



PLATINO PROPERTIES

COMMUNITY & STAKEHOLDER ENGAGEMENT REPORT

67-75 LORDS ROAD
LEICHHARDT

OCTOBER 2018



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BACKGROUND

Platino Properties (Platino) is the owner of a site at 67-75 Lords Road Leichhardt, which is currently tenanted and zoned for light industrial use. In 2014, Platino lodged a proposal with then Leichhardt Council to have the site rezoned for Medium Density Residential (MDR) use.

In early 2018, the proposal was rejected by the Central Planning Panel via a split decision due to concerns from some members regarding the loss of employment land. Concerns were also raised by some members of the local community regarding the development, including issues around the impact of the development on local business, recreation and amenity.

Following this decision and in response to the community's concern, Platino decided to start from scratch and develop a new proposal for the site. It also sought feedback from the community and other stakeholders affected by the proposal in order to better understand how it could develop its proposal in line with their expectations.

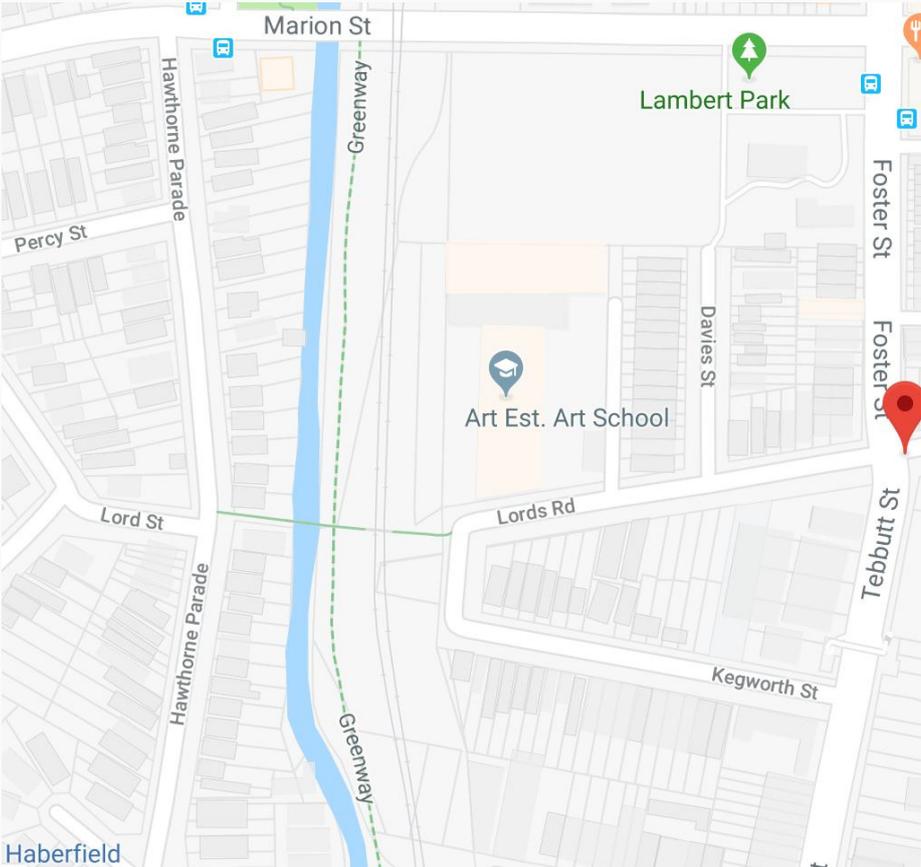
This process commenced six months prior to receiving formal preliminary planning proposal advice from the Inner West Council and has been refined since receiving this advice.

As per Criteria 3 of IWC's formal preliminary planning proposal advice, this report identifies the stakeholders engaged and the nature of consultation undertaken with the community regarding the proposal.

Material provided to consultees as part of this consultation process is also provided as per the list of appendices cited in section 6 of this report.

Importantly, it highlights how Platino has responded to the feedback it received from the local community and other stakeholders and incorporated it into the new proposal for the site.

Feedback obtained from stakeholders in response to the new proposal also forms part of this report.



**LOCATION
PLAN OF
LORDS ROAD,
LEICHHARDT**



PLATINO PROPERTIES

2. COMMUNITY & STAKEHOLDER CONSULTATION ACTIVITIES

63-75 LORDS ROAD
LEICHHARDT

OCTOBER 2018



2.1 TIMELINE OF ACTIVITIES

DATE	ACTIVITIES
w/c 14th May	Visited Lords Road site to speak with available tenants and followed up with email correspondence Canvassed local business owners regarding the development proposal
w/c 28th May	Established Lords Road project website Developed community feedback survey and arranged to place advert in Inner West Courier Requests for a meeting with Kegworth Public School via phone
w/c 4th June	Ongoing communications with tenants Organised meeting with APIA soccer club Ongoing contact with Kegworth Public School regarding meeting request
w/c 11th June	Site visit to APIA soccer club and meeting with key stakeholders Ongoing contact with Kegworth Public School regarding meeting request
w/c 25th June	Advert placed in Inner West Courier print and online regarding feedback survey Letterbox dropped residents requesting feedback on the proposal via the online survey Ongoing contact with APIA soccer club
w/c 2nd July	Site visit and meeting with the APIA soccer club and Platino urban design architects to discuss potential amenity and recreational space Email reminder to key stakeholders regarding feedback survey Requests for meetings sent via phone and email with RMS, TfNSW and EPA Ongoing contact with key community stakeholders regarding meeting requests
w/c 16th July	Ongoing contact with government agencies regarding meeting requests

2.1 TIMELINE OF ACTIVITIES

DATE	ACTIVITIES
w/c 6th August	Meeting with DPE Pre-lodgement with Council
w/c 3rd September	Meeting with Council Director of Planning etc (Mayor unavailable) Letterbox and door knocked adjacent properties
w/c 17th September	Meeting with residents Drop in Session with community
w/c 24th September	Meeting with Kegworth School Principal & P&C representative
w/c 8 October	Site visit to APIA soccer club and meeting with key stakeholders Meeting requested with Haberfield Residents Action Group

2.2 COMMUNITY CONSULTATION

Via C&A, Platino has reached out to the local community in a number of different ways in order to seek feedback from a broad range of people and groups. These are summarised in the table below.

GROUP	ACTIVITIES
<p>Local Residents</p> <p>Potentially affected by the proposal</p> <p>Raised concerns previously about green space and their amenities</p> <p>Keen to hear their views so they can be incorporated in the new proposal</p> <p>.....</p>	<p>Established a website for the site https://lordsroad.platino.com.au/ including a link to a survey for people to have their say on the proposal</p> <p>Placed a notice in the 26 June print edition of the Inner West Courier notifying people about the website and opportunity to provide feedback</p> <p>The same notice was also placed on the Inner West Courier’s website on 26 June which remained online for 30 days (see Appendix L)</p> <p>Letterbox dropped local residents adjacent to the site including Davies and Lords roads and Hawthorn Parade (see Appendix A for distribution area and Appendix J and K for letters provided) notifying them of the opportunity to provide feedback on the proposal via the website</p> <p>Reached out directly to residents who expressed strong opposition to the proposal, with a commitment to work with them throughout the proposal application process</p> <p>Door knocked residents in adjacent properties on Davies and Lords roads to provide them with more information about the new proposal and ask them to provide feedback (see Appendix A for distribution area and Appendix J for flyer provided)</p> <p>Held a community drop in session on 22 September with various members of Platino’s project team available to answer questions about the proposal and give residents the opportunity to provide feedback</p> <p>.....</p>
<p>South Haberfield Residents Action Group</p> <p>Have raised concerns about the proposal</p>	<p>Received correspondence in late September citing objections to the new planning proposal.</p> <p>Requested to meet to discuss further so that feedback could be incorporated into the new proposal.</p> <p>Have since followed up and are awaiting the group's response.</p>

2.2 COMMUNITY CONSULTATION

TABLE 1 Summary of community stakeholder consultation (continued)

GROUP	ACTIVITIES
<p>Lords Road Precinct Residents Committee</p> <p>.....</p>	<p>Requested a meeting with the Committee in August 2018</p> <p>Met with the Committee on 6th September to discuss its concerns</p> <p>Openly engaged with and offered to work with the Committee as plans for the proposal progress</p> <p>.....</p>
<p>Tenants at current site</p> <p>Potentially affected by the proposal</p> <p>Raised concerns previously about green space and their amenities</p> <p>Keen to hear their views so they can be incorporated in the new proposal</p> <p>..</p>	<p>Met with each tenant face-to-face to discuss their concerns</p> <p>Emailed details of the website and encouraged them to forward on to their staff and patrons to provide feedback</p> <p>Committed to providing updates on the progress of the proposal once the application has been lodged and timelines are clearer</p> <p>Ongoing discussions around how they might be able to return to the commercial space in the new site if the project is to be built and approved, including assistance that could be provided during the interim period of construction</p>

2.2 COMMUNITY CONSULTATION

TABLE 1 Summary of community stakeholder consultation (continued)

GROUP	ACTIVITIES
<p>APIA CLUB</p> <p>Located adjacent to the site and have raised concerns regarding the impact of the proposal</p> <p>Long-standing, highly respected and valued community organisation with deep and important ties to the local community</p>	<p>Initial face-to-face with representatives from the soccer club was carried out in early April, where feedback was sought on a number of different aspects including proposal design, concerns about residents complaining about noise and light from the pitch and the opportunity to build recreational space for the club’s use into the proposal</p> <p>Series of additional face-to-face meetings, including a site visit with Platino’s urban design architects during nighttime game hours to discuss and consider design options which would reduce or eliminate concerns</p> <p>Night time drone photography</p> <p>Emailed details of the website and encouraged them to forward on to their staff and patrons to provide feedback</p> <p>Meeting early October where it was confirmed that Platino architects have redesigned the scheme, such that the building behind the wall to be retained will only contain commercial and community uses (see Appendix N)</p>
<p>Kegworth Public School</p> <p>Site would be located within this school's catchment area and some concerns raised about the capacity of the school to accommodate future growth</p>	<p>Contacted the school on a number of occasions and offered to meet to discuss the proposal</p> <p>Meeting with the Principal and a P&C representative took place on Friday 28th September where the school's concerns were discussed</p> <p>Follow up meeting to be arranged - awaiting availability from the school's representatives</p>
<p>Sydney Catholic Schools</p> <p>Highlight need for affordable housing for families in the area</p>	<p>Requested Platino create opportunities to provide families with affordable housing in the Inner West area</p> <p>Correspondence has been exchanged and the proposal includes substantial affordable housing (see Appendix F)</p>

2.3 GOVERNMENT CONSULTATION

Platino has also sought early engagement with a number of government stakeholders including the Inner West Council (“IWC”) and various relevant government departments and agencies. We felt this early engagement was important in order to inform the concept design for the proposal.

Regrettably despite numerous requests, some agencies have not been available to meet with us or responded to requests and therefore we have not been able to incorporate their feedback at this stage of the proposal.

Table 2 Summary of government stakeholder consultation

GROUP	ACTIVITIES
<p>Inner West Council (IWC)</p> <p>Site sits within its local government area</p>	<p>Initial meetings held with Council Planning Officers in late April to advise that Platino would be developing a new proposal for the site</p> <p>Council initially advised a series of meetings would be the best way to seek their input and feedback on the new proposal</p> <p>Continued engagement via email to clarify Council’s requirements</p> <p>10 May 2018 Meeting to discuss planning proposal Harjeet Atwal Roger Rankin Leah Chiswick Mecone George Revay (Platino) Paula Mottek (Platino)</p> <p>6 June 2018 Site visit Nick Chapman Matthew Pullinger Elke Chapman Paula Mottek (Platino)</p> <p>Walked the site and surrounds with Nick Chapman who provided a background on the Greenways project.</p>
<p>.....</p> <p>Local Health District (see Appendix H)</p> <p>.....</p>	<p>.....</p> <p>Letter and email sent to CEO Local Health District. No response</p> <p>.....</p>
<p>Minister for Industry (see Appendix G)</p>	<p>Letter and email sent to Minister for Industry. No response</p>

2.3 GOVERNMENT CONSULTATION

Table 2 Summary of government stakeholder consultation

GROUP	ACTIVITIES
<p>Inner West Council (IWC)</p> <p>Site sits within its local government area</p>	<p>20 June 2018 to discuss planning proposal Colette Goodwin Leah Chiswick FPD</p> <p>9 August 2018 Pre Lodgement meeting to discuss Planning Proposal Colette Goodwin Leah Chiswick Anna Johnston Richard McLachlan (Platino) Paula Mottek (Platino)</p> <p>Presented the draft documents and explained the key elements of the proposal to Council. No feedback provided by Council</p> <p>4 September Meeting with Mayor Kate Walsh -Mayor’s Media Relations person David Birds - IWC Kerry Chikarovski Richard McLachlan (Platino) Paula Mottek (Platino) Mayor didn’t attend</p> <p>Initial meetings held with Council Planning Officers in late April to advise that Platino would be developing a new proposal for the site</p> <p>Council initially advised a series of meetings would be the best way to seek their input and feedback on the new proposal</p> <p>Continued engagement via email to clarify Council’s requirements – no face-to-face meetings were granted during this period</p>
<p>Green Party MP - Jamie Parker</p> <p>(see Appendix P)</p>	<p>Meeting with Mr Parker was organised for 11th September and subsequently cancelled by Mr Parker’s office. Repeated attempts to reinstate the meeting with an advisor to Mr Parker have not been met. Platino will continue to seek engagement with Mr Parker’s office</p>

2.3 GOVERNMENT CONSULTATION

Table 2 Summary of government stakeholder consultation

GROUP	ACTIVITIES
<p>Department of Planning (DPE)</p> <p>Ultimately responsible for assessing the new planning proposal</p>	<p>Follow up meeting held on 8 August to provide update on progress to date. DPE acknowledged the work that has been carried out with regards to community and stakeholder consultation and reiterated the need to address the PRCUTS out-of-sequence checklist (see Appendix C)</p> <p>11 April 2018 to discuss planning proposal Marcus Ray Steve Murray - DPE Amanda Harvey - DPE Sam Haddad (for Platino) George Revay (Platino) Paula Mottek Very high level discussion of issues</p> <p>6 August 2018 to further discuss planning proposal Steve Murray – DPE Amanda Harvey – DPE Laura Lock – DPE Charlene Nelson – DPE Sam Haddad (for Platino) HADDAD ADVISORY Anna Johnston – FPD George Revay (Platino) Richard McLachlan (Platino) Paula Mottek (Platino)</p>

2.3 GOVERNMENT CONSULTATION

Table 2 Summary of government stakeholder consultation

GROUP	ACTIVITIES
<p>Transport for NSW/Sydney Trains (TfNSW)</p> <p>Concerns raised about the capacity of the existing light rail service and it's ability to accommodate future growth</p>	<p>Exchanged emails on several occasions where it was confirmed the light rail capacity could be adapted to accommodate for future growth (see Appendix M)</p>
<p>Roads and Maritime Services (RMS)</p> <p>Concerns raised about congestion on roads in the area and their ability to accommodate future growth</p>	<p>Contacted RMS on number of occasions to seek its feedback on the proposal. Repeated calls were made w/c 13th August, 20th August & 3rd September. Unfortunately numerous requests have gone without reply</p> <p>Will continue to seek engagement so the concerns around the capacity and congestion of roads around the site can be clarified</p>
<p>Environmental Planning Authority (EPA)</p> <p>(see appendices)</p>	<p>Contacted the EPA to set up a meeting - see Call Log in Appendices</p> <p>Provided talking points as requested</p> <p>Will follow up to discuss any potential concerns or opportunities for the site</p>
<p>Green Party MP Jamie Parker</p> <p>(see appendices)</p>	<p>Contacted Jamie Parker to set up meeting. Meeting was organised for 11th September, but cancelled by Mr Parker. Repeated requests have been made to reinstate the meeting with an advisor, but no response has been received. (see appendix</p>



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3. SUMMARY OF FEEDBACK

63-75 LORDS ROAD
LEICHHARDT

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3. SUMMARY OF FEEDBACK

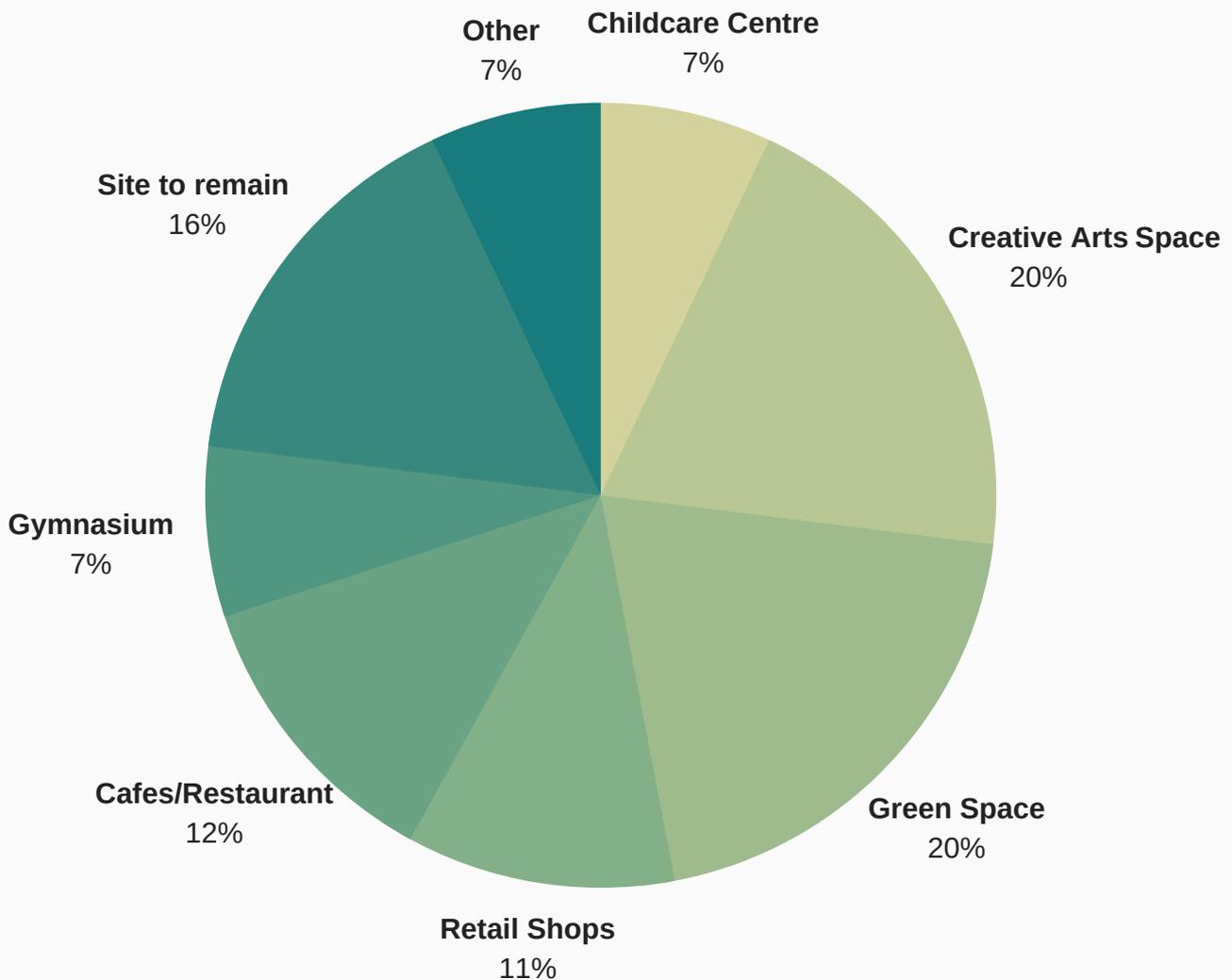
3.1 COMMUNITY ONLINE SURVEY

A total of 26 responses were received in relation to the online survey, the outcomes of which are described below.

Question 1: Would you like to see any of the below included in the new proposal?

Respondents were able to select more than one option from a list of proposed features. An 'Other' option was also included, with the opportunity to provide freeform text. Other responses included a craft brewery and a swimming pool.

Table 3. Summary of responses to Question 1



Questions 2 and 3: What are you concerned about regarding the development of this site? Do you have additional feedback?

This question allowed respondents to provide a freeform response

3. SUMMARY OF FEEDBACK

Table 4 Summary of responses to questions 2 and 3

CONCERN	# OF TIMES RAISED	COMMENTS
Over development of the area	12	Concerns raised about the impact of other sites which have recently been developed and the impact this has had on the amenity of the local area
Noise	4	Some concerns raised about noise during construction if the proposal was to proceed
Traffic and parking	12	Issues cited with current congestion on roads surrounding the site as well as a lack of adequate on-street parking and the impact additional residential development may have on this
Opposed to high-rise development and overshadowing	4	Strong preference for low-medium rise (no more than three stories above current height) as opposed to high-rise development Concerns raised about overshadowing housing and green spaces from high-rise develop
Loss of local employment	5	Concerns raised about the loss of local businesses and warehousing space and the impact on employment
Lack of green space	1	Desire to have green space included in the new plan
That the proposal will not proceed	3	Some responses welcomed the proposal and expressed concern that it may not proceed.

3. SUMMARY OF FEEDBACK

3.2 FEEDBACK FROM DOOR KNOCKING AND RESIDENT MEETINGS

Platino has spent considerable time in direct contact with local residents who have concerns about the proposal and/or feedback on how it can best meet the expectations of the community. This includes door knocking adjacent properties and individual meetings with residents who were either proactively identified as having concerns about the proposal or who made contact after they had received information from the project team.

On 11 September, Platino door knocked 40 homes surrounding the proposed site on Kegworth, Lords and Davies roads, to share information about the progress of the new proposal and to reiterate the invitation to the community drop in session.

Feedback about the new proposal was mixed with some residents supportive of the development and others opposed.

Platino has also held a series of meeting with residents either at their request or by proactively seeking out people it believes may be affected by or interested in contributing to the new planning proposal. It has been able to clarify misinformation and work constructively with many of these residents, incorporating their feedback into the new proposal.

On 22 September, Platino held a community drop in session at the Michael Maher room at Haberfield Library from 10am to 2pm. Around 22 people from the community attended the session where they were provided with more details around the new proposal, had access to key members of the project team and were able to provide feedback both verbally and via written forms.

The key discussion points from these interactions included:

1. Parking

Parking was the number one issue raised as residents currently find it difficult to park their cars on the street, mostly due to the spaces being used by people visiting the area. Platino indicated it would raise the issue with Council on the resident's behalf and reassured residents that there would be adequate parking in its new planning proposal to accommodate the new dwellings.

2. Overdevelopment

Some residents expressed concerns about overdevelopment of the area and the impact this would have on the sense of community in the neighbourhood. In particular a desire to not have building heights exceeding the current height of the industrial buildings. Platino showed residents how the site would have a mixture of building heights and types, with the highest buildings set against the railway line.

3. Impact on privacy

Some residents (particularly those on Davies Street and in Haberfield) expressed concern around the potential impact on their privacy due to buildings overlooking courtyards in Davies Lane. Platino showed residents the buildings would be set back from the lane, with the trees retained and windows designed to ensure these courtyards could not be viewed.

3. SUMMARY OF FEEDBACK

3.2 continued

4. Operation of APIA soccer club

Several members of the APIA soccer club attended the drop in session raising similar concerns to those outlined to Platino in meetings with the Club's leaders. Platino was able to show these members the changes it had made to the original proposal, including retaining the current wall. The Club noted that it is keen to have no residential at all closer than 20m from the Club and Platino agreed to consider this. This was well received. In addition, it shared its plans to change the lights to LED to minimise spill which pleased both the Club's members and local residents who are affected by the current light spill. Members were pleased to hear Platino plans to dedicate 500 sqm of space in the new proposal to the Council, via a VPA, and this space could be used exclusively by the club as a multi-purpose room, accessed from Lambert Park.

3.3 Discussions with Tenants

Platino has been in contact with its tenants at Lords Road and continually responsive to questions they have about the new proposal and the process for lodgement. It also has committed to keeping tenants informed as plans for the proposal progress.

The key issues from the tenants' perspective is the ability to find similar warehouse-style industrial spaces in the local area. Some have already been looking and indicated they would be moving in the near future.

A summary of the outcomes of discussions with tenants is provided in a separate report in Appendix B.

3.4 Engagement with the APIA Soccer Club

As discussed previously, Platino via C&A has been actively engaging with the APIA Soccer Club to incorporate its feedback into plans for the new proposal.

The key issues and opportunities from the Club's perspective are:

1. Potential complaints from (future) residents

The club operates from 4pm up until 10pm most weeknights, and some weekends, and games can be very noisy and also require the use of bright lighting. APIA is concerned that residents of the potential future development would complain about this and cause issues for its operation.

2. Loss of local parking

The Club's members currently park on the streets surrounding the site and are concerned that a development in the area would impact the availability of these spaces.

3. Impact on the Club's amenity

The Club is concerned that the proposed new structures would impact the visual amenity of its grounds as well as create issues for its operations

4. The provision of community amenity and recreation

The Club feels that its important the site consider the community's amenity and provide features in its proposal which benefit the local community

3. SUMMARY OF FEEDBACK

3.5 Engagement with Inner West Council

In a meeting and a series of follow up emails, Council has advised Platino it will be guided by the community in their response to any proposal for the site and that they will be looking for an outcome that is in line with their expectations.

Some of the key issues and opportunities from Council's perspective are:

1. The need to carry out extensive consultation with the local community regarding the proposal
Council is aware of some of the concerns raised by the local community and would like an extensive engagement program to be carried out so these can be explored in greater detail and incorporated into the new proposal.

2. The need to provide affordable commercial/industrial space and employment opportunities in the local area

Council notes there is a local of affordable commercial and industrial space in its local area and is keen to ensure local employment opportunities are not detrimentally affected by development.

3. The provision of open space and community amenity and recreation and affordable housing
Council would like to see more open space and community amenity and recreation facilities as part of the new proposal as well as a significant amount of affordable housing.

3.6 Engagement with DPE

Platino met with DPE after its initial application was rejected in order to get early feedback from the department regarding a potential new proposal. In the this meeting, DPE indicated it would be very happy to consider a new proposal, noting in particular it would be assessing whether or not the PRCUTS out-of-sequence checklist had been addressed.

Some of the key issues and opportunities from DPE's perspective are:

1. The need to carry out extensive consultation with the local community regarding the proposal
Like Council, DPE is aware of some of the concerns raised by the local community and would like an extensive program to be carried out so these can be explored in greater detail and incorporated into the new proposal.

2. The need to work collaboratively with IWC to develop a new proposal

DPE would like to see Platino work collaboratively with IWC to develop a new proposal which is better aligned with the expectations of the local community

3. The need to provide affordable commercial/industrial space and employment opportunities in the local area

Like Council, DPE notes any new proposal would need to provide affordable commercial/industrial space and robust local employment opportunities

3. SUMMARY OF FEEDBACK

3.7 Engagement with Transport for NSW/Sydney Trains

Platino sought feedback from Transport for NSW (TfNSW) and Sydney Trains regarding the capacity of the light rail and its ability to accommodate future growth.

Transport for NSW have confirmed that the light rail can accommodate growth (see email Appendix M) - further details are provided in Platino's response to feedback below.

3.8 Attempts to Engage with Other Government Agencies

Platino notes it has been unsuccessful in its attempts to engage with other government agencies outlined in this report. It will continue to seek early and ongoing engagement with these agencies in order to ensure their feedback can be incorporated into the development of the new proposal (See copies of emails and call log in Appendices)



PLATINO PROPERTIES

4. PLATINO'S RESPONSE TO FEEDBACK

63-75 LORDS ROAD
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4. PLATINO'S RESPONSE TO FEEDBACK

The table below summarises how Platino has responded to the feedback received during the extensive consultation process

FEEDBACK RECEIVED	STAKEHOLDERS	PLATINO'S ACTIONS AND STAKEHOLDER RESPONSE
<p>Need to carry out extensive consultation with the community and other affected stakeholders</p>	<p>Local residents IWC DPE</p>	<p>Platino has carried out extensive community and stakeholder consultation as outlined in this report and Platino is committed to ongoing engagement as plans for its proposal progress</p> <p>Local residents have demonstrated a willingness to engage</p> <p>Feedback has been sought from IWC and DPE on the robustness of the engagement process so far and improvements made where required</p>
<p>Need to provide affordable industrial/ commercial space and local job opportunities</p>	<p>Local residents Current tenants IWC DPE</p>	<p>As part of its new proposal, Platino has proposed a minimum 3000 sqm of floor space for commercial and community use</p> <p>It will be designed to provide flexible spaces, with a generous floor to ceiling height to cater for a wide range of creative, commercial and community uses – all of which are similar to some of the uses on the current site</p> <p>Platino is in discussions with a number of tenants regarding the potential for them to return to the site in the new commercial space including a private for-profit art school that has developed a strong client base in the area.</p> <p>This responds to community needs identified in the resident survey and feedback from consultation as well as the IWC's desire to enable businesses that currently tenant the site to remain</p>
<p>Need to provide space for community amenity and recreational facilities</p>	<p>Local residents IWC</p>	<p>A large public landscaped open space area will be located in the centre of the site as well as community garden. A through site link will also be provided so that in the future access could be gained on the Eastern side of the light rail line to the Marion Street Station.</p> <p>Re-vegetation along the light rail corridor will also form part of the proposal</p> <p>Feedback will continue to be sought and incorporated into the final design and allocation of the green space</p>

4. PLATINO'S RESPONSE TO FEEDBACK

FEEDBACK RECEIVED	STAKEHOLDERS	PLATINO'S ACTIONS AND STAKEHOLDER RESPONSE
<p>Loss of local parking and concern about increased traffic including the potential to impact the safety of students in the area including Kegworth Public School</p>	<p>.Local residents APIA Club Kegworth Public School</p>	<p>Platino proposes to ensure the development has all parking for residents onsite according to the relevant planning guidelines.</p> <p>The proposal also provides for an onsite car sharing facilities which should reduce on-street parking demand and encourage shared car use.</p> <p>The above measures will help ensure minimal impact on on-street parking in the area.</p> <p>Platino has been working with its traffic engineers to determine the impact on traffic should the proposal proceed, with the objective being to minimise congestion</p> <p>The outcome is the proposal will generate approximately half the amount of traffic compared to existing potential.</p> <p>The new proposal will reduce the amount of traffic at times when school children come to and leave school.</p> <p>There will also be fewer trucks and heavy vehicle movements which will therefore increase the safety of children at the school</p> <p>Please see Appendix D for a summary of the traffic report</p>
<p>Overdevelopment in the area</p>	<p>Local residents</p>	<p>The design concentrates development in locations where it has minimal impact on its surroundings</p> <p>Lower scale dwellings face Davies Lane to provide a sensitive transition in height</p> <p>The height is predominantly well below the PRCUTS height limit and mitigates any possible impacts on adjoining properties</p> <p>There is also adequate open, green and community recreational space provided in the proposal.</p>

4. PLATINO'S RESPONSE TO FEEDBACK

Table 5 Summary of responses to questions 2 and 3 continued

FEEDBACK RECEIVED	STAKEHOLDERS	PLATINO'S ACTIONS AND STAKEHOLDER RESPONSE
<p>Potential complaints from future residents regarding the APIA soccer club's operations and impact on its amenity (in particular due to noise and light spill)</p>	<p>APIA Club</p>	<p>.Platino is in discussions with the Club regarding its concerns and has put forward a number of proposed solutions including:</p> <ul style="list-style-type: none"> - Providing a blank wall facing the soccer field - Changes to the design so that no residential dwellings face the soccer fields and are set back at least 20m ... from their south boundary, so residents are not disturbed by lighting or noise. - Providing the Club with new LED lighting designed to minimise light spillage whilst maintaining the required illumination for the Club's activities. It is estimated the new lighting will decrease the Club's operating costs by up to 55% - Providing the Club with space within the new proposal for a multi-purpose room for it to use for its activities <p>The APIA Club have been very engaged with Platino & they are in positive discussions with the Club regarding its proposed solutions</p>
<p>Concerns regarding the capacity of light rail and other Transport infrastructure</p>	<p>APIA Club Local residents</p>	<p>Platino has sought engagement with Sydney Trains/Transport for NSW in order to discuss this further</p> <p>Transport for NSW have confirmed the capacity of the light rail is consistently monitored and that its capacity can and would be increased to accommodate future growth in patronage</p>
<p>Concerns regarding the capacity of local schools to accommodate increased growth and safety for children attending Kegworth Primary School</p>	<p>Kegworth School Local residents</p>	<p>Platino has met with Kegworth Public School to discuss this further as well as carried out an assessment of the capacity of schools in the local area (see Appendix J).</p> <p>It plans to meet with the school again during the next few weeks to progress these discussions.</p> <p>Requests have been made for a meeting with the Department of Education and we are awaiting its reply (see Appendix XXX)</p>

4. PLATINO'S RESPONSE TO FEEDBACK

Table 5 Summary of responses to questions 2 and 3 continued

FEEDBACK RECEIVED	STAKEHOLDERS	PLATINO'S ACTIONS AND STAKEHOLDER RESPONSE
Requests for the provision of significant proportion of affordable housing	Local residents	The new proposal provides affordable housing at 8.5% of GFA (equivalent to 35 dwellings, or 15%, of the proposed dwellings) compared to 5% recommended by the PRCUTS



PLATINO PROPERTIES

5. LIST OF APPENDICES

63-75 LORDS ROAD
LEICHHARDT

OCTOBER 2018



6. APPENDICES

Appendix A: Door knock & letterbox drop area

Appendix B: Summary of contact with Lords Road tenants

Appendix C: PRCUTS Out-of-sequence checklist

Appendix D: Executive Summary of Traffic & Transport Assessment & Community Consultation

Appendix E: Community Drop In Session Boards

Appendix F: Letter from Sydney Catholic Schools to Platino

Appendix G: Communication to Minister for Industry

Appendix H: Communication to Sydney Local Health District CEO

Appendix I: Communication to Department of Education

Appendix J: Letterbox drop & door knock flyer

Appendix K: (Part of) Social Impact Study relating to Primary Schools

Appendix L: Advert for Community Drop In session

Appendix M: Notification of Consultation (Inner West Courier advert)

Appendix N: Communication from TfNSW re Light Rail

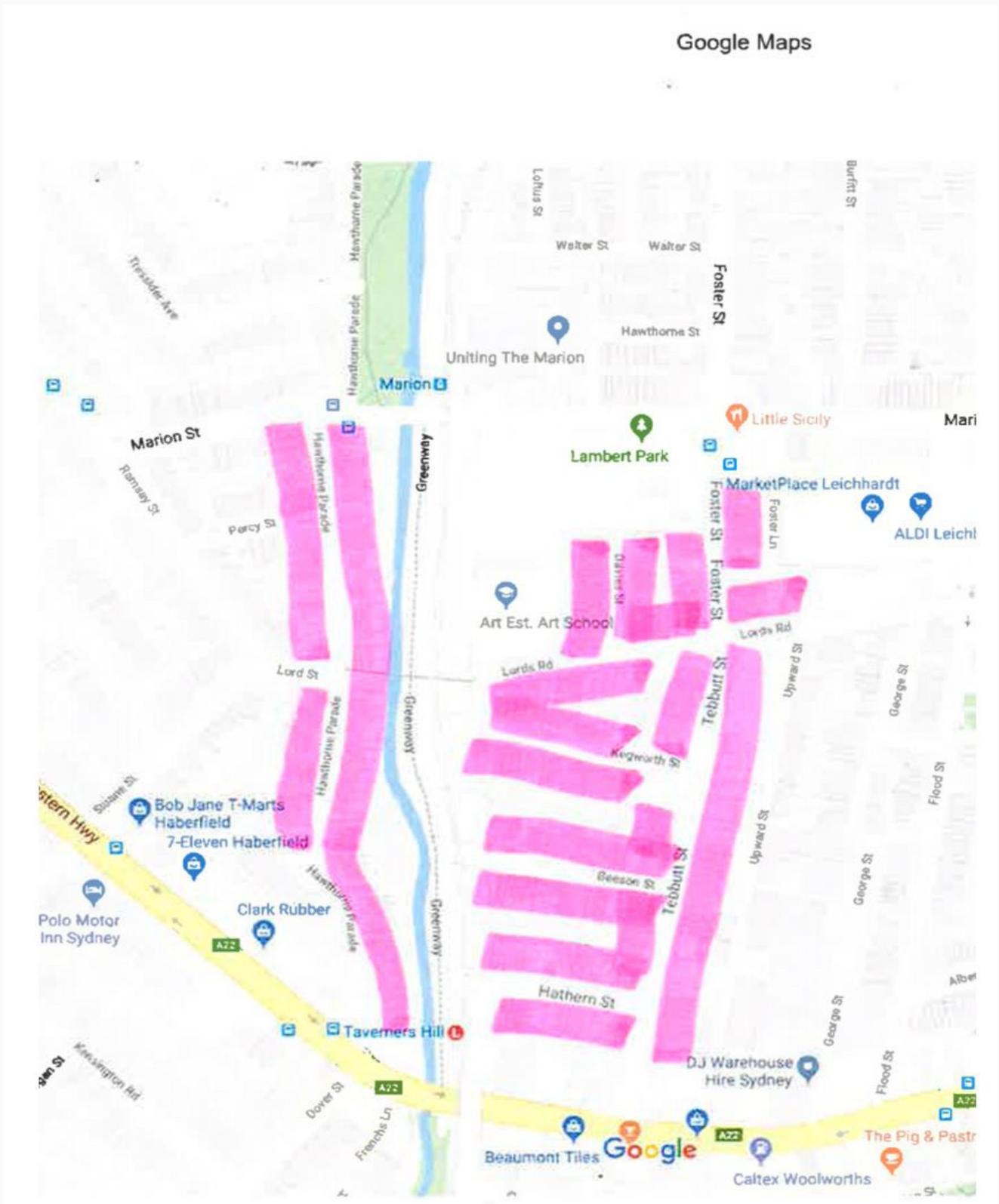
Appendix O: Platino letter to APIA Club 8th October 2018

Appendix P: Correspondence with Green MP Jamie Parker's Office

Appendix Q: Call log of calls made to agencies

6. APPENDICES

Appendix A: Door knock & letterbox drop area



6. APPENDICES

Appendix B: Summary of contact with Lords Road tenants *

Note this data has been anonymised for privacy and commercial in confidence

TENANT	SQM	FTE	PREFERRED NOTICE PERIOD	BEST/WORST TIME TO MOVE	LOCAL STAFF	TENANCY LENGTH	NOTES
Tenant 1	400-500sqm	50	12 months	May	Mostly	6.5 years	Their business has to stay in the inner city
Tenant 2	350-400sqm	1	12 months	Sept to Dec	Yes	5 years	They are finding it hard to find a suitable space for their business
Tenant 3	Not indicated	Did not say	Actively looking to move now	N/A	No	8 years	Tenant was engaged & amenable to discussing a move
Tenant 4	2000sqm minimum	12	Minimum 3 months	June/July is the best time for them to move	Mostly	9 months	Tenant was very approachable & knew that he would need to move
Tenant 5	360sqm minimum	Did not say	6-12 months	Around Christmas as they are closed for business then	No	8 years	They are finding it hard to find a suitable space for their business

6. APPENDICES

Appendix B: Summary of contact with Lords Road tenants *

Note this data has been anonymised for privacy and commercial in confidence

TENANT	SQM	FTE	PREFERRED NOTICE PERIOD	BEST/WORST TIME TO MOVE	LOCAL STAFF	TENANCY LENGTH	NOTES
Tenant 6	370sqm	8-12	6-12 months	Early spring is most difficult	Yes	3 years	They suggested that tenants should be offered the option to buy one of the units Their business services the Inner West/Lane Cove, do they would find it hard to move far away Most of their space is storage They have looked for other spaces, but it's hard to find based on their needs
Tenant 7	400sqm	8-12	6-12 months	N/A	No	9 years	Has 350+ clients, all of which are assumed will follow her to wherever she sets up a new business. Members have been notified that she will be downsizing & moving out of the complex Mentioned that the soccer club can be on the pitch making loud moise & have bright lights shining at 11pm at night - worth noting because it may affect people living in the proposed units

OCTOBER 2018

6. APPENDICES

Appendix B: Summary of contact with Lords Road tenants *

Note this data has been anonymised for privacy and commercial in confidence

TENANT	SQM	FTE	PREFERRED NOTICE PERIOD	BEST/WORST TIME TO MOVE	LOCAL STAFF	TENANCY LENGTH	NOTES
Tenant 8	500sqm	1 (self employed) but provides flexible employment for 60 staff	Nothing discussed at this time	Did not discuss this	Yes	Unknown	<p>She feels she adds value to the local community by offering classes where parents can drop off children & then go out for lunch or go shopping, therefore spending money within the local area</p> <p>The school services around 250 regular students & 800 children during the school holidays</p> <p>Would be keen to stay in the new development if there was an affordable option offered with enough light & space for her classes to continue</p>

APPENDIX C: PRCUTS OUT-OF-SEQUENCE CHECKLIST

CRITERIA

Criteria 1:
Strategic objectives,
land use and
development

The planning proposal can demonstrate significant delivery or contribution towards the Strategy's Corridor wide and Precinct specific vision

The planning proposal satisfies the Strategy's seven land use and transport planning principles and fulfils the relevant Strategic Actions for each Principle

The planning proposal can demonstrate significant net community, economic and environmental benefits for the Corridor and the Precinct or Frame Area within which the site is located

The planning proposal is consistent with the recommended land uses, heights, densities, open space, active transport and built form plans for the relevant Precinct or Frame Area

The planning proposal demonstrably achieves outcomes aligned to the desired future character and growth projections identified in the Strategy

The planning proposal demonstrates design excellence can be achieved, consistent with councils adopted design excellence strategy or the design excellence provisions provided in the Parramatta Road Corridor Planning and Design Guidelines (Planning and Design Guidelines)

Criteria 2:
Intergrated
Infrastructure
Delivery Plan

Integrated Infrastructure Delivery Plan, which identifies advanced infrastructure provision and cost recovery for the local and regional infrastructure identified in the Infrastructure Schedule, must support the planning proposal. The Integrated Infrastructure Delivery Plan must demonstrate a cost offset to council and agency costs for a set period that aligns with the anticipated timing for land development identified in the Implementation Plan 2016 – 2023. Infrastructure to be considered includes public transport, active transport, road upgrades and intersection improvements, open space and public domain improvements, community infrastructure, utilities and services

Criteria 3:
Stakeholder
engagement

Consultation and engagement with relevant stakeholders (council, government agencies, business, community, adjoining properties and user or interest groups, where relevant) have been undertaken, including any relevant pre-planning proposal engagement processes required by local council

An appropriate level of support or agreement is documented

Provision of documentary evidence outlining the level of planning or project readiness in terms of the extent of planning or business case development for key infrastructure projects.

APPENDIX C: PRCUTS OUT-OF-SEQUENCE CHECKLIST

CRITERIA

Criteria 4:
Sustainability

The planning proposal achieves or exceeds the sustainability targets identified in the Strategy

Criteria 5:
Feasibility

The planning proposal presents a land use and development scenario that demonstrates economic feasibility with regard to the likely costs of infrastructure and the proposed funding arrangements available for the Precinct or Frame Area

Criteria 6:
Market visibility

The planning proposal demonstrates a land use and development scenario that aligns with and responds to market conditions for the delivery of housing and employment for 2016 to 2023. Viability should not be used as a justification for poor planning or built form outcomes.

APPENDIX D: EXECUTIVE SUMMARY OF TRAFFIC & TRANSPORT ASSESSMENT & COMMUNITY CONSULTATION

In response to community concerns we have prepared this simplified summary in such a way that they can be understood by non-experts. This summary is backed up in detail in the Traffic and Parking Impact Assessment dated September 2018 prepared by TTPP Traffic Consultants.

Executive Summary

The Planning Proposal seeks to rezone the site from IN2 Light Industrial to permit mixed-use development. The site in its current configuration has the potential to generate up to 209 vehicle trips per hour (VPH). This is the traffic generation according to the Roads and Maritime Service (RMS) guidelines, which are derived from traffic counts and statistical studies of traffic actually generated by developments throughout Sydney and NSW.

Furthermore, traffic counts have been undertaken of the site in 2013 and 2018. In 2014, the site, albeit not operating at full capacity generated 105 vehicles per hour (VPH) and an additional count in 2018 showed it generated 110 vehicles per hour (VPH) in its busiest peak period.

The traffic generated by the proposal will be around 95 vehicles per hour (VPH) using the traffic generation rates in the RMS Guidelines (using 0.19 VPH per unit (AM) and 1.69 trips per 100m² (AM)).

As the site is within 350m walk of the Marian Street and Taverners Hill light rail stops, and 800m from 2 heavy rail stations, it is considered that a significant number of people who move into the new apartments will do so because it is so convenient to get public transport to where they work.

However, if travel demand management techniques are used and a Green Travel Plan is implemented as at Harold Park, this could reduce the traffic generation rates down to 0.12 trips per unit (VPH) which is the trip rate recorded at Harold Park. On this basis the site would generate 79 vehicles per hour.

It is a fact that commercial uses generate more traffic than residential. This is because residents occupy more space per person than employees. One only needs to look around any office to see that offices are more densely populated than houses. The RMS Guide suggests that an office and commercial development would have one employee per 21m² and a factory would generally have 1 person per 50m².

A commercial / industrial use generates a greater proportion of larger vehicles (e.g. trucks and vans) than a residential development.

Therefore, notwithstanding the increase in floor space resulting from the development, the proposal will:

- Generate approx. less than half the amount of traffic compared to a potential reuse of the existing site with its current zoning;
- Generate less traffic than the site does now;
- This traffic will include fewer heavy vehicles than an industrial/commercial use; and
- Traffic peaks from the development would generally occur outside school drop off and pick up times.

APPENDIX D: EXECUTIVE SUMMARY OF TRAFFIC & TRANSPORT ASSESSMENT & COMMUNITY CONSULTATION

Green Travel Plan

Group	Rationale	Activities
Local Residents	<p>Potentially affected by the proposal</p> <p>Raised concerns previously about green space and other amenities</p> <p>Keen to hear their views so they can be incorporated in the new proposal</p>	<ul style="list-style-type: none"> Established a website for the site https://lordsroad.platino.com.au/ including a link to a survey for people to have their say on the proposal Placed a notice in the 26 June print edition of the Inner West Courier notifying people about the website and opportunity to provide feedback Place a notice on the Inner West Courier's website on 26 June which remained online for 30 days Letterbox dropped local residents adjacent to the site (Please see Appendix A for distribution area) notifying them of the opportunity to provide feedback on the proposal via the website Reached out directly to residents who expressed strong opposition to the proposal, with a commitment to work with them throughout the proposal application process Met directly with residents who raised concerns about the proposal to provide information to clarify their concerns Door knocked residents in adjacent properties on Davies and Lords roads to provide them with more information about the new proposal and give them a chance to provide feedback Held a community drop in session on 22 September with various members of Platino's project team available to answer questions about the proposal and give residents the opportunity to provide feedback
Tenants at current site	<p>A number of tenants at the site provide services and amenity to local residents (Art School, Gym, Martial Arts)</p> <p>Most tenants also provide some employment</p>	<ul style="list-style-type: none"> Met with each tenant face-to-face to discuss their concerns Emailed details of the website and encouraged them to forward on to their staff and patrons to provide feedback

It is noted that the subject site shares many characteristics with the Harold Park development where a Green Travel Plan was a key part of its success. Whilst Harold Park also benefited from:

- Proximity to a light rail station; and
- Proximity to bus routes;

It does not benefit from proximity to heavy rail, so it can be expected that a Green Travel Plan for Lords Road will be even more efficacious.

The Green Travel Plan proposed is similar to the one implemented at Harold Park. It has been successful in reducing reliance in motor vehicles as proven by traffic surveys undertaken in 2018. These surveys demonstrate that the Harold Park development generates a maximum of 0.12 VPH as compared to other comparable sites in the RMS guideline which generate 0.19 VPH per unit.

APPENDIX D: EXECUTIVE SUMMARY OF TRAFFIC & TRANSPORT ASSESSMENT & COMMUNITY CONSULTATION

However, in terms of traffic, bearing in mind that the above analysis summary:

The overall traffic generation will likely be reduced or remain substantially the same as at present;

The traffic will comprise of fewer large vehicles (e.g. trucks) and

Safety of children attending the Kegworth Primary School will be improved

The community concerns and how we have addressed these is summarised as follows:

COMMUNITY CONCERNS	RESPONSE / HOW ADDRESSED
Increase in traffic resulting from the development in surrounding streets	Design and mix of uses ensures there is no increase in traffic generated by the site. The proposed development will generate less traffic than it currently generates and less than one half of the traffic that would be generated by the site if was fully utilised. Note: Traffic generated by residential apartments is much lower than that generated by commercial uses, gyms, child care or educational uses Thus notwithstanding the increase in area of building the overall traffic generation will be less than that which exist currently.

APPENDIX D: EXECUTIVE SUMMARY OF TRAFFIC & TRANSPORT ASSESSMENT & COMMUNITY CONSULTATION

COMMUNITY CONCERNS

Safety for children attending Kegworth Primary School

RESPONSE / HOW ADDRESSED

The site is currently occupied by industrial and warehouse uses. As a result of the development there will be fewer trucks and heavy vehicle movements entering and leaving the site.

Traffic will be less than existing levels and the residential peaks (7.30am-8.30am and 5.00pm-6.00pm) will generally occur prior to the school peak periods which are 8.30am-to 9.00 am and 230pm to 4pm.

The safety of children attending the school will be not be compromised because of the development.

Loss of parking in surrounding streets

Parking is to be provided according to Council's guidelines as follows:

1 space for 2-bedroom units, 1.2 spaces for 3-bedroom units and 1 space for every two 1 bedroom or studio units, and there will be 1 visitors' parking space for every 8 units.

This level of parking provision is sufficient to satisfy parking demand, bearing mind the following:

The Green Travel Plan will encourage new residents to use nearby public transport facilities;

Provision of on-site car-sharing facilities such as "Go-Get" will reduce parking demand and will encourage a reduction in car ownership and car use. GoGet has 1300 vehicles and 65,000 members and is proven to reduce car parking demand in many new developments, such as Harold Park (Glebe) and Central Park (Chippendale); and

The development will have lots of bike parking and is next to the Greenway..

The above measures will ensure that there will be minimal effect on on-street parking in the area

APPENDIX D: EXECUTIVE SUMMARY OF TRAFFIC & TRANSPORT ASSESSMENT & COMMUNITY CONSULTATION

COMMUNITY CONCERNS

Light rail is overcrowded

Additional housing may result in overcrowded buses

The consultant is only saying what they are being paid to say –we do not believe them

RESPONSE / HOW ADDRESSED

Our correspondence with the operators of the light rail confirms that they will increase service provision to meet demand.

The existing bus network within the immediate vicinity of the site currently operates well below its capacity, with spare capacity for any additional bus trips generated by the proposed development site (e.g. residents, visitors, staff etc)

The reports prepared by TTPP are prepared according to RMS and Austroads guidelines and using RMS data and RMS modelling software. All reports and models will be checked by RMS and council and if there are errors, these will be pointed out and corrected.

APPENDIX E: DROP IN SESSION CONSULTATION BOARDS

COMMUNITY BENEFITS

Proposed Publicly Accessible Open Space



Proposed Urban Design Principles



01 MAXIMISE PEDESTRIAN ACCESSIBILITY
Break down the scale of the block with through-site-links to maximise direct access to the surrounding street network, public transport and the GreenWay.



02 EXTEND THE GREENWAY
Extend the green qualities of the precinct through the site. Extend north-south and east-west pedestrian connections. Provide a public art marker along the GreenWay to better identify entry to the Lords Road underpass.



03 STRENGTHEN PUBLIC REALM NETWORK
Introduce a low speed, low volume, pedestrian-friendly street to improve building address, promote fine grain character and to contribute to the public realm network.



04 CREATIVE AND EMPLOYMENT GENERATING USES (GROUND FLOOR)
Provide a significant amount of creative-employment generating uses at street level, to encourage local employment and to activate Lords Road and the central open space.



05 LOCATE BUILT HEIGHT TO MINIMISE IMPACT ON NEIGHBOURS
Locate taller building to minimise impacts upon sensitive neighbours to the north, west and south - this will mitigate against any overshadowing and privacy impacts.



06 CREATE A WELL CONNECTED NEIGHBOURHOOD
Open up and connect the block to create a high quality, permeable and connected urban village, with a clear urban structure.

As well as proposing 35 **affordable housing** units to be owned and managed by Bridge Housing, we propose to refit all the playing lights at Lambert Park with LED lights to minimise energy use and light spill to benefit all the community.

The **existing brick boundary wall** facing the park will be retained and all new buildings will be well set back from the Lambert Park boundary to make sure the amenity of future

residents is preserved and the **Club's operations** are not impacted.

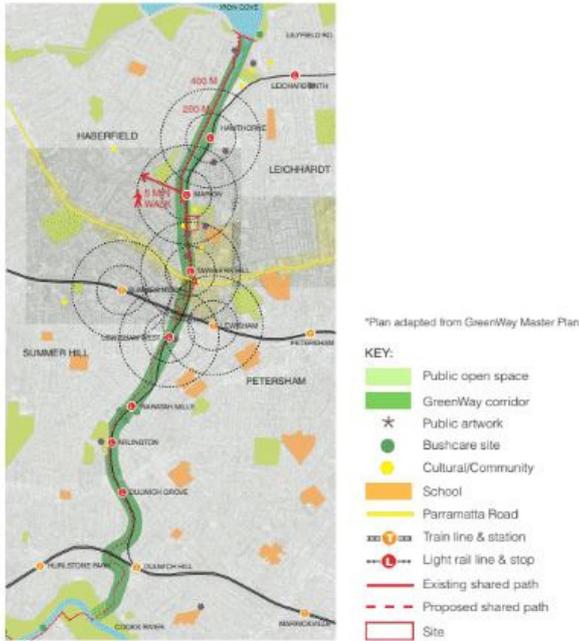
Better **pedestrian connection** from Kegworth School to the rail underpass will form part of the proposal.

On site, flexible **employment space** will be provided as part of the development to accommodate a range of uses for the community.

APPENDIX E: DROP IN SESSION CONSULTATION BOARDS

OPEN SPACE

Greenway map



The Greenway

The GreenWay is an environmental and active transport corridor linking the Cooks River with the Parramatta River.

Preliminary consultation with the GreenWay Coordinator regarding the potential contribution of this project to the ongoing realisation of the GreenWay highlighted guiding principles and objectives of the GreenWay including: **Active Transport, Ecology, Education, Arts and Culture**

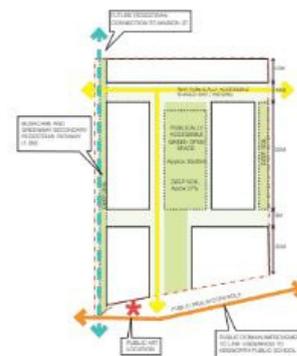
The potential renewal of this site will make a positive contribution to the Greenway and presents an opportunity to meaningfully contribute to each of these four guiding principles:

- A safer, more attractive **east-west link** on the southern boundary of the site to improve local pedestrian and cycle links, especially to Kegworth Public School and Leichhardt Market Place.
- Upgrades to open space along the eastern edge of the GreenWay corridor to create a **secondary pedestrian link**, ultimately extending between Parramatta Road and Marion Street.
- **Public art** to further mark the important local pedestrian thoroughfare on the alignment of the Lord Street underpass near the south west corner of the site.
- The inclusion of **non-residential uses** within the site, allocated to uses for the community, creative industries or an art school.

Illustrative Master Plan



Public domain development controls



Project precedent



A large public landscaped **open space** area will be located in the centre of the site. A **community garden** will also be delivered on the site. A **through site link** will also be provided so that in the

future access could be gained on the Eastern side of the light rail line to the Marion Street Station. **Revegetation** along the light rail corridor will also form part of the proposal.

APPENDIX E: DROP IN SESSION CONSULTATION BOARDS

SUSTAINABILITY

Green Star building

The Green Star rating tool is an internationally recognised system that provides independent verification of sustainable outcomes throughout the life cycle of the built environment. Green Star was developed by the Green Building Council of Australia (GBCA), the nation's leading authority on sustainable buildings and communities.

The relevant Green Star rating tool for the Lords Road Leichhardt Development is Design & As-Built, which focuses on the design and construction of new buildings. The Green Star - Design & As-Built v1.2 framework will provide the project team with a strategy to meet a rating of **5 Stars** or Australian Excellence in Sustainability. The framework has nine categories including:

- _Management
- _Indoor Environment Quality
- _Energy
- _Transport
- _Water
- _Materials
- _Land Use and Ecology
- _Emissions
- _Innovation

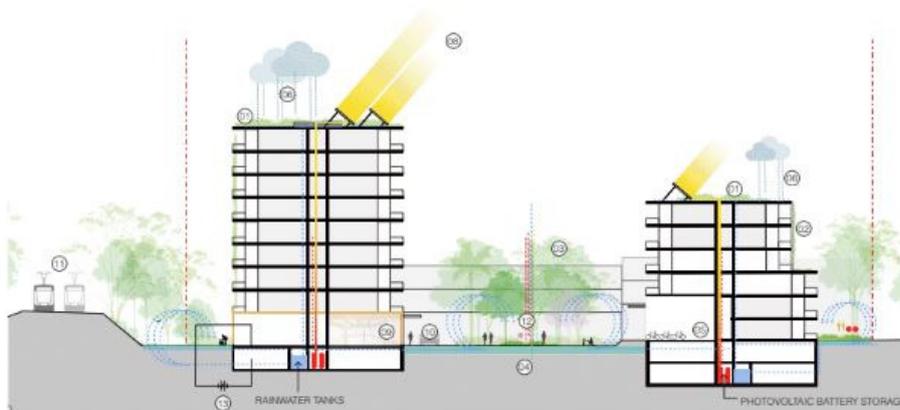
Energy efficiency

Platino have a strong commitment to ensuring energy efficiency throughout the project. This encompasses considerations for the sites layout, construction and the selection of systems and equipment.

Although energy efficiency is considered holistically as part of the targeted Green Star rating, the project is also considering how each element of the design can contribute to it including both passive and active systems.

Some of the systems to be included are:

- _Passive Design
- _HVAC Systems
- _Energy Efficient Appliances
- _Energy Efficient Artificial Lighting
- _Alternative Energy Sources
- _Solar Photovoltaic (PV)
- _Smart Energy Metering and Monitoring
- _Embedded Networks



- 01 Green roofs: providing urban habitat, reduced urban heat island effect and visual relief
- 02 Green walls - providing urban habitat, reduced urban heat island effect and visual relief.
- 03 Community gardens for residents and the local community
- 04 Deep soil to support large shade trees in publicly-accessible open space.
- 05 End of trip bike facilities workshop and storage
- 06 Rain Water capture and re-use in buildings and landscape
- 07 Embedded energy network, together with option for zero carbon energy for residents.
- 08 Solar and/or geothermal boosted central hot water.
- 09 Investigation of Cross Laminated Timber (CLT) building structures.
- 10 Dedicated car share parking
- 11 Green travel plan including pre-loaded Opal card for residents
- 12 Public art for the site and surrounds.
- 13 Geothermal coupling for heating and cooling



The proposed development will be targeting the following sustainability objectives to enhance the environmental performance of the site:

- _BASIX Certification - compliance with the requirements of the NSW SEPP BASIX 2004
- _SEPP 65 - Compliance with the requirements of SEPP 65 Design

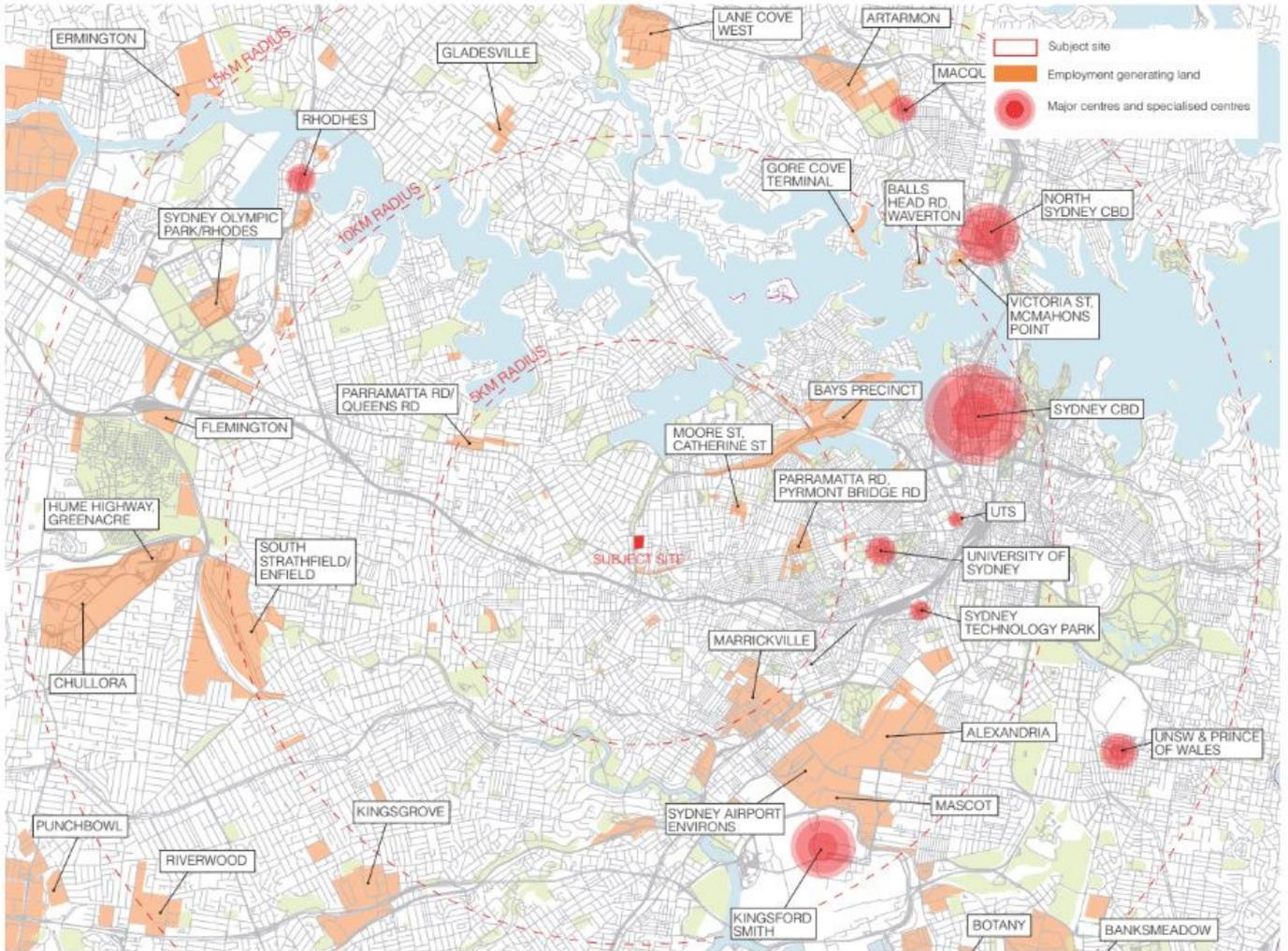
Quality of Residential Apartment Development and the related Apartment Design Guide

- _Green Star - Targeting the inclusion of a 5 Star Design & As Built v1.2 rating from the Green Building Council of Australia
- _Additional sustainability initiatives to incorporate Australian **Best Practice** Sustainability principles within the project design

APPENDIX E: DROP IN SESSION CONSULTATION BOARDS

EMPLOYMENT

Access to employment generating land



Employment clusters



An important principle of strategic planning and urban renewal is the provision of **housing** in locations with good proximity to **employment** choices.

The **'thirty minute city'** is a concept where a greater number of households are able to live within a reasonable and convenient commuting distance of their place of employment. Lords Road is well-suited to the principle of the thirty minute city, given the multiple public transport options, access to the road network, the choice of active transport connections and its **proximity** to the Sydney CBD. The site is well located near a wide range of **'employment generating land'** as shown on the plan above as well as employment clusters as shown on the plan to the left.

We propose to incorporate a minimum of **3000m²** of new floor space to be used for employment purposes. This is intended to provide flexible spaces to allow for a mix of uses, including creative, light industrial, community and office uses all of which are similar to some of the **uses already existing** on the site.

APPENDIX E: DROP IN SESSION CONSULTATION BOARDS

GREATER SYDNEY COMMISSION

Eastern and Northern Districts



“Housing supply must be co-ordinated with local infrastructure to create liveable, walkable neighbourhoods with direct, safe connections to shops, services and public transport.”

- Eastern District Plan

Our proposal aligns with the Greater Sydney Commission’s (GSC) Eastern District Plan’s objective concentrating new development in **centres** to maximise use of existing infrastructure.

Our proposal is also consistent with the aim to increase **housing**, in a variety of types and sizes, to meet the demand in locations that can enhance liveable, walkable neighbourhoods close to public transport.

The District Plan is supportive of the retention of employment land in appropriate locations, however it also notes that some sites within the PRCUTS area (including Lords Road) are **excluded** from the need to **retain existing employment land** on the basis that there are better locations for this employment, along Parramatta Road, for example.

APPENDIX E: DROP IN SESSION CONSULTATION BOARDS

TRAFFIC

Summary

The site in its current configuration has the potential to generate over 209 vehicle trips per hour (VPH) when calculated in accordance with the RMS guidelines.

However the site is well located to capitalise on the existing public transport network, ie heavy and light rail and buses close to the site.

The traffic generated by the proposal will be less than 100 vehicles per hour (VPH), as per the RMS guidelines maximum of 0.19 VPH (AM Peak) or 0.15 VPH (PM Peak).

The proposal will:
 - Generate approx. half the amount of traffic compared to existing potential;
 - This traffic will include less heavy vehicles; and
 - Occur outside times when school traffic is busiest.

The traffic impact of the proposal when calculated according to RMS guidelines is likely to be less than or a slight increase during the AM Peak based on recent 2018 traffic surveys of the partly occupied site.

As part of PRCUTS, it is understood that a Precinct wide traffic study is being undertaken to identify any necessary road improvements and upgrades that will be required to be delivered as part of any proposed renewal in the Leichhardt Precinct and Frame Area.

It is envisaged that the outcomes of this Precinct wide traffic survey will result in recommendations on how to improve the intersections and network performance surrounding the subject site, particularly at the Marion Street and Lords Road signalised intersections with Foster St.



“TfNSW constantly review the patronage for the inner west light rail services and would increase the services if required”
 - TfNSW

Green Travel Plan

The Green Travel Plan will influence the travel behaviour of the site’s occupants prior to it being occupied.

A Green Travel Plan was used at Harold Park. Whilst we have used RMS guidelines for the calculation of potential current and future traffic generation for the site (0.15 and 0.19 VPH) the traffic surveys undertaken in 2018 demonstrate that the Harold Park development which has similar attributes to Lords Road actually generates traffic at 0.12 VPH

As shown by actual survey results at Harold Park, because of the preparation of a green travel plan, and proximity to light rail, bus and other amenities such as supermarkets within walking distance, the actual traffic generated is likely to be less than 90% of the current traffic generation.

Summary of Harold Park Post-Occupation Surveys

Initial Traffic Assessment Report Estimate (2011)	Roads and Maritime Guide TDT 2013/04a	3 Month Post Occupation Survey (2015)	Latest Post Occupation Survey (2018)
Trip 0.29 trips per unit Rate	0.19 trips per unit	0.10 trips per unit	0.12 trips per unit

POTENTIAL TRAFFIC GENERATION

- AM (Proposed Site) 95 vph
- PM (Proposed Site) 71 vph
- PM (Existing Site) 209 vph



Existing Site Traffic Generation Potential

Use	Tenancy Breakdown	Area m2	Trip Generation Rate Trips/100m2	Trip Generation Potential Trips / hr
Gym	Gymnasium	1,234	9 / 100	111 trips
Office /	Art School	369	1.69 / 100	24 trips
Community	Pottery	165		
Spaces	Kung Fu	378		
	Offices	480		
Light Industry	Factory	369	1.00 / 100	74 trips
	Set Construct.	1,905		
	Engineering	369		
	Aluminium Framing	355		
	Warehouse	370		
	Warehouse	1,239		
	Cardboard Recycling	300		
	Display Furniture	369		
	Market Food	300		
	Joinery	485		
	Joinery	369		
	Builders Store	185		
	Concrete Seal	369		
Manufacturing	369			
TOTAL		9979		209 trips

Green Travel Plan measures would include (but are not limited to):

- creation of high quality pedestrian/shared environments and cycling facilities to encourage **cycling and walking**
- provision of **reduced car parking** within the site to limit availability of car parking spaces to reduce car ownership
- 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
- 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.

APPENDIX E: DROP IN SESSION CONSULTATION BOARDS

TRAFFIC

Parking

The parking provided on-site as part of the proposal will be required to comply with either the PRCUTS recommended parking rates, or the Leichhardt DCP parking rates.

Leichhardt DCP 2013 Car Parking Requirements

Land Use	No / Area	PRCUTS Parking Rates spaces / unit	Parking Required
Residential	Studio	36	0
	1-bed	60	0.3
	2-bed	103	0.7
	3-bed+	36	1
	Visitors		0
	Sub-Total	235	126
Commercial / Community Uses	3000	1 / 150m2	20
TOTAL			146

PRCUTS Development Parking Requirements

Land Use	No / Area	DCP Parking Rates space /unit or GFA	Parking Required
Residential	Studio	36	0 to 0.5
	1-bed	60	0.333 to 0.5
	2-bed	103	0.5 to 1
	3-bed+	36	1 to 1.2
	Visitors		0.09 to 0.125
	Sub-Total	235	129-223
Commercial / Community Uses	3000	Min: 1 / 100m2 Max: 1 / 80m2	30-38
TOTAL			159-261

Community Consultation

Extensive feedback has been received from the community during consultation regarding the previous and current proposal. The community have highlighted the following concerns:

- _increase in **traffic** from the development in surrounding streets;
 - _**safety for children** attending Kegworth Primary School;
 - _loss of **parking** in surrounding streets;
 - _**Light rail is overcrowded** and additional apartments will make things worse.
- This feedback has been used to inform the design and uses within the proposal such that, in summary;
- _the overall traffic generation will likely be reduced or remain substantially the same; and
 - _safety of children attending the Kegworth Primary School will not be compromised.

Net Proposed Development Traffic Estimates

Scenario	AM Peak (7am-8am)	PM Peak (5pm-6pm)
2018 Existing Site Traffic Generation	30 vph	110 vph
Proposed Development Traffic	95 vph	71 vph
Net Development Traffic	65 vph	-39 vph

“Adequate car parking will be provided within the site to cater for the anticipated parking demand of the proposal”

CONCERN	RESPONSE
Increase in traffic resulting from the development in surrounding streets.	The mix of uses has been curated to ensure there is no increase in potential traffic The proposed development is expected to result in a modest level of vehicular traffic. In fact, the proposal is anticipated to generate less traffic than the existing use of the site when fully occupied. As such, the resultant traffic impact from the development on surrounding streets is considered negligible from a traffic perspective. In simple terms this is because, according to the RMS guidelines, the maximum traffic generation of residential apartments is much less than that generated by commercial uses such as a gym, child care or educational uses. Thus notwithstanding the increase in area of building the overall traffic generation will be similar to or less than that which exist currently
Safety for children attending Kegworth Primary School.	Traffic will be reduced at times when school children come to and leave school There will be fewer trucks and heavy vehicle movements entering and leaving the site. The safety of children attending the school will be increased.
Lack of parking in the area caused by Apia Club.	Council could address this concern by introducing residents' parking stickers and concurrent time restrictions, after appropriate community consultation.
Loss of parking in surrounding streets.	Parking is to be provided according to Council's or the PRCUTS guidelines. No residents' parking stickers will be available to residents. Provision of on-site car-sharing facilities such as "Go-Get" will reduce on-street parking demand and encourages reduction in car use. The above measures will ensure that there will be minimal effect on on-street parking in the area.
Light rail is overcrowded.	Correspondence in August 2018 from the operators of the light rail confirms that they will increase service provision to meet demand.
Additional housing may result in overcrowded buses.	The existing bus network within the immediate vicinity of the site currently operates well below its capacity, with spare capacity for any additional bus trips generated by the proposed development site (e.g. residents, visitors, staff etc)

APPENDIX E: DROP IN SESSION CONSULTATION BOARDS

BUILT FORM

Illustrative Master Plan



Cross Sections



APPENDIX E: DROP IN SESSION CONSULTATION BOARDS

BUILT FORM

Illustrative Master Plan



Cross Sections



APPENDIX F: LETTER FROM SYDNEY CATHOLIC SCHOOLS



Sydney Catholic Schools

25 September 2018

Mr George Revay
Director
Platino Properties
20 Young Street
Neutral Bay NSW 2089

Dear Richard

School Demand, Sydney Inner West region

Sydney Catholic Schools ("SCS") manages and operates over 152 schools in Sydney, with eleven schools in the area surrounding the proposed Lords Road proposal.

We understand that Platino is seeking a rezoning on a site in Lords Road Leichhardt, which will propose 235 new dwellings. Sydney Catholic Schools operates 11 schools in the area surrounding the Lords Rd proposal. These are.

School Name	Suburb	Enrolments
Eileen O' Connor Special needs School	Lewisham	75
St Joan of Arc Primary	Haberfield	350
St Vincents Primary	Ashfield	312
St Fiarces Primary	Leichhardt	123
St Columba's Primary	Leichhardt	156
St Patricks Primary	Summer Hill	166
St Michael's Primary	Stanmore	134
St Brigids Primary	Marrickville	385
Bethlehem College	Ashfield	742
De La Salle College	Ashfield	541
Casmir College	Marrickville	701
		3574

38 Renwick Street Leichhardt NSW 2040 - Ph (02) 9569 6111
PO Box 217 Leichhardt NSW 2040

www.sydcatholicschools.nsw.edu.au

SYDNEY CATHOLIC SCHOOLS LIMITED ACN 619 137 343
AS TRUSTEE FOR THE SYDNEY CATHOLIC SCHOOLS TRUST ABN 26 158 447 082



APPENDIX F: LETTER FROM SYDNEY CATHOLIC SCHOOLS

As a low fee system of schools Sydney Catholic Schools in the Inner West of Sydney has over the recent years experienced a decline in the school aged population, due to the lack of affordable housing in the region for families with limited incomes.

Opportunities to provide families with affordable housing in the Inner West are a welcomed initiative.

Yours Sincerely



Glenn McLachlan
Director of System Stewardship
Sydney Catholic Schools

APPENDIX G: COMMUNICATION WITH MINISTER
FOR INDUSTRY**Richard McLachlan**

From: Richard McLachlan
Sent: Thursday, 4 October 2018 11:33 AM
To: 'david.a.mitchell@industry.nsw.gov.au'
Cc: George Revay
Subject: GR-DM.Dol.Lords.4-10-18
Attachments: GR.Dol.Lords.4-10-18.pdf; Social Impact Assessment Cred.pdf

Dear Sir
Pls see letter and report attached.
We look forward to your earliest response.
Regards

Richard McLachlan
COO and Director New Business

M: 0408 675 973
D: 02 8968 1937
E: richard@platino.com.au
A: Suite 11, 20 Young St, Neutral Bay, NSW, 2089
W: www.platino.com.au



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APPENDIX G: COMMUNICATION WITH MINISTER
FOR INDUSTRYPLATINO
PROPERTIES

4 October 2018

NSW Minister for Industry
MLC Centre
19 Martin Place
Sydney NSW 2000By Email david.a.mitchell@industry.nsw.gov.au

Dear Sir

Platino Properties is currently preparing a planning proposal to seek to rezone land and construct approximately 235 dwellings at 67-75 Lords Road, Leichhardt, in accordance with the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS). The site is within the Inner West LGA.

The PRCUTS Implementation Plan supports delivery of a maximum 47,000sqm of residential GFA and a minimum of 35,000sqm of commercial GFA by 2023 within the Taverners Hill Precinct.

Whilst the Lords Road site is outside the area envisaged for Stage 1 2016-2023 release under the PRCUTS – Implementation Plan, an Economic Impact Assessment has been prepared which demonstrates that take up has been slow in the precinct. It is considered that the redevelopment of the site would not result in growth within the precinct exceeding that anticipated under the Implementation Plan to 2023. As set out in the PRCUTS a planning proposal can be lodged even if the site is not within the stage one area, subject to the completion of a satisfactory checklist that notes that services and other infrastructure are available.

Notwithstanding, one of the requirements of the PRCUTS is that the proponent consult the government stakeholders with respect to the availability of services to accommodate potential future demand from the development's estimated 447 future residents.

For this purpose, can you please confirm, from the perspective of the NSW Dept of Industry, that there is adequate capacity within local services and infrastructure to meet the demand generated by the anticipated population under the PRCUTS to 2023? For further information we have also attached our Social Infrastructure assessment which further details the proposal.

I thank you in advance for your assistance in this matter. Please do not hesitate to contact me if you require any further information.

Yours Sincerely

George Revay
DirectorSuite 11, 20 Young Street,
Neutral Bay, NSW, 2089
Phone (02) 8968 1900
properties@platino.com.auwww.platino.com.au
ACN: 002 388 856

APPENDIX H: COMMUNICATION WITH SYDNEY
LOCAL HEALTH DISTRICT**Richard McLachlan**

From: Richard McLachlan
Sent: Thursday, 4 October 2018 11:45 AM
To: 'slhd-esu@health.nsw.gov.au'
Cc: George Revay
Subject: GR-TA.SAHS.Lords Rd.4-10-18
Attachments: GR.DoH.LAHS.Lords.4-10-18.pdf; Social Impact Assessment Cred.pdf

Dear Dr Anderson,

Pls see letter and report attached.
We look forward to your response.

Regards

Richard McLachlan
COO and Director New Business

M: 0408 675 973
D: 02 8968 1937
E: richard@platino.com.au
A: Suite 11, 20 Young St, Neutral Bay, NSW, 2089
W: www.platino.com.au



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APPENDIX H: COMMUNICATION WITH SYDNEY
LOCAL HEALTH DISTRICTPLATINO
PROPERTIES

4 October 2018

Chief Executive Officer
Sydney Local Health District
83 Missenden Road
CAMPERDOWN NSW 2050

Attention Dr Teresa Anderson
By Email slhd-esu@health.nsw.gov.au

Dear Dr Anderson

Platino Properties is currently preparing a planning proposal to seek to rezone land and construct approximately 235 dwellings at 67-75 Lords Road, Leichhardt, in accordance with the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS). The site is within the Inner West LGA, and the Sydney Local Health District.

The PRCUTS Implementation Plan supports delivery of a maximum 47,000sqm of residential GFA and a minimum of 35,000sqm of commercial GFA by 2023 within the Taverners Hill Precinct.

Whilst the Lords Road site is outside the area envisaged for Stage 1 2016-2023 release under the PRCUTS – Implementation Plan, an Economic Impact Assessment has been prepared which demonstrates that take up has been slow in the precinct. It is considered that the redevelopment of the site would not result in growth within the precinct exceeding that anticipated under the Implementation Plan to 2023. As set out in the PRCUTS a planning proposal can be lodged even if the site is not within the stage one area, subject to the completion of a satisfactory checklist that notes that services and other infrastructure are available.

Notwithstanding, one of the requirements of the PRCUTS is that the proponent consult the government stakeholders with respect to the availability of services to accommodate potential future demand from the development's estimated 447 future residents.

For this purpose, can you please confirm, from the perspective of the NSW Dept of Health, that there is adequate capacity within local health services and infrastructure to meet the demand generated by the anticipated population under the PRCUTS to 2023? For further information we have also attached our Social Infrastructure assessment which further details the proposal.

I thank you in advance for your assistance in this matter. Please do not hesitate to contact me if you require any further information.

Yours Sincerely

George Revay
Director

Suite 11, 20 Young Street,
Neutral Bay, NSW, 2089
Phone (02) 8968 1900
properties@platino.com.au

www.platino.com.au
ACN: 002 388 856

APPENDIX I: COMMUNICATION WITH DEPARTMENT
OF EDUCATION**Richard McLachlan**

From: Richard McLachlan
Sent: Thursday, 4 October 2018 12:40 PM
To: 'katie.joyner@det.nsw.edu.au'
Cc: George Revay
Subject: RM-KJ.NSW.Education.Lords Rd.4-10-18
Attachments: GR.DoE.KJ.Lords.4-10-18.pdf

Dear Ms Joyner,

Pls see letter and report attached.
We look forward to your response.

Regards

Richard McLachlan
COO and Director New Business

M: 0408 675 973
D: 02 8968 1937
E: richard@platino.com.au
A: Suite 11, 20 Young St, Neutral Bay, NSW, 2089
W: www.platino.com.au



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APPENDIX I: COMMUNICATION WITH DEPARTMENT OF EDUCATION



PLATINO
PROPERTIES

4 October 2018

NSW Department of Education
33 Bridge St
Sydney NSW 2000

Attention Ms Katie Joyner
By Email katie.joyner@det.nsw.edu.au

Dear Ms Joyner

Platino Properties is currently preparing a planning proposal to seek to rezone land and construct approximately 235 dwellings at 67-75 Lords Road, Leichhardt, in accordance with the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS). The site is within the Sydney Metropolitan School district, and in the Inner West LGA.

The PRCUTS Implementation Plan supports delivery of a maximum 47,000sqm of residential GFA and a minimum of 35,000sqm of commercial GFA by 2023 within the Taverners Hill Precinct.

Whilst the Lords Road site is outside the area envisaged for Stage 1 2016-2023 release under the PRCUTS – Implementation Plan, an Economic Impact Assessment has been prepared which demonstrates that take up has been slow in the precinct. It is considered that the redevelopment of the site would not result in growth within the precinct exceeding that anticipated under the Implementation Plan to 2023. Further, as set out in the PRCUTS a planning proposal can be lodged even if the site is not within the Stage 1 area, subject to the completion of a satisfactory checklist that notes that appropriate services and other infrastructure are available.

Therefore, we seek to consult the Department of Education with respect to the availability of education services to accommodate potential future demand generated by the development's estimated 17 school age residents. We note that as per the table below there are approx 20 schools currently operating within 2km of the site, with a current school population of 4904 students.

For this purpose, can you please confirm, from the perspective of the NSW Dept of Education, that there is adequate capacity within local Education services and infrastructure to meet the demand generated by the anticipated population under the PRCUTS? For further information we have also attached our Social Impact Assessment which further details the proposal, and an extract from this report is below, detailing the many schools near the site.

I thank you in advance for your assistance in this matter. Please do not hesitate to contact me if you require any further information.

Yours Sincerely

George Revay
Director

Suite 11, 20 Young Street,
Neutral Bay, NSW, 2089
Phone (02) 8968 1900
properties@platino.com.au

www.platino.com.au
ACN: 002 388 856

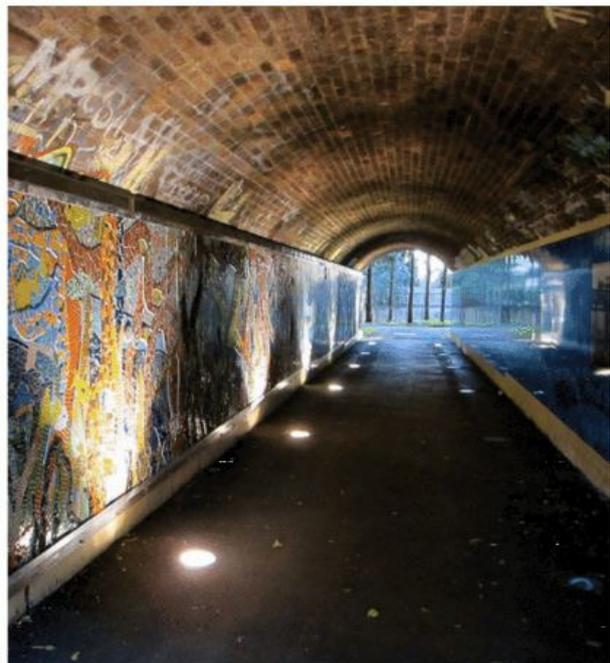
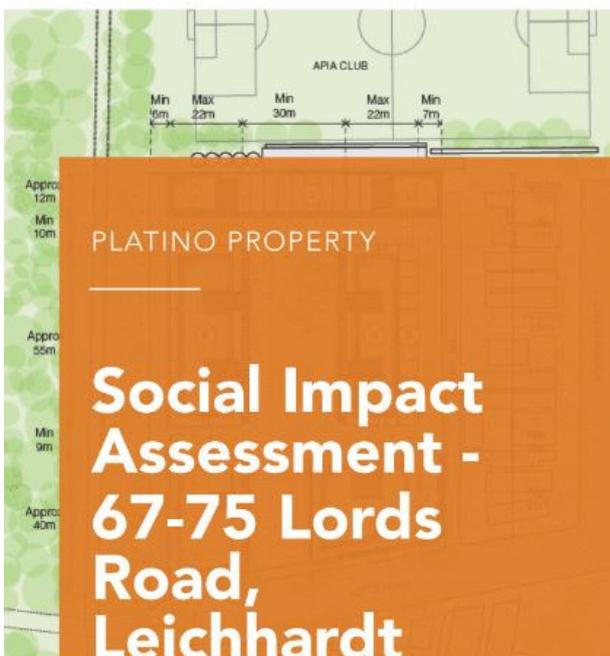
APPENDIX I: COMMUNICATION WITH DEPARTMENT OF EDUCATION

Table - Primary and secondary schools

(source: myschool.edu.au)

	Level	Name	Type	Enrolment 2017	Enrolment 2016	Enrolment 2015	Distance from site
1.	1 Primary	Kegworth Public School	Government	329	318	308	<100m
2.	Special	Eileen O'Connor Catholic College	Non-government	39	20	NA	788m
3.	Special	The John Berne School	Non-government	38	37	60	822m
4.	Secondary	Fort Street High School	Government	927	941	941	823m
5.	Primary	St Joan of Arc Primary School	Non-government				1.1kms
6.	Secondary	Christian Brothers Lewisham	Non-government	1352	1359	1376	1.23km
7.	Primary	Leichhardt Public School	Government	735	705	674	1.25km
8.	Secondary	Sydney Secondary College Leichhardt Campus	Government	945	893	849	1.43km
9.	Primary	Taverners Hill Public School	Government	86	N/A	N/A	1.45kms
10.	Primary	Lewisham Public School	Government	193	179	150	1.7kms
11.	Primary	St Vincent's Primary	Non-Government	275	302	314	1.8km
12.	Secondary	Bethlehem College	Non-Government	695	730	726	1.9km
13.	Secondary	De La Salle College	Non-Government	528	548	551	1.9km
14.	Primary	Stanmore Public School	Government	664	644	617	1.9kms
15.	Secondary	Newington College Incl Wyvern Prep	Non-government	2036	2036	1989	1.9kms
16.	Combined	Trinity Grammar School	Non-government	2084	2012	2030	1.96km
17.	Secondary	Dulwich Hill High School of Visual Arts and Design	Government	784	700	675	1.95km
18.	Primary	Summer Hill Public School	Government	807	824	830	2.00km
19.	Primary	Dobroyd Point Public School	Government	240	254	260	2.00km
20.	Primary	Orange Grove Public School	Government	428	381	345	2.00km
TOTAL:				4904	4748	4694	

APPENDIX J: (PART OF) SOCIAL IMPACT STUDY RELATING TO PRIMARY SCHOOLS



26 September 2018

Creating and building community

APPENDIX J: (PART OF) SOCIAL IMPACT STUDY RELATING TO PRIMARY SCHOOLS

Table - Primary and secondary schools

(source: myschool.edu.au)

	Level	Name	Type	Enrolment 2017	Enrolment 2016	Enrolment 2015	Distance from site
1.	1 Primary	Kegworth Public School	Government	329	318	308	<100m
2.	Special	Eileen O'Connor Catholic College	Non-government	39	20	NA	788m
3.	Special	The John Berne School	Non-government	38	37	60	822m
4.	Secondary	Fort Street High School	Government	927	941	941	823m
5.	Primary	St Joan of Arc Primary School	Non-government				1.1kms
6.	Secondary	Christian Brothers Lewisham	Non-government	1352	1359	1376	1.23km
7.	Primary	Leichhardt Public School	Government	735	705	674	1.25km
8.	Secondary	Sydney Secondary College Leichhardt Campus	Government	945	893	849	1.43km
9.	Primary	Taverners Hill Public School	Government	86	N/A	N/A	1.45kms
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11.	Primary	St Vincent's Primary	Non-Government	275	302	314	1.8km
12.	Secondary	Bethlehem College	Non-Government	695	730	726	1.9km
13.	Secondary	De La Salle College	Non-Government	528	548	551	1.9km
14.	Primary	Stanmore Public School	Government	664	644	617	1.9kms
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18.	Primary	Summer Hill Public School	Government	807	824	830	2.00km
19.	Primary	Dobroyd Point Public School	Government	240	254	260	2.00km
20.	Primary	Orange Grove Public School	Government	428	381	345	2.00km
TOTAL:				4904	4748	4694	

APPENDIX K: ADVERT FOR COMMUNITY DROP IN SESSION



We are proposing a new residential development at Lords Road Leichhardt, to help cater to the needs of the growing population in Sydney's thriving Inner West. Our development will be environmentally sustainable and aligned with the values and expectations of the local community. Platino Properties has undertaken consultation with various stakeholders, including local residents, current site tenants, the Inner West Council and the Department of Planning and Environment to obtain ideas and feedback for the future development of the site. We are committed to continuing this engagement to ensure that the best outcome is achieved for the site and for the precinct.

COMMUNITY BENEFITS

As well as proposing 35 affordable housing units to be owned by Bridge Housing, we propose to refit all the playing lights at Lambert Park with LED lights to minimise energy use and light spill to benefit all the community. The existing brick boundary wall facing the park will be retained and all new buildings will be well set back from the Lambert Park boundary to make sure the amenity of future residents is preserved and the Club's operations are not impacted. Community space will also be provided as part of the development to accommodate a wide range of community uses.



APIA Leichhardt Tigers at home at Lambert Park



OPEN SPACE

A large publicly accessible landscaped open space area will be incorporated in the centre of the site. A community garden will also be delivered. A through site link will also be provided so that in the future access could be gained on the northern side of the light rail line to the Marion Street Station. The site will make a positive contribution to the Greenway.

SUSTAINABILITY

We are committed to delivering a five-star green star development as defined by the Green Building Council of Australia. Initiatives could include: solar power, geothermal energy, rainwater reuse and an embedded energy network. Using these types of initiatives, overall energy use by the occupants will be substantially reduced. Zero carbon energy supply will be offered to all residents.



Landscape concepts provide open space



APPENDIX K: ADVERT FOR COMMUNITY DROP IN SESSION



EMPLOYMENT

We propose to incorporate 3000m² of new floor space on the site to be used for employment purposes. This is intended to provide flexible spaces to allow for a mix of uses that might include creative, light industrial, community and office uses that are similar to some of the uses already existing on the site.



GREATER SYDNEY COMMISSION DISTRICT PLAN

Our proposal aligns with the Greater Sydney Commission's (GSC) Eastern District Plan's objective of concentrating new development in centres to maximise use of existing infrastructure. It is also consistent with the aim to increase housing, in a variety of types and sizes, to meet the demand in locations that can enhance liveable, walkable neighbourhoods close to public transport.

The District Plan is supportive of the retention of employment land in appropriate locations, however it also notes that some sites within the PRCUTS area (including Lords Road) are excluded from the need to retain existing employment land on the basis that there are better locations for this employment, along Parramatta Road, for example.

“ Housing supply must be co-ordinated with local infrastructure to create liveable, walkable neighbourhoods with direct, safe connections to shops, services and public transport. ”

PARRAMATTA ROAD CORRIDOR URBAN TRANSFORMATION CORRIDOR STRATEGY

The Parramatta Road Corridor Urban Transformation Corridor Strategy (PRCUTS) is now a State Government Policy. The site is within the Taverners Hill Precinct and is identified as being suitable for residential use with an FSR of 2.4:1 and a height limit of 30 metres. PRCUTS envisages the Taverners Hill Precinct evolving as an urban village with strong transport links, with land for employment being focused on Parramatta Road, Tebbutt Street, Upward Street and George Street. Our proposal addresses all the relevant parts of the PCUTS including staging.

TRAFFIC

The site is well located with light rail and bus services nearby. According to RMS guidelines, our proposal is estimated to generate less than half the traffic that could be generated by the existing uses on the site*. A green travel plan, which will include car share parking on site, and pre-charged opal cards for new residents, will be implemented to encourage residents to use public transport. Secure bike storage and a bike service room will also be incorporated in the development.

PROPOSED TRAFFIC GENERATION

- AM (Proposed Site)
- PM (Proposed Site)
- AM (Current Site)
- PM (Current Site)



*Source: RMS suggested traffic generation rates (residential and commercial uses)

ABOUT PLATINO PROPERTIES

Platino Properties has been delivering outstanding quality architect designed and environmentally sustainable homes, apartments and workplaces in the inner suburbs of Sydney for almost 40 years. We are currently working on many significant residential and mixed use projects and are committed to working with all stakeholders to achieve a great outcome.



Platino Properties development at Chatswood

WHAT HAPPENS NEXT?

We are proposing to lodge a new planning proposal shortly. The Inner West Council will then undertake a detailed assessment of our proposal and can choose to support the proposal, or not.

HAVE YOUR SAY

Please visit lordsroad.platino.com.au to view further documents, and to provide any comments.

APPENDIX L: LETTERBOX DROP & DOOR KNOCK FLYER



LORDS ROAD COMMUNITY CONSULTATION

We have been working on a new proposal and would like to hear what you have to say.



DROP IN SESSION
SATURDAY 22 SEPTEMBER 2018 | 10AM-2PM

Michael Maher Room, Haberfield Library,
78 Dalhousie Street, Haberfield

lordsroad.platino.com.au

APPENDIX M: NOTIFICATION OF CONSULTATION (INNER WEST COURIER ADVERT)

my patron of hope.

General Notices

Platino Properties is in the process of preparing a new proposal for the development of 67-73 Lords Road Leichardt.

It's important that we deliver our projects in line with the expectations of the local community.

This is why we are actively considering features in the new proposal which will bring great benefits to the local community.

To have your say, visit
<https://lordsroad.platino.com.au/>

**ADVERTISE
LOCAL**
ATTRACT MORE
CUSTOMERS

APPENDIX N: COMMUNICATION FROM TfNSW

George Revay

Subject: FW: Transport NSW Leichhardt Light Rail Services
Attachments: image004.jpg; image001.jpg; image004.jpg

From: Sangar, Para [mailto:Para.Sangar@transport.nsw.gov.au]
Sent: Monday, 9 July 2018 2:53 PM
To: Jack Prail <jack@platino.com.au>
Cc: Ozinga, Mark <Mark.Ozinga@transport.nsw.gov.au>; Brown, Terry <Terry.Brown@transport.nsw.gov.au>
Subject: RE: Leichhardt Light Rail Services

Hi Jack

As discussed this morning, TfNSW would constantly review the patronage for the inner west light rail services and would increase the services if required.

Should you have any further queries, please contact me.

Regards

Para

Para Sangar
Senior Transport Planner
Freight, Strategy and Planning

Transport for NSW

T 0466 024 892
241 O'Riordan Street, Mascot NSW 2020



SENSITIVE: NSW GOVERNMENT

From: Jack Prail [mailto:jack@platino.com.au]
Sent: Monday, 9 July 2018 2:49 PM
To: Sangar, Para
Cc: Paula Mottek; George Revay
Subject: RE: Leichhardt Light Rail Services

Dear Para,

APPENDIX N: COMMUNICATION FROM TfNSW

Thanks again for speaking with me this morning.

RE: Leichhardt Light Rail Services

I refer to the above matter and to our previous correspondence with you.

Platino Properties is currently preparing a planning proposal to rezone land within 250m of the Marion Street light rail station at 67-73 Lords Road, Leichhardt, in accordance with the Parramatta Road Corridor Urban Transformation Strategy.

One of the requirements of the planning proposal is that an "Out of Sequence Checklist" is completed to demonstrate that, among other things, appropriate services are available to accommodate the future development of the site to provide for residential apartments.

As part of the checklist, we are seeking confirmation from Transport for New South Wales (TfNSW) to the effect that:

- the Marion Street light rail will be capable of servicing the rise in passengers generated by a 230-unit apartment development; or

-that additional cars could be added to the light rail system if required.

For this purpose, can you please confirm that TfNSW undertakes annual monitoring of the light rail capacity, and is able to re-evaluate the services needed to satisfy demand, increasing the number of cars where necessary?

I thank you in advance for your assistance in this matter. Please do not hesitate to contact me if you require any further information.

Sincerely,

Regards,

Jack Prail

Assistant Development Manager

M: 0420 677 405

D: 02 8968 1934

E: jack@platino.com.au

A: Suite 11, 20 Young St, Neutral Bay, NSW, 2089

W: www.platino.com.au

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APPENDIX O: LETTER TO APIA CLUB CONFIRMING AGREEMENT OF 8TH OCT 2018 MEETING



PLATINO
PROPERTIES

Suite 11, 20 Young Street,
Neutral Bay, NSW, 2089
Phone (02) 8968 1900
properties@platino.com.au

www.platino.com.au
ACN: 002 388 856

8 October 2018

APIA Soccer Club
Lambert Park
Marion Street
Leichhardt 2042

Attention Mr Phil Montrone
By Email admin@apiatigers.com.au
Mario.raciti@hbalegal.com

Dear Sir,

PLANNING PROPOSAL, LORDS RD LEICHHARDT

We refer to the community consultation held by Platino in Haberfield at the 22nd September, at which we discussed the pre-planning proposal which we submitted to Council on August 8. The urban design showed the wall of the existing warehouse building behind your grandstand as being retained, with south facing residential uses behind the wall.

At the meeting you expressed your concerns regarding the residential uses on the upper floors of the building behind the wall. We do not believe that these south facing units, without windows facing North towards Lambert Park would be affected by noise.

Nevertheless, in recognition of your concerns, our architects have redesigned the scheme, such that the building behind the wall to be retained will only contain commercial and community uses.

We attach a copy of the new urban design which now takes your concerns into account.

We have amended the letter we sent you on 8 August, (it is now dated 8 October 2018) so that it reflects the new design (with no residential accommodation in the building adjacent to Lambert Park). It also provides additional detail with respect to formalising arrangements.

Yours Sincerely

Richard McLachlan
0408 675 973

APPENDIX P: CORRESPONDENCE WITH GREEN MP JAMIE PARKER'S OFFICE

From: Kelly Hunt
Sent: Monday, 10 September 2018 1:43 PM
To: Sharon Butt <Sharon.Butt@parliament.nsw.gov.au>
Subject: Re: Meeting with Kerry Chikarovski re: Lord's Road development

Hi Sharon, that's such a shame. Is there any way that they can meet with one of Mr Parker's advisors or another member of his team please? I know they're very keen to get feedback on the objections to the Lords Road development & would like to talk through the new plans.

From: Sharon Butt <Sharon.Butt@parliament.nsw.gov.au>
Date: Monday, 10 September 2018 at 1:11 pm
To: Kelly Hunt <kelly@chikarovski.com>
Subject: RE: Meeting with Kerry Chikarovski re: Lord's Road development

Dear Kelly,

Thank you for the opportunity for Mr Parker to meet with Kerry Chikarovski.

Apologies for the late notice but Mr Parker is not available to meet at present.

Please send us across any information that Ms Chikarovski would like Mr Parker to be aware of and I will bring it to his attention.

Kind regards, Sharon

Senior Electorate Officer
Office of Jamie Parker, Member for Balmain
Parliament of NSW
112a Glebe Point Road, Glebe 2037
Phone: 02 9660 7586
Website | Facebook | Twitter

Our office is on the land of the Gadigal people of the Eora Nation. We acknowledge their ownership of this land and pay our respects to past, present and emerging elders.

APPENDIX P: CORRESPONDENCE WITH GREEN MP JAMIE PARKER'S OFFICE

From: Kelly Hunt [mailto:kelly@chikarovski.com]
Sent: Thursday, 30 August 2018 3:54 PM
To: Sharon Butt
Subject: Re: Meeting with Kerry Chikarovski re: Lord's Road development

Having had a quick chat here, Macquarie Street would actually work please. Let's do that for 11am on 11th Sept - invite to follow.

Get Outlook for iOS

From: Sharon Butt <sharon.butt@parliament.nsw.gov.au>
Sent: Thursday, August 30, 2018 15:44
To: Kelly Hunt
Subject: RE: Meeting with Kerry Chikarovski re: Lord's Road development

Hi Kelly,

Just to confirm, Jamie is a State MP and the NSW Parliament is on Macquarie Street, Sydney.

11.00am is suitable for Jamie.

Kind regards, Sharon

From: Kelly Hunt [mailto:kelly@chikarovski.com]
Sent: Thursday, 30 August 2018 12:30 PM
To: Sharon Butt
Subject: Re: Meeting with Kerry Chikarovski re: Lord's Road development

The Platino COO is free any time on 11th, so Jamie can pick the time. What's best for him?

Thanks Sharon, you've been really helpful.

Get Outlook for iOS

APPENDIX P: CORRESPONDENCE WITH GREEN MP JAMIE PARKER'S OFFICE

From: Sharon Butt <sharon.butt@parliament.nsw.gov.au>
Sent: Thursday, August 30, 2018 11:58
To: Kelly Hunt
Subject: RE: Meeting with Kerry Chikarovski re: Lord's Road development

Hi Kelly,

Jamie can meet in our Glebe office or Parliament if that location works.

Kind regards, Sharon

From: Kelly Hunt [mailto:kelly@chikarovski.com]
Sent: Wednesday, 29 August 2018 10:39 AM
To: Sharon Butt
Subject: Re: Meeting with Kerry Chikarovski re: Lord's Road development

Hi Sharon,

Thanks for coming back to me.

11th September all day works for Kerry & Lisa, although I'm just co-ordinating with the Platino COO to see what time he can do on that day.

I'll be in touch as soon as I have timings from him.

I'm assuming that it'll be at the office in Glebe?

Thanks again,

Kelly

APPENDIX P: CORRESPONDENCE WITH GREEN MP JAMIE PARKER'S OFFICE

From: Sharon Butt <Sharon.Butt@parliament.nsw.gov.au>
Date: Tuesday, 28 August 2018 at 6:40 pm
To: Kelly Hunt <kelly@chikarovski.com>
Subject: FW: Meeting with Kerry Chikarovski re: Lord's Road development

Hi Kelly,

Thank you for your call and email regarding a meeting with Mr Parker.

How is Tuesday 11th September?

Kind regards, Sharon

Senior Electorate Officer
Office of Jamie Parker, Member for Balmain
Parliament of NSW
112a Glebe Point Road, Glebe 2037
Phone: 02 9660 7586
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APPENDIX P: CORRESPONDENCE WITH GREEN MP JAMIE PARKER'S OFFICE

From: Kelly Hunt [mailto:kelly@chikarovski.com]
Sent: Tuesday, 21 August 2018 1:04 PM
To: ElectorateOffice Balmain
Subject: Meeting with Kerry Chikarovski re: Lord's Road development

Hi Sharon,

Thanks for taking the time to talk to me earlier.

As I mentioned on the phone, Kerry is representing Platino Properties, the developer connected with the Lords Road development in Leichardt, that Mr Parker was objecting to.

As part of our community consultation process, Kerry is keen to come in & chat with Mr Parker.

You mentioned that he's busy in the next few days, but is there any time next week or the following week that we could arrange a time for?

Looking forward to hearing from you.

Best wishes,

Kelly

Kelly Hunt | Team Assistant – Chikarovski & Associates
T: 04 666 45913
A: Level 19, 175 Pitt Street, Sydney 2000
W: chikarovski.com

APPENDIX Q: CALL LOG OF CALLS MADE TO AGENCIES

13th August: Sarah Anderson (Sydney Trains) - no response

15th August: Sarah Anderson (Sydney Trains) - no response

20th August: Sarah Anderson (Sydney Trains) - no response

5th September: Sarah Anderson (Sydney Trains) - no response

13th August: Peter Bloem (EPA Regional Ops Manager) - no response

15th August: Peter Bloem (EPA Regional Ops Manager) - spoke with assistant

17th August: Peter Bloem (EPA Regional Ops Manager) - spoke with assistant, asked to send over talking points / emailed over. No further contact.