



**Housing**

Murray Fraser on  
Peter Barber Architects  
at McGrath Road

**Forum**

Colin Davies, Philip Gumuchdjian,  
Sara Cohen, John Assael, Robin  
Partington, Linda Morey-Burrows,  
Mary Duggan

**Works**

We Made That, Anthony Hudson,  
Western Design Architects

**Inhabit**

Housing by Cowper Griffith,  
Dixon Jones, Karakusevic Carson  
and David Chipperfield Architects

**Focus**

Envelope: Hopkins Architects  
at King's College School





# Island Life

Hudson Architects has boldly reworked The Machrie hotel on the Isle of Islay

Photos  
Alan Williams



**Top**  
Sited on a popular Inner Hebrides golf links, the 4000-square-metre hotel features a new south-facing wing housing 28 en-suite rooms.

**Opposite**  
A 'folded' steel and timber staircase articulates the central circulation space; first-floor lounge with timber panelled walls and panoramic window.

The Machrie is a major redevelopment and extension of a previously dilapidated hotel on the Isle of Islay by Hudson Architects. Originally built as a farmhouse, the existing building occupied a commanding location overlooking a popular golf links and the Atlantic coast. Transformed into a hotel in the nineteenth century, it served the island for many years before falling into decline and eventually closing down.

The architect has redeveloped the hotel's existing core, and added a large south-facing wing comprising 28 en-suite rooms. Using robust high-quality materials, the renovation seeks to blend old and new without losing any of the building's character and historic charm, says the architect.

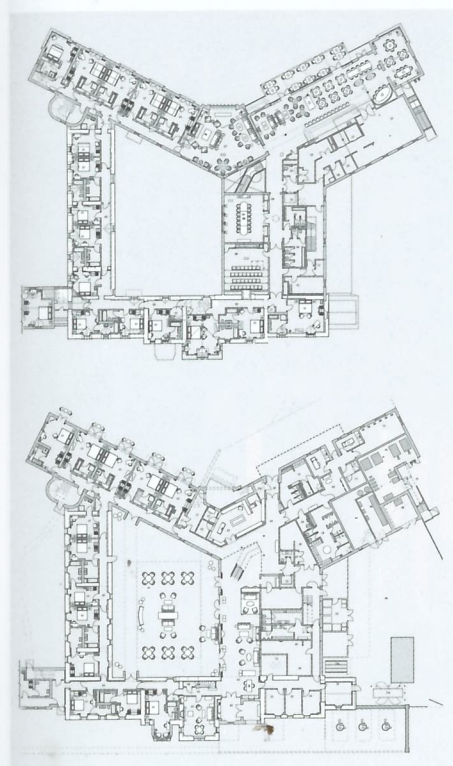
Externally, the scheme takes its cues from the simplicity of the original building. At two storeys high, it reads as a contemporary extension, with white render walls and pitched slate roofs complementing the original structure and providing a coherent new form.

The south wing forms a wide chevron that embraces the surrounding landscape, punctuated by three 'tower' elements. Full-height, zinc-framed corner windows overlook the golf links, further animating the new elevations. Smaller zinc-clad box bay windows mimic the rhythm of the original hotel. The large first-floor terrace is also clad in zinc and cantilevers from the facade, providing an outdoor 'room' overlooking the sea.

The new wing encloses the rear of the original building to form a central courtyard. A timber deck provides a flexible outdoor event space at the heart of the hotel. Inside, the extension contains a lounge, spa, gym, golf shop, conference suite and hotel offices. It also houses a large restaurant, bar and 30-seat cinema.







**Above**  
Ground and first-floor plans.

**Above right**  
The double-height restaurant is illuminated by a ridge lantern and full-height windows and doors that open onto the first-floor terrace.

## Project team

**Architect**  
Husdon Architects  
**Structural engineer**  
David Narro Associates  
**Services engineer**  
Hulley & Kirkwood  
**Quantity surveyor**  
Morham + Brochie  
**Interior design**  
Peter Young Design



The first-floor guest lounge is a double-height space lined with painted timber paneling. An outsized open fireplace serves as the focal point for the room. The main restaurant has a ridge lantern running its entire length, beneath which a battened ceiling structure appears to be supported by long timber 'pylons'. Full-height windows open directly onto the first-floor terrace, which becomes an outdoor dining area in the summer. A more intimate space at the end of the restaurant can be enclosed for private dining, and provides coastal views from its full-height corner windows.

Several of The Machrie's suites include small kitchens, and all ground-floor accommodation features double doors opening onto private terraces. The Hogan Suite occupies the southernmost 'tower' and incorporates an open-plan kitchen and dining room. Four guest lodges are detached from the main hotel to provide private accommodation for families and groups.

Construction in such a remote island location was a challenge, says the architect. Most of the materials were imported from Northern Ireland, with specially chartered barges used to transport the entire timber frame. A fleet of lorries arriving by ferry delivered the remaining materials. **▲**