KING GEORGE RD TOWN CENTRE

Urban Design Principles and Potential Design Schemes

02/09/2024

SUMMARY

The Beverly Hills Town Centre Planning Proposal (May 2024) and the Urban Design Study (April 2024) have been initially reviewed by the Urban Design Advisory (UDA) team of the Government Architect of DPHI. In June 2024, this review was presented to the planning team to highlight design and compliance issues that require further refinement or justification.

The planning team requested that the UDA provide **design principles** and **a reference scheme** for the town centre that comply with ADG requirements and achieve a finer-grain outcome. We understand that these baselines will be shared with the Local Planning Panel for further discussion and resolution with the proponent.

As part of this design refinement task, we drafted key design principles and developed two design scenarios.

A. The first scenario refines the proponent's schematic layout within the existing FSR and building height limits.

B. The second scenario aims to achieve a finer-grain outcome with a reduced building footprint, maintaining the same GFA and yields, but with increased building height and a different built form typology.

SUMMARY

In summary, both proposed scenarios will comply with the ADG requirements. However, Scenario A, which aims to maintain the proposed FSR and heights, results in a bulkier development with larger building footprints and less opportunity for open space and deep soil planting. On the other hand, Scenario B will reduce the building footprint and, to maintain the same GFA and yields across the entire site, increase the building heights, some to 10 storeys and others to 13 storeys. The reduced building footprint and increased opportunities for deep soil planting in Scenario B will also help address flooding issues across the site.

The site has the potential for heights greater than 9 storeys as it is a town centre within 400 meters of the Beverly Hills station, and neighbouring suburbs like Hurstville have similarly tall built forms close to the station.

enario A: *Further refinement of the proponent's proposed built form.*
Ave. FSR: 2.7:1
Dwellings: 406 dw
Non-residential GFA (0.75:1): 13,055 m2 (inc. 1,055 m2 community use)

Scenario B: *Reduce the building footprint and increase the height.*
Ave. FSR: 2.92:1
Dwellings: 527 dw
Non-residential GFA (0.65:1): 11,458 m2

	SCENARIO A		SCENARIO B	PROPONENT'S SCHEME
Dwelling Yield		**406**	**527**	**560**
Average size (m^2)		85	85	80
Residential GFA (m^2)		34,706	43,616	44800
Non- Residential GFA (m^2)	(Retail/ Commercial) (Comunal)	12,000 1,055	11,485	Target: 12000

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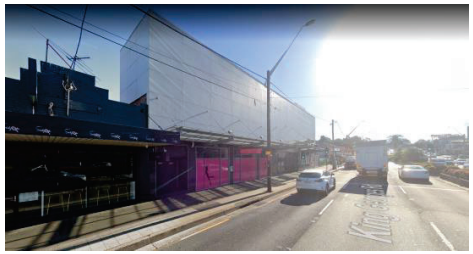
EXISTING CONTEXT

Hotel

Drainage Channel



Cinema

LEGEND

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

SITE CHARACTERISTICS

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

CONSTRAINTS

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

OPPORTUNITIES

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

VISION TO CONSIDER *(BEVERLY HILLS TOWN CENTRE- MASTERPLAN 2020)*

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

URBAN & ARCHITECTURAL DESIGN

Vision: Beverly Hills Town Centre is attractive, distinctive, inviting and vibrant

- High quality and well-designed buildings and landscapes
- People friendly, comfortable and attractive
- Human scale with heights that transition
- Harmoniously mixing old and new
- Areas of distinctive character are retained and enhanced

TRANSPORT & CONNECTION

Vision: Safe, accessible, enjoyable and well connected

- Safer and fairer balance between pedestrians, cyclists and vehicles
- Encourages multi modal trips and public transport use
- Enhances mobility, permeability and accessibility for people of all abilities
- Improved accessibility of public transport (e.g. new links and lift)
- Improved connectivity across King Georges Road and railway
- Car parking is available and accessible

COMMUNITY LIFE

Vision: An inclusive place that reflects local identity and supports the diverse needs of the community

- Reflects and celebrates existing culture and lifestyle
- Lively, inclusive, interactive and attractive
- Community facilities and services meet community needs
- Housing diversity and inclusive housing
- Places to gather, celebrate and interact
- Buildings, streets and places reflect local character and identity

PUBLIC DOMAIN & LANDSCAPE

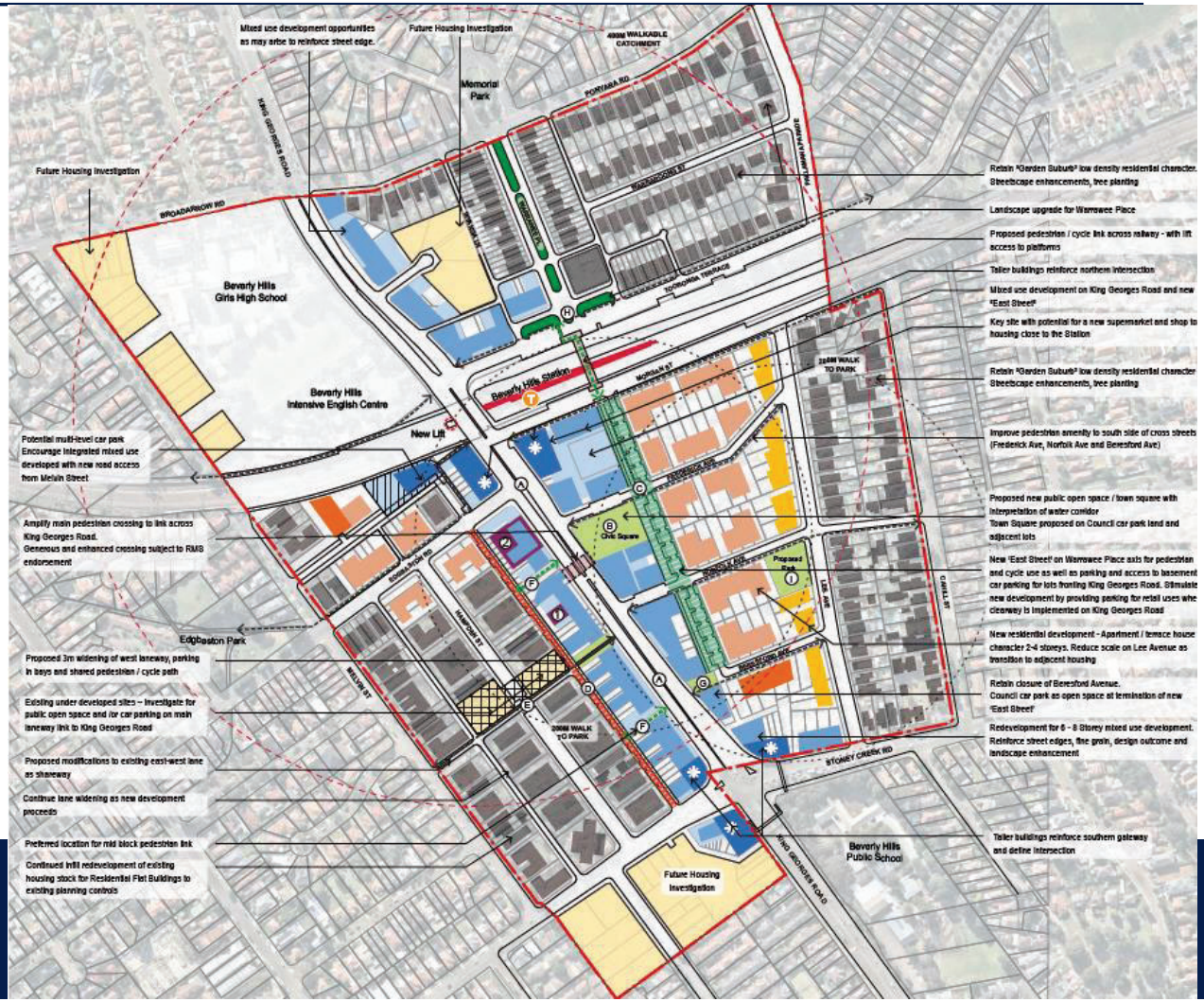
Vision: Interconnected, accessible, green and enjoyable

- Greener and more attractive with street furnishings, landscaping and trees
- A new Civic Plaza for gathering, events and quiet enjoyment
- Wider King Georges Road footpaths for pedestrian safety and alfresco
- Respects the "Garden City" character of the Warrawee Place Precinct and key views to landmark elements as a key part of local character and identity
- A network of public open spaces is connected with green routes
- School grounds are accessible for public recreation purposes (Subject to DoE)

LAND USE, VIBRANCY & VITALITY

Vision: Diverse land uses that provide for a wide range of community needs and public benefits

- Mixed use buildings on King Georges Road to promote activity and vibrancy both day and night
- A "one-stop" shopping destination with supermarket, retail, bars, cafes, cinema
- Connected places for people to meet in streets, parks and plazas
- New active building frontages in areas of higher amenity and lower traffic noise
- Increased density in appropriate locations where public benefit outcomes can be achieved (e.g. setbacks, land dedication, open spaces, public cross links)
- Leverage the existing convenience of the area to attract new people and families
- Renewed ground level retail that provides an active street frontage



DESIGN PRINCIPLES *(URBAN DESIGN STUDY 2024)*

1. Enhance the sense of place

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

2. Create an attractive and vibrant boulevard

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

3. Increase Permeability

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

4. Design a streetscape on the rear lane

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

5. Generate efficient and sustainable built form envelopes

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

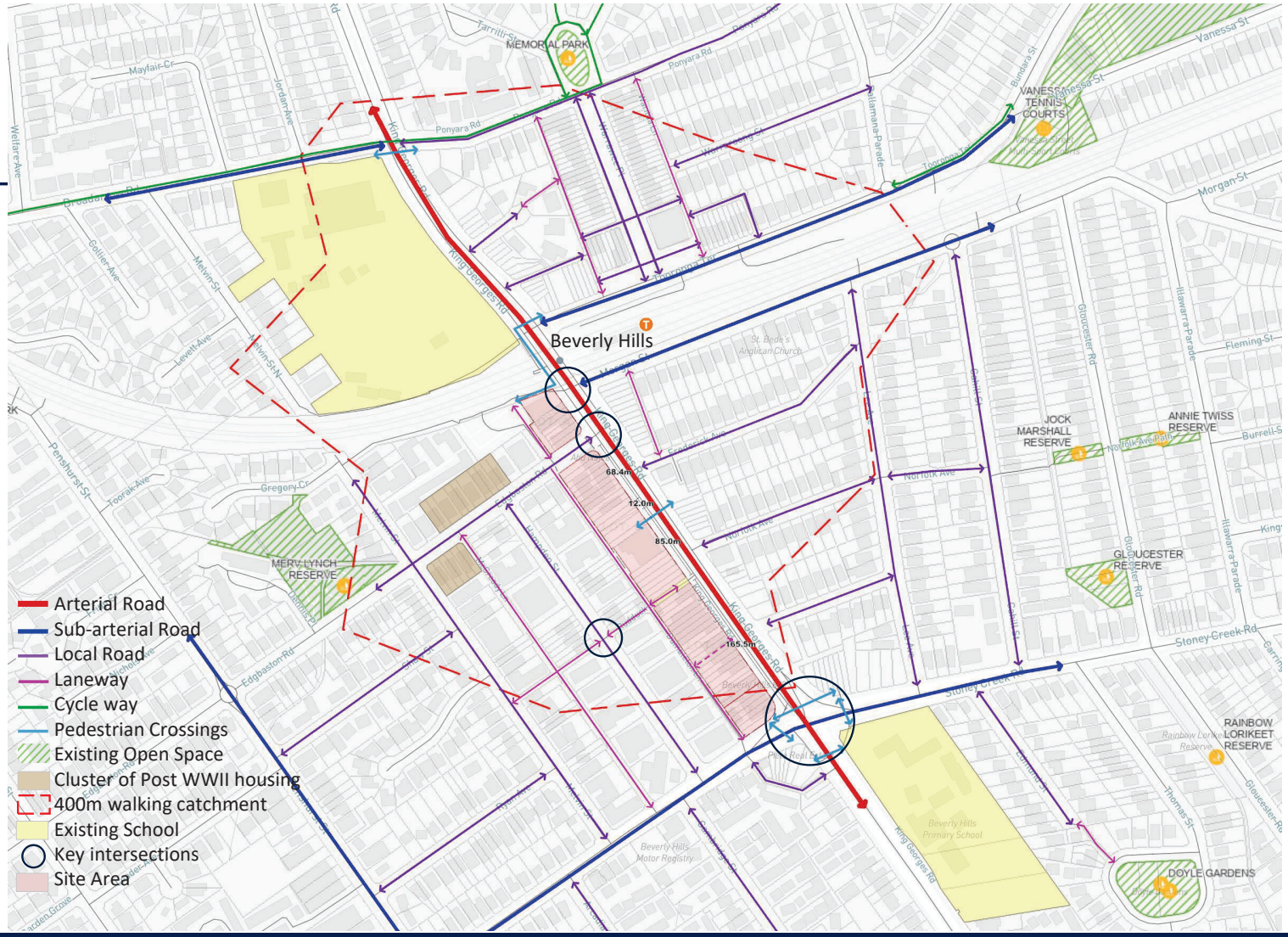
6. Create landmark corner buildings

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

EXISTING MOVEMENT

- King Georges Rd – 25m wide carriageway
- Stoney Creek Road – 14m wide carriageway
- Dumbleton Lane – 5.6m-6m wide
- Edgbaston Rd – 12m wide carriageway

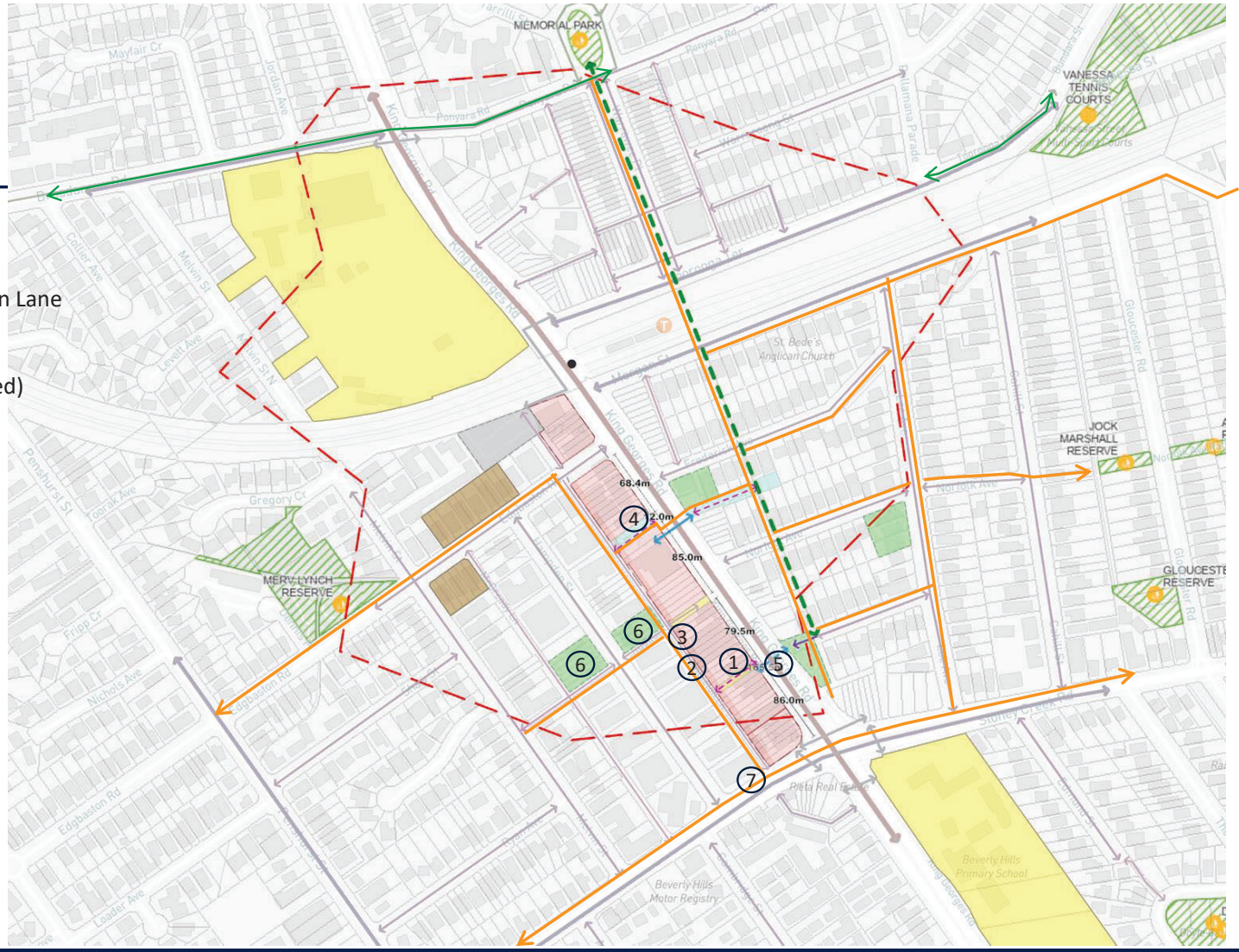
King George Road (looking north)



EXISTING MOVEMENT & CIRCULATION

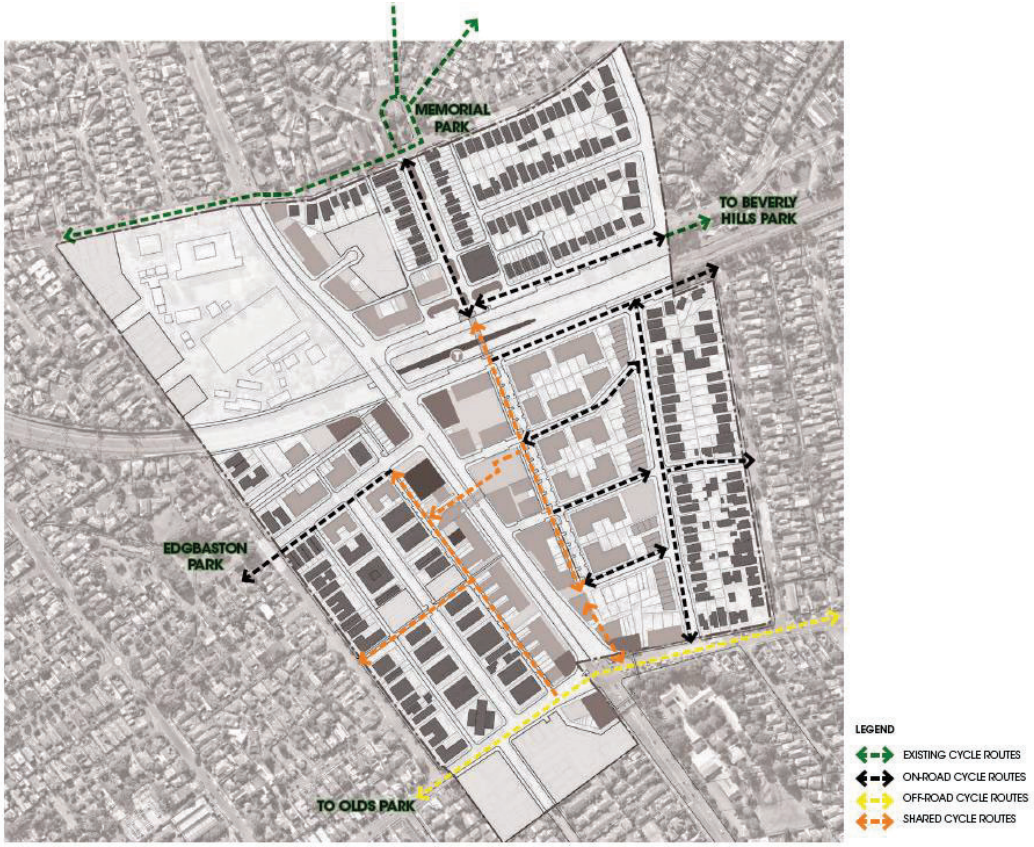
PROPOSED MOVEMENT

1. Additional laneway- pedestrian and cycleway only
2. 3m Dumbleton Lane widening
3. Proposed additional 3m activated setback across the Dumbleton Lane
4. Naturalised the water channel to create a public plaza
5. Consider additional pedestrian crossing
6. Potential open space and carpark (Council Masterplan-supported)
7. Consider setback for future off-road Cycle route



- Existing Cycle way
- Pedestrian Crossings
- Existing Open Space
- Cluster of Post WWII housing
- 400m walking catchment
- Existing School
- Site Area
- Potential Open Space
- Potential Links
- Potential Green Corridor
- Potential Cycle way (as proposed by Council's Transport Strategy)
- Waterway Naturalisation (WSUD)– Proposed Plaza
- Potential multi-level carpark (Council's masterplan)

PROPOSED CYCLEWAYS (TRANSPORT STRATEGY)



Stoney Creek Road (looking east)

Dumbleton Lane (looking south)

KEY ISSUES
PROPONENT PROPOSED SCHEME

- The proposed blanket FSR of 3.5:1 across the site does not align with the maximum building heights set at 11m, 24m, and 31m for the town centre.
- The non-residential GFA of 12,219 m² (FSR of 0.75:1) is not achievable solely at the ground floor.
- Additionally, the proposal does not comply with the ADG in terms of solar access and building separation.

Note: A comprehensive review of the proponent's proposed scheme has been sent to the planning team on the 5th and 13th of June 2024.

LOT #	LOT AREA	HOTEL	RETAIL	RESIDENTIAL ROUND	RESIDENTIAL	LANDSCAPE SIMPLE	BUILDING COVERAGE AREA	BUILDING COVERAGE RATIO	OPEN SPACE AREA	OPEN SPACE RATIO	TOTAL	FSR (GFA)
A	2,364		1,050		8,090	258	2,216	94%	148	6%	9,140	3.87
B	3,161		1,216	279	7,523	259	2,945	93%	216	7%	9,019	2.85
C	1,285	1,544	64				500	39%	786	61%	1,607	1.25
D	1,452		678		3,448	446	1,420	98%	32	2%	4,126	2.84
E	1,699		536	333	3,887	446	1,590	94%	109	6%	4,756	2.80
F	5,927		2,097	821	13,542	1,166	5,540	93%	387	7%	16,459	2.78
G	1,689		716		5,541	1,166	1,564	93%	126	7%	6,257	3.70

Residential GFA: 43,464 m2
Non-residential GFA: 7,901m2
Potential non-residential FSR: **0.45:1**

Site area: 17,577 m2
Yields: 543 dw
Density (NET): 310 dw/ha

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.

RECOMMENDED URBAN DESIGN CONTROLS (DCP)

SETBACKS
- Zero front setbacks to King Georges Road and Stoney Creek Road.
- 6m setback to Dumbleton Lane (including 3m road widening, which would enable Dumbleton Lane to be increased to a 9m wide public road).
- 3m upper-level setback.
- Buildings can be built to the side boundary if building separation complies with ADG requirements.
- Minimum 1.5m setbacks on each side of Rudduck Lane to enable Rudduck Lane to be increased to a 9m width.

PODIUM
- **2-storey podiums** for residential developments with non-residential uses such as retail, commercial, or food and beverage outlets to be located fronting King Georges Road, comprising a minimum FSR of **0.5:1** across the site.

MINIMUM STREET FRONTAGE WIDTH
- For the area to be redeveloped, there is a need to amalgamate different lots into larger sites with a minimum frontage of 20m. This will allow for functional basement parking layouts and efficient floorplates.

PUBLIC MID-BLOCK LINK
- Provide a 6m wide public mid-block link aligned with Bresford Avenue for pedestrian and cycle use.

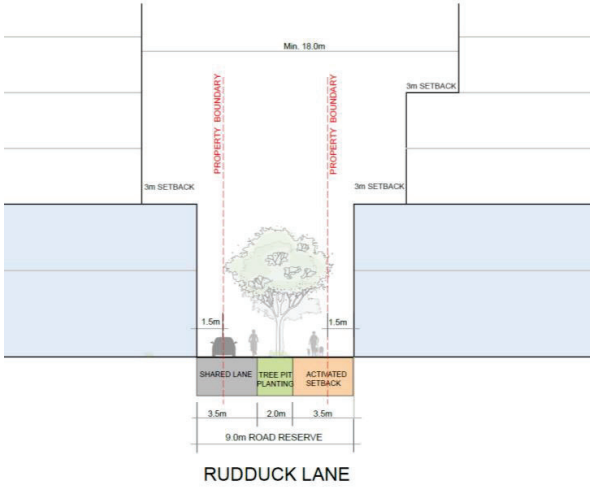
PLAZA
- Implement water-sensitive urban design solutions to naturalize the existing water channel and convert it into a public plaza with a minimum area of 650 m². A minimum 3m setback to the northern side of the plaza is required to maintain the solar access to the plaza.

ADG COMPLIANCE
- The built form must comply with ADG requirements.

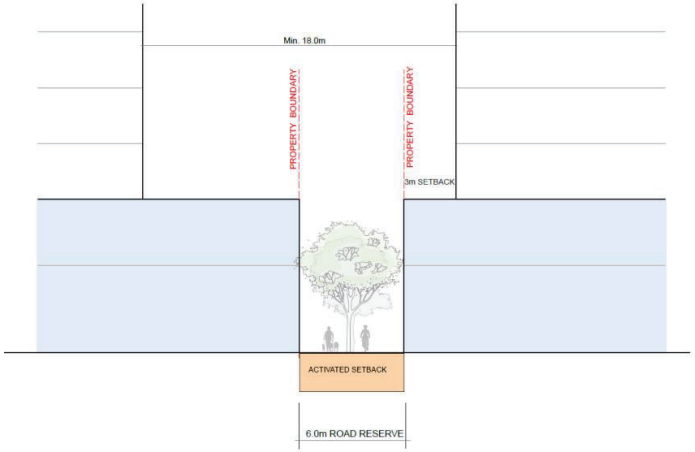
CROSS-SECTIONS

DUMBLETON LANE

KING GEORGES ROAD

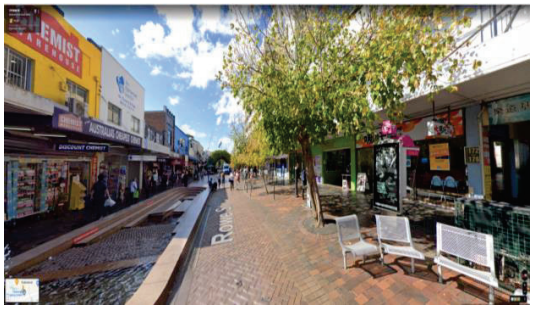


RUDDUCK LANE

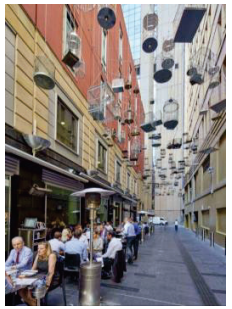


MID-BLOCK LINK

Little Hay St- Sydney CBD



Eastwood



Sydney CBD

Note: the Flex zone can be located on either side of Dumbleton Lane, allowing for greater flexibility in site planning and design.

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TWO POTENTIAL BUILT FORMS

Scenario A: *Further refinement of the proponent's proposed built form.*

Ave. FSR: 2.7:1
Dwellings: 406 dw
Non-residential GFA (0.75:1): 13,055 m2 (inc. 1,055 m2 community use)

Scenario B: *Reduce the building footprint and increase the height.*

Ave. FSR: 2.92:1
Dwellings: 527 dw
Non-residential GFA (0.65:1): 11,458 m2

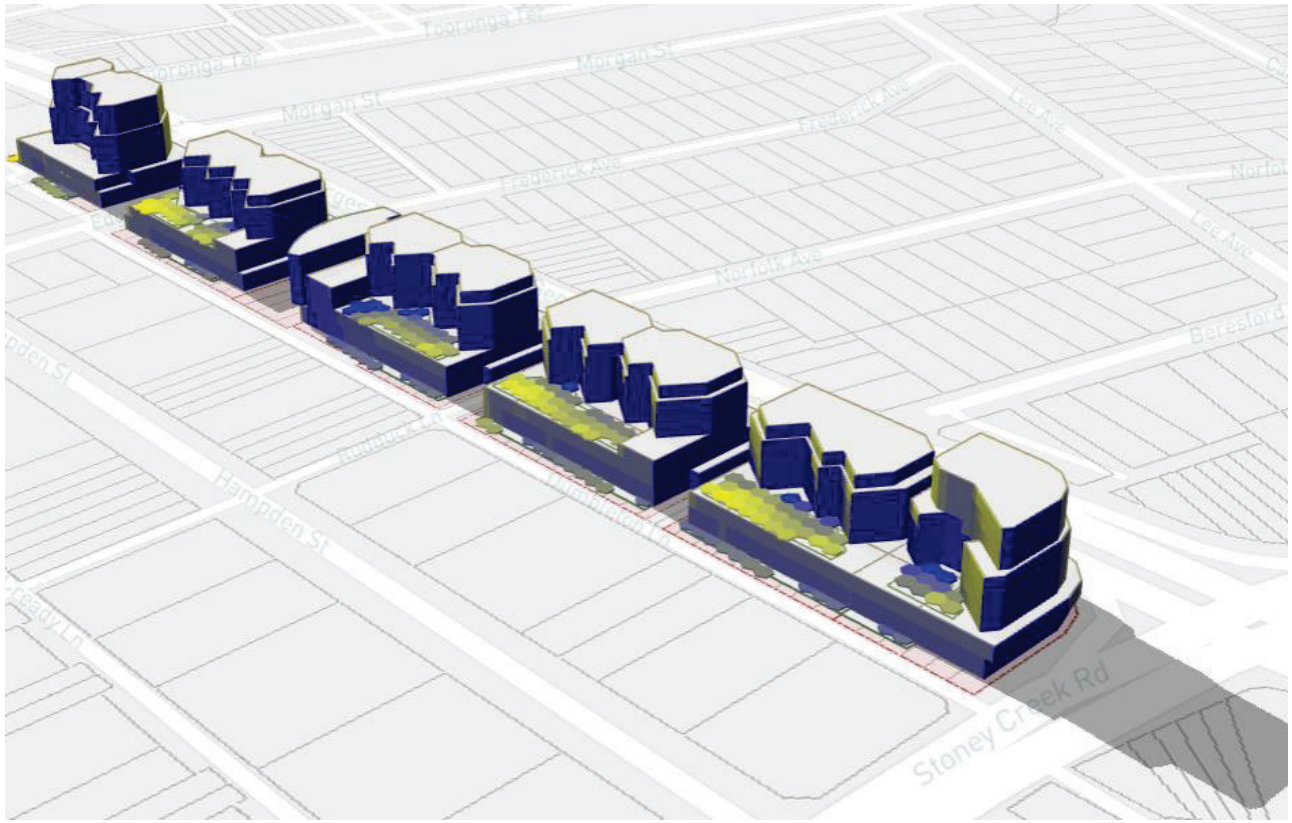
SCENARIO A

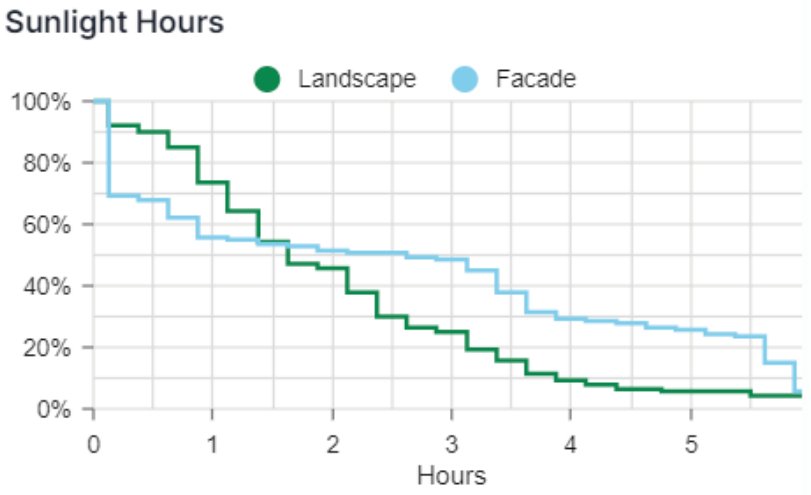

31m
25m
20m
25m
25m
25m
31m
King Georges Rd
Frederick Ave
Norfolk Ave
Hampden St


31m
25m
25m
25m
20m
25m
31m
King Georges Rd
Frederick Ave


31m
25m
20m
25m
25m
25m
31m

SCENARIO A – SOLAR ANALYSIS (21st June 9am-3pm)





52% of all facades, and **45**% of total landscape.

get at least 2 of sun in this period

0h 1h 2h 3h 4h 5h 6h

SCENARIO A – YIELDS

GBA	GFA	NSA
65,105m²	47,758m²	51,209m²

Residential GFA: 34,706m²

Retail GFA: 5,906m²

Commercial GFA: 4,483m²

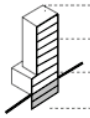
Hotel GFA: 1,607m²

Community GFA: 1,055m²

Site (FSR 2.70:1)

Building	80%	14,068m²
Hardscape	0%	0m²
Open Space	20%	3,621m²
Total		17,689m²

Urban



Max Height	31.2m
Facade area	...
Floor facade	...
Basement area	0m²

Paved Area 0m²

Landscape 3,213m²

0 out of a required **652** (0%) parking spaces are provided.

Residential

1 bed	20%	81
2 bed	61%	244
3 bed	20%	81
Total		406

LOT #	LOT AREA	COMMERCIAL	COMMUNITY	HOTEL	RESIDENTIAL	RETAIL	LANDSCAPE - SIMPLE	LANDSCAPE - DEEP PLANTING	BUILDING COVERAGE AREA	BUILDING COVERAGE RATIO	OPEN SPACE AREA	OPEN SPACE RATIO	TOTAL	FSR (GFA)
A	2,364	1,148			6,027	971	246	146	2,018	85%	347	15%	8,147	3.45
B	3,161	1,372			5,904	1,262	478		2,661	84%	500	16%	8,539	2.70
C	1,285			1,607					500	39%	786	61%	1,607	1.25
D	3,081		524		6,938	1,171	491		2,692	87%	389	13%	8,633	2.80
E	3,160		531		6,943	1,065	455		2,663	84%	497	16%	8,538	2.70
F	2,419	899			4,859	770	415		2,071	86%	348	14%	6,528	2.70
G	1,689	1,063			4,036	667	182		1,466	87%	224	13%	5,766	3.41

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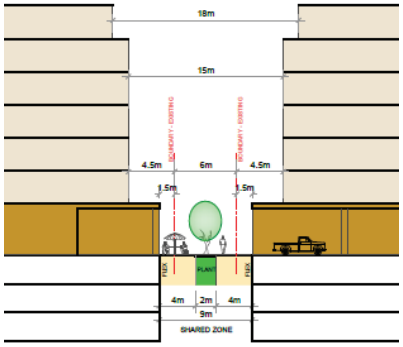
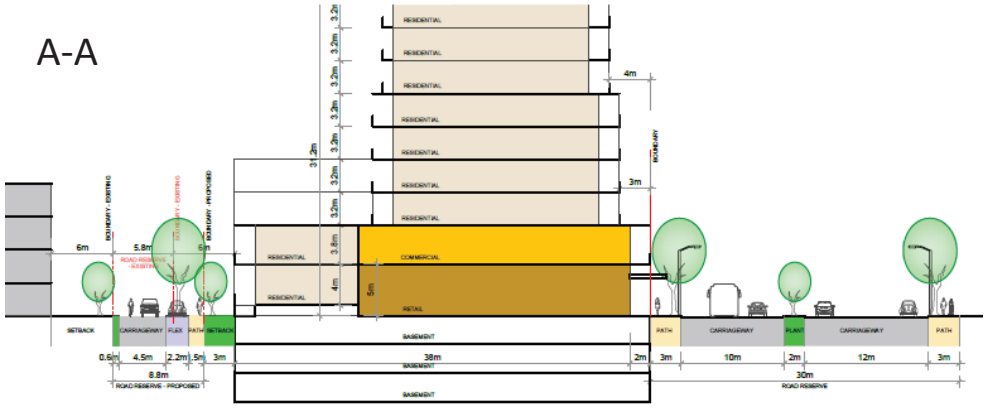
SCENARIO A – SECTIONS

X-X



RUDDUCK LN

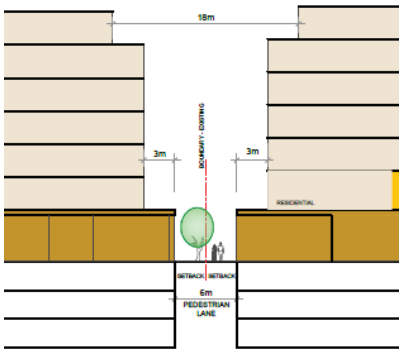
A-A



DUMBLETON LN

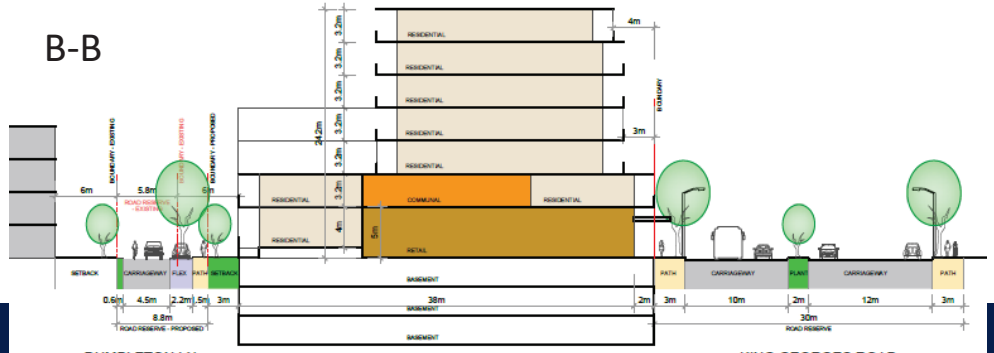
KING GEORGES ROAD

Y-Y



MID-BLOCK LINK

B-B



DUMBLETON LN

KING GEORGES ROAD

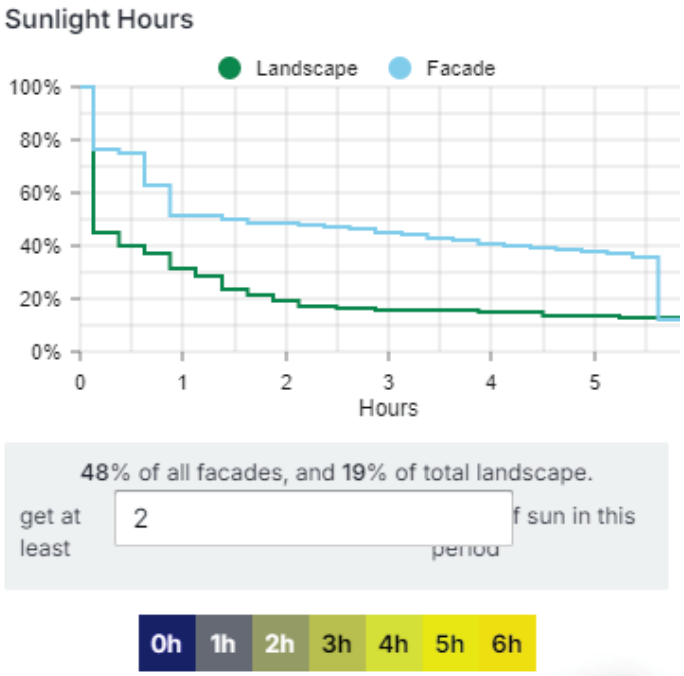
SCENARIO B


44m
44m
34m
34m
34m
44m
Boian Chemist
King Georges Rd
Frederick Ave
Lee Ave
Edgbaston Rd
Hotel
Norfolk Ave
Hampden St
McCready Ln
Rudduck Ln
Dumbleton Ln
Pleta Real Estate


44m
44m
34m
34m
34m
34m
Edgbaston Rd
Melvin St
Hampden St
McCready Ln
King Georges Rd
Stoney Creek Rd


44m
44m
34m
34m
34m
34m
44m
Tooronga Ter
Morgan St
Frederick Ave
Hampden St
Rudduck Ln
Dumbleton Ln
McCready Ln
Stoney Creek Rd

SCENARIO B – SOLAR ANALYSIS (21st June 9am-3pm)



SCENARIO B – YIELDS

GBA	GFA	NSA
76,640m²	55,074m²	59,878m²

Commercial 1st — GFA: 4,355m²

Residential 1st — GFA: 4,468m²

Hotel — GFA: 1,607m²

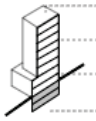
Residential — GFA: 39,148m²

Retail — GFA: 5,496m²

Site (FSR 2.92:1)

Building	70%	13,266m²
Hardscape	0%	0m²
Open Space	30%	5,567m²
Total		18,833m²

Urban



Max Height	44m
Facade area	...
Floor facade	...
Basement area	0m²

Paved Area **0m²**

Landscape **3,242m²**

0 out of a required **736** (0%) parking spaces are provided.

Residential

1 bed	20%	105
2 bed	61%	317
3 bed	20%	105
Total		527

LOT #	LOT AREA	COMMERCIAL 1ST	HOTEL	RESIDENTIAL 1ST	RESIDENTIAL	RETAIL	LANDSCAPE - SIMPLE	BUILDING COVERAGE AREA	BUILDING COVERAGE RATIO	OPEN SPACE AREA	OPEN SPACE RATIO	TOTAL	FSR (GFA)
A	2,364	1,787			7,094	1,051		2,102	89%	262	11%	9,933	4.20
B	3,161	1,868			8,151	1,099	1,164	2,197	69%	964	31%	11,117	3.52
C	1,285		1,607				650	500	39%	786	61%	1,607	1.25
D	1,452	700		904	5,933	1,031	530	1,346	93%	106	7%	8,567	5.90
E	1,629			640	5,669	619	530	1,067	65%	563	35%	6,927	4.25
F1	3,438			1,542	7,921	982	815	2,682	78%	756	22%	10,445	3.04
F2	2,419			2,022	4,831	1,333	736	1,965	81%	454	19%	8,187	3.38
G	1,689			1,232	5,789	962	736	1,463	87%	226	13%	7,983	4.72

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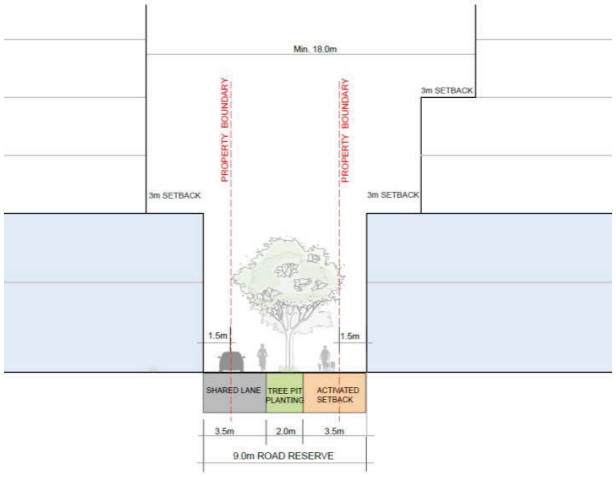
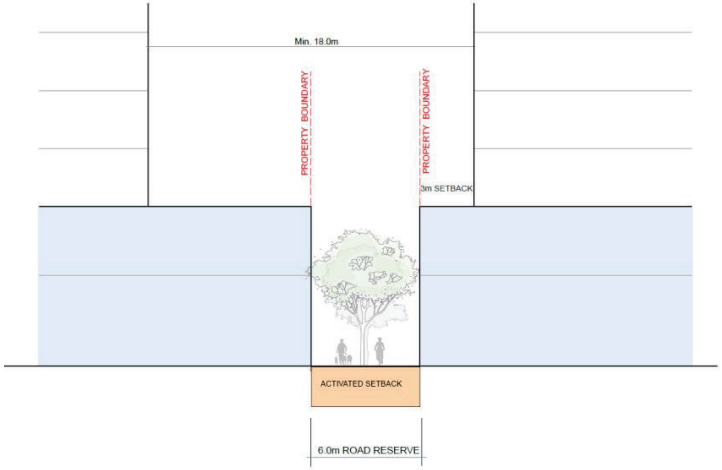
SCENARIO B – SECTIONS

DUMBLETON LANE

KING GEORGES ROAD



RUDDUCK LANE



MID-BLOCK LINK

COMPARISONS

Criteria		Scenario A	Scenario B	Remarks
Min. Street Frontage		20m	20m	20m in **Council MP**
Setbacks	**Front** (King Georges Rd)	2m (Ground) 0m (levels 1) 3m (Levels 2-5) 4m (levels 6 & above)	0m (Ground & Level 1) 3m (Levels 3 & above)	2m (Ground) 0m (Level 1) 1m (Level 2 & above)
	Rear (Dumbleton Ln)	6m [3m (road reserve) + 3m (setback)]	6m [3m (road reserve) + 3m (setback)]	3m in **Council MP**
	Side	0m (Ground), 3m (Upper)	0m (Nil)	
Street Wall		2 Storeys	2 Storeys	2 Storeys in **Council MP**
Height of Building (HOB)	Lot A to Lot G:	7 Storeys (25m) 9 Storeys (32m)	10 Storeys (34m) 13 Storeys (44m)	6-8 Storeys (21-28m) in **Council MP** 7-9 storeys in the **Proposal**
Floor Space Ratio (FSR)	Range	1.25:1 (Hotel) 2.70 to 3.45:1 (Subject Lots)	1.25:1 (Hotel) 3:1 to 5.9:1 (Subject Lots)	In the **Proposal** 3.5:1 (Lot A, B, C, F1 & F2) 3.0:1 (Lot D)
Floor-Floor Height	Residential	3.2m	3.2m	3.2m
	Commercial	3.8m	3.8m	
	Retail (Ground)	5.0m	5.0m	5.0m
Public Open Space		Plaza over the canal, part of Rudduck Ln & the Mid-block link	Stratigically allocated at the rear of the lots, Plaza over the canal, along Dumbleton Ln, part of Rudduck Ln & the Mid-block link	Plaza over the canal
Communal Open Space		On Structure at the rear of the blocks	On Structure at the rear of the blocks	On Structure between buildings
Deep soil		Approx. 7% at the rear of the Blocks	Over 10% at the rear of the Blocks	Nil in the Proposal
Active Street Frontage		King Georges Rd, Plaza over canal, Rudduck Ln & Mid-Block link	King Georges Rd, Dumbleton Ln, Rudduck Ln & Mid-Block link	King Georges Rd & Dumbleton Ln in **Council MP**
On-street Parking		Flex Zone along Dumbleton Ln	Flex Zone along Dumbleton Ln	Flex Zone along Dumbleton Ln in **Council MP**
Vehicle Access	King George Rd	6 lane State Road	6 lane State Road	6 lane State Road (currently)
	Dumbleton Ln	One-way Vehicle access Access to Basement parking and Loading Docks	One-way Vehicle access Access to Basement parking and Loading Docks	Dumbleton Ln is currently one-way
	Rudduck Ln	Shared Zone	Shared Zone	Service Lane (currently)

Lot Amalgamation consideration for the scenario testing divides the Subject Site into 8 Super Lots **A, B, C, D, E, F & G**; Lot C being the proposed Hotel site.

Wider floorplate (buiding envelope) are considered to accommodate **façade articulations** for improved solar access to dwellings, particularly to the ones facing Dumbleton lar

	Scenario A	Scenario B	Remarks
Dwelling Yield	**406**	**527**	**560**
Average size (m^2)	85	85	80
Residential GFA (m^2)	34,706	43,616	44800
Non- Residential GFA (m^2)	(Retail/ Commercial) 12,000 (Comunal) 1,055	11,485	Target: 12000

Efficiency (GBA : GFA)

Residential:	75%
Commecial:	85%
Retail (Ground):	50%