



Australian Turf Club Royal Randwick Racecourse- Hotel Development Design Addendum Report



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AUSTRALIAN TURF CLUB

urbis

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Introduction

This report has been prepared in response to 'Key Points of Comments/Issues and Recommendations for Royal Randwick Racecourse – Hotel Development' prepared by GM Urban Design and Architecture Pty Ltd on behalf of the NSW Department of Planning and Infrastructure (DPI) dated February 2013 for SSD 5002-2011. The response and subsequent meeting on 19 February 2013 between the proponent and the DPI resulted in a number of design amendments contained within this addendum.

This addendum report should be read in conjunction with the Response to Submissions Report November 2012 prepared by Urbis, and should form part of any future determination of SSD 5002-2011. As part of the preparation of this response the proponent has undertaken further consultation with key stakeholders including the RMS to discuss the proposed modifications in this addendum report.

The report has been structured to:

- Summarise the key overall amendments to the proposal.
- Provide detail on the amendments to each floor, building façade and the public domain.
- Address the primary issues raised by the DPI/GM Urban Design, and outline the amendments adopted by the amended design in response to these issues.
- Provide justification for the proposed amendments.

Accompanying this report is a revised package of plans and drawings at **Appendix A**.

This report relates to the Royal Randwick Racecourse, Part Lot 2009 in DP 1169042.

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1 Proposed Amendments

1.1 OVERVIEW

This report is accompanied by revised architectural drawings and perspectives, addressing the issues raised during the assessment of the proposal, and the 'Key Points of Comments/Issues and Recommendations for Royal Randwick Racecourse – Hotel Development' prepared by GM Urban Design and Architecture Pty Ltd dated February 2013.

This report has been prepared to outline the proponent's preferred design in response to the assessment process and to minimise the environmental impacts of the proposal.

In summary the amendments include:

- Relocating the building 2m to the west and 1m to the south of the previously proposed building footprint location away from the existing heritage gates fronting Alison Road.
- The reworking of the ground plane and pavilion's internal uses to increase activation of Alison Road through the reshaping of terraces, ramps and landscape, including additional pedestrian space at street level up to 12m wide around the existing bus shelter.
- Provision of access to the hotel through the heritage gates.
- Provision of operable and transparent windows to Alison Road façade of the hotel kitchen.
- Remodelling of the eastern and western facades to articulate the ends of the building and create reshaped wings.
- The reworking of the façade motif restricting its extent to the Alison Road façade only.
- Columns and stairs have been remodelled between the bedroom wing and the ground plane and appear more sculptural and are no longer enclosed.
- Minor internal changes to the hotel foyer.
- Planting of new trees adjacent the access road and porte cochere from Alison Road.
- Minor modification and reconfiguration of the basement and car park resulting in no net loss to parking.
- Realignment of ramps on Level 2.
- Internal layout changes on Levels 3-7 to reflect the modulation to the eastern and western wings of the building.

1.2 REVISED LIST OF DRAWINGS

The following list of drawings should form part of any determination of SSD 5002-2011 and supersede previously submitted plans. The package of drawings listed below is included at **Appendix A** of this report.

DRAWING TITLE	DRAWING NUMBER	REVISION	DATE
DA Drawing List	A-0000	D	August 2013
Design Methodology 1	A-0001	B	August 2013

DRAWING TITLE	DRAWING NUMBER	REVISION	DATE
Design Methodology 2	A-0002	B	August 2013
Design Methodology 3	A-0003	B	August 2013
Design Methodology 4	A-0004	B	August 2013
Design Report 1	A-0010	A	August 2013
Design Report 2	A-0011	A	August 2013
Design Report 3	A-0012	A	August 2013
Design Report 4	A-0013	A	August 2013
Design Report 5	A-0014	A	August 2013
Design Report 6	A-0015	A	August 2013
Design Report 7	A-0016	A	August 2013
Design Report 8	A-0017	A	August 2013
Design Report 9	A-0018	A	August 2013
Design Report 10	A-0019	A	August 2013
Site Location & Analysis	A-0020	B	August 2013
Site Plan	A-0021	B	August 2013
Level B1 Plan	A-1000	C	August 2013
Ground Level Plan	A-1001	C	August 2013
Level 1 Plan	A-1002	C	August 2013
Level 2 Plan	A-1003	C	August 2013
Level 3 Plan	A-1004	B	August 2013
Level 4 Plan	A-1005	B	August 2013
Level 5 Plan	A-1006	B	August 2013
Level 6 Plan	A-1007	B	August 2013

DRAWING TITLE	DRAWING NUMBER	REVISION	DATE
Level 7 Plan	A-1008	B	August 2013
Level 8 Roof Plan	A-1009	C	August 2013
Roof Plan	A-1010	B	August 2013
Elevations	A-2000	C	August 2013
Elevations	A-2001	C	August 2013
Section B-B	A-3001	B	August 2013
Section C-C	A-3002	B	August 2013
Section D-D	A-3003	B	August 2013
Turnstile Building	A-8000	B	August 2013
Trackside Bar	A-8001	B	August 2013
Signage Plan 1	A-9000	C	August 2013
Signage Plan 2	A-9001	C	August 2013
Signage Plan 3	A-9002	B	August 2013
Shadow Diagrams 1	A-9100	B	August 2013
Shadow Diagrams 2	A-9101	B	August 2013
Materials and Finishes	A-9500	B	August 2013

2 Response to Key Points

The proposal has been amended to respond to key points and issues raised by GM Urban Design and Architecture Pty Ltd in February 2013.

The following provides justification for the proposed amendments to the design response.

2.1 HEIGHT, BULK AND SCALE

- The modifications do not result in any additional increased height and scale to the building, and it is acknowledged that the proposed building height is justified by the precedent of the TAFE building and the new grandstand building at RRR.
- The relocation of the building 2m west and 1m south of the existing heritage gates improves the relationship between the building and the heritage gates and results in an improved relationship between the two structures.

The increased setback of the building from the heritage gates reduces the perceived dominance of the hotel building on the heritage gate, and reduces the scale of the building when viewed from the surrounding public domain.

- The setback of the building from the heritage gates allows for a more reasonable curtilage to the gate to enhance its heritage appreciation, and also result in an improved activation of the public domain at the eastern end of the hotel building.
- The western and eastern facades of the building have been improved through increased modulation and articulation, resulting in a reduced scale and bulk of the building, with greater visual relief and articulation.

2.2 ADDRESS AND ACTIVATION TO ALISON ROAD

The proposal has been amended to improve the hotel buildings relationship with Alison Road and increase activation with the street frontage. The amendments result in the following benefits to the proposal.

- The increased setback of the building and the porte cochere through its relocation provides 2m west and 1m south provides a stronger relationship between the building and Alison Road.
- The widened pedestrian pathway around the existing bus shelter increases the setback of the proposal with Alison Road, and will contribute to the significant gateway appearance to the racecourse as has historically been present along the Alison Road frontage and the heritage gateway.
- The improved articulation and modulation of the eastern and western facades of the building reduce the curved appearance of the building and is more aligned with the rectangular appearance of the built forms seen along Alison Road.
- The increased public domain space below the podium of the building and at the frontage of Alison road, together with the reworking of the ground plane and pavilion's internal uses results in an increase in activation of Alison Road through the reshaping of terraces, ramps and landscape.
- The conversion of the eastern end of the hotel for public use will improve the levels of activation with Alison Road. In addition the reshaping of the Alison Road terrace for outdoor dining will have a positive effect.
- The proposed operable and transparent windows to the kitchen fronting Alison Road will also contribute to increased activation with the street frontage.

- The curving pavilion opens out on all sides and allows internal occupants the opportunity to view the track and Alison Road, and increasing the perceived levels of activation.
- Two new plane trees are proposed to the Alison Road frontage, as an extension of the existing line of trees and resulting in a softened appearance to the street frontage.

2.3 VIEWS AND PROPOSED UNDERCROFT FORM OF THE BUILDING

- Columns and stairs have been remodelled between the bedroom wing and the ground plane and appear more sculptural and are no longer enclosed, resulting in an improved and softer relationship between the building and the Alison Road frontage.
- The geometry of the podium and Alison Road retains the vista into the racecourse from Darley Road, and the shaping of the western end of the hotel allows a clear view of the Alison Road end of the Official Stand and retained fig trees.
- The shaped glossy structure proposed at the western end of the public domain has been designed to act as a termination of a vista, to draw focus from the columns under the hotel structure.

2.4 ARTICULATION AND FAÇADE TREATMENT

- The façade motif on the bedroom wing has been reworked restricting its extent to the façade that fronts Alison Road. The reshaped eastern and western end wings of the building transition in colour from deep blue/green to clear, which is considered to give the proposal a strong expressive structure to the trackside balconies.
- The proposed blue/green colours represent a blend with the parkland setting nearby, whilst the horse motif evokes the equine tradition of the racecourse.
- The modifications to the façade treatment improve the relationship and dominance of the building with Alison Road. As mentioned previously the western and eastern facades of the building have been improved through increased modulation and articulation, resulting in a reduced scale and bulk of the building, with greater visual relief and articulation.

2.5 URBAN DESIGN REPORT

The modified proposal incorporates an urban design report in accordance with the outcomes of the February 2013 meeting with the DPI. The Urban Design Report prepared by Tonkin Zulaikha Greer Architects is included at **Appendix A** of this report and addresses the following:

- Design modifications.
- Street montages.
- Heritage Turnstile Wall and Gateway.
- Alison Road Activation.
- The bedroom wing, soffits, columns and stairs.
- Façade motif and signage.

3 Other Matters for Consideration

3.1 TRAFFIC, ACCESS AND PARKING

The proposal results in the relocation of the porte cochere back from the Alison Road frontage. This has the net benefit of increasing the distance between Alison Road and the porte cochere and car park access points, which was raised as a concern of RMS under the former scheme. The access points are beyond the influence of the intersection and compliance with the driveway location criteria stipulated in Section 3.2.3 of AS2890.1. The relocation of the Hotel building has also resulted in an increase to the width of the footpath along the southern side of the access road, providing a 4.5 metre wide footpath between Alison Road and the Grandstand area.

The proposed amendments to the proposal result in a minor modification and reconfiguration of the basement and car park resulting in no net loss to parking, while access to the loading dock and compliance with AS289 Parts 1 and 2 is maintained.

A revised traffic assessment in response to both RMS and Sydney Buses submissions has been undertaken by Parking and Traffic Consultants Pty Ltd to determine the traffic activity associated with the hotel and to describe the proposed road amendments required in order to provide access via the existing Alison Road / Darley Road intersection. A copy of the traffic assessment report is included at **Appendix B**. The report concludes the following:

Traffic Generation and Activity

The assessment has determined that the road network serving the site is operating within capacity during the typical weekday peak hour conditions. An essential part of the assessment was to determine the traffic conditions during special events held within the Racecourse and for this reason traffic surveys were undertaken during a large event. While the special events do not relate directly to the hotel proposal, it is important to assess the combination of these activities, particularly in relation to the access arrangement, which will be shared by the existing bus-way and the proposed hotel.

The hotel proposal will not generate a significant volume of traffic activity during the typical peak periods and the traffic modelling confirms that the access intersection will continue to operate within capacity.

Mitigation of Traffic and Proposed Road Improvements

The proposal includes amendments to the intersection arrangement in order to provide access and egress from the site. At present the intersection only provides access to the Racecourse for vehicles travelling from the east on Alison Road or from the north on Darley Road. The proposed amendments include the provision of the right turn movement from Alison Road into the site (ie vehicles arriving from the west) and egress from the site, via all turning movements. This arrangement will require the addition of 2 traffic signal phases, however the modelling confirms that this will have minimal impact upon the capacity of the intersection.

The addition of the right turn movement from Alison Road will provide the added benefit of enabling buses to access the bus-way directly from Alison Road without having to use Darley Road and perform a U-turn at the Centennial Park access roundabout. The ATC is happy however for the Sydney Buses to continue to use the existing arrangements for events if that continues to be its preference.

Car Parking

Car parking will be provided within a single basement level which will accommodate 50 car parking spaces for hotel guests as well as 5 bicycle spaces and the servicing/loading area, which will accommodate vehicles up to a Medium Rigid Vehicle.

The proposed parking provision has been determined with reference to the relevant DCP and RMS guidelines.

Proposed Access Arrangement

The access arrangement has been designed so that a new roadway will be created within the Racecourse site, with access to the hotel car park and porte cochere provided by a series of 'driveways' connecting with the roadway. This has been established in order to define clear priorities for motorists and to ensure that the bus-way will take priority during special events. At present, vehicle activity is carefully managed within the site during special events involving an extensive number of employees, a team of traffic controllers and NSW Police (external traffic management). This level of control will continue following the completion of the hotel to ensure that conflicting vehicle movements are managed. For example, during special events, patrons of the hotel will be directed to exit via the bus-way in order that the intersection egress can be closed.

The assessment has concluded that the proposed hotel will not notably impact upon the typical operation of the road network, that sufficient parking is provided within the site and that the proposed road amendments will improve the traffic circumstances during special event by the ability for buses to turn right into the bus-way rather than using the Darley Road roundabout as a U-turn facility. Once again this is at the discretion of Buses if they choose to utilise this option. The traffic management associated with special events will continue to provide a safe arrangement for all road users which will also integrate the hotel access arrangements.

The proposed access arrangement to include a right hand turn lane from Alison Road into the hotel is awaiting approval from RMS. As discussed with the Department of Planning and Infrastructure the applicant requests RMS approval of this right hand turn from Alison Road into the site. As an alternative if an approval is not forthcoming, then an approval for the proposal is requested with a deferred commencement condition to resolve the right hand turn access from Alison Road, and to give account of future light railway plans at this intersection.

3.2 HERITAGE

The proposed amendments result in an improvement to the setting and character of the existing heritage gates. Additionally the proposed amendments will not result in any additional impacts on the wider heritage precinct of the area.

Subsequently the report prepared by Graham Brooks and Associates against relevant sections of the NSW Heritage Office's (now Branch) publication 'Statements of Heritage Impact' that has previously been lodged does not require amendment and is still considered sufficient to justify the proposal.

3.3 GROSS FLOOR AREA (GFA)

The GFA of the proposal submitted with the Response to Submissions Report November 2012 prepared by Urbis has been amended slightly. The overall GFA of the proposal has been reduced from 10,814.68m² to 10,689m².

3.4 FLOODING

A Flood Impact Assessment attached at **Appendix C** was prepared to accompany the proposal and to address the Director General's Requirements. The flood assessment concludes the following:

WMAwater confirms that this report certifies that the proposed hotel works as described in Figure 3 of this report will have no significant impact (< 0.01m) in the 100 year Average Recurrence Interval (ARI) flood event on lands outside Royal Randwick Racecourse. As such the construction is in accordance with the principles of the NSW Floodplain Development Manual April 2005 and the Royal Randwick Racecourse DCP 2007.

Furthermore in summary the flood assessment concludes the following:

In summary the change in floods levels (taken as greater than +/- 0.01m) are contained within the lands of Royal Randwick Racecourse. No impact is observed on existing buildings and the proposed hotel diverts waters away from the previously flooded grandstand onto the racetrack likely reducing risk to the public.

An additional comparison was made between the 100 year ARI design peak flood levels as a result of construction of the proposed hotel compared to the pre 2008 topography. Results show similar relative impacts to that indicated above indicating that the “cumulative effect” of works within Royal Randwick Racecourse does not increase flood levels above those previously adopted.

A dwarf wall joining the corner of the existing heritage gates to the bar area of the hotel is required in order to prevent any impact on the corner of Alyson Road and Darley Road. The level of the wall can be no less than 32.00 mAHD. No further mitigation measures are proposed and this report concludes that the works (with the inclusion of the dwarf wall) will not increase flood levels outside the grounds of Royal Randwick Racecourse to any significant extent (greater than 0.01m).

4 Conclusion

The amendments to the proposal outlined in this addendum report have given consideration to the Key Points of Comments/Issues and Recommendations for Royal Randwick Racecourse – Hotel Development' prepared by GM Urban Design and Architecture Pty Ltd, and the agreed outcomes of the meeting between the DPI and the proponent on 19 February 2013.

The proposed amendments address requested improvements to:

- The public domain and general urban design of the proposal.
- The level of activation and interface with Alison Road.
- The overall bulk and scale of the building.
- The relationship of the proposal with the heritage gates.
- The articulation of the building and the façade design and motif.

In conclusion, the site is considered as suitable for the proposal considering the broader racecourse function and specific Spectator Precinct in which the proposed development sits.

The proposal is cognisant of the role of ATC as a financially self-sufficient entity seeking to diversify the opportunities at the Royal Randwick Racecourse in line with the Concept Plan tabled with State and Local Government.

Disclaimer

This report is dated September 2013 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (Urbis) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Australian Turf Club (Instructing Party) for the purpose of Design Addendum Report (Purpose) and not for any other purpose or use. Urbis expressly disclaims any liability to the Instructing Party who relies or purports to rely on this report for any purpose other than the Purpose and to any party other than the Instructing Party who relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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Urbis has made all reasonable inquiries that it believes is necessary in preparing this report but it cannot be certain that all information material to the preparation of this report has been provided to it as there may be information that is not publicly available at the time of its inquiry.

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Appendix A

Architectural Plans and Design Report

Appendix B

Traffic Assessment

Appendix C

Flood Impact Assessment

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