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ARCHITECTURE I URBAN PROJECTS

Beverly Hills Town Centre Urban Design Study

For the Beverly Hills Owners Association Incorporated

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DOCUMENT CONTROL

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Client	Beverly Hills Land Owners Association
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0.0 EXECUTIVE SUMMARY

OLSSON Architecture and Urban projects have prepared this urban design study based on our extensive planning, urban design and architectural experience. This study forms part of the Planning Proposal (lodged in 2022 and now revised) prepared by Mecone for the Sites on the western side of King Georges Road.

The revised Masterplan and Urban Design study will form part of the response to Sydney South Planning Panel (SSNP) Record of decision – RR-2023-12.

The objective of the revised Masterplan is to strike an acceptable balance between the Council development controls and the Planning Proposal submitted by the Beverly Hills Owners Association Incorporated (BHOA).

The planning controls for the study area as exhibited in Council's draft Masterplan were:

- Corner sites: 9 storeys and 3.5:1 (with bonuses)
- Mid-block sites: 7 storeys and 3.5:1 (with bonuses)
- Cinema site: 8 storeys and 4:1 (with bonuses)

The BHOA submitted Planning Proposal (2022) contained:

- Corner sites: 14 storeys and 5.5:1
- Mid-block sites: 12 storeys and 4:1
- Cinema site: 12 storeys and 5.5:1

In April 2023 Council resolved that greater development could be expected on the western side of the road compared to the eastern side. The revised Planning Proposal proposes the following optimal development controls:

- Corner sites: 11 storeys (including Council's 1 storey bonus) FSR 5:1
- Mid-block sites: 8 storeys (including Council's 1 storey bonus) FSR 3:1
- Cinema site: 9 storeys (including Council's 1 storey bonus) FSR 3.5:1

The above will set the development framework to transform Beverly Hills into a vibrant mixed use centre with nightlife activating a contemporary boulevard built form, with residential apartments based on sustainability principles and design excellence.

We understand that the aims of this project are to:

- **Contribute to the renewal of the Beverly Hills Town Centre;**
- Promote **Transit Oriented Development** which capitalises upon the highly connected location of Beverly Hills, being on the rail line linking the two Sydney Airports;
- Promote the continuation and revitalisation of **evening and night-time uses**;
- Provide on-site servicing and parking to **facilitate business opportunity**;
- Promote a **planning framework** based upon rigorous feasibility analysis to enable viable urban design outcomes to be delivered;
- Increase the **supply of transit-oriented housing**, contributing to Council's housing target;
- Provide quality dwellings for key workers and residents in **a vibrant town centre**; and
- Better address and activate laneways which **complement adjacent residential** neighbourhood.

Our vision is to transform Beverly Hills into a vibrant mixed use centre with nightlife activating a contemporary boulevard built form, with residential apartments based on sustainability principles and design excellence.

We achieve this vision at the 3 scales of regional planning, urban design and architectural design.

Regional planning

We demonstrate that there is good reason for Beverly Hills to be re-developed due to its location in the potential growth corridors of the *South District Plan*. The town centre's proximity to the M5 and its location on the rail line between the 2 airports, and the recent emphasis on Transport Oriented Design, are reasons to support the study area's redevelopment.

Urban design

The existing layout of King Georges Road over the topography, the landscaped median and the existing nightlife uses provide some local identity to the centre. We propose enhancing the centre's sense of place in the 3rd dimension, with built form appropriate to the wide road reserve. The 2 storey podium, 2m ground floor setback, and ground floor active uses will assist new development to relate to the existing 2 storey shops while re-development occurs. A minimum 2m setback from the street wall for the 8th storey and above will reinforce the street wall, whilst reducing the visual impact of the upper floors.

Architectural design

We have demonstrated how every site is able to achieve its allocated FSR, by designing a number of typical sites in detail. Please see the site studies in this report.

Coordinating floor space ratio and building height controls

We are confident that the proposed urban design and associated controls will provide long term viability, workability and equity.

This will be achieved through a new 8 storey built form for the mid-block sites with a 3 storey building addressing the rear lane with an FSR of 3:1. The Cinema site has 9 storeys on King Georges Road and an FSR of 3.5:1. The landmark corner sites have an 11 storey height and FSR of 5:1.

This approach creates corner landmarks, enhances the role of the cinema in the town centre, and minimises impacts on neighbouring residential areas.

TABLE OF CONTENTS

1.1 SITE OVERVIEW

Eastern side of King Georges Road.

View of the Subject Site on the western side of King Georges Road.

Image: Site Location Plan (Source: NSW Six Maps) - Planning Proposal boundary in red

The subject of this urban design study is the main core of the Beverly Hills Town Centre. Outlined in red, the site has an area of approximately 16.291 m^2 and comprises the western side of the town centre commercial core on King Georges Road.

The commercial precinct of King Georges Road located between Stoney Creek Road and the train station features a row of 2 storey buildings containing an array of restaurants, retail outlets, and a range of professional services, a pub (the Beverly Hills Hotel), and a cinema.

King Georges Road at Beverly Hills is highly imageable. The commercial strip sits within a valley, rising at either end near the train station and Stoney Creek Road. This creates spatial enclosure of the commercial area at either end. The avenue of palm trees Is a distinctive landscape feature.

However the sense of place is currently dominated by King Georges Road and the landscaped central median, rather than the commercial, retail and array of restaurants lining the street.

King Georges Road is 30 metres wide and features 3 lanes per direction The high traffic volumes and daytime clearway, coupled with low rise buildings result in a poor urban outcome that stifles the potential vibrancy on the street, and contrasts with importance of the town centre within the surrounding suburbs.

1.2 SITE LOCATION

Beverly Hills is located 16 km south of the Sydney central business district and 8 km from the international airport. The suburb is part of the St George area and belongs to the Georges River LGA together with Hurstville, Kogarah, Blakehurst, Oatley, Carlton and Sans Souci.

The Town Centre is in close proximity to the M5 motorway and WestConnex and is also located directly to the south of the Beverley Hills train station. This station is on the East Hills line which links the existing Domestic and International airport and the new airport at Badgerys Creek. Both the road and rail links provides excellent regional connectivity.

The site is well located to leverage this connectivity to build on its relevance and presence within the network of metropolitan centres. Undertaking a process of development and renewal has the potential to reestablish Beverly Hills Town Centre as an vibrant destination for residents in the surrounding suburbs, with an accessible offering that complements nearby centres such as Hurstville.

Image: Location Context Area Plan (Source: NSW Six Maps)

Subject Site

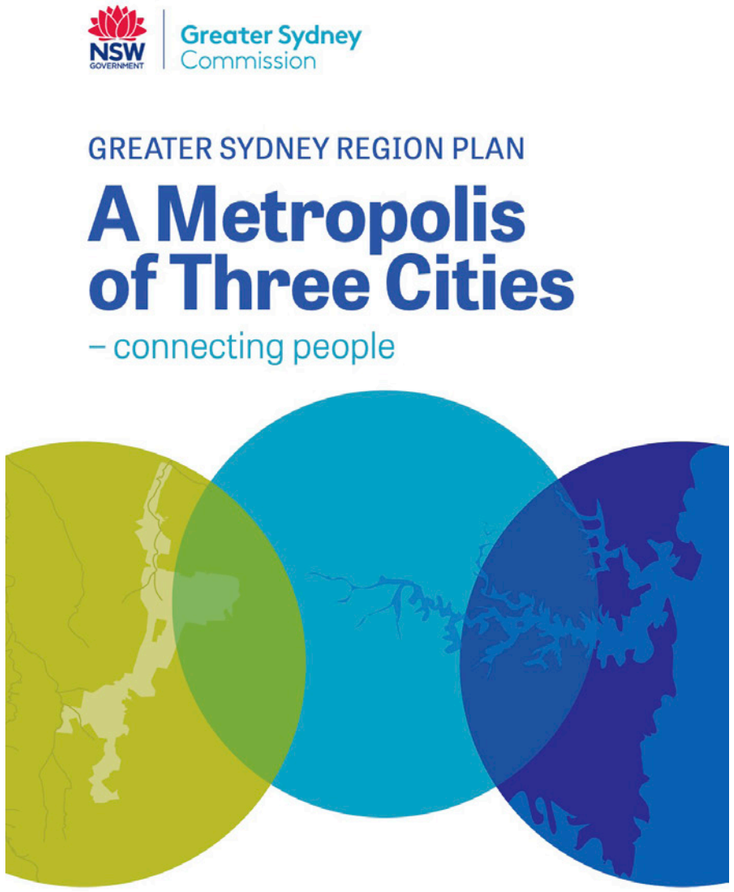


Image: A Metropolis of Three Cities
Source - Greater Cities Commission

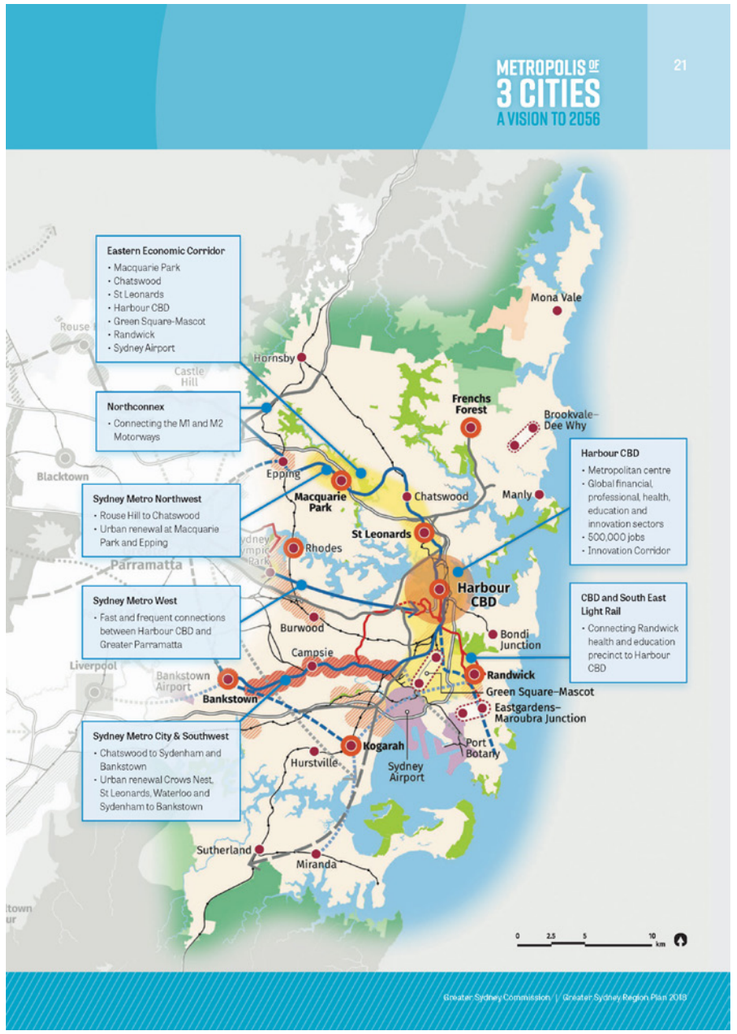


Image: The Eastern City
Source - Greater Cities Commission

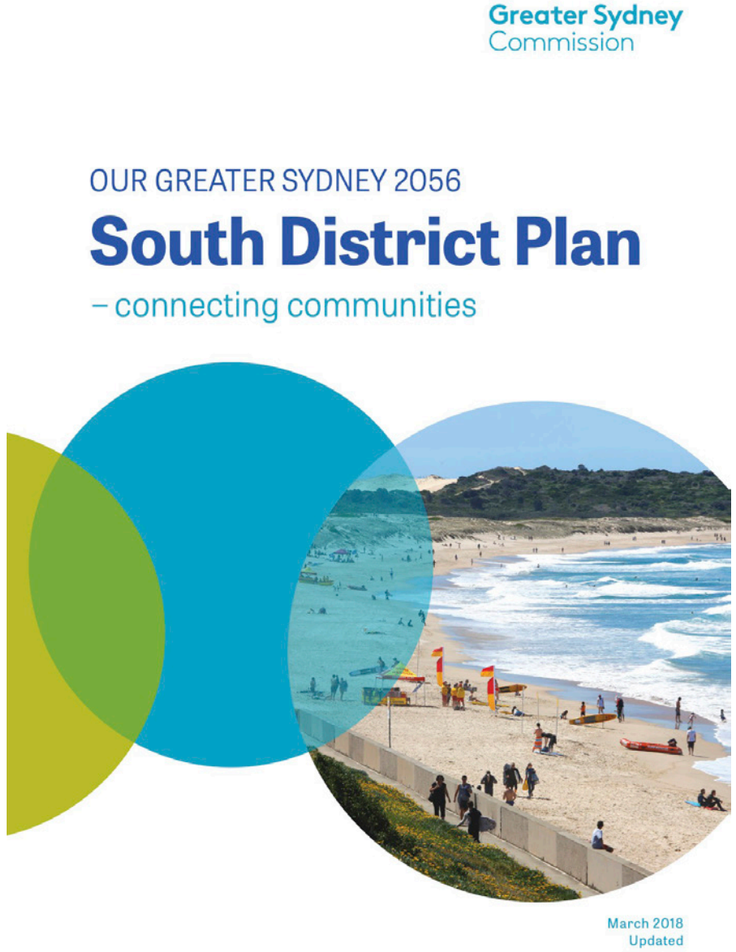


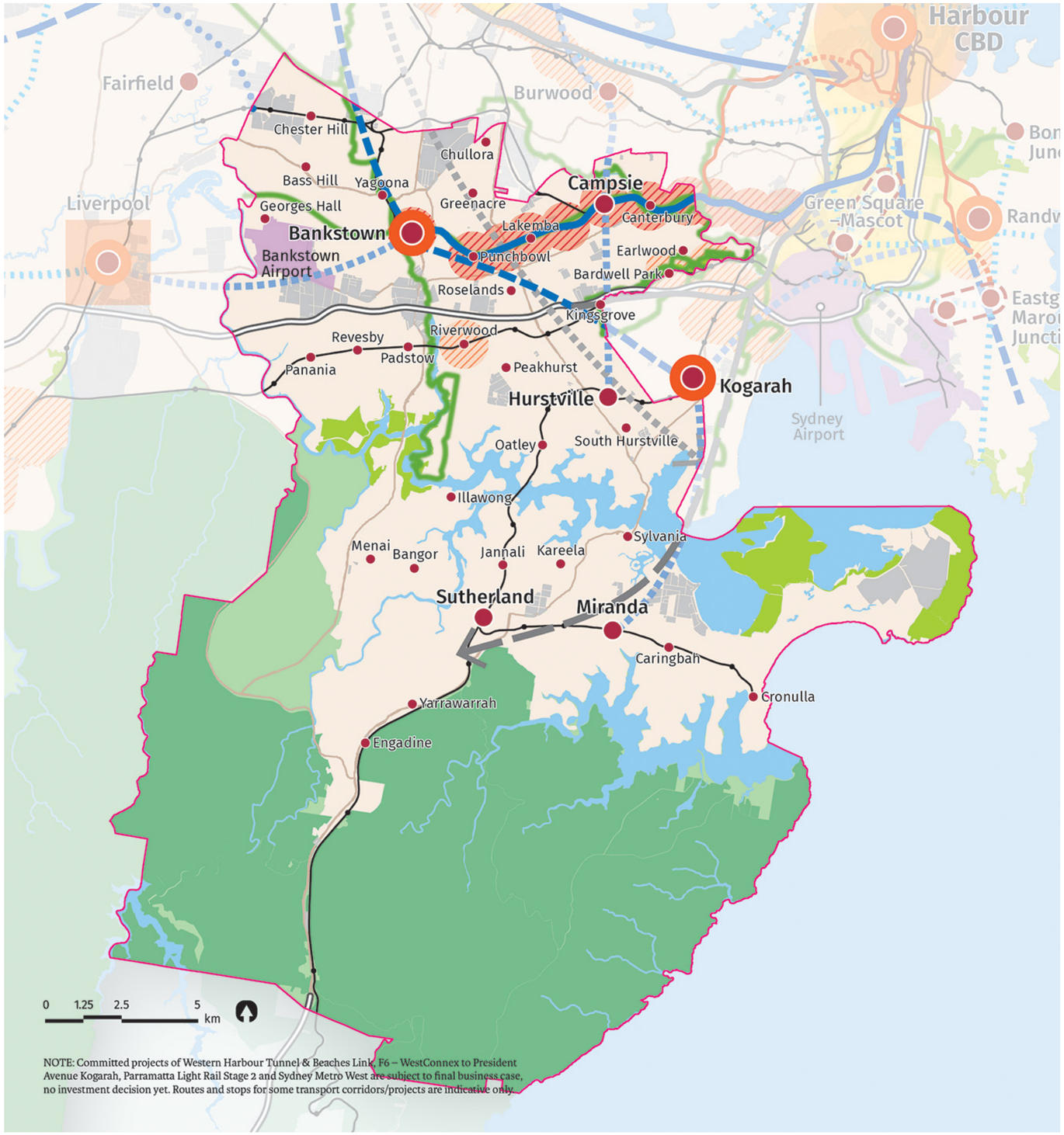
Image: South District Plan cover page
Source - Greater Cities Commission

1.4 SOUTH DISTRICT PLAN

In the Greater Sydney Regional Plan titled "A Metropolis of Three Cities" detailing the strategic future direction of the greater Sydney Region. The Department of Planning & Environment has established 3 separate Cities, and 5 different districts, including the South District where Beverly Hills Town Centre is located.

Within the South District plan Kogarah and Hurstville have been designated major strategic centres. Supporting these centres there are a series or urban renewal corridors alongside transport infrastructures, mainly along the forthcoming Sydenham to Bankstown Metro line.

The plan also includes the potential upgrade of the King Georges Road corridor connecting Princess Highway from South Hurstville towards Greenacre.



- Metropolitan Centre
- Health and Education Precinct
- Strategic Centre
- Local Centre
- Economic Corridor
- Trade Gateway
- Industrial Land
- Land Release Area
- Transit Oriented Development
- Urban Renewal Area
- Urban Area
- Protected Natural Area
- Metropolitan Rural Area
- Major Urban Parkland including National Parks and Reserves
- Waterways
- Green Grid Priority Corridor
- Train Station
- Committed Train Link
- Train Link/Mass Transit Investigation 10–20 years
- Train Link/Mass Transit Visionary
- Motorway
- Committed Motorway
- Road Investigation 0–10 years
- Road Visionary
- District Boundary

Image: South District Plan. *Source - Greater Sydney Commission*

1.5 LOCAL STRATEGIC PLANNING STATEMENT

The Georges River Local Strategic Planning Statement (LSPS) creates a land use vision for the future of the entire Local Government Area. Within the LSPS Beverly Hills is supported to grow safe night-time entertainment, dining and other recreational opportunities.

Council's vision focusses on concentrating new apartments close to services and transport, with growth being linked to transport corridors and frequent services, and all centres having a role in housing and jobs growth.

Growth should also be supported by green open space, social and physical infrastructure. Specifically in this regard, Beverly Hills Town Centre's location on a major North-South state road, which connects to the M5 Motorway, and also along the T8 railway line, means that it is well placed to provide housing close to services and transport, with easy access to the CBD and airport.

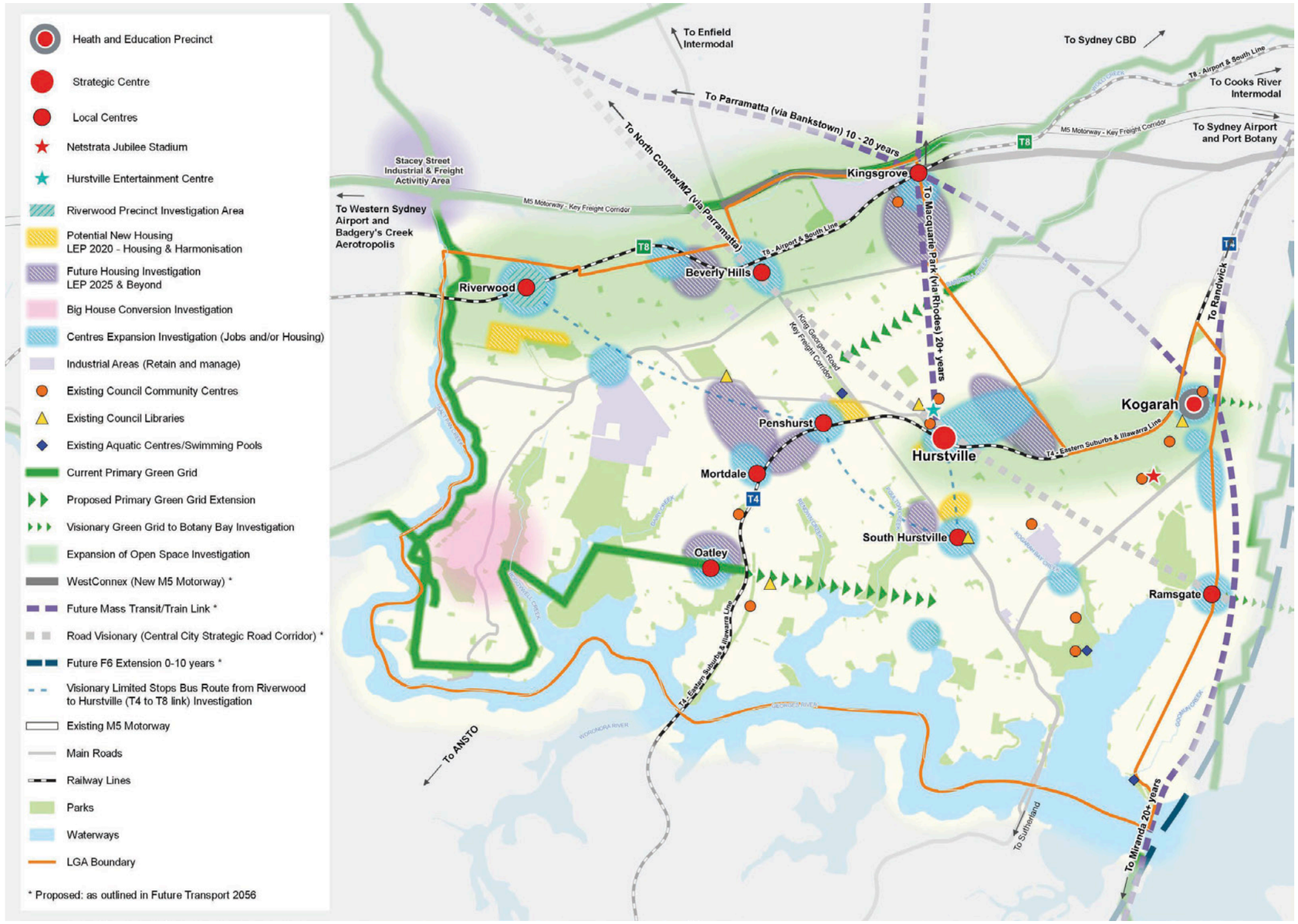


Image: LSPS Structure plan - Overall
Source: Georges River Council Local Strategic Planning Statement February 2020

1.6 CONNECTIVITY

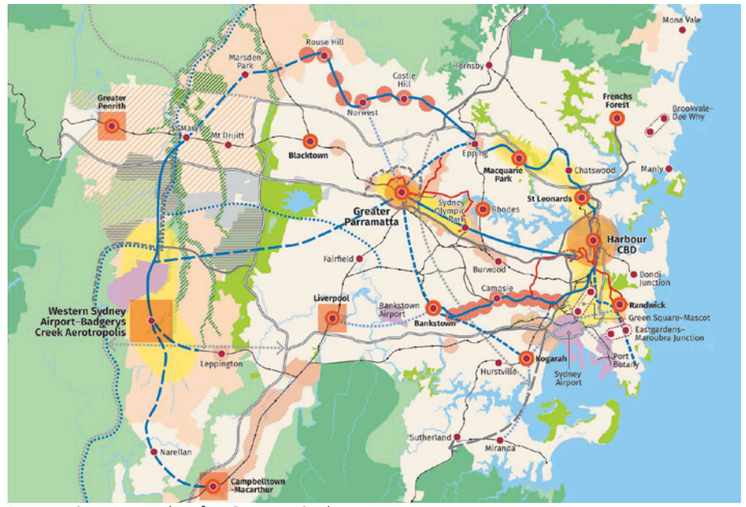


Image: Structure plan for Greater Sydney
Source: Greater Sydney Region Plan, March 2018

Image: LSPS Structure plan - Overall
Source: Georges River Council LSPS February 2020

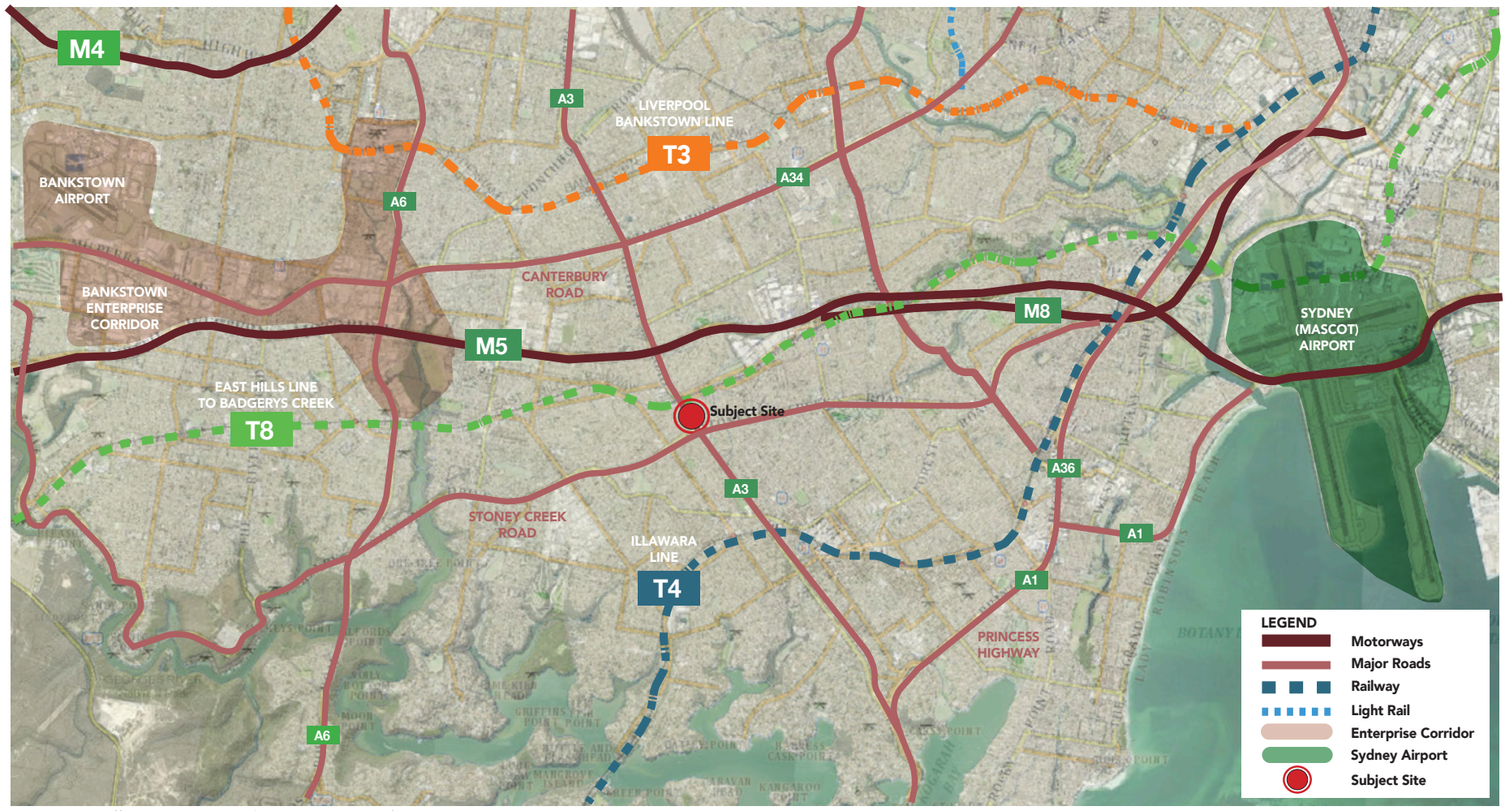


Image: Satellite imagery and Basemap Overlay
Source: NSW spatial information eXchange (SIX maps)

Beverly Hills Town Centre is well positioned to take advantage of the existing high degree of connectivity and recently completed road upgrades. Policies and objectives within the State Government's Future Transport Strategy 2056, and the Georges River Council LSPS, have identified a number of medium and long term transport infrastructure upgrades. These changes will increase the size of the '30 minute' catchment area for Beverly Hills which can be a key catalyst for population growth.

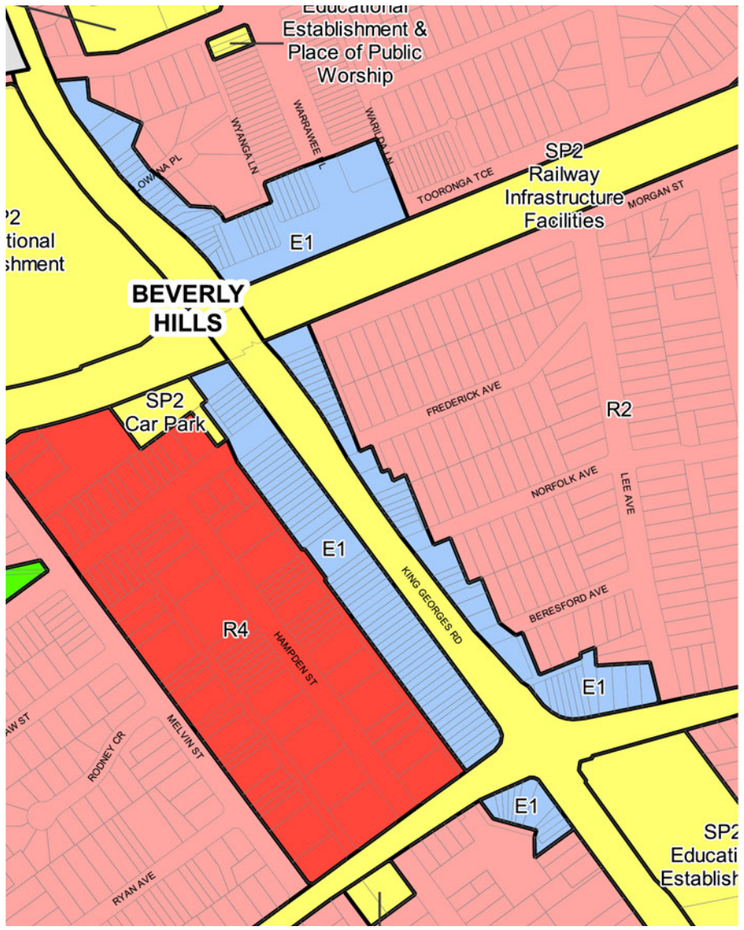
The existing transport infrastructure serving Beverly Hills has seen a number of recent upgrades to the road network such to the M5 and WestConnex. These have increased the connectivity of the Town Centre improving access to the Health and Education Precinct at Kogarah, and the Strategic Centre at Hurstville. Residents can easily access employment opportunities in nearby strategic and employment centers such as the Bankstown CBD and those located along the M5.

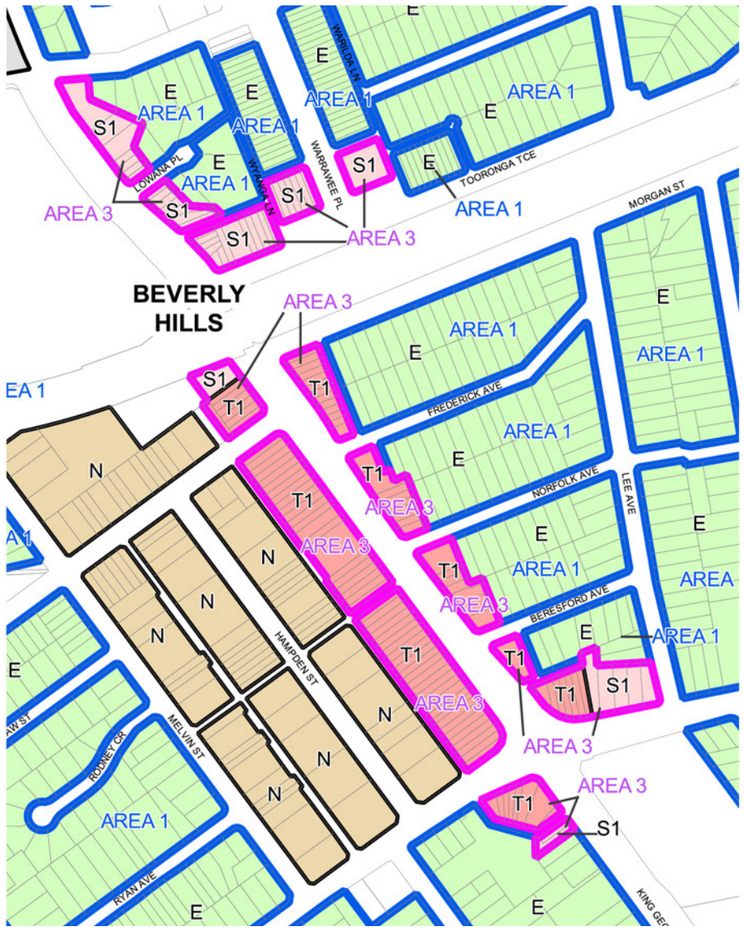
The T8 East Hills Rail line links the Town Centre directly to Sydney Airport and the Sydney CBD. Planned network upgrades that will connect Beverly Hills to the Western Sydney Employment Area, and the Nancy Bird Walton Airport at Badgerys Creek. This provides clear benefits for existing and future residents of Beverly Hills who will be able to use public transport to easily access employment opportunities offered by the airports and the CBD.

Businesses within the Town Centre that provide professional services, and those who form part of the night time economy are well positioned to take advantage of this connectivity. Future redevelopment has the opportunity to increase population density and provide facilities that are under supplied such as off street parking provision. If realised these can reinvigorate and reinforce Beverly Hills as an important Town Centre that is culturally rich and highly connected.

2.1 EXISTING PLANNING CONTROLS

The existing planning controls acknowledge the structure and hierarchy of the town centre organized around King Georges Road in the Land Zoning map, however they fall short in terms of the FSR and Height assigned to the different sites. The controls do not take in consideration the present infrastructure and location of the town centre.





LAND ZONE

E1	Local Centre
SP2	Infrastructure
R2	Low Density Residential
R4	High Density Residential
RE1	Public Recreation

FLOOR SPACE RATIO

E	0.6:1
N	1:1
S1	1.5:1
T1	2:1 (AREA 3 - Refer to clause 4.4B)

GR LEP2021 Clause 4.4B Exceptions to floor space ratio - non-residential land. Requires development on land identified as "Area 3"— to have at least 0.5:1 of non-residential - use.

HEIGHT OF BUILDINGS

J	9 m
M	12 m
O1	15 m

2.2 EXISTING CONTEXT AND SITE ANALYSIS

LEGEND

- Major Roads
- Railway
- Planning Proposal Boundary
- H — Beverly Hills Hotel Site
- C — Cinema Site
- R — Railway Station
- Medium Density Residential
- Educational Facilities
- Commercial Strip
- Park
- Water Canal (Area subject to flooding)

SITE CHARACTERISTICS

- Educational facilities at both ends of the Town Centre (North & South)
- Situated in valley, both the Station and the South end are on a high point with the centre of the boulevard at the lowest point
- Vibrant retail and recreational area with numerous restaurants and entertainment options including Cinemas, a hotel and a supermarket.
- West of the PP boundary is medium density residential
- Accessible open spaces are located to the west and north of the PP Boundary.

CONSTRAINTS

- Low level areas such as Hampden Street and along Edgebaston Road identified for 1 in 100 year flood events.
- Small lots ownership pattern

OPPORTUNITIES

- Redevelopment of the commercial strip into a vibrant high density mixed use community.
- Renewal of the commercial sites with dining, small bars and entertainment venues to revitalise the centre
- Creation of new through site links by extending Rudduck lane, and capitalising on opportunities such as providing potential new open space at the culvert site.
- Opportunities to revitalise the rear lane by widening the footpaths, providing new residential development with passive surveillance throughout the day.
- Widening of the footpath on King Georges Road to enhance amenity for diners and pedestrians, with additional landscaping
- Strengthening of town centre identity with corner gateway sites at the Beverly Hills train station and Stoney Creek Road intersection

3.1 URBAN DESIGN PRINCIPLES

Our vision is to transform Beverly Hills into a vibrant mixed use centre with nightlife activating a contemporary boulevard built form, with residential apartments based on sustainability principles and design excellence

1. Enhance the sense of place

Activate the centre with retail and nightlife, tree planting and widened footpaths for greater pedestrian amenity.

2. Create an attractive and vibrant boulevard

Develop the urban potential of the 30m wide road with complementary built form that defines the space and makes a great urban boulevard.

3. Increase Permeability

Leverage opportunities to create new through site links featuring accessible and attractive active uses. Revitalise the existing links and lanes with public domain enhancements and upgrades to the pedestrian infrastructure.

4. Design a streetscape on the rear lane

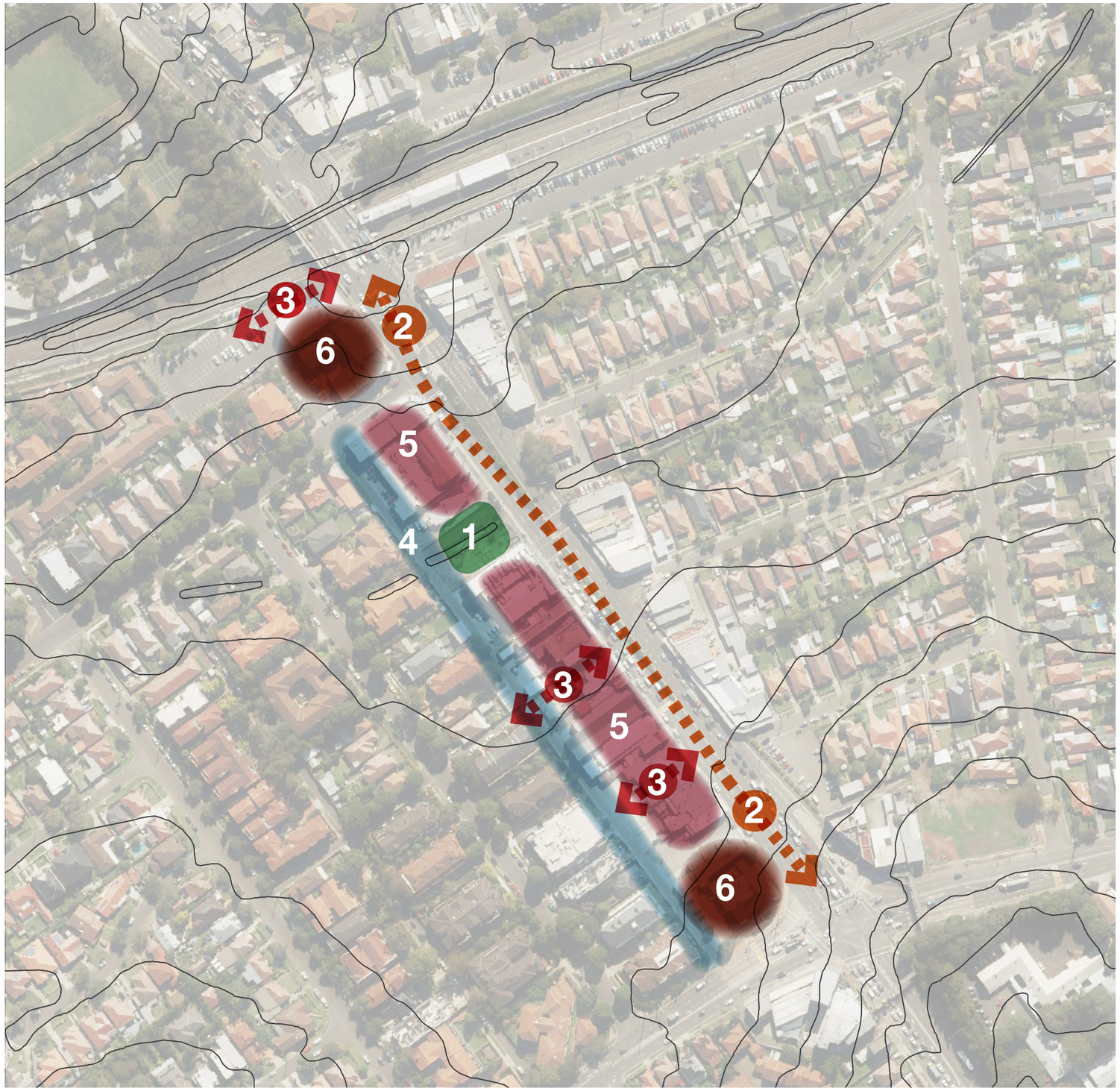
The existing lane is run down and in need of enhancement. The proposal will revitalise this space by creating new 3 storey built form of active and residential uses, widening the rear lane to provide space for enhanced movement, and opportunities for activation.

5. Generate efficient and sustainable built form envelopes

Slender medium-rise building envelopes that are orientated to the N-E, maximising solar access and natural ventilation. Low rise envelopes are separated from medium rise by a 12m wide courtyard, creating an efficient layout.

6. Create landmark corner buildings

The entry /exit to the station and the Stoney Creek Road corner are celebrated with landmark corner buildings.



3.2 BUILT FORM PLAN

A SENSE OF PLACE

Beverly Hills town centre is unique in the region as a destination for entertainment and multicultural dining experiences. The Town Centre is highly 'imageable'. However much of this identity is tied to the visual prominence of King Georges Road and its role as a primary vehicle link between the Princes Highway and the M5.

At present the King Georges Road shops are run down and many sites are underutilised. The LSPS sets out a number of planning priorities for Beverly Hills. These aim to reinforce the night time economy, provide new employment floor space, and promote residential apartment buildings near transport hubs.

The proposal for western side of King Georges Road will increase the building heights to 8 Storeys for the mid-block sites, 9 storeys for the cinema site, and 11 storeys for the landmark corner sites. The street wall along King Georges Road will be limited to 7 storeys. Storeys 8 and above will be setback a further 2m from the street wall to reduce their visual prominence, and ensure that the development remains still at a human scale.

The built form to the rear will be limited to 3 storeys. This will maintain a high degree of building separation from the tallest built forms, and ensure that future development reflects the scale of the residential area adjacent to the Planning Proposal. The proposed widening of the Dumbleton Lane will improve vehicle serviceability. The ground floor setbacks on King Georges Road will provide refuge from the traffic, whilst providing space for a range of activities on the street.

This proposal will provide the framework for the development of new high-quality architecture to revitalise the Town Centre. New residential apartments will provide an improved range of housing choice located near to the train station. The mixed-use ground floor will support a range of activities and reinforce the town centre as a destination for entertainment and dining. Ultimately this will foster already culturally rich communities within Beverly Hills and its surrounds.

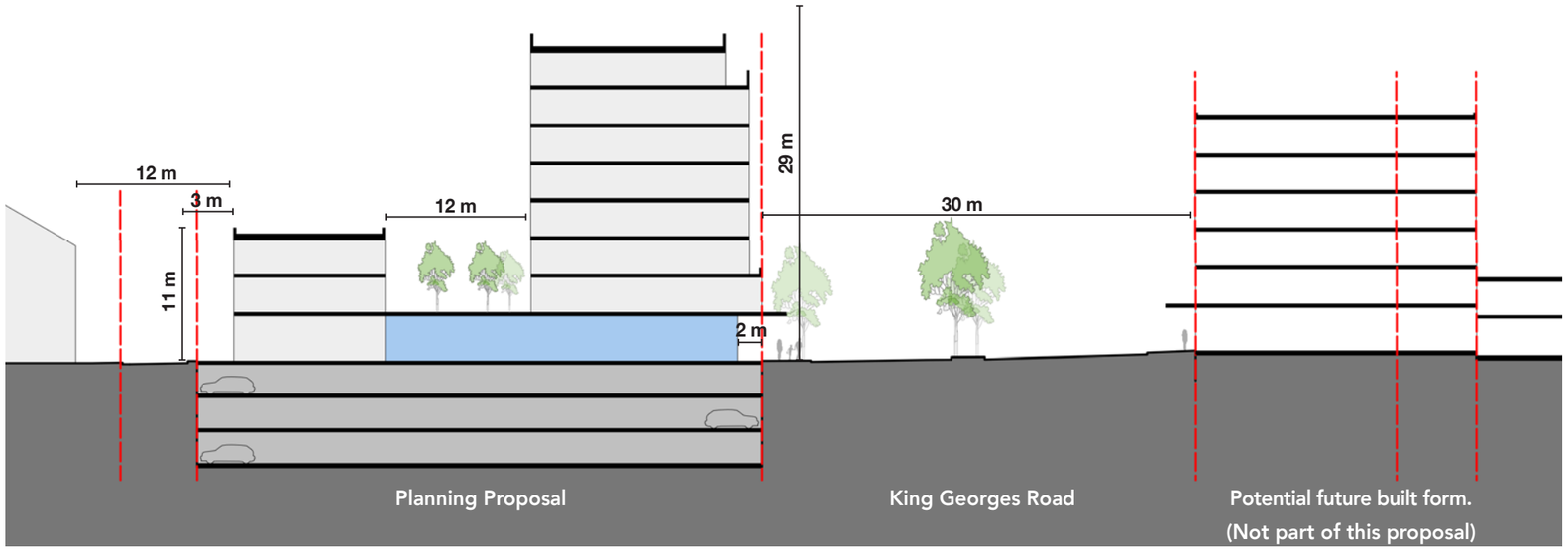
3.3 STREET SECTION AND GROUND FLOOR DIAGRAMS

GROUND FLOOR USES

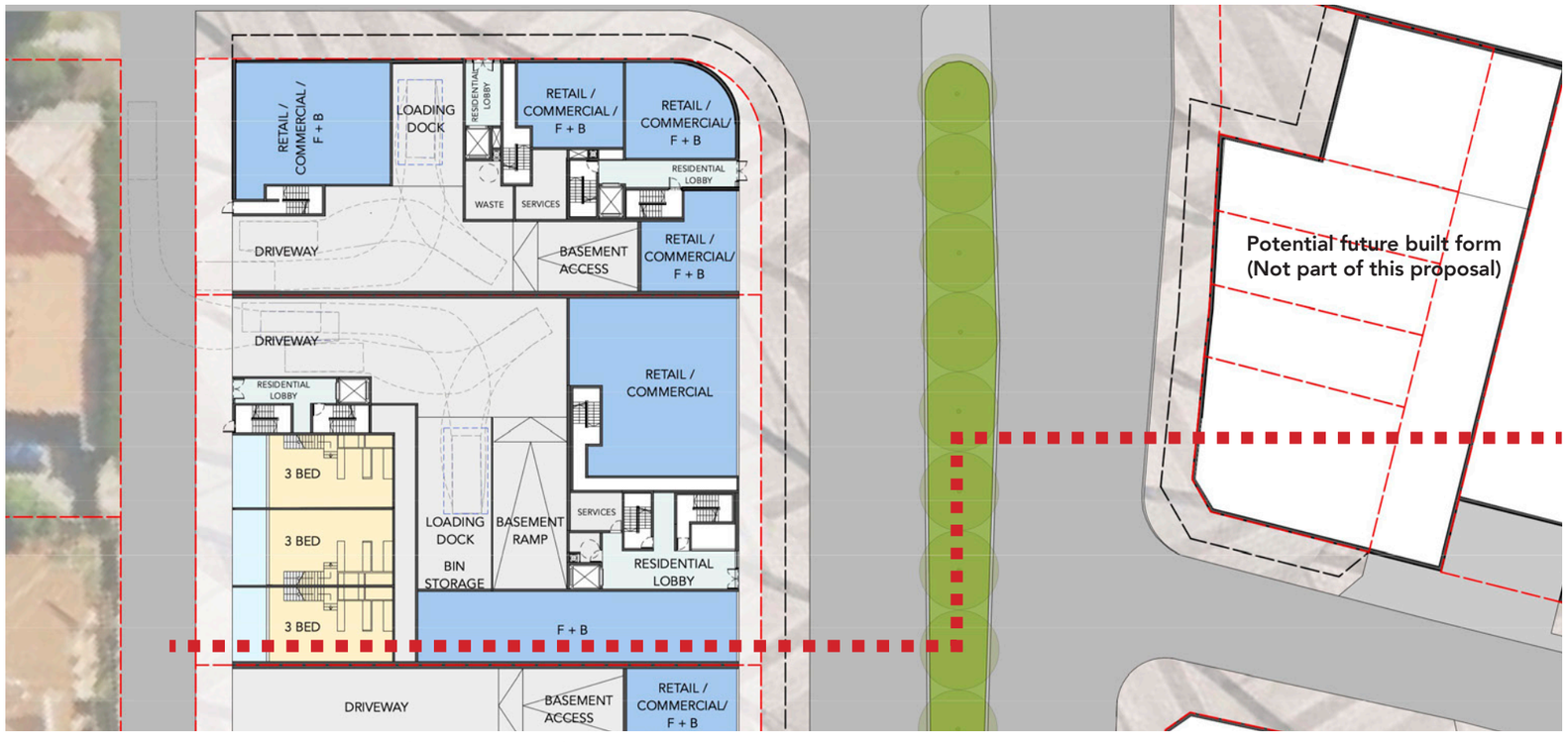
Uses such as commercial, retail and dining outlets are to be located on the ground floor facing King Georges Road. The proposed 2m ground floor front setback will provide protection for pedestrians and opportunities for activities such as outdoor dining.

On corner sites and sites with through site links ground floor non-residential uses are to be located to create continual active frontages. This will link the secondary streets to King Georges Road and activate the public domain and pedestrianised spaces.

Any ground floor residential apartments are to be limited to Dumbleton lane where residents can provide passive surveillance over the course of the day.



Section Location N.T.S



Planning Proposal

King Georges Road

4.0 POTENTIAL PLANNING CONTROLS

LZN
LAND ZONING

LEGEND

Zone E1
Local Centre

Sydney contains many retail / commercial based town centres at train stations. These are typically small lots in multiple ownerships with multiple small businesses. The key to their re-development is to create enough development potential in terms of FSR, height and land uses for the sites to amalgamate and develop.

There are a number of large sites in the Masterplan area that may not require amalgamation, or minimal amalgamation for development. On sites with frontages less than 20m amalgamation may be required to accommodate workable basement parking and servicing. The nil-side setback approach is highly flexible, as it does not rely on a set amalgamation pattern to be successful. The Masterplan demonstrates one potential outcome.

FSR
FLOOR SPACE RATIO

LEGEND

FSR 5:1 | FSR 3.5:1 | FSR 3:1 | FSR 2:1

The proposal provides the necessary yields, heights, uses and amalgamations to achieve significant re-development.

The design maintains the existing E1 zoning. Mid-block sites will have a maximum FSR of 3:1 and maximum building height of 8 storeys. The Cinema site will have a maximum FSR of 3.5:1 and a maximum building height of 9 storeys. The landmark corner sites will have a maximum FSR of 5:1 and maximum building height of 11 storeys.

We have provided this in a desirable urban form that follows established urban design principles and creates a distinctive sense of place. This will facilitate new developments that will allow for a diverse range of permissible uses at a scale that is economically feasible.

HOB
HEIGHT OF BUILDING

LEGEND

39 m | 33 m | 28 m

Building heights and floor space ratios have been modelled and calculated taking into account site geometries and ADG guidelines while minimising environmental impacts. Corner sites adjacent to the train line and Rocky Point Road are able to achieve a higher FSR than mid-block sites, within the same building height, due to the corner site building footprints covering a greater percentage of the site area compared to the mid-block sites.

*Note - The built form and height of the approved DA at 443 - 445 King Georges Road has been incorporated into the Council Masterplan. This approved DA is also included in this report to be consistent with Council's draft Masterplan. It is recommended that the FSR for the site remains unchanged from what is currently permissible.

4.0 POTENTIAL PLANNING CONTROLS

MAIN LEP CONTROLS

ZONING
It is suggested that the main strip along King Georges Road should maintain the existing E1 zoning.

FSR
It is suggested that the area along King Georges Road should have an FSR between 3:1 and 5:1

MAXIMUM HEIGHT
The mid-blocks facing King Georges road will have a maximum height of 28m. The Cinema site will have a maximum height of 33m and the Landmark corner sites will have a maximum height of 39m.

URBAN DESIGN CONTROLS (DCP)

The following suggested controls apply to the blocks on the Western side of King Georges Road.

SETBACKS
Front Setbacks - King Georges Road
- Ground Floor Retail/Commercial/ F+B front setback 2m
- Level 2 Podium level to be built to the street alignment
- 1 metre setback above podium for levels 3-7
- Further 2 m setback for levels 8 and above.

Rear setbacks.
Typical sites 3 metre setback from the lane.

Side setbacks.
Buildings can be built to the side boundary.

STREET WALL HEIGHT
The buildings will present a 7-storey street wall, any element higher will be set back from the street.

PODIUM
2 storey podiums for residential developments with ground floor non-residential uses such as retail, commercial or food and beverage to be located on King Georges Road.

MINIMUM STREET FRONTAGE WIDTH
For the area to be redeveloped there will be a need to amalgamate different lots into bigger sites with a minimum frontage of 20m. This will allow for workable basement parking layouts and efficient floorplates. This Masterplan does not set out a defined amalgamation pattern. The proposed perimeter block built form allows for a range of amalgamation patterns, with the minimum street frontage width to be 20m.

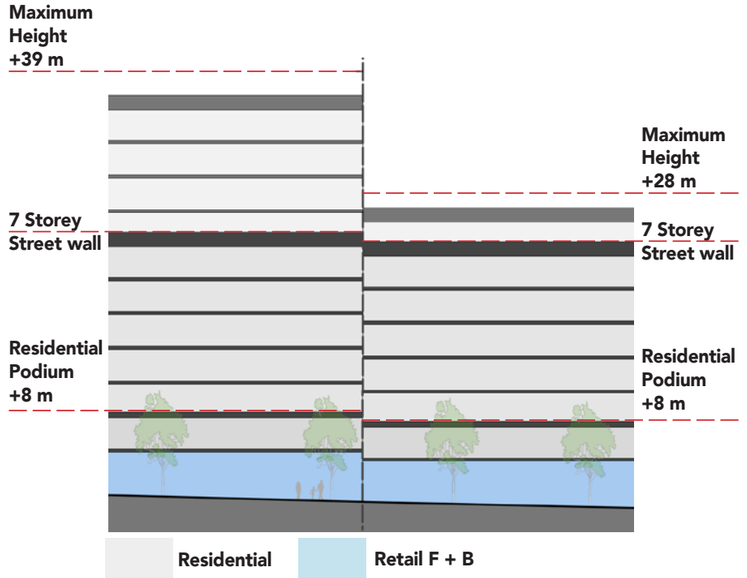
SEPP 65 ADG COMPLIANCE

The design approach has design excellence and sustainable design principles at its core.

We maximise solar access to apartments in the N-E facing towers. Slender tower design facing King Georges Road allows for compliance with the ADG in terms of solar access and natural ventilation. A 12m wide courtyard above the commercial/retail ground floor separates the towers from the 3 storey buildings that address the rear lane.

All sites are able to achieve compliance with all provisions of the ADG. The solar access testing works for each site when all sites are built out. For each individual DA it will be easier to comply with the ADG controls, when adjoining sites are not yet built.

STREETSCAPE DESIGN



MID-BLOCK AND LANDMARK SITE STREET ELEVATION

The proposed masterplan allows for a 2 storey podium to reinforce the human scale of the street. The street wall will be built from side boundary to side boundary to reinforce the urban structure of the town centre.

4.0 POTENTIAL PLANNING CONTROLS

LAND ECONOMICS

We recognise that substantial uplift in FSRs and heights are required to make re-development of a main street retail area such as this feasible. We have designed and tested all sites in the study area and have achieved the following outcomes:

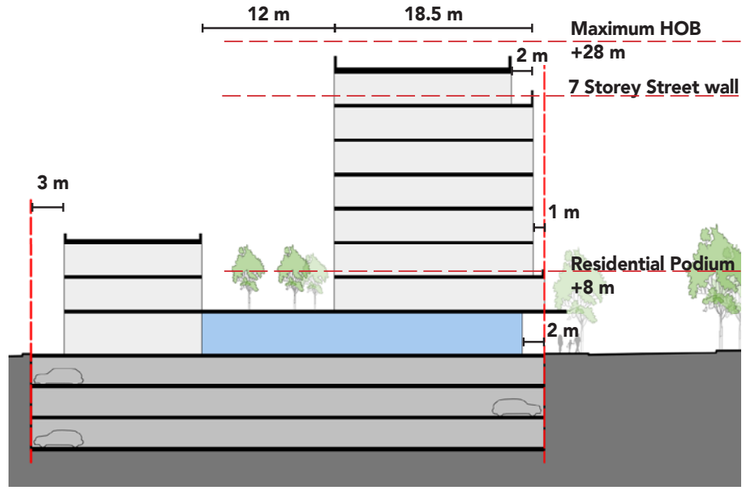
- A minimum of 3:1 FSR for all sites on King Georges Road. This includes mixed use at the ground floor which has been calculated at a net GFA to gross envelope of 65% to account for on site vehicle servicing. All residential GFA calculations are 75% of the envelope. We have demonstrated in the following pages through detailed designs that we achieve the FSRs.

- The landmark corner buildings are located on major intersections at the north and south of the masterplan area. Their locations adjacent to the Beverly Hills Train Station and the intersection of Stoney Creek Road are appropriate to mark the entries to the study area. They will have a proposed height of 11 storeys and FSR of 5:1

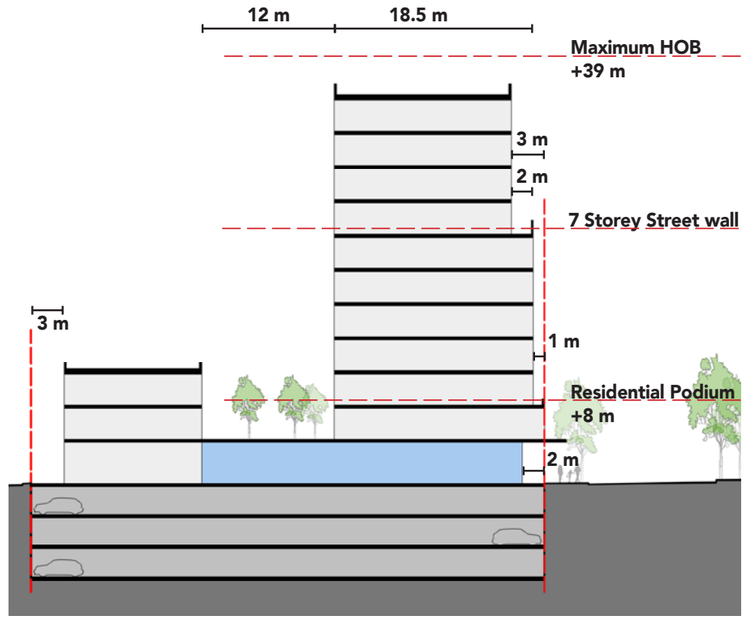
- We recommend that an FSR of 3.5:1 and 9 storey height be achieved on the Cinema site as it is a key destination within the Beverly Hills Town Centre. The height will include a 2 storey commercial podium plus two residential storeys at the rear, and 7 residential storeys above the podium facing King Georges Road. The final internal layout of the cinema development will require detailed future consideration.

- The stormwater culvert on 443-445 King Georges Road restricts the development potential of that site. This is reflected in the approved DA for the Culvert Hotel which achieves an FSR of 1.245:1. To maintain a consistent height to King Georges Road an 8 storey height of building is proposed for this site. The existing FSR of 2:1 should remain.

The aim of this proposal is to create cohesive built forms, whilst minimising environmental impacts on the existing properties located the west of the planning proposal.



TYPICAL MID-BLOCK SECTION. SUGGESTED FSR 3:1



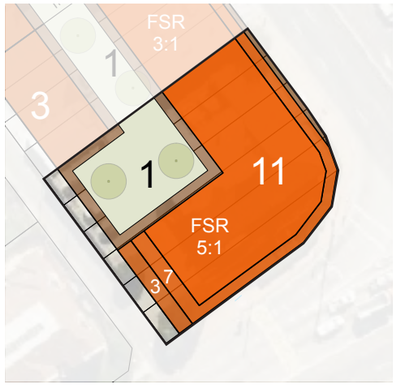
POTENTIAL LANDMARK CORNER SITE. SUGGESTED FSR 5:1

5.1 BLOCK ANALYSIS AND DEVELOPMENT POTENTIAL

MASTERPLAN GFA SUMMARY TABLE	
Commercial/ Non residential GFA	11155 s.qm*
Residential GFA	48542 s.qm
Total Masterplan GFA	**60097 s.qm**

This table includes 2422 s.qm of GFA for the culvert site

LOT A - LANDMARK CORNER SITE



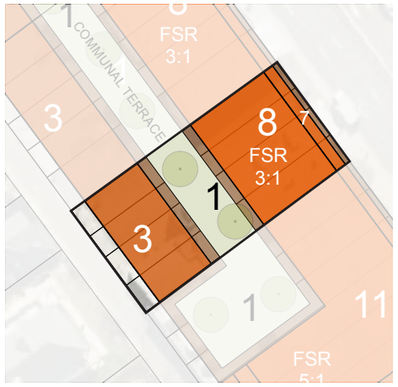
Site Area: 1689 m²

GFA: 8412 m² (Calculated approximate)
FSR: 5:1 (Calculated approximate)

Commercial GFA: 731 m²

Residential GFA: 7681 m²
Apartment Yield: 90 - 96 apartments

LOT B



Site Area: 1052 m²

GFA: 3160 m² (Calculated approximate)
FSR: 3:1 (Calculated approximate)

Commercial GFA: 457 m²

Residential GFA: 2703 m²
Apartment Yield: 31 - 34 apartments

LOT C

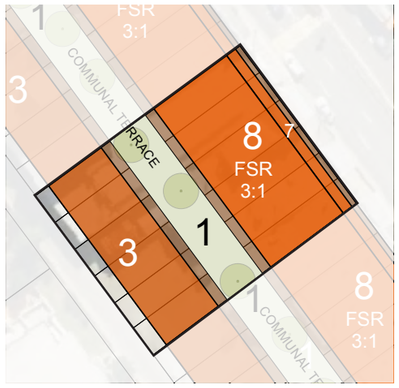
Site Area: 1506 m²

GFA: 4518 m² (Calculated approximate)
FSR: 3:1 (Calculated approximate)

Commercial GFA: 643 m²

Residential GFA: 3875 m²
Apartment Yield: 45 - 49 apartments

LOT D



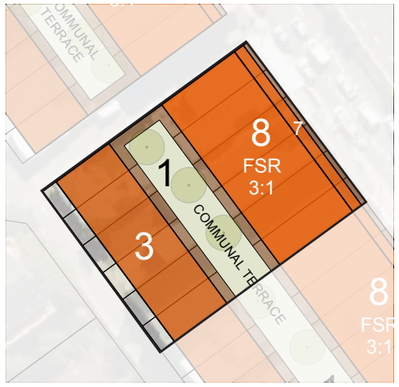
Site Area: 1675 m²

GFA: 5025 m² (Calculated approximate)
FSR: 3:1 (Calculated approximate)

Commercial GFA: 730 m²

Residential GFA: 4295 m²
Apartment Yield: 50 - 54 apartments

LOT E



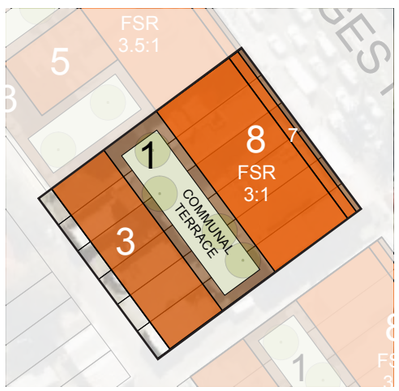
Site Area: 1695 m²

GFA: 5085 m² (Calculated approximate)
FSR: 3:1 (Calculated approximate)

Commercial GFA: 737 m²

Residential GFA: 4348 m²
Apartment Yield: 51 - 54 apartments

LOT F



Site Area: 1694 m²

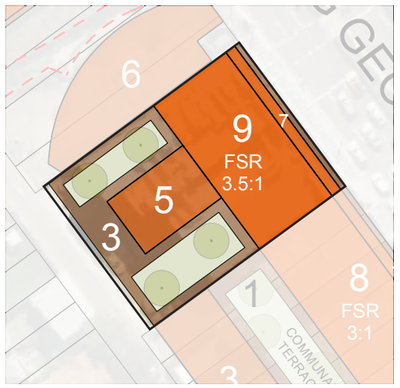
GFA: 5082 m² (Calculated approximate)
FSR: 3:1 (Calculated approximate)

Commercial GFA: 739 m²

Residential GFA: 4343 m²
Apartment Yield: 51 - 54 apartments

5.1 BLOCK ANALYSIS AND DEVELOPMENT POTENTIAL

LOT G - CINEMA SITE



Site Area: 1456 m²

GFA: 5091 m² (Calculated approximate)
FSR: 3.5:1 (Calculated approximate)

Commercial GFA: 2160 m²

Residential GFA: 2931 m²
Apartment Yield: 34 - 37 apartments

Note - Cinema Levels 1 - 3 calculated at 50%

LOT J

Site Area: 887 m²

GFA: 2662 m² (Calculated approximate)
FSR: 3:1 (Calculated approximate)

Commercial GFA: 462 m²

Residential GFA: 2200 m²
Apartment Yield: 26 - 28 apartments

LOT H

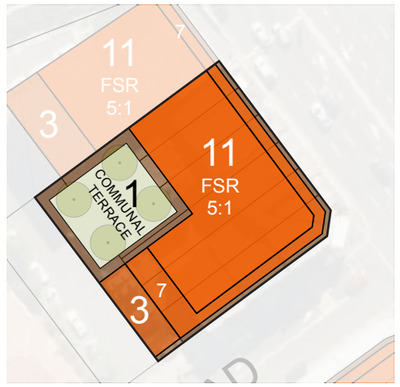
Site Area: 868 m²

GFA: 2604 m² (Calculated approximate)
FSR: 3:1 (Calculated approximate)

Commercial GFA: 336 m²

Residential GFA: 2268 m²
Apartment Yield: 26 - 28 apartments

LOT K - LANDMARK CORNER SITE



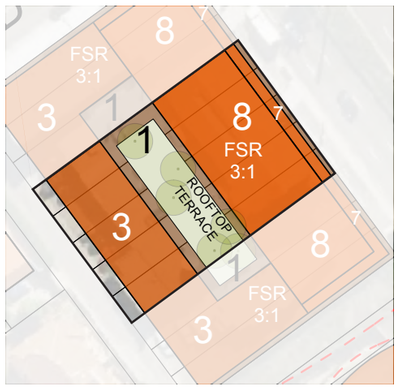
Site Area: 1576 m²

GFA: 7880 m² (Calculated approximate)
FSR: 5:1 (Calculated approximate)

Commercial GFA: 736 m²

Residential GFA: 7144 m²
Apartment Yield: 84 - 89 apartments

LOT I



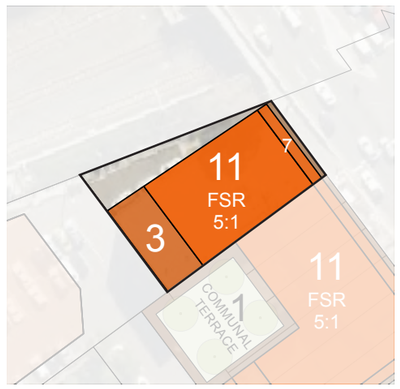
Site Area: 1407 m²

GFA: 4221 m² (Calculated approximate)
FSR: 3:1 (Calculated approximate)

Commercial GFA: 815 m²

Residential GFA: 3406 m²
Apartment Yield: 40 - 43 apartments

LOT L - LANDMARK CORNER SITE



Site Area: 787 m²

GFA: 3935 m² (Calculated approximate)
FSR: 5:1 (Calculated approximate)

Commercial GFA: 587 m²

Residential GFA: 3348 m²
Apartment Yield: 39 - 42 apartments

NOTES
- Site areas are approximate only, based on the cadastre information and subject to final survey
- The calculated FSRs shown are based on the envelopes drawn on the Masterplan and are indicative only
- The final proposed FSR will be rounded to allow for design and amalgamation flexibility, SEPP 65 compliance and overall equity
- The GFAs shown are calculated based on a 75% envelope efficiency.
- Apartment Yield calculations are the result of dividing the residential GFA by 80m² and 85m²

5.2 443-445 KING GEORGES ROAD

THE 'CULVERT HOTEL' SITE

This Masterplan has sought to incorporate the drainage lot at 443-445 King Georges Road into the overall design. This approach is consistent with Council's draft Masterplan which has included the built form and height of the approved DA for the 'Culvert' Hotel.

Located adjacent to the cinema site the approved hotel has a total FSR of 1.245:1 within a five storey height plus rooftop plant making a 6 storey built form.

The Planning Proposal proposes increasing the height to 8 storeys. This will align the site with the rest of the mid-block sites, and deliver consistent height in King Georges Road.

The corresponding increase to the FSR will result in GFA of 2422m^2 and an FSR of 1.869:1. This is less than the existing 2:1 permissible for the site, therefore we are not seeking to change the existing FSR control for this site.

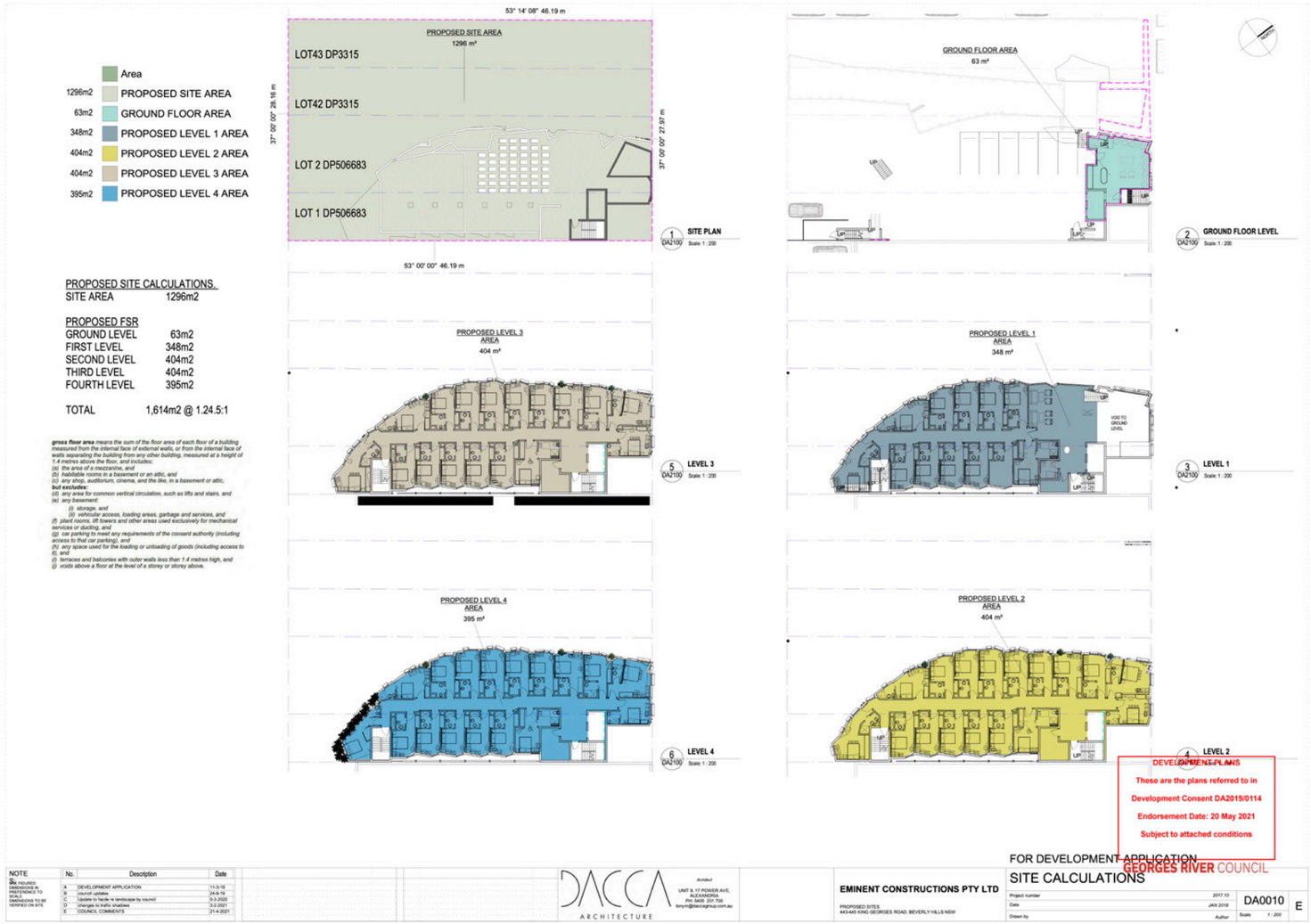
The adjacent building envelopes have been designed to respond to the built form and internal layout of the hotel. This approach will result in an integrated design for all lots within the Proposal's boundary.

The Planning Proposal provides an opportunity for an improved public realm in this location. It is recommended that the lot to the north of the culvert is left open to deliver through-site link and open space per the panels request. This will need to be negotiated with the land owner in future.

KING GEORGES ROAD VIEW 1

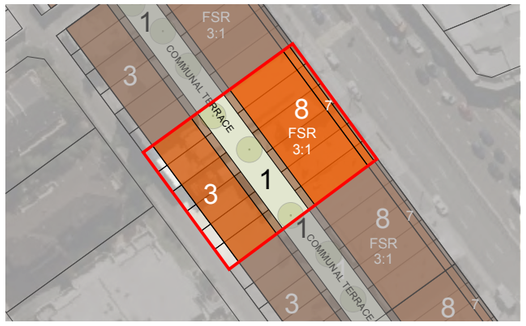
KING GEORGES ROAD VIEW 2

DUMBLETON LANE VIEW

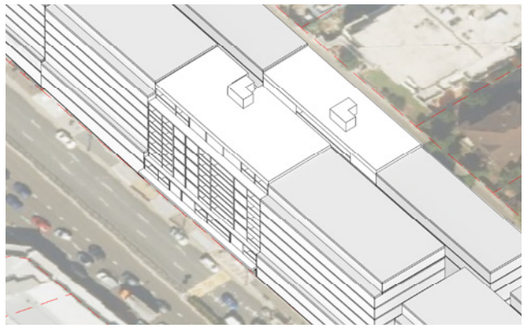


APPROVED GFA PLAN N.T.S

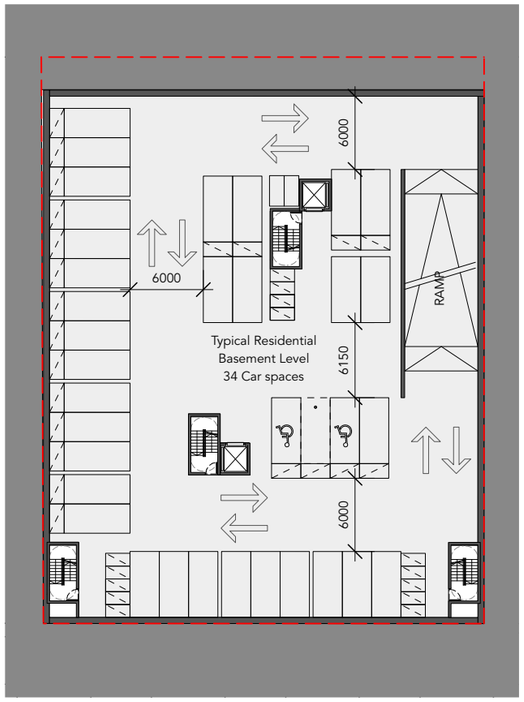
5.3 TYPICAL BLOCK STUDY



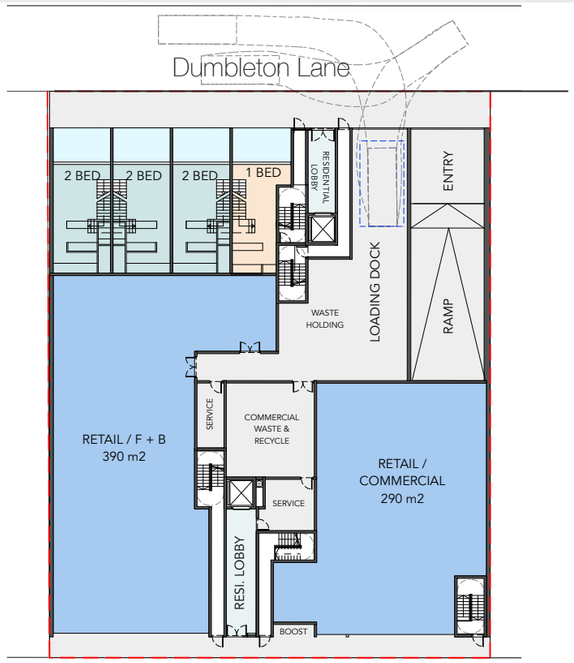
Site Location Plan



3D Envelope



Basement Plan

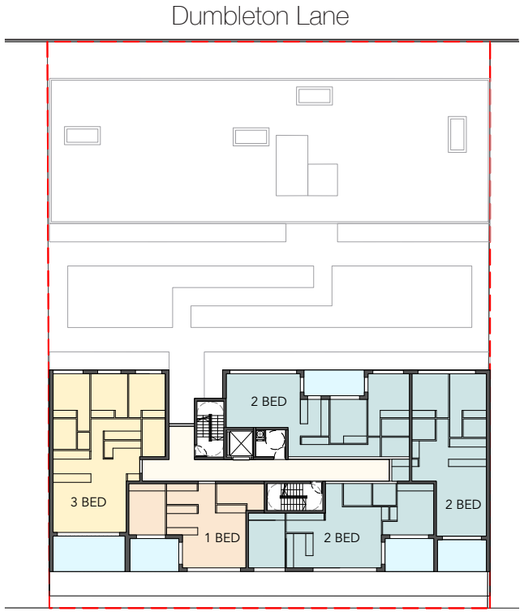


Level 1 (Ground) Floor Plan

Level 2 Floor Plan

Level 3 Floor Plan

Level 5-7 Floor Plan



Level 8 Floor Plan

PROPOSED CONTROLS
Height: 8 Storeys
FSR: 3:1

DETAILED DEVELOPMENT YIELD
Site Area: 1675m^2

Proposed GFA: 5,025m^2
Proposed FSR: 3:1

Commercial/Non-Res. GFA: 707m^2

Residential GFA: 4,320m^2
Apartment Yield: 51 apartments

Apartment Mix
1 Bedroom Apartments 17 (33.3%)
2 Bedroom Apartments 26 (51.0%)
3 Bedroom Apartments 08 (15.7%)

Solar Access: 38/51 Apartments (74.5%)
Cross Ventilation: 31/51 Apartments (60.8%)

6.0 OVERSHADOW DIAGRAMS

MINIMISING OVERSHADOWING

Overshadowing has been tested assuming all sites have been built out. The overshadowing impacts of each individual DA will be less than the cumulative overshadowing.

At midday the shadows cast by the proposal effectively align with the boundary line of the properties to the west of Dumbleton Lane. Whereas the Council masterplan shadows extend further to overshadow a number of existing residential apartment buildings. The comparison between the mid-winter shadows cast by the Council masterplan and the proposal show similar impact at both 9am and 3pm.

This approach allows for achieve with the SEPP 65 ADG overshadowing controls as the existing western buildings are generally not overshadowed by this proposal between 12pm and 3pm.

COUNCIL MASTERPLAN SHADOWS MID-WINTER

9.00 AM

12.00 PM

3.00 PM

PROPOSED SHADOWS MID-WINTER

9.00 AM

12.00 PM

3.00 PM

7.1 ARCHITECTURAL REFERENCES - MIXED USE

Image 01: Fabric House by Durbach Block Jaggers Architects

Image 02: Perkins and King by SJB Architects

Image 03: The Calile by Richards & Spence

Image 04: The Albany by nettletontribe

Image 05: Richmond Quarter by SJB Architects

7.2 ARCHITECTURAL REFERENCES - BUILT FORM

Image 01: Park Erskineville by WMK

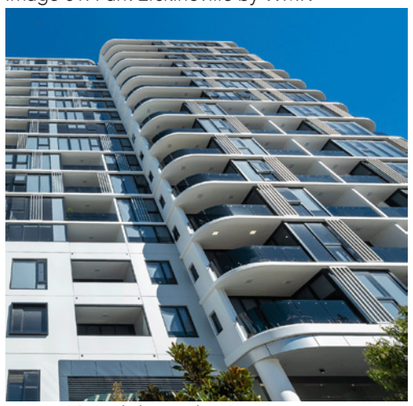


Image 02: Lighthouse by Crone

Image 04: Jolyn Place by BVN

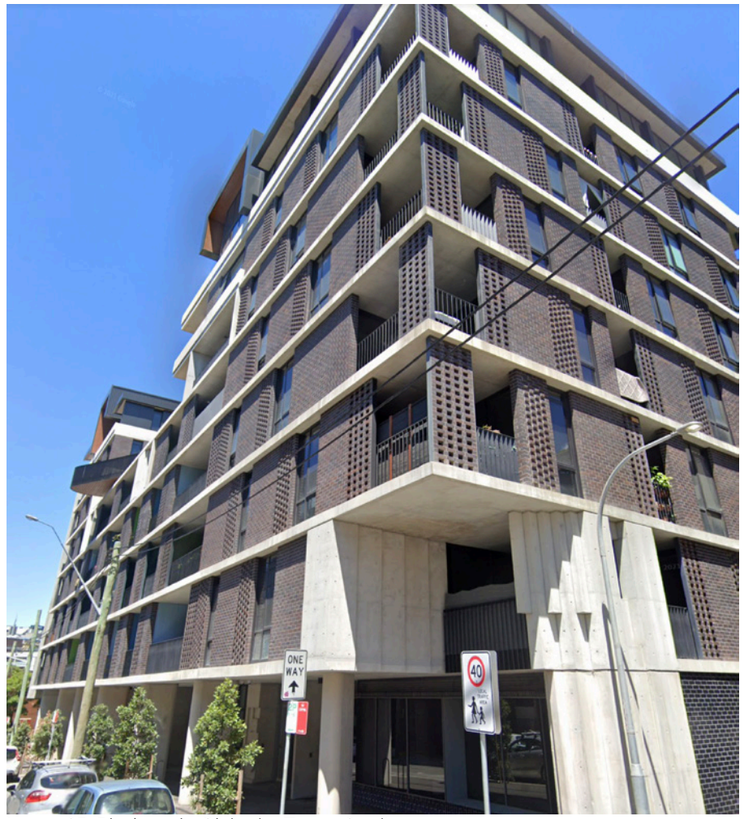


Image 05: Blackwattle Glebe by Turner Studio

Image 03: West End Residences by Turner Studios

Image 06: Wellington on the Park by Fox Johnston Architects

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