

Subject: FW: Urban Design testing of HOB and FSR - RR-2023-12 - 407-511 King Georges Road, Beverly Hills

Hi Renee,

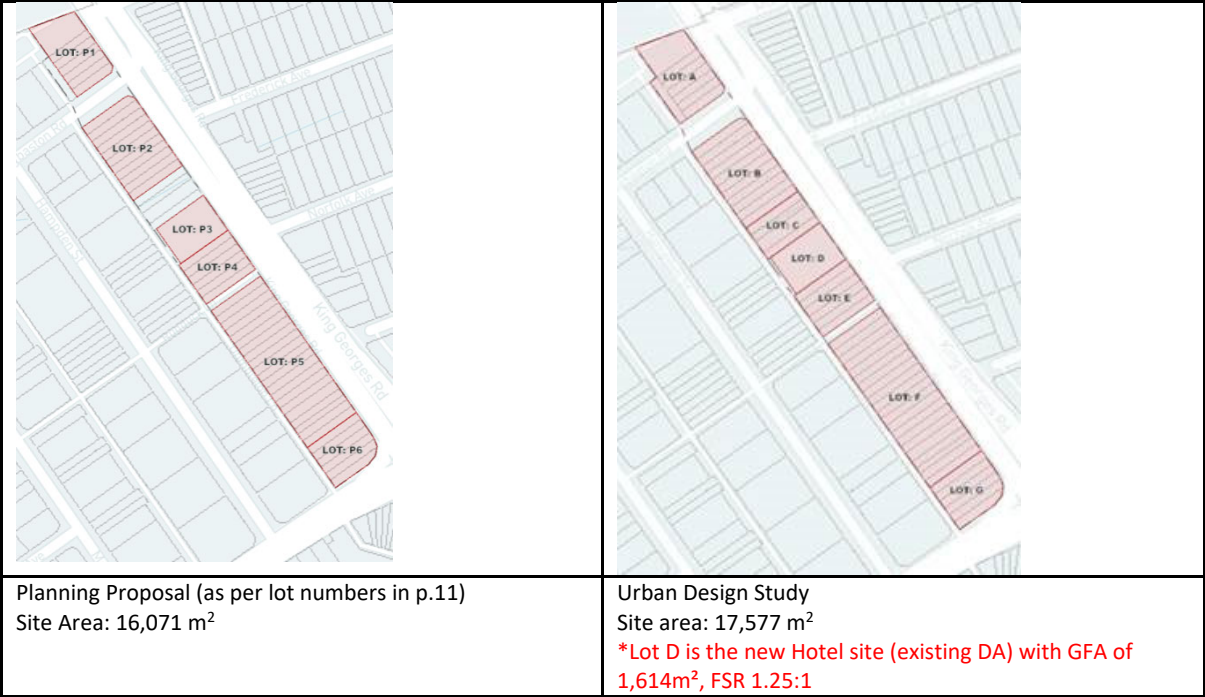
The Urban Design Advisory team has reviewed the Beverly Hills Town Centre Planning Proposal (May 2024) and the Urban Design Study (April 2024). We understand that the planning proposal aims to provide approximately 560 new dwellings (44,800m² residential GFA) along with around 12,219m² of retail, dining, and evening entertainment floor space (Planning Proposal p.11).

As part of our review, we created an indicative 3D model of the indicative design scheme using the proposed built form in the Urban Design Study to assess the proposed FSR against the maximum height of buildings (HOB) across the site.

Here is a summary of the results:

Site Area

There is a discrepancy between the site boundary outlined in the planning proposal and the Urban Design Study (see figures below). The Urban Design Study includes all 57 lots within the site boundary in the proposed scheme. However, on page 11 of the planning proposal, five lots are excluded, including Lot 2 DP208878 (Council-owned lot) and four lots related to the proposed hotel site (443-445 King Georges Road).



It is recommended to clarify the site boundary for the proposed controls—whether it is 17,577m² as stated in the Urban Design Study or 16,071m² as per the planning proposal—as this will affect the calculation of the Floor Space Ratio.

FSR vs HOB

The proposed blanket FSR of 3.5:1 across the site does not align with the maximum Heights of Buildings set at 11m, 24m, and 31m for the local center. Our analysis indicates that the achievable gross FSR across the site would be 2.7:1, and the net FSR (excluding roads and site-through links) would be 2.9:1. Additionally, the individual developments in Lot A and Lot G reach an FSR of over 3.5:1 when the height increases to 9 storeys, while other lots achieve less than 2.8:1 (refer to the figure below).

To align with the HOB, it is recommended that the blanket FSR be reduced to 2.7:1 or specific FSRs be proposed for each site. If the FSR of 3.5:1 is not reduced, there is a risk of proponents seeking to increase height through Clause 4.6 for individual developments.



Assumptions:
efficiency rate for residential 75%, retail 50%, hotel 90%
average unit size 80m2.
f/f height for ground residential 4m, residential 3.2m, retail 5m, hotel 3.8m.

Non-residential GFA

The intention of the proposal is to deliver a minimum non-residential GFA of 12,219m² (about an FSR of 0.75:1). However, the current proposed scheme only achieves 7,901m² GFA (equal to a total FSR of 0.45:1), including the hotel site.

It is noted that the Urban Design Study included the non-residential GFA from the hotel site, which is about 1,614m², as part of the targeted total GFA for the planning proposal.

The distribution of retail is at the ground floor across King Georges Road and some corner lots at Dumbleton Lane (figure below). Despite this, there is still a shortage of GFA. It is noted that even if all ground floors were dedicated to retail uses, including across the lane (while it is not feasible for retail use at the lane), the proposal would still only achieve 8,855m² of GFA. Another option is to provide the remaining non-residential GFA on the first floor across King Georges Road, if feasible.



Council’s Draft Master Plan (2020)

The Beverley Hills Town Centre master plan (2020) includes this site as part of the Town Centre for and proposes an FSR of 3:1 with HOBs of 21m and 28m. The planning proposal states the additional uplifts are due to the economic feasibility study and the intention to increase the supply of Transit-Oriented Development (TOD) housing, as the site is located within a 400m walking catchment of the train station.

It is noted that Beverly Hills Station is not currently identified as part of any TOD projects. Additionally, the proposed controls for TOD development are an FSR of 2.5:1 and a 24m HOB for shop-top housing, which is significantly less than these proposed controls. If Beverly Hills is proposed to be a higher order centre than the locations identified in the Housing SEPP as second-order TODs, then the proposal should guarantee that infrastructure to service the uplift (Roads, Traffic, Water, Electricity, Train Service Levels, Schools etc)are adequate to support the existing and future population.

The Council master plan suggests a few site-through links, but the planning proposal missed one of these links between Rudduck Lane and Stoney Creek Road. This link is crucial for the overall connectivity of the town centre.

Traffic Impact

Dumbleton Lane is intended to be used mainly for service access, with some retail spaces across the lane to address the shortage of non-residential GFA, as well as residential entrances to buildings and basement car parking. This introduces conflicts of use and movement in a very narrow road reserve. Considering it is being widened by 3m (total of 9m width), further advice from a transport consultant may be needed to ensure the functionality of the lane for accommodating these uses and potential traffic impacts.

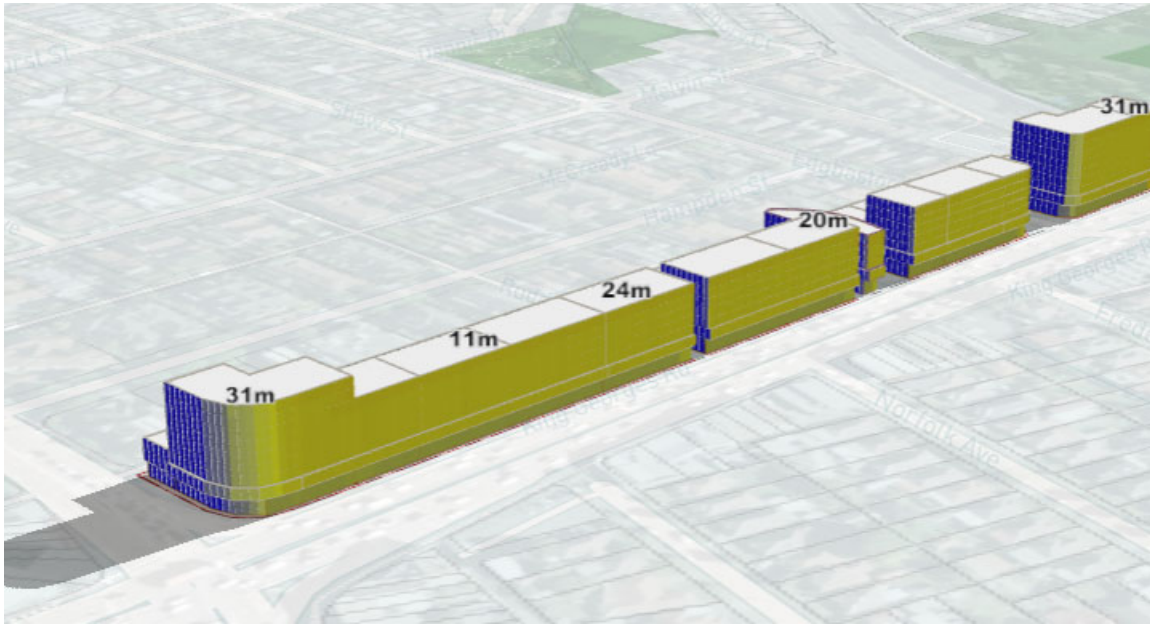
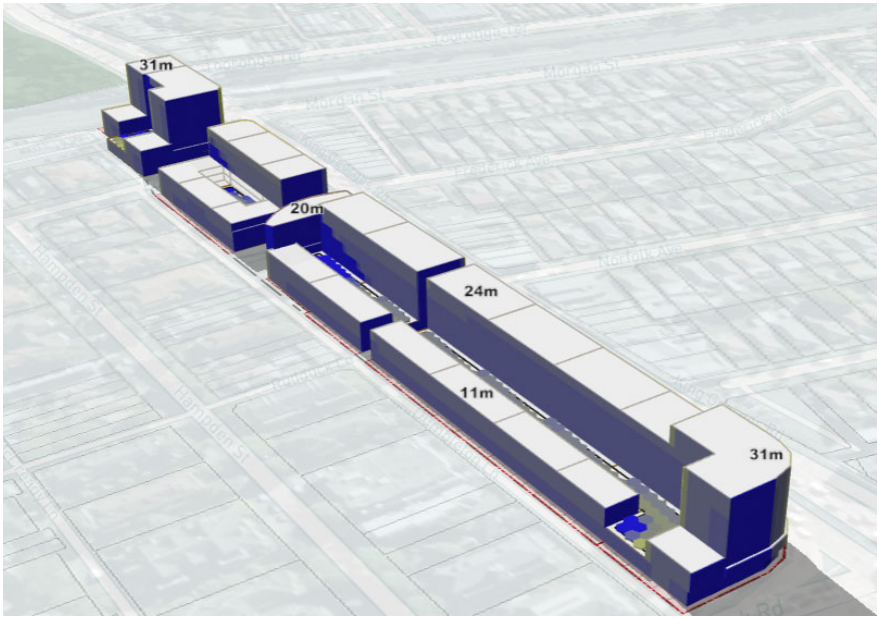
Building Separation

The proposed built form generally complies with the minimum requirements of the ADG, except for Rudduck Lane (Lot E & F), which provides a 12m separation throughout the entire 7 stories.

Solar Access

As per ADG, ‘living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid winter’.

Given the orientation of the subject site, only 45% of all façade and 5% of the proposed landscape receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid winter and as evident from the modelling of the indicative design scheme, all the residential facades on the South-West struggle to receive even one whole hour of sunlight in 21st of June, while the South-East facades receive none. Additionally, the proposed communal open spaces on the structure face similar challenges. Complex design solutions will be required at the DA stage to meet ADG requirements. However, this may further reduce the potential GFA.



Flooding

It is noted that the proposed development will have a minor effect on the flooding risk of the surrounding areas. The flood study recommended refining the building forms for the proposed development to feature open landscaping space between individual buildings to minimize the flood impact.

If you have any questions, please let me know. I am happy to schedule a meeting to show you our model and discuss it further.

Kind regards

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