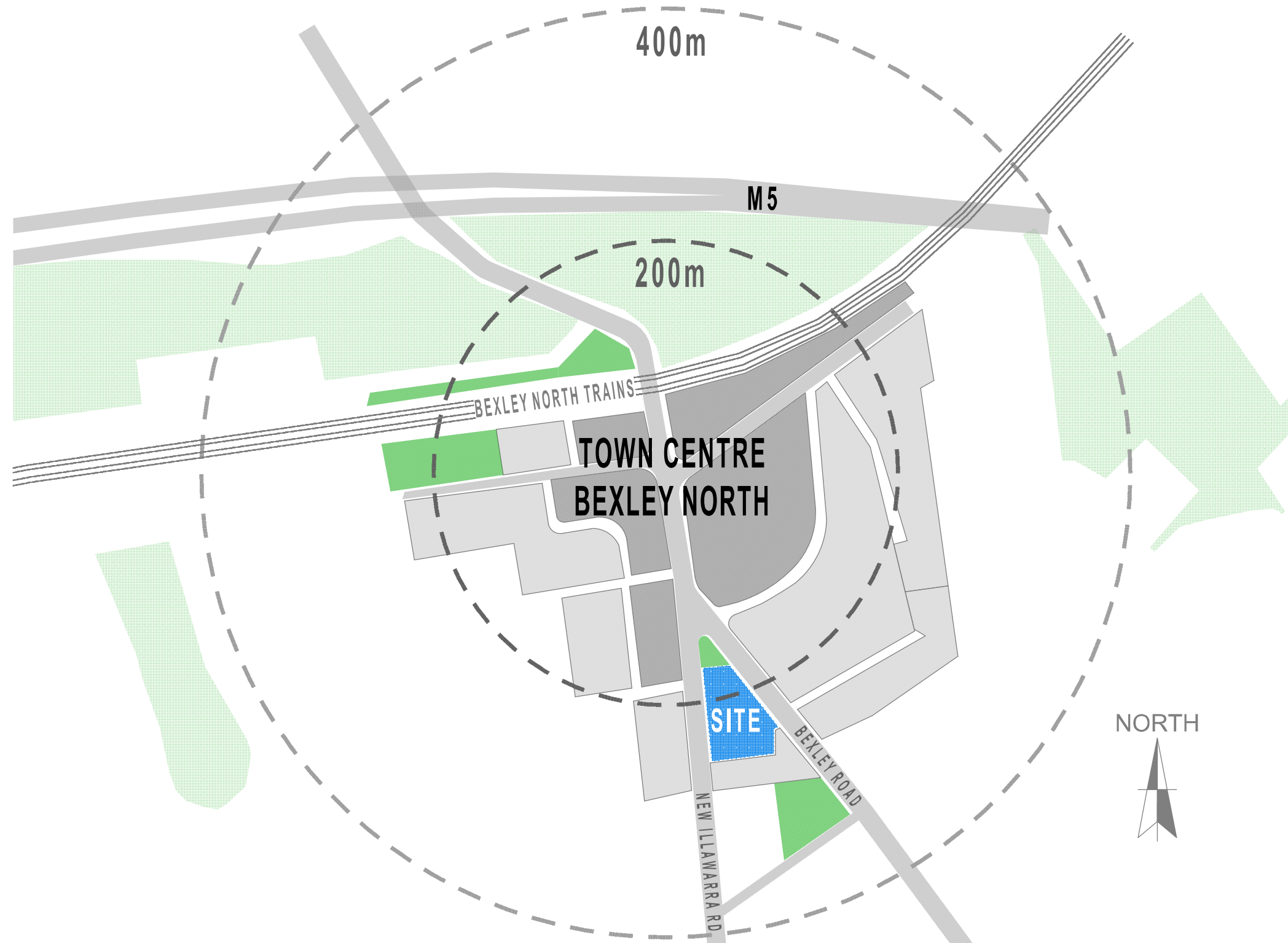


PLANNING PROPOSAL DESIGN

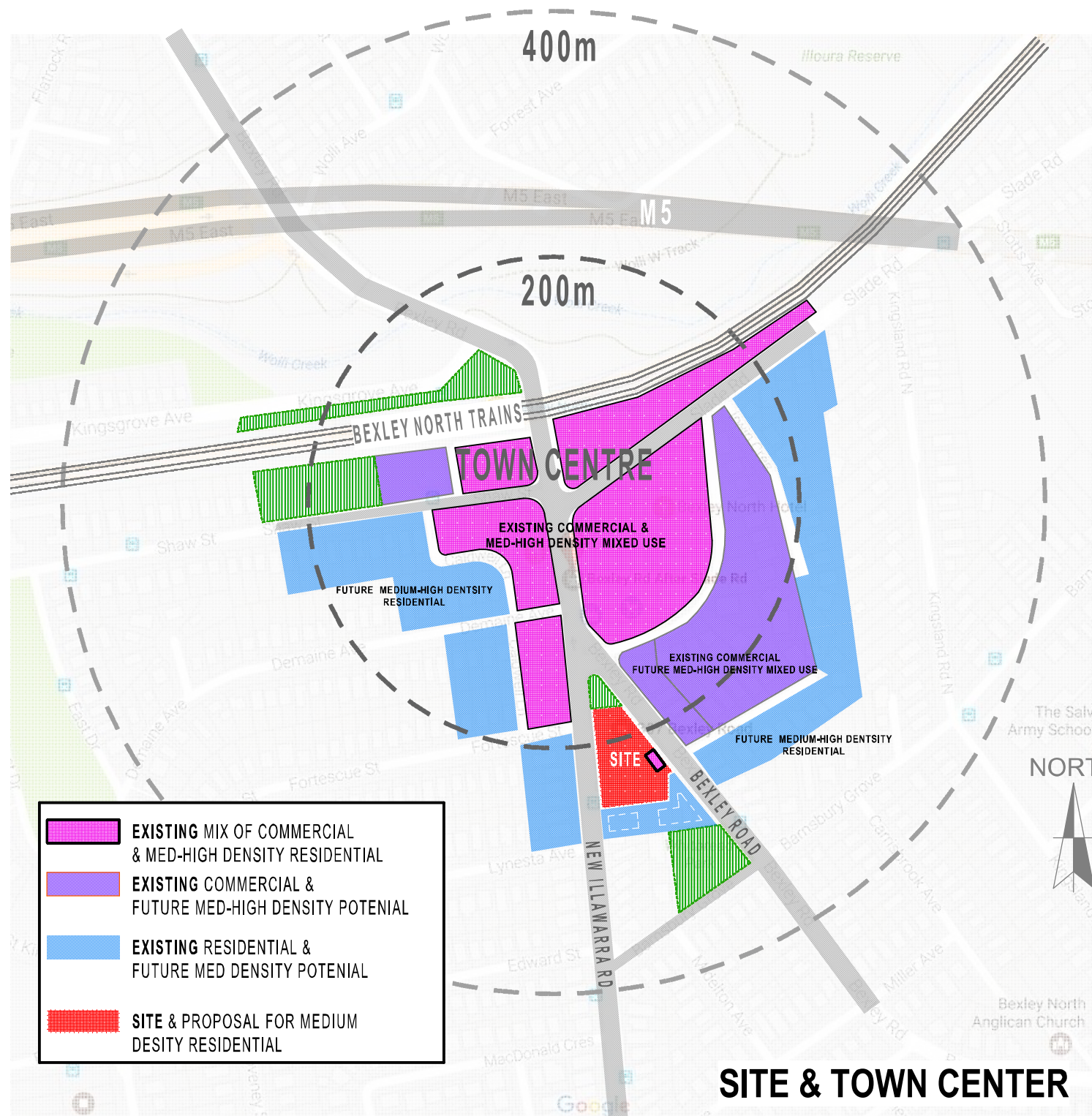
88-96 NEW ILLAWARRA RD & 307-311A BEXLEY ROAD, BEXLEY NORTH



URBAN  LINK

21/02/2018

01 COVER PAGE

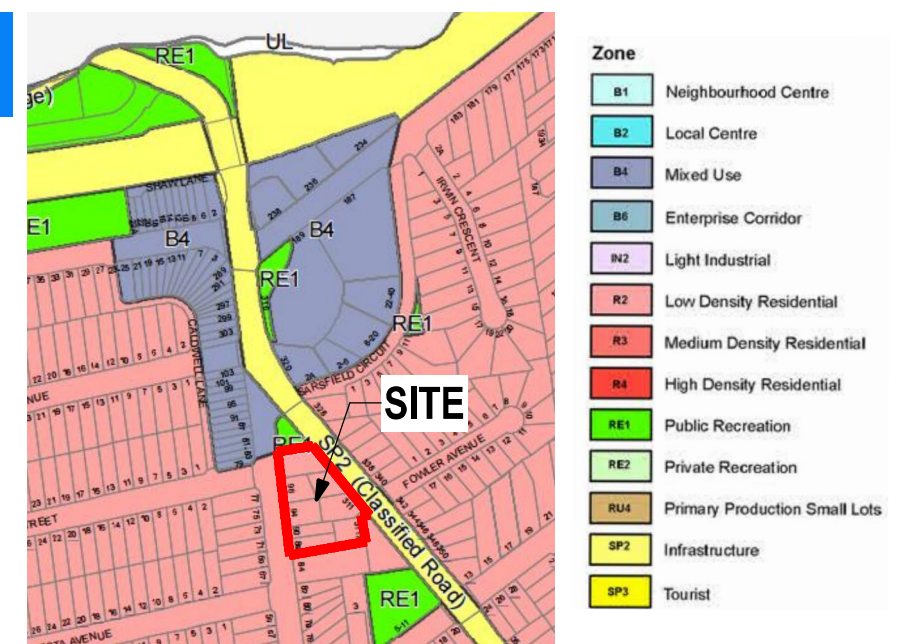


SITE CONTEXT: CURRENT LEP

Under the current LEP the site is excluded from the town center zoning in relation to FSR and building height. A simple overview of these plans shows that the proposed site should be included within the town centre zoning. Shadow studies also show that there is no adverse impact if the site is zoned similar to the rest of the town center.

Furthermore the future growth of Bexley North will require these areas be the first to have increased density. There is already an application from the Department of Housing for 3-4 storey residential flat buildings on 84 New Illawarra Rd & 313 Bexley Rd.

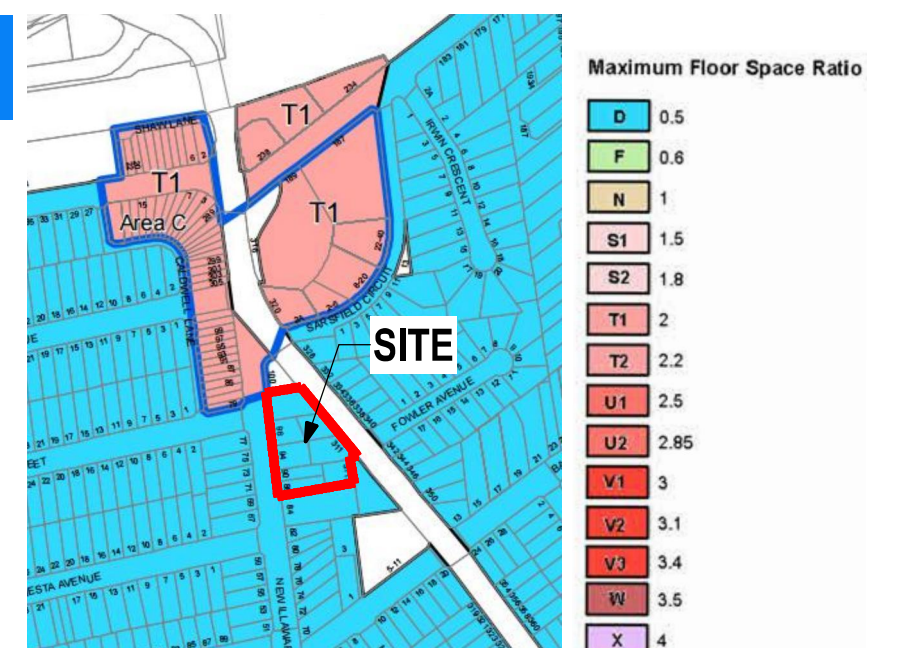
EXISTING PLANNING CONTROLS LEP - LAND USE ZONING



EXISTING PLANNING CONTROLS LEP - HEIGHT OF BUILDING



EXISTING PLANNING CONTROLS LEP - FLOOR SPACE RATIO



Maximum Building Height (m)

I	8.5
M	12
N1	13
N2	14.5
O1	15
O2	16
P1	17.5
P2	18
Q1	19
Q2	20.5
R1	21
R2	22
S	24
T1	26.5
T2	27



EXISTING LEP



PROPOSED LEP [HOB] - Q2

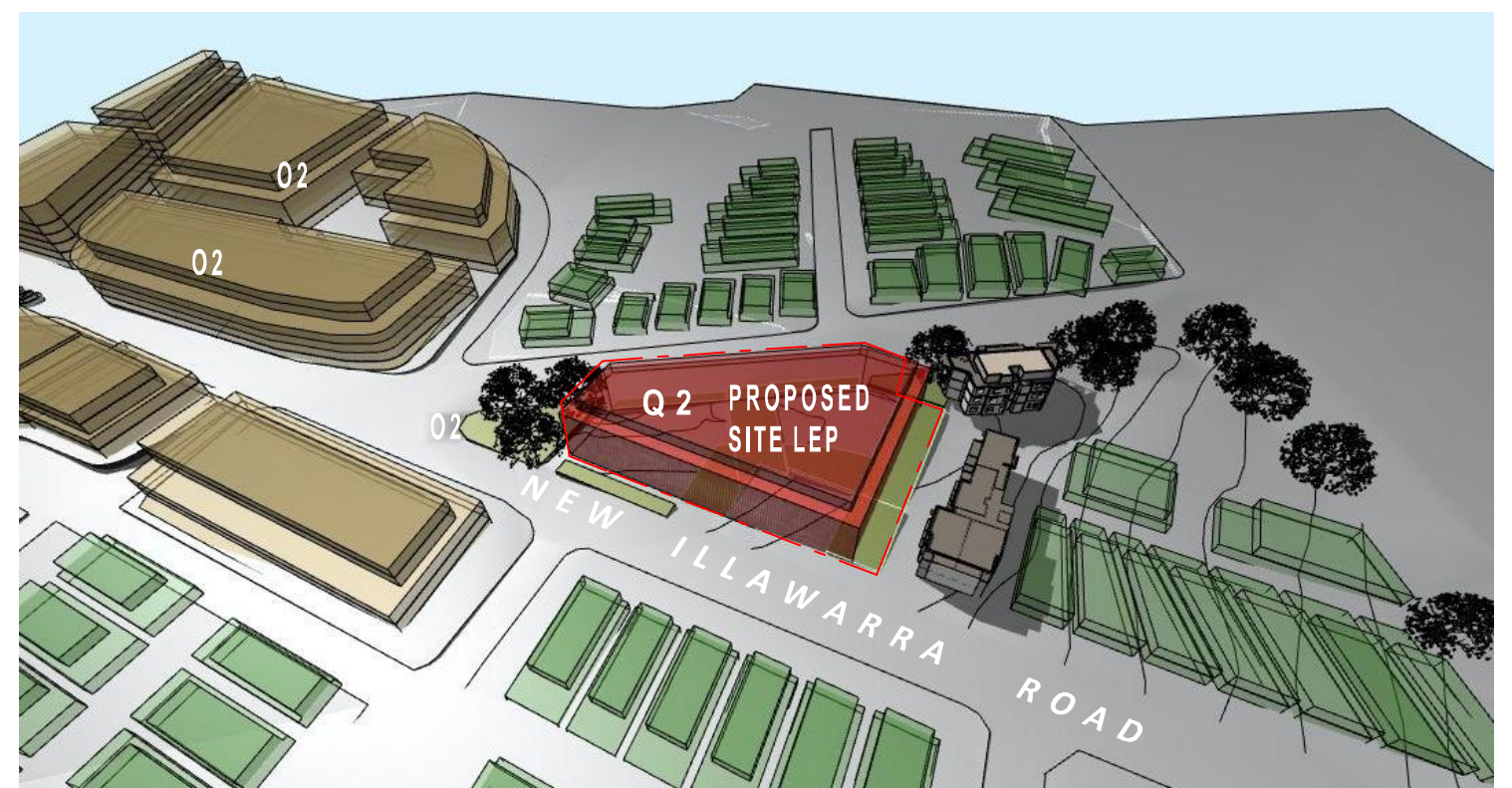


EXISTING PLANNING CONTROLS *LEP - HEIGHT OF BUILDING ZONES*

SITE CONTEXT: CURRENT LEP

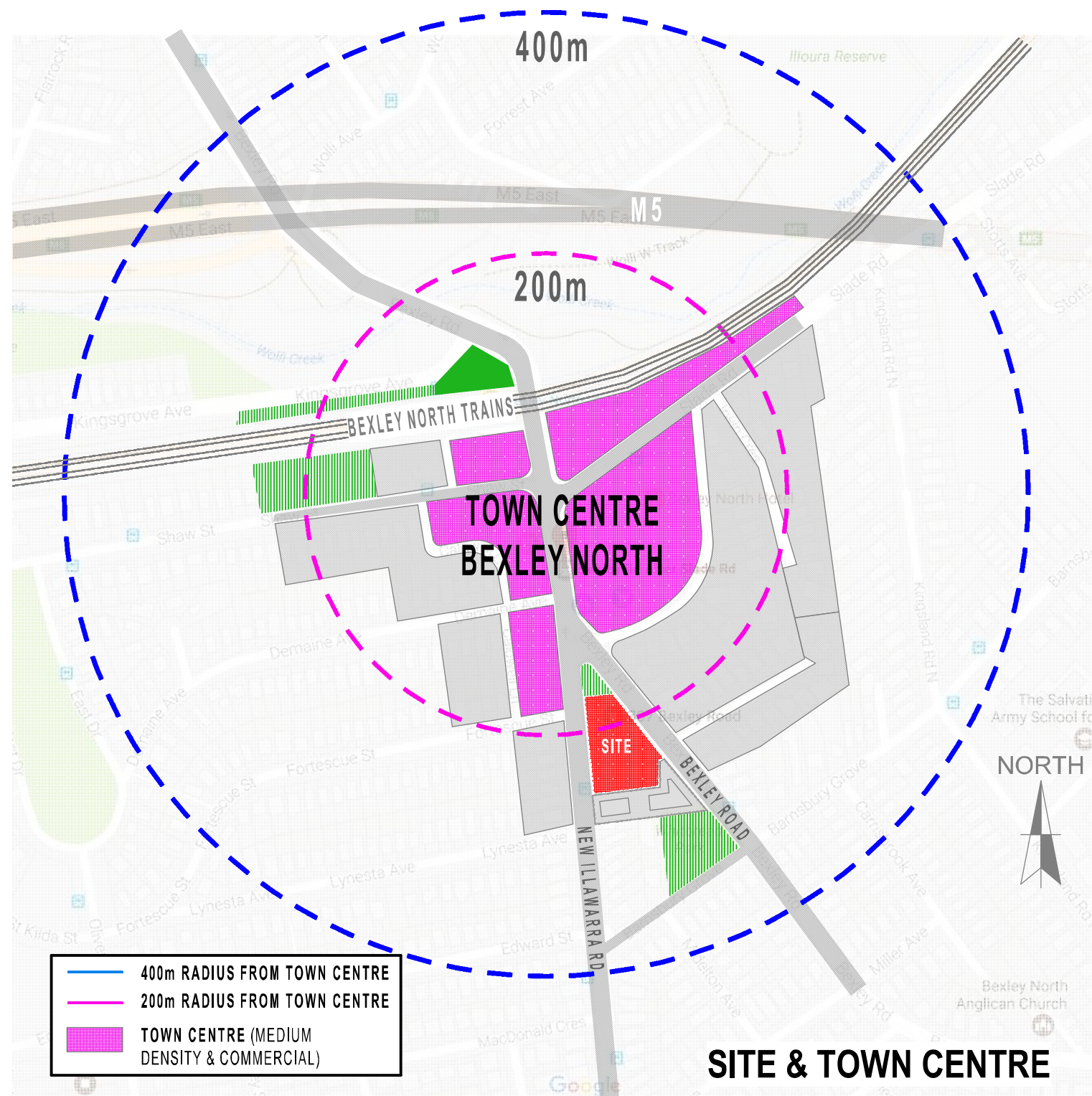
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PROPOSED PLANNING CONTROLS *LEP - HEIGHT OF BUILDING ZONES*

Q 2	20.5m MAX. HEIGHT
O 2	16m MAX. HEIGHT
L	8.5m MAX. HEIGHT

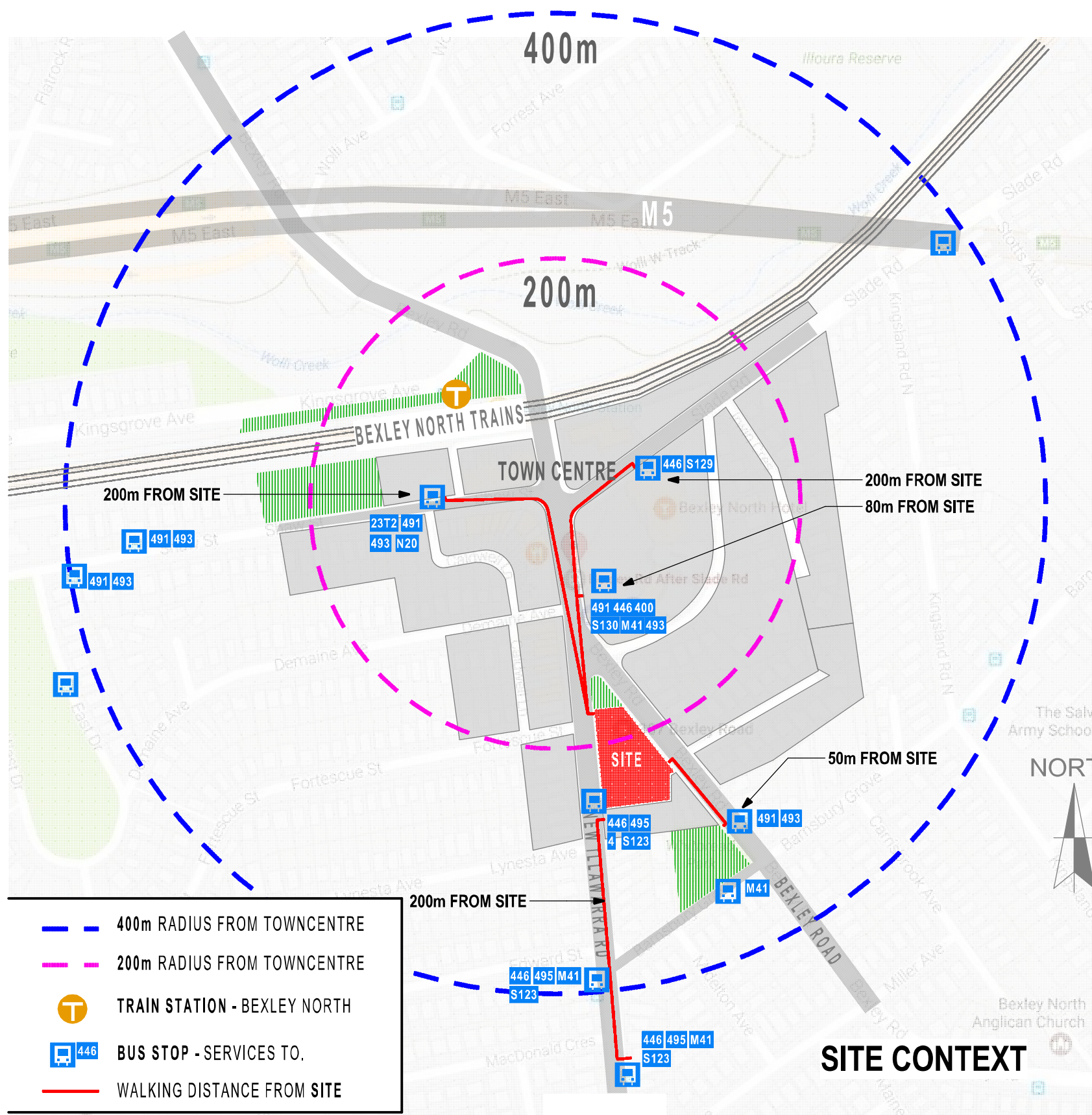


PROPOSED SITE & TOWN CENTER PROXIMITY

The subject site is located withing close proximity of other medium density sites and commcerical centers that are part of the town centre. The site is situated in very critical location and has to potential to complete the towncenter circle.

Like the majority of suburbs in Sydney, Bexley too has seen growth and therefore the need for more residential, retail and commercial developments that meet these needs.

On the next page these areas are clear indicated with photo references to clarify the sites significance as part of the town centre.



DISTANCE TO PUBLIC TRANSPORT

The Subject Site enjoys exceptional public transport connections to major Office, Commercial, Retail and Educational Centres all within ONLY 200m.

Rail

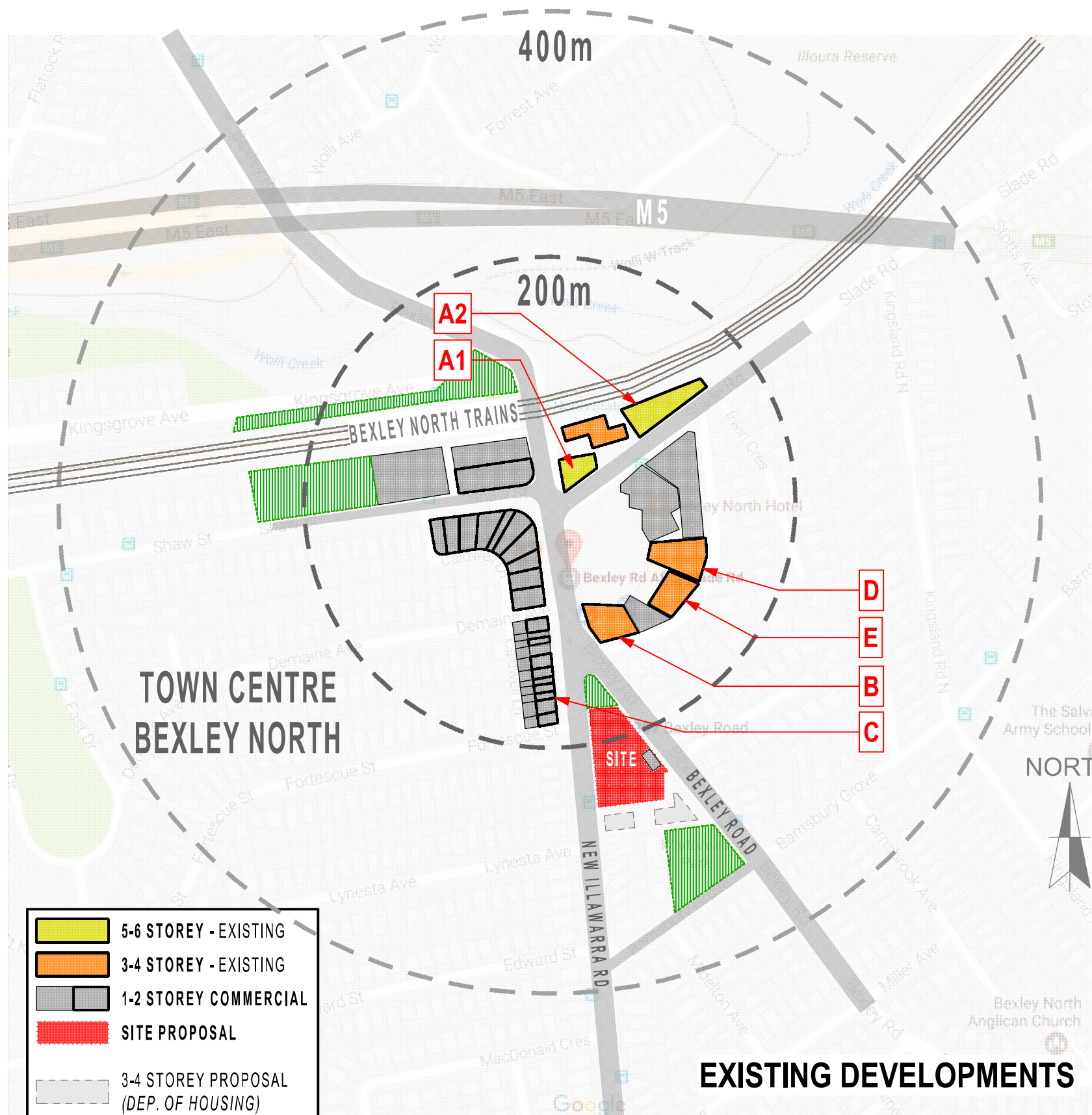
200m to Bexley North Train station - Which allows direct trains to Central Station & Revesby and all other stations Via the T2 Airport Line.

Bus Service on New Illawarra Rd
Hurstville, Kingsgrove, Kogarah, Roselands (Including stops to suburbs in between)

Bus Services on Bexley Rd

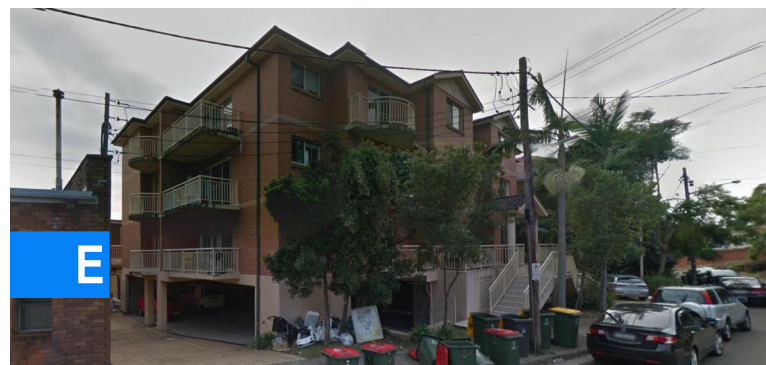
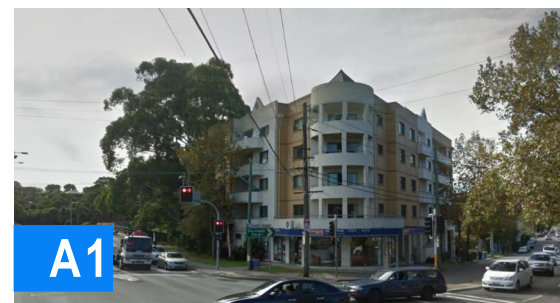
200m to Bus Stop for Routes M41, 400, 491, 493.
Connections to Hurstville, Bondi Junction, Five Dock, Earlwood, Burwood, Roselands (Including stops to suburbs in between).

The proposed development will be a Transit Oriented Development.
“Transit Oriented Development is a planning concept that promotes high quality, medium to high density mixed use development within a comfortable ten minute walk of established or planned rail and bus-way stations (a radius of about 800 metres).” (Transport for NSW)

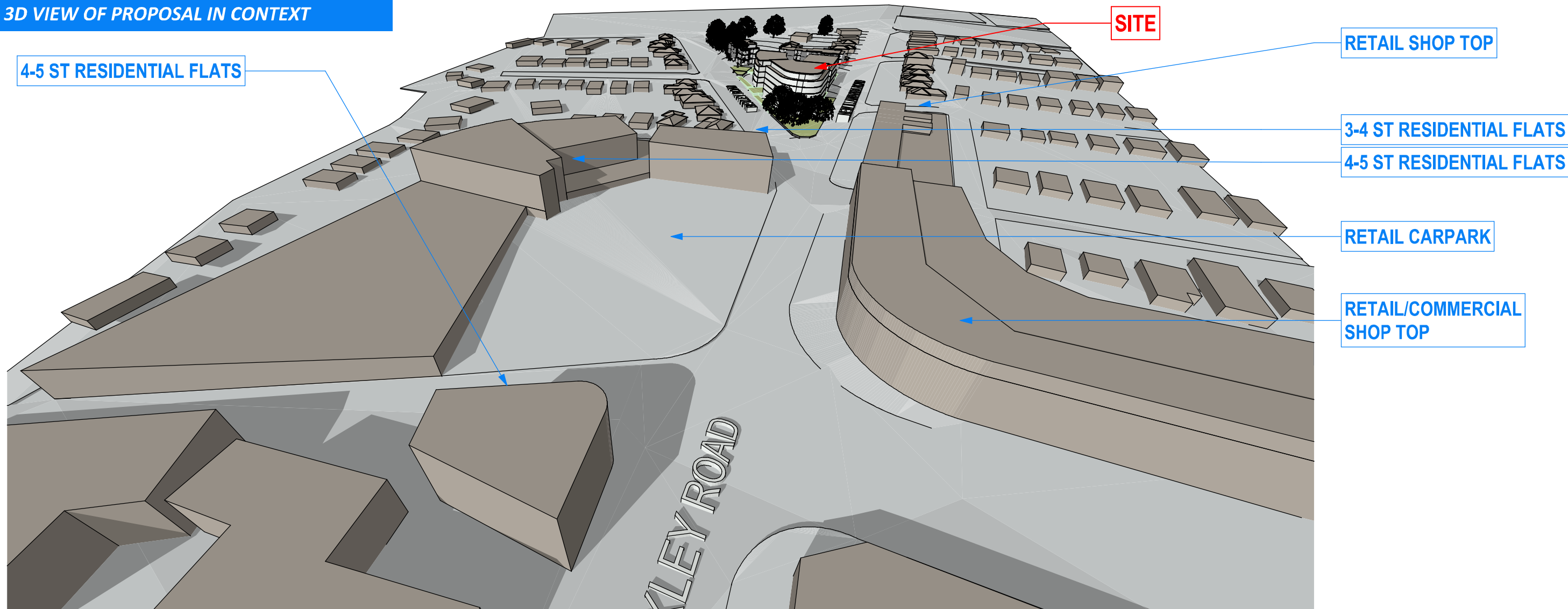


EXISTING CONTEXT & DEVELOPMENTS

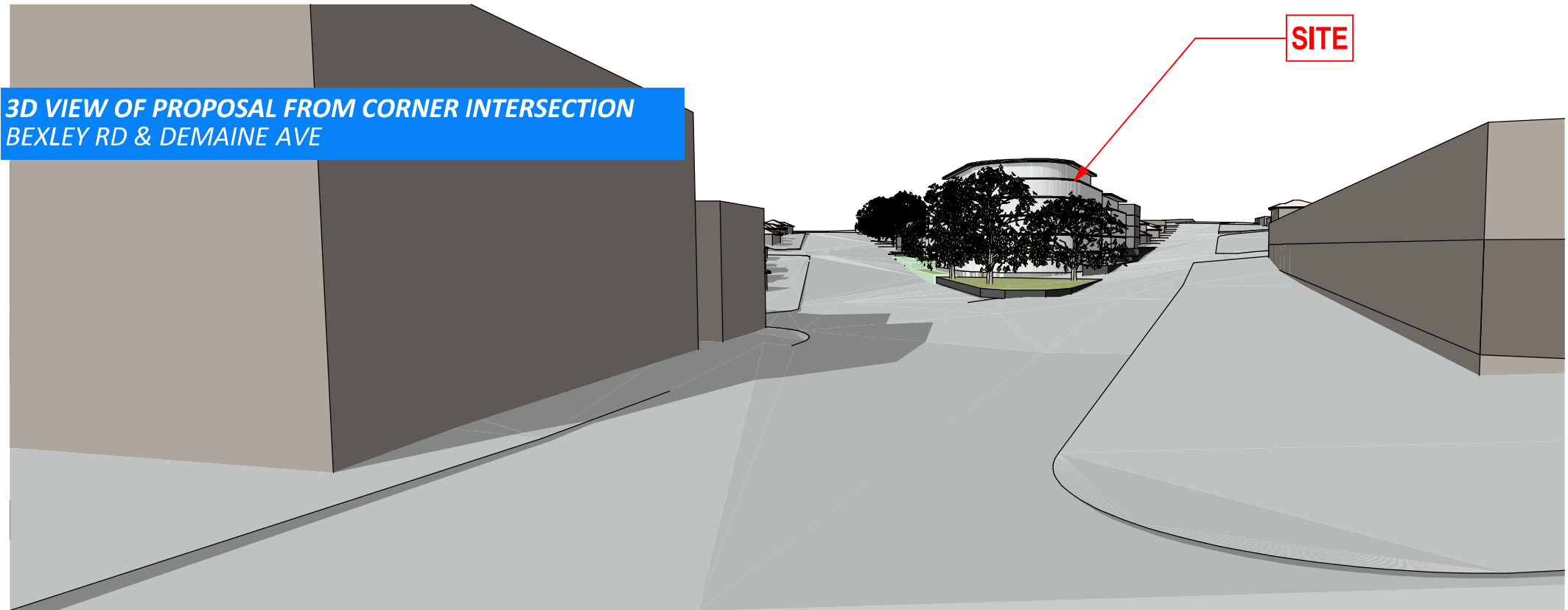
As shown in the diagram above the proposed site is surround by by commercial buildings and medium density residential buildings including a service station on the site itself. It is therefore quite reasonable that the site should be part of this "town centre" zoning that would allow a development that is in keeping with the surrounding context and future potential to meet the needs of the Bexley North community.



3D VIEW OF PROPOSAL IN CONTEXT



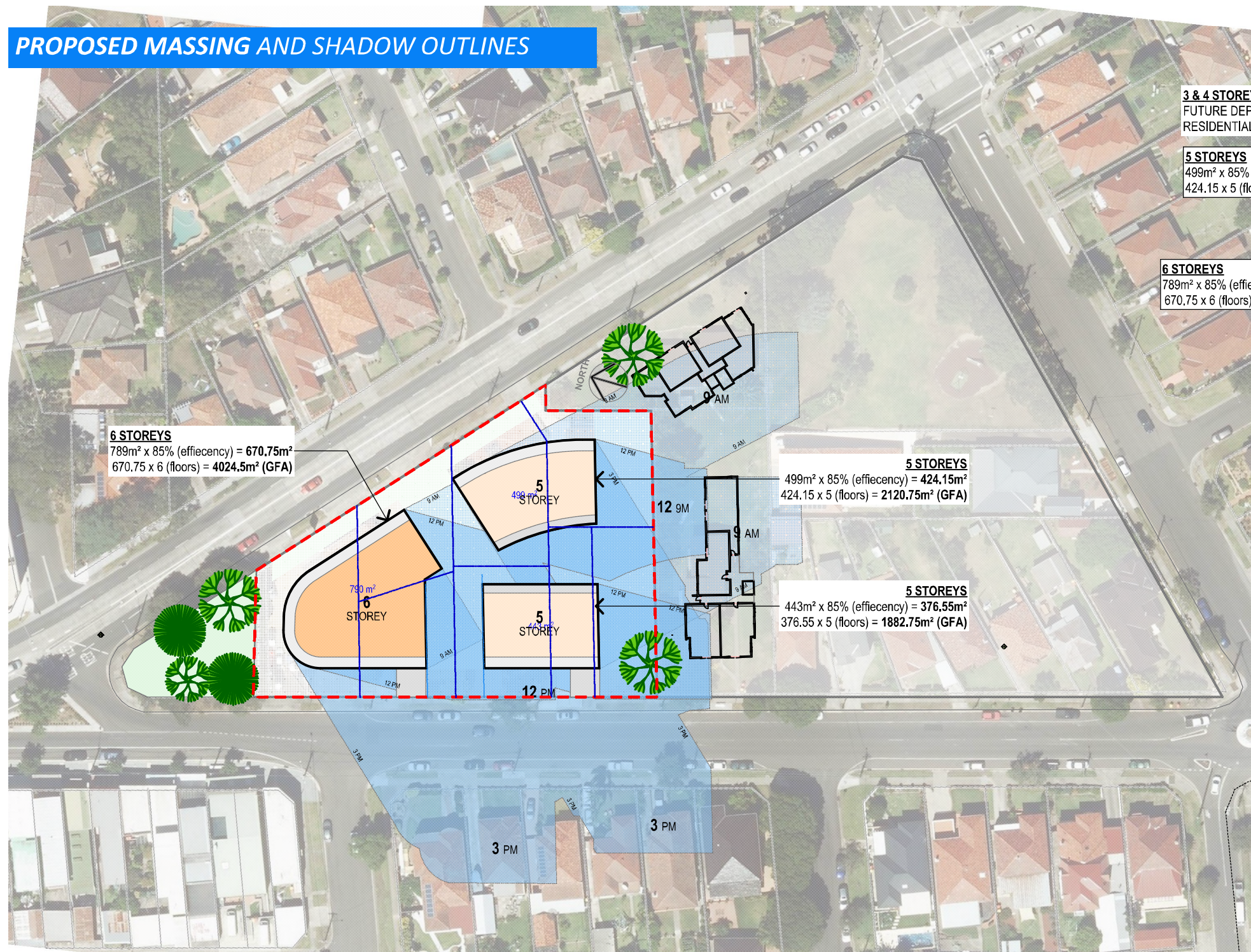
3D VIEW OF PROPOSAL FROM CORNER INTERSECTION
BEXLEY RD & DEMAINE AVE



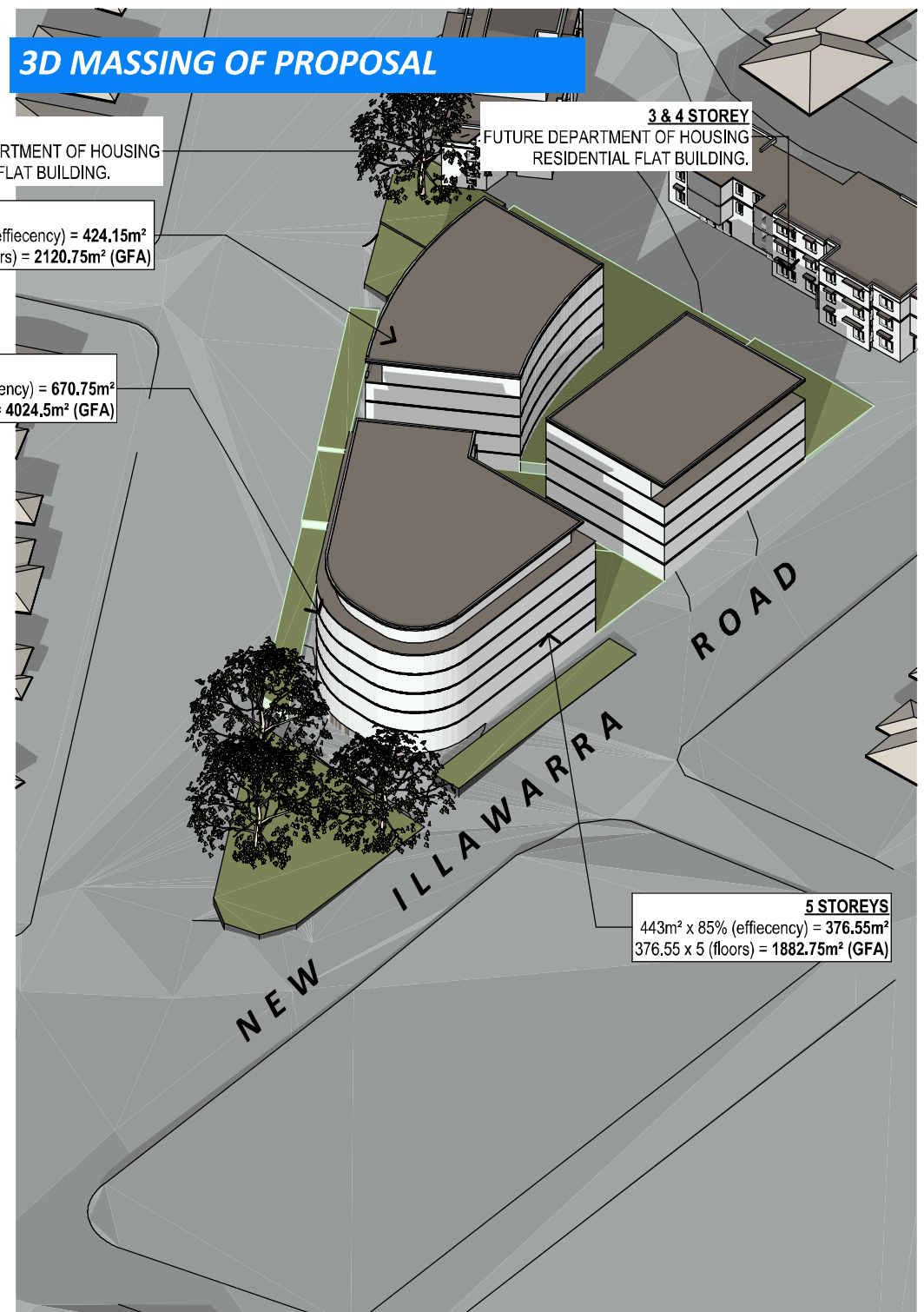
PROPOSED BUILDING SETBACKS - 1:400



PROPOSED MASSING AND SHADOW OUTLINES



3D MASSING OF PROPOSAL



PROPOSED MASSING

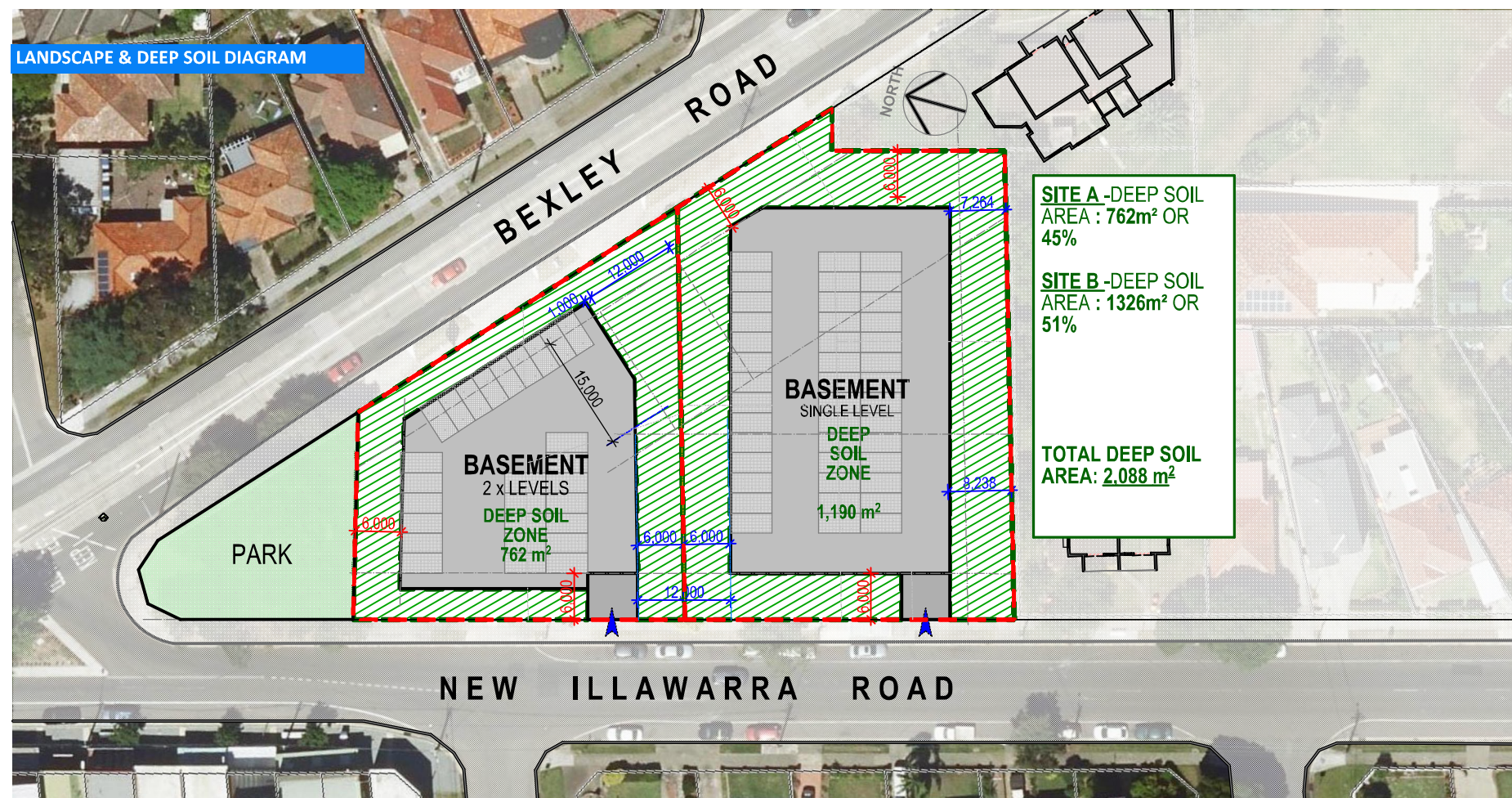
The proposed massing on the site is three residential flat buildings that are organised into the shape of the site and with consideration to vehical entry points and amenity to the residents and neighbours.

Our proposal allows generous setbacks to minimise overshadowing and maximise amenity and to provide a transition between the town center and R2 residential zoning.

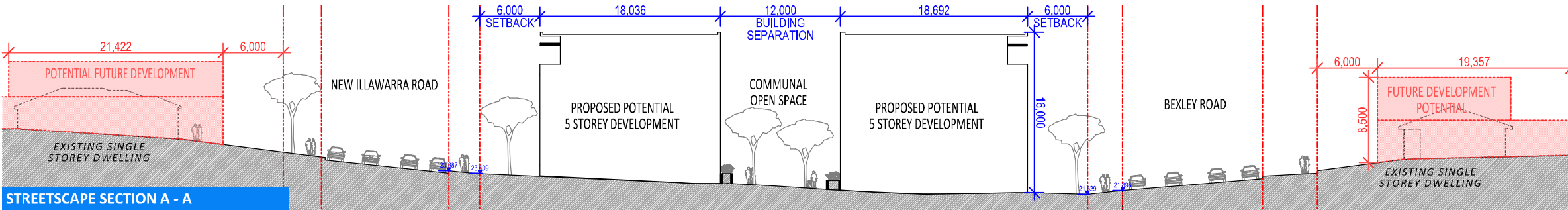
FSR & GFA DIAGRAM



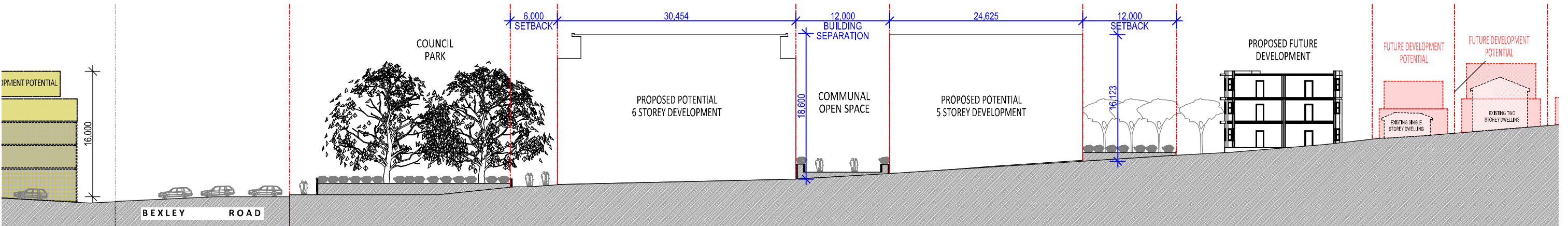
LANDSCAPE & DEEP SOIL DIAGRAM



KEY MAP



STREETSCAPE SECTION A - A



STREETSCAPE SECTION B - B

BASEMENT PLAN & DRIVEWAY ENTRY/EXITS

BEXLEY ROAD

NORTH

BASEMENT SINGLE LEVEL DEEP SOIL ZONE 1,190 m²

BASEMENT 2 x LEVELS DEEP SOIL ZONE 762 m²

PARK

01 LANDSCAPE DIAGRAM

NEW ILLAWARRA ROAD

DRIVEWAY LOCATIONS AS PER TRAFFIC ENGINEERS RECOMMENDATIONS

SITE A -DEEP SOIL AREA : 762m² OR 45%

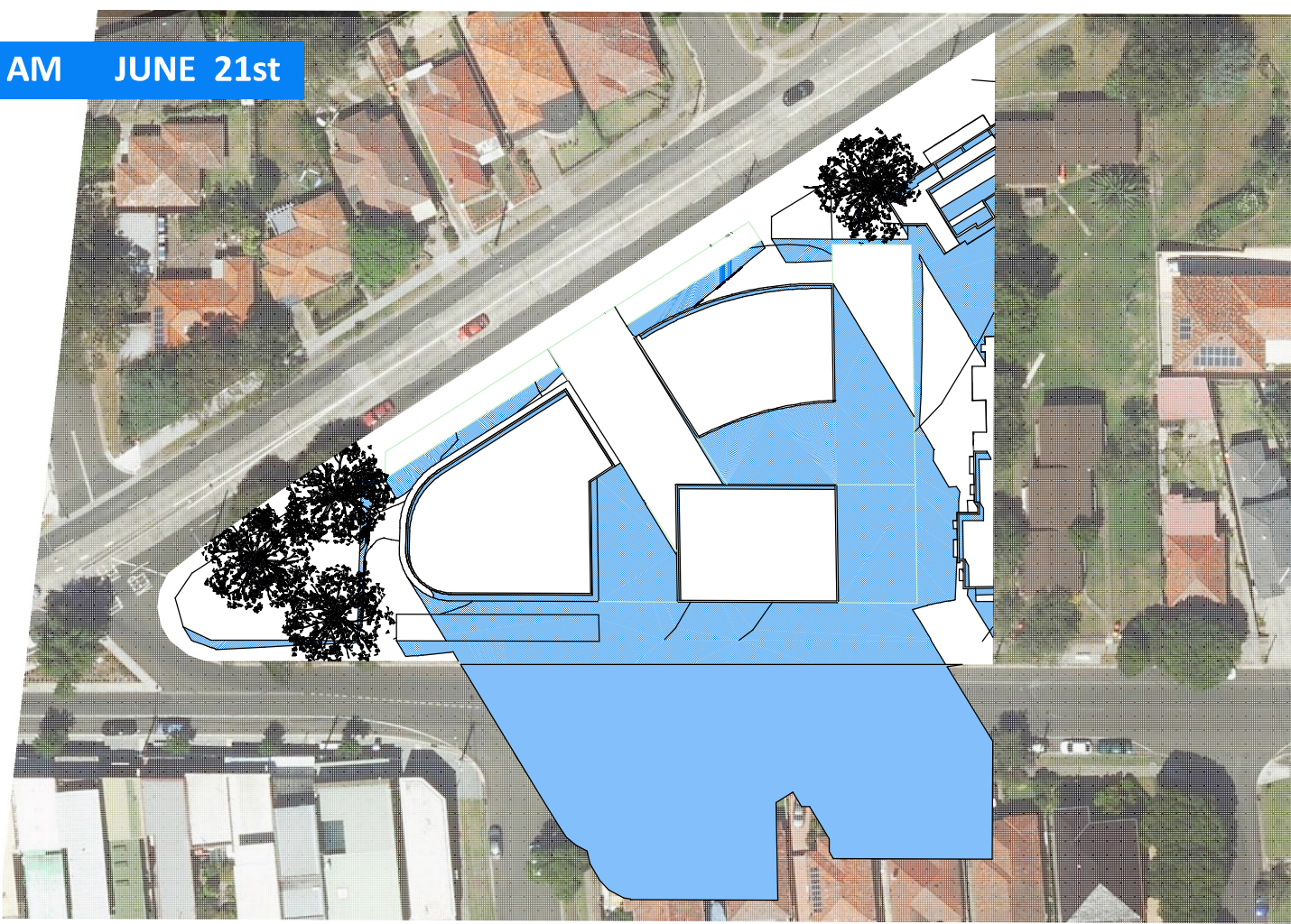
SITE B -DEEP SOIL AREA : 1326m² OR 51%

TOTAL DEEP SOIL AREA: 2,088 m²

**TOTAL DEEP SOIL
AREA: 2,088 m²**

DRIVEWAY LOCATIONS
AS PER TRAFFIC ENGINEERS
RECOMMENDATIONS

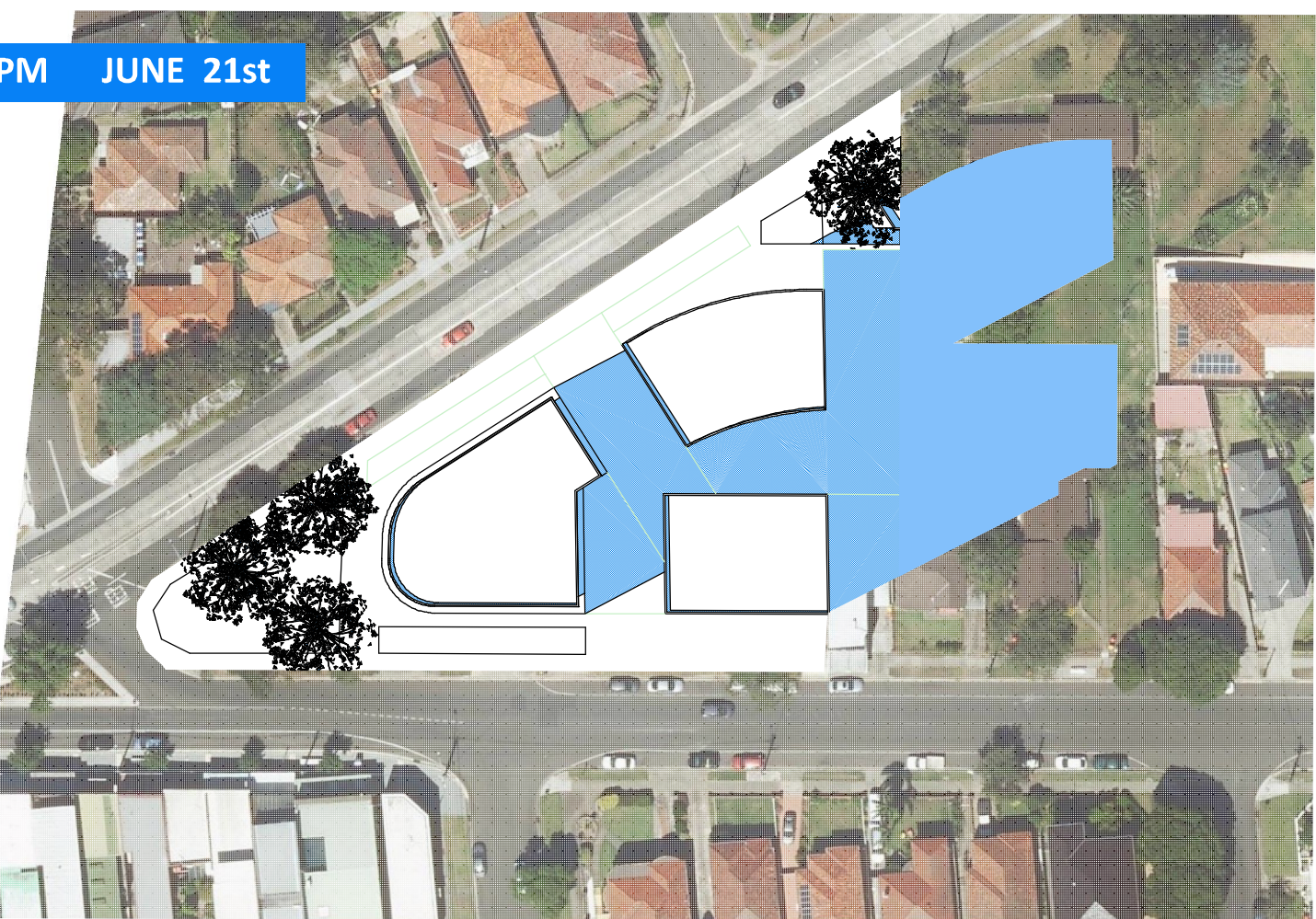
9 AM JUNE 21st



12 PM JUNE 21st



3 PM JUNE 21st

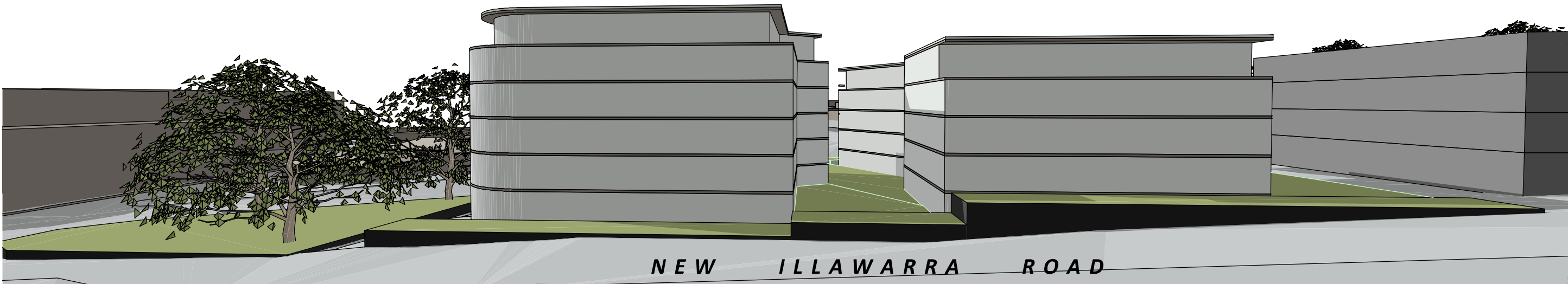


SHADOW DIAGRAMS:
9AM, 12PM & 3PM ON JUNE 21st

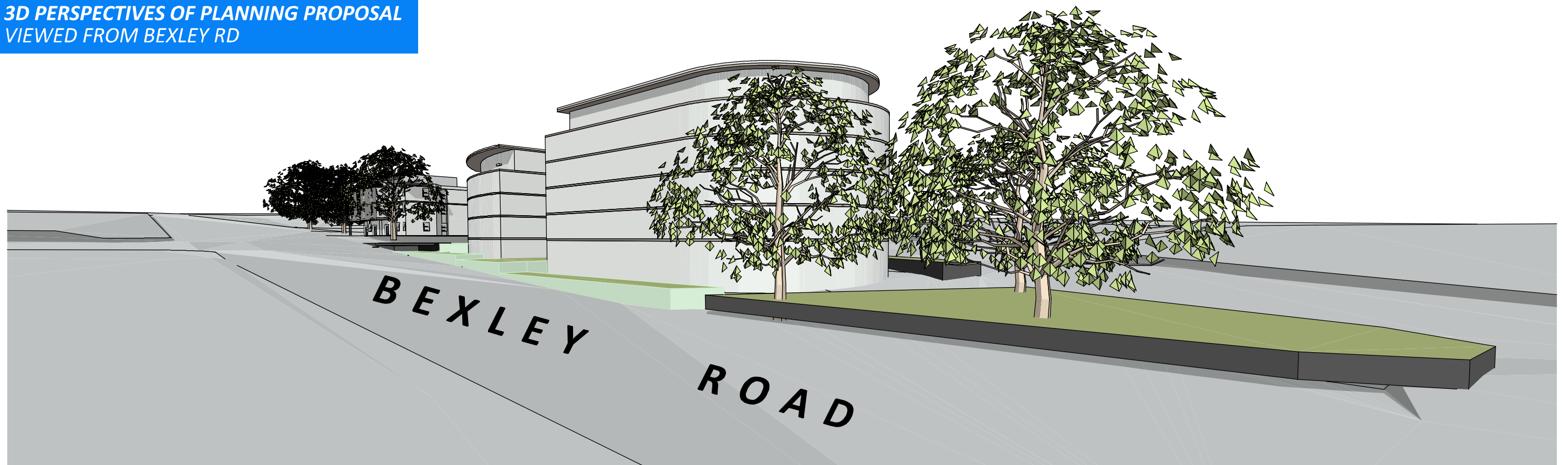
OVERVIEW OF PLANNING PROPOSAL
VIEWED FROM ABOVE BEXLEY ROAD



3D PERSPECTIVES OF PLANNING PROPOSAL
VIEWED FROM NEW ILLAWARRA RD



3D PERSPECTIVES OF PLANNING PROPOSAL
VIEWED FROM BEXLEY RD



3D PERSPECTIVES OF PLANNING PROPOSAL
VIEWED FROM NEW ILLAWARRA RD

