

24 January 2020

Ms Therese Manns  
General Manager  
Randwick City Council  
30 Frances Street  
Randwick NSW 2031

By email: [council@randwick.nsw.gov.au](mailto:council@randwick.nsw.gov.au)

Dear Ms. Manns,

We note your concerns with regard to traffic, but it is impossible to clearly predict the impact as there are so many variables and the traffic issues are well beyond our site. I agree there are some issues with the assumptions in our traffic statements but history tells us that roads and transport are improved as we develop. It is not required before anything is there or otherwise, we would be building roads to nowhere. We would be happy for you to show us where the buses or transport is delivered before the people. That is why the tram stops at Randwick and Kingsford/Kensington, as there is not sufficient population density beyond this to warrant the investment.

We also make the following points that should be considered by your traffic experts:

- The traffic problems are not in the immediate area and are well beyond our site.
- We will provide a new local centre with primary shops, services and amenities within the development. For the surrounding area (and our future residents), services that they now have to drive to utilise (like full-line supermarkets, shops and childcare centres), will now be directly available. This is good for our future residents and the existing population, but we need additional density to support this new local centre.
- The development will take 10+years to develop and will be absorbed gradually as we progress. We have proposed more buses and Transport for NSW TfNSW) are currently updating bus services to the tram at Randwick and Kingsford/Kensington with longer term options for Anzac parade and the GSC has the Metro going to the Jail in their District Plans. The whole area will just get worse if there is insufficient demand for traffic improvements generated by new development. This is good for the existing population.

- Across Sydney there is less demand and utilisation of Parking as people use alternative methods. This is proven at our Pagewood Development where carpark utilisation is less than 50% of what is provided. People are using less than 1 space per unit even though we provided almost 2 spaces. This shows people are less reliant on cars in mixed use areas and use alternative transport.
- At Pagewood, despite the scale of the development where we have now completed 2,000 apartments there are no major complaints. This is because we worked with the Council to identify upgrades which we fully funded as part of the development but benefited the broader area as they were already problems. Under our proposal at Little Bay, there are no major upgrades needed in the immediate area as the problems are well beyond our site where problems already exist. But if the Council has ideas of where it needs improvements then we are happy to hear them.
- We also have a large VPA offer which can be used by the Council for a range of public benefits, but Council does not want to discuss this with us. If there are ideas, we should discuss them.
- The area will inevitably change as the Government has endorsed the extensions of the Metro to Malabar. There are plans for the jail and housing commission sites to be changed in the future. They are both past their economic life and this creates one of the most significant areas in Sydney. Even if the authorities cannot commit or confirm to this any rational thinker can see that change is inevitable.

Overall, Randwick Council has never produced adequate housing supply given its excellent location close to the CBD, jobs and transport. You say that you need to double current housing supply, but the maximum annual housing approvals was in February 1999 (1,093) and your current annual dwelling approvals are standing at 274 (Oct 2019) according to the Departments housing monitor.

While K2K will provide housing supply, it is mostly student housing and will take decades. As per the attached plan, the developable area of these 2 centres is about 16.5ha which is the same size as our Pagewood development. This project is taking us over 10 years building as fast as possible without any reliance on the banks or slowing down for the market, so K2K with over 320 lots and thousands of landowners will take decades to realise the planned housing supply.

Accordingly, as we outlined in our submission to your LSPS, our proposal can supplement these other areas and we can guarantee delivery with the very large VPA offer that Council would not otherwise achieve.

Also, we are working on alternative plans to address some of your concerns but if we become worried about everything then town planners always seem to find a reason to say no as it is easier then using some common sense and facilitating a good project that is being attacked

by the loud minority. Your Council proved this when it got almost 80% support for K2K from an independent phone survey, while written submissions had 80% objecting.

The people want convenience and opportunities for more affordable apartments to downsize or for young people but get attacked by those opposing. It is very important we focus on what is best for everyone.

We trust we will get your support and please let me know when we can come and meet you to discuss how we can work together to progress our proposal.

Kind regards,  
**MERITON GROUP**



**MR HARRY TRIGUBOFF AO**  
Managing Director



KINGSFORD TOWN CENTRE  
HEIGHT OF BUILDINGS MAP (SUBJECT TO LEP CLAUSE)



KENSINGTON TOWN CENTRE  
HEIGHT OF BUILDINGS MAP (SUBJECT TO LEP CLAUSE)

