

Peter Daly

From: Peter Daly
Sent: 01 December 2021 13:16
To: Ian Leary
Cc: Dennis Parbhu
Subject: 114 Adelaide Road - follow-up from yesterday's meeting
Attachments: Floor Plan Sketches.pdf; Floor Plan Overlays.pdf

Good afternoon Ian and Dennis,

This morning we met to discuss potential ways forward with respect to your proposal. The key components of this discussion were:

- 1) The economics of the proposal,
- 2) The areas of the proposed building that could be worked on/improved
- 3) The pathway forward, based on the applicants acceptance (or not) of the proposed solutions.

Economics of the proposal:

At todays meeting, the applicant provided an additional QS assessment provided by Darin Bayer of White Associated. This QS assessment covers the QS rate for the new building construction costs, which exceed the costs outlined in the applicants figures. In turn, this gives validity to the applicants anticipated construction costs for the new build. I note that this is to be read in conjunction with the costs of the Maltby Report, which covers the costs of the parapet strengthening.

These costs are obviously based on the costs of the applicants proposed works in this application. They do not demonstrate the differences in costs spread against different proposal as put forward, spread across different redevelopment options.

Areas of improvement for the proposed building:

We discussed at length where we, as Council officers, saw opportunities for improvement in terms of design and heritage aspects of the building.

The height/bulk of the building in relation to the heritage values:

This is probably the biggest concern, particularly in relation to heritage, for the reasons outlined in Ms Stevens report.

Ms Stevens maintains her position that the building is too big (both in terms of height and elevation dimensions) in relation to the existing building. However, some concessions could be made on this if the matters below are addressed, and the building is set-back a further 1.5m from the Adelaide Road frontage. This would provide the one room setback from street façade, which has been assessed in Ms Stevens evidence. It is noted that whilst Council officers saw the value of this, the applicant advised that this would further reduce the floor area of the building, which is of concern to them. The officers noted that while aware of the floorspace issue, none of the matters discussed would necessarily require a reduction in the quantity (or quality) of units.

South & West rear building walls:

There was general agreement that the south facing wall is less of a concern, predominantly as it faces towards commercial/industrial land-uses, and is much more likely to be at least partially screened by further buildings, and will contain the lightwell/signage.

In terms of the west-facing wall, there was general agreement between parties that there could be some value in setting the west elevation back 1m, leaving the stairwell in its current position. This would break-up this elevation, and by removing the restrictions of a fire-rated wall, allow for some glazing along this elevation especially to the rear/southern units. However, along with the recommended increased setback from Adelaide Road, it is acknowledged that there would be an impact of the floor area.

Street façades of new building mass:

Notwithstanding the above comments, there were a number of matters raised by both parties, as opportunities to improve on the street facing façades of the new building. These include:

- 1) Moving the exterior design of the new part away from the current approach of a solid boxy structure with punctuated windows.
- 2) Reflecting some of the key architectural references of the base building in the design of the new upper part, such as the vertical and horizontal divisions and fenestration patterns, particularly where this helps introduce an appropriate sense of scale.
- 3) Architectural detailing of the of the north-eastern corner of the tower, possibly to achieve a smaller-scale reflection of the chamfered corner of the existing building.
- 4) Altering the exterior cladding so that it has a more lightweight and elegant appearance, possibly using the existing southern part of the new building as a reference/starting point.
- 5) Ensuring that the parapet of the new part of the building does not have such a weighty appearance by reducing either its actual or apparent height or opacity.

The reinstatement of the parapet:

The re-instatement of the parapet, in a lightweight composite concrete material (not traditional brick, nor a plastic/polystyrene/timber type material), was seen to offer some mitigation of the negative effects that the proposed tower has on the heritage values of the building that would help the overall proposal.

Whilst not tested for wind, it is expected that this would further help with mitigating wind effects (further work on this is likely to be required).

It is not considered that the re-instatement of the parapet would unreasonably affect the quality of the residential units, to the point where they are considered unreasonable.

Ground Floor Parking/Vehicle Access

As outlined previously, we consider there is a real opportunity for the applicant to consider not providing onsite loading and parking, as this site and building really does not lend itself well to this, and results in much poorer outcomes in terms of heritage and urban design. We would be happy to try and assist with the process of getting an on-street short-stay (say P5) parking/loading space, but acknowledge that this is subject to a separate Council process that the RC team have very little influence over.

Notwithstanding that, the attached sketches include an alternative ground floor plan that would achieve the onsite parking/loading, and gives an improved ground floor plan.

Additional Building Assessments including Conservation Plan

Although not directly discussed at the meeting, Ms Stevens notes the critical importance of preparing a Conservation Plan and thorough condition and significance assessment of the existing building fabric to inform decisions about the proposed development of this site. It is possible that there would be less contention over the issue of partial demolition and/or the one-room depth of retention that has been discussed if a Conservation Plan, along with the necessary thorough assessment of fabric, demonstrated that there was little to no significance remaining inside the building, or on the rear elevations of the building.

Similarly, the applicant is encouraged to consider how any significant fabric that remains can be retained and/or how the original design and layout of the historic building can be replicated with as high a degree of authenticity as possible in order to mitigate the negative effects that the proposal has on heritage values.

Summary:

We have provided a few sketches of things that might assist

Please note, this discussion has not covered off matters relating to shading information, traffic, or potential wind effects (noting that the opportunity to re-instate the parapet, may address this further). It should be seen that this is an overall package that is likely to make a proposal more acceptable to officers (i.e. not the individual changes in themselves).

Pathway Forward:

The applicants view on the abovementioned matters will largely determine the pathway forward. However, as we see it, there are two pathways forward. Both of these involve issuing a joint memorandum to the commissioners, no later than 5pm Friday 3 December, stating:

- 1) That an outcome suitable to both parties has been reached. In this instance the memorandum would state what agreement has been reached, what design changes the applicant is proposing to make, and the timeframes for this to occur. This memorandum would also cover what matters will be changed on plans, and what would be left to conditions (noting that conditions should be reserved for finer design details, and nothing that might be seen as fundamental to the building design).
- 2) That an outcome suitable to both parties has not been reached. In this instance, the memorandum would detail the positions of both the applicant and the Council officers, and where the areas of disagreement are.

Irrespective of the above, a set of updated draft conditions would be provided to the Commissioners, should they be in a position to grant consent.

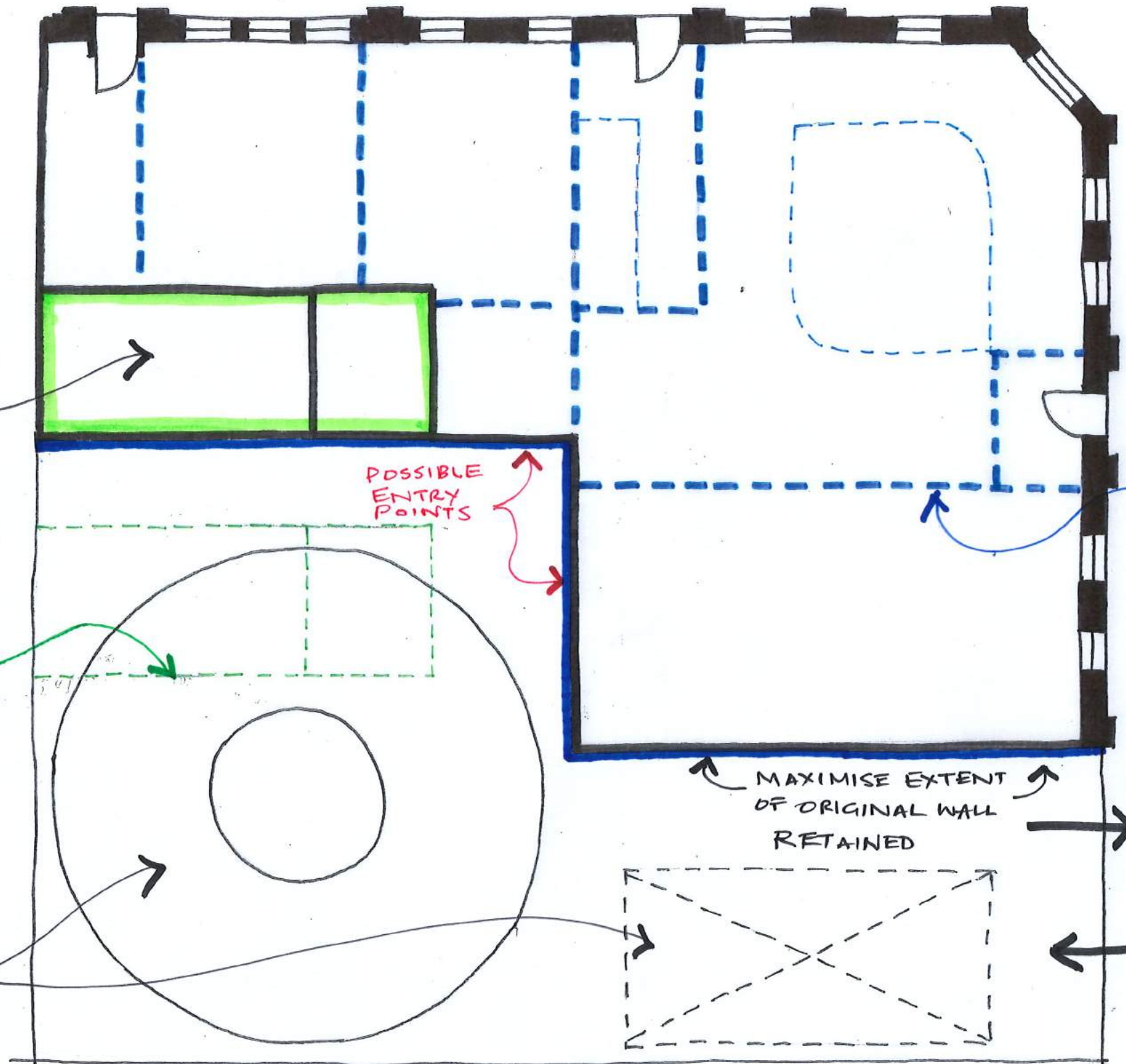
Kind Regards
Peter Daly

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POSSIBLE
RELOCATION
OF CIRCULATION
TO SUIT
NEW VEHICLE
MOVEMENT &
RETAIN EXT.
BUILDING LINES

OUTLINE OF
STAIR & LIFT
IN EXISTING
PROPOSAL

REPOSITION
TURNING
CIRCLE &
CAR LIFT
(IF REQ'D)
TO RETAIN
EXTERIOR
BUILDING
LINES



DASHED LINES
SHOW ORIGINAL
FLOOR PLAN
(APPROX.).

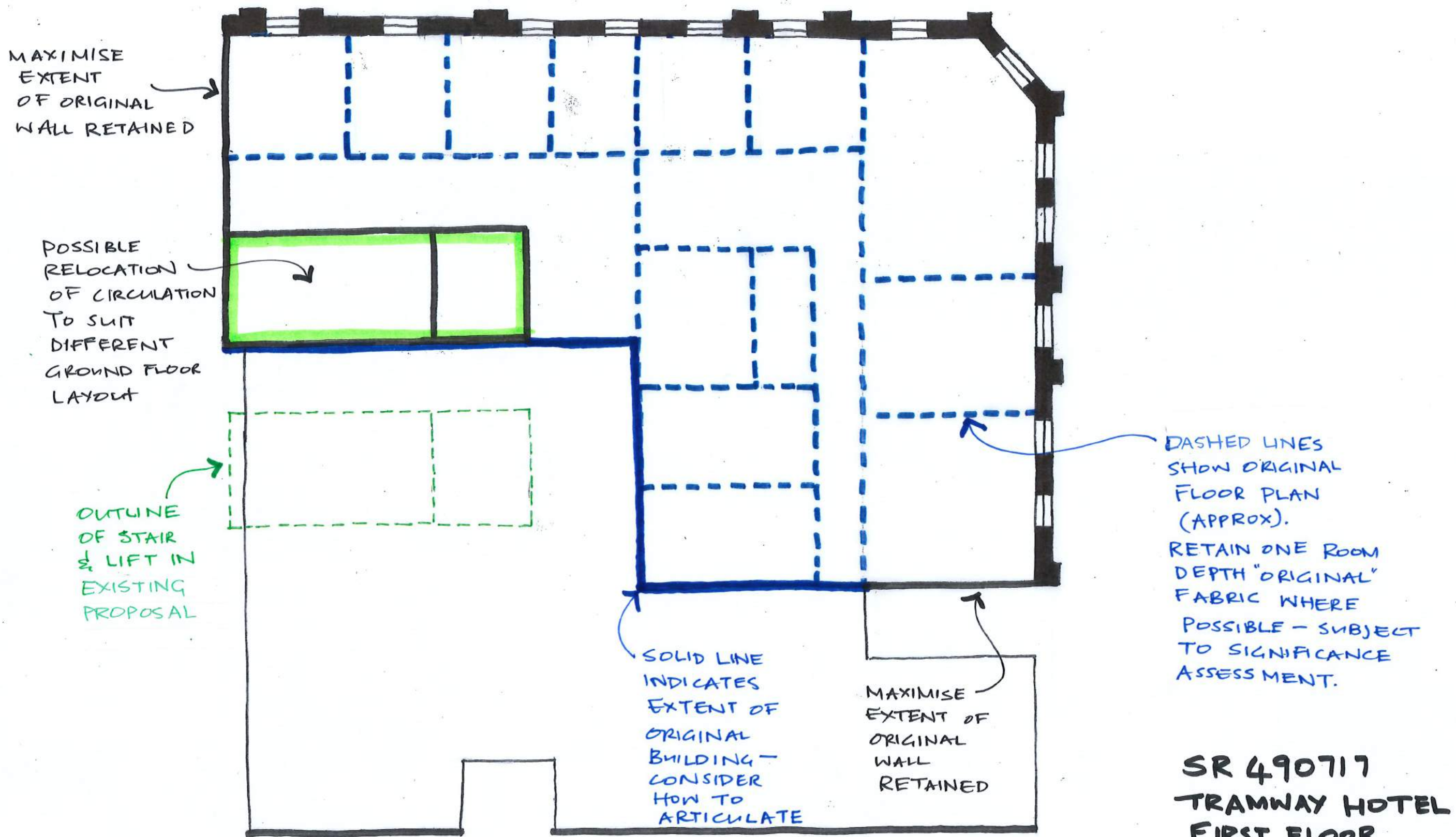
RETAIN ONE
ROOM DEPTH
"ORIGINAL" FABRIC
WHERE POSSIBLE -
SUBJECT TO
SIGNIFICANCE
ASSESSMENT

MAXIMISE EXTENT
OF ORIGINAL WALL
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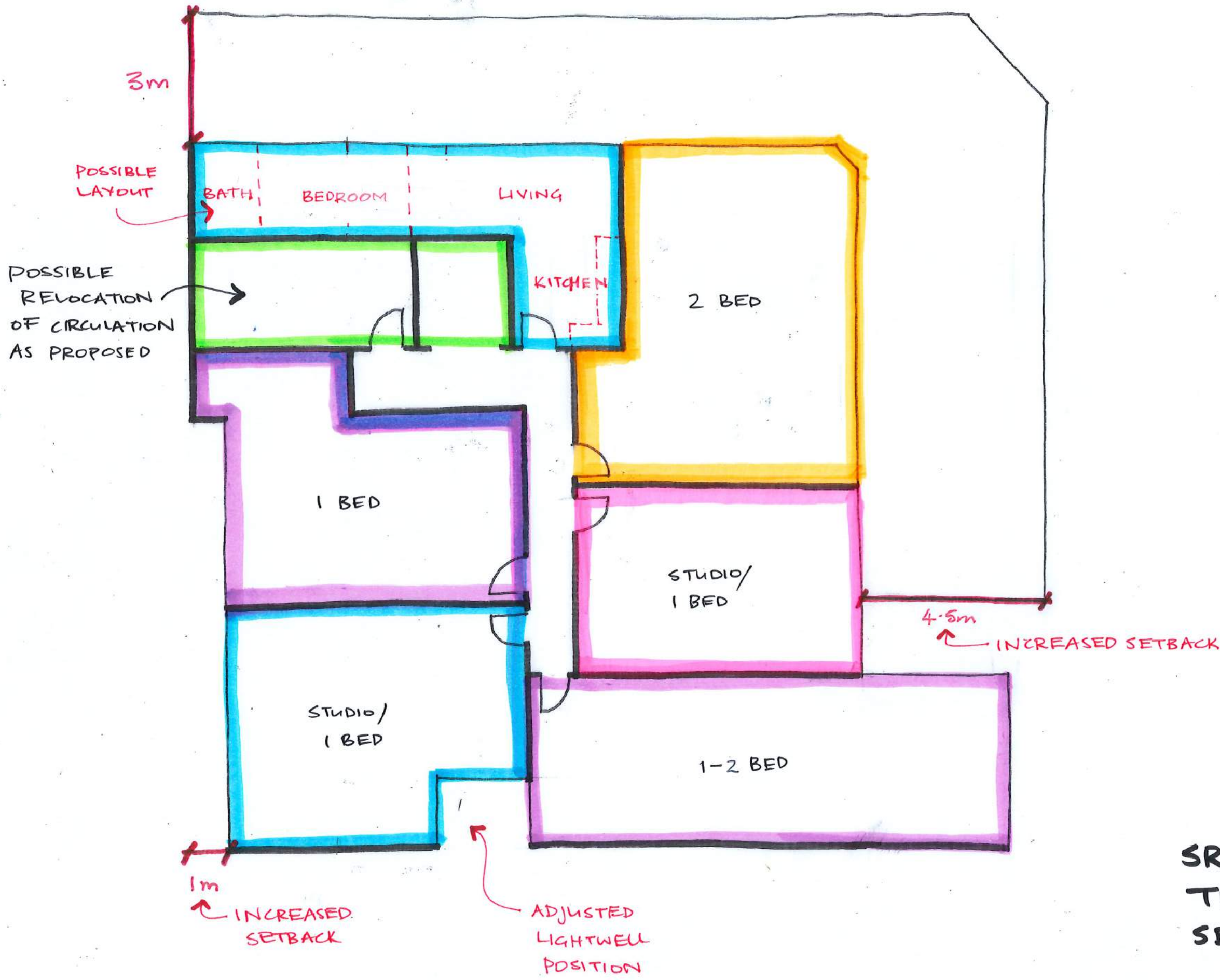
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TRAMWAY HOTEL
GROUND FLOOR

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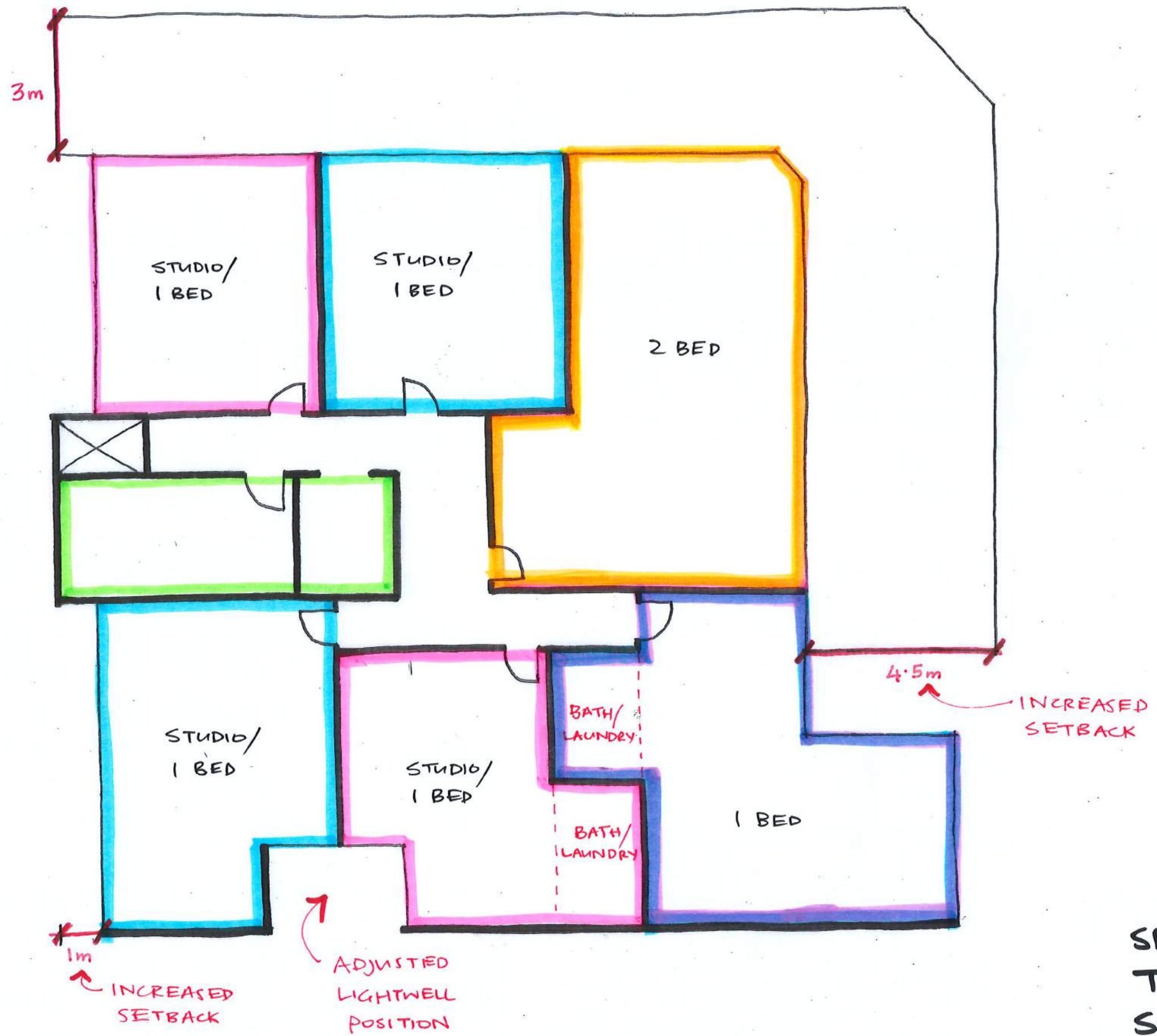
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SR 490717
TRAMWAY HOTEL
FIRST FLOOR
 1:100 @ A3 APPROX.
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 TRAMWAY HOTEL
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