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16 December 2022

Beverly Hills Owners Association
c/o Mecone
Gemma Bassett
Level 12, 179 Elizabeth Street,
Sydney, NSW, 2000

Dear Gemma,

407-511 KING GEORGES ROAD, BEVERLY HILLS | HERITAGE IMPACT STATEMENT

BACKGROUND

Urbis has been engaged by the Beverly Hills Owners Association via Mecone to prepare a brief Heritage Impact Statement for a Planning Proposal for 407-511 King Georges Road, Beverly Hills (hereafter referred to as 'the site' or 'the subject site').

The site comprises 52 contiguous allotments along the western side of King Georges Road between Beverly Hills Station and Stoney Creek Road, which is currently zoned as B2 – Local Centre.

The subject site is not a listed heritage item and is not located within a heritage conservation area. However, the 'Beverly Hills Station Group' (SHR Item No. 01086), a State significant heritage item listed on the State Heritage Register (SHR) under the *Heritage Act 1977* (Heritage Act), is located within the vicinity of the subject site.

Urbis understands that the client is seeking a Planning Proposal to uplift the FSR and Height controls for the subject site. This Planning Proposal is being sought separately to, and ahead of, a concurrent Planning Proposal for the Beverly Hills Town Centre by Georges River Council. Further details of the Planning Proposal are included below.

Preliminary advice from Council requires that the client prepare a Heritage Impact Statement to assess the potential impacts of the Planning Proposal on the vicinity heritage item. This Heritage Impact Statement will accompany the Planning Proposal to the approval body.

SITE LOCATION

The subject site comprises the allotments of land from 407-511 King Georges Road at Beverly Hills within the Georges River Local Government Area (LGA).

The site, comprising 52 contiguous allotments on the western side of King Georges Road, is located approximately 2 kilometres from Hurstville. The site has a total land area of approximately 16,073m².

The subject site is shown below.



Figure 1 – Extract of planning proposal with the subject site outlined in red.

Source: *Beverly Hills Town Centre Urban Design Study*

PROPOSAL

Urbis understands that the client is seeking a Planning Proposal to facilitate the renewal of the Beverly Hills Town Centre concurrently and separately to the Georges River Council's Planning Proposal for the same area.

The Planning Proposal aims to redevelop the subject site into a vibrant high-density mixed-use community, including renewal of commercial sites, revitalisation of the rear land, widening of the King Georges Road footpath and developing corner gateway sites associated with the Beverly Hills railway station and the Stoney Creek Road intersection.

The client's Planning Proposal is consistent with B2 zoning and generally consistent with Council's vision for the subject site; however, updated feasibility studies have indicated that uplifts in FSR and Height are appropriate. The detailed changes in the client's Planning Proposal are as follows:

- Increase of the building heights within the subject site:
 - Maximum of 12 storeys (44 metres) for mid-block sites (with upper 4 floors setback by 3 metres)

- Maximum of 14 storeys (50 metres) for the landmark corner sites (with upper 6 floors setback by 3 metres)
- Maximum of 3 storeys for developments along Dumbleton Lane
- Maximum of 8 storeys for the street wall along King Georges Road.
- Increase of the FSR within the subject site:
 - Maximum FSR of 4:1 for mid-block sites
 - Maximum FSR of 5.5:1 for the landmark corner sites.

Extracts from the Planning Proposal are included below.



Figure 2 – Extract of planning proposal showing proposed distribution of maximum building heights.

Source: Beverley Hills Town Centre Urban Design Study



Figure 3 – Extract of planning proposal showing proposed distribution of maximum FSR.

Source: *Beverly Hills Town Centre Urban Design Study*

SITE DESCRIPTION

Site setting

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

The Beverly Hills railway station is located to the north-east of the subject site and accessed from an overbridge on King Georges Road.

The following description of the site setting has been extracted from the Locality Statement for Beverly Hills from the Georges River Council:

*This locality contains predominately low density detached residential dwellings with some areas of villa and town house developments and 3 storey residential apartments adjoining the Beverly Hills and Narwee commercial centres. There is a diverse range of architectural styles including single-storey Federation, inter-war, post-war and two-storey contemporary styles.*¹

Subject site

The subject site is bounded by Beverly Hills Station to the north, Stoney Creek Road to the south, Dumbleton Lane to the west and King Georges Road to the east. King Georges Road, a major thoroughfare for southern Sydney, is 30 metres wide and features 3 lanes per direction. An avenue of palm trees separates the lanes.

The subject site, as part of the commercial centre of Beverly Hills, is of mixed character. The streetscape primarily comprises of low density two storey mid-to-late twentieth century shop-top developments, with some contemporary commercial premises and vacant lots. The majority of the shop-top developments are currently in use as restaurants or vacant.

Illustrative photographs of the subject site are included below, all images taken by Urbis 14th December 2022.



Figure 4 – Subject site to the right, viewed from King Georges Road (looking south) with train station to the left, contemporary lift visible with station below roadway level.

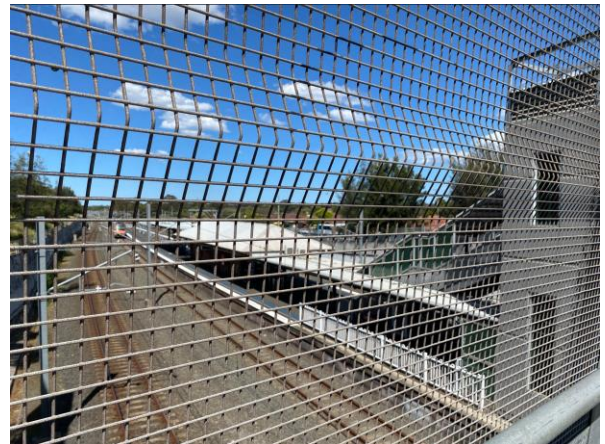


Figure 5 – Beverly Hills station viewed from King Georges Road, note lift on right and siting of station below roadway level.

¹ State Heritage Inventory, 2010. Beverly Hills Railway Station Group, accessible at: <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=5011930>



Figure 6 – Subject site on right (in location of green building), train station of the left below road level with entrance show in in front.

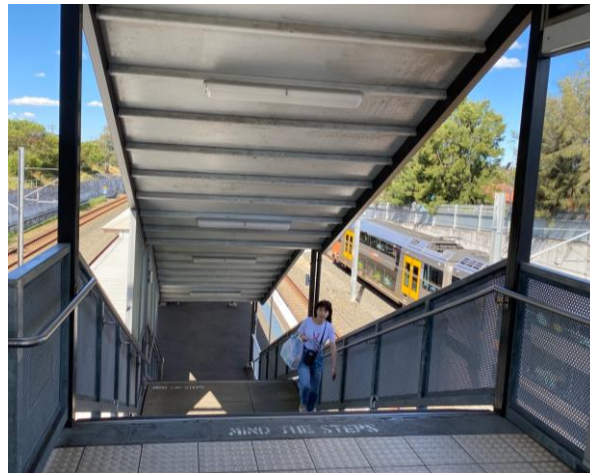


Figure 7 – Entrance to Beverly Hills station.



Figure 8 – Station main entrance at ground level with building of heritage significance shown (at end of image).



Figure 9 – Station showing building of heritage significance shown from principal public viewpoint after entering and descending stairs.



Figure 10 – Southern elevation of station building of heritage significance.



Figure 11 – View looking west with station building of heritage significance and subject site (far rear left obscured by trees and roadway).



Figure 12 – View from station looking west at King Georges Road overpass, subject site obscured by roadway.



Figure 13 – View of subject site at far western end of station with stairs to access King Georges Road on right.

SUMMARY HISTORY

The first land grant around the subject site was in 1810, when Captain John Townson was granted 250 acres of land south of today’s railway line. Dr Robert Townson was granted 1605 acres that same year around the area of Stoney Creek Road, which was purchased by John Connell in 1832.

The area remained relatively rural throughout the nineteenth century, with the land mainly utilised for timber cutting and charcoal burning.² The subject site was dominated by a large farm from the 1830s onwards. The farm, known as Dumbleton, contained a large orchard located just south of the subject site (near today’s Beverly Hills Primary School).

² State Heritage Inventory, 2020. Devonia Farm House, accessible at: <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=1810015>

The character of the subject site began to change following the announcement of the East Hills line, connecting the rural lands south-west of Sydney to the city centre. Construction of the East Hills line was approved by the State Parliament in just 15 minutes on the 17 December 1924, with construction of the final section of the line complete by 1931. As well as providing valuable jobs during the Depression, the East Hills line was transformative for the small settlements from Tempe to East Hills. Families and workers flocked to the area, with streets around the railway stations becoming small village centres with shops and housing. Rapid subdivisions and building followed in Dumbleton in the 1930s-1950s.

The area around the subject site was known as Dumbleton, with the railway station initially named after the former farm. The name, however, was not popular amongst the growing local population, who famously protested to change the 'Dumbo' name as it sounded too much like 'dump'. The more glamorous name 'Beverly Hills' was suggested by the Moorefields Association and Hurstville Council in 1940, and officially adopted in August of that year.³

Beverly Hills continued to develop in the latter half of the twentieth century, with a modest shopping strip emerging around King Georges Road.

HERITAGE SIGNIFICANCE

Heritage Listing

The subject site does not contain listed heritage items and is not within a heritage conservation area.

However, a State significant item listed as 'Beverly Hills Railway Station Group' (SHR Item No. 01086) on the SHR is located on the northern boundary of the subject site. This item is also listed as 'Beverly Hills Railway Station Group' (LEP Item No. I6) on Schedule 5, Part 1 of the *Georges River Local Environmental Plan (LEP) 2021* and as 'Beverly Hills Railway Station Group' on the State Rail Authority Section 170 Heritage and Conservation Register under the Heritage Act.

Heritage mapping of the item curtilage comprises the platform area beneath the King Georges Road Overbridge and associated access area and is therefore located below the ground level of the subject site.

The relationship between the subject site and the heritage item is illustrated below.

³ 'Beverly Hills Station – Dumbleton officially dead', *The Propeller*, 22 August 1940, pg. 4, accessible at: <https://trove.nla.gov.au/newspaper/article/235584081?browse=ndp%3Abrowse%2Ftitle%2FP%2Ftitle%2F1225%2F1940%2F08%2F22%2Fpage%2F25393849%2Farticle%2F235584081>

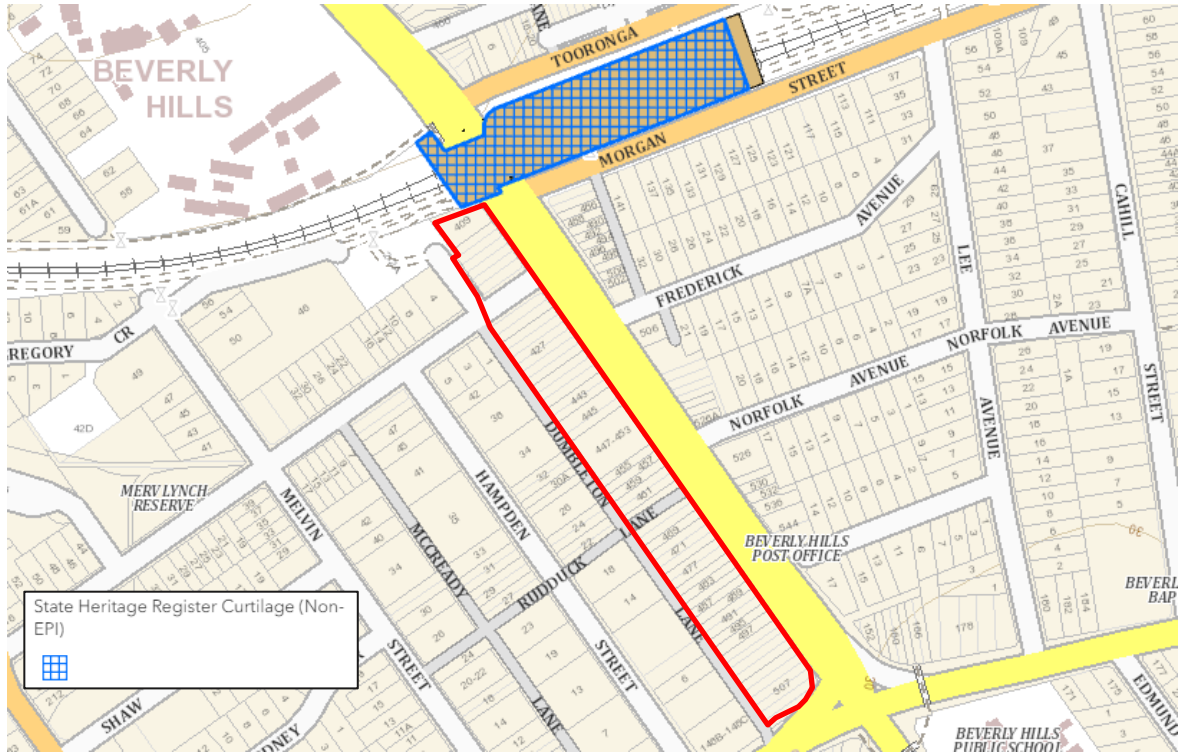


Figure 14 – Extract of planning map with the subject site outlined in red.

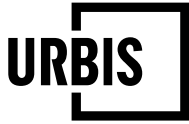
Source: E Planning Spatial Viewer

Statement of Significance

The statement of significance for the ‘Beverly Hills Railway Station Group’ item, extracted from the State Heritage Inventory, is as follows:

Beverly Hills Railway Station - including the 1931 platform and platform building and King Georges Road overbridge - has historical significance as a major public work completed as an unemployment relief project during the Great Depression, and as a major transport hub for the suburb of Beverly Hills since 1931. Beverly Hills Railway Station platform building is of aesthetic significance as an austere 1930s railway building with simple Art Deco detailing and fine brick workmanship that is evocative of the effects of the Depression on building programs for large organisations such as the NSW railways. Beverly Hills Railway Station is representative of the cohesive collection of 10 East Hills line railway stations from Turrella to East Hills.⁴

⁴ State Heritage Inventory, 2010. Beverly Hills Railway Station Group, accessible at: <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=5011930>



IMPACT ASSESSMENT

The subject site at 401 – 511 King Georges Road comprises a commercial strip currently zoned B2 Town Centre.

The subject site itself is not a listed item or located within an HCA. The 'Beverly Hills Railway Station Group' (SHR Item No. 01086, LEP Item No. I6, s170) is located directly adjacent to the northern boundary of the subject site. It is noted that the curtilage of the heritage item comprises the platform area beneath the King Georges Road overbridge and associated access areas and is therefore located below the ground level of the subject site. Notwithstanding, the curtilage of the heritage item is located entirely outside of the subject site.

There are no physical works proposed under this application and therefore there is no potential for heritage impact to be generated by the Planning Proposal.

Notwithstanding the above, the type of development which is facilitated by the Planning Proposal would have no impact on the item. The item is located outside of the subject site, with no potential for physical impacts as a result of development within the site. Furthermore, the location and position of the item below ground level ensures that the proposed building heights and FSR of the mid-block or landmark corner sites would have no visual impacts on the item.

The item's significance is associated with its aesthetic significance, association with the Great Depression unemployment relief projects and its representative significance as a station along the East Hills railway line. The significance of the item is not connected with the specific heights or FSR of buildings in the vicinity and is quite removed from the subject area due to the six-lane roadway (King Georges Road) and its location set below the roadway. Therefore, the Planning Proposal and (in principle) future development within the subject site can be reasonably implemented with no detrimental impacts on the significance of the item as it is significantly obscured from the heritage item.

Urbis also notes that the Beverly Hills Commuter Car Park project, which will consist of a five-storey car parking structure just west of the subject site on Edgbaston Road, was approved by Transport for NSW in May 2022. This provides a precedent for building heights in proximity to the subject site and heritage item, as well as an indication of the intended scale of the Beverly Hills Town Centre.

For the reasons assessed above, the proposed works are acceptable from a heritage perspective.

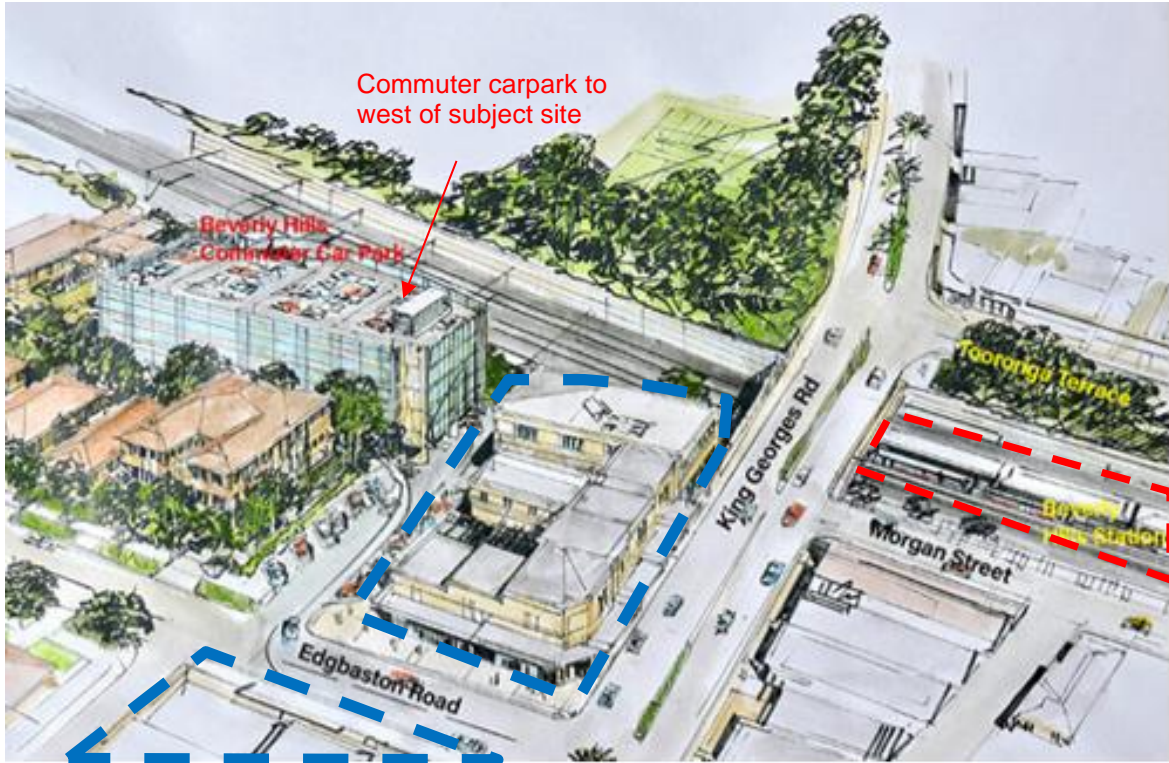


Figure 15 – Sketch of approved Transport for NSW commuter carpark adjacent to the subject site. Beverly Hills train station shown in red dash (curtilage also extends under the roadway obscured in this image). Subject sites shown in blue dash.

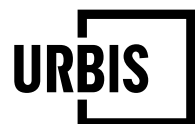
Source: Transport for NSW

CONCLUSION

This Heritage Impact Statement has been prepared to assess the potential impacts of the Planning Proposal for 406-511 King Georges Road, Beverly Hills on the vicinity heritage item.

The assessment of heritage impact has found that the Planning Proposal and associated (in principle approved) future development associated with the Planning Proposal would not result in any adverse impacts to the heritage item in the vicinity on the subject site due to the below.

- The heritage item is highly obscured as it is located below King Georges Road and the subject site ground level. Therefore, its views and vistas both to and from are generally constrained to the immediate area and constrained by the roadway overpass and retaining walls below road level.
- Due to the above discussed the proposal is significantly obscured from the heritage item with negligible visual relationship, as demonstrated in the photographs. Therefore, the proposed increase in height on the subject site is considered appropriate and not detrimental to the heritage significance of the station.



Urbis supports the Planning Proposal from a heritage perspective and recommends approval. Should you have any further questions or queries, please don't hesitate to contact the undersigned on the below information.

Kind regards,

A handwritten signature in black ink that reads "Kate Paterson". The signature is fluid and cursive, with a long horizontal stroke at the end.

Kate Paterson
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