

December 2023

To whom it concerns,

Traffic Impact Statement - Proposed Alterations and Additions to the Existing Unit at 320 King Georges Road, Beverly Hills

Fernway Engineering has been engaged by the Applicant to provide a Traffic Impact Statement in relation to the proposed alterations and additions to the existing unit at 320 King Georges Road in Beverly Hills ('subject site').

Background of the Proposal

The subject site is located within a retail/commercial strip fronting King Georges Road and is zoned B1 (Neighbourhood Centre) under the Canterbury-Bankstown Local Environmental Plan 2023. It currently includes a vacant two-storey brick shop at ground level (with a shop-top residential unit that provides 2 bedrooms at level 1) with a car space at the rear of the site accessed through Moorefields Lane.

Figure 1 illustrates the location of the site in aerial view. **Figure 2** shows the zoning map for the site and its surroundings.

The current proposal seeks to change the use of the building for the purpose of providing a takeaway restaurant (no dine-in). The existing open car space at the rear will be formalised as a single garage space. The specific details of the proposal are outlined in **Table 1**.

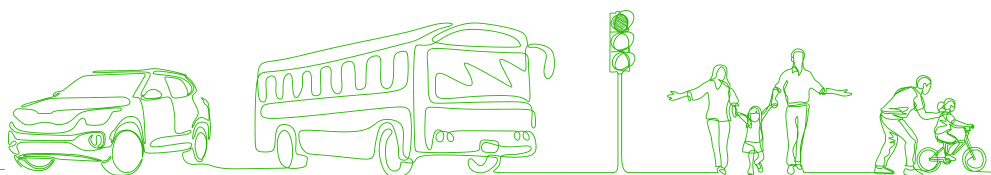




Figure 1: Location of the subject site

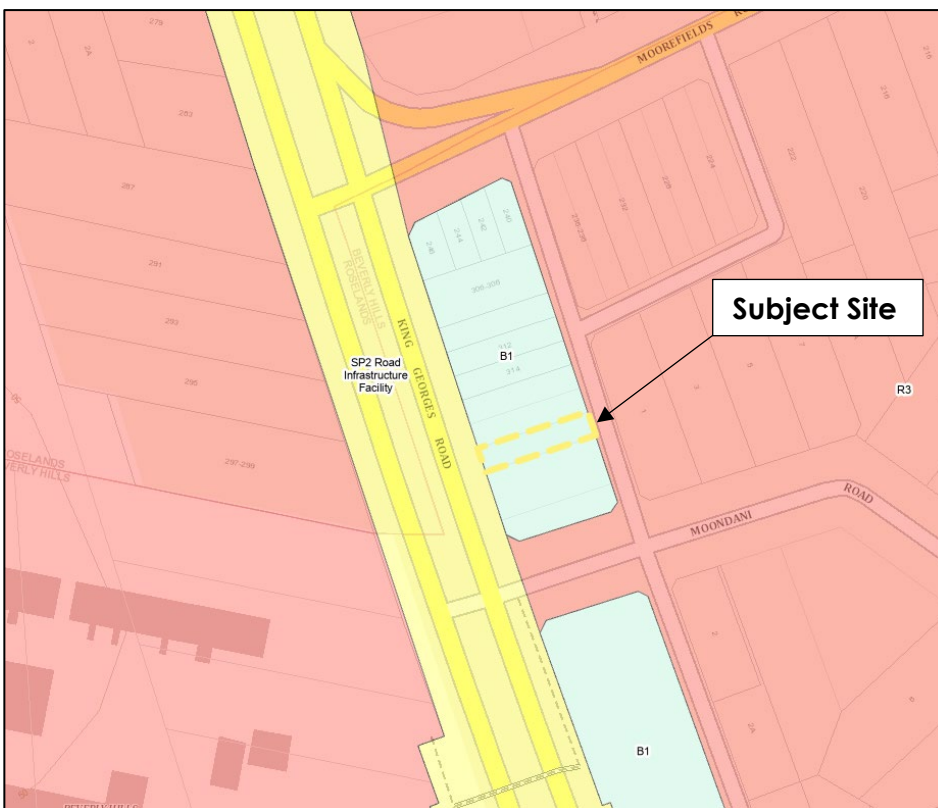


Figure 2: Zoning map for the site and surrounds

Table 1: Characteristics of the proposal

Level	Current use	Proposed use
Ground floor	Shop.	Change of use to a Takeaway Restaurant (with no dine-in) while retaining the same GFA (the rear addition of GF is a lift, staircase, and garage which are all excluded from GFA).
Level 1	2-bedroom residential unit	Restaurant with 103.96 sqm of GFA.
Rooftop	Not habitable area	Not habitable area due to the wall height being under 1.4m (as defined in Canterbury LEP) – excluded from GFA.

The proposed business is a donut shop, and it will operate between 8am to 10pm Monday to Thursday, 8am to 12am Friday to Saturday and 8am to 8pm on Sundays. At any given time, there will be 3 staff members including 1 owner.

Figure 3 shows the proposed floor plans.

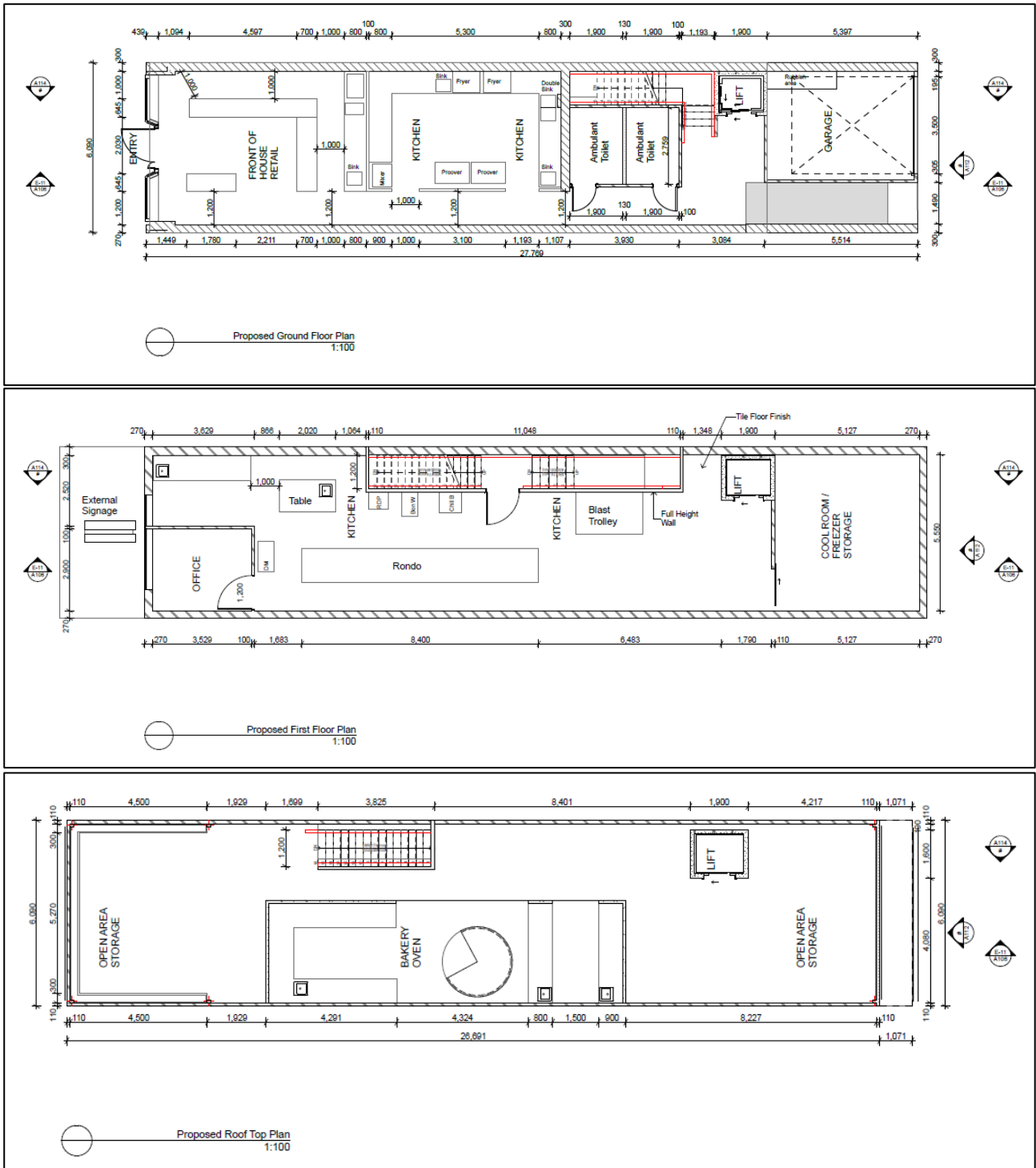


Figure 3: Proposed floor plans

Accessibility by Modes other than Car

The site locality was investigated for the availability of public transport services. It was found that the site is located within 150m (2-minute walk) of bus stops on King Georges Road that serves bus route 450 (Strathfield to Hurstville) in both directions. This service can therefore be used by staff and customers accessing the proposed development.

The Walkscore.com tool provides information on the walking catchment area for a given site.

Figure 4 illustrates the 10-minute walking catchment area for the subject site. It includes multiple residential areas in all directions of the site, where customers and staff are likely residing. These customers and staff can therefore simply walk to the site (noting that most of the customers will be using the proposed restaurant as a local neighbourhood restaurant).

Note that those residing on the western side of King Georges Road can access the site via either the signalised foot crossing at the intersection King Georges Road / Moorefields Road intersection or the pedestrian bridge across King Georges Road, both of which are located within a 100m walk of the site.

In consideration of the above, it is considered that the site has a high potential for low reliance on private vehicle travel.

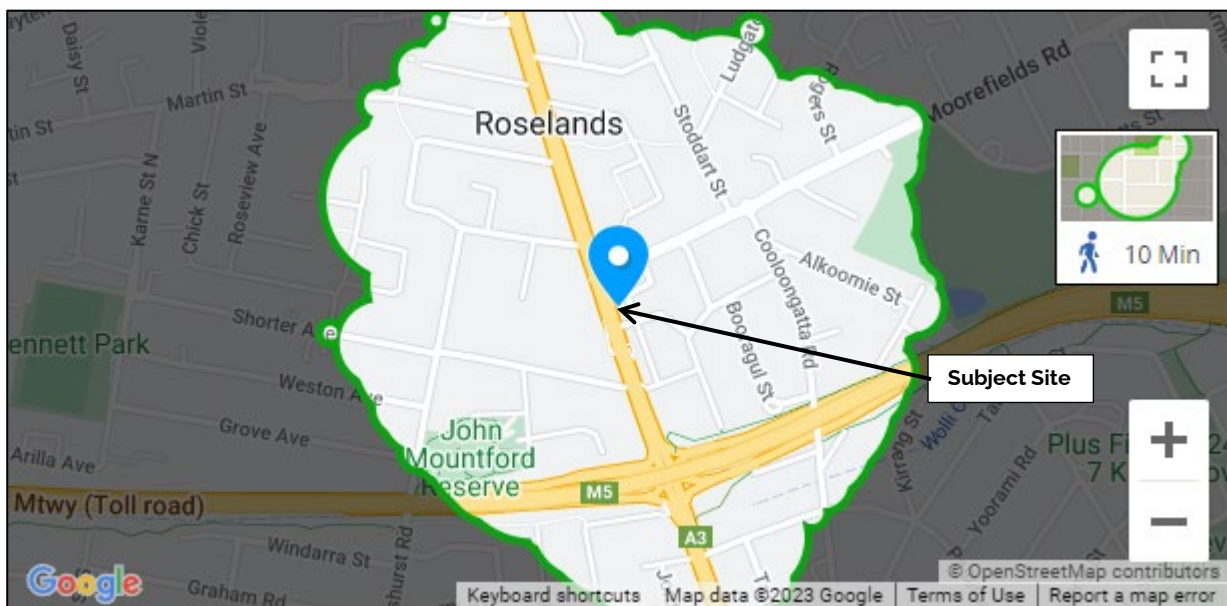


Figure 4: 10 Minute walking catchment of the subject site

Statutory Parking Requirement

Table 2 summarises the statutory parking requirements relevant to the current proposal.

Table 2: Statutory parking requirements

Level	Current use	Proposed use	Parking requirement
Ground floor	Shop.	Change of use to Restaurant while retaining the same GFA (the rear addition of GF is a lift, staircase, and garage which are all excluded from GFA).	N/A since GFA is not increased (see below).
Level 1	2 bedroom residential unit.	Restaurant with 103.96 sqm of GFA.	1 car space (see below).
Rooftop	Not a habitable area.	Not habitable area due to the wall height being under 1.4m (as defined in Canterbury LEP) – excluded from GFA.	N/A

Ground floor

In relation to the proposed change of use at the ground level, the development control 2.6 within Section 2 of the Canterbury-Bankstown DCP 2023–Chapter 3.2 (June 2023) states the following:

- 2.6** The Off-Street Parking Schedule does not apply to changes of uses to business premises, food and drink premises, medical centres, office premises, recreation facilities (indoor), shops and veterinary hospitals within Zones B1, B2 and B4 provided:
- (a) The new use does not result in an increase in the gross floor area of any building within which it is carried out.
 - (b) The new use does not cause the contravention of any existing condition of the most recent development consent (other than a complying development certificate) that applies to the premises relating to car parking and vehicular movement.

Based on the above, the off-street parking rates provided in the Council DCP do not apply to the proposed change of use at the ground level of the building since it does not result in an increase in the gross floor area.

Level 1

Concerning the proposed change of use at Level 1, the following parking requirements apply under the Off-Street Parking Schedule presented in the Canterbury-Bankstown DCP 2023–Chapter 3.2 (June 2023) :

- Existing use (2 bedroom dwelling) = requires 1.2 car spaces (refer to **Figure 5**, which provides the relevant excerpt from the Off-Street Parking Schedule in the Canterbury-Bankstown DCP 2023–Chapter 3.2, in relation to Shop top housing in the former Canterbury LGA).
- Proposed change (restaurant) = requires 2.6 car spaces (based on the parking rate of 1 car space per 40 sqm GFA (for GFA < 120 sqm)).
- Parking requirement for the current proposal = parking requirement for the proposed new use *minus* the parking requirement for the existing use = $2.6 - 1.2 = 1.4$ car space (1.4 car space requirement has been rounded down to the nearest whole number as recommended under Control 2.2 within Section 2 of the Canterbury-Bankstown DCP 2023–Chapter 3.2).

Shop top housing in the former Canterbury LGA	The same rate for residential flat buildings except in the following locations: <u>Belmore, Campsie, Canterbury and Lakemba centres</u> Studio: 0.25 spaces per dwelling; 1 bedroom: 0.8 spaces per dwelling; 2 bedroom: 1 space per dwelling; 3 bedroom or more: 1 space per dwelling; Visitor parking: Not required. <u>Earlwood, Hurlstone Park, Narwee, Punchbowl and Wiley Park centres</u> Studio: 0.5 spaces per dwelling; 1 bedroom: 1 space per dwelling; 2 bedroom: 1 space per dwelling; 3 bedroom or more: 1 space per dwelling; Visitor parking: 0.15 spaces per dwelling. <u>Other locations</u> Studio: 0.67 spaces per dwelling; 1 bedroom: 1 space per dwelling; 2 bedroom: 1.2 space per dwelling (the 0.2 space to remain as common property); 3 bedroom or more: 2 spaces per dwelling; Visitor parking: 0.2 spaces per dwelling.	1 visitor space per 10 dwellings
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Figure 5: Excerpt from the Off-Street Parking Schedule (Canterbury-Bankstown DCP 2023 – Chapter 3.2, 4 June 2023)

Rooftop

The rooftop does not provide any habitable GFA – thus it has no statutory parking requirement.

Overall development

Based on the above, the overall development has a statutory parking requirement of 1 car space. The proposed site provides a single car space that is formalised as a single garage (note that the site is physically unable to accommodate more than the proposed single car space due to space constraints). As such, the proposal meets the relevant statutory parking requirement.

Availability of Public Parking

Public parking nearest to the subject site is located on Moondani Road to the south of the site. It provides 3 x 1P restricted parking spaces and numerous time unrestricted parking spaces as shown in **Figure 5**.

Other Considerations

The proposed development will operate as a local neighbourhood takeaway restaurant with no dine-in, thus catering for those residing or visiting/working at other businesses within the immediate locality of the site who can simply walk without relying on private vehicle travel.

Vehicular traffic generation associated with the development can be categorised as follows:

- 1) Drop off and pick up trips for staff members – staff residing within the immediate locality can simply walk to the site while some portion of staff can use public transport. There will also be a portion of staff who will be dropped off/picked up by private vehicles. These vehicles will not seek long-term parking.
- 2) Pass by trade from vehicles travelling on King Georges Road – these vehicles will seek parking on Moondani Road.
- 3) Cross usage from customers visiting other businesses in the locality and using the off-street car park at the southeastern corner of the King Georges Road / Moondani Road intersection.
- 4) The staff vehicle and loading vehicles will utilise the single garage available at the rear of the site. Note that this single garage will only be used by passenger vehicles (such as utes / vans) for loading activities – no trucks will access this garage.



Figure 5: Local parking inventory

Conclusions

Based on this assessment, the following can be concluded:

- The subject site is conveniently accessible through a single bus service that operates within easy walking distance of the site on King Georges Road.
- The 10-minute walking catchment of the site includes multiple residential areas in all directions of the site. The customers and staff residing there can therefore simply walk to the site.
- Under the Canterbury-Bankstown DCP 2023–Chapter 3.2 (June 2023), the subject proposal has a parking requirement of 1 car space.
- The proposed site provides a single car space that is formalised as a single garage. As such, the proposal satisfies the relevant minimum statutory parking requirement.
- The site is physically unable to accommodate more than the proposed single car space due to space constraints.
- The proposed development is expected to operate as a local restaurant, thus catering for those residing or visiting/working at other businesses within the immediate locality of the site who can simply walk without relying on private vehicle travel.
- Vehicular traffic generation associated with the development will be minimal and involve: (1) Drop off and pick up trips for staff members (these vehicles will not seek long-term parking), (2) Pass by trade from vehicles travelling on King Georges Road (these vehicles will seek parking on Moondani Road, which provides both time restricted and unrestricted kerbside parking spaces), (3) Cross usage from customers visiting other businesses in the locality and using the off-street car park at the southeastern corner of the King Georges Road / Moondani Road intersection, and (4) The staff vehicle and loading vehicles that will utilise the single garage available at the rear of the site.
- Given the site location within an existing retail/commercial strip, the proposed development will add to the choice of available retail stores for the customers already visiting the area. As such, it will generate minimal additional traffic movements by customers. The additional parking demands can be accommodated within the public parking available on Moondani Road.

Should you require any further information relating to this assessment, please contact our office.

Yours sincerely,



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