

28 May 2019

Frasers Property Australia
c/- Ethos Urban
173 Sussex Street
Sydney NSW 2000

info@asongroup.com.au
+61 2 9083 6601
Suite 5.02, Level 5, 1 Castlereagh Street
Sydney, NSW 2000
www.asongroup.com.au

Attn: Chris McGillick

RE: Edmondson Park Frasers Town Centre – MP 10_0118 MOD 8 - Response to Submissions

Dear Chris,

I refer to the submission from Liverpool City Council (Council), dated 10 May 2019, regarding the proposed modification of car parking controls (rates) applicable to residential development within the Edmondson Park Frasers Town Centre (EPFTC). Specifically, the amendments seek to reduce the car parking rate for two (2) bedroom dwellings in the Town Centre Core (the Proposal):

- From: 1.2 spaces per dwellings
- To: 1.0 space per dwelling.

Other parking rates remain unchanged.

Reference is also made to the following documents:

- Ason Group, *0406r05 MEMO-MOD Parking Rates_Edmondson Park Frasers Town Centre*, 18 March 2019
- Liverpool City Council, *Notification of Modification Request - Edmondson Park South Concept Approval (MP10_0118 MOD 8)*, 10 May 2019

It should be noted that the reduced car parking rate complies with the applicable minimum requirement – being slightly above the minimum required when applying SEPP 65 Apartment Design Guide rates (0.9 car parking spaces per dwelling). It is also more consistent with the other car parking controls established for the broader Town Centre more generally.

Council generally accepts that the EPFTC would

“... benefit from higher public transport use and other alternative modes of travel to reduce the demand for private motor vehicles.”

However, Council has sought further detailed parking demand assessment to justify that the reduced car parking rate still guarantees an appropriate level of car parking provision for development within the Town Centre Core.

Having regard for the above, we have undertaken detailed parking demand analysis at a number of areas that have similar characteristics with the EPFTC and now respond as follows.

1 Parking Demand Assessment

Key areas for comparison, which are similar to the future EPFTC, should be within close proximity to train stations and form part of a larger mixed-use precinct that includes shopping and recreational uses within close distance. As such, it is considered appropriate to reference the 2016 Census data for the following areas to forecast the parking demand of two (2) bedroom apartments within the future EPFTC.

- Rhodes
- Liverpool
- Cabramatta
- Fairfield

Table 1 provides a comparison of numbers of motor vehicles owned by 2 bedroom dwellings within above suburbs, and **Table 2** includes the average number of motor vehicles owned by those dwellings.

Table 1: Number of Motor Vehicles Owned by 2 Bedroom Dwellings

Number of Motor Vehicles Owned	Edmondson Park	Rhodes	Liverpool	Cabramatta	Fairfield
Nil	0%	17%	22%	26%	27%
One	100%	65%	56%	53%	54%
Two	0%	16%	19%	18%	16%
Three or more	0%	2%	3%	3%	3%

(source: 2016 Census Dataset)

Table 2: Average Number of Motor Vehicles Owned by 2 Bedroom Dwellings

	Edmondson Park	Rhodes	Liverpool	Cabramatta	Fairfield
Average number of motor vehicles	1	1.04	1.04	0.99	0.97

It is evident from above tables that approximately 80% of the two (2) bedroom dwellings own only a single or less motor vehicles; the average number of motor vehicles owned by two (2) bedroom dwellings being approximately 1 motor vehicle per dwelling, which is consistent with the Proposal.

Council's letter mentioned that, according to 2016 Census, approximately 60% households in Edmondson Park own two or more cars. However, it should be noted that approximately 96% of households in Edmondson Park have three (3) or more bedrooms, which is not comparable to the proposed two (2) bedroom dwellings within the future EPFTC for which a change in parking rate is sought. Furthermore, 2016 Census actually indicates that all existing two (2) bedroom dwellings within Edmondson Park only own 1 car, as show in the above tables.

Having regard of the above, the proposed car parking rate of 1 space per dwelling for two (2) bedroom dwelling is considered satisfactory and consistent with the forecast parking demand.

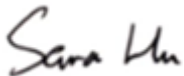
2 Summary

In conclusion, the parking rates now sought are deemed supportable for the following reasons:

- The reduced car parking rate complies with the applicable minimum requirement – being slightly above the minimum required when applying SEPP 65 Apartment Design Guide rates (0.9 car parking spaces per dwelling).
- Review of Census data of areas that have similar characteristics to the future EPFTC, confirm that the reduced car parking rate is consistent with forecast parking demands, being 1 parking space per two (2) bedroom dwelling and therefore appropriate for adoption.
- The reduced parking rates will also curb unnecessary or excessive car ownership by future residents; thereby satisfying the overarching objective of development near railway stations being to encourage the use of public and active transport systems.

We trust the above is of assistance and please contact undersigned or Tim Lewis (tim.lewis@asongroup.com.au) should you have any queries or require further information in relation to the above.

Yours sincerely,



Traffic Engineer – Ason Group

Email: sara.hu@asongroup.com.au