

# 1-5 STANLEY STREET 11 PRINCES HIGHWAY KOGARAH



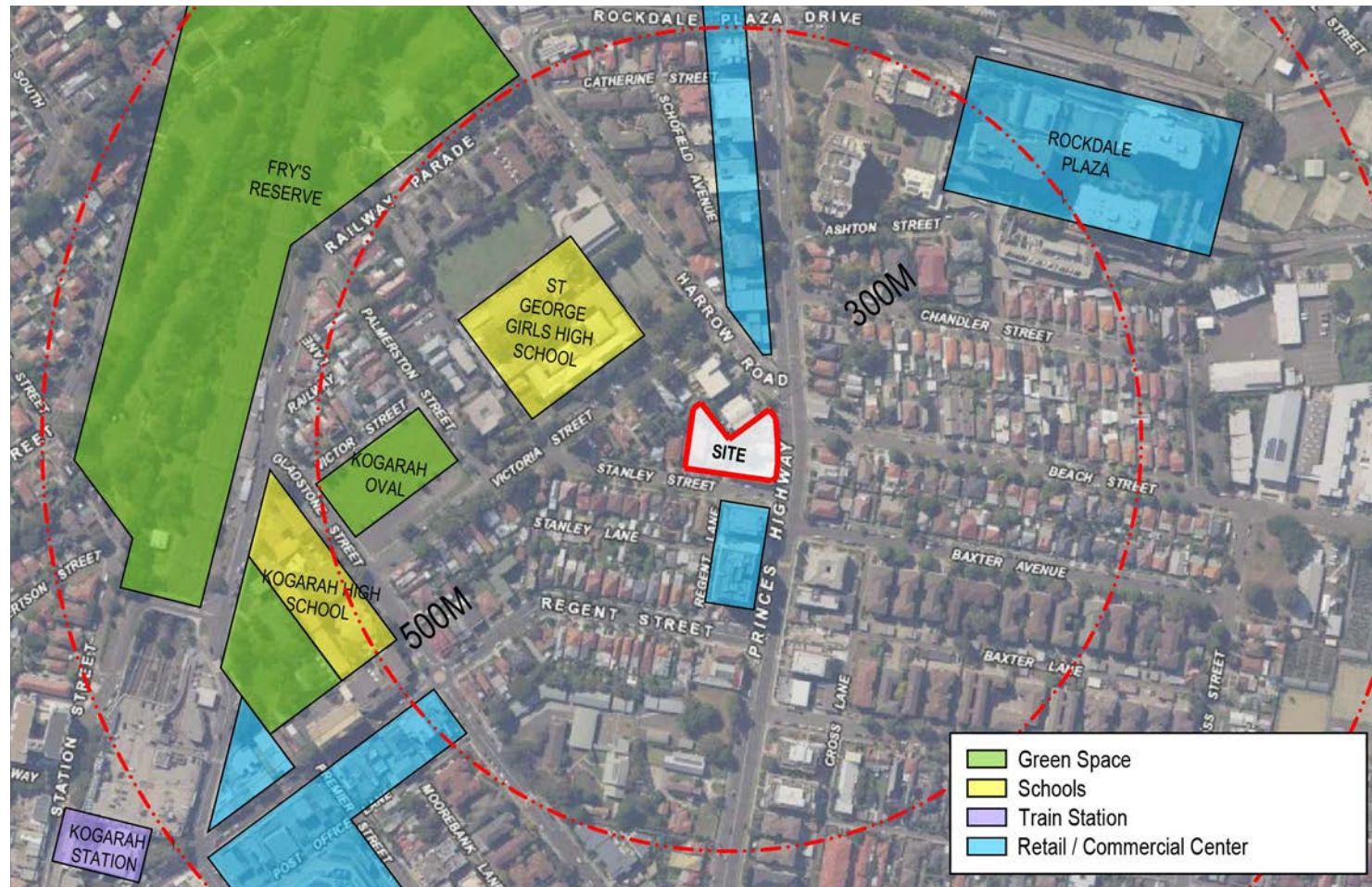
Applicant: LEVEL33

Architect: Tony Owen Partners

SITE AREA	2398 m <sup>2</sup>
FSR (PERMISSIBLE)	4 : 1
HEIGHT (PERMISSIBLE)	33 m
HEIGHT (PROPOSED)	33 m
GFA (PERMISSIBLE)	9592 m <sup>2</sup>
GFA (PROPOSED)	9356 m <sup>2</sup>
FSR (PROPOSED)	3.90 : 1
LAND USE	R4 HIGH DENSITY RESI.
<b>YIELD</b>	
1 BED	26 23%
2 BED	76 68%
3 BED	10 9%
TOTAL	112
<b>CAR SPACES</b>	
TOTAL CAR SPACE PROVIDED	143
RESIDENTIAL PARKING	120
COMMERCIAL PARKING	7
VISITOR PARKING	16



# SITE - LOCATION PLAN



## Principle 1: Site and Context

The above site is located on the corner of Stanley Street and Princes Highway in Kogarah. It has 2 street frontages. The site is resulting from the amalgamation of 10 lots containing 6 structures resulting in an awkward shape. The site has a gentle level change ranging from 14.75m at the north west corner to 12.5m at the North East corner and 12m at the South East corner.

The site is well located near schools, green space, rail station, commercial space and transport. It is within 500m of Kogarah Station, and Fry's Reserve and within 300m of Rockdale Shopping Plaza and several schools as well as the commercial strip on Princes Hwy. See Site analysis diagrams AA01, AA02.

## Location Diagram Amenities



## Aerial Photo



# SITE PHOTOS



PRINCES HWY LOOKING WEST TO SITE



PRINCES HWY LOOKING WEST TO SITE

## LOCAL CHARACTER



PRINCES HIGHWAY LOOKING SOUTHWEST



STANLEY ST LOOKING SOUTHWEST

### Context; Current and Future Character

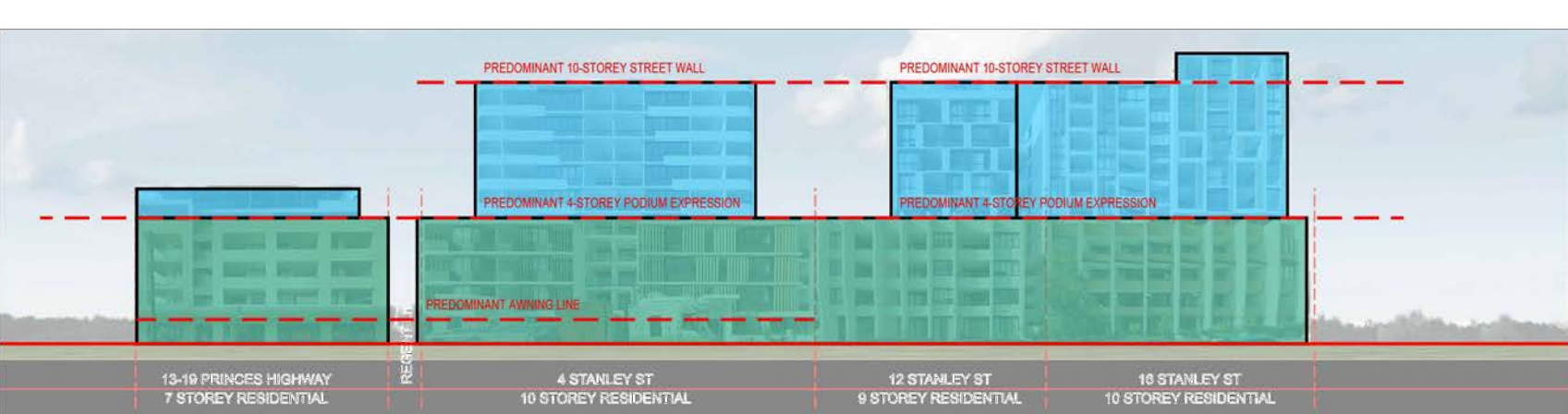
The predominant surrounding building typology is quite mixed. There are a number of 1-2 storey detached houses, mixed with 2-4 storey pre-war flat buildings. There are a number of 2 storey commercial buildings on Princes Hwy. However, the precinct is zoned for 10 storey apartments and it is going through the process of transition. This can be seen on several blocks directly south of the site between Stanley Street and Regent Street, West of Princes Hwy.



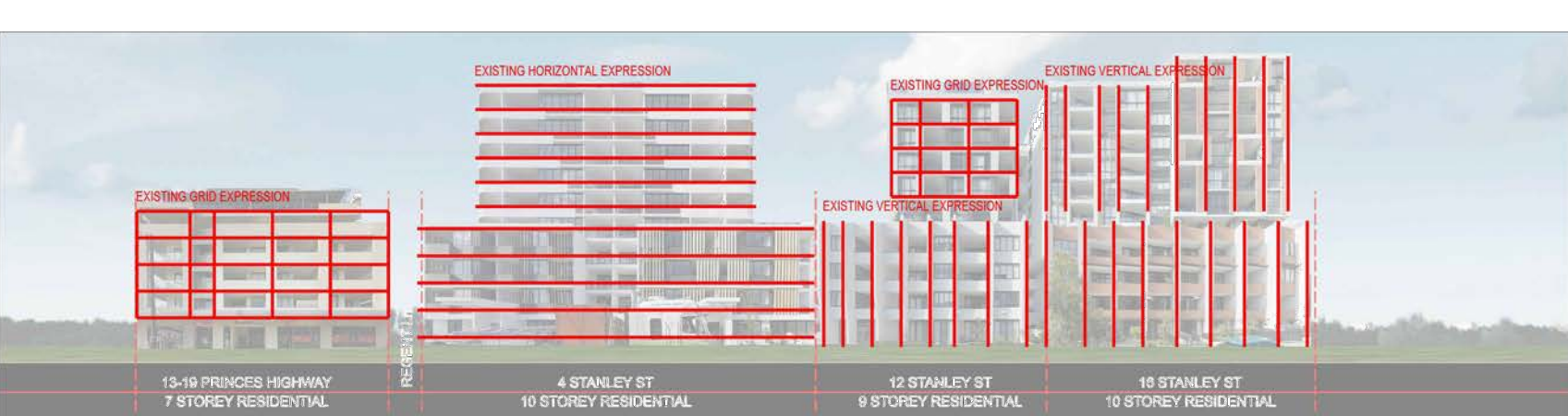
# STREETSCAPE ANALYSIS



STREETSCAPE 1 - STANLEY ST LOOKING SOUTH - EXISTING



STREETSCAPE 1 - STANLEY ST LOOKING SOUTH - EXISTING



STREETSCAPE 1 - STANLEY ST LOOKING SOUTH - EXISTING



EXISTING DEVELOPMENT AT 12 STANLEY ST - RECESS



PROPOSED RECESS

This area is characterised by 9-10 storey apartment blocks in close proximity. These blocks reflect the current and future character of the area. Generally these blocks have ground floor commercial space along Princes Hwy. The urban character is analysed in the streetscape study in the DA. This includes a detailed analysis of the character of the recent developments A012, A011. This shows the following:

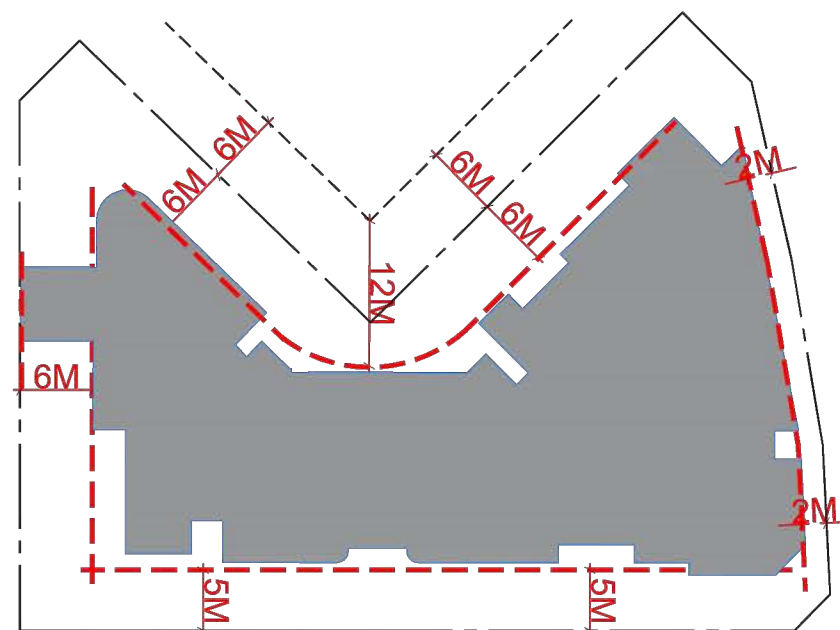
- Developments generally have a 4-5 storey podium with high rise above.
- Developments generally have a range of expressions either horizontal, vertical or grid expression.
- Most developments have an attached podium. The upper levels consist of massing broken up with deeper recessed zones. See character analysis



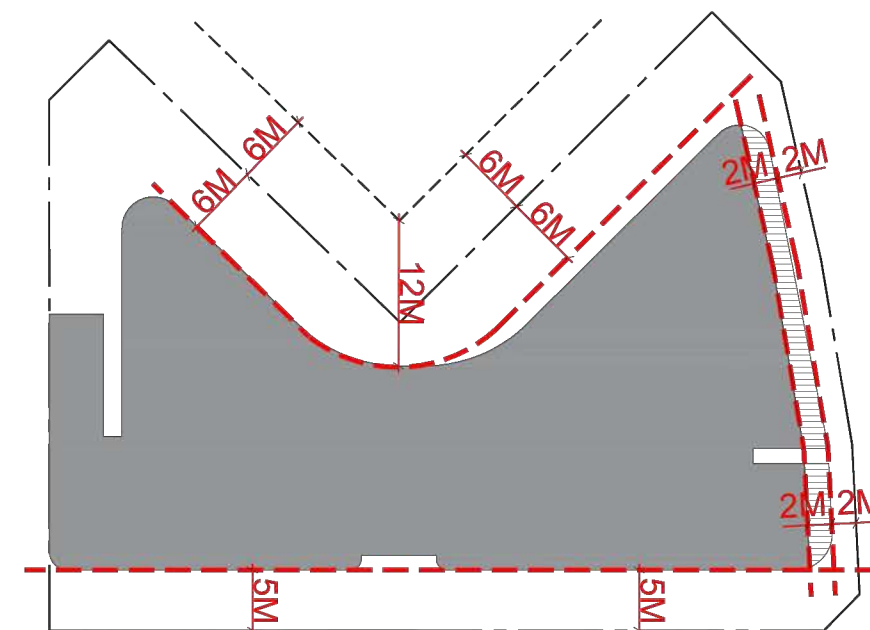




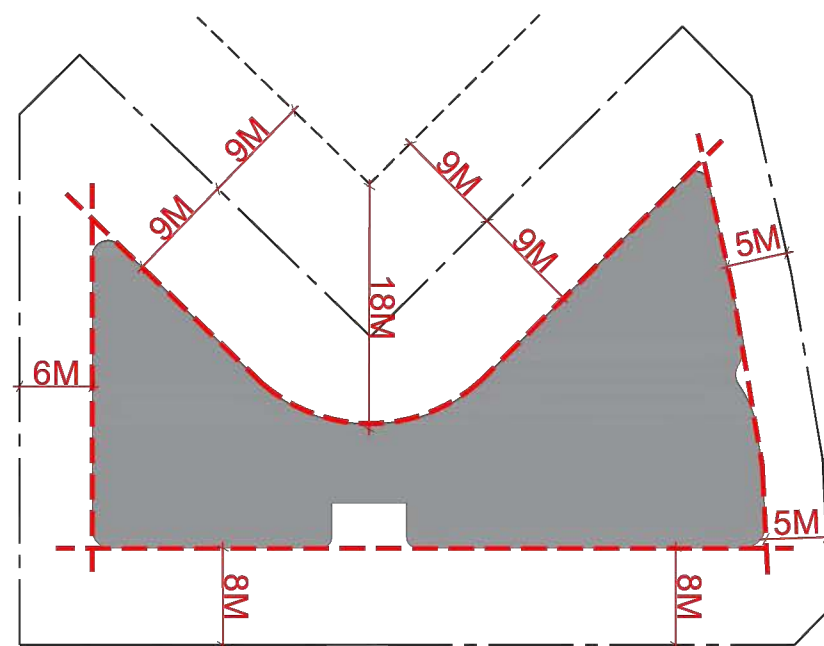
# SETBACKS



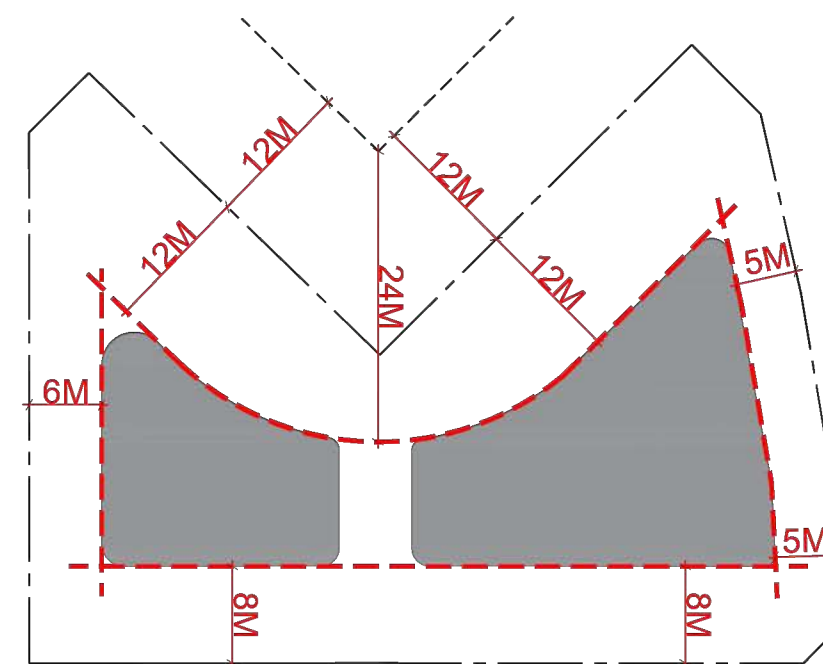
SETBACK DIAGRAM GF



SETBACK DIAGRAM L1-L3



SETBACK DIAGRAM L4-L7



SETBACK DIAGRAM L8-L9

## Principle 2 & Principle 3: Massing and Scale

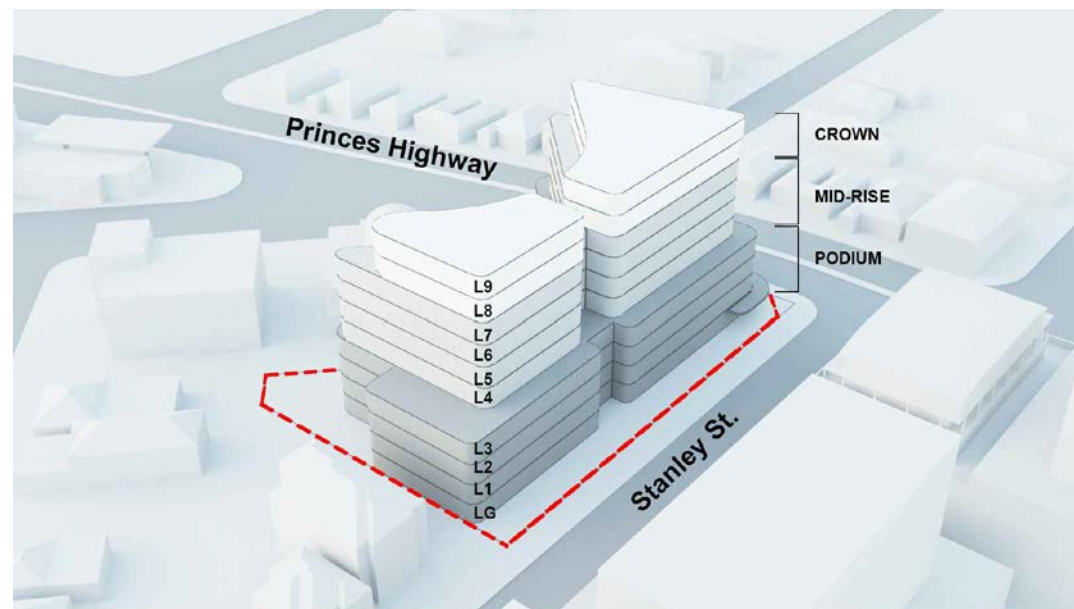
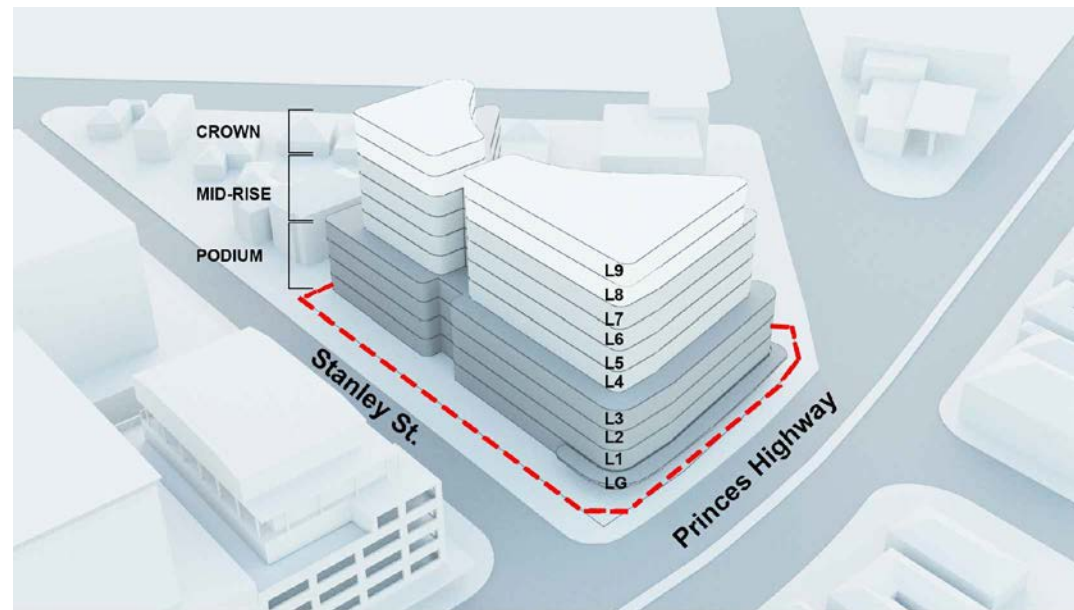
The site has a 33m maximum height which comfortably allows for 10 floors including ground floor commercial. The DCP prescribes the following setbacks:

- 2m ground floor commercial set back to Princes Hwy.
- 2m setback on Princes Hwy for L1-3, with 2m balcony behind.
- 5m set back to Stanley Street for first 4 floors
- 8m set back to Stanley Street for first upper floors
- ADG setbacks apply for the North and West boundaries.

The proposed envelope is determined by these controls. An additional setback of 7.5m is provided for the north east portion to allow for more generous space from north facing ground floor COS.



# MASSING PRINCIPLES

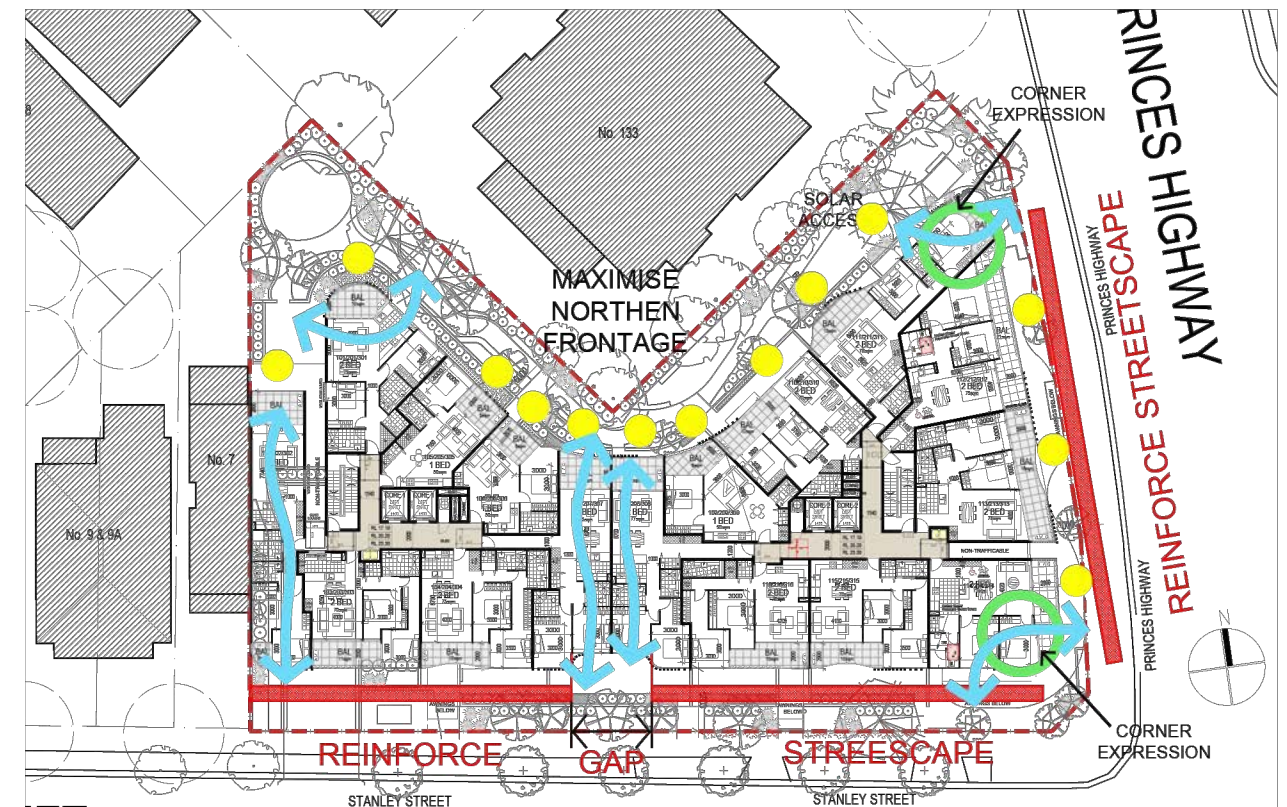


## Massing Principles

The massing is consistent with the surrounding character as it consists of a 4 storey continuous podium, with 6 storeys above. The podium includes recess zones along the long façade on Stanley St. The mid section from L4-7 contains a deeply recessed zone on Stanley St to break up the massing and smaller recesses on Princess Hwy to modulate the façade. The upper 2 levels are separated into 2 towers to reduce massing and scale. The facades are articulated using variations in the spandrel depth to further break up the facades into smaller vertical sections. The plan form of the building is rounded at the corners to further reduce bulk and scale. The massing to the North forms a gentle curve with 2 wings. This is a response to the odd shape, but serves to further break up the massing into 2 elements.

The podium also has a different cladding expression to the top. The streetscape montages show that the proposal is consistent with the mass and scale of the surrounding recent developments along Princes Hwy.

# PLAN PRINCIPLES



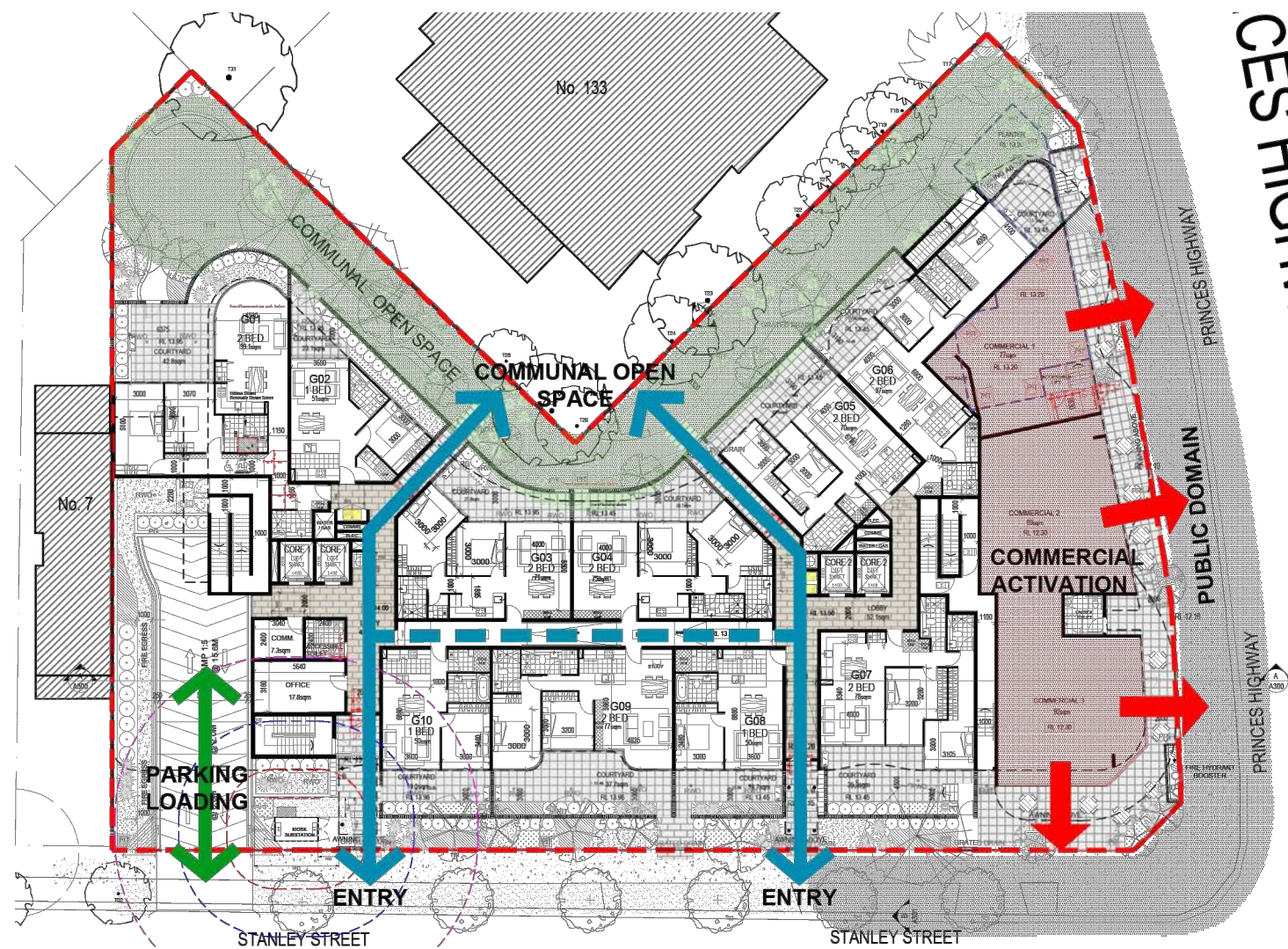
LOW RISE PRINCIPLES (LEVELS 1-3)



HIGH RISE PRINCIPLES (LEVELS 4-7)



# GROUND FLOOR



PRINCIPLE DIAGRAM



GROUND FLOOR PLAN

## Principle 4: Built Form

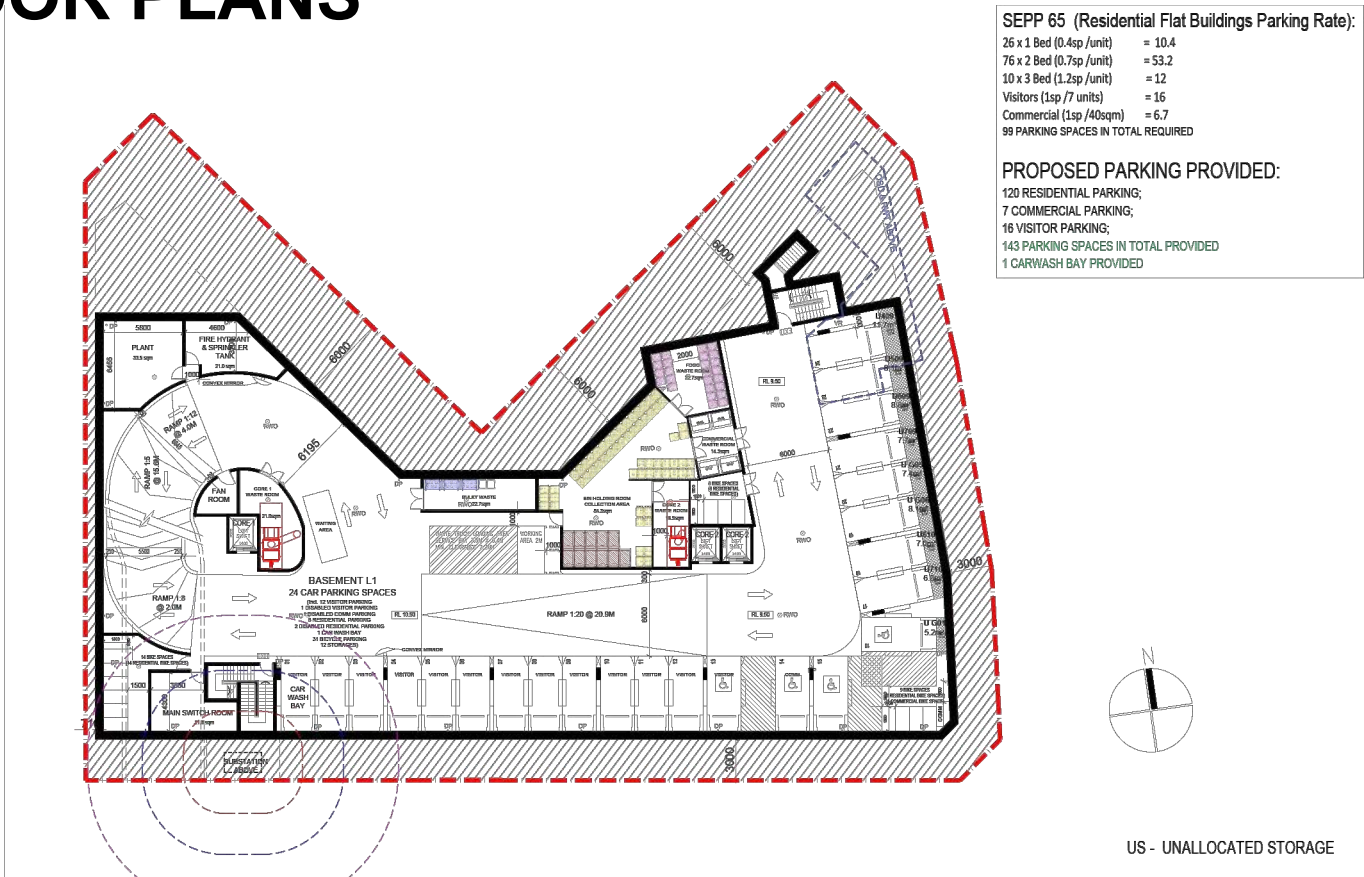
The massing is determined by council's Built Form Strategy which establishes suitable massing and streetscape setbacks. (see above).

The ground floor has commercial space along Princes Hwy to activate the streetscape. This includes a paved area for outdoor seating and landscaping and the commercial is aligned with the ground floor level. The parking and loading ramp is located off Stanley St away from Princess Hwy at the West to maximise COS to the north. The COS is located along the Northern boundary to maximise solar access with an increased setback here.

The building consists of 2 cores accessed from 2 lobbies which lead directly from Stanley St. These entries continue through to the COS at the rear. This allows light from 2 directions for each lobby and from 3 directions for core 1. A passage has been introduced between the lobbies. This allows residents from the eastern tower to easily access to COS on the roof via the western core.

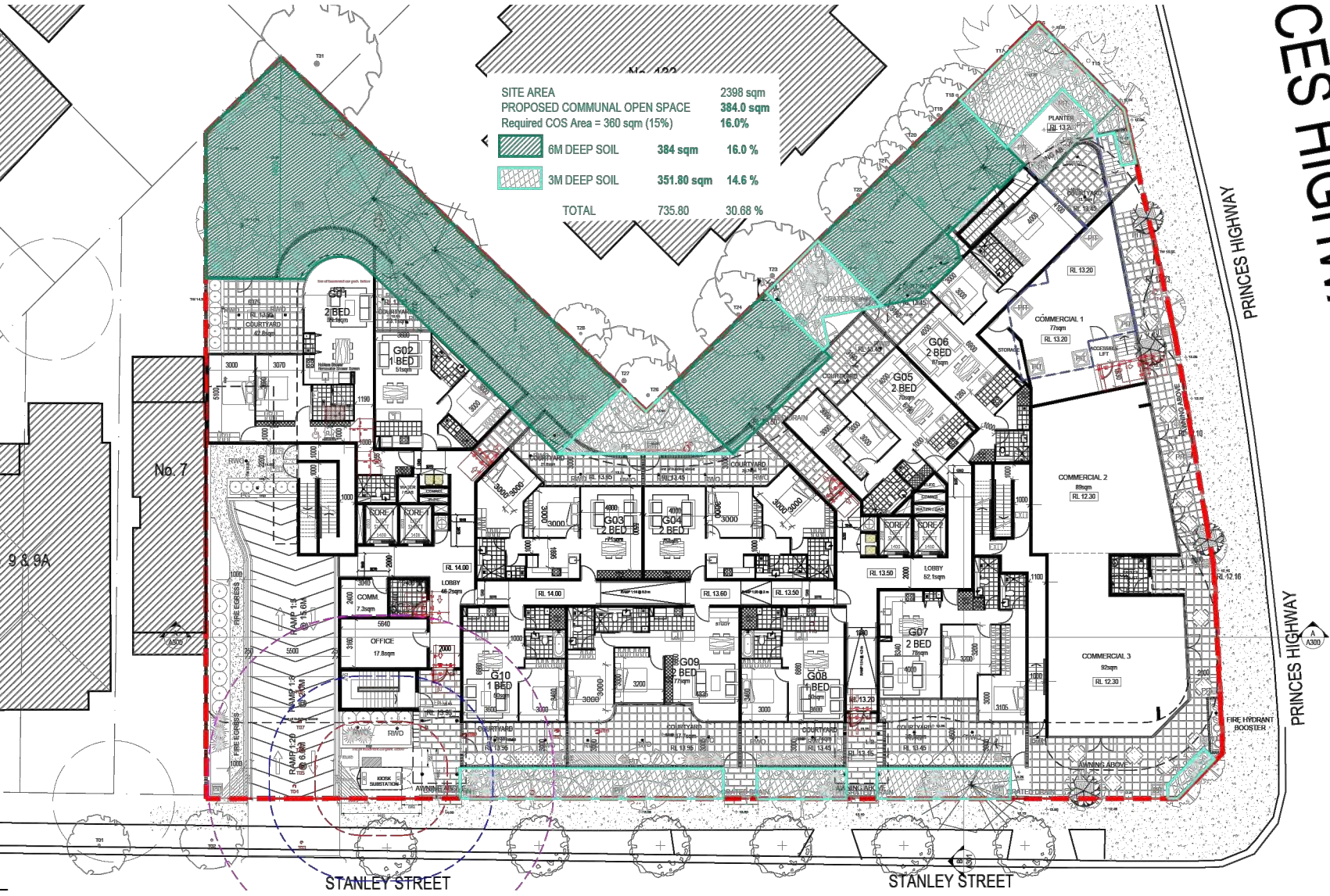


# FLOOR PLANS

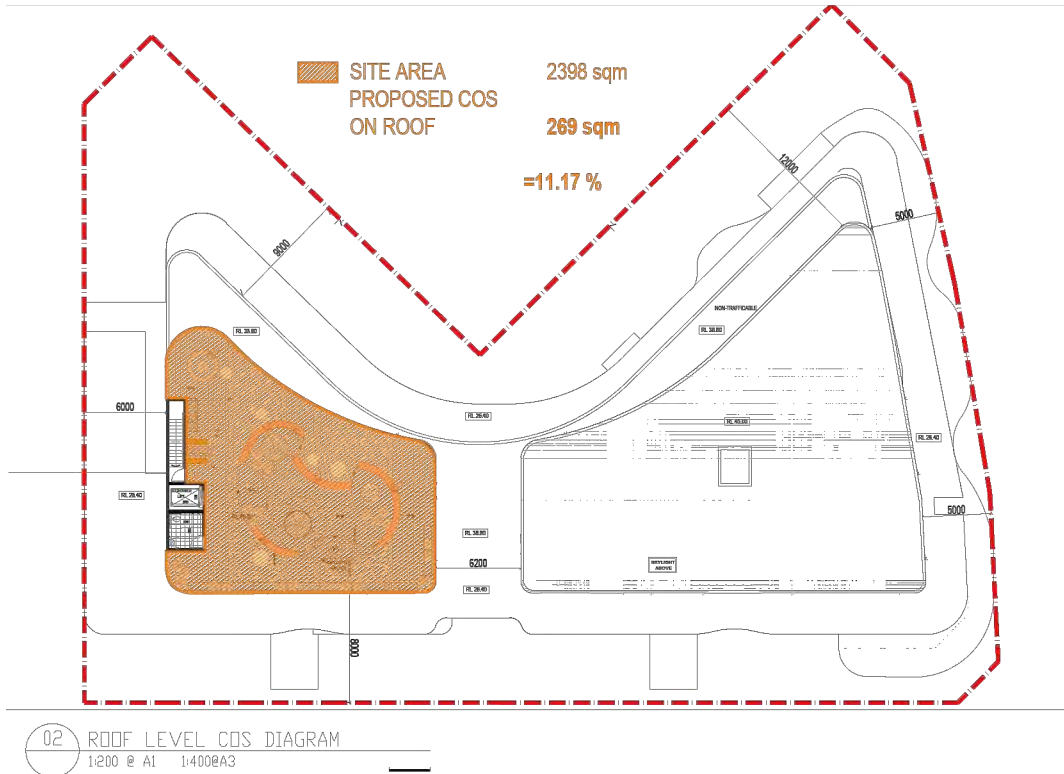
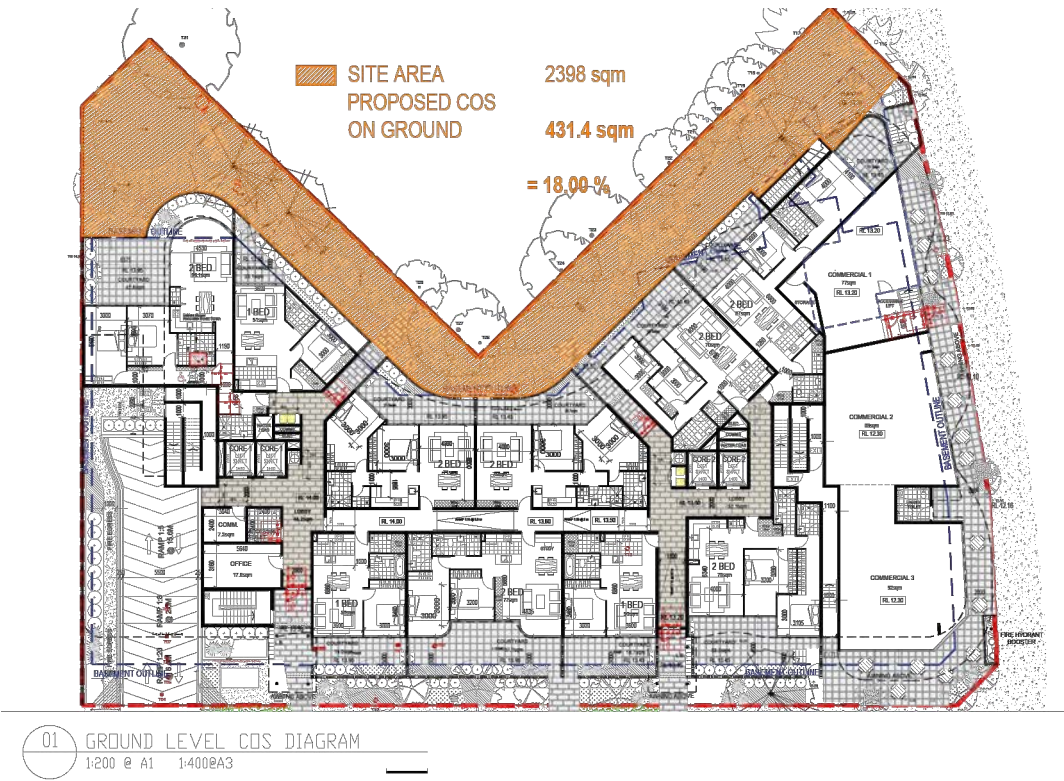




# DEEP SOIL AND COMMUNAL OPEN SPACE



DEEP SOIL DIAGRAM



COMMUNAL OPEN SPACE DIAGRAM



# LANDSCAPE



## Principle 6: Landscape

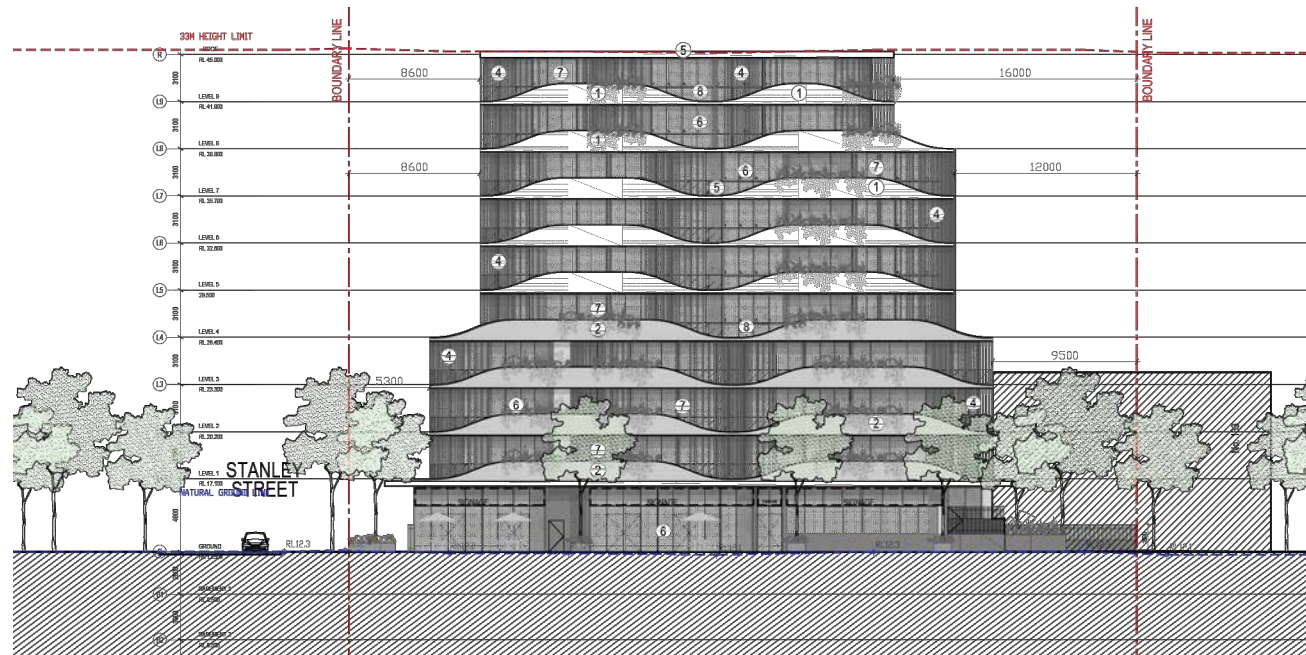
The building has been located to provide a large area of Communal Open Space to the North. This area is oriented to receive northern sun and to provide a buffer to the existing residential fabric. provision of deep soil will allow for additional street trees. The design includes a range of specific uses including Childrens play area, BBQ and dining areas, passive spaces and streetscape upgrades fronting the commercial space. See landscape concept.



# ELEVATIONS



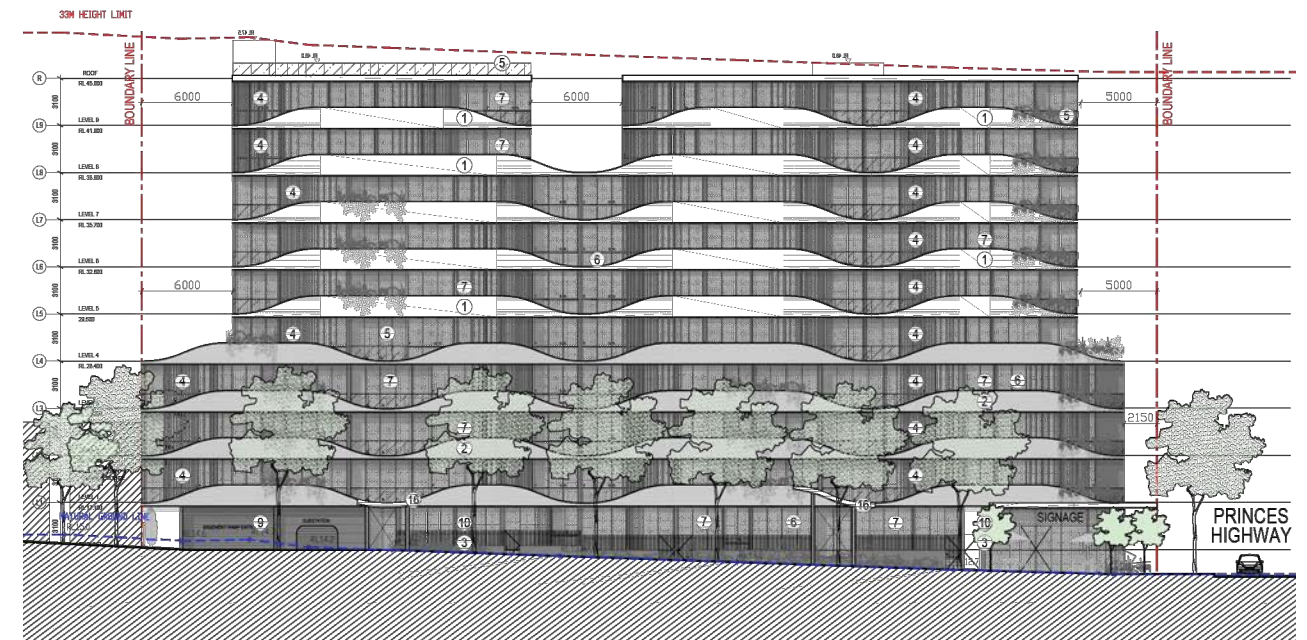
NORTH



EAST

## Principle 10: Aesthetics

The massing and scale are determined by the design envelope arising from the LEP, DCP and ADG controls. The massing is consistent with the surrounding character as it consists of a 4 storey continuous podium, with 6 storeys above. The podium includes recess zones along the long façade on Stanley St. The mid section from L4-7 contains a deeply recessed zone on Stanley St to break up the massing and smaller recesses on Princess Hwy to modulate the façade. The upper 2 levels are separated into 2 towers to reduce massing and scale. The plan form of the building is rounded at the corners to further reduce bulk and scale. The podium also has a different cladding expression to the top. The streetscape montages show that the proposal is consistent with the mass and scale of the surrounding recent developments along Princes Hwy. The surrounding expression is a mixture of strongly horizontal expression and strongly vertical expression. Accordingly we have adopted a more horizontal expression.



SOUTH



WEST

The podium spandrels are painted a mid-grey colour to create a solid podium expression. The upper levels are in white. This lighter colour breaks up the lower and upper portions and helps de-materialise the building as it gets higher.

The west façade has a largely blank wall to maximise privacy to the neighbours. This façade is patterned to create a more dynamic expression. The wave pattern is created using changes of colour and a grove pattern in the façade. The Northern façade is similar to the east and south. Some balustrades are less solid and clad as vertical aluminium fins. This change of material help further articulate an break up this façade.



# PERSPECTIVES



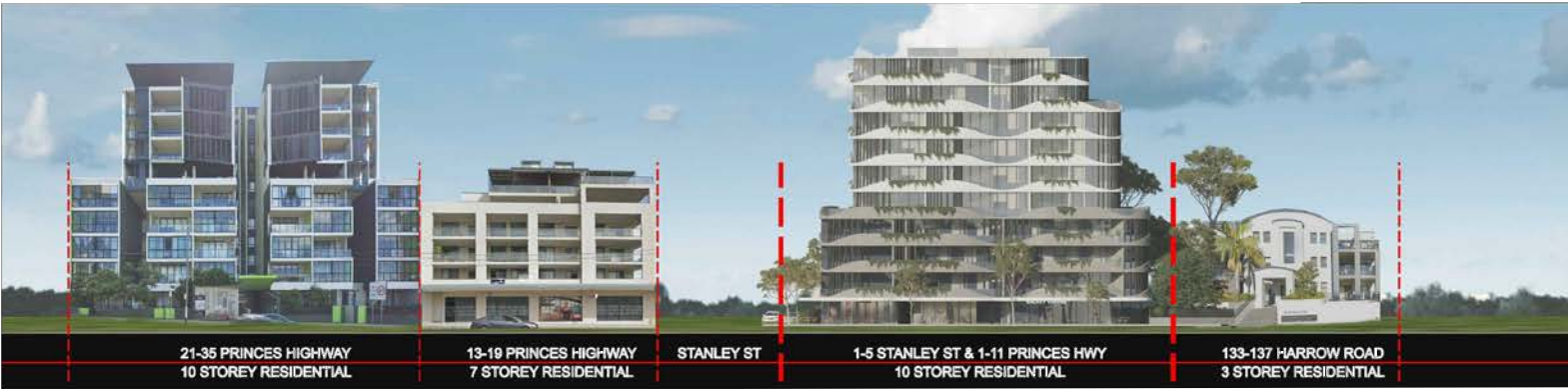
The expression consists of a series of deep solid spandrel zones mixed with open glass balcony zones. The spandrels reduce in height to create a wave like expression on the façade. These waves enhance the smooth curved shape of the corners in plan. The facades are articulated using variations in the spandrel depth to further break up the facades into smaller vertical sections. This expression is further articulated using dark grey vertical sun louvre fins. These fins also provide solar protection to reduce heat load. Small planters are located on the tops of balcony balustrades. This allows planting to further articulate the facades.



# STREETSCAPE FIT



STREETSCAPE FROM PRINCES HIGHWAY LOOKING SOUTH



STREETSCAPE FROM PRINCES HIGHWAY LOOKING WEST



STREETSCAPE FROM PRINCES HIGHWAY LOOKING NORTH





EXTERNAL FINISHES LEGEND

- ① PRECAST CONCRETE PANELS - PAINTED WHITE;

② PRECAST CONCRETE PANELS - PAINTED MID GRAY;

③ RENDERED MASONRY WALLS - PAINTED DARK GRAY;

④ VERTICAL ALUMINUM FINS - DARK GRAY;

⑤ POWDER COATED ALUMINUM FRAMED GLASS BALUSTRADES - DARK GRAY;

⑥ POWDER COATED ALUMINUM FRAMED GLASS WINDOWS - DARK GRAY;

⑦ POWDER COATED ALUMINUM FRAMED GLASS SLIDING DOORS - DARK GRAY;
- ⑧ COLOR BACK GLASS SPANDREL - DARK GRAY;

⑨ POWDER COATED METAL ROLLER DOOR - DARK GRAY;

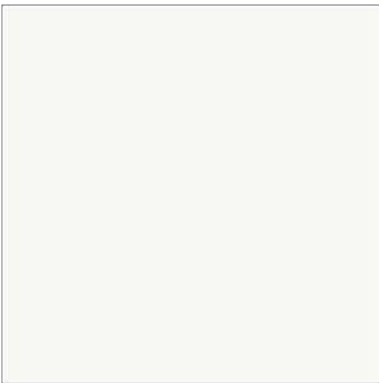
⑩ METAL RAILING FENCE - DARK GRAY;

⑪ VERTICAL ALUMINUM FINS - WHITE;

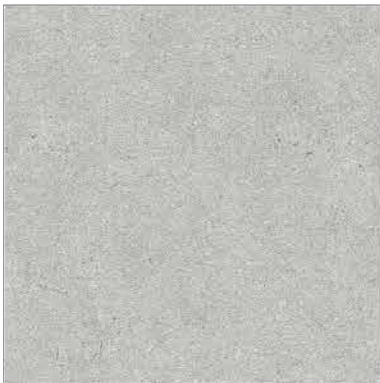
⑫ VERTICAL ALUMINUM FINS - MID GRAY;

⑬ TILE FINISH ON MASONRY - WHITE;

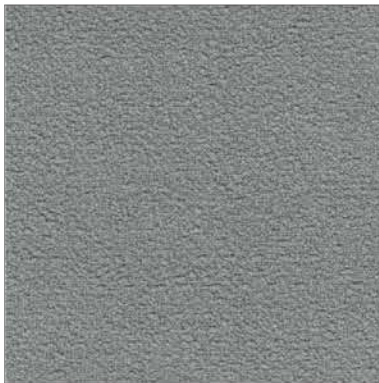
⑭ TILE FINISH ON MASONRY - MID GRAY;



① PRECAST CONCRETE PANELS - PAINTED WHITE



② PRECAST CONCRETE PANELS- PAINTED MID GRAY



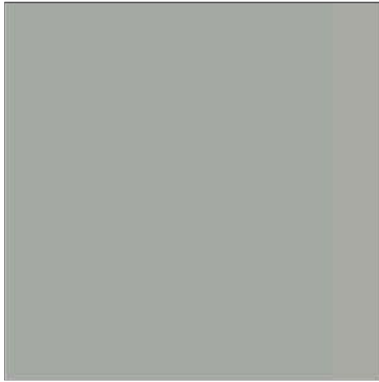
③ RENDERED MASONRY WALLS - PAINTED DARK GRAY



④ VERTICAL ALUMINIUM FINS- DARK GRAY



⑤ POWDERED COATED ALUMINIUM FRAMED GLASS BALUSTRADE - DARK GRAY



⑧ COLOR BACK GLASS SPANDREL - DARK GRAY



# THROUGH SITE LINK OPTIONS



**OPTION 1** MID-SITE LINK NOT VIABLE WITHOUT DEMOLITION OF NO. 133 HARROW ROAD



**OPTION 2** WESTERN BOUNDARY LINK REQUIRES LAND ACQUISITION FROM EXISTING BUILDINGS NO. 125 AND 133 HARROW ROAD TO COMPLETE



**OPTION 3** CENTRAL LINK WITH SITE ACCESS TO GAP BETWEEN 123-133 HARROW ROAD REQUIRES LAND ACQUISITION FROM EXISTING BUILDINGS AND FROM SUBJECT SITE

The DCP proposes a thru-site link from Stanley Street to Harrow Road. However, on closer inspection, it is not practical or viable to provide this link and of questionable value. We have prepared 3 options to achieve this link and discussed them with council. All have major drawbacks as follows:

**Option 1 - Link Through centre of subject site through to 133 Harrow Road.**

This option would terminate in an existing 5 storey building which is unlikely to be redeveloped. Even if it were, the provision of a link across this site would render that site undevelopable.

**Option 2 - Link along western boundary of subject site continuing between 129 and 133 Harrow Road.**

This option is achievable across the subject site, but terminates in a gap between 2 existing buildings. Completion would require the acquisition of land on 2 existing sites containing parking and ancillary structures and compromise COS.

**Option 3 - Link Through centre of subject site continuing between 129 and 133 Harrow Road.**

This would divide up the subject site and the COS. It would terminate in a gap between 2 existing buildings. Completion would require the acquisition of land on 2 existing sites containing parking and ancillary structures and compromise COS.

Further, the link serves no purpose, as it does not reduce the travel time from Stanley St to Harrow Road any better than following Prices Hwy or Victoria Street.