

10 June 2021

The Hon Carl Scully
Chairperson
Sydney City East Regional Planning Panel
12 Darcy Street
PARRAMATTA NSW 2150

Email: brianna.cheeseman@planning.nsw.gov.au

Dear Mr Scully,

I am writing to you to outline some matters I believe are important for the Panels consideration of our Little Bay project. We note that the Minister has the ability to present his views, albeit via an obscure letter to the local liberals who have taken it to the media. I on the other hand will write direct but I am concerned about why he did this and what effect it may have on the process.

It's interesting that the Minister, who has claimed to have "no role" in the matter under his own protocols, suddenly expressed such a specific interest. I listened to the hearing and I believe there is a way forward and I am happy to work with Panel on this.

I would like to have confidence that the independent planning panel, with the benefit of having all of the detailed information and representations, can make up its own mind to achieve a better outcome for this site.

Contrary to his opinion that this proposal lacks sufficient merit, our site sits in an area identified by his own department as an area that warrants a planning review. Also, it is simply incorrect to say that there is insufficient public transport. I make a couple of further points on traffic and transport, below.

Finally, I see that Mr Stokes mimics the Council's talking points by saying that Randwick doesn't need the additional housing in Little Bay to meet its housing targets. Basic projections based on evidence show that there is no way they will ever meet their targets.

These failures to meet housing targets in highly developed areas like Randwick, mean that inevitably, development has to sprawl outwards into areas affected by floods, fires and koala habitat, with no infrastructure (or that require enormous infrastructure investment), and that require people to commute for hours each day to their jobs.

On the question of traffic and transport, a number of matters struck me from the meeting that I wanted to raise, particularly as traffic and transport seems to be the key issues (outside of height and density which we can fix). I have put some points below which I believe are important:

- TfNSW support our proposal proceeding after looking at the area for many years. Council, on the appointment of an independent consultant quickly say that it cannot be done. They have raised mostly site-specific issues which can be addressed and their comments were provided before the South East Sydney Transport Study (SESTS) was released.
- Council say that it is not possible to put rapid buses down Anzac Parade because of “pinch-points”. I have driven down that road on many occasions and there are no pinch points and the SESTS refers to dedicated bus lanes on Anzac parade. Like other bus priority lanes on existing roads, with some sign-posting, provision of clearways, road marking and some civil works it would not be difficult. Our traffic engineer has shown that this could get our people and those around Little Bay to Randwick in around maybe 10-15minutes (currently 24mins) where they are building enormous health facilities, plus we can access the light rail which takes another 18 mins to the city – a very good outcome.
- Because the road infrastructure is already there and no major bridges, intersections or land acquisitions would be required, we think it would be in the order of \$10M’s to deliver a dedicated bus lane on Anzac Parade which would be good for everyone. The regional contributions proposed by the Productivity Commissioner of \$8,000 per unit, mean our development would generate almost \$20M in direct contributions. Our traffic consultant has agreed with this based on his extensive experience, as there is no major infrastructure required (bridges, intersections) or land acquisition so the residual costs are low (particularly compared with the multi-\$Bn alternative of the light rail). This is something that we can deal with after the gateway approval, as per the advice from TfNSW.
- Furthermore, for those as old as I am, there were trams down the middle of Anzac Parade and the area for those trams still exists and is owned by the Government. I’m sure with all of the extensive toll-roads and highways we are building, you could agree as a former Roads Minister that it would not be too difficult for our roads department to install a new lane or 2 on Anzac Parade in this corridor.
- Like in Pagewood, they delivered the buses after I put the people there and they are used very often by our residents. When I go to the site in the peak hour I don’t experience much traffic, and we don’t hear any complaints and except from Randwick Council as it is politically convenient for them to attack Pagewood at this time, when they haven’t said anything for almost 6 years since we started building.
- There is no traffic in the immediate area of Little Bay and all of the traffic problems exist well beyond our site. These intersections have been identified by TfNSW so we can deal with them as we proceed. These intersections already have problems so our proposal can fix it for everyone, like we did with Pagewood. We spent about \$20M on full intersection upgrades before we could occupy any units where we only produced around 10-15% of the traffic that

use the intersection. Our estimates with the identified traffic intersections are between 3-8% as they are so far from our site, but again this can be agreed with TfNSW after the gateway is issued as per their advice.

- Existing traffic problems are caused by people in the local area having to travel for day-to-day services and this is another issue we can address by the provision of a local centre with supermarket, shops, medical centre, childcare centre, open space and links to the Beach which are not currently available.
- As per the attached map, the Council is already identifying this area for many houses in major sites (excluding ours of course) and through the suburbs. If they don't need us because they have enough, but they say the transport will never come, then why are they proposing so much housing in the surrounding suburbs which will not have direct access to buses, shops or services that would create even more traffic problems as people would be forced to drive.

The Council will always say no and resist projects like Little Bay which you can see has been happening for decades, this is nothing new and why their housing supply is so low and housing affordability such a problem. Our proposal could address all of this and be the catalyst for one of the most significant urban renewal projects in Sydney with significant benefits for everyone which simply will not be achieved by the old approval. If we can get started, we know that all of the issues are not insurmountable and can be addressed.

Anyhow, these are just my personal thoughts which I thought you should know before you decide.

Yours sincerely

MERITON GROUP

A handwritten signature in blue ink, appearing to read 'Harry Triguboff', with a stylized flourish at the end.

Harry Triguboff AO
Managing Director