

APPENDIX 1

Architectural design statement (Luigi Rosselli)



ARCHITECTURAL DESIGN STATEMENT: 7 - 15 RANDLE STREET
SURRY HILLS NSW 2010 **APRIL 2016**

PROPOSED NEW HOTEL DEVELOPMENT

Prepared by: Luigi Rosselli Architects on behalf of Hanave Pty Ltd
Issue: 7th April 2016 (Rev 12th December 2016)

CONTENTS

- 1 INTRODUCTION
- 2 OPPORTUNITIES
- 3 ARCHITECTURAL SOLUTIONS
- 4 SITE ANALYSIS
- 5 DEVELOPMENT PARAMETERS
- 6 APPENDIX PLANS (below)

Dwg Rev Title

DA1-01_	New Heritage Hotel in Surry Hills: Fills a gap in the inner city
DA1-02_	Site Location Plan: Position in inner city, transport, services, outlook/views
DA1-03_ A	Hotel in Surry Hills: Vehicle/Pedestrian Traffic Flows & Light Rail proximity
DA1-04_	Proposed Building Envelope Plan: Basement, Ground, Level 1 to 6
DA1-05_ A	Proposed Building Envelope Plan: Level 7 & Roof.
DA1-06_ A	Building Envelope City Block Plan: Site access, traffic & servicing.
DA1-07_	Proposed Building Envelope Plan: View Corridors
DA1-08_ A	Building Envelope Sections: Compliant, Proposed & Context
DA1-09_ A	Building Envelope Elevations: Existing, Compliant, Proposed & Context
DA1-10_ A	Building Envelope Photomontages: Existing, Compliant & Proposed
DA1-11_ B	Plan Shadows 21 June: 9am Existing, Compliant & Proposed
DA1-12_ B	Plan Shadows 21 June: 10am Existing, Compliant & Proposed
DA1-13_ B	Plan Shadows 21 June: 11am Existing, Compliant & Proposed
DA1-14_ B	Plan Shadows 21 June: 12pm Existing, Compliant & Proposed
DA1-15_ B	Plan Shadows 21 June: 1pm Existing, Compliant & Proposed
DA1-16_ B	Plan Shadows 21 June: 2pm Existing, Compliant & Proposed
DA1-17_ B	Plan Shadows 21 June: 3pm Existing, Compliant & Proposed
DA1-18_ B	Aerial Shadows 21 June: 9am Existing, Compliant & Proposed
DA1-19_ B	Aerial Shadows 21 June: 10am Existing, Compliant & Proposed
DA1-20_ B	Aerial Shadows 21 June: 11am Existing, Compliant & Proposed
DA1-21_ B	Aerial Shadows 21 June: 12pm Existing, Compliant & Proposed
DA1-22_ B	Axonometric Drawing of Development: Existing, Compliant & Proposed
DA1-23_ B	Draft Site Specific DCP: Building Envelope Diagram
DA1-24_ B	Draft Site Specific DCP: Building Setbacks & Heights Diagram
DA1-25_ B	Draft Site Specific DCP: Building Active Frontages Diagram
DA1-26_ A	Plan Shadows 21 June: 9am Existing, Compliant & Proposed - Revised
DA1-27_ A	Plan Shadows 21 June: 10am Existing, Compliant & Proposed - Revised
DA1-28_ A	Plan Shadows 21 June: 11am Existing, Compliant & Proposed - Revised
DA1-29_ A	Plan Shadows 21 June: 12pm Existing, Compliant & Proposed - Revised
DA1-30_ A	Plan Shadows 21 June: 1pm Existing, Compliant & Proposed - Revised
DA1-31_ A	Plan Shadows 21 June: 2pm Existing, Compliant & Proposed- Revised
DA1-32_ A	Plan Shadows 21 June: 3pm Existing, Compliant & Proposed- Revised
DA1-33_ A	Aerial Shadows 21 June: 9am Existing, Compliant & Proposed
DA1-34_ A	Aerial Shadows 21 June: 10am Existing, Compliant & Proposed
DA1-35_ A	Aerial Shadows 21 June: 11am Existing, Compliant & Proposed
DA1-36_ A	Aerial Shadows 21 June: 12pm Existing, Compliant & Proposed
DA1-37_	Alternative Scheme 2#: Adaptive Re-use of all existing buildings
DA1-38_	Alternative Scheme 3#: Adaptive Re-use of Heritage & New wing buildings
DA1-39_	Elevational Shadows 21 June: 9am, 10am, 11am, 12pm Existing
DA1-40_ A	Elevational Shadows 21 June: 9am, 10am, 11am, 12pm Proposed 2x0.595 setback
DA1-41_	Elevational Shadows 21 June: 9am, 10am, 11am, 12pm Compliant
DA1-42_ A	Elevational Shadows 21 June: 9am, 10am, 11am, 12pm Proposed 3x2 setback
DA1-43_ A	View Analysis from Central Station: Suburban & Intercity
DA1-44_ A	View Analysis from Chalmers, Cooper & Elizabeth Streets
DA1-45_ A	View Analysis from cnr of Randle & Elizabeth Streets, street locale

1 INTRODUCTION

This statement was commissioned to be included in a Planning Proposal and Site Specific Draft DCP, to support the development of 3 adjoining sites into one hotel building at 7 to 15 Randle Street Surry Hills. It is included under the covering document prepared by Robinson Urban Planning.

The purpose of this report is to provide an architectural analysis of the sites in the city context for the development of a hotel style accommodation, propose and test possible building envelopes and investigate the environmental interaction with the amenity of the area.

This statement shall be read in conjunction with:

- *Planning Proposal & Draft Site Specific DCP*, prepared by Robinson Urban Planning,
- *Conservation Management Strategy*, prepared by John Oultram Heritage & Design,
- *Traffic Control Report*, prepared by Colston Bud Rogers & Kafes Pty Ltd
- *Waste Management Plan (WMP)*, prepared by Elephants Foot.
- *Site contamination report (ESA)*, prepared by Getex Pty Ltd
- *QS Report & DA Form*, prepared by Heyman Cohen.
- *Structural Sufficiency Report*, prepared by Mott MacDonald Aust Pty Ltd
- *NCC Report (BCA)* prepared by Vic Lilli & Partners.

Plans referenced in the statement are included in the Appendix.

2 OPPORTUNITIES

2.1) Hotel Location:

The strategic location of a hotel in close proximity to Central Station, the airport Train Link, the Chalmers Street Bus – Light Rail – Train interchange will be offering a vital hospitality service to the tourism demand in an area which is in great need of it.

2.2) Adaptive re-use:

The adaptive re-use of a heritage listed warehouse as a 3+ star rated hotel is consistent with the Council Heritage and Visitor Accommodation Action Plan policies. The character of the industrial warehouse will attract customers and illustrate the historical background of Surry Hills and its manufacturing past for visitors. This re-use will re-enforce the existing building fabric and preserve the familiar heritage streetscapes of the suburb in a positive way.

2.3) Three sites into one:

The amalgamation of the three building sites (7-9, 11-13 & 15 Randle) will provide the economies of scale necessary to run a viable tourism service, and the combination of one Heritage listed building with unconstrained sites will help the integration of heritage and current modern techniques and safety requirements.

2.4) Light Rail:

The change of traffic patterns in Randle Street will offer a high visibility site to the passing traffic, and the Randle Lane activation will provide an alternative pedestrian route and also a quieter food and beverage offering to the highly increased pedestrian flow resulting from the changes.

2.5) Site Advantages:

The advantages of the Randle Street sites would give any hotel development a leading market position as the design, marketing and management have a prime location; excellent existing support infrastructure; desirable and unique heritage building stock; re-energized transport infrastructure; and the benefits of a corner site with two street frontages.

Such a Hotel's success will have positive long-term economic impacts on Surry Hills and the City of Sydney.

3 SITE ANALYSIS

The Local Context

3.1) Randle Street Identity change:

With the creation of the Chalmers Street Bus/Light Rail/Train interchange by NSW Transport, the Randle Street identity will change from a peaceful mixed use small street to a 22,000 car per day thoroughfare. Combined with the likely removal of car parking, the street will be inhospitable to residential and many commercial uses.

With its high visibility and proximity to mass transport, Randle Street will become more suitable for hospitality and tourism use.

3.2) Transport:

The site is strategically located just eighty (80) metres from Central Railway Station: with its train links to Kingsford-Smith International Airport, metropolitan Sydney, regional New South Wales and intercity destinations, one-hundred and fifty (150) metres from the Light Rail route to Pyrmont and the inner west suburbs, and planned CBD and South Eastern Light Rail connections, and to the bus interchange in Eddy Avenue. In fact the site is a virtual hub for the local and international transport infrastructure on all levels.

The area has limited to very limited vehicle parking availability and perhaps even less when the Light Rail is complete, but a concierge service for guest cars works very successfully for other similar hotels to remove this as an issue.

The access to two street frontages, Randle Street and Lane, allow the possibility of the development to access two points for guest arrival and servicing of the hotel.

3.3) Neighbourhood Identity:

The site is situated in Surry Hills, which is considered one of the leading city fringe neighbourhoods for the creative arts fields, a hub for innovation and technology, and is a popular food and drink destination. Warehouse buildings from the suburb's industrial manufacturing past are considered to be the icons of the neighbourhood and are in high demand for adaptive re-use in a city where heritage equals character. Indeed there is a growing interest in these heritage buildings because they more immediately relate to their Sydney location than do late modern or international style types of building.

So the proposed re-use of 11-13 Randle Street retains and values the local character and link with its neighbourhood history, and Council encourages such inclusive development. The Heritage Conservation Management Strategy deals with this in detail.

3.4) Laneway opportunity:

The sites having two frontages also opens up the possibility to take advantage of the Council's encouragement for Lane Activation with increased pedestrian use by opening up buildings fronting Lanes with bars, cafes, small shops and the like. This can work well for Randle Lane along with a control on vehicular movement.

The Traffic Report includes this appraisal of the area.

3.5) Built Form:

The area is rapidly increasing in density and uses due to a combination of Council increase of allowed heights and FSRs and developers taking advantage of the opportunity this has provided.

3.6) Neighbourhood Services:

The area is well served by a large variety of food and beverage establishments, a large public park, outdoor swimming pool and local gyms, together with a number of language schools and the University of Technology Sydney close by. Many parts of the city tourist areas and locale are a 15-30min walk away, or further destinations are achievable through bicycle hire, allowing the hotel to be the base for a large catchment of locations, services and tourist destinations.

The area has a lot of road traffic routes, but with the construction of the Light Rail there will be more pedestrian malls and links developed, intensifying the area wrapping around Central Station, and following along the tram routes to benefit the hotel sites. Surry Hills will be increasingly pedestrianized, and this will only benefit a hotel development, as it won't be isolated in a "sea of roads" as with some CBD hotels. And will be much less reliant on personal car access than other types of development.

3.7) Outlook / Views:

City views are available from the upper floors of the subject site across the roofs of Central Station. Southerly views towards Prince Albert Park are a possibility with the local streetscape and alley/lane views prime, varied and interesting. A rise in height would have no negative effect on the adjacent properties.

3.8) Conclusion:

The site is well suited to the proposed use and supported by the location and infrastructure. Indeed a new hotel will provide a valuable tourism service on a highly suitable site.

4 ARCHITECTURAL SOLUTIONS

The following details a possible adaption of the proposed 3 sites into one hotel and should be read in concert with the plans and diagrams in the Appendix.

4.1) 11-13 Randle Street, Former RC Henderson Factory Building

The central design focus is on the retention and refurbishment of the 11-13 RC Henderson building and the re-building of the sites either side at 7-9 and 15. These adjoining “book end” sites are at different floor levels to the central site, and though there is an option to renovate and refurbish them, this makes for awkward planning and circulation, and in addition No 15 Randle is not structurally capable to be retained with more floors added on, so the clear plan would be demolition.

Due to its unique Heritage elevations and built character, and its location centrally to the development and along Randle Street, 11-13 Randle should form the main hotel street face, and marketing attraction for staying at the hotel. It should also naturally contain the primary hotel components of the entry, foyer, reception, management, and a main iconic guest restaurant and bar.

Using both street frontages, the high ceilings, timber structure, face brickwork and past use as a hat factory, will provide the hotel with the unique features desired by the jaded traveller and guest over a bland chain style hotel.

The Randle Street, or front elevation, would be the “face” of the hotel, main entry etc, and the rear Lane would be for guest restaurant and café exposure, hotel services and docks, secondary guest entry and interaction with the Lane activation.

With careful setbacks, sightlines and roof design, the two facades will be retained in full while allowing additional floors and a new roof be proposed onto the existing buildings upper levels hidden from casual street observation.

4.2) 7-9 & 15 Randle Street Buildings

Adding on 7-9 and 15 Randle to each side, these naturally take a second support role framing the central Heritage building, and being rebuilt can: adapt to the same levels and envelope of the main building; allow for the insertion of loading docks, larger spans and lift voids and prime building services, (which would decimate the fabric if inserted into the heritage building); be built economically with modern techniques to up-date and compliment the heritage building without dominating it.

4.3) One Development – 3 sites.

Combining the 3 sites is unique in Sydney, and in the tight urban building blocks of Surry Hills, its especially unique with their having two street frontages and a prominent corner site location. Thus there is a lot of exposure to the streetscape with the possibility of an iconic architectural corner statement, and lots of walls for window and outdoor access to views and light.

To achieve the required number of rooms and include the support services and facilities like restaurants, cafés, bars and hotel back of house entails adding additional floor space and exceeding the GFA and LEP height limits under the current Council Planning controls. This is dealt with in detail by Robinson Urban Planning, however

there are more than requests for additional floor space and height at play, as the development as a whole needs to be financially viable and make the best use of the location and building stock to achieve a successful hotel development and business.

The combination of the 3 sites allows for a cohesive complex whole, and the possibility of 126 to 137 rooms, making it achieve the required hotel operating size to reach a point where investing in it becomes economically feasible for the owner and developer.

With right mix of hotel size, the site and existing building qualities, all this will be a draw card for excellent design and encourage the creation of an iconic hotel of an optimum size adding to the cities growing number of significant heritage hotels. And looking at the location, Surry Hills is a current vacuum for larger hotel facilities, so re-using a “rag trade” warehouse as a new hotel destination meets the aims and objectives of the City of Sydney Council’s desire for growth in future tourist hotel accommodation near the CBD and the include the adaptive re-use of the cities heritage building stock for this purpose over purely residential.

4.4) Lane Activation:

Proposing to activate the Randle Lane as part of the overall development will provide both desirable food and beverage services to passing pedestrian flows, and laterally, be a welcome boost to local business activity and the local economy.

Cafes, restaurants and wine bars will actually minimize impacts of waste vehicle traffic by providing a shared zone, without kerbs, and with deliveries only functions.

The business’s here will feed off the hotel and vice versa and being different in scale will only augment the local hospitality industry. The Lane way activation, through encouraging use by passing pedestrians will, in addition become a destination in them-selves, and will be sought out by Tourists and locals alike.

4.5) Conclusion:

The planning proposal for the three sites is a clear example of a focused private enterprise development meeting a current tourism community need and Council expressed policy. And the benefits of the new complex whole, as it were justify, the proposed changes and enhancements to the planning controls.

And in addition, the heritage buildings, local streets and pedestrian ways will get a much-needed up-grade and gentrification.

5 DEVELOPMENT PARAMETERS

The following consultant reports form a comprehensive analysis on the planning and building aspects of the project.

5.1) Planning Consultants:

The development requires a detailed Planning Proposal and Draft DCP to establish what is currently compliant and to investigate the enhanced GFA & Building heights required for the development to be feasible. Refer to the covering Planning Proposal.

5.2) Heritage Protection:

The double-edged sword of the heritage aspect of the building will need careful navigation. Alternative building solutions will be required to retain the character of the warehouse to its fullest while maintaining fire safety performance, adequate sound insulation and to accommodate the services: light, heat, cooling and sanitation, running through the building. Excellent building planning and quality detailing will also be required to maintain the heritage and architectural integrity of the hotel. A Heritage Conservation Management Strategy has been included to detail this.

5.3) Traffic Control:

A new hotel requires considered guest, traffic and servicing access. Refer to the enclosed the Traffic Consultant reports. Randle Street should be considered a heavy traffic route (22,000 cars per day) with limited parking due to the planned traffic changes necessary to accommodate the new Light Rail line. While this does mean that the hotel will be highly visible to the passing (northbound) traffic, special care will need to be taken in obtaining consent for a customer / taxi pick-up and drop-off points and providing alternative access with a more attractive laneway activation.

As NSW Transport has yet to publish final plans for the roads around the 3 sites, the advice on building access points is to presume there will need to be two alternatives, one from Randle Street and one from Randle Lane.

The requirements for a full vehicular and garbage loading dock off Randle Lane will need to be moderated without the need for a turning plate or impacts on the Heritage listed building. In addition, the attractive re-surfacing and traffic movement controls into and out of the Lane will be central to the activation/enlivening of the Lane for increased pedestrian use to attract Council support.

5.4) Waste Management Plan:

A Hotel has specific waste management requirements, again access and dedicated site areas for this. Refer to the consultants WMP completed for the feasibility stage for the hotel development for 126 rooms and suites. This report ties in with the Traffic Control report and provides the broad requirements for on-site storage and maneuvering details to accommodate garbage, number and types of bins and its handling by private contractors. The future basement and Lane can easily accommodate the requirements of the WMP.

NB: A feasibility design study including indicative planning involving all three sites and the two additional floors as noted in the Appendix Plans was completed last year for

the developer by Luigi Rosselli Pty Ltd, and revised for this report. These studies revealed 126 rooms were possible along with an 80 person restaurant, a cafe, a bar, reception, laundry, administration and hotel back of house etc. This was sufficient for an indicative WMP also revised for this report.

5.5) Site Contamination:

As the site has a long history of different uses, a site contamination survey was undertaken. Refer to the consultants ESA.

5.6) QS Report:

For the purposes of the application fees, a check on the current proposals budget costs, and the calculation of Design Excellence Strategy competition fees/awards, a QS Report has been provided. Refer to the consultants report and cost analysis form.

5.7) Structure Sufficiency & NCC:

As retention of the Heritage building is central to the proposal, a structural appraisal has been made on the existing timber and brick structure of 11-13. This is made on the basis of these being retained and expressed in the new development in line with the retention and re-use of the Heritage building. A Structural Sufficiency report has been included here demonstrating the development proposal is achievable.

In addition a Building Code report has been made on the existing building and the proposed increased envelope incorporating the above structural appraisals FRL rating calculations of the timber and brick structure. The development proposal is achievable using both deemed to satisfy and alternative fire engineering solutions.

5.8) View analysis & shadows:

The development proposed will be slightly higher than existing. There are only a limited number of adjacent residential use buildings that could be impacted by the proposals from overlooking, view loss and overshadowing. The only ones are to the south west of the sites at 380 Chalmers Street, and to the north-east at 360-370 Elizabeth Street as indicated in the Appendix.

The 380 Chalmers Street units are not impacted on by overshadowing any more than currently due to their south-westerly location to the hotel proposal. This can be seen by the existing and proposed building envelope shadows. In addition, facing north east into the Newspoll building is not denied any significant views or view corridors, which are very limited and short in any case.

The 360-370 Elizabeth Street units are not impacted by shadows at all and are only marginally impacted by view loss from a small section to its upper floors only. The distance between the existing building and the proposed hotel is sufficient to make any impacts negligible.

All the other adjacent buildings that could be affected are commercial office space or hotel spaces varying from old pub style to back-packer accommodation and the impacts are negligible. The commercial spaces contain no dwellings, and the other is short-term accommodation, which face predominantly away from the site.

Thus views across the site that may be partially obscured by the proposal, from the Newspoll building to the east of the site, for example, will not have significant impacts as their view opportunities are limited to very obscured as it is.

6 APPENDIX