

Planning Proposal Report

Prepared behalf of
Beverly Hills Owner Association Incorporated (BHOA)

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* This document is for discussion purposes only unless signed and dated by the persons identified.
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Appendix 3	Overland Flow Study	Robert Bird Group
Appendix 4	Employment Estimates	Atlas Urban Economics
Appendix 5	Preliminary Site Investigation (Contamination)	Douglas Partners
Appendix 6	Feasibility Analysis	Atlas Economics
Appendix 7	Affordable Housing Viability Assessment	Atlas Economics
Appendix 8	APA Gas Report	Northrop



1 Executive Summary

Introduction

This Planning Proposal has been prepared by *Mecone NSW Pty Ltd* (Mecone) for the *Beverly Hills – Land Owners Association (BHOA)* in relation to the land at 407-511 King Georges Road, Beverly Hills (the site). The Planning Proposal satisfies the requirements of Section 3.33 of the *Environment Planning and Assessment Act 1979* (EP&A Act) and has been prepared in accordance with the NSW Department of Planning and Environment's (DPE's) *Local Environment Plan Making Guideline (2022)*.

Intent of the Planning Proposal

Beverly Hills Town Centre is currently outdated, economically underperforming, and in need of renewal. This Planning Proposal seeks to implement planning controls that enable feasible redevelopment of the western side of King Georges Road. Being free from any heritage or other significant environmental constraints, it presents a significant opportunity to commence transformation of the town centre into a vibrant, liveable, and attractive place which can better meet the needs of existing and future residents.

Vision:

Urban renewal of the Beverly Hills Town Centre that facilitates employment opportunities and housing to leverage existing public infrastructure.

The Planning Proposal is accompanied by an Urban Design report prepared by Olsson (**Appendix 1**) which provides a built form vision for the western side of King Georges Road and complements Council's 2020 Draft Master Plan for the entire Beverly Hills Town Centre.

Aim

The aims of this proposal 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;
- Promote the continuation and revitalisation of **evening and night-time uses**;
- Provide on-site servicing and parking to **facilitate business opportunity**;
- Provide **greater amenity** in a high growth corridor that links Sydney's existing airport with the new western Sydney aerotropolis airport;
- Promote a **planning framework** based upon rigorous feasibility analysis to enable viable urban design outcomes to be delivered;
- Facilitate **feasible** redevelopment and amalgamation of sites;
- Increase the **supply of transit-oriented housing**, contributing to Council's housing target; and
- Better address and activate laneways which **complement adjacent residential** neighbourhoods.



Figure 1: Overall built form vision

Source: Beverly Hills Town Centre Planning Proposal Urban Design Study (Olsson 2022)*

***Note: This figure is indicative of the scheme prepared for the Planning Proposal, which exhibited 12-14 storeys in height. 5 storeys have since been removed, per the Panel resolution.**



Figure 2: Typical built form

Source: Beverly Hills Town Centre Planning Proposal Urban Design Study (Olsson 2022)*

***Note: This figure is indicative of the scheme prepared for the Planning Proposal, which exhibited 12-14 storeys in height. 5 storeys have since been removed, per the Panel resolution.**



Figure 3: Proposed southern gateway – King Georges and Stoney Creek Roads.

Source: Beverly Hills Town Centre Planning Proposal Urban Design Study (Olsson 2022)*

***Note:** This figure is indicative of the scheme prepared for the Planning Proposal, which exhibited 12-14 storeys in height. 5 storeys have since been removed, per the Panel resolution.

Background

Beverly Hills Town Centre Master Plan

Since 1996, successive Councils, including Georges River Council (Council) have undertaken numerous studies to facilitate the renewal of the Beverly Hills Town Centre. In the late 1990's Hurstville Council was presented with SGS Economics' report which identified the need for a substantial increase in both GFA and building height in order to fund the Town Centre's renewal.

Council's **Economic Development Strategy 2018-2022** identified an intention to prepare a Master Plan for Beverly Hills that was consistent with its role as a dining and entertainment hub. It further identified Beverly Hills as a potential emerging centre, that if encouraged and managed well, could develop into a key centre providing additional employment and lifestyle opportunities.

Subsequently, Council resolved to endorse Phase 1 of the draft *Beverly Hills Master Plan* on 23 April 2019, with consultants engaged to undertake Phase 2 in July 2019.

A draft **Beverly Hills Town Centre Master Plan** was released in April 2020 and exhibited for 60 days from 28 July - 28 September 2020.

On 26 July 2021 Council adopted the following recommendation of the Georges River Council Environment and Planning Committee:



*“That consideration of this matter be deferred to a Councillor workshop to allow Council staff an opportunity to explain the submissions received, amendments to the development controls such the increase in floor space ratio and height (in particular for sites on King Georges Road) following the exhibition of the draft plan and a **review of the approach to compulsory acquisition of properties in the areas such as between Frederick Street and Norfolk Street**”.*

(our emphasis)

The review of compulsory acquisition issues noted above relates specifically to that part of the Town Centre on the eastern side of King Georges Road.

On 26 April 2022, Council resolved to defer the draft Beverly Hills Town Centre Master Plan to consider additional information. However, Council also resolved to consider planning proposals that apply to the site in the interim on a case-by-case basis. An excerpt of the resolution is provided below:

*... (c) That any Planning Proposals for the Mortdale or Beverly Hills Town Centres received before the adoption of both Mortdale Local Centre Master Plan and Beverly Hills Town Centre Master Plan **be considered on a case by-case basis** having regard to their individual impacts and taking into account issues raised by the community in relation to the draft Master Plans; ...*

(our emphasis)

Beverly Hills Owners Association

Beverly Hills Owners Association (BHOA) is the applicant for this planning proposal. BHOA was formed in early 2017 and comprises local landowners who advocate for the renewal of the western portion of the Town Centre. Lots on the western side are larger, benefit from existing rear lane access and (unlike the east side of the Master Plan area) do not require compulsory acquisition. BHOA have independently commissioned a number of reports and studies for the area in support of Council’s own work, in order to facilitate redevelopment of the western portion of the Town Centre.

Noting that investigations to improve the Beverly Hills Town Centre commenced in the 1990’s, but renewal has still not proceeded, this planning proposal now seeks to amend the Georges River LEP to increase the FSR and Building Height standards on the western side of King Georges Road. The proposed controls are generally in accordance with Council’s 2020 Draft Master Plan, and the above resolution.

However, as detailed in the Economic Analysis by AEC, which was submitted in response to exhibition of the Draft Master Plan, and additional analysis by AEC and Atlas Urban Economics in support of this Planning Proposal, the yields proposed in the draft Master Plan were insufficient to make redevelopment economically feasible. It follows that this planning proposal seeks to increase the proposed building heights and FSRs to facilitate feasible redevelopment that is capable of delivering sustainable local employment opportunities and housing which will underpin urban renewal of the Town Centre.

Key benefits of the proposal

This planning proposal presents a significant opportunity to redevelop a considerable landholding of 52 lots within walking distance of the Beverly Hills Railway Station. The subject site is notably free of heritage or significant other environmental constraints and has the potential to catalyse development of the remainder of the Beverly Hills Town Centre.



The planning proposal will contribute to the achievement of Council dwelling targets within 400m of a Railway Station, on a site that is significantly less constrained than the eastern part of the Town Centre. Optimisation of dwelling yields on the site will therefore ease future pressures to achieve development targets elsewhere in the Town Centre. Development facilitated by the proposal will provide for approximately 560 new dwellings (44,800m²) and approximately 12,219m² of retail/dining/evening entertainment floor space.

It will also result in the creation of 765 jobs during construction and 291-503 permanent jobs in the local area, which will meet local employment needs for the foreseeable future.

Development Contributions

The Planning Proposal will provide development contributions under S7.11 and S7.12 of the *Environmental Planning and Assessment Act 1979* to fund public open space acquisition, design improvements and community facilities such as:

- Converting the existing stormwater culvert on the site into open space.
- Embellishment works, such as improved footpath design and street furniture.
- East-west through-site links.
- Improvements to Dumbleton Lane.
- Partial pedestrianisation of Ruddick Lane.
- Improvements to the Edgbaston Road Carpark.
- Improved pedestrian connection to Beverly Hills railway.
- Improvements to pedestrian crossings on King Georges Road.

Contributions can also be directed to the relevant schedule of works identified in the *Georges River Council Local Infrastructure Contributions Plan 2021 (Section 7.11 and Section 7.12)*, such as:

- Upgrading Beverly Hills Park
- Beverly Hills Streetscape Upgrade and Median Treatment
- Pedestrian improvements between Beverly Hills Station and Beverly Hills Park,
- Beverly Hills commuter/timed car park in Edgbaston Road
- Traffic modelling - Beverly Hills Town Centre

Planning for the eastern side of the Beverly Hills Town Centre has been deferred due to complex land acquisition and public domain issues. Such issues do not constrain the western side of King Georges Road. The proposed advancing of renewal of the western side of the Town Centre will provide developer contributions funds that could potentially be directed to solving local infrastructure issues to the east.

Strategic Merit Test

This Planning Proposal has strategic merit, as it will:

- Facilitate renewal of the Beverly Hills Town Centre through uplift of residential and employment floorspace, and associated economic benefits;
- Focus on housing delivery, to meet the area housing targets, in close proximity to local services and transport with easy access to the CBD and Sydney Airport;
- Encourage job creation that will assist in meeting local job targets;
- Support the growth of safe night-time, dining and recreational opportunities in the Beverly Hills Town Centre;
- Provide scope for future development to achieve best practice sustainability measures in accordance with the aspirations of the local and regional strategic planning framework; and



- Result in suitably scaled built form that responds to its context, and the desired future character and scale of the anticipated wider Town Centre redevelopment without compromising the amenity of surrounding residential properties.

Furthermore, the Planning Proposal is aligned with State and Local strategic planning priorities:

- **Greater Sydney Region Plan (GSC)** – The Planning Proposal will assist in delivering the vision of the 30 minute city through the provision of additional housing within 30 minutes of employment and other opportunities available within the Sydney CBD, Sydney Airport, Hurstville, and potentially the Western Sydney Aerotropolis.
- **South District Plan (GSC)** – The Planning Proposal will deliver additional housing in close proximity to existing public transport with ease of access to airports.
- **Georges River LSPS** – The Planning Proposal will assist in developing the Beverly Hills Town Centre into a lively and safe night time dining and recreational hub for the Georges River LGA and beyond.
- **Georges River Community Strategic Plan** – The Planning Proposal will support the revitalisation of the Beverly Hills Town Centre, deliver local jobs and facilitate businesses growth.
- **Georges River Local Housing Strategy** - The Planning Proposal will ensure that the Beverly Hills Town Centre can achieve the vision of a thriving economy and local centre, by providing housing in close proximity to employment opportunities.
- **Georges River Economic Development Strategy 2018-2022** - The Planning Proposal will ensure that Beverly Hills will develop into a key centre providing additional employment and lifestyle opportunities.
- **Georges River Commercial Centres Strategy – Part 1: Centres Analysis** - The Planning Proposal will enable the vision provided for the Town Centre of a safe entertainment precinct with dining and other recreational opportunities.
- **Georges River Transport Strategy** - The planning proposal will enable the revitalisation of King Georges Road through the expansion of the commercial footprint and a pedestrian prioritised street with improved access to Beverly Hills station, alongside increased open space and adequate car parking to support the local economy.
- **Georges River Car Parking Strategy** - The Planning Proposal will investigate the car parking requirements associated with the proposed changes to controls in future work.

Site Specific Merit Test

The Planning Proposal has site-specific merit, as it will:

- Improve pedestrian connections, street front retail activity, footpath design and amenity and street furniture within the Beverly Hills Town Centre;
- Deliver approximately 560 new dwellings (44,800m²);
- Deliver approximately 12,219m² of retail/dining/evening entertainment floor space;
- Improve local amenity and deliver an activated and cohesive Town Centre; and
- Not give rise to any adverse environmental, economic, or social impacts as evidenced in this report and supporting specialist reports.

Panel Resolution

In December 2023, the Panel determined that the proposal should be submitted for Gateway Determination because the proposal to increase residential density has demonstrated strategic merit, subject to revisions. The Panel suggested that prior to submitting the planning proposal for Gateway Determination, the proposal needed to be revised to address a number of issues. These related to:

- Additional permitted use for residential flat buildings,
- Maximum height and FSR,



- Future open spaces, and
- Affordable housing.

This Proposal has been updated to reflect the Panel's decision.

This is discussed in further detail in **Section 5.2.2** below.

Conclusion

The Planning Proposal is consistent with the directions and priorities nominated by the applicable strategic policies and statutory plans. It therefore satisfies the Strategic Merit Test.

The Planning Proposal is informed by multiple site-specific studies outlining the proposed design considerations and potential impacts, including an Urban Design Study, a Transport Impact Assessment, a Preliminary Site Investigation (Contamination), Feasibility Analysis and an outline of potential permanent and temporary employment estimates resulting from the proposal. These studies conclude that the proposal will provide economic and social benefits through the renewal of the Town Centre, the provision of jobs, housing, urban activation and the provision of parking. Any potential environmental impacts can be mitigated at the Development Application stage.

Pursuant to the Panel's decision, this Proposal has been updated to reflect the Panel's recommendations.

In recognition of its strategic and site-specific merits, it is recommended that Council support the Planning Proposal's progression to Gateway Determination in accordance with Section 3.34 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).



2 Objectives and intended outcomes

The planning proposal seeks to facilitate an exemplar mixed use commercial and residential development within a local centre context that aligns with, supports, and promotes key strategic planning priorities of State and local government.

The objectives and intended outcomes of the Planning Proposal are to:

- To facilitate a development outcome with FSR and heights sufficient to support **realistic redevelopment** of the Town Centre.
- To further Council's strategic planning objectives and to deliver on the directions supported by the regional strategic planning framework.
- To provide for an increased number of **employment opportunities** that will contribute to meeting the LGA's job targets.
- To provide for an increased number of dwellings, in order to **meet local housing targets**, within a 400m walkable distance of Beverly Hills Railway Station.
- To redevelop the site for **high quality shop top housing** that aligns with contemporary standards.
- To continue the site's historic legacy as a food and **night time entertainment precinct**.
- To improve footpath design and amenity to provide **pedestrian relief** from King George's Road.
- To **limit overshadowing** impacts to adjoining properties by concentrating the greatest bulk along King George's Road and transitioning to the lower scale residential areas to the west.
- To provide a range of **pedestrian connections** that facilitate connectivity across the site and its communal areas.
- To facilitate the **future remediation** of site contamination.
- To identify and facilitate potential future upgrades to **flooding and stormwater** infrastructure.
- To facilitate future provision of **positive open space** in the Town Centre.

The intended outcome of this planning proposal is to amend the controls applicable to the site to:

- Increase the FSR control to 3.5:1.
- Increase the Building Height control to part 24.1m to 31.4m along King Georges Road and 12m along Dumbleton Lane.
- Addition of an Additional Permitted Use (APU) to allow for Residential Flat Buildings to be permitted adjacent to Dumbleton Lane.



3 Site and context

The site is located at 407-511 King Georges Road, Beverly Hills and is within the Georges River LGA. It consists of 52 contiguous allotments on the western side of King Georges Road in the main street 'strip' of Beverly Hills Town Centre. The site has a total land area of approximately 16,073m².

Existing development contained within the site generally consists of two-storey commercial and retail development including the Beverly Hills Hotel and Cinema. The site has frontage to King Georges Road, a 30m wide road with a landscaped median, 3 lanes per direction and a 6am to 7pm clearway on the western side. The site is serviced by a rear lane, Dumbleton Lane, which is a narrow one-way (southbound) lane.

The site is located approximately 16km south of the Sydney Central Business District (CBD) and 8km from the international airport. The sites' location and context are shown in **Figure 4**.



Figure 4: Aerial Photo

Source: SIX Map



3.1 Site description

Below provides a description of the site subject to this planning proposal.

Table 1: Site Description

Table 1. Site Description				
Item	Description			
Legal description	Lot 1 DP 533022	Lot 47 DP 3315	Lot 28 DP 3315	Lot 14 DP 3315
	Lot F DP 21064	Lot 46 DP 3315	Lot 27 DP 3315	Lot 13 DP 3315
	Lot E DP 21064	Lot 45 DP 3315	Lot 26 DP 3315	Lot 1 DP 218498
	Lot D DP 21064	Lot 44 DP 3315	Lot 25 DP 3315	Lot 2 DP 218498
	Lot C DP 21064	Lot 1 DP 1078928	Lot 24 DP 3315	Lot 3 DP 218498
	Lot B DP 21064	Lot 15 DP 3315	Lot 23 DP 3315	Lot 4 DP 218498
	Lot 1 DP 455272	Lot 29 DP 3315	Lot 22 DP 3315	Lot 5 DP 218498
	Lot 54 DP 457005	Lot 48 DP 3315	Lot 21 DP 3315	Lot 7 DP 3315
	Lot 53 DP 3315	Lot 100 DP 1128811	Lot 20 DP 3315	Lot 6B DP 413093
	Lot 52 DP 3315	Lot 33 DP 3315	Lot 19 DP 3315	Lot 5A DP 413093
	Lot 51 DP 3315	Lot 32 DP 3315	Lot 18 DP 3315	Lot 4 DP 3315
	Lot 50 DP 3315	Lot 31 DP 3315	Lot 17 DP 3315	Lot 3 DP 3315
	Lot 49 DP 3315	Lot 30 DP 3315	Lot 16 DP 3315	Lot 2 DP 1078928
Total area	16,073m ²			
Address	407-511 King Georges Road, Beverly Hills			
Existing use	The existing development contained within the site generally consists of one to two-storey commercial and retail development.			
Access and Public Transport	The site is within walking distance of the Beverly Hills Railway Station			
Key sites	GU Film House Beverly Hills Hotel			

3.2 Existing development

Existing development contained within the site generally consists of one to three storey commercial and retail development.

The northern extent of the site includes the Beverly Hills Hotel and the GU Film House Beverly Hills, which is a local cinema at 447 King George's Road. A stormwater culvert traverses the subject area east-west and is located adjacent to the northern border of the cinema (**Figure 8** and **Figure 14**).

The southern extent of the site, south of Rudduck Lane, contains a myriad of restaurants that reflect the diversity of the area, alongside a supermarket and other retail uses (**Figures 9-12**).

To the north of the site is Beverly Hills Railway station, Beverly Hills High school and residential neighbourhoods which typically comprise 1-2 storey dwelling houses.

To the south of the site is a busy intersection between Stoney Creek Road and King Georges Road, beyond which is residential development that is typically single storey dwellinghouses.

To the east of King Georges Road is a mixture of one to two-storey commercial and retail development, similar to the typology of the subject site. East of the retail and commercial development is low density detached housing. This side of King Georges Road was subject to the 2020 Town Centre Master Plan and is anticipated to be redeveloped in the near future.

The western extent of the site contains Dumbleton Lane, which is a laneway separating the subject area from low to medium density housing, including detached one-storey houses, two-storey townhouses and three-storey residential flat buildings.



Figure 5: View looking south along the western side of King Georges Road

Source: Google Maps

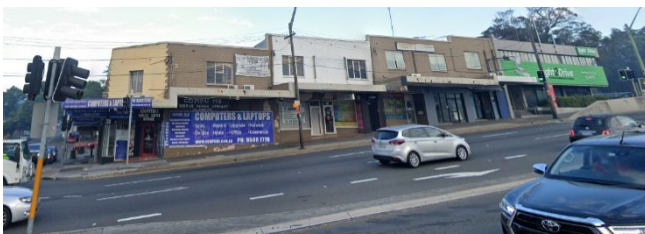


Figure 6: 411-421 King Georges Road

Source: Google Maps



Figure 7: 423-455 King Georges Road

Source: Google Maps



Figure 8: 447-463 King Georges Road

Source: Google Maps



Figure 9: 465-489 King Georges Road

Source: Google Maps



Figure 10: 489-498 King Georges Road

Source: Google Maps



Figure 11: 497-511 King Georges Road

Source: Google Maps



Figure 12: View looking north toward the site from intersection of King Georges Road and Stoney Creek Road

Source: Google Maps



Figure 13: Beverly Hills Hote, 427 King Georges Road, Beverly Hills

Source: Google Maps



Figure 14: The GU Film House at 447-453 King Georges Road, Beverly Hills.

Source: Google Maps

3.3 Surrounding Context

The photos below further depict the site and surrounding environment.

North



Figure 15: Intersection of King Georges Road and Morgan Street, looking north toward Beverly Hills Train Station

Source: Google Maps

East



Figure 16: View north-east along King Georges Road

Source: Google Maps



Figure 17: View south-east along King Georges Road

Source: Google Maps

South



Figure 18: Intersection of King Georges Road and Stoney Creek Road, looking south

Source: Google Maps

West



Figure 19: Buildings along Dumbleton Lane, west of the site, looking south

Source: Google Maps



Figure 20: View of the west side of Dumbleton Lane, looking north

Source: Google Maps



Figure 21: View of Rudduck Lane, looking east

Source: Google Maps

4 Current Planning Control

4.1 Georges River Local Environmental Plan 2021

The *Georges River Local Environmental Plan 2021* (LEP) is the principle environmental planning instrument applying to the site. The key applicable Development Standards are outlined below.

4.1.1 Zoning

The site is zoned E1 Local Centre under the LEP, as shown in **Figure 22**.

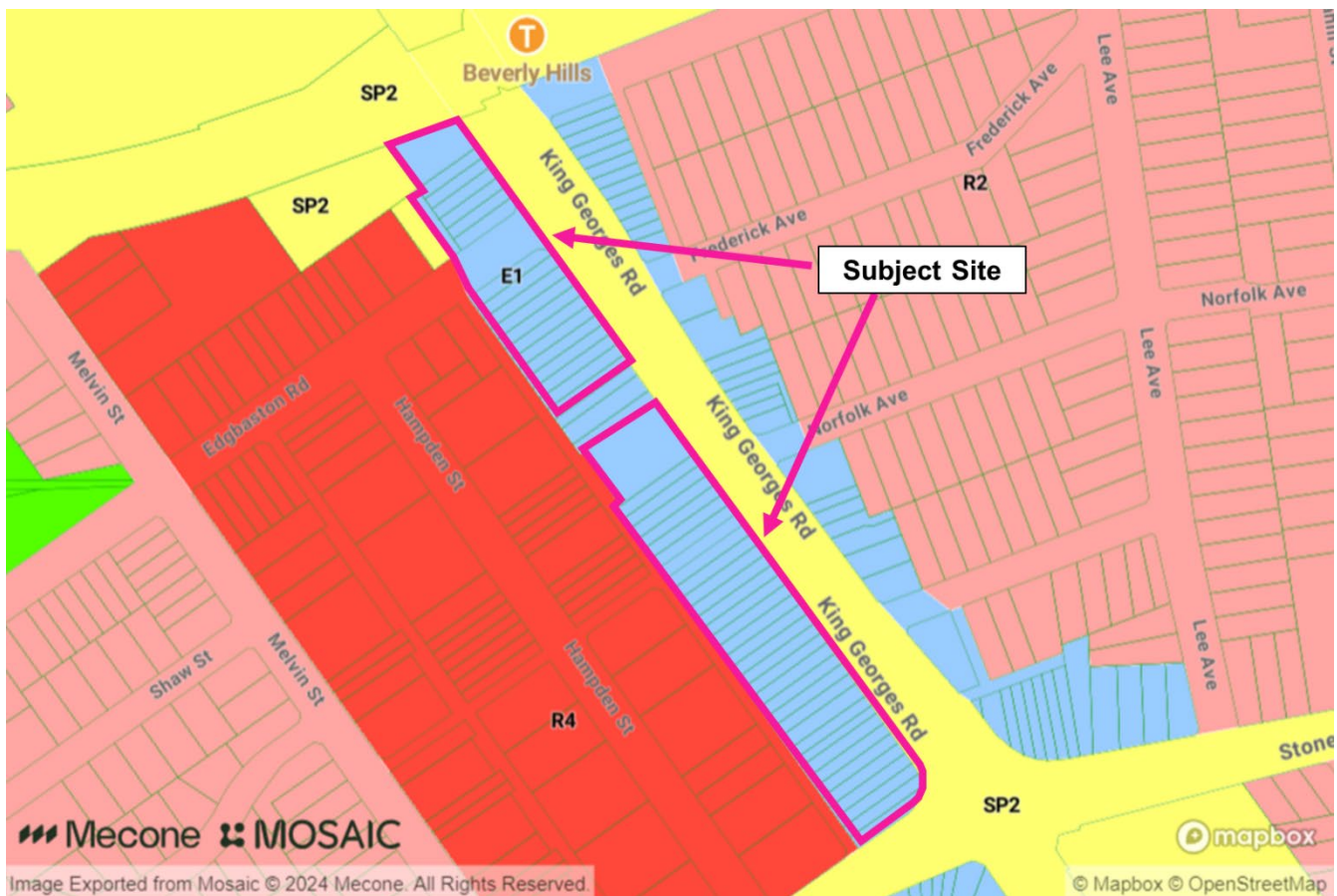


Figure 22: Existing Zoning Map. The site is outlined in pink.

Source: Mecone Mosaic

Commercial premises and shop top housing are permissible uses with consent, as outlined in **Table 2** below.

Table 2: The objectives of the E1 Local Centre zone under the Georges River LEP.

1.Objectives of zone
<ul style="list-style-type: none"> To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area. To encourage investment in local commercial development that generates employment opportunities and economic growth. To enable residential development that contributes to a vibrant and active local centre and is consistent with the Council's strategic planning for residential development in the area.



<ul style="list-style-type: none"> • To encourage business, retail, community and other non-residential land uses on the ground floor of buildings. • To maximise public transport patronage and encourage walking and cycling. To encourage development that is compatible with the centre's position on the centres hierarchy. 	
Permitted without consent	<i>Home occupations</i>
Permitted with consent	<i>Amusement centres; Boarding houses; Centre-based child care facilities; Commercial premises; Community facilities; Entertainment facilities; Function centres; Hotel or motel accommodation; Information and education facilities; Local distribution premises; Medical centres; Oyster aquaculture; Places of public worship; Public administration buildings; Recreation facilities (indoor); Respite day care centres; Service stations; Serviced apartments; Shop top housing; Tank-based aquaculture; Veterinary hospitals; Any other development not specified in item 2 or 4</i>
Prohibited	<i>Agriculture; Air transport facilities; Airstrips; Attached dwellings; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Dual occupancies; Dwelling houses; Eco-tourist facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; General industries; Heavy industrial storage establishments; Heavy industries; Helipads; High technology industries; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Jetties; Marinas; Mooring pens; Moorings; Multi dwelling housing; Open cut mining; Pond-based aquaculture; Port facilities; Recreation facilities (major); Recreation facilities (outdoor); Research stations; Residential flat buildings; Rural industries; Rural workers' dwellings; Secondary dwellings; Semi-detached dwellings; Sewerage systems; Sex services premises; Storage premises; Transport depots; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Warehouse or distribution centres; Waste or resource management facilities; Water recreation structures; Water supply systems; Wharf or boating facilities; Wholesale supplies</i>

4.1.2 Height of Buildings

Under the LEP a maximum building height of 15m applies to the site, as shown in **Figure 23**.

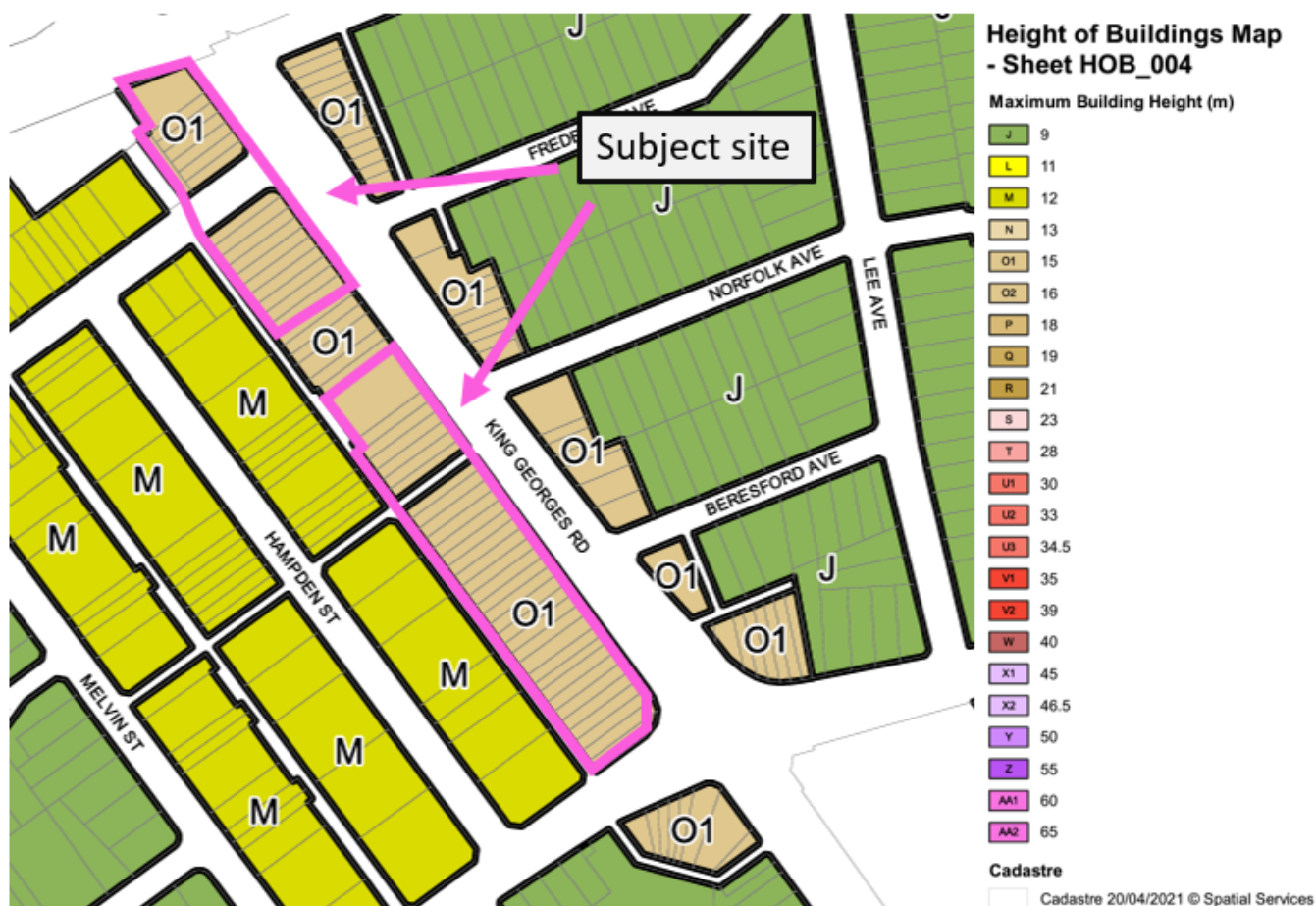


Figure 23: Existing Height of Buildings Map. The site is outlined in pink.

Source: Georges Rive Local Environmental Plan 2021

4.1.3 Floor Space Ratio

Under the LEP, a maximum Floor Space Ratio (FSR) of 2:1 applies to the site, as shown in **Figure 24**.

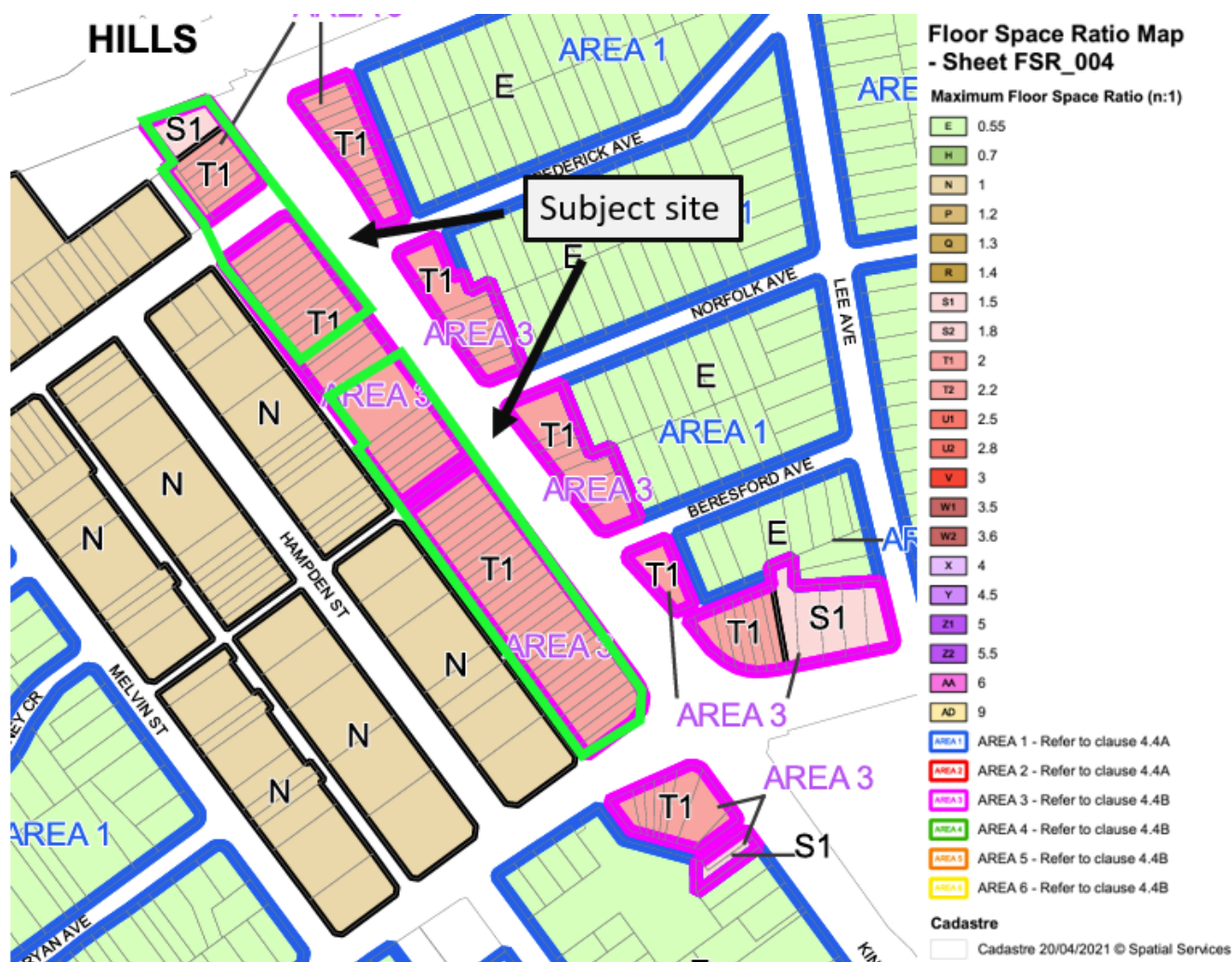


Figure 24: Existing FSR Map. The site is outline in green.

Source: Georges Rive Local Environmental Plan 2021

4.1.4 Hertiage Conservation

The LEP does identify any heritage items within the site and the site is not located within any Heritage Conservation Areas.

However, the site is located within proximity of the Beverly Hills Railway Station Group (Item I6) which is listed on the State Heritage Register (refer to **Figure 25**). The item comprises of the platform building, platform, King Georges Road overbridge, stairs, lift and platform canopy.

The absence of heritage constraints creates a highly unusual opportunity to deliver significant urban renewal which capitalises upon close proximity to transport infrastructure.

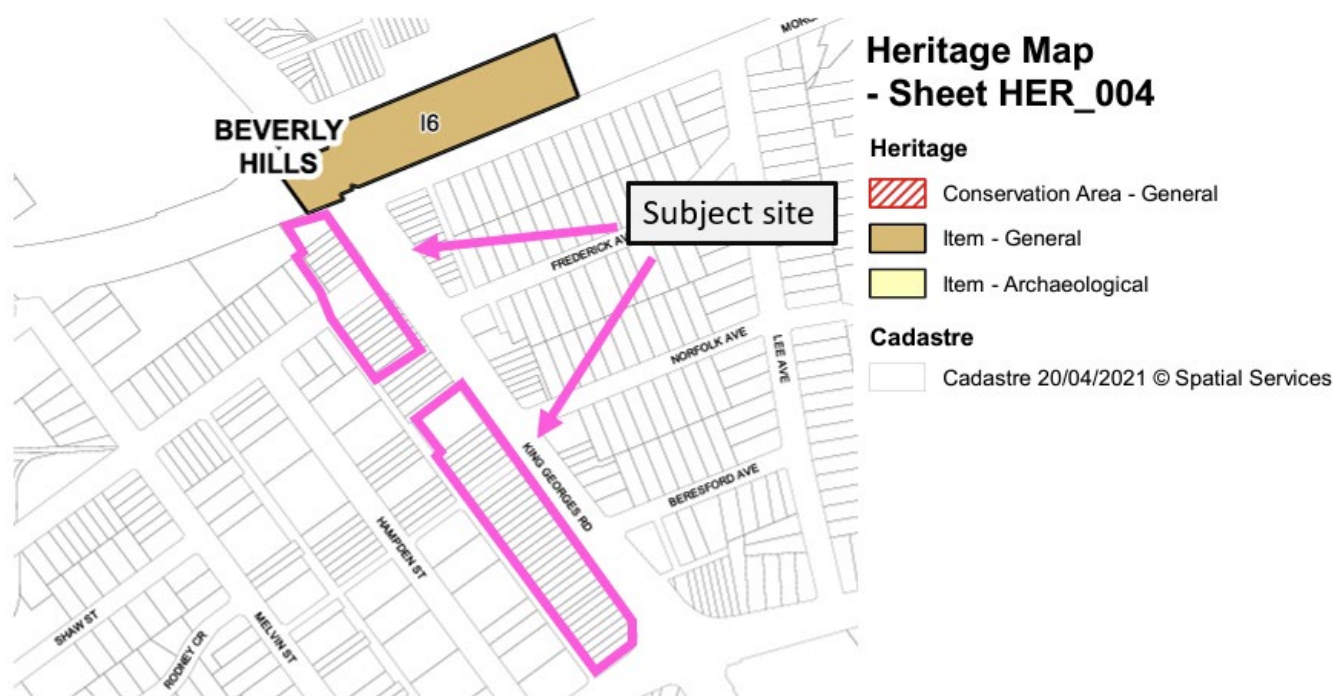


Figure 25: The LEP Heritage Map. The sit is outlined in pink.

Source: Georges Rive Local Environmental Plan 2021



5 Background

5.1 The BHOA

Beverly Hills Owners Association (BHOA) are the applicant for this planning proposal. BHOA was formed in early 2017 and comprises of local landowners who advocate for the renewal of the western portion of the Town Centre. Lots on the western side are larger, benefit from existing rear lane access and do not require compulsory acquisition, unlike the east side of the Master Plan area. BHOA have independently commissioned a number of reports and studies in support of Council's own work in order to facilitate development of the western portion of the Town Centre.

5.2 Consultation with Council

Since the initial SGS economics report in the late 1990's, successive Councils have undertaken numerous planning processes to facilitate renewal of the Beverly Hills Town Centre.

Council's *Economic Development Strategy 2018-2022* identified an intention to prepare a *Master Plan* for Beverly Hills that is consistent with its role as a dining and entertainment hub. It further identified Beverly Hills as a potential emerging centre, that if encouraged and managed well, could develop into a key centre providing additional employment and lifestyle opportunities.

Council resolved to endorse Phase 1 of the Beverly Hills draft Master Plan on 23 April 2019, with consultants engaged to undertake Phase 2 in July 2019.

5.2.1 The draft Beverly Hills Town Centre Master Plan (April 2020)

The draft *Beverly Hills Town Centre Master Plan* was prepared in April 2020. The draft Master Plan was publicly exhibited for 60 days from 28 July-28 September 2020. 78 Survey submissions, 61 community submissions and 4 public authority and infrastructure provider submissions were received. The predominant issues raised being the compulsory land acquisitions to the east side of the Town Centre – which do not apply to the land subject of this planning proposal.

Subsequently, on 26 July 2021 Council adopted the following recommendation of Council's Environment and Planning Committee:

*That consideration of this matter be deferred to a Councillor workshop to allow Council staff an opportunity to explain the submissions received, amendments to the development controls such the increase in floor space ratio and height (in particular for sites on King Georges Road) following the exhibition of the draft plan and a review of the approach to **compulsory acquisition of properties in the areas such as between Frederick Street and Norfolk Street.***

The review of compulsory acquisition issues noted above relates specifically to that part of the Town Centre on the eastern side of King Georges Road. The subject site is not impacted.

On 26 April 2022, Council resolved to defer the draft Beverly Hills Town Centre Master Plan to consider additional and/or updated studies for the Town Centre. However, Council also resolved to consider planning proposals that apply to the site in the interim on a case-by-case basis.

The resolution is provided below:



(a) That Council defers completion of the draft Beverly Hills Town Centre and draft Mortdale Town Centres Master Plans giving consideration to;

(i) Council seeking updates from the Greater Sydney Commission on population projections for the LGA up to 2036 having regard to any effects of the COVID19 pandemic and the changing demographics on Sydney's population;

(ii) Council accelerate the preparation of a comprehensive traffic study (including impacts of motor vehicle, active transport and pedestrian movements around these town centres and parking options) as part of the technical work required for preparation of the required planning proposal (future LEP) for the Town Centre; and

(iii) Council consider the introduction of additional public domain works and "greening" up the Mortdale and Beverly Hills Town Centres to beautify and improve activation, economic viability and vibrancy of the Town Centres;

(b) That Council write to the Hon. Anthony Roberts MP, Minister for Planning and Homes, to seek a variation to the Funding Agreement to remove the requirement for the Master Plans and associated studies to be completed before 30 June 2022

(c) That any Planning Proposals for the Mortdale or Beverly Hills Town Centres received before the adoption of both Mortdale Local Centre Master Plan and Beverly Hills Town Centre Master Plan be considered on a case by-case basis having regard to their individual impacts and taking into account issues raised by the community in relation to the draft Master Plans;

(d) Councillors shall be provided with an in-person workshop on the summary of the public submissions received for each of the draft Master Plans, and any proposed amendments

(e) The draft Mortdale Local Centre Master Plan and draft Beverly Hills Town Centre Master Plan, once endorsed by Council are to be placed on public exhibition for a period of 28 days

(f) Council conduct in-person community consultation for both the Beverly Hills and Mortdale Master Plans during the exhibition period of the draft plans, as well as including the provision of the one-on-one personal telephone and meeting services by Council's town planners) for community members who wish to discuss any aspects of the draft Plans, until such time as the finalised Master Plans are reported to Council.

In accordance with Part c) of the above resolution, this planning proposal requests case-by-case consideration of the western side of King Georges Road.

5.2.2 Panel Resolution

BHOA lodged a planning proposal with Council in December 2022. The Proposal sought to amend the FSR controls to part 4:1 and part 5.5:1 and the building height control to part 44m and part 50m. The Proposal would have enabled 726-777 dwellings, as well as approximately 14,015m² of retail/ dining/ entertainment floorspace, arranged within mixed use buildings of up to 12-14 storeys.

After Council did not indicate support for the proposal, the Proponent submitted a request for a Rezoning Review.

In December 2023 the Sydney South Planning Panel recommended that the Proposal be submitted for a Gateway Determination because it demonstrated strategic merit.



In making its decision, the Panel recommended the Proposal is revised to address a number of issues, including:

- To add a site-specific clause, or other mechanism which provides a maximum height of building for:
 - 423-505 King Georges Road of **part 12m (for 26m from Dumbleton Lane) and part 24.1m** for remainder of these lots.
 - 'The **corner 'gateway' lots** being 407-421 and 507-511 King Georges Road of **part 12m (for 14m from the western boundary) and part 31.4m** for the remainder of these lots.
- A **maximum FSR of 3.5:1**, including a non-residential FSR of 0.75:1.
- That the maximum height and FSR can only be achieved if:
 - Land to be developed within the Site has a minimum width to King Georges Road of 20m.
 - The width of Dumbleton Lane is increased by 3m within the Site, to provide vehicular access and activate parts of the Lane with non-residential uses at ground level.
- **Prepare an affordable housing viability report** and clarify housing affordability rates, including floor space and number of units and method of management in-perpetuity to consider the delivery of affordable housing with the site consistent with the government's strategic housing policy. The Greater Sydney Region Plan and Sydney Central District Plan have affordable housing targets in the range of 5-10% of new residential floorspace subject to viability.

This proposal has been adapted to address the Panel's abovementioned recommendations.

Atlas has also been engaged to prepare an Affordable Housing Viability Assessment (the Study) to address the Panel's requirements. In November 2023, Atlas previously prepared a feasibility analysis to assist development of a planning proposal at the site (the 2023 analysis). The Study builds upon the work and findings of the 2023 analysis.

Atlas have confirmed that the site is not feasible to develop at the Panel's recommended FSR 3.5:1, let alone contribute to Affordable Housing or public benefit works in a voluntary planning agreement.

This is discussed in further detail in **Section 7.1.4** below.

5.2.3 Purpose of the Planning Proposal

This planning proposal seeks to progress the master planning work for the western side of the Beverly Hills Town Centre, which is unaffected by issues around compulsory acquisition and infrastructure delivery but has the potential to catalyse development of the remainder of Beverly Hills Town Centre. The master planning undertaken for this planning proposal is largely consistent with Council's Master Plan vision. An increase in height and FSR has been proposed to ensure the feasibility of renewal. A comparison between the controls proposed under Council's Master Plan and the planning proposal is provided in **Section 6.2.1**.



6 Explanation of provision

The Planning Proposal seeks to amend the *Georges River Local Environmental Plan 2021* (the LEP) to increase the Floor Space Ratio (FSR) and Building Height standards to facilitate redevelopment of the 407-511 King Georges Road, Beverly Hills. The proposed LEP amendments are as follows:

- Amend the maximum **Floor Space Ratio** (FSR) map to facilitate an FSR of **3.5:1** (**Table 3**).
- Amend the maximum **Height of Buildings** map to facilitate buildings of up to **7-9 storeys (24.1-31.4m)** and **3 storeys (12m)** along Dumbleton Lane (**Table 3**).
- Addition of an **Additional Permitted Use** (APU) to allow for Residential Flat Buildings to be permitted, adjacent to Dumbleton Lane (**Table 3**).

No change is proposed to the existing land use zoning.

The proposed amendments are outlined in **Table 3**.

Table 3: Proposed changes to the Georges River LEP 2021

Control	Current controls	Proposed controls
FSR	2:1	3.5:1
Height	15 meters	<ul style="list-style-type: none">• 24.1-31.4 meters (along King Georges Road)• 12m (along Dumbleton Lane)
Additional Permitted Use (APU)	Residential flat buildings are prohibited in the E1 zone.	APU to permit residential flat buildings (on part of site adjacent to Dumbleton Lane)

6.1 Employment Zones Reform

The NSW Department of Planning and Environment (DPE) introduced 5 new employment zones and 3 supporting zones through the *Standard Instrument (Local Environmental Plans) Order 2006* in December 2021.

The five new Employment Zones are:

- E1 Local Centre
- E2 Commercial Centre
- E3 Productivity Support
- E4 General Industrial
- E5 Heavy Industrial

The three supporting zones are:

- MU1 Mixed Use
- W4 Working Waterfront
- SP4 Enterprise

As of May 2024, the reform is in place and individual LEP amendments have been made.

The subject area was zoned prior to the reform as B2 Local Centre under the *Georges River Local Environmental Plan 2021*. Under the Employment Zones reform, the B2 zone was replaced by the 'E1 Local Centre' zone (**Figure 26**).

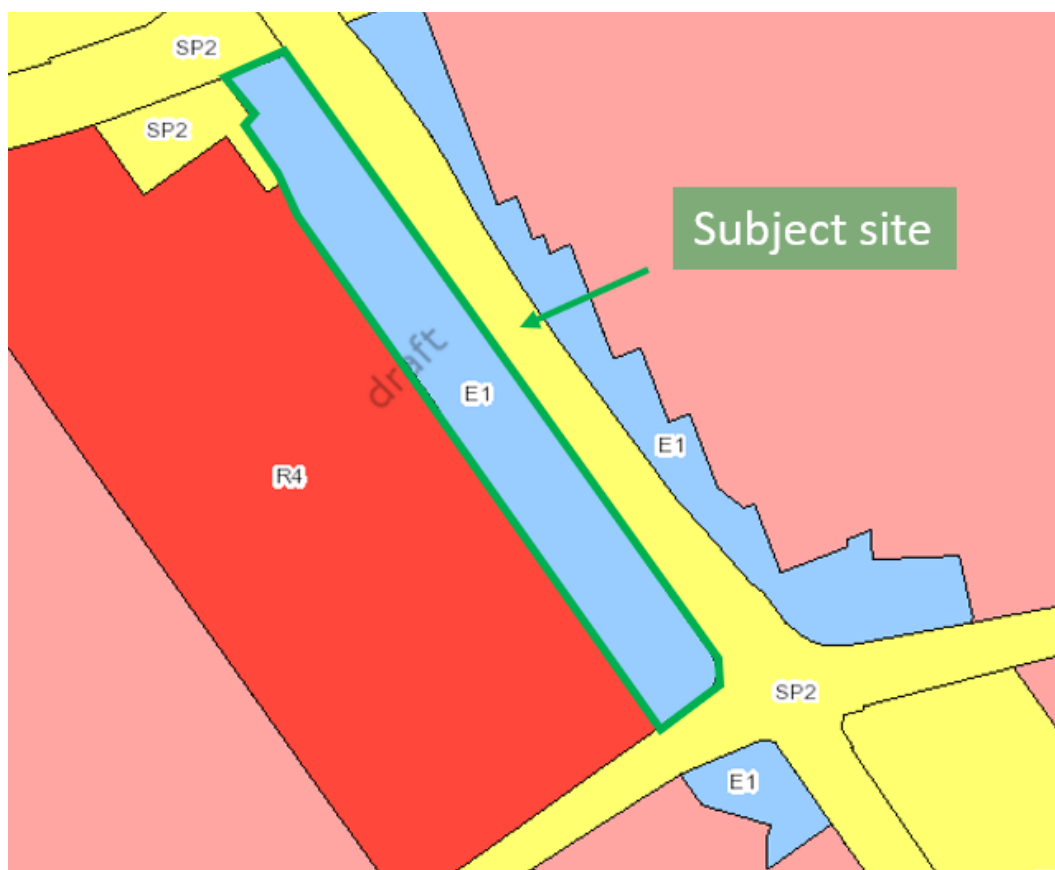


Figure 26: Proposed zoning under the Employment Zones Reform. The subject site is outlined in green.

Source: DPE e-Planning Spatial Viewer, September 2022

A summary of the E1 Local Centre zone is provided in **Table 4** below:

Table 4: The intent of the proposed E1 Local Centre zone. Source: Employment Zones Reform Implementation-Explanation of Intended Effects, May 2022

Strategic intent	Desired characteristics	Longer term considerations
<ul style="list-style-type: none"> To provide centres of all size and scales that offer: a diversity of retail, business, office, community, accommodation and entertainment uses to the community a focus for active vibrant communities to come together employment opportunities in accessible locations <ul style="list-style-type: none"> where available, a focus for public transport 	<ul style="list-style-type: none"> Commercial focus, either as offices, retail and business premises or mix of uses A range of uses and services commensurate to the size of the centre Entertainment and dining options, tourist and visitor accommodation, after hour uses, community and social infrastructure. 	<ul style="list-style-type: none"> Facilitate centres as community hubs, offering shopping, services and events Support the night-time economy Accommodate collaborative and co-working spaces Potentially include residential development on upper levels to establish a population catchment for a vibrant centre Accommodate some local light industries.



The land use table applying to the E1 Local Centre zone is provided in **Table 5**.

Table 5: Proposed objectives of the E1 Local Centre zone under the Standard Instrument (Local Environmental Plans) Amendment (Land Use Zones) Order 2021 (public consultation draft)

1 Objectives of zone	
	<ul style="list-style-type: none"> To provide for a range of retail, business and community uses that meet the needs of people who live, work or visit the area. To encourage employment opportunities and business investment. To enable residential development if it will encourage a vibrant Local Centre. To ensure that development is compatible with the amenity, character and scale of surrounding neighbourhoods.
Permitted without consent	-
Permitted with consent	<i>Amusement centres; Boarding houses; Building identification signs; Business identification signs; Car parks; Centre-based child care facilities; Commercial premises; Community facilities; Domestic goods repair and reuse facilities; Entertainment facilities; Function centres; Home businesses; Home industries; Home occupations; Information and education facilities; Local distribution premises; Medical centres; Oyster aquaculture; Places of public worship; Public administration buildings; Recreation areas; Recreation facilities (indoor); Respite day care centres; Service stations; Shop top housing; Tank-based aquaculture; Tourist and visitor accommodation; Vehicle repair stations; Veterinary hospitals</i>
Prohibited	<i>Pond-based aquaculture</i>

Based on a review of the permitted uses, a translation of zone to the E1 Local Centre zone permitted Shop top housing. Furthermore, the objectives of the zone continued to encourage employment opportunities, business investment and the provision of additional residential development if it will encourage a vibrant local centre, which is provided through the planning proposal. Therefore, the planning proposal aligns with the provisions of the E1 Local Centre zone, as translated.

6.2 Urban Design Study to Inform Future DCP

This Planning Proposal is supported by an Urban Design Study (including design testing) by Olsson Architecture, following extensive Economic Feasibility Analysis by AEC and Atlas (**Appendix 4** and **Appendix 6**).

The Urban Design Study demonstrates how the site may be developed within the parameters of the proposed LEP amendments. In due course, the provisions of the Urban Design Study will be translated into a site specific Development Control Plan (DCP).

Various detailed Development Applications will then be submitted over a period of years following the finalisation of the Planning Proposal and adoption of the DCP.

The Urban Design Study (as illustrated at **Figure 27**) provides for:

- Redevelopment of approximately 12 sites on the western side of King Georges Road

- Building heights of up to 7-9 storeys
- An FSR of 3.5:1 FSR for all sites on King Georges Road, which include a non-residential FSR of 0.75:1.
- Mixed-use buildings comprising:
 - Non-residential commercial
 - Retail ground level
 - Up to three levels of basement
 - Shop top housing
 - Inner landscaped courtyard areas, and
 - Through-site links.

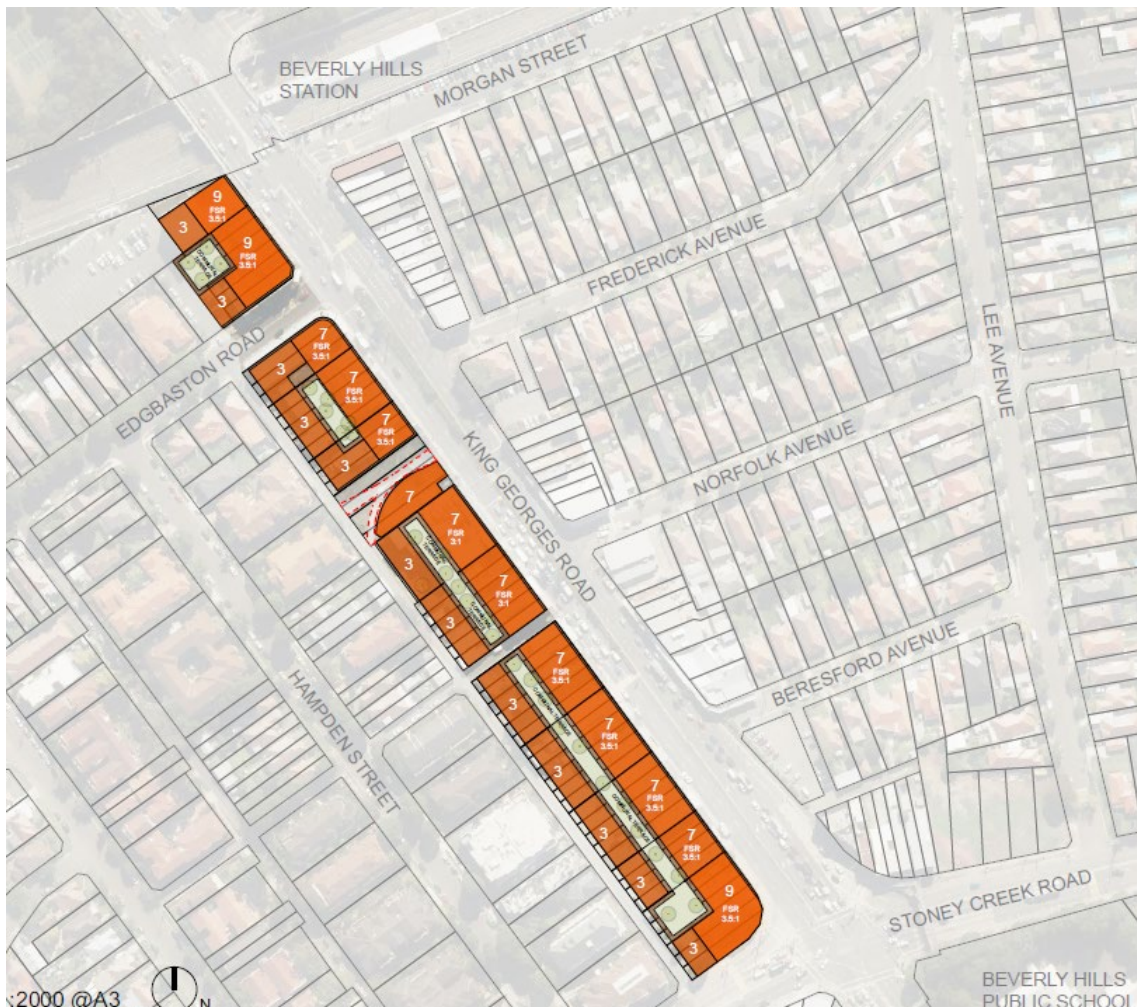


Figure 27: Building Massing facilitated by the Proposed Planning Controls.

Source: Beverly Hills Town Centre Planning Proposal Urban Design Study (Olsson 2022)

The building massing concept detailed in the Urban Design Study is the result of iterative design testing. It has sought to minimise overshadowing and building bulk impacts to the lower-level residential areas to the west before stepping up to form a seven-storey street wall, with a two-storey podium expressed to King Georges Road. Articulated elements above will range from an additional four to six storeys.

As shown at **Figures 28-30** the building massing concept includes front setbacks of 2 meters from the street, to widen the King Georges Road footpath. Buildings can be built to the side boundary and the rear setback to Dumbleton Lane will be 3 meters.

Additionally, the lower podium street wall height is proposed to be 8 meters, to ensure future building heights are at the human scale to ensure a well-designed, walkable high-street character. The levels above the podium will range in heights.

This massing has been developed to ensure that potential overshadowing impacts on properties to the west comply with relevant Apartment Design Guide criteria. Further discussion is provided in **Section 7.1.3**.

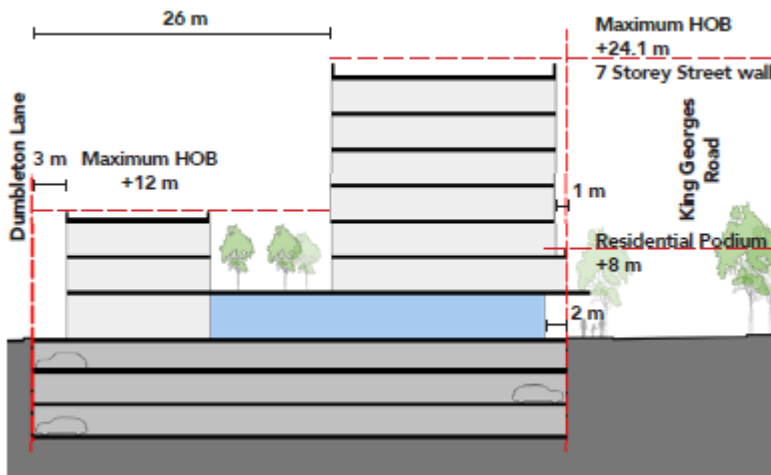


Figure 28: Proposed controls- 3.5:1 FSR (Mid-Block Site)

Source: Beverly Hills Town Centre Planning Proposal Urban Design Study (Olsson 2024)

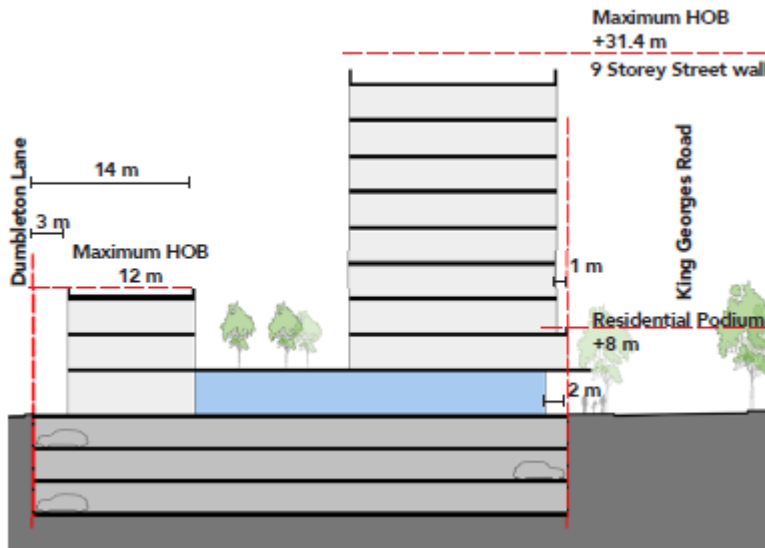


Figure 29: Proposed controls- 3.5:1 (Corner Site)

Source: Beverly Hills Town Centre Planning Proposal Urban Design Study (Olsson 2024)



Figure 30: Indicative massing diagram

Source: Beverly Hills Town Centre Planning Proposal Urban Design Study (Olsson 2022)*



***Note:** This figure is indicative of the scheme prepared for the Planning Proposal, which exhibited 12-14 storeys in height. 5 storeys have since been removed, per the Panel resolution.

6.2.1 Comparison- Beverly Hills Town Centre Master Plan and the Planning Proposal

The Planning Proposal has been developed with consideration of the principles and controls proposed under the Beverly Hills Draft Town Centre Master Plan. As such, it shares many similarities with Council's Master Plan work, and seeks to progress the planning undertaken by Council in their planning for the Town Centre area. **Table 6** outlines the comparison between Council's Master Plan and the Planning Proposal.

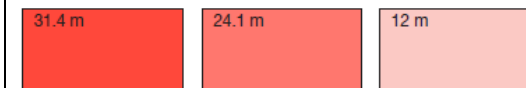


Table 6: Comparison between Council's Master Plan and the Planning Proposal

Item	Draft Council Master Plan – 24 April 2020	Beverly Hills Land Owners Association: Planning Proposal – May 2024
FSR	<p>3:1</p>  <p>Council Master Plan - Figure 56 (Page 80)</p>	<p>3.5:1</p>  <p>1:4000 @ A3</p> <p>FSR 3.5:1</p> <p>Planning Proposal (Olsson 2024) – Page 15</p>
Height	21-28 meters (6-8 storeys)	<ul style="list-style-type: none"> • 24.1m (7 storeys) – 31.4m (9 storeys) along King Georges Road • 12m (3 storeys) along Dumbleton Lane


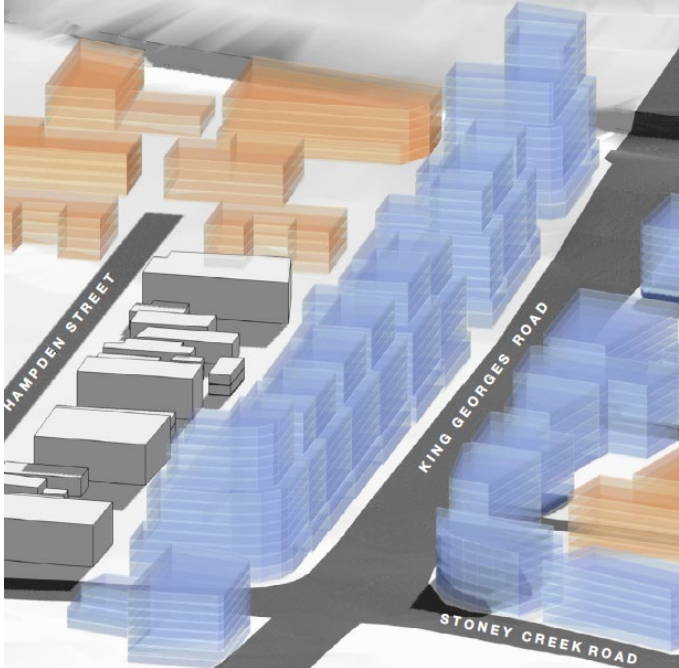


Council Master Plan - Figure 55 (Page 59)



Planning Proposal (Olsson 2024) – Page 15



Massing	 <p>Council Master Plan - Figure 33 (Page 60)</p>	 <p>Planning Proposal (Olsson 2022) – Page 26*</p> <p><i>*Note: This figure is indicative of the scheme prepared for the Planning Proposal, which exhibited 12-14 storeys in height. 5 storeys have since been removed, per the Panel resolution.</i></p>
Zoning	B2 Local Centre	E1 Local Centre (translated under the Employment Zone Reform)

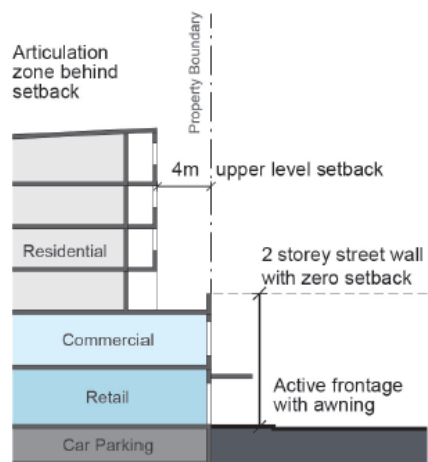


Setback and Street Wall Height

TYPE 2

Shop top housing 6 - 8 Storeys

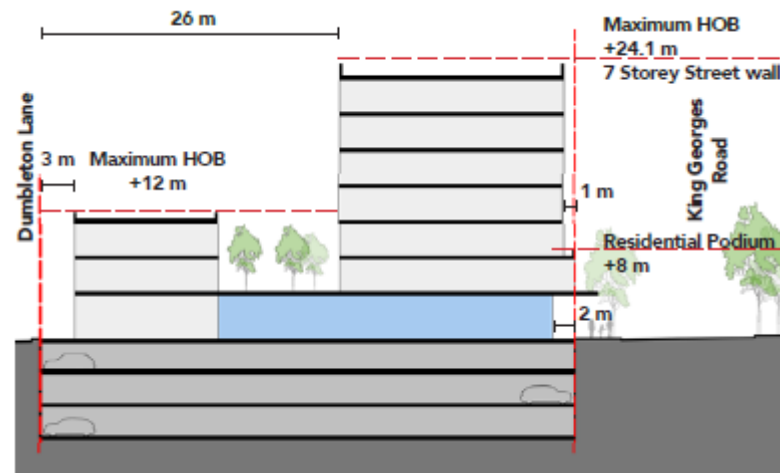
- Nil setback to podium level for maximum 2 storeys).
- 4m minimum upper level (third storey and above) setback to maintain human scale at the street edge.



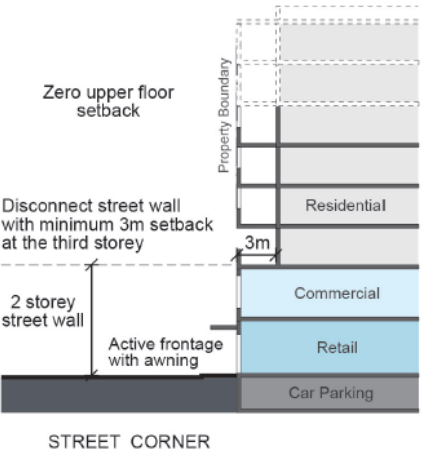
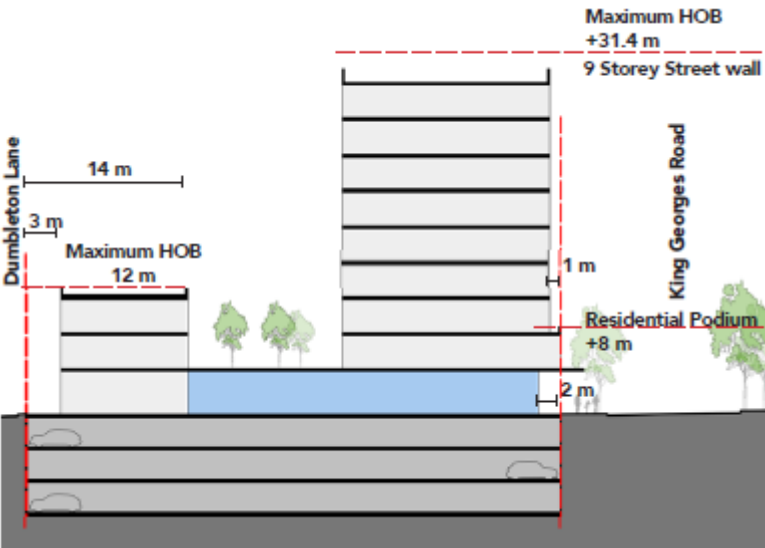
SETBACK TYPE 2

Figure 63. Setback Type 2

Proposed 3.5:1 FSR (Mid-Block Site)





	<p>TYPE 4 Prominent corners (6-8 Storeys) Mixed use</p> <ul style="list-style-type: none"> • Key corner sites are to be emphasised by distinctive architectural design and/or building height. • Nil setbacks may be considered for all street corners subject to appropriate architectural articulation and detailing.  <p>Zero upper floor setback</p> <p>Property Boundary</p> <p>Disconnect street wall with minimum 3m setback at the third storey</p> <p>3m</p> <p>2 storey street wall</p> <p>Active frontage with awning</p> <p>Residential</p> <p>Commercial</p> <p>Retail</p> <p>Car Parking</p> <p>STREET CORNER</p> <p>SETBACK TYPE 4</p> <p><small>Figure 05. Setback Type 4</small></p>	<p>Proposed 3.5:1 FSR (Corner Site)</p>  <p>Maximum HOB +31.4 m</p> <p>9 Storey Street wall</p> <p>14 m</p> <p>3 m</p> <p>Maximum HOB 12 m</p> <p>1 m</p> <p>King Georges Road</p> <p>Residential Podium +8 m</p> <p>2 m</p> <p>Dumblaton Lane</p>
	<p>Street wall – 2 storeys</p> <p>Front Setbacks - King Georges Road</p> <ul style="list-style-type: none"> • Ground Floor Retail/Commercial – nil • Podium - nil 	<p>Street wall - 7 storeys</p> <p>Front Setbacks - King Georges Road</p> <ul style="list-style-type: none"> • Ground Floor Retail/Commercial/ F + B front set back 2m to widen the footpath



	<ul style="list-style-type: none"> Above podium – Minimum 3-4 meters <p>Rear setbacks – not provided Side setbacks – not provided</p>	<ul style="list-style-type: none"> Podium - nil Above podium up to level 7 – 1 metre <p>Rear setbacks.</p> <ul style="list-style-type: none"> Dumbleton Lane - 3 metres <p>Side setbacks.</p> <ul style="list-style-type: none"> Podium to level 7 – nil (building to be built to side boundary)
Podium	2 storeys	<ul style="list-style-type: none"> 2 storeys
Minimum Street Frontage	20 meters	<ul style="list-style-type: none"> 20m



7 Justification of strategic and site-specific merit

7.1 Section A – Need for the Proposal

Q1. Is the Planning Proposal a result of an endorsed LSPS, strategic study or report?

The Planning Proposal derives from the Council-initiated *Beverly Hills Town Centre Master Plan*, which was deferred to review local infrastructure delivery issues relating specifically to the eastern side of King Georges Road. The Planning Proposal has been developed to address the need for revitalisation of the Town Centre, as identified in Council's Draft Master Plan.

The Planning Proposal is consistent with the vision of Council's 2020 draft Master Plan, with a proposed increase to the Floor Space Ratio and maximum building heights on the western side of King Georges Road that is supported by a detailed Economic Feasibility Analysis (**Appendix 6**).

The Planning Proposal is the outcome of iterative design testing and seeks to provide a suitably scaled built form that transitions in scale to the two to three-storey residential development to the west and delivers on the aspirations of the strategic planning framework.

The proposal is consistent with both local and state strategic studies such as the Regional Plan, South District Plan and Georges River Local Strategic Planning Statement (LSPS). Further discussion is provided in **Section 7.1.1**.

Q2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The Planning Proposal represents the best mean of achieving the intended outcomes.

In preparing the Planning Proposal, alternative options have been explored. These are listed and discussed below:

- Option 1: Do nothing
- Option 2: Wait for Council's draft Beverly Hills Town Centre Master Plan to proceed
- Option 3: The Proposal

Option 1: Do Nothing

Option 1 entails leaving the site in its current under-developed state. The existing building stock along King Georges Road is outdated, economically underperforming, and failing to meet the needs of commercial operators. Importantly, the existing Town Centre does not contribute toward meeting local housing or employment targets. Further, it does not make a positive contribution to the streetscape, or take advantage of its connectivity, and proximity to Beverly Hills Railway Station.

Doing nothing would further diminish the area and would be a missed opportunity to provide broad economic and social benefits to the LGA through the revitalisation of the public domain, increased foot traffic and the provision of s7.11 and s7.12 contributions. This would not be in the public interest.

Option 2: Wait for Council's draft Beverly Hills Town Centre Master Plan to proceed.

While it would be possible for the proposed amendments to proceed through Council's own Draft Town Centre Master Plan and LEP review, the timeframe for this to progress is currently unknown. Work to inform the Draft Town Centre Master Plan commenced in the late 1990's and is ongoing. Construction



costs and feasibility estimates have dramatically shifted in this time. Landowners and local stakeholders cannot be certain when the Draft Town Centre Master Plan might proceed.

The feasibility analysis undertaken by AEC Economics on behalf of the applicant of this Planning Proposal and by HillPDA on behalf of Council concluded that urban renewal of the site requires a 640-680 dwelling yield in order to be feasible and to maintain the strategic function of a 'Local Centre'. This is not capable of being delivered by controls recommended by the Panel or Council's 2020 Draft Master Plan and is likely to be exacerbated by protracted timeframes for the delivery of the Draft Master Plan.

Priority 14 of the LSPS has identified a strategic direction to develop Beverly Hills as a safe night-time, dining and recreation area (along with Hurstville and Kogarah). There is an imbalance between the density needed to make that vision feasible, and the centres hierarchy- which identifies Beverly Hills as a Local Centre. Waiting for the Draft Master Plan (which may not eventuate) may not result in the highest and best use of the site and does not reflect the intent of higher order strategic directions such as the 30-minute city.

Option 3: The Proposal

Option 3 involves undertaking the proposed development as outlined in this planning proposal. It represents a significant opportunity to deliver urban renewal and uplift to an unencumbered, large landholding to the west side of the Town Centre. The height and FSR proposed, will ensure that urban renewal will be feasible and will significantly contribute toward the achievement of the 2036 housing employment targets.

Amending controls to the western side of King Georges Road provides an opportunity for renewal of a large landholding to commence, with the potential to catalyse the development of the wider Town Centre. It will also provide Section 7.11 and 7.12 contributions that could potentially assist in resolving infrastructure delivery issues on the eastern side of King Georges Road, alongside other community benefits specifically requested by Council.

Additionally, at a future stage of the process, the more detailed provisions of the planning proposal will be translated into a site specific DCP. The site specific DCP will provide Council with surety that the redevelopment of the site in accordance with the requested amendments will provide suitably scaled form with minimal environmental impacts.

7.1.1 Section B- Relationship to strategic planning framework

Q3. Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

The planning proposal's consistency with the regional strategic planning framework is addressed in the tables below.

Greater Sydney Region Plan

The *Greater Sydney Regional Plan 2056* was published in March 2018 and sets out a vision, objectives, strategies and actions for a metropolis of three cities across Greater Sydney. centred around the themes of liveability, productivity and sustainability to guide the implementation of the Plan. The planning proposal's consistency with the plan are discussed below:



Table 7: Consistency with the Greater Sydney Region Plan

Regional Plan	Comment
<i>A Metropolis of Three Cities – Greater Sydney Region Plan</i>	<ul style="list-style-type: none"> • A City Supported by Infrastructure - By providing additional housing in close proximity to Beverly Hills Train Station and increasing 30-minute access to the Sydney CBD • A Collaborative City – The proposal represents a proponent-initiated planning proposal that responds to the feedback received by Council following extensive consultation on the draft Beverly Hills Town Centre Master Plan. • A City for People – The proposal will aide in the renewal of the Town Centre promoting increased walkable access to and through the centre and to the Beverly Hills Railway Station. • Housing the City – The proposal will introduce uplift in the Town Centre enabling the provision of housing supply, choice, and affordability with access to jobs, services and public transport. • A City of Great Places – The proposal will aide in the much-needed renewal of Beverly Hills Town Centre, with increased access to open space and supporting its role as a night-time, dining and entertainment precinct. • A Well-Connected City – The proposal will enable increased housing supply in close proximity to the Beverly Hills Railway Station with a 30-minute commute to the Sydney CBD. • A City in its Landscape – The proposal includes the delivery of much needed high quality open space. • An Efficient City – The proposal will provide further housing within the 400m walking catchment of the Beverly Hills Railway Station, reducing reliance on the private vehicle for commuting.

South District Plan

The South District Plan (the District Plan) is intended to guide the implementation of the Region Plan at a district level. The planning proposal's consistency with the plan are discussed below:

Table 8: Consistency with the South District Plan

Planning Priority/Actions	Consistency
Liveability	
S4 - Fostering healthy, creative, culturally rich and socially connected communities	The proposal will foster a healthy and socially connected community by providing commercial floorspace that is capable of fostering a range of creative and culturally rich commercial uses. It will also improve pedestrian access to and through the Town Centre and improving the footpath treatment on the western side of King Georges Road.
S5 - Providing housing supply, choice and affordability, with access to jobs, services and public transport	The proposal will provide residential accommodation in close proximity to public transport and services. Housing in this location will be within easy access to jobs, being within 30-minutes of key employment centres such as the Sydney International Airport and Sydney CBD.



S6 - Creating and renewing great places and local centres, and respecting the District's heritage	The site currently contains outdated building stock in need of renewal. The development facilitated by the planning proposal presents a unique opportunity to revitalise a significant landholding within the Town Centre, which is free from heritage constraints. It will deliver a high-quality built form that will positively contribute to the visual amenity of the streetscape and increase street level activation.
Productivity	
S12 - Delivering integrated land use and transport planning and a 30-minute city	The proposal will provide for housing and a range of commercial uses in close proximity to public transport and therefore will support the District Plan's 30-minute city concept.
Sustainability	
S16 - Delivering high quality open space	The proposal will include landscaping opportunities to aide in the delivery of much needed open space in the Beverly Hills Town Centre.
S17 - Reducing carbon emissions and managing energy, water and waste efficiently	The development facilitated by the planning proposal has the potential to adopt best practice sustainability measures that will assist in reducing carbon emissions and will increase housing supply within the 400m walkable catchment of the Beverly Hills Train Station reducing dependence on private vehicle use.

Q4. Is the planning proposal consistent with a Council LSPS that has been endorsed by the Planning Secretary or GSC, or another endorsed local strategy or strategic plan?

The Georges River Local Strategic Planning Statement (LSPS) was endorsed on 4 March 2020. It includes the following provisions relation to the aims and objectives of the planning proposal (**Table 10**).

Table 9: Consistency with the Georges River LSPS

Planning Priority	Key Actions	Consistency
Housing and Neighbourhoods		
P9. A mix of well-designed housing for all life stages caters for a range of lifestyle needs and incomes	A48. Facilitate a broader range of housing types across the LGA through rezoning land, including controls for medium density development in Council's LEP and DCP 2020	The planning proposal will facilitate a broader range of housing types in the LGA, that will be capable of meeting a range of lifestyle needs.
Economy and Centres		
P12. Land is appropriately zoned for ongoing employment growth	<p>A59. Introduce controls in Council's LEP 2020 to ensure the provision of non-residential floor space in the LGA's commercial centres</p> <p>A64. Ensure ongoing review of the zoning and development controls of all centres with the aim of providing sufficient employment floor space to meet future population and employment projections.</p>	<p>The planning proposal will provide for uplift in non-residential floor space in a commercial centre within the LGA.</p> <p>The planning proposal assists with the delivery of a range of employment floor space to meet future population and employment needs.</p>
P13. Planning, collaboration and investment delivers	A70. Commence a prioritised program of public domain improvements and place-making activities that improve liveability and	The planning proposal will ensure that a prioritised program of public domain improvements can be



Planning Priority	Key Actions	Consistency
employment growth and attractive, lively, accessible and productive centres	enhance connectivity and vibrancy of centres. A77. Prepare a Master Plan and Implementation Plan for the Beverly Hills Town Centre to revitalise the commercial centre and improve the amenity and quality of the built environment.	progressed through s7.11 and s7.12 contributions. These improvements will enhance the liveability of Beverly Hills. The planning proposal is based on the objectives of the Beverly Hills Town Centre Master Plan. It presents a unique opportunity to holistically develop a large landholding to the west side of King Georges Road, which may in turn catalyse the wider Town Centre revitalisation.
P14. Hurstville, Beverly Hills and Kogarah are supported to grow night time entertainment, dining and other recreational opportunities	A78. Undertake a night-time economy study to identify and measure night-time activities in appropriate centres for greater activation	The planning proposal will contribute to the work required to identify and measure night-time activities, to support the development of night time entertainment, dining and other recreational opportunities in Beverly Hills.
P15. All local centres are supported to evolve for long-term viability	A80. Promote activation and ongoing viability by conducting place-based analysis of key centres including the investigation of development standards and centre expansion as part of Council's LEP 2022	The planning proposal will promote the activation of the Beverly Hills Town Centre and contribute to long term viability.
Environment and Open Space		
P16. Our waterways are healthy and publicly accessible	A87. Appropriately plan for, fund and maintain stormwater infrastructure including opportunities for renaturalisation	The planning proposal will ensure that stormwater infrastructure is maintained and includes opportunities for renaturalisation.

7.1.2 Further considerations

On 12 July 2021, Council feedback raised concern about the height and density proposed in Beverly Hills relative to the neighbouring Strategic Centres of Hurstville, and Kogarah. Given that Beverly Hills is identified as a Local Centre, Council commented that the proposed height and density should not result in Beverly Hills competing with the strategic roles of Hurstville, and Kogarah.

However, the height and density of a Town Centre does not necessarily correlate with its' strategic function. While the proposed heights and densities will increase the quantum of development in Beverly Hills, this uplift will principally facilitate housing and lower order retail and entertainment uses that will not compete with the functionally distinct strategic roles of Hurstville and Kogarah.

The Georges River LSPS 2040 identifies that Kogarah is the LGA's health and knowledge hub and provides both services and employment across the District. The Hurstville City Centre is identified as an important retail destination at the heart of the LGA, offering a mix of retail and food offerings within



Westfield and on the main street of Forest Road. It is also a commercial precinct attracting a professional workforce and a growing allied health services sector. Most of Council's hireable community space is in and around Hurstville and Kogarah, which also accommodate 86% of the LGA's library floor space.

Notwithstanding the amount housing and retail entertainment uses in Beverly Hills, the Town Centre will not compete with the strategic functions of Kogarah or Hurstville.

Q5. Is the planning proposal consistent with applicable State and regional studies or strategies?

The Planning Proposal is consistent with the *Greater Sydney Region Plan - A Metropolis of Three Cities*, the *South District Plan*, the *Georges River LSPS 2040* and other studies and strategies, as evidenced in **Section 7.1.1** above.

Other Strategies

Table 10: Consistency with other regional/state strategies

Future Transport Strategy 2056	The Planning Proposal is entirely consistent with the Future Transport Strategy 2056 in that it will locate dwellings within walking catchment of the Beverly Hills Railway Station with both the Airport and CBD within a 30-minute commute in-line with the 30-Minute City Future Transport Priority.

Table 11: Consistency with other local strategies

Strategy	Assessment
Georges River Community Strategic Plan 2018-2028 (CSP)	<p>The Community Strategic Plan highlights the need to encourage the nighttime Economy to support local jobs and local businesses to grow. Beverly Hills is identified as a Town Centre to enable this.</p> <p>The planning proposal will support the revitalisation of the Beverly Hills Town Centre and support delivery of local jobs and local business growth, through the provision of additional retail and commercial floor space and associated public domain improvements.</p>
Georges River Local Housing Strategy (LHS)	<p>The Georges River LHS envisions the Beverly Hills Town Centre as a thriving economy and centre, both day and night. Additionally, it highlights the Beverly Hills Town Centre Master Plan as a key document to ensure the review of land use and built form controls to the centre to ensure this vision is achieved.</p> <p>The planning proposal will ensure that the Beverly Hills Town Centre can achieve the vision of a thriving economy and local centre.</p>
Georges River Economic Development Strategy 2018-2022 (EDS)	<p>The Georges River EDS takes a place-based approach to local economic development. The strategy identifies Beverly Hills as an emerging centre with an existing night time economy surrounded by a choice of high-demand housing. It further notes that the centre has the potential to develop into a key centre providing additional employment and lifestyle opportunities.</p> <p>The planning proposal will ensure that Beverly Hills will develop into a key centre providing additional employment and lifestyle opportunities through the provision of additional commercial and retail floor space and public domain improvements to</p>



Strategy	Assessment
<p>Georges River Commercial Centres Strategy – Part 1: Centres Analysis (CCS)</p>	<p>King Georges Road to ensure the activation of the centre and long-term commercial viability.</p>
	<p>The Georges River CCS is informed by the EDS and other local strategic plans for the LGA. The strategy explicitly identifies the Beverly Hills Town Centre Master Plan as the key document to enact the vision provided for the Town Centre of a safe night time entertainment precinct with dining and other recreational opportunities.</p> <p>Employment floor space</p> <p>The strategy highlights that a 16% increase in the current employment floor space will be required by 2036 to adequately support additional growth in the resident, worker and visitor population – from 29,230m² currently to 33,761m² in 2036.</p> <p>The Planning Proposal will provide for up to 14,015m² of commercial floorspace to assist with the delivery of employment and economic growth.</p> <p>Non-residential vs. residential floor space (existing)</p> <p>The strategy notes that the existing residential floor space in the centre is 4% (1,121m²) vs. the 96% of non-residential floor space (29,230m²).</p> <p>The Planning Proposal will provide for 44,800m² of residential floorspace (approximately 560 units) to assist with meeting residential dwelling targets.</p> <p>Propositional floor space – existing LEP controls</p> <p>The strategy notes that the existing non-residential FSR of 0.3:1 includes 16% of non-residential floor space and 84% of residential floor space.</p> <p>Undersupply of non-residential floor space - existing LEP controls</p> <p>The strategy notes that:</p> <p><i>... the minimum non-residential FSR required by existing LEP controls for any new development leads to a significant reduction in the net employment floor space provided within each centre.</i></p> <p>In response, a hypothetical redevelopment scenario was provided, where it is assumed that all sites will be redeveloped to their current maximum FSR with a minimal provision of employment floor space based on Council's application existing LEP controls. The scenario provided the following conclusions for the Beverly Hills Town Centre:</p> <ul style="list-style-type: none"> • Required by the LEP: 12,158m² • Demand in 2036: 33,761m² • Undersupply: -21,603m² <p>While the Urban Design Study only indicates ground floor commercial development on most sites, the proposed provisions also allow for one or more additional floors above, if demand justifies it. With a site area of 16,073m², this will provide ample potential to satisfy the above predicted demand, should that demand materialise.</p> <p>FSR increase – Planning Proposal vs. the Georges River LEP</p> <p>The strategy concludes that an increase in FSR was required during the drafting of the Georges River LEP to facilitate this growth. While the FSR was increased to a range of 1.5:1 – 2:1 in the subject area, the analysis provided in this Planning</p>



Strategy	Assessment
	<p>Proposal (see Appendix 4) demonstrates that such an increase would be inadequate to facilitate feasible redevelopment and that a further increase in FSR to a range of 4:1 and 5.5:1 is required.</p> <p>Town Centre activation</p> <p>The strategy also identifies the need to enable the permissibility of markets and artisan food and drink industries in the Beverly Hills centre to activate the streets, grow the night time economy and foster a sense of community identity.</p> <p>The planning proposal will provide for this through an increase in retail floor space and public domain improvements.</p>
<p>Georges River Transport Strategy</p>	<p>The Georges River Transport Strategy identifies several actions specific to the Beverly Hills Town Centre to enhance the existing transport network and plan for increased demand. In particular, the strategy notes the following vision for the Town Centre:</p> <ul style="list-style-type: none"> • The strip along King Georges Road should be revitalised through the expansion of the commercial footprint and a pedestrian prioritised street with improved access to Beverly Hills station, alongside increased open space and adequate car parking to support the local economy, • Medium to high density residential development in close proximity to the new East Street, • A new open space and community square at the corner of King Georges Road and Frederick Avenue, providing connections between the proposed new East Street and King Georges Road and access to retail and dining, • Development is to include rear service access and car parking, and • Improved open space and public domain with pocket parks, which contribute to the village atmosphere. <p>The strategy also noted the following actions to align with the vision:</p> <ul style="list-style-type: none"> • The Beverly Hills Master Plan should include an action to work with DPE to implement the Master Plan, • Work must be done with TfNSW to improve the frequency and amenity of pedestrian crossings on King Georges Road, • A pedestrian crossing across King Georges Road at or near Tooronga Terrace and/or Edgbaston Road should be investigated, • Continuous footpath treatments across Frederick Avenue at King Georges Road and Norfolk Avenue and King Georges Road should be investigated, <p>The planning proposal will investigate options to provide for the vision outlined in the strategy.</p>
<p>Georges River Car Parking Strategy</p>	<p>The Georges River Car Parking Strategy outlines current parking supply and demand in the LGA and identifies opportunities for improvement to satisfy future demand and encourage sustainable transport modes.</p> <p>The strategy notes that:</p> <ul style="list-style-type: none"> • peak occupancy in the Town Centre (>85%) will be reached after 2038. • 86% of surveyed spaces were on-street, • Peak occupancy of all supply was 65% on weekdays and 47% on weekends, • There is lower demand for all day parking on the weekend,



Strategy	Assessment
	<ul style="list-style-type: none"> If the Edgbaston Road car park is redeveloped, council will need to consider extending parking restrictions on street next to the shops and stations, There may be opportunity to consolidate off-street parking in the centre through freeing up land for sale, redevelopment or repurposing land for public use. <p>TfNSW's provision of no standing restrictions along King Georges Road will have dramatically reduced the already constrained supply of car parking serving existing commercial development. This in turn constrains the ability to achieve Council's vision of revitalising night time entertainment, dining and other recreational opportunities. By providing sufficient FSR to facilitate feasible redevelopment, this Planning Proposal will facilitate parking in accordance with Council's DCP requirements, thereby facilitating the business renewal that Council seeks.</p>

Q6. Is the planning proposal consistent with applicable SEPPs?

The Planning Proposal would address and/or be consistent with all relevant Environmental Planning Policies (SEPPs). The following outlines the intent of the relevant SEPPs and consistency of the Planning Proposal.

Table 12: Consistency with State Environmental Planning Policies

SEPP	Consistent	Comments
SEPP (Building Sustainability Index: BASIX) 2004	Yes	Will be addressed at the development application phase.
SEPP (Exempt and Complying Development Codes) 2008	N/A	Not relevant to the proposed LEP amendment. This SEPP may be relevant at the development application phase.
SEPP No 65 – Design Quality of Residential Apartment Development	Yes	The requirements of SEPP 65 will be addressed at the detailed Development Application phase. The Urban Design Study by Olsson (Appendix 1) has tested overshadowing to ensure that future development is capable of complying.
SEPP (Housing) 2021	Yes	The requirements of the Housing SEPP will be addressed at the detailed Development Application phase.
SEPP (Biodiversity and Conservation) 2021	Consistent	This planning proposal does not derogate or alter the application of the SEPP to future development and particularly with regard to Chapter 11 – Georges River Catchment
SEPP (Industry and Employment) 2021	N/A	Not relevant to the proposed LEP amendment. This SEPP may be relevant at the Development Application Phase.
SEPP (Planning Systems) 2021	N/A	The planning proposal is not a State Significant development.
SEPP (Resources and Energy) 2021	N/A	The planning proposal does not relate to mining, extractive industries, petroleum production or coal seam gas development.



SEPP (Primary Production) 2021	N/A	The planning proposal does not involve development for the purposes of Primary Production
SEPP (Precincts – Central River City) 2021	N/A	The site does not form part of any precinct in the Central River City
SEPP (Precincts – Regional) 2021	N/A	The site does not form part of any precinct in the Regional area.
SEPP (Precincts - Western Parkland City) 2021	N/A	The site does not form part of any precinct in the Western Parkland City
SEPP (Resilience and Hazards) 2021	Yes	<p>The planning proposal will facilitate the remediation of any contaminated land with further investigations at the DA stage. See the outcomes of preliminary site investigations at Section 7.1.3.1 below.</p> <p>An assessment of the impacts from the Moomba Sydney Ethane pipeline will be addressed in the Development Application stage. See Section 7.1.6.1 below.</p>
SEPP (Transport and Infrastructure) 2021	Consistent	<p>Chapter 2 - Division 12A Pipelines and pipeline corridors and Division 17 Roads and traffic apply to the site.</p> <p>The full requirements of the SEPP will be considered at the development application phase, once the full design parameters of the proposal are known. See Section 7.1.6.1 below.</p>
SEPP (Precincts - Eastern Harbour City) 2021	N/A	The site does not form part of any precinct in the Eastern Harbour City.

Q7. Is the planning proposal consistent with applicable Ministerial Directions (Section 9.1 Directions)?

The Planning Proposal is consistent with all relevant section 9.1 Directions. The assessment of these is outlined in the table below.

Table 13: Consistency with Section 9.1 Ministerial Directions

Direction		Yes	No	NA	Comments
1 Planning Systems					
1.1	Implementation of Regional Plans	P			The planning proposal is consistent with the Regional and South District Plan as evidenced in Section 7.1.1 .
1.2	Development of Aboriginal Land Council land			P	N/A
1.3	Approval and Referral Requirements			P	The planning proposal does not require concurrence provisions, and it does not identify development as designated development.
1.4	Site Specific Provisions	P			The planning proposal is not proposing a change to the existing E1 Local Centre land use zone. Additionally,



					<p>shop top housing is permitted with consent in the E1 zone.</p> <p>The proposal comprises the addition of an APU along Dumbleton Lane to permit residential flat buildings.</p> <p>Furthermore, the planning proposal will not introduce any site-specific planning controls that are unduly restrictive.</p>
1 Planning Systems – Place-based					
1.5	Parramatta Road Corridor Urban Transformation Strategy			P	N/A
1.6	Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan			P	N/A
1.7	Implementation of Greater Parramatta Priority Growth Area Interim Land Use and infrastructure Implementation Plan			P	N/A
1.8	Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan			P	N/A
1.9	Implementation of Glenfield to Macarthur Urban Renewal Corridor			P	N/A
1.10	Implementation of Western Sydney Aerotropolis Plan			P	N/A
1.11	Implementation of Bayside West Precincts 2036 Plan			P	N/A



1.12	Implementation of Planning Principles for the Cooks Cove Precinct			P	N/A
1.13	Implementation of St Leonards and Crows Nest 2036 Plan			P	N/A
1.14	Implementation of Greater Macarthur 2040			P	N/A
1.15	Implementation of the Pymont Peninsula Place Strategy			P	N/A
1.16	North West Rail Link Corridor Strategy			P	N/A
1.17	Implementation of the Bays West Place Strategy			P	N/A
3 Biodiversity and Conservation					
3.1	Conservation Zones			P	The site is not located within an environmentally sensitive area.
3.2	Heritage Conservation	P			<p>The site is not a heritage item nor is it located in a heritage conservation area.</p> <p>The proposal is suitably scaled and will have no impact on the Beverly Hills Station heritage item, which is amply separated from the site.</p> <p>The absence of heritage in the BHTC provides a rare opportunity for the holistic revitalisation of a Town Centre within walking catchment of a historic railway station.</p>
3.3	Sydney Drinking Water Catchments			P	N/A
3.4	Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs			P	N/A
3.5	Recreation Vehicle Areas			P	N/A
3.6	Strategic Conservation Planning			P	<p>The planning proposal site is not affected by:</p> <ul style="list-style-type: none"> • native vegetation,



					<ul style="list-style-type: none"> • riparian corridors, including native vegetation and water quality, • threatened ecological communities, threatened species and their habitats, • koala habitat and corridors, and • matters of national environmental significance. <p>The Planning Proposal does not rezone land identified as avoided land or a strategic conservation area in the <i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i>.</p>
4 Resilience and Hazards					
4.1	Flooding			P	<p>A Flood Study has been prepared in accordance with the principles of the <i>Georges River Stormwater Management Policy (2021)</i>.</p> <p>The study has identified minor flooding on the northeast of the site. However, the planning proposal displays consistency with this direction, as it has provided analysis and recommendations for the design of future development to align with the provisions of the study, with detailed flood investigations to occur in the Development Application stage. Section 7.1.3.2 contains further discussion on this matter.</p>
4.2	Coastal Management			P	N/A
4.3	Planning for Bushfire Protection			P	The site is not identified on Council's Bushfire Prone Land mapping.
4.4	Remediation of Contaminated Land	P			A Preliminary Site Investigation has been undertaken to assess potential contamination and advise on the approach to remediation going forward. Further discussion is provided in Section 7.1.3.1 .
4.5	Acid Sulfate Soils			P	The LEP does not identify the site as containing acid sulfate soils.
4.6	Mine Subsidence and Unstable Land			P	The Planning Proposal site is not identified to be affected by mine subsidence of unstable land.
5 Transport and Infrastructure					
5.1	Integrating Land Use and Transport	P			<p>The site is serviced by a variety of public transport options, including regular bus services and heavy rail.</p> <p>The traffic generation associated with the proposal is considered to be acceptable and will not impact the surrounding road network Section 7.1.6.1 provides further discussion.</p>
5.2	Reserving Land for Public Purposes			P	The planning proposal does not propose to alter or reduce existing zonings or reservations of land for public purposes



5.3	Development near Regulated Airports and Defence Airfields	P			<p>The site is mapped within the Obstacle Limitation Surface data for Sydney Airport. The most restrictive OLS limit is approximately 140 meters, which would not constrain the proposed building heights.</p> <p>Consultation will occur with Sydney Airport during exhibition.</p>
5.4	Shooting ranges			P	N/A
6 Housing					
6.1	Residential Zones	P			<p>The proposal encourages the provision of housing that will make more efficient use of existing infrastructure and services due to its location within walking catchment of the Beverly Hills Railway Station.</p> <p>Due consideration has been given to ensuring the proposal does not adversely impact surrounding residential properties.</p> <p>The site is adequately serviced by existing infrastructure and services to support the proposal.</p>
6.2	Caravan Parks and Manufactured Home Estates			P	N/A
7 Industry and Employment					
7.1	Business and Industrial Zones	P			The planning proposal will increase the supply of employment generating floor space and facilitate job creation. In turn, the proposal will assist in meeting the jobs targets for the LGA.
7.2	Reduction in non-hosted short-term rental accommodation period			P	N/A
7.3	Commercial and Retail Development along the Pacific Highway, North Coast			P	N/A
8 Resources and Energy					
8.1	Mining, Petroleum Production & Extractive Industries			P	N/A
9 Primary Production					
9.1	Rural Zones			P	N/A
9.2	Rural Lands			P	N/A



9.3	Oyster Aquaculture			P	N/A
9.4	Farmland of State and Regional Significance on the NSW Far North Coast			P	N/A

7.1.3 Section C – Environmental, social and economic impact

Q8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected because of the proposal?

The planning proposal relates to a site in a highly urbanised environment. It does not apply to environmental sensitive land and is not known to contain significant flora or fauna. It will not impact critical habitat or threatened species, populations or ecological communities or other habitats. If required, these matters can be appropriately addressed at the DA stage.

Q9. Are there any other likely environmental effects of the Planning Proposal and how are they proposed to be managed?

7.1.3.1 Contamination

A Preliminary Site Investigation (PSI) has been prepared by Douglas Partners Pty Ltd to assess potential contamination at the site based on past and present land uses, and to provide comment on the need for further investigation, remediation and/or management (**Appendix 5**).

The report has concluded that limited information exists to confirm potential historical contaminating land uses for the site. Therefore, a supplementary detailed historical search is warranted.

Despite these limitations, potential site contamination has been identified due to the presence of multiple grease traps related to restaurants within the site, a currently operating dry cleaner and a historic service station. As a result, there is potential for surface and groundwater contamination and migration of potential contaminants to human and ecological receptors off site.

Furthermore, given the age of the buildings, it was noted they were likely to contain Hazardous Building Materials (HBM). Therefore, an HBM survey is recommended during the pre-development planning phase.

Based on these findings, the following recommendations were made:

- A supplementary desktop study to address the data gap in historical land use, to ensure a tailored intrusive investigation can be conducted.
- A Detailed Site Investigation (DSI) is undertaken with intrusive soil and groundwater sampling to determine the need for site remediation.
- A (hazardous building materials) HBM survey is undertaken
- A post demolition validation assessment is carried out to assess potential soil contamination

Remediation of this kind is well understood, and a DSI undertaken during the Development Application stage is standard process for sites with suspected contamination.

7.1.3.2 Flooding

A Preliminary Flooding Study has been undertaken by Robert Bird Group (RBG) in accordance with the provisions of the *Floodplain Development Manual (2005)* (**Appendix 3**). The study identified and discussed existing flooding conditions, design requirements and opportunities for flood immunity as well as the implications in the context of the planning proposal.

The study assessed flood impacts through the utilisation of a 2-dimensional flood model developed using the existing TUFLOW model prepared as part of Georges River Council's Overland flow flood study for the Hurstville, Mortdale and Peakhurst Wards 2016.

The existing TUFLOW model was provided by WMA Water with Council's authorisation for the sole purpose of analysis of the flooding impact for this site.

As part of the study, the existing TUFLOW model was rerun as the baseline scenario for the flood impact study of the proposed development.

The model outputs indicated that the proposed development would have a minor effect on the flooding risk of the surrounding areas. This would be driven by the building forms blocking the width of the existing overland flow path from Dumbleton Lane to King Georges Road.

The design requirements provided in this study can be addressed during detailed planning in the Development Application stage.

7.1.3.3 Overshadowing

The Urban Design Study from Olsson and Associates (**Appendix 1**) provides overshadowing diagrams to indicate potential overshadowing impacts to neighbouring sites.

The report analysed overshadowing impacts as per the requirements of the Apartment Design Guide (ADG) and SEPP 65, including an analysis of potential overshadowing on 21 June at 9am, 12pm and 3pm. The results indicate that overshadowing will comply with the requirements. Furthermore, the overshadowing impacts of each future DA will be less than the cumulative overshadowing of all sites provided through the analysis (**Figure 31**).

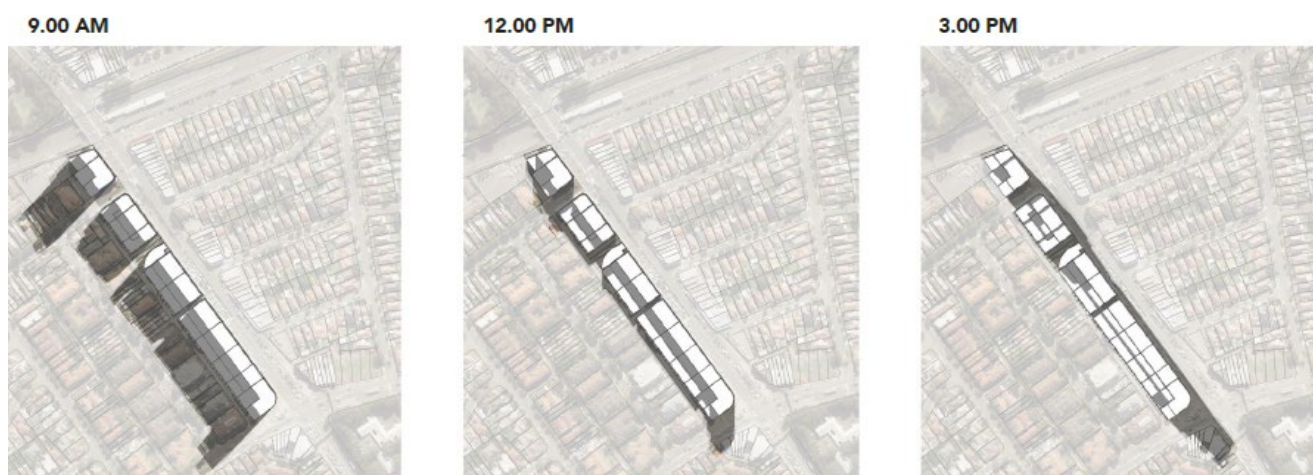


Figure 31: An outline of potential overshadowing impacts

Source: Urban Design Study



7.1.3.4 High Pressure Gas Pipeline

A portion of the Moomba Sydney Ethane Pipeline (MSE) runs adjacent to the T8 Airport and South Railway line, in proximity to the subject site.

To assess the potential risks associated with the MSE, a Land Use Safety Study (LUSS) will be undertaken. The LUSS will consider the requirements of the relevant Hazardous Industry Planning Advisory Papers (HIPAPs) from DPE to potentially inform design requirements for the site. However, such work can't be meaningfully addressed until preliminary designs are developed. It is therefore premature to progress further investigations at this stage of the process.

Q10. Has the planning proposal adequately addressed any social and economic effects?

The proposed development will provide a range of positive social and economic benefits for the local area. Specifically, the proposal will:

- Provide additional employment opportunities within the Beverly Hills Local Centre;
- Replace the outdated building stock with a high-quality built form outcome that meets commercial needs;
- Provide an improved interface and active street frontages;
- Contribute to the site's revitalisation by delivering a design that protects the amenity of surrounding properties; and
- Provide an intensity of land use commensurate with the growth anticipated for the area and the site's proximity to a Railway Station.

The proposal is supported by detailed feasibility testing that has considered the work undertaken by Council to inform the viability of the proposed FSR and Height controls, alongside modelling of future short- and long-term employment benefits for the LGA. Further discussion of this work is outlined below.

7.1.4 Feasibility

Feasibility Analysis – AEC (2018)

A Feasibility Analysis by AEC was undertaken in 2018 to understand the feasibility of development within the site, with particular consideration of density thresholds required to facilitate viable development.

The study was informed by:

- A review of relevant State and local planning legislation and policies.
- Property market research to understand residential and commercial market activity and the nature of development activity in the locality and surrounds.
- Generic feasibility testing of select sample sites within the Study Area to understand:
 - Feasibility of development under existing density (FSR) controls as per the Hurstville LEP (2012).
 - Should development not be feasible under the existing density controls, the required density (FSR) to facilitate viable development.

The study adopted the Hypothetical Development or Residual Land Value (RLV) approach as the method of assessment, utilising development feasibility software Estate Master. The RLV approach involved assessing the value of the end product of the development, allowing for development costs, and making a further deduction for the profit and risk that a developer would require to take on the project.



The study concluded that current planning controls in the Study Area do not facilitate feasible development. Rather, it recommended density thresholds generally ranging from an **FSR of 3.2:1 to an FSR of 4.3:1**, with the exception of 437-441 and 447-457 King Georges Road that require density thresholds of **FSR 4.6:1 and FSR 6.4:1** respectively. It is noted that this study is over 5 years old at this stage, and as a result these thresholds may have changed accordingly.

Preliminary Commercial Centres Economic and Feasibility Study - HillPDA (2018)

In November 2018, HillPDA prepared a *Preliminary Commercial Centres Economic and Feasibility Study* for Georges River Council to provide independent advice on the financial viability of variations to planning controls as part of a broader suite of studies to inform the Beverly Hills Master Plan work.

Similar to the analysis undertaken by AEC, HillPDA utilised Estate Master to calculate the residual land value (RLV) that was viable for development.

The site was identified as *The Strip* precinct, and the site numbers were identified as Site 3 (Close proximity to the Train Station), Site 4 (Middle of King Georges Road) and Site 5 (Close Proximity to Stoney Creek Road).

The results of the modelling suggested that the existing FSR of 2:1 be increased to a range of **2.7:1 to 3.54:1**, equating to a residential **FSR uplift of 0.7:1 to 1.5.5:1**.

The report concluded that the most appropriate FSR or FSRs within the increased FSR range (or otherwise) would be dependent on urban design testing and other environmental considerations, and that each site and its 'tipping point' must be considered on its merits.

Feasibility Analysis – Response to HillPDA Report (AEC 2019)

In response to the HillPDA analysis, the applicant commissioned AEC to review the approach, assumptions and conclusions of the HillPDA report and examine the difference between reports (**Appendix 6**).

The review concluded that the HillPDA modelling did not adequately consider structural changes occurring in the property market following the slowing of the housing market at the time and other exogenous factors, such as shifts in the flow of capital and the availability of credit, which was reflected in residual land value outcomes and FSR tipping point conclusions. Accordingly, the AEC analysis considered a longer term outlook in its analysis, as well as the 'new normal' of market expectations after a period of intense and unsustainable growth.

The AEC review concluded that FSR ranges should reflect the 'new normal' of market expectations (\$950/m² to \$1,150/m² GFA) in an environment of re-set sale prices and lending requirements. These suggested FSRs range from **3.2:1 to 4.6:1**, which is reflective of commercial market realities.

These trends have only become more pronounced due to the implications of COVID-19 and significant building material cost escalation in recent years.

Affordable Housing Viability Assessment – Atlas Economics Report (Atlas 2024)

In line with the Panel's decision in December 2023, it was recommended that the Proposal be submitted for a Gateway Determination because it demonstrated strategic merit. In making its decision, however, the Panel recommended the Proposal is revised to address a number of issues, including:

- To add a site-specific clause, or other mechanism which provides a maximum height of building for:



- 423-505 King Georges Road of part 12m (for 26m from Dumbleton Lane) and part 24.1m for remainder of these lots.
- 'The corner 'gateway' lots being 407-421 and 507-511 King Georges Road of part 12m (for 14m from the western boundary) and part 31.4m for the remainder of these lots.
- A maximum FSR of 3.5:1, including a non-residential FSR of 0.75:1.
- That the maximum height and FSR can only be achieved if:
 - Land to be developed within the Site has a minimum width to King Georges Road of 20m.
 - The width of Dumbleton Lane is increased by 3m within the Site, to provide vehicular access and activate parts of the Lane with non-residential uses at ground level.

Based on the abovementioned reduced FSR and building heights recommended by the Panel, Atlas have prepared an analysis of the development potential for affordable housing on the site, under existing planning controls and those controls recommended by the Panel. This has been shown in the figure below.

Site Address	Site Area (sqm)	Existing GFA (sqm)	Potential FSR	Total GFA (sqm)	Non-residential GFA (sqm)	Residential GFA (sqm)	Potential Dwellings
	(a)	(b) = (2 x a)	(c)	(d) = (a x c)	(e) = (0.75 x a)	(f) = (d - e)	(g) = (e ÷ 90)*
1 407-421 King Georges Rd	2,148	4,296	3.5:1	7,518	1,611	5,907	66
2 437-441 King Georges Rd	903	1,806	3.5:1	3,161	677	2,483	28
3 471-475 King Georges Rd	835	1,670	3.5:1	2,923	626	2,296	26
4 499-505 King Georges Rd	1,052	2,104	3.5:1	3,682	789	2,893	32
5 507-517 King Georges Rd	1,689	3,378	3.5:1	5,912	1,267	4,645	52

*assuming average dwelling size 90sqm GFA

Figure 32: Existing FSR and Panel-Recommended FSR

Source: Atlas Urban Economics

The potential dwellings resulting from the Panel's recommended controls is 560. This exhibits an overall reduction in potential dwellings, compared to that of the original Planning Proposal submitted, which was marginally feasible in some circumstances, as assessed by AEC in their 2018 study.

The reduced building height and FSR controls recommended by the Panel presents a development that is currently unfeasible. Atlas' 2023 analysis previously found the following FSRs were required (at a minimum) for development to be feasible:

- 407-421 King Georges Road - FSR 5.3:1 to 5.8:1.
- 437-441 King Georges Road - FSR 5.7:1 to 6.2:1.
- 471-475 King Georges Road - FSR 5.8:1 to 6.3:1.
- 499-505 King Georges Road - FSR 4.6:1 to 5.0:1.
- 507-517 King Georges Road - FSR 5.0:1 to 5.5:1.

Atlas have confirmed that the site is not feasible to develop currently at the Panel's recommended FSR 3.5:1, let alone contribute to Affordable Housing or public benefit works in a voluntary planning agreement.



Affordable Housing Targets

This Study is guided by the Affordable Rental Housing Targets in the Greater Sydney Region Plan and District Plans. Atlas applied the Affordable Housing targets (5%-10%) identified in the Region Plan to the 'new' residential floorspace enabled by the rezoning, as requested by the Panel, as shown in Figure below.

Site Address	New Residential GFA (sqm)	New Dwellings	5% Affordable Housing		10% Affordable Housing	
			GFA (sqm)	Dwellings	GFA (sqm)	Dwellings
	(a) = (h) in Table 2	(b) = (i) in Table 2	(c) = (5% x a)	(d) = (5% x b)	(e) = (10% x a)	(f) = (10% x b)
1 407-421 King Georges Rd	2,685	30	134	1.5	269	3.0
2 437-441 King Georges Rd	1,129	13	56	0.6	113	1.3
3 471-475 King Georges Rd	1,044	12	52	0.6	104	1.2
4 499-505 King Georges Rd	1,315	15	66	0.7	132	1.5
5 507-517 King Georges Rd	2,111	23	106	1.2	211	2.3

Figure 33: Existing FSR and Panel-Recommended FSR

Source: Atlas Urban Economics

At the stated Affordable Housing targets, the Affordable Housing resulting from the built form scenarios is equivalent to:

- 5% of new residential floorspace - 52sqm to 134sqm GFA (equivalent to 0.6 to 1.5 dwellings).
- 10% new residential floorspace 104sqm to 269sqm GFA (equivalent to 1.2 to 3 dwellings).

Development of the site is not currently feasible under the planning controls recommended by the Panel. The resulting effect of this being that the implementation of Affordable Housing contributions is not viable in this scenario. For a rezoning proposal to be feasible, the residual land value should be higher than the base scenario, i.e. what the site is worth in its existing use (no rezoning). If the land value of the site (post rezoning) is lower than (or the same as) the Opportunity Cost of Land, there is no financial incentive to undertake the Proposal and no capacity to fund the provision of affordable housing.

7.1.5 Employment

Appendix 4: Construction and Permanent Employment Estimates – Atlas (September 2022)

In September 2022, Atlas Urban Economics was commissioned by the applicant to outline the *Construction and Permanent Employment Estimates* based on the controls proposed in the planning proposal. Their report utilised the following methodology:

- Estimating the number of construction jobs which could be supported by the Planning Proposal by:
 - Estimating the value of construction work required to facilitate the Planning Proposal using standard industry cost publications and benchmarks.
 - Converting the estimated construction value into an equivalent job (FTEs) using standard industry benchmarks.
- Estimating the number of permanent jobs which could be accommodated upon 'build out' of the Proposal by:
 - Reviewing the existing quantum of retail and commercial floorspace in the Beverly Hills Town Centre and compare against historical employment counts (2016 Census) to identify historical work space ratios in the centre.
 - Reviewing industry standards and NSW Government guidelines for the application of work space ratios.



- Applying adopted workspace ratios to the proposed non-residential floorspace and develop a range of employment estimates (Low, Medium, High) which could be accommodated through the Proposal.

Their report provides an estimate of employment potential, based on standard/ generic industry benchmarks and does not consider the detailed 'business-to-business' requirements of individual sub-industries.

Construction job estimates

To estimate the quantum of jobs which could be supported through the redevelopment activity catalysed by the Planning Proposal, Input-Output (IO) modelling was carried out. IO models estimate how products sold (outputs) from one industry are purchased (inputs) in the production process by other industries, thus generating economic and employment activity.

Based on a high-level cost estimate of \$5,500/m² of GFA (inclusive of total hard and soft costs), it is estimated that the total development cost of the Planning Proposal could be in the order of \$403.7m. This total development cost is apportioned between four key industries:

- Heavy and Civil Engineering Construction: 5%
- Professional, Scientific and Technical Services: 10%
- Non-Residential Building Construction: 20%
- Residential Building Construction: 65%

Based on these assumptions, it is estimated that total build-out of the Study Area as per the Association Master Plan could generate a total of 765 jobs across the Georges River LGA. A breakdown of this provided in **Figure 32**.

Type	FTE
Direct	390
Production Induced (Type 1)	239
Consumption Induced (Type 2)	136
Total	765

*Assuming the Study Area is fully developed as per the Scheme
Source: Atlas Economics

Figure 34: Construction Jobs Generated by the Planning Proposal

Source: Atlas Urban Economics

Operational Job Estimates

Upon build-out, the Study Area is expected to generate ongoing employment through 12,219m² of retail and commercial floorspace proposed in the Planning Proposal. The following methodology has been utilised:

- Estimating the existing number of workers accommodated in the various commercial/retail buildings across the Study Area through comparison of historical employment data (2016 Census).
- Adopting generic workspace ratios to apply to mix of retail and commercial floorspace proposed in the Planning Proposal. Workspace ratios reflect the amount of floorspace occupied per individual worker (on average).



- Comparing the estimated number of workers currently located in the Study Area (as at 2016) against the estimated number of workers which could be supported through the in the Planning Proposal.

Estimate of existing employment

Small area employment data is provided at the Australian Bureau of Statistics (ABS) Destination Zone (DZ) level. The Town Centre straddles two DZ geographies which cover an area larger than the defined boundaries of the Town Centre (i.e. the area zoned E1 Local Centre). Based on the employment composition of these DZ geographies, it could be estimated there were 460 workers within the Town Centre in 2016. Assuming half of the Town Centre's estimated workforce was accommodated in the subject site, this would equate to approximately 230 jobs.

Estimate of Employment Potential

By applying generic workspace ratios as per the requirements of Landcom's Productive Places study to the 14,015m² of employment floorspace proposed under the Planning Proposal, it is estimated that between 291-503 FTEs could be accommodated in the subject site. When deducting the estimated number of workers existing workers in the subject site (230 jobs), the Planning Proposal could facilitate up to 273 additional operational workers. This is summarised in **Figure 33**.

Scenario	Est. Employment Floorspace (Planning Proposal)		Workspace Ratio (GFA/FTE)			Estimated Jobs (FTE)			Net Additional Jobs*
	Retail	Commercial	Retail	Commercial	Avg.	Retail	Commercial	Total	
Low			50	40	48.1	237	54	291	61
Medium	11,843	2,172*	40	30	38.0	296	72	368	138
High			30	20	27.8	395	109	503	273

*Net additional jobs calculated by deducting the estimated number of existing jobs in the Study Area (230 jobs)

*Existing cinema complex assumed to be retained

Source: Atlas Economics

Figure 35: Net additional employment estimates

Source: Atlas Urban Economics

These estimates provide clarity on a significant aspect of the economic benefits associated with the Planning Proposal.

7.1.6 Section D- State and Commonwealth Interests

Q11. Is there adequate public infrastructure for the Planning Proposal?

The site is centrally located within the Beverly Hills Town Centre and is therefore afforded ample access to a range of existing facilities and services. The site is in walking distance of the Beverly Hills Railway Station, and bus services along King Georges Road. Further discussion regarding traffic and transport is provided in **Section 7.1.6.1**.

The planning proposal will facilitate the provision of local amenities, including open space and public domain improvements through the payment of S7.11 and S712 contributions.

7.1.6.1 Traffic

A Transport Impact Assessment has been undertaken by Stantec Australia Pty Ltd (**Appendix 2**) to assess the potential transport implications associated with the project, including consideration of the following:



- existing traffic conditions surrounding the site
- the traffic generating characteristics of the proposal
- suitability of the proposed access arrangements
- internal road network layout and design
- the transport impact of the proposal on the surrounding road network.

The assessment has utilised indicative yield data based on a conservatively higher proportion of commercial GFA proposed for the subject site. Therefore, based on the assumption that the site will accommodate approximately 12,219m² of retail/commercial GFA and 560 residential apartments, the following conclusions have been provided:

- Changes to clearway restrictions have provided an additional lane on King Georges Road for much of the day period. In this regard, an additional traffic lane could potentially provide capacity for up to an additional **1,400 vehicles** per hour mid-block.
- The opening of the M8 Motorway has also returned some capacity on the surrounding road network by reducing demand for other east-west roads near the site, including Stoney Creek Road.
- The Planning Proposal could potentially result in a net increase in traffic generation of up to 198 and 326 vehicle trips during the AM and PM peak hours when compared to the existing planning controls.
- The planning proposal would generate a parking requirement of around 1,016 parking spaces including:
 - 204 spaces for the commercial/ retail uses,
 - 700 spaces for residents, and
 - 112 spaces for residential visitors.
- **Overall, it is anticipated that the potential net increase in traffic generation generated under the proposed planning controls compared to the existing controls is expected to be manageable**, particularly when considering the road capacity returns afforded by the road infrastructure improvements over recent years. This specifically includes changes to clearway conditions and the opening of the M8 Motorway.

The consolidation of housing in transit-oriented locations may have some minor local impacts. However, the Planning Proposal will allow for local infrastructure upgrades that ensure these impacts are managed. These issues will be addressed further in the Development Application stage.

Q12. What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?

Pre-lodgement consultation: Georges River Council – 11 August 2022

A meeting was held with Senior Council Planning staff on 11 August 2022. At this meeting, the extensive background to date was acknowledged and Council staff raised no objection to a planning proposal being lodged. No requirement for a scoping study was raised.

Pre-lodgement consultation: Department of Planning and Environment – 30 August 2022

A meeting was held with members of the Eastern and South District team within the Department of Planning and Environment on 30 August 2022. The applicant sought advice on additional considerations to inform the preparation of the Planning Proposal. The DPE representatives advised that the applicant should:

- Consult with Transport for NSW (TfNSW) and Council's Traffic Engineers to confirm the type of modelling required to determine parking following the implementation of a clearway.



- The modelling provided in the Traffic and Transport report (**Appendix 2**) includes consideration of the impacts caused by the implementation of the clearway and the M8 Motorway. Furthermore, the modelling used to inform traffic generation rates has been based on TfNSW *Guide to Traffic Generating Developments 2002* and *Technical Direction: Updated Traffic Surveys (TDT 2013/ 04a)* data. Further consultation with TfNSW and Council's Traffic Engineers will occur during the exhibition of the Planning Proposal.
- Consult with the APA Group regarding the Moomba Sydney Ethane (MSE) pipeline in proximity to the site.
 - The APA Group was contacted on 5 September. The applicant was advised that a Dial Before You Dig (DBYD) enquiry be submitted to ascertain the location of the pipeline relative to the site, and to include consideration of the subsequent advice provided. The APA also provided a follow up email on 7 September 2022 noting that they should be consulted once the work was progressed. This advice has been noted by the applicant, and the APA Group is included as a key stakeholder to be consulted during exhibition.
- Consult with the Department's Hazards team to assess the potential impacts of the MSE pipeline and undertake a Land Use Safety Study (LUSS) in accordance with the Department's Hazardous Industry Planning Advisory Paper (HIPAP) 6.
 - The LUSS will be highly dependent on final land use mix and building design, which have not been progressed at this point. Once the broader size, scale and mix of development is further resolved, preliminary building design will be undertaken to inform an LUSS and further consultation with DPE's Hazards team.

The views of additional State and Commonwealth public authorities will be known once consultation has occurred during the Gateway Determination phase.

7.2 Part 4 - Mapping

This Planning Proposal seeks to amend the following maps of the LEP:

- Floor Space Ratio Map - Sheet FSR_004
- Height of Buildings Map - Sheet HOB_004
- Additional Permitted Uses Map – Sheet APU_004

The proposed FSR, height and APU maps are included at **Table 6**.

7.3 Part 5 – Community Consultation

Subject to the provision of a Gateway Determination from DPE, the planning proposal will be placed on public exhibition. Confirmation of the public exhibition period and requirements for consultation will be detailed as part of the Gateway Determination.

Any further Community consultation will be conducted in accordance with Sections 56 and 57 of the EP&A Act and *the Local Environmental Plan Making Guideline (December 2021)* from DPE. This is likely to involve notification of the proposal:

- on Council's website
- on the Planning Portal
- in writing to affected and adjoining landowners unless this is impractical and therefore not required as part of the Gateway determination

The following material must be made available for inspection:



- the planning proposal in the form approved for public exhibition by the Gateway determination
- the Gateway determination
- all relevant additional information relied upon by the planning proposal

Any future Site Specific DCP and detailed design DA for the site would also be exhibited in accordance with Council's requirements, at which point the public and any authorities would have further opportunity to comment on the Planning Proposal.

7.4 Part 6 – Project Timeline

A primary goal of the plan making process is to reduce the overall time taken to gazette LEPs. The Gateway determining will confirm the level of information necessary to support a Planning Proposal and the consultation requirements. In order to meet this goal, the inclusion of a project timeline with the Planning Proposal will provide a mechanism to monitor the progress of the Planning Proposal through the plan making process.

The table below provides the project timeline anticipated for the subject Planning Proposal, which is proportionate to the nature and scale of the Planning Proposal.

Table 14: Project Timeline

Milestone	Date
Submission of the Planning Proposal	November 2022
Planning Proposal Reported to Council	December 2022
Referral to Minister for Gateway Determination	December 2022
Anticipated commencement date (date of Gateway determination)	June 2024
Commencement and completion dates for public exhibition period	June 2024
Timeframe for government agency consultation (pre and post exhibition as required by Gateway Determination)	October - November 2024
Timeframe for consideration of submissions	October – November 2024
Timeframe for consideration of a proposal post exhibition	December 2024 – January 2025
Consideration of PP by Council (Council Meeting)	December 2024 – January 2025
Date of submission to the DPIE to finalise the LEP	March 2025
Anticipated date RPA will make the plan (if delegated) or Anticipated date RPA will forward to the department for notification	April 2025
Anticipated date for publishing of the plan	April – May 2025



8 Conclusion

This report has been prepared by Mecone to support a Planning Proposal to amend the *Georges River Local Environmental Plan 2021* to facilitate the renewal of the Beverly Hills Town Centre. It has been prepared in accordance with Section 3.33 of the EPA Act 1979 and addresses the requirements set out in the DPE's *Local Environment Plan Making Guideline* (2021).

The Planning Proposal provides a justification for the proposed amendments to the LEP with respect to the site at 407-511 King Georges Road, Beverly Hills. The proposed amendments include:

- Amend the maximum **Floor Space Ratio (FSR)** map to facilitate an FSR of 3.5:1.
- Amend the maximum **Height of Buildings** map to facilitate buildings of up to **7-9 storeys (24.1-31.4m)** and **12m (3 storeys)** along Dumbleton Lane.
- Addition of an **Additional Permitted Use (APU)** to permit residential flat buildings, adjacent to Dumbleton Lane.

The planning proposal facilitates high-quality redevelopment of the Beverly Hills Town Centre that will achieve a number of positive outcomes for the site and wider community, including:

- No unreasonable environmental impacts as demonstrated by the analysis contained within this report and supporting subconsultant reports;
- Increase to the site's employment generating floorspace;
- Job creation that will assist in meeting strategic jobs targets prescribed for the LGA;
- A high-quality built form that will improve the architectural character of the locality;
- Increase to local housing supply in close proximity to public transport;
- A density that better relates to the location of the site within 400m of the Beverly Hills Railway Station;
- Facilitation of remediation of contaminated land;
- Potential upgrades to flood and stormwater infrastructure;

In 2020 Council exhibited a draft Beverly Hills Town Centre Master Plan. On 26 April 2022 Council resolved to defer the Master Plan, but to consider any Planning Proposals for the Town Centre on a case by-case basis.

Noting that the Beverly Hills Town Centre Master Plan has still not proceeded, this planning proposal now seeks to amend the Georges River LEP to increase the FSR and Building Height standards on the western side of King Georges Road in general accordance with the Draft Master Plan and the above resolution.



However, as detailed in the Economic Analysis submitted to exhibition of the Draft Master Plan, and additional analysis supporting this Planning Proposal, the yields proposed in the Draft Master Plan were insufficient to make redevelopment feasible. This planning proposal therefore seeks to increase the proposed building heights and FSRs to facilitate feasible redevelopment that is capable of delivering the benefits of the planned urban renewal.

This Proposal has been updated in accordance with the Panel's resolution on 22 December 2023.

As demonstrated by the above assessment, the proposal satisfies the Site-Specific Merit Test and Strategic Merit Test. It also responds to a need for uplift and redevelopment of the Town Centre and associated demand for housing within proximity to high-frequency mass transit.

Given the strategic merit of the proposed amendments, we request that Council forward this Planning Proposal to the Minister for Planning for Gateway Determination in accordance with Section 3.34 of the EP&A Act.



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