To whom it may concern,

I object to the reduction of allocated car spaces from 1.2 per 2-bedroom unit down to 1. The initial planning approvals were given with a baseline value of 1.2. A reduction from this value is not substantiated with a net benefit to the community and residents in the surrounding area. The only benefit identified in the submission is to attempt to force residents to own fewer cars and push them to use public transport.

It should be noted that there are currently no bus routes throughout Edmondson Park and the only service available is via the On-Demand trial during peak weekday times only. As this is a trial, there is no future guarantee of the service continuing for the local community. There is not holistic plan provided to for people to use public transport for accessing amenities within the area. A typical family may have 1 or 2 children that are involved in local sport (which I’m assuming is something that the government wishes to encourage) and local clubs, like soccer for example, routinely play games locally in Prestons or much further out to Wetherill Park, Bringelly or Kemps Creek where easy access via public transport is not available. The requirement for spaces should be assessed within the context of the wider community and not simply that the location of the development is in close proximity to a train station.

This leads to families who are involved in the community to require more than 1 car. Providing some smaller units with more than one parking space gives options for households which require it while maintaining house prices that can fit their budgets. A reduction of car parking spaces for all smaller units further reduces the options for households to find a place to live that suits their needs.

Furthermore, the additional space provided by reducing the number of car parking spaces does not appear to provide the community with a suitable offset. It is noted that the number of car parking spaces with reference to council rules is states as a minimum and no maximum is specified. It is also noted that the reference data provided for the number of 2-bedroom dwellings within Edmondson Park is an absurdly small sample size and cannot be justified as statistically significant. It should be taken into account that the representation of three or more bedroom houses and their need for more than 1 vehicle reflects the transport planning for the area.

To further reiterate my point, the document titled “Recommended Assessment Report” within Section 5 notes that for similar town centres, 80% of 2-bedroom residents own one or fewer cars. This is consistent with 1.2 car spaces where the remaining 20% would be provided with the second car space.

All of the items noted above are exclusive from the current issues being experienced by the existing community with parking at the train station.

It is unclear how it is acceptable to reduce the allocation of car spaces given the context provided above.

Kind Regards,

Shaun Padt