

MATTHEW PULLINGER ARCHITECT

in association with

Tribe Studio Architects

4 Phillips Street
ALEXANDRIA
NSW 2015
AUSTRALIA

M +61 413 990052

matthew@pullinger.com.au

28 February 2022

Mr George Revay
Chief Executive Officer, Platino Properties
Suite 11, Level 2, 20 Young Street
NEUTRAL BAY NSW 2089

The Cyprus Club Planning Proposal - Concise Urban Design Peer review

Dear George,

This letter serves as a concise peer review of Platino Properties' revised Planning Proposal for the Cyprus Club, Stanmore. It sets out our professional opinion of the adequacy of the revised scheme when considered against the Gateway Conditions described in the NSW Department of Planning, Industry and Environment Gateway Determination Report, dated June 2021.

Gateway Conditions Influencing Built Form and Urban Design Structure

The key Gateway Conditions that have influenced the revised built form and urban design structure of the Planning Proposal focus on reducing the originally proposed building height and floor space ratio to achieve the following:

- _ Improved ground level communal open space, meeting the targets set out in the ADG and minimising exposure to aircraft noise.
- _ Improved residential amenity for each building within the subject site and immediately affected neighbouring buildings, meeting targets set out in the ADG for solar access.
- _ Detailed landscape design plans indicating the extent of proposed tree retention, tree replacement and accommodation of deep soil.
- _ Detailed site plans indicating an improved configuration of publicly accessible open space associated with the proposed plaza, the through site link coinciding with Harrington Street, a potential new publicly accessible park and the Alma Avenue widening.
- _ A more sympathetic built form response, reflecting positive streetscape cues and identified heritage values, and illustrated using photomontages describing the proposed relationship with the existing urban context.
- _ Detailed design measures to reduce reliance on private vehicle trip generation, encourage public transport usage and minimise traffic impacts on the street network.

01 Improved ground level communal open space

The revised Planning Proposal has relocated communal open space away from rooftops where it was adversely affected by aircraft noise, and situates it in a central, on grade location, which - due to reduced building heights and improved site planning - receives good solar access capable of meeting the targets set out in the ADG.

This communal open space also incorporates a significant existing tree and is designed to be universally accessible to residents.

02 Improved residential amenity within and beyond the site

The revised Planning Proposal has reduced the proposed height, scale and bulk of the two central residential apartment buildings on Site B, and has also re-imagined built form on Site C as a row of contemporary town houses rather than the earlier proposal for a residential apartment building.

Additionally, the revised Planning Proposal reduces the total number of residential dwellings across the site from approximately 150 to approximately 115.

Cumulatively, these amendments serve to improve residential amenity within the site. In effect, fewer and larger apartments in lower building envelopes will receive improved solar access and cross ventilation, and are capable of meeting the relevant targets set out in the ADG.

These amendments also serve to improve residential amenity (relative to the original proposal) for immediately adjacent neighbours - particularly those to the south, where the proposed town houses on Site C present a more sympathetic transition from the residential apartment buildings of Site B to the traditional low density residential uses further to the south.

The introduction of town houses at this interface also has the benefit of locating living areas exclusively at ground level, thereby reducing opportunities for cross viewing to sensitive neighbours from upper levels.

03 Extent of tree retention, tree replacement and deep soil

The revised Planning Proposal includes plans clearly indicating the retention of significant existing trees within the centre of the site and along key streets - Stanmore Road and Tupper Street in particular.

Plans also indicate the broad strategy for new tree planting within key spaces internal to the site and along each street frontage.

The proposed basement configuration indicates where deep soil is to be configured, to support existing and replacement tree plantings.

The revised Planning Proposal is capable of meeting and exceeding ADG targets for deep soil.

04 Improved structure planning and publicly accessible open space

The revised Planning Proposal introduces a series of better-connected open spaces across the site, improving of the extent and quality of publicly accessible and communal open space.

A new urban pocket park addressing Alma Street is proposed. The natural focus of this pocket park will be a large existing tree (not previously proposed to be retained) confirmed by the arborist as being of high retention value.

The pocket park is configured to allow safe, well-surveilled, public access and use, and is situated to receive good solar access. The space will be quiet and reflective, separated from Stanmore Road by the Club building on Site A.

The previously proposed urban plaza, situated between the Club buildings addressing Stanmore Road, has been reconfigured to more directly address Stanmore Road. The earlier proposed plaza was overshadowed during significant parts of the day, and suffered from adverse wind effects channelled between the two Club buildings.

This new publicly accessible urban plaza will be used primarily for outdoor dining and brings activation to the key site frontage. It provides a north-facing primary address for the Club's operation, highly visible and identifiable within the local area.

Vehicular movement through the earlier proposed new laneway between Alma Street and Tupper Street adjacent to the Club has been eliminated, increasing the extent of publicly accessible open space and reducing the extent of site area allocated to vehicle circulation.

The laneway extending Harrington Street to Tupper Street is still evident in the revised proposal, but is now treated as a landscaped and paved share-way with only low speed, low volume traffic, further reducing the extent of site area allocated to vehicle movement and improving the extent of connected publicly accessible open spaces.

The earlier proposal for the widening of Alma Avenue has been maintained within the revised proposal, with pedestrian footpaths provided on both sides of the avenue to improve pedestrian linkages across the site.

05 Improved built form response

The revised Planning Proposal establishes a pattern of building heights across the site which respond sensitively to the existing pattern of built form evident in the immediate local context. Additionally, when compared with the original scheme, the revised proposal serves to reduce and minimise the identified impacts of bulk and scale upon the most affected neighbouring properties.

The proposed building forms, 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, while a storey has also been removed from the the upper level of the southern end of the Tupper Street building as it transitions down the slope from Stanmore Road. These lower buildings relate more appropriately to the mix of different existing built form evident on each of these streets.

Along Tupper Street, the existing urban character includes a mix of lower-scale, single-storey, detached dwellings alongside three- and four-storey residential apartment buildings. Along Alma Avenue, the existing character includes a mix of lower-scale, detached dwellings and more substantial and ornate attached dwellings.

In both cases, the proposed built form strikes an appropriate, considered relationship to the existing context. A combination of proposed built form setbacks and reduced building heights result in a positive streetscape. On Tupper Street, this is a relationship of typically four storeys, with upper levels recessed. On Alma Avenue, this is a relationship of typically three storeys, with an upper level recessed.

The proposed Maximum Building Heights (MBH) have been reduced on Site B from 23m to 21m (Tupper Street) and from 20m to 17m (Alma Avenue), and both 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 approximately 75 residential units while the original scheme envisaged approximately 95 units. The proposed floor space ratio on Site B has correspondingly reduced from 1.80:1 to 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 units types meeting the optimal range set out in the ADG at section 4K. Average apartment sizes are now proposed to be approximately 95sqm rather than 75sqm in the original scheme.

Fewer and larger dwellings has 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 proposed built form are further set back from the southern neighbours, and the extended Harrington Street shared-way further helps to facilitate a more gradual transition to the lower density residential areas to the south.

The introduction of a town house type on Site C has the benefit of further improving the relationship between the proposal and its immediate context. The proposed town houses are two- and part three-storey, and 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 ten 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.

As noted earlier, the upper levels of the town houses will contain bedrooms rather than primary living spaces, which has the effect of reducing cross viewing opportunities into the adjacent apartment building to the south.

06 Measures to minimise traffic impacts

The revised Planning Proposal has been amended to limit the extent of vehicle circulation within the street network beyond Stanmore Road, and thereby mitigate against traffic impacts.

Additionally, by seeking to intensify mixed uses - including residential, commercial and retail - within close proximity to public transport and the existing urban development of Stanmore and Enmore, the Planning Proposal contributes to reducing reliance on private vehicle use and encourages the adoption of public transport and green transport alternatives.

Access to Site A is from Tupper Street near the intersection with Stanmore Road via a basement ramp, which accommodates delivery vehicles servicing the Club. Provision has been made for a loading dock and waste management, which was not evident in the original proposal.

Vehicular movement has been eliminated through the original laneway located between Site A and Site B, between Alma Street and Tupper Street. This arrangement reduces the amount of site area allocated to hard surface and road space, increases landscaped area, publicly accessible open space and improves pedestrian connectivity with Stanmore Road.

Vehicular access to Sites B and C, containing only residential uses, is located on Alma Avenue close to the intersection with Stanmore Road.

This arrangement distributes traffic generation and reduces the distance vehicles travel down Alma Avenue or Tupper Street, minimising adverse traffic effects.

In the original proposal, vehicular access to Site B was from the through site link 100m further to the south. The shared-way extending Harrington Street to Tupper Street is now a landscaped and paved linear park with only low speed, low volume local traffic.

The revised proposal also includes the widening of Alma Avenue with pedestrian footpaths on both sides of the avenue with a two-way street system endorsed by the traffic consultant.

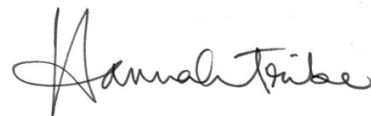
In summary, we are satisfied that the revised Planning Proposal has adequately addressed each of the Gateway Conditions which impact upon the proposed built form and urban design attributes of the scheme. In summary, the reduced building heights and lower floor space ratio contribute to an improved urban design outcome when compared with the original Planning Proposal.

We trust this concise peer review is clear and meets your expectations - however, if there are any questions, we would be more than happy to respond with additional detail or clarifications.

Regards,



Matthew Pullinger
Registered Architect: 6226



Hannah Tribe
Registered Architect: 7833