



KEYLAN
consulting pty ltd

Suite 2, Level 1
1 Rialto Lane
Manly NSW 2095

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



This report has been prepared by:



Nic Najar B Prop (DIV)
 Planner
 E: nic@keylan.com.au

This report has been reviewed by:



Dan Keary BSc MURP RPIA
 Director
 E: dan@keylan.com.au

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

All Rights Reserved. No material may be reproduced without prior permission of KEYLAN Consulting Pty Ltd. While KEYLAN Consulting Pty Ltd working on this project has tried to ensure the accuracy of the information in this publication, it accepts no responsibility or liability for any errors, omissions or resultant consequences including any loss or damage arising from reliance in the information in this report. This report has relied on information provided by the Proponent in good faith and accepts no responsibility or liability for any errors, omissions or resultant consequences including any loss or damage arising from reliance in the information in this report.

Revision	Prepared by	Reviewed by	Date	Revision Type
1	Nic Najar	Dan Keary	2/12/21	Draft
2	Nic Najar	Dan Keary	10/12/21	Final
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
7	Nic Najar	Dan Keary	13/05/22	Revised Final

Table of Contents

1. Executive Summary	7
1. Introduction	19
1.1. Project Team	20
1.2. Response to Gateway conditions.....	20
2. The Site and Locality.....	33
2.1. Site Description	33
2.2. Surrounding Locality	35
2.3. Characteristics of the Site.....	35
2.3.1. Built Form	35
2.3.2. Services.....	39
2.3.3. Topography.....	39
2.3.4. Vegetation	39
2.3.5. Geotechnical	39
2.3.6. Flooding	40
2.3.7. Contamination	40
2.3.8. Heritage	40
2.3.9. Transport and Traffic	42
2.3.10. Australian Noise Exposure Forecast (ANEF).....	42
2.3.11. Obstacle Limitation Surface	42
2.3.12. Acid Sulfate Soils	43
3. Strategic Planning Context	45
3.1. Greater Sydney Region Plan.....	45
3.2. Eastern City District Plan.....	47
3.3. Inner West Local Strategic Planning Statement	51
3.4. Our Inner West 2036 Community Strategic Plan	54
3.5. Inner West Housing Strategy	54
3.6. Inner West Recreational Needs Study – A Healthier Inner West (2018).....	56
3.7. Inner West Recreation Strategy and Action Plan.....	57
3.8. Inner West Employment and Retail Lands Strategy (2020)	57
3.9. An Integrated Transport Strategy for Inner West (2020).....	59
3.10. Inner West Council Affordable Housing Policy	59
4. Existing Planning Controls	60
4.1. Land Use Zones	60
4.2. Height of Buildings	61
4.3. Floor Space Ratio	61
4.4. Development on land intended to be acquired for public purposes	62
4.5. Draft Inner West Local Environmental Plan 2020	63
5. Revisions to Development Concept.....	64
6. The Planning Proposal.....	68
6.1. Part 1: Objectives and Intended Outcomes	68
6.1.1. Objectives	68
6.1.2. Intended Outcomes	69
6.2. Part 2: Explanation of provisions	69
6.3. Part 3: Justification	74
6.3.1. Section A: Need for a Planning Proposal	74
6.3.2. Section B: Relationship to Strategic Planning Framework	75
6.3.3. Section C: Environmental, Social and Economic Impact	87
6.3.4. Section D – State and Commonwealth interests.....	97
6.4. Part 4: Mapping	98
6.5. Part 5: Community consultation	103
6.6. Part 6: Project Timeline.....	103
7. Conclusion	104

Figures

Figure 1: Site Layout (Source: PA Studios).....	10
Figure 2: Indicative Site Plan (Source: PA Studio)	10
Figure 3: Subject site (Base Source: Six Maps)	34
Figure 4: Site context (Source: Keylan)	35
Figure 5: View of site looking east from the southern side of Stanmore Road (Source: Keylan)	36
Figure 6: View of site looking South along Tupper Street (Source: Keylan).....	36
Figure 7: View of site looking southeast from northern side of Stanmore Road (Source: Keylan).....	37
Figure 8: View looking north towards Stanmore Road from Tupper Street (Source: Keylan)	37
Figure 9: View of southern boundary of Site looking southwest (Source: Keylan)	38
Figure 10: View of site looking north along Alma Avenue towards Stanmore Road (Source: Keylan)	38
Figure 11: Heritage map extract (Source: MLEP 2011).....	41
Figure 12: OLS Map Extract (Source Sydney Airport Obstacle Height Limitation Map).....	43
Figure 13: Acid Sulfate Soils Map extract (Source MLEP 2011)	44
Figure 14: Zoning extract (Source: MLEP 2011)	60
Figure 15: Maximum height of building extract (Source: MLEP 2011).....	61
Figure 16: Maximum FSR extract (Source: MLEP 2011)	62
Figure 17: Land Reservation Acquisition Map (Source: MLEP 2011).....	63
Figure 18: Proposed Site layout (Source: PA Studios)	71
Figure 19: Proposed land use zoning map (Base source: MLEP 2011)	72
Figure 20: Proposed height map (Base source: MLEP 2011)	72
Figure 21: Proposed FSR map (Base source: MLEP 2011)	73
Figure 22: Proposed key sites map (Base source: MLEP 2011)	73
Figure 23: Site Plan (Source: Platino Studios).....	89
Figure 24: Proposed east elevation along Tupper Street (Source: Platino Studios Appendix F PP413)	89
Figure 25: Proposed land zoning map (Base source: MLEP 2011)	99
Figure 26: Proposed height of buildings map (Base source: MLEP 2011)	100
Figure 27: Proposed FSR Map.....	101
Figure 28: Proposed key sites map (Base source: MLEP 2011)	102

Tables

Table1: Summary of amendments to Planning Proposal following Gateway Determination PP2021_2911.....	9
Table 2: Summary of site specific DCP Controls	16
Table 3: Project Team	20
Table 4: PP 2021/2911 Gateway conditions and response	32
Table 5: Assessment of the Proposal's consistency with the Region Plan	47
Table 6: Consideration of key planning priorities of the Eastern City District Plan	51
Table 7: Consistency with LSPS Priorities	54
Table 8: Housing priority analysis Inner West Housing Strategy (2020).....	56
Table 9: Analysis of Inner West Recreational needs study – A healthier Inner West 2018	57
Table 10: Analysis of themes under the Inner West Recreation Strategy and Action Plan	57
Table 11: ERLS Analysis.....	59
Table 12: Proposed amendments to MLEP 2011.....	71
Table 13: Strategic and Site-Specific Merit Assessment	76
Table 14: Section 9.1 Directions by the Minister	86
Table 15: ERLS strategy assessment.....	97
Table 16: Updated project timeline.....	103
Table 17: Table of Appendix's	105

Appendices

Appendix A	Preliminary Site and Environmental Investigation
Appendix B	Traffic and Parking Impact Assessment
Appendix C	Environmental Noise Assessment and Noise Mitigation Strategy (2022)
Appendix D	A letter of approval under The Airports Protection of Airspace Regulations
Appendix E	Heritage Impact Assessment
Appendix F	Urban Design Report Plus Indicative Scheme
Appendix G	Supplementary Urban Design Report and Rationale
Appendix H	Peered Review Urban Design Letter
Appendix I	Site specific DCP Outline
Appendix J	Landscape Plan
Appendix K	Landscape Report & Architectural Design Intent Letter
Appendix L	Arborist Impact Assessment
Appendix M	Voluntary Planning Agreement

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 m², 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"> • preparation of a site-specific DCP; and • 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
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 ² 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

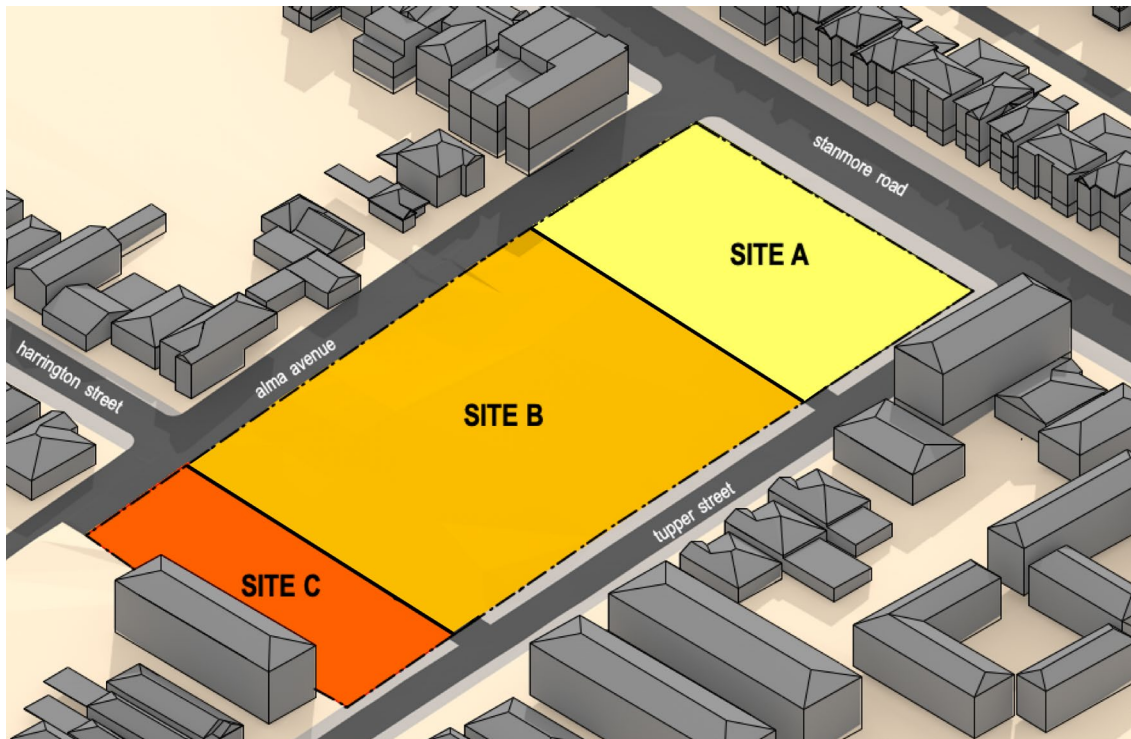


Figure 1: Site Layout (Source: PA Studios)

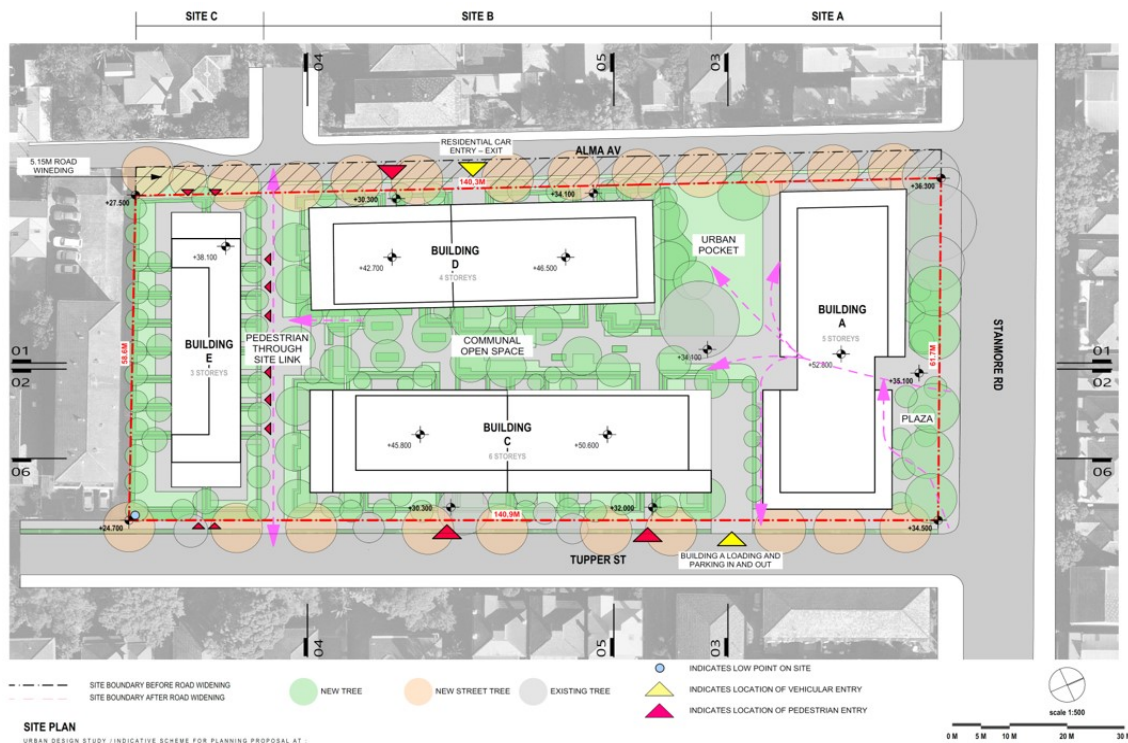


Figure 2: Indicative Site Plan (Source: PA Studio)

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 m² rather than 75 m² 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"> An outline of existing character of the Site and important elements to be preserved
Desired future character	<ul style="list-style-type: none"> Establish future character goals to be achieved by the future development of the Site
Master plan	<ul style="list-style-type: none"> Overall masterplan for the site indicating: land uses; open space; through site link; building footprints and vehicle access arrangements
Land uses	<ul style="list-style-type: none"> 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 Site B: R1 zone for residential uses Site C: R1 zone and residential uses
Built form Typology and design	<ul style="list-style-type: none"> Controls will include provisions to ensure the proposed buildings reflect the natural slope of the land by stepping down the slope New buildings are of exceptional design quality
Building heights	<ul style="list-style-type: none"> DCP will include more detailed controls for each building
FSR	<ul style="list-style-type: none"> The maximum FSR for any development must be consistent with the standards prescribed in the MLEP 2011 Floor Space Ratio Map
Setbacks	<ul style="list-style-type: none"> Site A: minimum setback of 2 metres from Alma Avenue (after road widening) and Tupper Street. Minimum 6 metre setback from Stanmore Road Site B: minimum 5 metres to Tupper Street. Minimum 3 metres to Alma Avenue (after road widening) Site C: minimum 4.5 metre setback to Tupper Street. Minimum 3 metres to Alma Avenue (after road widening)
Solar access and overshadowing	<ul style="list-style-type: none"> Solar access to future dwellings and communal open spaces shall be consistent with the Apartment Design Guide Solar access to surrounding developments shall not be impeded by poor design
Heritage	<ul style="list-style-type: none"> The development shall be designed to be compatible with the Kingston South Heritage Conservation Area
Pedestrian Access and permeability	<ul style="list-style-type: none"> The site will provide publicly accessible links to improve permeability through the site to the benefit of the wider community
Vehicle access and car parking	<ul style="list-style-type: none"> Car parking to be provided wholly underground without on street parking Appropriate car parking rates will be established for various uses using the supporting traffic study with the intention to minimise any adverse traffic impacts
Landscaped open Space	<ul style="list-style-type: none"> Provision of landscaping and open space, deep soil controls and treatment of publicly accessible areas
Public Open Space	<ul style="list-style-type: none"> Include a new Urban Pocket Park off Alma Street. To be landscaped and fronted by active uses.

DCP planning controls	Summary of proposed site specific DCP controls
	<ul style="list-style-type: none"> • Include a new north facing plaza or “Plateia” facing Stanmore Road. To incorporate landscaping and outdoor dining opportunities. • 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.
Road widening	<ul style="list-style-type: none"> • Future redevelopment of the site shall make provision to expand Alma Avenue for the entire length of the site
Waste management	<ul style="list-style-type: none"> • A detailed waste management plan will need to be submitted as part of any development application for the site.
Operation of Sydney Airport	<ul style="list-style-type: none"> • 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.
Noise and Vibration	<ul style="list-style-type: none"> • To ensure development does not unreasonably impact on the amenity of residential and other sensitive land uses by way of noise or vibration • 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 • Include specific design recommendations to minimise the impacts of traffic and aircraft noise
Contamination	<ul style="list-style-type: none"> • Requirement that the site be remediated to an acceptable standard to accommodate residential development
Sustainability	<ul style="list-style-type: none"> • The Site to achieve sustainability targets to improve building efficiencies.

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 m² 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"> Revised architectural scheme has been prepared to address the issues covered in the Gateway conditions This includes an overall reduction in height and FSR Reduced heights are as follows: <ul style="list-style-type: none"> 21.0m - Building A (previously known as Building A and B) remains as proposed 17.0m - Building D 21 m - Building C 11.0m - Building E Reduced FSRs are as follows: <ul style="list-style-type: none"> 1.75:1 (Site A, Site B) 1:1 - Site C
(a) The concept scheme is to be amended to address:	

Gateway Condition	Response
<p>(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.</p>	<ul style="list-style-type: none"> Revised scheme responds to the condition by providing approximate 2,142 m² of ground level open space comprising: <ul style="list-style-type: none"> public plaza on Stanmore Road – 450m² communal open space at podium level – 685m² public Park approximately –600m² access pathways – 450m² Key features of the ground level open space include: <ul style="list-style-type: none"> located away from Stanmore Road and roof area to reduce road and aircraft noise improved landscaped area with deep soil provisions to allow for canopy trees children's playground, outdoor space for coffee shop to be used by residents, seniors and public for communal interaction space will be accessible by public or can be used as a private landscape / garden for residents 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"> outdoor dining under a colonnade landscape features such fountain, water feature and sculpture and links to the to the new ground level open space in the central part of the site
<p>(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.</p>	<ul style="list-style-type: none"> Revised scheme involves a reduction of height and FSR Also involves a reduction of apartments which has improved solar access requirements Proposed town houses at southern end of the site have 100% solar access Revised designs allow all individual apartments buildings to achieve 70% solar access. Solar access compliance achieved by. <ul style="list-style-type: none"> Building A - number of units: 28, 23 with solar access in 82% of dwellings Building C - number of units: 48, 33 with solar access in of 70% of dwellings Building D - number of units: 30, 24 with solar access in of 83% of dwellings Apartment Design Guideline (ADG) compliances with the ADG is provided in Section 6 of Appendix F and PP605 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
<p>(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</p>	<ul style="list-style-type: none"> A landscape plan is provided at Appendix J which includes the following key features: <ul style="list-style-type: none"> deep soil planting of 2,224m² provided or 25.5% of the Site, which complies with the requirements of the ADG retention of identified existing trees additional canopy trees can be accommodated on the site within the new deep soil zones

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"> • 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 • 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
(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"> • 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"> ○ public open space adjoining Alma Avenue ○ public open space adjoining Stanmore Road ○ public plaza adjoining Stanmore Road ○ pedestrian strip connecting Tupper Street and Alma Avenue ○ pedestrian through site link from Stanmore Road, Alma Street and Tupper Street ○ share way and through site link between Alma Street and Tupper Street • Public access to open space areas on the site will be ensured through an easement registered on title and secured through a VPA
(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"> • 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 • This is further discussed in the supplementary Urban Design Report which includes written commentary, indicative design drawings and three-dimensional models • The proposed MBH and MFSR have also been peer reviewed and found to be acceptable by urban design experts (Appendix H) • 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 • A summary of the rationale is provided below

Gateway Condition	Response
	<p><u>Building bulk on Site A (Stanmore Road and Interface with HCA and Surrounds)</u></p> <ul style="list-style-type: none"> • 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 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 • 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 • 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> • 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 • The increased setbacks along Stanmore Road provides 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 from side boundaries, reduce the bulk and scale impacts of building A <p><u>Building bulk on Site B</u></p> <ul style="list-style-type: none"> • 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

Gateway Condition	Response
	<ul style="list-style-type: none"> • 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 • 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 ADG with respect to solar access and cross ventilation • <u>Alma Lane interface with proposed R1 zone.</u> <ul style="list-style-type: none"> ○ The proposed buildings in Alma Lane have a maximum 4 storey-built form, with its last upper-level set back by 3 m ○ The proposed buildings will naturally be a different residential flat building typology ○ 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 ○ 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 ○ 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) • <u>Tupper Street and interface with proposed R1 zone</u> <ul style="list-style-type: none"> ○ 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 ○ 6 storeys are proposed with the upper two levels set back by 4 m, in addition to the 5 m street setback ○ The proposed buildings will naturally be a different RFB typology, this resulting increased scale is proportionate to 4 storey existing flats ○ 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

Gateway Condition	Response
	<ul style="list-style-type: none"> ○ 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) ○ 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. <p><u>Building Setback Summary:</u></p> <ul style="list-style-type: none"> ● 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"> ○ 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 ○ 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 ○ 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 ○ 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 ○ 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. <p><u>Building bulk on Site C</u></p> <ul style="list-style-type: none"> ● 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 ● 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) ● Townhouses are part 2- and part 3-storey are proposed on Site C, which had previously contained a residential flat building ● 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

Gateway Condition	Response
	<ul style="list-style-type: none"> • 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 • Provision for deep soil landscaped area allows for a buffer of screening trees • 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 <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 2142m² of open space (PP608 of Appendix F), 2,224m² 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"> • 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 • Subdivision: The new proposal does not follow the early subdivision pattern but this is 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

Gateway Condition	Response
	<ul style="list-style-type: none"> • 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 • 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 • 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
(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"> • 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
(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"> • 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 • The provision of up to 116 dwellings and minimum of 1,500m² of club area and 500-700m² 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 • The concept scheme will deliver a safe and inclusive environment that provides activate spaces in the public domain • The concept scheme intends to create high quality living and recreational spaces for new residents, visitors, club patrons and neighbours <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"> • 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. 	<ul style="list-style-type: none"> • The proposal incorporates sufficient deep soil zones to accommodate an appropriate densification of canopy tree cover which will mitigate the urban heat island effect <p><u>Priority 3</u></p> <ul style="list-style-type: none"> • Major existing canopy trees are retained in the proposal to provide habitat for existing fauna • The proposal incorporates 2,224 m² of deep soil planting and landscaping throughout the precinct <p><u>Priority 8</u></p> <ul style="list-style-type: none"> • The Site is in an area with good access to public transport and nearby commercial centres • The concept scheme includes through-site links to promote walkability and connectivity with surrounding areas <p><u>Priority 9</u></p> <ul style="list-style-type: none"> • 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 <p><u>Priority 11</u></p> <ul style="list-style-type: none"> • The proposal delivers approximately 2142 m² of publicly accessible or communal open space with improved accessibility and connections to the surrounding area by way of through-site links <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"> • 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"> ○ The proposal incorporates a range of housing typologies to support the housing growth of the Inner West ○ 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 ○ 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 ○ 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 • 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"> ○ The proposal increases open space within the area through the provision of approximately 2142 m² of new publicly accessible open space that will contribute to open space provision across the LGA ○ 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

Gateway Condition	Response
	<ul style="list-style-type: none"> ○ The proposal seeks to establish a vibrant, active public space and to maximise public access via new site through-links ○ 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 <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"> ● The proposal is consistent with the direction as it proposes a new B4 Zone that will incorporate commercial floor space and facilitate employment growth. ● The Site is not used for industrial purposes and the proposal will not impact on any industrial land.
(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"> ● A heritage assessment is provided at Appendix E and addressed in Section 2.3.8 and Section 6.3 ● 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
(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"> ● A Preliminary Site Environmental Investigation is provided at Appendix A and addressed in Section 2.3.7 ● The PSI confirms the site is suitable for use subject to its recommendations: <ul style="list-style-type: none"> ○ 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
(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"> ● Design and amenity is addressed in Section 5 and 6.3.3 and Appendix G (Supplementary Urban Design Report) ● 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 ● The Planning Proposal will facilitate the construction of additional dwellings in conjunction with club premises and small-scale commercial uses.

Gateway Condition	Response
<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"> 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. 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 	<ul style="list-style-type: none"> 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. Traffic advice is provided at Appendix B and addressed in Section 2.3.9 and 6.3 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 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 The new public plaza and through-site links will encourage pedestrian travel routes and pedestrian activity and connections with surrounding neighbourhoods The revised Planning Proposal makes provision for club parking spaces and residential, retail and commercial parking spaces The Planning Proposal aims to reduce traffic and parking impacts through amendments to the MLEP 2011 which includes: <ul style="list-style-type: none"> 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 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"> 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. 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
<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"> 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; 	<ul style="list-style-type: none"> 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. 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 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 As outlined in Section 2.3.10 and 2.3.11 of this document, the proposal is consistent with the ANEF and OLS requirements

Gateway Condition	Response
<ul style="list-style-type: none"> 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); 	<ul style="list-style-type: none"> All building heights are lower than the previous indicative scheme and approval was provided by the Airports and Aviation Division dated 23rd December 2020 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 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"> acoustically rated glazing assemblies masonry or concrete construction upgraded light weight façade constructions acoustic treatment to mechanical exhaust or intake grilles in the façade These recommendations will be included in a site specific DCP The Acoustic Report provides recommendations and treatments to be implemented during construction including: <ul style="list-style-type: none"> 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 for constructing buildings to achieve satisfactory room internal acoustic levels
<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"> 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. 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 m² GFA for Registered Club and Commercial Premises purposes.

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"> • 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 • This Planning Proposal proposes a new clause in MLEP 2011 requiring a site specific DCP to be prepared. Refer to Section 6.2
(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"> • Revised maps (zoning, height and FSR) are included at Section 6.4
(j) Provide clarification on the mechanism to enable the proposed widening of Alma Avenue.	<ul style="list-style-type: none"> • 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 • The Planning Proposal does not seek to amend the Land Reservation Acquisition Map • This issue is addressed through a VPA (Appendix M). Refer to Section 2.3.9
(k) Include an updated project timeline.	<ul style="list-style-type: none"> • An updated project timeline has been prepared. Refer to Section 6.6

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 m² 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 Thalassemia 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 College 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 2620m², including 860m² of lower ground floor, 850m² of ground floor and 910m² 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 m² 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 an 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.

21/070 | Planning Proposal | Cyprus Club | May 2022

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 m² 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.

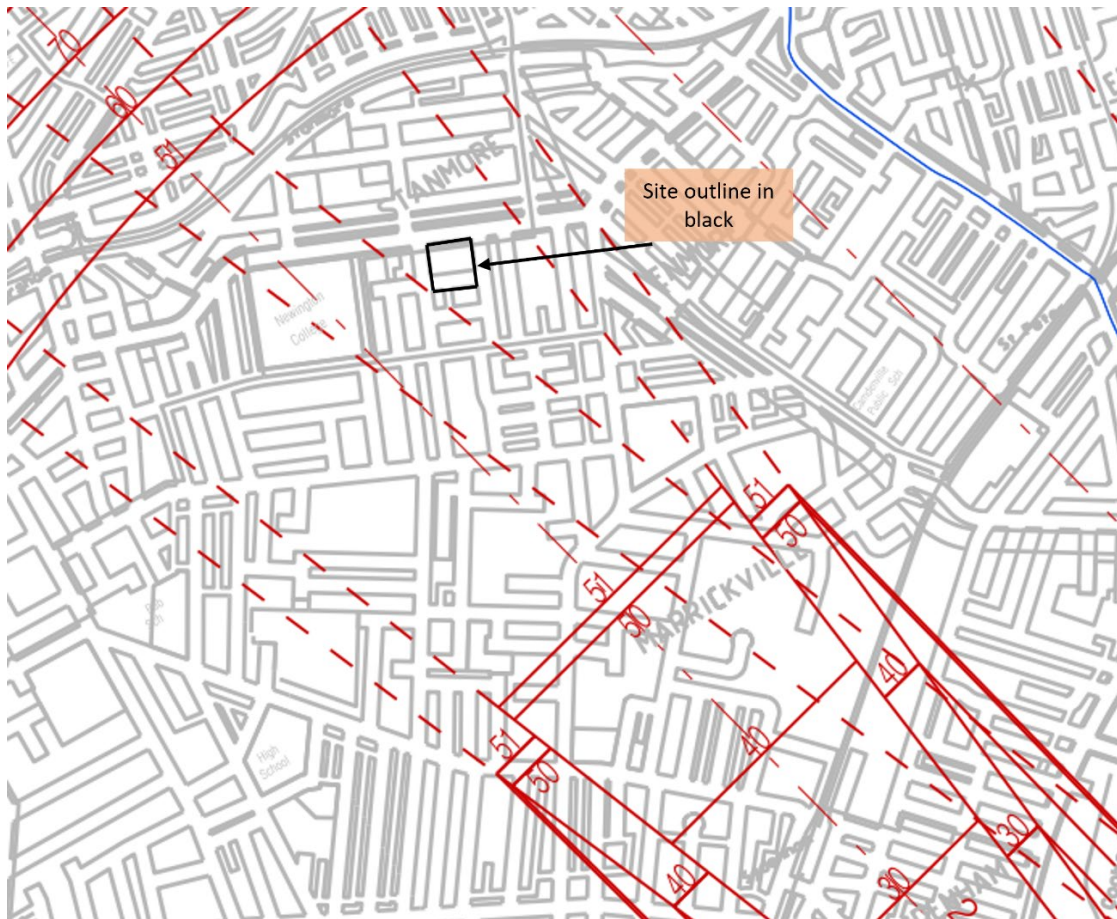


Figure 12: OLS Map Extract (Source Sydney Airport Obstacle Height Limitation Map)

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.

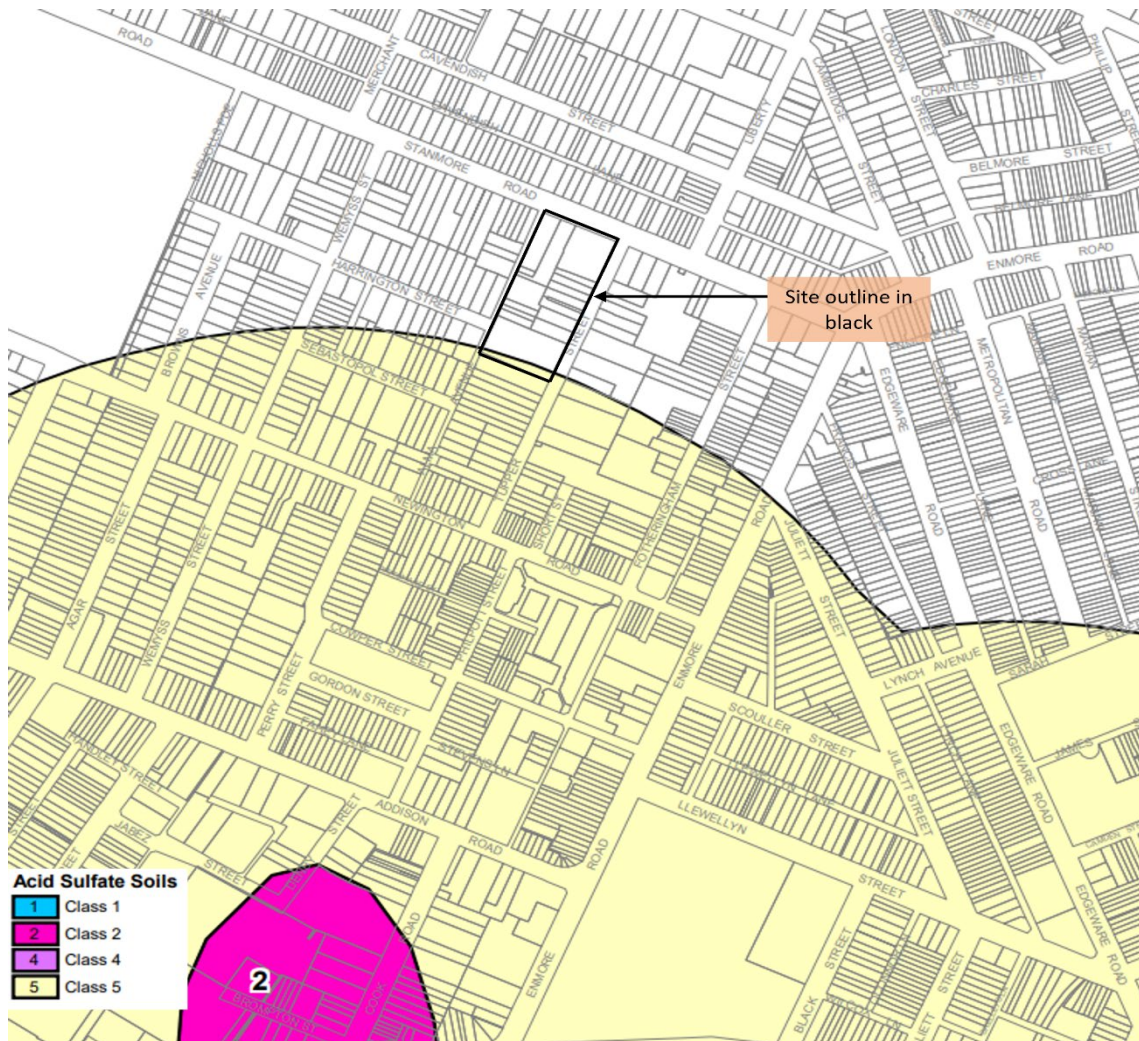


Figure 13: Acid Sulfate Soils Map extract (Source MLEP 2011)

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
Infrastructure and Collaboration	
<i>O1: Infrastructure supports the three cities</i>	<ul style="list-style-type: none"> • The Site is well located in relation to public transport, health and education infrastructure and retail and other services. • 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.
Liveability	
<i>O6: Services and infrastructure meet communities changing needs</i>	<ul style="list-style-type: none"> • 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.

Objective	Comment
<i>07: Communities are healthy, resilient and socially connected</i>	<ul style="list-style-type: none"> 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. The locality is well serviced by public transport and alternative means of transport such as riding and walking are actively encouraged. The concept scheme combines a new club premises with new commercial floor space and upper-level apartments along Stanmore Road. The provision of approximately 2142m² of publicly accessible open space will provides areas for the community to come together and be engaged which promotes social cohesion.
<i>08: Greater Sydney's communities are culturally rich with diverse neighbourhoods</i>	<ul style="list-style-type: none"> 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. The co-location of residential and commercial uses also provides potential for a type of live/work lifestyle. 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.
<i>010: Greater housing supply</i>	<ul style="list-style-type: none"> 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 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
<i>011: Housing is more diverse and affordable</i>	<ul style="list-style-type: none"> 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. 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
<i>012: Great places that bring people together</i>	<ul style="list-style-type: none"> 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

Objective	Comment
	<ul style="list-style-type: none"> 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 The mix of uses on Site will encourage interaction and provide for greater employment and services near residential accommodation 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
<i>O13: Environmental heritage is identified, conserved and enhanced</i>	<ul style="list-style-type: none"> The Site is nearby to multiple heritage items and a heritage conservation area 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.
Productivity	
<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"> 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"> public transport options such as Stanmore Station major bus stops at Enmore Road and King Street local centres at Enmore Road
Sustainability	
<i>O30: Urban tree canopy cover is increased</i>	<ul style="list-style-type: none"> The proposal incorporates 2,224m² of deep soil to allow for sufficient canopy tree growth A landscape plan at Appendix J shows canopy tree planting on Site
<i>O31: Public open space is accessible, protected and enhanced</i>	<ul style="list-style-type: none"> The provision of approximately 2142m² of public and communal open space improves the public domain and provide spaces for the community engagement as shown in Appendix F (PP608)

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
Infrastructure and collaboration	
<i>E1: Planning for a city supported by infrastructure</i>	<ul style="list-style-type: none"> The site is well located in relation to public transport, health and education infrastructure and retail and other services. A letter of offer to enter into a VPA is provided and outlines the proposed infrastructure contributions in association with the Planning Proposal.
Liveability	
<i>E3: Providing services and social infrastructure to meet people's changing needs</i>	<ul style="list-style-type: none"> With the Cyprus Club at the core of the development the precinct will deliver community programs for residents to engage with The incorporation of approximately 2142m² publicly accessible open space will provide spaces for the community to connect and improve quality of life in the locality
<i>E4: Fostering healthy, creative, culturally rich and socially connected communities</i>	<ul style="list-style-type: none"> The concept scheme will deliver a safe and inclusive environment that provides activities in the public domain The concept scheme intends to create high quality living and recreational spaces for new residents, visitors, club patrons and neighbours 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
<i>E5 Providing housing supply, choice and affordability with access to jobs, services and public transport</i>	<ul style="list-style-type: none"> Inner West Council is required to provide an additional 5,900 dwellings between 2016-2021. The provision of up to 116 dwellings and approximately 1,600 - 2000m² of club area and 500-700m² 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 The Site is currently underdeveloped, and the proposal represents an opportunity to provide a variety of housing and employment in a highly accessible area
<i>E6: Creating and renewing great places and local centres, and respecting the District's heritage</i>	<ul style="list-style-type: none"> 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. 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 The public plaza will enhance the streetscape and improve the amenity and aesthetics of Stanmore

Planning Priority	Comment
	<p>Road by providing a high-quality public space for local residents</p> <ul style="list-style-type: none"> • 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 • 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 • The Site is within walking distance of Stanmore Railway Station, numerous bus stops and Enmore strip shopping centre • The provision of the Cyprus Club and additional commercial premises will promote activity and social interaction for workers, occupants and surrounding residents • The proposal provides a mix of residential and commercial uses along with the provision of a new Cyprus Club • The facilities will support the neighbouring centres in Marrickville and Newtown
Productivity	
<p><i>E13: Supporting growth of targeted industry sectors</i></p>	<ul style="list-style-type: none"> • The proposal retains and enhances employment opportunities in Marrickville and the Inner West • The scheme incorporates new commercial floorspace and increases the Cyprus Club floor space • The Cyprus Club currently employs 104 people (Contractors, full time and part time). • Following redevelopment of the Cyprus Club, it is anticipated that existing jobs will be maintained and increased • The increase of commercial floor space provides new opportunities for businesses to thrive in Enmore, Stanmore and Newtown whilst supporting the local community
Sustainability	
<p><i>E17 Increasing urban tree canopy cover and delivering Green Grid connections</i></p>	<ul style="list-style-type: none"> • 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 • 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 • The proposal also includes new open spaces and through-site links to maximise public access and linkages to the surrounding area.

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

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

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

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"> The proposal incorporates 2,224m² of deep soil planting and landscaping throughout the precinct 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"> 15% canopy cover for the B4 zone 40% canopy cover for the R1 zone The deep soil will support large canopy trees and other flora species and provide habitat for future fauna Major existing canopy trees are retained in the proposal to provide habitat for existing fauna
<i>P4- Inner West is a water sensitive city with clean waterways</i>	<ul style="list-style-type: none"> 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. Stormwater and runoff will be addressed through appropriate sediment control plans and stormwater plans at DA stage
<i>P5 - Inner West is a zero waste community</i>	<ul style="list-style-type: none"> The future site specific DCP will incorporate controls pertaining to waste management Key waste initiatives involve <ul style="list-style-type: none"> Use of sustainable materials (recyclable, low maintenance, low embodied energy, low emission) Adequate waste streams, waste storage area and waste education provided to the occupants to promote recycling.
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"> The proposal incorporates a diverse mix of housing typologies in an area well serviced by public transport and other services 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
<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"> The proposal delivers approximately 2142m² of publicly accessible open space with improved accessibility and connections to the surrounding area by way of through-site links 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
Sustainable Transport	
<i>P8 - Provide improved and accessible sustainable transport infrastructure</i>	<ul style="list-style-type: none"> The site is well located in relation to rail and bus services 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.

Planning Priority	Comment
	<ul style="list-style-type: none"> The concept scheme includes through-site links to promote walkability and connectivity with surrounding areas
Creative Communities and a Strong Economy	
<i>P9 - A thriving local economy</i>	<ul style="list-style-type: none"> 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 Approximately 1,600 - 2000m² of club area and 500-700m² of commercial space is proposed as part of the mixed-use development., subject to detailed design at DA stage A site-specific clause is proposed requiring a minimum of 1,500m² of club and commercial floor space within the B4 zone on the Site The proposed GFA will cater to the additional population and provide additional employment opportunities in the short and long term These club, commercial and retail uses plus new residents on the Site will contribute positively to the local economy
Caring, happy, healthy communities	
<i>P-10 - Recognise and sustain Aboriginal and Torres Strait Islander cultures and histories</i>	<ul style="list-style-type: none"> N/A
<i>P11 - Provide accessible facilities and spaces that support active, healthy communities</i>	<ul style="list-style-type: none"> 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 Refer to drawing PP 405 of Appendix F and Appendix M which outlines the following proposed public benefits: <ul style="list-style-type: none"> 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 though site link between Alma Street and Tupper Street Provision for affordable housing or crisis accommodation centre The Cyprus Club will deliver public programs as a not-for-profit club that will support an active and engaged community
Progressive Local Leadership	
<i>P12 - Inner West involves and listens to the community</i>	<ul style="list-style-type: none"> The proposal is consistent with the priorities as it will go through the public exhibition process
<i>P13 - Develop diverse and strong stakeholder relationships through</i>	<ul style="list-style-type: none"> N/A

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

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 - 2000m² of club area and 500-700m² 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 3rd 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"> N/A

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"> • The proposal incorporates a range of housing typologies to support the housing growth of the Inner West • The design of the building will reflect the surrounding heritage character and provide a compatible built form through reduced building heights and FSR • The proposal enables an underutilised site, including a large exposed carparking area to evolve and adapt to future growth in the Inner West • A future specific DCP will cater to the surrounding character through appropriate controls
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"> • The proposal will provide a mix of apartments and dwellings of varying sizes which will promote housing diversity and choice • The range of housing typologies will support a diverse range of housing options to cater differing age demographic of the Inner West
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"> • The provision of a mix of housing typologies promotes housing diversity to support address the need of affordable housing • Affordable housing will be provided in accordance with the <i>Inner West Council Affordable Housing Policy May 2022</i> as outlined in Appendix M
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"> • The Site is located within 10 minutes of local centres and rail and bus transport services.
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"> • 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 • 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
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"> • The scheme will incorporate a range of ESD initiatives as outlined in Section 3.2

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"> The proposal increases open space within the area through the provision of approximately 2142m² of new publicly accessible open space that will contribute to open space provision across the LGA The proposal will provide 450m² for a public civic square - "Plateia" which intrinsically will have social interaction recreational facilities and cater for cultural community norms. Through site links are provided for permeability and community benefit. Shared public open space is provided behind the club.
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"> The scheme does not involve the provision of additional recreation facilities. It includes an integrated public open space network which incorporates thoroughfares and civil plazas to engage the community with the space The proposed public plaza has capacity for a small sculptural play space will provide a fun play element and further activate the space
Theme 4: STREETS and laneways for walking, running, cycling and play	<ul style="list-style-type: none"> The proposal improves pedestrian permeability through the provision of site links 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
Theme 5: Inclusion and SHARING	<ul style="list-style-type: none"> The proposal seeks to establish a vibrant, active public space and to maximise public access via new site through-links and optimises social interaction

Themes	Comment
Theme 6: Connections with NATURE	<ul style="list-style-type: none"> 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 The increased planting delivers a cooler urban environment and promotes natural habitat for flora and fauna

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"> The proposal involves the retention of an upgraded Cyprus Club on the Site and new open space areas and through-site linkages. 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 As part of the VPA offer, the Club also proposes to commit to annual funding for a range of community groups, programs and events 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
2. Active lives - promoting and facilitating opportunities and developing partnerships for a diverse range of indoor and outdoor recreation experiences	
3. Active neighbourhoods - promoting social connections and providing a diverse range of opportunities for recreation, leisure and neighbourhood cohesion	

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

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

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 1,700m² 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.

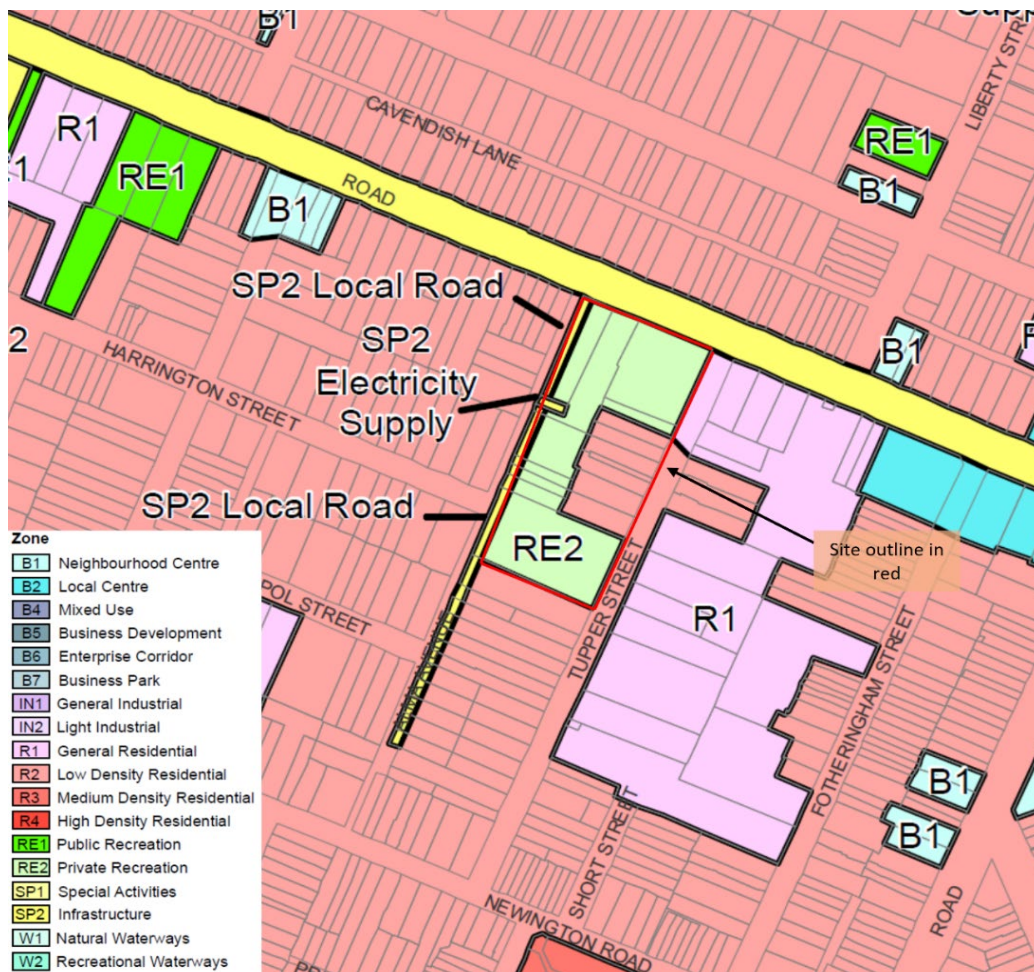


Figure 14: Zoning extract (Source: MLEP 2011)

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.

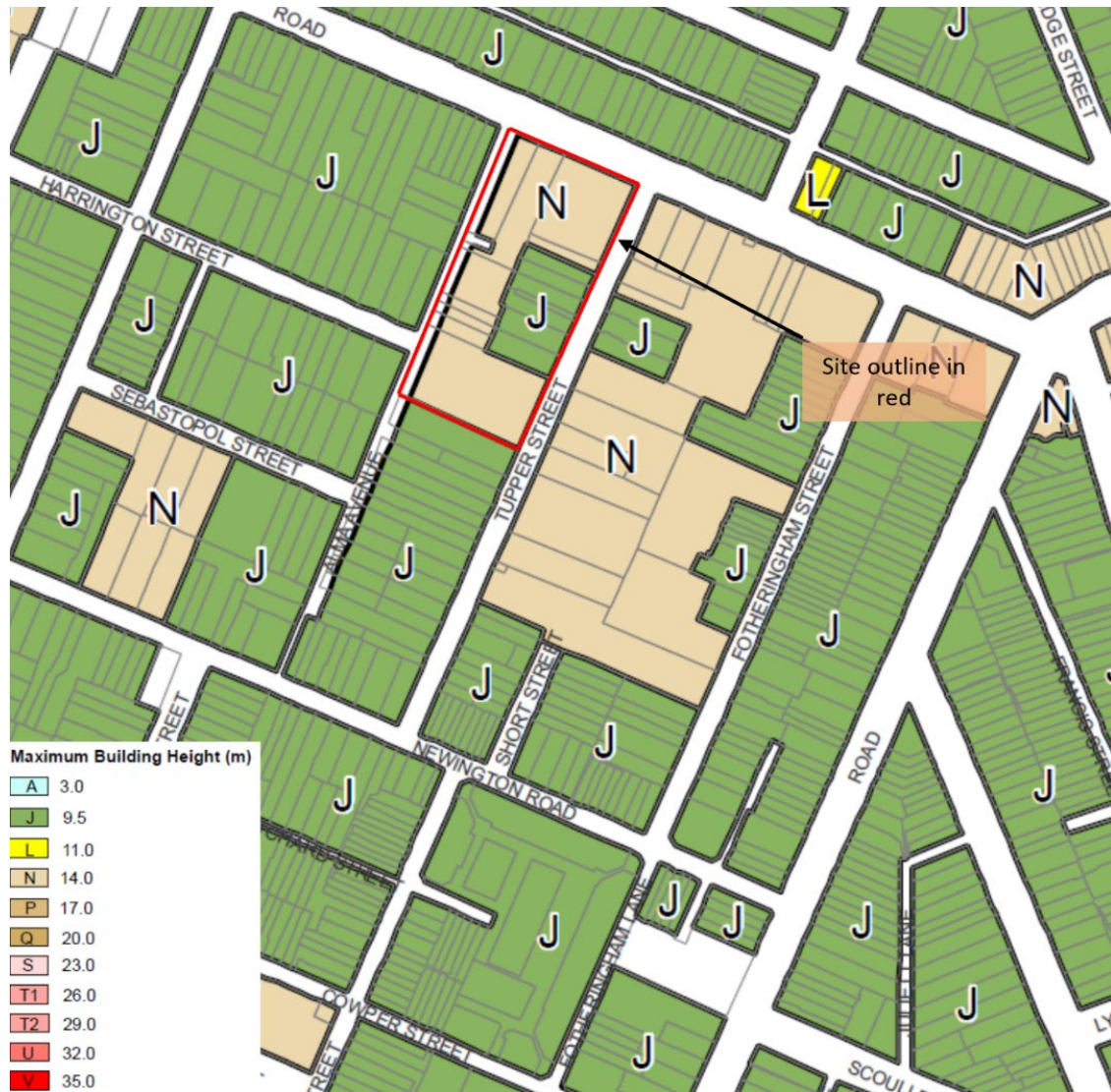


Figure 15: Maximum height of building extract (Source: MLEP 2011)

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.

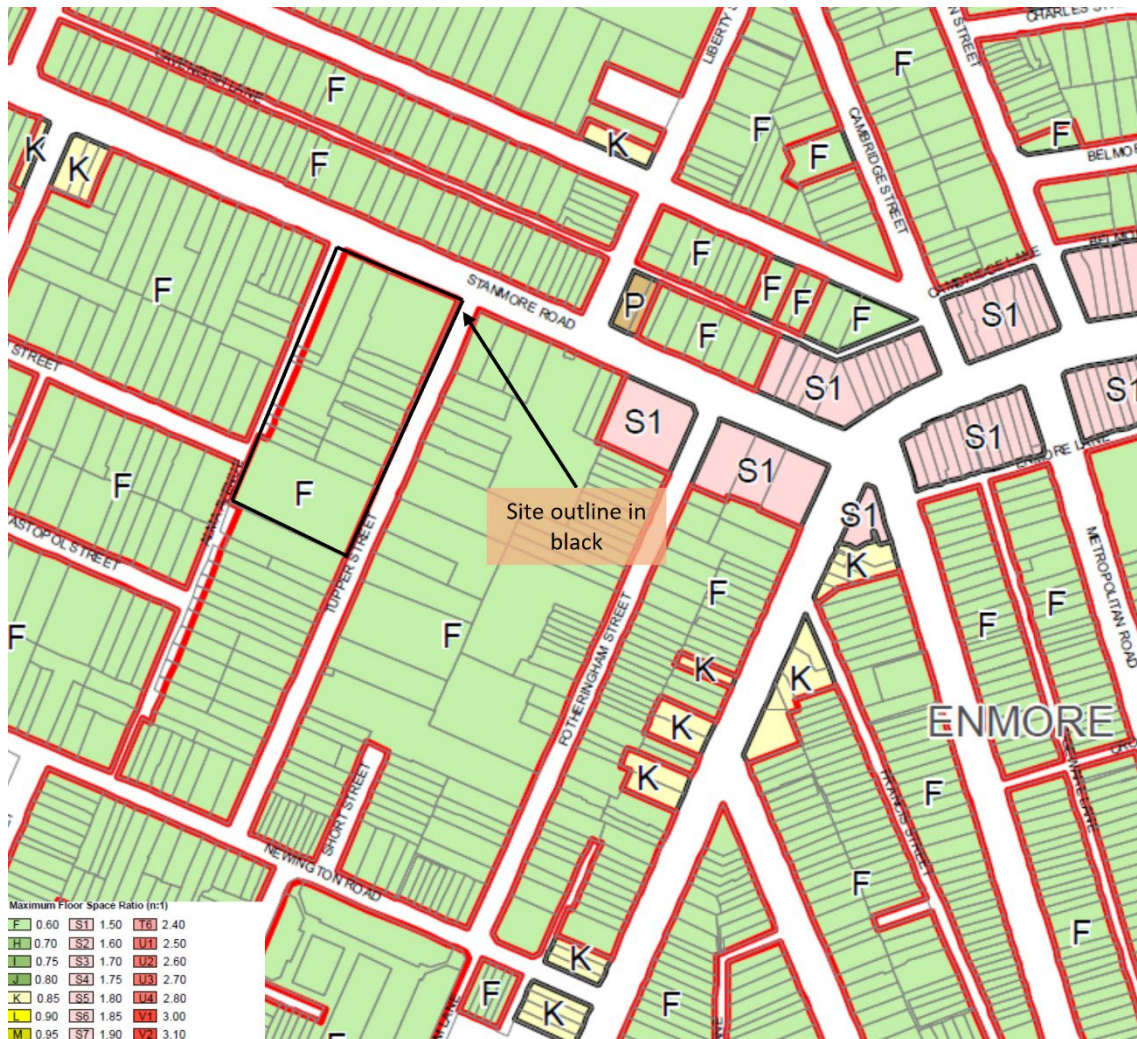


Figure 16: Maximum FSR extract (Source: MLEP 2011)

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.

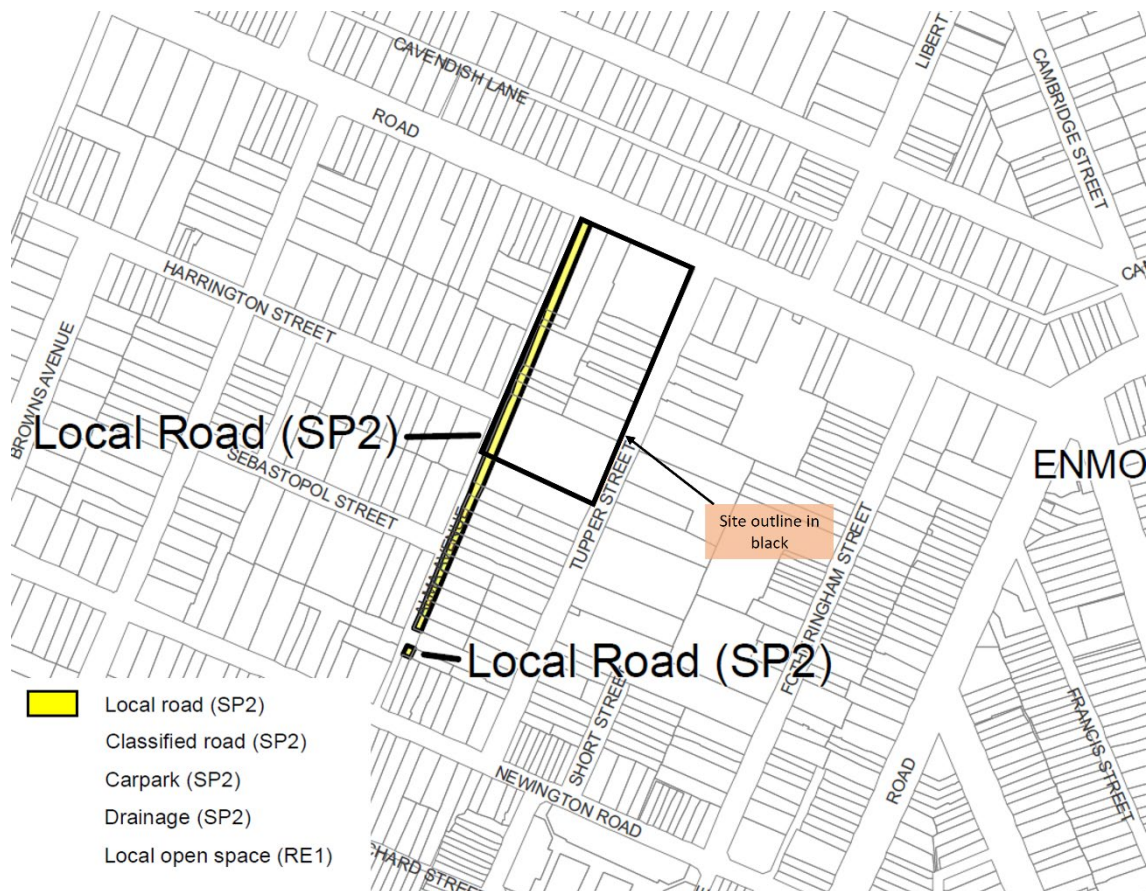


Figure 17: Land Reservation Acquisition Map (Source: MLEP 2011)

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 m² 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 m² rather than 75 m² 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 m² 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"> • preparation of a site-specific DCP; and • 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
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 ² 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

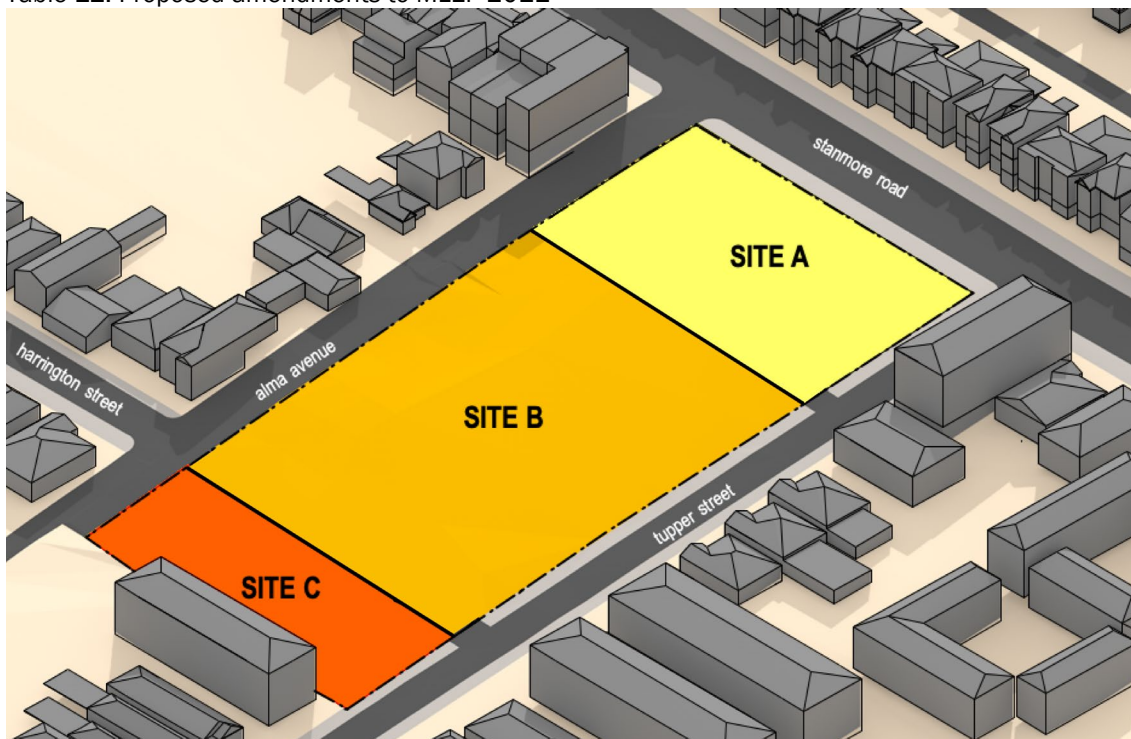


Figure 18: Proposed Site layout (Source: PA Studios)

Zone	
B1	Neighbourhood Centre
B2	Local Centre
B4	Mixed Use
B5	Business Development
B6	Enterprise Corridor
B7	Business Park
IN1	General Industrial
IN2	Light Industrial
R1	General Residential
R2	Low Density Residential
R3	Medium Density Residential
R4	High Density Residential
RE1	Public Recreation
RE2	Private Recreation
SP1	Special Activities
SP2	Infrastructure
W1	Natural Waterways
W2	Recreational Waterways

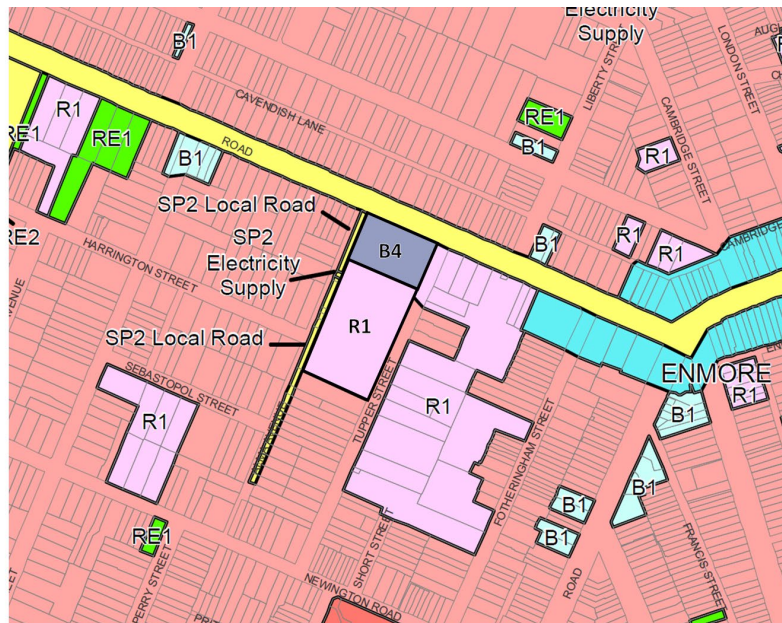


Figure 19: Proposed land use zoning map (Base source: MLEP 2011)

Maximum Building Height (m)

A	3.0
J	9.5
L	11.0
N	14.0
P	17.0
P1	18.0
Q	20.0
Q1	21.0
S	23.0
T1	26.0
T2	29.0
U	32.0
V	35.0



Figure 20: Proposed height map (Base source: MLEP 2011)

Maximum Floor Space Ratio (n:1)

F	0.60	S1	1.50	T6	2.40
H	0.70	S2	1.60	U1	2.50
I	0.75	S3	1.70	U2	2.60
J	0.80	S4	1.75	U3	2.70
K	0.85	S5	1.80	U4	2.80
L	0.90	S6	1.85	V1	3.00
M	0.95	S7	1.90	V2	3.10
N	1.00	T1	2.00	V3	3.30
O	1.10	T2	2.05	V4	3.40
P	1.20	T3	2.10	W1	3.50
Q	1.30	T4	2.20	W2	3.70
R	1.40	T5	2.30		
					Refer to clause 4.4

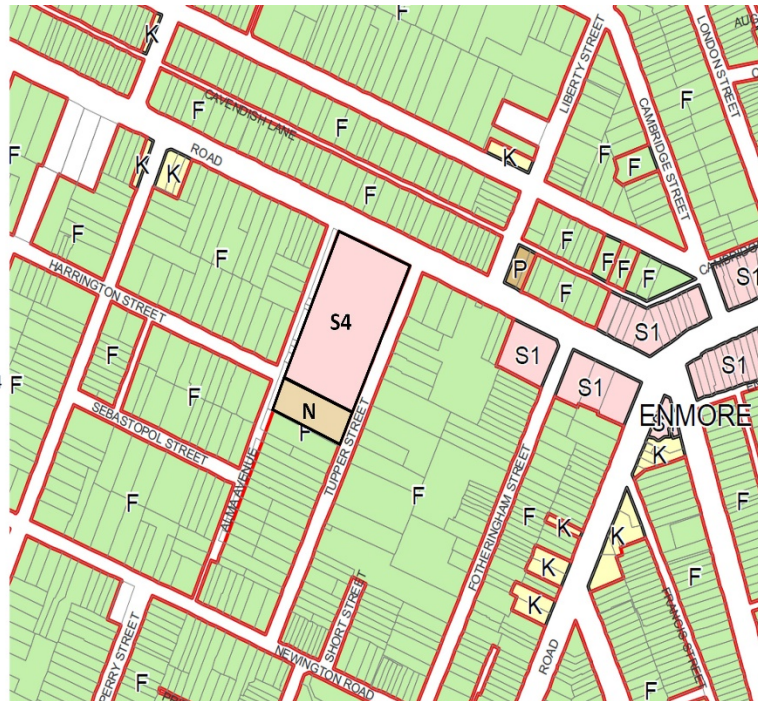


Figure 21: Proposed FSR map (Base source: MLEP 2011)

Key Sites

- Refer to Schedule 1
- Refer to Clauses 6.17 & 6.18
- Refer to Clauses 6.16
- Refer to Schedule 1 & Clause XX

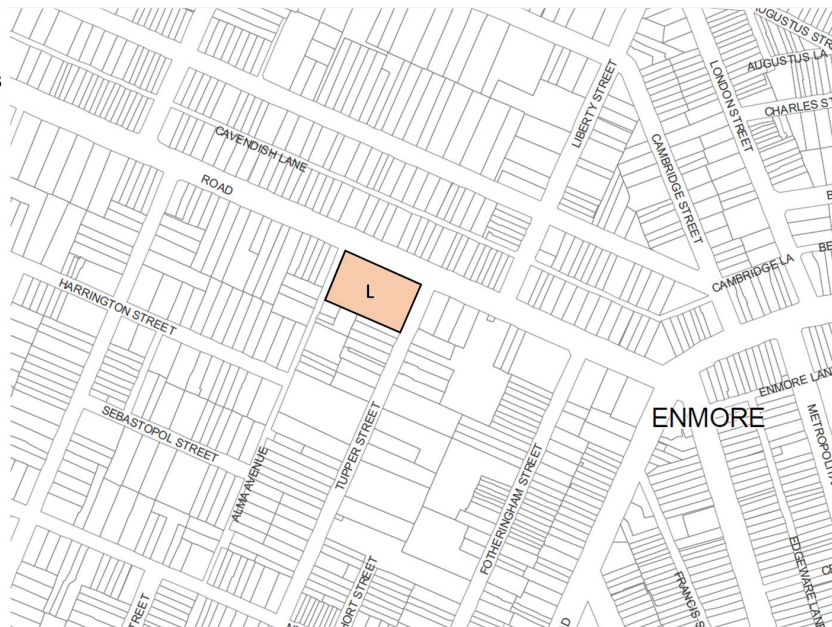


Figure 22: Proposed key sites map (Base source: MLEP 2011)

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"> • 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 	<ul style="list-style-type: none"> • 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.
<ul style="list-style-type: none"> • give effect to a relevant local strategic planning statement or strategy that has been endorsed by the Department or 	<ul style="list-style-type: none"> • As detailed in Section 3 of this report, the Planning Proposal is consistent with the Inner West LSPS.

Provision	Consistency
required as part of a regional or district plan or local strategic planning statement; or <ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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.
Does the proposal have site-specific merit, having regard to the following?	
<ul style="list-style-type: none"> the natural environment (including known significant environmental values, resources or hazards) and 	<ul style="list-style-type: none"> 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.
<ul style="list-style-type: none"> the existing uses, approved uses, and likely future uses of land in the vicinity of the proposal and 	<ul style="list-style-type: none"> The Planning Proposal seeks to retain the existing club on the site and provide new housing and open space uses on the Site. 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.
<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> The Site is well serviced by existing infrastructure, utilities and services. A letter of offer to enter into a VPA towards infrastructure upgrades and other contributions is provided separate to this Planning Proposal.

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

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>
Environment and Heritage	
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>
Housing, Infrastructure and Urban Development	
Direction 3.1: Residential Zones	<p>The objectives of Direction 3.1 is to:</p> <ul style="list-style-type: none"> • encourage a variety and choice of housing types to provide for existing and future housing needs • make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services • minimise the impact of residential development on the environment and resource lands <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>
<p>Direction 3.4: Integrating Land Use and Transport</p>	<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"> • improving access to housing, jobs and services by walking, cycling and public transport • increasing the choice of available transport and reducing dependence on cars • reducing travel demand including the number of trips generated by development and the distances travelled, especially by car • supporting the efficient and viable operation of public transport services • providing for the efficient movement of freights <p>Gateway Condition 1(g)(v) requires further information to be provided to address the following considerations.</p> <ul style="list-style-type: none"> • <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> • <i>any recommended measures to reduce private vehicle trip generation and demand, and maximise public transport patronage.</i> • <i>The impact on the road network, including any required infrastructure or intersection upgrades</i> <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"> • 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 <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>
<p>Direction 3.5: Development Near Regulated Airports and Defence Airfields</p>	<p>The objectives of this direction are:</p> <ul style="list-style-type: none"> <i>(a) to ensure the effective and safe operation of regulated airports and defence airfields;</i> <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> <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> <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"> • acoustically rated glazing assemblies • masonry or concrete construction • upgraded light weight façade constructions • acoustic treatment to mechanical exhaust or intake grilles in the façade • Insulation <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>
Hazards and Risk	
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>
Regional Planning	

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>
Local Plan Making	
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> <p>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></p> <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 m² GFA for Registered Club and Commercial Premises purposes.</p> <p>Further consideration against the conditions of the Gateway Determination is provided below:</p> <p>How the proposal will achieve the planning proposal objectives, 2,4 and 9?</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"> the revised scheme provides for a highly compatible mix of land uses

Relevant Ministerial Direction	Consideration
	<ul style="list-style-type: none"> the Cyprus Club redevelopment will provide a centralised hub and enhanced opportunities for the engagement of the local community 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. 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. <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"> the revised scheme presents a unique opportunity to create an interconnected community focus hub with the Cyprus Club at the centre of the development the new club will revitalise community interest in cultural offerings the Cyprus Club has to provide the Inner West <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"> 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 the concept design illustrates that the club will continue to operate in a new building fronting Stanmore Road the proposed B4 zoning for this part of the Site ensures that “registered club” is a permissible use on this part of the Site 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 m² GFA for Registered Club and Commercial Premises purposes. <p>3 – LSPS Priority 9 - A thriving local economy</p> <ul style="list-style-type: none"> the current concept design supporting the proposal indicates approximately 1600 - 2000m² of club area and 500-700m² of commercial space to support the expansion of the Cyprus Club and provide for commercial and retail uses

Relevant Ministerial Direction	Consideration
	<ul style="list-style-type: none"> the increased residential densities on the Site will support the commercial, retail and registered club uses both on the Site and in nearby centres
Metropolitan Planning	
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.

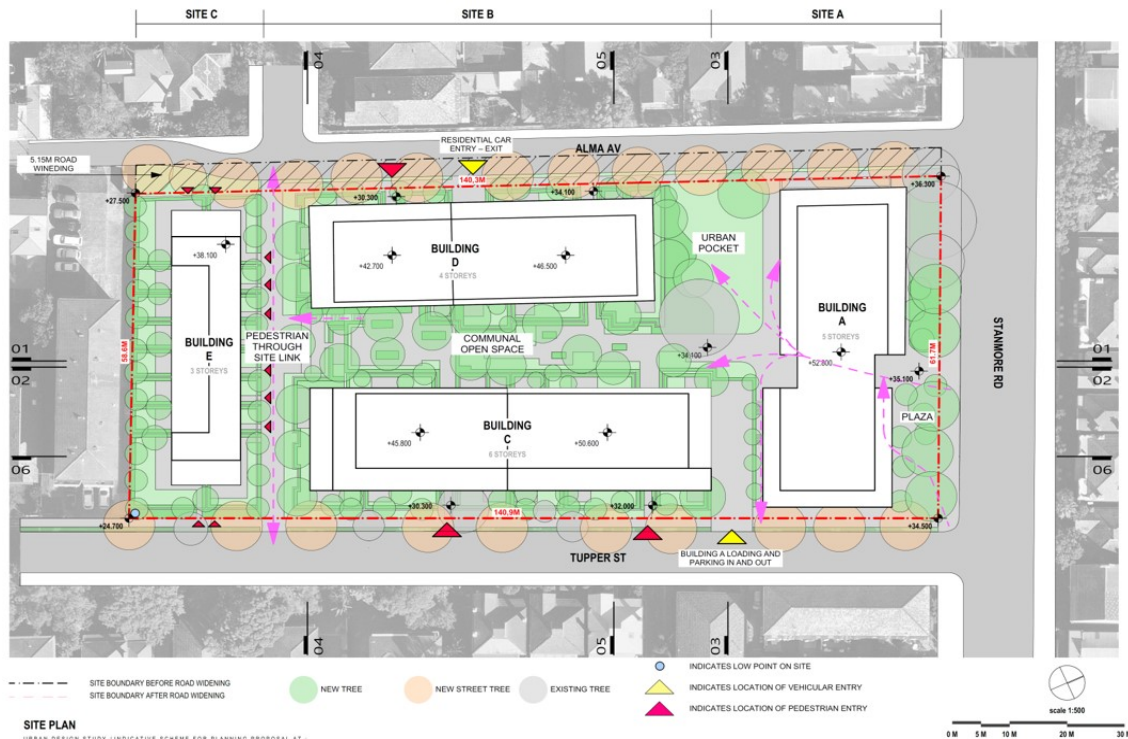


Figure 23: Site Plan (Source: Platino Studios)

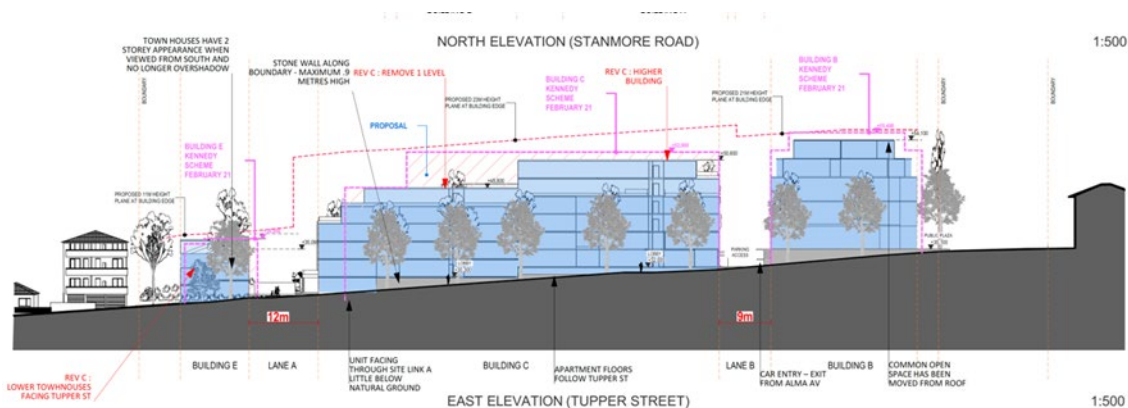


Figure 24: Proposed east elevation along Tupper Street (Source: Platino Studios Appendix F PP413)

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

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

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.

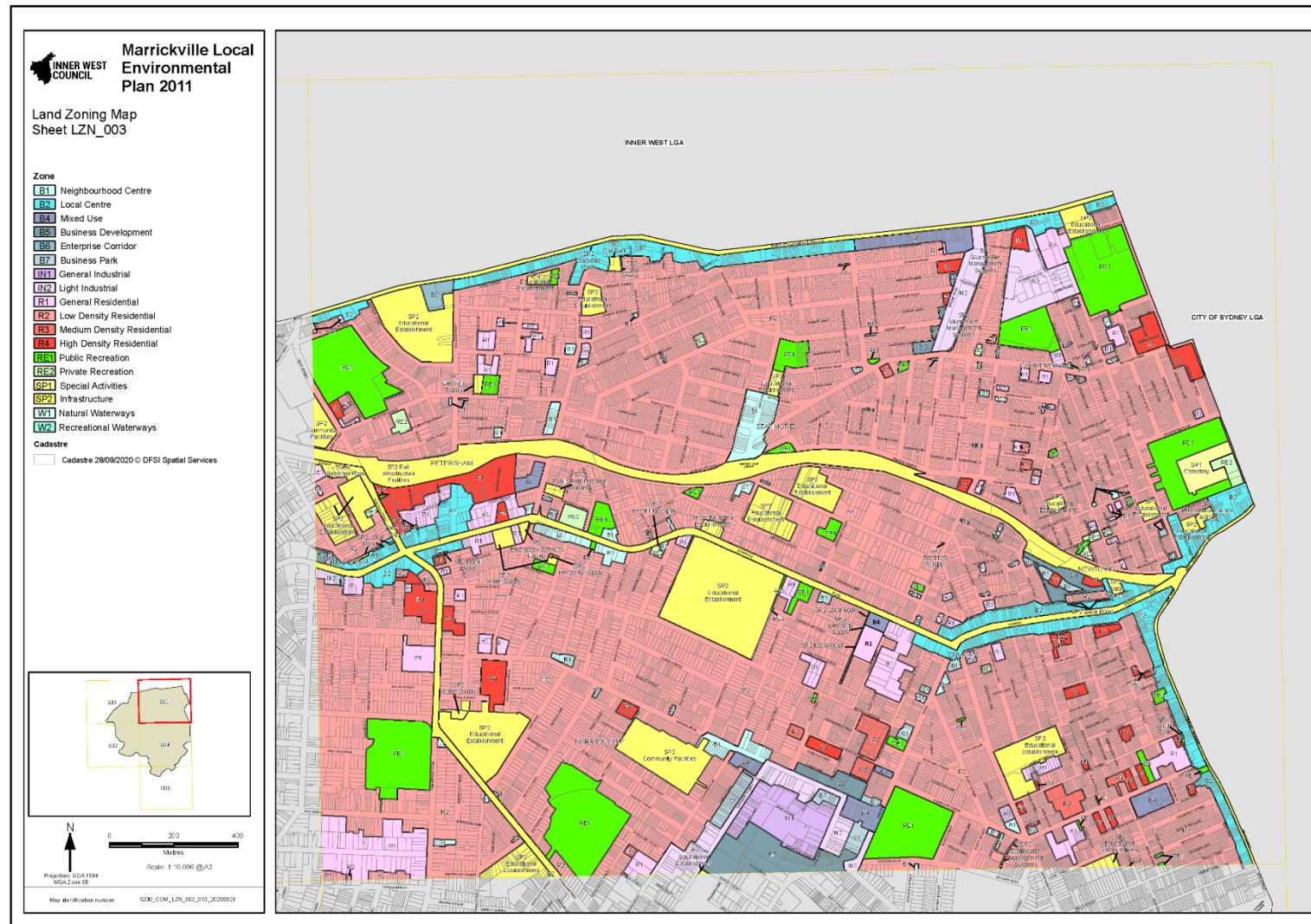


Figure 25: Proposed land zoning map (Base source: MLEP 2011)

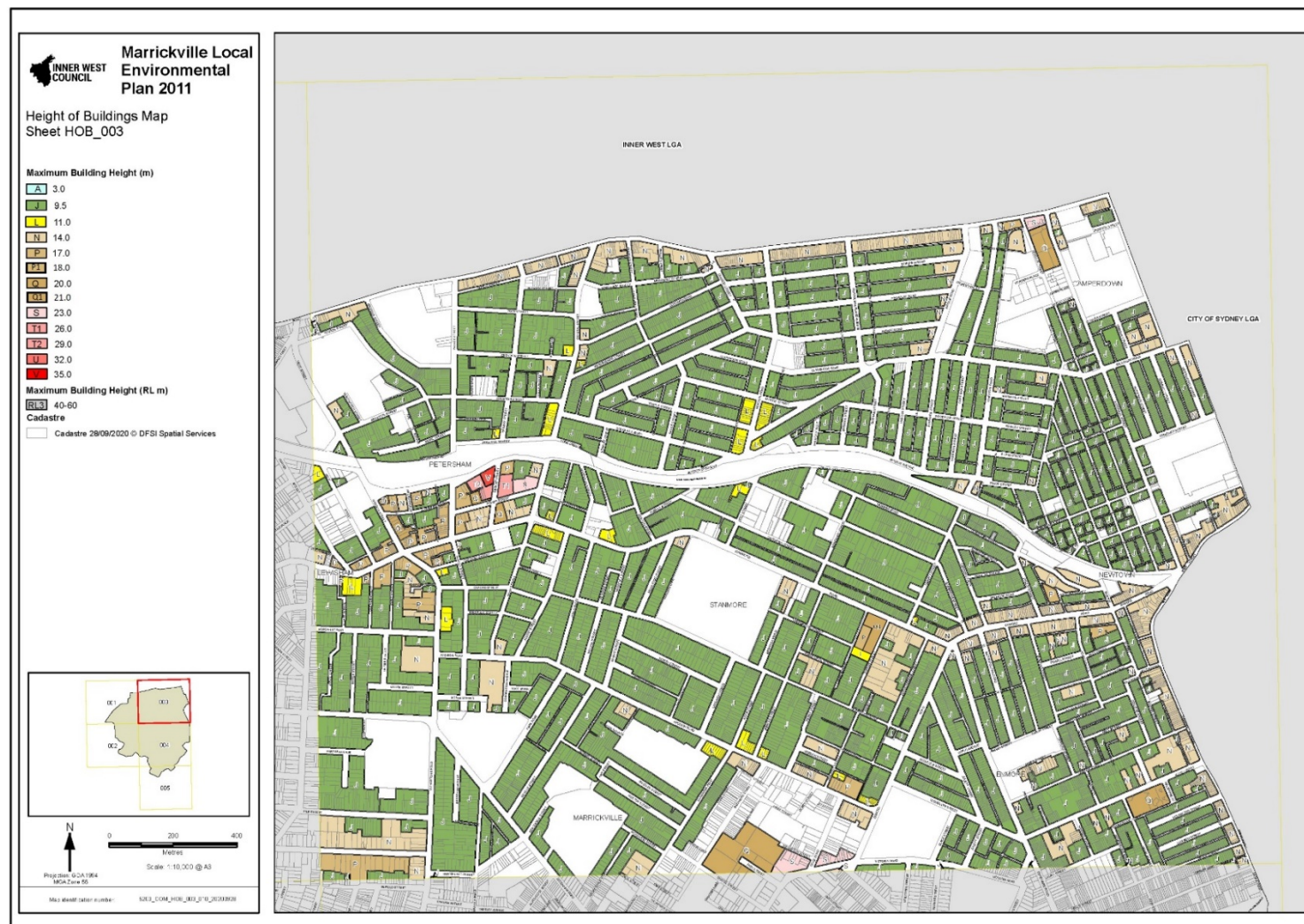


Figure 26: Proposed height of buildings map (Base source: MLEP 2011)

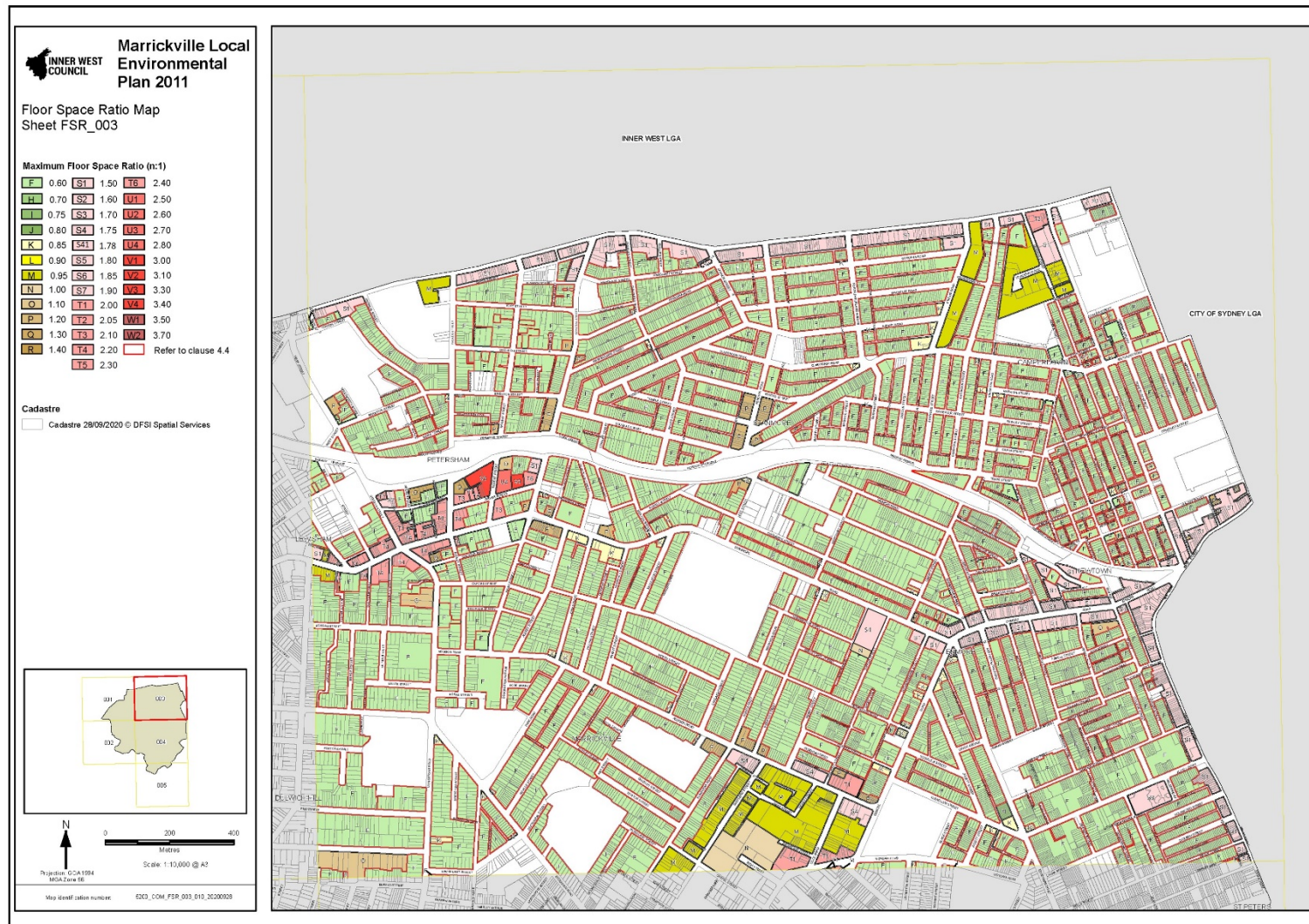


Figure 27: Proposed FSR Map

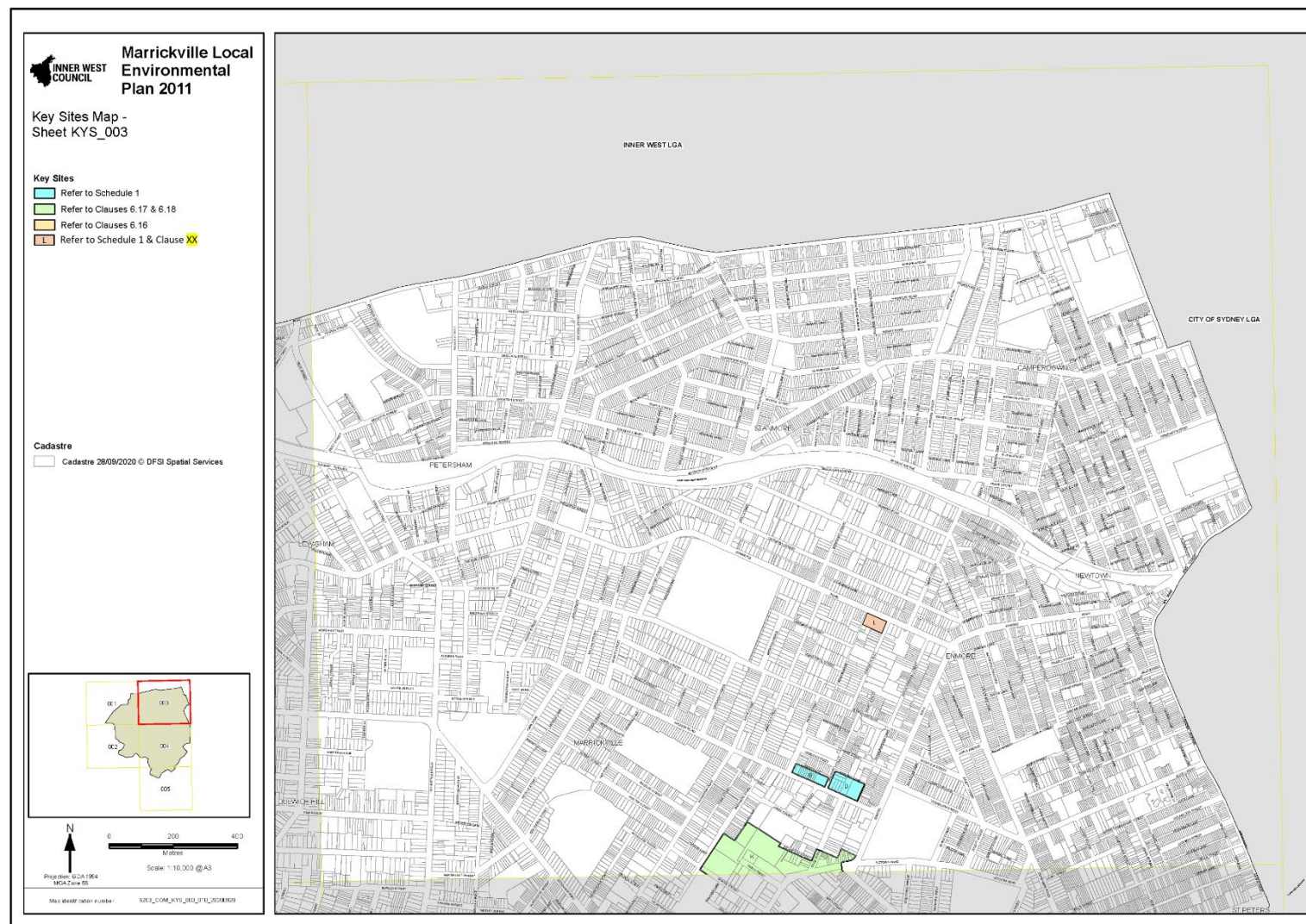


Figure 28: Proposed key sites map (Base source: MLEP 2011)

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

Table 17: Table of Appendix's