

8 April 2022

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Attn: Aaron Sutherland; Director

RE: 143A Stoney Creek Rd, Beverly Hills – March 2022 Planning Proposal – Transport Impact Assessment

Dear Aaron,

We refer to the amended (March 2022) Planning Proposal for the site at 143A Stoney Creek Road, Beverly Hills¹ which seeks:

- change the zone from SP2 Government Administration and R2 Low Density Residential to R4 High Density Residential;
- provide additional permitted uses of 'office' and 'business premises' in Schedule 1 of Georges River LEP 2021;
- introduce an FSR of 1.4:1 for the entire site; and
- introduce a building height control of 16 metres for the entire site.

The context of the site is provided below. It can be seen that the proposed rezoning forms an extension of the R4 High Density precinct to the north of Stoney Creek Road.

In preparation of this assessment, reference is made to the following documents:

- Architectural drawings prepared by Ionic:
 - Drawing A01 Cover Page, Revision 5
 - Drawing A02 Basement 2, Revision 5
 - Drawing A01 Basement 1, Revision 5
- Sutherland & Associated Planning, Planning Proposal – 143 Stoney Creek Road, Beverly Hills, dated March 2022;
- Georges River Council, Georges River Development Control Plan 2021 (gazetted 08 October 2021); and
- Ason Group, Transport Assessment – Proposed Medical Centre – 143A Stoney Creek Road, Beverly Hills (ref: P0780r01v01), dated 26 May 2020

¹ [Google Maps link](#)

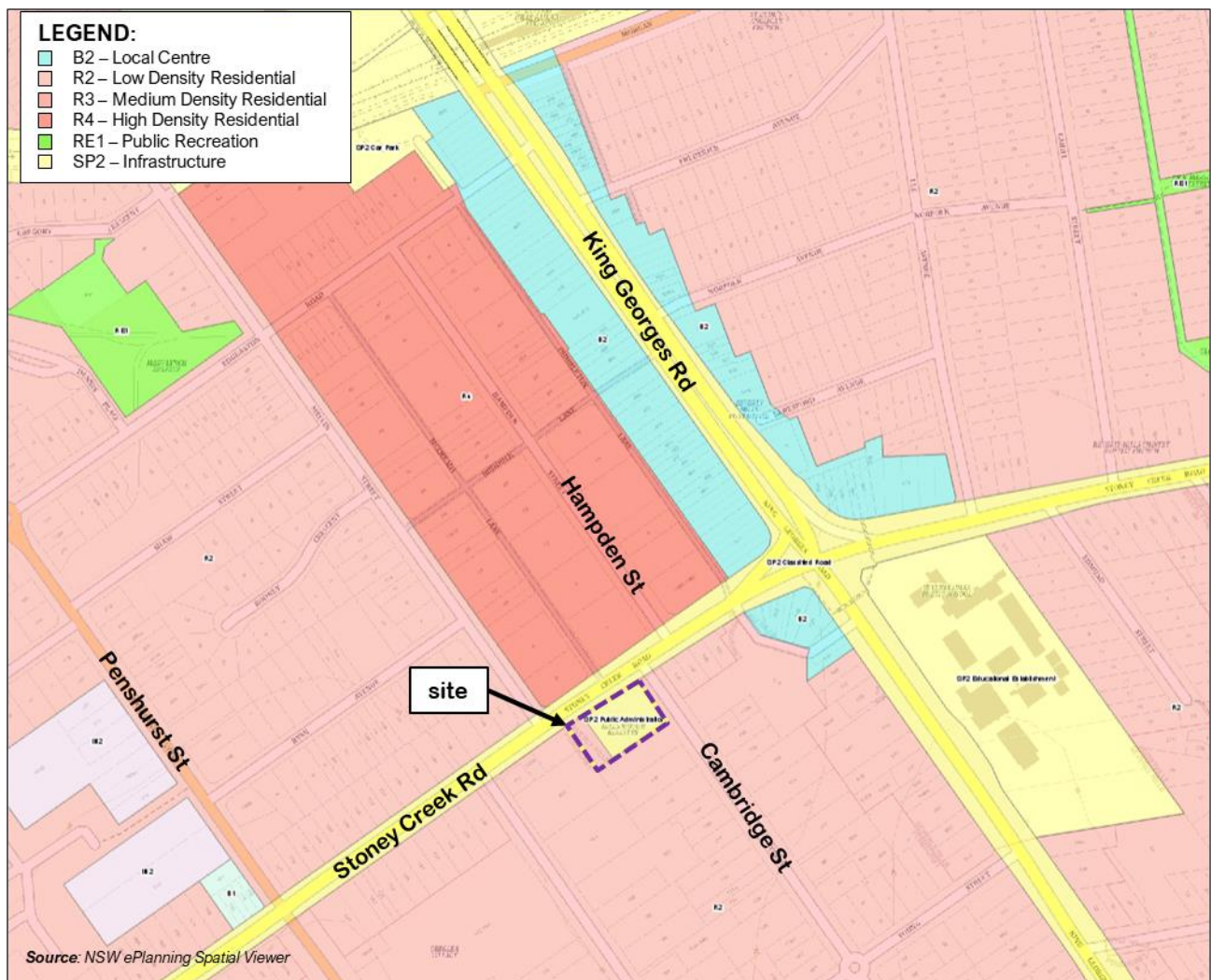


Figure 1: Site Context

Concept Scheme

To support assessment of these changes, a Concept Scheme has been developed which includes:

- A total of 38 residential apartments, including:
 - 14 one-bedroom units,
 - 12 two-bedroom units, and
 - 12 three-bedroom units.
- Two levels of basement car parking with provision for up to 71 car parking spaces²

All servicing and loading is expected to occur on-street noting that the reference scheme does not make any provision of on-site loading areas.

² Subject to detailed design

Study Purpose

Strategic merit and overall justification for the above is outlined in detail within the Planning Proposal document prepared by Sutherland & Associates Planning. The purpose of this specific assessment is to review the supporting concept scheme to confirm:

- Car parking provisions can satisfy the relevant Development Control Plan requirements, and
- The traffic generation of the revised concept is less than previously assessed

Detailed review of the on-site design is expected to be a matter for a future Development Application, and not assessed at this time.

Having regard for the above, we now advise as follows.

Car Parking Assessment

Car parking provisions have been assessed having regard for Residential flat building rates outlined within Part 3 - Section 3.13 of the Georges River DCP 2021³.

Application of these rates to the reference scheme is summarised below.

Table 1: Council DCP Car Parking Requirements

Land Use	Car Parking Rate	Yield	Parking Required	Proposed
Resident		38	50	50
1 Bed	1 space / unit	14	14	14
2 Bed	1 space / unit	12	12	12
3 Bed	2 spaces / unit	12	24	24
Visitor	1 visitor space / 5 unit, or part thereof (includes shared visitor / car wash bay)	n/a	8	8
TOTAL		38	58	58

Notes: 1) Parking spaces rounded to the nearest whole number

2) Parking for Car Share operators is "encouraged" for developments containing > 25 dwellings

With a total of 71 spaces provided in the Concept Scheme, it is clear that suitable provision of on-site car parking can readily be achieved.

³ <https://www.georgesriver.nsw.gov.au/StGeorge/media/Documents/Development/Strategic%20Planning/GRDCP-2021-Part-4-General-Land-Use-Effective-October-2021.PDF>

Traffic Generation

Adopted Rates

The Concept Scheme is 4 stories in height, including ground level. As such, for the purposes of this assessment, we have adopted the Transport for NSW traffic generation rates for medium density residential developments outlined within the *Roads and Maritime Services – Trip Generation Surveys – Medium Density Residential Dwellings – Analysis Report* (GTA, 08 August 2013). Specifically, we have adopted the Sydney average rates outlined in Table 3.7 of that report.

Development Traffic Generation

Application of the above rates to the proposed scheme – with 38 residential units – results in the following traffic generation.

Table 2: Development Traffic Generation

Period	Traffic Generation Rate ¹	Vehicle Movements
Road network AM peak	0.27 trips / unit	11 veh/hr
Road network PM peak	0.31 trips / unit	12 veh/hr
Site peak	0.46 trips / unit	18 veh/hr
Daily	2.72 trips / unit	104 veh/day

Notes: 1) Adopting Sydney average rates for medium density residential dwellings

Traffic Generation Comparison

A comparison with the previous traffic generation assessed for the site for historic and approved uses is presented below.

Table 3: Peak Hourly Traffic Generation Comparison

Historic (Former RTA)	Approved (Medical Centre)	Proposed (Residential Scheme)
130 veh/hr ¹	110 veh/hr ¹	18 veh/hr ²

Notes: 1) From Section 5.3 of the previous TIA supporting the approved Medical Centre

2) Worst case Site Peak. Network peak generation further reduced

It can be seen from above that the proposed residential flat building scheme would substantially reduce the traffic generation associated with the site from that of its historic and approved uses.

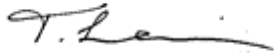
Summary & Conclusions

Having regard for the above, it is concluded that:

- Suitable car parking provisions – in accordance with the DCP – can be achieved on-site
- The traffic generation arising from the development is less than that previously approved for the site.

As such, the traffic and parking impacts of the Proposal are deemed supportable.

Yours sincerely,



Tim Lewis

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