

1. I support increasing housing supply in Marrickville but object to the high number of private residential (238) and retail (33) car parking spaces proposed for this development.
2. The number of parking spaces should be significantly reduced, noting that:
 - a. There is already an undesirable amount of traffic in the area. Providing 238 additional residential parking spaces will encourage more households to choose to own a vehicle (1), resulting in:
 - i. More traffic generation.
 - ii. More competition for parking at destinations (e.g., at shops).
 - iii. More traffic danger/trauma.
 - iv. More air pollution.
 - v. More traffic noise.
 - vi. More greenhouse gas emissions.
 - vii. More car dependency and associated health impacts.
 - b. The site is adjacent to Marrickville Public School. The traffic generated by/attracted by these 271 parking spaces will significantly increase school children's exposure to traffic danger and air pollution while travelling to/from school.
 - c. There is market demand for properties without private parking in Marrickville. Properties without private parking sell/rent out quickly and easily.
 - d. There is currently an oversupply of private off-street parking in the area. On 24/3/25, there were 24 nearby parking spaces listed on spacer.com.au alone, with many others listed in local Facebook groups, etc.
 - e. A parking space adds about \$100,000 to the price of a unit. Bundling parking spaces with new homes makes housing even less affordable. In particular, it significantly increases the barrier to home ownership for aspiring first-home buyers: they must save an extra \$20,000 for a deposit and increase their borrowing power by \$80,000 (assuming a mortgage with a 20% deposit).
 - f. There is a very limited supply of family-sized units without parking in Marrickville. Families without a car and wanting to live in a unit are forced to pay for parking spaces they do not need. The amount they can rent out a parking space for (~\$27 per week after tax) is well below what it costs: ~\$175 per week in mortgage repayments, strata levies and council rates, plus ~\$4,500 in stamp duty.
 - g. Reducing the size/depth of the parking basement would significantly reduce construction costs and impacts.
 - h. The site is very well served by public transport, including two Metro stations within walking distance. Marrickville is very walkable, with a Walk Score of 80/100. Schools, shops, services and recreation opportunities are within walking distance. There are numerous car share pods in the neighbourhood providing a range of vehicles for different needs, in addition to taxis and rideshare. The council is building a bicycle/micromobility network.
3. Any new residential parking spaces that are built should be unbundled from unit lots. This will give households the flexibility to acquire/dispose of parking as their needs change (e.g., when changing jobs) – again improving housing affordability.

(1) Guo Z. Does residential parking supply affect household car ownership? The case of New York City. *Journal of Transport Geography*. 2013 Jan 1;26:18-28.