

NSW Department of Family & Community Services (FACS) – FACS are the operators of the Governments Communities Plus program. The program is a new initiative which delivers integrated communities and improved social outcomes through a range of project initiatives that involve private investment to recycle existing and underutilised assets with ambitious targets of deliver 63,500 new dwellings across their landholdings. Meriton had a number of meetings with representatives of FACS focused on their broader portfolio as well as the adjoining Bilga Crescent housing estate.

While the adjoining site isn't in their immediate planning, the site has the same characteristics as the current Ivanhoe Estate redevelopment on a similar size site that has approval to deliver between 3,000-3,500 new dwellings with arrange of community facilities including a new school. The current proposal was presented to the representatives who advised that they had no objection to the proposal being lodged as it would provide a nexus for transport improvements and makes provision for future integration with the redevelopment of the housing estate in the future which is subject to future decisions by the Government. Furthermore, unlike our proposal, the redevelopment of the housing estate is more likely to impose operational issues on the adjoining correctional facility so future redevelopment would need to align with its closure.

Corrective Services NSW (CSNSW) – It has been well publicised that there are plans to sell/close the Long bay Correctional Facility which is only a few hundred meters from the subject site. In May 2016, then Corrections Minister David Elliott said the process of identifying new sites for correctional facilities in NSW "includes the sale of the Long Bay prison site and building a replacement prison in Sydney's south west". The statements also noted that "Long Bay prison would not close until the new prison is operational". In April 2018, ongoing site selection processes were focused Wollongong to accommodate a new facility. Meriton has presented the proposal to CSNSW who has advised that their "preliminary assessment of the information provided is that the proposal is unlikely to have an adverse operational impact on the Long Bay Correctional Centre."

Transport for NSW (TfNSW) – TfNSW are now finalising their subsidiary study for SE Sydney to support the Future Transport 2056 strategy that has been developed alongside the Greater Sydney Region Plan and City East District Plan developed by the Greater Sydney Commission (GSC). Both the GSC and TfNSW identify the extensive community consultation that was undertaken with developing and finalising the plans with TfNSW stating their "strategy and plans have been developed with extensive community feedback and collaboration across government".

All plans identify a future metro station at Malabar which would inevitably be located under the Jail site and is linked with the correctional facility's publicised closure and relocation. TfNSW have identified this as a long-term transport initiative, however we understand the Study will consider short-medium term initiatives which could focus on the utilisation of existing transport corridors like major roads (i.e. Anzac Parade) for higher-frequency bus services or on-demand bus services that could accommodate high volumes of passengers without substantial cost. We understand the Study will be released later this year.

The proponent has briefed TfNSW on the proposal and options to expand existing bus services. Preliminary yield estimates from the subject site and adjoining Government Land were also provided to assist with traffic and transport modelling for the Study. Initial advice suggested that that there were no insurmountable issues, however we are expecting more detailed commentary to be provided that will seek further information.

NSW Department of Planning, Industry & Environment (DPIE) – A number of discussions have been held with DPIE over the last few years with regard to the Priority/Planned Precinct for the Anzac Parade Corridor, which upon release, included the subject site (see Planning Proposal Report for further information). DPIE advised that the precinct planning had been delayed and would be prioritised when more information with regard to the current transport planning was available which we understand will be later this year. DPIE recognised that the proponent was in a position to proceed earlier than their schedule and advised that a Planning Proposal would need to be lodged to facilitate the proposed increase in development capacity. Since the site is located within the Priority/Planned Precinct, the proponent has made provision for a State Infrastructure Contribution (SIC) in its offer to enter into a Planning Agreement.

Overall, initial consultation and available documentation has indicated that the immediate and broader area, which is characterised by substantial government landholdings is subject to future growth associated with the delivery of infrastructure to support existing and future residents. While the strategies are established and the detailed planning is proceeding, initial discussions have not identified any insurmountable issues for the proposal if the respective authorities support the application, however it did confirm that the existing approval is not appropriate for such a substantial strategic site.