

Our Ref: L4PJB19046.docx

16 October 2020

The General Manager  
Orange City Council  
PO Box 35  
ORANGE NSW 2800

**Attention: David Paine**

Dear David

**DA 133/2020 - 155 KITE STREET AND 115 ENDSLEIGH AVENUE, ORANGE – PROPOSED HOTEL OR MOTEL ACCOMMODATION (DEMOLITION; NEW BUILDING; ALTERATIONS AND ADDITIONS TO EXISTING BUILDING; BUSINESS IDENTIFICATION SIGNAGE)**

In response to the various matters raised by Council in its assessment of the DA, we provide the following additional supporting information.

#### **Attachments**

Revised building design plans and photomontages by McKinnon Design.

#### **Revised Building Design**

In response to certain issues raised particularly in relation to building height and heritage, the proposed building has undergone certain design changes, essentially to address its bulk, height and scale.

The revised design:

- Follows the Zoom meeting with Council planning staff and Council's Heritage Advisor on 29 May 2020;
- Seeks to address many of the recommendations made by Council's Heritage Advisor in his written advice to Council; and
- Has been prepared with consultation between McKinnon Design and Council's Heritage Advisor.

It should be noted that as part of the revised design, the number of rooms has been reduced from 62 to 61.

The key elements of the revised design are explained or summarised in the following line-by-line response to the recommendations of Council's Heritage Advisor.

Proposed Floor Plans - Recommendation:

The fourth floor/ third level consisting of 9 rooms and the outdoor recreation facility should be eliminated to reduce the height to a nominally compliant level

In response to this recommendation:

- a) The outdoor recreation facility has been removed as recommended.
- b) The applicant's preference is to retain the accommodation rooms on the top level. To this end it was agreed at the Zoom meeting that a more lightweight or transparent structure could be considered. Therefore the top level is now proposed as a clerestory/roof lantern element, that presents to Endsleigh Avenue with generous glazed walls and a floating roof.

Proposed Floor Plans - Recommendations:

The recreation facility should be relocated to the southern end of the third floor/level two at the southern end replacing rooms 1-5 & 26, where a steel framed pergola structure can be used to interpret the adjoining footbridge;

Rooms 13-16 at the northern end of the proposal on the second floor should be adapted to provide an outdoor area with similar steel framed pergola structure to produce a complementary step at that end of the building

These recommendations are no longer relevant as the proposed outdoor recreation facility has been deleted from the design altogether.

Proposed Floor Plans - Recommendation:

On the ground floor, the number of car spaces should be revised to ensure that it corresponds with the required provision for the number of accommodation rooms provided in the revised plan in order that the potential for overflow parking into the heritage streetscape and setting does not eventuate

The potential parking impacts have been addressed separately.

Proposed Floor Plans - Recommendation:

A pair of continuous vertical windows as a slot of nominal 300mm should be provided between the service core and the main building to express the element and reduce the overall bulk.

This recommendation has been adopted as shown on the north and south elevations.

Proposed Floor Plans - Recommendation:

Clarification is to be provided on the appropriate use of pencil pines on the West Elevation planting strip and their height.

The proposed pencil pines will not achieve a height that is commensurate with the height of the building. However, they will achieve a reasonable height of some 6 metres to provide a soft edge between the rail corridor and the proposed development.

Proposed East Elevation - Recommendation:

The painted masonry wall to the elevation should extend to a nominal 2100mm high with a louvre/lattice or open screen being provided up to the soffit or beam level and the wall and screen provided with climbing wires for creeper planting in order that the elevation presented to the adjoining properties is improved in character and amenity.

This recommendation was considered but not adopted as it generated certain NCC compliance issues. In any case, the visual impact would be minimal as it would be difficult to see from the street. Further, a solid wall as proposed would maintain acoustic privacy for adjoining properties.

Proposed East Elevation - Recommendation:

Levels one and two should be clad in the brick cladding system, using a selected brown brick with blue/grey banding related to window head & sill lines as an interpretation of the brickwork in the conservation area.

This recommendation has been adopted (refer Drawing 16). The selected brown brick is PGH Hotham Standard. The blue grey banding is selected as Dulux Windspray.

Proposed East Elevation - Recommendation:

All windows should be provided with a 'French' style balcony with a pair of external opening full height louvre doors and contemporary flat overhead awning. The elements will model the facade, improve the level of privacy and reduce the overlooking to the adjoining sites and provide shading and an amenity for the occupants.

This recommendation has been adopted. As indicated in the east elevation drawing, a balcony is provided to every accommodation room window. However, due to safety and NCC requirements, there will be no doors that open onto a balcony. Instead, each balcony is provided with windows that appear as full height doors.

The balustrade treatment includes a perforated steel screen to assist with privacy.

Proposed East Elevation - Recommendation:

The revised roof to be an expressed pitched Windspray traditional steel roof with nominal central ridge, traditional rolled flashings and hipped ends to the north and south with the contemporary half round fascia/gutter set at a nominal 877.58 and external expressed circular downpipes

This recommendation has been adopted. However, the level of the half round fascia/gutter will be set higher than the nominal 877.58 because it is proposed to retain the top level.

Proposed East Elevation - Recommendation:

The staircases to include windows to assist in their modelling and character and be clad in a contrasting blue/grey brick with brown brick banding.

This recommendation has been adopted.

Proposed East Elevation - Recommendation:

The upper nominal 4m of the stair/lift core is to be clad in composite silver metallic cladding, as selected and a sign graphic revised prepared.

This recommendation has been adopted.

Proposed East Elevation - Recommendation:

Roller doors are to be adapted as steel palisade gates or similar in Basalt colour

This recommendation has been adopted.

Proposed South Elevation - Recommendation:

Adapt the levels, cladding, roof and stair/lift core as above for this elevation.

This recommendation has been adopted, notwithstanding the proposal to retain the top level.

Proposed South Elevation - Recommendation:

Eliminate the round head window details and utilise windows to match the other.

This recommendation has been adopted.

Proposed South Elevation - Recommendation:

Show the outline of the footbridge on this elevation.

As required by this recommendation, the footbridge outline is now shown on the south elevation drawing.

Proposed South Elevation - Recommendation:

Show the proposed chimney breast in the Reception area projecting above the proposed pitched roof line with a flue to 1m above the proposed ridge to interpret the heritage setting.

This recommendation has been adopted.

Proposed South Elevation - Recommendation:

A continuous vertical window slot of nominal 300mm should be provided between the service core and the main building to express the element and reduce the overall bulk.

This recommendation has been adopted.

Proposed West Elevation - Recommendation:

Modify the wall finishes to be selected face bricks as above.

This recommendation has been adopted.

Proposed West Elevation - Recommendation:

Modify the roof form as above.

This recommendation has been adopted.

Proposed West Elevation - Recommendation:

Modify the plans as above.

This recommendation has been adopted, notwithstanding the proposal to retain the top level.

Proposed West Elevation - Recommendation:

Modify the safety yellow privacy screen colour to more closely interpret the yellow cream on the Peisley Street buildings.

This recommendation has been adopted. The selected colour is now Colorbond Galactic.

Proposed West Elevation - Recommendation:

Eliminate the round head window details.

This recommendation has been adopted.

Proposed West Elevation - Recommendation:

Substitute all the Monument for Basalt colour (on all elevations).

This recommendation has been adopted.

Proposed West Elevation - Recommendation:

Modify the dividing vertical panels between the rooms so that they do not extend above and below the horizontal spandrel cladding.

This recommendation has been adopted.

Proposed West Elevation - Recommendation:

Adapt the balustrading to be fabricated from vertical black 'palisade' steel elements interpreting the steel elements in the vicinity.

It is requested that Council not insist on the adoption of this recommendation. The glass balustrades as proposed are considered more appropriate because they do not clutter this long elevation and relate more appropriately to the character of development that occurs in Peisley Street.

Also, there are no steel elements in Peisley Street to which these balustrades would need to relate.

Proposed North Elevation - Recommendation:

Modify the wall finishes to be selected face bricks as above.

This recommendation has been adopted.

Proposed North Elevation - Recommendation:

Modify the roof form as above.

This recommendation has been adopted.

Proposed North Elevation - Recommendation:

Modify the plans as above.

This recommendation has been adopted, notwithstanding the proposal to retain the top level.

Proposed North Elevation - Recommendation:

Modify the details for the recommended 'porte-cochere' awning, pitched roof with chimney at Reception and flat roof to meet the cottage beneath the eave level.

This recommendation was considered but not adopted because it would have raised the height of the proposed addition at the rear of 115 Endsleigh Avenue and increase the shadow impact on the neighbour to the south.

Proposed North Elevation - Recommendation:

Provide additional windows to the stair element

This recommendation has been adopted.

Proposed North Elevation - Recommendation:

Modify the two levels to the room wing as recommended including the outdoor roof terrace on the level two plan and steel pergola detailing.

This recommendation is no longer applicable as the proposed outdoor roof terrace has been removed from the design altogether.

Proposed North Elevation - Recommendation:

Modify the room layouts on level one for rooms 15 & 16 to allow for north facing fenestration and French style balconies and details as recommended above for the South elevation.

In the spirit of this recommendation, rooms 14 and 15 on level 2 have been provided with windows and 'French' style balconies. It is suggested that balconies on level 1 are not warranted given they have a closer interface (than level 2) with the rear (back of house area) of an adjacent commercial property. In any case, this elevation will not be easily seen from the surrounding streets.

Due to safety and NCC requirements, there will be no doors that open onto the respective balcony. Instead, each balcony is provided with windows that appear as full height doors.

Proposed North Elevation - Recommendation:

Modify the wall at the ground floor to provide for a climbing frame or trellis sufficient to support creeper planting to this level.

This recommendation was considered but not adopted because this elevation, particularly at ground floor level will not be easily seen from the surrounding streets.

Proposed North Elevation - Recommendation:

A continuous vertical window slot of nominal 300mm should be provided between the service core and the main building to express the element and reduce the overall bulk.

This recommendation has been adopted.

### **Traffic and Parking**

In response to the matters raised by Council's Traffic Engineer:

1. The plans have been amended to show the following:
  - a) Only one way traffic movement through the site with entry from Endsleigh Avenue and exit into Kite Street.
  - b) The exit now aligns with the road construction in Kite Street and without conflict with the fire stairs.
  - c) The pedestrian gate is now relocated to the northern side of Kite Street to align with the footpath.
  - d) The parking layout has been amended and turn paths have been show on the plans to demonstrate that vehicles can manoeuvre to and from the parking spaces adjacent to walls.

2. In regard to parking provision:

- a) The ground level car park will provide 37 independent parking spaces for guests (plus the manager's parking space). The number of parking spaces for guests can be increased to 44 with tandem parking; and then further increased to 65 with the use of car-stackers. This parking resource provides 1 space for each room plus 4 staff spaces.
- b) The tandem and stacker layout will be managed via a valet arrangement. The valet arrangement will be implemented in the rare/unlikely scenario that all of the 61 rooms are let singularly and a vehicle is attributed to each room.

3. Consistent with the advice provided to Council on 9 June 2020, the following plan of management explains how the valet parking system is proposed to operate.

- a) As required by Council, a one way traffic flow arrangement will be adopted whereby guest vehicles will enter the hotel car park via the Endsleigh Avenue driveway and exit via the Kite Street laneway.
- b) The above traffic flow arrangement reinforces the site design which requires guests to attend hotel reception for check-in before they enter the car park.
- c) The car park provides 37 independent spaces for guests (plus 1 for the manager). The number of spaces for guests will be increased to 44 with 7 tandem spaces; and then further increased to 65 spaces with the use of car stackers.
- d) The valet system will be triggered when advanced accommodation bookings indicate that the number of rooms (with parking booked) exceeds 37.
- e) The hotel booking software will automatically alert reception when parking for more than 37 cars is required, at which point the valet system will operate.
- f) In valet parking mode, guest will drive their car to the parking area adjacent to reception where they will be met by a valet. The valet will place the guest's luggage on a trolley for delivery of their luggage to their room and direct the guest to the reception. The valet will then proceed to park the guest's car in any of the identified valet spaces (tandem or stacker as appropriate).
- g) Guest's car keys will be labelled and securely stored in a safe at reception.

- h) Guests will be advised at check-in to contact reception 10 minutes before their planned departure to arrange for their car to be moved to the parking zone in front of reception in advance of their departure.
- i) The hotel has a resident manager (and is thus staffed 24/7) should a vehicle have to be moved out of hours.
- j) Reception staff can monitor the car park via the CCTV monitors on the reception desk.
- k) Reception staff and management will be trained in valet parking.

### **Impact on Trees**

As requested, the trees in the adjacent Endsleigh Reserve are now shown on the site plan.

Council's Manager of City Presentation, is particularly concerned with the *Eucalyptus mannifera* (Manna Gum) and has nominated a 9.3m radius Tree Protection Zone for this tree.

To assist with assessing the potential impact that the development may have on the Manna Gum, comparative diagrams have been prepared to show the TPZ in the pre-development phase and the post-development phase. As can be seen in the comparison, the amount of soft landscaping within the TPZ will increase as a result of the development.

### **Signage**

As required by Council, the proposed roof top signage has been removed.

### **Public Submissions**

We provide the following comments in response to relevant matters raised in submissions:

1. Justifications for a variation in height is provided in the DA supporting information. The revised design (which seeks to retain the top level) has been prepared in consultation with Council's Heritage Advisor.
2. The potential heritage impacts have been addressed in the DA supporting information. Further, as outlined earlier in this document the written recommendations of the Heritage Advisor have been largely adopted.

3. In regard to the former Perway Depot, the applicant would agree to the following suggestions of Council's Heritage Advisor:

*Mitigation for the loss of the Perway structures should include the provision of an outline marked in the ground floor car park surface of an outline of the two main structures using a steel element similar in size to a rail, so as to interpret the former buildings and use. An interpretive panel is to be designed and prepared in conjunction with the O&DHS illustrating the significance of the Perway depot and placed within the space at an agreed location.*

In addition to the above suggestions, the applicant proposes to name the proposed dining area the *Perway Restaurant*.

4. The revised design represents an improvement in terms of potential privacy impacts upon the adjacent "Endsleigh" apartments. In this regard:
- a) The originally proposed outdoor recreation component (pool, terrace and barbecue area) has been deleted.
  - b) The balcony balustrades in the eastern elevation will be set to a rail height of 1200mm above deck level and will include a perforated steel screen. The sight line diagram (McKinnon Design Drawing 14) shows that much of the ground level of the apartment site will not be easily viewed from the hotel windows.
5. Potential Noise Impacts have been assessed in the report by Wilkinson Murray. In response to concerns raised in public submissions:
- a) The outdoor recreation area pool, terrace and barbecue area) has been deleted and therefore does not represent a potential source of noise impact.
  - b) Waste collection will be managed to occur in the daytime period when background noise levels are typically higher.
  - c) Due to its configuration and modest size the restaurant/breakfast room will not be suitable for functions and large gatherings.
  - d) Use of the hotel gym is not a noisy activity.
  - e) The nature of a hotel is for guest accommodation and sleeping. Therefore it is in the applicant's interest to maintain/encourage a relatively quiet environment.

- f) There is no access to balconies – they are decorative only.
  - g) Final acoustic design requirements would be subject to Council DA consent conditions and confirmed during the detailed design phase for the Construction Certificate (CC) documentation. The CC acoustic design review would address all aspects of the development including, mechanical plant (such as air conditioning; kitchen exhaust; car stackers and the like) and onsite activities and noise mitigation options to ensure that the project noise goals and any pending noise conditions imposed by Council are satisfied.
6. In response to the concerns raised in regard to vehicles and traffic:
- a) The supporting information states that service vehicles are able to park nearby to make deliveries or collections. It also states that by its very nature, the proposed use does not necessarily generate the need for delivery by larger trucks. Service vehicles are likely to include light commercials (vans and utilities) which are able to be accommodated entirely within the site for parking and loading purposes.
  - b) Two way vehicle movement along Kite Street is no longer proposed. The development has been amended so that only one way traffic movement through the site will occur with entry from Endsleigh Avenue and exit into Kite Street.
  - c) The applicant is an experienced hotel operator. The likelihood of more than 3 or 4 vehicles arriving at the same time and queuing is minimal; particularly as modern check in and check out is a very quick process with payments and receipting mostly conducted on line. The driveway is of sufficient length to accommodate entering vehicles without disruption to traffic flow and amenity along Endsleigh Avenue.
7. Fire protection measures for the development will be required to satisfy the relevant requirements of the National Construction Code.
8. The applicant would agree to a consent condition which requires the submission of a Construction Management Plan to Council for endorsement prior to commencement of any works.
9. The shadow diagrams demonstrate that the solar panels on the adjacent mower shop would not be affected by shadow at least until 3pm on 21 June.
10. Matters pertaining to development adjacent to a rail corridor are being addressed in consultation with John Holland Rail.

We trust that this information is satisfactory to enable approval of the development application.

Yours faithfully

***Peter Basha Planning & Development***

Per:

***PETER BASHA***

Enc