



PROF H. LOCHHEAD: Okay. Are you ready? Yes?

MR S. TWIGGS: Yes, yes, yes, yes, yes.

5 MR M. ROWE: We're ready.

PROF LOCHHEAD: Okay. I'll just set – do the formalities.

MR TWIGGS: Okay.

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PROF LOCHHEAD: I'm the chair of the meeting. So before we begin, I'd like to acknowledge the Traditional Custodians of the land on which we meet today. And I'd like to pay my respects to Elders past and present and Elders from the other communities. Welcome to the meeting today and – on the Proposal Seeking  
15 Approval for the modification of the Frasers Town Centre Concept Plan to reduce car parking for the rate of two spaces, two – sorry, the car parking rate for two bedroom dwellings within residential flat buildings in the town centre from 1.2 spaces per dwelling to one space per dwelling. My name is Helen Lochhead and I'm the chair of this panel.

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And joining me is my fellow Commissioner Soo Tee Cheong. Dennis Lee and Callum Firth, who are to my left are also attending, from the Commission Secretariat. And in the interests of openness and transparency and to ensure the full capture of information, today's meeting is being recorded and a full transcript will be  
25 produced and made available to – on the Commission's website. This meeting is one part of the Commission's decision making process and is taking place as a preliminary stage to form one of the several sources of information upon which the Commission will base its decision. It's important for the Commissioners to ask questions of attendees and to clarify issues wherever and whenever we consider it  
30 appropriate.

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If you are asked a question and are not in a position to answer today, please feel free, feel free to take it on notice and come back to us with additional information, in writing. Which will be, also put on the website. I request that all members here  
35 today introduce themselves before speaking for the record. And for all members to ensure that they do not speak over the top of each other, to ensure accuracy of the transcript. So now, we'll begin. So we can probably just – as a starting point, like a presentation from you as to the key issues as to why you've sought the reduction in the parking. And why it is justified in this particular circumstance.

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MR TWIGGS: All right. And I'll leave, um, Michael or Tim, Tim Lewis to the, sort of, justification in terms of the technical side. Um, from the developer side and the background, sorry, Simon Twiggs - - -

45 PROF LOCHHEAD: Just introduce - - -

MR TWIGGS: - - - from Frasers. We requested the parking ratios, basically, set on, um, some other developments we have, which are nowhere near as well connected to rail stations or to retail as this development. And, I guess, we had a question mark in our mind whether that would alleviate any – the – the requirement for a higher  
5 parking rate. So what we've found over the last 12, 18 months of selling is that the apartment purchasers really don't value a second spot for the two bedroom apartments. And, obviously, one bedroom only have one. So the feedback we're getting is that that second spot is – is not required.

10 Certainly, our purchasers don't see any monetary value, in terms of paying more for a second spot. So I think, really, what's happened is that they really have realised that we are very close to a rail station, we do have retail space, literally, below the apartments. And that retail space includes a Coles, fresh food, all the – the type of, um, retail that – that's required to function on a day-to-day basis. As well as,  
15 entertainment in there. So the – the, ah, we've got, ah, cinemas, ah, and we've got, um, a number – quite a number of food outlets. So they're well catered for in terms of transport. They're well catered for in terms of amenity for their – for their retail space. And they're well catered for in terms of their entertainment. None of those – none of those needing a car to service.

20 MR ROWE: That's probably – no, Michael Rowe from Ethos Urban and I think it's just also worth adding open space in there, Simon.

MR TWIGGS: Yeah – okay, yes, that's true.  
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MR ROWE: Yeah.

MR TWIGGS: So the – the development's surrounded by regional parks. And, again, in walking distance.  
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PROF LOCHHEAD: Walking distance?

MR TWIGGS: Of the town centre. Literally, across the road.

35 MR ROWE: And – and then there's the parks that Frasers are providing in the Town Centre, as well.

MR TWIGGS: And we've got a number of parks, um, going in that – that, that, obviously, um, the residents can use. In addition to that, um, at the first stage, we  
40 have a swimming pool going in. So again, there's – the, if you think of all the activities that, other than going to work, if you like – ah, they're all well catered for within the development.

PROF LOCHHEAD: What about schools? How close are they to – is it to schools?  
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MR TWIGGS: Ah, well, we're currently looking at putting a school within the development. So we're going through a – a fairly extensive process in terms of, whether that's appropriate. If it doesn't go within the development, it goes - - -

5 MR ROWE: Can you – you're actually not able to say that.

MR TWIGGS: Able to say what?

10 MR ROWE: I don't know – just with that process with Education.

MR TWIGGS: Oh, okay.

MR ROWE: We might need to redact.

15 MR TWIGGS: Maybe that's confidential. Yeah.

MR ROWE: Is it possible that that could be redacted from the transcript?

20 UNIDENTIFIED MALE: Oh, yeah, there's a process we can look at - - -

MR ROWE: For that?

UNIDENTIFIED MALE: - - - to, yes.

25 MR TWIGGS: Ah, okay. Well, I - - -

MR ROWE: I just hope that that could be censored. That – there's a, there is a discussion going on with the Department of Education.

30 PROF LOCHHEAD: But there's no commitment as yet?

MR TWIGGS: There's no commitment.

35 MR ROWE: No commitment from the – and, I think, from education side there's a - - -

PROF LOCHHEAD: So if the school doesn't go ahead, because, if, say we take all that out - - -

40 MR TWIGGS: Yes.

PROF LOCHHEAD: - - - bearing in mind my question - - -

45 MR ROWE: Sorry, the – the school, at the moment - - -

MR TWIGGS: Yes.

MR ROWE: - - - within the Concept Plan and we don't have the full Edmondson Park Concept Plan is happening up – up here.

5 PROF LOCHHEAD: So how far is it? It is driving distance, bus distance? I mean, how would people come and go from schools?

MR ROWE: Well, it's definitely – it - - -

10 MR TWIGGS: I would have picked it as walking distance.

MR ROWE: Yeah.

MR TWIGGS: But we can – we can come back to you on the distance.

15 PROF LOCHHEAD: Okay. I think that's a good plan.

MR TWIGGS: Yes.

20 PROF LOCHHEAD: And a reasonable question - - -

MR TWIGGS: Yes.

PROF LOCHHEAD: - - - because - - -

25 MR TWIGGS: Yes.

PROF LOCHHEAD: - - - as you know, traffic generation from - - -

30 MR TWIGGS: Yes.

PROF LOCHHEAD: - - - drop off and pick up is considerable.

MR TWIGGS: Sure.

35 PROF LOCHHEAD: Yep. Okay. I mean, notwithstanding - - -

MR TWIGGS: Yeah.

40 PROF LOCHHEAD: - - - the confidential information.

MR TWIGGS: Yeah.

PROF LOCHHEAD: Okay.

45 MR TWIGGS: Okay. All righty.

PROF LOCHHEAD: Yes.

MR TWIGGS: So I guess, the reality of the situation is we're finding ourselves in is the apartment purchasers don't value a second spot. They seem to very much appreciate the amenity that's been provided. It seems, ah, ah, pointless providing that second spot. And we've been back through examples of other developments.  
5 Ah, and we have supporting documentation in terms of, um, ratios and things like that.

MR T. LEWIS: Yep. Tim Lewis from Ason Group. So in terms of that supporting information, we went back and looked at some Census data to sort of verify that, sort of, a typical use. Because I think one of the, sorry, not typical use – a typical, a typical centres demonstrate that there is reduced demand for two bedroom units. And that was in response to Council suggesting that this locality required more – had a – had a lot higher demand than what we're now seeking.

15 PROF LOCHHEAD: Sorry, just – just, um, what is the proportion or percentage of, one, two, three studio apartments? So we can get an idea of, um - - -

MR LEWIS: I'd have to defer to - - -

20 MR TWIGGS: Okay. Um, - - -

PROF LOCHHEAD: Just so, we can, um, get an idea - - -

MR CHEONG: Oh, can – can I just add - - -  
25

MR TWIGGS: Yeah.

MR S.T. CHEONG: - - - the, in modification four, you have an increase of dwelling units from 912 to 1884. I think that's – in October 2007 - - -  
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MR TWIGGS: Yes.

MR CHEONG: - - - can you tell us what is a residential unit mix in that Agent 87, what – how many two bedrooms you expect to – to be in the development, so?  
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MR TWIGGS: Okay. We haven't got a – yeah, I actually have the blue in the - - -

MR ROWE: So it's – it's important with the - - -

40 MR TWIGGS: Yeah.

MR ROWE: - - - the 1,800 number, that that's split fairly evenly across the Town Centre core.

45 MR CHEONG: Yeah.

MR ROWE: Which is intended to be – is apartments above the retail. And then the residential precincts, which is a mixture of what we were calling a hybrid product. Which is, has a mixture of one-bedroom apartments with up to four bedroom town house type houses that sit above them. So - - -

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PROF LOCHHEAD: So you mean like ground floor?

MR ROWE: It's - - -

10 PROF LOCHHEAD: Sort of like a maisonette sort of model?

MR TWIGGS: Yes.

MR ROWE: It's – it's quite a unique, um, housing typology. And so it – it, it, the way that it works, it's probably getting unnecessarily detailed for the purpose of this model, but for your own interest. You – you, there's a muse, so, like, a public domain shared way type street. And then at ground level you have one-bedroom apartments that front that public domain and then entries for terraced-type houses that sit off the street. So everyone gets a direct street frontage. But then the, generally they have stairs up that then sits over the top of the one bedroom unit. And so you then have a dwelling that sits above the one bed. And they then have their courtyard raised that sits above car parking that's at grade, that's at – at the back.

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PROF LOCHHEAD: Mmm.

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MR ROWE: And then, so you have courtyard to courtyard of then – another row of terraces that front another new street on the other side.

PROF LOCHHEAD: Mmm.

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MR ROWE: So it's – it's quite a non-standard hybrid medium density product.

MR CHEONG: Is that what you're referring to as town homes - - -

35 MR ROWE: When - - -

MR TWIGGS: Yes.

MR CHEONG: - - - in the Report?

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MR ROWE: That's right, yes.

MR CHEONG: Yep.

45 MR ROWE: And so that's - - -

PROF LOCHHEAD: 900.

MR ROWE: - - - in terms of - - -

PROF LOCHHEAD: It's 900 in that submission.

5 MR ROWE: Yes.

MR TWIGGS: Yes.

10 MR ROWE: Which is a mix, there's also some terrace, straight up, traditional more terrace-type product in that. But what we're talking about in terms of changing the two bedroom rate doesn't relate - - -

PROF LOCHHEAD: No, it's just in - - -

15 MR ROWE: - - - to that.

PROF LOCHHEAD: - - - the Town Centre.

MR TWIGGS: Centre, that's right.

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MR ROWE: That's right.

PROF LOCHHEAD: So – so we're only talking about the 900.

25 MR ROWE: That's right.

PROF LOCHHEAD: For the town centre.

MR TWIGGS: Mmm.

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PROF LOCHHEAD: Okay. So the question being - - -

MR ROWE: Yep.

35 PROF LOCHHEAD: - - - of that 900, what is the mix of - - -

MR TWIGGS: It's about 60 per cent two bed. And I haven't got the exact numbers in from of me.

40 MR ROWE: And the second stage, the – it's being rolled out progressively in stages.

MR TWIGGS: Yeah.

45 MR ROWE: So the – there has been no DA or design for the western side - - -

MR TWIGGS: Yeah.

MR ROWE: - - - of the Town Centre, at this point.

MR CHEONG: So in – so in number terms it's about 546?

5 MR TWIGGS: You've done the mathematics quicker than I have. Recognising that we're under construction with a bit over 300. So those, obviously, can't change.

PROF LOCHHEAD: Mmm. And so, just, um, there's the, part of anecdotally - - -

10 MR TWIGGS: Yes.

PROF LOCHHEAD: - - - you've found the feedback is people don't want to pay for the additional car space. But in terms of research based on, and evidenced based, what – what evidence base are you using - - -

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MR ROWE: Yep.

PROF LOCHHEAD: - - - to substantiate that assertion?

20 MR LEWIS: So we – I don't know if you've seen this document, because - - -

PROF LOCHHEAD: No.

MR LEWIS: - - - it's - - -

25

MR B. JAMES: Yep.

PROF LOCHHEAD: We've got that?

30 MR JAMES: Yep.

PROF LOCHHEAD: Okay.

35 MR LEWIS: So we've done a review of examples such as roads within all Cabramatta and Fairfield in relation to the proximity to the station. Just to see car ownership figures.

PROF LOCHHEAD: Okay. Sorry, I'll just have to stop and look at that. Go on.

40 MR LEWIS: So I guess – I guess that was done in response to, um, Council's comments seeking justification. They were referencing some numbers in relation to Edmondson Park itself. And what we contended was that that wasn't valid. Because what, the actual built form that is in this area is actually further away from the station. And it's, actually, your single dwelling ..... style development. So it's not  
45 really suitable as a – as a reference point.

MR ROWE: It's not a comparative.

MR LEWIS: Yeah.

MR TWIGGS: Mmm.

5 PROF LOCHHEAD: Mmm.

MR LEWIS: So we – so we did this review to, sort of, see what's a – I guess, benchmark.

10 PROF LOCHHEAD: Yes.

MR LEWIS: And that – supported the position that one, one space per two-bedroom unit is acceptable. And, I guess, going beyond that, I think there's a bit of a, um, aspirational goal in terms of what all the policy says in terms of reduced car  
15 dependency and those sort of things that support why we want to – would want to go in this direction. Because, obviously, there's, like, incentive around a station to, sort of, maximise the benefit of that infrastructure and encourage people to use that rather than driving their own cars.

20 MR ROWE: If – if we didn't have the rate, then SEPP 65 would have, the ADG rate would apply.

PROF LOCHHEAD: Mmm.

25 MR ROWE: And that would, actually, nominate the potential for a Point 9 - - -

MR LEWIS: Correct.

MR ROWE: - - - provision.

30 MR CHEONG: Yep.

MR ROWE: And we have that historical legacy of the concept plan and – and setting that rate. So if – if we didn't even have that there, we'd actually have the  
35 ability under the ADG to be going lower than what we're nominating.

PROF LOCHHEAD: Yep. Now, this is a, um, not a Dorothy Dixier, but, you know, obviously, proximity to station is really, ah, is contingent on service, level of service. You can be close to a station which has a very poor service. So is there any  
40 guarantees of the level of service at – at this proposed station, of this station?

MR ROWE: Well, I – and I can't speak for the current level of service, Tim. I don't know if you know that. But in terms of the broader strategic direction of where this line is going is that ultimately, it has the potential to connect up with Badgerys  
45 Creek and become a much more critical piece of rail infrastructure as – as future Sydney. But it's very – that's very difficult to comment on.

MR LEWIS: Yeah. I mean broad – broadly, the development around these stations was built to maximise that investment. So, um, I mean, it does have good connections straight up to Liverpool City Centre and those sort of things. Um, which is, obviously, I think, forms the end of the Metro line, potentially. So in terms of frequencies, I'm not – I'm not sure off the top of my head. But - - -

MR TWIGGS: We'd have to check that. But it is a new station, ah, with a new service. So I'd imagine it's fairly well frequented.

10 MR CHEONG: From the sales you have so far, ah, do you – have you found out who are the people who actually purchase, who purchase? Where do they come from?

MR TWIGGS: So it's about a fifty-fifty mix of investor and the owner/occupiers, in 15 it all. Of the owner/occupiers, the majority are local. And I can't give you the exact - - -

MR CHEONG: No, no, mmm.

20 MR TWIGGS: - - - numbers. But they live within a specific kilometre radius of – of the development, as it is.

MR CHEONG: Right.

25 MR TWIGGS: And we put it down to that fact that they're used to living in southwest Sydney.

MR CHEONG: Mmm.

30 MR TWIGGS: And they feel as though that's home and they see this as a – a – a great opportunity with the, um, with the retail space and all the elements that are going with it.

PROF LOCHHEAD: Mmm. Okay. Do you have any other questions, you two? 35

MR CHEONG: Yes. I have one – I've got one. In one of the conditions, I think 1.7(a), the bicycle parking within the town centre unless provided in accordance with the guidelines, revision 5 dated March 2019 – have you considered increasing bicycle parking because of the reduction of - - -

40 MR TWIGGS: We have very large bicycle parking in there. We have sort of two lots of it, if you like, one associated with the retail development, end of trip – again, I haven't got the numbers. I can come back to you on that. And then within each of the apartments – and it doesn't matter whether it's a one, two or three bed, there's 45 storage within the basement, and the idea is that storage can be used for lock-up bicycle storage as well as others. So it's very well serviced for bicycles.

MR LEWIS: I guess – sorry. Just adding to that, I guess one of the things is as well, it's not – we're not looking at a range that you're going to use your bicycle to get connections to your entertainment and your facilities, because they're literally downstairs, so people might ride their bike up to the school, because that's probably  
5 about 500 metres away, but aside from that, you're on a train. There's also bus connections. And then everything is at your doorstep, so the need – the – offsetting a reduced car parking rate with additional bicycle spaces is probably not necessary, in my view.

10 PROF LOCHHEAD: Okay. Is there anything else you'd like to add?

MR ROWE: Would it help the panel just to have a quick rundown on the actual town centre and what it looks like and the flavour of that? Is that - - -

15 PROF LOCHHEAD: Yes.

MR CHEONG: .....

PROF LOCHHEAD: Yes. That would be great.

20 MR ROWE: Because I get the sense that you're keen to understand what's there, and it is really quite an exciting vision for the town centre. So just bear with me.

PROF LOCHHEAD: Do you have any questions which would help in - - -

25 MR CHEONG: No.

PROF LOCHHEAD: No.

30 MR CHEONG: That's mine.

PROF LOCHHEAD: Yes.

MR TWIGGS: You don't have the graphics, do you?

35 MR ROWE: I'm just downloading them.

MR TWIGGS: Okay.

40 MR ROWE: Have you got it there?

MR TWIGGS: No.

MR ROWE: No.

45 MR TWIGGS: I mean, I've got very technical stuff rather than - - -

PROF LOCHHEAD: Yes. It'd be good to get a sort of conceptual frame.

MR TWIGGS: What have you got?

5 MR ROWE: I was just going back to the concept plan rather than the current design, but - - -

MR TWIGGS: Okay.

10 PROF LOCHHEAD: Yes. Is it markedly different?

MR TWIGGS: No.

15 MR ROWE: No. It's just – CGIs when we're doing the concept plan don't look the same now, like, the – not – it's more about just – and we can give you the more current views, but this is what I had to hand. So this is the concept plan site area in terms of where it relates to the Frasers Town Centre, noting that Edmondson Park is that entire area in terms of where the original concept plan applied. So this was just a triangle out of that.

20 UrbanGrowth or Landcom, as it was at the time, and now back to Landcom, but they – they ran a process which Frasers was successful in their bid for the town centre, and it was on the back of a Ken Marr design masterplan for the town centre, and there's a number of principles that went into that, but we've got regional park here and the reserve here, and so they were looking at trying to create a true town centre and core in the centre here that – and then medium density that allowed for that transition to the more traditional low density areas that happened on the other side of the town centre, and they were about connecting the green spaces through the site and that linkage with the national – the regional parks that sit on either side of it.

30 So this area here is all of that type of terrace mews product as we – town home product, an central park in the middle, pocket parks through those areas, and then the actual centre of the town centre, which has a main street that runs through the middle of it, and then an Eat Street that is – then runs across this way. So the DA has been approved for this part of the town centre, what we call town centre east, which has a public square as a focal point to the middle. So there's a lot of food and beverage type retail amenity here. There's a cinema that's here, the supermarket box in here, more speciality retail in these sections in here, and then there's just like a pedestrian laneway, and again, even through those things, there's elements like free kids play, climbing walls, there's water play down the centre of Eat Street, so there's - - -

PROF LOCHHEAD: Where's – sorry. I haven't actually seen the – I've just been overseas, so I haven't - - -

45 MR ROWE: Yes.

PROF LOCHHEAD: I've seen this, and I haven't seen this, but where is the station? I haven't - - -

5 MR ROWE: Sorry. The station is up here, right here.

PROF LOCHHEAD: Okay.

10 MR ROWE: So that's literally – you're coming out of the concourse, and the area we're talking about reducing car parking is right next – that's the station. This is the area we're reducing car parking in, so - - -

PROF LOCHHEAD: And what do the little red and yellow asterisks mean?

15 MR ROWE: The – this is – that's about community spaces, really. So this was about identifying that this was the town square, and then there's community facilities that are going to be delivered in a VPA with council, which we're indicatively – they're still sort of in that location, aren't they, Simon, in the town plans?

20 MR TWIGGS: Yes, yes. So – yes.

MR ROWE: But this side of the town centre, the detail design is – it's in – it's starting now, but it's not yet resolved in - - -

25 MR CHEONG: So the core of the town centre is actually on the north.

MR ROWE: That's right. It's located next to the station.

MR CHEONG: Can you tell me what is that?

30 MR ROWE: That is the commuter car park. So when you – and this has been – this is the reason why the concept plan modification that Frasers did went to the – might have been the PAC then, but IPC last time - - -

35 MR CHEONG: Yes.

40 MR ROWE: - - - was because of the objections around people's concern with the commuter car parking, and it's the same issue that you will hear on Monday if people come to the public meeting. Last time we actually only had one person turn up to the public meeting. I don't – have many people registered at - - -

MR JAMES: No one's registered at this stage.

45 MR ROWE: Okay. And so there is a broader concern within the community about the operation of this commuter car park.

PROF LOCHHEAD: So that they will say because they haven't got enough parking inside their apartment, they will use the commuter parking as their default.

MR ROWE: That's right. Although the reality of someone that lives here, and if they're going to the train station, by the time they've driven out of their basement, driven around and gone into that car park, they may as well have just walked. So, yes, there is a problem with the commuter car park, but - - -

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PROF LOCHHEAD: No. Aren't they – no. I don't think that's the implication. I think the - - -

MR ROWE: Or they have a second car and they're putting it in the commuter car park.

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PROF LOCHHEAD: Exactly. Yes, yes.

MR ROWE: Yes. So, I mean, this area – this is an issue right throughout in terms of if you go there on a site visit, you will see people parking illegally, and there is a problem with the current provision of parking for commuter car parking, and the - - -

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PROF LOCHHEAD: Is that because this white area is not in current usage at the moment?

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MR CHEONG: No. It's in usage. It's .....

PROF LOCHHEAD: Sorry.

MR ROWE: Sorry. When you say white area, what are you referring - - -

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PROF LOCHHEAD: Well, on your - - -

MR ROWE: This one?

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PROF LOCHHEAD: Yes.

MR ROWE: No. It's just – it's not big enough.

PROF LOCHHEAD: Right.

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MR ROWE: And so one of the New South Wales Government election promises in the lead up to the last election was that they would increase the size of Edmondson Park's commuter car parking, so that hasn't been delivered yet, and it remains an issue for the community. It was - - -

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PROF LOCHHEAD: So did they say by how much they were going to increase it by?

MR ROWE: Did they make a commitment - - -

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MR TWIGGS: Only sort of publicly, if you like, in newspapers and things like that, and they talked about the tours. Then there's one here and there's one over the other side of the line, being in the order of – I think it was 700, but I think that was a spur of the moment comment rather than - - -

5

PROF LOCHHEAD: What is the current capacity of the community car park?

MR ROWE: Not sure.

10 MR TWIGGS: Don't know.

MR ROWE: ..... that later. The – so yes, if someone was to have a second car – this will – this was an issue in terms of people – commuters or people in the development parking in – within the Edmondson Park Town Centre, and it will – and certainly it was something that had to be worked through at the concept plan stage around  
15 having – it will need to be a - - -

PROF LOCHHEAD: Time.

20 MR ROWE: A timed parking restricted parking basis. The commuter car park at the moment doesn't have that – any restriction, and ultimately, as is – that's fair to say? That's right, isn't it? It doesn't have a - - -

MR CHEONG: Well, the commuter car parking – the idea of that is not to have a  
25 time limit.

MR ROWE: Yes, yes. No, no, no. But I don't know if it has an eight-hour limit on it or - - -

30 MR CHEONG: But on a street you would. I think in one of the reports, you actually advocate council to look at that.

MR TWIGGS: Yes. Sorry.

35 MR ROWE: That it could have – sorry.

MR CHEONG: The time - - -

MR ROWE: Which is what I was going to get - - -  
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MR CHEONG: Time limit.

MR ROWE: In terms of the same – well, an Opal tap on system, which is what happens in other commuter car parks in Sydney, where you can – the boom gates –  
45 you tap on your Opal, and therefore if you actually go and use the train, you can use the commuter car park, and if you don't, then you would get charged on the basis that you didn't actually use the public transport. So – but that's not within Frasers'

control. It's an existing issue that predates even Frasers lodging their concept plan modification last time. And hopefully there's a solution in terms of the Transport for New South Wales providing more commuter car parking, because there is a need for it.

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PROF LOCHHEAD: I mean, so in terms of community concerns, if there is a commitment, even though it's an election promise, where would this car parking potentially be located? Because, I mean, the - - -

10 MR LEWIS: There's – sorry. I will wait till you finish. I didn't mean to interrupt you.

PROF LOCHHEAD: That's a question.

15 MR LEWIS: I get – there is another – there is more commuter car parking on the other side of the station as well, and I guess what I wanted to just add to what Mike was saying before is a lot of the demand now is because there isn't necessarily good bus connections as well, so with all the increased development, there's an intention for bus feeder lines and those sort of things, so I don't think transport originally –  
20 and I think that may well have changed, but I don't think they actually had an intention to increase the size of it, because the idea was that with the development, additional bus services, and therefore that was going to provide the connectivity.

MR ROWE: And that's what in Liverpool Council's Local Strategic Planning  
25 Statement, that idea that there's better – they're trying to stop people from hopping in their cars and trying to drive to the station. There would be increases in public transport services that allow the people that are further away from the station to be able to easily get to the station.

30 PROF LOCHHEAD: So how does that correlate to with the government's commitment to increase the car parking?

MR ROWE: Well, it was an election promise, so that doesn't always fit in with  
35 planning.

PROF LOCHHEAD: Okay.

MR TWIGGS: I think the other comment is just to – in practicality, the – I don't  
40 know that many residents, if any at all, would want to leave their car parking – their car parked in a car park out in the open away from the development day in, day out.

PROF LOCHHEAD: I do see it. I do see it across Sydney.

MR TWIGGS: Do you? I just – I would have thought they would feel pretty  
45 uncomfortable.

MR ROWE: But I feel like that's still a risk, whether the rate - - -

MR TWIGGS: Yes.

MR ROWE: - - - is one to one or 1.2. If people are going to have additional cars beyond the – they could have a studio with no car parking, two people living there  
5 with two cars and still potentially – there’s only so much you can control between human behaviour.

MR CHEONG: From my calculation of what information you gave me, you’re  
10 talking about a reduction of 100, 110 cars.

MR TWIGGS: No. I’ve got it a lot less. Remembering that the 300 - - -

MR ROWE: This site has already sold - - -

15 MR TWIGGS: Sold and - - -

MR ROWE: And under construction.

MR TWIGGS: Yes. So that’s - - -  
20

MR ROWE: Under the current rate.

MR TWIGGS: Rate. So - - -

25 PROF LOCHHEAD: Okay.

MR TWIGGS: That’s all committed, so - - -

MR CHEONG: Right.  
30

MR ROWE: So we’re only talking about this site.

MR TWIGGS: Yes.

35 PROF LOCHHEAD: All right. So of the 900, we’re talking about 450 units that we’re talking about?

MR ROWE: It’s not quite that split, though.

40 MR TWIGGS: Yes. So on the – we’re still developing the scheme, so we don’t have exact numbers or anything like that, but over here we’re looking at approximately 500 apartments over there, and there’s another 100 or so down here that have – are not under construction. So I calculated it out at about 60, 65 cars.

45 MR CHEONG: On that figure, it would be .2 times 300 is 60 cars. Yes.

PROF LOCHHEAD: And what about visitor parking? Has that changed or is that still - - -

MR ROWE: That stays the same.

5

PROF LOCHHEAD: Okay.

MR CHEONG: No more questions from me.

10 PROF LOCHHEAD: No. I don't have any more questions either. So I guess if you don't have anything else that you feel like you need to add - - -

MR LEWIS: I was just going to – I just looked up the timetables out of the station, and - - -

15

PROF LOCHHEAD: Yes.

MR LEWIS: - - - they're running every six to 15 minutes.

20 PROF LOCHHEAD: The station?

MR LEWIS: Yes.

PROF LOCHHEAD: The trains, sorry?

25

MR LEWIS: Yes.

PROF LOCHHEAD: Okay. Well, that's not bad.

30 MR TWIGGS: No.

MR LEWIS: That's good.

PROF LOCHHEAD: Okay.

35

MR ROWE: I think – yes. Parting thoughts of – and because there will be – there is that general community concern about the commuter car park, but this development is a ..... intent development that's next to a station and, you know, I think in the context of, like, the climate change rally today, you know, it's kind of fitting that we're talking about trying to reduce car parking, and what we're proposing is still more than what our own state policy nominates for it, and so there is an adjustment for Western Sydney around car parking dependency, but we want to be leading that rather than over-providing for cars and encouraging people to hop in them when they're in a space with such good amenity and connectivity.

45

PROF LOCHHEAD: Yes. Okay. That seems like a fair enough summary.

MR ROWE: Thank you.

MR TWIGGS: All right. Thank you.

5 PROF LOCHHEAD: All right. Thank you very much.

MR CHEONG: Thank you.

MR TWIGGS: Thank you.

10

PROF LOCHHEAD: And I guess we will see you on Monday.

MR TWIGGS: You will probably just see one of us, I would imagine.

15 PROF LOCHHEAD: We will see one of you on Monday. Okay. Thank you for your time today.

MR TWIGGS: Thank you.

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**MATTER ADJOURNED at 4.33 pm INDEFINITELY**