Re: 143 Stoney Creek Rd Beverly Hills

18/5/2023

To whom it may concern,

I STRONGLY OBJECT to some aspects of the development proposed for 143 Stoney Creek Road, Beverly Hills. [redacted]ills [redacted]. My personal details are to remain anonymous. The remaining contents of this submission may be made public.

Firstly, this apartment block or complex would be one of Beverly Hills' tallest buildings. An eyesore like the design provided in the architectural plans is not ideal for Beverly Hills as the hilly terrain makes nearly all of Beverly Hills visible from surrounding areas, particularly coming down King Georges Road from the north. Much of the design of new apartments in southern Sydney is an absolute disgrace and built of poor building materials and qualities that will not last more than 25 years. Although it is not personally ideal, I do not oppose the use of the site as a residential development as it would be in keeping with the character. But I am very against there being more than a 12 metre height limit which is what has been imposed and exists in the units in the rest of Beverly Hills in all of Melvin and Hampden Streets which go more nicely with the rest of the streets. Therefore, a maximum 1:1 FSR, a three storey limit exclusive of subterranean floors and a 12 metre height limit (inclusive of the roof) should be amended for the planning proposal and imposed. This property is not special to warrant any more increase to heights or FSR, plus it is isolated on the Penshurst side with the furthest distance from the railway station, if anything it should have stricter controls especially given its surrounding low and medium density characters.

Secondly, I do not find the proposed office or any potential retail uses to be in high demand given the area is detached from King Georges Road's food and drink premises strip being surrounded by residential uses on all sides. The units on Melvin and Hampden Streets nearly all have ground floor residential uses which is brings a better financial return than the dying businesses in the local area that do not need even more competition. There were also two small shops on the Penshurst side which closed down due to a lack of patronage. King Georges Road currently already suffers from almost no shoppers during the day and is only a success at night given the road clearways and there being no essential services like a Coles, Woolworths or bank. The local IKEA is small and substandard and we are in close proximity to Kingsgrove Woolworths, Mortdale Woolworths, Roselands Shops and Westfield Hurstville where most locals do their shopping instead. Only the movie cinemas every few hours will have a handful of people. Some new convenience stores and other stores that have recently opened around the corner from the train station, let alone in the proposed location far from everything is already suffering miserably and will close down sometime soon as well. When the proposal for the site to become a health precinct was also proposed, I also warned that it would be a failure which it has proven to be given these changes again. Waratah Private Hospital in Hurstville and St George Hospital and St George Private Hospital in Kogarah are both adequate enough for the area. All businesses along Stoney Creek Road from Bexley to Peakhurst have failed except for one petrol station at Kingsway and Pancakes on The Rocks but that is very much more associated with King Georges Road.

Thirdly, parking is already terrible in the area. Beverly Hills is one of the worst places along King Georges Road for increased traffic which this proposal would generate. The nearby streets of Penshurst and Beverly Hills would both suffer from increased traffic unless a 3-storey height limit is imposed where it would be more reasonable. Beverly Hills on the eastern side of King Georges Road you may know is also earmarked to receive more apartments and generate more traffic. Pedestrian moveability from the subject site's Penshurst side to Beverly Hills side will most likely result in jaywalking across a busy road. This location is also very strongly subject to road rage between motorists where honking and screaming profanity is very commonplace. Some people have been so close to killing each other after getting out of the car. So please ensure entries into any potential basement car parking area is split between Stoney Creek Road and the Cambridge Street to not cause major and increased havoc. If there is any retail or business use that won't last anyway in this location, ensure that they have free basement parking options as well. The proposal will also generate much traffic on already very congested roads and other undeveloped substandard infrastructure.

I am sure these are more for the design details later on in a development application if this planning proposal was to go ahead, but I would want to have ensured that there is a lot of vegetation and trees to ensure visual privacy and acoustic privacy (which we have problems with) onto the road and for increased environmental amenity and pleasure of greenery, it should be built of brown-orange brick colours to be in keeping with the character of the area, and setback from Stoney Creek Road in alignment with neighbouring low-density residential dwellings to the site's west. Construction noise especially in the morning and night will also be a problem.

Ensure you take the above all into consideration and I suggest the following changes in addition to those stated above wherever omitted:

- Reduction of the building height limit from 16 metres to 12 metres.
- Imposition of a 3-storey habitable height limit from ground level to the top floor.
- Reduction of FSR from 1.4:1 to 1:1.
- The building setbacks be in keeping with surrounding developments.
- Any office, business, retail or food and drink premises use should not be approved.
- Three residential storeys should only be approved, with the ground level and levels 1 and 2.
- Adequate on-site parking for all premises contained within the site be provided.
- The development's architecture be in keeping with surrounding developments.
- The development to respond to traffic concerns along both street frontages.

Regards,

[redacted]

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