

# Royal Randwick Racecourse Hotel

Royal Randwick Racecourse | The Australian Turf Club

This EIS specifically addresses the NSW Government Department of Planning & Infrastructure comments (SSD 5002-2011), this includes:

## **1. Bulk & Scale**

- 1.1 Site Strategy
- 1.2 Urban & Built Form
- 1.3 Views
- 1.4 Landscape
- 1.5 Massing - Alternative Options
- 1.6 Massing - Option 3 Summary

## **2. Urban Design**

- 2.1 Internal Layout
- 2.2 Materiality
- 2.3 Facade
- 2.4 Heritage

## **3. Signage**

- 3.1 Signage

## I. Bulk & Scale

*The following key issues were raised by the NSW Department of Planning & Infrastructure:*

*- 'The appropriateness of the reliance on the scale of the Grandstand building and nearby TAFE building (which are the tallest surrounding structures) to justify the height and bulk of the proposal. Further consideration should be given to an appropriate response to the general site context, including predominant building forms and heights.'*

- Response refer to: 1.1 Site Strategy, 1.2 Urban & Built Form & 1.4 Landscape

*- 'The relationship of the proposed building with Alison Road, in terms of bulk and scale, with consideration given to opportunities to reduce the visual impacts through the redistribution of building mass.'*

- Response refer to: 1.2 Urban & Built Form

*- 'The dominance of the proposed building within its historic setting and the need for the proposal to support and be sympathetic to the historic significance of the Racecourse site.'*

- Response refer to: 1.2 Urban & Built Form, 1.3 Views & 1.4 Landscape

*- 'The success of the proposal in terms of retaining views across the site in relation to the resulting impacts on the perceived bulk and scale of the building, when viewed from the surrounding areas.'*

- Response refer to: 1.3 Views

*- 'Opportunities to reflect the curved nature of the adjoining racecourse track in the design of the proposed building, specifically at the upper levels, and opportunities to relocate or reduce the amount of bulk of the roof top plant.'*

- Response refer to: 1.5 Massing - Alternative Options & 1.6 Massing - Option 3 Summary

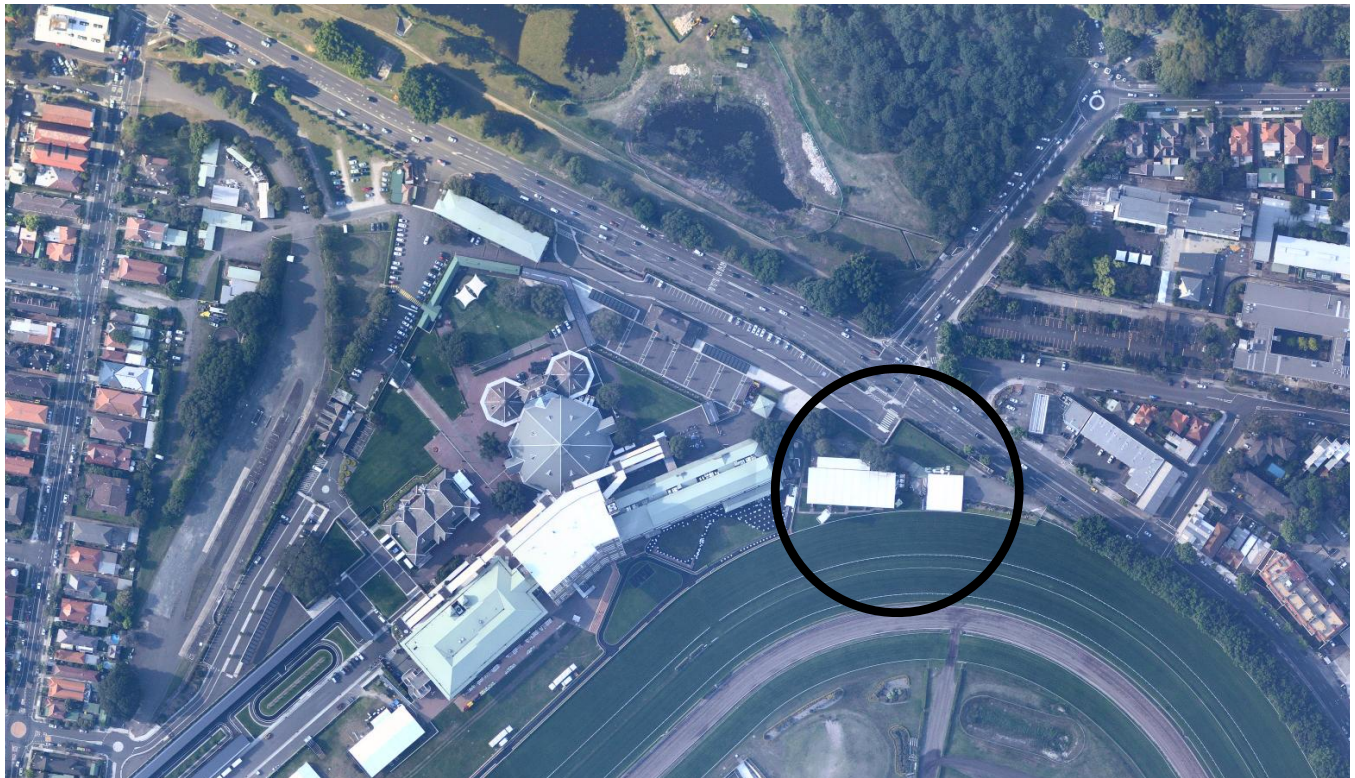
*- 'The PPR could include a study on alternative building options, assessing the likely impacts on the perceived mass of the building. Any alternative designs investigated should investigate opportunities to retain existing trees.'*

- Response refer to: 1.5 Massing - Alternative Options & 1.6 Massing - Option 3 Summary

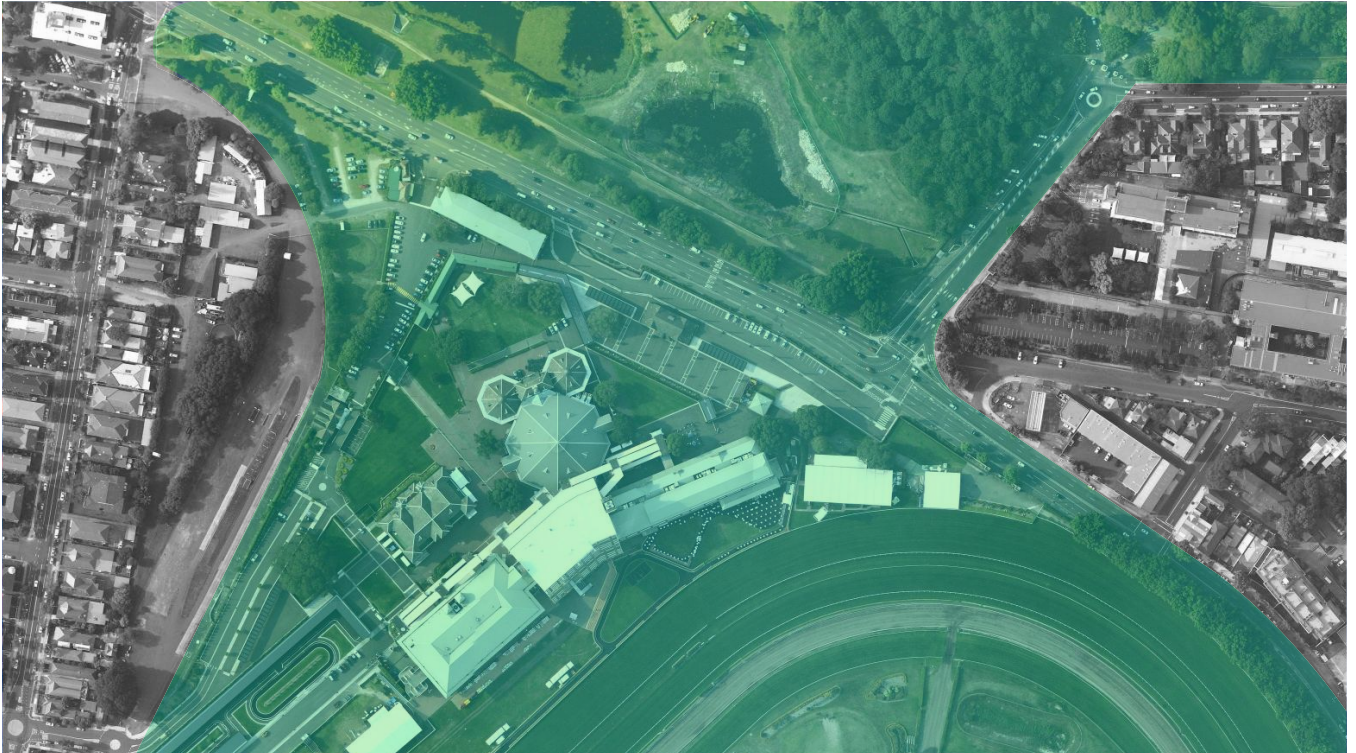
### I.1 Site Strategy

The following factors informed and guided the urban design of the project.

- Parkland Setting
- Landscape Setting - Historic Gardens
- Heritage Vistas
- Major Arterial Road
- Overland Flood Path

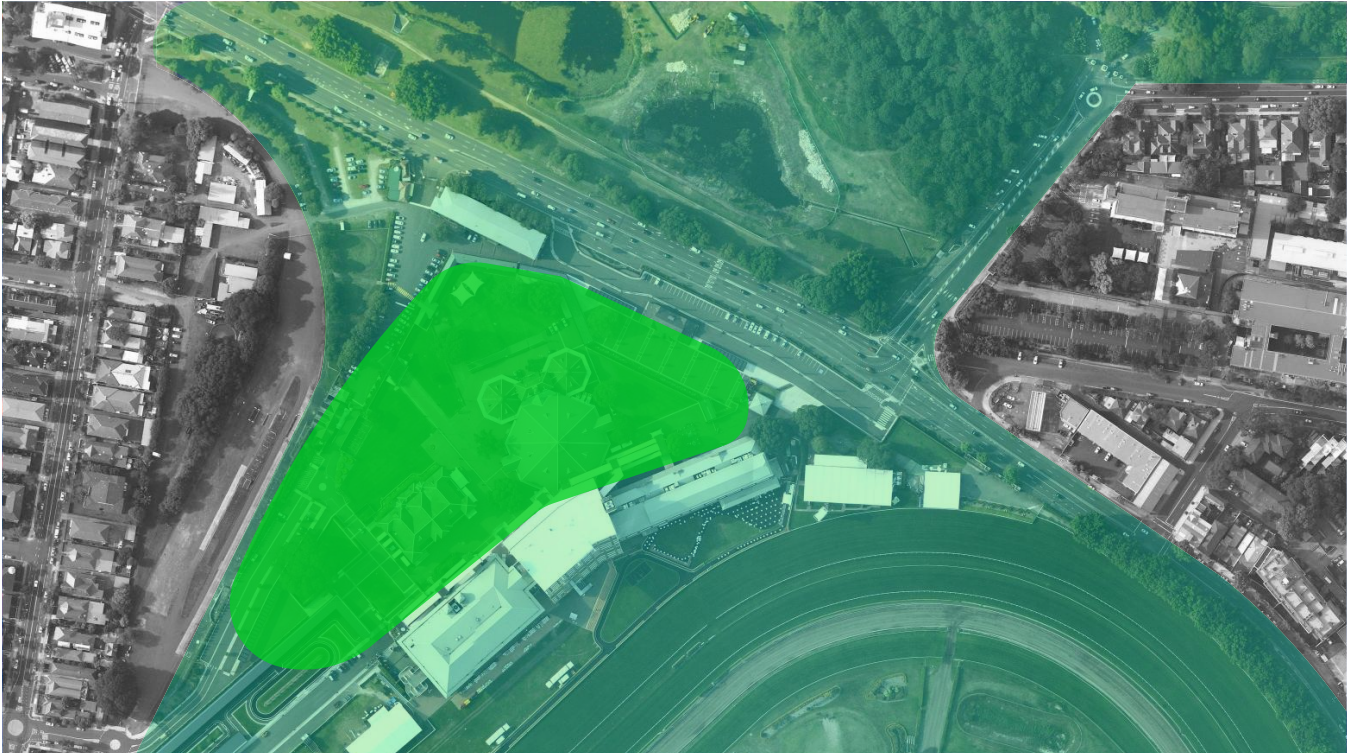


Site Location Photo



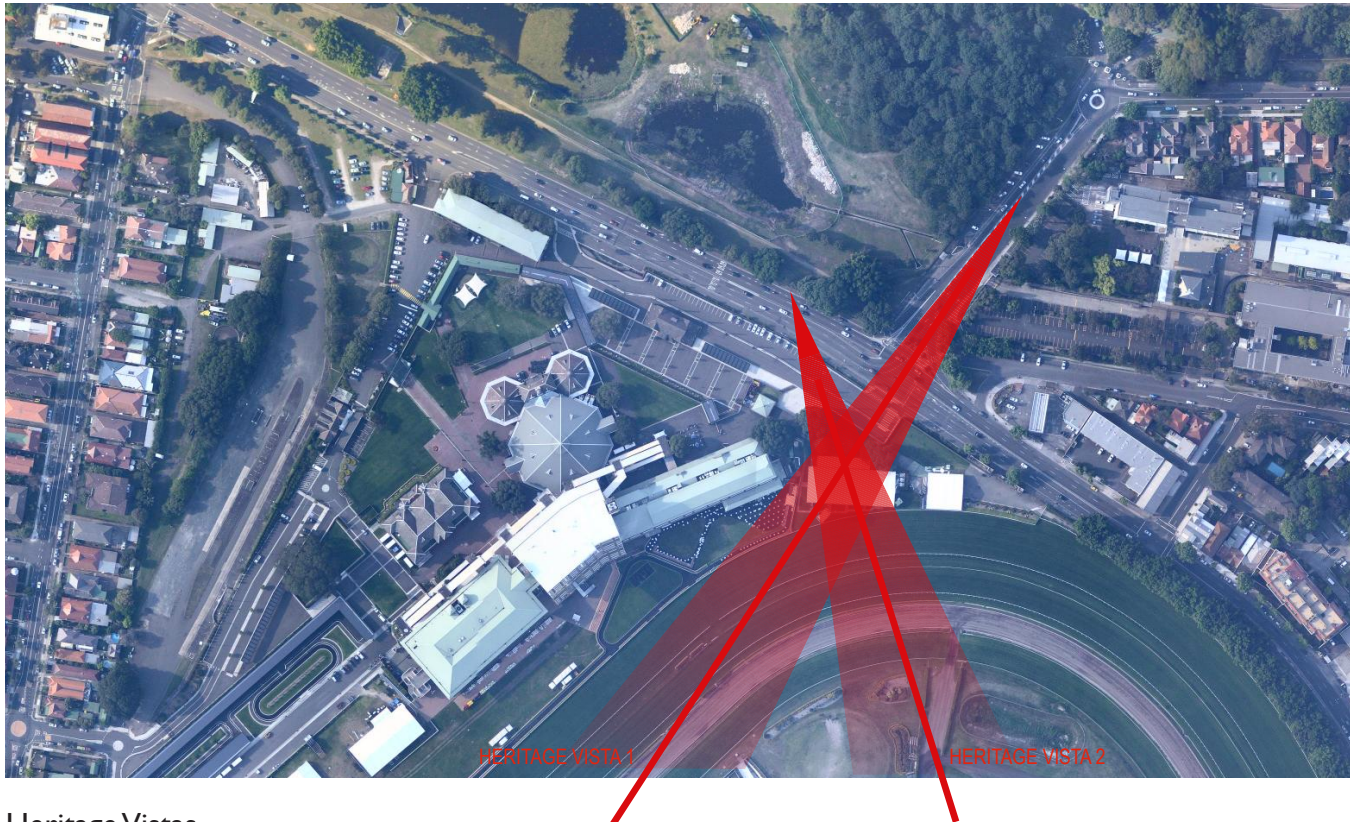
### Parkland Setting

The site is located within a greater parkland setting within the Centennial Parklands and Royal Randwick Racecourse precincts.



### Landscape Setting - Historic Gardens

The Royal Randwick Racecourse maintains a strong tradition and identity derived from the extensive landscaped gardens throughout its grounds.



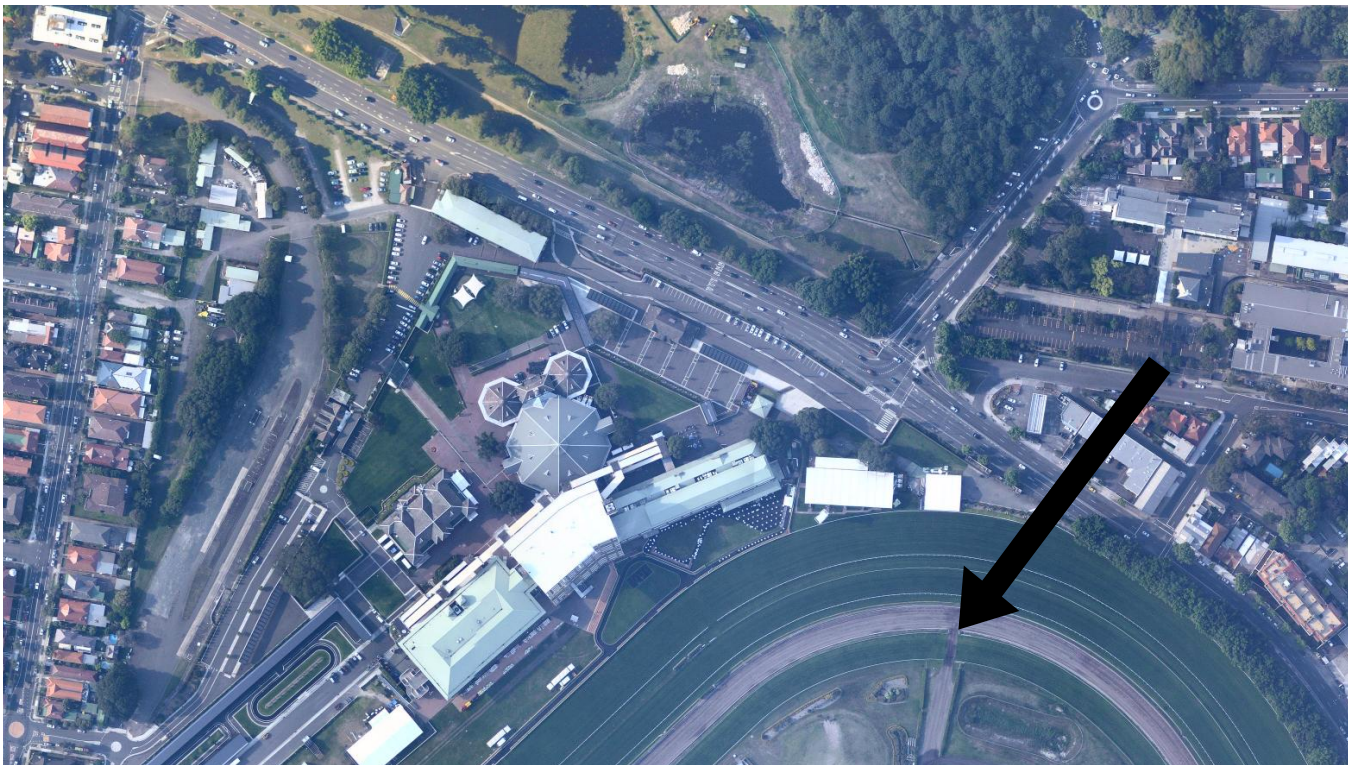
### Heritage Vistas

Within the wider Royal Randwick Racecourse Masterplan two heritage vistas are identified as significant view corridors in and out of the precinct across the proposed hotel site.



### Major Arterial Road

The Royal Randwick Racecourse and proposed hotel site are located directly adjacent to Alison Road - a prominent six lane roadway, one of the busiest within Sydney's eastern suburbs.



### Overland Flood Path

Within the local surrounding area of the Royal Randwick Racecourse a significant overland flow path is present which runs close by the immediate vicinity of the proposed hotel site.

### 1.2 Urban & Built Form

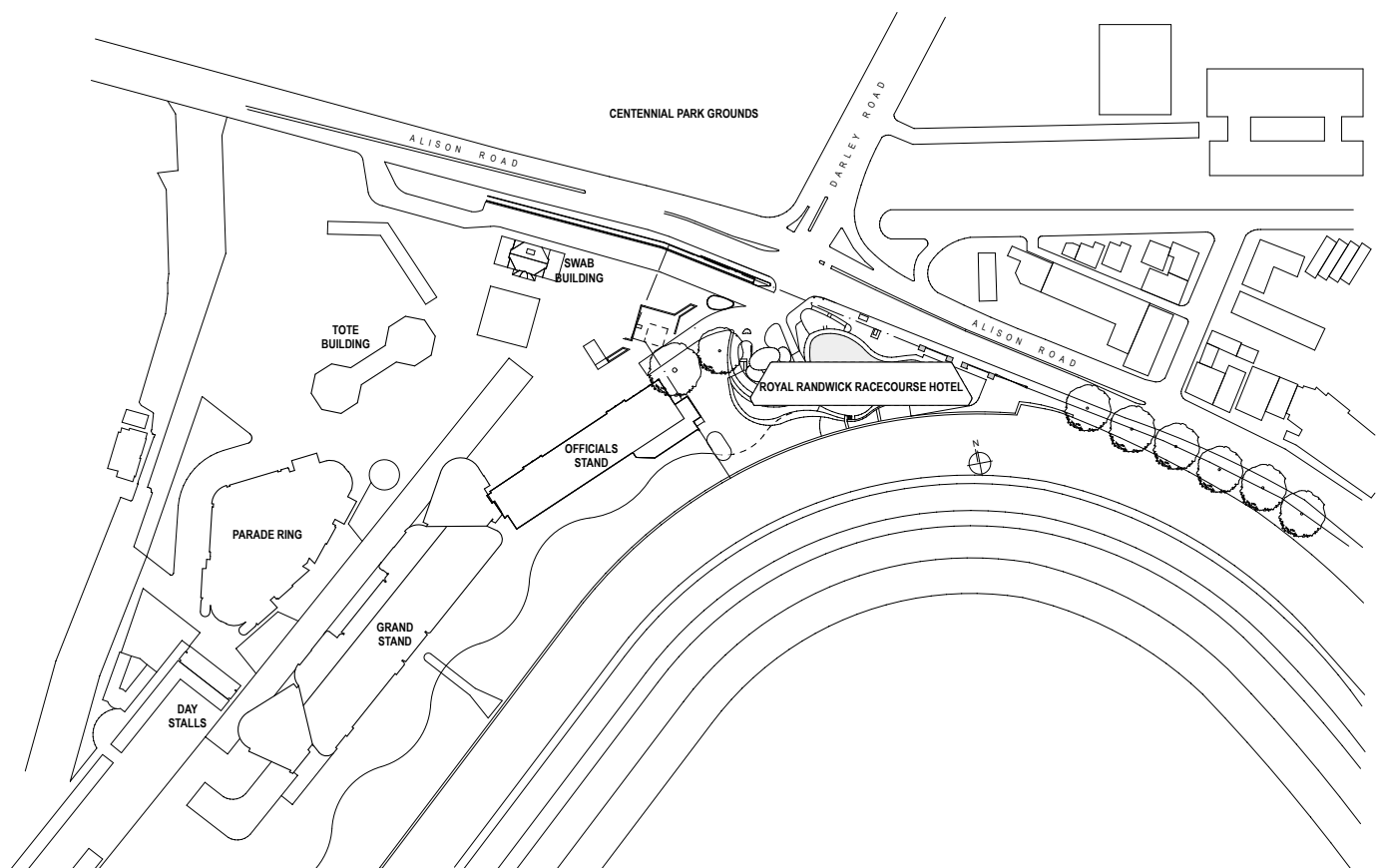
The proposed hotel is located on a triangular piece of land between the Racetrack, the Spectator Precinct and Alison Road.

As there are no specific height controls the bulk and scale of the proposed building is relative to the Officials Stand, the new Grandstand and other surrounding buildings such as the adjacent TAFE building. No overshadowing occurs to surrounding properties as all shadows fall onto the Racetrack.

The building sits in a landscape setting and will be viewed in the round as another element of the Royal Randwick Racecourse precinct.

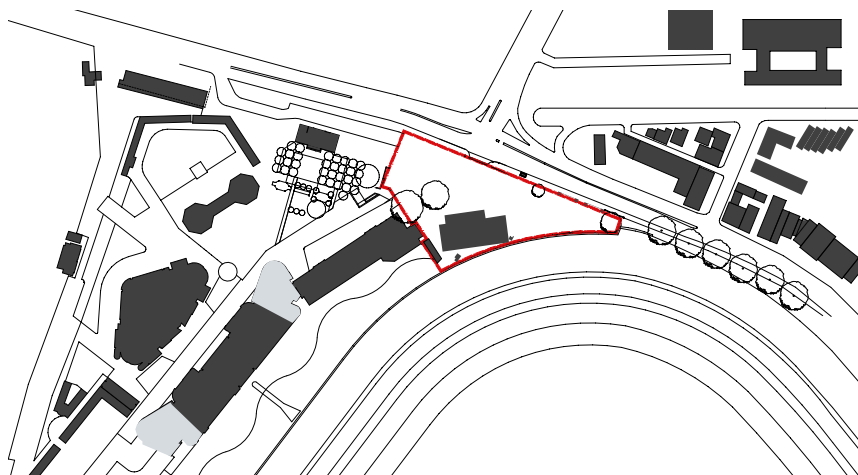
The building is organised into two major components; the two storey podium containing the Hotel's function rooms (including the one-storey roof terrace located above,) and the elevated five storey wing containing the 170 hotel rooms. These two forms are separated vertically by an outdoor terrace and pool. The proportion of the massing of the building has been determined so that it sits comfortably with the existing Officials Stand and the new Grandstand currently under construction.

Along the trackside the Hotel takes on the guise of a grandstand, its terrace stepping down to the track. Facing the track, the hotel room wing has an interesting articulation with setdown balconies. The ends of the hotel wing have been shaped to formally integrate with the site.

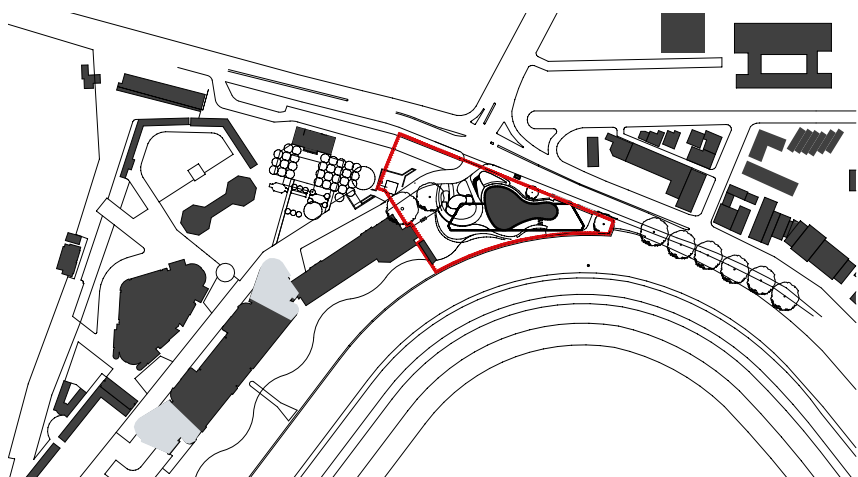


#### Building Footprint

The proposed hotel building footprint is informed by the adjacent Officials Stand and Grand Stand maintaining a similar outline within the Royal Randwick Racecourse precinct.

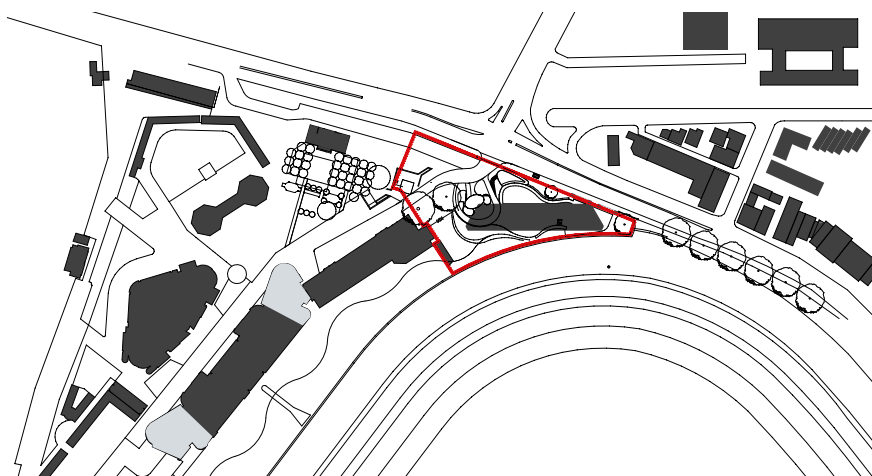


**Existing Site Conditions**



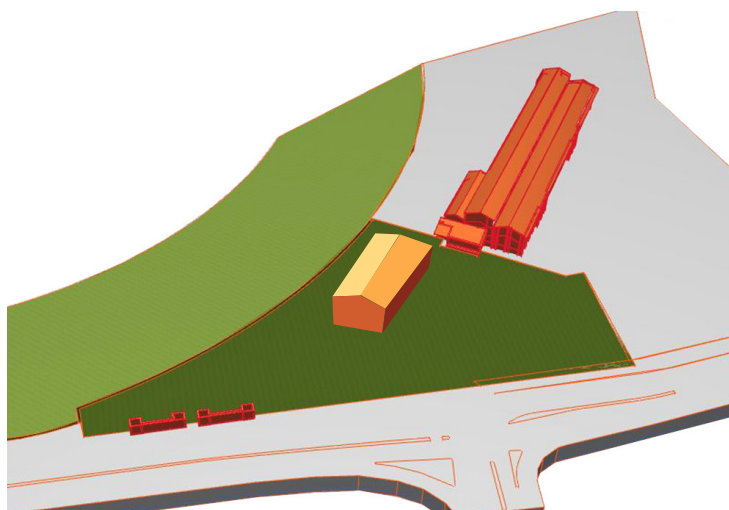
**Proposed Condition - Podium Levels G-2**

The podium relates to Royal Randwick Racecourse's landscape setting and maximises opportunities for views in and out of the site.

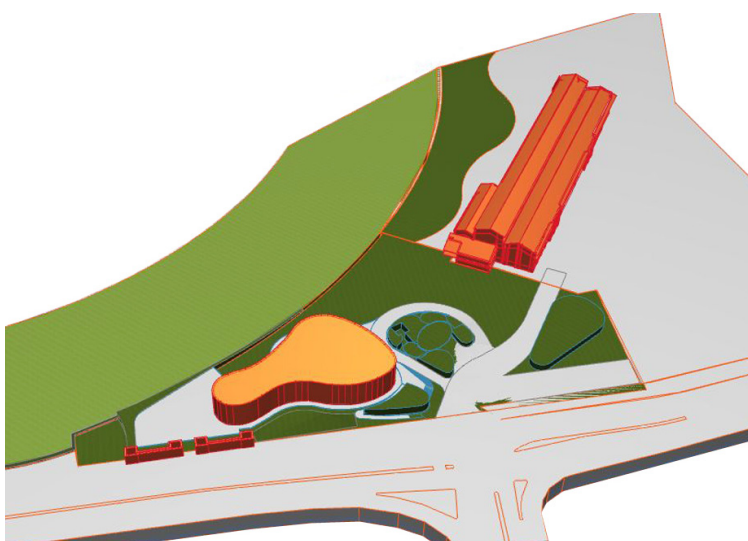


**Proposed Condition - Hotel Levels 3-7**

The hotel room form relate to the form and scale of the surrounding buildings.

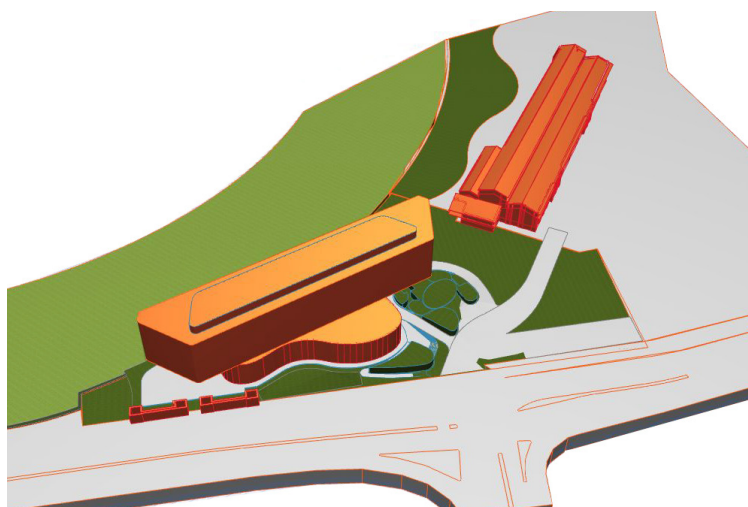


Existing Site Conditions



**Proposed Condition - Podium Levels G-2**

The podium relates to Royal Randwick Racecourse's landscape setting and maximises opportunities for views in and out of the site.



**Proposed Condition - Hotel Levels 3-7**

The hotel room form relate to the form and scale of the Officials Stand.

### 1.3 Views

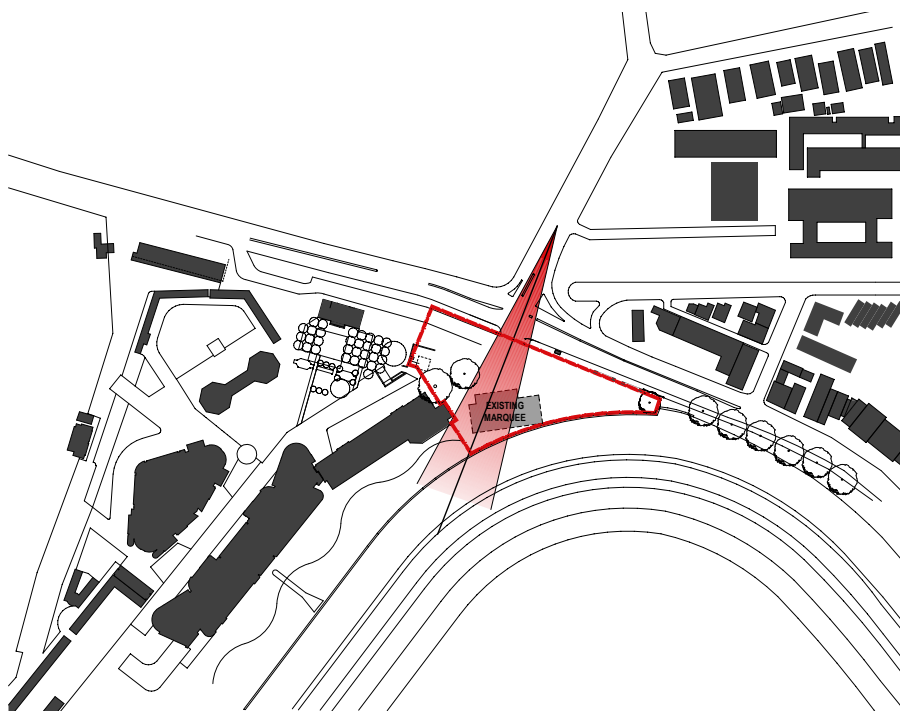
The identified heritage view corridors actively informed the design and shaping of each the lower podium and the upper hotel room forms. The views into the site are improved by the proposal from the present condition as view corridor widths are increased.



Heritage View 1

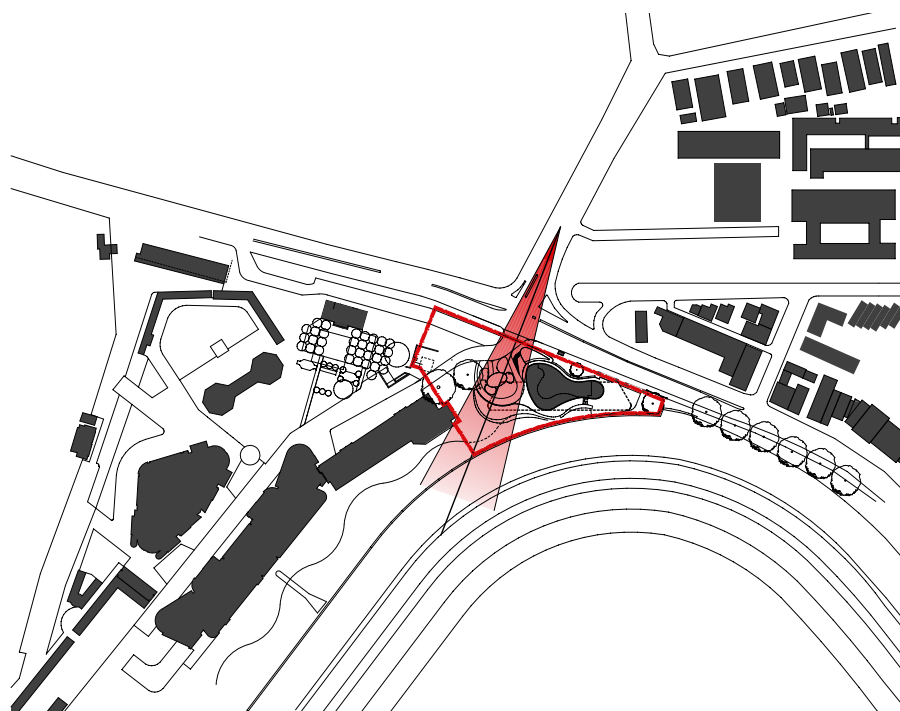


Heritage View 2



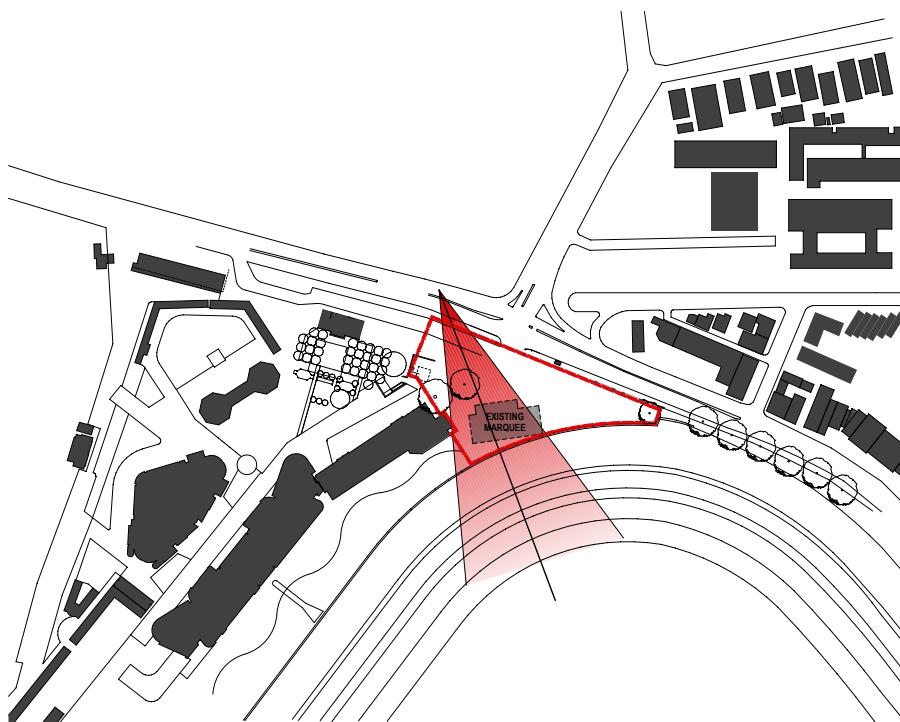
#### Heritage View I - Current Marquee

The existing marquee blocks the view corridor.



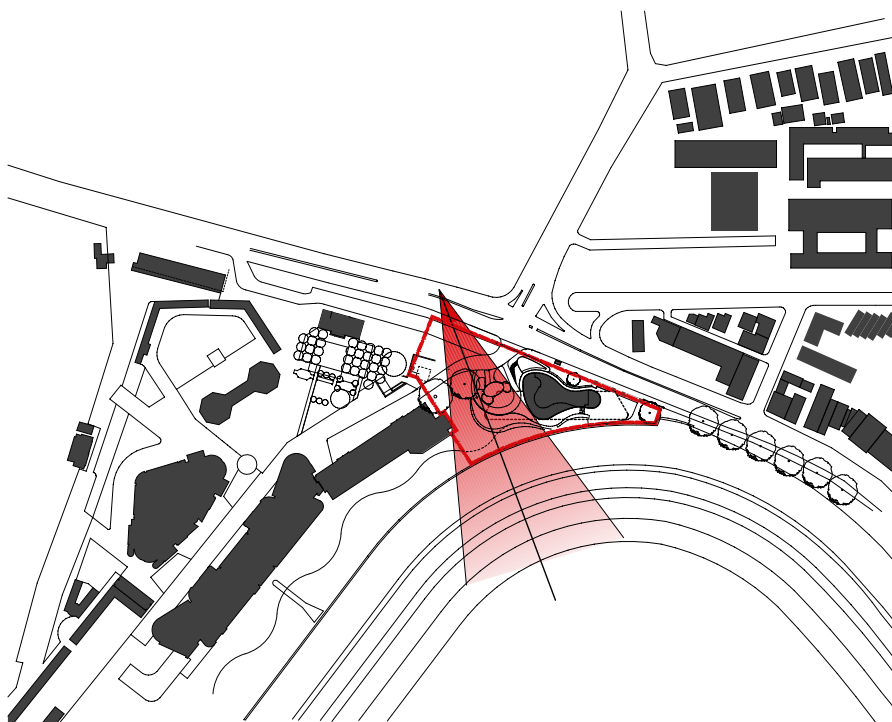
#### Heritage View I - Proposed Hotel

The shape of the podium maintains the view corridor.



### Heritage View 2 - Current Marquee

The existing marquee blocks the view corridor.



### Heritage View 2 - Proposed Hotel

The shape of the podium maintains the view corridor.

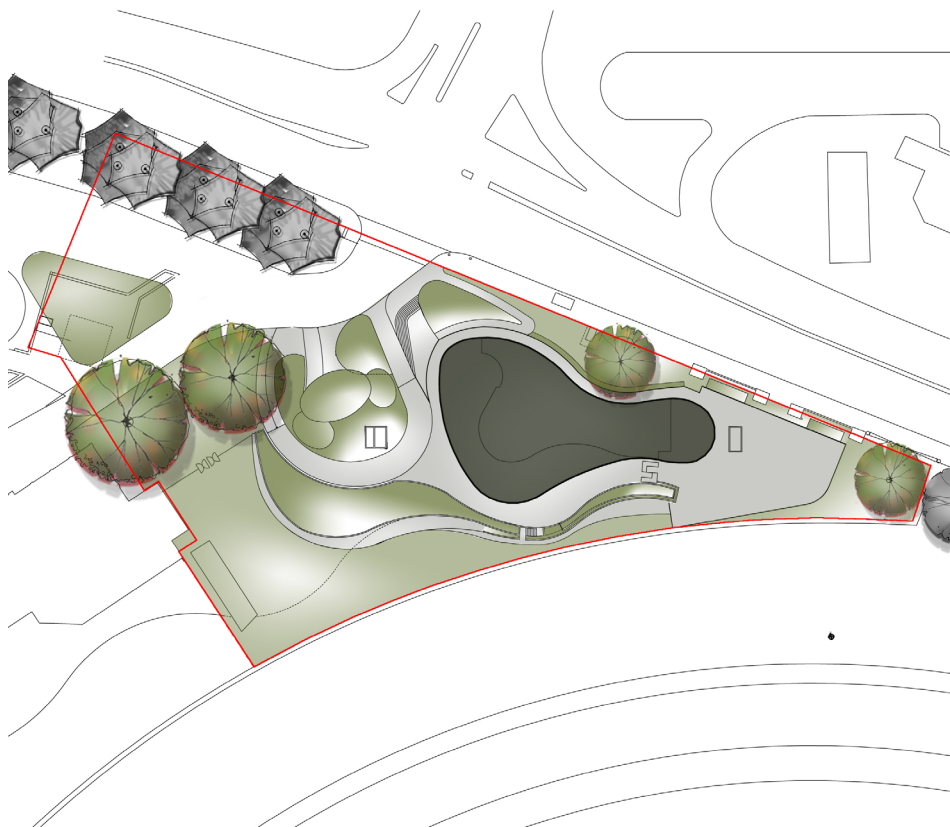
### 1.4 Landscape Setting

The podium is derived from Royal Randwick's landscape setting, generated in organic forms, which extend into the Hotel's outside terraces and vehicle access paths.

The new landscape takes its cue from the historic Royal Randwick gardens which are contained by manicured box hedges. The new shaped terraced gardens are layered up with hedge forms of varying species accentuating the organic garden shapes and making a connection to the early landscapes. The centre of each of the garden terraces are planted with a rich tapestry of coloured plants for fragrance and visual interest.

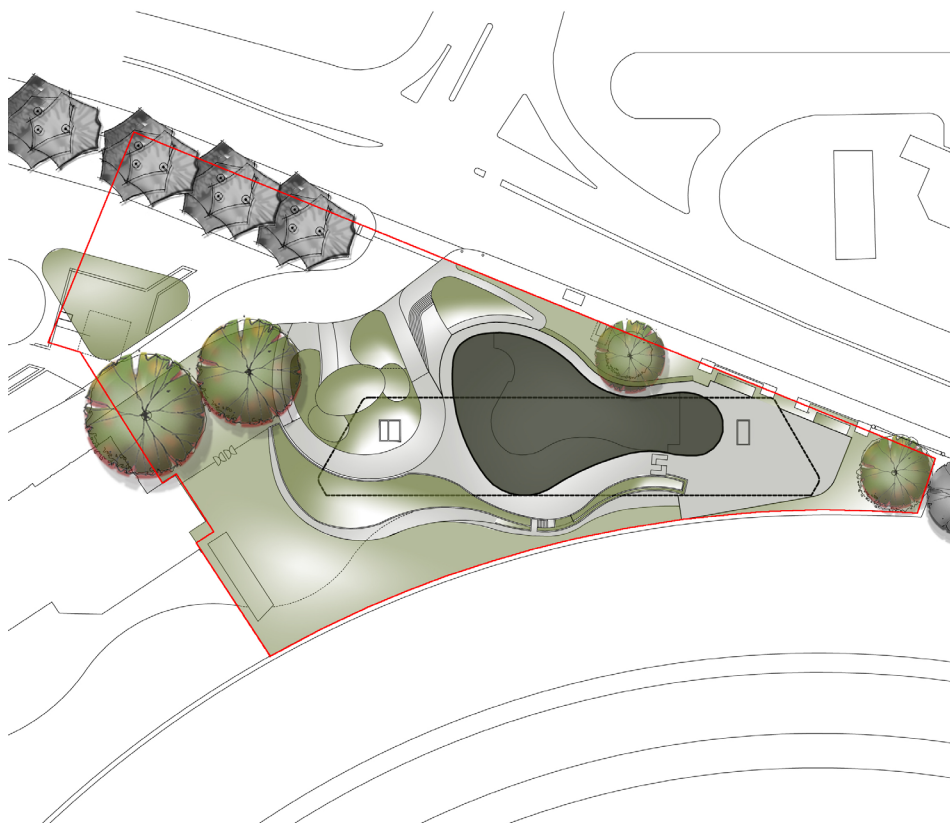
Two new Plane trees are proposed to Alison Road, one as an extension of the existing line of trees to the east of the site and another in the natural recess of the podium form, acting as a full stop to the long line of plane trees to Alison Road.

The hotel accommodation wing overhangs the podium to the east and west, creating generous outdoor areas for Hotel entrance and trackside viewing platforms, as well as maximising views into the racetrack along the Darley Road vista.



### Podium & Landscape

Landscape and open space concepts assist in reducing visual impacts of building.

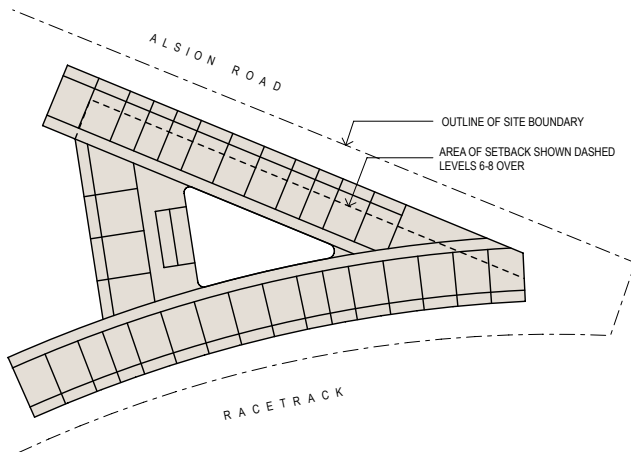


### Podium, Landscape & Hotel (shown above)

Landscape and open space flow freely beneath the hotel wing form.

## 1.5 Massing - Alternative Building Options

The following massing options were explored in the preliminary design process:

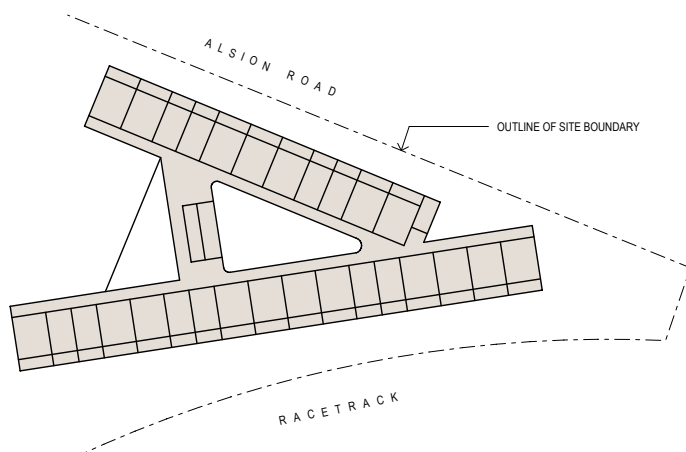


### OPTION 1 DESCRIPTION

TRIANGULAR FORM BUILT TO ALISON ROAD AND CURVED TO THE RACETRACK.  
HOTEL ROOMS BUILT AROUND A CENTRAL ATRIUM, SITTING ON A PODIUM ABOVE THE FLOOD PLANE, SETTING DOWN TO THE STREET.  
BASEMENT CAR PARK, WITH ENTRY ABOVE THE FLOOD LEVEL.

OPTION 1 - LEVELS 3-8 TOTAL ROOMS: 170  
TOTAL FLOOR AREA: 12,870m<sup>2</sup>

TYPICAL FLOOR PLAN - LEVELS 3-5, 96 ROOMS TOTAL FLOOR AREA PER LEVEL: 2,290m<sup>2</sup>  
TYPICAL FLOOR PLAN - LEVELS 6-8, 84 ROOMS TOTAL FLOOR AREA PER LEVEL: 2,000m<sup>2</sup>

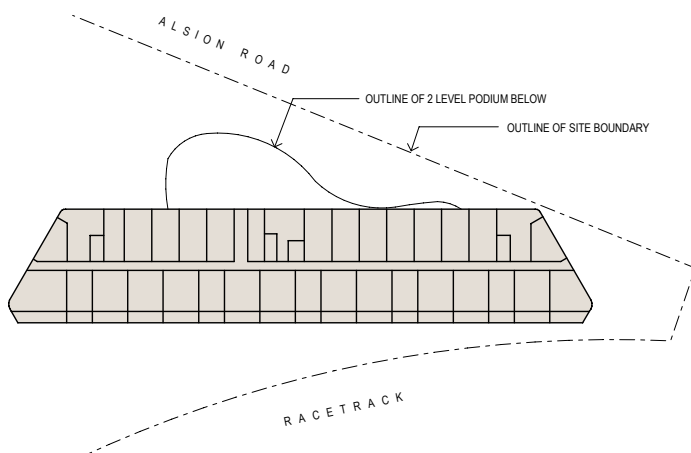


### OPTION 2 DESCRIPTION

TRIANGULAR FORM BUILT TO ALISON ROAD AND THE RACETRACK.  
HOTEL ROOMS SUBDIVIDED INTO TWO WINGS, BUILT AROUND A CENTRAL ATRIUM, SITTING ON A PODIUM ABOVE THE FLOOD PLANE.  
BASEMENT CAR PARK, WITH ENTRY ABOVE THE FLOOD LEVEL.

OPTION 2 - LEVELS 3-8 TOTAL ROOMS: 170  
TOTAL FLOOR AREA: 11,640m<sup>2</sup>

TYPICAL FLOOR PLAN - LEVELS 3-8, 170 ROOMS TOTAL  
FLOOR AREA PER LEVEL: 1,940m<sup>2</sup>



### OPTION 3 DESCRIPTION PLANNING APPLICATION PROPOSAL

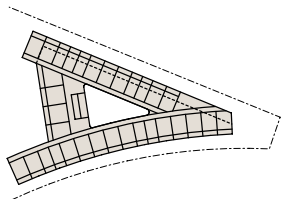
CURVILINEAR PODIUM WITH LANDSCAPE CURTILAGE AND RECTILINEAR HOTEL ROOMS ABOVE WITH SIMILAR FOOTPRINT TO THE OFFICIAL STAND, SEPARATED BY ONE LEVEL.  
BASEMENT CAR PARK, WITH ENTRY ABOVE THE FLOOD LEVEL.

OPTION 3 - LEVELS 3-7 TOTAL ROOMS: 170  
TOTAL FLOOR AREA: 9,450m<sup>2</sup>

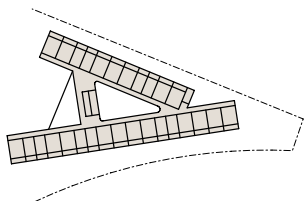
TYPICAL FLOOR PLAN - LEVELS 3-7, 170 ROOMS TOTAL  
FLOOR AREA PER LEVEL: 1,1890m<sup>2</sup>

VIEW 1 FROM ALISON ROAD

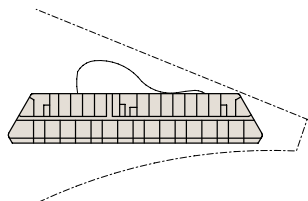
VIEW 2 FROM ALISON ROAD



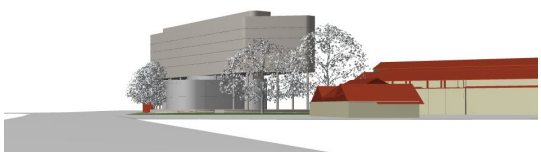
OPTION 1



OPTION 2



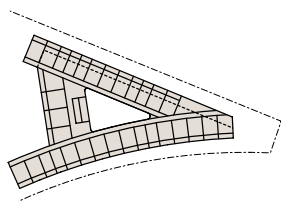
OPTION 3  
PLANNING APPLICATION



- LEAST APPARENT BULK
- MAINTAINS HISTORIC VIEW

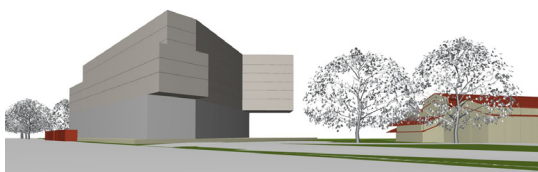


- LEAST APPARENT BULK
- MAINTAINS HISTORIC VIEW

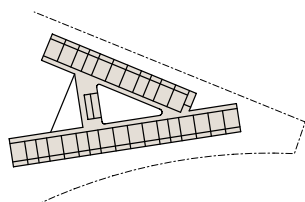
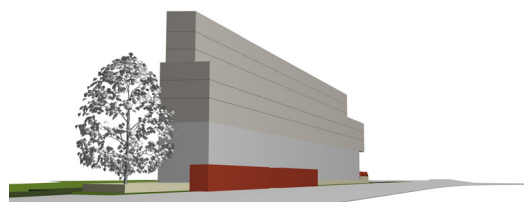


OPTION 1

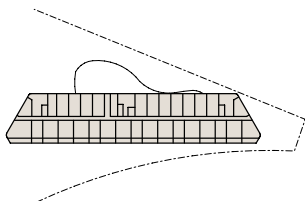
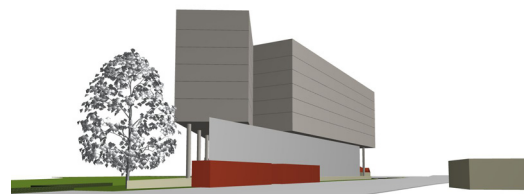
VIEW 3 FROM ALISON ROAD



VIEW 4 FROM ALISON ROAD



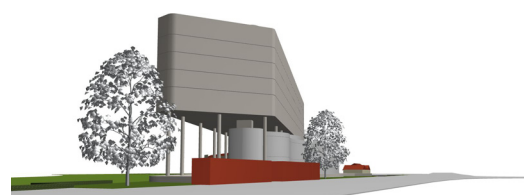
OPTION 2



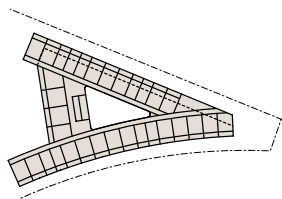
OPTION 3  
PLANNING APPLICATION



- LEAST APPARENT BULK  
- MAINTAINS HISTORIC VIEW



- LEAST APPARENT BULK  
- MAINTAINS HISTORIC VIEW

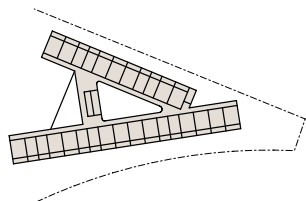


OPTION 1

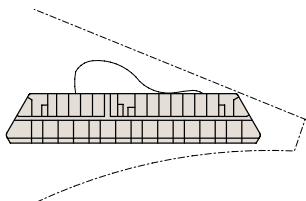
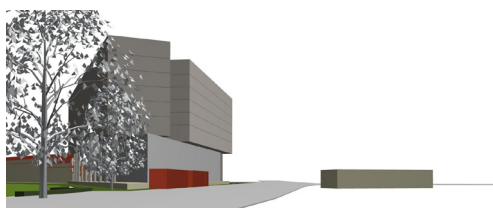
VIEW 5 FROM ALISON ROAD



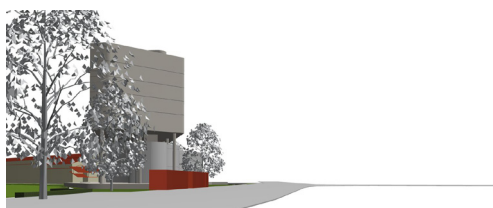
VIEW 6 FROM DARLEY ROAD



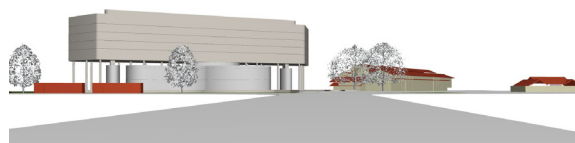
OPTION 2



OPTION 3  
PLANNING APPLICATION

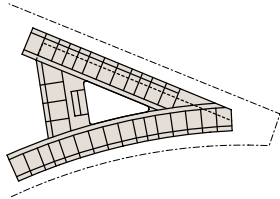


- LEAST APPARENT BULK  
- MAINTAINS HISTORIC VIEW

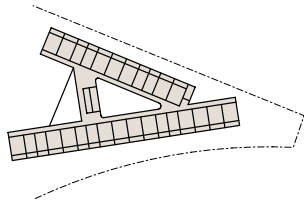


- LEAST APPARENT BULK  
- MAINTAINS HISTORIC VIEW

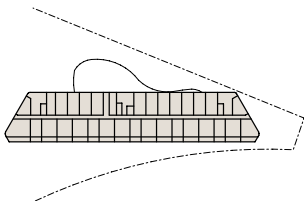
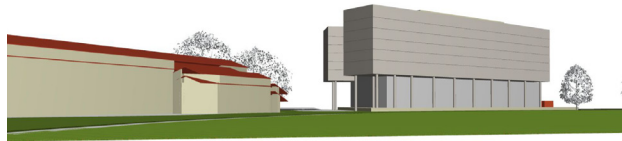
VIEW 7 FROM RACETRACK



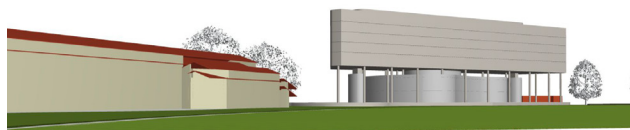
OPTION 1



OPTION 2

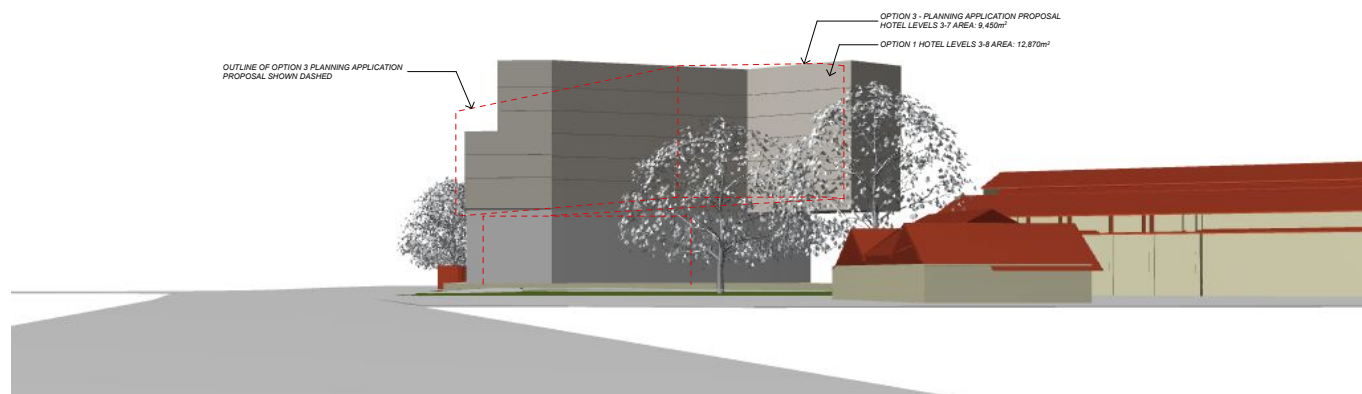


OPTION 3  
PLANNING APPLICATION

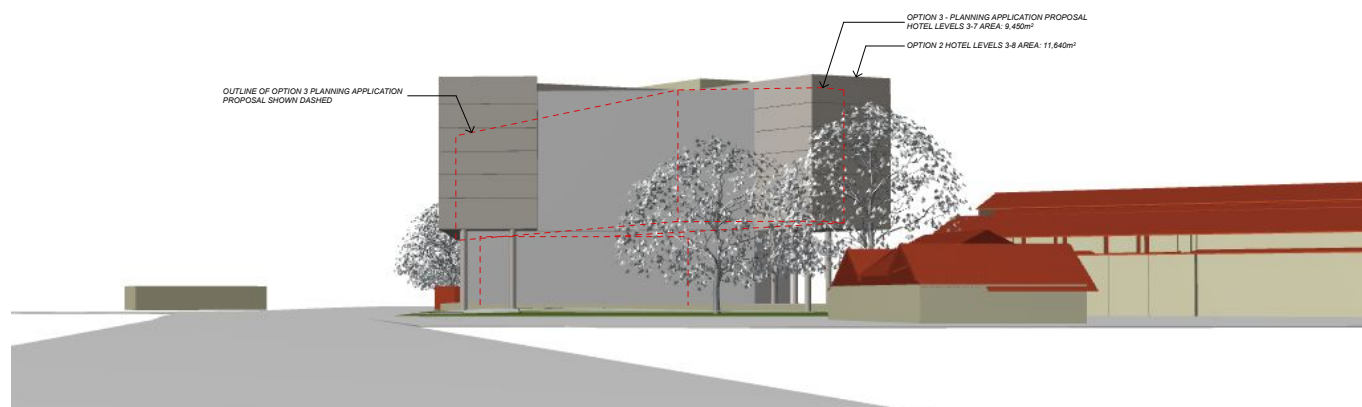


- LEAST APPARENT BULK
- MAINTAINS HISTORIC VIEW

# Director General's Environmental Assessment Requirements



VIEW 1 FROM ALISON ROAD  
OPTION 1



VIEW 1 FROM ALISON ROAD  
OPTION 2

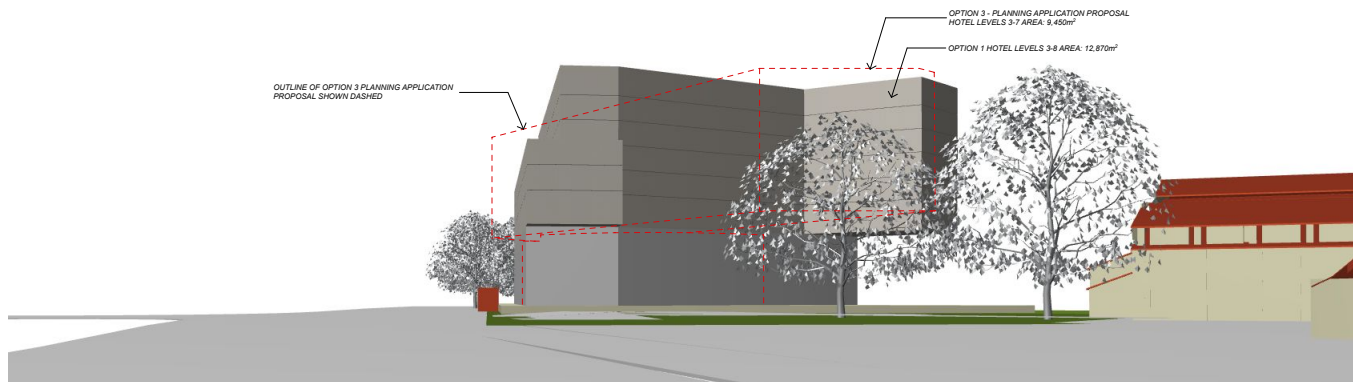


VIEW 1 FROM ALISON ROAD  
OPTION 3 - PLANNING APPLICATION PROPOSAL

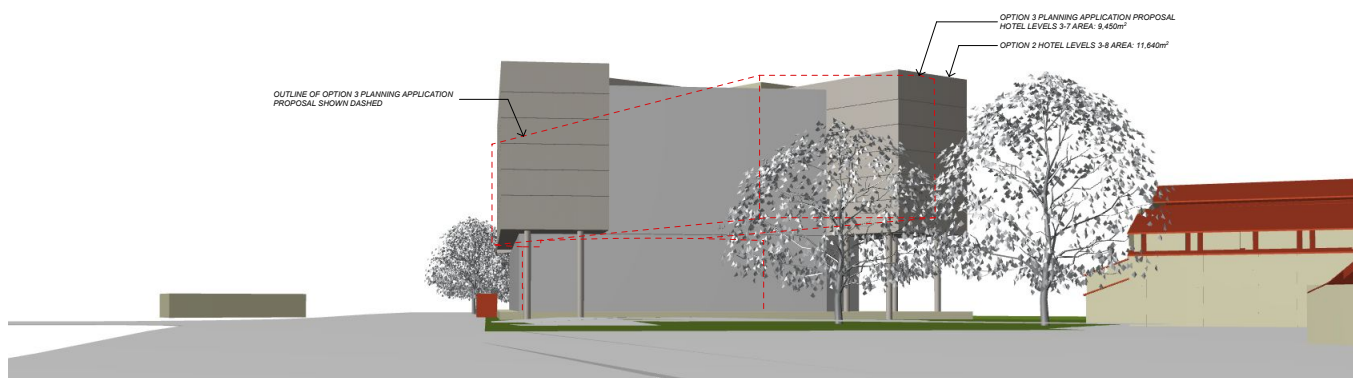


VIEW 1 FROM ALISON ROAD  
CURRENT MARQUEE

# Director General's Environmental Assessment Requirements



VIEW 2 FROM ALISON ROAD  
OPTION 1



VIEW 2 FROM ALISON ROAD  
OPTION 2

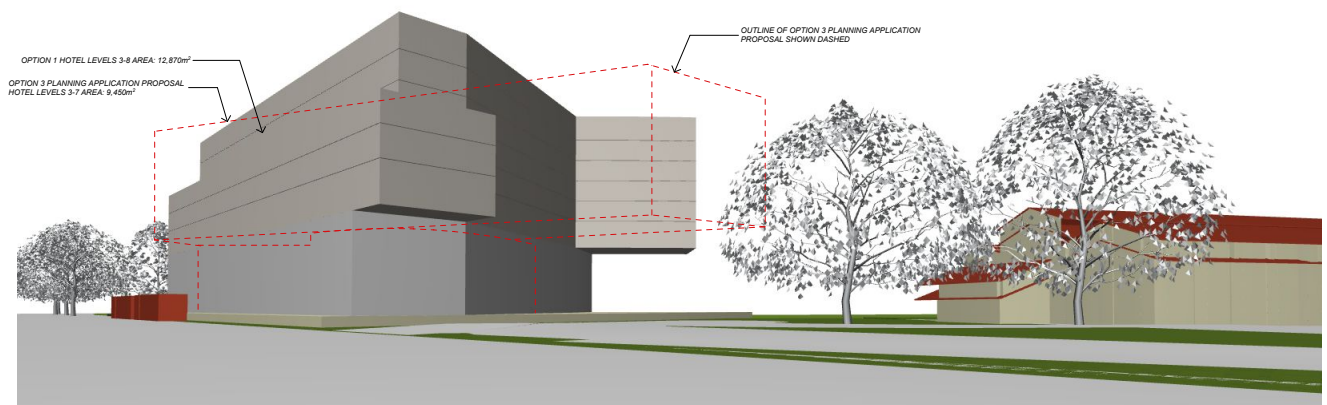


VIEW 2 FROM ALISON ROAD  
OPTION 3 - PLANNING APPLICATION PROPOSAL

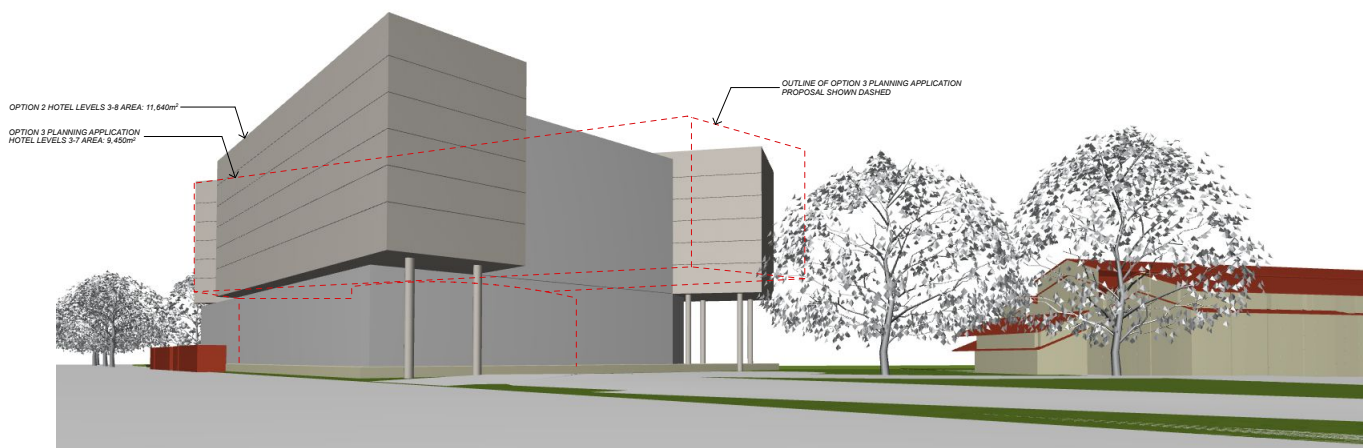


VIEW 2 FROM ALISON ROAD  
CURRENT MARQUEE

# Director General's Environmental Assessment Requirements



VIEW 3 FROM ALISON ROAD  
OPTION 1



VIEW 3 FROM ALISON ROAD  
OPTION 2

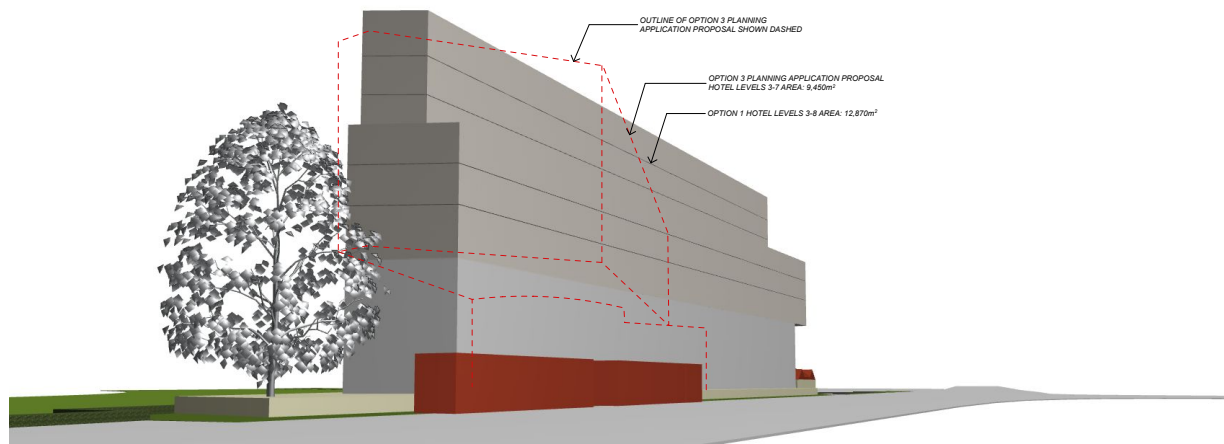


VIEW 3 FROM ALISON ROAD  
OPTION 3 - PLANNING APPLICATION PROPOSAL

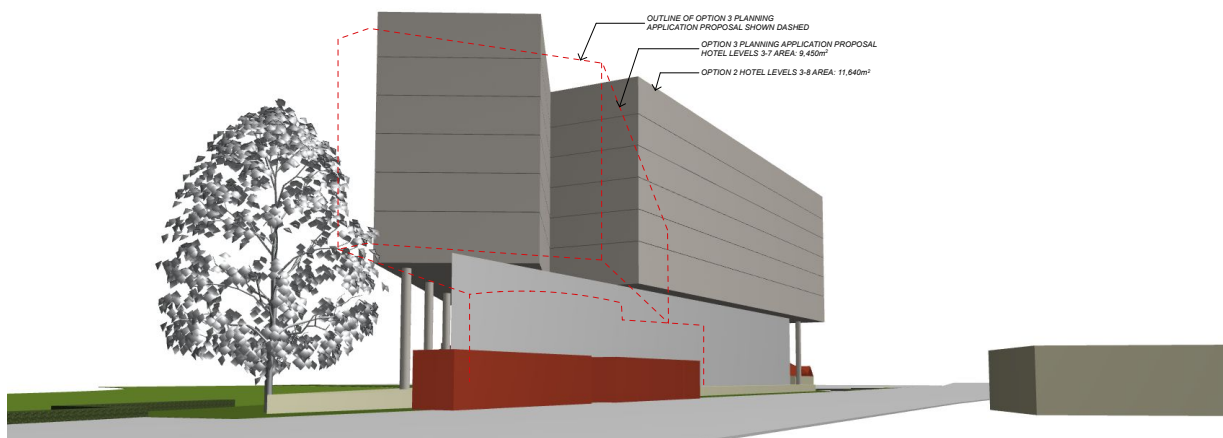


VIEW 3 FROM ALISON ROAD  
CURRENT MARQUEE

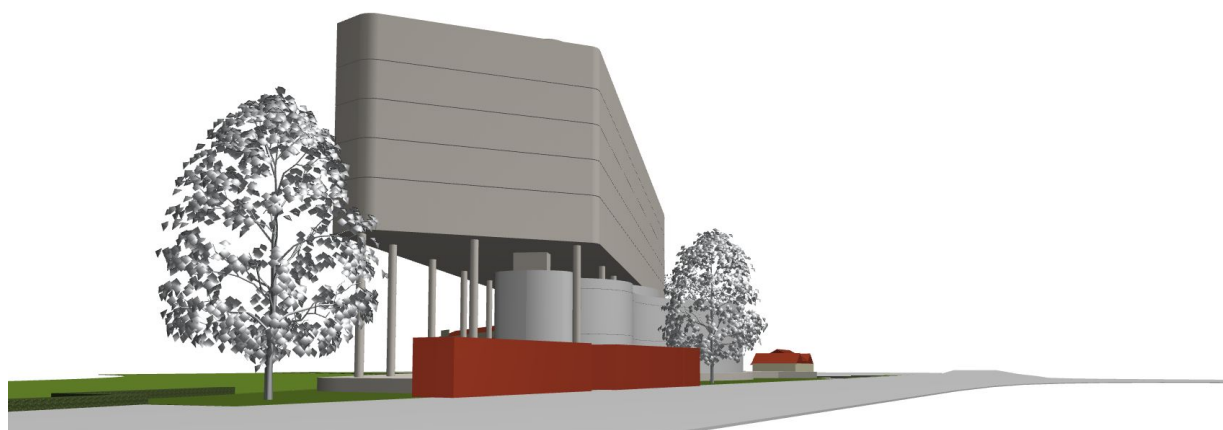
# Director General's Environmental Assessment Requirements



VIEW 4 FROM ALISON ROAD  
OPTION 1



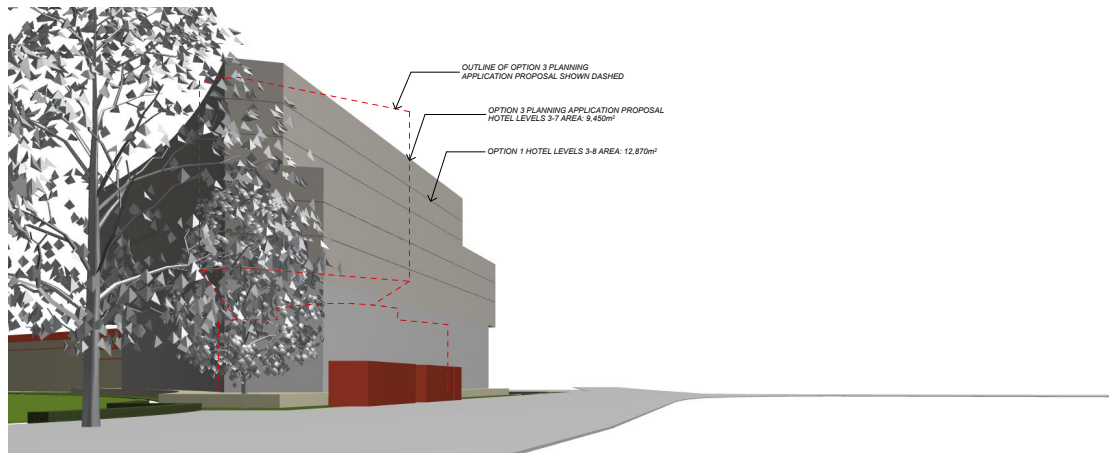
VIEW 4 FROM ALISON ROAD  
OPTION 2



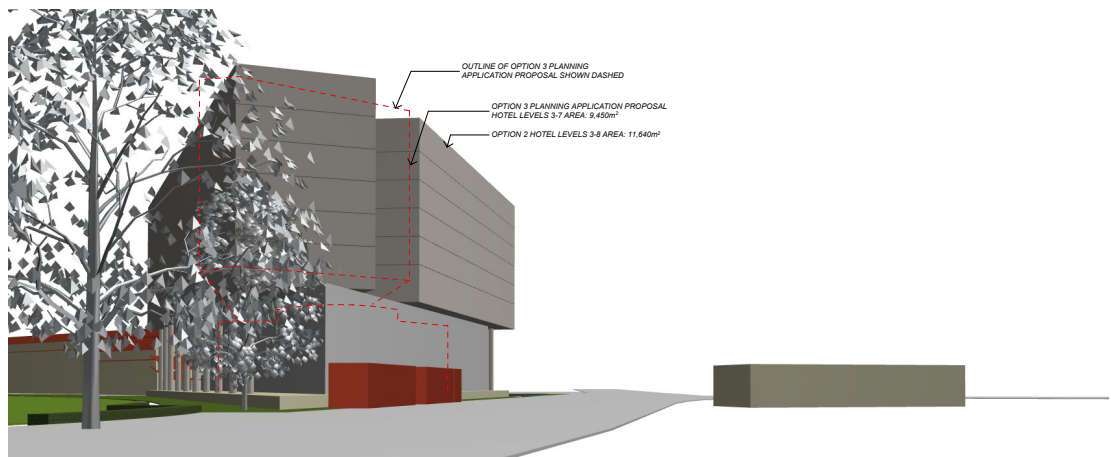
VIEW 4 FROM ALISON ROAD  
OPTION 3 - PLANNING APPLICATION PROPOSAL

# Director General's Environmental Assessment Requirements

VIEW 5 FROM ALISON ROAD  
OPTION 1



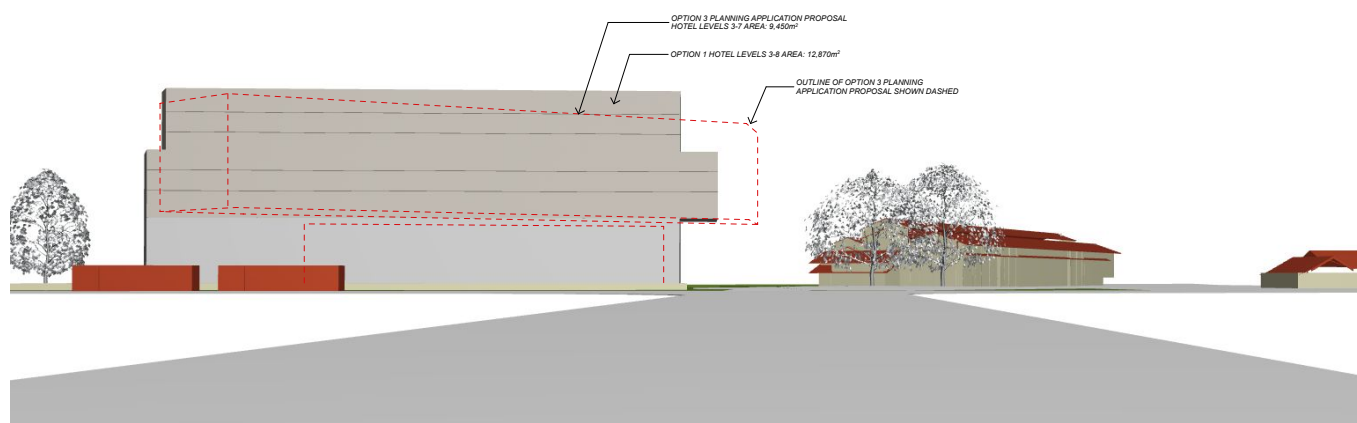
VIEW 5 FROM ALISON ROAD  
OPTION 2



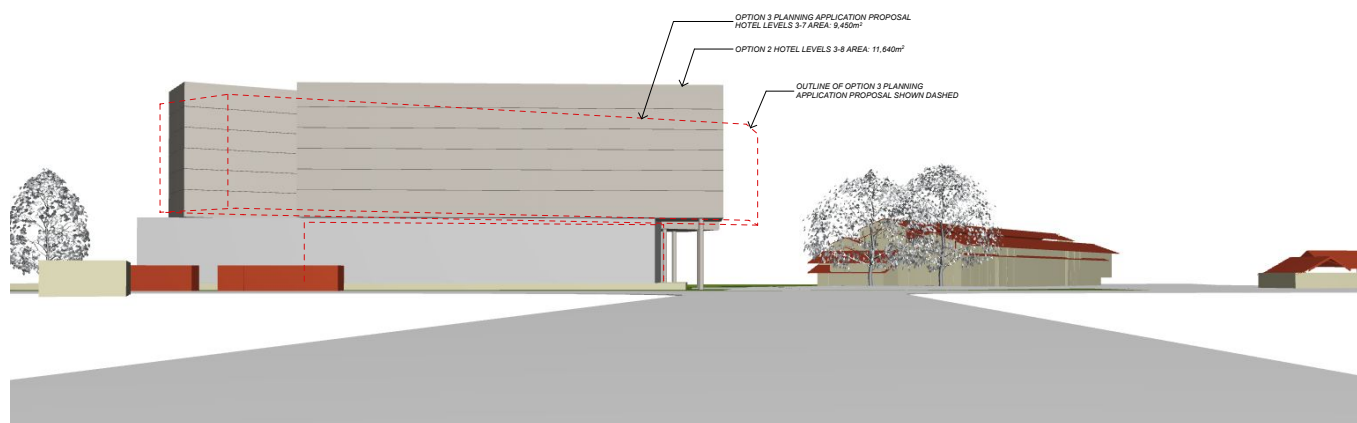
VIEW 5 FROM ALISON ROAD  
OPTION 3 - PLANNING APPLICATION PROPOSAL



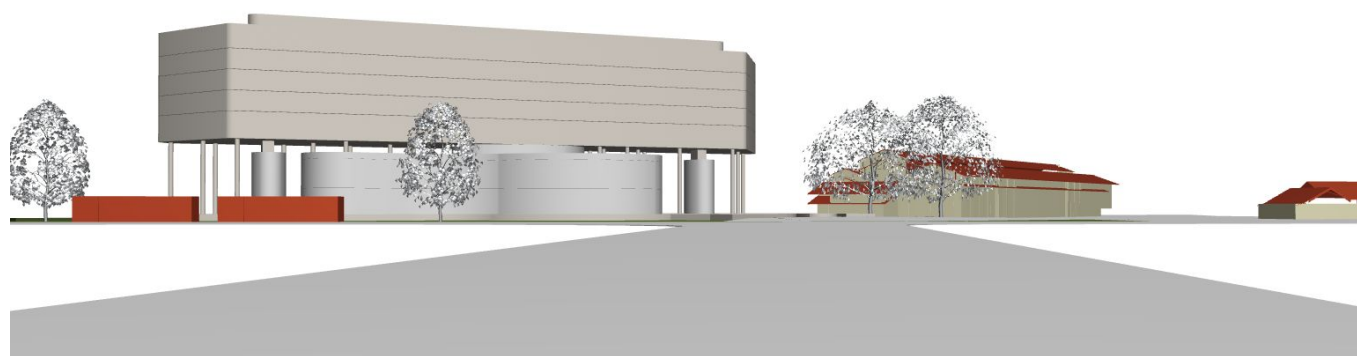
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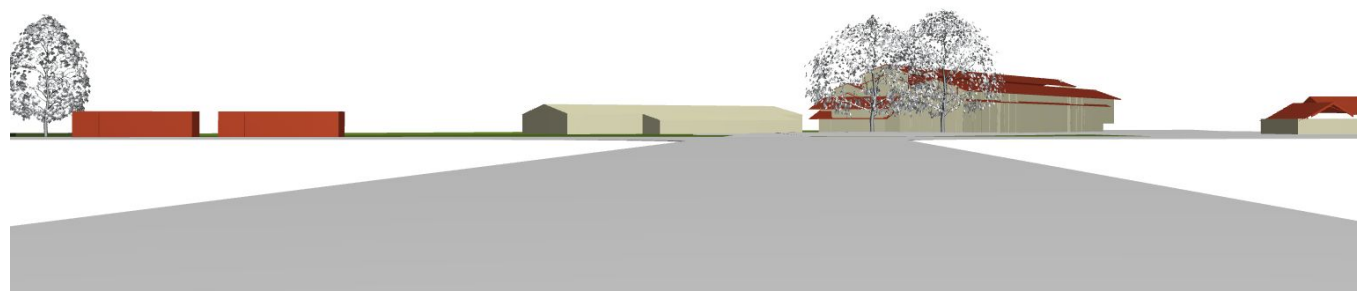
VIEW 6 FROM ALISON ROAD  
OPTION 1



VIEW 6 FROM ALISON ROAD  
OPTION 2

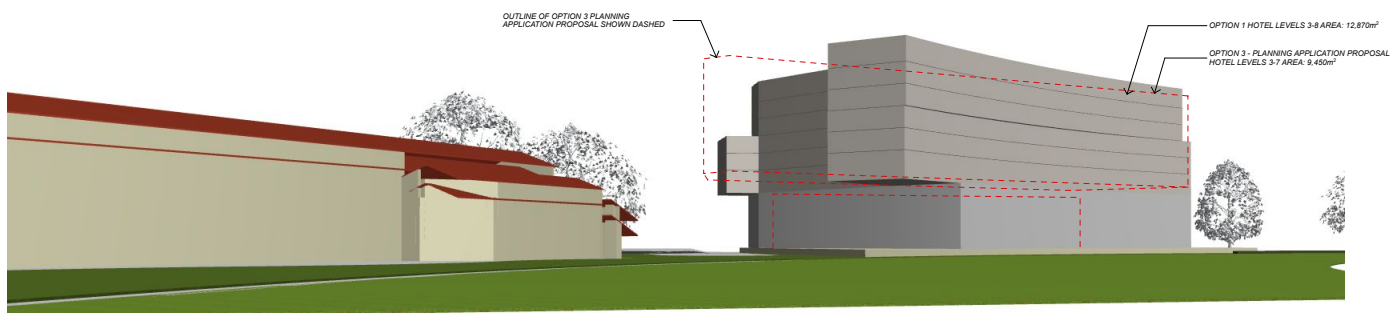


VIEW 6 FROM ALISON ROAD  
OPTION 3 - PLANNING APPLICATION PROPOSAL

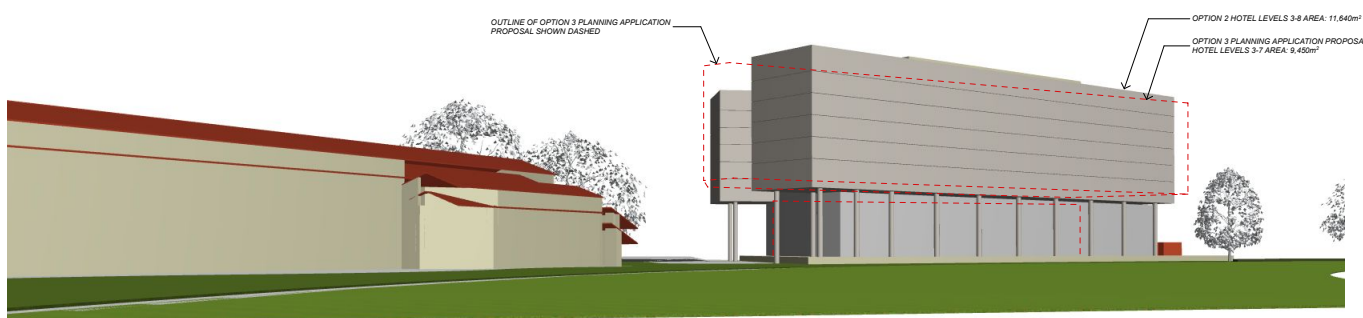


VIEW 6 FROM ALISON ROAD  
CURRENT MARQUEE

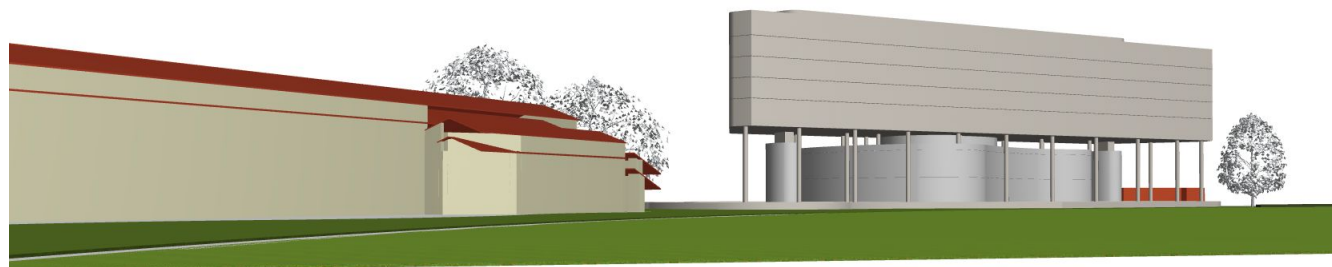
# Director General's Environmental Assessment Requirements



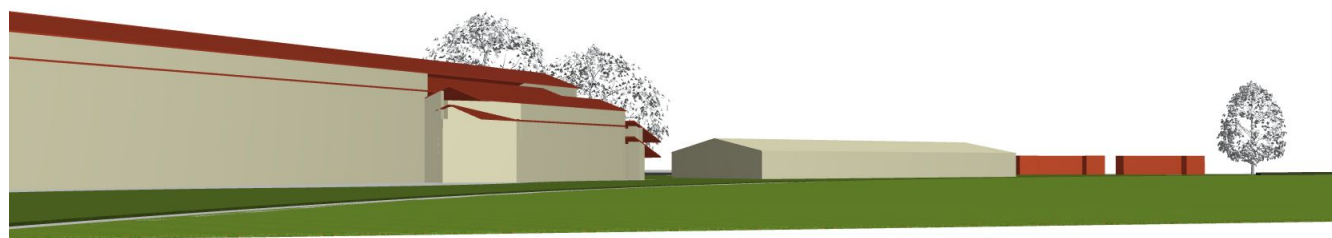
VIEW 7 FROM INNER TRACK  
OPTION 1



VIEW 7 FROM INNER TRACK  
OPTION 2



VIEW 7 FROM INNER TRACK  
OPTION 3 - PLANNING APPLICATION PROPOSAL



VIEW 7 FROM INNER TRACK  
CURRENT MARQUEE

### 1.6 Massing - Option 3 Summary

Features of Option 3 include the following:

#### **Setting**

The landscaped setting and open ground plane of the hotel continues the tradition of Royal Randwick buildings within connected landscaped settings.

#### **Views**

The open undercroft, elevated hotel room form and transparent nature of the lower form maximises and improves on the views into the Royal Randwick Racecourse precinct from the identified historical view points.

#### **Arrangement**

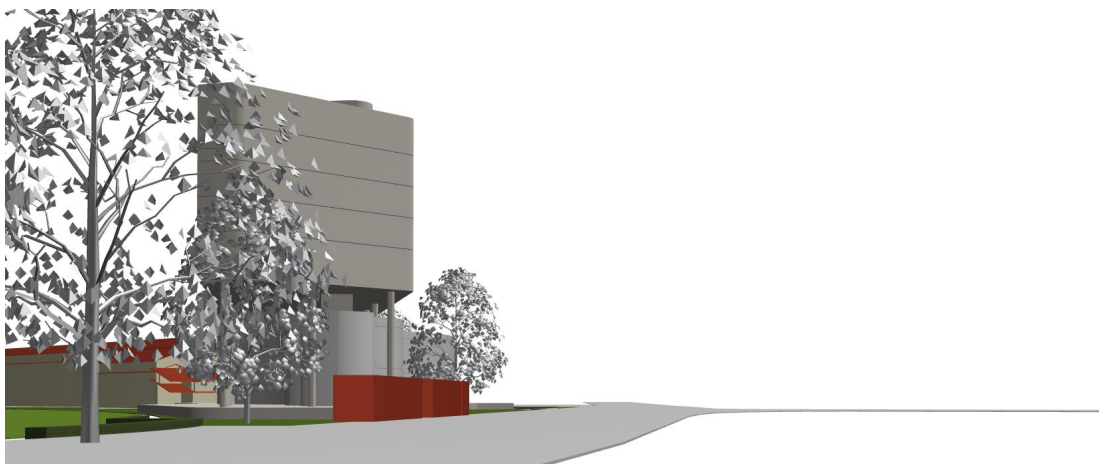
The hotel room form is the most efficient layout and therefore the smallest volume conceivable in order to achieve the commercial imperatives of the hotel program.

#### **Heritage**

The elevated hotel room form allows for the heritage turnstile building to maintain an independent identity and keep a sky backdrop.



View from Alison Road West



View from Alison Road East

## 2. Urban Design

*The following key issues were raised by the NSW Department of Planning & Infrastructure:*

*- 'The relationship of the building with Alison Road, including the location of back-of-house and building services, the provision of attractive frontages and building articulation.'*

- Response refer to: 2.1 Internal Layout

*- 'The appropriateness of the proposed external facade treatment in terms of achieving a design appropriate for a landmark building.'*

- Response refer to: 2.3 Facade

*- 'The appropriateness of the proposed external facade treatment in terms of the exposed support columns, fire escape stairs and exposed underside of the upper levels.'*

- Response refer to: 2.2 Materiality

*- 'The appropriateness of the proposed external facade treatment in terms of the proposed use of a curtain wall with a printed imagery interlay facade.'*

- Response refer to: 2.3 Facade

*- 'The appropriateness of the proposed external facade treatment in terms of the relationship with surrounding heritage items and the Royal Randwick Conservation Area, within which the site is located.'*

- Response refer to: 2.4 Heritage

### 2.1 Internal Layout

#### Service Areas Location

Limited back of house items are visible from Alison Road and where they are they located, they are suitably disguised in colour back glass consistent with the language of the lower form.

The service loading dock is completely hidden from view below the ground level entry.

#### View Lines

The lower building is a highly transparent glass volume and maintains a strong connection to the northerly aspect allowing views and light in and out, and through this space.

The hotel entry is a highly visible 2 storey volume opening out to Alison Road providing expansive views through the building to the track beyond.

#### Pool Deck

The Level 2 pool deck and terrace maintain dual aspects - a most desirable north aspect towards the City and Centennial Park, and expansive views across the racetrack.

This is an external space used as the weather permits, similar to the trackside embankments.

### 2.2 Materiality

#### Columns

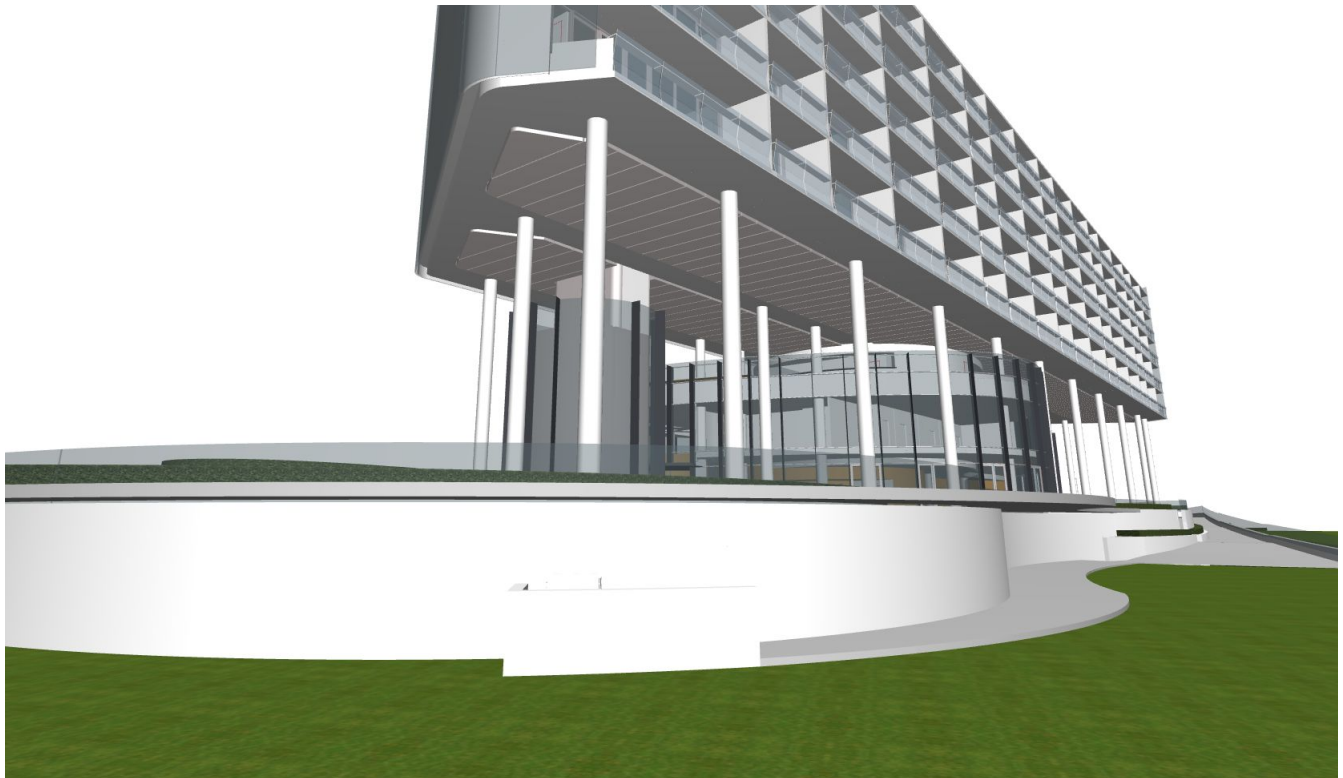
The columns upon both the east and west ends of the building have been moved in 2.5m in order to increase the interest in the cantilever of the hotel room levels form.

#### Stair Cores

Stair cores within the undercroft space have been addressed through the incorporation of a continuous surrounding steel mesh planter screen and steel fins in order to create a similar lightweight effect as the adjoining glass and steel building.

#### Soffit

Soffit to hotel room undercroft has been developed to include a dynamic reflective metal cladding system, with the linear effect of expressed joints used to emphasise the interest in this space and catch reflections of passing movements.



#### View from Trackside Terrace

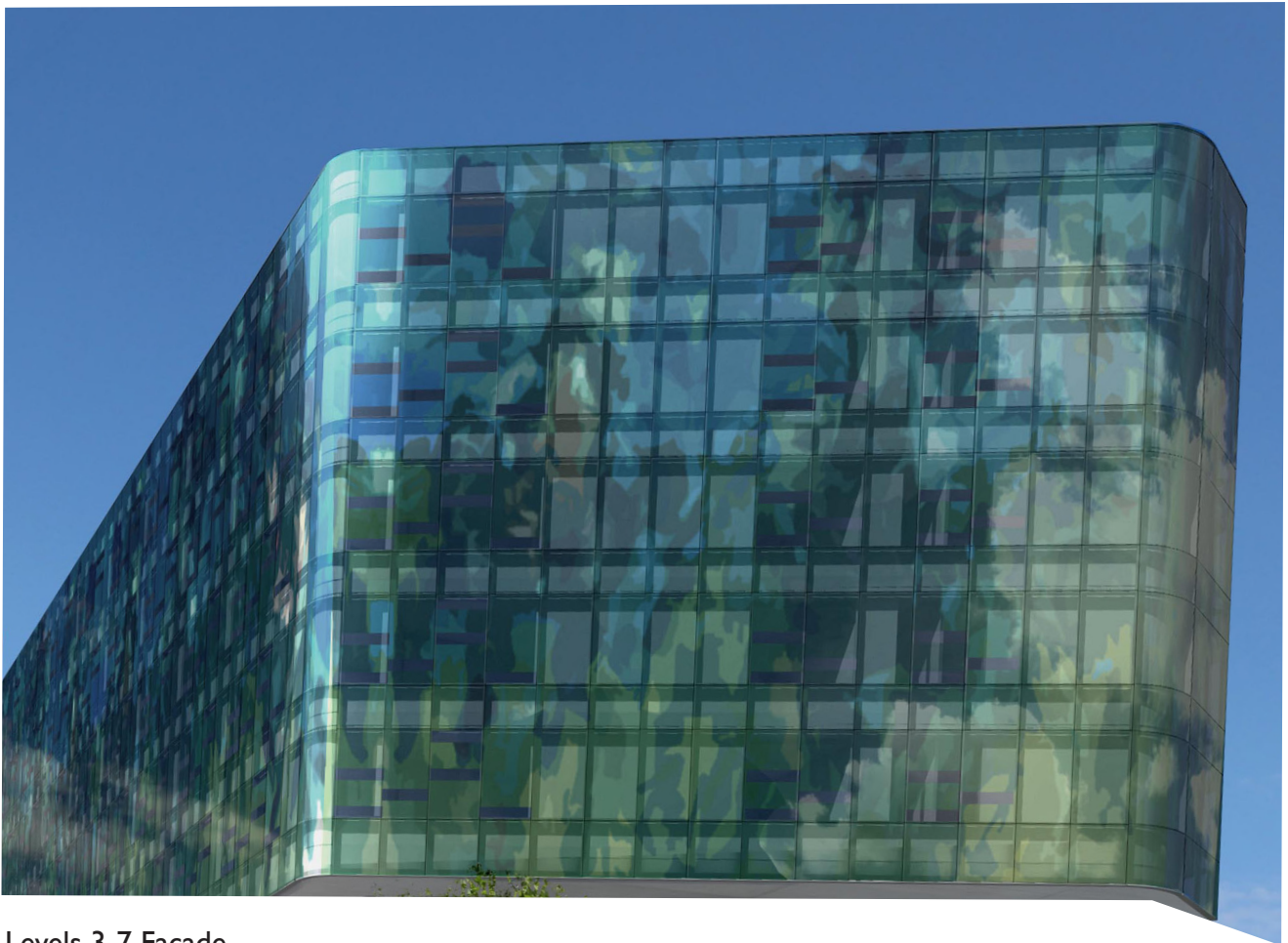
The effect of the revised treatment to the columns, stair core and Level 3 soffit is visible from this view.

### 2.3 Facade

The facade is a result of detailed studies including a JV3 model provided by WSP environmental engineers and facade detailing provided by AECOM facade engineers.

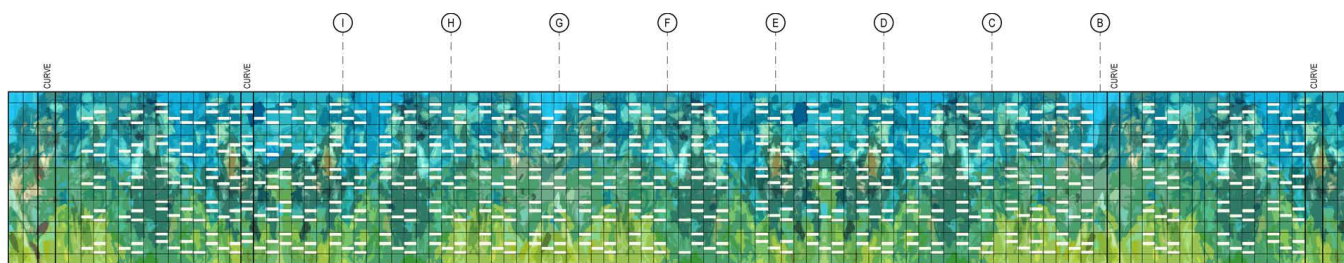
Qualitative studies of the facade have included presentation of the image, abstracting the pattern, pattern arrangements, colour options & concentrations, window panel heights, pixel arrangements & opacity. It is a long-life, durable and practical solution that is easily cleaned.

Additional layers of metal screens and horizontal glass shading structures have been suggested, although the ATC preference is for durable, easy to clean facade capable of withstanding significant amounts of dust and dirt derived from the busy 6 lanes of traffic along the adjoining Alison Road.



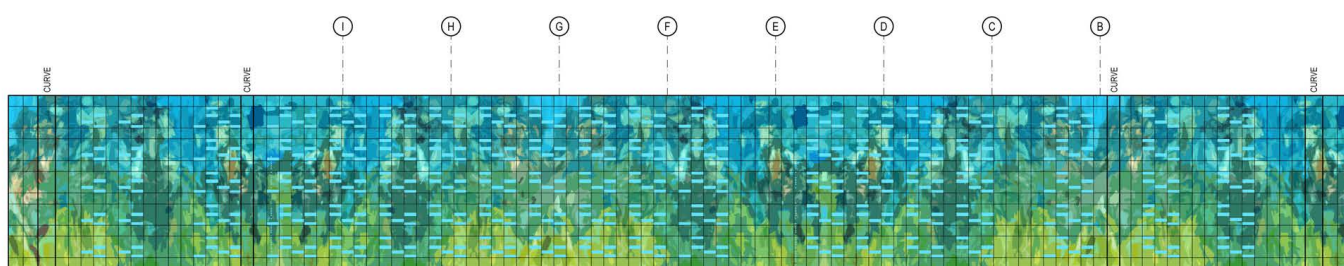
Levels 3-7 Facade





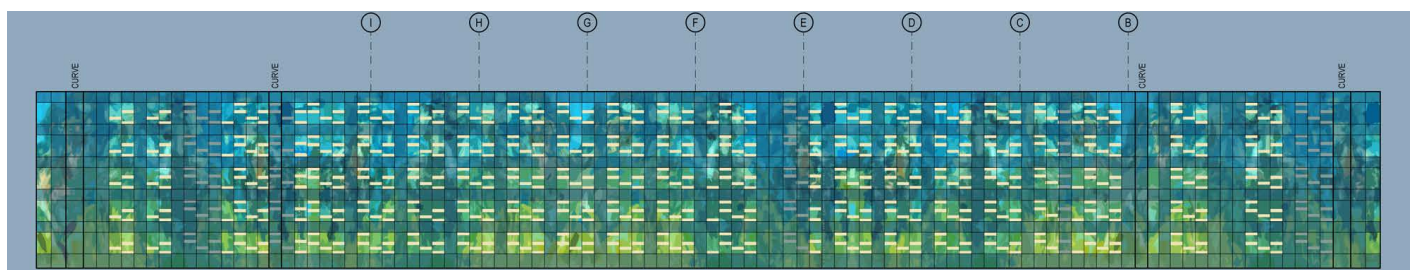
## Facade - Window openings

Individual clear glass panels within each room are indicated as white rectangles across the full length of the facade.



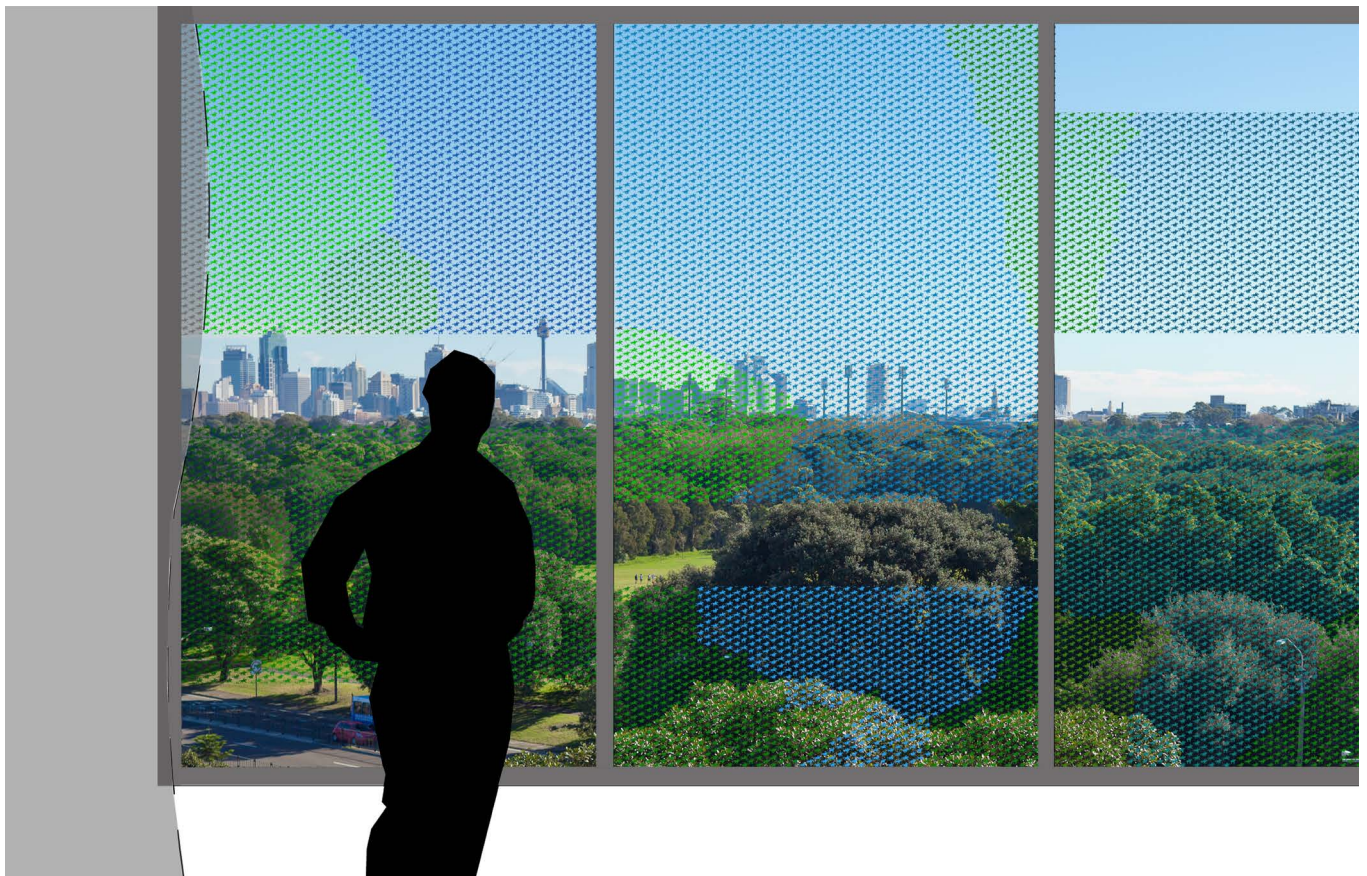
## Facade - Day time

Individual glass panels within each room are indicated as blue/green rectangles indicating the effect of using a coloured glass.



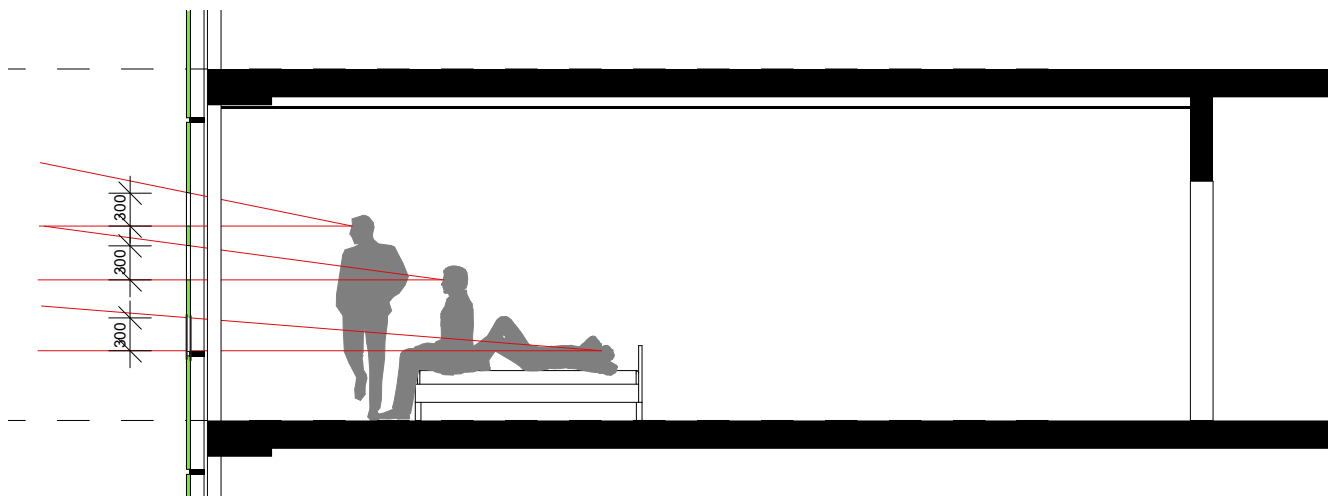
## Facade - Night time

Glass panels with light behind within each individual room are indicated as brighter areas relative to surrounding glass panels indicating the performance of the facade at night time.



### Glass Panel - Colour Removal

The areas of coloured pixels are to be removed from the hotel window so that all 3 eye levels (lying, sitting and standing) maintain the opportunity to view through clear sections of the glass to the park and city beyond.



### 2.4 Heritage

#### Form

The underside of the hotel room form is 14 metres above natural ground allowing visual connection towards the Officials Stand and viewing away from the Officials Stand through the hotel footprint. The footprint of the hotel form is similar to the Officials Stand.

#### Tree Removal

The design retains two mature Moreton Bay Figs and proposes the inclusion of a new significant feature tree to the Alston Road frontage.

The shaping of the lower building form was specifically informed by the inclusion of this new feature tree to the Alston Road frontage.

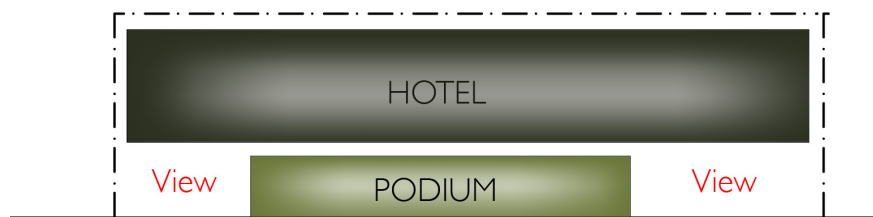
This new tree is considered a 'full stop' to the already well established trees that line the length Alston Road to the east of the site.

#### Turnstile Building

The turnstile building is to be restore to its previous condition. This item forms a feature of the overall proposal and is partnered by a new signage wall of the same scale along Alison Road.

Window opening within the building are to frame interpretive glass panels with graphic representations of fashion traditions through the eras of Royal Randwick operations.

Interpretive panels will be



**Building Height Diagram** indicating the two storey podium with smaller footprint to maximise views into the racecourse.

### 3. Signage

*The following key issues were raised by the NSW Department of Planning & Infrastructure:*

- *'The proposed roof signs are not considered consistent with the objectives for open space zones, identified within the Randwick Outdoor Advertising DCP. Consideration should be given to the incorporation of the signage into the building facade (not extending above the building parapet) and the use of a sympathetic size, design, colours and illumination, compatible with the site's status as a Conservation Area.'*
- Response refer to: 3.1 Signage

### 3.1 Signage

Originally proposed roof top signage above parapet level to Alison Road has been removed.

Adina sign incorporated into Level 7 of facade.

Royal Randwick signage incorporated into ground level entry signage.



#### View from Alison Road

The revised signage locations are visible from this view.