

**Item No:** C1222(1) Item 6

**Subject:** POST EXHIBITION - PLANNING PROPOSAL - CYPRUS CLUB (58-76 STANMORE ROAD, 2-20 TUPPER STREET AND 1, 3-9 ALMA AVENUE, STANMORE)

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**Authorised By:** Simone Plummer - Director Planning

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## RECOMMENDATION

**That:**

1. Council does not support the Planning Proposal – Cyprus Club, as exhibited, due to concerns raised by community, public agency and Council officers relating to traffic, built form and amenity impacts;
2. Council notes the matters raised in response to the public exhibition of Planning Proposal - Cyprus Club as detailed in Attachment 3;
3. Council request the Department of Planning & Environment to make post-exhibition changes to the Planning Proposal – Cyprus Club and defer the commencement of the Local Environmental Plan (LEP) to allow preparation of site-specific Development Control Plan (DCP) and Planning Agreement;
4. Subject to the Department of Planning and Environment's agreement to defer the commencement of the LEP, Council supports the Planning Proposal – Cyprus Club, as amended in response to engagement outcomes, as outlined in this report;
5. Subject to point 4 above, Council forward the amended Planning Proposal – Cyprus Club to the Minister for Planning to make amendments to the Inner West LEP 2022 under Section 3.36 of the Environmental Planning and Assessment Act 1979;
6. Subject to points 4 and 5 above, Council delegate the authority to the General Manager to make any minor amendments to the amended Planning Proposal – Cyprus Club to correct any minor errors, omissions or inconsistencies prior to finalisation; and
7. Council urgently progress preparation of the site-specific DCP and Planning Agreement.

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## DISCUSSION

A Planning Proposal for 58-76 Stanmore Road, 2-20 Tupper Street and 1, 3-9 Alma Avenue, Stanmore (known as the Cyprus Club or the site) was lodged on behalf of the Cyprus Community Club, with Council on 24 May 2016. On 11 September 2018, Council resolved to endorse the Planning Proposal and forward it to the Minister for Planning for Gateway Determination.

The Planning Proposal (**Attachment - 1**) seeks to amend the Inner West Local Environmental Plan (IWLEP) 2022 for the site to enable a mixed-use development comprising up to 120 dwellings with a minimum of 1550m<sup>2</sup> floorspace for commercial/club uses.

On 7 June 2021, the Department of Planning and Environment (DPE) issued a Gateway Determination (**Attachment - 2**) to proceed to public exhibition subject to conditions.

Council has not been given the authority to be the plan making authority. Council's role is to carry out community consultation and make a recommendation to the Minister whether the LEP amendment should be made.

## **1.0 Existing Site**

The site is approximately 9,129 m<sup>2</sup>, with frontages to Stanmore Road, Alma Avenue and Tupper Street. The site comprises 17 lots, including an allotment currently owned by Ausgrid which contains an electricity substation.

The site contains the existing Cyprus Club which is a 3 -4 storey building in the northeast corner. The club contains bars, a restaurant and function rooms. The car parking area for the club is located on the western portion of the Site and contains several mature trees. Vehicle access to the car park is via Alma Avenue. The southern portion of the site is currently vacant.

The site also includes 6 residential properties which share a boundary with the Cyprus Club property and have frontages to Tupper Street. These properties contain single detached dwellings and have been acquired by Cyprus Club.

Surrounding the site are low and medium density housing, including 3 - 4 storey residential flat buildings to the east, 1-2 storey dwellings to the west and 4 storey residential flat buildings to the south. Kingston South Heritage Conservation Area is located directly to the north of the Site.

The site is currently zoned R2 Low Density Residential, RE2 Private Recreation and SP2 Infrastructure with a Floor Space Ratio (FSR) of 0.6:1 and Height Of Building (HOB) from 9.5m to 14m. Part of the site along Alma Avenue is land reserved for acquisition for road-widening.

## **2.0 Planning Proposal**

The Planning Proposal seeks to amend the IWLEP 2022 (formerly Marrickville LEP 2011) as follows:

- Rezone parts of the site: Site A to B4 Mixed Use, Site B and Site C to R1 General Residential (refer to the below map to identify various parts of the site)
- Amend FSR controls: Site A and Site B - 1.75:1; and Site C - 1 :1
- Amend the HOB Controls: Site A – 21m, Site B – 17m (western side) and 21m (eastern side), and Site C -11m
- Identify the site on Key Sites Map.
- Introduce site-specific local provision which requires:
  - B4 mixed-use zone to permit a residential flat buildings only if it includes a minimum of 1550m<sup>2</sup> floorspace for a Registered Club and Commercial premises
  - new development to demonstrate that it will not significantly increase vehicular traffic in the area
  - preparation of a site-specific Development Control Plan (DCP) to address detailed matters including built form, landscaping, streetscape, amenity.

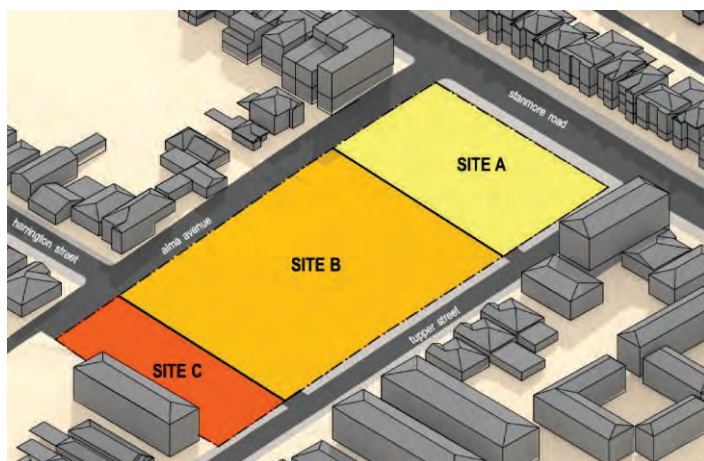


Figure 1: Subject site including sub-sites A, B & C

Note that the above Planning Proposal provisions have been amended by Council officers to comply with the requirements of the Gateway Determination.

Due to the complex nature of the Planning Proposal, significant length of time was required by Council and DPE to undertake upfront assessment of the Planning Proposal between 2016-2021. Further, extensive Gateway conditions imposed by DPE to update the proposal prior to public exhibition required undertaking new studies by the proponent between 2021-2022.

Council was originally granted up to 7 June 2022 to finalise this Planning Proposal. Delays associated with revising the proposal and undertaking new studies by the proponent triggered the need to seek extension of Gateway timeframes from DPE which was granted in October 2022.

The Gateway Alteration requires that the proposal be finalised by 15 December 2022. The proposal was exhibited between May-June 2022. TfNSW provided late submission and required further review of traffic modelling to be undertaken which delayed Council's ability to expedite the reporting of engagement outcomes. As such, DPE have informed Council that no further extension can be provided to the Gateway timeframes.

Below table provides a comparison of the Original Planning Proposal (2021) with the exhibited Planning Proposal (2022) as amended following the Gateway Determination:

<i>Planning Controls</i>	<b>Existing Planning controls IWLEP 2022</b>	<b>Planning Proposal submitted for Gateway 2021</b>	<b>Planning Proposal as exhibited</b>
<b>Zoning</b>	<ul style="list-style-type: none"> <li>SP2 Infrastructure (Local Road)</li> <li>SP2 (Electricity Supply)</li> <li>R2 Low Density Residential</li> <li>RE2 Private Recreation</li> </ul>	<ul style="list-style-type: none"> <li>SP2 Infrastructure (Local Road)</li> <li>B4 Mixed Use</li> <li>R1 General Residential</li> </ul>	No change from previous Planning Proposal (2021).
<b>Height</b>	<ul style="list-style-type: none"> <li>9.5m (R2 zone)</li> <li>14m (remainder of site)</li> </ul>	<ul style="list-style-type: none"> <li>21m - Building A &amp; B</li> <li>20 m - Building D</li> <li>23m – Building C</li> <li>11m – Building E</li> </ul>	<ul style="list-style-type: none"> <li>21.0m - Building A &amp; B</li> <li>17.0m - Building D</li> <li>21 m – Building C</li> <li>11m – Building E</li> </ul>
<b>FSR</b>	<ul style="list-style-type: none"> <li>0.6:1</li> </ul>	<ul style="list-style-type: none"> <li>1.8:1 – Site A (B4 zone)</li> <li>1.8:1 – Site B (R1)</li> </ul>	<ul style="list-style-type: none"> <li>1.75:1 (Site A, Site B)</li> <li>1:1 – (Site C)</li> </ul>

		zone) • 1:1 –Site C (R1 zone)	
<b>Additional Local Provisions</b>	N/A	N/A	New clause requiring: <ul style="list-style-type: none"> <li>• preparation of a site-specific DCP; and</li> <li>• development will not result in a significant increase to the amount of vehicular traffic in the area</li> </ul>
<b>Schedule 1 Additional Permitted Uses</b>	N/A	Include RFB as an APU if part of a mixed-use development	Include RFB as an APU if part of a mixed-use development that includes a minimum 1,500 m <sup>2</sup> GFA for Registered Club and Commercial Premises purposes
<b>Land Reservation Acquisition</b>	Land reservation acquisition for 'local road' on Alma Avenue frontage	Dedicate Alma Avenue frontage to accommodate widening of Alma Avenue	No change from previous Planning Proposal
<b>Key Sites Map</b>	N/A	Identify the B4 zone portion of the site to denote the new Schedule 1 clause - Additional Permitted Use.	No change from previous Planning Proposal

Table 1: Comparison of Original Planning Proposal (2021) with exhibited Planning Proposal (2022)

### 3.0 Site-Specific DCP and Planning Agreement

In accordance with the Gateway Determination, the Planning Proposal requires a provision for a site-specific DCP before development consent is granted. An illustrative DCP framework outlining the key matters that will be dealt in the site-specific DCP was exhibited with the Planning Proposal. A site-specific DCP has not yet been submitted by the proponent for Council's assessment.

The proponent submitted a Letter of Offer with the revised Planning Proposal in May 2022. This offer is being negotiated with the Council's Properties team and a draft Planning Agreement is yet to be presented to Council. Below is a list of the proposed public benefits as claimed to be provided by the proponent in the Planning Proposal:

- approximately 5m road widening and associated works along Alma Avenue
- public open space adjoining Alma Avenue
- public open space adjoining Stanmore Road
- public civil plaza adjoining Stanmore Road
- pedestrian strip connecting Tupper Street and Alma Avenue for site permeability
- pedestrian through-site link from Stanmore Road, Alma Street and Tupper Street
- share way and through site link between Alma Street and Tupper Street
- provision for affordable housing or Crisis Accommodation Centre.

A Planning Agreement that ties the community benefits with the proposed LEP provisions will need to be considered and agreed by Council. This is critical to ensure various community benefits outlined in the Planning Proposal are realised.

#### **4.0 Outcomes of public exhibition and public agency consultation**

The Planning Proposal and supporting documentation were exhibited for 32 days between 18 May 2022 to 19 June 2022. Detailed Engagement Outcomes Report is provided in **Attachment 3**.

##### Community Submissions

Council sent approximately 3,133 letters to nearby landowners and occupants and provided information on how to view the supporting documentation, which was featured on Council's Your Say website, DPE's Planning Portal (see links) and as hard copies in Petersham, Ashfield, and Leichhardt Service Centres.

A total of 222 submissions were received in response to the exhibition. 90 supported the Planning Proposal, 123 opposed and 9 were neutral.

Submissions in favour expressed support for local economic growth and jobs as well as local social and sporting entities through the revitalisation of the site and retention of non-residential/ Club uses. Support was also received for proposed new through-site links and public square which will activate the surrounding area connecting further to the Enmore Road Special Entertainment Precinct. Community members also supported the provision of housing diversity and retaining the cultural significance of the club.

Those opposing the proposal raised key issues relating to traffic and safety impacts, insufficient car parking, loss of local character, excessive building height, overshadowing and noise impacts. Council officer's response to the issues raised in submissions is discussed below and also detailed in **Attachment 3**.

##### Public Agency submissions

Public agency consultation was carried out in accordance with the Gateway Determination. Transport for NSW, Heritage NSW, Greater Cities Commission, Sydney Airport Corporation, Air Services Australia, Sydney Water, Ausgrid etc. were all consulted. 11 agency submissions were received in relation to the Planning Proposal with no objections.

TfNSW raised no major objections but provided comments relating to detailed traffic and parking assessment for consideration in future stages of the planning process. Further traffic modelling was requested from the proponent to respond to TfNSW's submission. Council's engineers have considered the additional information and raise no objections with the Planning Proposal at this stage on the proviso that public domain works as claimed by the proponent for road widening and streetscape improvements will be delivered. It is considered that Right in/Right out movements at Alma Ave/ Stanmore Rd and Tupper St/Stanmore Rd intersections should not be supported due to servicing and safety concerns. Left in/left out movements are recommended at these intersections. Detailed vehicular access movements on local roads/streets surrounding the site are to be resolved at the DCP stage in consultation with Council's engineers, the Local Traffic Committee and TfNSW.

The Planning Proposal includes a site-specific provision that development consent can only be granted if development does not result in significant increase in traffic in the surrounding area including Alma Avenue, Tupper Street, Stanmore Road and Harrington Street.



### Cyprus Club submission

The submission by Audax Urban, on behalf of The Cyprus Club, provided responses to the submissions received during the exhibition period. Where relevant, these responses have been taken into account by Council officers.

## **5.0 Discussion of issues raised in community submissions**

The key issues raised during exhibition and Council officer's responses are discussed below:

### Traffic (100 submissions)

Submissions raised issues regarding adverse flow-on traffic impacts in the surrounding local streets, traffic queuing and access.

The proposal has considered vehicular access and traffic impacts of the new development. Access to Site A, containing the Club, commercial/retail and residential uses, is from Tupper Street via a basement ramp which will accommodate servicing and delivery vehicles. No Stopping/No Parking restrictions are considered to be removed along the western side of Tupper Street, in between Stanmore Road and the proposed new site access driveway, in order to improve traffic flow, subject to Council engineers and Traffic Committee's approval which is to be sought at the DCP/DA stage.

Access to Sites B & C, containing residential uses, is via Alma Avenue. 5m road widening as required by the IWLEP 2022 is proposed along Alma Avenue with footpaths on both sides of the road and two-way street connection to improve pedestrian and traffic flow.

The Planning Proposal includes a site-specific provision that development consent can only be granted if development does not result in a significant increase in traffic in the area which will have to be demonstrated at the DA stage.

The proponent has provided additional information including traffic modelling following public exhibition to address community's and TfNSW's concerns relating to traffic. Council's engineers have reviewed the traffic reports and advised that further site-specific detailed guidelines are required to be developed at the DCP stage. This DCP is to be exhibited to public and will include guidelines regarding vehicular access arrangements to the site, level of car parking, bike and bicycle parking, proposed treatment for widening Alma Lane, reconfiguration of Tupper Street and green-travel plan to support sustainable transport.

### Parking (74 submissions)

Submissions raised concerns that future development will provide inadequate carparking, and this will exacerbate demand for on-street car parking spaces.

Any future development is to generally comply with the Marrickville DCP 2011 parking rates for residential and commercial development. A future site-specific DCP is required to be developed with Council's engineers to establish the optimum level of car parking for club uses noting that DCP will also include provisions regarding supporting sustainable transport and green travel plan to support walking and cycling so that the reliance on private car can be reduced.

### Excessive Building Height (28 submissions)

Submissions raised concerns with the proposed building height as it would set a precedent for the area, result in loss of views and affect property prices.

It is noted that the Gateway Determination required reduction of proposed height from the previous 2021 Planning Proposal to provide a sensitive built form response to the surrounding

area. Figures 2&3 below illustrate the proposed building height (blue line) and indicative building massing compared with the original proposal (purple line).

Urban design and heritage impacts were a key consideration in the assessment of a suitable planning envelope on this site. The urban design study justifies the proposed building height arrangement and demonstrates that there will be no significant overshadowing to neighbouring properties. The future draft site-specific DCP is required to set guidelines relating to built form transition, height and setbacks and landscaping.

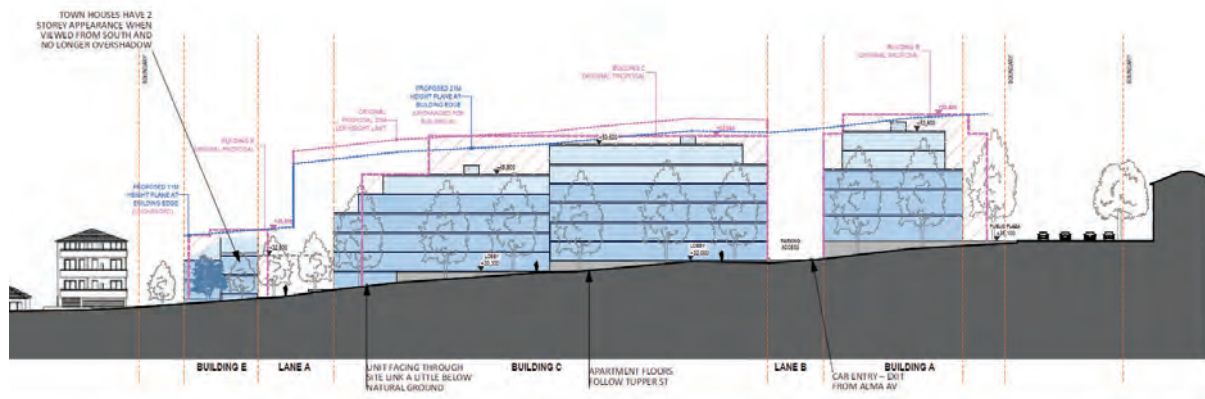


Figure 2 - Elevation of Proposal Facing Tupper Street (in blue) - Compared to Original Proposal (in pink)

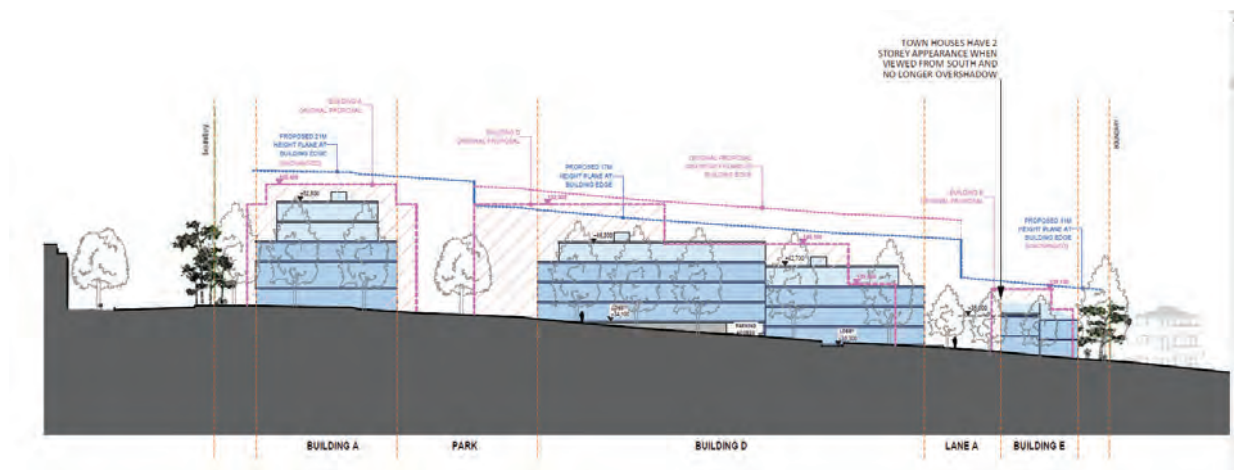


Figure 3 – Proposed elevation along Alma Avenue (in blue) - Compared to Original Proposal (in pink)

In addition, post-exhibition amendment is recommended to the Planning Proposal to include a new site-specific provision regarding ensuring that the development achieves an appropriate development pattern and high-quality built form in terms of bulk, massing, height, separation, setbacks, amenity and modulation. Compliance with the proposed LEP provision will have to be demonstrated at the DA stage.

### Local character and Heritage (46 submissions)

Submissions raised concerns that the proposed development is unsympathetic to the existing local context, streetscape and heritage setting.

Council officers have undertaken detailed assessment of the urban design studies and already amended the original scheme following the Gateway Determination to reduce the proposed FSR from 1.8:1 for Sites A and B, to FSR 1.75:1. This includes reduction in building heights (as illustrated above), with increased setbacks and landscaping for tree canopy.

These measures will ensure that the proposed design provides a contextual response to the existing streetscape and local setting. Further, the future draft site-specific DCP is to include objectives and controls requiring contextual response to the neighbouring area as well as landscaping and tree canopy controls to achieve good design outcomes.

In addition, post-exhibition amendment regarding additional of new site-specific LEP provision to demonstrate appropriate built form response as outlined above will have to be achieved at the DA stage.

## Noise (16 submissions)

Concerns were raised regarding prolonged noise pollution during construction as well as the future use of club for events and outdoor dining areas.

Construction traffic and noise impacts will be addressed through conditions of consent at the DA stage. It is noted that the use of the site as a registered club is an existing use. Notwithstanding this, the draft DCP is required to introduce guidelines which ensure that the new development provides suitable acoustic treatment to not unreasonably impact on the amenity of future and surrounding residents as well as any other sensitive land uses.

## General Officer comment:

Post-exhibition changes to the Planning Proposal as detailed in the below section and also listed in **Attachment 4** have been recommended to address key matters raised during public exhibition including built form, traffic, parking, amenity, acoustics etc. through a future DCP prior to any development consent being granted. In addition, deferred commencement of the LEP is sought to allow additional time to prepare the site-specific DCP amendment.

## **6.0 Post-exhibition amendments to Planning Proposal**

Amendments to the Planning Proposal are required to address community, public agency and officer concerns. These mostly relate to providing certainty that that resulting LEP amendment will have robust provisions to address Gateway Conditions and community concerns; and provide good design outcomes with minimal adverse impacts on the surrounding area.

Site-specific DCP is required to address potential environmental, built form and traffic and parking impacts. In addition, delivery of road-widening, public domain enhancements and affordable housing relies on a Planning Agreement to be in place before the LEP comes into effect.

Both the DCP and Planning Agreement are currently outstanding matters for the proponent to provide further information. In addition, there are concerns that despite the proposed LEP provision requiring preparation of a site-specific DCP, Clause 4.23 of the Environmental Planning & Assessment Act 1979 (EP&A Act) allows proponents to proceed with the Concept DA without having a site-specific DCP in-place. This overrides the LEP requirement regarding provision of DCP prior to any development consent being granted through addressing design provisions at the Concept DA stage.

This site specific DCP is an important mechanism to set detailed planning and design controls for the new development. In the event that the DCP is not in place, there are potential concerns that community and officer's issues will not be addressed.

To mitigate the above concerns, the following post-exhibition changes to the Planning Proposal are recommended:

1. **Council seek DPE to defer the making of the LEP amendment and its coming into effect until such time that the site-specific DCP and Planning Agreement have been endorsed by Council.**



2. Include new site-specific LEP clauses to address issues relating to built form, transport, landscaping, amenity, sustainability and public accessibility of new open space/through-site links:

**(a) Development consent must not be granted until the new development:**

- i. can demonstrate that it will achieve **an appropriate development pattern and high-quality built form** in terms of bulk, massing, height, separation, setbacks, amenity and modulation.
- ii. provides **diversity of housing**, including affordable housing and adaptable housing.
- iii. supports **sustainable transport modes**, minimises traffic congestion and reduces private car dependency.
- iv. preserves significant trees and provides adequate **landscaping and deep soil planting** incorporating measures to reduce urban heat through water sensitive urban design and mature tree planting.
- v. demonstrates that it will not result in significant increase to the amount of **vehicular traffic** in the area, including on **Stanmore Road, Alma Avenue, Tupper Street, Harrington Street, Newington Road, Enmore Road and Liberty Street**.
- vi. incorporates **environmentally sustainable design principles**, including measures to minimise the consumption of energy and water, and achieve a minimum 5 star Green Star Communities rating or minimum 5 Star Green Star Buildings rating.
  - i. provides **new publicly accessible**:
    1. **through-site walking and cycling links** between Alma Avenue and Tupper Street to improve permeability
    2. **open space** with landscaping along Alma Street
    3. **plaza with landscaping** along Stanmore Road

**(b) Development consent must not be granted until the new development provides a site-specific DCP for:**

- i. **design principles** drawn from an analysis of the site and its context,
  - ii. **distribution of land uses**, including the function and landscaping of open space,
  - iii. **building envelopes and built form controls**, including the following—
    - a. bulk, massing and modulation of buildings,
    - b. setbacks to the ground floor and upper storeys,
    - c. specified building storeys,
  - iv. **housing mix**, including **affordable and adaptable housing**,
  - v. **vehicle access arrangements**,
  - vi. encouraging **sustainable transport**, including increased use of public transport, walking and cycling, and appropriate car parking,
  - vii. improvements to the **public domain** and opportunities for its passive surveillance,
  - viii. **landscaping**, deep soil planting and communal open space.
  - ix. the application of the principles of **ecologically sustainable development**,
  - x. **environmental impacts**, including solar access, visual and acoustic privacy, overshadowing within the development on publicly accessible areas and on the surrounding
  - xi. the mitigation of **aircraft noise**, including through building design and the use of appropriate building materials.
- c. Amend the site-specific provision relating to club uses by increasing the **minimum gross floor area for club uses to be 1550sqm** instead of 1500sqm for club uses and commercial to be consistent with the Gateway Determination.

3. Administrative changes:
  - a. Proposed LEP Maps:
    - i. **Additional Permitted Uses Map:** Amend to identify only B4 part of the site for residential flat buildings as an additional permissible use.
    - ii. **Key Sites Map:** Identify the site on the Key Sites Map to relate to the applicability of the proposed site-specific provision.
  - b. Correct any minor errors, omissions or inconsistencies prior to finalisation.

The above amendments, if supported by DPE, will provide certainty that LEP provisions in conjunction with future DCP and Planning Agreement can deliver good outcomes. These would be achieved by the new development through provision of housing, including affordable housing, employment and recreational uses as well as public benefits through new open space, plaza and through-site links.

In the event that DPE do not support the deferred commencement of the LEP to allow preparation of DCP and Planning Agreement, it is recommended that Council do not support the current Planning Proposal in its current form.

## Conclusion

Engagement with community and public authorities in relation to the Planning Proposal has been carried out as per the Gateway Determination, Council's Community Engagement Framework and the EP&A Act.

The Planning Proposal in its current form warrants concerns relating to traffic, parking, built form, amenity and public domain which cannot be adequately resolved without detailed LEP provisions, site-specific DCP and Planning Agreement.

Post-exhibition amendments to the Planning Proposal are recommended including deferral of the commencement of the LEP and new site-specific LEP provisions to respond to the issues raised in submissions by local community and further mitigate the environmental and social impacts of the proposal. The future site-specific DCP is to incorporate objectives and provisions to ensure adequate amenity, appropriate setbacks and built form transitions, mitigate visual privacy and noise impacts and require the provision of detailed traffic and parking impact studies.

It is considered that community and council officer concerns can be resolved through adoption of site-specific DCP in the future however additional time is required to prepare the site-specific DCP, hence DPE are requested to defer the commencement of the LEP.

The LEP provisions in conjunction with future DCP provisions and Planning Agreement have the potential to revitalise this area and contribute towards housing diversity and productivity outcomes in the Inner West.

It is noted that the Gateway Determination requires this proposal to be finalised by 15<sup>th</sup> December 2022. If this timeframe cannot be achieved, DPE have advised that it will appoint itself as the planning proposal authority due to Council's failure to comply with the Gateway Determination obligations.

In public interest, Council's support is sought to proceed with the post-exhibition amendments on the proviso that DPE defer the commencement of this LEP. This approach will allow Council to provide a recommendation to DPE within the Gateway timeframes as DPE is the final plan making authority. This approach will provide assurance to Council and community that concerns relating to the Planning Proposal will be resolved through the future reporting and exhibition of the DCP and Planning Agreement.

Due to their large size, please follow the below link to Council's website to access the Planning Proposal (Attachment 1) supporting technical studies appendices, as listed below:

<https://www.innerwest.nsw.gov.au/develop/plans-policies-and-controls/planning-proposals/planning-proposal-tracker/58-76-stanmore-road-2-20-tupper-street-1-3-9-alma-avenue-stanmore/58-76-stanmore-road-2-20-tupper-street-1-3-9-alma-avenue-stanmore>

- Proposed LEP Maps
- Appendix A: Environmental Site Investigation Report
- Appendix B: Traffic and Parking Assessment Report
- Appendix C: Environmental Noise Assessment and Noise Mitigation Strategy
- Appendix D: Department of Infrastructure, Transport, Regional Development and Communications Referral Advice
- Appendix E: Preliminary Heritage Assessment
- Appendix F: Urban Design and Indicative Scheme
- Appendix G: Supplementary Urban Design Report and Rationale
- Appendix H: Urban Design Peer Review Letter
- Appendix I: Draft DCP Framework
- Appendix J: Landscape Design
- Appendix K: Landscape Intent Letter
- Appendix L: Aboricultural Impact Assessment Report
- Appendix M: Draft Voluntary Planning Agreement Letter

## **ATTACHMENTS**

1. [↓](#) Planning Proposal (As Exhibited)
2. [↓](#) Gateway Determination - 7 June 2021
3. [↓](#) Engagement Outcomes Report
4. [↓](#) Amendments to the Planning Proposal in response to Gateway Determination and public exhibition



## Planning Proposal (PP 2021/2911)

58-76 Stanmore Road, 2-20 Tupper Street and 1,3-9 Alma Avenue, Stanmore



Amendment to Marrickville Local Environmental Plan 2011

Prepared for Cyprus Club and Platino Properties  
Submitted to Inner West Council

May 2022





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Cover image: View of Cyprus Club from Stanmore Road (Source: Keylan)

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Revision	Prepared by	Reviewed by	Date	Revision Type
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3	Nic Najar	Dan Keary	01/03/22	Revised Final
4	Nic Najar	Dan Keary	29/03/22	Revised Final
5	Nic Najar	Dan Keary	13/04/22	Revised Final
6	Nic Najar	Dan Keary	06/05/22	Revised Final
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## Abbreviations

ADG	Apartment Design Guide
AHD	Australian Height Datum
AIA	Arborists Impact Assessment
ANEF	Australian Noise Exposure Forecast
APU	Additional Permitted Use
ARH SEPP	State Environmental Planning Policy (Affordable Rental Housing) 2009
BCA	Building Code of Australia
CBD	Central Business District
DA	Development Application
DCP	Development Control Plan
DP	Deposited Plan
DPE	Department of Planning and Environment
DSI	Detailed Site Investigation
EP&A Act	Environmental Planning and Assessment Act 1979
EPI	Environmental Planning Instrument
ESD	Environmentally Sustainable Development
FSR	Floor space ratio
GFA	Gross floor area
GSC	Greater Sydney Commission
ILU	Independent Living Units
ISEPP	State Environmental Planning Policy (Infrastructure) 2007
IWLEP 2020	Draft Inner West Local Environmental Plan 2020
LSPS	Inner West Local Strategic Planning Statement
LEP	Local Environmental Plan
LGA	Inner West Council Local Government Area
MDCP 2010	Marrickville Development Control Plan 2010
MLEP 2011	Marrickville Local Environmental Plan 2011
NPI	Noise Policy for Industry
OLS	Obstacle Limitation Surface
Proponent	Cyprus Club Ltd and Platino Properties Pty Ltd
PP	Planning Proposal





PSI	Preliminary Site Inspection
Region Plan	Greater Sydney Region Plan
RFB	Residential Flat Building
RMS	Roads and Maritime Services
SEPP	State Environmental Planning Policy
SEPP55	State Environmental Planning Policy No. 55 – Remediation of Land
TIA	Transport Impact Assessment
UDR	Urban Design Report
VPA	Voluntary Planning Agreement



## 1. Executive Summary

This Planning Proposal (PP\_2021\_2911) has been prepared by *Keylan Consulting Pty Ltd* (Keylan) on behalf of the Cyprus Community Club and Platino Properties Pty Ltd (the Proponent) and relates to a site at 58-76 Stanmore Road, 2-20 Tupper Street and 1,3-9 Alma Avenue in the Inner West Council Local Government Area (LGA).

The Planning Proposal seeks to amend the current land use zones and development controls that apply to the Site under *Marrickville Local Environmental Plan 2011* (MLEP 2011) to enable its future redevelopment for a mixed-use development comprising a Registered Club, Commercial premises, Residential flat buildings, and Retail premises with associated car parking.

On 7 June 2021, the Department of Planning and Environment (DPE) issued a Gateway Determination for the Planning Proposal. The Gateway Determination contains several conditions, including a reduction in height and floor space ratio (FSR) to address several matters.

In August 2021, the Cyprus Club appointed Platino Properties as its preferred development partner to assist in completing the Planning Proposal.

The Proponent has since consulted both Council and DPE on the Gateway conditions and has revised the Planning Proposal in response to the Gateway conditions and this consultation.

The Planning Proposal is also based on supplementary specialist advice in relation to traffic, landscape and arborist, urban design, heritage, acoustic, and contamination which responds to the Gateway conditions and confirms the site is suitable for the development proposed.

The Planning Proposal has been prepared in accordance with the requirements of Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). It was originally prepared in consideration of DPE's *A Guide to Preparing Planning Proposals* (2018) and *A Guide to preparing Local Environmental Plans* (2018). These guidelines were replaced by the *Local Environmental Plan Making Guideline* in December 2021, which has also been considered. Section 6 of this report outlines the Planning Proposal contents, as required by the December 2021 Guideline.

### The Site

The Site is located at 58-76 Stanmore Road, 2-20 Tupper Street and 1,3-9 Alma Street, Stanmore. It is rectangular in shape and has an area of approximately 9,129 m<sup>2</sup>, with frontages to Stanmore Road, Alma Avenue and Tupper Street of 66.5m, 139.5m and 140m, respectively. The Site comprises 17 lots, including an allotment currently owned by Ausgrid which contains an electricity substation. The substation is identified as 1 Alma Avenue Stanmore (Lot 1 in Deposited Plan 180283).

The Site contains the existing Cyprus Club which is a part three and part four storey building in the northeast corner of the Site. The club contains bars, a restaurant and function rooms. The car parking area for the club is located at grade on the western portion of the Site. There are several mature trees throughout the car parking area. Vehicle access to the car park is via Alma Avenue. The southern portion of the Site is currently a vacant grassed area.



The Site also includes 6 residential properties which share a boundary with the Cyprus Club property and have frontages to Tupper Street. These properties contain single detached dwellings and have been acquired by Cyprus Club.

The surrounding Site context includes low to medium density housing with educational establishments and commercial core type land-uses. The surrounding environment also consists of the Kingston South Heritage Conservation Area located directly north of the Site. A number of local heritage items surround the Site, including Item I242 at 61-75 Stanmore Road (Victorian Villa) and 40-42 Cavendish Street (Victorian Villa) which are directly north of the site and items I263 (Villa— "Bombara" at 88 Stanmore Road) and I29 (Victorian gothic style house at 6 Alma Avenue).

The surrounding area is characterised by mainly residential development. On the northern side of Stanmore Road are mainly two storey terrace dwellings. On the western side of Alma Avenue are single and two storey dwellings. Adjoining the site to the south is a residential flat building fronting Tupper Street. To the east on Tupper Street are a variety of three and four storey residential flats and single storey detached dwellings.

The Site is located approximately 4 km south-west of Sydney CBD and within 800m walking distance to Stanmore Railway Station. There are multiple bus stops within 500m of the site serviced by a variety of routes which link to local centres and railway stations and to the Sydney CBD.

Newington College is located approximately 400m to the west of the site along Stanmore Road. The commercial centres of Enmore and Newtown are located approximately 300m and 1km east of the Site respectively.

## The Planning Proposal

The Planning Proposal seeks to amend the Site's land use zones, maximum building height and FSR controls, as set out in the MLEP 2011. The Planning Proposal also seeks to amend Schedule 1 to include "residential flat buildings" (RFB) as an Additional Permitted Use (APU) in the proposed B4 Zone.

As outlined in the table below, the Planning Proposal has been revised in response to the Gateway conditions as follows:



Provision	Existing Planning controls	Previous Planning Proposal PP2021/2911	Revised Planning Proposal PP2021/2911
Zoning	SP2 Infrastructure (Local Road) SP2 (Electricity Supply) R2 Low Density Residential RE2 Private Recreation	SP2 Infrastructure (Local Road) B4 Mixed Use R1 General Residential	No change from previous Planning Proposal (June 2021)
Height	9.5m (R2 zone) 14m (remainder of site)	21 m - Building A & B 20 m - Building D 23m - Building C 11m - Building E	21.0m - Building A & B (Site A) 17.0m - Building D (Site B) 21 m - Building C (Site B) 11.0m - Building E (Site C)
FSR	0.6:1	1.8:1 - Site A (B4 zone) 1.8:1 - Site B (R1 zone) 1:1 - Site C (R1 zone)	1.75:1 (Site A, Site B) 1:1 - (Site C)
Additional Local Provisions	N/A	N/A	New clause requiring: <ul style="list-style-type: none"> <li>preparation of a site-specific DCP; and</li> <li>development consent can only be granted if consent authority is satisfied that development will not result in a significant increase to the amount of vehicular traffic in the area</li> </ul>
Schedule 1 Additional Permitted Uses	N/A	Include RFB as an APU if part of a mixed use development	Include RFB as an APU if part of a mixed-use development that includes a minimum 1,500 m <sup>2</sup> GFA for Registered Club and Commercial Premises purposes
Land Reservation Acquisition	Land reservation acquisition for 'local road' on Alma Avenue frontage	Dedicate Alma Avenue frontage to accommodate widening of Alma Avenue	No change from previous Planning Proposal
Key Sites Map	N/A	Identify the B4 zone portion of the site to denote the new Schedule 1 clause - Additional Permitted Use.	No change from previous Planning Proposal

Table1: Summary of amendments to Planning Proposal following Gateway Determination PP2021\_2911



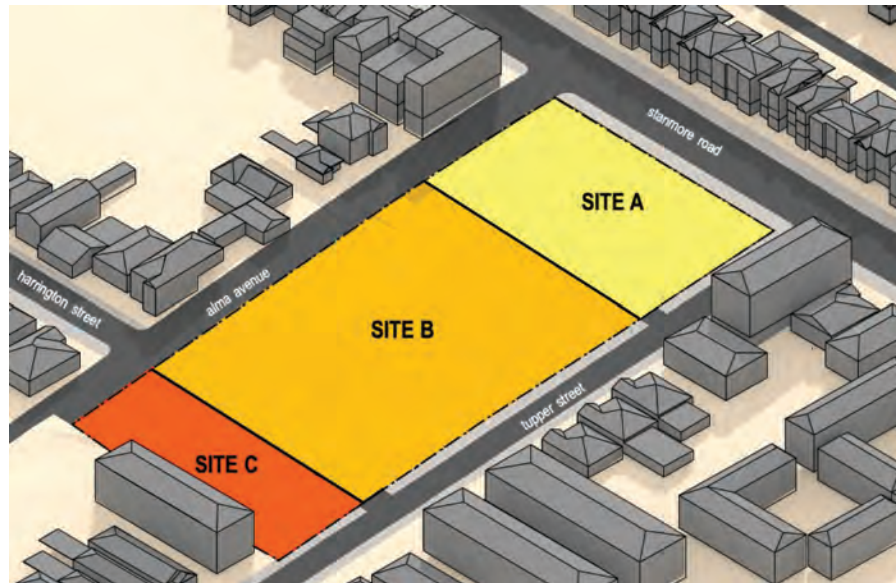


Figure 1: Site Layout (Source: PA Studios)

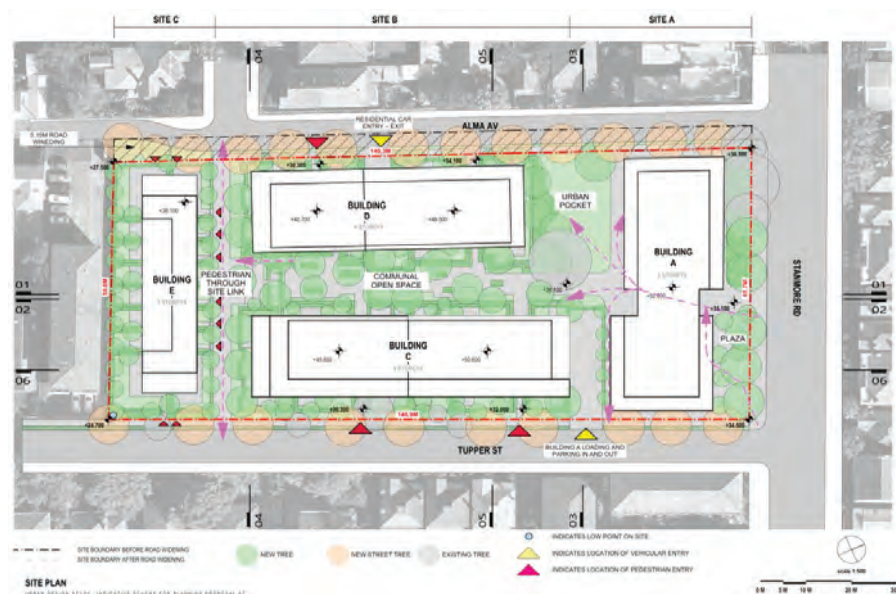


Figure 2: Indicative Site Plan (Source: PA Studio)



## Revisions to Development Concept

A concept development design has been prepared to provide an indicative illustration of the potential development outcomes on the Site under the proposed amendments to the MLEP 2011.

The revised design retains a traditional perimeter block arrangement for the buildings on the Site, with frontages to Stanmore Road, Tupper Street and Alma Avenue and a general arrangement comprising Site A (northern part of site), Site B (central part of site) and Site C (Southern part of site). This proposed buildings on the site comprise

- Building A/B – located in Site A. A 5-storey building with upper-level setbacks at northern part of site fronting Stanmore Road containing the Cyprus Club, commercial and retail uses and residential apartments.
- Building C – located in Site B (eastern side). 5-6 storey residential flat building with upper-level setbacks along Tupper Street. Height reduced from 23 m in previous scheme to 21 m.
- Building D – located in Site B (western side). 4 storey residential flat building along Alma Avenue. Height reduced from 20 m in previous scheme to 17 m.
- Building E – located in Site C. 2-3 storey townhouse style residence along the Site's southern boundary. Height of 11 m, consistent with previous scheme.

Key features of the revised concept scheme under the Planning Proposal, including revisions in response to the Gateway conditions, are:

### Subdivision and Land Tenure

- The original planning proposal envisaged the subdivision of the Site into 3 lots for potential divestment by the Club.
- Under the revised planning proposal, the Site will not be subdivided and the whole of the land will remain in the Club's ownership.
- This allows for a more flexible approach to the design and siting strategies and results in increased communal and publicly accessible open space, landscaping, and deep soil areas.

### Vehicular Access and Movement

- Vehicular movement has been eliminated through the proposed new laneway between Alma Street and Tupper Street adjacent to the Club.
- Access to Site A, containing the Club, commercial/retail and residential uses, is from Tupper Street via a basement ramp which accommodates delivery vehicles servicing the Club.
- Provision is made for a loading dock and waste management, which was not present in the original proposal.
- This arrangement reduces the amount of hard surface and road space, increases landscaped area, publicly accessible open space and improves connectivity to Stanmore Road.
- Access to Sites B & C, containing residential uses, is located on Alma Avenue.
- This arrangement distributes traffic concentrations and reduces the distance vehicles travels down Alma Avenue and Tupper Street, minimising adverse traffic impacts. (Note: in the original proposal, access to Site B parking was from the through site link 100 m further to the south.)



- The lane way extending Harrington Street to Tupper Street is now a landscaped and paved pedestrian and cycle share-way consistent with Council's suggestions.
- It is proposed to install No Stopping/No Parking restrictions along the western side of Tupper Street, in between Stanmore Road and the proposed new site access driveway, in order to improve traffic flow.
- The revised proposal also details how road widening of Alma Avenue is proposed with footpaths on both sides of the road and a two-way road as endorsed by the traffic consultant.

#### New Publicly Accessible Open Space (Urban Pocket Park) – Addressing Alma Avenue

- The revised proposal includes a new publicly accessible open space, or urban pocket park, addressing Alma Street.
- The centrepiece of the pocket park will be a large existing tree (not previously proposed to be retained) and confirmed by the arborist consultant as worthy of retention.
- The Park will have cafés and restaurants opening onto it, allowing patrons to supervise children in a children's playground or from public seating and gardens in the park
- The space will be a quiet haven, separated from Stanmore Road by the Club building on Site A
- It will be publicly accessible and available to residents, providing passive surveillance.
- The pocket park retains the significant *Ulmus Parviflora*. Feature planting of a deciduous Jacarandas and evergreen columnar trees and native palms will provide separation and screening to the new residential buildings.

#### New Plaza and Communal Open Space

- The previously proposed plaza between the buildings addressing Stanmore Road has been relocated to directly address Stanmore Road.
- This previously proposed Central Plaza was overshadowed during significant parts of the day, and wind effects consultants have indicated it may at certain times concentrate and tunnel wind between the buildings.
- The new publicly accessible plaza "The Plateia" will be used for outdoor dining and will provide a much-needed north facing urban space in the local area.
- Rooftop communal open space in the original proposal was identified as a concern by DPE due to it being adversely affected by aircraft noise and difficult to access. This communal open space has been relocated to ground level addressing Alma Avenue and adjacent to the pocket park, where it receives good solar access and is better shielded from aircraft noise.
- Communal open space between the buildings parallel to Alma Street and Tupper Street is relatively level, designed to be universally accessible.
- This communal area will have a minimum of 1 m soil depth above basement structures, allowing for the growth of substantial landscape.

#### Design Responds to Topography

- The Site has substantial cross fall both across and along the length of the site.
- There is a 3 to 3.5 m difference in level between Alma Street and Tupper Street.
- There is an approx. 11.5 m fall from north to south along Alma Street and Tupper Street.
- The revised proposal now follows the slope of the land more closely. The amended scheme provides an improved built form response to the significant slope of the Site. The built form controls have been reduced to enable the buildings to follow the natural topography, as described below.



## Building Bulk on Site A adjacent to Stanmore Road

- The building form on Site A delivers a mixed-use building which supports the redevelopment of the existing Cyprus Club, commercial premises and residential apartments above.
- The built form has been reduced from the previous scheme fronting Stanmore Road to provide a more compatible built element with the opposite heritage conservation area.
- The built form provides for 5 storeys with an upper two storey level setback. The lower 3 levels present a compatible built element with the adjoining heritage structures as shown in the north elevation of PP413 of Appendix F and PP101 of Appendix G.
- The increased setbacks along Stanmore Road provide the opportunity for canopy trees and street plantings to soften the built form from the street.
- The lower-level setbacks of 4.5 metres and upper-level setbacks of 7.5 metres reduce the bulk and scale of building A.

## Building Bulk on middle of Site B

- The building form, scale and bulk of residential buildings on Site B have been significantly reduced. As indicated in the section diagrams PP102 (Appendix G), relative to the original proposal, an entire storey along Alma Avenue has been removed, while a storey has also been removed from the upper level of the southern end of the Tupper Street building as it transitions down the slope from Stanmore Road.
- The Maximum Building Heights (MBH) have reduced for Building C (eastern side) from 23m to 21m and Building D (western side) from 20 m to 17 m, and both allow for lift overruns to be contained within the MBH and to account for the steep slope of land.
- Site B now contains approximately 78 residential units while the original scheme envisaged 98 units. This has resulted in an approximately 25% reduction in the number of dwellings on Site B.
- The proposed FSR on Site A & B combined has been reduced from 1.80:1 to 1.75:1 and the indicative concept plan shows Site B's FSR of 1.64:1
- The reduction in the number of dwellings and more variety in unit types increases flexibility in design and simplifies meeting targets set out in the Apartment Design Guidelines (ADG) with respect to solar access and cross ventilation.
- The original scheme was more heavily weighted towards one- and two-bedroom units with 40% one bed, 59% two bed and 1% three bed units. The revised scheme proposes a mix of unit types meeting the targets set out in the ADG - 4K.
- Average apartment size is now approximately 95 m<sup>2</sup> rather than 75 m<sup>2</sup> in the original scheme.
- Residential apartments also include a higher percentage of flow through apartments and dual aspect apartments consistent with ADG - 4A, 4D and 4K.
- Building forms are further set back from the south, and the through site link facilitates a more gradual transition to the lower density area to the south.
- In this way, building forms have been sited to take advantage of the fall of the site to provide height transitions that follow the topography.

## Town Houses on Site C

- Townhouses which are 2- and part 3-storey are proposed on Site C, which had previously contained a residential flat building.
- These townhouses will provide a more appropriate interface between the more compact residential apartment development on Site B and the traditional lower density residential areas to the south.
- Four of the 10 town houses address Alma Avenue and Tupper Street. This more traditional approach is more appropriate to the existing urban context.





- The upper levels of the town houses contain bedrooms reducing overlooking into the adjacent apartment building to the south.
- The car park entrance and associated driveway have been removed from Tupper Street, reducing the number of kerb crossings and vehicle entry points.
- The townhouse parking is now accessed from the main carpark on Site B resulting in an increase the amount of landscaped area and reduced vehicle movements deep into the Site.
- The Terrace housing proposed on Site C has a MBH of 11 m is a reduction to the current MLEP 2011 MBH of 14 m, as the height of the proposal transitions from Stanmore Road, following the slope of the land

#### Meeting ADG Targets

- The revised proposal is for approximately 106 apartments and 10 town houses. The previous scheme envisaged 160 residential units. This represents a 30% reduction in dwelling numbers.
- The revised proposal is for building forms capable of meeting the solar access and cross ventilation targets set out in the ADG. Compared with the original scheme, the proposed reduction in the number of dwellings has assisted in this regard.

An Urban Design Peer Review by Matthew Pullinger Architect and Tribe Studio Architects concludes that the revised Planning Proposal improves the relationship of proposed building forms to the pattern of existing development evident within the immediate local context.



## Site specific DCP Outline

The Planning Proposal is also accompanied by an outline of a site-specific Development Control Plan (DCP), which addresses a range of matters as outlined in Table 2 and a complete outline document is provided at Appendix I. This responds to condition 1(h) of the Gateway Determination which requires the inclusion of a clause in MLEP 2011 requiring preparation of a site-specific DCP. As agreed with Council, a draft site-specific DCP will be prepared later.

DCP planning controls	Summary of proposed site specific DCP controls
Existing character	<ul style="list-style-type: none"> <li>An outline of existing character of the Site and important elements to be preserved</li> </ul>
Desired future character	<ul style="list-style-type: none"> <li>Establish future character goals to be achieved by the future development of the Site</li> </ul>
Master plan	<ul style="list-style-type: none"> <li>Overall masterplan for the site indicating: land uses; open space; through site link; building footprints and vehicle access arrangements</li> </ul>
Land uses	<ul style="list-style-type: none"> <li>Site A: B4 zone with an additional permitted use (APU) for residential flat buildings. Land uses will generally comprise registered club, residential and commercial/retail</li> <li>Site B: R1 zone for residential uses</li> <li>Site C: R1 zone and residential uses</li> </ul>
Built form Typology and design	<ul style="list-style-type: none"> <li>Controls will include provisions to ensure the proposed buildings reflect the natural slope of the land by stepping down the slope</li> <li>New buildings are of exceptional design quality</li> </ul>
Building heights	<ul style="list-style-type: none"> <li>DCP will include more detailed controls for each building</li> </ul>
FSR	<ul style="list-style-type: none"> <li>The maximum FSR for any development must be consistent with the standards prescribed in the MLEP 2011 Floor Space Ratio Map</li> </ul>
Setbacks	<ul style="list-style-type: none"> <li>Site A: minimum setback of 2 metres from Alma Avenue (after road widening) and Tupper Street. Minimum 6 metre setback from Stanmore Road</li> <li>Site B: minimum 5 metres to Tupper Street. Minimum 3 metres to Alma Avenue (after road widening)</li> <li>Site C: minimum 4.5 metre setback to Tupper Street. Minimum 3 metres to Alma Avenue (after road widening)</li> </ul>
Solar access and overshadowing	<ul style="list-style-type: none"> <li>Solar access to future dwellings and communal open spaces shall be consistent with the Apartment Design Guide</li> <li>Solar access to surrounding developments shall not be impeded by poor design</li> </ul>
Heritage	<ul style="list-style-type: none"> <li>The development shall be designed to be compatible with the Kingston South Heritage Conservation Area</li> </ul>
Pedestrian Access and permeability	<ul style="list-style-type: none"> <li>The site will provide publicly accessible links to improve permeability through the site to the benefit of the wider community</li> </ul>
Vehicle access and car parking	<ul style="list-style-type: none"> <li>Car parking to be provided wholly underground without on street parking</li> <li>Appropriate car parking rates will be established for various uses using the supporting traffic study with the intention to minimise any adverse traffic impacts</li> </ul>
Landscaped open Space	<ul style="list-style-type: none"> <li>Provision of landscaping and open space, deep soil controls and treatment of publicly accessible areas</li> </ul>
Public Open Space	<ul style="list-style-type: none"> <li>Include a new Urban Pocket Park off Alma Street. To be landscaped and fronted by active uses.</li> </ul>



DCP planning controls	Summary of proposed site specific DCP controls
	<ul style="list-style-type: none"> <li>Include a new north facing plaza or "Plateia" facing Stanmore Road. To incorporate landscaping and outdoor dining opportunities.</li> <li>The pocket park and plaza designs to be configured to provide intimacy of the human scale amenity inclusions including seating, large canopy shade tree plantings and the addition of softscape planting.</li> </ul>
Road widening	<ul style="list-style-type: none"> <li>Future redevelopment of the site shall make provision to expand Alma Avenue for the entire length of the site</li> </ul>
Waste management	<ul style="list-style-type: none"> <li>A detailed waste management plan will need to be submitted as part of any development application for the site.</li> </ul>
Operation of Sydney Airport	<ul style="list-style-type: none"> <li>To ensure development and alterations and additions to existing buildings do not adversely affect the ongoing operation of Sydney Airport or its ability to grow in accordance with the Airport's approved masterplan.</li> </ul>
Noise and Vibration	<ul style="list-style-type: none"> <li>To ensure development does not unreasonably impact on the amenity of residential and other sensitive land uses by way of noise or vibration</li> <li>To design and orientate residential development and alterations and additions to existing residential buildings in such a way to ensure adequate internal acoustic and visual privacy for occupants</li> <li>Include specific design recommendations to minimise the impacts of traffic and aircraft noise</li> </ul>
Contamination	<ul style="list-style-type: none"> <li>Requirement that the site be remediated to an acceptable standard to accommodate residential development</li> </ul>
Sustainability	<ul style="list-style-type: none"> <li>The Site to achieve sustainability targets to improve building efficiencies.</li> </ul>

Table 2: Summary of site specific DCP Controls

## Strategic context

In response to the conditions of the Gateway Determination, the Planning Proposal has been updated to specifically address the following additional strategic planning provisions and documents:

- *Planning Priority E18 - Delivering high quality open space of the Eastern City District Plan*
- *Priorities 1, 3, 8, 9 and 11 of the Inner West Local Strategic Planning Statement (IWLSPS)*
- *Inner West Housing Strategy (2020)*
- *Inner West Recreational Needs Study – A Healthier Inner West (2018)*
- *Draft Inner West Recreation Strategy and Action Plan*
- *Inner West Employment & Retail Lands Strategy (ERLS)*
- *An Integrated Transport Strategy for Inner West (2020)*
- *Inner West Council Affordable Housing Policy 2022*

The strategic justification for the Planning Proposal and detailed consideration of the above listed strategic plans and policies is discussed in Section 6.3.



## Statutory context

The Planning Proposal has been prepared in accordance with the requirements of Section 3.33 of the EP&A Act.

An updated assessment has also been undertaken against the relevant environmental planning instruments (EPIs) that apply to the Site and Local Directions issued by the Minister for Planning and Public Spaces under section 9.1 of the EP&A Act. Specifically, the following Ministerial Directions have been addressed in accordance with the Gateway Determination:

- 1.1 Business and Industrial Zones
- 2.3 Heritage Conservation
- 2.6 Remediation of Contaminated Land
- 3.1 Residential Zones
- 3.4 Integrating Land Use and Transport
- 3.5 Development Near Regulated Airports and Defence Airfields
- 6.3 Site Specific Provisions

(Note: Numbering of Ministerial Directions listed above is consistent with Gateway determination and previous Ministerial Directions, noting that on 1 March 2022 Ministerial Directions were updated under a new numbering system).

## Environmental, social and economic considerations

The Planning Proposal has assessed the relevant environmental, social and economic issues to the proposed amendments to the MLEP 2011 and is accompanied by various technical reports and studies, including the following:

- built form, urban design and public domain
- traffic, access and car parking
- contamination
- Aboriginal heritage and European heritage
- non-Aboriginal (archaeological) heritage
- economic impacts including retail
- social impacts
- airport safety
- acoustic impacts
- vegetation and biodiversity

The Planning Proposal is found to have a minimal and acceptable environmental impact and will provide net social and economic benefits for Stanmore and the wider Inner West LGA. These issues are discussed in further detail in Section 6.

## Public benefits

The Planning Proposal will deliver significant public benefits, including:

- adaptively redevelop the Cyprus Club and surrounding land into a community-based precinct
- improvements to the public domain surrounding the site particularly the key movement routes of Stanmore and Enmore Roads



- upgrade Tupper Street and provide appropriate road infrastructure
- dedicated space for community use and provide community engagement programs
- provide additional off-street parking, safe vehicle access and egress, traffic management devices and changes to intersections to Stanmore Road to improve the safe movement of traffic to and from the site
- increase housing and commercial floor space supply
- affordable housing is to be provided in accordance with Council's Affordable Housing Policy (May 2022), with the quantum of affordable housing provided to be negotiated having regard to the proposed provision of a crisis accommodation centre on the site and the value of other public benefit items included under a future Voluntary Planning Agreement (VPA)

The proponent has issued a letter of offer to enter into a VPA to Council which is provided at Appendix M.

### Next steps

The Planning Proposal has been revised in response to the Gateway conditions and is submitted to Council on behalf of the Cyprus Club. The intent is for Council to then publicly exhibit the Planning Proposal in accordance with the Gateway determination. Following exhibition of the Planning Proposal, the intent is to have DPE finalise the Planning Proposal to formally amend MLEP 2011.

If the Draft IWLEP 2022 is made before the Planning Proposal amends the MLEP 2011, the proposed amendments will transfer to the new LEP.



## 1. Introduction

This Planning Proposal has been prepared by *Keylan Consulting Pty Ltd* (Keylan) on behalf of the Cyprus Community Club Ltd and Platino Properties Pty Ltd (the Proponent), to support amendments to the *Marrickville Local Environmental Plan 2011* (MLEP 2011). The Planning Proposal relates to land at 58-76 Stanmore Road, 2-20 Tupper Street and 1-9 Alma Avenue in the Inner West Local Government Area (LGA).

The Site contains the existing Cyprus Club which is a part three and part four storey building in the northeast corner of the Site. The car parking area for the club is located at grade on the western portion of the Site. The Site also accommodates 6 residential dwellings located on the eastern portion of the site. There are several mature trees throughout the car parking area. Vehicle access to the car park is via Alma Avenue. The southern portion of the Site is currently a vacant grassed area.

On 7 June 2021, Department of Planning and Environment (DPE) issued a Gateway Determination for the Planning Proposal, subject to several conditions, including a reduction in height in FSR. The Proponent has since consulted both Council and DPE on the Gateway conditions and has revised the Planning Proposal in response to the Gateway conditions and consultation.

The Planning Proposal is submitted to Council. The intent is for Council to then publicly exhibit the Planning Proposal in accordance with the Gateway determination. Following exhibition of the Planning Proposal, the intent is to have DPE finalise the Planning Proposal to amend MLEP 2011.

The Planning Proposal has been prepared in accordance with the requirements of Section 3.33 of the Environmental Planning and Assessment Act 1979 (EP&A Act). It was originally prepared in consideration of DPE's A Guide to Preparing Planning Proposals (2018) and A Guide to preparing Local Environmental Plans (2018). These guidelines were replaced by the Local Environmental Plan Making Guideline in December 2021, which has also been considered. Section 7 of this report outlines the Planning Proposal contents, as required by the December 2021 Guideline. The Planning Proposal is supported by technical information and investigations to justify the proposed amendments.

In summary, the Planning Proposal seeks to:

- rezone the Site to B4 Mixed Use and R1 General Residential
- amend the maximum height of building control for the Site
- amend the maximum FSR controls for the Site
- amend Schedule 1 to permit 'Residential Flat Buildings' as an Additional Permitted Use on that part of the Site zoned B4, but only as part of a mixed-use development that includes a minimum of 1,500 m<sup>2</sup> GFA for Registered Club and Commercial Premises purposes on (with an associated amendment of the Key Sites map)
- introduce a clause that requires a site specific DCP to be developed on the Site
- introduce a clause that ensures that development on the site does not result in a significant increase in the amount of vehicular traffic in the surrounding area





## 1.1. Project Team

In August 2021, the Cyprus Club appointed Platino Properties as its preferred development partner to assist in completing the Planning Proposal.

Since this time, a new project team was formed to deliver the Planning Proposal as outlined in Table 3.

Discipline	Consultant
Project Management	Platino Properties
Urban Planning	Keylan Consulting
Urban Design	PA Studio
Urban Design Peer Review	Matthew Pullinger Architect and Tribe Studio Architects
Landscape Design	Paddock Landscape Architects
Architect	Platino Studio
Contamination	Foundation Earth Services or EPIC Environmental
Heritage Impact Statement	John Outram
Traffic Impact Assessment	Varga Consulting
Acoustic Noise Planning Strategy 2022	Acoustic Logic
Aircraft Noise Planning Strategy	EMM Consulting
Ecological Constraints Assessment and Preliminary Tree Assessment	Jacksons Nature Work
Voluntary Planning Agreement	Cyprus Community Club & Platino Properties

Table 3: Project Team

## 1.2. Response to Gateway conditions

Table 4 summarises how the Planning Proposal has been revised in response to the conditions of the Gateway Determination:

Gateway Condition	Response
1. The planning proposal is to be amended to reduce the height and floor space ratio to address the following matters:	<ul style="list-style-type: none"> <li>Revised architectural scheme has been prepared to address the issues covered in the Gateway conditions</li> <li>This includes an overall reduction in height and FSR</li> <li>Reduced heights are as follows: <ul style="list-style-type: none"> <li>21.0m - Building A (previously known as Building A and B) remains as proposed</li> <li>17.0m - Building D</li> <li>21 m - Building C</li> <li>11.0m - Building E</li> </ul> </li> <li>Reduced FSRs are as follows: <ul style="list-style-type: none"> <li>1.75:1 (Site A, Site B)</li> <li>1:1 - Site C</li> </ul> </li> </ul>
(a) The concept scheme is to be amended to address:	



Gateway Condition	Response
(i) the delivery of improved and usable ground level communal open space which achieves the requirements of the Apartment Design Guide (ADG) and minimises exposure to aircraft noise by being located away from rooftops.	<ul style="list-style-type: none"> <li>Revised scheme responds to the condition by providing approximate 2,142 m<sup>2</sup> of ground level open space comprising: <ul style="list-style-type: none"> <li>public plaza on Stanmore Road – 450m<sup>2</sup></li> <li>communal open space at podium level – 685m<sup>2</sup></li> <li>public Park approximately –600m<sup>2</sup></li> <li>access pathways – 450m<sup>2</sup></li> </ul> </li> <li>Key features of the ground level open space include: <ul style="list-style-type: none"> <li>located away from Stanmore Road and roof area to reduce road and aircraft noise</li> <li>improved landscaped area with deep soil provisions to allow for canopy trees</li> <li>children's playground, outdoor space for coffee shop</li> <li>to be used by residents, seniors and public for communal interaction</li> <li>space will be accessible by public or can be used as a private landscape / garden for residents</li> </ul> </li> <li>The Public Plaza in the northeast corner of the site facing Stanmore Road will form an attractive meeting place for this part of Stanmore and include: <ul style="list-style-type: none"> <li>outdoor dining under a colonnade</li> <li>landscape features such fountain, water feature and sculpture and</li> <li>links to the to the new ground level open space in the central part of the site</li> </ul> </li> </ul>
(ii) an improved residential amenity outcome by achieving compliance with the ADG solar access requirements for all individual buildings on the site and demonstrate that the adjoining properties will achieve compliance with the ADG requirements in terms of solar access.	<ul style="list-style-type: none"> <li>Revised scheme involves a reduction of height and FSR</li> <li>Also involves a reduction of apartments which has improved solar access requirements</li> <li>Proposed town houses at southern end of the site have 100% solar access</li> <li>Revised designs allow all individual apartments buildings to achieve 70% solar access. Solar access compliance achieved by. <ul style="list-style-type: none"> <li>Building A - number of units: 28, 23 with solar access in 82% of dwellings</li> <li>Building C - number of units: 48, 33 with solar access in of 70% of dwellings</li> <li>Building D - number of units: 30, 24 with solar access in of 83% of dwellings</li> </ul> </li> <li>Apartment Design Guideline (ADG) compliances with the ADG is provided in Section 6 of Appendix F and PP605</li> <li>Solar impact on adjoining dwellings meets all the requirements of the ADG. Refer drawing PP604 and PP610 of Appendix F Cross ventilation ADG targets of 60% to be met on all individual buildings</li> </ul>
(iii) include a landscape plan which demonstrates how the provision of deep soil planting will not be impeded by above ground structures or subterranean development and which is capable of accommodating the trees which will be	<ul style="list-style-type: none"> <li>A landscape plan is provided at Appendix J which includes the following key features: <ul style="list-style-type: none"> <li>deep soil planting of 2,224m<sup>2</sup> provided or 25.5% of the Site, which complies with the requirements of the ADG</li> <li>retention of identified existing trees</li> <li>additional canopy trees can be accommodated on the site within the new deep soil zones</li> </ul> </li> </ul>



Gateway Condition	Response
retained and new replacement planting. The landscape concept plan must demonstrate how new trees will be accommodated and the community benefits stated in Council's Additional Information Response (dated 8 March 2021) of tree lined streets, lanes and vistas are achieved.	<ul style="list-style-type: none"> <li>An Arborist Report is provided at Appendix L which provides recommendations for trees to be retained and removed, and tree protection measures for those being retained</li> <li>The Landscape Drawing reflects the Site layout and basement drawings provided at Appendix J and shows areas for deep soil private open space and tree canopy</li> </ul>
(b) Information to demonstrate how publicly accessible open space in the plaza, through-site lanes A and B, and any other publicly accessible open space proposed, will be protected and delivered as 'publicly accessible'.	<ul style="list-style-type: none"> <li>Refer to drawing PP 302 of Appendix F (Urban Design Report and Indicative scheme) which outlines the following publicly accessible open space: <ul style="list-style-type: none"> <li>public open space adjoining Alma Avenue</li> <li>public open space adjoining Stanmore Road</li> <li>public plaza adjoining Stanmore Road</li> <li>pedestrian strip connecting Tupper Street and Alma Avenue</li> <li>pedestrian through site link from Stanmore Road, Alma Street and Tupper Street</li> <li>share way and through site link between Alma Street and Tupper Street</li> </ul> </li> <li>Public access to open space areas on the site will be ensured through an easement registered on title and secured through a VPA</li> </ul>
(c) Provide a clear rationale for the reduced height and FSR standards that are being proposed, having regard to the existing scale of surrounding buildings and the desired future character, which includes heritage items and a heritage conservation area. This is to include:	
(i) a rationale demonstrating how the amended height and density provisions, and built form of the concept plan are sympathetic to, and consistent with, the surrounding area's density, scale and context;	<ul style="list-style-type: none"> <li>The proposed Maximum Building Height and Maximum Floor Space Ratio have been reduced using the urban design rationale below resulting in buildings that are in context with the surrounding building typology</li> <li>This is further discussed in the supplementary Urban Design Report which includes written commentary, indicative design drawings and three-dimensional models</li> <li>The proposed MBH and MFSR have also been peer reviewed and found to be acceptable by urban design experts (Appendix H)</li> <li>Refer to Appendix F (Urban Design Report), Appendix K (Peer Review Urban Design Letter) and Appendix G (Supplementary Urban Design) which expands on the rationale and includes diagrams) and Section 5 for further discussion</li> <li>A summary of the rationale is provided below</li> </ul>



Gateway Condition	Response
	<p><b><u>Building bulk on Site A (Stanmore Road and Interface with HCA and Surrounds)</u></b></p> <ul style="list-style-type: none"> <li>The building form on Site A delivers a mixed-use building which supports the redevelopment of the existing Cyprus Club, commercial premises, and residential apartments above</li> <li>The club building can achieve a 3-storey scale interface along Stanmore Road which aligns with the tall three storey Victorian era houses with tall ceiling spaces and high parapet buildings to the west; reference Appendix F DWGPP418 (north view) and PP419 (aerial view from Stanmore Road). The remaining upper two levels of the proposed building will be set back 3 metres. This is a conventional method of taking architectural queues with adjacent buildings. This built form will have acceptable impacts to the tall residential typology to the north of the Site</li> <li>The 3-metre-wide deep soil area along Stanmore Road will provide tall tree green infrastructure which will ameliorate impacts to the adjacent Heritage Conservation Area</li> <li>The Heritage Report at Appendix E confirms that the resulting built form is sufficiently distant from the sensitive surrounding places, including the Heritage Conservation Area, to not cause any adverse impacts. Appendix E stated: <p><i>“Overall we consider that the proposed development is a well-considered approach to providing a mixed use and residential at the site. In heritage terms we consider that the proposals have an appropriate layout, heights, stepped forms, bulk and scale and setbacks to limit the impact on the surrounding area.</i></p> <p><i>The proposal will maintain the Cyprus Club on the site and allow it to continue to provide a hub for the Cypriot community while providing for a mix of inter-generational, residential development on the largely cleared site”</i></p> </li> <li>The built form provides for 5 storeys (with lower ground retail) with an upper two storey level setback. The lower 3 levels present a compatible built element with the adjoining heritage structures as shown in the north elevation of PP413</li> <li>The increased setbacks along Stanmore Road provides the opportunity for canopy trees and street plantings to soften the built form from the street</li> <li>The lower-level setbacks of 4.5 metres and upper-level setbacks of 7.5 metres from side boundaries, reduce the bulk and scale impacts of building A</li> </ul> <p><b><u>Building bulk on Site B</u></b></p> <ul style="list-style-type: none"> <li>The building form, scale and bulk of residential buildings on Site B have been significantly reduced. As indicated in the Section Diagrams PP102 (Appendix G, relative to the original proposal, over one storey along Alma Avenue has been removed, while a storey has also been removed from the upper level of the southern end of the Tupper Street building as it transitions down the slope from Stanmore Road</li> </ul>



Gateway Condition	Response
	<ul style="list-style-type: none"> <li>The Maximum Building Heights (MBH) have reduced for Building C from 23m to 21m and Building D from 20 m to 17 m, and both allow for lift overruns to be contained within the MBH</li> <li>The proposed FSR on Site A &amp; B combined has been reduced from 1.80:1 to 1.75:1 and the indicative concept plan shows Site B's FSR of 1.64:1</li> <li>The reduction in the number of dwellings and more variety in unit types increases flexibility in design and simplifies meeting targets set out in the ADG with respect to solar access and cross ventilation</li> <li><b><u>Alma Lane interface with proposed R1 zone.</u></b> <ul style="list-style-type: none"> <li>The proposed buildings in Alma Lane have a maximum 4 storey-built form, with its last upper-level set back by 3 m</li> <li>The proposed buildings will naturally be a different residential flat building typology</li> <li>The resulting scale is a logical and appropriate proportionate increase in scale in relation to the predominantly 4-5 homes to the west of Alma Lane that will be affected</li> <li>A 3-metre-wide deep soil area within the Site in the foreground of the built form will improve the building scale and provide a beneficial "green infrastructure" with tall street trees, that on maturity will be above the height of these buildings. Refer to DWGPP418 (west view), Appendix F which shows a 3-dimensional model</li> <li>Houses on the west side of Alma Street will receive in mid-winter over 5 hours of solar access as shown in DWG PP604(Appendix F)</li> </ul> </li> <li><b><u>Tupper Street and interface with proposed R1 zone</u></b> <ul style="list-style-type: none"> <li>The predominant character of Tupper Street has been determined by three and four storey buildings in the existing R1 zone. There are also three houses encircled by the R1 zone which do not establish the predominant scale as demonstrated in Drawing PP418 (south view). These factors are relevant in urban design terms in setting the appropriate sympathetic building scale for the street</li> <li>6 storeys are proposed with the upper two levels set back by 4 m, in addition to the 5 m street setback</li> <li>The proposed buildings will naturally be a different RFB typology, this resulting increased scale is proportionate to 4 storey existing flats</li> <li>The proposed visually predominant 4 storeys along Tupper Street will naturally equate within the existing 4 storeys. In addition, a 5-metre-wide deep soil area within the Site of the foreground, will ameliorate the building scale and provide a beneficial "green infrastructure" with large canopy trees. The large canopy trees, on maturity will be a similar height to the built form as shown in Appendix J Landscape Design at page 27</li> </ul> </li> </ul>



Gateway Condition	Response
	<ul style="list-style-type: none"> <li>○ The existing RFB to the south at 22 Tupper Street will substantially screen the buildings from view to the south as shown in 3D model Appendix G PP304 (view from Tupper Street)</li> <li>○ As shown in the solar studies in Appendix F PP604 in winter, the existing houses to the east in Tupper Street receive more than 3 hours of solar access to their affected dwelling windows meeting current ADG standards and have high levels of solar access to their entire sites of up to 5 hours.</li> </ul> <p><b><u>Building Setback Summary:</u></b></p> <ul style="list-style-type: none"> <li>• Building forms are further set back from the south, and the through site link facilitates a more gradual transition to the lower density area to the south, Site B setbacks include:             <ul style="list-style-type: none"> <li>○ Building C (east side) has a setback of 5 metres at ground level with an upper storey setback of 8 metres. The ground level setback allows for deep soil fronting Tupper Street</li> <li>○ Building D (west side) has a setback of 3 metres at ground level with an upper storey setback of 6 metres. Alma Avenue's widening increases Building D's setback from neighbouring dwellings</li> <li>○ In this way, building forms have been sited to take advantage of the fall of the site to provide height transitions that follow the topography</li> <li>○ As indicated in drawing PP604 for adjoining dwellings on Alma Avenue and Tupper Street the revised scheme achieves compliance with ADG requirements for solar access</li> <li>○ In winter the existing houses to the east in Tupper Street receive the required amount of solar access to their affected dwelling windows meeting current ADG standards and their rear gardens solar access are unaffected by the Proposal.</li> </ul> </li> </ul> <p><b><u>Building bulk on Site C</u></b></p> <ul style="list-style-type: none"> <li>• The Terrace housing proposed on Site C has a MBH of 11 m is a reduction to the current MLEP 2011 MBH of 14 m, as the height of the proposal transitions from Stanmore Road, following the slope of the land</li> <li>• As shown in the solar studies in Appendix F PP610, the existing RFB's, relevant windows face north (instead of the flats facing south) with the lowest floor of 22 Tupper Street receiving 3 hours of direct sunlight between 12pm and 3pm (noting the lowest floor of the apartment building is above the ground floor parking)</li> <li>• Townhouses are part 2- and part 3-storey are proposed on Site C, which had previously contained a residential flat building</li> <li>• As shown in Appendix F PP610 (Site C proposed terrace housing) the revised scheme achieves compliance with the ADG requirements of solar access for the adjacent unit block to the south of Site C</li> </ul>





Gateway Condition	Response
	<ul style="list-style-type: none"> <li>• These townhouses will provide a more appropriate interface between the more compact residential apartment development on Site B and the traditional lower density residential areas to the south</li> <li>• Four of the 10 town houses address Alma Avenue and Tupper Street. This more traditional approach is more appropriate to the existing urban context</li> <li>• The upper levels of the town houses contain bedrooms reducing overlooking into the adjacent apartment building to the south</li> <li>• Provision for deep soil landscaped area allows for a buffer of screening trees</li> <li>• The indicative townhouses have a minimum separation distance of 4.5 metres to the adjacent RFB as shown in PP303 of Appendix F enabling the structure to respond to the surrounding context</li> </ul> <p>The revised built form and site layout achieves an acceptable planning outcome as it delivers a site that is consistent with the ADG building separation requirements. The proposal provides for approximately 2142m<sup>2</sup> of open space (PP608 of Appendix F), 2,224m<sup>2</sup> of deep soil (PP 607 of Appendix F) and improves tree canopies on the Site as shown in Appendix J.</p> <p>Future development on the Site will enjoy high amounts of solar access and amenity supported by green infrastructure. These considerations will be included in a future DCP consistent with the Gateway Determination. A framework for the site-specific DCP this is provided at Appendix I.</p>
(ii) be informed by a heritage study prepared by a suitably qualified expert; and	<p>Site A fronting Stanmore Road will provide an appropriate built form consistent with the adjacent 3-storey tall Victorian era houses as shown in PP 513 of Appendix F. The upper two levels will be setback 3 metres.</p> <p>The 3-metre-wide deep soil area along Stanmore Road will provide canopy trees which will minimise impacts on the adjacent Heritage Conservation Area. The Heritage Impact Assessment at Appendix E confirms that the resulting built form is sufficiently distant from the sensitive surrounding places.</p> <p>In summary, the key findings of the heritage assessment are:</p> <ul style="list-style-type: none"> <li>• Use: The proposal will reinstate a residential use on much of the Site and provide for a mixed-use development to Stanmore Road that reflects the current built use along the main street. The proposed use is in line with the historical use of the site</li> <li>• Subdivision: The new proposal does not follow the early subdivision pattern but this in in line with the later historical development of the site and the proposal include two cross routes that are redolent of the laneway from Alma Avenue shown on the early Water Board plans</li> <li>• Style and form. The style of the development will be contemporary with four blocks set around a central court with two through site links and a public park</li> </ul>



Gateway Condition	Response
	<ul style="list-style-type: none"> <li>Height. The mix in height though it is generally one and two storeys with some higher, two to four storey Inter War and Post War apartment development. The taller buildings have setbacks to the streets to lessen the impact in the change in built form. The site is well defined by its street pattern</li> <li>Bulk and scale. The arrangement of the buildings, the setbacks, change of heights and arrangement around a central court will provide the well-defined site with its own character. The proposal broken into four sections with through site links between buildings, lessening the overall bulk and scale of the development and the buildings facing street frontages</li> <li>Setbacks. The buildings are setback from their street frontages to allow landscaping to reinforce the street plantings. The blocks are well separated to provide through site links and a pocket park to the west</li> <li>Materials and details. The detail and materials are to be contemporary but render and face brick can be used to reflect the common materials seen in the area and the façade detail and the typical massing seen in period buildings in the area</li> </ul>
(iii) include photomontages and view analysis of all buildings providing a clear visual representation of the intended bulk and scale and relationship to the surrounding area.	<ul style="list-style-type: none"> <li>Photomontages and a view analysis which highlights the reduced bulk and scale in comparison to the surrounding context are provided at Appendix F and Appendix G</li> </ul>
(d) The statement addressing consistency with the Eastern City District Plan is to be updated to reflect the amended planning proposal. This statement must also address Planning Priority E18 - Delivering high quality open space, which is not addressed in the current proposal.	<p>A detailed assessment of the proposal against the Eastern City District Plan is contained at Section 3.2. In summary:</p> <ul style="list-style-type: none"> <li>The proposal responds to the overarching objectives of the Eastern City District Plan through the provision of a mixed-use development which supports the economic viability of Stanmore whilst providing an increase in housing typologies supported by green infrastructure</li> <li>The provision of up to 116 dwellings and minimum of 1,500m<sup>2</sup> of club area and 500-700m<sup>2</sup> of commercial space as part of a mixed-use development will cater for the additional population and provide additional employment opportunities in the short and long term</li> <li>The concept scheme will deliver a safe and inclusive environment that provides activate spaces in the public domain</li> <li>The concept scheme intends to create high quality living and recreational spaces for new residents, visitors, club patrons and neighbours</li> </ul> <p>The proposal includes several sustainability measures aimed at reducing carbon emissions and managing energy, water and waste efficiently</p>
(e) The statement addressing consistency with Priorities 6 and 7 in the Inner West LSPS is to be updated to reflect the amended	<p>A detailed assessment of the proposal against the relevant priorities of the LSPS is contained at Section 4.3. In summary:</p> <p><u>Priority 1</u></p>



Gateway Condition	Response
<p>planning proposal. This statement must address all other relevant Planning Priorities in the LSPS, including:</p> <ul style="list-style-type: none"> <li>• Priority 1 – Adapt to climate change,</li> <li>• Priority 3 – A diverse and increasing urban forest that connects habitats of flora and fauna,</li> <li>• Priority 8 – Provide improved and accessible sustainable transport infrastructure,</li> <li>• Priority 9 – A thriving local economy, and</li> <li>• Priority 11 – Provide accessible facilities and spaces that support active, healthy communities.</li> </ul>	<ul style="list-style-type: none"> <li>• The proposal incorporates sufficient deep soil zones to accommodate an appropriate densification of canopy tree cover which will mitigate the urban heat island effect</li> </ul> <p><u>Priority 3</u></p> <ul style="list-style-type: none"> <li>• Major existing canopy trees are retained in the proposal to provide habitat for existing fauna</li> <li>• The proposal incorporates 2,224 m<sup>2</sup> of deep soil planting and landscaping throughout the precinct</li> </ul> <p><u>Priority 8</u></p> <ul style="list-style-type: none"> <li>• The Site is in an area with good access to public transport and nearby commercial centres</li> <li>• The concept scheme includes through-site links to promote walkability and connectivity with surrounding areas</li> </ul> <p><u>Priority 9</u></p> <ul style="list-style-type: none"> <li>• The proposal incorporates an increase of commercial and registered club GFA to support the expansion of the Cyprus Club and provide for commercial and retail uses to strengthen the local economy</li> </ul> <p><u>Priority 11</u></p> <ul style="list-style-type: none"> <li>• The proposal delivers approximately 2142 m<sup>2</sup> of publicly accessible or communal open space with improved accessibility and connections to the surrounding area by way of through-site links</li> </ul> <p>The concept scheme includes through-site links to promote walkability and connectivity with surrounding areas.</p>
<p>(f) Update the planning proposal to address the adopted Inner West Housing Strategy (2020), the Inner West Recreational Needs Study – A Healthier Inner West (2018) and draft Inner West Recreation Strategy and Action Plan (if finalised prior to submission to the Department for pre-exhibition endorsement).</p>	<ul style="list-style-type: none"> <li>• A detailed assessment of proposal against the Inner West Housing Strategy is contained in Section 3.5. In summary: <ul style="list-style-type: none"> <li>◦ The proposal incorporates a range of housing typologies to support the housing growth of the Inner West</li> <li>◦ The design of the building will reflect the surrounding heritage character and provides a compatible built form through reduced building heights and FSR via a future site specific DCP</li> <li>◦ The proposal incorporates high quality design of new residential buildings and club and commercial premises and public domain areas on a site well located relative to public transport use and other services</li> <li>◦ The publicly accessible open space improves amenity for residents in a safe and secure manner whilst improving the neighbourhood's amenity through the provision of a public plaza and park</li> </ul> </li> <li>• Refer to Section 3.6 for an assessment against the <i>Inner West Recreational Needs Study - A Healthier Inner West</i> (2018) and Section 3.6 for an assessment of the <i>Inner West Recreation Strategy and Action Plan</i>. In summary: <ul style="list-style-type: none"> <li>◦ The proposal increases open space within the area through the provision of approximately 2142 m<sup>2</sup> of new publicly accessible open space that will contribute to open space provision across the LGA</li> <li>◦ The proposed public plaza for shared community use will include a small sculptural play space will provide a fun play element and further activate the space</li> </ul> </li> </ul>



Gateway Condition	Response
	<ul style="list-style-type: none"> <li>o The proposal seeks to establish a vibrant, active public space and to maximise public access via new site through-links</li> <li>o The Cyprus Club operates to provide social and recreational space for members and guests. The Club includes a café, bistro, restaurant, bar, gaming rooms and function rooms</li> </ul> <p>The club also provides a venue for dance classes, bingo and regular lectures and community information sessions. There are also regular events and cultural celebrations open to the public</p>
(g) Information to clearly demonstrate consistency with, or that any inconsistency is justified and/or of minor significance, with the following section 9.1 Directions:	Refer to Section 6.3 for a detailed assessment against relevant section 9.1 Directions.
(i) Ministerial Direction 1.1 Business and Industrial Zones – acknowledge and address consistency with this Direction.	<ul style="list-style-type: none"> <li>• The proposal is consistent with the direction as it proposes a new B4 Zone that will incorporate commercial floor space and facilitate employment growth.</li> <li>• The Site is not used for industrial purposes and the proposal will not impact on any industrial land.</li> </ul>
(ii) Ministerial Direction 2.3 Heritage Conservation – Undertake a heritage impact report which considers the heritage significance and impacts on the nearby heritage items and Kingston Heritage Conservation Area. Update the planning proposal to acknowledge and address this Direction;	<ul style="list-style-type: none"> <li>• A heritage assessment is provided at Appendix E and addressed in Section 2.3.8 and Section 6.3</li> <li>• The Heritage assessment concludes that the proposed development is a well-considered approach to providing a mixed use and residential scheme at the site and will have a limited impact on the setting and significance of the heritage items and conservation area in the vicinity</li> </ul>
(iii) Ministerial Direction 2.6 Remediation of Contaminated Land – Undertake a preliminary site investigation for all land to which the proposal applies.	<ul style="list-style-type: none"> <li>• A Preliminary Site Environmental Investigation is provided at Appendix A and addressed in Section 2.3.7</li> <li>• The PSI confirms the site is suitable for use subject to its recommendations: <ul style="list-style-type: none"> <li>o a Detailed Site Investigation (DSI) should be prepared</li> <li>o a hazardous materials assessment is recommended to be completed prior to demolition</li> <li>o any removal of soil should be classified in accordance with the Waste Classification Guidelines, Part 1</li> </ul> </li> </ul>
(iv) Ministerial Direction 3.1 – Amend the planning proposal to address good design and amenity, in accordance with Condition 1 (a) in the Gateway Determination;	<ul style="list-style-type: none"> <li>• Design and amenity is addressed in Section 5 and 6.3.3 and Appendix G (Supplementary Urban Design Report)</li> <li>• The Planning Proposal objectives include delivery of a diversified housing typology that provides a high-quality amenity outcome for residents which is supported by appropriate infrastructure</li> <li>• The Planning Proposal will facilitate the construction of additional dwellings in conjunction with club premises and small-scale commercial uses.</li> </ul>



Gateway Condition	Response
	<ul style="list-style-type: none"> <li>Building forms and envelopes are designed to be compatible with the topography and dimensions of the site and the established built form on adjoining surrounding properties.</li> </ul>
<p>(v) Ministerial Direction 3.4 Integrating Land Use and Transport – update the traffic impact assessment prior to exhibition to address</p> <ul style="list-style-type: none"> <li>the anticipated car parking space demand and provision resulting from the proposed development in accordance with the DCP controls and the proposed dwellings and mixed uses.</li> <li>any recommended measures to reduce private vehicle trip generation and demand, and maximise public transport patronage.</li> <li>any recommended measures to reduce private vehicle trip generation and demand, and maximise public transport patronage.</li> <li>the impact on the road network, including any required infrastructure or intersection upgrades</li> </ul>	<ul style="list-style-type: none"> <li>Traffic advice is provided at Appendix B and addressed in Section 2.3.9 and 6.3</li> <li>The Planning Proposal seeks to increase the density of residential development and provide a mix of non-residential uses of a limited scale to serve the day-to-day convenience needs of the locality and to provide contemporary club premises to replace the existing outdated facility</li> <li>The Site is well located relative to bus and rail services, retail, health and education uses and therefore is highly likely to promote trips by public transport, walking and cycling</li> <li>The new public plaza and through-site links will encourage pedestrian travel routes and pedestrian activity and connections with surrounding neighbourhoods</li> <li>The revised Planning Proposal makes provision for club parking spaces and residential, retail and commercial parking spaces</li> <li>The Planning Proposal aims to reduce traffic and parking impacts through amendments to the MLEP 2011 which includes: <ul style="list-style-type: none"> <li>Introduction of a site-specific traffic clause in the MLEP 2011 requiring the consent authority to be satisfied that development on the site will not result in a significant increase in the amount of vehicular traffic in the area</li> </ul> </li> <li>The Planning Proposal aims to reduce traffic and parking impacts through provision for a site specific DCP (Appendix I) which includes: <ul style="list-style-type: none"> <li>Implementation of a Green Travel Plan (GTP) on the site</li> <li>The Cyprus Club providing a bus service to transport multiple patrons to and from the club</li> <li>Provision of bicycle parking spaces for both residents and visitors in accordance with council requirements.</li> </ul> </li> <li>Parking and traffic rates for land uses will be provided for through the preparation of a site specific DCP. An outline of this document is provided at Appendix I</li> </ul>
<p>(vi) Ministerial Direction 3.5 Development Near Regulated Airports and Defense Airfields – Amend the planning proposal to:</p> <ul style="list-style-type: none"> <li>prepare an updated Noise Planning Strategy which clearly demonstrates the site-specific recommendations and measures to achieve the relevant Aircraft Noise Reduction value for the site and internal design levels of AS 2021:2015;</li> </ul>	<ul style="list-style-type: none"> <li>An Acoustic Assessment Report (2022) is provided at Appendix C and addressed in Section 2.3.10 and Section 6.3.3. This report contains an Aircraft Noise Planning Strategy the previous Aircraft Noise Planning Strategy 2020 and a Letter from Inner West Council on Aircraft Noise Planning.</li> <li>A letter of approval under the Airports Protection of Airspace Regulations 1996 from the Department of Infrastructure, Transport, Regional Development and Communication accompanies the proposal at Appendix D</li> <li>Maximum building heights have been reduced to comply with the 55.4m AHD height requirement. The MBH is currently at 52.8m ADH, which is below the maximum requirement by 2.6m ADH</li> <li>As outlined in Section 2.3.10 and 2.3.11 of this document, the proposal is consistent with the ANEF and OLS requirements</li> </ul>



Gateway Condition	Response
<ul style="list-style-type: none"> <li>incorporate any requirements of consultation with, and Controlled Activity Approval from the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development (dated 23/12/2020). This includes the requirement that the maximum height of buildings must not exceed 55.4m AHD inclusive of all lift over-runs, vents and chimneys, aerials, antennas, lightning rods, exhaust flues, roof top garden plantings, construction cranes, and the like;</li> <li>incorporate Council's additional information response for Ministerial Direction 3.5 (dated 25/09/2020 and February 2021) and the Aeronautical Assessment (by Aviation Projects, dated 25/11/2020);</li> </ul>	<ul style="list-style-type: none"> <li>All building heights are lower than the previous indicative scheme and approval was provided by the Airports and Aviation Division dated 23rd December 2020</li> <li>Further approval must be sought at Development Application stage from the Department of Infrastructure, Transport, Regional Development and Communication to operate cranes at above the ADH of 55.4 m</li> <li>The applicant will consult with the relevant authority at development application stage to seek approval to operate cranes as required in the letter of approval</li> <li>To satisfy the provision of AS2021:2015 and noise guidelines the Aircraft Noise Planning Strategy recommends a range of solutions including: <ul style="list-style-type: none"> <li>acoustically rated glazing assemblies</li> <li>masonry or concrete construction</li> <li>upgraded light weight façade constructions</li> <li>acoustic treatment to mechanical exhaust or intake grilles in the façade</li> </ul> </li> <li>These recommendations will be included in a site specific DCP</li> <li>The Acoustic Report provides recommendations and treatments to be implemented during construction including: <ul style="list-style-type: none"> <li>Glazed doors and windows with varying thicknesses depending on land use and building location</li> <li>Acoustic seals on windows</li> <li>Entry doors to be constructed with appropriate materials</li> <li>External wall construction to be constructed with appropriate materials</li> <li>External roof and ceiling construction to be constructed with appropriate materials</li> </ul> </li> <li>The report concludes that the Site will comply with the relevant standards and guidelines for constructing buildings to achieve satisfactory room internal acoustic levels</li> </ul>
<p>(vii) Ministerial Direction 6.3 Site Specific Provisions – Provide further justification to address Ministerial Direction 6.3 and how the proposal will achieve Objectives 2, 4 and 9 of the planning proposal and LSPS Priority 9. This includes discussion on how mixed uses (being a club premises and commercial premises) will be realised by the additional permitted use clause which proposes to permit a residential flat building on the B4 zone portion of the site, but only as part of a mixed-use development.</p>	<ul style="list-style-type: none"> <li>The Planning Proposal includes a site-specific provision to change the land use zoning, height of building control, floor space ratio control and add an additional permitted use to the Site. The APU for residential flat buildings in the B4 zone is intended to facilitate the provision of residential apartments above the club premises, which is not possible under the current range of permissible uses (ie, shop-top housing only applies to dwellings located above ground floor retail premises or business premises). The proposed mix of club, commercial and residential uses is wholly consistent with the objectives of the B4 zone.</li> <li>Furthermore, it is proposed to include an additional site-specific provision that development on the B4 Mixed Use zone on the site is to contain a minimum 1.500 m<sup>2</sup> GFA for Registered Club and Commercial Premises purposes.</li> </ul>





Gateway Condition	Response
(h) Provide a provision for a site-specific development control plan to apply to the site to incorporate the matters addressed in Council reports on 25/7/2017 and 11/09/2018	<ul style="list-style-type: none"> <li>A site specific DCP outline document, which will form the basis of a site-specific DCP to be prepared at a later date, is included at Appendix I</li> <li>This Planning Proposal proposes a new clause in MLEP 2011 requiring a site specific DCP to be prepared. Refer to Section 6.2</li> </ul>
(i) Update the planning proposal, proposed maps and all supporting documentation to be consistent with and to reflect the changes to the proposal as a result of the Gateway Conditions.	<ul style="list-style-type: none"> <li>Revised maps (zoning, height and FSR) are included at Section 6.4</li> </ul>
(j) Provide clarification on the mechanism to enable the proposed widening of Alma Avenue.	<ul style="list-style-type: none"> <li>MLEP 2011 Land Reservation Acquisition Map Sheet LRA_003 has identified Alma Lane for a road widening. The proposed road widening will be 5.5 m</li> <li>The Planning Proposal does not seek to amend the Land Reservation Acquisition Map</li> <li>This issue is addressed through a VPA (Appendix M). Refer to Section 2.3.9</li> </ul>
(k) Include an updated project timeline.	<ul style="list-style-type: none"> <li>An updated project timeline has been prepared. Refer to Section 6.6</li> </ul>

Table 4: PP 2021/2911 Gateway conditions and response



## 2. The Site and Locality

### 2.1. Site Description

The Site is known 58-76 Stanmore Road, 2-20 Tupper Street and 1,3-9 Alma Street, Stanmore, in the Inner West Local Government Area (LGA). The Site comprises 17 lots, including an allotment currently owned by Ausgrid which contains an electricity substation. The substation is identified as 1 Alma Avenue Stanmore (Lot 1 in Deposited Plan 180283). The total Site area is approximately 9,129 m<sup>2</sup> and is legally described as:

- Lots A and B in Deposited Plan 308880
- Lot 1 in Deposited Plan 167529
- Lots 1, 2 and 3 in Deposited Plan 444675
- Lot 1 in Deposited Plan 971516
- Lot 1 in Deposited Plan 105806
- Lot 1 in Deposited Plan 121240
- Lot 1 in Deposited Plan 115287
- Lots 1 and 2 in Deposited Plan 301956
- Lot 1 in Deposited Plan 119242
- Lot 1 in Deposited Plan 923826
- Lots C and D in Deposited Plan 308880 and
- Lot 1 in Deposited Plan 180283

The Site is a rectangular shape. The total frontage to Stanmore Road is 66.915 m. The frontage to Alma Avenue is approximately 134 m and the frontage to Tupper Street is approximately 113 m.

The Site is currently occupied by the Cyprus Community Club. The Cypriot community group was set up by migrants from Cyprus arriving to Australia at the beginning of early 1900s representing those people within NSW. It is a “not for profit” philanthropic organisation which delivers a range of community-based activities to support and connect the Cypriot community. The club supports an arrange of different activities including:

- the creation of soccer teams and a general involvement in sport
- the creation of a Saturday School which teaches the Greek language to young Australians
- a dancing school which teaches Greek and Cypriot traditional dancing
- fundraising activities to assist people with Thalassaemia and cancer research among other causes
- subsidised meals for people in nursing homes who are transported to the club for a socializing and entertainment afternoon every week.

The Planning Proposal seeks to consolidate different uses (residential, commercial, retail, the Club) together to create an aspirational and desirable intergenerational precinct with significant community benefits and an outstanding legacy for the Cyprus Community Club.

Refer to Figure 3 for an image of the site and Figure 4 for the site’s context.



Figure 3: Subject site (Base Source: Six Maps)



Figure 4: Site context (Source: Keylan)

## 2.2. Surrounding Locality

The immediate surrounding locality consists of predominately low-medium density residential purposes towards the north, south, east and west. Along Stanmore Road 400 m to the west is Newington Collage campus.

The commercial centres of Stanmore is located approximately 600 m north-west of the Site and Enmore and Newtown are located approximately 300 m and 1km east of the Site respectively. These support a variety of uses including service stations, shops, restaurants, entertainment facilities and other commercial core type land uses.

The wider locality supports a range of public open space, educational establishments and medium density residential development which is supported by appropriate transport infrastructure including Stanmore Station which is within walking distance as well as several bus routes in close vicinity.

## 2.3. Characteristics of the Site

### 2.3.1. Built Form

The existing Site comprises the Cyprus Club which is a part three and part four storey building in the northeast corner of the Site. The club contains bars, a restaurant and function rooms with a total club area of 2620m<sup>2</sup>, including 860m<sup>2</sup> of lower ground floor, 850m<sup>2</sup> of ground floor and 910m<sup>2</sup> first floor club area.

The car parking area for the club is located at grade on the western portion of the Site. The Site also includes 6 residential properties which share a boundary with the Cyprus Club and have frontages to Tupper Street. These properties contain single detached dwellings.





Figure 5: View of site looking east from the southern side of Stanmore Road (Source: Keylan)



Figure 6: View of site looking South along Tupper Street (Source: Keylan)





Figure 7: View of site looking southeast from northern side of Stanmore Road (Source: Keylan)



Figure 8: View looking north towards Stanmore Road from Tupper Street (Source: Keylan)



Figure 9: View of southern boundary of Site looking southwest (Source: Keylan)



Figure 10: View of site looking north along Alma Avenue towards Stanmore Road (Source: Keylan)



The Site contains the following:

- single detached dwellings located along Tupper Street
- Cyprus Club buildings facing Stanmore Street and Tupper Street
- at grade parking facility located on Alma Street
- an electricity substation facing Alma Street
- canopy trees

### 2.3.2. Services

The Site currently has access to potable water, wastewater, electricity, gas and telecommunications. These will need to be upgraded to service the proposal in accordance with relevant service providers' requirements.

An electrical substation is currently located on the Site (Lot 1 DP 180283). The Cyprus Club has commenced negotiations with Ausgrid regarding the acquisition of the substation site. Further negotiations will occur with Ausgrid regarding the relocation and new position of the substation on Site, which is anticipated to occur during DA stage.

### 2.3.3. Topography

The Site is rectangular in shape which slopes from Stanmore Street (North) to the rear of the site (Southeast). The levels of the Site change towards Tupper and Alma Street

### 2.3.4. Vegetation

An updated Arborists Impact Assessment (AIA) by Jacksons Nature Works (Appendix L) reviewed the health and protection status of all existing trees on the Site. The report concludes that the proposed setbacks and building footprints can successfully retain and protect several mature trees on the Site and within the setback to Stanmore Road. The arborist report identifies that 22 trees are to be removed to accommodate the scheme, with 12 of them being exempt species. 10 trees are recommended to be retained on the site at DA stage.

The report also notes that there will be adequate opportunities for compensatory planting to enhance the streetscape and the microclimatic conditions within the site with substantial new planting along the setback areas, within the new publicly accessible plaza and within the central communal open space area. The proposal provides for 2,224 m<sup>2</sup> of deep soil on site which allows for sufficient canopy tree cover.

### 2.3.5. Geotechnical

The Site slopes down from Stanmore Road to the southern boundary. The long and consistent development history of the Site and the excellent condition of existing buildings indicate that there are unlikely to be unusual geotechnical limitations to future excavation for basement car parking and construction of multi-storey buildings on the Site. Geotechnical investigations completed for Development Application DA2008/00531 which applied to the site concluded that there are no unusual geotechnical constraints to the site.

No additional geotechnical studies are required for this application as the geotechnical report prepared for DA2008/00531 demonstrates the site is suitable for residential and commercial use with no specific remediation measures or site verification required.





### 2.3.6. Flooding

The Site is not affected by flooding and does not need to accommodate for stormwater management or overland flow paths from adjoining properties. All stormwater can be managed on-site and integrated with the existing constructed stormwater system during the development application stage. No concept stormwater management plans are required for this application.

### 2.3.7. Contamination

A Preliminary Site Environmental Investigation (PSI) has been undertaken by Foundation Earth Sciences and is provided at Appendix A. The PSI concludes that the risks to human health and the environment as a result of soil and groundwater contamination at the Site are moderate in the context of the proposed use of the site. Further, the Site can be made Suitable subject to the following recommendations:

- a Detailed Site Investigation (DSI) should be prepared
- a hazardous materials assessment is recommended to be completed prior to demolition
- any removal of soil should be classified in accordance with the Waste Classification Guidelines, Part 1

### 2.3.8. Heritage

#### 2.3.8.1. Aboriginal

The Site is highly modified and disturbed and is not known to have any archaeological potential for items of Aboriginal significance. The Site is also not known to be a site of Aboriginal significance. Based on the above, no further assessment of Aboriginal heritage has been undertaken for the purpose of this report.

#### 2.3.8.2. European

The Site is located south of the Kingston South Heritage Conservation Area as shown in Figure 11. The conservation area is of 'local' significance and contains a cluster of Victorian villas at 61-75 Stanmore Road and 40-42 Cavendish Street which are directly north of the site (item I242). Near the northwest corner of the Site are heritage items I263 and I29 which are a villa style house at 88 Stanmore Road and a Victorian gothic style house at 6 Alma Avenue. These items are of local heritage significance under Schedule 5 of MLEP 2011.

The Site is understood to have no links to the heritage significant of the surrounding items or conservation areas. The proposal involves streetscape improvements along Stanmore Road, Alma Avenue and Tupper Street. The intent of the streetscape improvements is to provide appropriate setbacks from the heritage areas, incorporate road widening, protect existing trees, and plant new trees to respect the heritage significance of these areas by providing appropriate distance between the built elements and enhance the streetscape characteristic through planting and separation.

The proposed new public plaza fronting Stanmore Road will provide and enhanced vantage point from which to observe and appreciate the streetscape contribution of Item I242 and the Kingston South Heritage Conservation Area. The objectives and controls proposed for site-specific DCP controls will acknowledge the proximity to heritage items and the conservation area.

The proposed built form along Stanmore Road is to be consistent with the future site specific DCP controls and is to be set back a minimum of 7.5 m upper level and 4.5m ground level from the street boundary which is consistent with the setbacks of heritage-listed dwellings to the west and north of the site. This setback allows for deep soil landscaping accommodating existing and new canopy trees compatible with the proposed four storey street frontage heights proposed along Stanmore Road. Deep soil planting will create a shaded, pleasant pedestrian environment and an aesthetically appropriate separation to the row of two storey Victorian villas which comprise heritage item I242.

The proposed building form along Stanmore Road is to be broken into two x four-storey buildings with recessed fourth levels which will be proportional to the scale and character of existing two storey dwellings with high parapets on the northern side of Stanmore Road and at the corner of Alma Avenue. The proposed setback to Alma Avenue will be a minimum of 3m (after allowing for the widening of Alma Avenue) which will increase the future separation from heritage item I29. These setbacks are further increased as the building steps up in height.



The Heritage Impact Assessment (Appendix B) concludes that the current form and detail of the Cyprus Club makes little contribution to the character of the heritage conversation and surrounding items. It also concludes that the proposal will have a limited and acceptable impact on the conservation area as the development is not at a scale where it will be visible from the streets within the conservation area (e.g. Cavendish Street and beyond).

### 2.3.9. Transport and Traffic

The Site's primary frontage is to Stanmore Road. The Site currently includes formal and informal car parking areas, accessed from Alma Avenue, with servicing of the club occurring off Tupper Street.

The eastern side of Alma Avenue is identified on the Land Reservation Acquisition Map in MLEP 2011, and the proposal include the dedication of the Site's Alma Avenue frontage to accommodate road widening. Refer to Sections 6.3.3 and Appendix B which addresses the proposal's transport and traffic impacts and demonstrates that these impacts are acceptable.

### 2.3.10. Australian Noise Exposure Forecast (ANEF)

Approximately 328 m<sup>2</sup> of the southwest corner of the site is within ANEF 25-30. An Aircraft updated Noise Planning Strategy was prepared in support of the Planning Proposal. It concludes that subject to the report's recommendations the development will comply with the acoustic requirements of *Australian Standard AS2021:2015 – Acoustic Aircraft noise Intrusion – Building sitting and construction*.

In accordance with condition 1(g)(vi) of the Gateway Determination, an updated Acoustic Report is included at Appendix C, which includes an Aircraft Noise Planning Strategy, the previous Aircraft Noise Planning Strategy 2020 and a letter from Inner West Council which outlines their position on recommendations. These recommendations are to be included in a future site specific DCP. Appendix I makes provisions for these recommendations.

### 2.3.11. Obstacle Limitation Surface

The Site is within the mapped area for height limitations imposed for the safe operation of Sydney (Kingsford Smith) Airport. An obstacle height limitation of 55.4 m AHD applies to the Site. Clause 6.6 Airspace operations of the MLEP 2011 requires that a development application cannot be granted consent if it proposes a structure which exceeds the obstacle limitation surface (OLS) unless it has received approval from the Commonwealth Authority which in this case, is the Civil Aviation Safety Authority. The revised scheme has resulted in a structure that complies with the obstacle height limitation, specifically the height of the building does not exceed 55.4 m AHD inclusive of all lift over-runs.

The Proponent has consulted with the Department of Infrastructure, Transport, Regional Development and Communication regarding the OLS control over the Site. On 23rd December 2020, the Proponent approval under the Airports Protection of Airspace Regulations 1996 for the intrusion of buildings on the site into prescribed airspace for Sydney Airport to a maximum height of 55.4 m AHD (Appendix C and Appendix D).

Under the Planning Proposal, as revised, the maximum building height sought is 21 m, which complies with this approval. Appendix D notes that Runway 34L take off surface of the OLS above the Site is at a height of 67.8m AHD. Any cranes that infringe on this space presents





an unacceptable risk. As shown on PP 413 (Appendix F) cranes can be operated below 67.8m ADH.

Accordingly, the approval also notes that in relation to future operation of cranes at the site, further approval must be sought at Development Application stage from the Department of Infrastructure, Transport, Regional Development and Communication to operate cranes at above the ADH of 55.4 m.

The applicant will consult with the relevant authority at development application stage to seek approval to operate cranes as required in the letter of approval. A site specific DCP control is proposed to address this consideration.

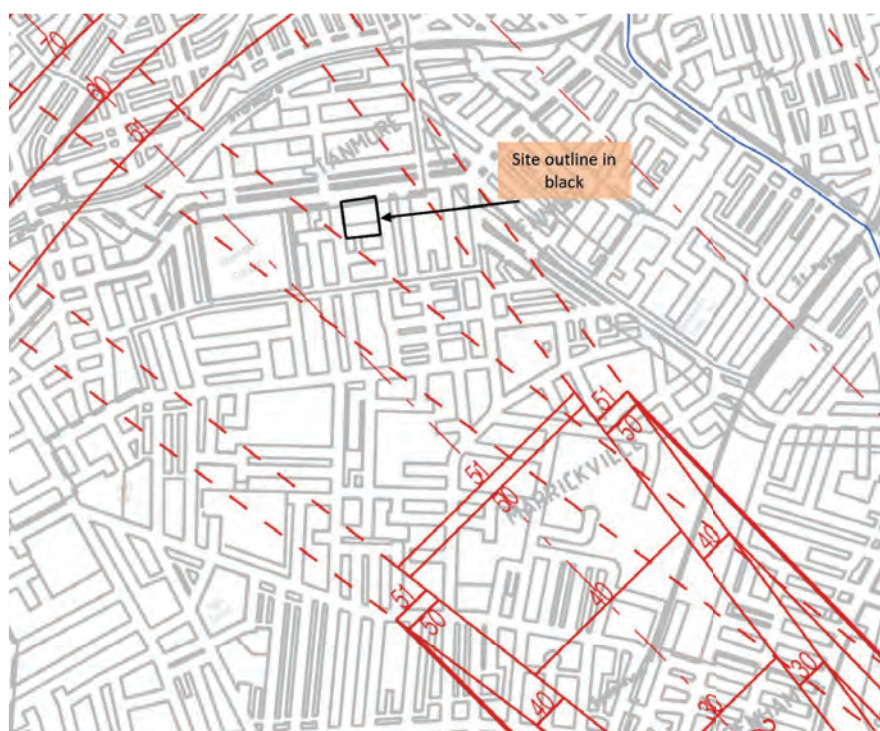


Figure 12: OLS Map Extract (Source Sydney Airport Obstacle Height Limitation Map)

### 2.3.12. Acid Sulfate Soils

The southern edge of the site is within Class 5 Acid Sulfate Soils category. While it is expected that the future development of the site will include excavated basement car parking, no additional soil and ground water studies are required in conjunction with this Planning Proposal. All matters relating to excavation and acid sulfate soils management are more appropriately addressed as required with any future development application.

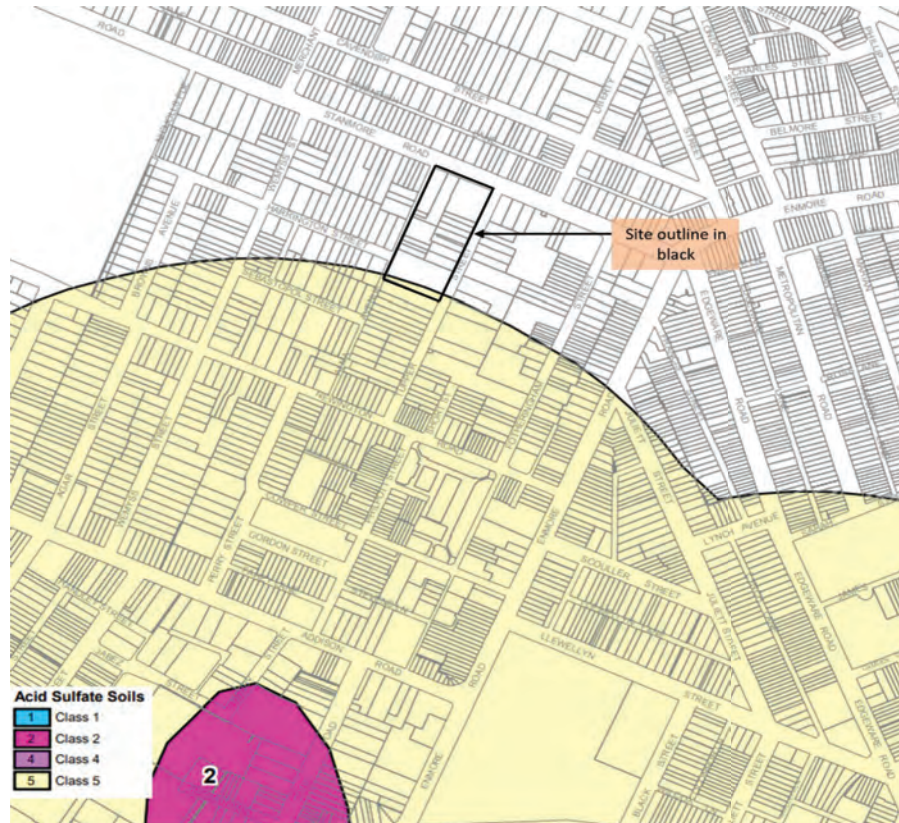


Figure 13: Acid Sulfate Soils Map extract (Source MLEP 2011)



### 3. Strategic Planning Context

#### 3.1. Greater Sydney Region Plan

The *Greater Sydney Region Plan* (Region Plan) outlines how Greater Sydney will manage growth and change in the context of social, economic and environmental matters. It sets the vision and strategy for Greater Sydney, to be implemented at a local level through District Plans.

The Region Plan replaces *A Plan for Growing Sydney* as the leading region plan for Greater Sydney.

The overriding vision for Greater Sydney in the Region Plan is to rebalance Sydney into a metropolis of 3 unique but connected cities, an Eastern Harbour City, the Western Parkland City and the Central River City with Greater Parramatta at its heart.

Historically, Greater Sydney's jobs and transport have been focused to the east, requiring many people to make long journeys to and from work and other services. The 3 cities vision allows opportunities and resources to be shared more equitably while enhancing the local character we value in our communities.

By integrating land use, transport links and infrastructure across the three cities, more people will have access within 30 minutes to jobs, schools, hospitals and services.

The Region Plan provides broad *Priorities and Actions* which focus on the following 4 key themes:

- *Infrastructure and collaboration*
- *Liveability*
- *Productivity*
- *Sustainability*

There are a number of objectives that are of particular relevance to the Proposal which are addressed in the following table:

Objective	Comment
<b>Infrastructure and Collaboration</b>	
01: Infrastructure supports the three cities	<ul style="list-style-type: none"> <li>• The Site is well located in relation to public transport, health and education infrastructure and retail and other services.</li> <li>• The proponent proposes to enter into a VPA with Council and has provided a letter of offer under separate cover outlining the proposed infrastructure contributions in association with the Planning Proposal.</li> </ul>
<b>Liveability</b>	
06: Services and infrastructure meet communities changing needs	<ul style="list-style-type: none"> <li>• The Cyprus Club will provide for community engagement programs which will enable education of the youth and provide for other programs which will benefit the community.</li> </ul>



Objective	Comment
<i>07: Communities are healthy, resilient and socially connected</i>	<ul style="list-style-type: none"> <li>The Site is located on Stanmore Road and within 550m of Stanmore Railway Station, the Enmore Theatre and the strip shopping centre on Enmore Road.</li> <li>The locality is well serviced by public transport and alternative means of transport such as riding and walking are actively encouraged.</li> <li>The concept scheme combines a new club premises with new commercial floor space and upper-level apartments along Stanmore Road.</li> <li>The provision of approximately 2142m<sup>2</sup> of publicly accessible open space will provides areas for the community to come together and be engaged which promotes social cohesion.</li> </ul>
<i>08: Greater Sydney's communities are culturally rich with diverse neighbourhoods</i>	<ul style="list-style-type: none"> <li>The Planning Proposal seeks to facilitate new and improved facilities for the Cyprus Club. The Regional Plan details that 4.4% of the Greater Sydney Area speak Greek (Cypriot) at home and the concept scheme will help foster this diversity.</li> <li>The co-location of residential and commercial uses also provides potential for a type of live/work lifestyle.</li> <li>The proposal will deliver a culturally rich precinct to create an enviable intergenerational precinct with significant community benefits and an outstanding legacy for the Cyprus Club.</li> </ul>
<i>010: Greater housing supply</i>	<ul style="list-style-type: none"> <li>The NSW Government has identified that 725,000 new homes will be needed to meet demand based on current population projections to 2036. The Eastern City will require 46,550 homes up to 2021 and 157,500 homes up to 2036</li> <li>The concept scheme will provide a supply of employment and dwellings in close proximity to an established centre within a highly accessible location in terms of public transport, services, and community facilities</li> </ul>
<i>011: Housing is more diverse and affordable</i>	<ul style="list-style-type: none"> <li>In providing a supply of apartments and townhouses of different typologies, the concept scheme under the Planning Proposal will add to the housing diversity to promote housing choice in the Stanmore area.</li> <li>Affordable housing is to be provided in accordance with Council's Affordable Housing Policy (May 2022), with the quantum of affordable housing provided to be negotiated having regard to the proposed provision of a crisis accommodation centre on the site and the value of other public benefit items included under a future VPA</li> </ul>
<i>012: Great places that bring people together</i>	<ul style="list-style-type: none"> <li>The concept scheme will enhance the public domain and provide through site connections as well as a mix of employment, community and residential uses that directly accords with the plan's ambition</li> </ul>





Objective	Comment
	<ul style="list-style-type: none"> <li>The concept scheme will attract people to the site and promote connectivity and a sense of place. The transition of the built form to surrounding areas enhances the design and integration with the surrounding land uses</li> <li>The mix of uses on Site will encourage interaction and provide for greater employment and services near residential accommodation</li> <li>The Site is in a highly accessible location and the provision of car parking will be cognisant of the proximity to public transport and surrounding services. Alternative forms of transport, car sharing, and electric vehicles will be encouraged</li> </ul>
<i>O13: Environmental heritage is identified, conserved and enhanced</i>	<ul style="list-style-type: none"> <li>The Site is nearby to multiple heritage items and a heritage conservation area</li> <li>The Heritage Report (Appendix E) has assessed the concept scheme and concluded that the proposal will have a limited and acceptable impact on the conservation area. Specifically, the arrangement of the buildings, the setbacks, change of heights and arrangement around a central court will provide the well-defined site with its own character. The buildings are also setback from their street frontages to allow landscaping to reinforce the street plantings. The blocks are well separated to provide through site links and a pocket park to the west.</li> </ul>
<b>Productivity</b>	
<i>O14: A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities</i>	<ul style="list-style-type: none"> <li>As part of the 30-minute city vision it is aimed that people will be able to access their nearest strategic centre and metropolitan centre in 30 minutes by public transport. The Site is currently able to access: <ul style="list-style-type: none"> <li>public transport options such as Stanmore Station</li> <li>major bus stops at Enmore Road and King Street</li> <li>local centres at Enmore Road</li> </ul> </li> </ul>
<b>Sustainability</b>	
<i>O30: Urban tree canopy cover is increased</i>	<ul style="list-style-type: none"> <li>The proposal incorporates 2,224m<sup>2</sup> of deep soil to allow for sufficient canopy tree growth</li> <li>A landscape plan at Appendix J shows canopy tree planting on Site</li> </ul>
<i>O31: Public open space is accessible, protected and enhanced</i>	<ul style="list-style-type: none"> <li>The provision of approximately 2142m<sup>2</sup> of public and communal open space improves the public domain and provide spaces for the community engagement as shown in Appendix F (PP608)</li> </ul>

Table 5: Assessment of the Proposal's consistency with the Region Plan

### 3.2. Eastern City District Plan

The *Eastern City District Plan* (District Plan) was prepared by the Greater Sydney Commission (GSC) in March 2018. It seeks to manage growth in the context of economic, social and environmental matters in the Eastern City District. It provides the district level framework to implement the goals and directions outlined in the Region Plan for the Eastern City District.



Table 6 summarises the key planning priorities of the *Eastern City District Plan* relevant to the proposal. The Gateway Determination requires specific consideration of Planning Priority E18 - Delivering high quality open space, which is addressed in the table.

Planning Priority	Comment
<b>Infrastructure and collaboration</b>	
<i>E1: Planning for a city supported by infrastructure</i>	<ul style="list-style-type: none"> <li>The site is well located in relation to public transport, health and education infrastructure and retail and other services.</li> <li>A letter of offer to enter into a VPA is provided and outlines the proposed infrastructure contributions in association with the Planning Proposal.</li> </ul>
<b>Liveability</b>	
<i>E3: Providing services and social infrastructure to meet people's changing needs</i>	<ul style="list-style-type: none"> <li>With the Cyprus Club at the core of the development the precinct will deliver community programs for residents to engage with</li> <li>The incorporation of approximately 2142m<sup>2</sup> publicly accessible open space will provide spaces for the community to connect and improve quality of life in the locality</li> </ul>
<i>E4: Fostering healthy, creative, culturally rich and socially connected communities</i>	<ul style="list-style-type: none"> <li>The concept scheme will deliver a safe and inclusive environment that provides activities in the public domain</li> <li>The concept scheme intends to create high quality living and recreational spaces for new residents, visitors, club patrons and neighbours</li> <li>The subject site is within walking distance of Stanmore Railway Station, numerous bus stops and Enmore strip shopping centre and promote public and alternative forms of transport</li> </ul>
<i>E5: Providing housing supply, choice and affordability with access to jobs, services and public transport</i>	<ul style="list-style-type: none"> <li>Inner West Council is required to provide an additional 5,900 dwellings between 2016-2021.</li> <li>The provision of up to 116 dwellings and approximately 1,600 - 2000m<sup>2</sup> of club area and 500-700m<sup>2</sup> of commercial space as part of a mixed-use development will cater for the additional population and provide additional employment opportunities in the short and long term</li> <li>The Site is currently underdeveloped, and the proposal represents an opportunity to provide a variety of housing and employment in a highly accessible area</li> </ul>
<i>E6: Creating and renewing great places and local centres, and respecting the District's heritage</i>	<ul style="list-style-type: none"> <li>The proposal provides a significant renewal opportunity for the Site and locality that has regard to and will not adversely impact on the locality's heritage values.</li> <li>The proposal will provide a centralised public plaza fronting Stanmore Road which extends south to create an open and active space for residents, workers and visitors</li> <li>The public plaza will enhance the streetscape and improve the amenity and aesthetics of Stanmore</li> </ul>





Planning Priority	Comment
	<p>Road by providing a high-quality public space for local residents</p> <ul style="list-style-type: none"> <li>The proposal will enhance the public domain with the new publicly accessible laneways and pedestrian routes through the site significantly improving permeability and safety for vehicles and pedestrians</li> <li>The proposal will also permit the reconstruction and widening of Alma Avenue, including the intersection with Alma Avenue and Stanmore Road, to improve vehicular circulation and safety</li> <li>The Site is within walking distance of Stanmore Railway Station, numerous bus stops and Enmore strip shopping centre</li> <li>The provision of the Cyprus Club and additional commercial premises will promote activity and social interaction for workers, occupants and surrounding residents</li> <li>The proposal provides a mix of residential and commercial uses along with the provision of a new Cyprus Club</li> <li>The facilities will support the neighbouring centres in Marrickville and Newtown</li> </ul>
<b>Productivity</b>	
<i>E13: Supporting growth of targeted industry sectors</i>	<ul style="list-style-type: none"> <li>The proposal retains and enhances employment opportunities in Marrickville and the Inner West</li> <li>The scheme incorporates new commercial floorspace and increases the Cyprus Club floor space</li> <li>The Cyprus Club currently employs 104 people (Contractors, full time and part time).</li> <li>Following redevelopment of the Cyprus Club, it is anticipated that existing jobs will be maintained and increased</li> <li>The increase of commercial floor space provides new opportunities for businesses to thrive in Enmore, Stanmore and Newtown whilst supporting the local community</li> </ul>
<b>Sustainability</b>	
<i>E17 Increasing urban tree canopy cover and delivering Green Grid connections</i>	<ul style="list-style-type: none"> <li>The proposal will enhance the public domain by providing significant trees around the periphery of the site to expand the urban tree canopy and make connections with the existing tree network</li> <li>The Arborists Report submitted with the application demonstrates that those trees of highest aesthetic significance in the Stanmore Road setback can be retained and protected and included in future landscaping works</li> <li>The proposal also includes new open spaces and through-site links to maximise public access and linkages to the surrounding area.</li> </ul>



Planning Priority	Comment
E18- Delivering high quality open space	<ul style="list-style-type: none"> <li>Key elements of the landscape scheme, as outlined in the Landscape Architectural Intent letter and Landscape Report at Appendix J and Appendix K, include: <ul style="list-style-type: none"> <li>maximise areas for soft landscaping and deep soil within the site, with the minimum of 15% achieved as per the ADG requirements</li> <li>a new square is proposed along the Stanmore Road frontage that will be publicly accessible and maintained as a 'public space'</li> <li>new through-links will facilitate walking and cycling connections through the site from the surrounding neighbourhood</li> <li>communal private open space will be provided within a central area between the new buildings and will connect to the new public square and site through-links</li> <li>Landscaping is further addressed at Section 6.3.3</li> </ul> </li> </ul>
E19 Reducing carbon emissions and managing energy, water and waste efficiently	<ul style="list-style-type: none"> <li>It is proposed to explore a number of sustainability measures through the future development of the site including: <ul style="list-style-type: none"> <li>BASIX Certification for the proposal will seek energy targets exceeding the minimum target of 25% and water targets exceeding the minimum target of 40%</li> <li>achieve an average of 7 star NatHERS thermal comfort rating across the residential development</li> <li>Building Code of Australia (BCA) Compliance with Section J Energy Efficiency, J1 (Building Fabric) only</li> <li>Green Star Design &amp; As Built v1.3 – Achieve a 5 Star rating (Australian Excellence)</li> <li>Green Star Communities v1.1 – Achieve a 5 Star rating (Australian Excellence)</li> <li>Maximise passive design strategies (ie, daylighting, cross-ventilation, adequate shading)</li> <li>Onsite renewable energy generation</li> <li>Provide community food garden to promote community engagement, providing residents</li> </ul> </li> </ul>



Planning Priority	Comment
	<ul style="list-style-type: none"> <li>with access to fresh food and promote biological diversity across the site.</li> <li>o Use of sustainable materials (recyclable, low maintenance, low embodied energy, low emission)</li> <li>o Adequate waste streams, waste storage area and waste education provided to the occupants to promote recycling.</li> <li>o Encourage active transport by providing end of trip facilities to the occupants.</li> <li>o Promote the use of low emission vehicles by providing electric vehicle charging and dedicated parking for small car.</li> <li>o Provision of education and engagement programs to educate occupants on sustainability initiatives in the community.</li> <li>o Provision of community led facility and program on site to encourage active participation from the communities.</li> <li>• The provision of employment better matched to the local populace will encourage more local trips and jobs close to home. This will result in a reduction in car use and increased likelihood of walking</li> <li>• Sustainability measures and building performance standards will be included in the future site-specific DCP</li> </ul>

Table 6: Consideration of key planning priorities of the Eastern City District Plan

### 3.3. Inner West Local Strategic Planning Statement

The Inner West Local Strategic Planning Statement (LSPS) was finalised and published on the NSW Planning Portal in March 2020. The LSPS is a 20-year plan which sets out Council's land use vision and planning priorities for the LGA.

The proposal is consistent with the priorities outlined in the LSPS. The Gateway Determination requires the statement addressing consistency with Priorities 6 and 7 in the LSPS to be updated to reflect the Planning Proposal. It also requires the specific consideration of Priorities 1, 3, 8, 9 and 11.

Planning Priority	Comment
<b>An Ecologically Sustainable Inner West</b>	
<i>P1- Adapt to climate change</i>	<ul style="list-style-type: none"> <li>• The proposal incorporates sufficient deep soil zones to accommodate an appropriate densification of canopy tree cover which will mitigate the urban heat island effect</li> <li>• The future development will incorporate a range of sustainability initiatives as noted in Section 3.2 above</li> </ul>
<i>P2 - Inner West is a zero emissions community</i>	<ul style="list-style-type: none"> <li>• At the development application stage, the proposal will be designed with in accordance with ESD principles to minimises impact on greenhouse emissions</li> </ul>



Planning Priority	Comment
<i>P3 - A diverse and increasing urban forest that connects habitats of flora and fauna</i>	<ul style="list-style-type: none"> <li>The proposal incorporates 2,224m<sup>2</sup> of deep soil planting and landscaping throughout the precinct</li> <li>The proposal achieves the canopy targets set out under 2.20 Inner West Council Tree Management DCP, specifically requiring: <ul style="list-style-type: none"> <li>15% canopy cover for the B4 zone</li> <li>40% canopy cover for the R1 zone</li> </ul> </li> <li>The deep soil will support large canopy trees and other flora species and provide habitat for future fauna</li> <li>Major existing canopy trees are retained in the proposal to provide habitat for existing fauna</li> </ul>
<i>P4- Inner West is a water sensitive city with clean waterways</i>	<ul style="list-style-type: none"> <li>The proposal and its future development will incorporate sustainable water management practices at development application stage. These are outlined in Section 3.2, Table 6 and Appendix I.</li> <li>Stormwater and runoff will be addressed through appropriate sediment control plans and stormwater plans at DA stage</li> </ul>
<i>P5 - Inner West is a zero waste community</i>	<ul style="list-style-type: none"> <li>The future site specific DCP will incorporate controls pertaining to waste management</li> <li>Key waste initiatives involve <ul style="list-style-type: none"> <li>Use of sustainable materials (recyclable, low maintenance, low embodied energy, low emission)</li> <li>Adequate waste streams, waste storage area and waste education provided to the occupants to promote recycling.</li> </ul> </li> </ul>
Unique, liveable, networked neighbourhoods	
<i>P6 - Plan for high quality, accessible and sustainable housing growth in appropriate locations integrated with infrastructure provision and with respect for place, local character and heritage significance</i>	<ul style="list-style-type: none"> <li>The proposal incorporates a diverse mix of housing typologies in an area well serviced by public transport and other services</li> <li>The concept scheme has been designed to have regard of the heritage character of nearby areas and the heritage report submitted with the Planning Proposal concludes it will have no adverse impacts on the adjacent heritage conservation area</li> </ul>
<i>P7 - Provide for a rich diversity of functional, safe and enjoyable urban spaces connected with and enhanced by their surroundings</i>	<ul style="list-style-type: none"> <li>The proposal delivers approximately 2142m<sup>2</sup> of publicly accessible open space with improved accessibility and connections to the surrounding area by way of through-site links</li> <li>The provision of this open space along with the developed Cyprus Club and new retail spaces will provide a new destination for residents or surrounding areas</li> </ul>
Sustainable Transport	
<i>P8 - Provide improved and accessible sustainable transport infrastructure</i>	<ul style="list-style-type: none"> <li>The site is well located in relation to rail and bus services</li> <li>The site specific DCP will incorporate parking rates reflective of the site's uses and location with the intention to reduce demand for private cars and support sustainable modes of transportation.</li> </ul>



Planning Priority	Comment
	<ul style="list-style-type: none"> <li>The concept scheme includes through-site links to promote walkability and connectivity with surrounding areas</li> </ul>
<b>Creative Communities and a Strong Economy</b>	
<i>P9 - A thriving local economy</i>	<ul style="list-style-type: none"> <li>The proposal incorporates an increase of commercial and registered club GFA to support the expansion of the Cyprus Club and provide for commercial and retail uses to strength the local economy</li> <li>Approximately 1,600 - 2000m<sup>2</sup> of club area and 500-700m<sup>2</sup> of commercial space is proposed as part of the mixed-use development., subject to detailed design at DA stage</li> <li>A site-specific clause is proposed requiring a minimum of 1,500m<sup>2</sup> of club and commercial floor space within the B4 zone on the Site</li> <li>The proposed GFA will cater to the additional population and provide additional employment opportunities in the short and long term</li> <li>These club, commercial and retail uses plus new residents on the Site will contribute positively to the local economy</li> </ul>
<b>Caring, happy, healthy communities</b>	
<i>P-10 - Recognise and sustain Aboriginal and Torres Strait Islander cultures and histories</i>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
<i>P11 - Provide accessible facilities and spaces that support active, healthy communities</i>	<ul style="list-style-type: none"> <li>The proponent proposes to enter into a VPA with Council to provide a range of public benefits in support of the proposal to support a healthy and connected community</li> <li>Refer to drawing PP 405 of Appendix F and Appendix M which outlines the following proposed public benefits: <ul style="list-style-type: none"> <li>approximately 5m road widening and associated works along Alma Avenue</li> <li>public open space adjoining Alma Avenue</li> <li>public open space adjoining Stanmore Road</li> <li>public civil plaza adjoining Stanmore Road</li> <li>pedestrian strip connecting Tupper Street and Alma Avenue for site permeability</li> <li>pedestrian through site link from Stanmore Road, Alma Street and Tupper Street</li> <li>share way and though site link between Alma Street and Tupper Street</li> <li>Provision for affordable housing or crisis accommodation centre</li> </ul> </li> <li>The Cyprus Club will deliver public programs as a not-for-profit club that will support an active and engaged community</li> </ul>
<b>Progressive Local Leadership</b>	
<i>P12 - Inner West involves and listens to the community</i>	<ul style="list-style-type: none"> <li>The proposal is consistent with the priorities as it will go through the public exhibition process</li> </ul>
<i>P13 - Develop diverse and strong stakeholder relationships through</i>	<ul style="list-style-type: none"> <li>N/A</li> </ul>



Planning Priority	Comment
collaboration with government, community and business to deliver positive planning outcomes and realise the benefits of growth	
P14 - Deliver visionary long term planning and responsible Decision making reflective of our Community Strategic Plan	<ul style="list-style-type: none"> <li>The proposal has gone through the planning process to receive gateway approval</li> <li>The scheme will deliver the long-term objectives of Council to provide housing and a connected community hub</li> </ul>

Table 7: Consistency with LSPS Priorities

### 3.4. Our Inner West 2036 Community Strategic Plan

Our Inner West 2036 Community Strategic Plan (Community Strategic Plan) outlines the Council's vision and priorities for the LGA. The Community Strategic Plan has a broader focus than the LSPS as it addresses long term social, environmental and economic goals for the community that have been developed following extensive community consultation and engagement.

The Plan seeks to establish a framework to measure the area's progress towards this vision through the implementation of 5 strategic directions. The proposal is consistent with the Plan, including the following relevant Strategic Directions:

- Strategic direction 2: Unique, liveable, networked neighbourhoods* – the proposal incorporates high quality design and landscape surrounds for new residential buildings and club and commercial premises and public domain areas on a site well located relative to public transport use and other services
- Strategic direction 3: Creative communities and a strong economy* – the proposal incorporates approximately 1,600 - 2000m<sup>2</sup> of club area and 500-700m<sup>2</sup> of commercial space to support the expansion of the Cyprus Club and provide for commercial and retail uses and will result in significant job creation. Following redevelopment of the Cyprus Club, it is anticipated that existing jobs will be maintained and increased
- Strategic direction 4: Caring, happy, healthy communities* – the proposal facilitates the retention and ongoing operation of the Cyprus Club which will enhance and augment the social and recreational opportunities available to members and visitors and to improve the amenity of the neighbourhood in accommodating the new club premises and ancillary features

### 3.5. Inner West Housing Strategy

The *Our Inner West Housing Strategy* was adopted by Council on 3<sup>rd</sup> March 2020. It establishes Inner West Council's housing priorities and aspirations for housing in the LGA over the next 20 years.

The proposal is consistent with the principles of the Strategy as outlined in the table below:

Planning principle	Comment
Principle 1: Ensure the cultural, historical and spiritual significance of landscapes, sites, waterways, customs and traditions that	<ul style="list-style-type: none"> <li>N/A</li> </ul>





Planning principle	Comment
Aboriginal communities wish to conserve are protected and maintained when planning for housing development	
Principle 2: Accommodate housing growth through a range of sensitive infill compatible with heritage values and local character – enabling areas to evolve with respect	<ul style="list-style-type: none"> <li>The proposal incorporates a range of housing typologies to support the housing growth of the Inner West</li> <li>The design of the building will reflect the surrounding heritage character and provide a compatible built form through reduced building heights and FSR</li> <li>The proposal enables an underutilised site, including a large exposed carparking area to evolve and adapt to future growth in the Inner West</li> <li>A future specific DCP will cater to the surrounding character through appropriate controls</li> </ul>
Principle 3: Provide for a diverse mix of housing typologies, sizes and tenures that cater to the needs of people at all stages of their lives	<ul style="list-style-type: none"> <li>The proposal will provide a mix of apartments and dwellings of varying sizes which will promote housing diversity and choice</li> <li>The range of housing typologies will support a diverse range of housing options to cater differing age demographic of the Inner West</li> </ul>
Principle 4: Start to close the affordability gap between housing need and supply for very low, low-income and moderate-income households	<ul style="list-style-type: none"> <li>The provision of a mix of housing typologies promotes housing diversity to support address the need of affordable housing</li> <li>Affordable housing will be provided in accordance with the <i>Inner West Council Affordable Housing Policy May 2022</i> as outlined in Appendix M</li> </ul>
Principle 5: Locate the majority of new housing opportunities in areas that are within a 10-minute walk of centres, transport and services, supporting their vibrancy and aligning with infrastructure provision and growth.	<ul style="list-style-type: none"> <li>The Site is located within 10 minutes of local centres and rail and bus transport services.</li> </ul>
Principle 6: Design quality housing and surrounding public spaces to maximise amenity, safety and security for residents and provide a positive contribution to its neighbourhood.	<ul style="list-style-type: none"> <li>The proposal will incorporate high quality design of new residential buildings and club and commercial premises and public domain areas on a site well located relative to public transport use and other services</li> <li>The publicly accessible open space improves amenity for residents in a safe and secure manner whilst improving the neighbourhood's amenity through the provision of a public plaza and park</li> </ul>
Principle 7: Homes are designed to be ecologically sustainable, supporting Council's aim of zero net carbon emissions by 2050,	<ul style="list-style-type: none"> <li>The scheme will incorporate a range of ESD initiatives as outlined in Section 3.2</li> </ul>



Planning principle	Comment
improved water sensitivity, increasing biodiversity and zero waste.	

Table 8: Housing priority analysis Inner West Housing Strategy (2020)

### 3.6. Inner West Recreational Needs Study – A Healthier Inner West (2018)

The *Inner West Recreational Needs Study – A Healthier Inner West 2018* was endorsed by Inner West Council in 2018. The study highlighted that participation in recreation brings significant health and social benefits to individuals, including mental health benefits and improved development outcomes for children and young people.

The study also identified that recreation provides benefits at the community level, supporting community cohesion, community development and public health benefits. The study includes 6 key themes to improving the community's health of the Inner West, which are addressed in the table below:

Themes	Comment
Theme 1: Address EXISTING gaps in open space and recreation facilities	<ul style="list-style-type: none"> <li>The proposal increases open space within the area through the provision of approximately 2142m<sup>2</sup> of new publicly accessible open space that will contribute to open space provision across the LGA</li> <li>The proposal will provide 450m<sup>2</sup> for a public civic square - "Plateia" which intrinsically will have social interaction recreational facilities and cater for cultural community norms.</li> <li>Through site links are provided for permeability and community benefit. Shared public open space is provided behind the club.</li> </ul>
Theme 2: Plan for FUTURE demand for open space and recreation facilities	
Theme 3: Increase capacity of existing recreation facilities	<ul style="list-style-type: none"> <li>The scheme does not involve the provision of additional recreation facilities.</li> <li>It includes an integrated public open space network which incorporates thoroughfares and civil plazas to engage the community with the space</li> <li>The proposed public plaza has capacity for a small sculptural play space will provide a fun play element and further activate the space</li> </ul>
Theme 4: STREETS and laneways for walking, running, cycling and play	<ul style="list-style-type: none"> <li>The proposal improves pedestrian permeability through the provision of site links</li> <li>The provision of the public open space as a public plaza and park promotes social cohesion and connectivity throughout the Site and with the broader locality</li> </ul>
Theme 5: Inclusion and SHARING	<ul style="list-style-type: none"> <li>The proposal seeks to establish a vibrant, active public space and to maximise public access via new site through-links and optimises social interaction</li> </ul>



Themes	Comment
Theme 6: Connections with NATURE	<ul style="list-style-type: none"> <li>The proposal involves the retention of existing trees on the site and significant increase in deep soil planting to increase the opportunity for large amounts of canopy tree planting on the site</li> <li>The increased planting delivers a cooler urban environment and promotes natural habitat for flora and fauna</li> </ul>

Table 9: Analysis of Inner West Recreational needs study – A healthier Inner West 2018

### 3.7. Inner West Recreation Strategy and Action Plan

The *Inner West Recreation Strategy and Action Plan* was endorsed by Council in 2018

Three main themes were developed to support this strategy, based around a central objective of encouraging, promoting and providing for recreation experiences. These are considered in the table below:

Theme	Comment
1. An active Inner West - activating + enabling a healthy caring and connected Inner West	<ul style="list-style-type: none"> <li>The proposal involves the retention of an upgraded Cyprus Club on the Site and new open space areas and through-site linkages.</li> </ul>
2. Active lives - promoting and facilitating opportunities and developing partnerships for a diverse range of indoor and outdoor recreation experiences	<ul style="list-style-type: none"> <li>The Cyprus Club operates to provide social and recreational space for members and guests. The Club includes a café, bistro, restaurant, bar, gaming rooms and function rooms. The club also provides a venue for dance classes, bingo and regular lectures and community information sessions. There are also regular events and cultural celebrations open to the public</li> </ul>
3. Active neighbourhoods - promoting social connections and providing a diverse range of opportunities for recreation, leisure and neighbourhood cohesion	<ul style="list-style-type: none"> <li>As part of the VPA offer, the Club also proposes to commit to annual funding for a range of community groups, programs and events</li> <li>The provision of the public open space as a public plaza and park promotes social cohesion and connectivity throughout the Site and with the broader locality</li> </ul>

Table 10: Analysis of themes under the Inner West Recreation Strategy and Action Plan

### 3.8. Inner West Employment and Retail Lands Strategy (2020)

The *Inner West Employment and Retail Lands Strategy (ERLS)* provides a strategic approach for the management of land to maximise productivity, facilitate job growth and contribute to the prosperity of the Inner West Local Government Area.

The existing club generates a range of different employment opportunities. Approximately 104 jobs are provided by the existing Cyprus Club. The breakdown of existing employment provided by the Cyprus Club is:

- Lower Ground Floor. Total 13 jobs:
  - Café staff
  - Sports bar staff



- Security
- Cleaners and maintenance workers
- First Floor. Total 30 jobs:
  - Bistro Staff
  - Musicians and entertainers
  - Cleaners and maintenance workers
  - Bar Staff
  - Security
- Top Floor. Total 48 jobs:
  - Greek school teachers
  - Dancing teachers
  - Bar and function room staff
  - Cleaners and maintenance workers
  - Function operators
- External employment opportunities on the Site. Total 13 jobs:
  - Doctors and nurses for covid testing
  - Traffic controllers
  - Garden maintenance
  - Cleaners and maintenance workers
  - Security
  - Waste removal

Following redevelopment of the Cyprus Club, it's anticipated that existing jobs will be maintained and increased. This will maintain and increase economic activity on the Site.

This Planning Proposal consistent with ERLS. An analysis is provided in Table 11.

Strategy	Comment
<b>1. Centres are distinctive and productive</b>	
<i>Strategy 1.3: Develop quality public domain space that can support business and cultural activity</i>	<ul style="list-style-type: none"> <li>• The proposal provides for a public civil plaza that supports ground floor commercial trade</li> <li>• The public domain will be of high quality that supports the cultural activities of the Cyprus Club to realise the 'Platia' vision for the Site</li> <li>• Extensive deep soil and canopy trees will line the public domain creating a safe and engaging space</li> </ul>
<i>Strategy 1.4: Encourage the use of the public domain to support centre vibrancy</i>	<ul style="list-style-type: none"> <li>• The vision is for the public domain to deliver an engaging public realm which will support the economic viability of the Cyprus Club and future commercial premises</li> </ul>
<i>Strategy 1.8: Support a vibrant night-time economy</i>	<ul style="list-style-type: none"> <li>• The redevelopment of the Cyprus Club revitalises an existing registered club, to improve its economic viability, which in turn supports the night-time economy</li> </ul>
<b>2. Industrial and urban services lands are protected and managed</b>	
<i>Strategy 2.3: Retain a diversity of industrial land, urban services land and employment generating uses.</i>	<ul style="list-style-type: none"> <li>• The Site not used for industrial purposes and the proposal has no impact on industrial lands</li> <li>• The proposal includes a new B4 Zone that will incorporate commercial floor space and facilitate employment growth.</li> </ul>



Strategy	Comment
<b>3. Space for business are suitable and available</b>	
<i>Strategy 3.2: Strengthen employment role in mixed use development</i>	<ul style="list-style-type: none"> <li>The proposal includes a new B4 Zone that will incorporate commercial floor space and facilitate employment growth.</li> </ul>
<i>Strategy 3.4: Support innovation, culture and creative industries</i>	<ul style="list-style-type: none"> <li>The Site plays a historic role in the Inner West through supporting the Cypriot community since 1900's</li> <li>The redevelopment strengthens the cultural hub the Cyprus Club seeks to implement. This is achieved through: <ul style="list-style-type: none"> <li>Providing cultural events in the civil plaza</li> <li>Supporting the Cyprus Club (registered club)</li> <li>Delivering an engaging public domain</li> </ul> </li> </ul>

Table 11: ERLS Analysis

### 3.9. An Integrated Transport Strategy for Inner West (2020)

An *Integrated Transport Strategy for Inner West (ITS)* sets out the strategic goals and opportunity's for aligning the Inner West LGA's transport needs for the future. This Planning Proposal is consistent with the strategic vision of the ITS, specifically Council's key actions of integrated land use planning:

- The Planning Proposal provides compatible land uses that are supported by transport infrastructure
- The Planning Proposal makes provisions for appropriate LEP and DCP controls that promote permeability, improve site connection and minimise traffic impacts through supporting sustainable travel modes
- The scheme provides for an appropriate mix of residential development, underpinned by employment opportunities supported by a transport network

### 3.10. Inner West Council Affordable Housing Policy

The *Inner West Council Affordable Housing Policy May 2022* aims at ensuring affordable housing is provided in applicable development in the Inner West LGA. The Policy provides for a 15% Affordable Housing Contribution within new release areas, brownfield and infill sites, and major private and public redevelopments. This is to be provided in a mix of housing typologies.

The Policy applies to land that is subject to rezoning or amendment to planning controls that provide for increased density specifically, proposed developments comprised of 20 or more dwellings or that have a GFA-of 1,700m<sup>2</sup> or greater.

The Cyprus Club Planning Proposal will deliver Affordable housing in accordance with the *Inner West Council Affordable Housing Policy May 2022*, with the quantum of affordable housing provided to be negotiated having regard to the proposed provision of a crisis accommodation centre on the site and the value of other public benefit items included under a future VPA. A letter of offer has been provided at Appendix M.



## 4. Existing Planning Controls

The MLEP 2011 sets out the legislative framework for land use and development in the Inner West LGA through the application of land use zones and development controls. This Planning Proposal seeks to amend the land use zones, maximum building height and FSR controls that currently apply to the Site by way of an amendment to the MLEP 2011.

The relevant land use zones and development controls that currently apply to the site are outlined in Section 4.1 to Section 4.3. The proposed amendments that are sought as part of the Planning Proposal are described in Section 6.

### 4.1. Land Use Zones

The site currently comprises the following land use zones under the MLEP 2011:

- SP2 Infrastructure – Local Road and Electricity Supply
- Zone R2 Low Density Residential - land comprises of detached residential dwellings
- RE2 Private Recreation - land comprises Cyprus Club development and parking

The current land use zones are shown in Figure 14. Proposed changes to the zoning map are outlined in Section 6.

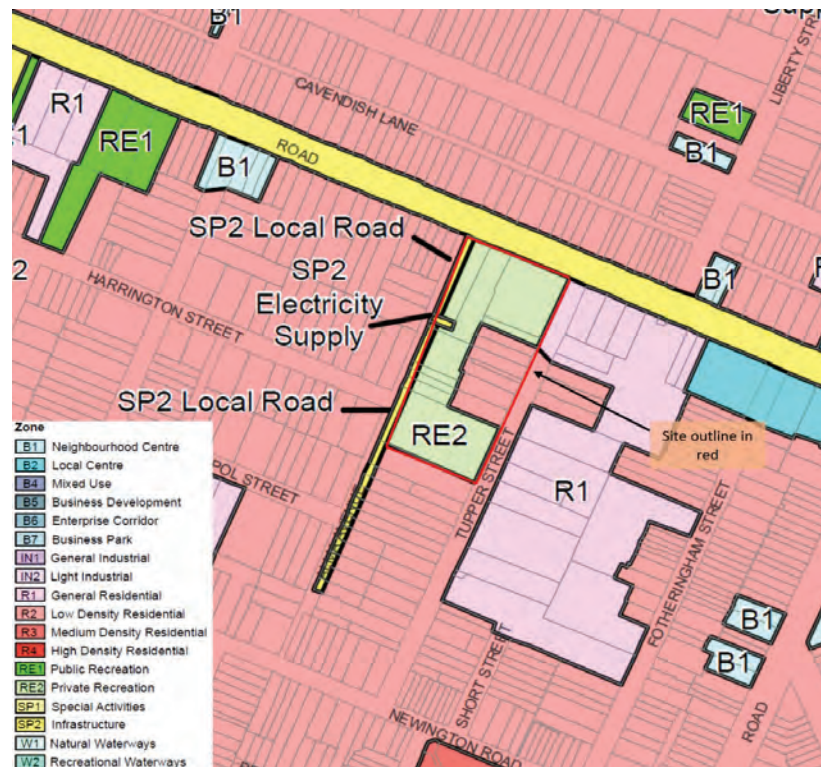


Figure 14: Zoning extract (Source: MLEP 2011)





## 4.2. Height of Buildings

A maximum height of 14m for part of the site in Zone RE2 and 9.5m for part of the Site in Zone R2 applies. Refer to Figure 15. Proposed changes to maximum building heights are outlined in Section 6.



Figure 15: Maximum height of building extract (Source: MLEP 2011)

## 4.3. Floor Space Ratio

The maximum FSR permissible on the site is 0.6:1. Refer to Figure 16. Proposed changes to FSRs are outlined in Section 6.



Figure 16: Maximum FSR extract (Source: MLEP 2011)

#### 4.4. Development on land intended to be acquired for public purposes

The site is shown on the Land Reservation Acquisition Map. The site fronting Alma Avenue is Zone SP2 Infrastructure and marked “Local Road” as shown in Figure 17.

The Planning Proposal does not seek to amend the Land Reservation Acquisition Map. However, it does make provision for Alma Avenue to be widened as outlined in Appendix M.



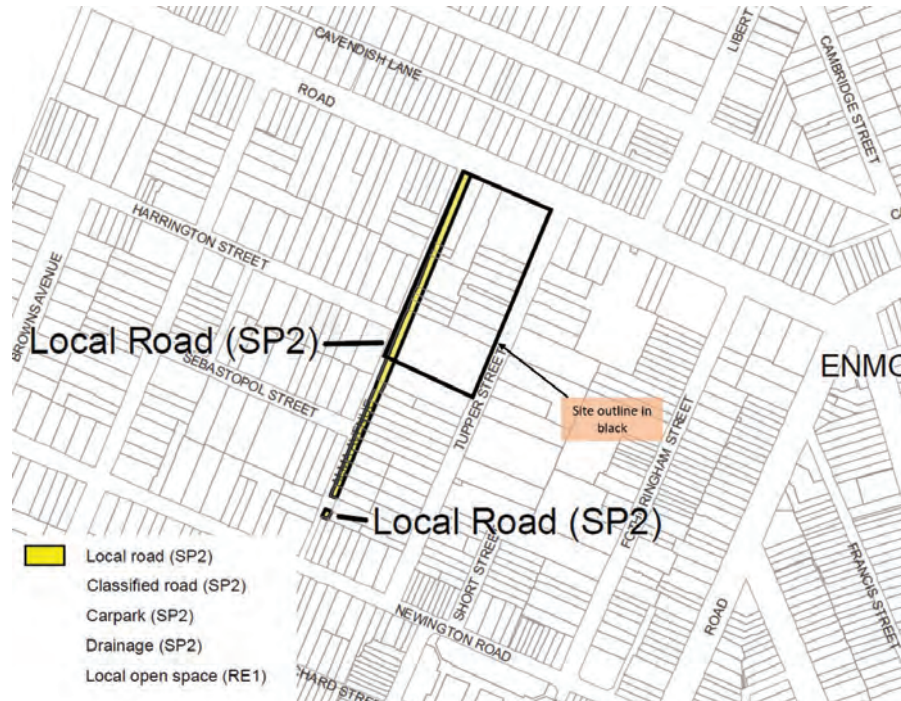


Figure 17: Land Reservation Acquisition Map (Source: MLEP 2011)

#### 4.5. Draft Inner West Local Environmental Plan 2020

The draft *Inner West Local Environmental Plan 2020* (IWLEP 2020) intends to repeal the 3 environmental planning instruments across the LGA to create 1 consolidated EPI, being:

- *Ashfield Local Environmental Plan 2013*
- *Leichhardt Local Environmental Plan 2013*
- *Marrickville Local Environmental Plan 2011*

In June 2020, Council submitted the endorsed draft IWLEP 2020 to the Department of Planning and Environment for finalisation. The draft IWLEP 2020 is currently with the DPE awaiting finalisation. The IWLEP 2020 does not propose to change the existing planning controls applying to the site under MLEP 2011.

If the draft IWLEP 2020 is gazetted before the Planning Proposal amends the MLEP 2011, the proposed amendments will transfer to the new EPI clauses and relevant maps.



## 5. Revisions to Development Concept

As outlined in the Executive Summary (pages 11-14), the Planning Proposal includes a revised concept design in response to the Gateway conditions (refer Section 1.2 Table 4), including an overall reduction in height and FSR. This Part 5 of the Planning Proposal is included to be read in conjunction with Part 6 Planning Proposal, 6.1.2 - Intended Outcomes. The key revisions to the scheme include:

### Subdivision and Land Tenure

- The original planning proposal envisaged the subdivision of the Site into 3 lots for potential divestment by the Club.
- Under the revised planning proposal, the Cyprus Club advises the Site will not be subdivided and the whole of the land will remain in the Club's ownership.
- This allows for a more flexible approach to the design and siting strategies and results in increased communal and publicly accessible open space, landscaping, and deep soil areas.

### Vehicular Access and Movement

- The proposed new laneway between Alma Street and Tupper Street adjacent to the Club is now accessible to pedestrians only, rather a public laneway than accommodating vehicle access.
- Access to Site A, containing the Club, commercial/retail and residential uses, is from Tupper Street via a basement ramp which accommodates delivery vehicles servicing the Club.
- Provision is made for a loading dock and waste management, which was not present in the original proposal.
- This arrangement reduces the amount of hard surface and road space, increases landscaped area, publicly accessible open space and improves connectivity to Stanmore Road.
- Access to Sites B & C, containing residential uses, is located on Alma Avenue.
- This arrangement distributes traffic concentrations and reduces the distance vehicles travels down Alma Avenue and Tupper Street, minimising adverse traffic impacts. (Note: in the original proposal, access to Site B parking was from the through site link 100 m further to the south.)
- The lane way extending Harrington Street to Tupper Street is now a landscaped and paved share-way consistent with Council's suggestions.
- It is proposed to install No Stopping/No Parking restrictions along the western side of Tupper Street, in between Stanmore Road and the proposed new site access driveway, in order to improve traffic flow.
- The revised proposal also details how road widening of Alma Avenue is proposed with footpaths on both sides of the road and a two-way road as endorsed by the traffic consultant.

### New Publicly Accessible Open Space (Urban Pocket Park) – Addressing Alma Avenue

- The revised proposal includes a new publicly accessible open space, or urban pocket park, addressing Alma Street.
- The centrepiece of the pocket park will be a large existing tree (not previously proposed to be retained) and confirmed by the arborist consultant as worthy of retention.
- The Park will have cafés and restaurants opening onto it, allowing patrons to supervise children in a children's playground or from public seating and gardens in the park



- The space will be a quiet haven, separated from Stanmore Road by the Club building on Site A
- It will be publicly accessible and available to residents, providing passive surveillance.
- The pocket park retains the significant *Ulmus Parviflora*. Feature planting of a deciduous *Jacarandas* and evergreen columnar trees and native palms will provide separation and screening to the new residential buildings.

#### New Plaza and Communal Open Space

- The previously proposed plaza between the buildings addressing Stanmore Road has been relocated to directly address Stanmore Road.
- This previously proposed Central Plaza was overshadowed during significant parts of the day, and wind effects consultants have indicated it may at certain times concentrate and tunnel wind between the buildings.
- The new publicly accessible plaza “The Plateia” will be used for outdoor dining and will provide a much-needed north facing urban space in the local area.
- Rooftop communal open space in the original proposal was identified as a concern by DPE due to it being adversely affected by aircraft noise and difficult to access. This communal open space has been relocated to ground level addressing Alma Avenue and adjacent to the pocket park, where it receives good solar access and is better shielded from aircraft noise.
- Communal open space between the buildings parallel to Alma Street and Tupper Street is relatively level, designed to be universally accessible.
- This communal area will have a minimum of 1 m soil depth above basement structures, allowing for the growth of substantial landscape.

#### Design Responds to Topography

- The site has substantial cross fall both across and along the length of the site.
- There is a 3 to 3.5m difference in level between Alma Street and Tupper Street.
- There is an approx. 11.5m fall from north to south along Alma Street and Tupper Street.
- The revised proposal now follows the slope of the land more closely.

#### Buildings on Site A

- The building form on Site A delivers a mixed-use building which supports the redevelopment of the existing Cyprus Club, commercial premises and residential apartments above.
- The built form has been reduced from the previous scheme fronting Stanmore Road to provide a more compatible built element with the opposite heritage conservation area.
- The built form provides for 6 storeys with an upper two storey level setback. The lower 3 levels present a compatible built element with the adjoining heritage structures as shown in the north elevation of Appendix F (PP413) and Appendix G (PP101).
- The increased setbacks along Stanmore Road provide the opportunity for canopy trees and street plantings to soften the built form from the street.
- The lower-level setbacks of 4.5 metres and upper level setbacks of 7.5 metres reduce the bulk and scale of building A
- The proposed development on Site A is consistent with the B4 zone objectives as it:
  - Provides for compatible land uses which support the economic growth and existing and future residential needs on a site with good access to public transport and services which will encourage walking and cycling
  - Includes a sites-specific provision setting a minimum 1,500 m<sup>2</sup> GFA for Registered Club and Commercial Premises purposes
  - adaptively revitalises the Cyprus Club registered club supported by public transport



- provides active and passive spaces for the community to engage with
- promotes housing for the LGA
- provides a reduction in the current number of on-site Club parking spaces which achieves an appropriate balance between the Club's operational requirements and the parking rates set out in MDCP 2011

## Building Bulk on Site B

- The building form, scale and bulk of residential buildings on Site B have been significantly reduced. As indicated in the Section Diagrams PP102 (Appendix G), relative to the original proposal, over one storey along Alma Avenue has been removed, while a storey has also been removed from the upper level of the southern end of the Tupper Street building as it transitions down the slope from Stanmore Road.
- The Maximum Building Heights (MBH) have reduced for Building C from 23m to 21m and Building D from 20 m to 17 m, and both allow for lift overruns to be contained within the MBH.
- Site B now contains approximately 78 residential units while the original scheme envisaged 98 units. This has resulted in an approximately 25% reduction in the number of dwellings on Site B.
- The proposed FSR on Site A & B combined has been reduced from 1.80:1 to 1.75:1 and the indicative concept plan shows Site B's FSR of 1.64:1.
- The proposed development on Site B is consistent with the R1 Zone objectives as:
  - it provides for housing for the growing population of the Inner West LGA
  - incorporates a range of apartment typologies to provide for variety of housing choices which caters to different demographic needs
  - it is located immediately adjacent to a B4 Mixed Use zone incorporating club and commercial uses, including retail, and is has good access to other services that will serve the day to day needs of new residents
  - incorporates a range of active and passive spaces for residents to use supported by green infrastructure
- The reduction in the number of dwellings and more variety in unit types increases flexibility in design and simplifies meeting targets set out in the Apartment Design Guidelines (ADG) with respect to solar access and cross ventilation.
- The original scheme was more heavily weighted towards one- and two-bedroom units with 40% one bed, 59% two bed and 1% three bed units. The revised scheme proposes a mix of unit types meeting the targets set out in the ADG - 4K.
- Average apartment size is now approximately 95 m<sup>2</sup> rather than 75 m<sup>2</sup> in the original scheme.
- Residential apartments also include a higher percentage of flow through apartments and dual aspect apartments consistent with ADG - 4A, 4D and 4K.
- Building forms are further set back from the south, and the through site link facilitates a more gradual transition to the lower density area to the south.
- In this way, building forms have been sited to take advantage of the fall of the site to provide height transitions that follow the topography.

## Town Houses on Site C

- Townhouses which are 2- and part 3-storey are proposed on Site C, which had previously contained a residential flat building.
- The Terrace housing proposed on Site C has a MBH of 11 m is a reduction to the current MLEP 2011 MBH of 14 m, as the height of the proposal transitions from Stanmore Road, following the slope of the land.





- These townhouses will provide a more appropriate interface between the more compact residential apartment development on Site B and the traditional lower density residential areas to the south.
- Four of the 10 town houses address Alma Avenue and Tupper Street. This more traditional approach is more appropriate to the existing urban context.
- The upper levels of the town houses contain bedrooms reducing overlooking into the adjacent apartment building to the south.
- The car park entrance and associated driveway have been removed from Tupper Street, reducing the number of kerb crossings and vehicle entry points.
- The townhouse parking is now accessed from the main carpark on Site B resulting in an increase the amount of landscaped area and reduced vehicle movements deep into the Site.
- The different housing typologies provided increase housing choice on a site with good access to public open space, transport, retail and other services, which is consistent with the R1 zone objectives

#### Meeting ADG Targets

- The revised proposal is for approximately 106 apartments and 10 town houses. The previous scheme envisaged 160 residential units. This represents a 30% reduction in dwelling numbers.
- The revised proposal is for building forms capable of meeting the solar access and cross ventilation targets set out in the ADG. Compared with the original scheme, the proposed reduction in the number of dwellings has assisted in this regard.



## 6. The Planning Proposal

The Planning Proposal has been prepared in accordance with Section 3.33(2) of the EP&A Act which outlines the required contents of a Planning Proposal. Accordingly, this Planning Proposal includes:

- a description of the site and the surrounding locality (refer Section 2)
- a statement of the objectives or intended outcomes of the proposed instrument (refer Section 6.1)
- an explanation of the provisions that are to be included in the proposed instrument (refer Section 6.2)
- the justification for those objectives, outcomes and provisions and the process for their implementation, including whether the proposed instrument will give effect to the local strategic planning statement of the council of the area and will comply with relevant directions under section 9.1 of the EP&A Act (refer Section 6.3)
- maps to be adopted by the proposed instrument (refer Section 6.4 )
- details of the community consultation that is to be undertaken before consideration is given to the making of the proposed instrument (refer Section 6.5)
- details on the proposed project timeframe for the completion of the Planning Proposal (refer Section 6.6).

The Planning Proposal has also been prepared in accordance with DPE's *A Guide to Preparing Local Environmental Plans* (2018) and *A Guide to Preparing Planning Proposals* (2018).

### 6.1. Part 1: Objectives and Intended Outcomes

#### 6.1.1. Objectives

The objectives of the Planning Proposal are unchanged and include:

- i. Assist with meeting strategic development outcomes for high quality infill development in the established urban area of Stanmore;
- ii. Deliver a redevelopment scheme that facilitates and supports a vibrant range of integrated land uses and quality landscaped spaces;
- iii. Contribute to new dwelling and employment targets set by State, Regional and Local Strategies;
- iv. Redevelopment of the Cyprus Club premises to enhance the social and recreational opportunities available to members and visitors and to improve the amenity of the neighbourhood in accommodating the new club premises and ancillary features;
- v. Provide new commercial floor space to contribute towards the daily convenience needs of the neighbourhood residents and contribute to the economic vitality of the locality with premises in easy and safe walking distance to a catchment of local residents;
- vi. Creating new housing opportunities in an area with high amenity and good access to a variety of transport, social infrastructure and recreational spaces;
- vii. Establish planning controls with the potential to deliver a new built form which integrates with the setting and context of the established character and built form in the surrounding area;
- viii. allow for the orderly and economic development of the land; and
- ix. allow for the continued land use of a "registered club" on the Site



## 6.1.2. Intended Outcomes

The intended outcome of the Planning Proposal is to amend MLEP 2011 to facilitate redevelopment of the site in a manner presented in detail in Section 5 and shown in the concept design at Appendix I.

If the draft IWLEP 2020 is gazetted before the Planning Proposal amends the MLEP 2011, the proposed amendments will transfer to the new LEP.

The concept design is based on a detailed urban design analysis of the site and its setting combined with input from specialist studies including heritage, traffic and parking, tree retention and landscaping opportunities, modelling of visual impacts and solar access and revisions and additional information addressing the conditions of the Gateway Determination.

The redevelopment scheme will deliver contemporary club premises with a variety of spaces and facilities for social functions and economic activity, mixed uses fronting Stanmore Road to provide commercial premises to service the local needs of the neighbourhood and a new publicly accessible plaza to enhance the streetscape and provide quality local scale open space.

Specifically, the redevelopment of the Cyprus Club site supports the ongoing viability of the not-for-profit Cypriot community group which was set up by migrants from Cyprus arriving to Australia at the beginning of early 1900s.

The Club is seeking to create an aspirational and desirable intergenerational precinct with ongoing, long term significant community benefits and an outstanding legacy for the Cyprus Community Club.

The redevelopment will also include a variety of new housing including apartments and medium density housing incorporating affordable housing and accessible housing. The redevelopment scheme also provides for improvements to local road and pedestrian routes

## 6.2. Part 2: Explanation of provisions

The Planning Proposal seeks to achieve the objectives and intended outcomes through the following amendments to MLEP 2011:

- amend the Land Zoning Map to apply the B4 Mixed Use Zone to the northern portion of the Site and R1 General Residential zone to the remainder of the site as shown in Figure 19
- amend the Height of Buildings Map to apply maximum building heights as shown in Figure 20
- amend the Floor Space Ratio Map to apply maximum FSRs as shown in Figure 21
- amend the Key Sites Map to apply a new clause to that part of the site to be within Zone B4 as shown in Figure 22 and label the site 'L'
- add a new clause to Part 6 Additional local provisions requiring preparation of a site-specific DCP for the Site
- add a new clause to Part 6 Additional local provisions requiring development consent to not be granted unless the consent authority is satisfied that proposed development does not result in a significant increase to the amount of vehicular traffic in the area



- New Additional Local Provision clause to state:  
*Clause 6.22 58-76 Stanmore Road, 2-20 Tupper Street and 1-9 Alma Avenue, Stanmore*  
*Development consent should not be granted unless the consent authority has is satisfied that:*  
*(1) A development control plan that provides for detailed development controls has been prepared for the land; and*  
*(2) Development will not result in a significant increase to the amount of vehicular traffic in the area*
- add an Additional Permitted Uses clause to Schedule 1 to state:  
*"25. Use of certain land at 58-76 Stanmore Road, Stanmore*  
*(1) This clause applies to land at 58-76 Stanmore Road, Stanmore shown coloured orange and identified as "L" on the Key Sites Map.*  
*(2) Development for the purpose of a residential flat building is permitted with consent, but only as part of a mixed use development that includes a minimum 1,500 m<sup>2</sup> GFA for Registered Club and Commercial Premises purposes*

A comparison of the Planning Proposal to current controls and the previous Planning Proposal is provided in the table below:

Provision	Existing Planning controls	Previous Planning Proposal PP2021/2911	Revised Planning Proposal PP2021/2911
Zoning	SP2 Infrastructure (Local Road) SP2 (Electricity Supply) R2 Low Density Residential RE2 Private Recreation	SP2 Infrastructure (Local Road) B4 Mixed Use R1 General Residential	No change from previous Planning Proposal (June 2021)
Height	9.5m (R2 zone) 14m (remainder of site)	21 m - Building A & B 20 m - Building D 23m - Building C 11m - Building E	21.0m - Building A & B (Site A) 17.0m - Building D (Site B) 21 m - Building C (Site B) 11.0m - Building E (Site)
FSR	0.6:1	1.8:1 - Site A (B4 zone) 1.8:1 - Site B (R1 zone) 1:1 - Site C (R1 zone)	1.75:1 (Site A, Site B) 1:1 - (Site C)
Additional Local Provisions	N/A	N/A	New clause requiring: <ul style="list-style-type: none"> <li>• preparation of a site-specific DCP; and</li> <li>• development consent can only be granted if consent authority is satisfied that development will not result in a significant increase to the amount of vehicular traffic in the area</li> </ul>
Schedule 1 Additional	N/A	Include RFB as an APU if part of a mixed use development	Include RFB as an APU if part of a mixed-use development that includes



Provision	Existing Planning controls	Previous Planning Proposal PP2021/2911	Revised Planning Proposal PP2021/2911
Permitted Uses			a minimum 1,500 m <sup>2</sup> GFA for Registered Club and Commercial Premises purposes
Land Reservation Acquisition	Land reservation acquisition for 'local road' on Alma Avenue frontage	Dedicate Alma Avenue frontage to accommodate widening of Alma Avenue	No change from previous Planning Proposal
Key Sites Map	N/A	Identify the B4 zone portion of the site to denote the new Schedule 1 clause - Additional Permitted Use.	No change from previous Planning Proposal

Table 12: Proposed amendments to MLEP 2011

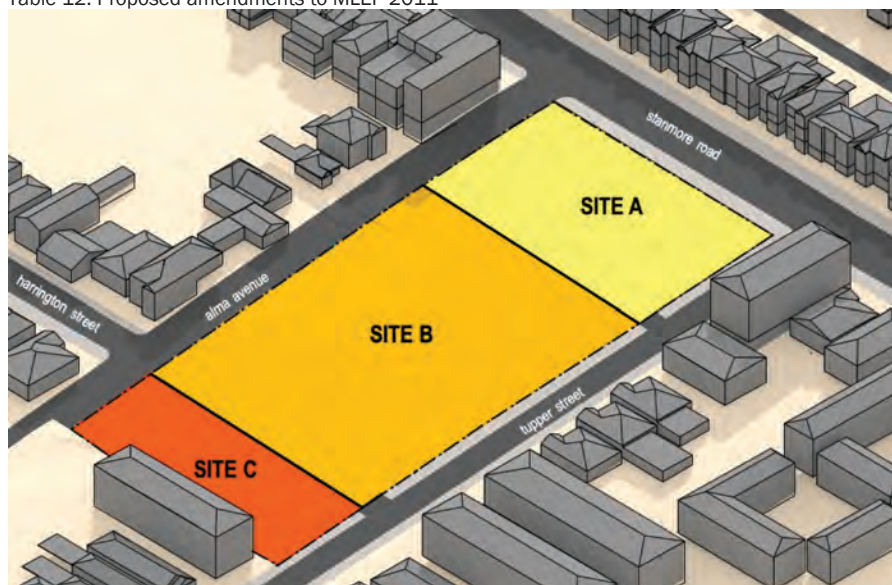
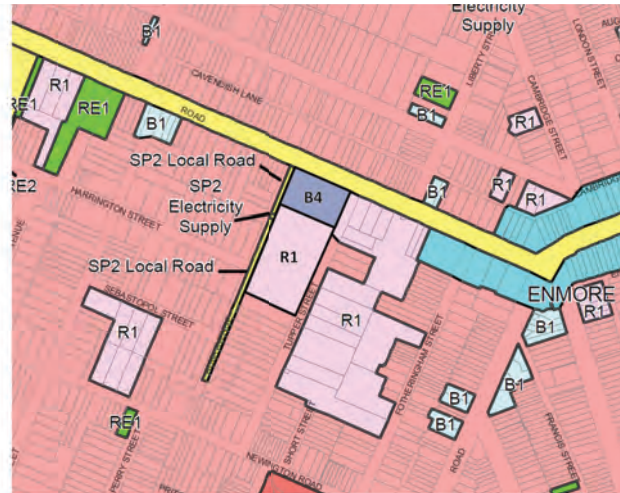
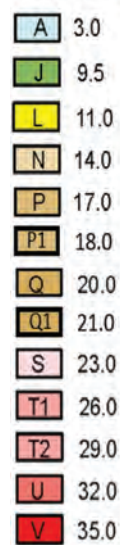


Figure 18: Proposed Site layout (Source: PA Studios)





Maximum Building Height (m)



72



Figure 21: Proposed FSR map (Base source: MLEP 2011)

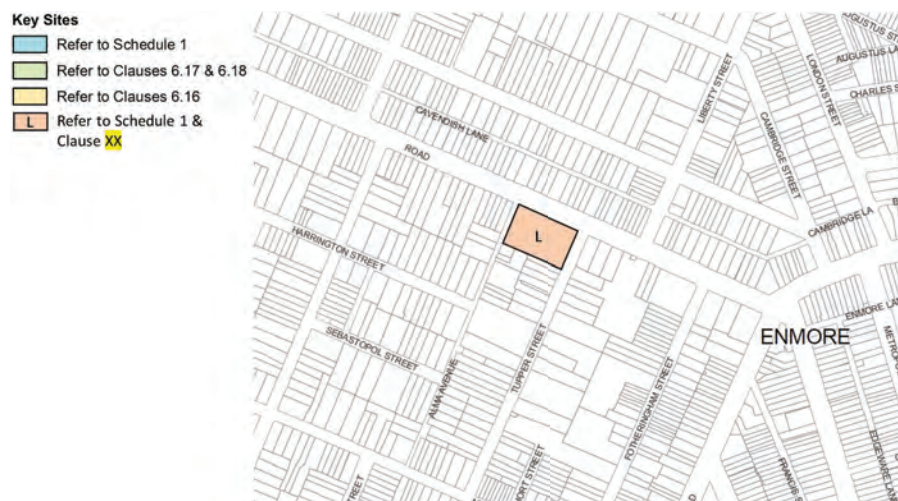


Figure 22: Proposed key sites map (Base source: MLEP 2011)



## 6.3. Part 3: Justification

### 6.3.1. Section A: Need for a Planning Proposal

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

The Planning Proposal is not the result of a specific strategic planning study. However, as outlined in Section 3, it is consistent all applicable State and Inner West Council's local strategic planning documents.

For the purposes of this Planning Proposal, the assessment against these documents was updated in response to the conditions of the Gateway Determination and this assessment confirms consistency.

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

The Planning Proposal, as originally submitted, noted that under the current planning controls, the redevelopment options for the portions of the Site in Zone RE2 Private Recreation and Zone R2 are very limited and do not support mixed use redevelopment of the Site required to ensure the ongoing viability of the Cyprus Club and its offerings to the local community

Further, the Site has a variety of attributes conducive to mixed use development and higher density residential accommodation as well as the delivery of public benefits including new road and pedestrian links and affordable housing which can only be delivered through changes to the current planning provisions. These will better align with the proposed land uses.

The concept scheme involves the replacement of the existing exposed, at grade carparking which covers a large portion of the Site. The car parking is visually obtrusive in the context of the surrounding built form and does not represent the best use of the site.

The redevelopment of the Site provides a better planning outcome enabling a mixed-use scheme that supports residential and commercial land uses for the LGA. It provides opportunity to redevelop and improve the existing Cyprus Clubs whilst catering to the need of the community through the provision of public open space, commercial space, and different residential housing typologies.

The Planning Proposal achieves the intended outcomes of the proposal as it;

- achieves the relevant strategic outcomes as identified in section 3
- will facilitate redevelopment of the Site to support the Cyprus Club and a range of mixed uses enhanced by green infrastructure
- delivers different housing typologies to address housing targets
- provides economic growth through commercial and registered club floor space
- provides a range of social benefits by having the Cyprus Club at the core of the Site
- is sufficiently connected to transport opportunities to support future residential needs
- delivers an appropriate built form outcome in response to its surroundings





The strategic and site-specific merit of the Planning Proposal has been confirmed through the issuing of the Gateway Determination.

### 6.3.2. Section B: Relationship to Strategic Planning Framework

**Will the Planning Proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?**

Yes. The Planning Proposal gives effect to the objectives and actions of:

- Greater Sydney Region Plan – A Metropolis of Three Cities
- Eastern City District Plan City District Plan

A detailed assessment of the Planning Proposal against these Plans, updated in accordance with the conditions of the Gateway Determination, is contained in Section 3.

**Is the Planning Proposal consistent with a Council's Local Strategy or Other Local Strategic Plan?**

Yes. The Planning Proposal is consistent with the following local strategies prepared by Council:

- Our Place Inner West – Local Strategic Planning Statement
- Our Inner West 2036. Community Strategic Plan
- Inner West Housing Strategy (2020)
- Inner West Recreational Needs Study – A Healthier Inner West (2018)
- Draft Inner West Recreation Strategy and Action Plan
- Inner West Employment and Retail Lands Strategy (2020)
- An Integrated Transport Strategy for Inner West (2020)
- Inner West Council Affordable Housing Policy (2022)

A detailed assessment of the Planning Proposal against these strategies, updated in accordance with the conditions of the Gateway Determination, is contained in Section 3.

### Strategic and Site-specific merit

The strategic and site-specific assessment criteria are outlined in DPE's *A Guide to Preparing Planning Proposals* and *LEP Making Guideline* to assist proponents in justifying a Planning Proposal. An assessment against these criteria is provided in Table 13 below.

Provision	Consistency
Does the proposal have strategic merit? Will it:	
<ul style="list-style-type: none"> <li>• give effect to the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, or corridor/precinct plans applying to the Site, including any draft regional, district or corridor/precinct plans released for public comment; or</li> </ul>	<ul style="list-style-type: none"> <li>• The Planning Proposal is consistent with the relevant objectives and planning priorities of the Region Plan, District Plan, LSPS, and other Council strategies. Refer to Section 3.</li> </ul>
<ul style="list-style-type: none"> <li>• give effect to a relevant local strategic planning statement or strategy that has been endorsed by the Department or</li> </ul>	<ul style="list-style-type: none"> <li>• As detailed in Section 3 of this report, the Planning Proposal is consistent with the Inner West LSPS.</li> </ul>



Provision	Consistency
<ul style="list-style-type: none"> <li>required as part of a regional or district plan or local strategic planning statement; or</li> <li>responding to a change in circumstances, such as the investment in new infrastructure or changing demographic trends that have not been recognised by existing strategic plans.</li> </ul>	<ul style="list-style-type: none"> <li>The Inner West LSPS recognises the need for high quality, accessible and sustainable housing growth in appropriate locations integrated with infrastructure provision and with respect for place, local character and heritage significance. The Planning Proposal responds to both the need for well located, new housing in the Inner West LGA as well as the need for the Cyprus Club to provide modernised and more functional premises for its members. It also provides a better planning outcome for an otherwise large carpark site.</li> </ul>
Does the proposal have site-specific merit, having regard to the following?	
<ul style="list-style-type: none"> <li>the natural environment (including known significant environmental values, resources or hazards) and</li> </ul>	<ul style="list-style-type: none"> <li>The Site is located in an inner urban setting and is heavily modified. There are no known site-specific environmental considerations identified in the Planning Proposal and supporting material that would preclude further consideration of the proposed urban renewal.</li> </ul>
<ul style="list-style-type: none"> <li>the existing uses, approved uses, and likely future uses of land in the vicinity of the proposal and</li> </ul>	<ul style="list-style-type: none"> <li>The Planning Proposal seeks to retain the existing club on the site and provide new housing and open space uses on the Site.</li> <li>It addresses the conditions of the Gateway Determination and is based on a concept design that responds to surrounding residential land uses and heritage conservation values of the locality. Further detail is provided in Section 6.3.3.</li> </ul>
<ul style="list-style-type: none"> <li>the services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision.</li> </ul>	<ul style="list-style-type: none"> <li>The Site is well serviced by existing infrastructure, utilities and services.</li> <li>A letter of offer to enter into a VPA towards infrastructure upgrades and other contributions is provided separate to this Planning Proposal.</li> </ul>

Table 13: Strategic and Site-Specific Merit Assessment

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

No other State and regional studies apply to the proposal.

***Is the Planning Proposal consistent with applicable State Environmental Planning Policies?***

Relevant State Environmental Planning Policies are addressed below. These include:

- State Environmental Planning Policy (Transport and Infrastructure) 2021
- State Environmental Planning Policy (Resilience and Hazards) 2021
- State Environmental Planning Policy (Biodiversity and Conservation) 2021





- *State Environmental Planning Policy (Housing) 2021*
- *State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development*
- *State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004*

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

### Chapter 2 – Infrastructure

*State Environmental Planning Policy (Transport and Infrastructure) 2021* aims to facilitate the effective delivery of infrastructure across the State by improving regulatory certainty and efficiency, providing greater flexibility in the location of infrastructure and service facilities, allowing development of surplus government owned land, identifying environmental assessment categories and matters to be considered in assessments, and providing for consultation with relevant public authorities.

The Planning Proposal does not change the way in which the Transport and Infrastructure SEPP would apply to the Site or to future development upon the Site. Amplification of infrastructure to meet changing needs will be undertaken during the staged redevelopment with separate development applications. Noise and vibration attenuation measures will be investigated with any future development application to ensure new dwellings are compatible with the ongoing operation of Stanmore Road as a classified road.

An assessment of the key traffic impacts is provided at Appendix B which found the proposal impacts are acceptable. The report outlines that future parking and traffic considerations will be resolved through a future site specific DCP of which Appendix I forms the basis of. An assessment of key noise impacts is provided at 2.3.10 and Appendix C, which found the proposal's impacts acceptable and can be resolved through design and construction.

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

### Chapter 4 – Remediation of land

*State Environmental Planning Policy (Resilience and Hazards) 2021* seeks to reduce risk and build resilience in the face of natural hazards as well as development-related hazards.

Chapter 4 applies to the State where a DA is made concerning land that is contaminated.

The consent authority must not grant consent unless:

- it has considered whether the land is contaminated, and*
- if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and*
- if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.*

A Preliminary Site Environmental Investigation (PSI) has been prepared by Foundation Earth Sciences (Appendix A) and finds that the site is considered suitable for the proposed land use, subject to the following recommendations:



- a detailed Site Investigation (DSI) should be prepared
- a hazardous materials assessment is recommended to be completed prior to demolition
- any removal of soil should be classified in accordance with the Waste Classification Guidelines, Part 1

## **State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development**

*State Environmental Planning Policy 65 – Residential Apartment Development* (SEPP 65) seeks to improve the design quality of residential developments and encourage innovative design. The *Apartment Design Guide* (ADG) is closely linked to the principles of SEPP 65 and sets out best practice design principles for residential developments. This Planning Proposal has considered the quality of future residential amenity as part of its assessment of the application.

A detailed assessment of the proposal against the ADG criteria is included within the Design Report (Appendix F) and Supplementary Urban Design Report and Rationale (Appendix G). The assessment demonstrates that the proposal complies with SEPP 65 and the ADG and provides for an acceptable level of open space, building separation, solar access, cross ventilation and amenity.

## **State Environmental Planning Policy (Housing) 2021**

*State Environmental Planning Policy (Housing) 2021* (Housing SEPP) commenced on 26 November 2021. It repeals and incorporates the provisions of a number of SEPPs, including: the following SEPPs which were considered in the original Planning Proposal:

- *State Environmental Planning Policy (Affordable Rental Housing) 2009* (ARH SEPP) - which aims to increase the supply and diversity of affordable rental and social housing in the state.

The Housing SEPP sets out several principles generally relating to housing supply, diversity, affordability, design and amenity. This Planning Proposal, as revised, is generally consistent with these principles as it:

- provides for approximately 116 new dwellings, comprising apartments and townhouse with a range of dwelling sizes
- achieves design excellence and good amenity for future residents, as discussed further in this report
- the diverse housing typology proposed, increases housing stock and choice within the Inner West to support affordable housing
- affordable housing is to be provided in accordance with Council's Affordable Housing Policy (May 2022), with the quantum of affordable housing provided to be negotiated having regard to the proposed provision of a crisis accommodation centre on the site and the value of other public benefit items included under a future VPA (Appendix M)



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

*State Environmental Planning Policy (Biodiversity and Conservation) 2021* seeks to value, protect, conserve and manage the innate value and external benefits of NSW's natural environment and heritage.

### Chapter 2 – Vegetation in non-rural areas

Chapter 2 – Vegetation in non-rural areas applies to the Inner West LGA. The application for a Planning Proposal does not change the way in which the SEPP would apply to the site or to future development upon the site. An Arborist Report has been submitted with the Planning Proposal detailing the significance of the trees to be removed and the protection measures of the trees to be retained.

## State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004

*State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004* (BASIX) seeks to encourage sustainable development within NSW.

A comprehensive sustainability strategy to be prepared as part of a development application, in accordance with the future site specific DCP (Appendix I). The development to the achievement of a number of initiatives:

- Green star design (v1.3) - 5 star rating (design & as-built)
- Green star communities (v1.1) - 5 star rating
- BASIX energy score of greater than 30 against a minimum target of 25
- NatHERS rating of 7+ star (on average)
- Provision of rainwater harvesting and reuse on site
- Further reduction of potable water consumption through water sensitive urban design
- Solar PV system on site

Any future development application will consider the requirements of the BASIX SEPP and a BASIX certificate will be provided.

### *Is the Planning Proposal consistent with applicable Ministerial Directions (section 9.1 directions)?*

Yes. The Planning Proposal is consistent with the Directions issued by the Minister for Planning and Public Spaces under section 9.1 of the EP&A Act (formerly section 117). The Directions that are relevant to the Planning Proposal are addressed in the table below.

**Please Note:** The numbering reflects the Ministerial Directions prior to 1 March 2022 which applied at the time of Gateway Determination.

Relevant Ministerial Direction	Consideration
<b>Employment and Resources</b>	
Direction 1.1: Business and Industrial Zones	<p>The objective of Direction 1.1 is to:</p> <ul style="list-style-type: none"> <li>• encourage employment growth in suitable locations,</li> <li>• protect employment land in business and industrial zones, and</li> <li>• support the viability of identified centres,</li> </ul>



Relevant Ministerial Direction	Consideration
	<p>The proposal is consistent with the direction as it proposes a new B4 Zone that will incorporate commercial floor space and facilitate employment growth. It is estimated that following redevelopment of the Site in accordance with this Planning Proposal, the Cyprus Clubs existing employment numbers will be maintained and increased.</p> <p>The Site not used for industrial purposes and the proposal has no impact on industrial lands.</p>
<b>Environment and Heritage</b>	
Direction 2.3: Heritage Conservation	<p>The objective of Direction 2.3 is to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.</p> <p>As outlined in section 2.3.8 the Site is bounded by local heritage items and the Kingston South Conservation area. A Heritage Assessment (Appendix E) has been prepared in support of the Planning Proposal and is discussed in Section 6.3.3. It concludes that the proposed development is a well-considered approach to providing a mixed use and residential at the site and will have a limited impact on the setting and significance of the heritage items and conservation area in the vicinity</p>
Direction 2.6: Remediation of Contaminated Land	<p>The objective of this direction is to reduce the risk of harm to human health and the environment by ensuring that contamination and remediation are considered.</p> <p>A PSI has been prepared by Foundation Earth Sciences and is provided at Appendix A.</p> <p>The PSI confirms the site is suitable for use subject to its recommendations. Section 2.3.7 of this document gives an overview.</p>
<b>Housing, Infrastructure and Urban Development</b>	
Direction 3.1: Residential Zones	<p>The objectives of Direction 3.1 is to:</p> <ul style="list-style-type: none"> <li>encourage a variety and choice of housing types to provide for existing and future housing needs</li> <li>make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services</li> <li>minimise the impact of residential development on the environment and resource lands</li> </ul> <p>The primary objective of the Planning Proposal is to deliver a diversified housing typology that provides a high-quality amenity outcome for residents which is supported by appropriate infrastructure.</p> <p>This Planning Proposal will facilitate the construction of additional dwellings in conjunction with limited club premises and small-scale commercial uses.</p>



Relevant Ministerial Direction	Consideration
	<p>As detailed in the Urban Design Statement a variety of building forms can be accommodated within a building envelope designed to be compatible with the topography and dimensions of the site and the established built form on adjoining surrounding properties.</p> <p>The variety of new dwellings will be of high-quality design and entirely consistent with the requirements of SEPP 65 where applicable.</p>
Direction 3.4: Integrating Land Use and Transport	<p>The objectives of Direction 3.4 is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</p> <ul style="list-style-type: none"> <li>• improving access to housing, jobs and services by walking, cycling and public transport</li> <li>• increasing the choice of available transport and reducing dependence on cars</li> <li>• reducing travel demand including the number of trips generated by development and the distances travelled, especially by car</li> <li>• supporting the efficient and viable operation of public transport services</li> <li>• providing for the efficient movement of freights</li> </ul> <p>Gateway Condition 1(g)(v) requires further information to be provided to address the following considerations.</p> <ul style="list-style-type: none"> <li>• <i>the anticipated car parking space demand and provision resulting from the proposed development in accordance with the DCP controls and the proposed dwellings and mixed uses.</i></li> <li>• <i>any recommended measures to reduce private vehicle trip generation and demand, and maximise public transport patronage.</i></li> <li>• <i>The impact on the road network, including any required infrastructure or intersection upgrades</i></li> </ul> <p>The Planning Proposal has responded to the Gateway condition by proposing an additional local provision requiring the consent authority to be satisfied that development will not result in a significant increase to the amount of vehicular traffic in the area.</p> <p>A Traffic and Parking Assessment has been prepared in response to this Gateway condition (Appendix B) and is outlined in Sections 2.3.9 and detailed in Section 6.3.3. Appendix B concludes traffic and parking impacts are acceptable. Appendix B provides recommendations on reducing traffic generation and reliance on car parking, through measures such as:</p>





Relevant Ministerial Direction	Consideration
	<ul style="list-style-type: none"> <li>Implementation of a Green Travel Plan (GTP) on the site</li> <li>The Cyprus Club providing a bus service to transport multiple patrons to and from the club</li> <li>Provision of bicycle parking spaces for both residents and visitors in accordance with council requirements</li> </ul> <p>This application seeks to increase the density of residential development and provide a mix of non-residential uses of a limited scale to serve the day-to-day convenience needs of the locality and to provide contemporary club premises to replace the existing outdated facility.</p> <p>The Site is well located relative to bus and rail services, retail, health and education uses and therefore is likely to promote trips by public transport, walking and cycling.</p> <p>The new public plaza and through-site links will encourage pedestrian activity and connections with surrounding neighbourhoods.</p>
Direction 3.5: Development Near Regulated Airports and Defence Airfields	<p>The objectives of this direction are:</p> <ul style="list-style-type: none"> <li><i>(a) to ensure the effective and safe operation of regulated airports and defence airfields;</i></li> <li><i>(b) to ensure that their operation is not compromised by development that constitutes an obstruction, hazard or potential hazard to aircraft flying in the vicinity; and</i></li> <li><i>(c) to ensure development, if situated on noise sensitive land, incorporates appropriate mitigation measures so that the development is not adversely affected by aircraft noise</i></li> </ul> <p>As outlined in section 2.3.10, 2.3.11 and 6.3.3 of this document, the proposal is consistent with the ANEF and OLS requirements. All AHD's on sites A and B building heights are lower than the previous indicative scheme and approval was provided by the Airports and Aviation Division dated 23rd December 2020.</p> <p>A letter of approval under the Airports Protection of Airspace Regulations 1996 from the Department of Infrastructure, Transport, Regional Development and Communication accompanies the proposal at Appendix D. It also notes that further approval must be sought at Development Application stage from the Department of Infrastructure, Transport, Regional Development and Communication to operate cranes at above the ADH of 55.4 m. The applicant will consult with the relevant authority at development application stage to seek approval to operate cranes as required in the letter of approval.</p>



Relevant Ministerial Direction	Consideration
	<p>An Aircraft Noise Planning Strategy is included at Appendix C, which includes an Aircraft Noise Planning Strategy, the previous Aircraft Noise Planning Strategy 2020 and a letter from Inner West Council which outlines their position on recommendations</p> <p>These recommendations are to be included in a future site specific DCP. Appendix I makes provisions for these recommendations.</p> <p>The Airport Noise Strategy (Appendix C) and Acoustic Report make the following recommendations to be incorporated for future development on the Site:</p> <ul style="list-style-type: none"> <li>• acoustically rated glazing assemblies</li> <li>• masonry or concrete construction</li> <li>• upgraded light weight façade constructions</li> <li>• acoustic treatment to mechanical exhaust or intake grilles in the façade</li> <li>• Insulation</li> </ul> <p>The report concludes that the future development on the Site is acceptable subject to it being constructed and designed to satisfy the internal design levels of AS2021:2015 Acoustics - Aircraft noise intrusion - Building siting and construction.</p>
<b>Hazards and Risk</b>	
Direction 4.1: Acid Sulfate Soils	<p>The objective of Direction 4.1 is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils.</p> <p>The southern edge of the site is within class 5 acid sulfate soils category. While it is expected that the future development of the site will include excavated basement car parking, no additional soil and ground water studies are required in conjunction with this application for a Planning Proposal. All matters relating to excavation and acid sulfate soils management are more appropriately addressed as required with any future development application</p> <p>Land contamination is addressed within Appendix A and Direction 2.6: Remediation of Contaminated Land of Table 14.</p>
Direction 4.3: Flooding	<p>The objective of Direction 4.3 is to ensure that development on flood prone land is consistent with the NSW Government's Flood Prone Land Policy.</p> <p>As outlined in Section 2.3.6 the land is not identified as flood prone land.</p>
<b>Regional Planning</b>	



Relevant Ministerial Direction	Consideration
Direction 5.10: Implementation of Regional Plans	<p>The objective of Direction 5.10 is to give legal effect to the vision, land use strategy, goals, directions and actions contained in Regional Plans.</p> <p>The Greater Sydney Region Plan is addressed in detail at Section 3.1. The proposal is consistent with the plan. The proposal is consistent with this direction.</p>
<b>Local Plan Making</b>	
Direction 6.3: Site Specific Provisions	<p>The objective of Direction 6.3 is to discourage unnecessarily restrictive site-specific planning controls.</p> <p>Gateway Condition (g) (vii) of PP 2021/2911 required the Proponent to address the following.</p> <ol style="list-style-type: none"> <li>1) <i>Ministerial Direction 6.3 Site Specific Provisions – Provide further justification to address Ministerial Direction 6.3 and how the proposal will achieve Objectives 2, 4 and 9 of the planning proposal and LSPS Priority 9. This includes discussion on how mixed uses (being a club premises and commercial premises) will be realised by the additional permitted use clause which proposes to permit a residential flat building on the B4 zone portion of the site, but only as part of a mixed-use development.</i></li> </ol> <p>The Planning Proposal includes a site-specific provision to change the land use zoning, height of building control, floor space ratio control and add an additional permitted use to the Site. The APU for residential flat buildings in the B4 zone is intended to facilitate the provision of residential apartments above the club premises, which is not possible under the current range of permissible uses (ie, shop-top housing only applies to dwellings located above ground floor retail premises or business premises). The proposed mix of club, commercial and residential uses is wholly consistent with the objectives of the B4 zone.</p> <p>Furthermore, it is proposed to include an additional site-specific provision that development on the B4 Mixed Use zone on the site is to contain a minimum 1,500 m<sup>2</sup> GFA for Registered Club and Commercial Premises purposes.</p> <p>Further consideration against the conditions of the Gateway Determination is provided below:</p> <p><b>How the proposal will achieve the planning proposal objectives, 2,4 and 9?</b></p> <p><i>Objective 2 - Deliver a redevelopment scheme that facilitates and supports a vibrant range of integrated land uses and quality landscaped spaces</i></p> <ul style="list-style-type: none"> <li>• the revised scheme provides for a highly compatible mix of land uses</li> </ul>



Relevant Ministerial Direction	Consideration
	<ul style="list-style-type: none"> <li>the Cyprus Club redevelopment will provide a centralised hub and enhanced opportunities for the engagement of the local community</li> <li>in providing a supply of apartments and seniors living development, the concept scheme under the Planning Proposal will add to the diversity accommodation in the Stanmore area.</li> <li>The proposal incorporates a high quality open space and landscape design, including new parks and plazas, communal open space, through-site links, deep soil planting and retention of large canopy trees.</li> </ul> <p><i>Objective 4 - (iv) Redevelopment of the Cyprus Club premises to enhance the social and recreational opportunities available to members and visitors and to improve the amenity of the neighbourhood in accommodating the new club premises and ancillary features;</i></p> <ul style="list-style-type: none"> <li>the revised scheme presents a unique opportunity to create an interconnected community focus hub with the Cyprus Club at the centre of the development</li> <li>the new club will revitalise community interest in cultural offerings the Cyprus Club has to provide the Inner West</li> </ul> <p><i>Objective 9 – (ix) Allow for the continued land use of a “registered club” on the site.</i></p> <ul style="list-style-type: none"> <li>the principal driver of the Planning Proposal is to ensure the ongoing viability of the Cyprus Club and to secure its ability to continue to operate on the Site from new and upgraded premises</li> <li>the concept design illustrates that the club will continue to operate in a new building fronting Stanmore Road</li> <li>the proposed B4 zoning for this part of the Site ensures that “registered club” is a permissible use on this part of the Site</li> <li>it is proposed to include an additional site-specific provision that development on the B4 Mixed Use zone on the site is to contain a minimum 1,500 m<sup>2</sup> GFA for Registered Club and Commercial Premises purposes.</li> </ul> <p>3 – LSPS Priority 9 - <i>A thriving local economy</i></p> <ul style="list-style-type: none"> <li>the current concept design supporting the proposal indicates approximately 1600 - 2000m<sup>2</sup> of club area and 500-700m<sup>2</sup> of commercial space to support the expansion of the Cyprus Club and provide for commercial and retail uses</li> </ul>



Relevant Ministerial Direction	Consideration
	<ul style="list-style-type: none"> <li>the increased residential densities on the Site will support the commercial, retail and registered club uses both on the Site and in nearby centres</li> </ul>
<b>Metropolitan Planning</b>	
Direction 7.1: Implementation of A Plan for Growing Sydney	<p>The objective of Direction 7.1 is to give legal effect to the planning principles; directions and priorities for subregions, strategic centres and transport gateways contained in A Plan for Growing Sydney.</p> <p><i>A Plan for Growing Sydney</i> has been replaced by the <i>Greater Sydney Region Plan</i>. The Planning Proposal demonstrates consistency with the relevant objectives of the Plan, which is addressed in greater detail at Section 3.</p>

Table 14: Section 9.1 Directions by the Minister





### 6.3.3. Section C: Environmental, Social and Economic Impact

***Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the Proposal?***

The site is part of an urban environment and does not contain habitat for threatened species, populations or ecological communities.

***Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?***

The Planning Proposal includes a detailed consideration of a range of relevant issues which demonstrates that it will have minimal environmental impact and is an appropriate response to the site and its context. These issues include:

- built form, urban design and public domain
- traffic, access and car parking
- contamination
- European heritage
- economic
- social
- landscaping
- noise and aviation

#### **Built Form, Urban Design and Public Domain**

The concept design has been revised in response to the conditions of the Gateway Determination and informed by urban design, heritage, traffic and landscape analyses.

The key features of the revised design are outlined in Section 5. The revised design retains a traditional perimeter block arrangement for the buildings on the Site, with frontages to Stanmore Road, Tupper Street and Alma Avenue and a general arrangement comprising Site A (northern part of site), Site B (central part of site) and Site C (Southern part of site). This proposed buildings on the site comprise

- Building A/B – located in Site A. A 5-storey building with upper-level setbacks at the northern part of site fronting Stanmore Road containing the Cyprus Club, commercial and retail uses and residential apartments.
- Building C – located in Site B. 5-6 storey residential flat building with upper-level setbacks along Tupper Street. Height reduced from 23 m in previous scheme to 21 m.
- Building D – located in Site B. 4–5 storey residential flat building along Alma Avenue. Height reduced from 20 m in previous scheme to 17 m.
- Building E – located in Site C. 2-3 storey townhouse style residence along the Site's southern boundary. The Terrace housing proposed on Site C has a MBH of 11 m is a reduction to the current MLEP 2011 MBH of 14 m, as the height of the proposal transitions from Stanmore Road, following the slope of the land

The revised design also incorporates reduced building heights and bulk in comparison to the previous concept design and more pronounced stepped building form to follow the slope of the Site.



The revised design is supported by Urban Design Peer Review prepared by Matthew Pullinger Architect and Tribe Studio Architects (Appendix H) and a Supplementary Urban Design Report at Appendix G.

The Peer Review outlines the amended Planning Proposal's built form response to the Gateway conditions and identifies a number of positives, including.

- The revised Planning Proposal improves the relationship of proposed building forms to the pattern of existing development evident within the immediate local context.
- The proposed building form, scale and bulk of residential buildings on Site B have been significantly reduced. Relative to the original proposal, an entire storey along Alma Avenue has been removed. A storey has also been removed from the upper level of the southern end of the Tupper Street building as it transitions down the slope from Stanmore Road.
- The proposed maximum building heights have been reduced on Site B from 23m to 21m (Tupper Street) and from 20m to 17m (Alma Avenue). The revised building envelopes allow for lift overruns to be contained within the proposed building envelopes.
- Site B is now proposed to accommodate a maximum of 80 residential units while the original scheme envisaged 98 units.
- The proposed FSR on Site A & B combined has been reduced from 1.80:1 to 1.75:1 and the indicative concept plan shows Site B's FSR of 1.64:1.
- The reduction in the number of proposed dwellings, and the introduction of greater variety in the mix of unit types, increases design flexibility and simplifies the achievement of targets set out in the ADG for solar access and cross ventilation.
- The original scheme included a dwelling mix more skewed towards one and two bed units, with 40% one bed, 59% two bed and 1% three bed units. The revised scheme proposes a mix of unit types meeting the optimal range set out in the ADG at section 4K. Average apartment sizes are now proposed to be approximately 95 sqm rather than 75 sqm in the original scheme.
- Fewer and larger dwellings have the effect of increasing the percentage of flow through apartments and dual aspect apartments consistent with the ADG sections 4A, 4D and 4K. The taller elements of the built form are further set back from the southern neighbours. The extended Harrington Street shared way helps to facilitate a more gradual transition to the lower density residential areas to the south.
- The introduction of a townhouse typology on Site C has the benefit of improving the relationship between the proposal and its immediate context. The proposed townhouses are two- and part three-storey which provide a more appropriate interface between the denser residential apartment development on Site B and the traditional lower density residential areas to the south.
- The 10 town houses on Site C address Alma Avenue, Tupper Street and the proposed new shared way. This more traditional approach is appropriate to the existing urban context.
- The upper levels of the townhouses contain bedrooms rather than primary living spaces, which has the effect of reducing cross viewing opportunities into the adjacent apartment building to the south.

The Peer Review highlights that the amended Planning Proposal has addressed the key Gateway Conditions through the revised built form, which has provided a better urban design outcome. This was accomplished through reducing the originally proposed building height and FSR to deliver a site planning outcome when compared to the previous scheme.

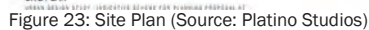
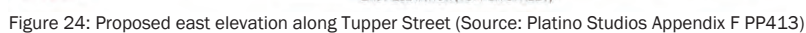


Figure 23: Site Plan (Source: Platino Studios)



The proposed buildings are arranged around a substantial and legible open space network on the site, comprising:

- North facing plaza in front of Buildings A/B fronting Stanmore Road
- New pocket park off Alma Avenue between Buildings A/B and D and through site link to Tupper Street between Buildings A/B and C which connects to central communal open space and a through-site link to Tupper Street
- Central communal open space between Buildings C and D
- East-west through site link between Buildings E and D and E which connects to the central communal open space

In relation to open space and connectivity, the Peer Review identifies a number of positives, including:



- Introduction of a series of better-connected open spaces across the Site has improved the extent and quality of publicly accessible and communal open space.
- Relocated communal open space away from rooftops where it was adversely affected by aircraft noise, and situates it in a central, on grade location has improved site planning due to reduced building heights.
- The open space receives good solar access capable of meeting the targets set out in the ADG.
- The pocket park retains the significant *Ulmus Parviflora*. Feature planting of a deciduous Jacarandas and evergreen columnar trees and native palms will provide separation and screening to the new residential buildings.
- The new publicly accessible urban plaza will be used primarily for outdoor dining and brings activation to the key site frontage. The north-facing Cyprus Club's operation will be highly visible and identifiable within the local area.
- The communal open space also incorporates a significant existing tree and is designed to be universally accessible to residents.
- Vehicular movement through the earlier proposed new laneway between Alma Street and Tupper Street adjacent to the Club has been removed. This increases the extent of publicly accessible open space and reducing the extent of site area allocated to vehicle circulation.
- The removal of laneways between Site A and Site B has reduced hard surface area and road space. This allowed for increased landscaped area and publicly accessible open space improving pedestrian connectivity.
- A more sympathetic built form response is achieved. The built form now is reflecting positive streetscape cues and identified heritage values. This is illustrated through the photomontages describing the proposed relationship with the existing urban context.
- The new urban plaza's location improves the open space amenity for the community through a reduction of overshadowing and minimising adverse wind impacts felt in the previous plaza's location.
- The widening of Alma Avenue has been maintained within the revised proposal. Pedestrian footpaths are provided on both sides of the avenue to improve pedestrian linkages across the Site.
- The revised scheme includes plans clearly indicating the retention of significant existing trees within the centre of the Site and along Stanmore Road and Tupper Street.

Detailed building design issues will also be dealt with in a future site-specific DCP (DCP outline document contained at Appendix F.

## Overshadowing

A key consideration for the development of the Site is the impact on the surrounding residential properties. In relation to built form, the size and nature of the Site combined with careful urban design and site planning ensure no unacceptable impacts on surrounding properties.

The overshadowing analysis in the Urban Design Report demonstrates that

- the reduction of apartments which has improved solar access requirements
- the proposed town houses at southern end of the Site have 100% solar access



- the revised designs allow all individual apartments buildings to achieve 70% solar access. solar access compliance achieved by.
  - Building A - number of units: 28, 23 with solar access in the order of 82%
  - Building C - number of units: 48, 33 with solar access in the order of 70%
  - Building D - number of units: 30, 24 with solar access in the order of 83%
- The solar impact on adjoining dwellings meets all of the requirements of the ADG. Refer Appendix I

## Landscaping

A Landscape Plan (Appendix J), coordinated Landscape Architectural Design (Appendix F) and Intent letter (Appendix K ) prepared by Paddock Studio Pty Ltd is provided. The key features of the revised landscape design are:

- retention of existing trees and improving the urban tree canopy coverage:
  - retention of the stand of *Corymbia citriodora*'s located along Stanmore Road.
  - given form and location on the natural crest of the surrounding topography, this presents an opportunity to locate a large public square that incorporates the trees within the design
  - the existing trees, in addition to new canopy tree plantings, will provide natural shade to a generous public open space and contribute to increasing the urban tree canopy coverage of Stanmore
  - a large *Ficus rubiginosa* is located centrally within the site that may also be retained and incorporated within the central communal open space for the new residents
  - in addition to new tree plantings within the central communal open space, will provide scale and separation between the new buildings, and establish a lush central space for residents to enjoy
  - generous landscape setbacks to the frontages along Tupper Street and Alma Avenue will enable the retention of existing trees, maintaining the leafy character of the surrounding local streetscapes
  - a new publicly accessible site through-link will include an avenue of trees that will extend the treelined character and canopy cover of Harrington Street across the site to Tupper Street
  - the development and planting have been designed to allow for substantial canopy trees that on maturity will be similar to the height of buildings. The upper-level setbacks will allow for the expansion of canopies and allow tree to reach full size on maturity.
  - large trees along Stanmore Road will be retained. The Stanmore Road plantings will include canopy trees (18m to 25m high on maturity) and tall feature native palms (15 - 25m high on maturity) that can provide scale and interest within the new plaza.
  - the widened Alma Avenue will become a tree lined street. Planting will include native canopy trees (20m high on maturity) with infill medium sized trees (10-12m high on maturity)
  - existing street trees along Tupper Street will be retained and supplemented with new plantings of the same species.
- maximise landscape areas for deep soil plantings:
  - the design will maximise areas for soft landscaping and deep soil within the site, with the minimum of 15% achieved as per the ADG requirements





- deep soil areas will be located along the street frontages of the site, particularly along Stanmore Road, Tupper Street and Alma Avenue.
  - deep soil zones along these frontages will enable the retention of existing trees and provide areas for additional tree plantings
  - deep soil areas will be located within the new public square along the Stanmore Road frontage
  - the retention of deep soil around the stand of existing trees, in addition to areas to accommodate new large canopy trees within the public space
- establish a vibrant, active public space and maximise public access via new site through-links:
  - a new public plaza is proposed along the Stanmore Road frontage that will be publicly accessible and maintained as a 'public space'.
  - the plaza will provide the existing neighbourhood with an active place to meet and socialise within an urban setting to deliver the Platia vision
  - the plaza will be activated with ground floor retail and commercial within the new development and will include areas of outdoor dining to the edges of the space
  - the plaza will be simple in layout in order to provide a decluttered space to cater for a mixture of social events and community use
  - the retention of significant existing trees will provide natural shading to the space, in addition to scale and separation between the existing and proposed built form.
  - a sculptural play space will provide a fun play element and further activate the space.
  - the public plaza will improve active parks and recreation areas of the surrounding neighbourhood.
  - new through-links will facilitate walking and cycling connections through the site
  - the cross-link aligning with Harrington Street and new through-links will ensure public permeability through the site, creating a more vibrant and active development
  - a new avenue of evergreen native trees will provide a green link from the neighbouring street with canopy trees (18m to 20m on maturity) on the north side and smaller trees (7m to 12m on maturity) on the south side of the link.

The revised scheme improves canopy planting, deep soil zones, public domain and establishes connectivity zones to deliver an interconnected Site supported by open space and landscaping. Through the implementation of the above principles the Planning Proposal has responded to gateway determination condition 1(a)(iii).

## Heritage

A Heritage Assessment has been undertaken for the Site by John Outram (Appendix E) In relation to the proposed concept design, the Preliminary Heritage Assessment identifies the following.

- Use: The proposal will reinstate a residential use on much of the site (albeit in the form of apartments) and provide for a mixed-use development to Stanmore Road (including the Cyprus Club) that reflects the current built use along the main street. The proposed use is in line with the historical use of the site.
- Subdivision: The new proposal does not follow the early subdivision pattern but this in line with the later historical development of the site and the proposal include two cross routes that are redolent of the laneway from Alma Avenue shown on the early Water Board plans.



- Style and form. The style of the development will be contemporary with four blocks set around a central court with two through site links and a public park. The form of the buildings will be generally rectangular with setbacks at upper levels to reduce their apparent bulk and scale with steps in the forms to reflect the slope of the Site.
- Height. The mixed in height though it is generally one and two storeys with some higher, two to four storey Inter War and Post War apartment development. Block A is of a similar scale to the current Cyrus Club. The taller buildings have setbacks to the streets to lessen the impact in the change and the site is well defined by its street pattern. The development to the south the is two/three storey and in the form of townhouses. The slope east to west which provides articulation to the forms and reduce their apparent scale.
- Bulk and scale. The arrangement of the buildings, the setbacks, change of heights and arrangement around a central court will provide the well-defined site with its own character. The proposal broken into four sections with throughways between lessening the overall bulk and scale of the development and the buildings facing street frontages.
- Setbacks. The buildings are setback from their street frontages to allow landscaping to reinforce the street plantings. The blocks are well separated to provide through site links and a pocket park to the west.
- Materials and details. The detail and materials are to be contemporary but render and face brick can be used to reflect the common materials seen in the area and the façade detail and the typical massing seen in period buildings in the area.

The report concludes that the proposal has minimal heritage impact on the surrounding items and areas of significance. The current buildings are not at a level of significance that would preclude their demolition and the development is an appropriate form, layout and scale for the site and its immediate context.

## Transport and Traffic

A Traffic and parking Impact assessment has been undertaken for the Site by Varga Traffic Planning Pty Ltd (Appendix B). The report assesses new traffic counts, new SIDRA modelling, assessment of mitigation measures and a new parking assessment

The key findings of the report are:

- The revised planning proposal could expect to generate in the order of 52 and 142 vph during the weekday AM and PM road network peak periods, respectively, which represented a nett increase of approximately 46 and 117 vph, respectively, when factoring in the existing traffic generation of the site.
- The reduction in residential dwellings and a greater mix in residential dwellings has resulted in a reduction in the residential vph movements which is a positive of the new scheme.
- An updated set of traffic surveys has recently been undertaken on the surrounding road network at key intersections. The results are currently being compiled and will be issued shortly. A new SIDRA model will then be run to ascertain the associated impact to the road network, and how the proposed mitigation measures will assist in maintaining existing Levels of Service at those intersections. Those proposed measures include:
  - the widening of Alma Avenue to a road reserve width of approximately 10m, comprising a 1.2m wide western footpath, a 6.5m road carriageway facilitating two-way traffic flow, and a 1.7m wide eastern footpath along the site frontage



- The lane way extending Harrington Street to Tupper Street is now a landscaped and paved pedestrian and cycle share-way consistent with Council's suggestions.
- It is proposed to install No Stopping/No Parking restrictions along the western side of Tupper Street, in between Stanmore Road and the proposed new site access driveway, to improve traffic flow.
- It is expected that based on the above mitigation measures will assist and that no further road upgrades will be required.
- The indicative concept scheme includes the provision for of approximately 100 club parking spaces, which is a significant reduction to the existing parking provision and consistent with an equivalent venue (Waverley Bowling Club), and will therefore ensures the viability of the club moving forward. However, the exact car parking rates applicable to various permissible land uses on the site will be established through the site-specific DCP to be prepared.
- A number of measures to reduce traffic generation rates are proposed, including:
  - Introduction of a site-specific clause in the MLEP 2011 requiring the consent authority to be satisfied that development will not result in a significant increase to the amount of vehicular traffic in the area
- Please note that the below measures will be incorporated in the DCP
  - The site specific DCP will establish car parking rates for various permissible land uses on the site
  - Implementation of a Green Travel Plan (GTP) on the site
  - The Cyprus Club providing a bus service to transport multiple patrons to and from the club
  - Provision of bicycle parking spaces for both residents and visitors in accordance with council requirements.
  - Appointment of a Travel Plan Co-ordinator to ensure the ongoing monitoring and evaluation of the plan.
  - The Cyprus Club providing a bus service to transport multiple patrons to and from the club
  - Providing information and ensuring the development ties in with the sustainable active travel initiatives outside of the site.
  - Provision of a Transport Access Guide (TAG) given to every new occupant of the dwelling
  - Creation of high-quality pedestrian/shared environments and cycling facilities to encourage cycling and walking
  - Provide car sharing facilities and promote the availability of such car sharing pods to reduce private car ownership
  - Provide free opal cards to all residents upon occupation with pre-loaded credit so that travel patterns can be influenced from Day 1 and or club patron with their new or renewed membership
  - Provision of public transport noticeboards to notify all residents/occupants of the alternate transport options available and a transport access guide for all new occupants
  - Provision of high-quality telecommunication points to reduce the need for travel off-site
  - A half yearly newsletter for every resident after occupation to outline the latest news on sustainable travel initiatives in the area.
  - Provision of free yearly GoOccasional, car share membership for the initial occupation of dwellings to allow two drivers registered per membership



## Land Contamination

A Preliminary Site Inspection (PSI) has been undertaken by Foundation Earth Sciences is provided at D. The PSI identified that the Site's historical uses had the potential to cause environmental concern, in particularly the carpark areas, surrounding laundry and petrol station use, electrical substation and historical club use. The PSI determined the risk as moderate.

Based on the results of the PSI, the Site can be made Suitable subject to the following recommendations.

- a detailed Site Investigation (DSI) should be prepared
- a hazardous materials assessment is recommended to be completed prior to demolition
- any removal of soil should be classified in accordance with the Waste Classification Guidelines, Part 1

## Noise and Aviation

An updated Acoustic Report is included at Appendix C. These documents have been prepared in accordance with condition 1(g)(vi) of the Gateway Determination.

The Acoustic Report at Appendix C assesses the proposals noise impact on the following:

- Noise impacts from aircraft and traffic on habitable spaces of the residential apartments
- Noise impacts from aircraft and traffic on commercial and retail area's
- Noise emissions from mechanical plants to service the Site
- Noise emissions from the registered club on surrounding receivers

The Acoustic Report provides recommendations and treatments to be implemented during construction including:

- Glazed doors and windows with varying thicknesses depending on land use and building location
- Acoustic seals on windows
- Entry doors to be constructed with appropriate materials
- External wall construction to be constructed with appropriate materials
- External roof and ceiling construction to be constructed with appropriate materials

The report concludes that the Site will comply with the relevant standards and guidelines subject to the recommendations of 5.5 of Appendix C being implemented. Provision for these recommendations will be made in a future site specific DCP. The DCP outline document at Appendix I includes these recommendations

Acoustic Report submitted with the Planning Proposal confirms that subject to the implementation of their recommendations that the proposal will satisfy condition 1(g)(vi) of the Gateway Determination.

## ***Has the Planning Proposal Adequately Addressed Any Social and Economic Effects?***

The consideration of this matter remains consistent with the original Planning Proposal:



*The site is part of the urban renewal and revitalization of the locality and the club premises in particular. Positive social impacts include the provision of new club premises including restaurants, meeting rooms, function rooms and informal meeting spaces as well as high quality new publicly accessible open space and landscaped areas fronting Stanmore Road. Positive economic impacts include the provision of new club facilities and new commercial premises which will provide long term stable direct employment of staff and flow-on employment for support services.*

In addition to the above, the Planning Proposal is consistent with the *Inner West Employment & Retail Lands Strategy* (ERLS) adopted 8 September 2020.

The ERLS seeks to develop a thriving local economy which provides a diversity of employment opportunities and services for local residents.

The Planning Proposal achieves this vision through redeveloping an existing registered club for ongoing club use and the provision of additional commercial and retail floor spaces supports local jobs. Following redevelopment of the Cyprus Club, it's anticipated that existing jobs will be maintained and increased

The ERLS provides for multiple strategies which the Planning Proposal is consistent with. These strategies are addressed in Table 15.

Strategy	Comment
<b>4. Centres are distinctive and productive</b>	
<i>Strategy 1.3: Develop quality public domain space that can support business and cultural activity</i>	<ul style="list-style-type: none"> <li>The proposal provides for a public civil plaza that supports ground floor commercial trade</li> <li>The public domain will be of high quality that supports the cultural activities of the Cyprus Club to realise the 'Platia' vision for the Site</li> <li>Extensive deep soil and canopy trees will line the public domain creating a safe and engaging space</li> </ul>
<i>Strategy 1.4: Encourage the use of the public domain to support centre vibrancy</i>	<ul style="list-style-type: none"> <li>The vision is for the public domain to deliver an engaging public realm which will support the economic viability of the Cyprus Club and future commercial premises</li> </ul>
<i>Strategy 1.8: Support a vibrant night-time economy</i>	<ul style="list-style-type: none"> <li>The redevelopment of the Cyprus Club revitalises an existing registered club, to improve its economic viability, which in turn supports the night-time economy</li> </ul>
<b>5. Industrial and urban services lands are protected and managed</b>	
<i>Strategy 2.3: Retain a diversity of industrial land, urban services land and employment generating uses.</i>	<ul style="list-style-type: none"> <li>The Site not used for industrial purposes and the proposal has no impact on industrial lands</li> <li>The proposal includes a new B4 Zone that will incorporate commercial floor space and facilitate employment growth.</li> </ul>
<b>6. Space for business are suitable and available</b>	
<i>Strategy 3.2: Strengthen employment role in mixed use development</i>	<ul style="list-style-type: none"> <li>The proposal includes a new B4 Zone that will incorporate commercial floor space and facilitate employment growth.</li> </ul>





Strategy	Comment
Strategy 3.4: Support innovation, culture and creative industries	<ul style="list-style-type: none"> <li>The Site plays a historic role in the Inner West through supporting the Cypriot community since 1900's</li> <li>The redevelopment strengthens the cultural hub the Cyprus Club seeks to implement. This is achieved through: <ul style="list-style-type: none"> <li>Providing cultural events in the civil plaza</li> <li>Supporting the Cyprus Club (registered club)</li> <li>Delivering an engaging public domain</li> </ul> </li> </ul>

Table 15: ERLS strategy assessment

The Cyprus Club operates to provide social and recreational space for members and guests. The Club includes a café, bistro, restaurant, bar, gaming rooms and function rooms. It also provides a venue for dance classes, bingo, Greek Schools, cultural learning classes, charity events, sporting events, regular lectures and community information sessions. There are also regular events and cultural celebrations open to the public.

The continued and improved use of the Cyprus Club will maintain and enhance social activities available for a range of demographic groups in the Inner West LGA. The Cyprus Club redevelopment will reinforce the use as a pillar of social infrastructure that delivers a range of social benefits to the community.

#### 6.3.4. Section D – State and Commonwealth interests

##### *Is there Adequate Public Infrastructure for the Planning Proposal?*

The Planning Proposal, as originally submitted, noted:

*The Site is within an established urban area well serviced by infrastructure, utilities, public transport and a variety of social support services and recreational facilities. The additional development potential facilitated by the proposed LEP amendments will not exceed the capacity or availability of public infrastructure. Appropriate Development Contributions will be levied at the time of development consent for any future building work. In addition the proponent has provided to Council a letter of offer for a VPA the details of which will be subject to further negotiation.*

The Planning Proposal, as amended, is accompanied by a letter of offer to enter into a VPA with Council, submitted under separate cover. The items covered in the letter of offer include:

- approximately 5m road widening and associated works along Alma Avenue
- public open space adjoining Alma Avenue
- public open space adjoining Stanmore Road
- pedestrian strip connecting Tupper Street and Alma Avenue
- potential for the provision of affordable housing dwellings
- non-physical items of public benefit provided by the non-for-profit Cyprus Club

##### *What are the views of State and Commonwealth Public Authorities Consulted in Accordance with the Gateway Determination?*

In accordance with Condition 3 of the Gateway Determination, the following agencies are to be consulted:



- NSW Heritage
- Environment, Energy and Science Group of the Department
- Transport for NSW
- Sydney Water
- Water NSW
- Ausgrid (Consultation regarding the existing substation on the Site has commenced and will be continued prior to exhibition of the Planning Proposal)
- Greater Sydney Commission
- NSW Department of Education
- In relation to Ministerial Direction 3.5:
- Sydney Airport and the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development.
  - the Civil Aviation Authority (CASA) as to whether the Aeronautical Assessment (by Aviation Projects, dated 25 November 2020) and Aircraft Noise Planning Strategy (by EMM Consulting, dated 17 April 2020) address the requirements for CASA.
  - Air services Australia with regards to the proposal's location in the 'Area of Interest' for Sydney Airport's Primary and Secondary Surveillance Radars, as recommended by the Aeronautical Assessment (by Aviation Projects, dated 25/11/2020);
  - Commonwealth Department of Infrastructure, Transport, Cities and Regional Development

Consultation with the relevant agencies will be undertaken when the Planning Proposal is exhibited.

#### 6.4. Part 4: Mapping

The Planning Proposal is accompanied by zoning, height, FSR and Key Sites maps, which have been prepared in accordance with the Planning Proposal guidelines and if approved will be consistent with the standard technical requirements for LEP maps. These maps are shown below.

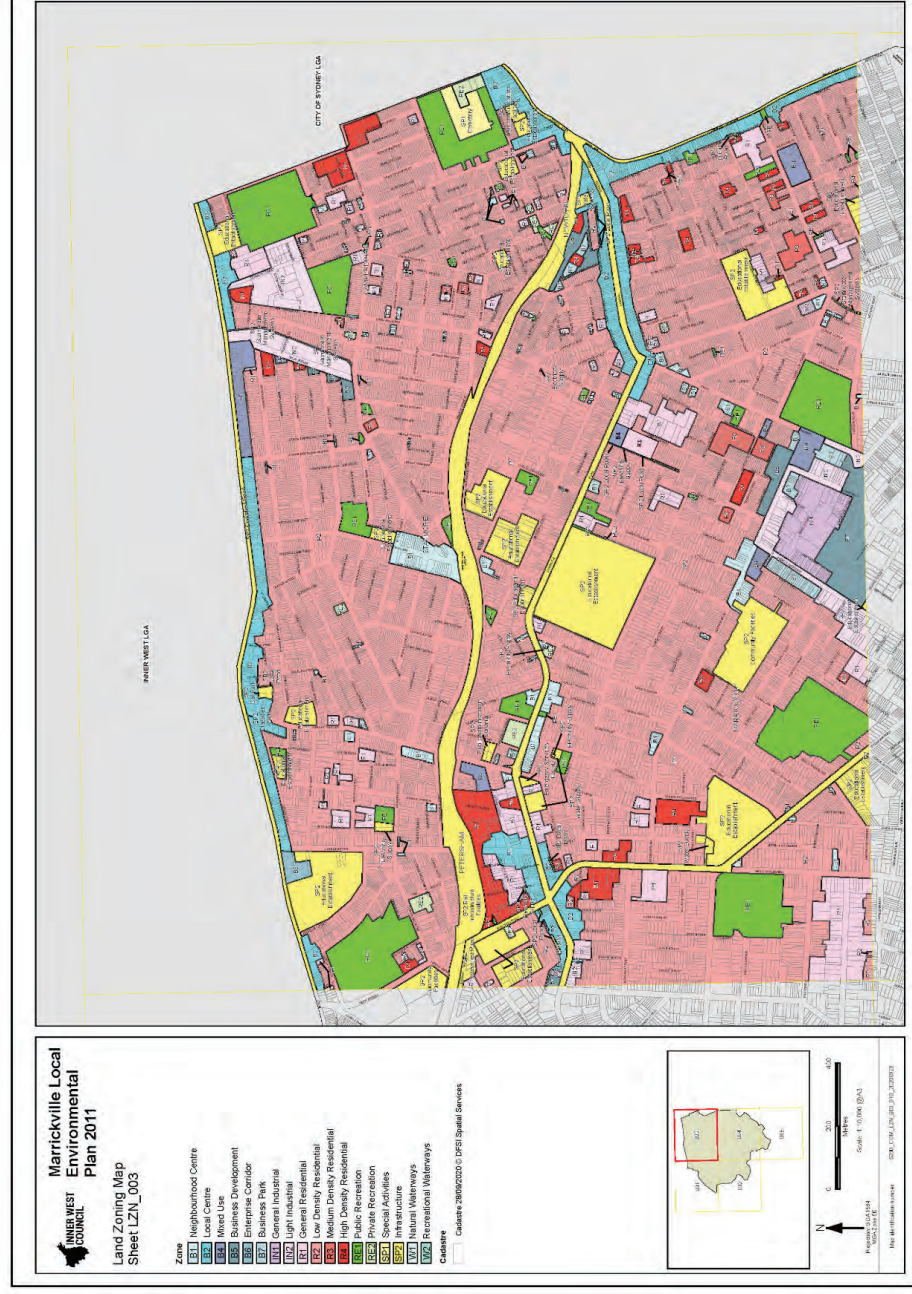
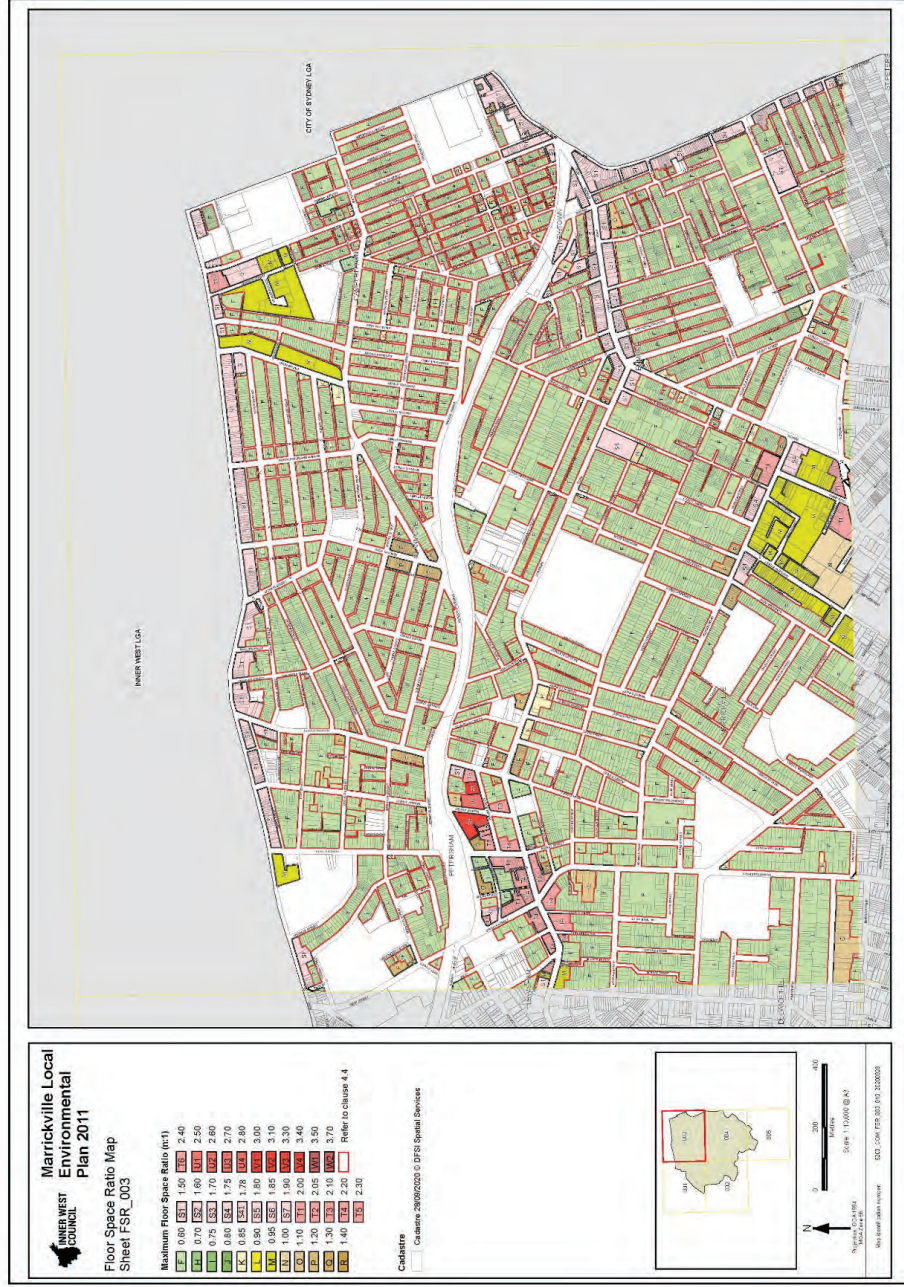


Figure 25: Proposed land zoning map (Base source: MLEP 2011)





Figure 26: Proposed height of buildings map (Base source: MLEP 2011)





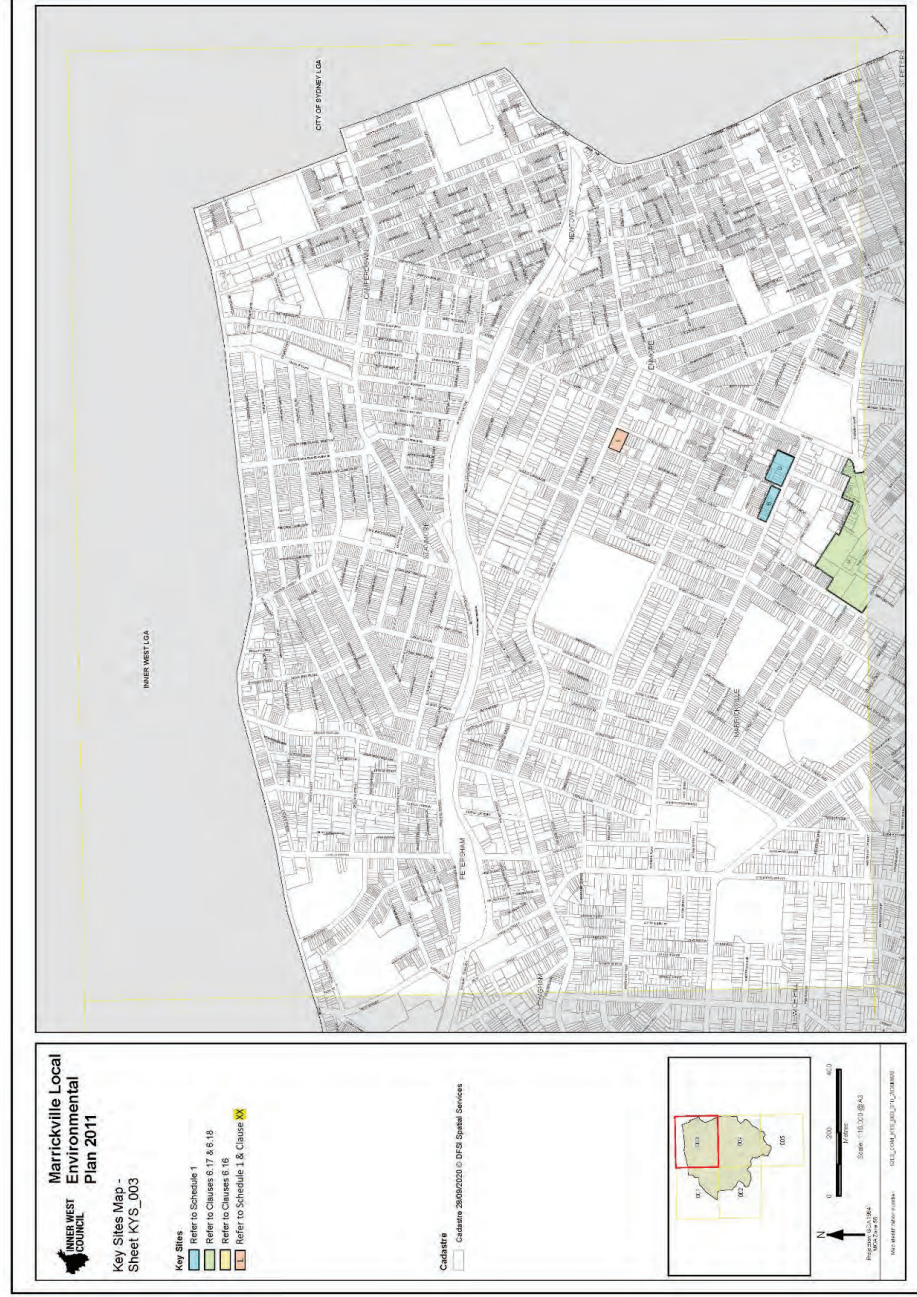


Figure 28: Proposed key sites map (Base source: MLEP 2011)

## 6.5. Part 5: Community consultation

The Planning Proposal will be publicly exhibited for a minimum period of 28 days. The exhibition material will include documents as specified in the Gateway determination and will include a copy of the Planning Proposal, an explanation of provisions, draft LEP maps and an indication of the timeframes for completion of the process as estimated by Council.

It is anticipated that the Community Consultation methods will include forwarding copies of relevant documents to appropriate State and Commonwealth agencies, notice of public and on Inner West Council's website, providing copies of exhibition material in electronic and hard copy form at relevant local government premises and letters of notification to nearby and potentially affected landowners.

## 6.6. Part 6: Project Timeline

The proposed project timeframe for the completion of the Planning Proposal is shown in the table below, Table 16 in accordance with Gateway condition 1(k).

Step	Timing
Submit revised PP, DCP outline and VPA Letter of Offer to Council	Dec 2021
Council review and comments; further revisions to PP	Dec 2021 – Feb 2022
PP/Draft VPA exhibition (min. 28 days)	May 2022
Agency consultation	During exhibition period
Post exhibition review and amendments to PP	June - September 2022
Finalise VPA	June - September 2022
Council report to send PP to DPE for finalisation	October 2022
Send PP to DPE for finalisation	November 2022
PP finalisation	December 2022 - March 2023

Table 16: Updated project timeline

## 7. Conclusion

The Planning Proposal has been prepared in accordance with section 3.33 of the EP&A Act, as well as DPE's *A Guide to Preparing Local Environmental Plans* (2018) and *A Guide to Preparing Planning Proposals* (2018) and relevant section 9.1 Directions. The Planning Proposal has been revised in response to the conditions of the Gateway Determination and is supported by technical information and investigations to justify the proposed amendments to the MLEP 2011.

The Planning Proposal seeks to amend the current land use zones and development controls that apply to the site under Marrickville Local Environmental Plan 2011 (MLEP 2011) to enable its future redevelopment for a mixed-use development comprising a Registered Club, Commercial premises, Residential Flat Buildings and Retail premises with associated parking. The primary objective of the Planning Proposal is to facilitate the redevelopment of the site to accommodate for a mixed-use precinct with the Cyprus Club at the center of the development to create a connected precinct.

The Planning Proposal demonstrates consistency with the aims and objectives set out in the NSW State government's strategic plans including the *Greater Sydney Region Plan* and *Eastern City District Plan* by delivering a contemporary club premises with a variety of spaces and facilities for social functions and economic activity, mixed uses fronting Stanmore Road to provide commercial premises to service the local needs of the neighbourhood and a new publicly accessible plaza to enhance the streetscape and provide quality local scale open space. The revised scheme will also include a variety of new housing including apartments and medium density housing incorporating affordable housing and accessible housing. The scheme provides for improvements to local roads and pedestrian routes

The Planning Proposal also demonstrates consistency with the goals and objectives set out in the following strategic plans and reports that have been prepared and endorsed by Council:

- *Our Place Inner West – Local Strategic Planning Statement*
- *Our Inner West 2036. Community Strategic Plan*
- *Inner West Housing Strategy (2020)*
- *Inner West Recreational Needs Study – A Healthier Inner West (2018)*
- *Inner West Council Employment & Retail Lands Strategy (2020)*
- *An Integrated Transport Strategy for Inner West (2020)*
- *Inner West Council Affordable Housing Policy 2022*

Consistent with DPE's guidelines, there is a convincing strategic justification for the Planning Proposal and site-specific merit is demonstrated through relevant specialist studies and analyses (urban design, landscape, arborist, heritage, traffic, acoustic and contamination) which demonstrate that there are no constraints to the Planning Proposal proceeding.

## Appendix Table

Appendix	Consultant
<b>Appendix A</b>	Preliminary Site and Environmental Investigation prepared by Foundation Earth Sciences
<b>Appendix B</b>	Traffic and Parking Impact Assessment prepared by Varga Consulting
<b>Appendix C</b>	Environmental Noise Assessment and Noise Mitigation Strategy (2022) prepared by Acoustic Logic
<b>Appendix D</b>	A letter of approval under The Airports Protection of Airspace Regulations
<b>Appendix E</b>	Heritage Impact Assessment prepared by John Outram
<b>Appendix F</b>	Urban Design Study Plus Indicative Scheme prepared by PA Studios
<b>Appendix G</b>	Supplementary Urban Design Report and Rationale by PA Studios
<b>Appendix H</b>	Peered Review Urban Design Letter December 2021 by Matthew Pullinger Architect and Tribe Studio Architects
<b>Appendix I</b>	Site Specific DCP Outline by Keylan Consulting
<b>Appendix J</b>	Landscape Plan prepared by Paddock Landscape Architects
<b>Appendix K</b>	Landscape Architectural Design Intent Letter prepared by Paddock Studio Pty Ltd
<b>Appendix L</b>	Arborists Impact Assessment prepared by Jacksons Nature Work
<b>Appendix M</b>	Voluntary Planning Agreement

Table 17: Table of Appendix's



## Gateway Determination

**Planning proposal (Department Ref: PP\_2021\_2911):** to rezone 58-76 Stanmore Road, 2-20 Tupper Street and 3-9 Alma Avenue and amend the development standards to enable residential flat buildings and mixed-use development comprising up to 160 dwellings and 1550m<sup>2</sup> of commercial and club floor space.

I, the Executive Director, Eastern Harbour City, Greater Sydney, Place and Infrastructure at the Department of Planning, Industry and Environment, as delegate of the Minister for Planning and Public Spaces, have determined under section 3.34(2) of the *Environmental Planning and Assessment Act 1979* (the Act) that an amendment to the Marrickville Local Environmental Plan (LEP) 2011 to enable a mixed use development of up to 160 dwellings and 1550m<sup>2</sup> of commercial and club floor space should proceed subject to the following conditions:

1. The planning proposal is to be amended to reduce the height and floor space ratio to address the following matters:
  - (a) The concept scheme is to be amended to address:
    - (i) the delivery of improved and usable ground level communal open space which achieves the requirements of the Apartment Design Guide (ADG) and minimises exposure to aircraft noise by being located away from rooftops.
    - (ii) an improved residential amenity outcome by achieving compliance with the ADG solar access requirements for all individual buildings on the site and demonstrate that the adjoining properties will achieve compliance with the ADG requirements in terms of solar access.
    - (iii) include a landscape plan which demonstrates how the provision of deep soil planting will not be impeded by above ground structures or subterranean development and which is capable of accommodating the trees which will be retained and new replacement planting. The landscape concept plan must demonstrate how new trees will be accommodated and the community benefits stated in Council's Additional Information Response (dated 8 March 2021) of tree lined streets, lanes and vistas are achieved.
  - (b) Information to demonstrate how publicly accessible open space in the plaza, through-site lanes A and B, and any other publicly accessible open space proposed, will be protected and delivered as 'publicly accessible'.
  - (c) Provide a clear rationale for the reduced height and FSR standards that are being proposed, having regard to the existing scale of surrounding buildings and the desired future character, which includes heritage items and a heritage conservation area. This is to include:
    - (i) a rationale demonstrating how the amended height and density provisions, and built form of the concept plan are sympathetic to,



- and consistent with, the surrounding area's density, scale and context;
  - (ii) be informed by a heritage study prepared by a suitably qualified expert; and
  - (iii) include photomontages and view analysis of all buildings providing a clear visual representation of the intended bulk and scale and relationship to the surrounding area.
- (d) The statement addressing consistency with the Eastern City District Plan is to be updated to reflect the amended planning proposal. This statement must also address Planning Priority E18 - Delivering high quality open space, which is not addressed in the current proposal.
- (e) The statement addressing consistency with Priorities 6 and 7 in the Inner West LSPS is to be updated to reflect the amended planning proposal. This statement must address all other relevant Planning Priorities in the LSPS, including:
  - Priority 1 – Adapt to climate change,
  - Priority 3 – A diverse and increasing urban forest that connects habitats of flora and fauna,
  - Priority 8 – Provide improved and accessible sustainable transport infrastructure,
  - Priority 9 – A thriving local economy, and
  - Priority 11 – Provide accessible facilities and spaces that support active, healthy communities.
- (f) Update the planning proposal to address the adopted *Inner West Housing Strategy* (2020), the *Inner West Recreational Needs Study – A Healthier Inner West* (2018) and draft *Inner West Recreation Strategy and Action Plan* (if finalised prior to submission to the Department for pre-exhibition endorsement).
- (g) Information to clearly demonstrate consistency with, or that any inconsistency is justified and/or of minor significance, with the following section 9.1 Directions:
  - (i) Ministerial Direction 1.1 Business and Industrial Zones – acknowledge and address consistency with this Direction.
  - (ii) Ministerial Direction 2.3 Heritage Conservation – Undertake a heritage impact report which considers the heritage significance and impacts on the nearby heritage items and Kingston Heritage Conservation Area. Update the planning proposal to acknowledge and address this Direction;
  - (iii) Ministerial Direction 2.6 Remediation of Contaminated Land – Undertake a preliminary site investigation for all land to which the proposal applies.
  - (iv) Ministerial Direction 3.1 – Amend the planning proposal to address good design and amenity, in accordance with Condition 1 (a) in the Gateway Determination;
  - (v) Ministerial Direction 3.4 Integrating Land Use and Transport – update the traffic impact assessment prior to exhibition to address

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- the anticipated car parking space demand and provision resulting from the proposed development in accordance with the DCP controls and the proposed dwellings and mixed uses.
  - any recommended measures to reduce private vehicle trip generation and demand, and maximise public transport patronage.
  - The impact on the road network, including any required infrastructure or intersection upgrades
- (vi) Ministerial Direction 3.5 Development Near Regulated Airports and Defence Airfields – Amend the planning proposal to:
- prepare an updated Noise Planning Strategy which clearly demonstrates the site-specific recommendations and measures to achieve the relevant Aircraft Noise Reduction value for the site and internal design levels of *AS 2021:2015*;
  - incorporate any requirements of consultation with, and Controlled Activity Approval from the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development (dated 23/12/2020). This includes the requirement that the maximum height of buildings must not exceed 55.4m AHD inclusive of all lift over-runs, vents and chimneys, aerials, antennas, lightning rods, exhaust flues, roof top garden plantings, construction cranes, and the like;
  - incorporate Council's additional information response for Ministerial Direction 3.5 (dated 25/09/2020 and February 2021) and the Aeronautical Assessment (by Aviation Projects, dated 25/11/2020);
- (vii) Ministerial Direction 6.3 Site Specific Provisions – Provide further justification to address Ministerial Direction 6.3 and how the proposal will achieve Objectives 2, 4 and 9 of the planning proposal and LSPS Priority 9. This includes discussion on how mixed uses (being a club premises and commercial premises) will be realised by the additional permitted use clause which proposes to permit a residential flat building on the B4 zone portion of the site, but only as part of a mixed use development.
- (h) Provide a provision for a site specific development control plan to apply to the site to incorporate the matters addressed in Council reports on 25/7/2017 and 11/09/2018
- (i) Update the planning proposal, proposed maps and all supporting documentation to be consistent with and to reflect the changes to the proposal as a result of the Gateway Conditions.
- (j) Provide clarification on the mechanism to enable the proposed widening of Alma Avenue.
- (k) Include an updated project timeline.

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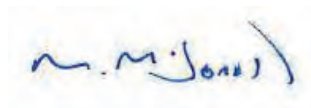
2. Public exhibition is required under section 3.34(2)(c) and schedule 1 clause 4 of the Act as follows:
    - (a) the planning proposal must be made publicly available for a minimum of **28 days**; and
    - (b) the planning proposal authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in section 6.5.2 of *A guide to preparing local environmental plans* (Department of Planning and Environment, 2018).
  3. Consultation is required with the following public authorities/organisations under section 3.34(2)(d) of the Act and/or to comply with the requirements of relevant section 9.1 Directions:
    - NSW Heritage
    - Environment, Energy and Science Group of the Department
    - Transport for NSW
    - Sydney Water
    - Water NSW
    - Ausgrid
    - Greater Sydney Commission
    - NSW Department of Education
    - In relation to Ministerial Direction 3.5:
      - Sydney Airport and the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development.
      - the Civil Aviation Authority (CASA) as to whether the Aeronautical Assessment (by Aviation Projects, dated 25 November 2020) and Aircraft Noise Planning Strategy (by EMM Consulting, dated 17 April 2020) address the requirements for CASA.
      - Airservices Australia with regards to the proposal's location in the 'Area of Interest' for Sydney Airport's Primary and Secondary Surveillance Radars, as recommended by the Aeronautical Assessment (by Aviation Projects, dated 25/11/2020);
      - Commonwealth Department of Infrastructure, Transport, Cities and Regional Development
- Each public authority/organisation is to be provided with a copy of the planning proposal and any relevant supporting material and given at least 21 days to comment on the proposal.
4. A public hearing is not required to be held into the matter by any person or body under section 3.34(2)(e) of the Act. This does not discharge Council

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from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).

5. Given the nature of the planning proposal, Council should not be authorised to be the local plan-making authority to make this plan.
6. The time frame for completing the LEP is to be **12 months** following the date of the Gateway determination.

Dated 7<sup>th</sup> June 2021.



**Malcolm McDonald**  
Executive Director, Eastern Harbour City  
Greater Sydney, Place and Infrastructure

**Department of Planning, Industry and  
Environment**

**Delegate of the Minister for Planning and  
Public Spaces**

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## INNER WEST



## Engagement outcomes report

*Planning Proposal for the site known as the  
Cyprus Club at Stanmore*

6 December 2022



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## 1. Summary

The Planning Proposal for the site at 58-76 Stanmore Road, 2-20 Tupper Street and 1,3-9 Alma Avenue, Stanmore (known as the Cyprus Club) was on public exhibition between 18 May to 19 June 2022. The exhibition material was made available online at Your Say Inner West (YSIW) the Department of Planning and Environment's (DPE) Planning Portal and via hard copies at Council's Service Centres. Notification letters were posted to 3,133 surrounding neighbours including landowners and occupiers.

A total of 222 community submissions were received including 206 from YSIW, 5 from the DPE Planning Portal and 11 via letter or email. Of the submissions received, 123 (55%) objected to the proposed, 90 (41%) were in principle support and 9 (4%) were neutral. 12 public agencies were consulted with as part of the public exhibition. No objections to the proposed amendments were raised.

## 2. Background

On 7 June 2021, DPE issued a Gateway Determination stipulating that the Cyprus Club's Planning Proposal should proceed to public exhibition, subject to several conditions. The Planning Proposal was revised in response to the conditions and exhibited in accordance with the Gateway Determination and Council's Community Engagement Framework.

The Planning Proposal (as exhibited) seeks to amend the *Inner West Local Environmental Plan 2022* (formerly Marrickville LEP 2011) as follows:

- Rezone parts of the site: Site A to B4 Mixed Use, Site B and Site C to R1 General Residential (refer to the below map to identify various parts of the site)
- Amend FSR controls: Site A and Site B – 1.75:1; and Site C – 1:1
- Amend the HOB Controls: Site A – 21m, Site B – 17m (western side) and 21m (eastern side), and Site C – 11m
- Identify the site on Key Sites Map.
- Introduce site-specific local provision which requires:
  - B4 mixed-use zone to permit a residential flat buildings only if it includes a minimum of 1500sqm floorspace for a Registered Club and Commercial premises
  - new development to demonstrate that it will not significantly increase vehicular traffic in the area
  - preparation of a site-specific Development Control Plan (DCP) to address detailed matters including built form, landscaping, streetscape, amenity.

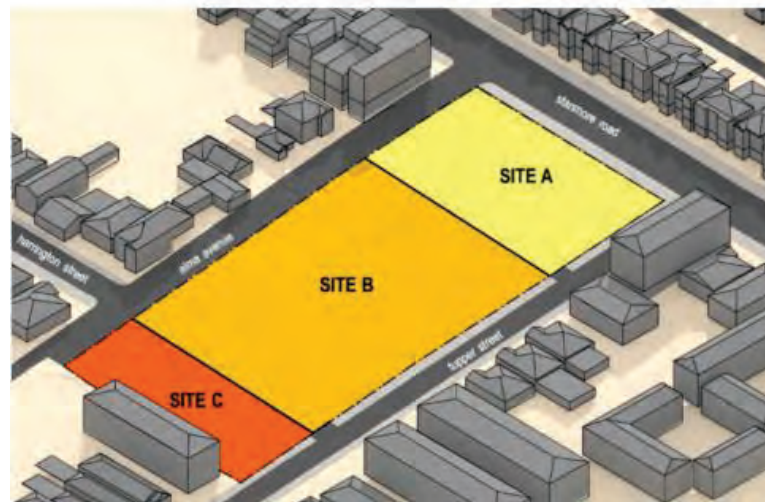


Figure 1: Subject land showing location of Site A, Site B and Site C.

The Planning Proposal Report was exhibited with the following supporting documents:

- Proposed LEP Maps
- Appendix A: Environmental Site Investigation Report
- Appendix B: Traffic and Parking Assessment Report
- Appendix C: Noise Strategy
- Appendix D: Department of Infrastructure, Transport, Regional Development and Communications Referral Advice
- Appendix E: Heritage Assessment
- Appendix F: Urban Design and Indicative Scheme
- Appendix G: Supplementary Rationale for Urban Design
- Appendix H: Urban Design Peer Review
- Appendix I: Draft DCP Framework
- Appendix J: Landscape Design
- Appendix K: Landscape Intent Letter
- Appendix L: Aboricultural Assessment Report
- Appendix M: Draft Voluntary Planning Agreement Letter

This Engagement Outcomes Report provides an overview of the engagement methods used and feedback received on the Planning Proposal.

### 3.Engagement Methods

The following engagement methods were used during the public exhibition:

- Online through YSIW website – [yoursay.innerwest.nsw.gov.au](https://yoursay.innerwest.nsw.gov.au)
- Online through the DPE website – [pp.planningportal.nsw.gov.au/ppr](https://pp.planningportal.nsw.gov.au/ppr)
- Direct mail
- Email

Hard copies of the Planning Proposal documents were also printed and made publicly available Council's Petersham, Ashfield, and Leichhardt Service Centres.

Details for how to access interpretation services were outlined on the YSIW website.

#### 3.1. Promotion

The engagement was promoted via 3,133 notification letters to surrounding neighbours including landowners and occupiers.

### 4.Engagement Outcomes

#### 4.1. How did people respond?

Council received 222 community submissions including 206 from YSIW, 5 from the DPE Planning Portal and 11 via letter or email. 11 public agency referral responses to the planning proposal were received during the exhibition period.

#### 4.2. Who did we hear from?

Demographic data such as respondent location, was retrieved from submitters that engaged with the YSIW online platform. Submissions were received from a broad range of suburbs across NSW, noting that the Cyprus Club is a NSW community organisation representing the Greek Cypriot community who also has a significant demographic in the Inner West. However, the majority of YSIW submissions were received from Enmore and Marrickville residents as seen in the graph below. "Other" in the graph below refers to submissions from suburbs with less than 3 submissions from the same suburb.

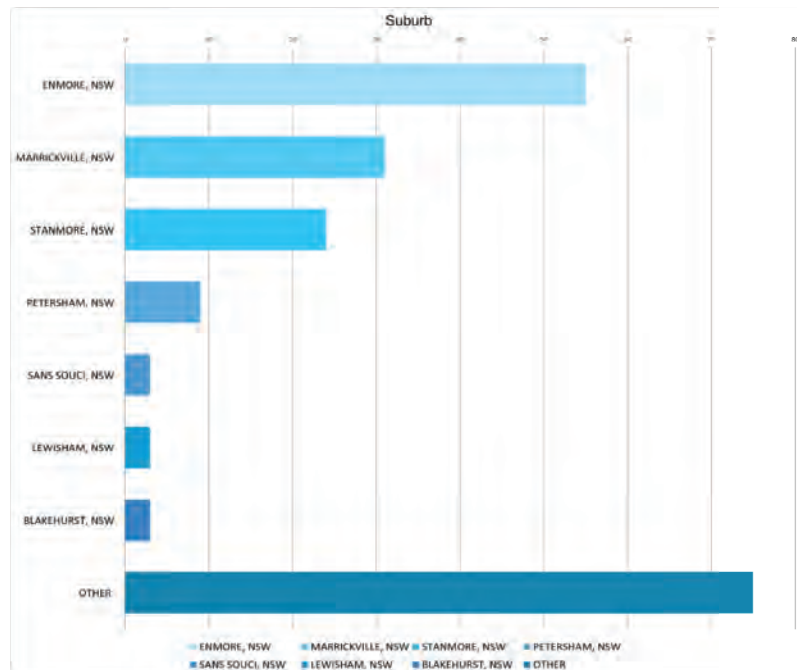


Figure 2 YSIW Platform Demographic Data of Submitter Location

#### 4.3. What did they say?

The submissions to the Your Say Inner West webpage responded to the following question “Do you support the planning proposal?”

A summary of the engagement outcomes can be seen in Table 1.

Table 1. Summary of community submissions received during the public exhibition period

Position	Your Say	Planning Portal	Letter/Email
Support	90		
Object	108	5	10
Unsure	8		1
<b>Total</b>	<b>206</b>	<b>5</b>	<b>11</b>

Submissions in favour expressed support for local economic growth and jobs as well as local social and sporting entities through the revitalisation of the site and retention of non-residential/Club uses. Support was also received for proposed new through-site links and public square which will activate the surrounding area connecting further to the Enmore Road Special Entertainment Precinct. Community members also supported the provision of housing diversity and retaining the cultural significance of the club.



Those opposing the proposal raised the key issues of traffic and safety impacts, insufficient car parking, loss of local character, excessive building height, overshadowing and noise impacts.

#### 4.4. Response to Community Submissions

A summary of key issues raised and Council Officer responses addressing submissions in support and object are provided in Table 2 and Table 3 below respectively. The number of submissions received for each issue is shown in brackets.

Audax Urban, on behalf of The Cyprus Club, provided responses to the submissions received during the exhibition period as recommended in the *LEP Making Guideline 2022*. Where relevant, these responses have been considered in the post-exhibition assessment process.

Table 2. Key issues raised in submissions in support of the Planning Proposal

Issues Raised	Council Officer Response
<b>Community Benefits (32):</b> <ul style="list-style-type: none"> <li>• Supports local economic growth and jobs</li> <li>• Opportunity to bring more people and activity into the community</li> <li>• Provides site through links and a public square which could connect to the Enmore Road special entertainment precinct</li> <li>• Supports local social and sporting entities</li> <li>• Provides the opportunity for a new family friendly development in the area</li> </ul>	<p>Noted. These matters also align with Council's Community Strategic Plan to support a strong economy by retaining the Cyprus Club community club including its social and recreational facilities onsite</p>
<b>Club Site Upgrades (30):</b> <ul style="list-style-type: none"> <li>• Redevelopment will improve the overall aesthetic of the area</li> <li>• Proposed ground floor retail will help activate the space</li> <li>• Improvement to footpaths and road conditions</li> <li>• Opportunity to provide more greening and canopy trees in the area</li> <li>• Opportunity to upgrade underutilised land</li> </ul>	<p>Noted. It will be necessary to adopt a site specific DCP to ensure these outcomes eventuate at Development Application stage.</p>
<b>Cultural Significance (19):</b> <ul style="list-style-type: none"> <li>• Retains an important cultural hub which serves intergenerational Cypriot cultural needs, proving a place to meet and share history with Greek Cypriot people from all over Sydney and NSW</li> </ul>	<p>Noted. It is intended that the Cyprus Community Club will remain on the site. The exhibited Planning Proposal's proposed LEP amendment intends to introduce residential flat buildings as an additional permitted use on the B4 zone land only if a minimum of 1,500sqm of GFA for the</p>

Issues Raised	Council Officer Response
<ul style="list-style-type: none"> <li>Preference by members to retain the location of the Club in Stanmore</li> </ul>	<p>purposes of a Registered Club and Commercial Premises is provided.</p> <p>It should be noted that this clause would prevent the use of the site as a residential flat building if it did not contain a registered club <u>and</u> commercial premises.</p>
<p><b>Housing (8):</b></p> <ul style="list-style-type: none"> <li>Proposal supports housing diversity</li> <li>Provides affordable living close to the city</li> <li>Provides more housing options in the Inner Wes</li> </ul>	<p>Noted. Residential building types and dwelling yield will be determined at DA Stage.</p> <p>The provision of Affordable Housing is dependent upon separate Planning Agreement negotiations with Council independent of the Planning Proposal.</p>
<p><b>Scale (4):</b></p> <ul style="list-style-type: none"> <li>Proposed height and scale is appropriate for the area.</li> <li>Densification of the site is supported.</li> </ul>	<p>Noted.</p>
<p><b>Club Accessibility (3):</b></p> <ul style="list-style-type: none"> <li>Redevelopment will help serve older members' needs</li> <li>Redevelopment will respond to existing building accessibility issues</li> </ul>	<p>Noted. All new buildings are subject to the building controls in place at the time of construction. Accessibility will be considered as part of detailed building design in future stages of the development approval process.</p>
<p><b>Property Value (1):</b></p> <ul style="list-style-type: none"> <li>Redevelopment will increase the property value in the area</li> </ul>	<p>This claim has not been supported by evidence and is not a matter of consideration for planning proposals.</p>

Table 3. Key issues raised and Officer comments – Object to the Planning Proposal

Issues Raised	Council Officer Response
<p><b>Traffic (100)</b></p> <ul style="list-style-type: none"> <li>Existing road infrastructure inadequate to support traffic flow and access on Tupper St and surrounding street network.</li> <li>Future development would compound traffic and access issues.</li> <li>Traffic Report inadequately assesses and responds to the traffic impacts, from construction through to operation</li> <li>Current safety concerns for pedestrians and cyclists in surrounding narrow streets</li> <li>Hazardous right turn at Tupper St and Stanmore Rd intersection.</li> </ul>	<p>The Planning Proposal includes a site-specific provision that development consent can only be granted if development <b>does not result in a significant increase in traffic in the area</b> which will have to be demonstrated at the DA stage.</p> <p>The Planning Proposal incorporates several measures to improve traffic flow and minimise impact to surrounding streets including:</p> <ul style="list-style-type: none"> <li>5m road widening along Alma Avenue with footpaths on both sides of the road to provide for two-way traffic flow</li> <li>Removal of on street parking on the western side of Tupper Street, in between Stanmore Road and the proposed new site</li> </ul>

Issues Raised	Council Officer Response
	<p>access driveway to enable adequate width for two-way traffic flow.</p> <p>In addition, the provision of a pedestrian through-site link between Harrington Street and Tupper Street will provide pedestrian permeability and help to improve surveillance and safety around the site and surrounding area</p> <p>The above traffic flow measures are illustrated in <b>Appendix 1</b>.</p> <p>The proponent has provided a traffic modelling report in response to these submissions to address these concerns. Council's engineers have reviewed the traffic reports and advised that further site-specific detailed guidelines are required to be developed at the DCP stage should the LEP amendment be made.</p> <p>The site specific DCP will need to include:</p> <ul style="list-style-type: none"> <li>• local street controls to ensure vehicles generated by the development use Stanmore Road and not local streets for access and egress</li> <li>• guidelines regarding vehicular access arrangements to the site</li> <li>• requirements for on-site parking</li> <li>• treatments for widening Alma Lane and Tupper Street</li> <li>• a green-travel plan to support sustainable transport.</li> </ul> <p>The site specific DCP will be considered by Council's Local Traffic Committee and exhibited to the public</p>
<p><b>Car Parking (74):</b></p> <ul style="list-style-type: none"> <li>• Future residential development and expanded club activities will increase demand for car parking however the proposal includes insufficient on-site car parking to cater for this demand which will exacerbate demand for on-street car parking spaces</li> <li>• Existing on-street car parking is insufficient for nearby residents and commercial services and removing on street parking on Tupper St and overflow parking on vacant</li> </ul>	<p>Any future development will be required to comply with the Marrickville DCP 2011 parking rates for residential and commercial development. The proponent has indicated that they wish to vary those rates for the club use, and this would be addressed when developing the site specific DCP discussed above.</p> <p>Car parking will thereafter be considered during the Development application process, including provision of a detailed traffic parking report responding in detail to the specific site building uses and street/road conditions and proposed treatments to for having a functional system.</p>

Issues Raised	Council Officer Response
<p>lot at rear of site would make this problem worse</p> <ul style="list-style-type: none"> <li>Proposed "No parking/No stopping solution" inadequate response to address parking issues and unfair to existing rate paying residents</li> </ul>	
<p><b>Building Height (28):</b></p> <ul style="list-style-type: none"> <li>Excessive building height will result in loss of views</li> <li>Height increase will set a precedence for the Inner West LGA</li> <li>Increased height will have a negative impact to views affecting property prices</li> <li>Proposed building heights are inconsistent with the Marrickville LEP 2011</li> </ul>	<p>The proposed maximum height is considered to be appropriate on this site, given its large size and ability for future buildings to be sited and modelled to minimise impacts and be compatible with surrounding existing building context.</p> <p>For example, the Urban Design Indicative Scheme demonstrates that the predominant existing Tupper Street context and scale is 4 storey residential flat buildings with ground level carparking. Visual impacts of a building with up to two additional storeys could be ameliorated through additional setbacks. Additionally, due to the ground slope, the building steps down to 4 storeys to the south, further minimising the potential height impacts to surrounding areas. In addition, there are 4 storey buildings on the adjoining 22 Tupper St site which will screen some development views from southerly residential areas.</p> <p>The future site-specific DCP will be required to set guidelines relating to built form transition, height and setbacks and landscaping.</p>
<p><b>Overshadowing (26):</b></p> <ul style="list-style-type: none"> <li>Proposed buildings will overshadow existing houses and public spaces, particularly on Tupper St and Alma Ave</li> </ul>	<p>The shadow diagrams submitted with the Urban Design Indicative Scheme demonstrate that sufficient solar access can be provided to surrounding residential buildings to meet the requirements of the Apartment Design Guidelines and Marrickville DCP 2011.</p>
<p><b>Local Character (46)</b></p> <ul style="list-style-type: none"> <li>Character of future development will not fit the local building typology context</li> <li>Proposal is unsympathetic to the existing heritage streetscape and aesthetic</li> <li>Setbacks proposed are inconsistent with existing context</li> <li>Removal of six terrace residences would add to loss of local character</li> <li>Proposal would remove the leafy streetscape feel</li> </ul>	<p>The Urban Design Indicative Scheme demonstrates that future development could include a tree lined streetscape with pedestrian permeability from between Harrington and Tupper Streets and new unique civic square. This would realise an improved aesthetic to the immediate and surrounding area compared with the existing Club site which currently contains a carpark covering approximately 75 percent of the site area.</p> <p>Additionally, the Landscape Design shows capability for deep soil areas along the street</p>

Issues Raised	Council Officer Response
	<p>frontage of the site. This includes 3 m wide along Alma Avenue (part along RI zone), 5m wide along Tupper Street (part along RI zone) and along Stanmore Road. This will provide the capacity for additional tree plantings to maintain a leafy streetscape.</p> <p>These measures will ensure that the proposed design provides a contextual response to the existing streetscape and local setting. Further, the future site-specific DCP will include objectives and controls requiring contextual response to the neighbouring area as well as landscaping and tree canopy controls to achieve good design outcomes. The DCP will be reviewed by Councils Architectural Excellence and Design Review Panel (AEDRP).</p>
<p><b>Heritage Impacts (3):</b></p> <ul style="list-style-type: none"> <li>Heritage Assessment does not adequately address the cultural and architectural significance of the houses in Tupper St and previous association with Newtown Jets football association.</li> <li>Development will adversely impact the Kingston South Conservation Area to the north.</li> <li>Development will adversely impact the terrace houses to the west of Alma Avenue.</li> </ul>	<p>It is noted that the site is not identified as a heritage item or located in a conservation area.</p> <p>The exhibited heritage report included a review of the houses on the site at Tupper Street which advised that they are typical examples of their era and do not meet Burra Charter criteria for heritage conservation.</p> <p>The Planning Proposal Urban Design Scheme demonstrates that a future building on the Stanmore Road frontage can achieve a building separation of approximately 26m to the Kingston South Heritage Conservation Area (HCA) north of the site, and 13m to the 2 storey terrace houses to the west of Alma Ave.</p> <p>Design measures including the provision of upper storeys setbacks can be designed for compatibility with the scale and detail of surrounding development. Such controls will be provided in a future DCP and assessed at DA stage.</p>
<p><b>Noise (16)</b></p> <ul style="list-style-type: none"> <li>Concern of prolonged noise pollution during construction</li> <li>Outdoor eating areas will create noise issues to residents</li> <li>Redevelopment of the club will result in excessive noise from events on the premise.</li> </ul>	<p>Construction traffic and noise impacts will be addressed through conditions of consent at the DA stage. It is noted that the use of the site as a registered club is an existing use.</p> <p>Notwithstanding, the future site specific DCP is required to introduce guidelines which ensure that the new development provides a suitable acoustic treatment to protect future and surrounding residents as well as any other sensitive land uses.</p>



Issues Raised	Council Officer Response
<p><b>Cultural and Community Facilities (14):</b></p> <ul style="list-style-type: none"> <li>The Cyprus Club is of local cultural significance and should be preserved.</li> <li>More development will result in loss of public meeting places.</li> <li>Insufficient provision and access to community facilities, including health, childcare services, and schools.</li> </ul>	<p>It is intended that the Cyprus Community Club will remain on the site. The exhibited Planning Proposal's proposed LEP amendment intends to introduce residential flat buildings as an additional permitted use on the B4 zone land only if a minimum of 1,500sqm of GFA for the purposes of a Registered Club and Commercial Premises is provided.</p> <p>The retention of the Club would encourage the continued operation of community facilities including a library, creche, soccer team offices, Greek language school, social activities, lecture rooms, dancing rooms, musical performances, and festivals. It is also noted that the Indicative Scheme shows potential for new outdoor civic spaces, capable for facilitating social meeting spaces.</p> <p>School Infrastructure NSW advised as part of the public exhibition process that the number of potential students generated by a residential use can be accommodated by surrounding schools.</p> <p>Council's Community team reviewed the study and raised no objections.</p> <p>Further assessment of potential social and cultural issues will be considered at DA stage in accordance with the Section 2.8 Social Impact of the Marrickville DCP 2011.</p>
<p><b>Open Space and Tree Canopy (14):</b></p> <ul style="list-style-type: none"> <li>Intensity of the development would place additional stress on existing public open green spaces.</li> <li>Vacant lot at rear of site should be retained for open space purposes.</li> <li>Proposal should include more verge greening and retain mature trees.</li> <li>Green spaces are important to support mental health.</li> </ul>	<p>The Planning Proposal provides potential for open space and tree canopy on the site including:</p> <ul style="list-style-type: none"> <li>a 600sqm publicly accessible urban pocket park.</li> <li>Provision of 2,224sqm deep soil area located along the site frontage and central public square.</li> <li>retention of 10 mature trees on the site, including along Stanmore Road, Tupper Street and within the centre of the site. The deep soil provisions proposed will support the retention of the existing trees.</li> </ul> <p>A future site specific DCP is required to ensure the above is achieved.</p>

Issues Raised	Council Officer Response
<b>Construction Disruption (6):</b> <ul style="list-style-type: none"> <li>Potential damage to property and services</li> <li>Building construction equipment disruption to local residences.</li> </ul>	<p>Development conditions will be imposed at the DA stage to ensure that construction works do not adversely impact the local community. This could include the requirement of a construction management plan to maximise the use of Stanmore Road as the primary access onto the site to minimise disruption to local streets.</p>
<b>Essential Infrastructure (5):</b> <ul style="list-style-type: none"> <li>Stormwater and sewer infrastructure will not be able to cope with the anticipated population growth.</li> </ul>	<p>On 5 July 2022, Council received advice from Sydney Water in relation to the exhibited Planning Proposal, confirming that there no known water or wastewater servicing issues are identified at this stage. Sydney Water will provide detailed requirements as part of the Section 73 application process at the DA stage.</p> <p>Future development applications will be required to submit a Stormwater drainage concept plan in accordance with the Marrickville DCP 2011 and any Site-Specific DCP controls imposed for the site.</p>
<b>Affordable Housing (4):</b> <ul style="list-style-type: none"> <li>Lack of affordable/community housing for low-income earners.</li> </ul>	<p>The Planning Proposal has indicated the intention to provide some affordable housing on the site. A Planning Agreement that ties the delivery of affordable housing with the proposed LEP provisions is subject to negotiations with Council and is currently outstanding.</p>
<b>Environmental Impacts (3):</b> <ul style="list-style-type: none"> <li>Future development may have an adverse impact on landscaping, vegetation, natural landforms, natural drainage patterns, scenic quality and local flora and fauna.</li> </ul>	<p>On 16 June 2022, Council received advice from the DPE Environment and Heritage Group (EHG) in relation to the exhibited Planning Proposal, advising:</p> <ul style="list-style-type: none"> <li>Vegetation in the subject site is not identified as an ecological community</li> <li>Threatened fauna in the locality consist mainly of wide-ranging species and unlikely to rely on any habitat on the subject land</li> <li>The subject site would not have any flood affectation for flooding events up to the probable maximum flood event.</li> </ul> <p>An Environmental Site Investigation Report was included in the Planning Proposal in accordance with the Resilience and Hazards SEPP and its associated Land Contamination Guidelines. It found no significant levels on contamination on the site. Council's Environmental Health team reviewed the study and raised no objections.</p>

Issues Raised	Council Officer Response
	As required in the SEPP, a more detailed "Phase 2" study will be submitted at Development Application stage.
<b>Active Transport (3):</b> <ul style="list-style-type: none"> <li>Location and number of bicycle parking spaces undetermined.</li> <li>Need to improve pedestrian experience to encourage walking to nearby shops and transport.</li> <li>Alma Ave should have a foot path and could be pedestrian only site-through link.</li> </ul>	<p>The Planning Proposal includes several provisions to improve pedestrian and cyclist linkages across the site, including:</p> <ul style="list-style-type: none"> <li>widening of Alma Ave to allow the provision of footpaths on both sides</li> <li>provision of a pedestrian site-through link from Alma Ave and Tupper St</li> </ul> <p>A future site specific DCP is required to ensure the above is achieved.</p>
<b>Overdevelopment (2):</b> <ul style="list-style-type: none"> <li>Too many units proposed for the size of the site.</li> <li>Loss of amenity will encroach the existing enjoyment of the area.</li> </ul>	<p>The Planning Proposal would alter the zonings, permitted uses, maximum floor space ratio and maximum height of buildings permitted on the site; it does not guarantee unit numbers.</p> <p>A future site specific DCP is required to incorporate measures to mitigate potential loss of amenity to surrounding areas.</p>
<b>Housing Affordability (2):</b> <ul style="list-style-type: none"> <li>Potential for Build to Rent model</li> <li>Need to ensure future residential units are affordable.</li> </ul>	Noted. These matters are relevant to future development applications.
<b>Commercial Floorspace (2):</b> <ul style="list-style-type: none"> <li>Is the amount of floorspace appropriate for the site ?</li> </ul>	<p>The Planning Proposal has demonstrated consistency with Council's Employment and Retail Lands Strategy.</p> <p>The exhibited Planning Proposal's proposed LEP amendment intends to introduce residential flat buildings as an additional permitted use on the B4 zone land only if a minimum of 1,500sqm of GFA for the purposes of a Registered Club and Commercial Premises is provided. This will allow the Club to continue to provide employment floorspace and encourage future employment growth.</p> <p>It should be noted that this clause would prevent the use of the site as a residential flat building if it did not contain a registered club <u>and</u> commercial premises.</p>
<b>Privacy (3):</b>	Future development including both the Club buildings and dwellings do not abut existing residential sites, except for 22 Tupper Street containing a 4 storey residential flat building.

Issues Raised	Council Officer Response
<ul style="list-style-type: none"> <li>Potential for privacy issues from outdoor eating areas and balconies facing existing residences.</li> <li>Increased building height, combined with reduced setbacks will result in privacy issues.</li> </ul>	<p>The Indicative Scheme illustrates that townhouses or flats are possible with 6m separation to the site boundary as required in the Apartment Design Guide. This could include the provision of a 3m rear deep soil area to help establish large screening trees for privacy.</p> <p>Detailed design and consideration of privacy matters will be dealt with at the DA stage.</p>
<p><b>Sustainability (2):</b></p> <ul style="list-style-type: none"> <li>Proposal lacks consideration and measures to adapt to climate change.</li> <li>Sub-station could be retained to convert to store community batteries to encourage take up of solar PV to nearby residencies.</li> </ul>	<p>The Indicative Scheme and DCP Outline indicate that sustainability measures and improved building performance standards could be achieved for the site. Including:</p> <ul style="list-style-type: none"> <li>Optimal northerly building orientation to improve passive solar performance</li> <li>Capability to integrate roof tops with photovoltaics systems</li> <li>Compliance with the BASIX SEPP and Section J of the National Construction Code</li> <li>Potential for high amounts of tree canopy on the site</li> </ul> <p>Council will consider appropriate sustainability initiatives aligned to the Inner West <i>Local Strategic Planning Statement</i> ecologically sustainable planning priorities and the Inner West Climate and Renewables Strategy as part of the preparation of the Site-Specific DCP to further enhance the sustainability outcomes of the site.</p>
<p><b>Communications (1):</b></p> <ul style="list-style-type: none"> <li>Community engagement material inadequate to effectively communicate proposal to nearby residents from multicultural backgrounds.</li> </ul>	<p>Noted. The Planning Proposal was exhibited on Council's website, offering free interpreter services. Hard copies were also made available at the Petersham, Ashfield, and Leichardt Service Centres.</p>
<p><b>Planning Processes (1):</b></p> <ul style="list-style-type: none"> <li>Inconsistency with the objects of the <i>Environmental Planning and Assessment Act 1979 (EP&amp;A Act)</i>.</li> <li>Draft Planning Agreement Letter does not justify proposal's development potential.</li> </ul>	<p>The Planning Proposal has been prepared and assessed in accordance with the relevant requirements of the <i>EP&amp;A Act</i> and the DPE's <i>LEP Making Guidelines 2022</i>.</p> <p>The Letter of Offer was submitted with the Planning Proposal for exhibition. This offer is being negotiated with the Council's Properties team and a draft Planning Agreement is yet to be presented to Council.</p>
<p><b>Property Value (1):</b></p>	<p>This is not a matter of consideration under the <i>EP&amp;A Act</i>.</p>

Issues Raised	Council Officer Response
<ul style="list-style-type: none"> <li>Concern the value of house prices will go down.</li> </ul>	
<p><b>Social Impacts (1):</b></p> <ul style="list-style-type: none"> <li>Concern that the proposal would result in increased harmful behaviours such as drinking and gambling.</li> </ul>	<p>A Social Impact Statement prepared in accordance with the Marrickville DCP 2011, Section 2.8 Social Impact is required at DA Stage. The potential positive and negative social consequences of proposed development will be assessed as part of this process.</p> <p>Conditions of Development consent can be applied requiring a management plan for Club activities to control patron behaviours.</p>

## 5. Public Agency Consultation

### 5.1. Who was consulted?

Council consulted with 12 public agencies through the DPE Planning Portal as required by the Gateway Determination, including:

- Heritage NSW
- Department of Environment, Energy and Science
- Transport for NSW
- Sydney Water Corporation
- Water NSW
- Ausgrid
- Greater Cities Commission
- Department of Education
- Sydney Airport Corporation
- Civil Aviation Safety Authority
- Commonwealth Transport, Regional Development and Communications and Arts
- Air Services Australia

### 5.2. What did they say?

No objections to the Planning Proposal were raised in the 11 submissions from public agencies. The submissions did however raise the following matters were raised by particular agencies for Council consideration.



## Transport for NSW (TfNSW)

Gateway determination condition 1g(v) required consideration of traffic and parking impact. Subsequently, a Traffic and Parking Assessment Report was prepared for public exhibition and referred to TfNSW for feedback.

TfNSW had no objection in principle but provided comments relating to detailed traffic and parking assessment for consideration in future stages of the planning process. Further traffic modelling was requested by Council officers from the proponent to respond to TfNSW's submission.

Council's engineers have considered the reports and revised traffic modelling and raise no objections. They consider that Right in/Right out movements at Alma Ave/ Stanmore Rd and Tupper St/Stanmore Rd intersections should not be supported due to servicing and safety concerns. Left in/left out movements are recommended at these intersections. (Note at present, peak hour ease of access into the site is primarily by a left hand turn off Stanmore Road). Alma Avenue and Tupper Street treatments and capacity, vehicular access points, turning circles, servicing and ensuring adequate parking is provided on site are matters to be resolved at the DCP stage in consultation with Council's engineers, the Local Traffic Committee and TfNSW.

## Airport Authorities

The following agencies are responsible for ensuring the safe operation of airports.

- Civil Aviation Safety Authority (CASA)
- Commonwealth Dept. of Infrastructure Regional Development of Infrastructure, Transport, Regional Development, Communications, and the Arts
- Air Services Australia

These public authorities have Federal jurisdiction to make sure buildings are adequately clear of overhead planes, and do not have any electronic devices that would cause interference for plane operation.

The Gateway Determination Condition 1g(vi) requires that airplane noise for future building occupants and potential airplane impacts, if any, are addressed. An approval from the Commonwealth Dept. of Infrastructure Regional Development of Infrastructure, Transport, Regional Development, Communications, and the Arts (former Dept. Infrastructure, Transport, Regional Development and Communications) was issued to the proponent on 23 December 2020. This approval

included requirement of a maximum building height defined as being below Australian Height Datum (RL) 55.4. This was shown in the exhibited Indicative Designs in 2022 along with the positions of overhead cranes at construction stage.

CASA did not raise any objections to the exhibited Planning Proposal documents or the previous approval given in December 2020. They advised that cranes in relation to the airspace Obstacle Limitation Surface will be assessed under the Airspace Regulations when requested by Sydney Airport.

Air Services Australia deferred to the previous 2020 referral advice which did not object the Planning Proposal and noting that future development will not have an impact to the safety, efficiency, or regularity of existing, or future air transport operations into or out of Sydney aerodrome. No objections or further comments were raised.

Also, Sydney Airport Corporation are a privately owned company and operate Sydney Airport. They did not raise an objection.

#### **Schools Infrastructure NSW (SINSW)**

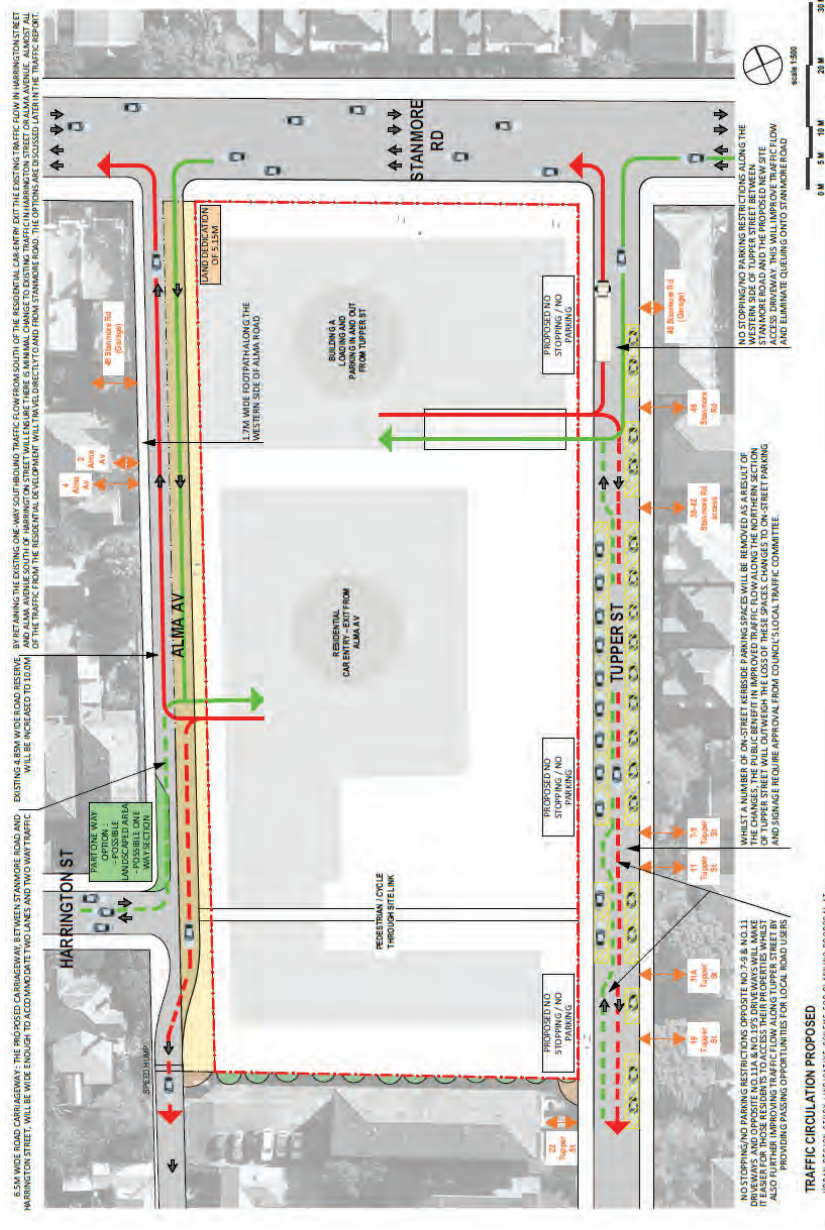
SINSW advised they had no objection to the Planning Proposal and the amount of potential students that would be generated by new residential development could be accommodated by surrounding schools.

#### **Ausgrid**

Ausgrid are responsible for electricity supply and currently have a small substation on the Planning Proposal site at Alma Avenue and raised no objection. It is noted that the substation will be relocated at a future stage. It is understood that the Club has been in negotiations on this matter with Ausgrid.

# ANNE WEST

## Appendix 1 – Traffic Flow Diagram



#### Attachment 4 - Amendments to the Planning Proposal in response to Gateway Determination and public exhibition

On 7 June 2021 the Department of Planning and Environment (DPE) issued a Gateway Determination for the Cyprus Club Planning Proposal at 58-76 Stanmore Road, 2-20 Tupper Street, and 1,3-9 Alma Avenue. Council's assessment of the exhibited Planning Proposal against the Gateway Conditions is provided in the table below.

Council's recommended post-exhibition amendments in response to the Gateway conditions and public exhibition, where applicable, are also indicated in the table below.

Gateway Condition		Assessment	Post Exhibition Amendments
<b>1. The planning proposal is to be amended to reduce the height and floor space ratio to address the following matters:</b>			
1a	The concept scheme is to be amended to address:		
1a(i)	the delivery of improved and usable ground level communal open space (COS) which achieves the requirements of the Apartment Design Guide (ADG) and minimises exposure to aircraft noise by being located away from rooftops.	<p>The Urban Design Indicative Scheme has been revised to address this condition and incorporates a provision of 2,142m<sup>2</sup> of ground level COS.</p> <p>The proposed COS provision complies with the minimum spatial requirements of the ADG. No COS is located on building rooftops.</p>	No post exhibition amendments required.
1a(ii)	an improved residential amenity outcome by achieving compliance with the ADG solar access requirements for all individual buildings on the site and demonstrate that the adjoining	<p>The Planning Proposal and the relevant documents have been revised to address this condition.</p> <p>The Urban Design Indicative Scheme includes solar access diagrams which</p>	Council recommends the introduction of additional LEP local provisions that stipulate that development consent must not be granted until the new development can demonstrate that it will achieve an appropriate development pattern and high-

	Gateway Condition	Assessment	Post Exhibition Amendments
	properties will achieve compliance with the ADG requirements in terms of solar access.	<p>demonstrate that apartment buildings (Buildings A, C &amp; D) can achieve solar access requirements in accordance with the ADG.</p> <p>Consideration of solar access for dwellings adjoining the site and nearby dwellings will be addressed through future DCP controls.</p>	<p>quality built form in terms of bulk, massing, height, separation, setbacks, amenity and modulation.</p> <p>Additionally, it is proposed that a clause be introduced to stipulate that development consent must not be granted until the new development provides a site-specific DCP that includes controls for:</p> <ul style="list-style-type: none"> <li>• bulk, massing and modulation of buildings,</li> <li>• setbacks to the ground floor and upper storeys,</li> <li>• specified building storeys,</li> <li>• mitigation of environmental impacts, including solar access, visual and acoustic privacy, overshadowing within the development on publicly accessible areas and to surrounding buildings.</li> </ul>
1a(iii)	include a landscape plan which demonstrates how the provision of deep soil planting will not be impeded by above ground structures or subterranean development and which is capable of accommodating the trees which will be retained and	<p>A revised Urban Design Indicative Scheme and Landscape Design Report have been provided and were exhibited with the Planning Proposal.</p> <p>These reports indicate that approximately 2,224m<sup>2</sup> of deep soil area can be achieved, which would satisfy the ADG requirements,</p>	<p>Council recommends the introduction of additional LEP local provisions which stipulate that development consent must not be granted until the new development can demonstrate that it will preserve significant trees and provide adequate landscaping and deep soil planting including incorporating measures to reduce urban heat through</p>



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	new replacement planting. The landscape concept plan must demonstrate how new trees will be accommodated and the community benefits stated in Council's Additional Information Response (dated 8 March 2021) of tree lined streets, lanes and vistas are achieved.	<p>however this will have to be complied with at the detailed design/DA stage.</p> <p>Further, deep soil areas are proposed to be located along the perimeter of the site to accommodate the retention and addition of new canopy tree plantings to Stanmore Road, Tupper Street, Alma Avenue, and the rear of the site.</p> <p>The Indicative Urban Design Scheme illustrates that a minimum provision of 900mm deep soil depth above the concrete slab is required to accommodate trees to the central communal open space area. This level of detail will be addressed at the future DCP stage. The above demonstrates how the community benefits stated in Council's Additional Information Response (dated 8 March 2021) of tree lined streets, lanes and vistas can be achieved.</p>	<p>water sensitive urban design and mature tree planting.</p> <p>Additionally, a new LEP clause is proposed to specify that development consent must not be granted until the new development provides a site-specific DCP that includes controls for landscaping, deep soil planting and communal open space.</p>
1b	Information to demonstrate how publicly accessible open space in the plaza, through-site lanes A and B, and any other publicly accessible open	Provision for public access across the site is demonstrated in the Urban Design Indicative Scheme in response to this condition.	Council recommends the introduction of additional LEP local provisions which stipulate that development consent must not be granted until the new development provides new publicly accessible:

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	space proposed, will be protected and delivered as 'publicly accessible'.	<p>This can be delivered by a registration on the land title of the site, with a future development consent applying conditions requiring this. However, there is an LEP provision is required to trigger the provision of these 'publicly accessible' spaces/ links.</p> <p>A supporting letter of offer has identified opportunities to provide public domain benefits; however, a draft Planning agreement has not yet been agreed or presented to Council.</p>	<ul style="list-style-type: none"> <li>through-site walking and cycling links between Alma Avenue and Tupper Street to improve permeability,</li> <li>open space with landscaping along Alma Street,</li> <li>plaza with landscaping along Stanmore Road.</li> </ul> <p>Additionally, a new clause is proposed which requires that development consent must not be granted until a site-specific DCP is provided which identifies the location of these links and open space.</p>
1c	Provide a clear rationale for the reduced height and FSR standards that are being proposed, having regard to the existing scale of surrounding buildings and the desired future character, which includes heritage items and a heritage conservation area. This is to include:		
1c(i)	a rationale demonstrating how the amended height and density provisions, and built form of the concept plan are sympathetic to, and consistent with, the surrounding area's density, scale and context;	<p>The Planning Proposal and supplementary urban design report was updated prior to exhibition to provide justification regarding the proposed urban design scheme, which included reductions to FSR and HOB to provide a sympathetic contextual response.</p> <p>However, the LEP provisions as exhibited do not have any triggers to ensure that the resulting development will provide a</p>	<p>As per the proposed post-exhibition amendments in 1a(ii).</p>

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		<p>sympathetic response to the surrounding area's density, scale, and context.</p> <p>A site-specific DCP is required to set controls regarding ensuring that the future built form provides a sympathetic and contextual response.</p> <p>Site-specific DCP should require increased setbacks of 6m on the 5<sup>th</sup> and 6<sup>th</sup> storey along Tupper Street to manage visual scale impacts.</p>	
1c(ii)	be informed by a heritage study prepared by a suitably qualified expert; and	<p>The post-gateway Planning Proposal report has been informed by a Preliminary Heritage Assessment prepared by John Oultram Heritage &amp; Design. The assessment adopted a methodology in accordance with the relevant NSW Heritage Manuals and guided by the Australia ICOMOS Burra Charter 2013. This included consideration of the existing Kingston South Heritage Conservation Area to the north of the site and other nearby buildings of architectural value.</p>	No post exhibition amendments required.
1c(iii)	include photomontages and view analysis of all buildings providing a	The revised Urban Design Scheme provided photomontages and view	No post exhibition amendments required.

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	clear visual representation of the intended bulk and scale and relationship to the surrounding area.	analysis which illustrate that the intended bulk and scale and relationship to the surrounding area is satisfactory. This revised urban design scheme was peer reviewed by proponent's designers as well as Council's urban designers.	
1d	The statement addressing consistency with the Eastern City District Plan is to be updated to reflect the amended planning proposal. This statement must also address Planning Priority E18 - Delivering high quality open space, which is not addressed in the current proposal.	<p>The Planning Proposal and supporting documents have been revised to demonstrate consistency with the Eastern City District Plan, including Priority E18 as seen on pages 47-51.</p> <p>This includes the provision of open space and tree-lined planting to the perimeter of the site along Alma Lane, Tupper Street, Stanmore Road and to the rear of the site.</p> <p>The proposed tree-lined pedestrian through-site link between Harrington Street and Tupper Street; and a new civic square off Stanmore Road will also assist in the delivery of high-quality open space.</p>	The proposed post exhibition amendments in 1a(iii) and 1b will also support the delivery of high-quality open space to further address this Gateway condition.
1e	The statement addressing consistency with Priorities 6 and 7 in the Inner West LSPS is to be updated to reflect the amended planning proposal. This statement must	<p>The Planning Proposal has been updated to address this condition as seen on pages 51-54.</p> <p>Further, the Urban Design Scheme demonstrates that apartments are</p>	<p>The above proposed post-exhibition amendments will further strengthen alignment with Council's LSPS.</p> <p>Further, a post-exhibition amendment to the site-specific LEP provision is recommended to</p>

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	<p>address all other relevant Planning Priorities in the LSPS, including:</p> <ul style="list-style-type: none"> <li>• Priority 1 – Adapt to climate change,</li> <li>• Priority 3 – A diverse and increasing urban forest that connects habitats of flora and fauna,</li> <li>• Priority 8 – Provide improved and accessible sustainable transport infrastructure,</li> <li>• Priority 9 – A thriving local economy, and</li> </ul> <p>Priority 11 – Provide accessible facilities and spaces that support active, healthy communities.</p>	<p>capable of achieving passive solar design and the site can achieve 15% and 40% tree canopy for the B4 zone and RI zone respectively.</p> <p>Future DCP will include requirements for Green Travel plan, bike parking and end of trip facilities to support sustainable transport and reduce private car-dependency. The site is located in an area with generally good public transport accessibility. It is close to bus stops and within 800m of Stanmore train Station.</p> <p>The Planning Proposal includes a site-specific provision to allow residential flat buildings on the B4 zoned part of the site on the proviso that future development includes a minimum of 1500m<sup>2</sup> GFA for a Registered Club and Commercial Premises. This would encourage continued operation of the Club, supporting the local economy and providing accessible facilities for the community.</p>	<p>increase the minimum GFA for club uses to be 1550m<sup>2</sup> from 1500m<sup>2</sup> for commercial and registered club floor space to be consistent with the Gateway Determination.</p>
If	<p>Update the planning proposal to address the adopted Inner West Housing Strategy (2020), the Inner West Recreational Needs Study – A Healthier Inner West (2018) and draft</p>	<p>The Planning Proposal has been revised to address the principles of the Inner West Local Housing Strategy (2020) and the Inner West Recreational Needs Study (2018) as seen on pages 54-57.</p>	<p>Council recommends an additional LEP clause regarding development consent not being granted until the new development provides diversity of housing, including affordable housing and adaptable housing.</p>



	Gateway Condition	Assessment	Post Exhibition Amendments
	<p>Inner West Recreation Strategy and Action Plan (if finalised prior to submission to the Department for pre-exhibition endorsement).</p>	<p>The draft Inner West Recreation Strategy and Action Plan is yet to be finalised and was subsequently not addressed in the Planning Proposal.</p> <p>The Planning Proposal controls can create capacity for approximately 116 new dwellings comprising 106 apartments and 10 terraces. A Planning Agreement that ties the delivery of affordable housing with the proposed LEP provisions is subject to negotiations with Council and is currently outstanding.</p> <p>As discussed above, the supporting urban design study indicates approximately 2,142m<sup>2</sup> publicly accessible open space and a pedestrian through-site link which would contribute to the open space network and increasing the permeability through the site.</p> <p>Further LEP and DCP conditions are required to trigger the delivery of these 'publicly accessible' spaces/ links.</p>	<p>This would be further strengthened by the Council's proposed clause requiring the implementation of a site-specific DCP prior to granting development consent.</p>
1g	Information to clearly demonstrate consistency with, or that any inconsistency is justified and/or of minor significance, with the following section 9.1 Directions:		

	Gateway Condition	Assessment	Post Exhibition Amendments
1g (i)	Ministerial Direction 1.1 Business and Industrial Zones – acknowledge and address consistency with this Direction.	<p>The Planning Proposal has been revised to acknowledge and demonstrate consistency with this Ministerial Direction.</p> <p>The Planning Proposal will allow residential flat buildings on B4 Mixed-Use zoned part of the site only if the development provides a minimum of 1500m<sup>2</sup> GFA for a Registered Club and Commercial Premises. This will retain/ encourage employment growth and support the nearby Enmore Road local centre.</p> <p>The site is not business or industrial zoned land.</p>	As per amendments proposed in 1e.
1g (ii)	Ministerial Direction 2.3 Heritage Conservation – Undertake a heritage impact report which considers the heritage significance and impacts on the nearby heritage items and Kingston Heritage Conservation Area. Update the planning proposal to acknowledge and address this Direction	The Planning Proposal was updated to acknowledge and address this Direction. Refer to response 1c(ii).	The proposed post-exhibition amendments in 1a(ii) will introduce stronger measures to ensure that future building design provides a contextual built form response that is sympathetic to the heritage setting of the surrounding areas.
1g (iii)	Ministerial Direction 2.6 Remediation of Contaminated Land – Undertake a preliminary site investigation for all land to which the proposal applies	The exhibited Planning Proposal was supported by a Preliminary Site Investigation prepared by Foundation Earth Sciences (2021) for the site area.	No post-exhibition amendments required.

Gateway Condition		Assessment	Post Exhibition Amendments
		This is consistent with the Ministerial Direction and the Resilience and Hazards SEPP 2021 requirements.	
1g (iv)	Ministerial Direction 3.1 – Amend the planning proposal to address good design and amenity, in accordance with Condition 1 (a) in the Gateway Determination;	Refer to responses provided in 1a (i, ii and iii).	As per the proposed post exhibition amendments provided in 1a (i, ii and iii).
1g (v)	Ministerial Direction 3.4 Integrating Land Use and Transport – update the traffic impact assessment prior to exhibition to address <ul style="list-style-type: none"> <li>the anticipated car parking space demand and provision resulting from the proposed development in accordance with the DCP controls and the proposed dwellings and mixed uses.</li> <li>any recommended measures to reduce private vehicle trip generation and demand, and maximise public transport patronage.</li> </ul> The impact on the road network, including any required infrastructure or intersection upgrades	<p>The exhibited Planning Proposal included a new Traffic and Parking Assessment Report prepared by Varga Traffic Planning to address the Gateway Condition.</p> <p>The exhibited Planning Proposal included provisions to reduce traffic and parking impacts through:</p> <ul style="list-style-type: none"> <li>Introduction of a site-specific clause in the IWLEP 2022 requiring the consent authority to be satisfied that development on the site will not result in a significant increase in the amount of vehicular traffic in the area,</li> <li>Provision of a future site-specific DCP to implement a Green Travel Plan and other measures to reduce traffic generation and improve</li> </ul>	<p>Council recommends post-exhibition amendments be made to strengthen the proposed LEP amendments and ensure traffic and parking concerns can be addressed.</p> <p>Council recommends the introduction of additional LEP local provisions which require that development consent must not be granted until the new development demonstrates that it will:</p> <ul style="list-style-type: none"> <li>support sustainable transport modes, minimise traffic congestion and reduce private car dependency,</li> <li>not result in significant increase to the amount of vehicular traffic in the area, including on Stanmore Road, Alma Avenue, Tupper Street, Harrington Street, Newington Road, Enmore Road and Liberty Street.</li> </ul>

Gateway Condition		Assessment	Post Exhibition Amendments
		<p>vehicular access to and around the site,</p> <ul style="list-style-type: none"> <li>Revised Urban Design Indicative Scheme to include consideration of traffic flow treatments to intersections at Stanmore Road and side streets to allow two-way movements in Tupper Street and Alma Street subject to road widening.</li> </ul> <p>The Proponent provided additional information including traffic modelling following public exhibition to address community's and Transport for NSW concerns relating to traffic.</p> <p>Council's engineers have reviewed the traffic reports and advised that further site-specific detailed guidelines are required to be developed at the DCP stage.</p>	<p>Additionally, it is proposed that an LEP clause be introduced requiring that development consent must not be granted until the new development provides a site-specific DCP that includes controls for:</p> <ul style="list-style-type: none"> <li>vehicle access arrangements,</li> <li>encouraging sustainable transport, including increased use of public transport, walking and cycling, and appropriate car parking.</li> </ul> <p>This DCP is to be exhibited to public and will include guidelines regarding vehicular access arrangements to the site, level of car parking, bike and bicycle parking, proposed treatment for widening Alma Lane, reconfiguration of Tupper Street and green-travel plan to support sustainable transport.</p>
lg (vi)	<p>Ministerial Direction 3.5 Development Near Regulated Airports and Defence Airfields –</p> <p>Amend the planning proposal to:</p>	<p>A new Environment Noise Assessment and Noise Mitigation Strategy (2022) prepared by Acoustic Logic was exhibited with the revised Planning Proposal in response to this Gateway Condition.</p>	<p>Council recommends a post-exhibition amendment requiring that development consent must not be granted until the new development provides a site-specific DCP that includes controls regarding the mitigation of aircraft noise, including through</p>

Gateway Condition	Assessment	Post Exhibition Amendments
<ul style="list-style-type: none"> <li>prepare an updated Noise Planning Strategy which clearly demonstrates the site-specific recommendations and measures to achieve the relevant Aircraft Noise Reduction value for the site and internal design levels of AS 2021:2015;</li> <li>incorporate any requirements of consultation with, and Controlled Activity Approval from the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development (dated 23/12/2020). This includes the requirement that the maximum height of buildings must not exceed 55.4m AHD inclusive of all lift over-runs, vents and chimneys, aerials, antennas, lightning rods, exhaust flues, roof top garden plantings, construction cranes, and the like;</li> <li>incorporate Council's additional information</li> </ul>	<p>The report indicated how compliance with AS 2021: 2015 for the smaller part of the site within ANEF 25-30 (approx 15 percent of site) contour can be achieved. Façade construction treatments are recommended to ensure that internal noise levels for future residential and commercial development comply with the relevant acoustic requirements including AS2021:2015.</p> <p>Future site-specific DCP is required to introduce guidelines which ensure that the new development provides suitable acoustic treatment to not unreasonably impact on the amenity of future and surrounding residents as well as any other sensitive land uses.</p> <p>The Planning Proposal and Urban Design Scheme were revised prior to exhibition to reduce the proposed maximum height of building so that future development does not exceed RL 55.4m AHD as required by the Commonwealth Dept. Infrastructure, Regional Development of Infrastructure, Transport, Regional Development,</p>	<p>building design and the use of appropriate building materials.</p>

Gateway Condition		Assessment	Post Exhibition Amendments
	response for Ministerial Direction 3.5 (dated 25/09/2020 and February 2021) and the Aeronautical Assessment (by Aviation Projects, dated 25/11/2020);	<p>Communications, and the Arts approval letter (dated 23/12/2020).</p> <p>Commonwealth Dept., Air Services Australia, Civil Aviation Safety Authority (CASA) and Sydney Airport Corporation were consulted with in accordance with the Gateway Determination having regard to this Ministerial Direction. No objections were raised.</p> <p>CASA advised that cranes in relation to the airspace Obstacle Limitation Surface will be assessed under the Airspace Regulations when requested by Sydney Airport at the DA stage.</p>	
1g (vii)	Ministerial Direction 6.3 Site Specific Provisions – Provide further justification to address Ministerial Direction 6.3 and how the proposal will achieve Objectives 2, 4 and 9 of the planning proposal and LSPS Priority 9. This includes discussion on how mixed uses (being a club premises and commercial premises) will be realised by the additional permitted use clause which proposes to permit a residential flat building on	<p>The exhibited Planning Proposal was amended to further provide clarification regarding Schedule 1 additional permitted use clause. This specifies a minimum of 1,500m<sup>2</sup> of GFA be provided for Registered Club and Commercial Premises for any new development on the B4 site.</p> <p>This approach provides greater certainty that the club and commercial uses will be retained on the site. Although it is noted</p>	<p>Council recommends the post exhibition amendment as per 1e.</p> <p>Council also recommends the IWLEP 2022 Additional Permitted Use Map be amended to identify only the B4 zone part of the site for residential flat buildings under Schedule 1.</p>



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	the B4 zone portion of the site, but only as part of a mixed-use development.	that the club's existing GFA is more than 1500m <sup>2</sup> .  The Urban Design Scheme includes consideration of how future mixed-use development could be realised for the site.	
1h	Provide a provision for a site-specific development control plan to apply to the site to incorporate the matters addressed in Council reports on 25/7/2017 and 11/09/2018.	An Illustrative DCP framework outlining the key matters that will be dealt in the site-specific DCP was exhibited with the Planning Proposal.  However, a site-specific DCP has not yet been submitted by the proponent for Council's assessment.  In the event that a site-specific DCP is not in place prior to lodgement of a DA, there are potential concerns that matters raised by community and officer's will not be addressed.	Council recommends DPE defer the making of the LEP amendment and its coming into effect until such time that the site-specific DCP has been endorsed by Council.  Further, an additional local provision is recommended to require development consent must not be granted until the new development provides a site-specific DCP addressing potential environmental, built form, amenity and traffic and parking impacts.
ii	Update the planning proposal, proposed maps and all supporting documentation to be consistent with and to reflect the changes to the proposal as a result of the Gateway Conditions	The Planning Proposal and supporting documents were updated in response to the Gateway Determination.  Council recommends several post-exhibition amendments to further strengthen the intended outcomes resulting from the Gateway Conditions.	Recommended post-exhibition amendments as described above.

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ij	Provide clarification on the mechanism to enable the proposed widening of Alma Avenue.	<p>The Planning Proposal was updated to provide clarification on the mechanism to enable the road widening of Alma Avenue.</p> <p>Alma Avenue is identified under the IWLEP 2022 Land Reservation Acquisition Map requiring additional 5.15m widening. This can be achieved at the DA stage.</p> <p>Certainty is required through the Planning Agreement mechanism that road widenings and public domain improvements as claimed by the proponent to support the new development will be delivered.</p>	<p>Council recommends DPE defer the making of the LEP amendment and its coming into effect until such time that a Planning Agreement has been agreed endorsed by Council.</p>
	Include an updated project timeline.	<p>The exhibited Planning Proposal was updated to reflect a revised project timeline.</p> <p>Further to which DPE provided a Gateway Alteration to finalise this LEP amendment by 15 December.</p>	
lk			No post exhibition amendments required.