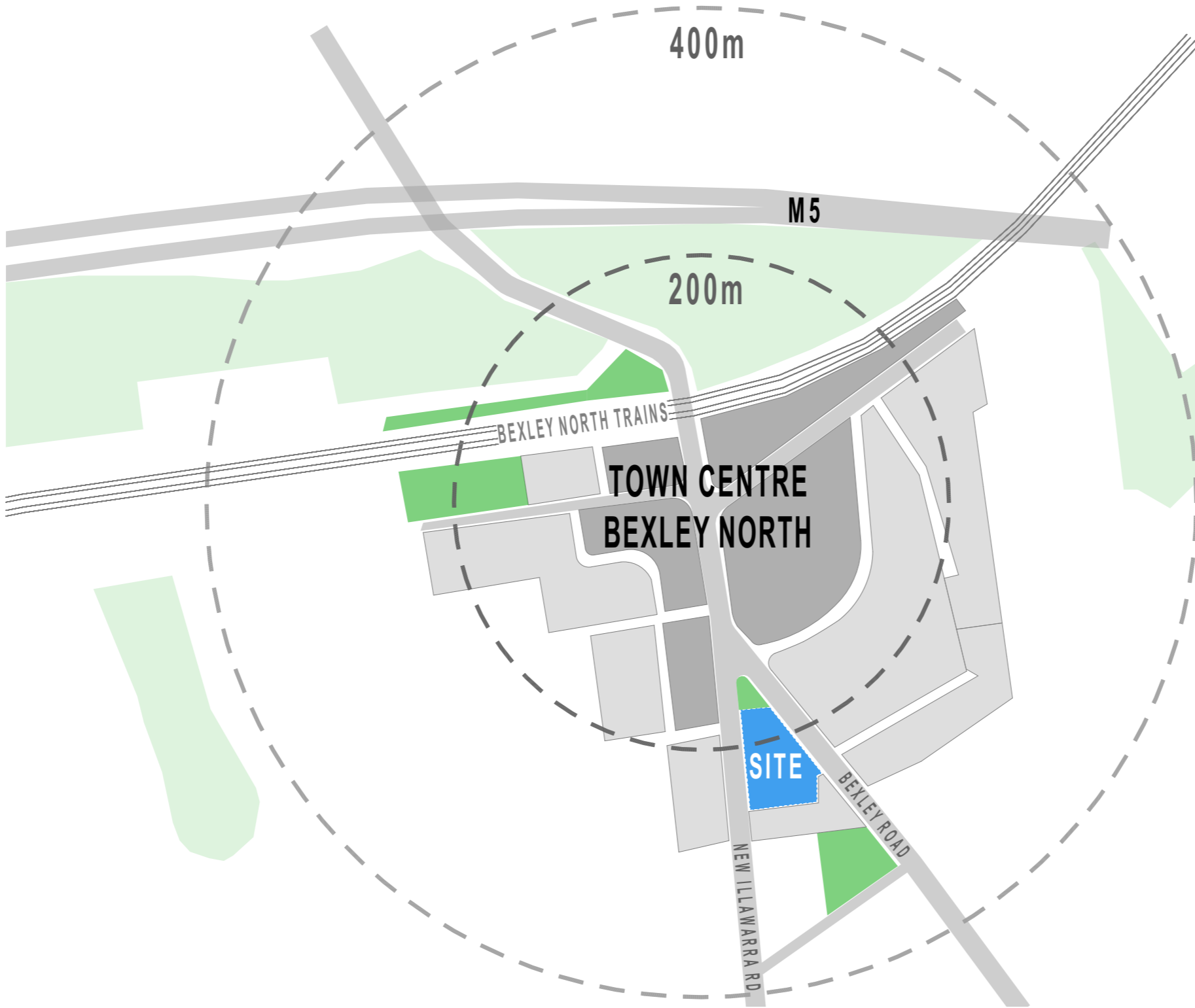
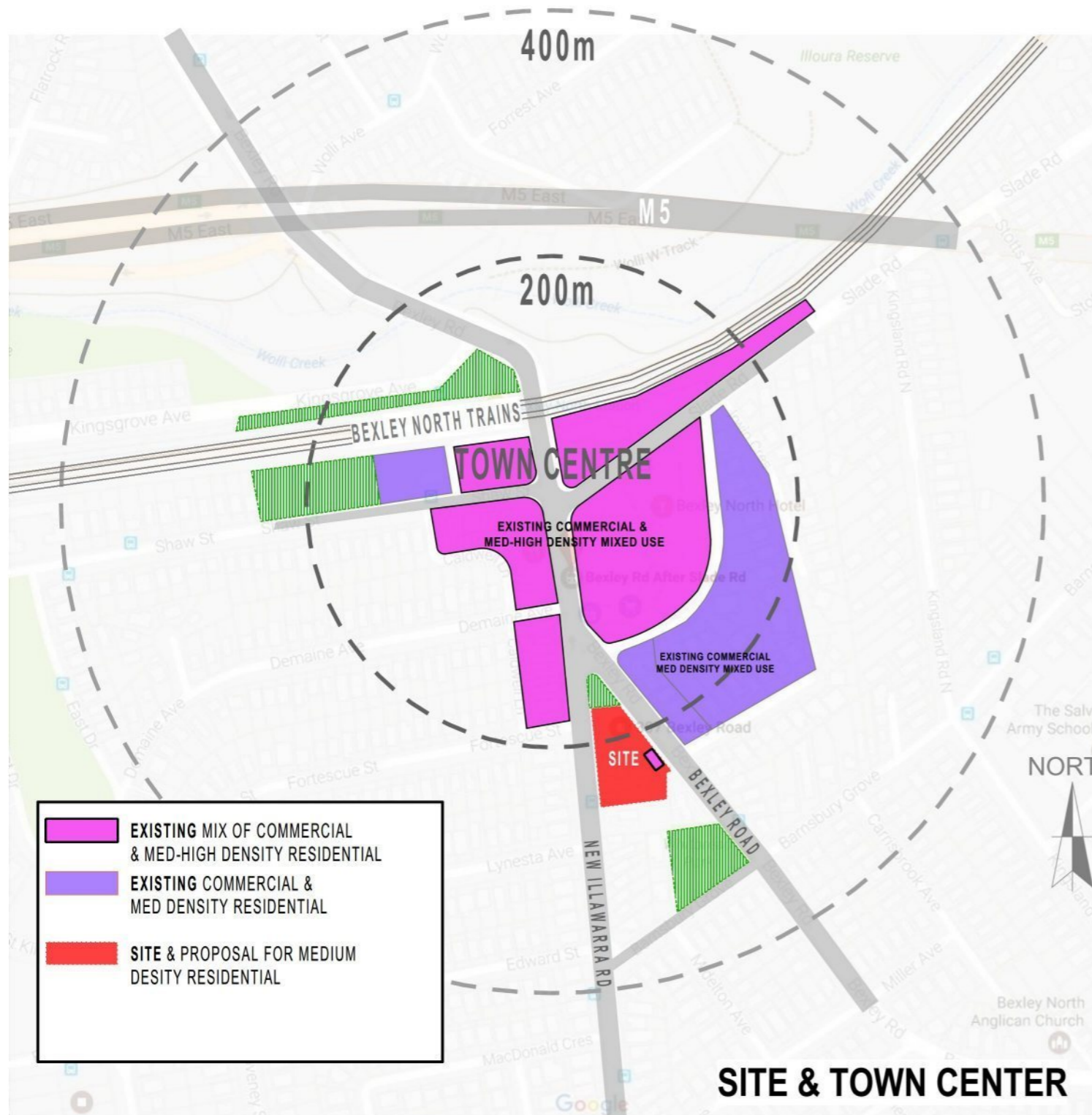


REVIEW OF PLANNING PROPOSAL DESIGN

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



001	COVER PAGE	REVISED
002	CONTEXT: LEP MAP	REVISED
003	CONTEXT: HOB LEP MAP PERSPECTIVE	REVISED
004	CONTEXT: TRANSPORT	REVISED
005	CONTEXT: EXISTING DEVELOPMENTS	REVISED
006	CONTEXT: DRIVEWAY ANALYSIS	NEW
007	CONTEXT: PETROL STATION ANALYSIS	NEW
008	PROPOSAL: IN CONTEXT	REVISED
009	PROPOSAL: SETBACKS	REVISED
010	PROPOSAL: MASSING	REVISED
011	PROPOSAL: FSR/ GFA CALCS	REVISED
012	PROPOSAL: SECTION A & B	REVISED
013	PROPOSAL: BASEMENT PLAN	REVISED
014	PROPOSAL: SHADOWS	REVISED
015	PROPOSAL: 3D PERSPECTIVE	REVISED
016	PROPOSAL: 3D PERSPECTIVE	REVISED
017	PROPOSAL: PARKING STRATGY	REVISED
018	PROPOSAL: LEP BUILDING HEIGHT	NEW



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.

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.

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 [HOB]



PROPOSED LEP [HOB] - Q2

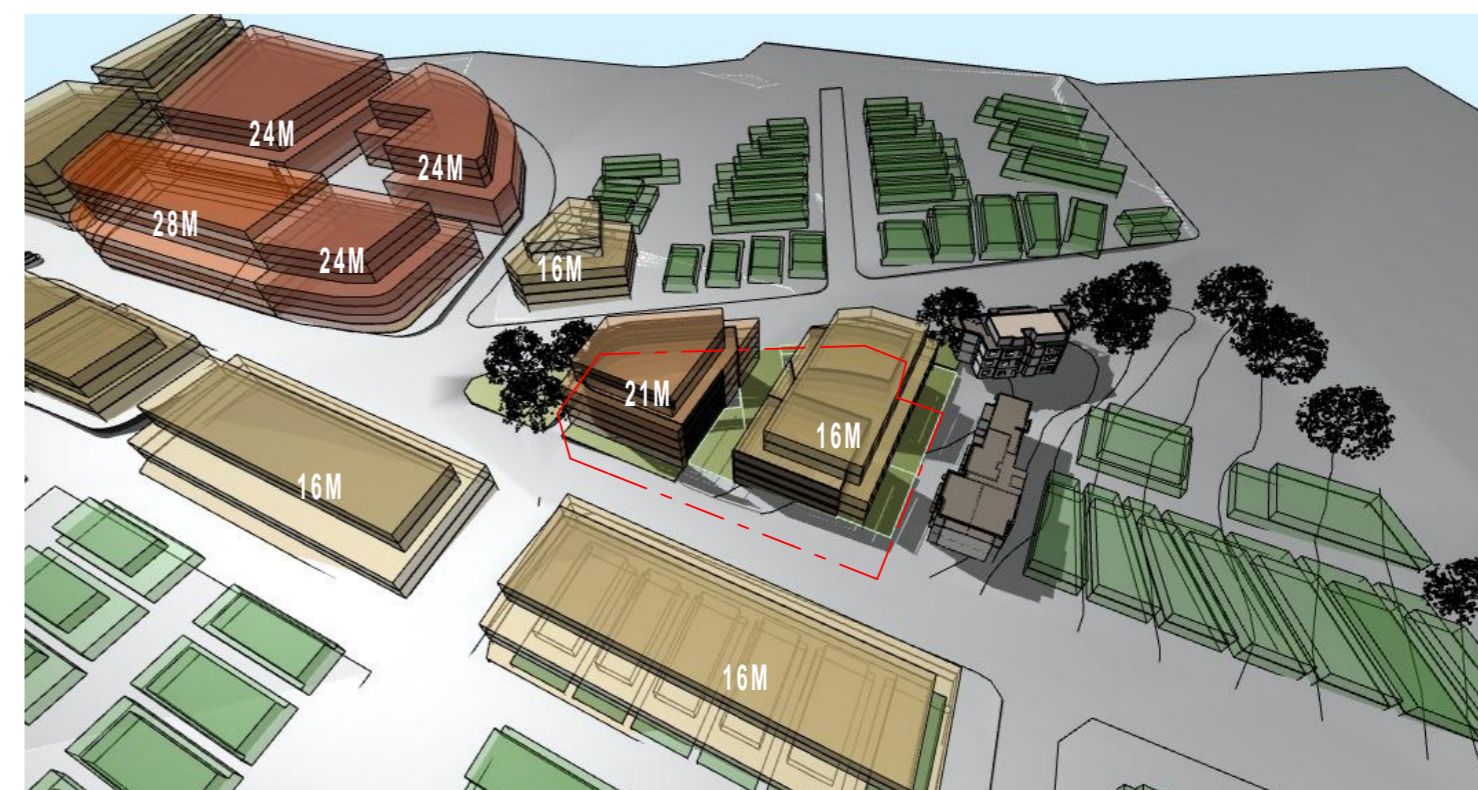


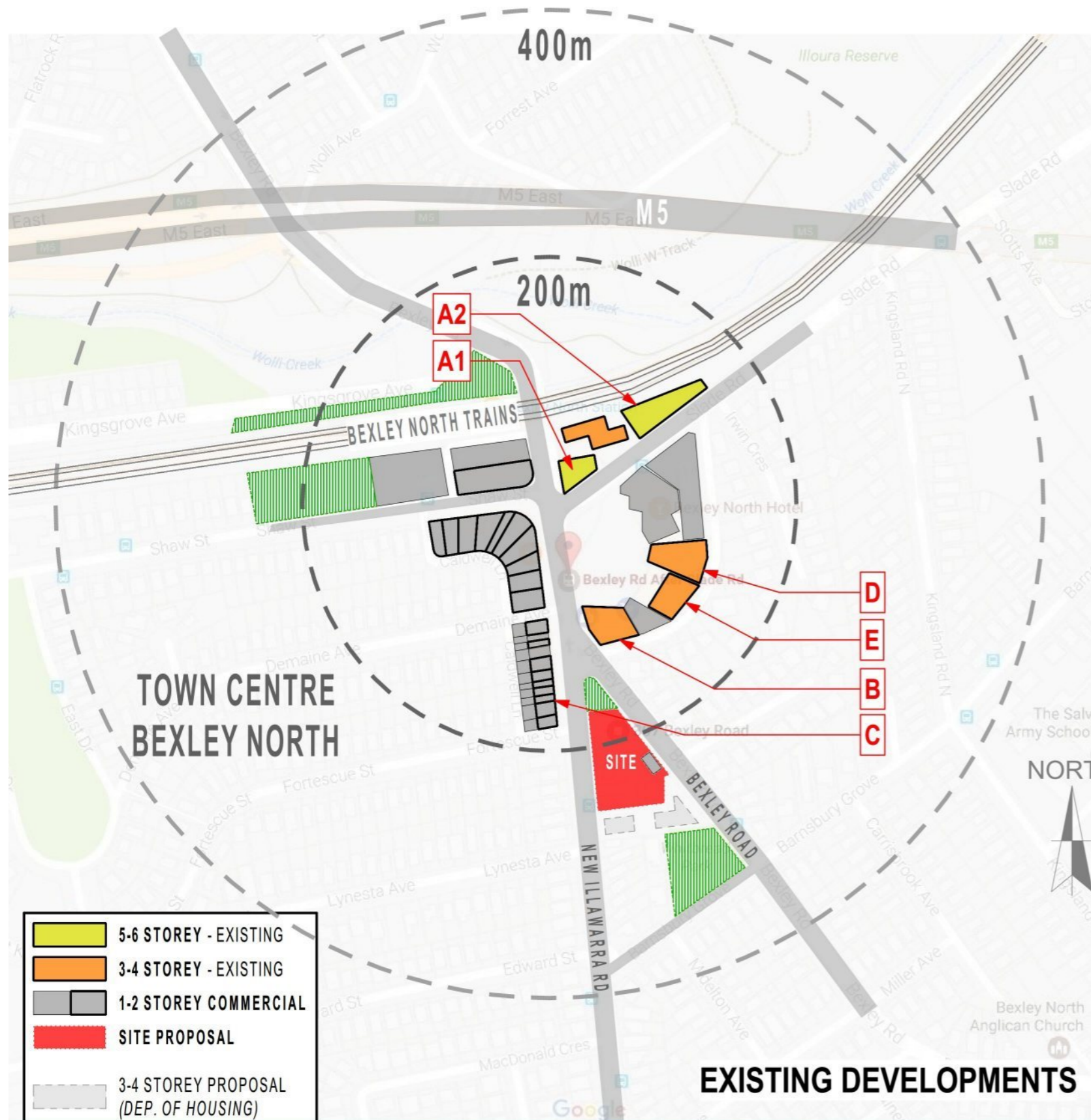
EXISTING PLANNING CONTROLS LEP - HEIGHT OF BUILDING ZONES

SITE CONTEXT: CURRENT LEP

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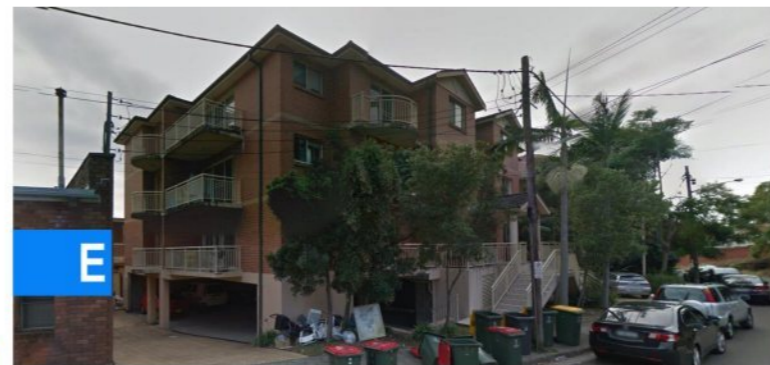
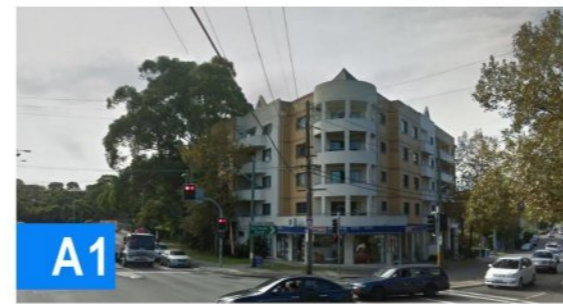
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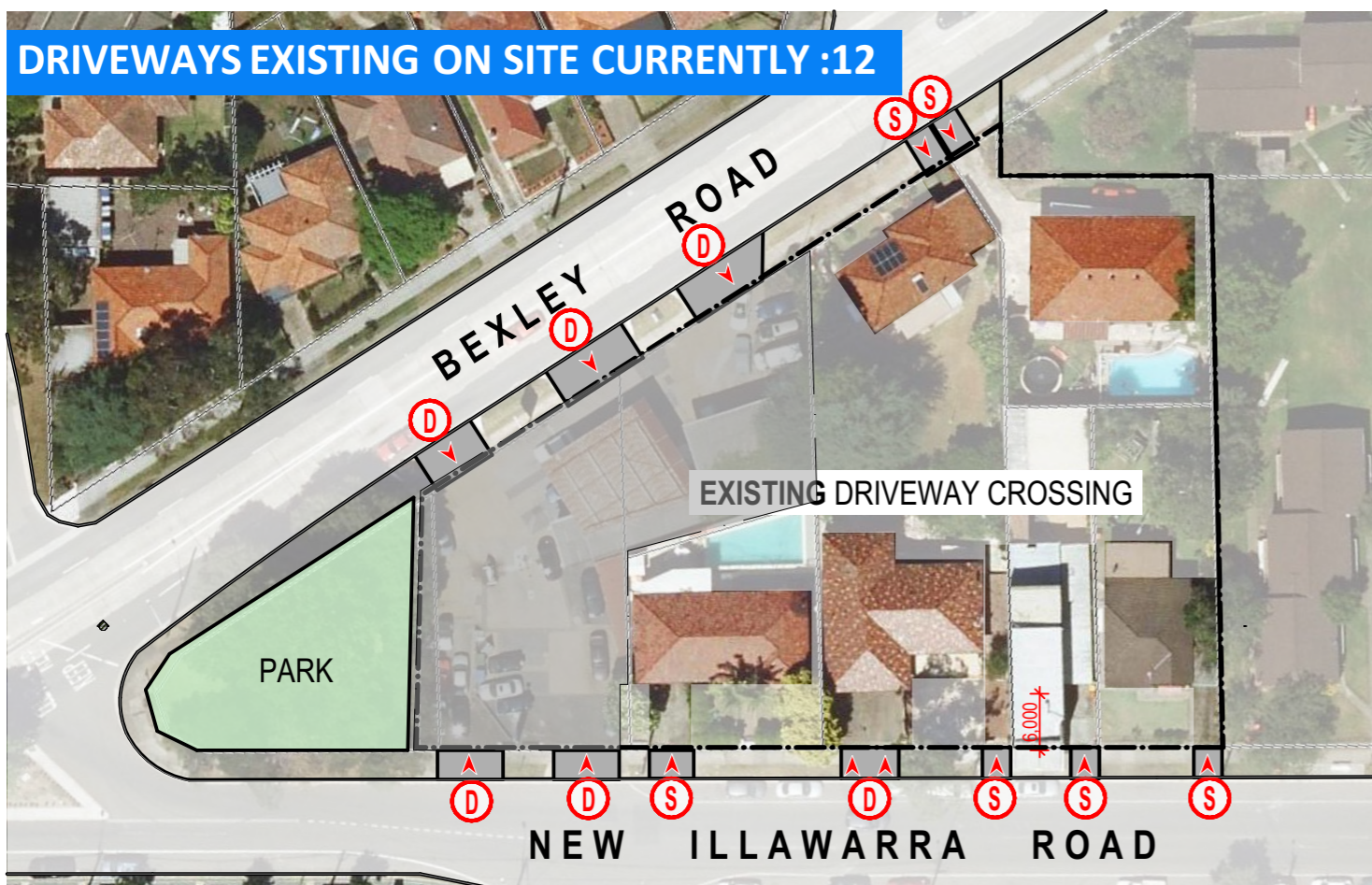


EXISTING CONTEXT & DEVELOPMENTS

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.



DRIVEWAYS EXISTING ON SITE CURRENTLY :12



KEY

- S > SINGLE 3m WIDE
- D > DOUBLE >5.5m WIDE

DRIVEWAY CROSSING ANALYSIS

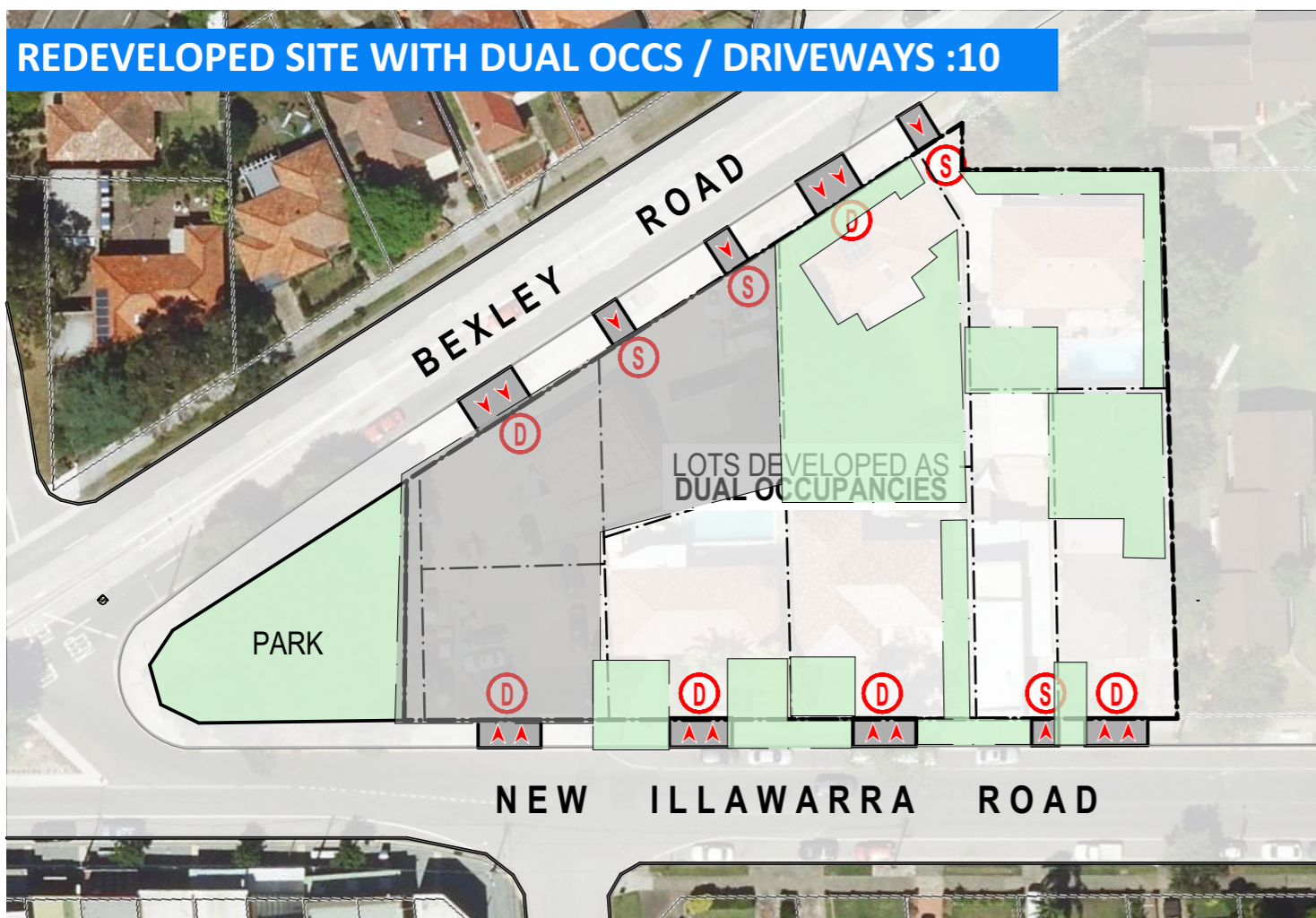
The diagrams show the number of existing driveway crossings in use within the site. What the likely outcomes are if all the sites are re-developed to their highest potential within the existing DCP/LEP controls and finally the outcome under the planning proposal.

EXISTING: There are 12 driveway crossings and several driveways wider than 5.5 accessing the petrol station.

RE-DEVELOPED TO EXISTING DCP/LEP: If the site is develop under the existing site controls there would be 10 driveways under a best case senario. These like the existing are on Bexley Rd & New Illawarra Rd.

PLANNING PROPOSAL: Under our proposal for the site as residential flats there would only be 2 driveways proposed, both of which would be on New Illawarra Rd.

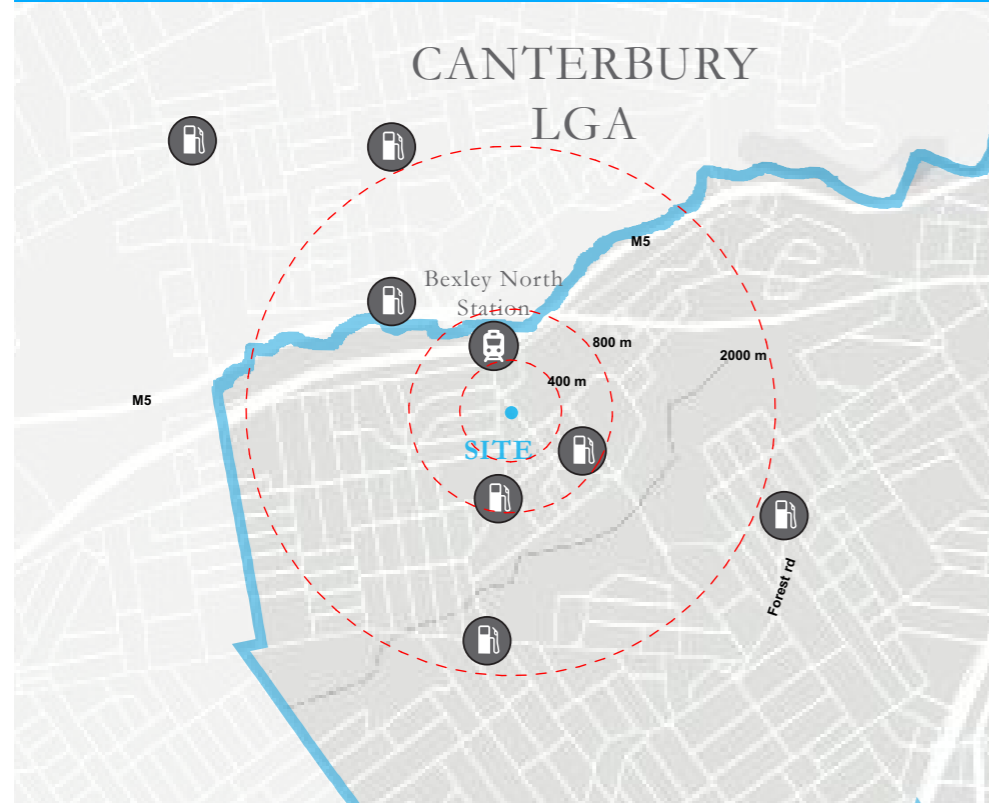
REDEVELOPED SITE WITH DUAL OCCS / DRIVEWAYS :10



DRIVEWAYS PROPOSED IN PLANNING PROPOSAL: 2



A MAP SHOWING A NEAR BY PETROL STATION



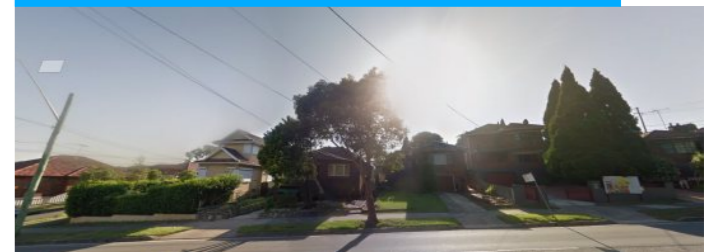
LEP HEIGHT CONTROL PLAN



INCONSISTENCY WITHIN STREETSCAPE



CONSISTENCY WITHIN STREETSCAPE



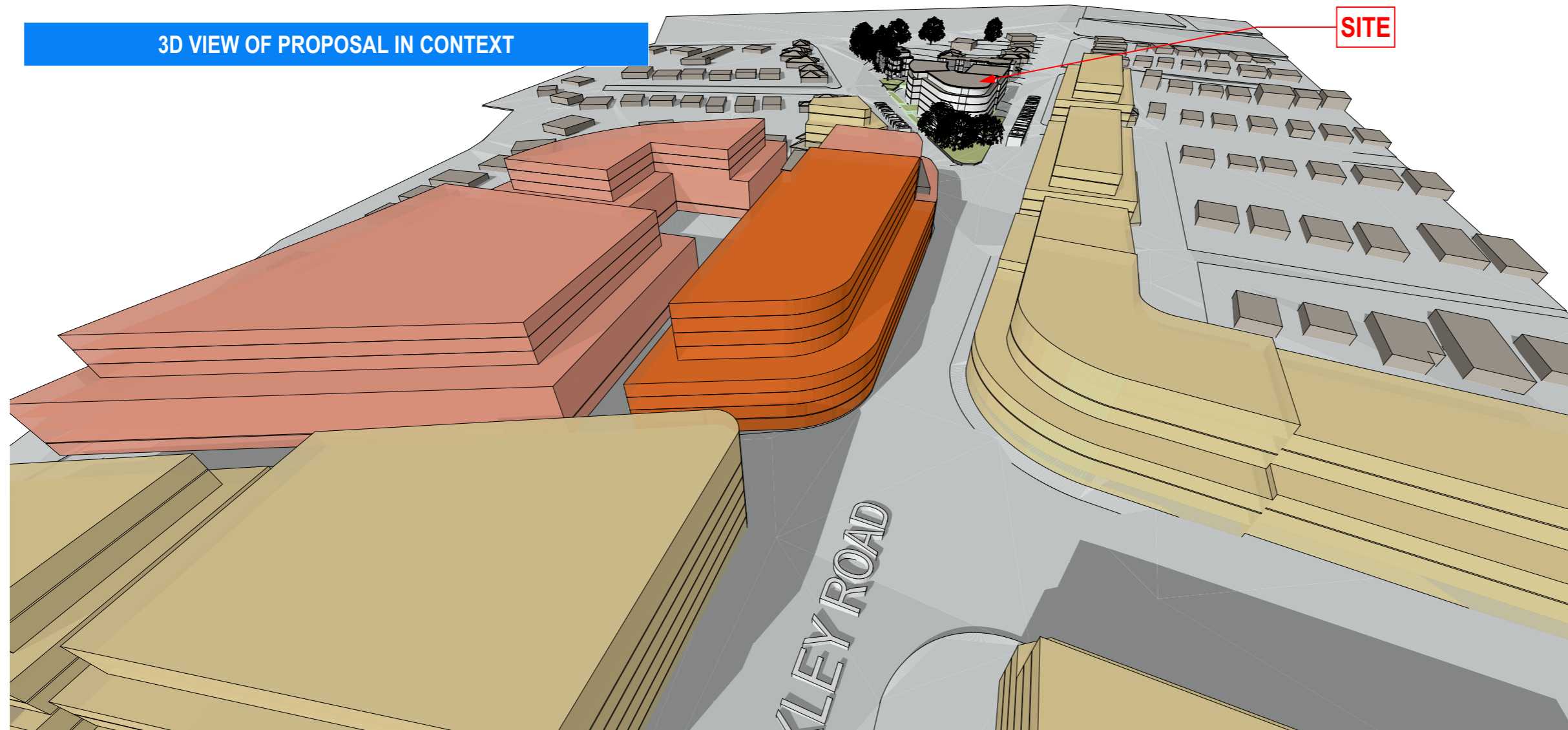
NEW ILLAWARA STREETSCAPE SKETCH



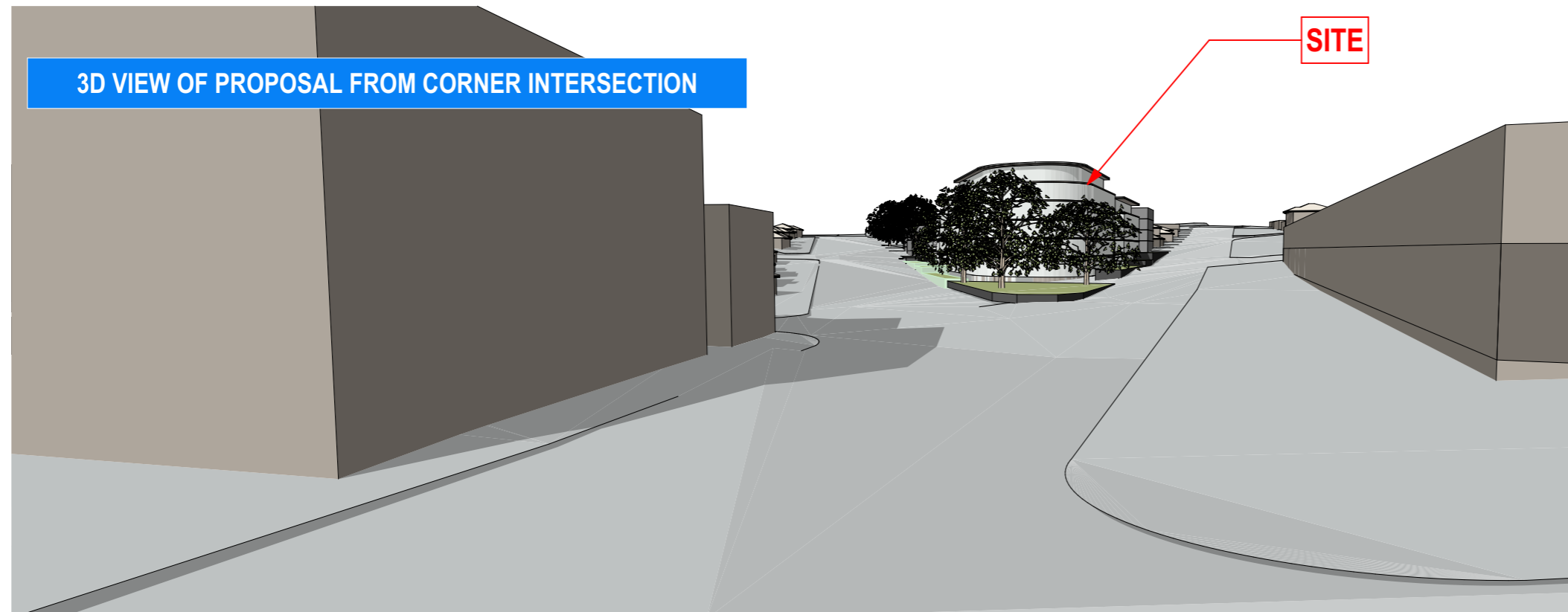
BEXLEY RD STREET VIEW



3D VIEW OF PROPOSAL IN CONTEXT



3D VIEW OF PROPOSAL FROM CORNER INTERSECTION



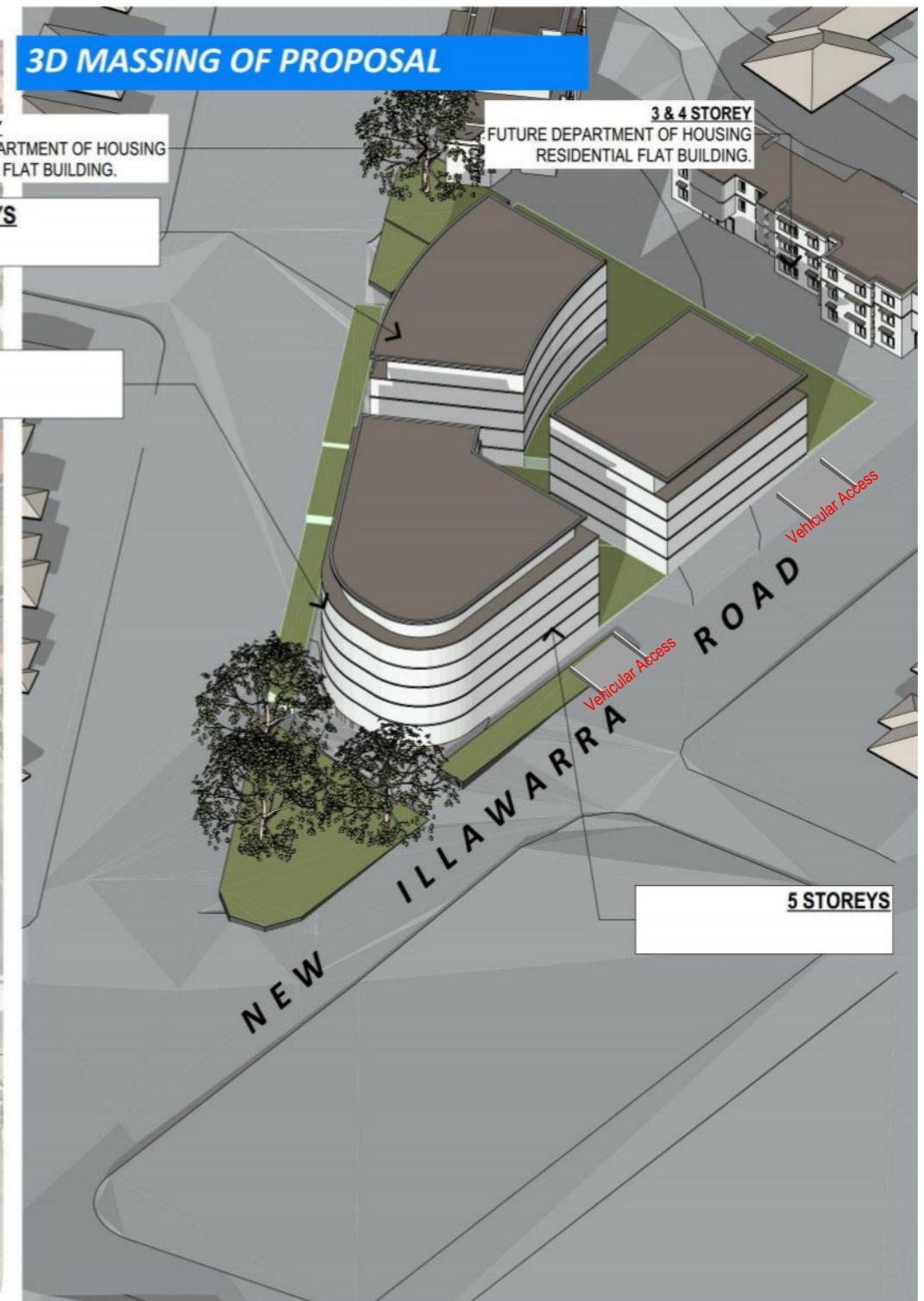
PROPOSED BUILDING SETBACKS - 1:400



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

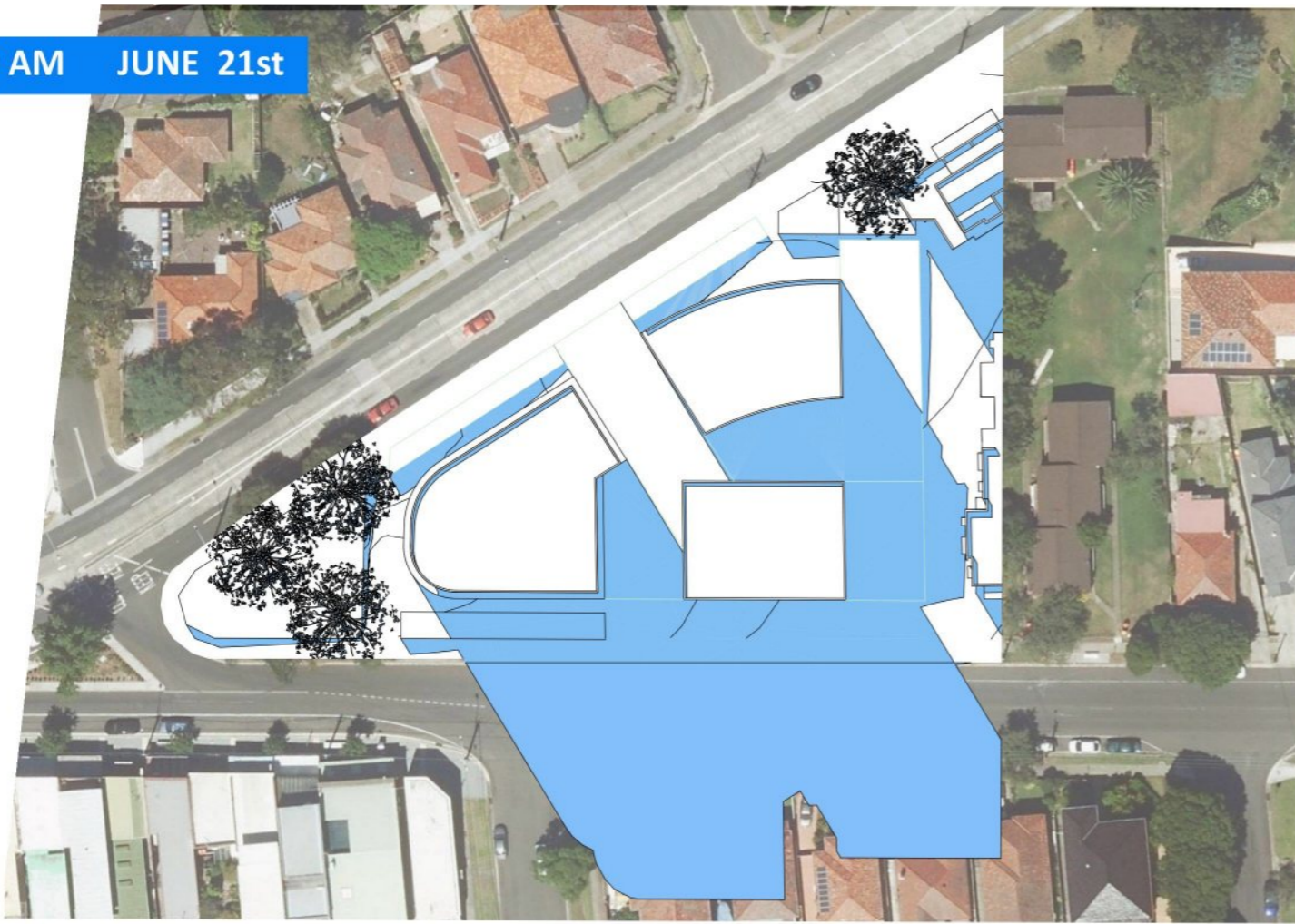


[illegible]

BASEMENT PLAN & DRIVEWAY ENTRY/EXITS



9 AM JUNE 21st



12 PM JUNE 21st



3 PM JUNE 21st

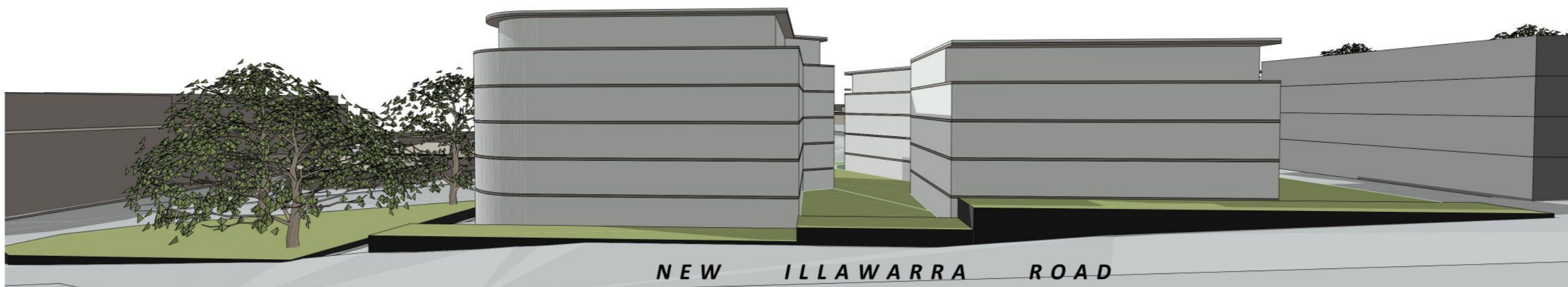


SHADOW DIAGRAMS:
9AM, 12PM & 3PM ON JUNE 21st

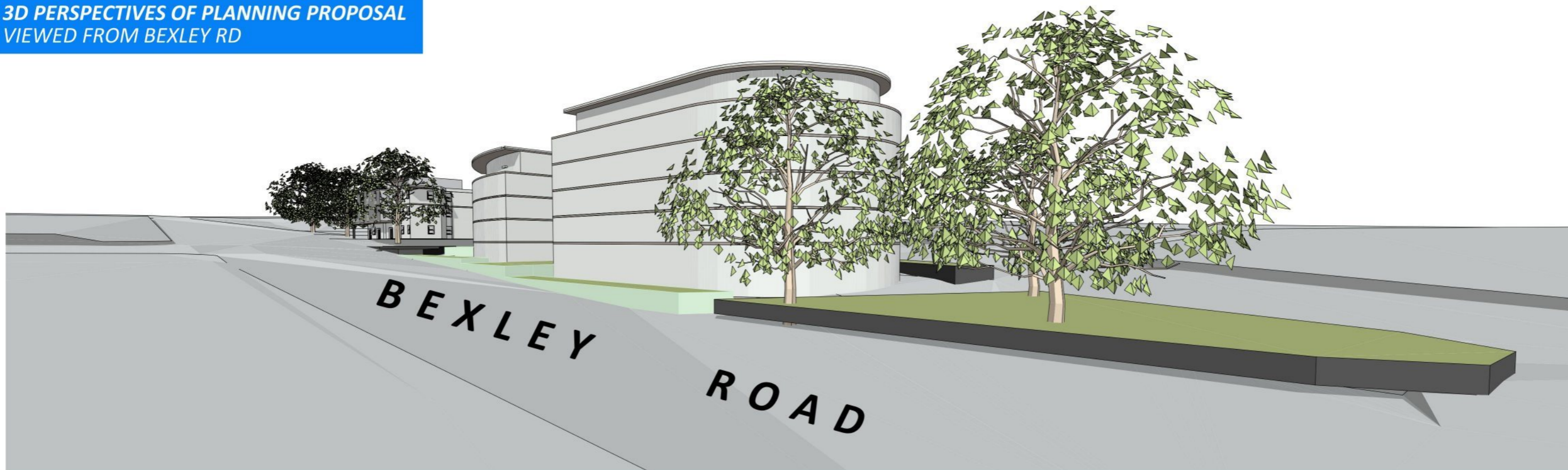
**OVERVIEW OF PLANNING PROPOSAL
VIEWED FROM ABOVE BEXLEY ROAD**



**3D PERSPECTIVES OF PLANNING PROPOSAL
VIEWED FROM NEW ILLAWARRA RD**



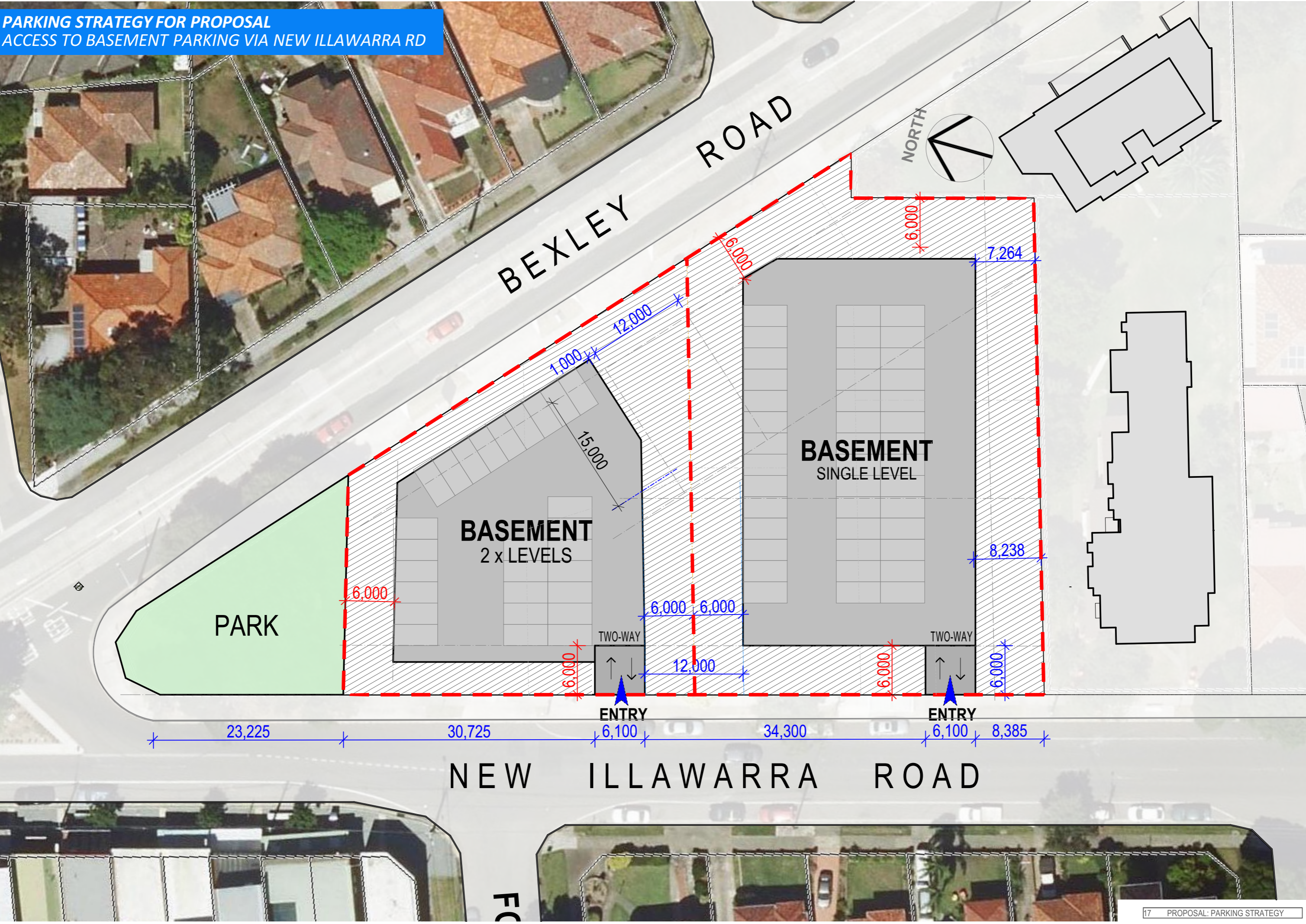
3D PERSPECTIVES OF PLANNING PROPOSAL
VIEWED FROM BEXLEY RD



3D PERSPECTIVES OF PLANNING PROPOSAL
VIEWED FROM NEW ILLAWARRA RD



PARKING STRATEGY FOR PROPOSAL
ACCESS TO BASEMENT PARKING VIA NEW ILLAWARRA RD





PROPOSED LEP [HOB] - Q2

