

THE DROSTDY CENTRE, ERF 5357 STELLENBOSCH

DEVELOPMENT PROPOSAL
JUNE 2016



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SECTION 1
OVERVIEW

1.1 OVERVIEW

Drostdy centre erf 5357, stellenbosch

architectural report for development proposal development description

DEVELOPMENT DESCRIPTION

CURRENT SITUATION

Erf 5357 comprises the historic Drostdy building and the remainder of the Heuer façade defining the edge of Alexander and partly Bird Street; with the remainder of the back portion of the site as strip retail around a central court yard – facing Bird Street. The Drostdy building faces the Braak on the Alexander Street side and plays an important role in the street scape of Stellenbosch, it's a double storey historic building.

ARCHITECTURAL BRIEF

A comprehensive market research undertaking revealed that the Drostdy site was desirable for the re-development of a hotel (150 keys). A need for a public restaurant and small conference facilities and commercial space on Bird Street, was identified. There is also a great potential for improving the parking situation on the site thru' the introduction of basement parking.

PROPOSAL

The re-development of the site will include the preservation and restoration of the Drostdy building, and the developer will see that this building remains the defining structure on the site. Furthermore, that the historic free standing Heuer gable façade on Bird Street be retained and that it be integrated into the design / future use of the court yard. In so far as the balance of the buildings on the site, they aren't of any architectural significance and will be demolished, taking into account the recommendations of the 'Stellenbosch Conservation Development Guidelines'.

GENERAL DESIGN

The site is composed of three zones: a street front, relevant in terms of the historic Stellenbosch town scape, a central open space (court yard) and a new development to the back of the site.

The site area to the back of the Drostdy building will be cleared and excavated, to provide on-site basement parking and service management of the buildings to be demolished, is to be excavated to provide parking and service management facilities for the project as a whole.

A traffic study has validated acceptable vehicular access off the northern corner of Bird Street.

Street Front

The historic street front is composed of the historic Drostdy building on Alexander Street and the Heuer façade and a new retail / hotel wing building along Bird Street. The street facades have a 10m height restriction and street setbacks are 15m for any level above.

The historic Drostdy building with its period detailing is to be completely renovated, restored and retained. The street verandas are to remain in a more simplified and discreet design. The only contemporary intervention envisaged is a new entrance on Alexander Street, linking through into the new hotel foyer. This modern element will fit into the position of the current historic entrance point.

The new building on Bird Street has been restricted to three levels, with the upper levels set back, and expressing the existing horizontal lines of the historic Drostdy buildings and free standing façade buildings. This new hotel will be a contemporary building that respects it's significant heritage surrounds and will be complimentary in terms of scale and rhythm.

The free standing Gable and historic façade is to be integrated in a transparently glazed link structure thereby joining the Drostdy building with the new development on Bird Street. This structure will serve to control security and access to the court yard and to create shaded external seating space for restaurants.

Centre of site

The court yard will be for the use of public / hotel functions, with lounges and restaurants spilling out into a landscaped plaza, for private outdoor use. This central space is of importance to mediate between the street building scale and the higher hotel structure to the rear of the site.

Rear of site

The rear of the site developed is in keeping with the 'Stellenbosch Conservation Strategy Development Guidelines', which recognises this perimeter to be an 'infill opportunity site'. Here the building has been lifted to the full permissible levels / height. The simple and modern facades have been designed as neutral back-drops, not competing with the historic buildings which they overlook.

Link between Drostdy and hotel building

The back walls of the Drostdy building had been replaced over time and have no historical value / significance. This allows linking the ground floor of the old and new buildings in a generous

manner. A further internal link to the first floor conferencing will allow the hotel to serve the upper level of the Drostdy building. In terms of volume the new hotel building will stand apart from the historic building and be clearly distinguished in its materiality. All paint and other material colours blend with the historic buildings both on site and those of the abutting historic buildings.

All services are to be internal and not visible. All signage modest, homogenous and in scale. The new Bird Street elevation to have pavement edge covered verandas and recessed commercial fenestration in scale and keeping with existing historic Stellenbosch streetscapes. No visible on-site parking exists as all parking included in this design is underground. A green design aesthetic applies to this project with as many energy saving and conservation applications included in the detail and operational functioning of the buildings.

Summary

The proposed design, in keeping with the 'Stellenbosch Conservation Strategy Development Guidelines', achieves a continuity of the typical Stellenbosch streetscape, especially along Bird Street. The street facades will be fresh but discreet and creates animated street activity through commercial usage. The rear of the site contrasts a well needed densification of the urban fabric. The building will blend into the urban context in a modern way.

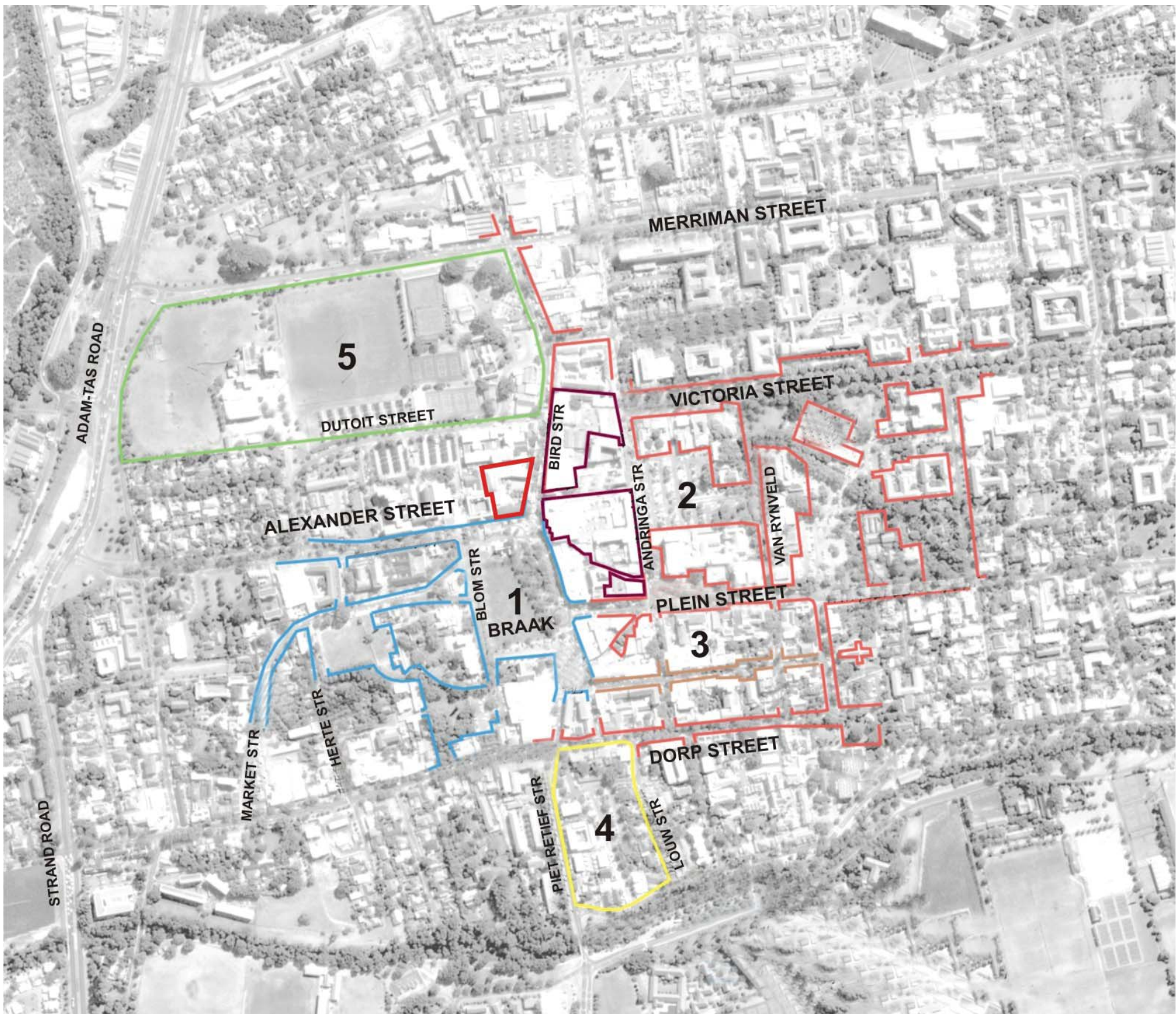
The redevelopment of the site also provides a new status to the obsolete Heuer façade. The introduction of a hotel on this site, with its central location in easy walking distance within the heart of historic Stellenbosch town, will fulfil a desirable need.

SECTION 2
CONTEXT

SECTION 2
2.1 LOCALITY PLAN



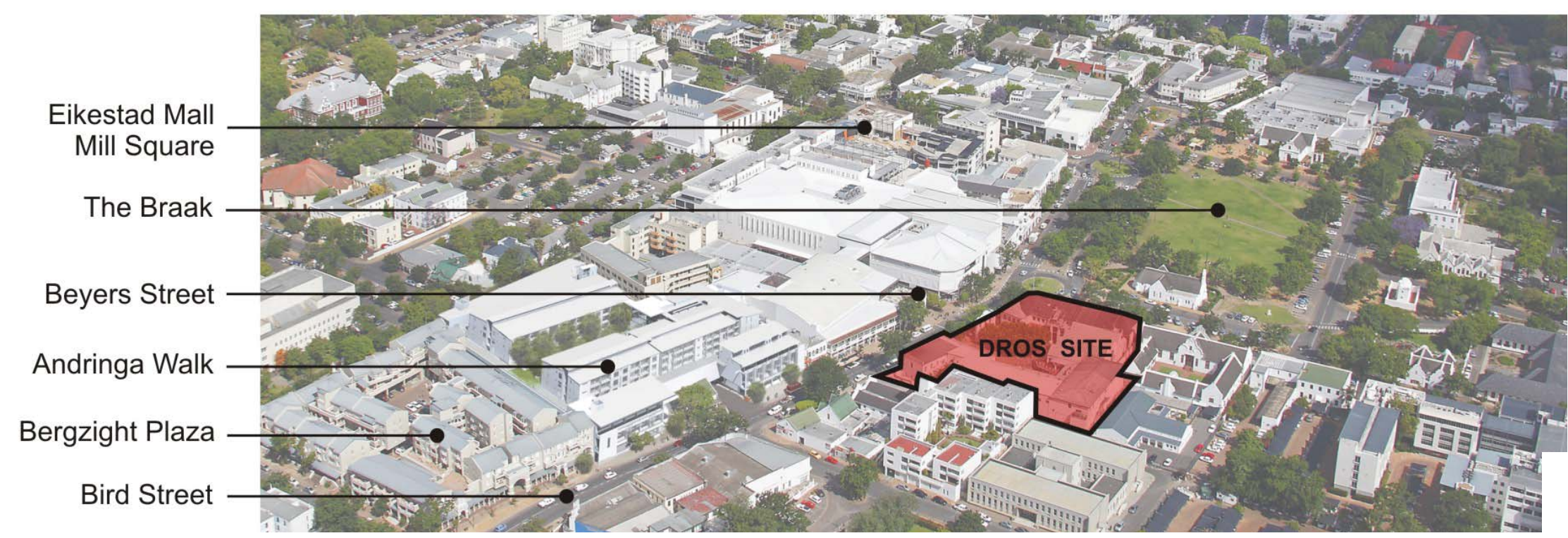
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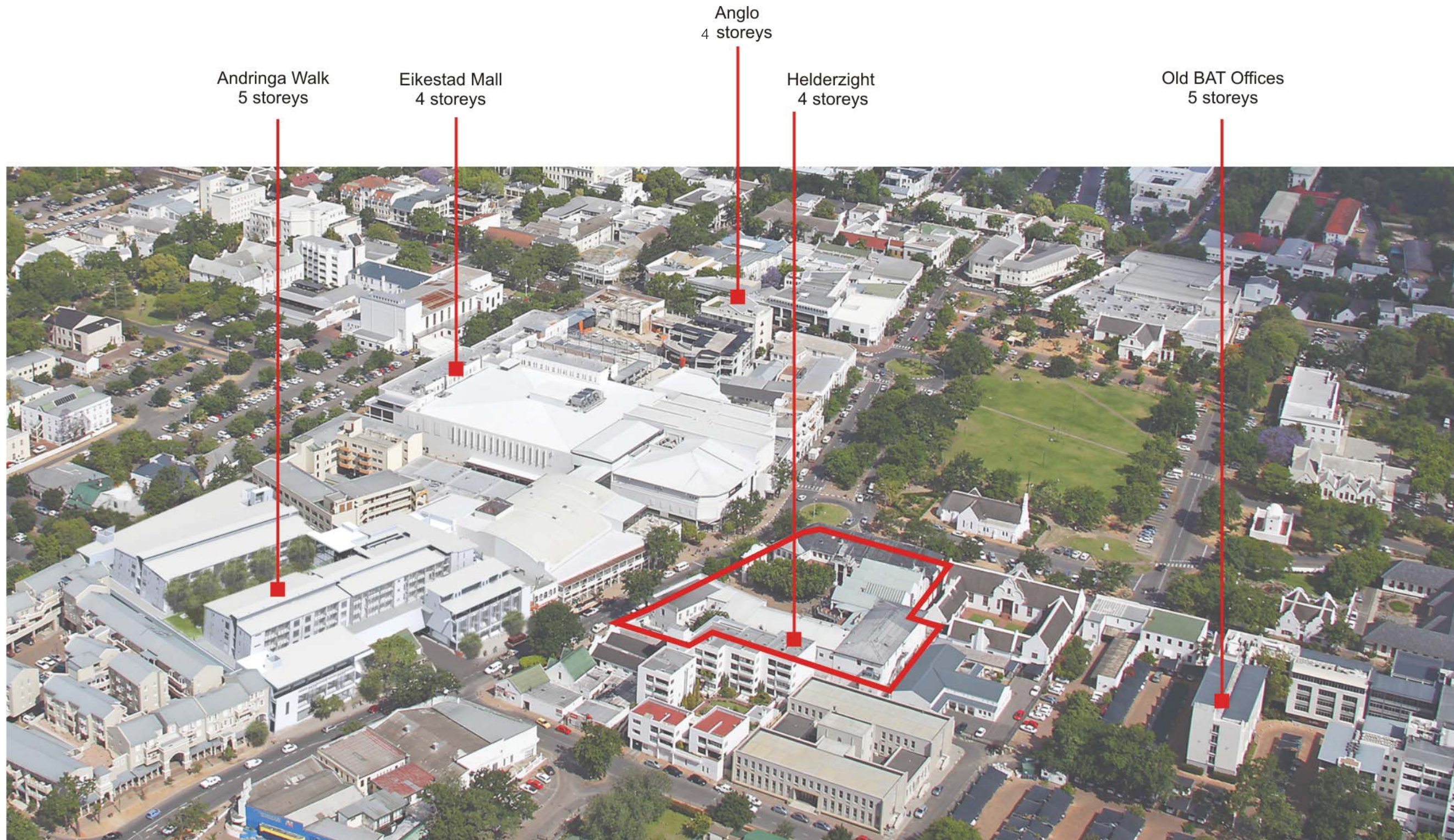
- 1  BRAAK PRECINCT
- 2  BLOEMHOF-SANDHUIS PRECINCT
- 3  CHURCH STREET PRECINCT
- 4  PIET RETIEF PRECINCT
- 5  BERGZIGHT VAN DER STEL PRECINCT

-  The Site

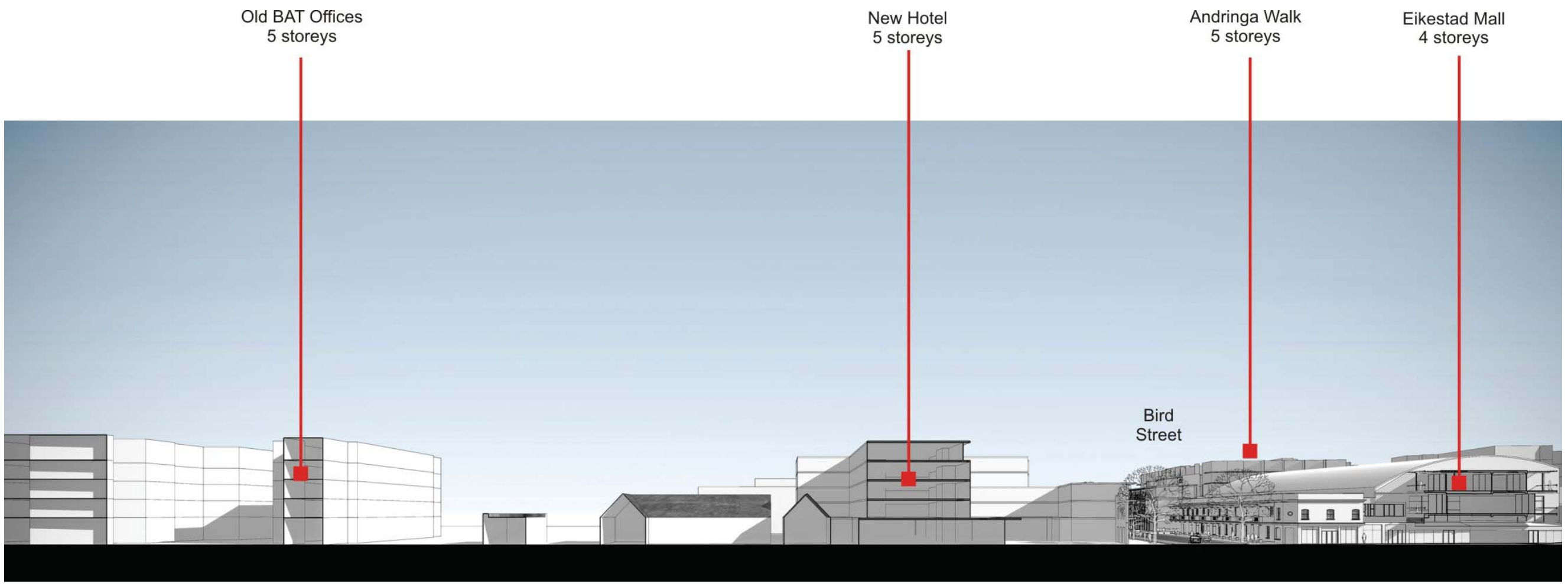
SECTION 2
2.3 AERIAL CONTEXT



2.4 CONTEXT - EXISTING BUILDING HEIGHTS



2.5 CONTEXT - EXISTING BUILDING HEIGHTS



SECTION 3
SITE INFORMATION

SECTION 3
3.1 ZONING DIAGRAM



ERF 5357 - LAND DEVELOPMENT RIGHTS

Site Area:	4593 square metres
Zoning:	General Business
Land Use:	Shops, Office and Hotel
Coverage:	85% on ground floor 85% on upper levels (commercial) 50% on upper levels (hotel)
Height:	5 storeys
Building Lines:	0m on common boundaries 15m on street boundaries on levels above 10m (Historic Core setbacks)
Parking:	0,7 bays per room (hotel) 4 bays per 100 sqm (offices / shops)

SECTION 3
3.2 SITE IMAGES



Bird Street



Corner Bird Street and Alexander Street

STREET SCENES

SECTION 3
3.3 SITE IMAGES



Corner Bird Street and Alexander Street



Alexander Street

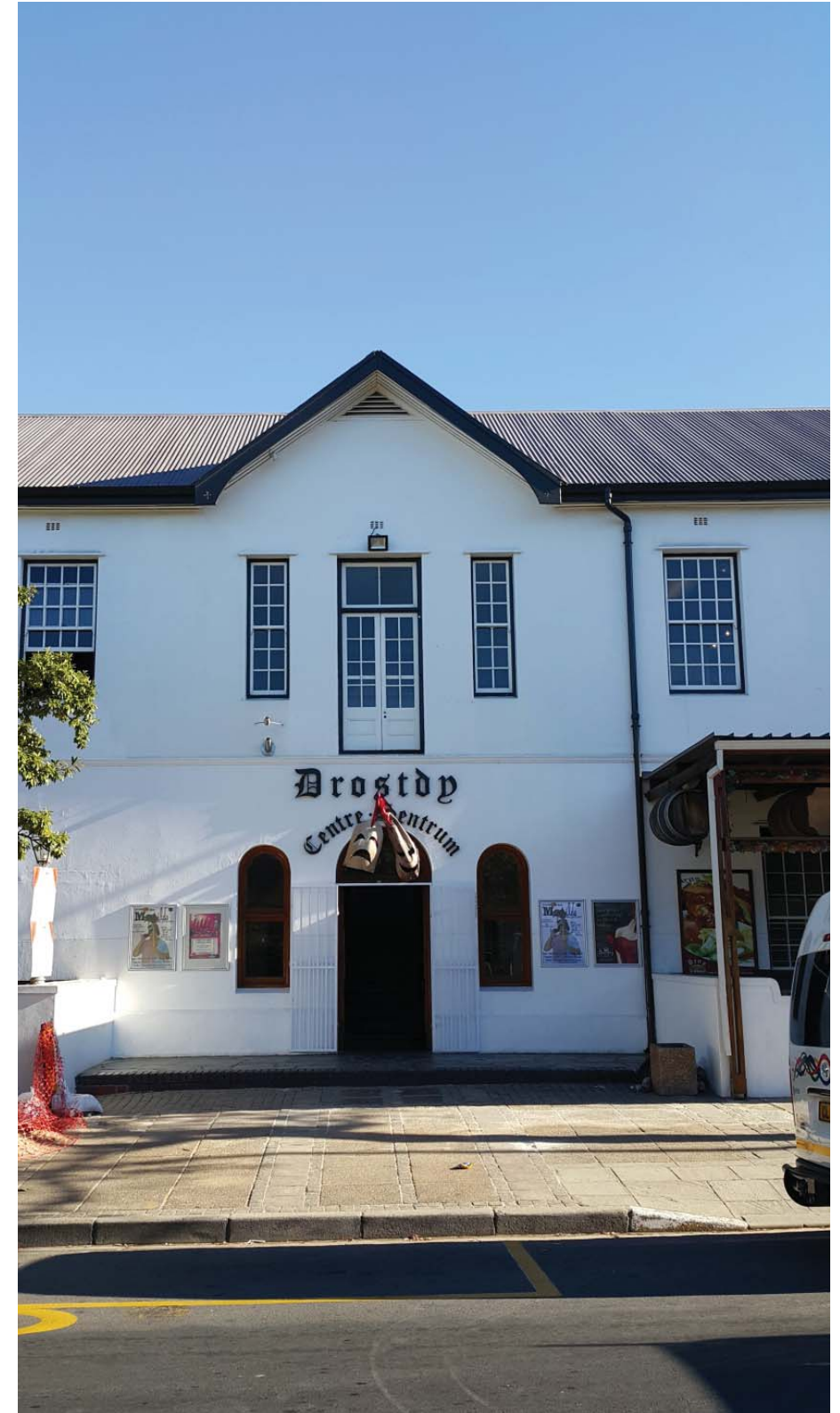
STREET SCENES

SECTION 3
3.4 SITE IMAGES



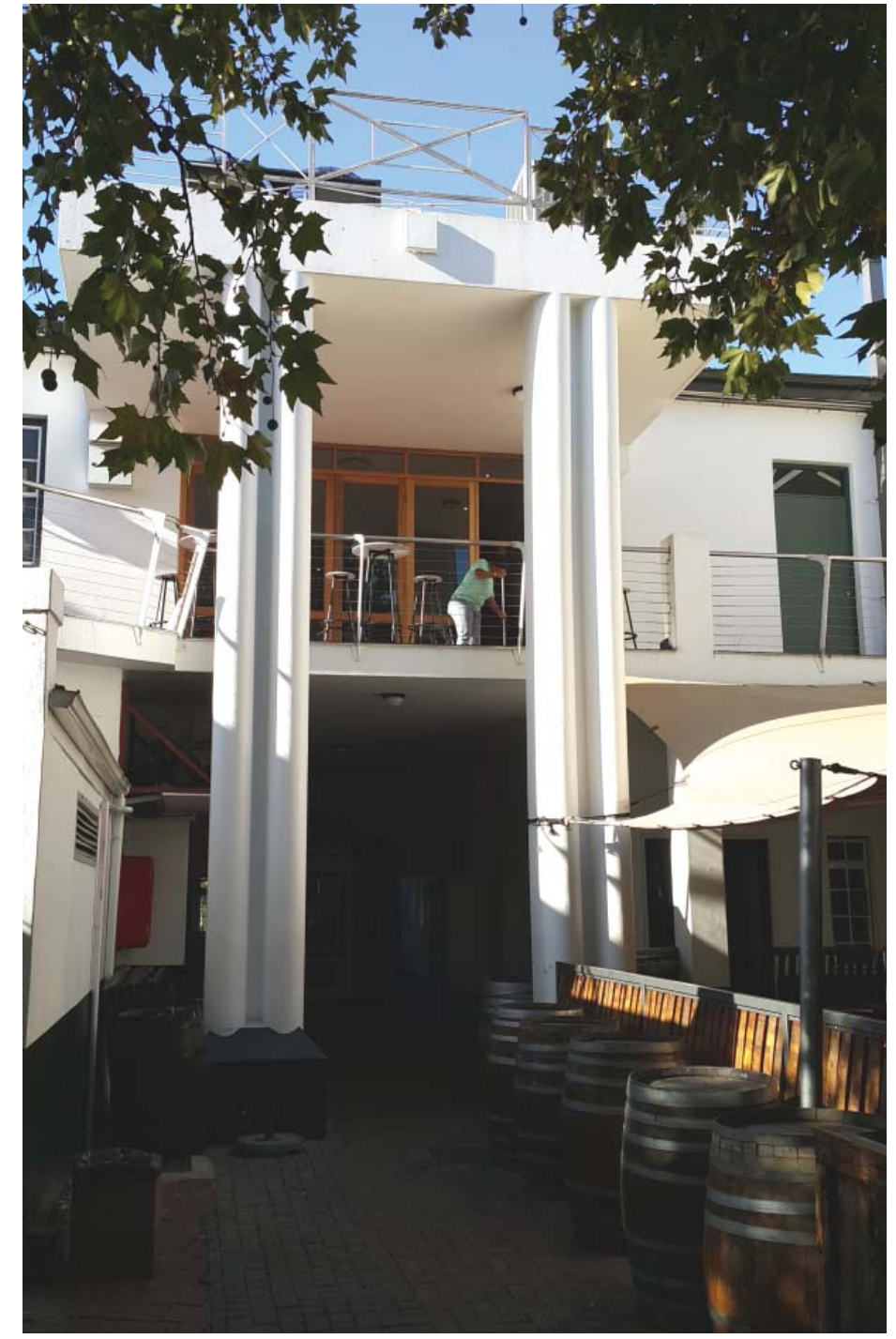
EXISTING BUILDINGS TO BE DEMOLISHED

SECTION 3
3.5 SITE IMAGES



HISTORICAL BUILDINGS (TO BE RETAINED)

SECTION 3
3.6 SITE IMAGES



THE COURTYARD - BACK OF DROSTDY BUILDING (TO BE DEMOLISHED)

SECTION 4
CONSULTANT REPORTS

4.1 TRANSPORT IMPACT STATEMENT

TRANSPORT IMPACT STATEMENT
May 2016

ERF 5357, STELLENBOSCH

PREPARED FOR:

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Ref: 755/01/df

Erf 5357, Stellenbosch

Transport Impact Statement – 18 May 2016

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SECTION 4 4.2 TRANSPORT IMPACT STATEMENT

1. INTRODUCTION

Abacus Asset Management (Pty) Ltd appointed EFG Engineers (Pty) Ltd to assess the traffic implications of the proposed redevelopment of the Drostdy Site, Erf 5357 (see Figure 1). The proposal includes a 145 room Hotel and a smaller Retail (550 m²) and Office (615 m²) component.

The site which currently includes the Dros Pub has a total of 4 300 m² of Retail GLA with no on-site parking.

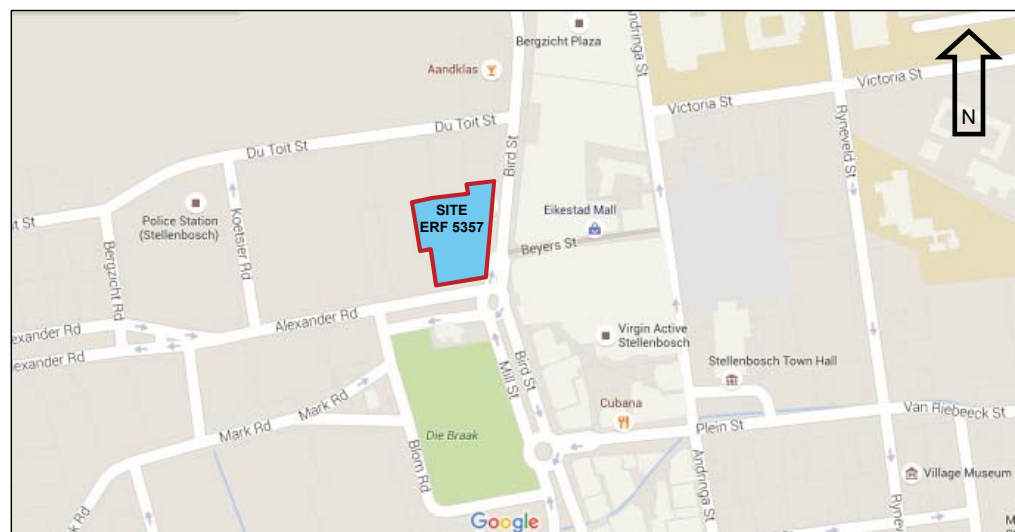


Figure 1: Locality Plan

2. EXISTING ZONING

The existing site is zoned for General Business and includes the following uses: Shops, Offices and Hotel. The current development proposal is therefore within the zoned rights.

3. PROPOSED ACCESS

Bird Street is a Class 3 Road in an Urban Development Environment in terms of the Road Access Guidelines. The minimum access spacing for a side street is 90 m and a high volume driveway is 60 m.

Vehicular access to the basement parking for the Hotel is proposed from Bird Street. The access as shown on the SDP, see Figure 2 (Basement) and Figure 3 (Ground Floor) has been placed close to the northern boundary of the site approximately 80 m from Alexander Street (measured kerb-to-kerb). The position is very close to the existing carriageway crossing to a small yard on the existing site and the shoulder sight distances (both to the left and the right hand) leaving the access are considered to be adequate.

The access will also be used for small delivery vehicles (typical Sprinter Van which is just over 7 m long). A vertical clearance into the basement of 3 m will be provided in order to accommodate these delivery vehicles.

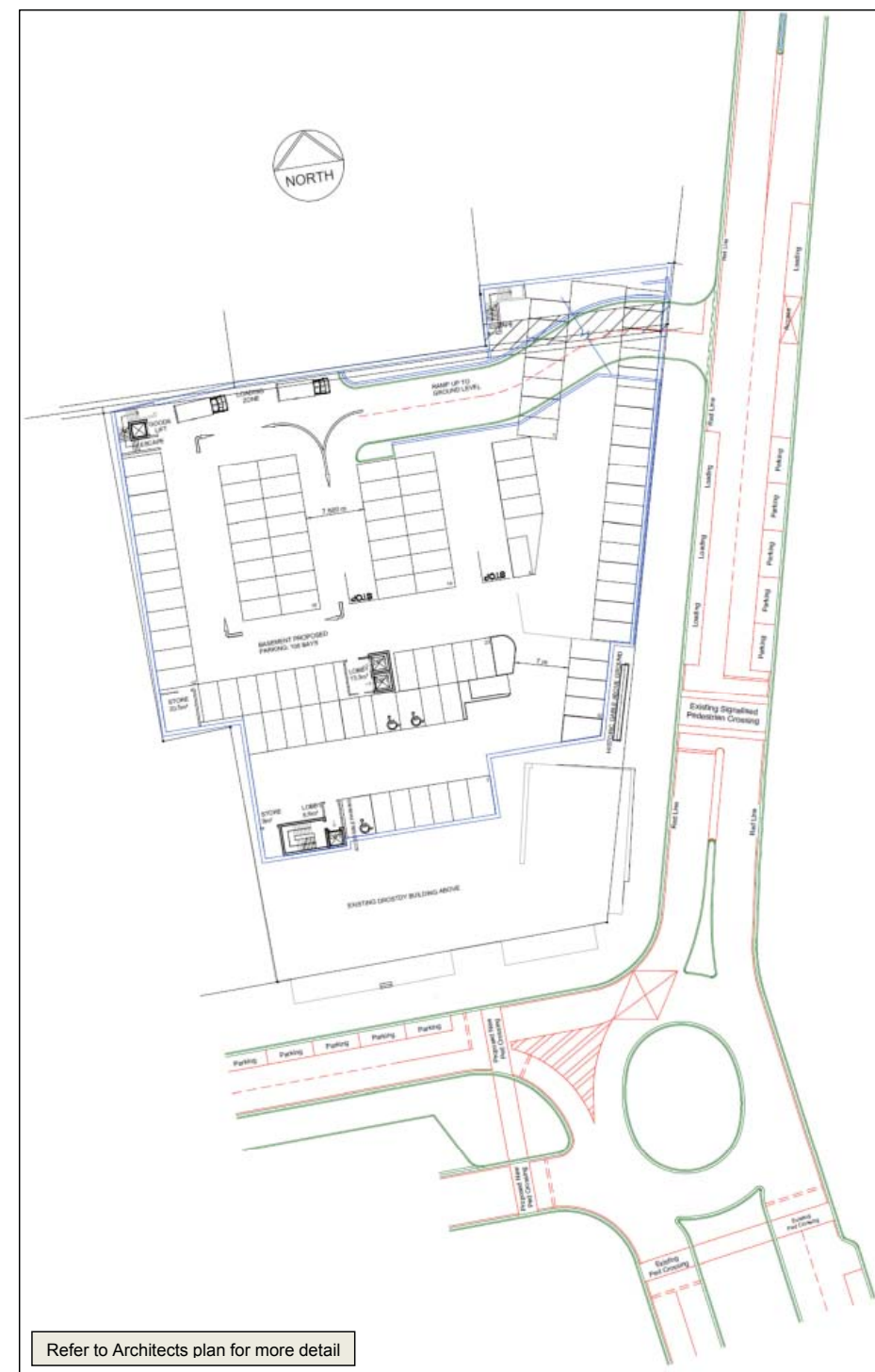
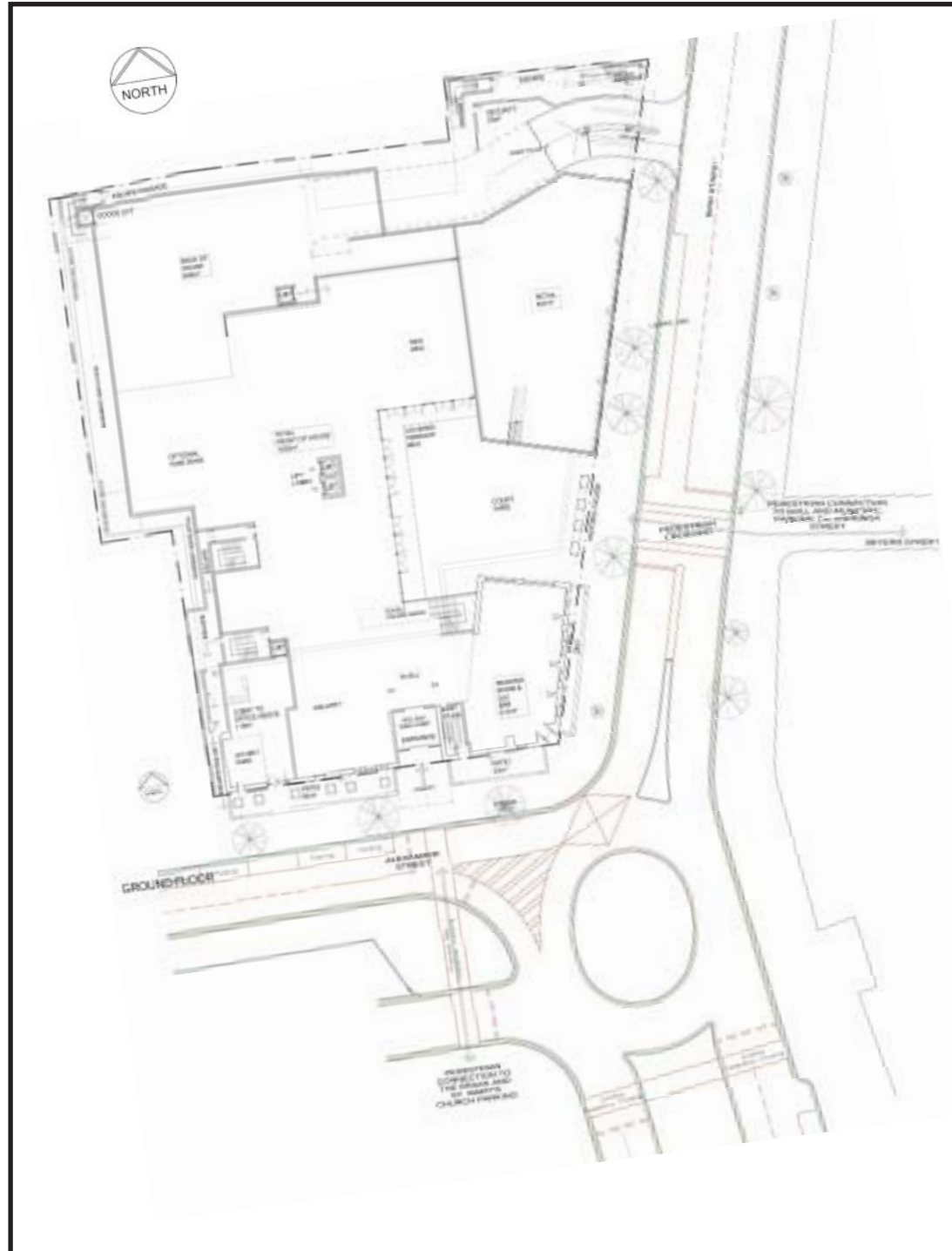


Figure 2: SDP - Basement

4.3 TRANSPORT IMPACT STATEMENT

Erf 5357, Stellenbosch

Transport Impact Statement – 18 May 2016



Refer to Architects plan for more detail

Figure 3: SDP - Ground Level

Erf 5357, Stellenbosch

Transport Impact Statement – 18 May 2016

Provision is currently provided for on-street loading along Bird Street which will be maintained. The total length of the on-street delivery embayments on the western edge of Bird Street is approximately 30 m and is considered acceptable for the hotel use for larger trucks as and when necessary.

Alexander Street is considered to be a Class 4 Road and has on-street parallel parking on the northern edge. The main hotel access (i.e. pedestrian front door) is proposed from Alexander Street.

4. TRIP GENERATION

The TMH 17 Trip Data Manual indicates that for a Resort Hotel (primarily serving tourists and persons on holiday) is 0.3 trips/room in the AM peak hour and 0.4 trips/room in the PM peak hours. The trip generation for a residential Hotel is 0.5 trips/room in both the AM and PM peak hours. While it is anticipated that the hotel will primarily serve the tourist market a comparison of trip generation for both peak hours is summarised below.

Table 1: Comparison of Hotel Trip Generation Rates

Type of Hotel	Rooms	Peak Hour	Trip Gen Rate	Trips	Spilt		Trips	
					IN	OUT	IN	OUT
Hotel (Resort)	145	AM	0.3	44	60%	40%	27	17
		PM	0.4	58	50%	50%	29	29
Hotel (Residential)	145	AM	0.5	73	60%	40%	44	29
		PM	0.5	73	55%	45%	41	32

The Resort Hotel will generate **44 trips** (27 IN and 17 OUT) in the AM peak hour and **58 trips** (29 IN and 29 OUT) in the PM peak hour.

Of the existing 4 300 m² GLA Retail, 550 m² Retail will be maintained and 615 m² Offices will be built. This means that some 3 135 m² is being replaced by the 145 room tourist hotel. Taking this into account a reduction in trip generation can be anticipated when comparing the 3 135 m² which will be replaced by the 145 room tourist hotel. Conservatively at 6 trips/100m² retail GLA, the existing retail which is being replaced by the hotel could generate more than 180 trips in the PM peak hour which is significantly higher than the new anticipated hotel PM peak hour trip generation of 58 trips. The AM peak hour retail trip generation is typically 30% of the PM peak hour (i.e 60 trips) which is also higher than the hotel trip generation of 44 trips in the AM peak hour.

As the development is within the zoned rights and as a net reduction in trip generation is anticipated a full TIA is not required.

5. QUEUEING ANALYSIS

The access control queueing analysis spreadsheet (as compiled by Mr Willie Liebenberg of the City of Cape Town) was used to assess the probability of queues at the Bird Street Access.

Access control by means of booms during the day with the possibility of a roller shutter operating after hours is proposed. The boom typically has a service flow rate of 360 vph (coded card reader) while a roller shutter (similar to a swing/sliding gate) has a service flow rate of 200 vph.

4.4 TRANSPORT IMPACT STATEMENT

Erf 5357, Stellenbosch

Transport Impact Statement – 18 May 2016

The output for the boom control is shown in Figure 4.

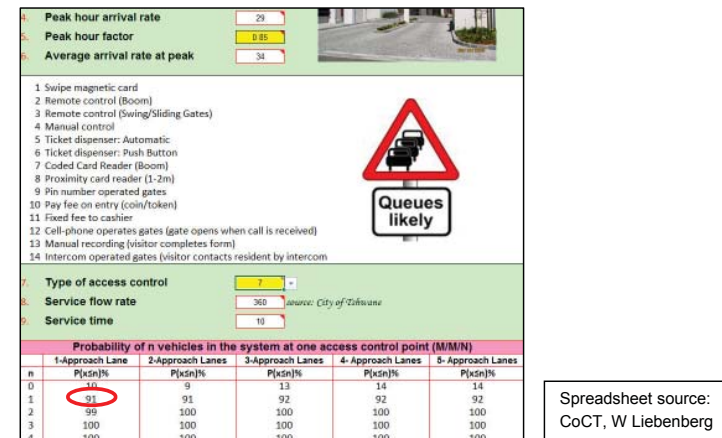


Figure 4: Extract of Queue analysis output

Based on one access lane into the development there is a 91% probability that the queue will be less than 1 vehicle. While this indicates that 6 m stacking should be adequate 12 m stacking can be provided and is preferable with the use of the access by small delivery vehicles.

6. PARKING

5.1 Parking Requirements and Parking Provision

Currently there is no on-site parking provided for the existing 4 300 m² retail GLA. Taking this into account it is motivated that parking only be provided for the hotel at 0.7 bays per room. In terms of this the minimum parking required for the hotel is 102 bays. The current proposed parking provision, which includes 3 disable bays, is 106 bays and is considered adequate.

With extensive on-street parking around the Braak it is not considered problematical that the small retail/office component has no parking.

5.2 Ramp Gradient

With a vertical clearance of 3 m in the basement a 30 m long ramp at a 10% gradient can be accommodated. This is considered to be acceptable and the gradient could be increase up to 12.5% or 15% provided blending grades are included over the first 3.7 m at the start and end of the ramp.

7. PUBLIC TRANSPORT AND NMT

The site is well located for access to/from the Bergzicht taxi rank and minibus services are available along Bird Street. The Adam Tas train station is also within walking distance (approximately 1 km to the west).

The site is in the CBD with high pedestrian movements. As it is envisaged that hotel guests will visit the surrounding historical sites, tourist destinations and retail centres within walking distance of the hotel, the

Erf 5357, Stellenbosch

Transport Impact Statement – 18 May 2016

pedestrian movements are considered important. It is therefore proposed that the existing signalised crossing of Bird Street be maintained together with another unsignalised crossing of Bird Street just south of the Alexander Road/Bird Street traffic circle. It is noted that this has recently been upgraded. It is furthermore proposed that similar pedestrian crossing and paved linkages be created from the front door of the hotel on Alexander Street across Alexander Road and the service road next to St Mary's Church and linking to the pedestrian walkways around and across the Stellenbosch Braak.

8. CONCLUSIONS & RECOMMENDATIONS

The proposed hotel development is within the zoning rights and a net reduction of trips is anticipated when compared to the existing development.

Access to the site (basement parking) is proposed close to the northern boundary of the site (80 m kerb-to-kerb) from Alexander Road. The access will also serve small deliveries (typically a Sprinter Van which is just over 7 m long).

The queuing analysis shows that the 12 m stacking provided is adequate.

Adequate parking (106 bays) is provided for the hotel. This exceeds the parking requirement of 102 bays based on 0.7 bays/room. No parking is provided for the small retail and office component on the basis that the current development currently has no on-site parking and there is extensive on-street public parking on the roads surrounding the Braak.

The site has good access to public transport which include both the Bergsight taxi rank and the Adam Tas railway station.

It is however proposed that the pedestrian crossing across Alexander Road and the service road next to St Mary's Church be upgraded. The finishes and paving should ideally match the recent upgrades in the area.

Taking the above into account it is recommended that the development be approved.

David Faure (Pr Eng)

EFG Engineers (Pty) Ltd

SECTION 4
4.5 HERITAGE

31 March 2016

ERF 5357 DROSTDY CENTRE STELLENBOSCH DEVELOPMENT

DRAFT: STATEMENT OF SIGNIFICANCE



CK: 94/37657/23

ARCHITECTS - PLANNERS
HERITAGE CONSULTANTS

VAT NO. 4780148195

The Drostdy building on the corner of Alexander and Bird Street Stellenbosch is of heritage significance because of its landmark status as an entrance building to the business centre of Stellenbosch, as well as forming an edge and defining the space of the Braak. The site has had buildings on it since the late 18th C and was initially a dwelling and then a hotel for a lengthy period (social significance). The current structure is from the late 1800's with the verandah, windows and arches from the early 1900's. The building was much altered in the late 20C and the lean-to's are recent.

The Alexander Street façade, by virtue of its scale, architectural treatment and detail is typical of Stellenbosch and has architectural, aesthetic and cultural significance. This façade is protected (Previous National Monument 1967)

DRAFT HERITAGE INDICATORS

These heritage indicators are based on the attributes extracted from the statement of significance.

1. Retain the main building as is, especially the Alexander Street Façade. The lean-to is recent and can be altered.
2. Late 20C buildings on the site have no heritage significance and can be demolished.
3. Build to line along Bird Street, keeping in character with existing buildings along this street. Employ continuity as a strategy. Maintain local scale, massing, rhythm, proportion materials and level of detail. Retain existing freestanding landmark façade element on Bird Street.
4. Develop tall building/s to the far rear, as far back from Alexander and Bird Street as possible. A visual impact assessment is to be undertaken to assess impacts and mitigation for views from the Braak and Bird Street. New building to be a 'background' building to lessen potential visual impacts. There are the possibilities of using flat roofs, or using the roof space, or having a lightweight level to reduce the effect of the bulk. Ensure a restrained simple outline so as 'not to catch the eye'.
5. Employ an appropriate architectural strategy where new buildings connect to existing. A transitional element is recommended to resolve geometries and to act as a 'gasket' link between new and old fabric.
6. Ensure archaeological monitoring during clearing of the site and for excavations.
7. Archaeologist to investigate water course on northern perimeter of the site (Vos 1994).

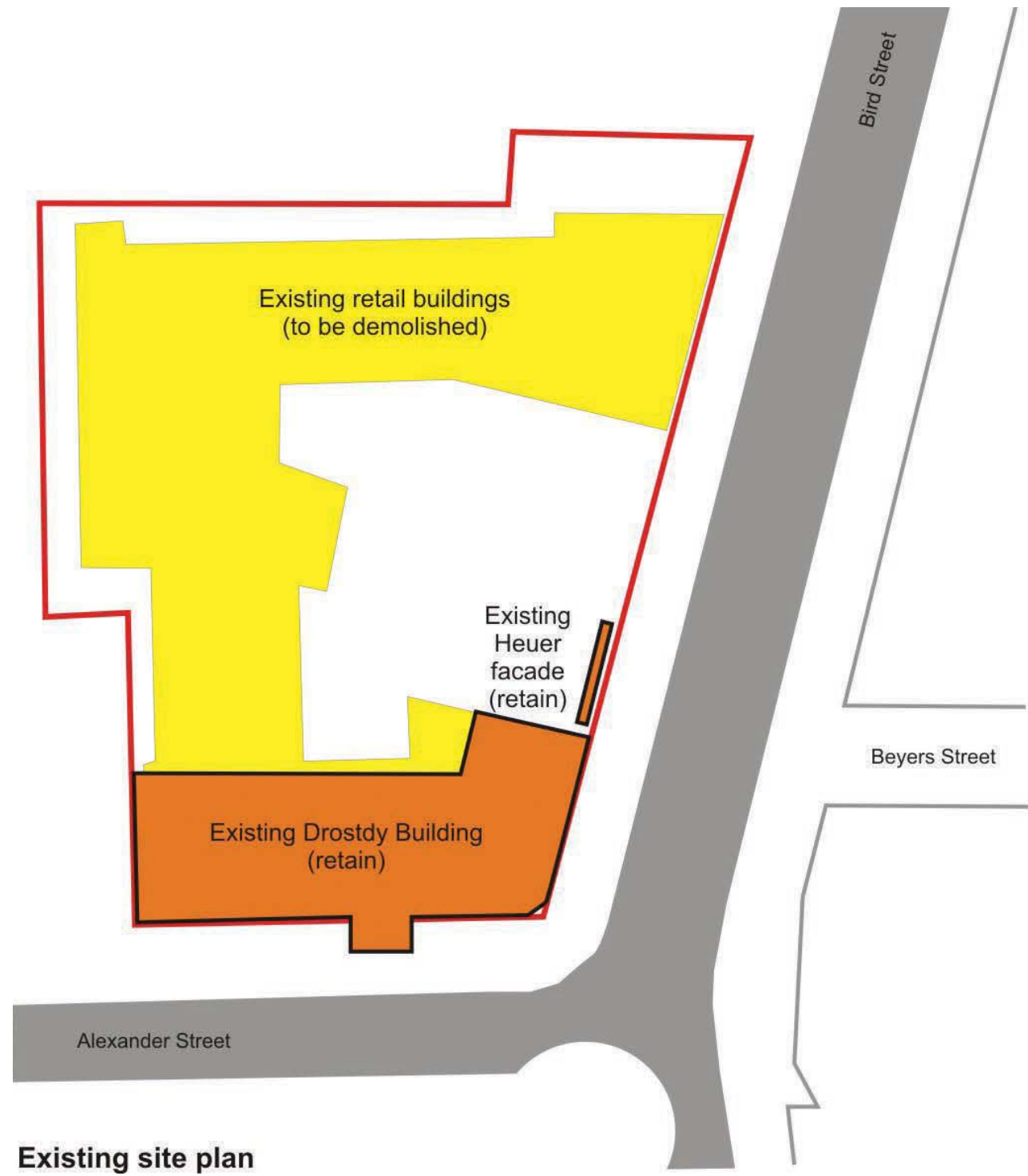
PREPARED BY: **ANDREW BERMAN**

The Drostdy Centre – A Survey of Historical and Structural Fabric 1994: H.N. Vos
Stellenbosch Heritage Foundation Survey

P.O.BOX 30595 TOKAI 7966 "AMPER BO" STUDIO OU KAAPSE WEG TOKAI 7945 TEL(021) 7121861 FAX(021) 7128014
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SECTION 5
CONCEPTUAL APPROACH

SECTION 5
5.1 SITE DEVELOPMENT PLAN



Existing site plan



Redevelopment site plan

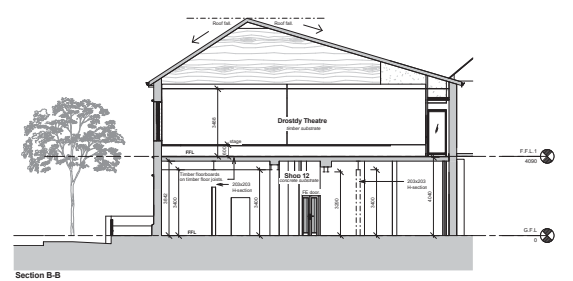
SECTION 5
5.1.1 AS BUILT ELEVATIONS



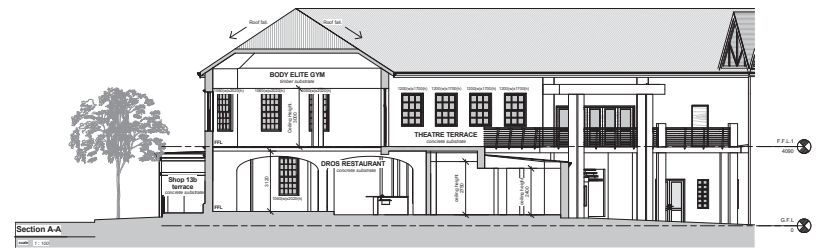
South East Elevation-Bird Street



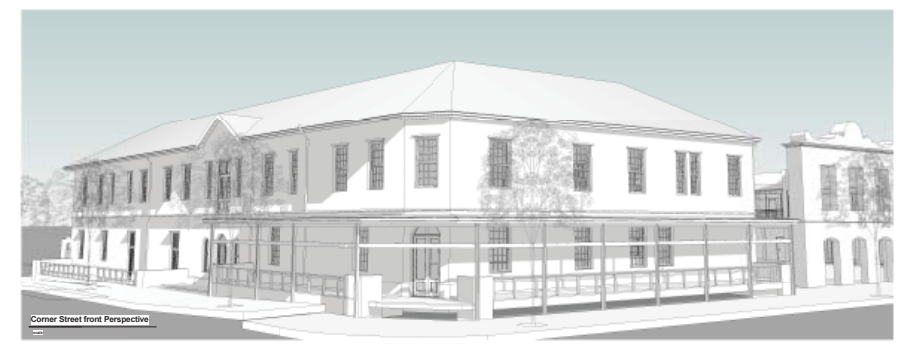
South Elevation-Alexander Street



Section B-B



Section A-A



Corner Street front Perspective



Streetfront Perspective of Courtyard



Courtyard Perspective

Notes

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AS-BUILT DRAWING

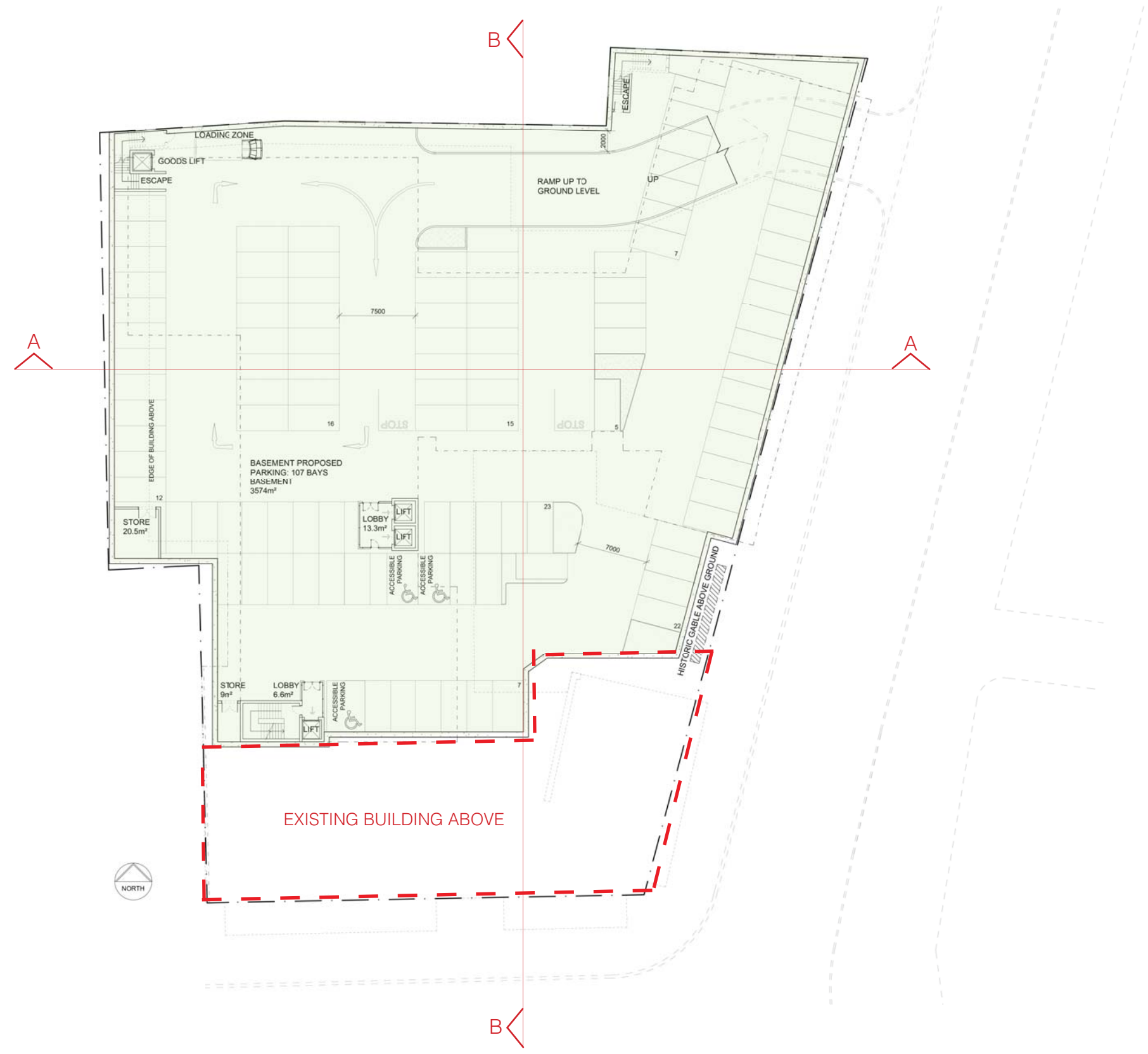
ABACUS
ASSET MANAGEMENT
Abacus Asset Management (Pty) Ltd
1st Floor Mill Square Offices
12 Plain Street
Stellenbosch
7600
Tel: 021 886 5262

Client Signature: [Signature Box]
Time Smit Signature: [Signature Box]

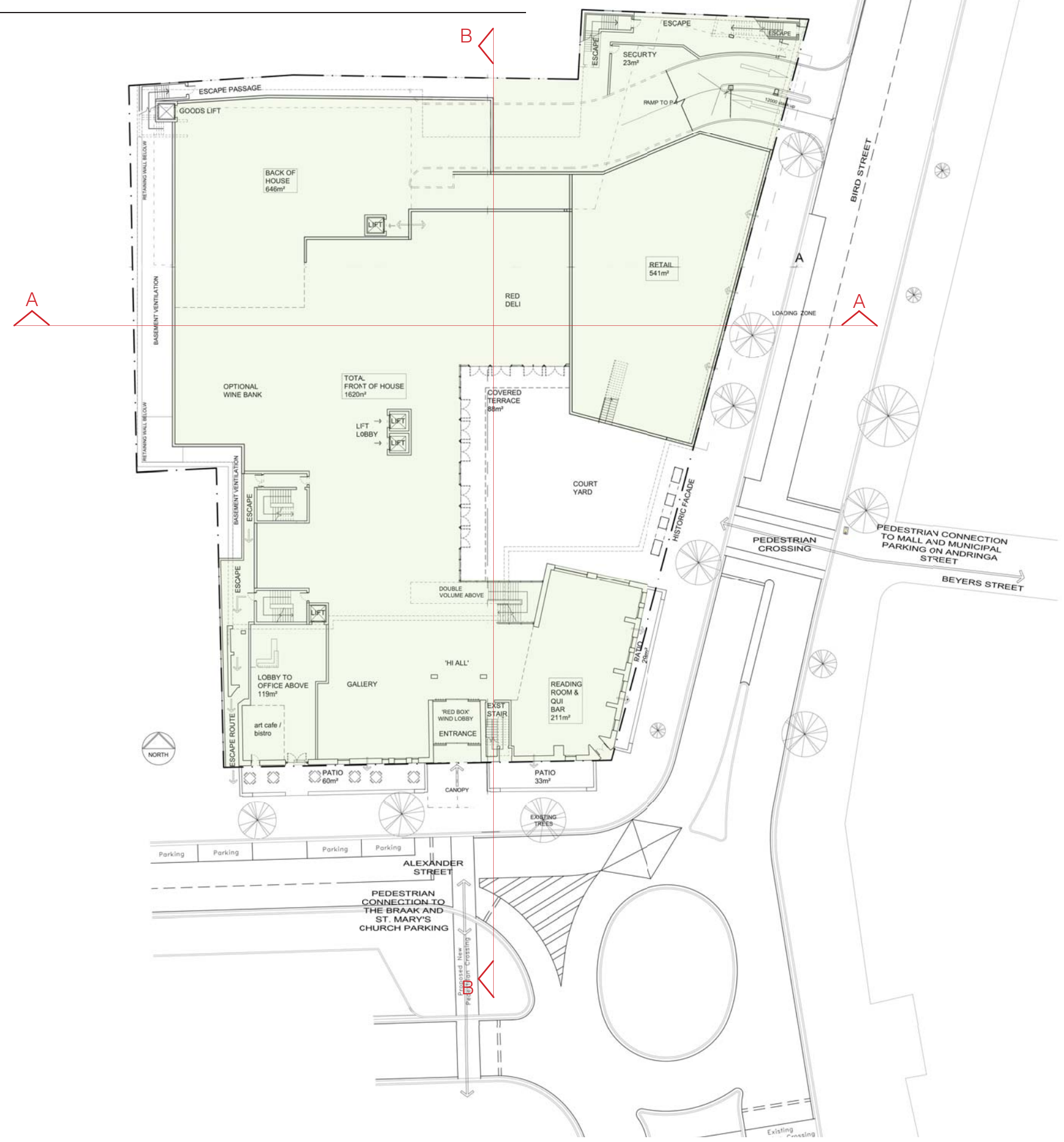
(072 441 0506)
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Senior Architectural Technologist Candidate
Client: ABACUS PROPERTY
Centre Survey Drawings of Existing Drosty Centre Building
Corner Bird and Alexander Street
Stellenbosch, 7600

Drawing title	ELEVATIONS
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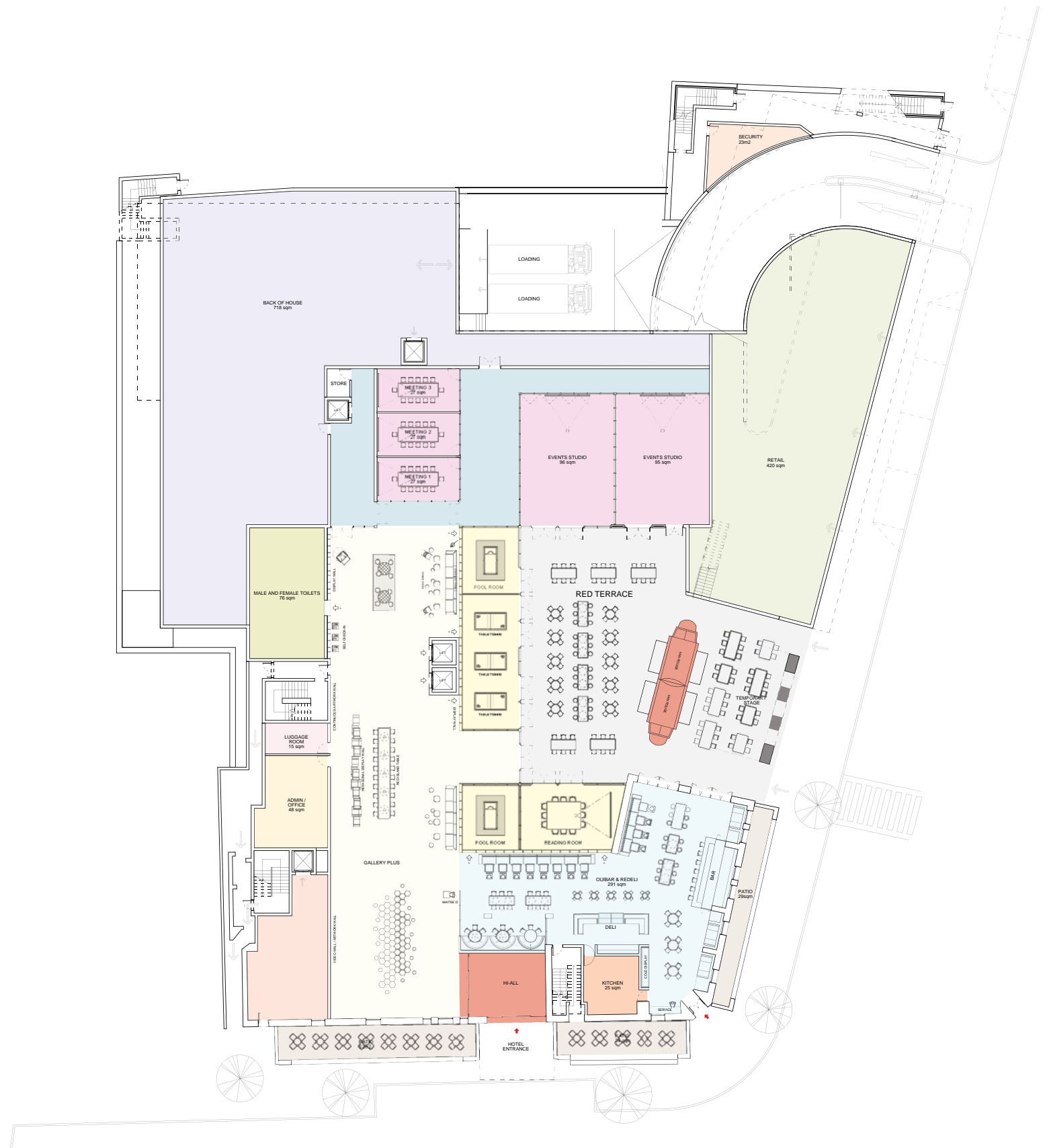
SECTION 5
5.2 BASEMENT PLAN



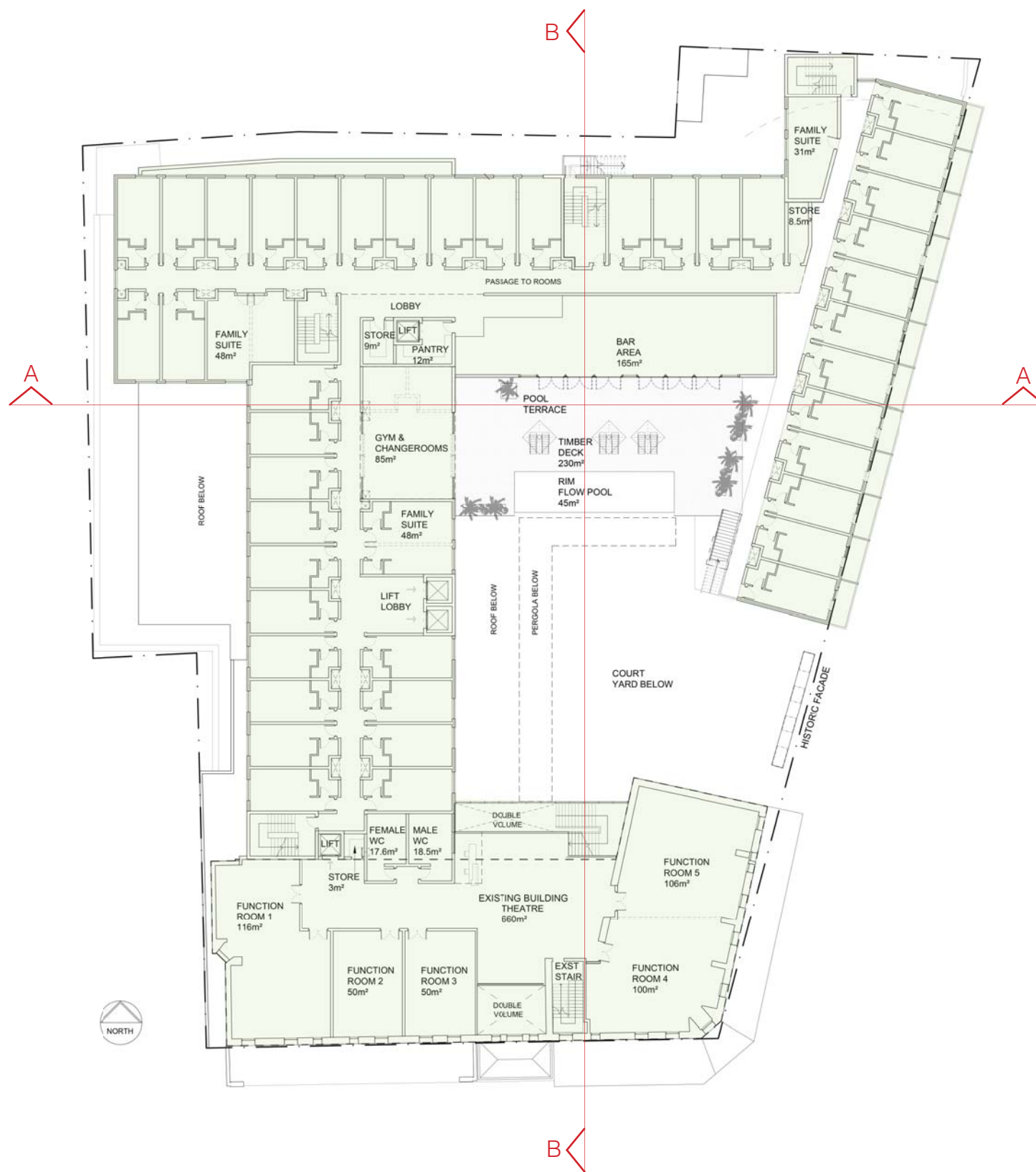
SECTION 5 5.3 GROUND FLOOR PLAN



SECTION 5
5.3.1 GROUND FLOOR RECEPTION

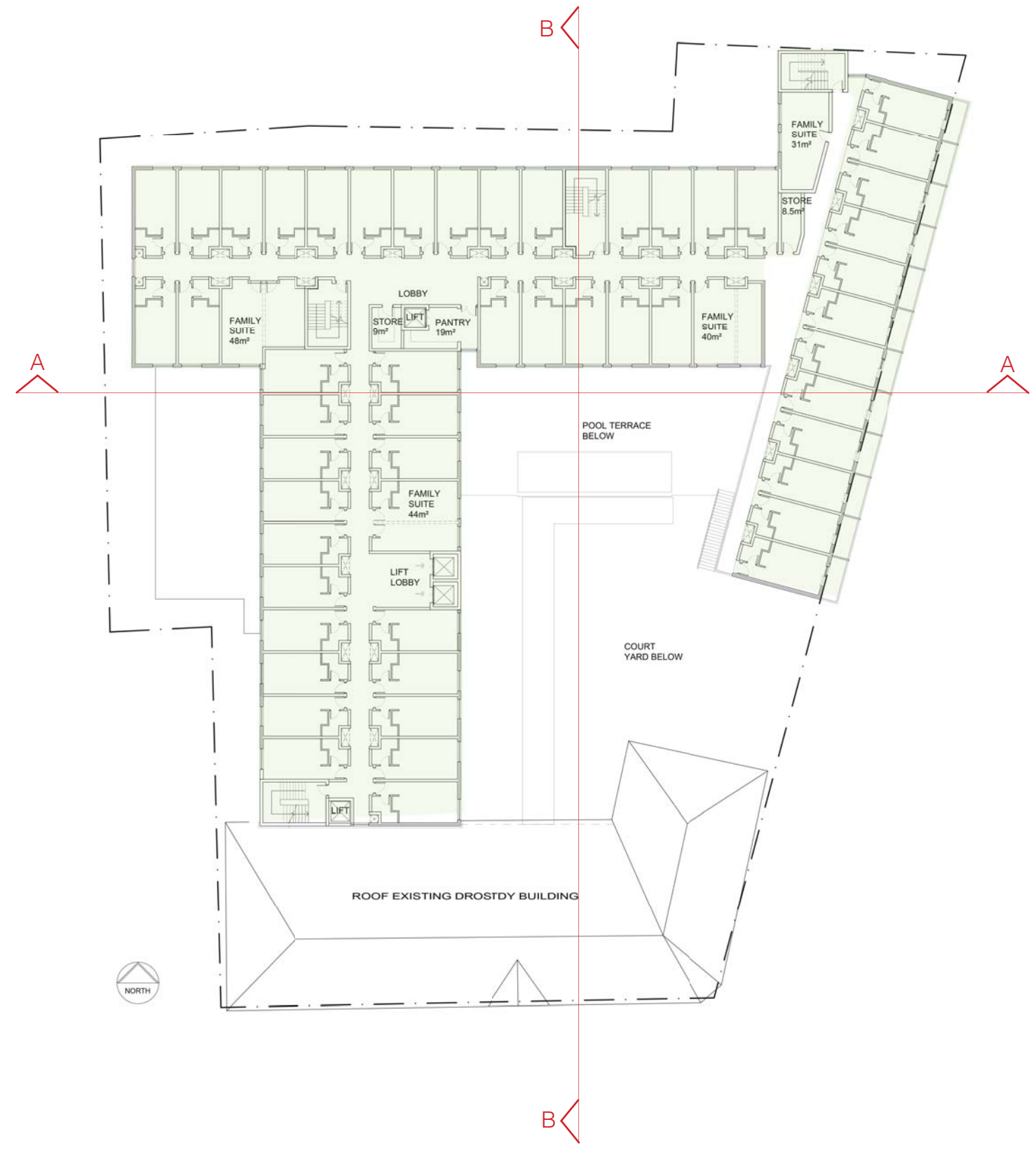


SECTION 5
5.4 FIRST FLOOR PLAN



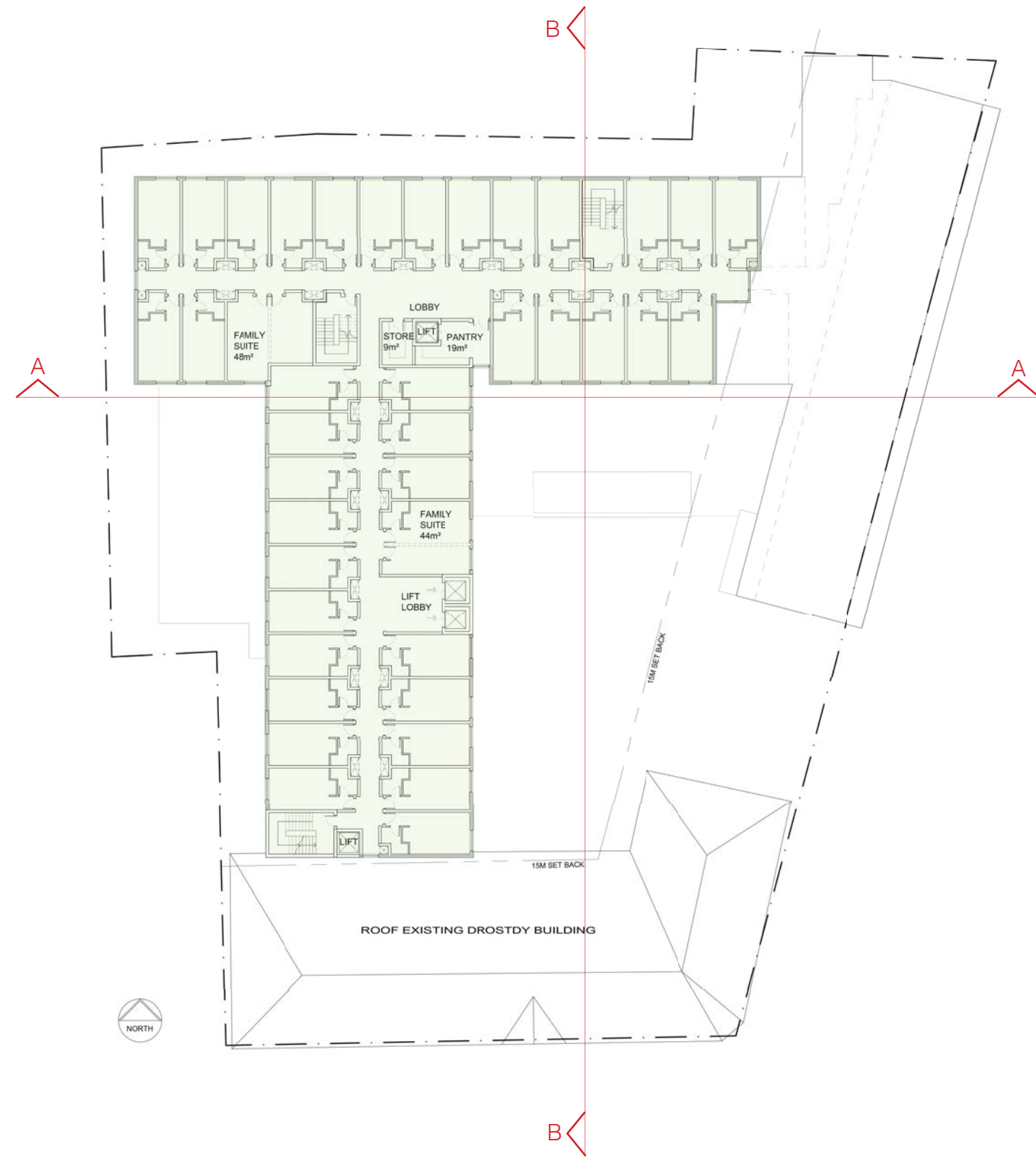
FIRST FLOOR : 45 KEYS
SECOND FLOOR: 55 KEYS
THIRD FLOOR : 40 KEYS
FOURTH FLOOR :14 KEYS
TOTAL : 154

SECTION 5
5.5 SECOND FLOOR PLAN



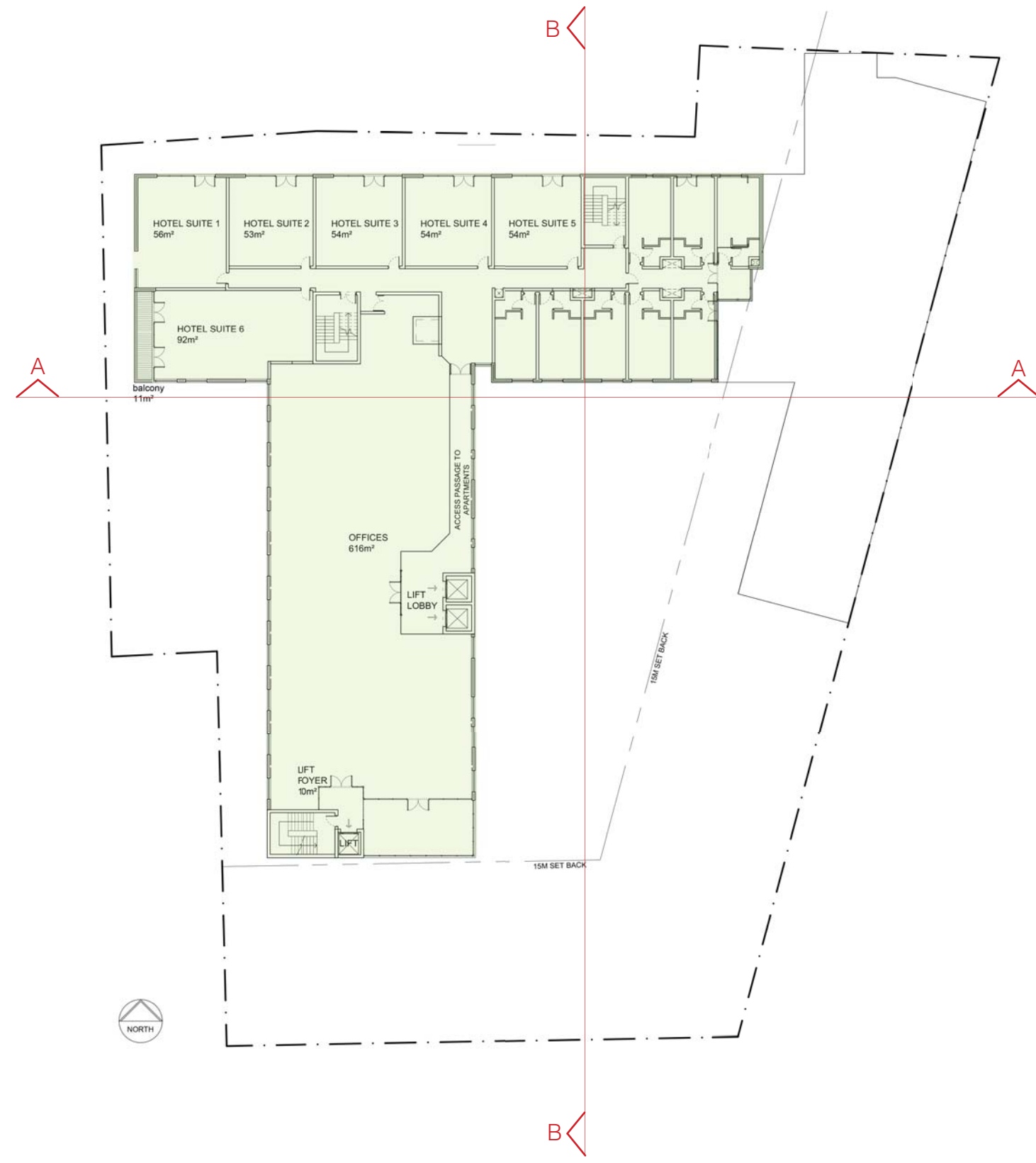
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SECTION 5
5.6 THIRD FLOOR PLAN



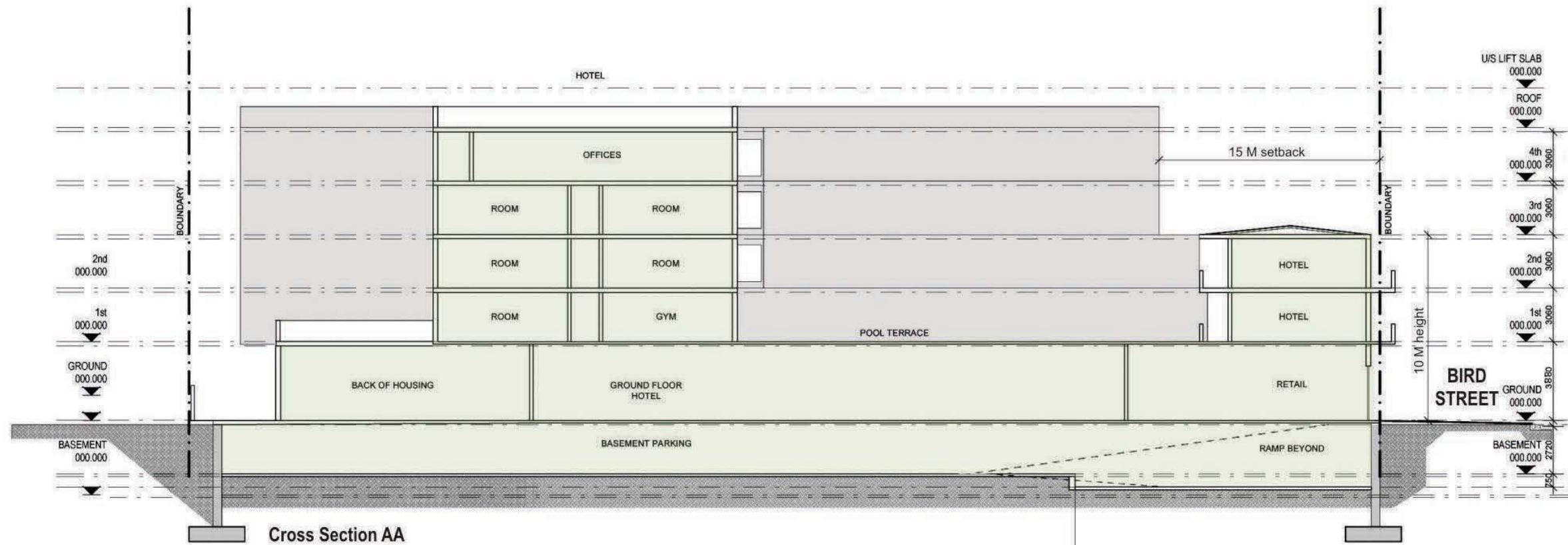
FIRST FLOOR : 45 KEYS
SECOND FLOOR: 55 KEYS
THIRD FLOOR : 40 KEYS
FOURTH FLOOR :14 KEYS
TOTAL : 154

SECTION 5
5.7 FOURTH FLOOR PLAN

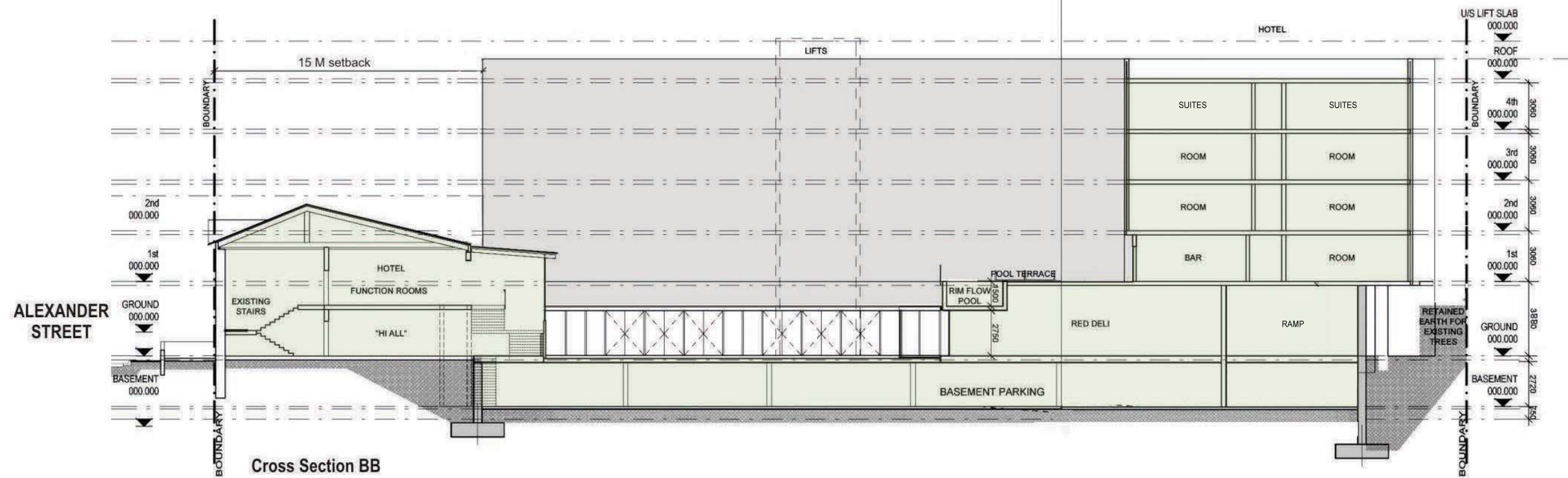


FIRST FLOOR : 45 KEYS
SECOND FLOOR: 55 KEYS
THIRD FLOOR : 40 KEYS
FOURTH FLOOR :14 KEYS
TOTAL : 154

SECTION 5
5.8 SCHEMATIC SECTION

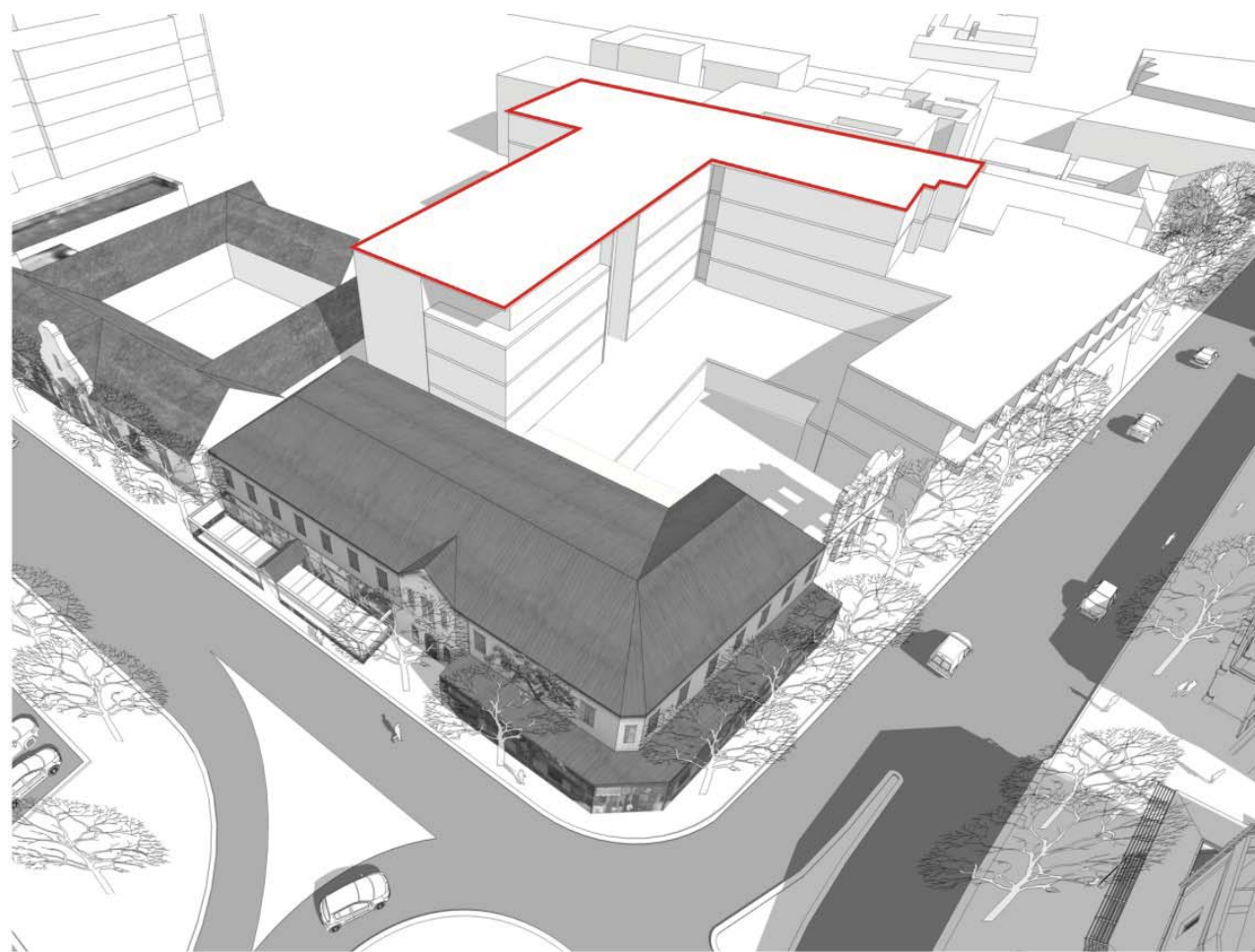


Cross Section AA



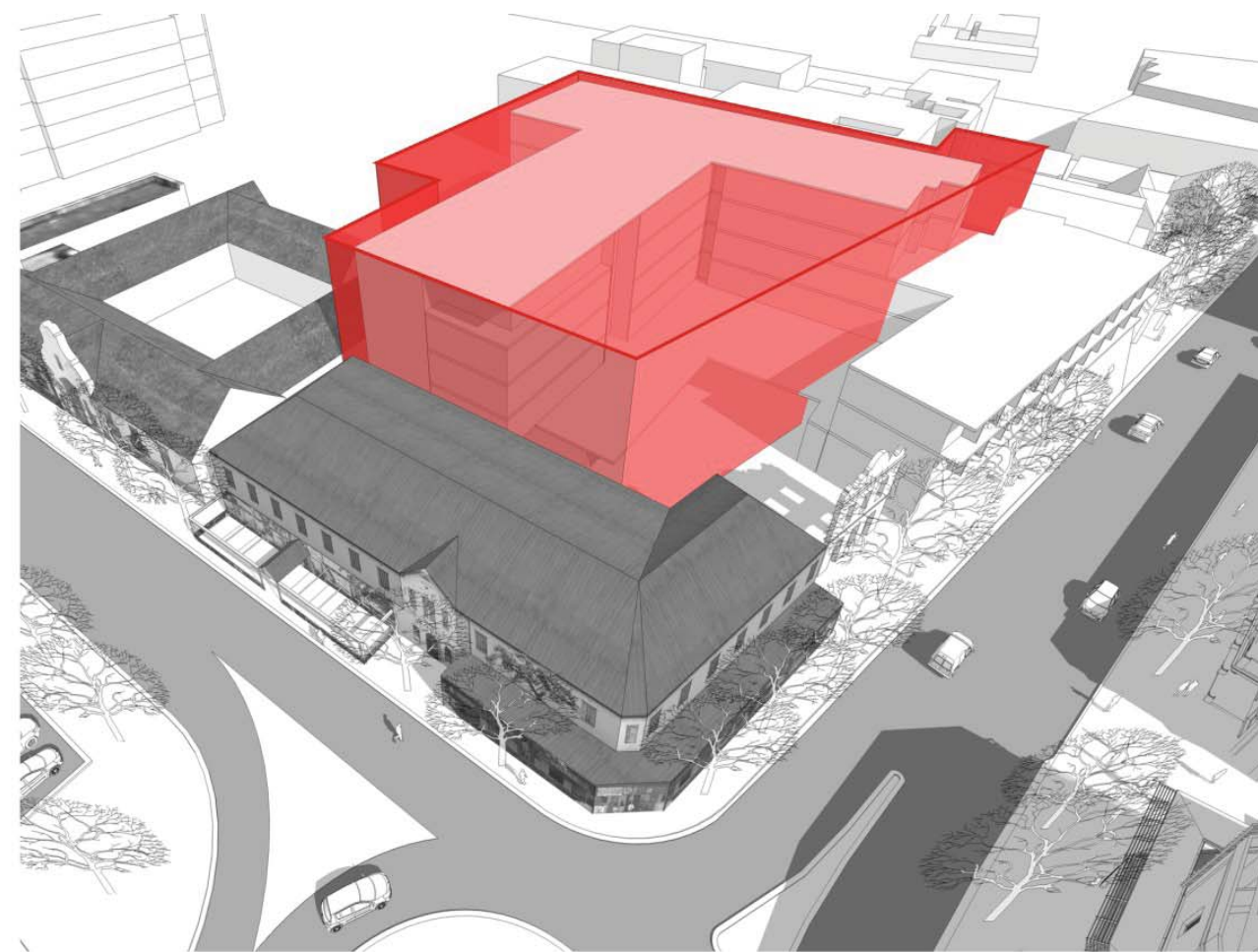
Cross Section BB

SECTION 5
5.9 COVERAGE COMPARISON



Redevelopment : Hotel

The permissible hotel coverage is 50% for upper levels
The proposed hotel coverage is 34%



Redevelopment : Commercial (Offices) as an alternative

The permissible commercial coverage is 85%
This example shows what's achievable within the 15m street setbacks, 63%

5.10 ACCOMMODATION SCHEDULE

	Basement	Ground floor	1st floor	2nd floor	3rd floor	4th floor	Total
USE - AREAS:							
Retail		541 m ²					541 m ²
Offices						615 m ²	615 m ²
Hotel (area)		3 300 m ²	2 955 m ²	2 170 m ²	1 577 m ²	960 m ²	10 962 m ²
Hotel (rooms / suites)		public functions	45	55 keys	40 keys	14 keys	154 keys
PARKING:							
Retail 4/100 - 16,8 bays							148,5 bays required
Offices 4/100 - 24,6 bays		3 573 m ² : 107 bays					114 bays provided
Hotel 0,7/key - 108 bays							(41,5 bay shortfall)
COVERAGE:							
Proposed		80%	64%	47%	34%	34%	
Permissible : Hotel		85%	50%	50%	50%	50%	
Permissible : Commercial		85%	85%	85%	85%	85%	
SETBACKS:							
Common boundaries		0m					
Street boundaries		15m above 10m height					
HEIGHT:		5 storeys					

EXISTING RETAIL / COMMERCIAL
EXISTING PARKING REQUIRED
PARKING PROVIDED CURRENTLY

4 300 m²
172 bays
0 bays

SECTION 6
3D STREET VIEWS

SECTION 5
6.1 VIEW CORRIDORS



- 1 BRAAK
- 2 ALEXANDER STREET
- 3 BIRD STREET
- 4 KRUIHUIS - BLOM STREET
- 5 ST MARY'S CHURCH

SECTION 5
6.2 VIEW CORRIDOR 1



BRAAK

SECTION 5
6.3 VIEW CORRIDOR 1

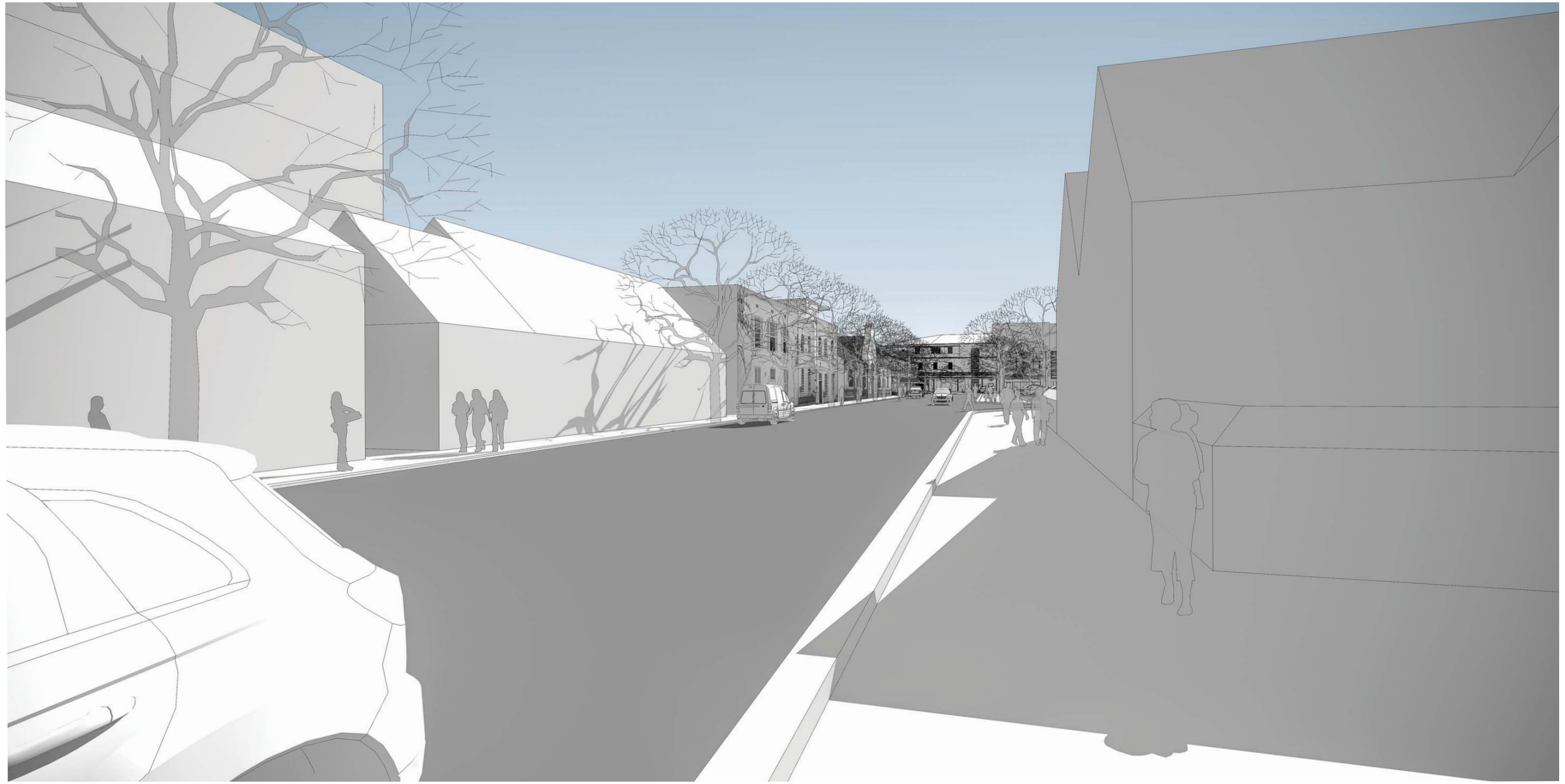


SECTION 5
6.4 VIEW CORRIDOR 2



ALEXANDER STREET

SECTION 5
6.5 VIEW CORRIDOR 2



ALEXANDER STREET

SECTION 5
6.6 VIEW CORRIDOR 3



BIRD STREET

SECTION 5
6.7 VIEW CORRIDOR 3



BIRD STREET

SECTION 5
6.8 VIEW CORRIDOR 4



KRUTHUIS - BLOM STREET STREET

SECTION 5
6.9 VIEW CORRIDOR 4



KRUIHUIS - BLOM STREET STREET

SECTION 5
6.10 VIEW CORRIDOR 5



ST MARY'S CHURCH

SECTION 5
6.11 VIEW CORRIDOR 5



ST MARY'S CHURCH

SECTION 7
DESIGN RESPONSE

7.1 RESPONSE TO HERITAGE INDICATORS

Heritage Informants and Design Response

Introduction

This proposal is concerned with the redevelopment of erf 5357. The site area affected by the redevelopment proposals measures approximately 4593 sqm. The site contains a number of existing structures and buildings dating back as far as the late 18th Century, with subsequent alterations and additions as recent as the late 20th Century. The 'Drostdy' building, on the corner of Alexander and Bird Street, dates from the late 1800's. Originally a dwelling, it was then a hotel for considerable period. The current uses on the site include a mix of fast food outlets and beverage/ bars. This proposal seeks to return the use of the site to a hotel with associated facilities and street edge retail.

Statement of Significance

The following is a quote from the draft Statement of Significance dated 31 March 2016 by Andrew Berman, Urban Design Service:

"The Drostdy building on the corner of Alexander and Bird Street Stellenbosch is of heritage significance because of its landmark status as an entrance building to the business centre of Stellenbosch, as well as forming an edge and defining the space of the Braak"

Following an assessment of the site, the Statement of Significance provides the following draft heritage indicators:

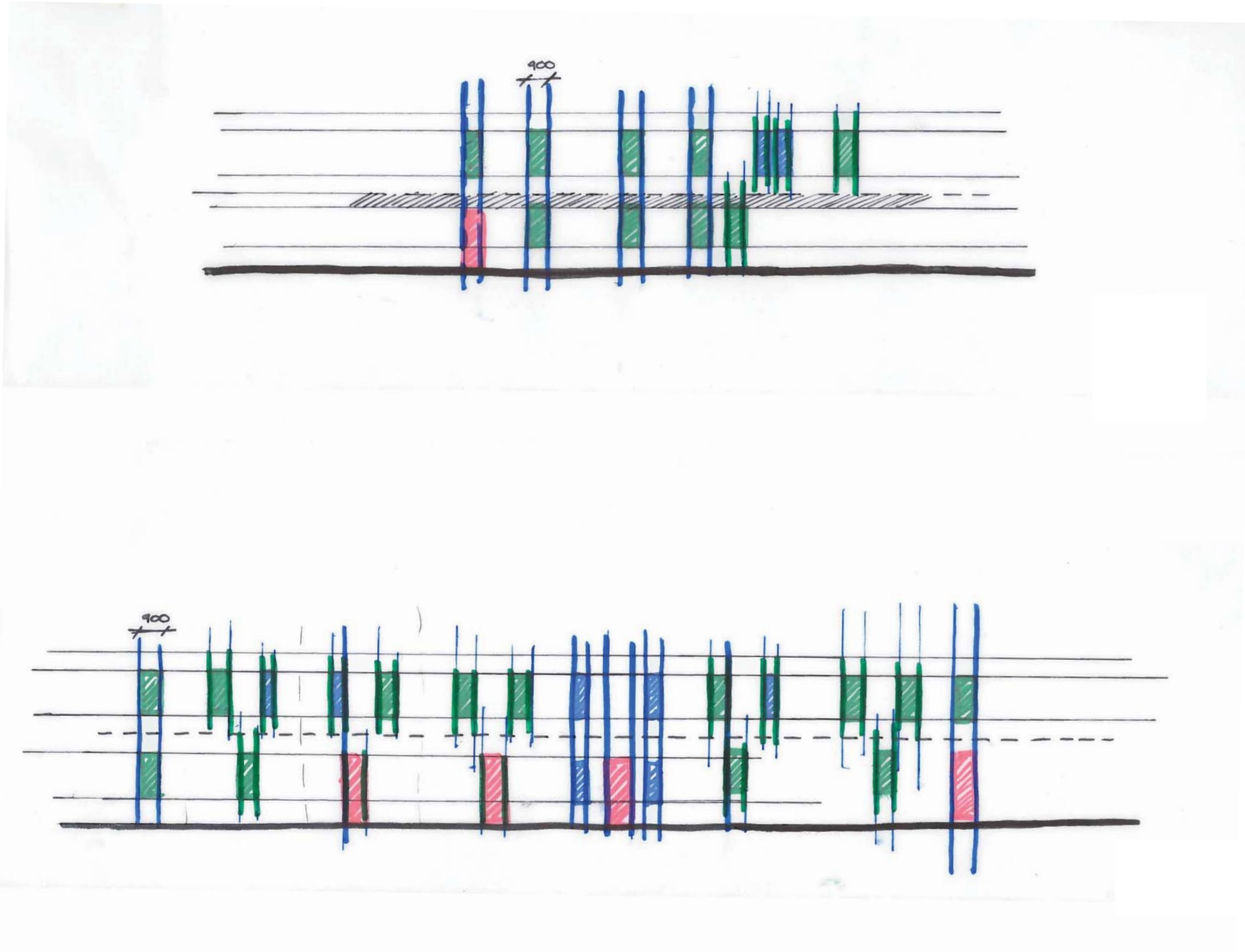
1. Retain the main building as is, especially the Alexander Street Façade. The lean-to is recent and can be altered.
2. Late 20C buildings on the site have no heritage significance and can be demolished.
3. Build to line along Bird Street, keeping in character with existing buildings along this street. Employ continuity as a strategy. Maintain local scale, massing, rhythm, proportion materials and level of detail. Retain existing freestanding landmark façade element on Bird Street.
4. Develop tall building/s to the far rear, as far back from Alexander and Bird Street as possible. A visual impact assessment is to be undertaken to assess impacts and mitigation for views from the Braak and Bird Street. New building to be a 'background' building to lessen potential visual impacts. There are the possibilities of using flat roofs, or using the roof space, or having a lightweight level to reduce the effect of the bulk. Ensure a restrained simple outline so as 'not to catch the eye'.
5. Employ an appropriate architectural strategy where new buildings connect to existing. A transitional element is recommended to resolve geometries and to act as a 'gasket' link between new and old fabric.
6. Ensure archaeological monitoring during clearing of the site and for excavations.
7. Archaeologist to investigate water course on northern perimeter of the site (Vos 1994).

Principles of Design Response

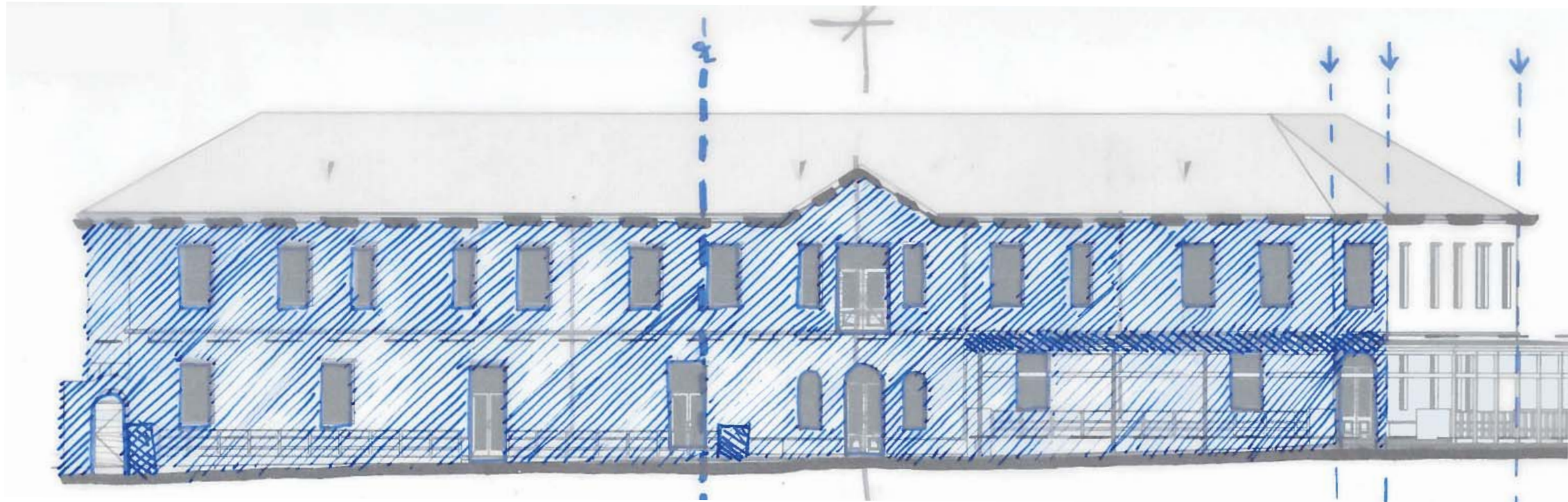
The heritage indicators and sensitive heritage context informed the development of the design concept. In response, the following principles have been followed:

1. **Heritage Indicators** - ensure compliance with the Heritage Indicators in the Statement of Significance.
2. **Selective Demolition** - existing historically significant structures have been retained. Later and less significant structures will be demolished.
3. **Appreciation of existing** - to inform the proposals it was necessary to understand and appreciate the qualities of the existing structures; the form, scale, proportion, rhythm, architectural treatment/ details, materials, colour and continuity. These elements can be successfully interpreted and applied to the new structures.
4. **Contemporary Approach** - the design team wanted to avoid pastiche and propose a building of its time. We therefore adopted a contemporary and contextual approach that integrates with and compliments the existing historic fabric.
5. **Quiet & Respectful** – new additions to be recessive 'background' buildings to lessen the potential visual impact, i.e. existing landmark historic fabric to dominate. Colour, as well as form, placement and massing have been employed to achieve a backdrop to the retained structures.
6. **Integration and Transition** – employ the use of 'transitional' elements between new and old such as 'gaskets' and spaces.
7. **Form and Massing** - the existing heritage building and courtyard inspired the configuration of the proposals. The 'street edge' portion of the proposal along Bird Street is designed to be in contrast with the accommodation set back from the street edge. The majority of the new accommodation is set back from the street edge so as not to overshadow the scale of the Drostdy, and is arranged around the reconfigured courtyard.
8. **Use** - proposed as a hotel as per the historic use (social and cultural significance). In addition, we propose the creation of a semi-public courtyard space at ground floor off Bird Street, and at the 'termination' of Beyers Street.
9. **Architectural Language** - treat the façade in a manner that is contemporary, but when seen together with the existing structures, forms a pleasing and complimentary composition. We propose the use of modern technologies and materials, a 'borrowing' and re-interpretation of window proportions and 'solid to void' ratios, a celebration of the fenestration and attention to detail.
10. **Materials & Textures** – a simple and familiar pallet of materials is proposed such as textured and un-textured plaster walls, brickwork, glass, natural untreated timber and steel to complement the surrounding historical fabric. The street edge façade is layered with the incorporation of balconies and a colonnade. Timber screening is used as a softening material. A metal roof will reflect that of the Drostdy.

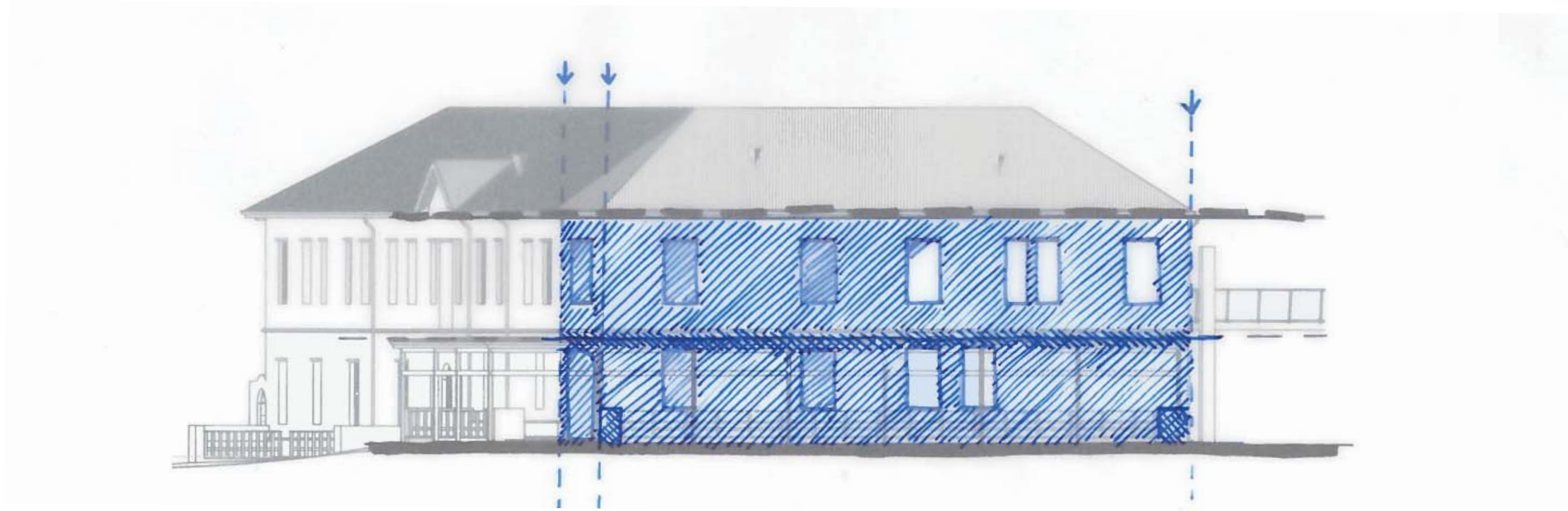
SECTION 7 7.2 DROSTDY RHYTHM AND PROPORTIONS



7.3 DROSTDY RHYTHM AND PROPORTIONS

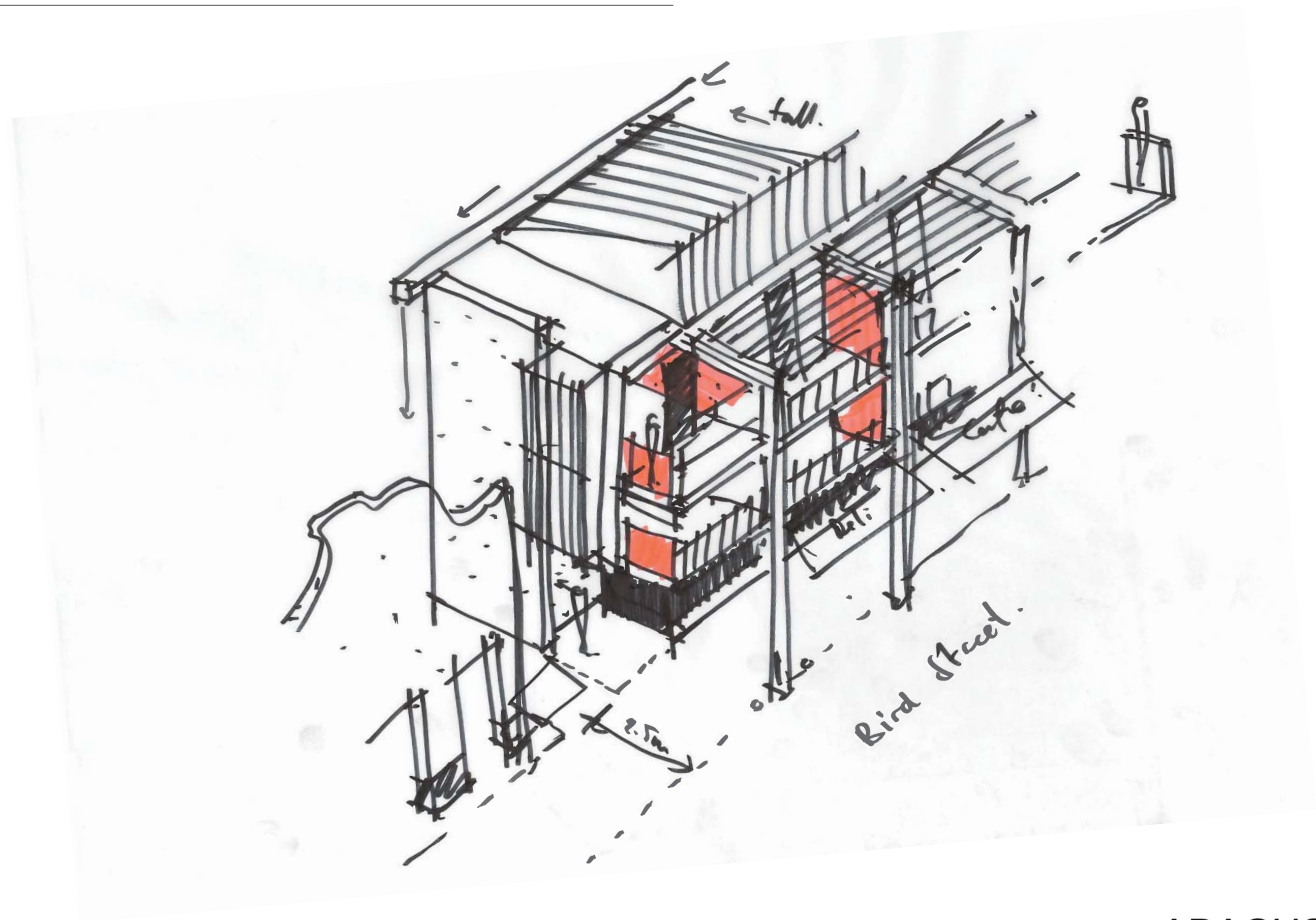


84% WALL TO 16% WINDOWS

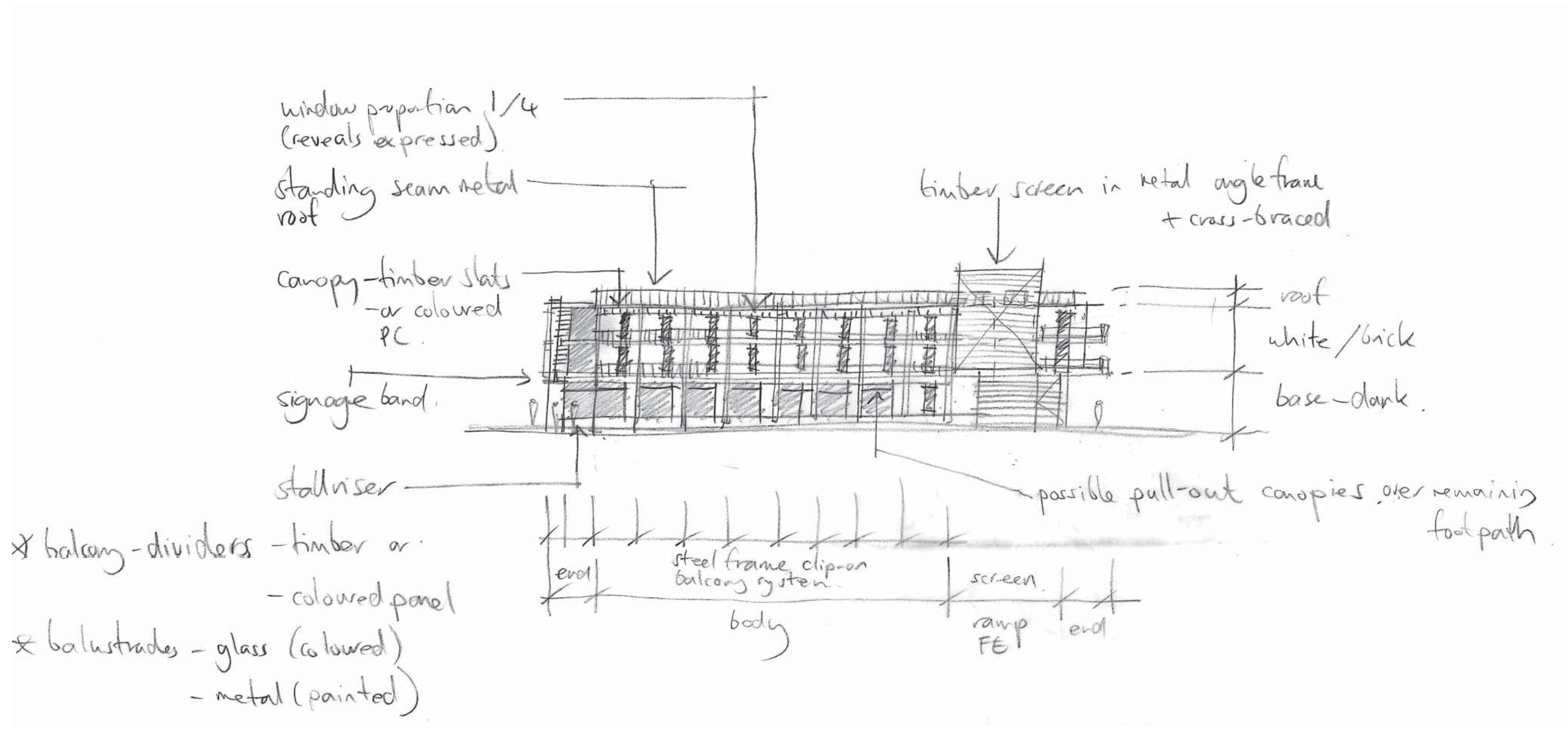


84% WALL TO 16% WINDOWS

SECTION 7
7.4 NEW HOTEL - FAÇADE LAYERING



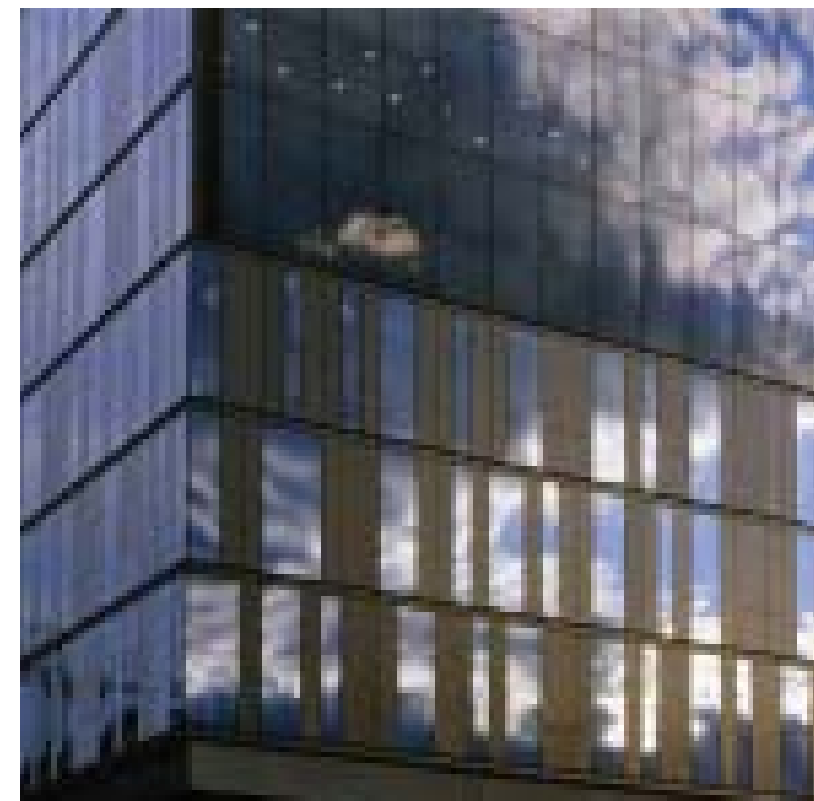
7.5 NEW HOTEL - MATERIALS AND PROPORTIONS



SECTION 7
7.6 ELEVATIONS



SECTION 7
7.7 PRECEDENT



SECTION 7
7.8 STREET VIEW (CLOSE UP)



SECTION 7
7.9 STREET VIEW (CLOSE UP)



SECTION 7
7.10 STREET VIEW (CLOSE UP)



SECTION 7
7.11 STREET VIEW (CLOSE UP)



SECTION 7
7.12 STREET VIEW (CLOSE UP)



SECTION 7
7.13 STREET VIEW (CLOSE UP)

