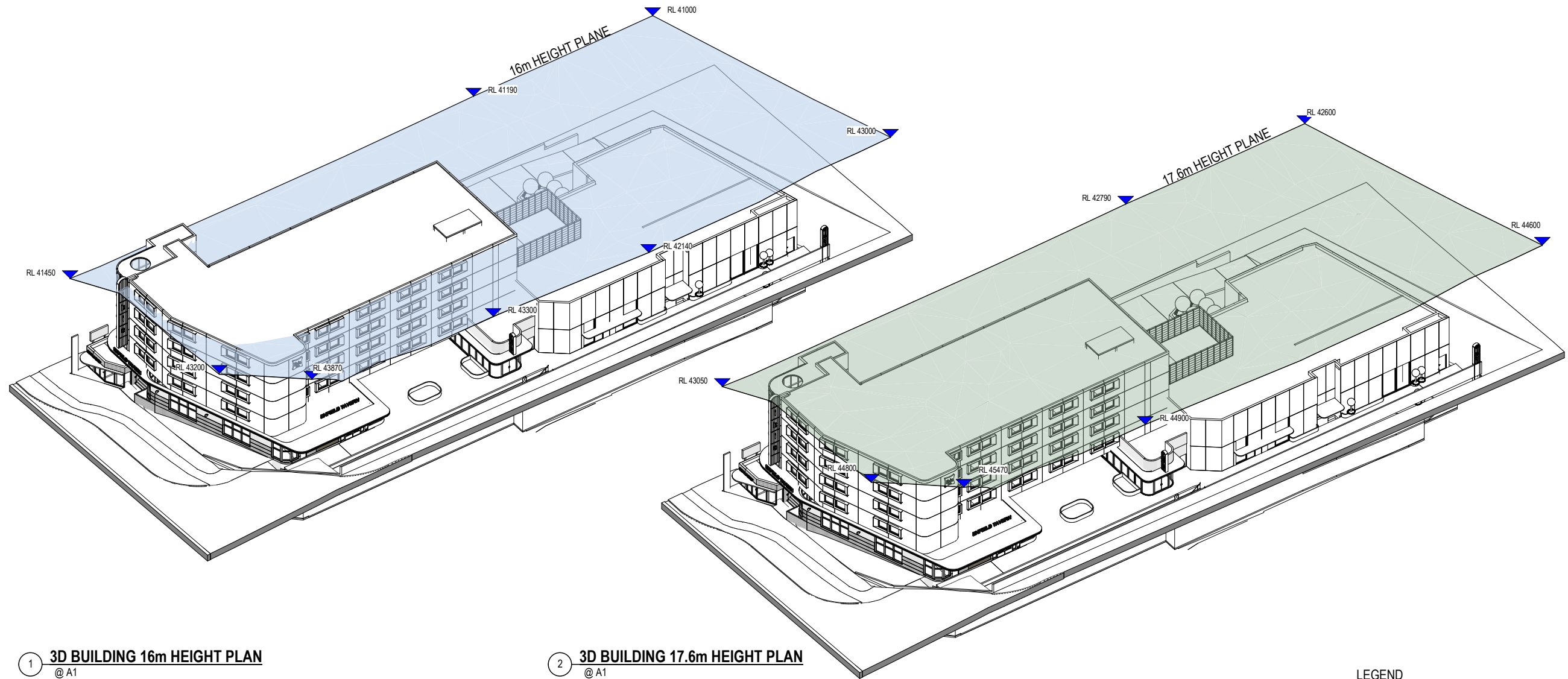
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JOB NO.

IRI2108

DATE: 11.07.22





1 **3D BUILDING 16m HEIGHT PLAN**
@ A1

2 **3D BUILDING 17.6m HEIGHT PLAN**
@ A1

LEGEND

16m HEIGHT PLANE

17.6m HEIGHT PLANE

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GRAPHIC SCALE

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PROJECT

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DA-551

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IRI2108

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17.05.22

DRAWING TITLE

BUILDING HEIGHT PLANE DIAGRAM



10.CGI's updated to reflect changes

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PROJECT

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D

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DATE
11.07.22

DRAWING TITLE
PHOTOMONTAGE



POSSIBLE RELOCATION OF GLASS LIGHT BOX

- PROPOSED MASSING
- RELOCATION OF CORNER GLASS

COMPROMISED VIEW STUDY OF POSSIBLE GLASS LIGHT BOX RELOCATION



1. VIEW FROM LIVERPOOL ROAD. 79 m from Subject Site



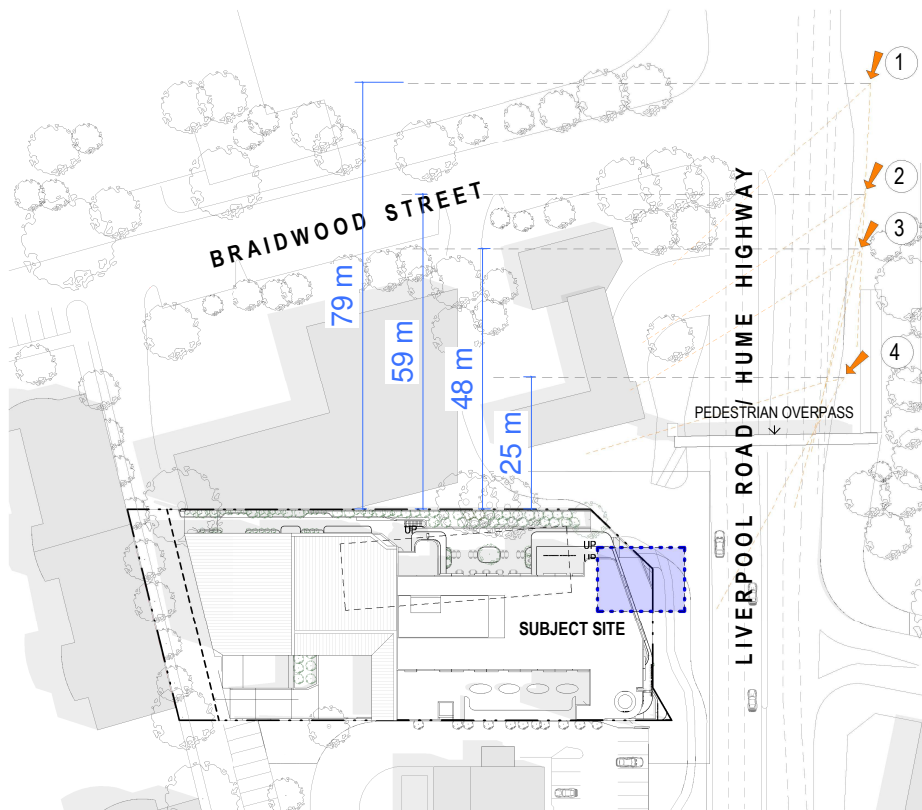
2. VIEW FROM LIVERPOOL ROAD. 59 m from Subject Site



3. VIEW FROM LIVERPOOL ROAD. 48 m from Subject Site



4. VIEW FROM LIVERPOOL ROAD. 25 m from Subject Site



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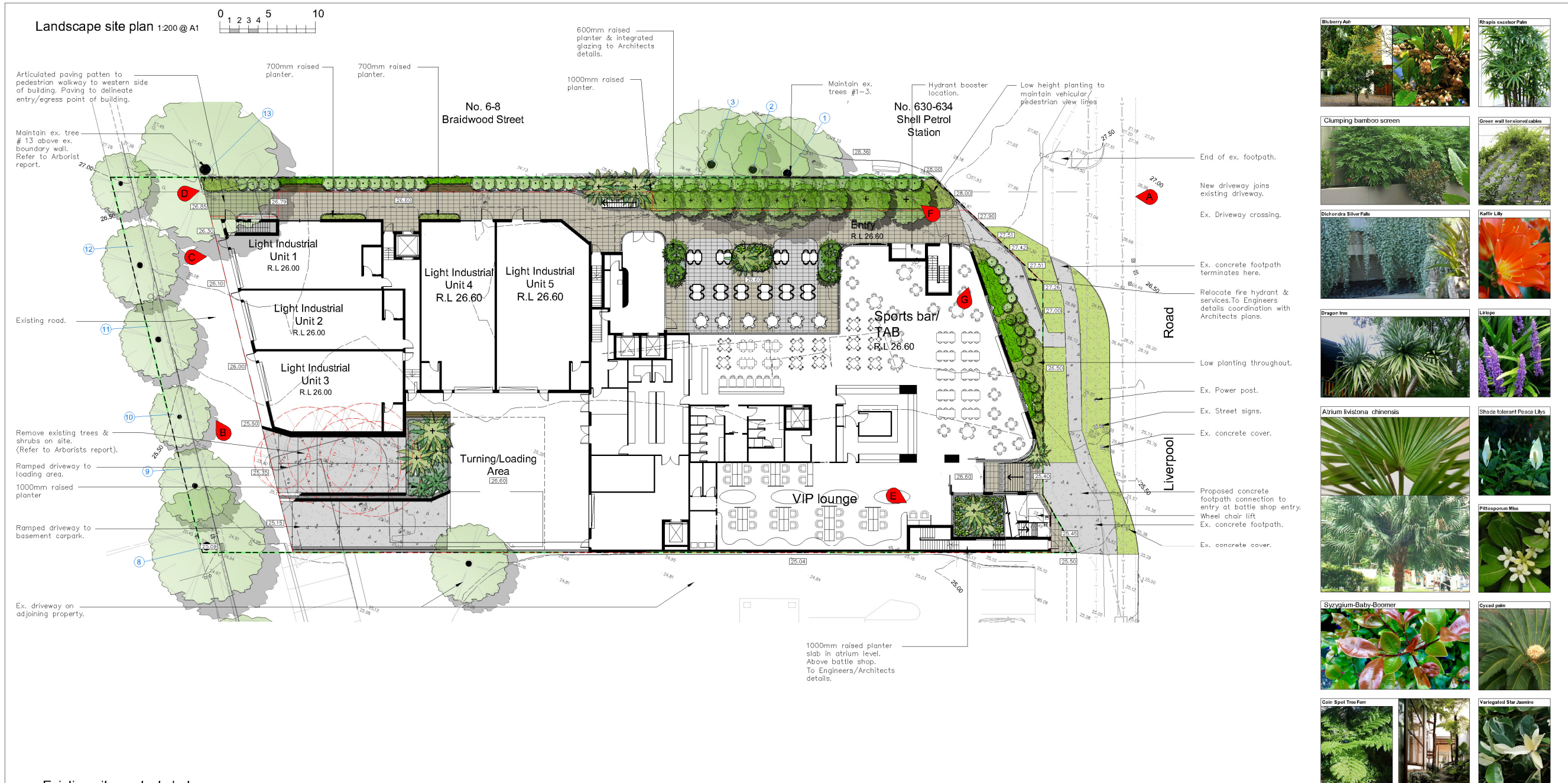
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CORNER VISIBILITY STUDY





Existing site contest photos



Photo Location

Refer also to Arborist Report Prepared by George Palmer, Botanic's P/L

AMENDMENTS	
D	1.7.22 COUNCIL RFI
C	20.8.21 FOR DA



PO Box 4050, ACT 2602
 ABN: 16 949 100 279
 PHONE: 02 9907 8011
 WWW.SCRIVENER-DESIGN.COM
 EMAIL: PAUL@SCRIVENER-DESIGN.COM

PROJECT: IBIS ENFIELD
 626 LIVERPOOL ROAD,
 STRATHFIELD SOUTH, NSW

DWG: LANDSCAPE SITE PLAN

DATE: 1.7.22 SCALE: 1:200 @A1

JOB REF: 21/2308

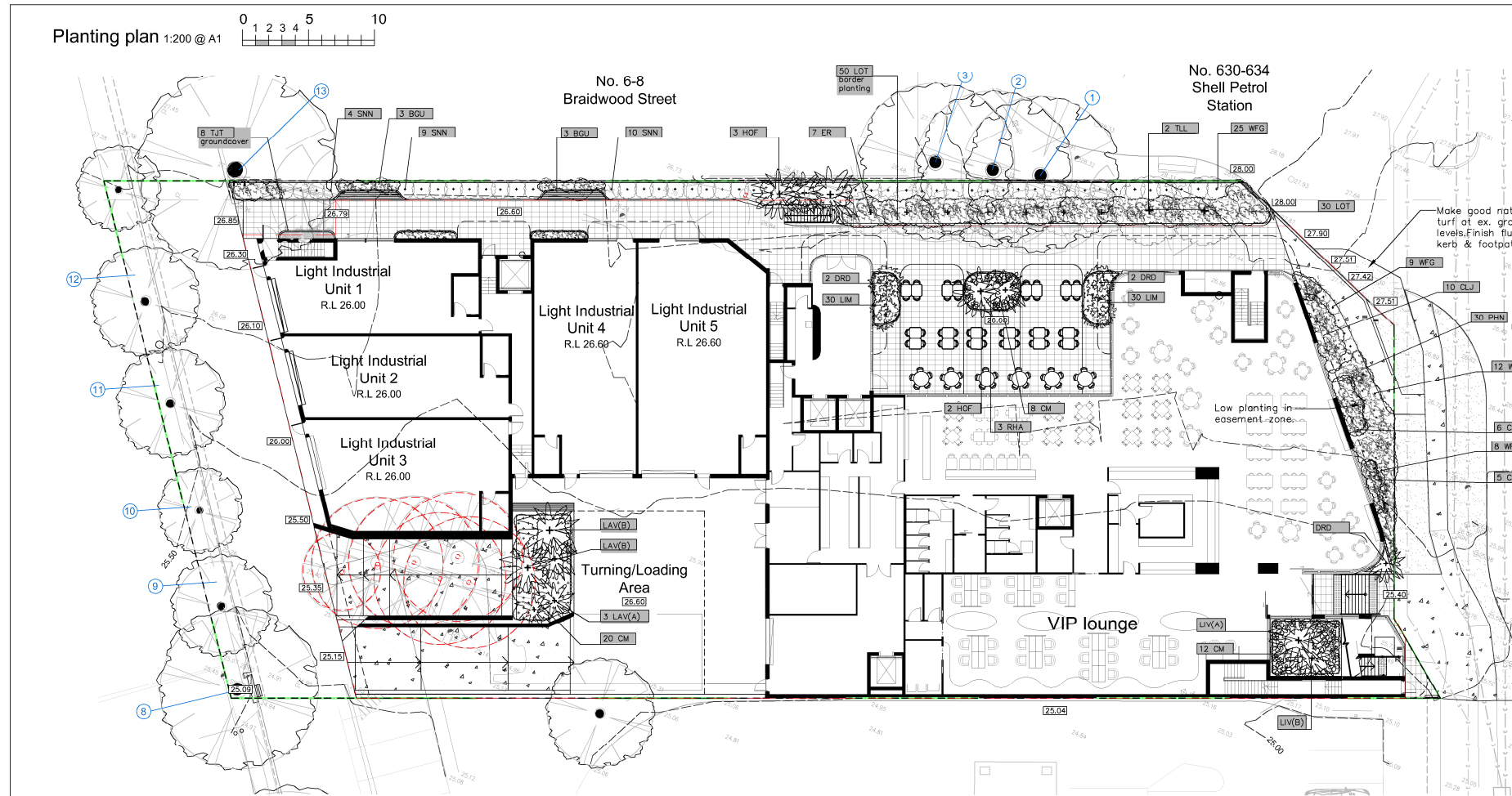
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NORTH

1 OF 2

ISSUE- D



Planting schedule

Symbol	Botanical name	Common name	Cont. size	Staking	Mature height	No req.
TLL	<i>Triplaris lucida</i>	Blueberry Ash (indigenous small tree)	100L1	3x50x50x1800	6-8.0M	2
ER	<i>Eleocharis reticulata</i>	Blueberry Ash (indigenous small tree)	45L1	3x50x50x1800	6-8.0M	7
Shrubs / small feature trees						
CLJ	<i>Clivella minima</i>	Little Jet Bottlebrush (Flowering native ideal for hedging)	200mm	nil	0.8-1.4M	21
SNN	<i>Syzygium 'Straight & Narrow'</i>	Straight & Narrow Syzygium	300mm	nil	4-5.0M	23
WFG	<i>Westringia fruticosa 'Grey Box'</i>	Oztreed Grey Box (hardy low screen can be hedged)	200mm	hedged	4-4.0/7M	54
Ferns / Palms / Succulents / ornamental bamboos						
RC1	<i>Rambusia girardinensis</i>	Dwarf Chinese Rambon (ornamental bamboo can be hedged)	200mm	nil	2-3.5M	6
HCF	<i>Howea forsterana</i>	Kentia Palm (tall palm)	semi-adv	wire guys	7-10.0M	5
LAV(A)	<i>Livistona australis</i>	76L1 nil	76L1	nil	7-9.0M	3
LAV(B)	<i>Livistona australis</i>	100L1 nil	100L1	nil	7-9.0M	2
LIV(A)	<i>Livistona chinensis</i>	Chinese Fan Palm (tall fan palm)	semi adv (2m)	indoor raised planter	7-9.0M	1
LIV(B)	<i>Livistona chinensis</i>	Chinese Fan Palm (tall fan palm)	semi adv (2m)	indoor raised planter	7-9.0M	1
DRD	<i>Drazenia discolor</i>	Dragon Tree (native mass planted feature plant)	semi adv	indoor raised planter	2-5.5M	5
RHA	<i>Raphis excelsior</i>	Lady Finger Palm	300mm	nil	2-2.5M	3
Groundcovers/Climbers						
TJT	<i>Trachelospermum tricolor</i>	Variegated Star Jasmine (variegated colour groundcover)	200mm	nil	0.5M	8
Ornamental grasses/strappy leaved plants						
CM	<i>Clivella minima</i>	Kaffir Lily (shade tolerant groundcover)	200mm	nil	0.5M	40
LIM	<i>Liriope Evergreen Giant</i>	Turf Lily (shade tolerant groundcover)	150mm	nil	0.4M	60
LOT	<i>Lomandra Tanaka</i>	Dwarf Mat Rush (native mass planted groundcover)	150mm	nil	0.4M	80
PHV	<i>Pennisetum alopecuroides Nafay NAFRAY® PAS007 PBR</i>	(flowering ornamental grass)	150mm	nil	0.8-1.0M	30

Planting schedule species to be sourced from local nurseries supplying plants of local provenance wherever possible. Landscape contractor is to check plant numbers on plan against the schedule prior to submitting tender price. Contact landscape architect if any number discrepancies are found. Council compliance controls require that any substitution of species variety or container size MUST be confirmed with landscape architect to ensure a compliance certificate can be issued that meets the specific development consent conditions of the project.

Irrigation notes

Automatic drip line watering system to be selected. To extend to ALL garden areas nominated on the deep soil and planter box areas and is to include all raised planter boxes over slab on all levels. To all garden areas from the northern edge the pool level terrace to the front of the development. (Excludes all grass areas)

Water supply tap hosecocks and water supply conduit to be coordinated by Hydraulic and Structural Engineer's details. Drip line supply system only to be incorporated.

Prior to approval by the project manager and prior to installation the Contractor responsible for the irrigation installation is to provide an irrigation design to meet the following requirements.

Generally: Supply an automatic drip line irrigation system. To include all piping to solenoids either PVC lines and/or class 12 pressure pipe or low density rubber modified polypropylene reticulation as required to provide water supply to the nominated areas. To be coordinated with hydraulic engineers plans. To include all bends, junctions, ends, ball valves, solenoids and all other ancillary equipment. Backwash valve: An approved backwash prevention valve is to be located at the primary water source for top up valves to rainwater tanks (where applicable).

Ensure rain sensor is installed for common area garden zones connected to automatic timer system.

Root inhibiting system: Drip lines to be 'Netafim Techline AS XR' drip tubing or approved equivalent.

Automatic Controller: For all common area landscape areas provide automatic 2 week timer with hourly multi-cycle operation for each zone as noted on the irrigation areas plan on sheet. Battery timers to isolated planter boxes to private terraces.

Performance: It shall be the Landscape Contractor's responsibility to ensure and guarantee satisfactory operation of the irrigation system. The system is to be fit for the purpose and should utilize sufficient solenoids to provide for the varying watering requirements of landscape areas to allow all plants and lawn areas to thrive and attain long term viability.

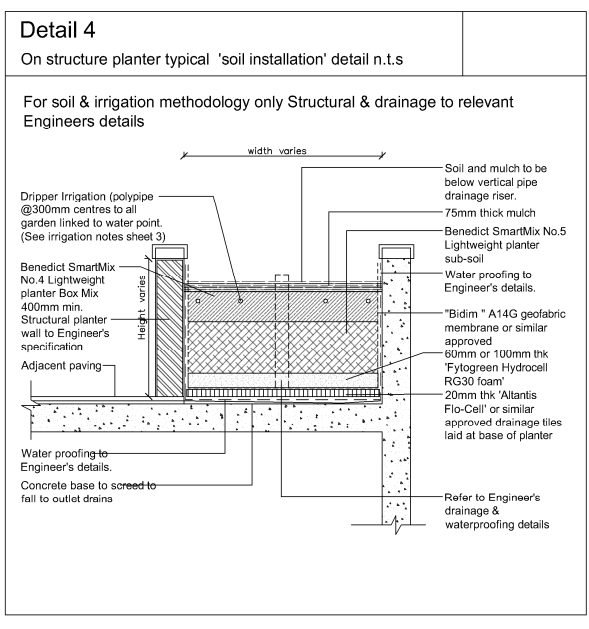
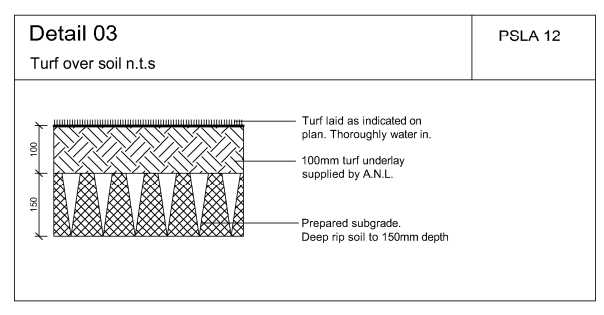
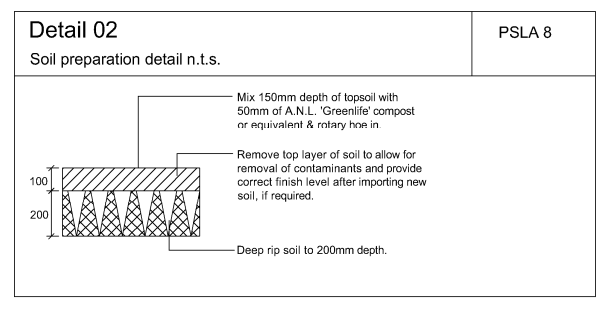
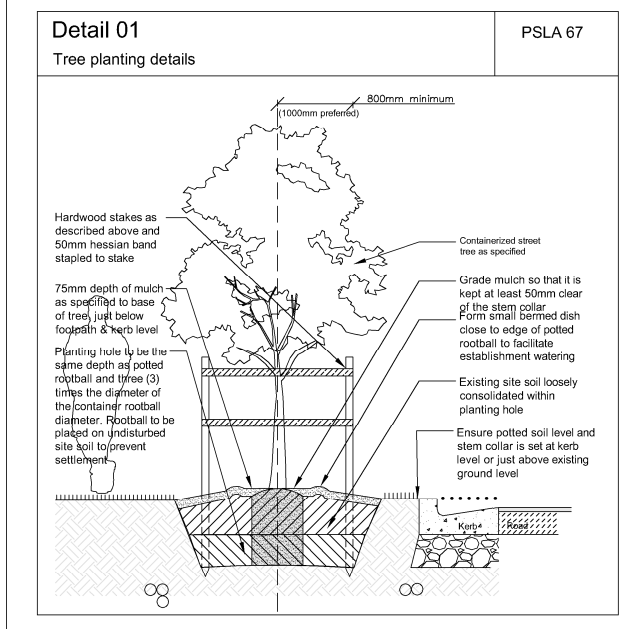
Testing: After the system has been installed to the satisfaction of the project manager, the installation shall be tested under working conditions. Acceptance of the installed plant and equipment shall be subject to these being satisfactory.

Warranty: A twelve month warranty is to be provided in writing by the Landscape Contractor, which shall commit the Landscape Contractor to rectify the system (the items they have installed) to the satisfaction of the project manager or nominated representative. This will apply should any fault develop, or the capacity or efficiency fall below that guaranteed, or should the discharge or pressure be inadequate, or should defects develop in the filter unit or control heads, or any blockages that may develop in the system.

Approvals: The Landscape Contractor is to liaise as necessary, to ensure that the irrigation system conforms with all Water Board, Council and Australian standards (AS)

General construction notes

- Site preparation**
Any existing trees and vegetation to be retained shall be preserved and protected from damage of any sort during the execution of landscape work. In particular, root systems of existing plants must not be disturbed if possible. Any nearby site works should be carried out carefully using hand tools. To ensure the survival and growth of existing trees during landscaping works, protect by fencing or arming where necessary. Trees shall not be removed or topped unless specific written approval to do so is given or is indicated on plan. Storage of materials, mixing of materials, vehicle parking, disposal of liquids, machinery repairs and refuelling, site office and sheds, and the lighting of fires shall not occur within three (3) metres of any existing trees. Do not stockpile soil, rubble or other debris cleared from the site, or building materials, within the dripline of existing trees. Vehicular access shall not be permitted within three (3) metres of any tree.
- Soil preparation**
All proposed planting areas to be deep ripped to 200mm (where possible) and clay soils to be treated with clay breakers. Apply at least 200mm depth good quality garden soil mix to all garden planting areas. To comply with AS 4419 Turfed areas to be Soft Leaf Buffalo or Soft Leaf Buffalo to be laid over 150mm good quality turf underlay over existing soil which is to be deep ripped to 200mm depth prior to installation. To be worked in with rotary hoe except where tree root damage would otherwise occur. In such situations care to be taken to hand cultivate in any area where existing tree roots exist to preserve health of trees and to comply with the requirements of the Arborist's report. Where planting is to occur in existing soil profiles ensure soil conditioners and compost worked into the top 200mm profile. To comply with AS 4454-1999.
- New plantings**
Newly planted trees and large shrubs should be secured to stakes with hessian ties to prevent rocking by wind. Planting holes for plant material should be large enough in size to take root ball with additional space to take back filling of good quality planting mix. (Please note mature heights of planting as shown on planting schedule can vary due to site conditions, locations in constricted deep soil or over slab planters and so forth) Also shallow soils in certain locations may affect planting heights. Nominated heights for plantings in raised planters over slabs are nominated as less than their normal expected heights in acknowledgement of the contained soil environment. For other deep soil trees heights are subject to particular site conditions, and intended hedging or pruning for functional requirements such as available planting width, intended access under branches and solar access.
- Planter boxes & waterproofing**
Refer to architects details for all structural details for planter box construction. All internal planter slab levels to fall to drainage outlets as detailed by Stormwater Engineer. Refer to architectural plans for all planter wall heights, finishes and capping details. All planting containers to have the following soil installation elements:
 - Atlanta drainage cell (or approved equivalent) at base to be connected to drainage system of development. Place over mortar screed at base of all planters to fall to drainage outlets as nominated by stormwater engineer.
 - Planter box soil mix to comply with AS 4419 and AS 3743.
 - Contractor to install all planter box finishes other site works are completed to ensure no deterioration of waterproof membrane contractor to be responsible for the integrity of the waterproofing of the planter boxes.
 - All planter boxes are to have automatic drip line irrigation system. Connecting pipes to be installed in slab structures prior to slab pour. See irrigation notes sheet 6
 - Coordinate planting locations with all drainage overflow and/or drainage under pipes as per the approved drainage details on the Architects plans
- Mulching**
All planting areas to be mulched with a minimum 75mm thick cover of recycled hard wood chip mulch and then all plant areas to be thoroughly soaked with water. To comply with AS 4454
- Fertiliser**
All planting areas to be fertilised with 0 month 'NPK' slow release fertiliser.
- Staking**
To those plants indicated on the planting schedules provide: hardwood stakes as nominated and driven into ground to a depth able to achieve rigid support.
- Lawn edging**
All ground level garden beds adjacent to site boundary to finish flush with all footpath, driveway or kerb levels.
- Turfing**
Turfed nature strip areas to be Soft Leaf Buffalo to be laid over 100mm good quality turf underlay over existing soil which is to be deep ripped to 200mm depth prior to installation.
- Structural**
All structural details whatsoever to Engineer's details.



Refer also to Arborist Report Prepared by George Palmer, Botanic's P/L

AMENDMENTS

D	1.7.22	COUNCIL RFI
C	20.8.21	FOR DA

PAUL SCRIVENER LANDSCAPE

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ABN: 16 949 100 279
PHONE: 02 9907 8011
WWW.SCRIVENER-DESIGN.COM
EMAIL: PAUL@SCRIVENER-DESIGN.COM

PROJECT: IBIS ENFIELD
626 LIVERPOOL ROAD,
STRATHFIELD SOUTH, NSW

DWG: PLANTING PLAN, SCHEDULE & NOTES

DATE: 1.7.22 SCALE: 1:200 @A1

JOB REF: 21/2308

2 OF 2

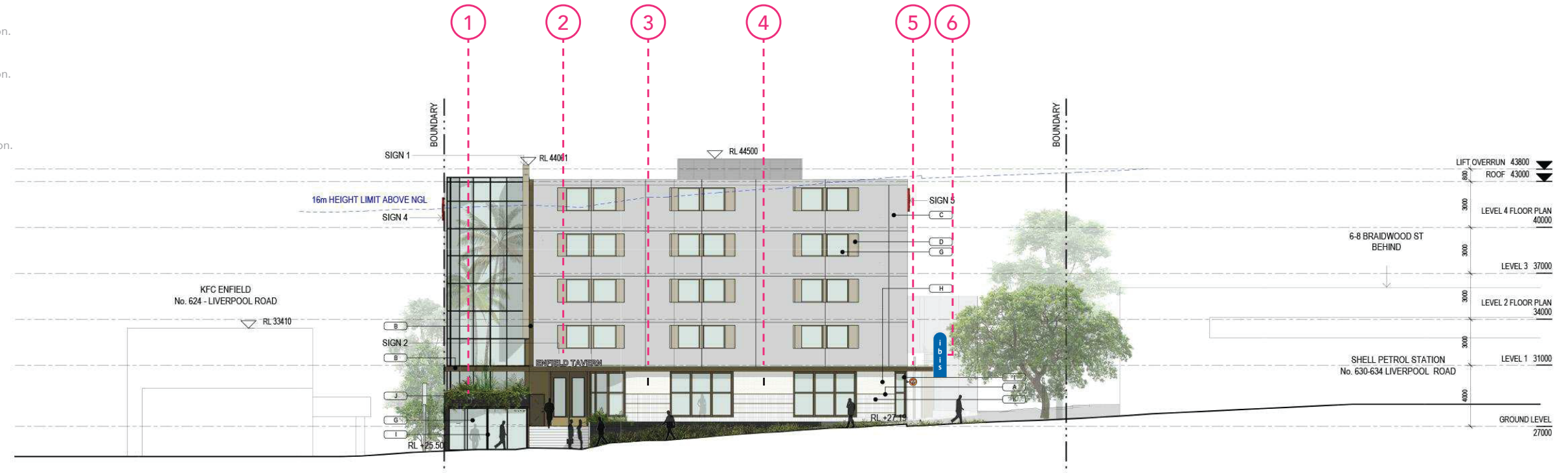
ISSUE- D

NORTH

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NORTH ELEVATION

- 1) BOTTLE SHOP LETTERS
- 3D fabricated letters. Internal illumination.
- 2) ENFIELD TAVERN LETTERS
- 3D fabricated letters. Internal illumination.
- 3) VIP CIRCLE SIGN
- 3D fabricated shape. Internal illumination.
- External chasing LEDs.
- 4) TAB CIRCLE SIGN
- 3D fabricated shape. Internal illumination.
- 5) VIP CIRCLE SIGN
- 3D fabricated shape. Internal illumination.
- External chasing LEDs.
- 6) IBIS BLADE SIGN
- Fabricated blade shape.
- 3D fabricated letters. Internal illumination.



1) HUME HWY/LIVERPOOL RD ELEVATION (NORTH)
1: 125 @ A1

CLIENT TO ORGANISE POWER
VISUAL ONLY - NOT TO EXACT SCALE
LIGHTING, COLOURS AND DESIGNS ARE INDICATIVE ONLY

CLIENT
IRIS CAPITAL

PROJECT
IBIS ENFIELD

DATE
23.05.2022

DESIGN REVISION
5147 SM 3

FINAL CHECK

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BOTTLE SHOP

1) BOTTLE SHOP LETTERS
- 2,170 x 230mm

ENFIELD TAVERN

2) ENFIELD TAVERN LETTERS
- 4,280 x 360mm

VIP

3) VIP CIRCLE SIGN
- 500mm diameter

TAB

4) TAB CIRCLE SIGN
- 500mm diameter

VIP

5) VIP CIRCLE SIGN
- 500mm diameter

ibis

6) IBIS BLADE SIGN
- Blade: 900 x 3,000mm
- Letters: 240 x 2,000mm

EAST ELEVATION

- 7) IBIS PYLON SIGN
 - Fabricated blade shape.
 - 3D fabricated letters. Internal illumination.
- 8) IBIS BUILDING SIGN
 - 3D fabricated shape. Internal illumination.
- 9) BUILDING BLADE LETTERS
 - 3D fabricated letters. Internal illumination.
 - Qty x 2 sets. One either side of blade.



CLIENT TO ORGANISE POWER
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CLIENT
IRIS CAPITAL

PROJECT
IBIS ENFIELD

DATE
23.05.2022

DESIGN REVISION
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1 EAST ELEVATION
1: 125 @ A1



7) IBIS PYLON SIGN
- Body: 850 x 6,300mm
- Letters: 260 x 2,222mm



8) IBIS BUILDING SIGN
- 1,500 x 1,500mm

9) BUILDING BLADE LETTERS
- Letters: 650 x 6,600mm
- Qty x 2



SOUTH ELEVATION



CLIENT TO ORGANISE POWER
VISUAL ONLY - NOT TO EXACT SCALE
LIGHTING, COLOURS AND DESIGNS ARE INDICATIVE ONLY

CLIENT
IRIS CAPITAL

PROJECT
IBIS ENFIELD

DATE
23.05.2022

DESIGN	REVISION
5147 SM	3

FINAL CHECK

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1 SOUTH ELEVATION
1:125 @ A1

WEST ELEVATION

- 10) IBIS BUILDING SIGN
- 3D fabricated shape. Internal illumination.
- 11) ENFIELD TAVERN LETTERS
- 3D fabricated letters. Internal illumination.



CLIENT TO ORGANISE POWER	
VISUAL ONLY - NOT TO EXACT SCALE LIGHTING, COLOURS AND DESIGNS ARE INDICATIVE ONLY	
CLIENT IRIS CAPITAL	
PROJECT IBIS ENFIELD	
DATE 23.05.2022	
DESIGN 5147 SM	REVISION 3
FINAL CHECK	<input type="checkbox"/>

1 WEST ELEVATION
1:125 @ A1



10) IBIS BUILDING SIGN
- 1,500 x 1,500mm

ENFIELD TAVERN

11) ENFIELD TAVERN LETTERS
- 5,000 x 420mm

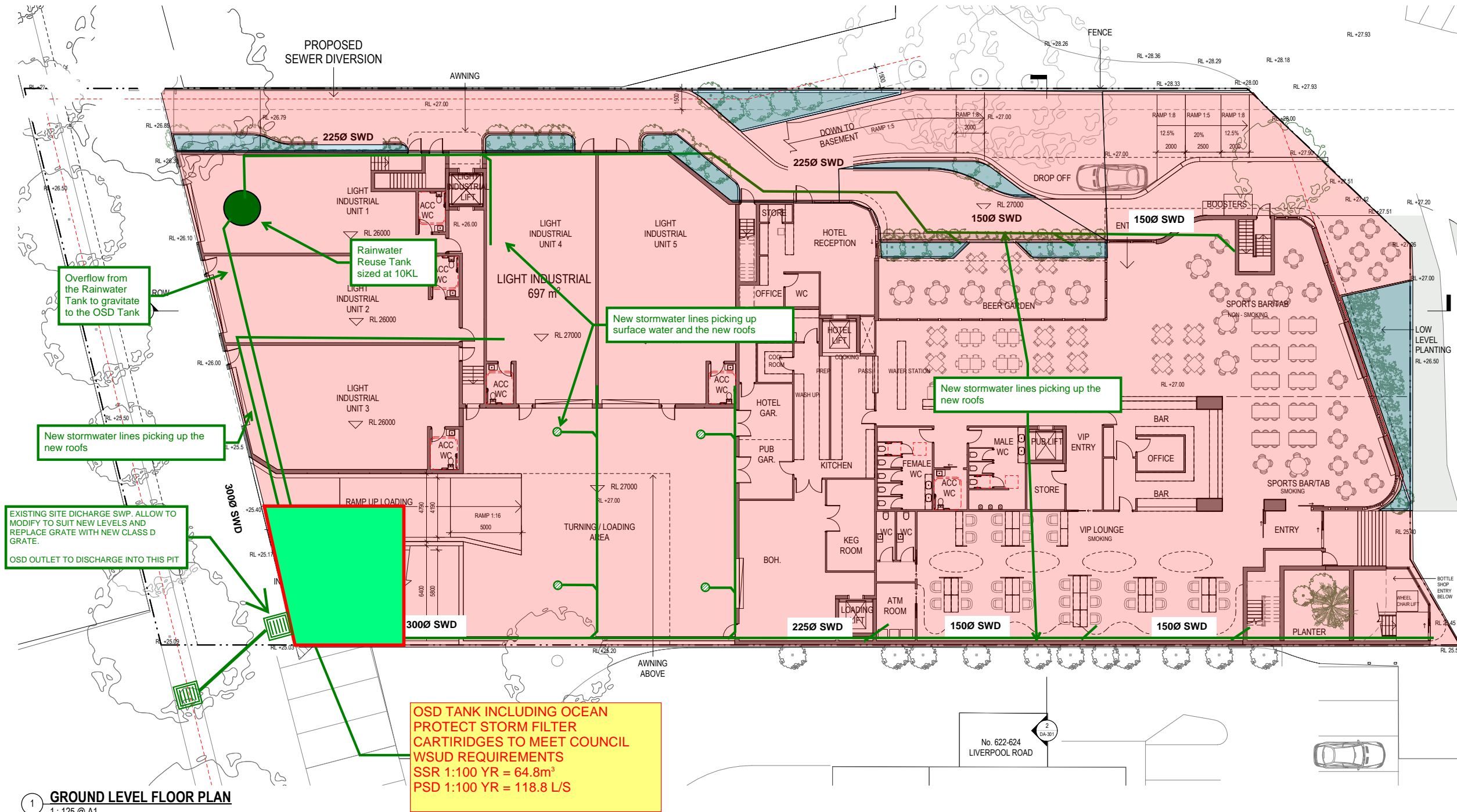
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LEGEND

- PERVIOUS
- IMPERVIOUS
- EXISTING STORMWATER
- EXISTING STORMWATER PIT



1 GROUND LEVEL FLOOR PLAN
1:125 @ A1

		Client No. 622-624 LIVERPOOL ROAD	Services Consultant LCI CONSULTANTS (AUSTRALIA) PTY/LTD <small>LEVEL 4, 73 WALKER STREET, NORTH SYDNEY, NSW, 2060 ABN: 92 124 107 973</small>	Project IBIS HOTELS CASULA	Drawing Title HYDRAULIC SERVICES NEW ARCHITECTURAL SITE PLAN	Status DA SUBMISSION
					Scale @ A1 1:200	Project No. 210628
					Drawing No. H030	Re P2

TO: Strathfield Local Planning Panel Meeting - 2 February 2023
REPORT: SLPP – Report No. 2
SUBJECT: TABLING OF THE DECLARATION OF PECUNIARY INTEREST AND OTHER MATTERS FOR PERIODS 30 JUNE 2021 AND 30 JUNE 2022.
DA NO. N/A

SUMMARY

Tabling of the Declaration of pecuniary interest and other matters for periods 30 June 2021 and 30 June 2022.

A full set of annual DOIs have to be tabled at the February 2023 meeting of the SLPP to comply with clause 4.21 of the Local Planning Panels Code of Conduct August 2020.

ATTACHMENTS

There are no attachments for this report.