

Cajetan Amadio

Mixed Use Development

Dauncey Street, Kingscote, Kangaroo Island

520/E005/16

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OVERVIEW

Application No	520/E005/16
Unique ID/KNET ID	ID 1639, KNET 2016/19320/01
Applicant	Cajetan Amadio
Proposal	Mixed use development comprising construction of a 110 room hotel with private conference room and gym, restaurant, car parking and landscaping; and refurbishment of a local heritage building comprising retail (cellar door), consulting and restaurant tenancies.
Subject Land	Lot 502 Dauncey Street and 1 Commercial Street, Kingscote
Zone/Policy Area	District Town Centre, Policy Area 2 Core Retail
Relevant Authority	DAC - \$3m Coordinator General
Lodgement Date	15 November 2016 (original) 12 September 2017 (amended)
Council	Kangaroo Island Council
Development Plan	Kangaroo Island Development Consolidated 17 September 2015
Type of Development	Merit
Public Notification	Category 1
Representations	NA
Referral Agencies	Government Architect
Report Author	Laura Kerber, Senior Planning Officer
RECOMMENDATION	Development Plan Consent subject to conditions

EXECUTIVE SUMMARY

The application is for a mixed use development comprising a 110 room hotel, two (2) restaurants, one (1) retail tenancy (cellar door) and one (1) consulting tenancy at Dauncey Street, Kingscote, Kangaroo Island. The development integrates an existing two (2) storey Local Heritage building with a new modern five (5) storey building.

The Applicant has actively engaged with the Associate Government Architect to develop a proposal that provides ground level activation to Dauncey Street and Commercial Road, and successfully integrates a heritage building with a modern building.

Whilst the new hotel building is over height for the zone, its bulk and scale has been sufficiently mitigated through design techniques such as building setbacks, vertical glazed elements, and tonal variation in façade cladding. The development comprises wide verandahs and a canopy over the Dauncey Street footpath and outdoor dining at the corner of Dauncey Street and Commercial Road.

The proposal has a shortfall of 28 off-street car parking (based on Development Plan rates), to which Council has expressed some concern. Notwithstanding, a reduced rate of car parks is considered appropriate given the location of the subject site within a district centre; the mixed use nature of the proposal; and the unique nature of transport on the island.

The development has access to all required services and infrastructure however some augmentation will be required including an upgrade to Council's Community Waste Management System. The Applicant is amenable to working with Council to make these connections and meet the appropriate costs.

The proposal is expected to have minimal impacts on adjacent land uses in terms of overshadowing and overlooking.

Overall, the proposal is expected to contribute to the vibrancy of the Kingscote district centre by providing additional tourist accommodation and opportunities for activity both during and after hours. The proposal is generally consistent with the provisions of the Kangaroo Island Development Plan and warrants Development Plan consent.

ASSESSMENT REPORT

1. BACKGROUND

1.1 Strategic Context

The proposed development is consistent with Policy 35 and Target M of the 30 year Plan for Greater Adelaide which seeks the provision of greater tourism services and an increase in employment opportunities.

The proposal was supported by the Office of the State Coordinator-General and referred to the State Commission Assessment Panel pursuant to Schedule 10(20) of the *Development Regulations 2008*.

1.2 Pre-Lodgement Process

The application did not participate in a pre-lodgement process and the application was originally lodged on 15 November 2016. In response to concerns raised by the Associate Government Architect, the Applicant participated in five (5) design meetings with the Associate Government Architect to develop the proposal. This culminated in the lodgement of revised plans on 12 September 2017.

2. DESCRIPTION OF PROPOSAL

The proposal is for the construction of a mixed use development comprising two (2) components:

1. A five (5) storey, 110 room hotel with private gym and conference room, ground floor lobby, restaurant and courtyard, car parking, landscaping and services.
2. Refurbishment and extension of a Local Heritage Place with ground level commercial tenancy (cellar door) and consulting room, and first floor restaurant.

The two components of the development are connected at an outdoor courtyard and freestanding canopy structure.

The development incorporates wide verandahs over the Dauncey Street frontage and outdoor dining provided in 'parklets' at the corner of Dauncey Street and Commercial Road. Off-street car parking is provided at ground level behind the hotel and utilises an existing driveway crossover at the northern end of the subject site.

A detailed description of the development is provided below:

Land Use Description	<p>Mixed use development comprising two (2) buildings:</p> <ol style="list-style-type: none"> 1. Five (5) storey hotel and restaurant 2. Two (2) storey restaurant, commercial tenancy and consulting room. <p>Ancillary car parking, landscaping, verandah, freestanding canopy and parklets.</p>
Building Height	<p>Building 1:</p> <ul style="list-style-type: none"> • 17m above highest ground level* to gutter (30.87m AHD) • 18.9 above highest ground level* to top of soffit <p>*noting a fall of 3m from north to south</p> <p>Building 2:</p>

	<ul style="list-style-type: none"> • 7.7m above highest ground level to top of roof ranging to 8.3m above lowest ground level (18.55m AHD)
Description of levels	<ul style="list-style-type: none"> • Ground: hotel lobby, restaurant and kitchen, car parking, courtyard plaza, verandahs, freestanding canopy, commercial tenancy, consulting room, outdoor dining (parklets) • L1: 14 hotel rooms (all regular studio), private gym, restaurant • L2: 30 hotel rooms (1 x large studio, 29 x regular studio) • L3: 30 hotel rooms (1 x large studio, 29 x regular studio) • L4: 21 hotel rooms (4 x large studio, 15 x regular studio, 2 x 2 bedroom) • L5: 15 hotel rooms (3 x large studio, 12 x regular studio), private conference room
Hotel room floor area (excluding balconies)	<ul style="list-style-type: none"> • Large studio: 35sqm • Regular Studio: 28.2sqm • 2 Bedroom: 63 sqm and 74 sqm
Site Access	Vehicular access via an existing crossover at the northern end of the allotment.
Car and Bicycle Parking	25 off-street vehicle car parks No bicycle car parking
Encroachments	Verandah (Dauncey Street footpath) Canopy (Dauncey Street footpath) Parklets and planter boxes (Cnr Dauncey Street and Commercial Road)
Staging	NA

3. SITE AND LOCALITY

3.1 Site Description

The site consistent of two (2) allotments and adjacent common property areas, described as follows:

Lot No	Section	Street	Suburb	Hundred	Title
A89, FP219050	-	Commercial Road	Kingscote	Menzies	CT 5956/83
A502, CP23109	-	Dauncey Street	Kingscote	Menzies	CT 5948/822
CP23109	-	Dauncey Street	Kingscote	Menzies	CT 5948/823
CP23709	-	Kingscote Terrace	Kingscote	Menzies	CT 5974/579

Allotment 89 is the corner allotment at Dauncey Street and Commercial Road and comprises a two storey local heritage listed building (former house) that is currently being used as a commercial/retail tenancy.

Allotment 502 is currently vacant and used for informal car parking and vehicular access to a row of adjacent townhouses. A colourbond fence delineates the common property access areas from the balance of the site. The access roads are paved whilst the balance of the site (which is used for parking) is unsealed. A line of pencil pines and low level shrubs are located around the northern and eastern perimeters of the site.

The subject site extends over three (3) common property areas:

- CT 5948/822: rectangular portion of over the northern portion of the subject site

- CT 5948/823: long rectangular portion to the east of the subject site which provides access to the tourist accommodation and ozone hotel which back onto the subject site
- CT 5974/579: pedestrian access between Dauncey Street and Kingscote Terrace, and pedestrian access from the Ozone Hotel rear fire exit

The subject site has a total fall of three (3) metres from its northern end to its southern end.



Figure 1: Allotment 89 – Local Heritage Place on Cnr Dauncey Street and Commercial Road



Figure 2: Allotment 502 – northern portion of side showing common property access and existing vehicle crossover



Figure 3: Allotment 502 – southern portion of side showing informal car parking

3.2 Locality

To the east of the subject site are a series of two storey townhouses and one (1) single storey dwelling:

- No 5 & 7 Kingscote Terrace: Kingscote Pier Apartments. These townhouses were developed as part of the adjacent Ozone apartment complex. The Kingscote Pier Apartments utilise the common property to the rear for stormwater and effluent infrastructure and for vehicular access.
- No 9a and 9b Kingscote Terrace: the Willows at the Wharf townhouses which are accessed from Kingscote Terrace and have rear open carports accessible through the subject site.
- No 11 Kingscote Terrace: single storey dwelling.

To the south are the three storey Aurora Ozone apartments. This building relies on the common property area over the subject site for rear access to a roller door garage and rear access door; and pedestrian access to Dauncey Street from the fire escape.

Further south across Commercial Street is a gift shop, to the east across the intersection is a real estate office (local heritage place), and to the west across Dauncey Street is an apparel shop (local heritage place) and adjacent retail/commercial premises.

Dauncey Street extends south from the subject site where it becomes one-way and has a country main street feel comprising cafe, retail and commercial premises. Existing development along Dauncey Street is one to two storeys with some local heritage listed places.



Figure 4 – Locality

4. COUNCIL COMMENTS or TECHNICAL ADVICE

4.1 Kangaroo Island Council

Council provided comment on the original application on 2 March 2017. Revised comments in relation to the amended application were provided on 26 September 2017.

Council's key comments are summarised as follows:

- Car parking: Council estimates the parking shortfall to be 25 spaces. Council considers that the conservative minimum parking standards (from the Development Plan) for the motel and restaurant be closely complied with, or contribution made to Council's car parking fund, in order to help minimise compounding seasonal car parking pressures. Council has previously resolved that the standard contribution per car park is \$15,000 + GST. Council maintains it's desired to negotiate a mutually acceptable rate of financial contribution with the Applicant but has not identified a specific figure.
- Vehicular access: should be designed and constructed to relevant Australian Standards within relevant detail being provided to and meeting the satisfaction of Council's Technical Services Department Manager.
- Stormwater / Effluent Management: further information may be necessary regarding on-site stormwater management, permeable services, catchment / holding and disposal. Council asks that the Applicant obtain its own engineering advice for the impacts on Council's Community Waste Management Scheme borne by the proposed development. The required contribution to CWMS infrastructure upgrades (according to Council estimates)

is \$13,000. Council are seeking to secure this contribution as part of the Commission's assessment or through a Reserved Matter.

- Aesthetics / built form and scale: Council believes the amended proposal is a greatly improved design and aesthetic, providing a vastly improved transition particularly to the southern end of the proposed building, into the existing streetscape.

5. INFORMAL REFERRAL BODY COMMENTS

5.1 Associate Government Architect

On 7 February 2017 the Associate Government Architect provided written comment on the original design as lodged with the SCAP on 15 November 2016. The original proposal was not supported and a 'fundamental rethink' was recommended.

The Applicant subsequently engaged in a number of meetings with the Associate Government Architect to review the design. This culminated in the lodgement of revised plans on 12 September 2017.

Comment on the revised plans was provided by the Associate Government Architect on 26 September 2017 as follows:

- The renovation and extension of the existing corner building, a Local heritage place, is supported.
- The proposed building height is supported (on balance).
- The bulk and scale of the development is sufficiently mitigated by the inclusion of a podium with progressive setbacks in built form above; vertical glazed elements; and tonal variation of the façade cladding.
- The level of activation to Dauncey Street and Commercial Road is supported.
- The inclusion of canopies and planter boxes is supported.
- Recommend the development of a public art strategy for the proposed artwork to be incorporated on the building façade.
- Recommend further consideration of levels at the hotel and courtyard plaza entry points to ensure safe and equitable access.
- Recommend ongoing engagement with Council for the works to be undertaken in the public realm.
- The use of stone cladding to base of the building is supported, however it is recommended that local materials be explored.
- Recommend the provision of further detail pertaining to the proposed extensions to the local heritage building.
- Remain concerned regarding the proposed shortfall in on-site car parking.
- Recommend review of hotel door locations; consideration of privacy and security issues of the terraces; and consideration of accessibility of the Level 5 terrace for all hotel guests.

6. PUBLIC NOTIFICATION

The application is a Category 1 development pursuant to Schedule 9 Part 1(6)(h) of the Development Regulations and no public notification was required.

Schedule 9 Part 1 (6)(1)(h):

6 (1) Any development which consists of any of the following, other than where the site of the development is adjacent land to land in a zone under the relevant Development Plan which is different to the zone that applies to the site of the development or where the development is classified as non-complying under the relevant Development Plan:

(h) any kind of development within a Local Shopping, District Shopping, Specialty Goods Centre, Local Centre, Town Centre, City Centre, Neighbourhood Centre, District

Centre, Regional Centre, Regional Town Centre, District Business, Local Town Centre or District Town Centre zone as delineated in the relevant Development Plan;

7. POLICY OVERVIEW

The subject site is within the District Town Centre Zone and the Core Retail Policy Area 2 as described within the Kangaroo Island Development Plan Consolidated 17 September 2015. Relevant planning policies are contained in ATTACHMENT 1 and summarised below.

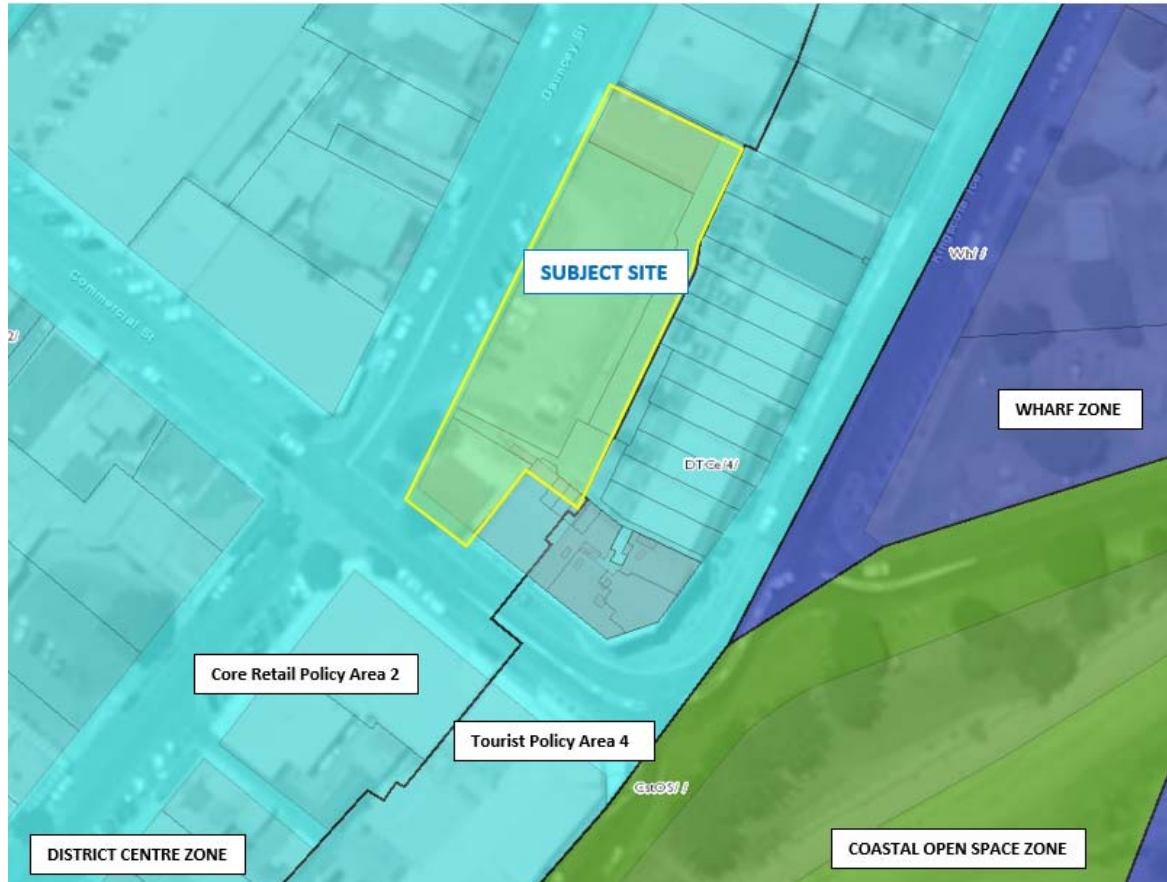


Figure 5 – Zoning

7.1 Policy Area

The Core Retail Policy Area 2 seeks the coordinated expansion of commercial and retail development. Residential development is contemplated where it is located above non-residential active ground floor uses. The policy area encourages development that contributes to the centre's vibrancy and viability. Development in Dauncey Street should incorporate verandahs over the footpath and buildings should be constructed to the street boundary with minimal setbacks.

7.2 Zone

The District Town Centre Zone accommodates a broad range of land uses including medium to high-density residential development in conjunction with non-residential land uses. Building heights should not exceed three storeys above ground level and facilities should be designed to promote after hours uses.

7.3 Council Wide

The General Section of the Development Plan provides guidance in relation to centre development, crime prevention, design and appearance, energy efficiency, hazards, heritage, interface between land uses, tourism development, transportation and access.

8. PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the Kangaroo Island Development Plan Consolidated 17 September 2015.

8.1 Quantitative Provisions

	Development Plan Guideline	Proposed	Guideline Achieved	Comment
Land Use	Zone: tourist accommodation, restaurant, consulting room, shop Policy Area: consulting room, restaurant, shop	Tourist accommodation (hotel), restaurants, commercial tenancy, consulting room	YES <input type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input checked="" type="checkbox"/>	A hotel is an envisaged use in the zone but not the policy area
Building Height	Max 3 storeys above natural ground level (PDC 10 Zone)	5 storeys	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> PARTIAL <input type="checkbox"/>	
Car Parking	Hotel: 1/5 guest room = 22 Restaurant (within Hotel: 1/15sqm = 15 Consulting Room: 2 per surgery = 2 Restaurant (café in 1 Commercial): 1/15sqm = 6 spaces TOTAL: = 45 spaces	Combined off-street parks: 25	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> PARTIAL <input type="checkbox"/>	Shortfall of 20 off-street car parks
Front Setback	0m (PDC 2 Zone) 8m (Table KI/3)	0m	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	The proposal meets the zone requirements
Rear Setback	Minimal setbacks between buildings (PDC 2 Zone)	Minimum 5.6m	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	Rear setback required to maintain access
Side Setback	Minimal setbacks between buildings (PDC 2 Zone)	Minimum 0.8m to Ozone Hotel and 0m to bakery	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	Side setback required to maintain access

8.2 Tourist Accommodation

The development of tourist accommodation is encouraged throughout the Kangaroo Island Development Plan, both at the zone and Council-wide level.

The general section of the KI Development Plan encourages increased opportunities for visitors to stay overnight (OB7 Tourism Development). The desired character of the District Town Centre Zone envisages a range of uses including 'a full range of tourist accommodation and associated facilities'. A hotel, restaurant, office and shop are all envisaged forms of development in the zone. PDC 11 specifically states that tourism development should consist of hotels, bed and breakfast or serviced apartments. The zone also seeks land uses that promote after hours activity (PDC 6).

The desired character of the Core Retail Policy Area 2 seeks that Dauncey Street reinforce its role as the major shopping and commercial precinct of the island. Whilst

tourist accommodation is not an envisaged land use for the policy area, hotels are not specifically excluded through any of the policies (or through the non-complying provisions). It is relevant that the policy area contemplates mixed use buildings including 'dwellings in conjunction with non-residential development'.

The proposal for a mixed use development comprising tourist accommodation, restaurants and ground floor commercial tenancies is an acceptable land use for the proposed location.

The proposal will directly contribute to a number of policies in the Development Plan which seek to increase the amount of tourist accommodation on the island, and the activation of the Dauncey and Commercial Streets (PDC 13 Zone, PDC 4 Policy Area).

8.3 Centre Development

The centre development planning provisions encourage the inclusion of housing in order to increase 'vitality and vibrancy' in centres (OB 3 – Centre and Retail Development). Whilst hotel accommodation is not strictly residential in nature, it will have the desired effect of increasing the number of people visiting and staying within the centre.

The Development Plan also seeks development that is compatible with adjoining areas and includes street furniture, seats, bollards and other public realm upgrades to complement the desired character (PDC 2,3). The proposed development includes wide verandahs over the Dauncey Street footpath and dining parklets at the corner of Dauncey St and Commercial Road which will provide activation in the locality. The proposal also includes some additional on-street parking.

8.4 Design and Appearance

8.4.1 Height

PDC 8 of the District Town Centre Zone envisages that medium density development be in the form of 2 to 3 storeys and PDC 10 states that building heights should not exceed three storeys above natural ground level.

At five storeys the proposed development will be higher than existing development in the locality which is mostly 1-2 storey, with some 3 storey buildings.

The visual impact of the building has been addressed through the gradual stepping down of the structure from north to south (horizontally) and the progressive setback in built form above the podium (vertically). The bulk of the building has been broken up with wide verandahs, balconies, canopies, vertical glazed elements and variation in façade materials.

The visual impact will also be somewhat tempered by the topography and existing development of the locality. The site sits on a site with a 3m height difference from north to south which, when combined with the gradual stepping down of the building, reduces its overall bulk. Further, the adjacent Ozone Apartments are 2-3 storeys which provides some transition from the existing low to the proposed higher scale development.

The Associate Government Architect has indicated support for the building height, noting that the bulk and scale of the building is sufficiently mitigated by the inclusion of particular design techniques. In overall terms the height of the building is supported.

8.4.2 *Design*

PDC 3 (Tourism Development) seeks that the scale, form and location of development does not detract from the character of the locality. The policy area provisions seek that development on Dauncey Street retain and enhance existing character as derived by the continuity of facades and preservation of existing buildings of historical interest.

The new building proposes a range of external façade materials including West Australian limestone at the podium level and painted cladding above in complementary colours. The Associate Government Architect has recommended that the Applicant explore the use of local stone materials instead of the West Australian product that is proposed. This is not considered a threshold issue and accordingly no condition is proposed formally requiring the applicant to explore further the matter.

Vertical glazed panels enclose the stairwells and provide visual interest to the facade. The verandahs, canopies and entry introduce accents of other materials including copper and wood panelling. Artwork is included at several locations, for which the Associate Government Architect has recommended that a public art strategy be developed.

As recommended by the Associate Government Architect the Applicant intends to continue working with Council to deliver the public realm upgrades associated with the proposal. The Applicant will need to seek necessary Council permits for the various encroachments over the footpath.

In terms of the public art and public realm upgrades an advisory note has been included identifying the need for the applicant to work further with the Council in pursuing this matter.

The Associate Government Architect has also recommended that a review be undertaken of the internal design of the hotel including the hotel door locations; privacy and security issues on the terraces; and accessibility of the Level 5 terrace. These comments have been provided to the Applicant but are not considered material to the overall proposed use of the building. Accordingly no conditions of approval are proposed requiring the applicant to formally explore the matter further.

8.5 **Heritage**

PDC 1 (Tourism Development) encourages development that has a functional or locational link with its historical setting. Development that materially affects the context of a heritage place should be compatible in design and scale (PDC 4 Heritage Places).

The local heritage building located at the corner of Dauncey Street and Commercial Road will be repainted in heritage colours and the internal spaces used for retail and commercial at ground level, and a restaurant (café) at Level 1. This is consistent with the Council-wide planning provisions which encourage the adaptive reuse of local heritage places. The renovation of the building will highlight those elements that contribute to its heritage value (balustrades, guttering, quoins etc).

In order to maintain the prominence and value of the local heritage building, the new hotel building will remain physically separate. The two structures are visually and functionally connected via a courtyard plaza with a large freestanding shade structure which extends over the space.

The new hotel building is significantly larger than the adjacent heritage building. Its design seeks to respect the heritage context of the locality through a gradual

stepping down in height and articulation from north to south towards the local heritage building. Building materials, in particular the podium level stonework, have been selected to provide a relationship between old and new elements of the development. The approach proposed to heritage interface is supported.

8.6 Traffic Impact, Access and Parking

8.6.1 Traffic and Access

The Development Plan requires that development provide safe and convenient access for all anticipated modes of transport (PDC 7, 22 Transportation & Access). Development should make provision on-site for the loading, unloading and turning of traffic (PDC 13 Transportation & Access).

The proposed development utilises an existing crossover on Dauncey Street (northern end of site) to provide access to the off-street parking and services area:

- Passenger vehicle parking: staff and patrons of the hotel, restaurants and tenancies
- Passenger vehicles using the common property area to access the rear of adjacent townhouses and Ozone Hotel
- Waste collection truck
- Service providers such as KI laundry service

Contrary to PDC 12 (Transportation & Access), commercial and passenger vehicle car parking will not be separated. No vehicle turn-paths have been provided for the car parking area so it is unclear how the various users of the car parking and common property area will interact. The Applicant will need to manage the movements and timing of waste collection and other collections / deliveries so as not to impede access within the car park and through the common property areas.

The GTA Traffic Impact Assessment states that Kingscote has a low existing volume of traffic. The expected increase in trips generated by the development is not expected to adversely impact on the safety or function of Dauncey Street and the surrounding road network.

8.6.2 Car Parking

The Development Plan requires the provision of off-street car parking in accordance with Table KI/2. Parking should be sited and design to result in minimal conflict between customer and service vehicles, and not inhibit safe traffic circulation. Parking areas should be appropriately lit and marked to Australian Standards (PDCs 30-38 Transportation & Access).

The subject site is currently used as an informal parking area, however this is not an approved use of the site.

The proposed development includes 25 off-street car parking spaces which is a shortfall of 20 parks (the Council identified 25 carparks) compared to the Development Plan requirement as follows:

Land Use	DP Guideline	Required	Proposed	Shortfall
Hotel	1 per 3 square metres of bar floor area plus 1 per 9 square metres of lounge bar or beer garden floor area or 1 per 5 guest rooms (whichever provides the larger parking area).	110 rooms = 22 parks	Combined total	

Restaurant 1	1 per 15 square metres total floor area	220sqm = 15 parks	Combined total	
Restaurant (café in 1 Commercial)	1 per 15 square metres total floor area.	88 sqm = 6 parks	Combined total	
Consulting room	2 for each surgery	1 room = 2 parks	Combined total	
Total		45 parks	25 parks	20 parks

The development proposes that along with the 25 car parks on site that on-street car parking along Dauncey Street (directly in front of the new hotel building) be utilised, with three (3) new car parks to be marked near the corner of Dauncey Street and Commercial Road. The on-street parking will include one (1) accessible space and (1) ambulance space directly adjacent the lobby entrance. These on-street car parks (approximately 17) are not expected to be reserved for the development. Existing on-street parking is also available for two (2) coaches on Commercial Street.

Council's comments indicated that Kingscote experiences seasonal car parking. It is understood that this occurs for a relatively short period of time and for the majority of the year there is abundant car parking in the locality.

Council has expressed concern about the parking shortfall and has requested that the Applicant make payment into its car parking fund for the amount of \$15,000 per car park shortfall. Whilst Council's car parking fund has been established under Section 50A of the Development act 1993, the Applicant has advised that they are not willing to make any payment in lieu of car parking.

The justification for a reduced number of car parks, as outlined in the Applicant's transport impact assessment (prepared by GTA), is as follows:

- Many visitors to Kangaroo Island arrive via coach transfer from the airport or ferry terminal. This is expected to reduce the car parking demand from private vehicle use, however the magnitude is unknown. The GTA report does not provide any numerical data on the percentage of visitors utilising private car / hire car versus coaches on the island (and how this might compare to mainland tourist accommodation).
- The GTA report suggests that the Development Plan car parking rates are onerous and not appropriate to the transport and access conditions on Kangaroo Island. A reduced rate of 0.2 spaces per occupied hotel room (85% occupancy) is offered, equating to a need for 19 spaces.
- The subject site is located within the Kingscote district centre zone and in direct proximity to the 'main street' of Kingscote. A reasonable percentage of trips are therefore expected to be 'linked' between the proposed development and the adjacent area (ie visitors will park and walk to multiple destinations).
- The mixed use nature of the development itself provides opportunities for shared car parking arrangements. The various land uses are expected to have different peak periods which allows for overlap in the use of car parking spaces.
- The ground floor restaurant in the new hotel building is expected to be used primarily for patrons of the hotel and is not expected to generate a full car parking demand in its own right.
- There appears to be a significant amount of on-street parking within walking distance of the subject site however no analysis on the number of spaces is provided in the GTA report.

On the basis that the proposed 25 off-street car parking spaces cater for the hotel guests (in the order of 19-22 spaces); and that this accommodates most or all of the car parking demand for the main restaurant, this leaves in the order of 3-7 car parks for the remaining land uses (café, retail and consulting room).

On balance, the proposed number of car parks is considered acceptable for the following reasons:

- there are an additional 17 on-street car parks immediately adjacent the development (which may or may not be available);
- the mixed use nature of the development which reduces overall demand;
- the walkability of the locality and expectation for linked trips; and
- a proportion of visitors arriving at the subject site by means other than private car.

8.7 Infrastructure

PDC 1 (Infrastructure) states that development should not occur without the provision of adequate utilities and services including electricity supply, water, drainage and stormwater, waste, effluent, roads, and telecommunications.

The application documentation demonstrates that the proposed development has access to all necessary service connections, however some augmentation will be required.

In this regard, Council has requested that the Applicant seek further engineering advice regarding the impacts to Council's Community Waste Management System (CWMS) as a result of this application. Council has indicated that the system will require an upgrade in the order of \$13,000 and has requested that this financial contribution be secured through the development assessment process or through reserved matter on any consent that is granted.

The Applicant has advised that it is amenable to accepting Council's own engineering advice on the required upgrade to the CWMS (which has already been completed) and is also amenable to meeting the required upgrade costs in the order of \$13,000.

The use of the development assessment process to secure funding for infrastructure upgrades is not considered appropriate or necessary. The Applicant will be required to seek connection approval to Council's CWMS outside the development assessment process, at which point Council can specify any upgrade costs to be borne by the Applicant.

8.8 Environmental Factors

8.8.2 Crime Prevention

The Development Plan seeks the development of a safe, secure and crime resistance environment (PDC 1, OB 2 Crime Prevention).

The car parking and service areas located behind the hotel are partially concealed and may be at risk of anti-social behaviour. The presence of the hotel windows and corner balconies on the eastern façade of the building will provide some passive surveillance over this area.

The car parking and service areas should incorporated appropriately designed lighting (including for afterhours use), without spilling into the adjacent properties. A general condition of approval is recommended in this regard.

8.8.3 Noise Emissions

PDC 1 (Interface between Land Uses) states that development should not detrimentally affect the amenity of the locality or cause unreasonable interference through, among other things, noise. The planning policies require

that development include noise attenuation measures that achieve the relevant *Environment Protection (Noise) Policy* (Noise EPP). The Development Plan provides specific guidance for noise levels from development that proposes music.

Potential sources of noise emissions from the development include:

- Traffic movements from car parking, waste collection and deliveries
- Music noise
- Outdoor dining
- Activity on hotel room balconies
- Mechanical plant

The nearest sensitive receptors are the existing Ozone apartments, Kingscote Pier Apartments on Kingscote Terrace, and single storey dwelling at No 11 Kingscote Terrace (ie those properties adjacent the common property area at the rear of the proposed hotel building)

The Environmental Noise Assessment prepared by Sonus provides an estimate of the combined noise level from the above sources and indicates the likely noise attenuation measures to achieve compliance with the Noise EPP including:

- Ensuring that the design of the facility does not result in activity within the common property areas that generates higher noise levels than the existing activity
- Screening of mechanical plant
- Attenuators to exhaust fans
- Restrictions to patron numbers after 10pm outside and/or glazing to some hotel rooms
- Construction of a common wall between the restaurant and hotel rooms
- Specific glazing and roof construction in areas where music will be played
- Restrictions on music volume
- An airlock system where music is played

It is expected that the development will be able to reasonably and practicably comply with the relevant noise criteria. The report notes that the final extent of the above treatments will need to be confirmed based on site noise measurements and final design. The report recommends a number of conditions, which have been adopted in the proposed approval documentation.

8.8.4 Waste Management

PDC 1 (Waste) encourages development that applies the waste management hierarchy. The storage of waste should be screened (PDC 5-6 Waste).

The Applicant's waste management plans proposes that all waste will be stored in a series of 240L wheelie bins which are located in three (3) separate bin storage areas at the rear / side of the building. The wheelie bins will be collected by a private contractor which will access the main bin storage area (west of the hotel lobby) via the car park. A bin truck loading area is denoted on the site plan. No kerbside collection is proposed.

The waste management plan states that the vehicle used by the waste contractors will 'fit on-site' however no vehicle turn paths are provided. It is unclear how the vehicle will manoeuvre so that it can exit the site in a forward direction. While the site of the collection truck (6m long x 2.3m wide) is not expected to block the car park entrance, the impact to vehicles entering and/or exiting the adjacent car parks is unknown.

The waste management plan identifies the following waste generators and management methods:

Land Use	Type	Management Method
Hotel (110 rooms)	Domestic (no cooking facilities)	One (1) small waste bin per room emptied on a daily basis and emptied into the 240L wheelie bins at the main bin storage area (west of the hotel lobby).
Restaurants	Food General	<p>Waste collected in a combination of 240L wheelie bins, bulka bags and woolpacks.</p> <p>Restaurants responsible for separation of waste streams for cardboard recycling, glass, general recycling and general waste.</p> <p>Food waste stored in a dedicated refrigeration area prior to being moved to the wheelie bins at the rear of the kitchen; moved to main bin storage area and collected minimum once per week with extra collection as required.</p> <p>Grease trap to be emptied at minimum quarterly intervals.</p>

The waste management plan does not provide estimated waste volumes expected to be generated from the hotel and restaurants. It is therefore unknown whether the proposed number of wheelie bins is sufficient to cater for the development.

It is also unclear how often the waste contractor will need to access the site to empty the bins, however the waste contractor has provided an estimate of 3 times a week with each collection taking 30 minutes. More collections may be required if the wheelie bin capacity is insufficient. The waste contractor has indicated that waste collection could potentially occur 7 days a week.

Notwithstanding, Council has previously indicated that is satisfied with the proposed waste management plan, noting that all collection will occur 'on-site' with no kerbside presentation of bins. Noting the operational nature of the issue and the acceptance by Council no objection is raised in this regard.

It is however recommended that the hours of waste collection be limited to mitigate noise / odour impact and nuisance to adjacent land uses. The Applicant will be required to manage collection times to minimise impact to users of the car park.

8.8.5 Energy Efficiency

The general planning provisions of the Development Plan seek development that is designed and sited to conserve energy, and maximise solar access and natural light penetration.

The application documentation does not identify any specific energy efficiency measures incorporated into the development.

The orientation of the hotel building has been dictated by the shape of the subject site, which results in the hotel windows and balconies facing east or west. The Applicant may need to consider shading devices and glazing for the windows to ensure patron comfort. This matter can be dealt with during detailed design and to meet building code requirements.

8.8.6 Stormwater Management

The general planning provisions of the Development Plan required that development be designed to maximise conservation and re-use of water resources. Stormwater discharged from a development should be of appropriate volume and quality.

The development proposes to divert all roof runoff to Council's stormwater system. No retention and/or re-use of stormwater on the site is proposed.

8.8.7 Landscaping

The general planning provisions of the Development Plan encourage the use of plantings, using locally indigenous species where possible, to enhance the amenity of development.

The development incorporates landscaping at the ground level with planter boxes proposed around the outdoor dining area and adjacent the hotel lobby. At the upper levels of the hotel building plants are indicatively shown in planter boxes on the west facing balconies. Details on the extent of this landscaping or potential species are not provided.

Given the limited extent of landscaping, and the fact that all plantings will be provided in planter boxes, a full landscaping plan is not considered to be necessary.

8.9 Signage

No signage is proposed as part of this development application.

8.10 Interface

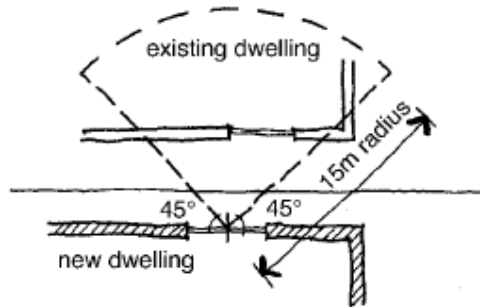
To the east of the subject site are the Kingscote Pier Apartments which front Kingscote Terrace and are rented out for tourist accommodation as part of the Aurora Ozone Hotel. The townhouses have rear yards which abut the subject site, and east facing balconies that face Kingscote Terrace and overlook the ocean. The townhouses are marketed as having a 'private balcony' (ocean views) and a 'private courtyard with barbecue'. A single storey dwelling is located at No 11 Kingscote Terrace, to the north-east of the subject site.

To the north, south and west of the subject site are commercial land uses.

8.9.1 Overlooking

PDCs 28-29 (Residential Development) seek that direct overlooking from external balconies and upper-level habitable rooms into the habitable room windows and private open space of other dwellings be minimised.

Using the definition from the Good Residential Design Guide SA (pg 112-113): *a direct view occurs if the windows or outdoor areas overlooked are located within a horizontal distance of 15m from the vertical centre line of the overlooking window and beyond a 45° angle from the plane of the wall containing the overlooking window.*



The horizontal distance between the east facing hotel windows / corner balconies and rear allotment boundaries of the adjacent townhouses is approximately 6m. The horizontal distance between the hotel windows and rear facades of the townhouses varies between 14 to 16m. The horizontal distance between the hotel windows and rear façade of the single storey dwelling at No 11 Kingscote Terrace is approx. 15m.

Applying the 15m radius from the Good Residential Design Guide SA there is the potential for direct overlooking into a portion (approximately half) of the rear yards of the adjacent properties from the hotel windows/balconies.

Whilst the use of the rear courtyards for the townhouses is expected to be sporadic, noting that these are used primarily for tourist accommodation, the impact to the dwelling at No. 11 Kingscote Terrace may be more significant. Aerial imagery suggests that there is a pergola structure in the rear open space of No 11 which may assist in providing visual privacy for its residents.

Given the nature of the zone, the tourism nature of the proposed development and the commentary provided by the Associate Government Architect no additional building design measures are considered warranted. On balance, the overlooking impact is considered to be acceptable, noting that all adjacent properties are located within the District Centre Zone (not in a Residential Zone) and therefore some level of impact from medium density development is to be expected.

8.9.2 Overshadowing

PDCs 8-10 (Residential Development) seek that buildings be designed and located to ensure adjacent dwellings have access to direct winter sunlight.

The shadow diagrams provided in the application demonstrate that none of the townhouses have north facing windows that will be impacted by overshadowing from the proposed development. For this reason PDC 9, which pertains to sunlight access for north-facing windows, is not applicable.

The shadow diagrams indicate that between the hours of 9am and 12noon on winter solstice neither the rear yards nor the townhouses themselves are impacted by overshadowing from the proposed building. By 3pm the shadow from the proposed building extends over the rear yards and the majority of the townhouses, thereby placing any west facing windows in shadow. The proposal therefore meets the requirement for a minimum of 2 hours of direct sunlight to ground level open spaces as specified in PDC 10.

There are no residential premises to the south or west that will be impacted by overshadowing as a result of this development.

8.9.3 Noise

The Environmental Noise Assessment prepared by Sonus notes that, in order to achieve compliance with the Noise EPP criteria, the development should not result in activity within the common property areas that generate higher noise levels than the existing activity.

Given that the proposed development is expected to increase activity through this common property, it is proposed that the hours for waste collection and other service collections/deliveries be restricted through a condition of approval.

Other general activity in the common property area associated with the after hours use of the hotel and kitchen is properly a matter for the applicant to be managed in accordance with relevant licence requirements.

9 CONCLUSION

The proposal represents an appropriate use of underutilised land which will contribute to the expansion of Kangaroo Island's economic base. The mixed use nature of the development will encourage both day and after hours activity and the retention of people within the District Centre Zone. The provision of tourist accommodation will provide increased opportunities for overnight stays on the island and will contribute to the vitality of Kingscote.

Whilst the new hotel building exceeds the height limit for the Zone, its visual impact is mitigated through design techniques including a gradual stepping down of the building; articulation in the building form; and a variety of façade materials.

The Applicant has worked with the Office of Design and Architecture to create an appropriate interface between the new hotel building and the existing Local Heritage Place. The adaptive reuse of the Local Heritage Place, and the proposed relationship between the old and buildings, is considered to be an appropriate design response that respects the heritage value of the building and the locality.

Further detailed design will appropriately enable issues around the operation of the development in terms of traffic management, parking, stormwater management and infrastructure connections to be satisfactorily addressed. This will involve working collaboratively with the KI Council and local service providers to ensure that the development is appropriately serviced.

10 RECOMMENDATION

It is recommended that the State Commission Assessment Panel:

- 1) RESOLVE that the proposed development is NOT seriously at variance with the policies in the Development Plan.
- 2) RESOLVE that the State Commission Assessment Panel (SCAP) is satisfied that the proposal generally accords with the relevant Objectives and Principles of Development Control of the Kangaroo Island Development Plan.
- 3) RESOLVE to grant Development Plan Consent to the proposal by Cajetan Amadio for a mixed use development comprising construction of a 110 room hotel with private conference room and gym, restaurant, car parking and landscaping; and refurbishment of a local heritage building comprising retail, consulting and restaurant tenancies at Lot 502 Dauncey Street and 1 Commercial Street, Kingscote subject to the following conditions of consent.

PLANNING CONDITIONS

1. That except where minor amendments may be required by other relevant Acts, or by conditions imposed by this application, the development shall be established in strict accordance with the details and following plans submitted in Development Application No 520/E005/16.

Plans by Design Vision Constructions:

Drawing Title	Drawing No.	Revision	Date
Site Locality	Sheet 1 of 19	-	10.09.2013
Site Plan	Sheet 2 of 19	-	10.09.2013
Photo Context	Sheet 3 of 19	-	10.09.2013
Community Plan	Sheet 4 of 19	-	10.09.2013
Deposited Plan	Sheet 5 of 19	-	10.09.2013
Floor Plan – GL	Sheet 6 of 19	-	10.09.2013
Floor Plan – L1	Sheet 7 of 19	-	10.09.2013
Floor Plan – L2	Sheet 8 of 19	-	10.09.2013
Floor Plan – L3	Sheet 9 of 19	-	10.09.2013
Floor Plan – L4	Sheet 10 of 19	-	10.09.2013
Floor Plan – L5	Sheet 11 of 19	-	10.09.2013
Dauncey Street Elevation, South Elevations	Sheet 12 of 19	-	10.09.2013
East Elevation, North Elevation	Sheet 13 of 19	-	10.09.2013
Section (Typ)	Sheet 14 of 19	-	10.09.2013
Materials	Sheet 15 of 19	-	10.09.2013
Built form comparison, Dauncey Street Elevation AHD Comparison, Line of Sight from Esplanade and Beach	Sheet 16 of 19		
Stormwater	Sheet 17 of 19	-	10.09.2013
Shadow Diagrams	Sheet 18 of 19	-	10.09.2013
Eastern Overlooking Analysis	Sheet 19 of 19	-	10.09.2013
Typical Minimum Room Layout		-	10.09.2013

Reports and correspondence

- Scheme Description Prepared for Cajetan Amadio, 6 September 2017, Design Vision Consulting
 - Assessment by Applicant for Dauncey St Kingscote Motel Complex, Updated 6 September 2017, Design Vision Consulting
 - DA 520/E005/15 – RFI – Overlooking Analysis, 6 September 2017, Design Vision Consulting
 - DA 520/E005/15 – RFI – Waste Management Plan, 6 September 2017, Design Vision Consulting
 - Lot 502, 61 Dauncey Street, Kingscote, Transport Impact Assessment, Reference #S117850, 19 January 2016, GTA Consultants
 - Kingscote Hotel Development, Planning Stage Environmental Noise Assessment, S5102C2, September 2017, Sonus
 - Letter from Hannam Plumbing Service to Caj Amadio, 21 January 2017, Re: Effluent and Septic System
 - Email from David Robertson (Systems Solutions Engineering) to Neil Kemp (Design Vision Consulting), 6 December 2016, Subject: Kangaroo Island Dauncey Hotel Development
2. The hours for all commercial deliveries and collections (services and waste) to enter and exit the site shall be restricted to 7am to 7pm Monday to Sunday.
 3. All materials and goods shall be loaded and unloaded within the boundaries of the subject land.
 4. All loading and unloading, parking and manoeuvring areas shall be designed and constructed to ensure that all vehicles can safely enter and exit the subject land in a forward direction.
 5. All vehicle car parks, driveways and vehicle entry and manoeuvring areas shall be designed and constructed in accordance with Australian Standards (AS/NZS 2890.1:2004 and AS/NZS 2890.6.2009) and be constructed, drained and paved with bitumen, concrete or paving bricks in accordance with sound engineering practice and appropriately line marked prior to the occupation or use of the development.

6. All external lighting on the site shall be designed and constructed to conform to Australian Standard (AS 4282-1997).
7. All stormwater design and construction shall be in accordance with Australian Standard AS/NZS 3500.3:2015 (Part 3) to ensure that stormwater does not adversely affect any adjoining property or public road.
8. A Construction Environment Management Plan (CEMP) shall be prepared and implemented in accordance with current industry standards – including the EPA publications “Handbook for Pollution Avoidance on Commercial and Residential Building Sites – Second Edition” and, where applicable, “Environmental Management of On-site Remediation” – to minimise environmental harm and disturbance during construction.
9. An appropriate *Soil Erosion and Drainage Management Plan* (SEDMP) (as described in the “Stormwater Pollution Control, General Code of Practice for Local, State and Federal Government”) shall be prepared and implemented which includes a range of strategies to collect, treat, store and dispose of stormwater during construction and from the final form of the development (i.e. from roofs, driveways, parking areas, lawns, etc) while minimising disposal into the environment. EPA information sheets, guidelines documents, codes of practice, technical bulletins etc can be accessed on the following website: <http://www.epa.sa.gov.au>.
10. The noise (Leq) from patrons and mechanical plant shall be no greater than 57 dB(A) during the day (7am to 10pm) and 50 dB(A) during the night (10pm to 7am) when measured and adjusted in accordance with the Environment Protection (Noise) Policy (2007) at any noise sensitive location including the hotel rooms themselves.
11. The facility shall be designed to ensure noise (Leq) from vehicle movements associated with the development shall be no greater than the noise from vehicle movements on the “existing right of way/common property” at the existing townhouses to the east.
12. The music noise (L10,15) from the proposed development when assessed externally at the nearest existing noise sensitive location including the hotel rooms themselves shall be less than 8 dB above the level of background noise (L90,15) in any octave band of the sound spectrum and less than 5 dB(A) above the overall level (sum of octave band levels) of background noise.
13. A final Environmental Noise Assessment shall be prepared by a suitably qualified acoustic engineer, to demonstrate that the above criteria will be achieved, to the reasonable satisfaction of the State Commission Assessment Panel prior to operation of the development.
14. All Council, utility or state-agency maintained infrastructure (i.e. roads, kerbs, drains, crossovers, footpaths etc.) that is demolished, altered, removed or damaged during the construction of the development shall be reinstated to Council, utility or state agency specifications. All costs associated with these works shall be met by the proponent.

ADVISORY NOTES

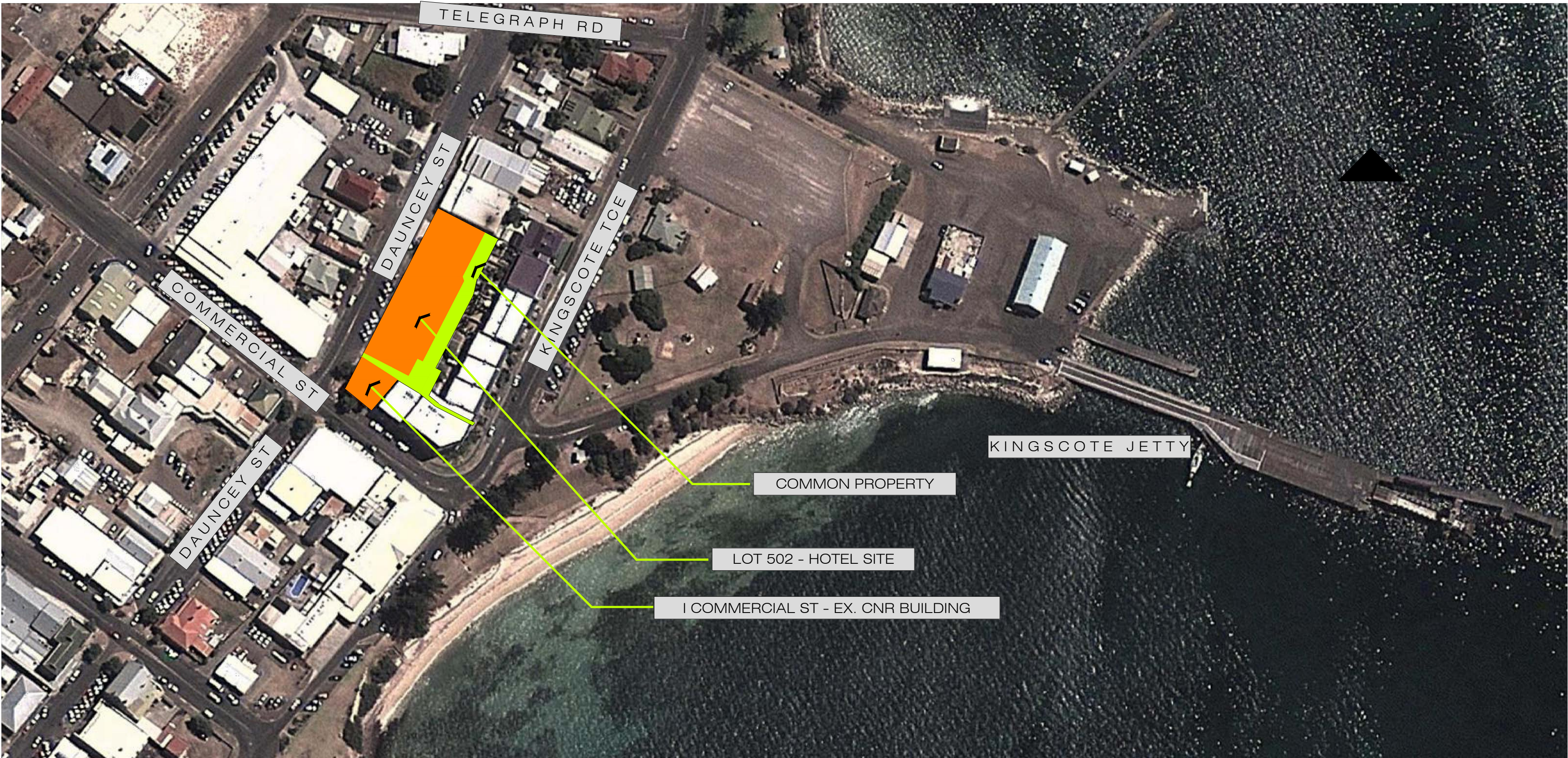
- a. This Development Plan Consent will expire after 12 months from the date of this Notification, unless final Development Approval from Council has been received within that period or this Consent has been extended by the State Commission Assessment Panel.

- b. The applicant is also advised that any act or work authorised or required by this Notification must be substantially commenced within 1 year of the final Development Approval issued by Council and substantially completed within 3 years of the date of final Development Approval issued by Council, unless that Development Approval is extended by the Council.
- c. The applicant has a right of appeal against the conditions which have been imposed on this Development Plan Consent. Such an appeal must be lodged at the Environment, Resources and Development Court within two months from the day of receiving this notice or such longer time as the Court may allow. The applicant is asked to contact the Court if wishing to appeal. The Court is located in the Sir Samuel Way Building, Victoria Square, Adelaide, (telephone number 8204 0289).
- d. Any proposed works with the public realm adjacent to the site, including the installation of street furniture and landscaping be undertaken in consultation with Kangaroo Island Council.



L Kerber

**LAURA KERBER
SENIOR PLANNING OFFICER
DEVELOPMENT DIVISION
DEPARTMENT OF PLANNING, TRANSPORT and INFRASTRUCTURE**



NOTE:
AHD LEVELS BASED ON SURVEY BY
ALEXANDER & SYMONDS PTY LTD
DATED 16/05/02 - (DATA FILE
A037802DET.SEE) COPY ATTACHED.
SEE ALSO SHEET 04.

HOURS OF OPERATION:

GROUND LEVEL RESTAURANT:
7AM - 11PM - 7 DAYS PER WEEK
FROM 6AM BY ARRANGEMENT FOR
ORGANIZED TOURS.

UPPER LEVEL BISTRO:
7AM - MIDNIGHT - 7 DAYS PER WEEK.

HOTEL LOBBY:
24 HOURS - 7 DAYS PER WEEK.

AREAS

SITE:	1526m ²
GL Footprint:	763.69m ²
GL Entry:	14.33m ²
GL Courtyard:	44.73m ²
L1:	601.98m ²
L1 Balconies:	39.92m ²
L2:	1,225.40m ²
L2 Balconies:	117.74m ²
L3:	1,245.00m ²
L3 Balconies:	24.99m ²
L4:	975.17m ²
L4 Balconies:	63.76m ²
L5:	963.23m ²
L5 Balconies:	53.22m ²

NO SIGNIFICANT OR REGULATED
TREES ARE AFFECTED BY THIS
DEVELOPMENT

THERE ARE NO BRUSH FENCES
WITHIN 3 METRES OF THE
DEVELOPMENT

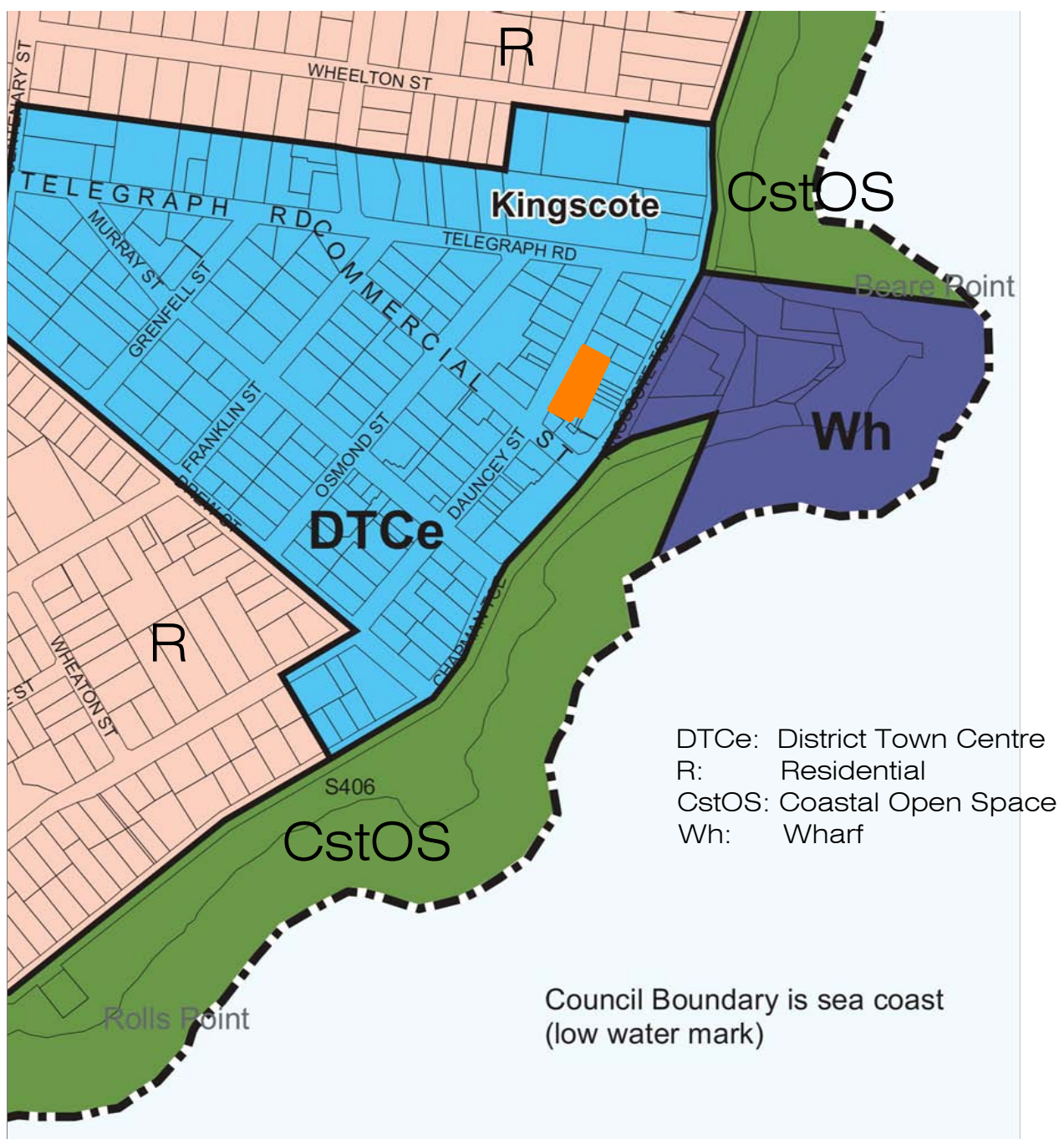
SITE DRAINAGE SHALL BE
CONSTRUCTED STRICTLY IN
ACCORDANCE WITH THE ENGINEER'S
DESIGN, DETAILS AND SPECIFICATION

STORMWATER TO BE CONNECTED IN
ACCORDANCE WITH COUNCIL'S
REGULATIONS

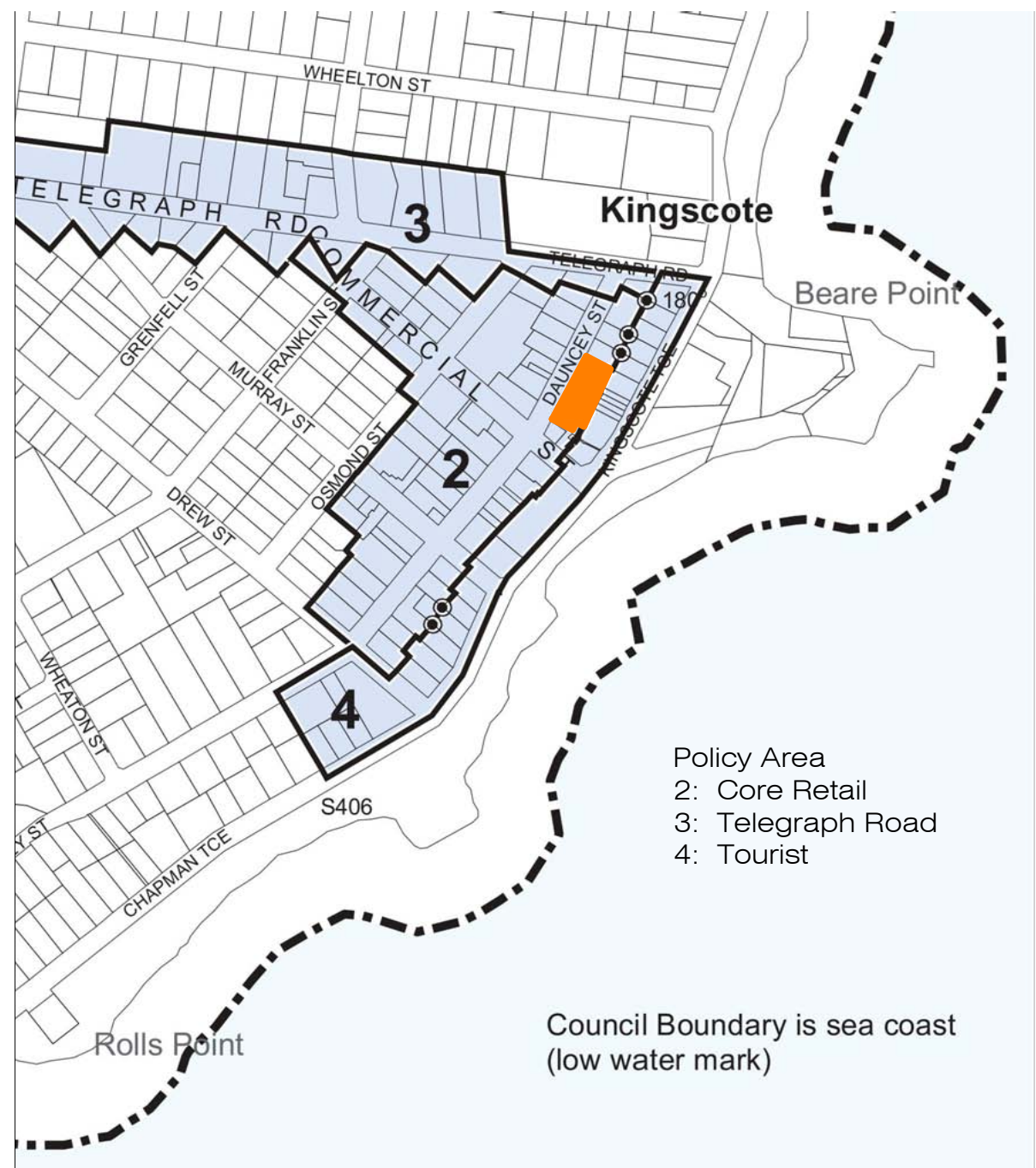
GUTTER CROSSING AND VEHICULAR
CROSSOVER TO BE CONSTRUCTED
IN ACCORDANCE WITH COUNCIL'S
SPECIFICATIONS



HERITAGE PLACES



ZONE MAP



POLICY AREAS

N	01.09.17	BUILT FORM UPDATES
M	29.06.17	BUILT FORM UPDATES
L	28.06.17	GYM ADDITION
K	11.04.17	BUILT FORM UPDATE
J	10.01.17	CHANGE FROM 62 TO 108 ROOMS
H	22.11.16	MISC RFI RESPONSES
G	08.09.16	FOR PLANNING SUBMISSION
F	19.03.14	FACADE & SE CNR AMENDMENTS
E	25.01.14	L3 & L4 CORNER REDUCTION
D	12.01.14	L4 REDUCTION
C	31.10.13	SEPARATION OF CNR BUILDING
B	05.09.13	+ EXTRA LEVEL
A	02.09.13	INCLUSION OF CNR BUILDING
NO	DATE	REVISION



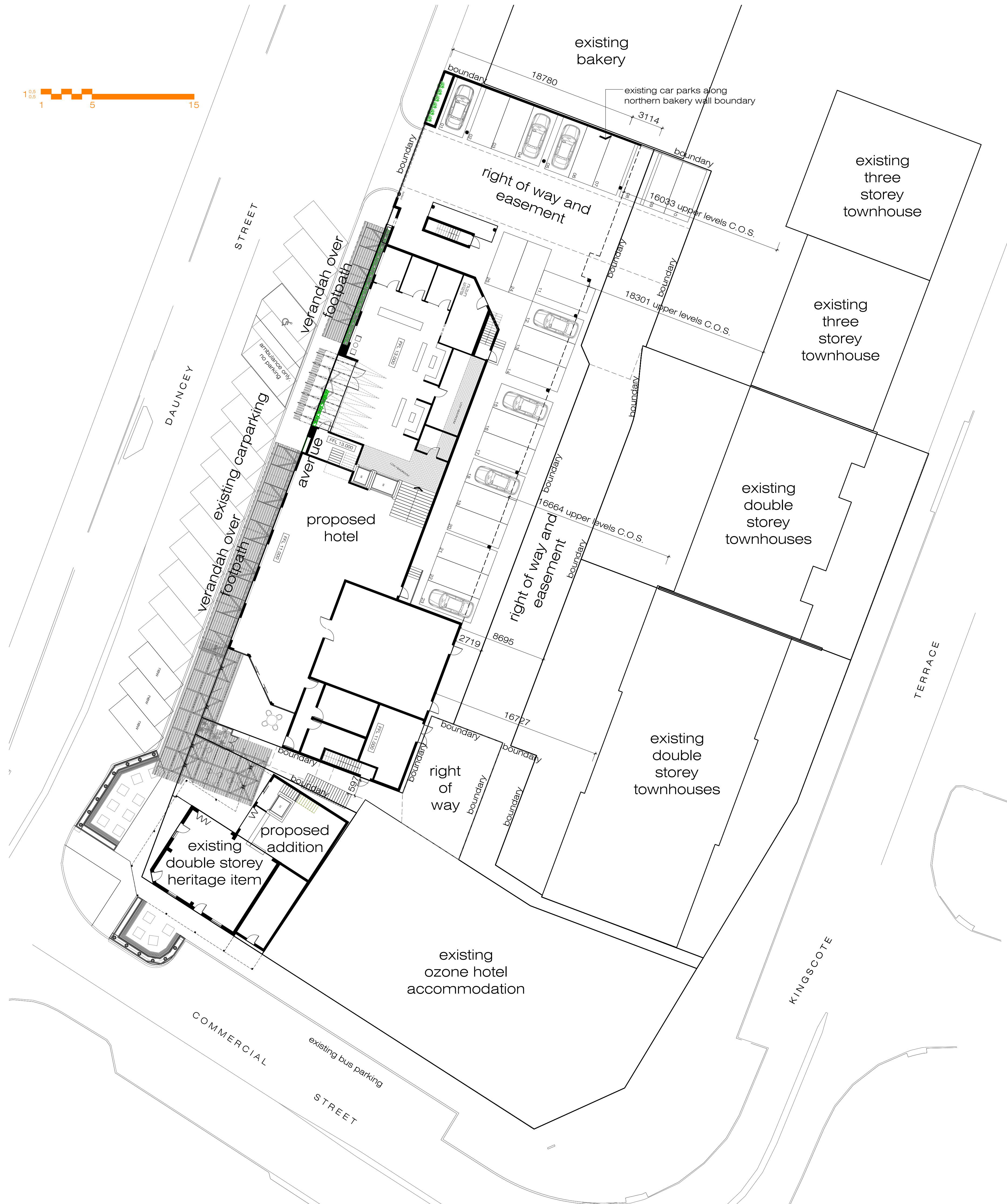
P.O. Box 62 Kensington Park SA 5068
p. 0418 830 135
e. designvision@internode.on.net
abn 36 140 506 069

PROJECT:
5 STOREY HOTEL
ACCOMMODATION WITH
STREET LEVEL RESTAURANT
LOT 502 DAUNCEY ST,
KINGSCOTE K.I. AND
CAFE FACILITY AT
1 COMMERCIAL ST,
KINGSCOTE K.I.

CLIENT:	C AMADIO
DRAWN BY:	NK
DATE:	10.09.2013
SCALE:	AS SHOWN
PROJECT NO:	01 OF 19

FIGURED DIMENSIONS SHALL TAKE PREFERENCE
OVER SCALED DRAWINGS. VERIFY DIMENSIONS
AND LEVELS PRIOR COMMENCING ANY FORM OF
BUILDING WORKS. ANY DISCREPANCIES TO BE
REPORTED TO THE DESIGNER IMMEDIATELY.

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REPRODUCTION WITHOUT WRITTEN PERMISSION
IS PROHIBITED.



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L5 Balconies:	963.23m ²
L5 Balconies:	53.22m ²

NO SIGNIFICANT OR REGULATED TREES ARE AFFECTED BY THIS DEVELOPMENT

THERE ARE NO BRUSH FENCES WITHIN 3 METRES OF THE DEVELOPMENT

SITE DRAINAGE SHALL BE CONSTRUCTED STRICTLY IN ACCORDANCE WITH THE ENGINEER'S DESIGN, DETAILS AND SPECIFICATION

STORMWATER TO BE CONNECTED IN ACCORDANCE WITH COUNCIL'S REGULATIONS

GUTTER CROSSING AND VEHICULAR CROSSEDRAWS TO BE CONSTRUCTED IN ACCORDANCE WITH COUNCIL'S SPECIFICATIONS

N	01.08.17	BUILT FORM UPDATES
M	28.08.17	BUILT FORM UPDATES
L	28.08.17	GVN ADDITION
K	11.04.17	BUILT FORM UPDATES
J	10.01.17	CHANGE FROM 4 TO 10 ROOMS
H	20.11.16	MISC RFI RESPONSES
G	08.08.16	FOR PLANNING SUBMISSION
F	18.03.16	PACKAGE 8 USE OF AMENDMENTS
E	28.01.16	L2 & L4 CORNER REDUCTION
D	12.01.16	L4 REDUCTION
C	31.10.15	SEPARATION OF ONE BUILDING
		+ EXTRA LEVEL
B	05.08.15	INCLUSION OF ONE BUILDING
A	02.08.15	4 STOREYS BAND CONF. CENTRE
NO.	DATE	REVISION



P.O. Box 62 Kensington Park SA 5068
P. 0418 630 135
e. designvision@intermode.on.net
asn 38 140 506 069

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LOT 502 DAUNCEY ST.
KINGSCOTE K.I. AND
CAFE FACILITY AT
1 COMMERCIAL ST,
KINGSCOTE K.I.

CLIENT:
C AMADIO
DRAWN BY:
NR
DATE:
10.09.2018
SCALE:
AS SHOWN
SHEET NO:
02 OF 19

PLANNING

FOOTED DIMENSIONS SHALL TAKE PRECEDENCE OVER UNFOOTED DIMENSIONS. VERTICAL DIMENSIONS AND LEVELS FROM COMMENCING ANY FORM OF BUILDING WORKS, AND DISCREPANCIES TO BE REPORTED TO THE DESIGNER IMMEDIATELY.

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SITE PLAN
scale 1:200



photo 01 - existing parking against bakery wall and right-of-way access



photo 02 - common property at rear of site



photo 03 - common property at rear of site - southern end

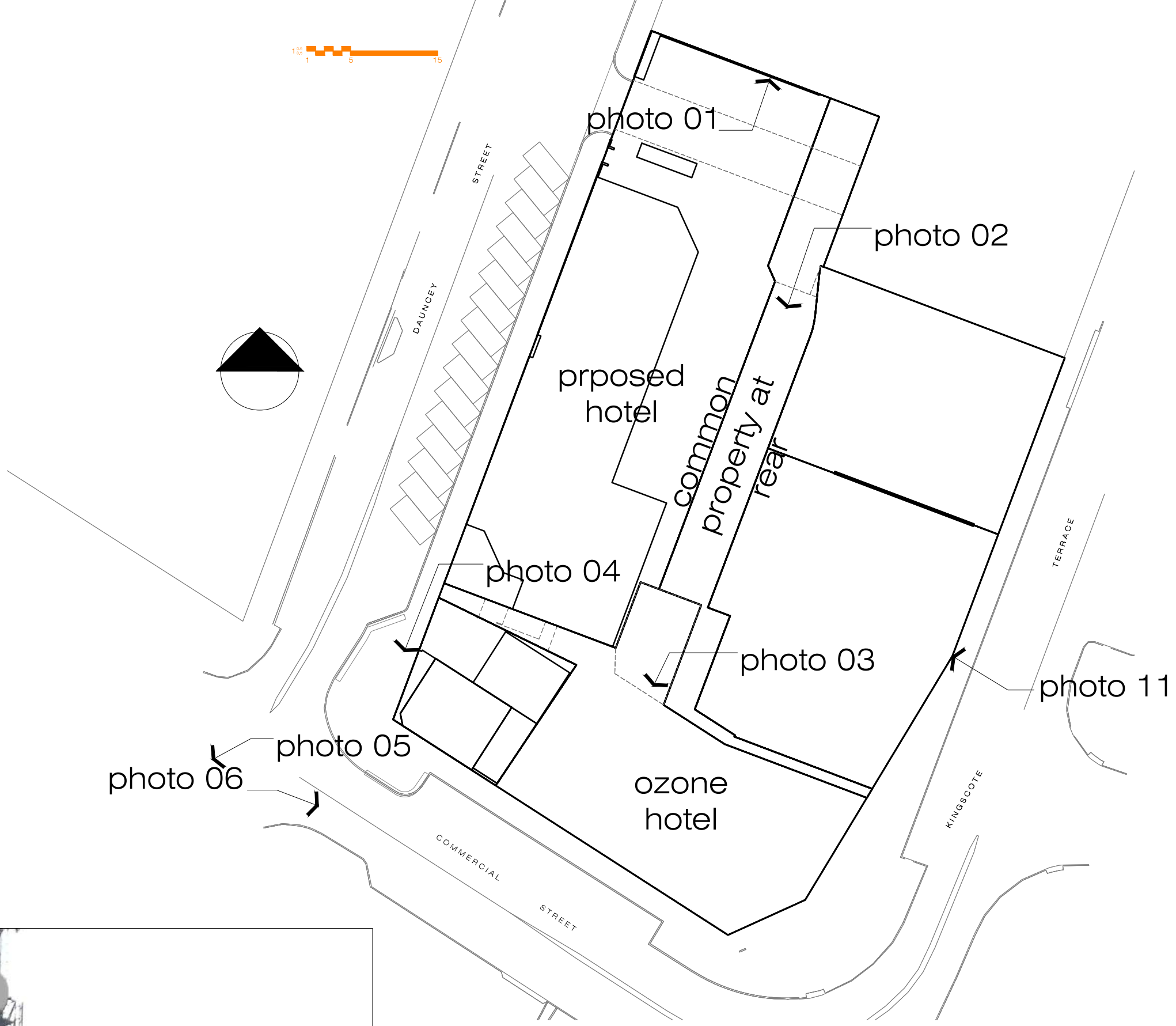


photo 04 - looking south down dauncey street



photo 05 - looking south west across corner from 1 commercial road



photo 06 - looking east down commercial road



photo 07 - council offices - dauncey street



photo 08 - anz bank building - dauncey street



photo 09 - looking north east up dauncey street

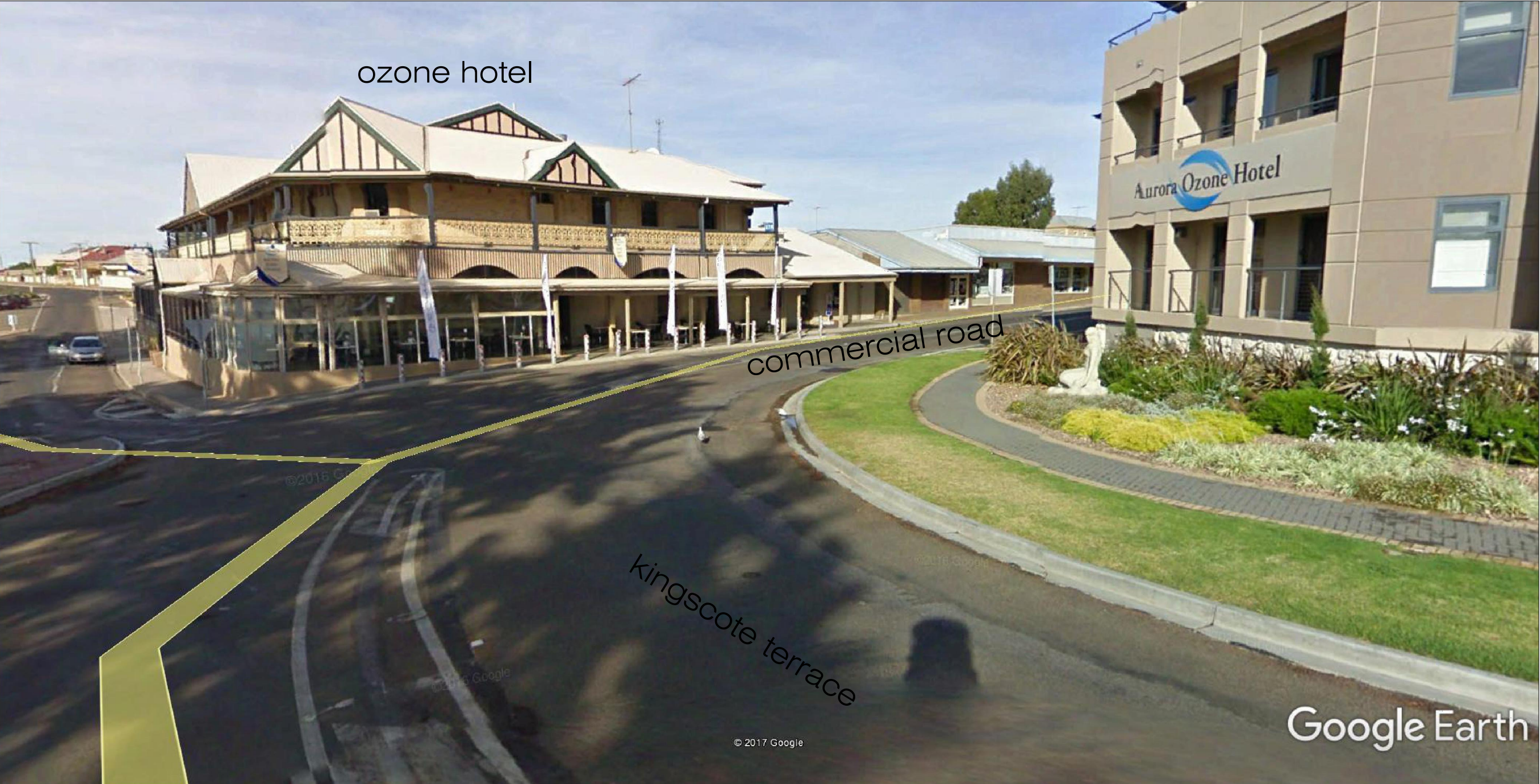


photo 10 - looking south down kingscote terrace



photo 11 - looking west from kingscote terrace & wharf precinct

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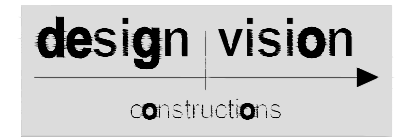
THERE ARE NO BRUSH FENCES WITHIN 3 METRES OF THE DEVELOPMENT

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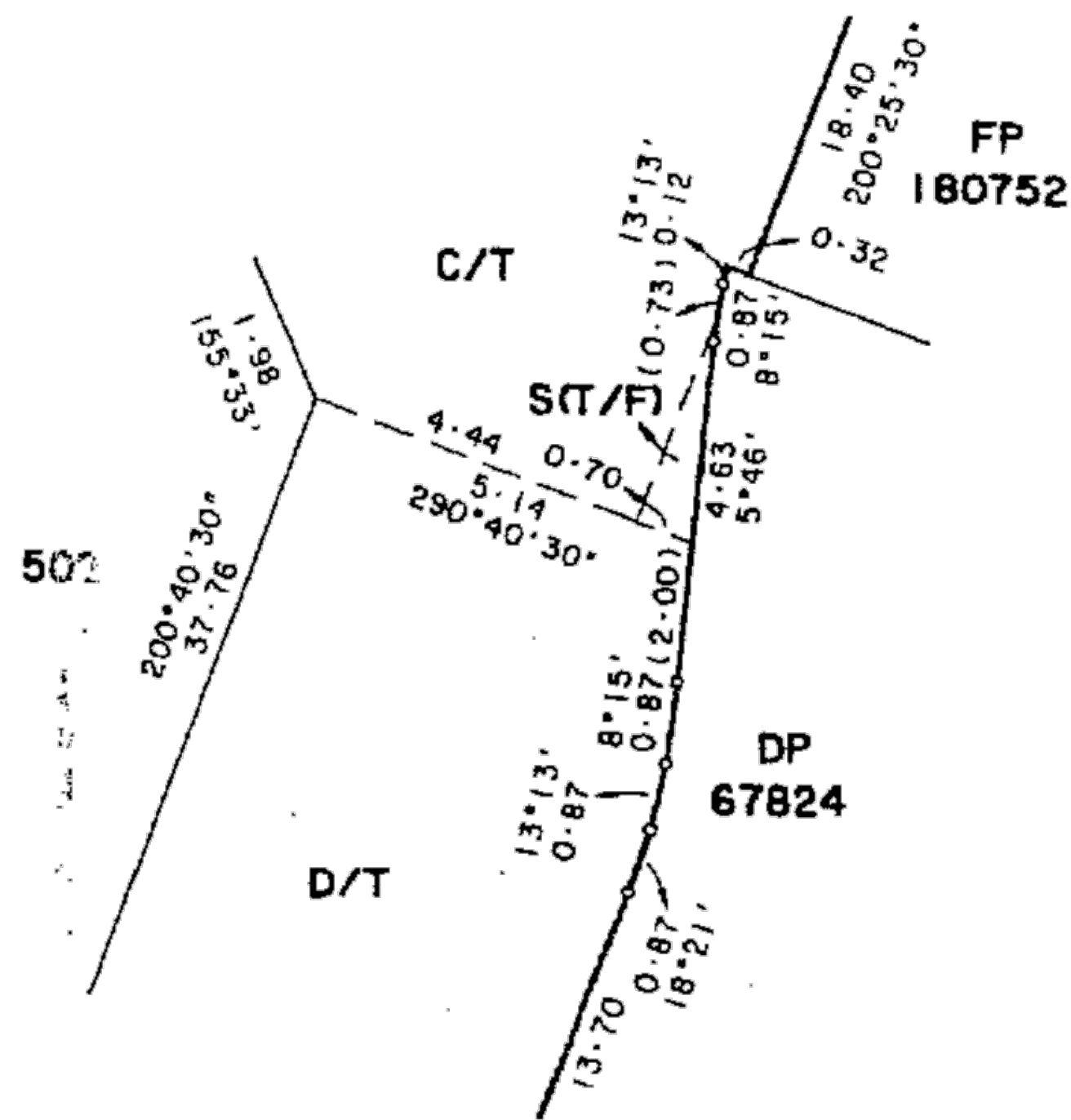
CLIENT:	C AMADIO
DRAWN BY:	NR
DATE:	10.09.2013
SCALE:	AS SHOWN
REV:	

PROJECT NO. SHEET NO.
03 OF 19

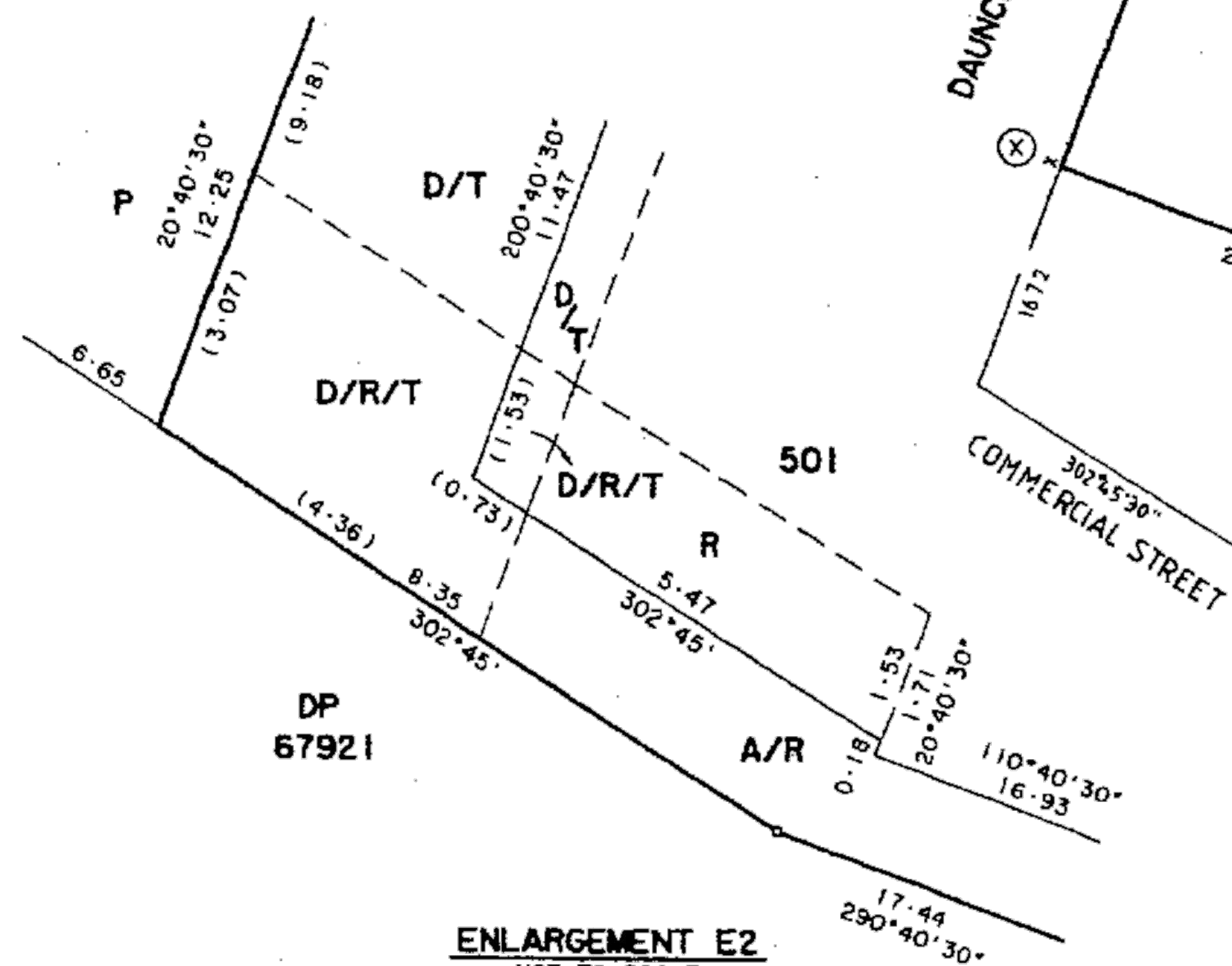
FOOTED DIMENSIONS SHALL TAKE PRECEDENCE OVER UNFOOTED DIMENSIONS. VERTICAL DIMENSIONS AND LEVELS FROM COMMENCING ANY FORM OF BUILDING WORKS, AND DISCREPANCIES TO BE REPORTED TO THE DESIGNER IMMEDIATELY.

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LOCATION PLAN



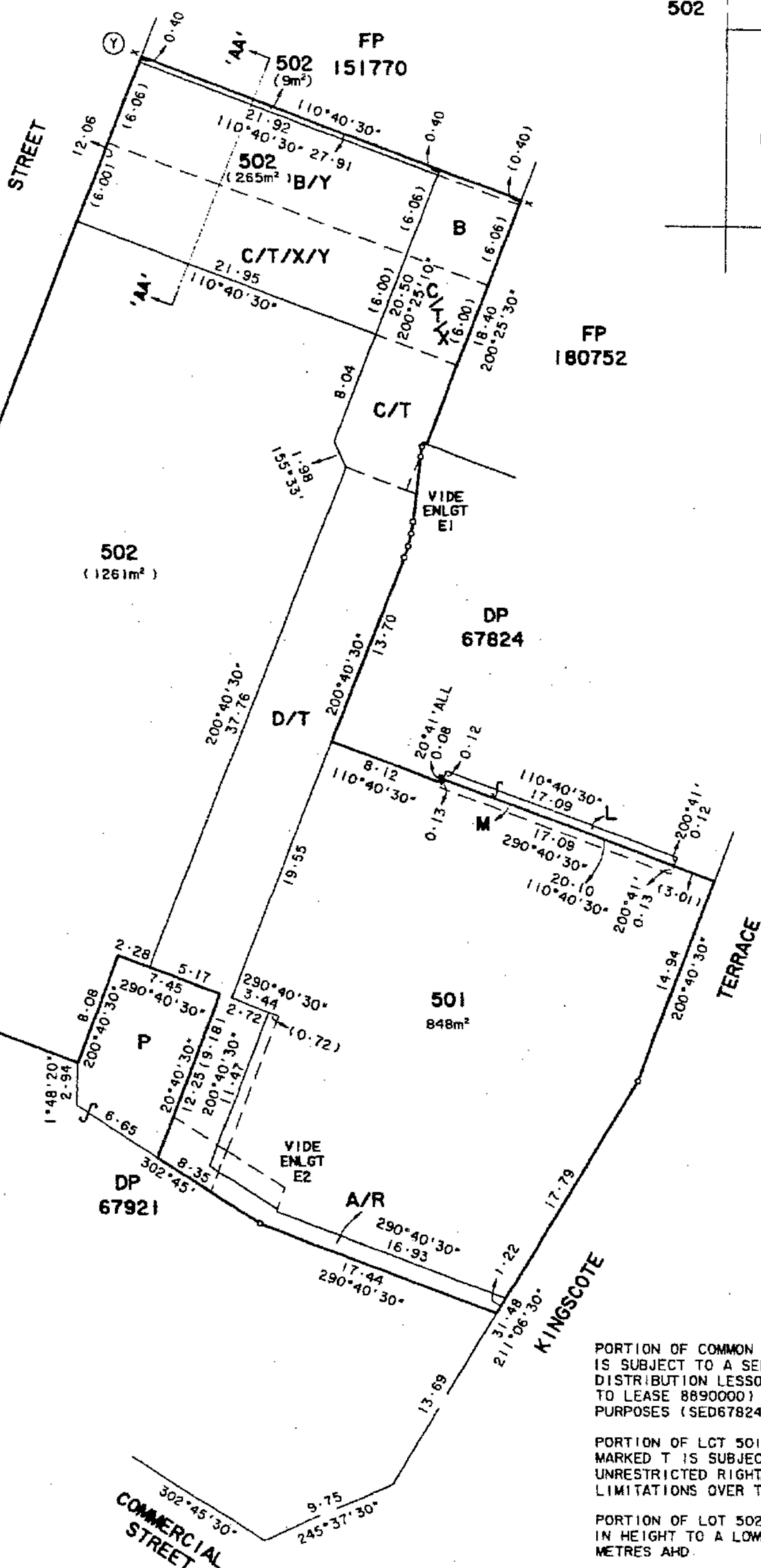
ENLARGEMENT E1
NOT TO SCALE



ENLARGEMENT E2
NOT TO SCALE

ALEXANDER & SYMONDS PTY. LTD.
11 KING WILLIAM STREET, KENT TOWN
P.O. BOX 1000 KENT TOWN 5071
A.B.N. 93 007 753 988
TEL (08) 8130 1666 FAX (08) 8362 0099

REFERENCE A037802.00	
DWG No A037802COMM.dwg	
JG/RIT 18/07/2005	

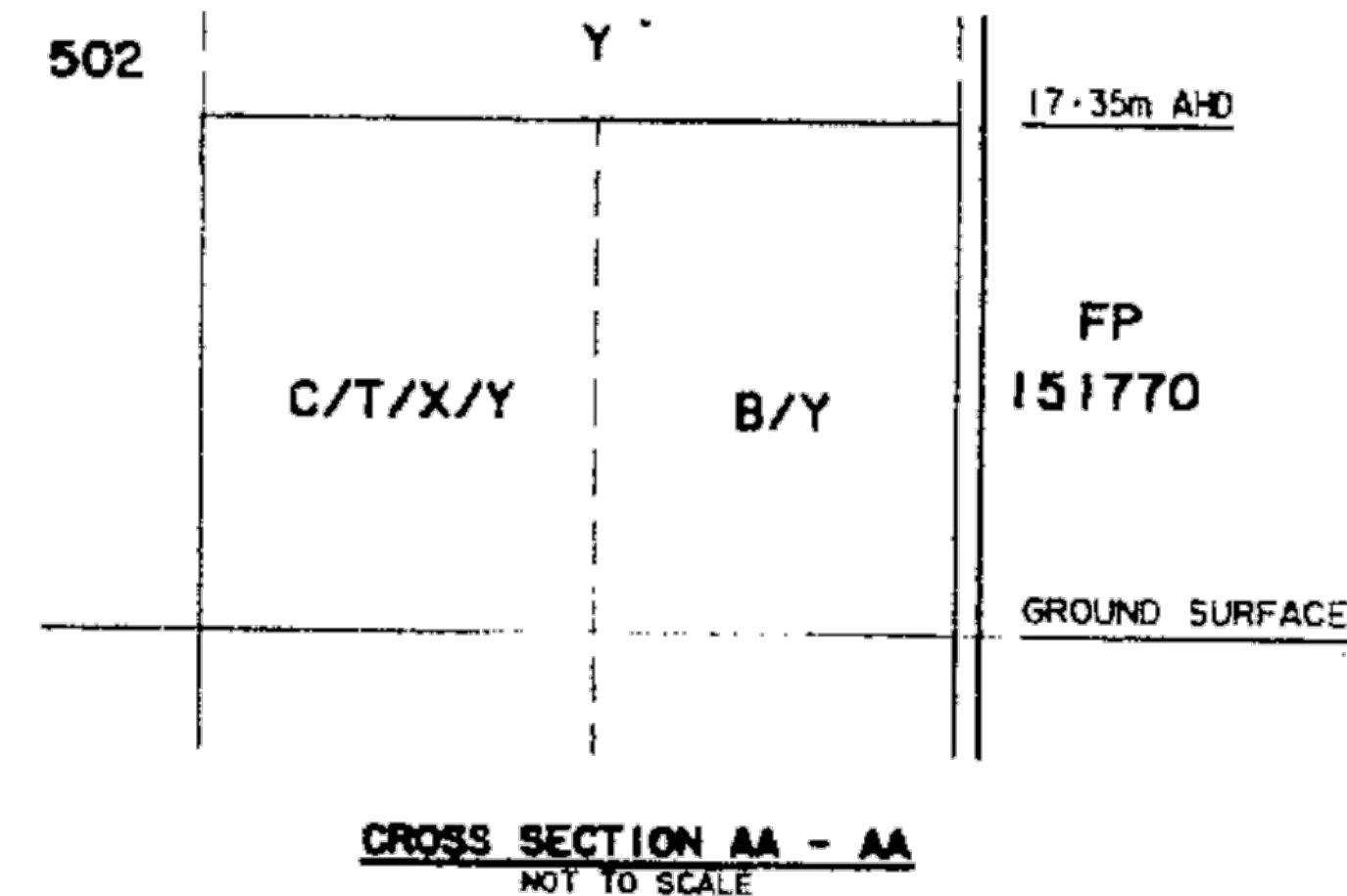


PORTION OF COMMON PROPERTY MARKED S(T/F)
IS SUBJECT TO A SERVICE EASEMENT TO
DISTRIBUTION LESSOR CORPORATION (SUBJECT
TO LEASE 8890000) FOR ELECTRICITY SUPPLY
PURPOSES (SED67824S(T/F))

PORTION OF LOT 501 AND COMMON PROPERTY
MARKED T IS SUBJECT TO FREE AND
UNRESTRICTED RIGHTS OF WAY WITH
LAWFUL ENTRY OVER THE PORTLAND TRACT IN

PORTION OF LOT 502 MARKED Y IS LIMITED
IN HEIGHT TO A LOWER LEVEL OF 17.35
METRES AHD.

PORTION OF COMMON PROPERTY MARKED Y IS
LIMITED IN HEIGHT TO AN UPPER LEVEL OF
17.35 METRES AND



CROSS SECTION AA - AA
NOT TO SCALE

AREA OF LOT 502
1535 m ²

COMMUNITY PLAN NUMBER		CP 23109	
PLAN TYPE		PRIMARY	
THIS IS SHEET		1	OF 3
DEPOSITED		7/9/2005	
CLOSURE CHECKED		PLAN EXAMINED	PLAN APPROVED
A. (W.)		B. F.	C. Fisher 8/5/05
		PALS. APPROVED	
TITLE REFERENCE CT 5947/517			
LAND DESCRIPTION			
ALLOTMENT 50 IN DP 67824 OF SECTION 3			
GROUND SURFACE			
IRRIGATION AREA DIVISION			
HUNDRED MENZIES			
AREA KINGSCOTE			
COUNCIL DISTRICT COUNCIL OF KANGAROO ISLAND			
MAP REF. 6426-19			
O.S. DP 67824		TOTAL AREA 2811m ²	
DEV. No 520/CO05/05			
SCALE			
0 2.5 5 10 15 20 METRES			
STATEMENTS CONCERNING EASEMENTS ANNOTATIONS AND AMENDMENTS			
PORTION OF COMMON PROPERTY MARKED A IS SUBJECT TO RIGHTS OF WAY ON FOOT ONLY (RTC 10219903)			
PORTION OF COMMON PROPERTY MARKED B IS SUBJECT TO RIGHTS OF WAY AND EASEMENTS WITH LIMITATIONS (RTC 10219903)			
PORTION OF LOT 502 AND COMMON PROPERTY MARKED C IS SUBJECT TO A SERVICE EASEMENT TO DISTRIBUTION LESSOR CORPORATION (SUBJECT TO LEASE 8890000) FOR ELECTRICITY SUPPLY PURPOSES ISSED 67824C) WITH LIMITATIONS OVERED THE PORTION MARKED X			
PORTION OF LOT 501 AND COMMON PROPERTY MARKED D IS SUBJECT TO AN EASEMENT FOR THE TRANSMISSION OF ELECTRICITY BY UNDERGROUND CABLES (RTC 10219903)			
RECIPROCAL PARTY WALL RIGHTS EXIST OVER THE PORTIONS MARKED L AND M (RTC 10219903)			
LOTS 501 AND 502 AND COMMON PROPERTY ARE TOGETHER WITH A FREE AND UNRESTRICTED RIGHT OF WAY OVER THE PORTION MARKED P			
PORTION OF LOT 501 AND COMMON PROPERTY MARKED R IS SUBJECT TO EASEMENTS (RTC 10219903)			
PORTION OF LOT 501 AND COMMON PROPERTY MARKED R IS SUBJECT TO EASEMENTS FOR DRAINAGE PURPOSES (RTC 10219903)			
ALL DISTANCES ARE GROUND DISTANCES			
COMBINED SCALE FACTOR ZONE MSA			
BEARING DATUM: (X) (Y) 20°36' DISTANCE			
DERIVED FROM DP 67824 ADOPTED			
LEGEND			
PSM STATION	<input checked="" type="checkbox"/> FD		
	<input checked="" type="checkbox"/> FD		
T PLACED	<input checked="" type="checkbox"/> FD		
FOUND	<input checked="" type="checkbox"/> GONE		
E PLACED	<input checked="" type="checkbox"/> MP OR RW		
FOUND	<input checked="" type="checkbox"/> SPK FD		
GONE	<input checked="" type="checkbox"/> BT GONE		
E & WING	<input checked="" type="checkbox"/>		
CHANGE	<input checked="" type="checkbox"/>		
ANCES	(20-32)		
ED DATA	20-85 CALC.		
DATA	100-85		
<p>RICHARD ALAN RETALLACK a Licensed Surveyor under the Survey Act 1992, certify that: - (a) an ascertain about the location of that part of the survey infrastructure shown between the points marked J and L on the plan, and (b) this community plan has been correctly prepared in accordance with the Community Titles Act 1996 to a scale prescribed by regulation.</p> <p>Dated the 14TH day of JULY 2005.</p> <p>Licensed Surveyor <i>Richard Retallack</i></p>			

AREAS	
SITE:	1526m ²
GL Footprint:	763.69m ²
GL Entry:	14.33m ²
GL Courtyard:	44.73m ²
L1:	601.98m ²
L1 Balconies:	39.92m ²
L2:	1,225.40m ²
L2 Balconies:	117.74m ²
L3:	1,245.00m ²
L3 Balconies:	24.99m ²
L4:	975.17m ²
L4 Balconies:	63.76m ²
L5:	963.23m ²
L5 Balconies:	53.22m ²

NO SIGNIFICANT OR REGULATED TREES ARE AFFECTED BY THIS DEVELOPMENT

THERE ARE NO BRUSH FENCES WITHIN 3 METRES OF THE DEVELOPMENT

SITE DRAINAGE SHALL BE CONSTRUCTED STRICTLY IN ACCORDANCE WITH THE ENGINEERS DESIGN, DETAILS AND SPECIFICATION


STORMWATER TO BE CONNECTED IN ACCORDANCE WITH COUNCIL'S REGULATIONS

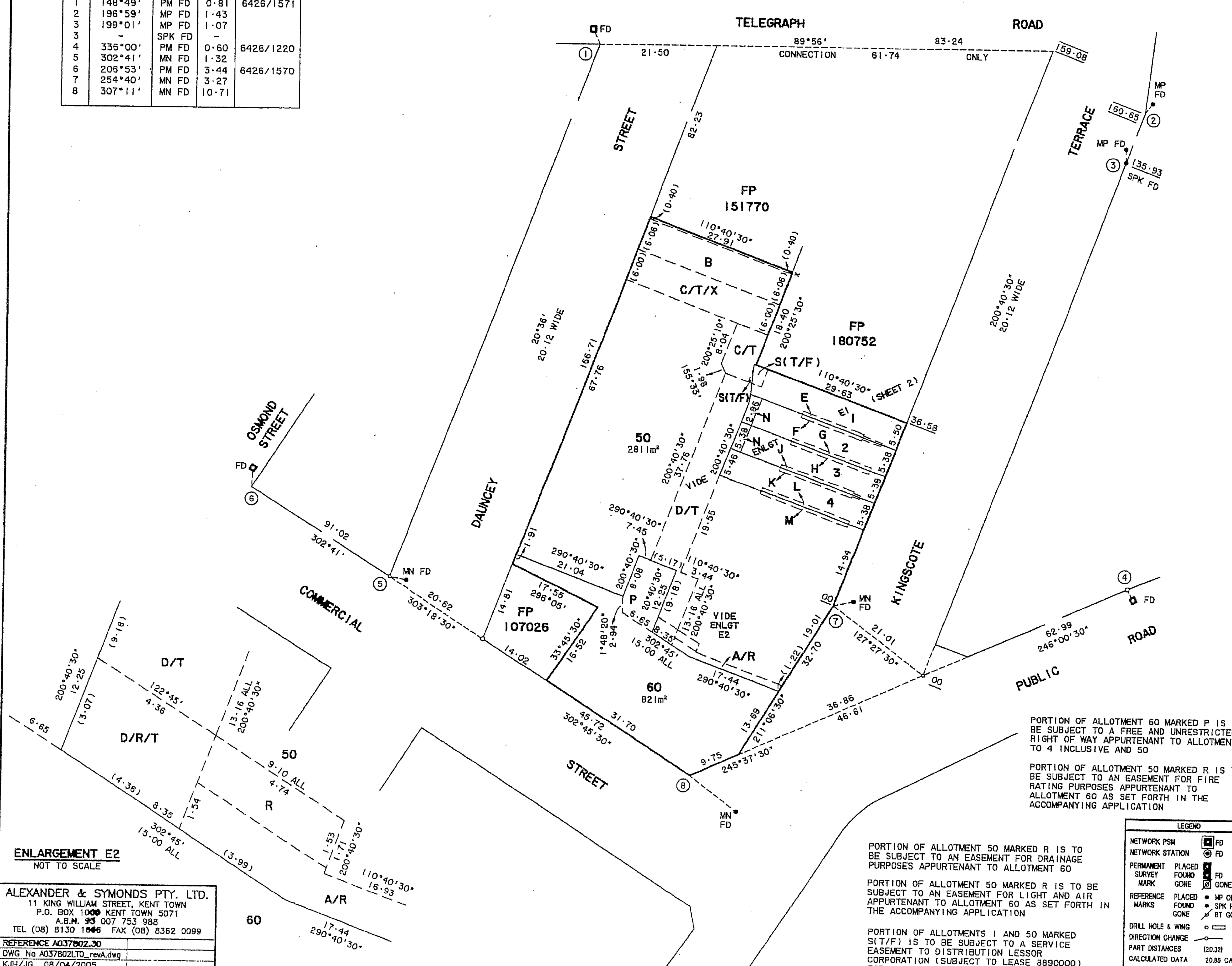
GUTTER CROSSING AND VEHICULAR CROSSOVER TO BE CONSTRUCTED IN ACCORDANCE WITH COUNCIL'S SPECIFICATIONS

N	01.09.17	BUILT FORM UPDATES
M	29.06.17	BUILT FORM UPDATES
L	28.06.17	GYM ADDITION
K	11.04.17	BUILT FORM UPDATE
J	10.07.17	CHANGE FROM 92 TO 105 ROOMS
H	22.11.16	MISC RFI RESPONSES
G	08.09.16	FOR PLANNING SUBMISSION
F	19.03.14	FAÇADE & SE CNR AMENDMENTS
E	25.01.14	L3 & L4 CORNER REDUCTION
D	12.01.14	L4 REDUCTION
C	31.10.13	SEPARATION OF CNR BUILDING + EXTRA LEVEL
B	05.09.13	INCLUSION OF CNR BUILDING
A	02.09.13	4 STOREYS SANS CONF. CENTRE
NO:	DATE	REVISION

design | vision
—|—▶
constructions

PROJECT:
5 STOREY HOTEL
ACCOMMODATION WITH
STREET LEVEL RESTAURANT
LOT 502 DAUNCEY ST,
KINGSCOTE K.I. AND
CAFE FACILITY AT
1 COMMERCIAL ST,
KINGSCOTE K.I.

CLIENT: C AMADIO	
DRAWN BY: NK	DATE 10.09.2013
SCALE AS SHOWN	REV. -
PROJECT NO: *****	SHEET NO. 04 OF 19
<p>FIGURED DIMENSIONS SHALL TAKE PREFFERENCE OVER SCALED DRAWINGS. VERIFY DIMENSIONS AND LEVELS PRIOR COMMENCING ANY FORM OF CONSTRUCTION. ANY DISCREPANCIES TO BE REPORTED TO THE DESIGNER IMMEDIATELY.</p>	
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<div style="display: flex; justify-content: space-between;"> PLAN NUMBER DP 67824 </div>			
THIS IS SHEET 1 OF 2 SHEETS			
DEPOSITED 27/6/2005			
ACCEPTED FOR FILING		PRO REGISTRAR GENERAL	
MAP REF. 6426-19		DEV. No. 520/D587/03	
TITLE SYSTEM REAL PROPERTY ACT			
TITLE REFERENCE Cst 5200/986, 5200/987, 5200/988 Cst 5200/989, 5271/817			
O.B. / LAST PLAN REF. FP 46372		TOTAL AREA 4249m ²	
DOCKET No.			
FIELD BOOK No.			
CLOSURE CHECKED ST	PLAN EXAMINED WJS	PLAN APPROVED 24.5.2006 <i>Approved 24.5.2006</i>	P.M.S. APPROVED 24.5.2006
IRRIGATION AREA DIVISION			
HUNDRED MENZIES			
AREA KINGSCOTE			
COUNCIL DISTRICT COUNCIL OF KANGAROO ISLAND			
<h3>PLAN OF DIVISION</h3>			
ALLOTMENTS 7 AND 8 IN DP 1300 ALLOTMENTS 17 AND 18 IN FP 111782 ALLOTMENT 1 IN FP 148225 OF SECTION 3			
<div style="display: flex; justify-content: space-between;"> SCALE METRES </div> <div style="display: flex; align-items: center;"> <div style="flex-grow: 1; border-bottom: 1px solid black; position: relative;"> <div style="position: absolute; left: 0; bottom: 0; right: 0; height: 2px; background: linear-gradient(to right, black 49%, white 49%, white 51%, black 51%);"></div> </div> <div style="margin-left: 10px;"> 0 4 8 16 24 32 40 </div> </div>			
STATEMENTS CONCERNING EASEMENTS ANNOTATIONS AND AMENDMENTS			
PORTION OF ALLOTMENT 50 MARKED A IS TO BE SUBJECT TO A RIGHT OF WAY ON FOOT ONLY APPURTENANT TO ALLOTMENTS 1 TO 4 INCL AND 60 AS SET FORTH IN THE ACCOMPANYING APPLICATION			
PORTION OF ALLOTMENT 50 MARKED B IS TO BE SUBJECT TO A RIGHT OF WAY AND EASEMENT FOR CARPARKING PURPOSES APPURTENANT TO ALLOTMENT 60 LIMITED IN HEIGHT TO AN UPPER LEVEL OF 17.35 METRES AND AS SET FORTH IN THE ACCOMPANYING APPLICATION			
PORTION OF ALLOTMENT 50 MARKED C IS TO BE SUBJECT TO A SERVICE EASEMENT TO DISTRIBUTION LESSOR CORPORATION (SUBJECT TO LEASE 8890000) FOR ELECTRICITY SUPPLY PURPOSES LIMITED IN HEIGHT TO AN UPPER LEVEL OF 17.35 METRES AND OVER THE PORTION MARKED X			
PORTION OF ALLOTMENT 50 MARKED T IS TO BE SUBJECT TO A FREE AND UNRESTRICTED RIGHT OF WAY APPURTENANT TO ALLOTMENTS 1 TO 4 INCL AND 60 LIMITED IN HEIGHT TO AN UPPER LEVEL OF 17.35 METRES AND OVER THE PORTION MARKED X			
PORTION OF ALLOTMENT 50 MARKED D IS TO BE SUBJECT TO AN EASEMENT FOR THE TRANSMISSION OF ELECTRICITY BY UNDERGROUND CABLES APPURTENANT TO ALLOTMENTS 1 TO 4 INCL AND 60			
RECIPROCAL PARTY WALL RIGHTS ARE TO BE CREATED OVER THE PORTIONS MARKED E AND F, G AND H, J AND K, L AND M			
PORTION OF ALLOTMENT 2 MARKED N IS TO BE SUBJECT TO AN EASEMENT FOR THE TRANSMISSION OF ELECTRICITY BY UNDERGROUND CABLE APPURTENANT TO ALLOTMENT 1			
PORTION OF ALLOTMENT 3 MARKED N IS TO BE SUBJECT TO AN EASEMENT FOR THE TRANSMISSION OF ELECTRICITY BY UNDERGROUND CABLE APPURTENANT TO ALLOTMENT 4			
PARTY WALLS SHOWN HEREON ARE FULLY OCCUPIED			
ALL DISTANCES ARE GROUND DISTANCES			
COMBINED SCALE FACTOR ZONE MGA BEARING DATUM ⑤ - ① 20°36' DISTANCE DERIVED FROM FP 46372 ADOPTED			
I, RICHARD ALAN RETALLACK Licensed Surveyor of South Australia do hereby certify-			
1) that this plan has been made from surveys carried out by me or under my personal supervision and in accordance with the Survey Act 1982			
2) that the field work was completed on the .. 23RD .. day of NOVEMBER .. 2004 .. (striking for the final placement of survey marks - (strike out if not applicable)			
Date 08/04/2005		 Licensed Surveyor	

[illegible]



AREAS	
SITE	1528m²
GL Footprint	763.69m²
GL Entry	14.29m²
GL Courtyard	44.73m²
L1	601.09m²
L1 Balconies	39.89m²
L2	1,225.40m²
L2 Balconies	117.74m²
L3	1,245.00m²
L3 Balconies	24.99m²
L4	975.17m²
L4 Balconies	63.76m²
L5	963.23m²
L5 Balconies	53.22m²

NO SIGNIFICANT OR REGULATED TREES ARE AFFECTED BY THIS DEVELOPMENT.

THERE ARE NO BRUSH FENCES WITHIN 3 METRES OF THE DEVELOPMENT.

SITE DRAINAGE SHALL BE CONSTRUCTED STRICTLY IN ACCORDANCE WITH THE ENGINEERS DESIGN, DETAILS AND SPECIFICATION.

STORMWATER TO BE CONNECTED IN ACCORDANCE WITH COUNCIL'S REGULATIONS.

GUTTER CROSSING AND VEHICULAR CROSSOVER TO BE CONSTRUCTED IN ACCORDANCE WITH COUNCIL'S SPECIFICATIONS.

N	21.06.17	BUILT FORM UPDATES
M	28.06.17	BUILT FORM UPDATES
L	28.06.17	GLW ADDITION
K	11.04.17	BUILT FORM UPDATES
J	13.07.17	CHANGE FROM 92 TO 109 ROOMS
I	22.11.16	MISC RPI RESPONSES
H	06.09.16	FOR PLANNING SUBMISSION
G	16.03.16	FRAGILE & ICE CORNER REDUCTIONS
F	25.01.14	L3 & L4 CORNER REDUCTION
E	12.01.14	L4 REDUCTION
D	31.10.13	SEPARATION OF OUR BUILDING
C		+ EXTRA LEVEL
B	06.09.13	INCLUSION OF OUR BUILDING
A	02.09.13	4 STOREYS SAME CONF. CENTRE
NO	DATE	REVISION

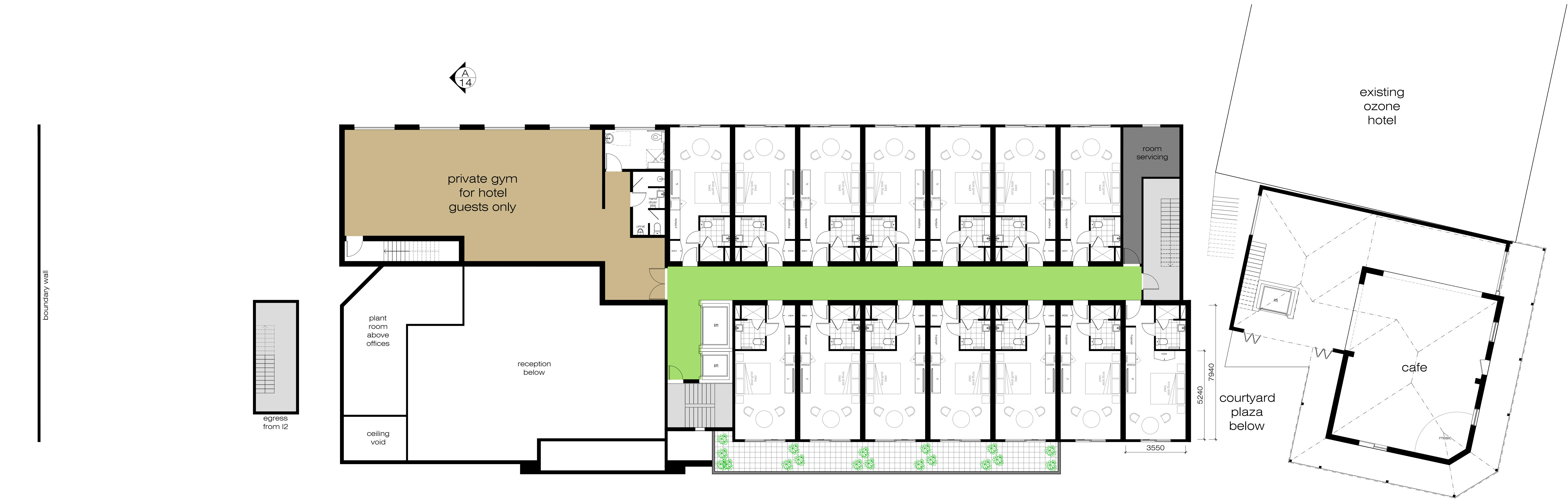
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architects

P.O. Box 62 Kensington Park SA 5068
p. 0418 550 125
e. designvision@intermode.on.net
asn 36 143 506 069

PROJECT:
5 STOREY HOTEL
ACCOMMODATION WITH
STREET LEVEL RESTAURANT
LOT 502 DAUNCEY ST.
KINGSCOTE K.I. AND
CAFE FACILITY AT
1 COMMERCIAL ST,
KINGSCOTE K.I.

CLIENT:
C AMADIO
DRAWN BY: DATE: 10.09.2013
SCALE: AS SHOWN
PROJECT NO: SHEET NO: 06 OF 19

PLANNING
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AREAS	
SITE	1528m ²
GL Footprint	763.09m ²
GL Entry	14.32m ²
GL Courtyard	44.73m ²
L1	601.08m ²
L1 Balconies	38.92m ²
L2	1,225.40m ²
L2 Balconies	117.74m ²
L3	1,245.00m ²
L3 Balconies	24.99m ²
L4	975.17m ²
L4 Balconies	63.74m ²
L5	963.23m ²
L5 Balconies	53.22m ²

NO SIGNIFICANT OR REGULATED TREES ARE AFFECTED BY THIS DEVELOPMENT

THERE ARE NO BRUSH FENCES WITHIN 3 METRES OF THE DEVELOPMENT

SITE DRAINAGE SHALL BE CONSTRUCTED STRICTLY IN ACCORDANCE WITH THE ENGINEERS DESIGN, DETAILS AND SPECIFICATION

STORMWATER TO BE DISCONNECTED IN ACCORDANCE WITH COUNCIL'S REGULATIONS

CLUTTER CROSSING AND VEHICULAR CROSSOVER TO BE CONSTRUCTED IN ACCORDANCE WITH COUNCIL'S SPECIFICATIONS

N	01.08.17	BUILT FORM UPDATES
M	29.06.17	BUILT FORM UPDATES
L	28.06.17	QTM ADDITION
K	11.04.17	BUILT FORM UPDATE
J	10.01.17	CHANGE FROM 92 TO 108 ROOMS
H	22.11.16	MISC RFI RESPONSES
G	08.08.16	FOR PLANNING SUBMISSION
F	18.03.16	PACKAGE FOR OUR MEMBERS
E	20.01.14	L3 & L4 CORNER REDUCTION
D	12.01.14	L4 REDUCTION
C	31.10.13	SEPARATION OF CNR BUILDING + EXTRA LEVEL
B	09.08.10	INCLUSION OF CNR BUILDING
A	02.08.13	4 STOREYS SAME CONF. CENTRE
NO	DATE	REVISION

design vision
architects

P.O. Box 62 Kensington Park SA 0068
P: 0418 850 135
E: designvision@intermode.com.net
0800 565 140 506 069

PROJECT:
5 STOREY HOTEL
ACCOMMODATION WITH
STREET LEVEL RESTAURANT
LOT 502 DAUNCEY ST,
KINGSCOTE K.I. AND
CAFE FACILITY AT
1 COMMERCIAL ST,
KINGSCOTE K.I.

CLIENT:
C AMADIO

DRAWN BY: DATE: 10.05.2013

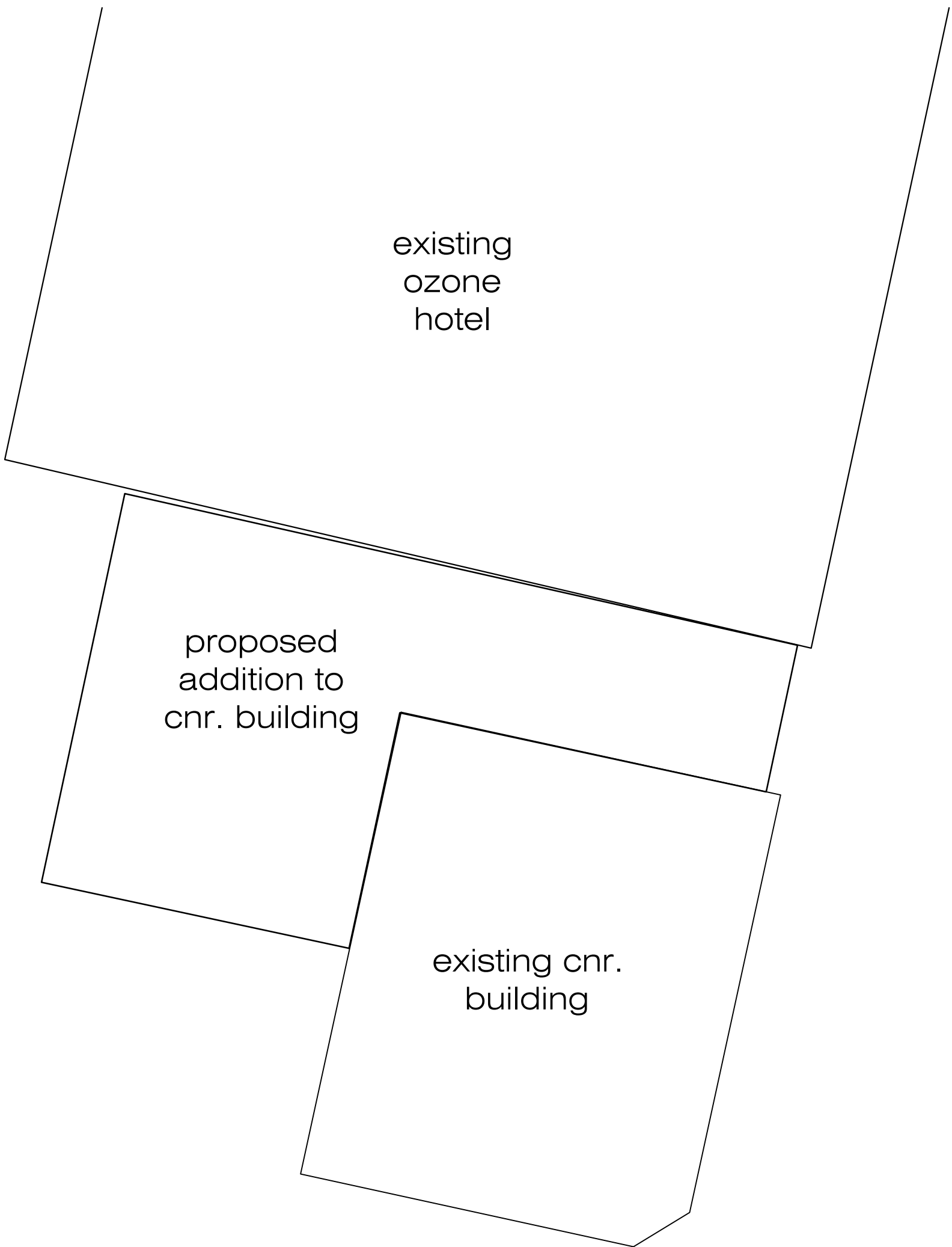
SCALE: AS SHOWN

PROJECT NO: 07 OF 19

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PLANNING

FLOOR PLAN - L1
scale 1:100



AREAS	
SITE:	1528m ²
GL Footprint:	763.09m ²
GL Entry:	14.32m ²
GL Courtyard:	44.73m ²
L1:	601.08m ²
L1 Balconies:	38.50m ²
L2:	1,225.40m ²
L2 Balconies:	117.74m ²
L3:	1,245.00m ²
L3 Balconies:	24.99m ²
L4:	970.17m ²
L4 Balconies:	63.74m ²
L5:	963.23m ²
L5 Balconies:	53.22m ²
NO SIGNIFICANT OR REGULATED TREES ARE AFFECTED BY THIS DEVELOPMENT	
THERE ARE NO BRUSH FENCES WITHIN 3 METRES OF THE DEVELOPMENT	
SITE DRAINAGE SHALL BE CONSTRUCTED STRICTLY IN ACCORDANCE WITH THE ENGINEERS DESIGN, DETAILS AND SPECIFICATION	
STORMWATER TO BE DISCONNECTED IN ACCORDANCE WITH COUNCIL'S REGULATIONS	
GUTTER CROSSING AND VEHICULAR CROSSOVER TO BE CONSTRUCTED IN ACCORDANCE WITH COUNCIL'S SPECIFICATIONS	
N	01.08.17 BUILT FORM UPDATES
M	29.06.17 BUILT FORM UPDATES
L	28.06.17 GYM ADDITION
K	11.04.17 BUILT FORM UPDATE
J	10.01.17 CHANGE FROM 92 TO 108 ROOMS
H	22.11.16 MISC RPI RESPONSES
G	08.08.16 FOR PLANNING SUBMISSION
F	18.03.16 PACKAGE FOR AMENDMENTS
E	20.01.14 L3 & L4 CORNER REDUCTION
D	12.01.14 L4 REDUCTION
C	31.10.13 SEPARATION OF CNR BUILDING + EXTRA LEVEL
B	09.08.13 INCLUSION OF CNR BUILDING
A	02.08.13 4 STOREYS SAME CONF. CENTRE
NO	DATE REVISION

design vision
architects

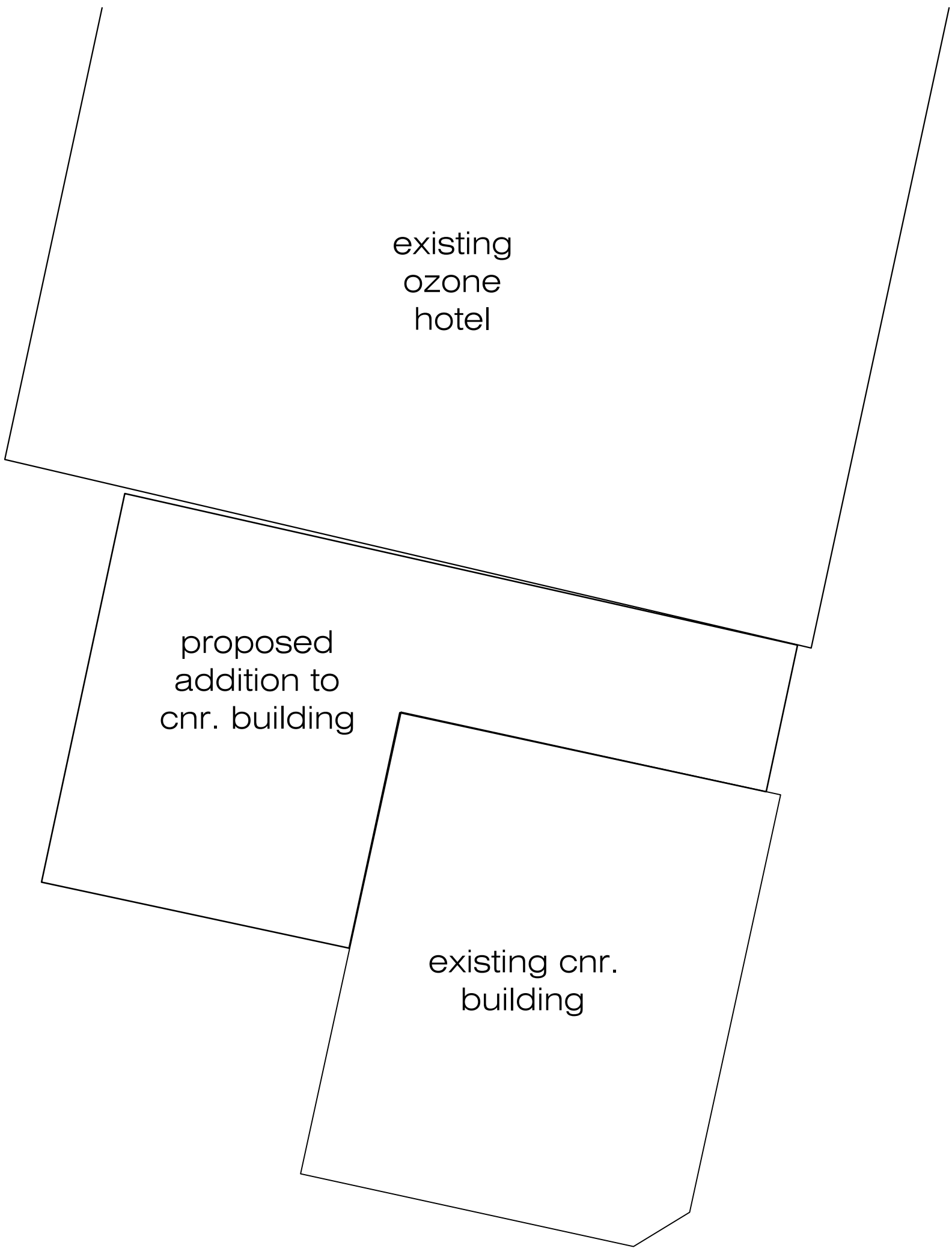
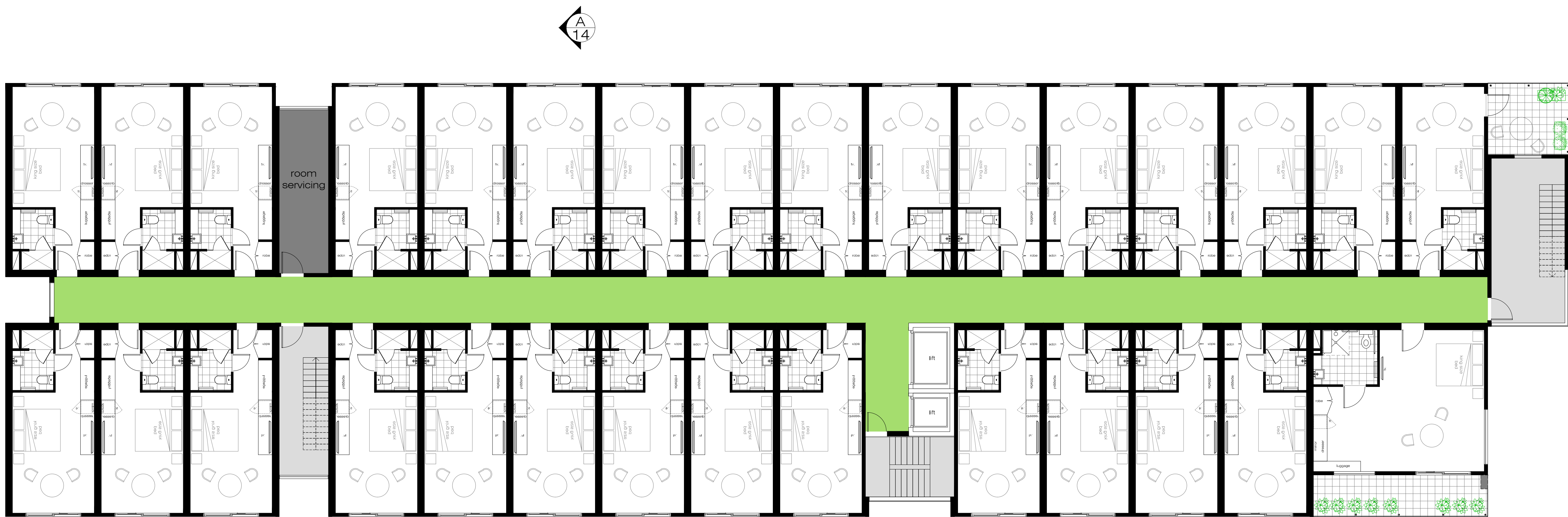
P.O. Box 62 Kensington Park SA 5008
t 08 836 105
e designvision@intermode.com.au
asn 36 140 506 069

PROJECT:
5 STOREY HOTEL
ACCOMMODATION WITH
STREET LEVEL RESTAURANT
LOT 502 DAUNCEY ST,
KINGSCOTE K.I. AND
CAFE FACILITY AT
1 COMMERCIAL ST,
KINGSCOTE K.I.

CLIENT:
C AMADIO
DRAWN BY: DATE:
SCALE: REV:
PROJECT NO: 08 OF 19
SHEET NO:
FOR THE DRAFTING SHALL TAKE PRECEDENCE
OVER ALL OTHER DRAWINGS. VERIFY PROVISIONS
AND LEVELS PRIOR TO COMMENCING ANY FORM OF
BUILDING WORK. ANY DISCREPANCIES TO BE
REPORTED TO THE DESIGNER IMMEDIATELY.
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REPRODUCTION WITHOUT WRITTEN PERMISSION
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FLOOR PLAN - L2
scale 1:100



FLOOR PLAN - L3
scale 1:100

AREAS	
SITE:	1528m ²
G1 Footprint:	763.09m ²
G1 Entry:	14.32m ²
G1 Courtyard:	44.73m ²
L1:	601.08m ²
L1 Balconies:	38.50m ²
L2:	1,225.40m ²
L2 Balconies:	117.74m ²
L3:	1,245.00m ²
L3 Balconies:	24.99m ²
L4:	970.17m ²
L4 Balconies:	63.74m ²
L5:	983.23m ²
L5 Balconies:	53.22m ²
NO SIGNIFICANT OR REGULATED TREES ARE AFFECTED BY THIS DEVELOPMENT	
THERE ARE NO BRUSH FENCES WITHIN 3 METRES OF THE DEVELOPMENT	
SITE DRAINAGE SHALL BE CONSTRUCTED STRICTLY IN ACCORDANCE WITH THE ENGINEER'S DESIGN, DETAILS AND SPECIFICATION	
STORMWATER TO BE DISCONNECTED IN ACCORDANCE WITH COUNCIL'S REGULATIONS	
CLUTTER CROSSING AND VEHICULAR CROSSOVER TO BE CONSTRUCTED IN ACCORDANCE WITH COUNCIL'S SPECIFICATIONS	
N	01.08.17 BUILT FORM UPDATES
M	29.06.17 BUILT FORM UPDATES
L	28.06.17 GYM ADDITION
K	11.04.17 BUILT FORM UPDATE
J	10.01.17 CHANGE FROM 92 TO 108 ROOMS
H	22.11.16 MISC RPI RESPONSES
G	08.08.16 FOR PLANNING SUBMISSION
F	18.03.16 PACKAGE FOR AMENDMENTS
E	20.01.14 L3 & L4 CORNER REDUCTION
D	12.01.14 L4 REDUCTION
C	31.10.13 SEPARATION OF CNR BUILDING + EXTRA LEVEL
B	09.08.13 INCLUSION OF CNR BUILDING
A	02.08.13 4 STOREYS SAME CONF. CENTRE
NO	DATE REVISION

design vision

architects

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P: 0418 850 135
E: designvision@intermode.com.au
M: 08 140 506 069

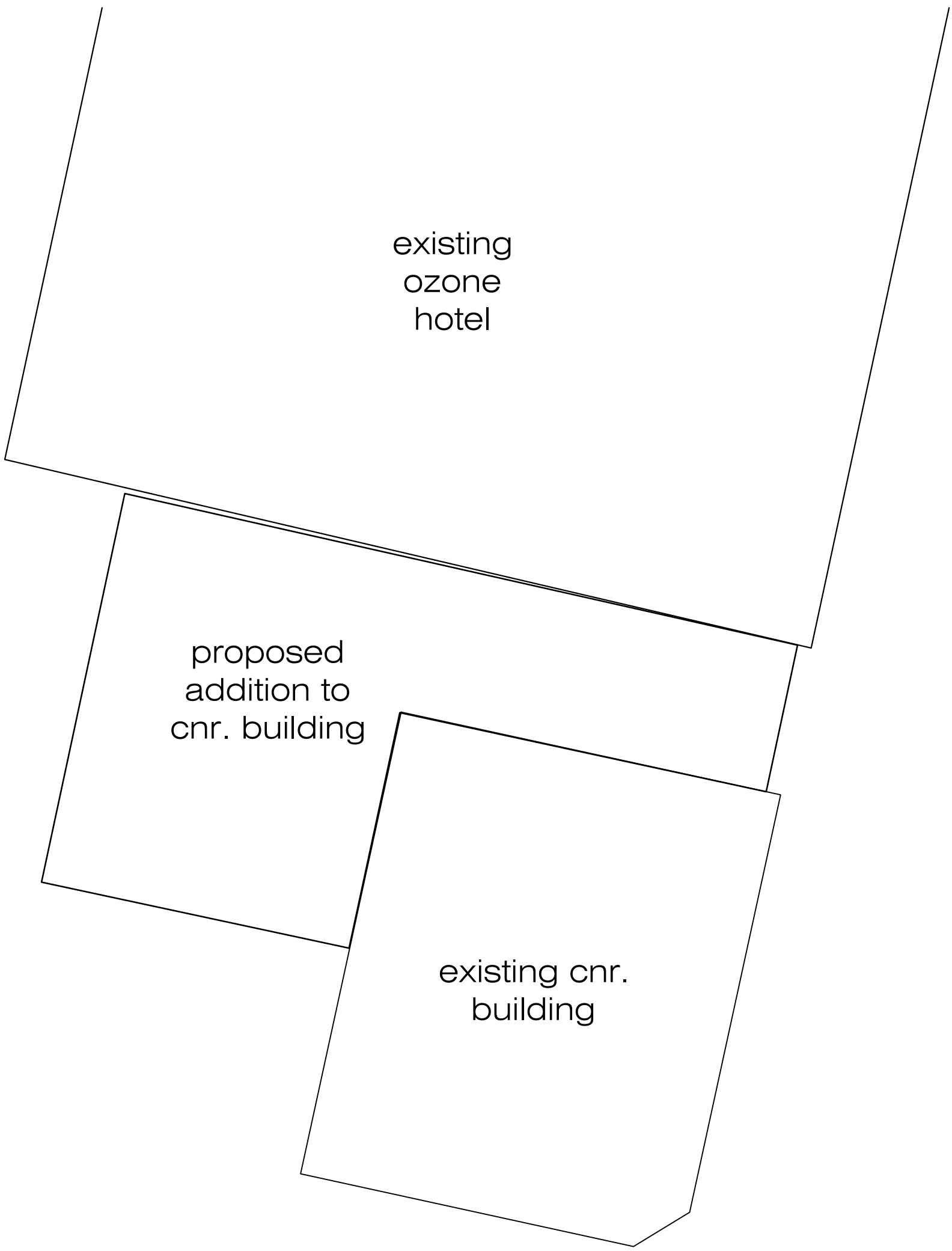
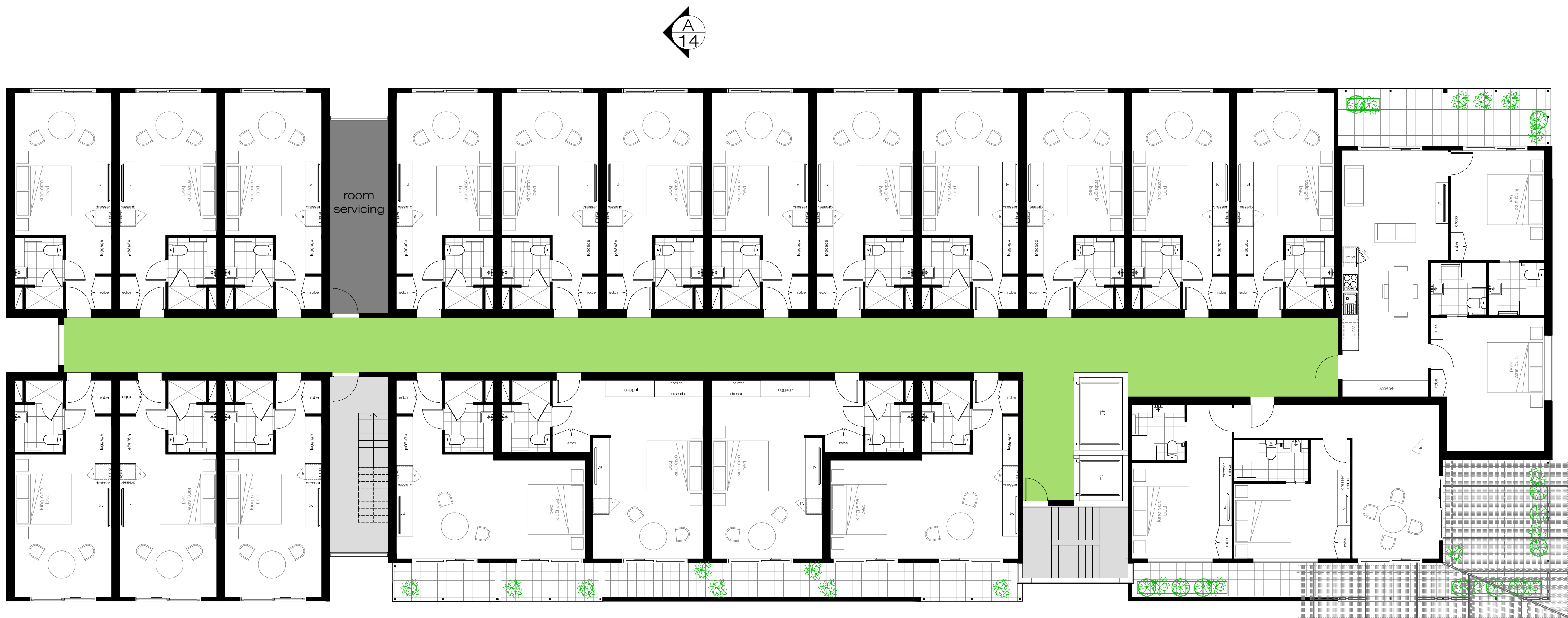
PROJECT:
5 STOREY HOTEL
ACCOMMODATION WITH
STREET LEVEL RESTAURANT
LOT 502 DAUNCEY ST,
KINGSFOTE K.I. AND
CAFE FACILITY AT
1 COMMERCIAL ST,
KINGSFOTE K.I.

CLIENT:	C AMADIO
DRAWN BY:	DATE:
SCALE:	REV:
AS SHOWN	
PROJECT NO:	SHEET NO:
09 OF 19	

FIGURED DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS. VERIFY PROPORTIONS AND LEVELS PRIOR TO COMMENCING ANY FORM OF BUILDING WORK. ANY DISCREPANCIES TO BE REPORTED TO THE DESIGNER IMMEDIATELY.

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PLANNING



FLOOR PLAN - L4
scale 1:100

AREAS	
SITE:	1528m ²
GL Footprint:	763.09m ²
GL Entry:	14.32m ²
GL Courtyard:	44.73m ²
L1:	601.08m ²
L1 Balconies:	38.50m ²
L2:	1,225.40m ²
L2 Balconies:	117.74m ²
L3:	1,245.00m ²
L3 Balconies:	24.99m ²
L4:	970.17m ²
L4 Balconies:	63.74m ²
L5:	963.23m ²
L5 Balconies:	53.22m ²

NO SIGNIFICANT OR REGULATED TREES ARE AFFECTED BY THIS DEVELOPMENT

THERE ARE NO BRUSH FENCES WITHIN 3 METRES OF THE DEVELOPMENT

SITE DRAINAGE SHALL BE CONSTRUCTED STRICTLY IN ACCORDANCE WITH THE ENGINEERS DESIGN, DETAILS AND SPECIFICATION

STORMWATER TO BE DISCONNECTED IN ACCORDANCE WITH COUNCILS REGULATIONS

GUTTER CROSSING AND VEHICULAR CROSSOVER TO BE CONSTRUCTED IN ACCORDANCE WITH COUNCILS SPECIFICATIONS

N	01.08.17	BUILT FORM UPDATES
M	29.06.17	BUILT FORM UPDATES
L	28.06.17	GYM ADDITION
K	11.04.17	BUILT FORM UPDATE
J	10.01.17	CHANGE FROM 92 TO 108 ROOMS
H	22.11.16	MISC RPI RESPONSES
G	08.08.16	FOR PLANNING SUBMISSION
F	18.03.16	PACKAGE USE OUR AMENDMENTS
E	20.01.14	L3 & L4 CORNER REDUCTION
D	12.01.14	L4 REDUCTION
C	31.10.13	SEPARATION OF CNR BUILDING
		+ EXTRA LEVEL
B	09.08.13	INCLUSION OF CNR BUILDING
A	02.08.13	4 STOREYS SAME CONF CENTRE
NO	DATE	REVISION

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architects

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phon 96 140 506 069

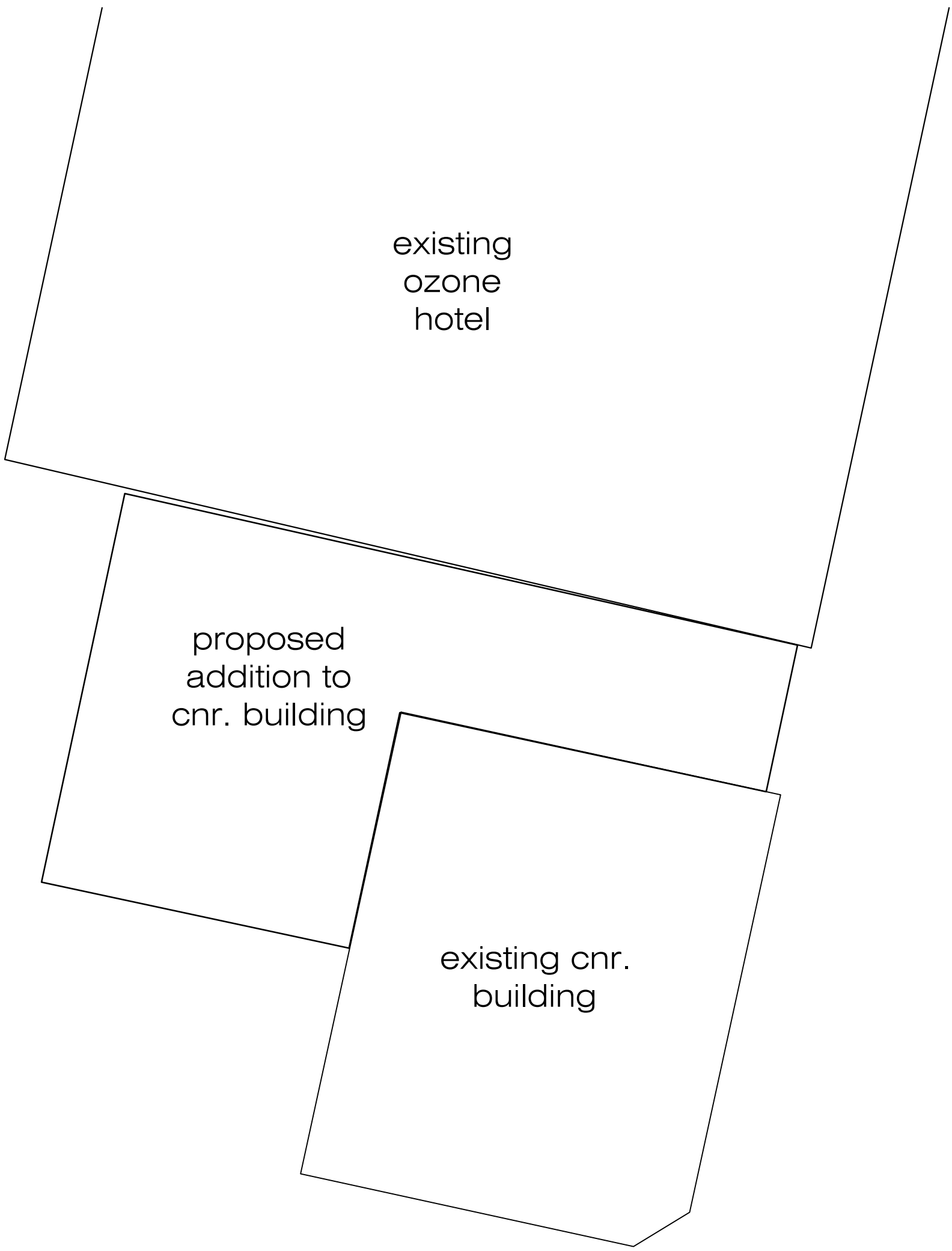
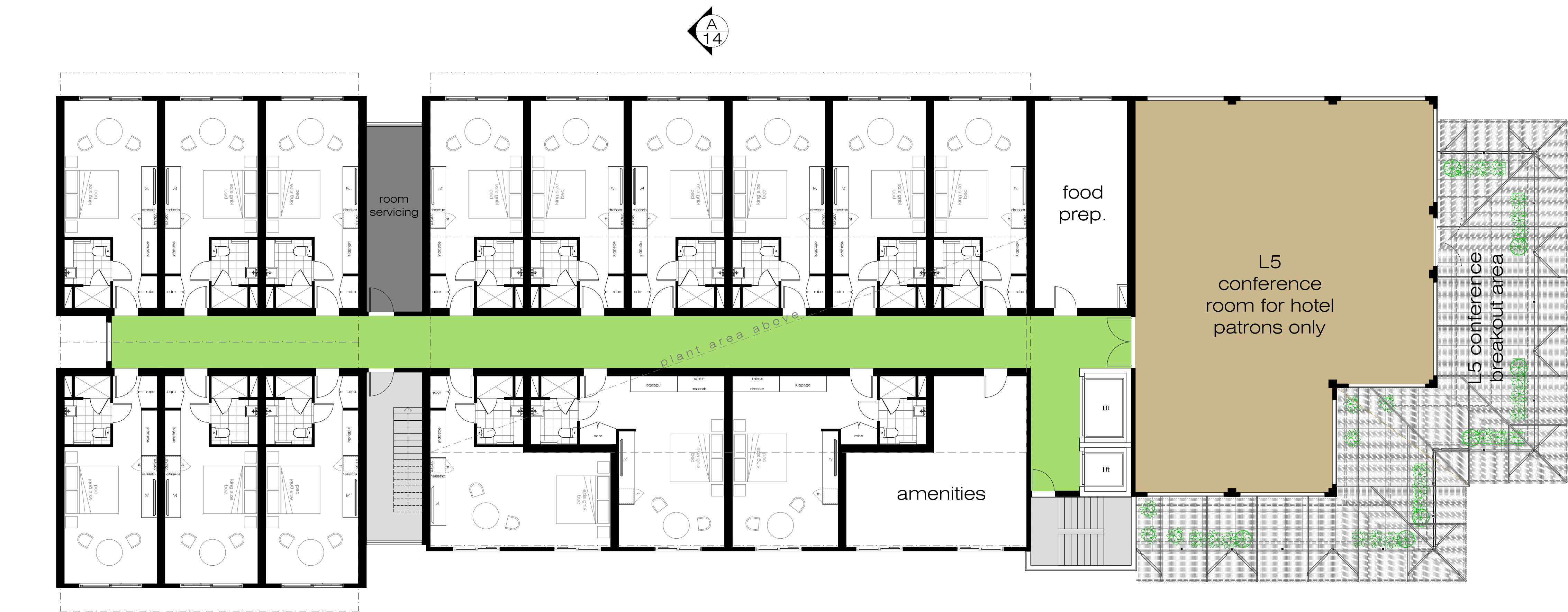
PROJECT:
5 STOREY HOTEL
ACCOMMODATION WITH
STREET LEVEL RESTAURANT
LOT 502 DAUNCEY ST,
KINGSCOTE K.I. AND
CAFE FACILITY AT
1 COMMERCIAL ST,
KINGSCOTE K.I.

CLIENT:	C AMADIO
DRAWN BY:	DATE
SCALE	REV
AS SHOWN	
PROJECT NO	SHEET NO
10 OF 19	

FOR THE DRAFTING SHALL TAKE PRECEDENCE OVER ALL OTHER DRAWINGS, NOTES, PRELIMINARY AND LISTS FROM CONTRACTORS ANY FORM OF BUILDING WORKS. ANY DISCREPANCIES TO BE REPORTED TO THE DESIGNER IMMEDIATELY.

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PLANNING



FLOOR PLAN - L5
scale 1:100

AREAS	
SITE:	1528m ²
GL Footprint:	763.09m ²
GL Entry:	14.32m ²
GL Courtyard:	44.73m ²
L1:	601.08m ²
L1 Balconies:	38.92m ²
L2:	1,225.40m ²
L2 Balconies:	117.74m ²
L3:	1,245.00m ²
L3 Balconies:	24.99m ²
L4:	973.17m ²
L4 Balconies:	63.74m ²
L5:	963.23m ²
L5 Balconies:	53.22m ²

NO SIGNIFICANT OR REGULATED TREES ARE AFFECTED BY THIS DEVELOPMENT

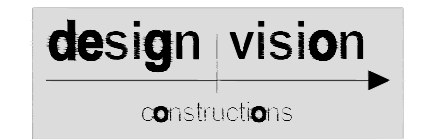
THERE ARE NO BRUSH FENCES WITHIN 3 METRES OF THE DEVELOPMENT

SITE DRAINAGE SHALL BE CONSTRUCTED STRICTLY IN ACCORDANCE WITH THE ENGINEER'S DESIGN, DETAILS AND SPECIFICATION

STORMWATER TO BE DISCONNECTED IN ACCORDANCE WITH COUNCIL'S REGULATIONS

GUTTER CROSSING AND VEHICULAR CROSSOVER TO BE CONSTRUCTED IN ACCORDANCE WITH COUNCIL'S SPECIFICATIONS

N	01.06.17	BUILT FORM UPDATES
M	26.06.17	BUILT FORM UPDATES
L	28.06.17	GYM ADDITION
K	11.06.17	BUILT FORM UPDATE
J	10.01.17	CHANGE FROM 92 TO 108 ROOMS
H	22.11.16	MISC RFI RESPONSES
G	08.08.16	FOR PLANNING SUBMISSION
F	18.03.16	PACKAGE USE OUR AMENDMENTS
E	25.01.14	L3 & L4 CORNER REDUCTION
D	12.01.14	L4 REDUCTION
C	31.10.13	SEPARATION OF CNR BUILDING
		+ EXTRA LEVEL
B	05.08.13	INCLUSION OF CNR BUILDING
A	02.08.13	4 STOREYS SAME CONF. CENTRE
NO	DATE	REVISION



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90m 365 140 506 089

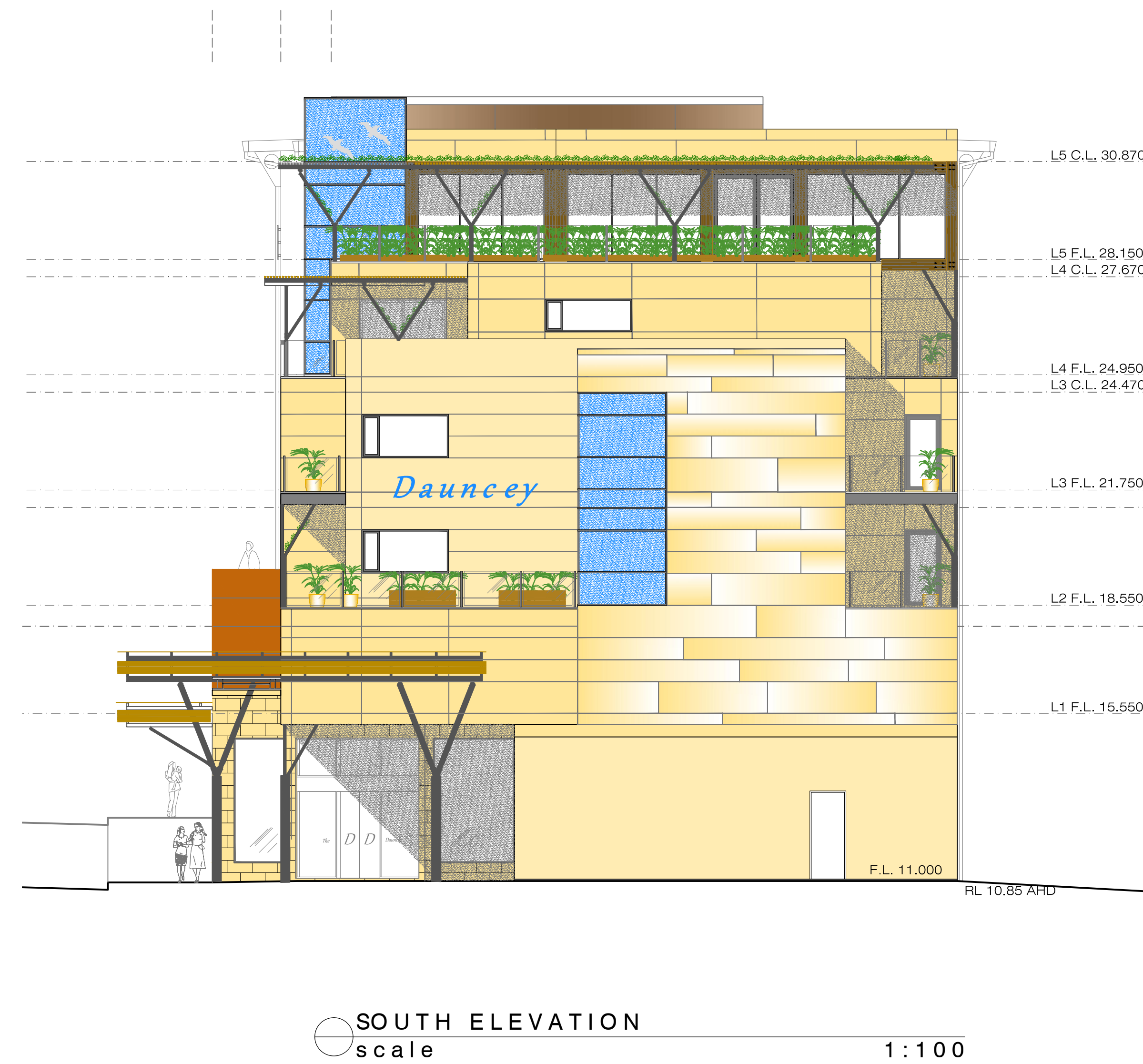
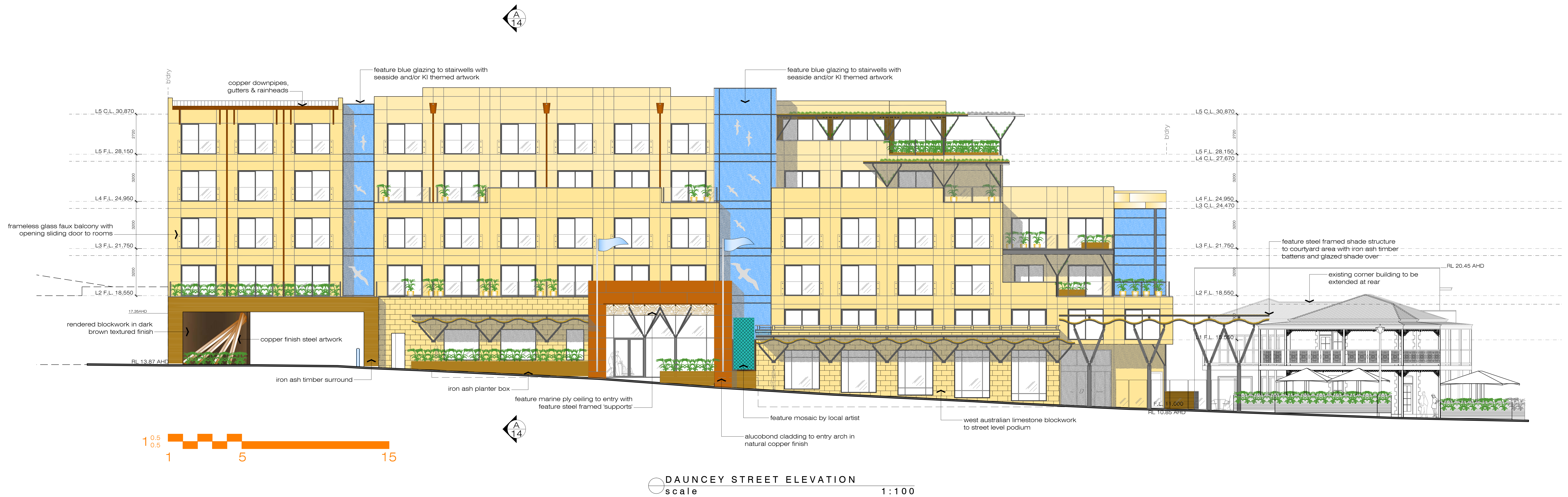
PROJECT:
5 STOREY HOTEL
ACCOMMODATION WITH
STREET LEVEL RESTAURANT
LOT 502 DAUNCEY ST,
KINGSFOTE K.I. AND
CAFE FACILITY AT
1 COMMERCIAL ST,
KINGSFOTE K.I.

CLIENT:	C AMADIO
DRAWN BY:	DATE:
SCALE:	REV:
AS SHOWN	
PROJECT NO:	SHEET NO:
	11 OF 19

FOR THE DRAFTING SHALL TAKE PRECEDENCE OVER ALL OTHER DRAWINGS, NOTES, SPECIFICATIONS AND LEVELS FROM COMMENCEMENT OF BUILDING WORK. ANY DISCREPANCIES TO BE REPORTED TO THE DESIGNER IMMEDIATELY.

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PLANNING



AREAS	
SITE:	1526m ²
GL Footprint:	763.69m ²
GL Entry:	14.33m ²
GL Courtyard:	44.75m ²
L1:	601.88m ²
L1 Balconies:	59.50m ²
L2:	1,225.40m ²
L2 Balconies:	117.74m ²
L3:	1,245.09m ²
L3 Balconies:	24.98m ²
L4:	975.17m ²
L4 Balconies:	63.70m ²
L5:	963.23m ²
L5 Balconies:	53.22m ²

NO SIGNIFICANT OR REGULATED TREES ARE AFFECTED BY THIS DEVELOPMENT.

THERE ARE NO BRUSH FENCES WITHIN 3 METRES OF THE DEVELOPMENT.

SITE DRAINAGE SHALL BE CONSTRUCTED STRICTLY IN ACCORDANCE WITH THE ENGINEER'S DESIGN, DETAILS AND SPECIFICATION.

STORMWATER TO BE CONNECTED IN ACCORDANCE WITH COUNCIL'S REGULATIONS.

GUTTER CROSSING AND VEHICULAR CROSSOVER TO BE CONSTRUCTED IN ACCORDANCE WITH COUNCIL'S SPECIFICATIONS.

N:	01/08/17	BUILT FORM UPDATES
M:	28/06/17	BUILT FORM UPDATES
L:	28/06/17	GVN ADDITION
K:	11/06/17	BUILT FORM UPDATES
J:	15/01/17	CHANGE FROM 10 TO 10R ROOMS
H:	22/11/16	MISC RFI RESPONSES
G:	08/08/16	FOR PLANNING SUBMISSION
F:	16/03/16	FAÇADE & 3D DIM. AMENDMENTS
E:	25/01/16	L3 & L4 CORNER REDUCTION
D:	12/01/16	L4 REDUCTION
C:	31/10/15	SEPARATION OF CHN BUILDING
B:	05/09/15	INCLUSION OF CHN BUILDING
A:	02/09/15	4 STOREYS SANS CONF. CENTRE
NO:	DATE	REVISION

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architects

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PROJECT:
5 STOREY HOTEL
ACCOMMODATION WITH
STREET LEVEL RESTAURANT
LOT 502 DAUNCEY ST.
KINGSCOTE K.I. AND
CAFE FACILITY AT
1 COMMERCIAL ST.
KINGSCOTE K.I.

CLIENT:
C AMADIO

DRAWN BY:
NAK

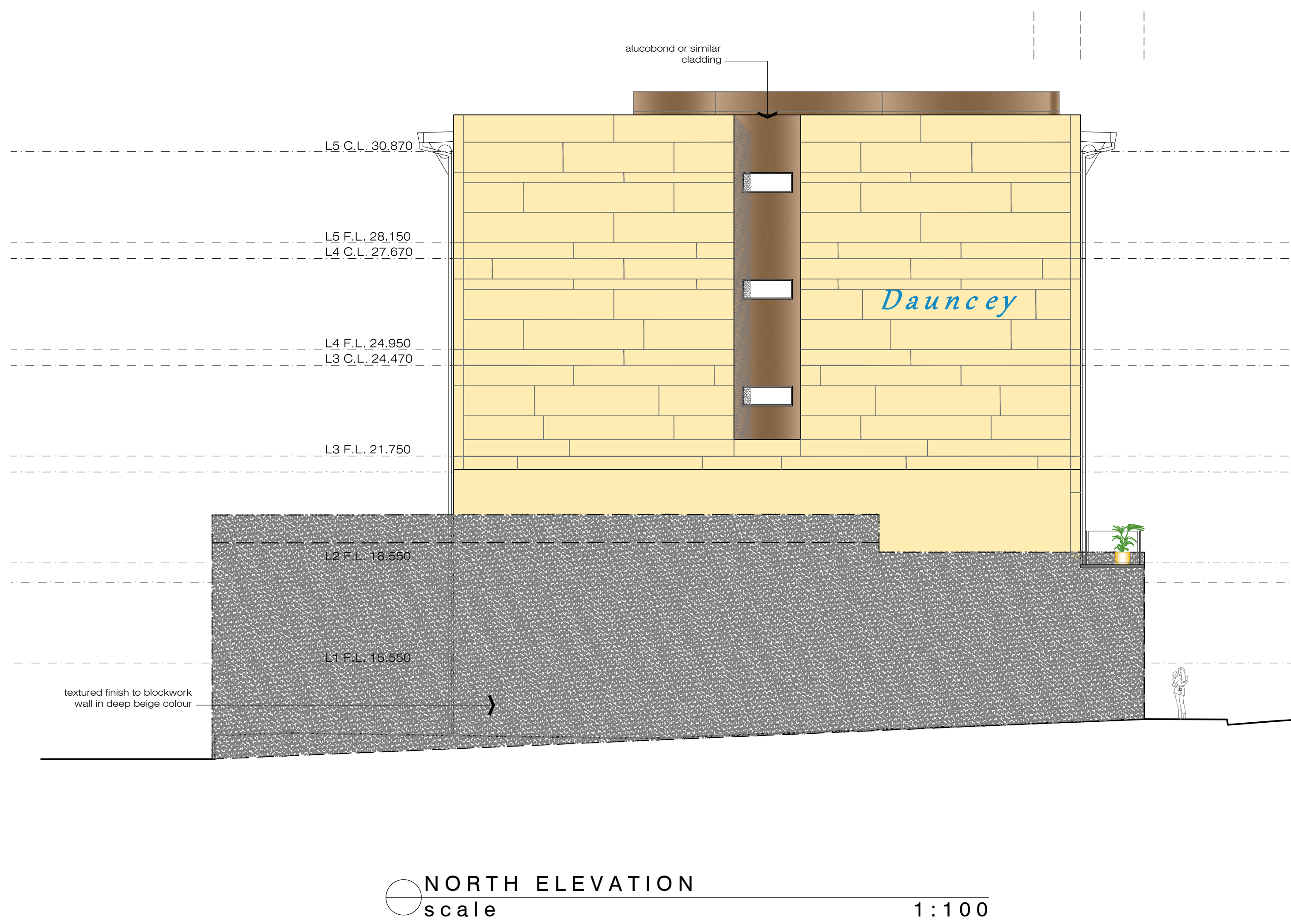
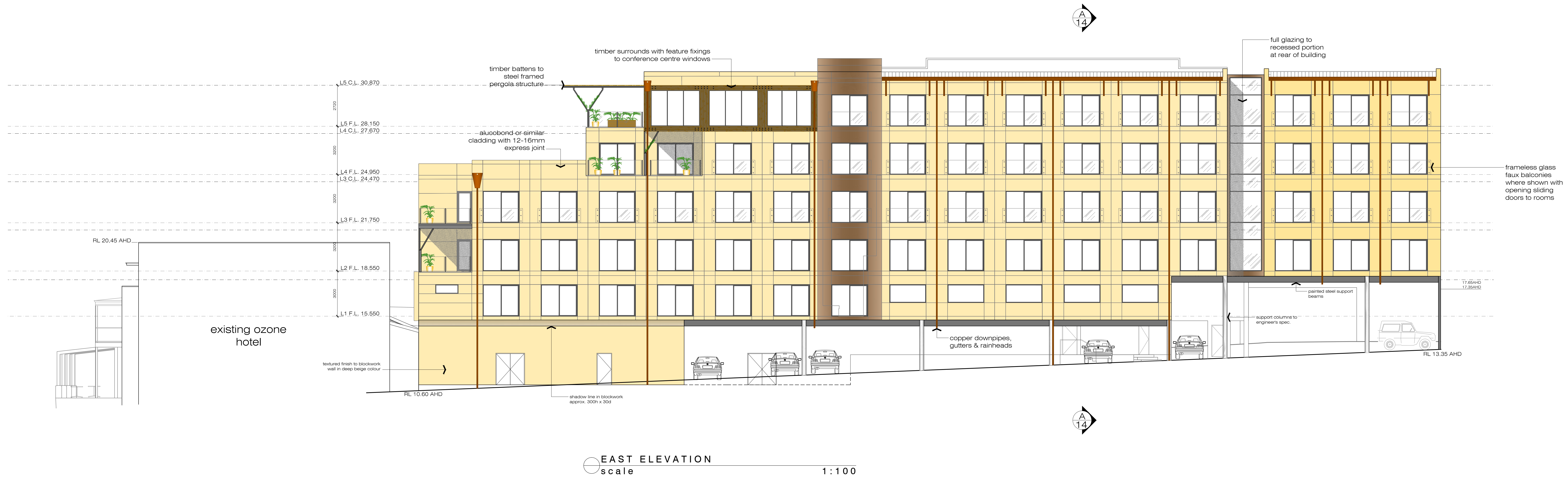
SCALE:
AS SHOWN

PROJECT NO:
12 OF 19

SHEET NO:
12 OF 19

FIGURED DIMENSIONS SHALL TAKE PRECEDENCE OVER UNFIGURED DIMENSIONS. ANY DISCREPANCY SHALL BE REPORTED TO THE DESIGNER IMMEDIATELY.

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AREAS	
SITE:	1526m²
GL Footprint:	763.69m²
GL Entry:	14.33m²
GL Courtyard:	44.75m²
L1:	601.85m²
L1 Balconies:	59.50m²
L2:	1,225.40m²
L2 Balconies:	117.74m²
L3:	1,245.09m²
L3 Balconies:	24.99m²
L4:	975.17m²
L4 Balconies:	63.70m²
L5:	963.23m²
L5 Balconies:	53.22m²

NO SIGNIFICANT OR REGULATED TREES ARE AFFECTED BY THIS DEVELOPMENT.

THERE ARE NO BRUSH FENCES WITHIN 3 METRES OF THE DEVELOPMENT.

SITE DRAINAGE SHALL BE CONSTRUCTED STRICTLY IN ACCORDANCE WITH THE ENGINEERS DESIGN, DETAILS AND SPECIFICATION.

STORMWATER TO BE CONNECTED IN ACCORDANCE WITH COUNCIL'S REGULATIONS.

GUTTER CROSSING AND VEHICULAR CROSSOVER TO BE CONSTRUCTED IN ACCORDANCE WITH COUNCIL'S SPECIFICATIONS.

N	01.09.17	BUILT FORM UPDATES
M	29.06.17	BUILT FORM UPDATES
L	26.06.17	GVW ADDITION
K	11.05.17	BUILT FORM UPDATE
J	15.01.17	CHANGE FROM 16 TO 17B ROOMS
H	22.11.16	MISC RFI RESPONSES
G	08.09.16	FOR PLANNING SUBMISSION
F	09.03.16	FAÇADE & 3D DIM. AMENDMENTS
E	25.01.16	L3 & L4 CORNER REDUCTION
D	12.01.16	L4 REDUCTION
C	31.10.15	SEPARATION OF CHN BUILDING
B	05.09.15	16 STOREY LEVEL
A	05.09.15	REVISION OF CHN BUILDING
NO	05.09.15	4 STOREYS SANS CONF. CENTRE
NO	DATE	REVISION

design vision
CONSTRUCTIONS

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e. design@designvision.com.au
sbn 36 140 506 069

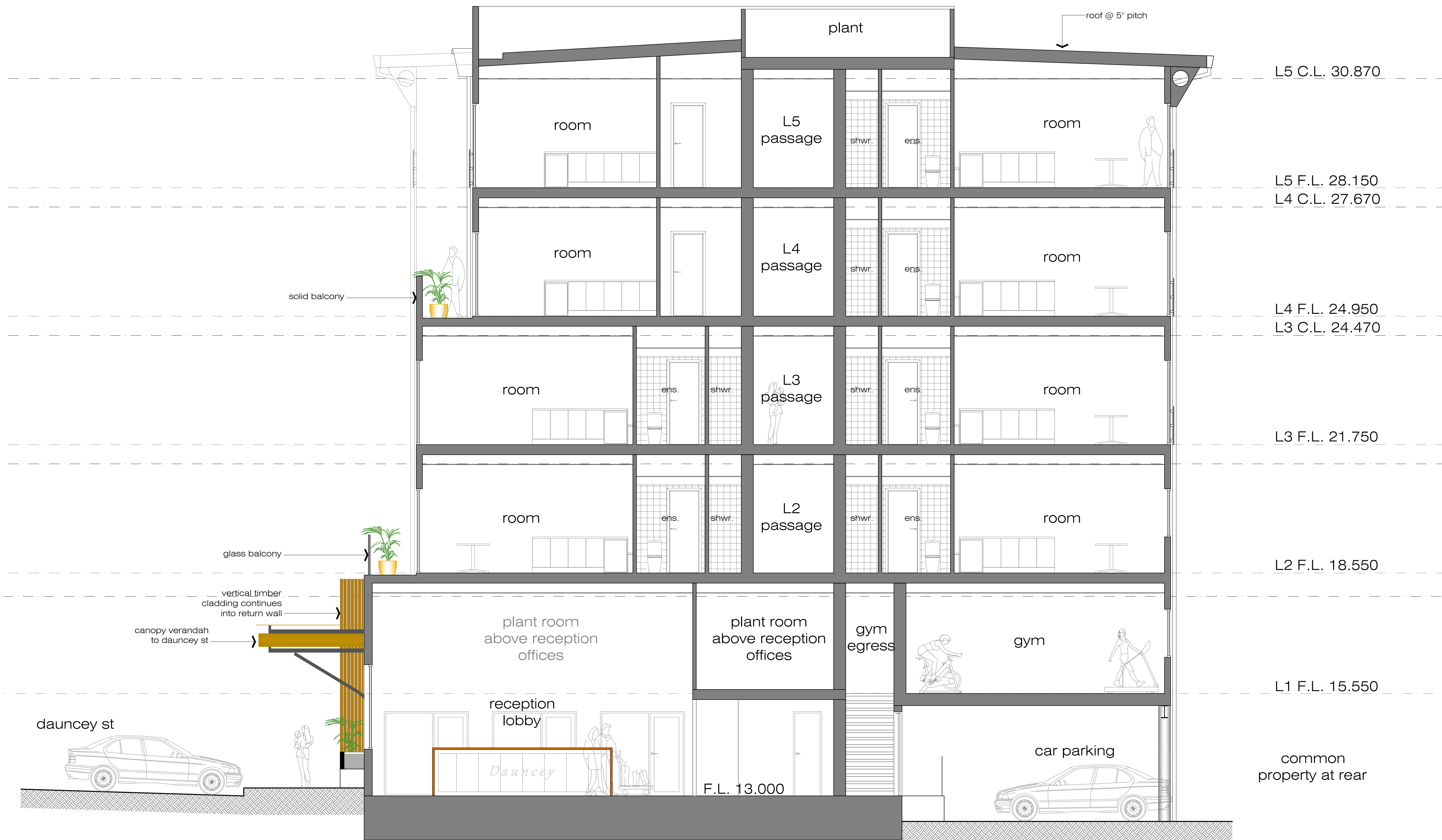
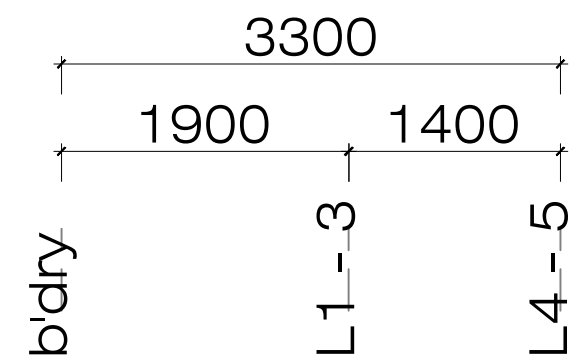
PROJECT
5 STOREY HOTEL
ACCOMMODATION WITH
STREET LEVEL RESTAURANT
LOT 502 DAUNCEY ST.
KINGSCOTE K.I. AND
CAFE FACILITY AT
1 COMMERCIAL ST.
KINGSCOTE K.I.

CLIENT:
C AMADIO
DRAWN BY:
MK
DATE:
10.09.2013
SCALE:
AS SHOWN
PROJECT NO:
13 OF 19
SHEET NO:
13 OF 19

FIGURED DIMENSIONS SHALL TAKE PRECEDENCE OVER UNFIGURED DIMENSIONS. REPORT DIMENSIONS AND LEVELS FROM COMMENCING ANY FORM OF BUILDING WORKS. ANY DISCREPANCIES TO BE REPORTED TO THE DESIGNER IMMEDIATELY.

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PLANNING



AREAS	
SITE:	1526m ²
GL Footprint:	763.69m ²
GL Entry:	14.33m ²
GL Courtyard:	44.73m ²
L1:	601.98m ²
L1 Balconies:	39.92m ²
L2:	1,225.40m ²
L2 Balconies:	117.74m ²
L3:	1,245.00m ²
L3 Balconies:	24.98m ²
L4:	975.17m ²
L4 Balconies:	63.76m ²
L5:	963.23m ²
L5 Balconies:	53.22m ²

NO SIGNIFICANT OR REGULATED TREES ARE AFFECTED BY THIS DEVELOPMENT

THERE ARE NO BRUSH FENCES WITHIN 3 METRES OF THE DEVELOPMENT

SITE DRAINAGE SHALL BE CONSTRUCTED STRICTLY IN ACCORDANCE WITH THE ENGINEER'S DESIGN, DETAILS AND SPECIFICATION

STORMWATER TO BE CONNECTED IN ACCORDANCE WITH COUNCIL'S REGULATIONS

GUTTER CROSSING AND VEHICULAR CROSSOVER TO BE CONSTRUCTED IN ACCORDANCE WITH COUNCIL'S SPECIFICATIONS

N	01.09.17	BUILT FORM UPDATES
M	29.06.17	BUILT FORM UPDATES
L	28.06.17	GYM ADDITION
K	11.04.17	BUILT FORM UPDATE
J	10.01.17	CHANGE FROM 92 TO 108 ROOMS
H	22.11.16	MISC RFI RESPONSES
G	08.09.16	FOR PLANNING SUBMISSION
F	19.03.14	FACADE & SE CNR AMENDMENTS
E	25.01.14	L3 & L4 CORNER REDUCTION
D	12.01.14	L4 REDUCTION
C	31.10.13	SEPARATION OF CNR BUILDING
		+ EXTRA LEVEL
B	05.09.13	INCLUSION OF CNR BUILDING
A	02.09.13	4 STOREYS SANS CONF. CENTRE
NO:	DATE	REVISION



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e. designvision@intermode.on.net
abn 36 140 506 069

PROJECT:
5 STOREY HOTEL
ACCOMMODATION WITH
STREET LEVEL RESTAURANT
LOT 502 DAUNCEY ST,
KINGSCOTE K.I. AND
CAFE FACILITY AT
1 COMMERCIAL ST,
KINGSCOTE K.I.

CLIENT:	C AMADIO
DRAWN BY:	NK
DATE:	10.09.2013
SCALE:	AS SHOWN
REV:	
PROJECT NO:	SHEET NO:
	14 OF 19

FIGURED DIMENSIONS SHALL TAKE PREFERENCE OVER SCALED DIMENSIONS. VERIFY DIMENSIONS AND LEVELS PRIOR COMMENCING ANY FORM OF BUILDING WORKS. ANY DISCREPANCIES TO BE REPORTED TO THE DESIGNER IMMEDIATELY.

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SECTION (TYP.)
scale

1:50

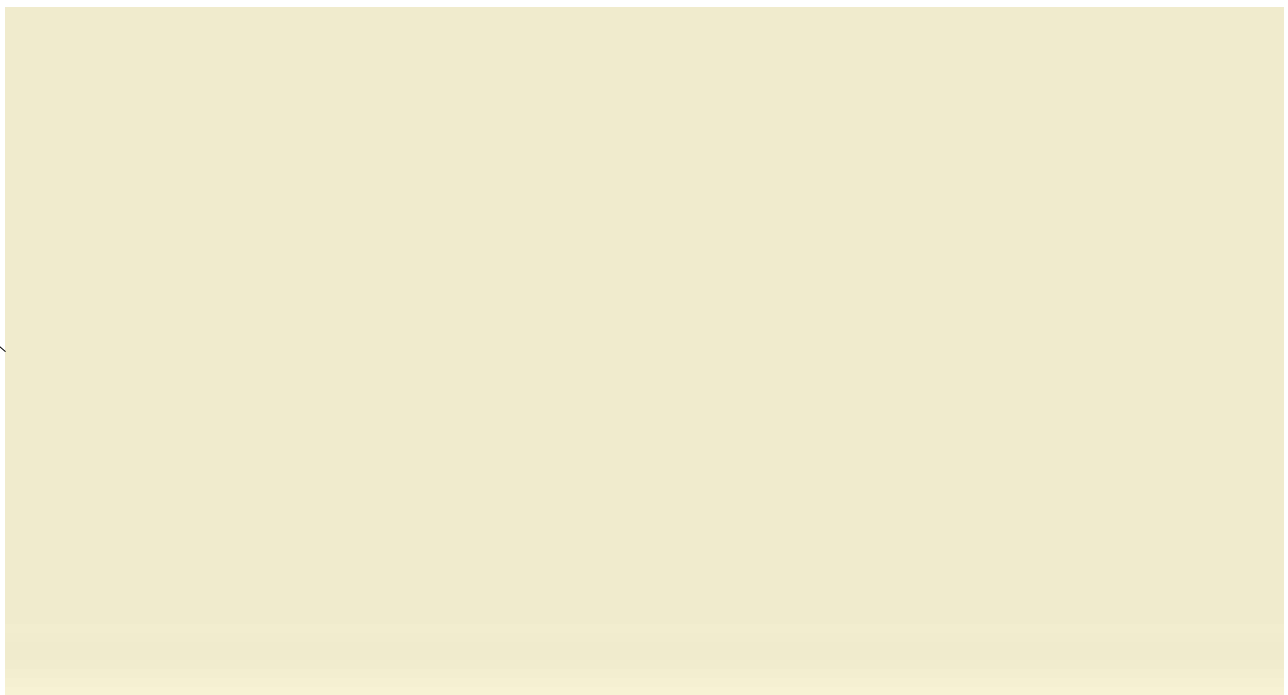
PLANNING



external timber selected for durability in location



blue glazed facade



kingspan citrine



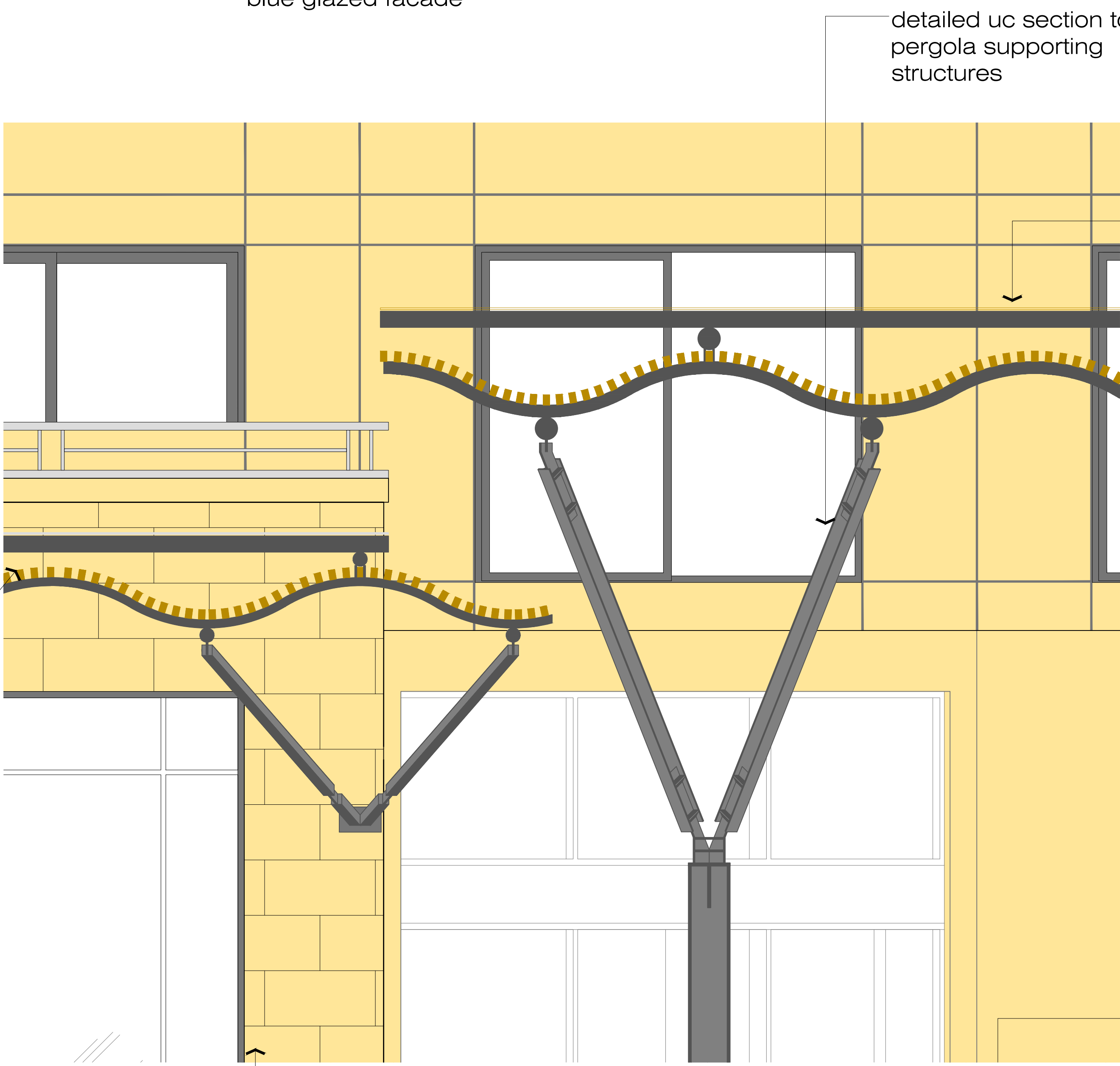
kingspan mustard



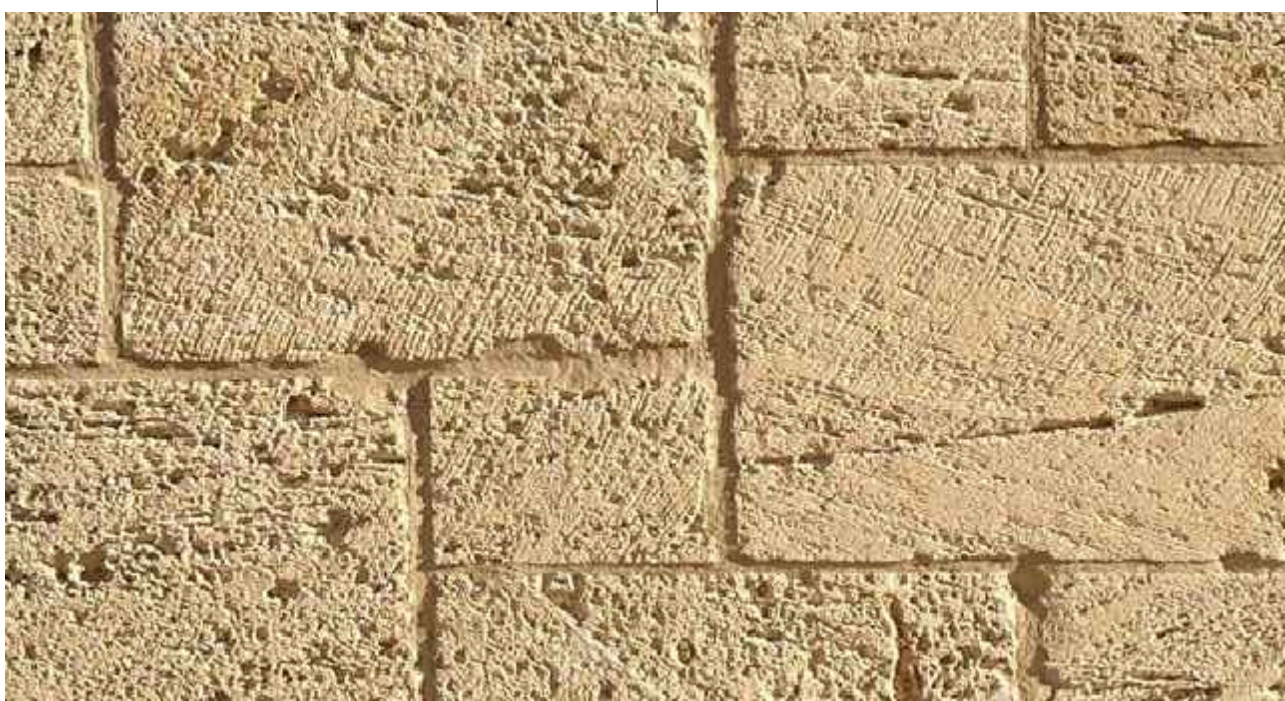
iron ash



alucobond natural copper



VERANDAH DETAIL scale 1:10



west Australian limestone



marine ply soffit

AREAS	
SITE:	1526m ²
GL Footprint:	763.69m ²
GL Entry:	14.33m ²
GL Courtyard:	14.33m ²
L1:	601.85m ²
L1 Balconies:	59.50m ²
L2:	1,225.40m ²
L2 Balconies:	117.74m ²
L3:	1,245.00m ²
L3 Balconies:	24.98m ²
L4:	975.17m ²
L4 Balconies:	63.70m ²
L5:	963.23m ²
L5 Balconies:	53.22m ²

NO SIGNIFICANT OR REGULATED TREES ARE AFFECTED BY THIS DEVELOPMENT.

THERE ARE NO BRUSH FENCES WITHIN 3 METRES OF THE DEVELOPMENT.

SITE DRAINAGE SHALL BE CONSTRUCTED STRICTLY IN ACCORDANCE WITH THE ENGINEER'S DESIGN, DETAILS AND SPECIFICATION.

STORMWATER TO BE CONNECTED IN ACCORDANCE WITH COUNCIL'S REGULATIONS.

GUTTER CROSSING AND VEHICULAR CROSSOVER TO BE CONSTRUCTED IN ACCORDANCE WITH COUNCIL'S SPECIFICATIONS.

N	01.08.11	BUILT FORM UPDATES
M	28.06.11	BUILT FORM UPDATES
L	28.06.11	GVN ADDITION
K	11.05.11	BUILT FORM UPDATE
J	10.01.11	CHANGE FROM 10 TO 10R ROOMS
H	22.11.10	MISC RFI RESPONSES
G	08.08.10	FOR PLANNING SUBMISSION
F	08.08.10	FACADE & 500 CHG AMENDMENTS
E	25.01.10	L3 & L4 CORNER REDUCTION
D	12.01.10	L4 REDUCTION
C	31.10.10	SEPARATION OF CHR BUILDING
B	05.08.10	1 - 500 LEVELS
A	05.08.10	INCLOSURE OF CHR BUILDING
N	05.08.10	4 STOREYS SANS CONF. CENTRE
NO	DATE	REVISION

design vision
constructions

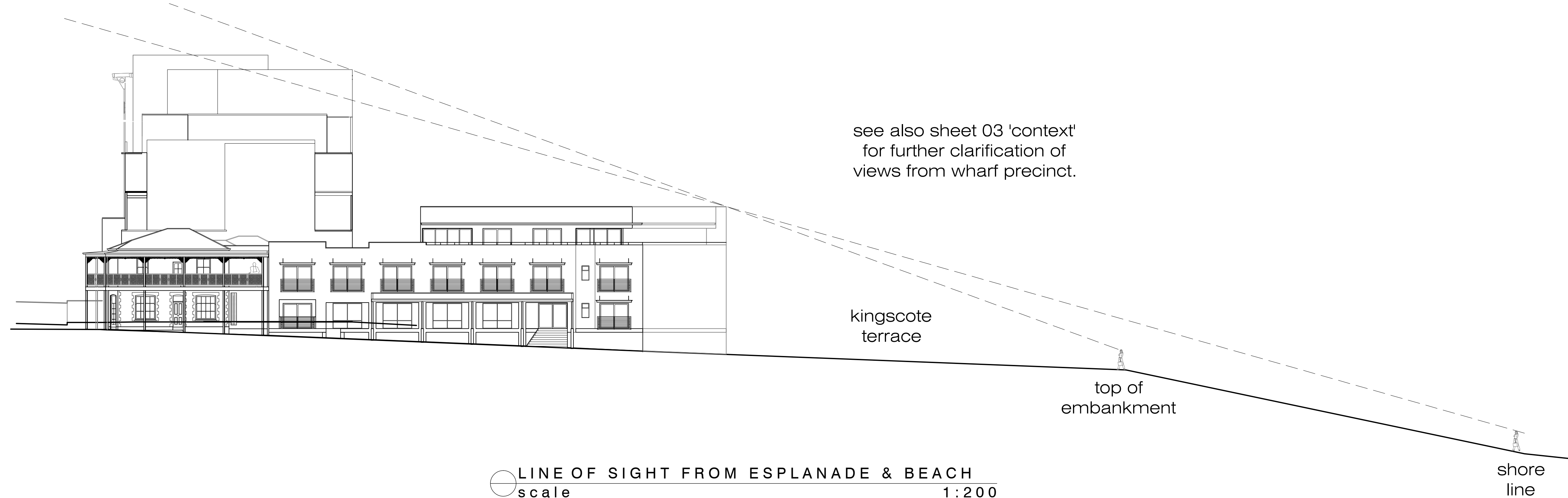
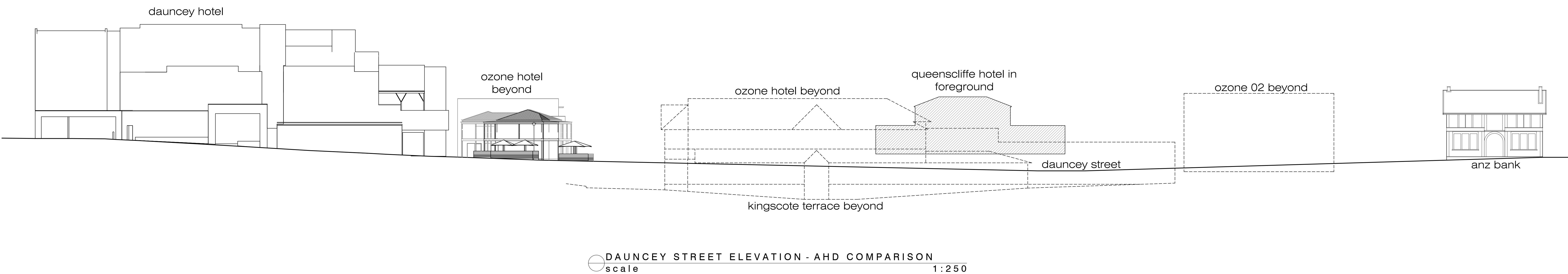
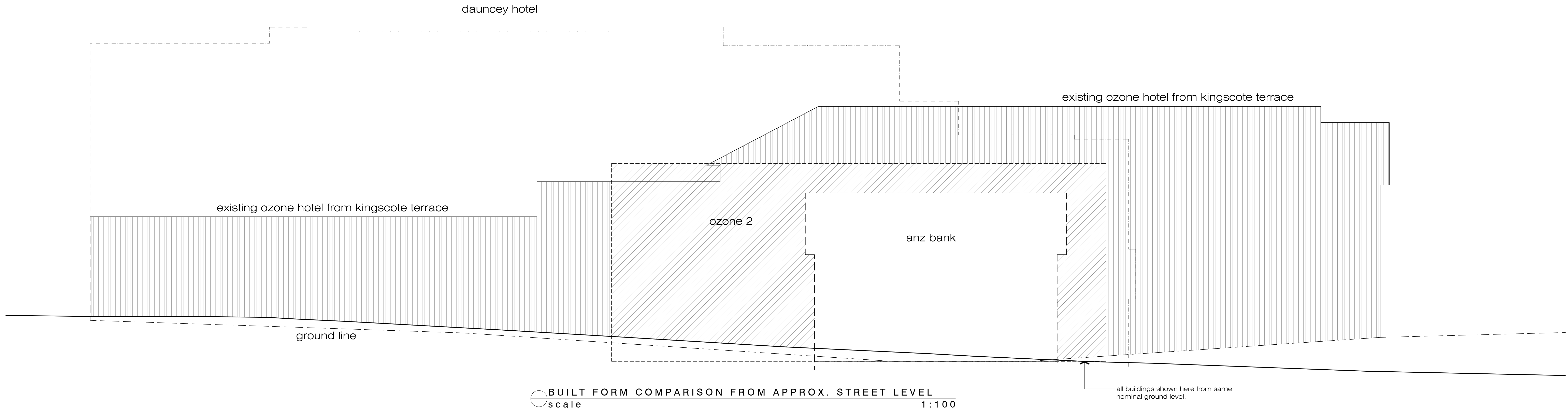
P.O. Box 62 Kensington Park SA 5086
p. 0418 530 135
e. design@designvision.com.au
s. 08 36 140 506 069

PROJECT:
5 STOREY HOTEL
ACCOMMODATION WITH
STREET LEVEL RESTAURANT
LOT 502 DAUNCEY ST.
KINGSFOTE K.I. AND
CAFE FACILITY AT
1 COMMERCIAL ST.
KINGSFOTE K.I.

CLIENT:
C AMADIO
DRAWN BY:
SCALE:
AS SHOWN
PROJECT NO:
15 OF 19
SHEET NO:
15 OF 19

FIGURED DIMENSIONS SHALL TAKE PRECEDENCE OVER UNFIGURED DIMENSIONS. ANY DISCREPANCY SHALL BE REPORTED TO THE DESIGNER IMMEDIATELY.

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AREAS	
SITE:	1028m ²
GL Footprint:	763.69m ²
GL Entry:	14.33m ²
GL Outfield:	447.79m ²
L1:	601.98m ²
L1 Balconies:	39.02m ²
L2:	1,225.40m ²
L2 Balconies:	117.74m ²
L3:	1,245.00m ²
L3 Balconies:	24.99m ²
L4:	975.17m ²
L4 Balconies:	63.79m ²
L5:	963.23m ²
L5 Balconies:	53.22m ²

NO SIGNIFICANT OR REGULATED TREES ARE AFFECTED BY THIS DEVELOPMENT

THERE ARE NO BRUSH FENCES WITHIN 3 METRES OF THE DEVELOPMENT

SITE DRAINAGE SHALL BE CONSTRUCTED STRICTLY IN ACCORDANCE WITH THE ENGINEER'S DESIGN, DETAILS AND SPECIFICATION

STORMWATER TO BE CONNECTED IN ACCORDANCE WITH COUNCIL'S REGULATIONS

GUTTER CROSSING AND VEHICULAR CROSSOVER TO BE CONSTRUCTED IN ACCORDANCE WITH COUNCIL'S SPECIFICATIONS

N	01.08.17	BUILT FORM UPDATES
M	29.08.17	BUILT FORM UPDATES
L	28.06.17	DYM ADDITION
K	11.04.17	BUILT FORM UPDATE
J	10.01.17	CHANGE FROM 10 TO 108 ROOMS
H	22.11.16	MISC RFI RESPONSES
G	08.08.16	FOR PLANNING SUBMISSION
F	18.08.14	FACADE & SEC ONR IMPROVEMENTS
E	26.01.14	L3 & L4 CORNER REDUCTION
D	10.01.14	L4 REDUCTION
C	31.10.13	SEPARATION OF ONR BUILDING + EXTRA LEVEL
B	05.08.13	INCLUSION OF ONR BUILDING
A	02.08.13	4 STOREYS BANK CONF. CENTRE
NO	DATE	REVISION



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t. 0418 830 135
e. designvision@studios.net.au
sbn 36 140 506 069

PROJECT:
5 STOREY HOTEL
ACCOMMODATION WITH
STREET LEVEL RESTAURANT
LOT 502 DAUNCEY ST.
KINGSCOTE K.I. AND
CAFE FACILITY AT
1 COMMERCIAL ST.
KINGSCOTE K.I.

CLIENT:
C AMADIO

DRAWN BY:
JAK

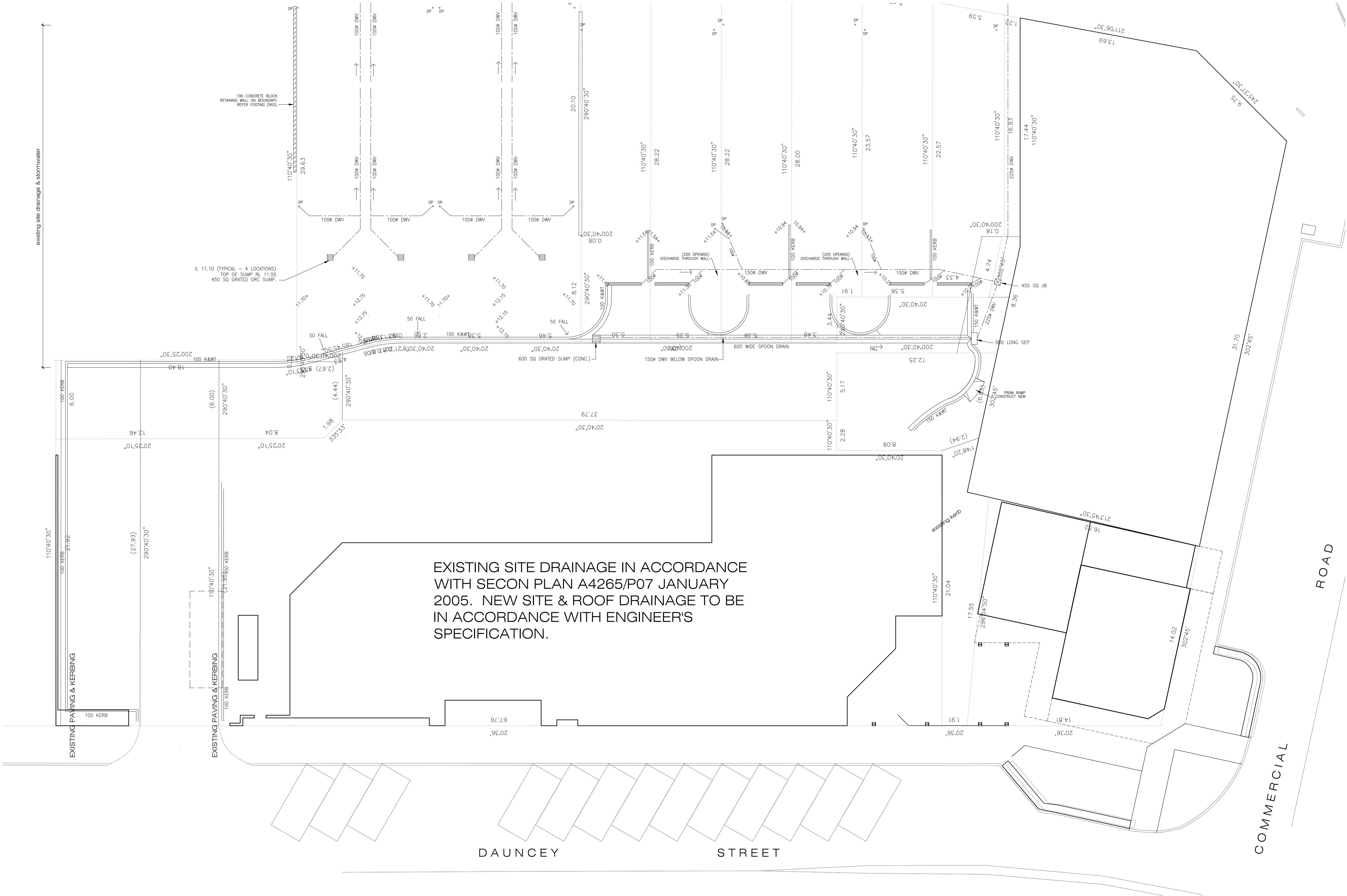
DATE:
10.09.2013

SCALE:
AS SHOWN

PROJECT NO:
15 OF 19

FOR THE DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS. WHEN PRESENTING DIMENSIONS FROM COMMENCING ANY FORM OF BUILDING WORKS, AND DIMENSIONS TO BE REPORTED TO THE DESIGNER IMMEDIATELY.

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RAINWATER DISCHARGE FROM FRONT VERANDAH & COURTYARD CANOPY TO EXIT TO CWT VIA 100Ø DOWNPIPES UNDER FOOTPATH TO KERB OUTLETS. KERB OUTLET TO BE IN ACCORDANCE WITH COUNCIL DESIGN REQUIREMENTS.

STORMWATER
scale 1:150

AREAS	
SITE:	1526m²
GL Footprint:	763.69m²
GL Entry:	14.33m²
GL Courtyard:	44.73m²
L1:	601.98m²
L1 Balconies:	39.92m²
L2:	1,225.40m²
L2 Balconies:	117.74m²
L3:	1,245.00m²
L3 Balconies:	24.99m²
L4:	975.17m²
L4 Balconies:	63.76m²
L5:	963.23m²
L5 Balconies:	53.22m²

NO SIGNIFICANT OR REGULATED TREES ARE AFFECTED BY THIS DEVELOPMENT

THERE ARE NO BRUSH FENCES WITHIN 3 METRES OF THE DEVELOPMENT

SITE DRAINAGE SHALL BE CONSTRUCTED STRICTLY IN ACCORDANCE WITH THE ENGINEER'S DESIGN, DETAILS AND SPECIFICATION

STORMWATER TO BE CONNECTED IN ACCORDANCE WITH COUNCILS REGULATIONS

GUTTER CROSSING AND VEHICULAR CROSSOVER TO BE CONSTRUCTED IN ACCORDANCE WITH COUNCILS SPECIFICATIONS

N	01.09.17	BUILT FORM UPDATES
M	29.06.17	BUILT FORM UPDATES
L	28.06.17	GYM ADDITION
K	11.04.17	BUILT FORM UPDATE
J	10.01.17	CHANGE FROM 92 TO 106 ROOMS
H	22.11.16	MISC RFI RESPONSES
G	08.09.16	FOR PLANNING SUBMISSION
F	19.03.14	FACADE & SE CNR AMENDMENTS
E	25.01.14	L3 & L4 CORNER REDUCTION
D	12.01.14	L4 REDUCTION
C	31.10.13	SEPARATION OF CNR BUILDING
B	05.09.13	+ EXTRA LEVEL
A	02.09.13	INCLUSION OF CNR BUILDING
A	02.09.13	4 STOREYS SANS CONF. CENTRE
NO.	DATE	REVISION

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constructiois

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e. designvision@internode.on.net
atn 36 140 506 069

PROJECT:
5 STOREY HOTEL
ACCOMMODATION WITH
STREET LEVEL RESTAURANT
LOT 502 DAUNCEY ST,
KINGSCOTE K.I. AND
CAFE FACILITY AT
1 COMMERCIAL ST,
KINGSCOTE K.I.

CLIENT:
C AMADIO

DRAWN BY: DATE
NK 10.09.2013

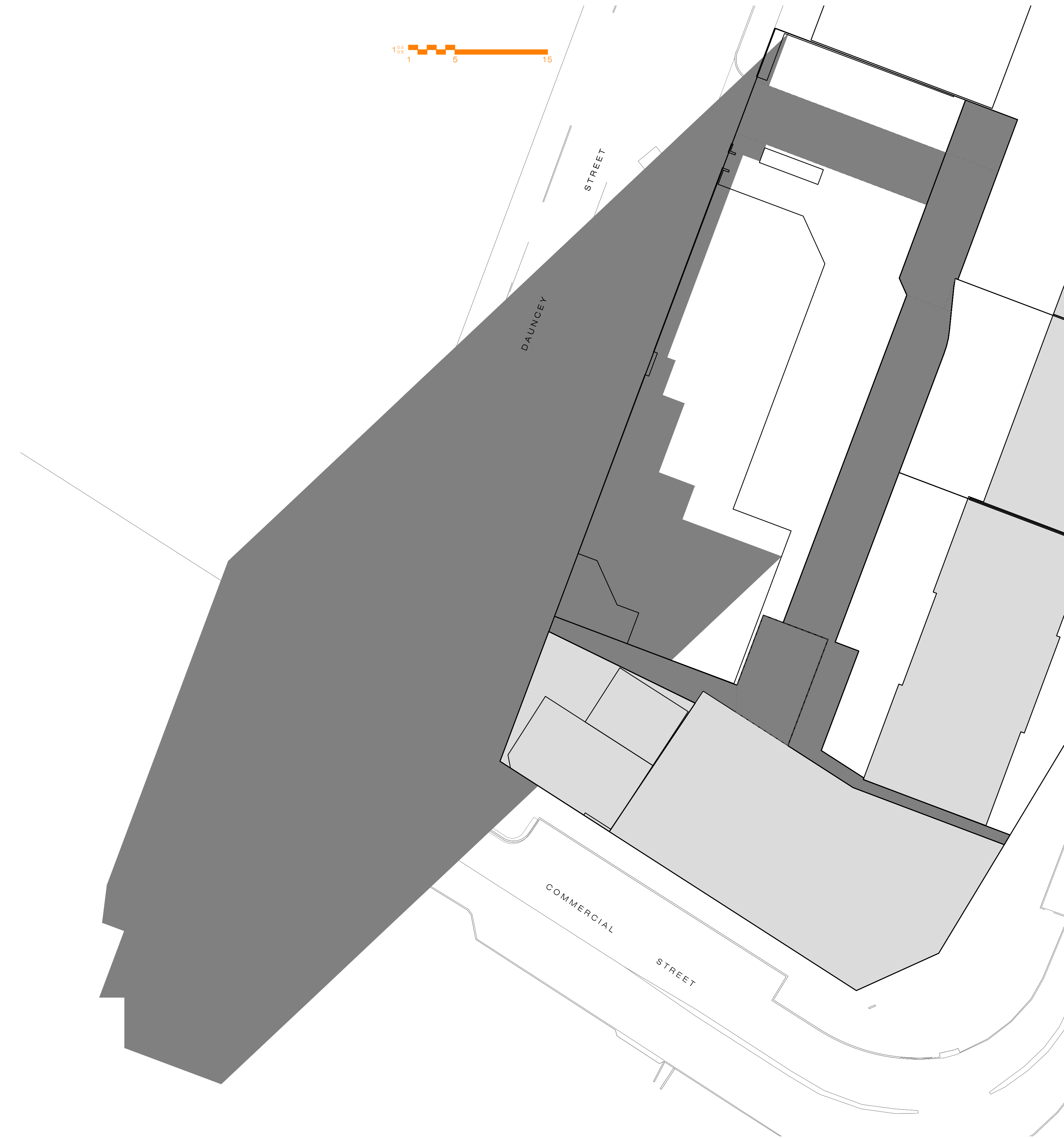
SCALE REV:
AS SHOWN

PROJECT NO. SHEET NO.
17 OF 19

FOURD DIMENSIONS SHALL TAKE PREFERENCE
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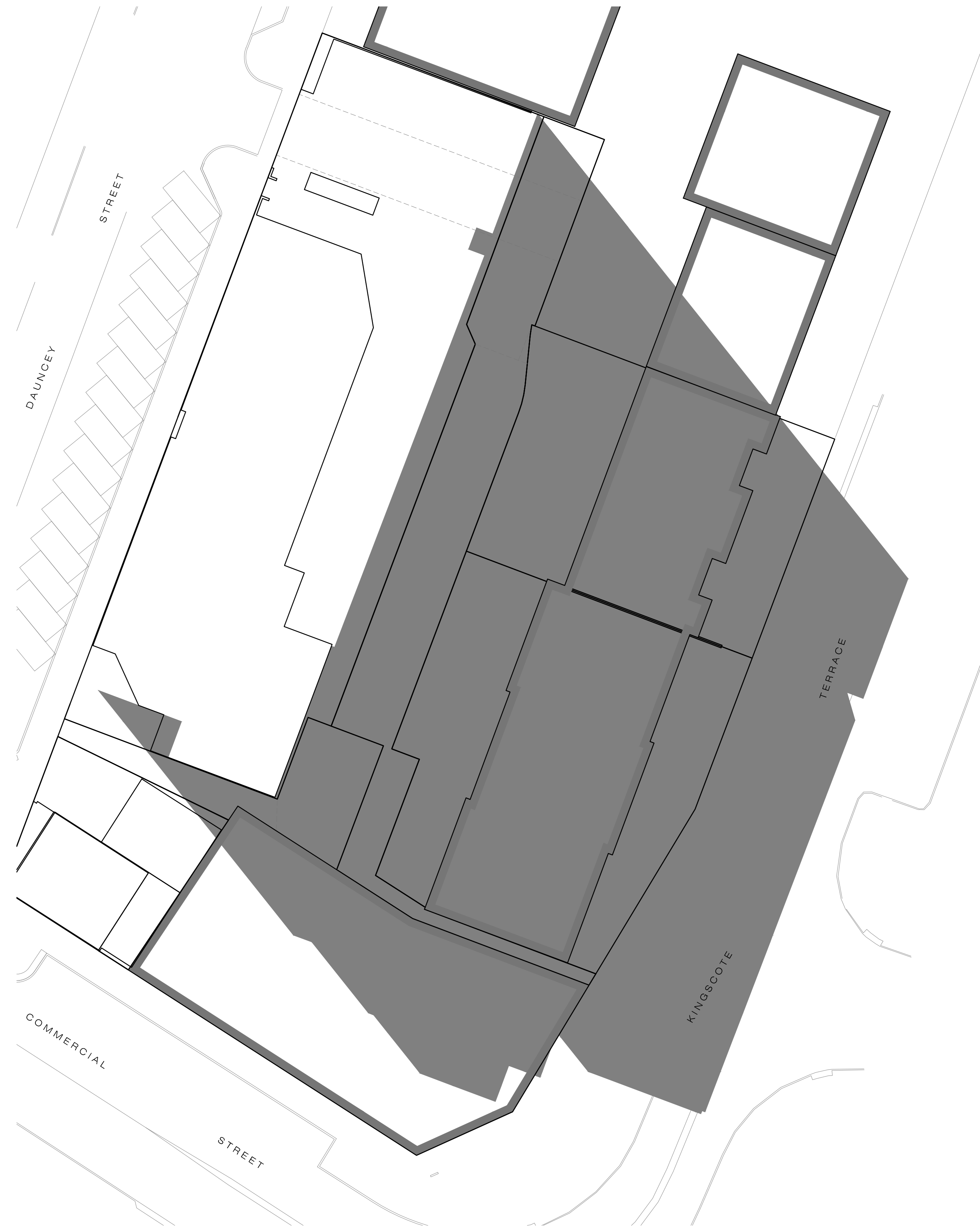
PLANNING



SHADOW DIAGRAM - 22ND JUNE - 9.00AM
scale 1 : 250



SHADOW DIAGRAM - 22ND JUNE - 12.00PM
scale 1 : 250



SHADOW DIAGRAM - 22ND JUNE - 3.00PM
scale 1 : 250

AREAS	
SITE	1208m ²
GL Footprint	763.69m ²
GL Entry	14.33m ²
GL Courtyard	44.73m ²
L1	601.98m ²
L1 Balconies	39.92m ²
L2	1,225.40m ²
L2 Balconies	117.74m ²
L3	1,245.00m ²
L3 Balconies	24.99m ²
L4	976.17m ²
L4 Balconies	63.76m ²
L5	963.23m ²
L5 Balconies	53.22m ²

NO SIGNIFICANT OR REGULATED TREES ARE AFFECTED BY THIS DEVELOPMENT
THERE ARE NO BRUSH FENCES WITHIN 3 METRES OF THE DEVELOPMENT
SITE DRAINAGE SHALL BE CONSTRUCTED STRICTLY IN ACCORDANCE WITH THE ENGINEER'S DESIGN DETAILS AND SPECIFICATION
STORMWATER TO BE CONNECTED IN ACCORDANCE WITH COUNCIL'S REGULATIONS
GUTTER CROSSING AND VEHICULAR CROSSOVER TO BE CONSTRUCTED IN ACCORDANCE WITH COUNCIL'S SPECIFICATIONS

N	01.06.17	BUILT FORM UPDATES
M	20.06.17	BUILT FORM UPDATES
L	20.06.17	GMV ADDITION
K	11.06.17	BUILT FORM UPDATE
J	10.01.17	CHANGE FROM 62 TO 108 ROOMS
I	20.11.16	MISC/RP RESPONSES
H	06.09.16	FOR PLANNING SUBMISSION
F	18.09.16	FACADE & SEC CNR AMENDMENTS
E	20.07.16	L3 & L4 CORNER REDUCTION
D	12.07.16	L4 REDUCTION
C	20.03.15	REMANON OF CNR BUILDING + EXTRA LEVEL
B	06.09.15	INCLUSION OF CNR BUILDING
A	20.09.15	+ 4 STOREYS SAME CNFV CENTRE

NO	DATE	REVISION
----	------	----------



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asn 36140 500 009

PROJECT:
5 STOREY HOTEL
ACCOMMODATION WITH
STREET LEVEL RESTAURANT
LOT 502 DAUNCEY ST,
KINGSKOTE K.I. AND
CAFE FACILITY AT
1 COMMERCIAL ST,
KINGSKOTE K.I.

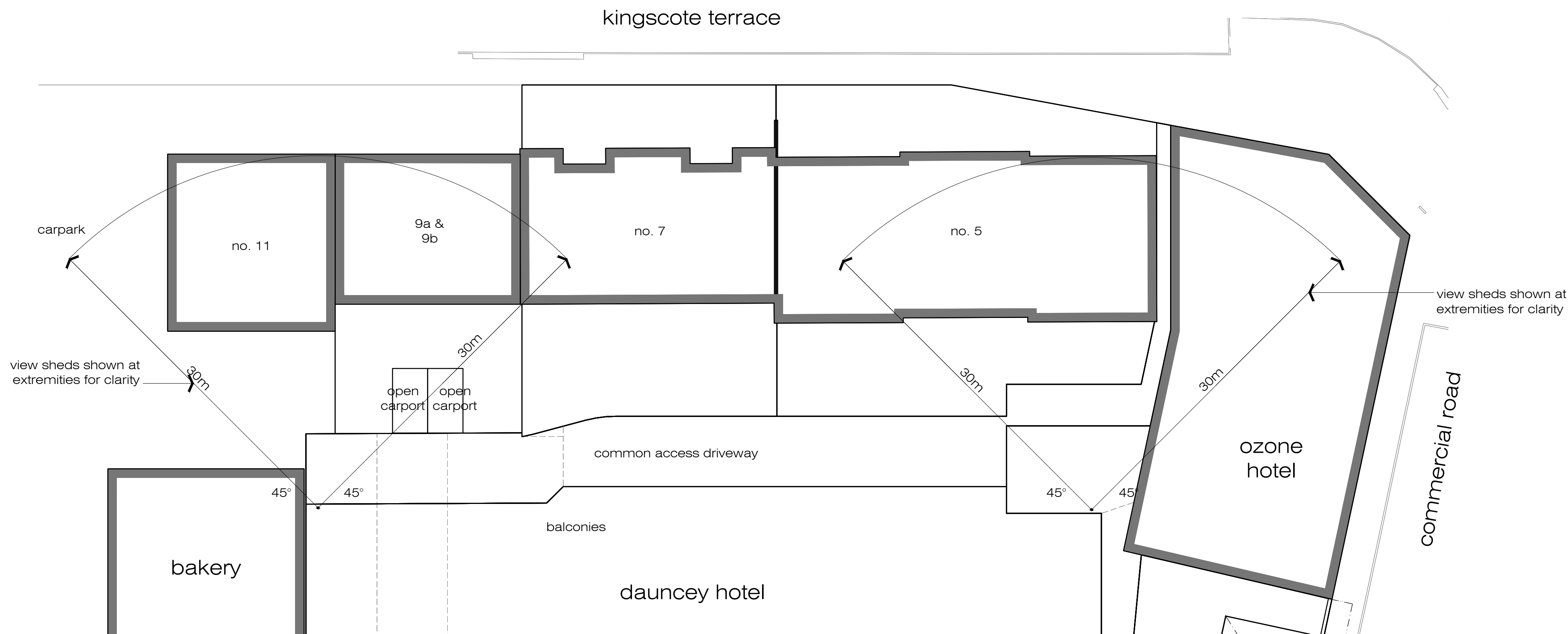
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DRAWN BY:	DATE
SCALE	REV
AS SHOWN	

PROJECT NO: 18 OF 19

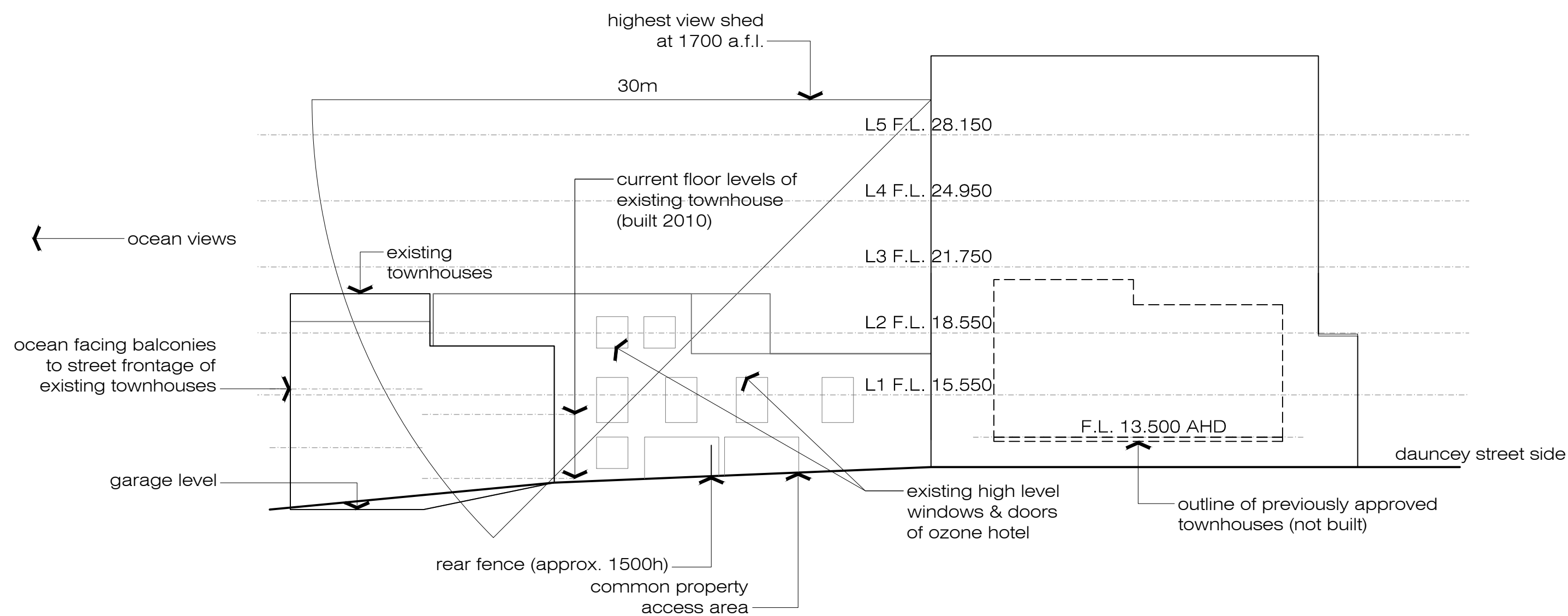
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PLANNING



EASTERN OVERLOOKING ANALYSIS
scale 1:250



EASTERN OVERLOOKING ANALYSIS
scale 1:200

AREAS	
SITE:	1526m ²
QL Footprint:	763.69m ²
QL Entry:	14.33m ²
QL Courtyard:	44.73m ²
L1:	601.98m ²
L1 Balconies:	39.92m ²
L2:	1,225.40m ²
L2 Balconies:	117.74m ²
L3:	1,245.00m ²
L3 Balconies:	24.99m ²
L4:	975.17m ²
L4 Balconies:	63.76m ²
L5:	963.23m ²
L5 Balconies:	53.22m ²

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STORMWATER TO BE CONNECTED IN ACCORDANCE WITH COUNCIL'S REGULATIONS

GUTTER CROSSING AND VEHICULAR CROSSOVER TO BE CONSTRUCTED IN ACCORDANCE WITH COUNCIL'S SPECIFICATIONS

N	01.09.17	BUILT FORM UPDATES
M	29.06.17	BUILT FORM UPDATES
L	28.06.17	GYM ADDITION
K	11.04.17	BUILT FORM UPDATE
J	10.01.17	CHANGE FROM 92 TO 108 ROOMS
H	22.11.16	MISC RFI RESPONSES
G	08.09.16	FOR PLANNING SUBMISSION
F	19.03.14	FACADE & SE CNR AMENDMENTS
E	25.01.14	L3 & L4 CORNER REDUCTION
D	12.01.14	L4 REDUCTION
C	31.10.13	SEPARATION OF CNR BUILDING
		+ EXTRA LEVEL
B	05.09.13	INCLUSION OF CNR BUILDING
A	02.09.13	4 STOREYS SANS CONF. CENTRE
NO:	DATE	REVISION

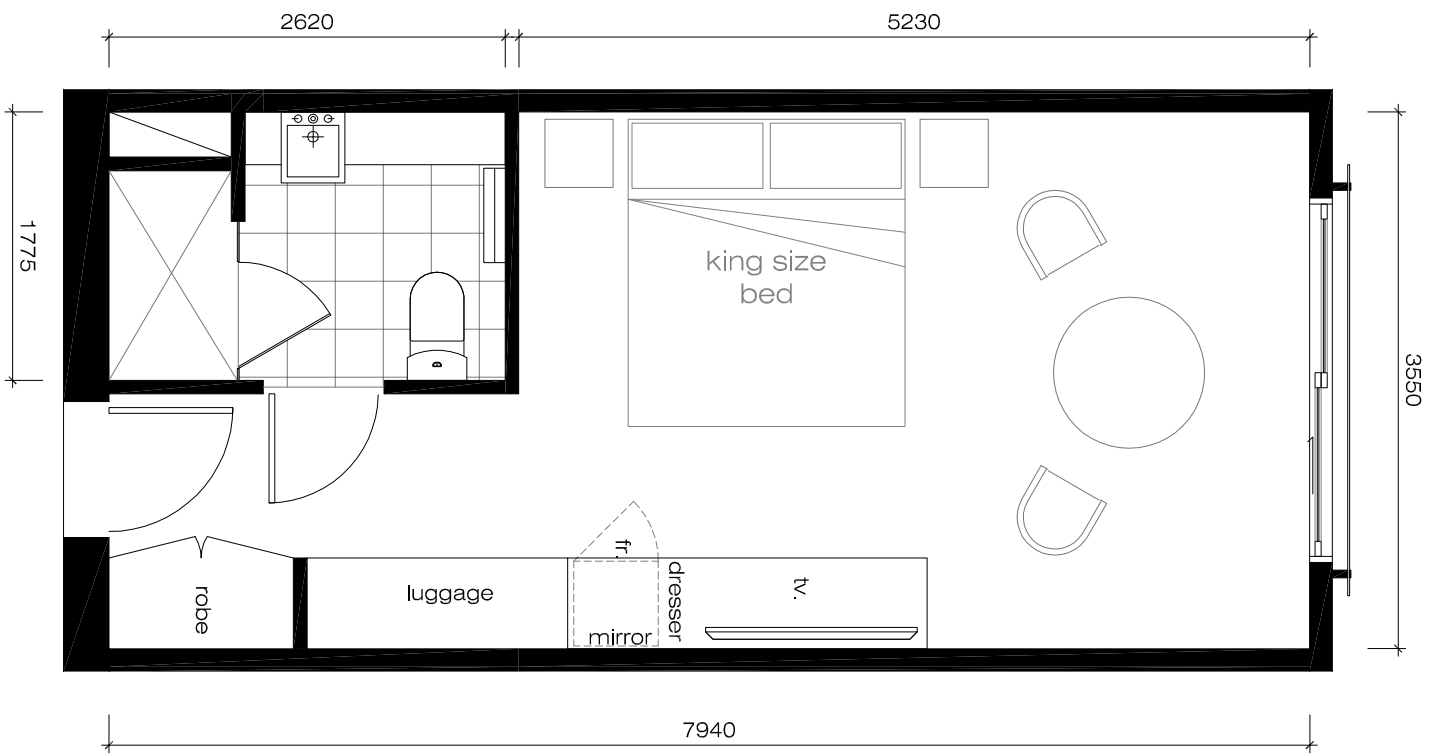
design vision

constructions

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abn 36 140 506 069

PROJECT:
5 STOREY HOTEL
ACCOMMODATION WITH
STREET LEVEL RESTAURANT
LOT 502 DAUNCEY ST,
KINGSCOTE K.I. AND
CAFE FACILITY AT
1 COMMERCIAL ST,
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CLIENT:	C AMADIO
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DATE:	10.09.2013
SCALE:	AS SHOWN
REV:	-
PROJECT NO:	SHEET NO: 19 OF 19
FIGURED DIMENSIONS SHALL TAKE PREFERENCE OVER SCALED DRAWINGS. VERIFY DIMENSIONS AND LEVELS PRIOR COMMENCING ANY FORM OF BUILDING WORKS. ANY DISCREPANCIES TO BE REPORTED TO THE DESIGNER IMMEDIATELY.	
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TYPICAL MINIMUM ROOM LAYOUT

scale 1 : 50

PLANNING

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DRAWN BY: DATE:
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SCALE: REV:
AS SHOWN .

PROJECT NO: SHEET NO:

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ATTACHMENT 2: MAPS



Location Map



Locality Map

ATTACHMENT 2: PHOTOS



Looking north-east at Local Heritage Place (Ozone Apartments to the right)



Looking south from Dauncey Street



Looking south-east along Commercial Street down to Kingscote Terrace (beach)



Looking south into subject site (colourbond fence delineates the rights of way)



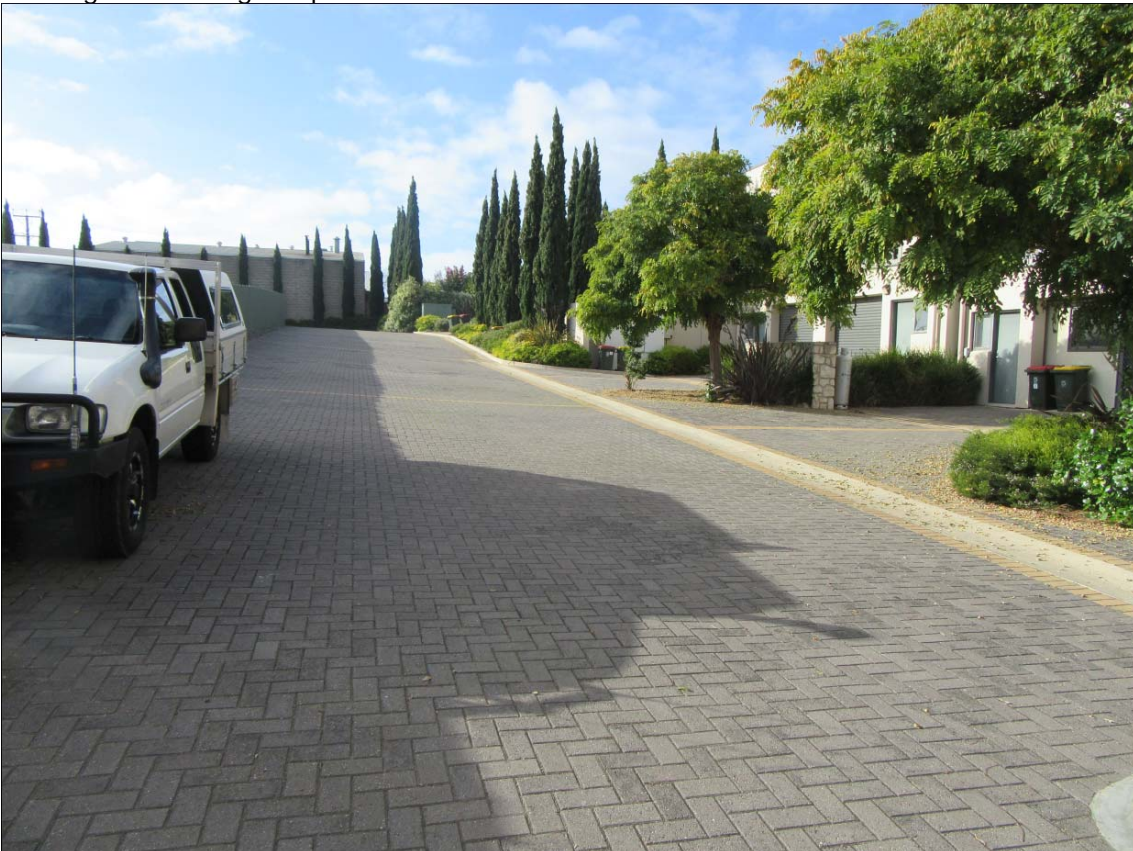
Right of way at rear of Ozone Hotel



Looking south into subject site and development beyond



Looking north along footpath in front of site



Right of way at rear of subject site (townhouses to the right)



Looking south along Dauncey Street (site on the left)



Looking east into site (northern site boundary)



Looking east into site (northern site boundary)



Looking north (northern site boundary)



Looking north along Dauncey Street at adjacent development (bakery)



Looking south along Dauncey Street at existing development (western side)



Looking south along Dauncey Street at existing development (western side)



Looking north along Dauncey Street at existing development (western side)



Looking south along Dauncey Street across the intersection with Commercial Road

Scheme Description

Prepared for:

Cajetan Amadio
06th September 2017

Site Address:

Lot 502 Dauncey Street & 1 Commercial Street,
Kingscote, Kangaroo Island

Proposed Development:

110 room accommodation building with private conference room, private gym, 1 restaurant, and courtyard dining area and associated landscaping. Renovation and extension of existing local heritage building at 1 Commercial St Kingscote including Commercial St Verandah extension and sidewalk 'parklet' dining areas to Commercial & Dauncey Street corners.

The hotel & restaurant will exist as a single title with existing rights of way and easements to remain unchanged.

This scheme description is to be read in conjunction with plans labelled 'Lot 502 Dauncey St Kingscote KI - REV N' prepared by Design Vision Constructions.

Zoning

DTCe – District Town Centre
Policy Area 2 – Core Retail

Design Intent

The proposed development is designed to provide much needed and economically viable tourist accommodation for this major tourism gateway to the island, along with two eateries, one being at street level within the proposed hotel, and also the upper level of the existing building at 1 Commercial St including a new addition to the rear of this building. Accompanying this will be a cellar door on the ground level of the existing corner building offering the owner's own wine products along with local Kangaroo Island items being promoted within the cellar door.

The hotel will also provide a private gym for hotel patrons only and a private conference centre for hotel guests.

The active street level of Dauncey St will be enhanced with a new motel lobby to the centre of the main building and a street level restaurant adjacent to the new courtyard being created between the hotel and 1 Commercial Street, creating a vibrant and active street front. This courtyard area will also invite guests into the street level dining area of the new hotel restaurant.

The street level restaurant facility is intended to cater for breakfast to guests and others during the A.M hours of the day whilst providing an 'a La Carte' style restaurant for the lunch and dinner periods of the day to hotel guests and public.

The upper level café on the corner will provide a lower scale ambience with ocean views from the balcony, providing an alternative meeting and dining option within the town.

The existing shop front facing Commercial St, between 1 Commercial St and the existing Ozone Building will be remodelled and updated to provide a more attractive street front as well as a better connection between the 2 adjacent buildings either side. This will incorporate the extension to the Commercial St end of the upper balcony to provide an extra area with sea views for café patrons.

Also, as part of the development, the local heritage building to the corner will be renovated and repainted in heritage colours more reminiscent of its original colour scheme. This will highlight the heritage of the building and provide a more attractive façade as one walks up Dauncey St towards the new motel, and will add to the active street-scape, along with the new landscaped dining parklets proposed for the corner of Dauncey and Commercial Streets.

Design Development & Rationale

The proposed design has evolved in response to several factors including Development Plan requirements and desired outcomes, existing buildings adjacent to the site, economic viability, tourism needs of the area and an active and vibrant street frontage, and further, as a result of our discussions with ODASA.

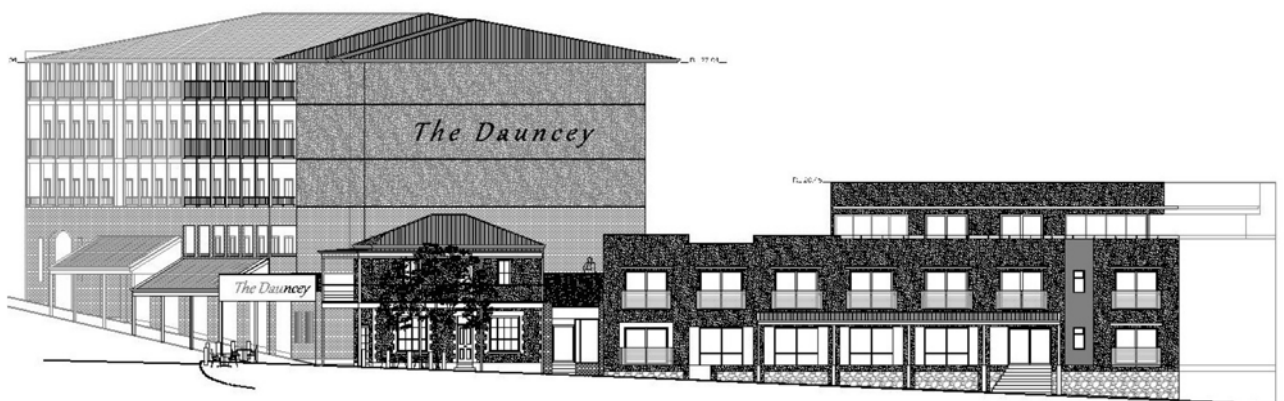
Lot 502 sited along Dauncey Street has approx. 3m of fall from the uppermost boundary down to the southern boundary near 1 Commercial St. This originally influenced the design as depicted below.



However, this was deemed impractical so the design was further enhanced to both simplify the form and soften the presentation to the street when viewed in context with the existing built form of the area.

In line with this, to the immediate east, the lower corner of the Ozone apartments, and to the south east, the Kingscote entry to the Ozone hotel both have used infill development where the street level falls away, whilst maintaining a constant roof line, thus giving a higher façade presentation to the street at these points. The same issue arises with the Dauncey site, having approx. 3m of fall across the Dauncey Street boundary. So the same approach has been taken here, with the extra space created by the fall being utilized, rather than merely building up the ground at this point. Thus the design was further progressed as seen below.





However, on further consideration and in consultation with the council planner, a softer and more gradual connection between the new and existing buildings, including both the Ozone apartments, and 1 Commercial St was needed, and so the southern end of the new building was reduced in width at the end, and greater articulation was achieved by removing some of the rooms to the top SW corner thus lightening the bulk of the form and also reducing the width of the end wall as seen below.



Further to discussions with ODASA on the proposed design, a wholesale rethink of the bulk, form & scale was considered appropriate. With this in mind, heritage architect David Gilbert was engaged to consider the proposal and provide design comment and input, which in short brings us to the present form of the building as shown below.

A more gradual articulation of the building towards the southern end has been employed as a softer connection to the heritage building on the corner. In addition to this, a further breaking down of the bulk and scale of the building has been achieved through the use of verandahs, balconies and glazing elements to soften the visual impact of the development.

The seaside context of the area has also been addressed with the inclusion of balconies which take advantage of the ocean views along with open pergola structures over the balconies with landscaping being incorporated through the use of potted gardens and climbers, giving an overall Mediterranean feel to the development.

The building now steps down with the topography towards the southern boundary and the heritage building at 1 Commercial St giving a much gentler connection with the adjacent buildings and streetscape. The freestanding verandah structure to the courtyard area giving an appropriate and visually attractive connection between the 2 buildings.



Materials & Colours

A selection of materials and colours commensurate with the seaside location, existing street-scape and existing heritage buildings has been chosen. West Australian limestone has been used for the street level podium walls which continues around into the courtyard area. A steel framed verandah structure with timber battens and a glazed cover has been used along the Dauncey Street frontage to provide both visual interest as well as cover to pedestrians walking along the footpath. The verandah structure uses a waved form which both softens the lines to the observer and also puts one in mind of the seaside location.

This concept has been continued on a larger scale into the courtyard area between the hotel and the corner heritage building. The height of the courtyard verandah structure gives both an appropriate connection to the existing heritage building and also provides an inviting space to the streetscape with some cover from the elements. This will be a most welcome meeting and dining space for tourists and townsfolk alike.

1 Commercial St will be repainted in a heritage style colours in keeping with what is there now. The balustrade, downpipes, guttering etc. are to be repainted in black, with the roof being darker grey (ie woodland grey) colour.

The walls will use Dulux 'hog bristle' with a white being used for the quoin work.

The parklets will sit on a solid base to the natural ground level with timber cladding above ground incorporating landscaping to the outside with safety bollards hidden within these structures for the safety of patrons.

Colour & Material Schedule:

Lot 502 Dauncey Street

Walls – Main – general	Kingspan aluminium cassette system or similar in 'citrine' & 'mustard'
Walls – glazed north & east	Alucobond cassette system in 'natural havannah' or similar
Walls – Street Level	West Australian Limestone
Visible gutters & downpipes	Natural copper or similar p.c. finish

Lobby entry	Alucobond cassette system in 'natural copper'. Steel work in colorbond 'monument'. Soffit in marine ply detail with iron ash battens above
Window/Door Frames to main walls	Anodized aluminium finish
Window/Door Frames to limestone walls	p.c. colorbond 'monument'
Verandah Structure - Dauncey St	p.c. steel in colorbond 'monument' with iron ash battens & clear glazing above
Verandah Structure - Courtyard	p.c. steel in colorbond 'monument' with iron ash battens & clear glazing above
Verandah Structures - Balconies	p.c. steel in colorbond 'monument' with iron ash battens
Balustrade & parapet capping	Marine grade stainless steel
Balustrade to faux balconies	Clear glazing with marine grade stainless steel stand-off fixings and caps
Stairwell ext. walls - west & south	Anodized aluminium finish with blue glazing
Stairwell ext. walls - north & east	Anodized aluminium finish with clear glazing

1 Commercial Street

Walls - Main	Dulux 'hogbristle' or Similar painted finish with white quoin work
Steelwork incl. Gutters, posts, balustrade, feature elements etc.	Colorbond 'Night Sky' or similar powder coated/painted finish
Roof cladding	Colorbond 'woodland grey'

Prepared by:

Neil Kemp

DESIGN VISION CONSTRUCTIONS

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Assessment by Applicant for Dauncey St Kingscote Motel Complex – (updated 06th September 2017)

06th September 2017

Address: Lot 502 Dauncey St Kingscote and 1 Commercial St Kingscote

Zoning: DTCE District Town Centre

PA2 – Core Retail

Following is an assessment by the applicant of driving factors behind the proposed development at Lot 502 Dauncey St and 1 Commercial St Kingscote in line with the current Development Plan. The black print is direct copy from the current KI Development Plan (consolidated 17th September 2015). Applicant comments are inserted in green.

Selected KI Development Plan Principles:

“State Strategic Setting

Economic Activity

The creation of economic initiatives and employment opportunities, combined with appropriate land use allocation, is sought to establish a robust and sustainable economic climate that contributes to the well-being of the local community.”

As the largest parcel of vacant land in Dauncey St, Lot 502 is also one of the most critical sites where the correct amount of development should be considered. This is taking into account its proximity to the existing Ozone accommodation and hotel complex, its size and location on the island, being located right in the heart of the key commercial precinct of the island. One of the key factors here, is that the development be economically viable to begin with, in order to contribute to and improve the economic robustness of the town. While on smaller sites within the town, smaller scale development would no doubt be appropriate, on a site of this size, any underdevelopment would constitute the project economically unviable from the start, thereby rendering the project void. As seen hereon in, the scale and purpose of this project makes it one of the most important and attractive developments needed within the Kingscote Township

Jobs will be created not only by the construction phase which would last around 18 months, but there will also be ongoing employment opportunities created by the hotel itself, the restaurant and café and the associated external job opportunities created by the additional service needs of the development. The flow-on effect of this development adds to a sustainable economic climate for the community.

“Tourism

Tourism has shown growth over recent years and it is anticipated that tourism numbers will increase in the future. It is of extreme importance that Kangaroo Island Tourism is managed in a manner that ensures that the experiences of visitors continue to match their Kangaroo Island expectations and perceptions.

Tourism to Kangaroo Island is largely dependent on the natural resources of the Island and people’s perception of the quality of these resources. The concept of a ‘clean and green’ image for the Island is a fundamental component of many industries including tourism will be dependent on a well-managed natural environment.

A range of sustainable tourism facilities, accommodation and products must be developed to suit a range of visitor budgets and experiences. However, tourism development must also consider the impact of increasing numbers on the natural environment so as not to damage the very reason that attracts so many visitors to the Island in the first instance.

With the international growth in the nature-based tourism market, Kangaroo Island is well placed and has the potential to be one of Australia's leading eco-tourism destinations. The Island should be developed as a pre-eminent sustainable, nature-based tourism destination. Other tourism markets revolve around the themes of adventure, the coast, niche food products, heritage and culture."

It is in line with this concept that the concentrating of a significant amount of accommodation within the township is so important, as it concentrates the accommodation within the township thereby reducing the impact on the natural environment of the island, while at the same time encouraging more expenditure within the town by tourists, and providing a much needed vibrancy and night-life within the town, while also encouraging daytime eco-tourism around the island and using Kingscote as the hub.

"People, Towns and Housing

The community of Kangaroo Island has to date been able to maintain a quality of life rich in natural and cultural aspects due to the unique character of Kangaroo Island. The social wellbeing of the community is dependent however on strengthening and improving the economy, the provision and maintenance of services and infrastructure, and the creation of training and employment opportunities in particular to retain a balanced age profile on the Island.

Kingscote

Kingscote was South Australia's first site of European Settlement in 1836. It is now and should continue to be developed as the principal town and commercial centre on Kangaroo Island. It provides a range of services and facilities including business, retails, medical and emergency services, community welfare services, sport and recreation and tourist development."

The proposed development consists of 110 accommodation suites, private gym, private conference centre, restaurant, café and a cellar door. One of the restaurants is at street level within the hotel with the other being a café operating on the upper level of the corner building. This creates a number of employment opportunities, attracting a variety of age profiles both in its employment and visitor demographic.

"Tourism Development

Objectives

2 Tourism development that assists in the conservation, interpretation and public appreciation of significant natural and cultural features including State or local heritage places.

3 Tourism development that sustains or enhances the local character, visual amenity and appeal of the area.

6 Tourism development that contributes to local communities by adding vitality to neighbouring townships, regions and settlements.

7 Increased opportunities for visitors to stay overnight."

All of the above 4 objectives are addressed most positively by the proposed development. The built form has been carefully considered so as to compliment the wide variety of built forms within the township, while at the same time adding a key cultural and vibrant element to the town, which will serve not only the local town residents, but also attract tourists and residents from around the island.

As has been seen many times, the existing heritage of an area is often more easily read by being able to distinguish between old and new development. This development highlights the existing heritage elements of the area, while at the same time being sympathetic to the existing built forms.

The scale of the proposed development provides much needed opportunities for visitors to stay overnight or longer. Its scale has already been welcomed by existing accommodation providers who are in need of increased facilities.

“Principles of Development Control

4 Tourism development should, where appropriate, add to the range of services and accommodation types available in an area.

6 Major tourism developments should generally be located within designated areas and existing townships, or settlements.

7 Tourist accommodation should not occur where it results in a facility exceeding 25 accommodation units and 50 bed spaces, except in the **District Town Centre Zone, Tourist Accommodation Zone, Town Centre Zone, Township Zone** and **Wharf Zone**.

Design & Appearance (Council Wide)

Objective 1 - Development of a high architectural standard that responds to and reinforces positive aspects of the local environment and built form.”

The design of the proposal, while being sympathetic to the heritage of the area, does not seek to produce a reproduction village atmosphere. It is new development associated with the progress and future viability of the island. When we look at similar regional tourist towns such as Pt Lincoln which is considered a very attractive holiday destination, we note that accommodation facilities concentrated within the township are of higher density and scale. Kingscote could well be compared with Pt Lincoln as a similar destination. We feel that the proposal is of a high architectural standard and reinforces the seaside holiday feel of the town along with an attractive built form that adds to the visual interest and tourism needs of the area. The terraced and landscaped balconies serve to strengthen the seaside context of the proposal.

The built form and scale has been further addressed in the design statement accompanying this application.

“District Town Centre Zone

OBJECTIVES

3 A centre accommodating medium to high-density residential development in conjunction with non-residential development.

DESIRED CHARACTER

Retention and enhancement of the existing character and streetscape of Dauncey Street as derived by the continuity of facades and preservation of existing groups of buildings of architectural or historical interest is encouraged.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the zone:

- restaurant
- tourist accommodation.

13 Development should maximise the creation of ground level active frontages.

Form and Character

6 Facilities within the centre should be sited and designed with a view to promoting after-hours use to reinforce the centre as the focus of social activity in the district.”

10 Building heights should not exceed three storeys above natural ground level.”

The proposed development is consistent with all of these positive objectives for the district town centre. The added accommodation provided will ensure that more tourist custom is brought to both the island and the existing businesses in the locality.

This development will fill a much needed accommodation market which is currently not being met. Along with this, the new restaurant and café along with the cellar door at 1 Commercial St will reinforce Kingscote as a social hub of the district.

The proposed development's street level facade continues the existing character of Dauncey Street with a verandah covering the pedestrian footpath at a modest human scale as per the verandah and balcony to the existing corner building. This can be seen through the maintenance of a relatively low height to the footpath with the regular occurrence of supporting structures along the façade.

The strong podium wall structure at the street boundary is also in keeping with the general form and position of the existing shops along Dauncey Street, most notably such buildings as the council offices and the ANZ bank to the southern end of the street.

The form of the building respects the local character of the town by following the topography of the land and through the use of balconies and a reducing form and height as it approaches the corner of Commercial Rd. Its form sits well alongside the existing Aurora Ozone Hotel accommodation in Commercial Rd and Kingscote Tce.

While the proposal may seem at variance with the height objective for the zone, in this instance it is of little concern when weighed on balance against the overall provisions of the Development Plan. It is also of note that the Council has previously granted planning approval for a 4 storey high accommodation building on the corner of Murray St and Chapman Tce Kingscote.

The proposed hotel has a small portion in the middle which presents as 6 storeys due to the fall of the land, with the remainder presenting as a 5 storey building further reducing in height as it follows the topography down towards the corner of Commercial Rd.

The most important issue here, being the future of the island and in particular the economical and tourism development of Kingscote and Kangaroo Island as a whole must form the basis of the assessment of this application.

“Core Retail Policy Area 2

OBJECTIVES

1 The co-ordinated expansion of commercial and retail development in addition to residential development in association with non-residential land uses.

DESIRED CHARACTER

The policy area will continue to develop as the zone's and Island's primary retail centre.

It is envisaged that residential development will only occur above non-residential, active ground floor uses, which will add to the vibrancy and vitality of the policy area.

Improved linkages between the policy area, wharf area and the foreshore are encouraged to enhance accessibility and movement within the town centre and to improve the centre's vibrancy and viability."

Its location within metres of the wharf area and the retail areas of Dauncey Street sets it apart as a key location within Kingscote with a unique ability to address the desired outcomes for the area. This development will be a major drawcard to the island and the Kingscote Township.

"PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the policy area:

- dwelling in conjunction with non-residential development
- restaurant
- shop

Form and Character

3 Buildings should be constructed to the street boundary with minimal setbacks between buildings unless providing for access to the rear of allotments.

4 Development in Dauncey Street should incorporate the use of verandahs over the footpath, to provide shelter for pedestrians."

The proposed development is consistent with these principles. The main podium wall sits at the street boundary in keeping with the established character of Dauncey St, and uses a low scale verandah along its length to shelter pedestrians along the footpath. The use of a freestanding structure over the courtyard to the south end of the building also provides shelter and an attractive outdoor place to meet and dine in any season.

Further to the commentary above, please find additional comments below.

Traffic & Parking:

Traffic issues were addressed previously in the report provided by GTA consultants dated 19th January 2016 (ref: #S117850) based on the previous design prior to the meetings with ODASA. Subsequent to these meetings, the new design has resulted in a reduction in the number of required carparks which were already considered satisfactory under the previous traffic report.

The previous report resulted in Development Plan figures of 63 car parks being required, which the traffic report showed to be far more than is actually required based on the unique nature of Kangaroo Island and the anticipated means of arrival to this site being primarily by bus, ferry and plane. The updated design has removed the retail tenancies from the ground level resulting in a reduction from 8 car parks to 0; the hotel rooms have increased from 108 to 110 resulting in the car park requirement remaining at 22; the restaurant has reduced nominally in size to a conservative total area of 458m² (down from 497m²) resulting in a reduction in required car parks from 33 to 31. This, overall, has resulted in a reduction from 63 required carparks to 53 carparks according to the Development Plan rates.

Based on the previous report, given the unique location of the development, being on the island, and the resulting means of arrival and use of the development, the car parking was considered adequate and in accordance with AS2890.1 and AS2890.6. As a result of the reduction in required numbers resulting from the updated design, the development has further improved the rate of car parking for this development.

Site access for service vehicles and adjacent tenants remains unchanged, as these vehicles use the existing rights of way and the common property which is unaffected by this development, with all the new development occurring outside of these access areas. The existing common property has already been designed to cater for service vehicle access to the proposed development.

The disabled parking has been located to the most convenient and non-discriminatory location adjacent to a dedicated ambulance parking area in front of the hotel lobby. This will give the most direct and convenient access to the stretcher compliant lift in case of an emergency and also allow for easy access to the hotel and lifts for disabled patrons and staff. The ambulance parking should remain in the closest position to the building entry as possible.

The existing Ozone hotel service providers, such as Kangaroo Island Laundry Service have indicated that their vehicles (presently Hyundai iLoad vans) have plenty of room to access the site. They use the existing common property rear lane to access the site. This manoeuvring area remains unchanged with the new development. The existing common areas and rights of way will remain unchanged. Deliveries to the site will also be via the existing access arrangement.

Stormwater, CWMS & Waste Management:

The waste management for this proposal has been addressed in a separate plan forming part of this application. In brief, the island contractor for waste collection has indicated that his vehicle can easily cater for the bin removal on-site, and the time and frequency of collection is adjusted according to the seasonal and operational needs of the site. Council has also indicated that they are satisfied with the waste management arrangement. The council's written comment and the waste removal contractor's comments form part of this documentation also.

The development will require an upgrade to the CWMS infrastructure in Kingscote Terrace, which the council has already commented on in their preliminary infrastructure review dated 17/02/2017. The contribution to the CWMS upgrade asked for by council has been agreed to by the owner of the site.

On-site stormwater management will be a fully engineered system which will be integrated with the on-site requirements for the handling of wastewater. This will be addressed in detail during the working documentation phase, as any underground tank systems being employed will also need to work in with the structural requirements of the building.

Other Matters:

As per preliminary discussions with the planner, it is understood that the formal planning application will address the built form and overall scheme, with acoustics, traffic, waste management, stormwater, effluent, water supply, and any additional infrastructure requirements being addressed in a preliminary manner as part of the planning application in the first instance. These will be addressed in full detail as part of the building rules consent process once the overall scheme has received planning approval in writing.

In conclusion, on balance, the development fulfils the desired outcomes and principles of the Development Plan for the area and therefore warrants approval with standard conditions.

Prepared by:
Neil Kemp
DESIGN VISION CONSTRUCTIONS
P.O. Box 62, Kensington Park, SA, 5068
m: 0418 830 135
e: designvision@internode.on.net

06th September 2017

Laura Kerber
Department of Planning, Transport & Infrastructure
GPO Box 1815
Adelaide SA 5001

Re: DA 520/E005/16 – RFI - Overlooking Analysis

Location: Lot 502 Dauncey Street Kingscote Kangaroo Island

Proposal: Construction of a five (5) storey mixed use building comprising 110 room hotel, restaurant, and associated car parking, landscaping and services

Applicant: Cajetan Amadio

This letter is a response to the request for further information by DPTI dated 16th November 2016, in particular an assessment of the overlooking issues from the rear (east side) of the proposed hotel building.

A cross section/elevation schematic taken approx. halfway along the building is included as part of this response and forms part of the supplied documents viz. sheet 19 of the included plans.

The east side of the proposed development site faces Kingscote Terrace and the ocean. The buildings to the eastern side, between the proposed hotel site and Kingscote Terrace, comprise of 12 two storey townhouses up to number 9B from the corner and a single storey dwelling at number 11. The corner of Commercial Rd and Kingscote Terrace being the 3 storey portion of the existing Ozone Hotel.

With regard to the overlooking issues from the balconies of the proposed Dauncey Hotel, we have considered both the location and the use of the hotel and the existing surrounding properties and their amenity, with consideration also being given to the existing conditions of privacy for these existing properties.

The Ozone Hotel and the adjacent townhouses up to number 9B operate as holiday accommodation with the exception of 2 of the townhouses facing Kingscote Terrace which are occupied on a part time basis by their owners as holiday accommodation, and the single storey building at number 11 being an occupied dwelling.

This portion of Kingscote Tce to the east of the proposed hotel is within the District Town Centre Zone Tourist Policy Area 4, while the hotel itself is within the District Town Centre Zone Tourist Policy Area 2, both of these Policy Areas being primarily for commercial & tourism development. While there is considerable comment made in the Development Plan about private open space within residential areas, no comment is made on the requirement for private open space within these 2 policy areas, with the focus of Kingscote Tce in particular being on the “unique and attractive outlook to the ocean”. This focus has been adopted with all the recently built townhouses to the east of the hotel, hence their primary private open space being to the ocean side of the townhouses.

The existing townhouses are all designed to take advantage of their esplanade location with balconies on each level overlooking the sea and foreshore areas. These balconies form the primary private space for each of these townhouses with the rear areas being reduced to a minimum size with either no fencing or a low fence approx. 1.2m high facing the common property to the rear of the townhouses. Number 9A and 9B also use this common property to access their own rear carports by means of a gentleman’s agreement with the owners of the

common property. Their carports are open in design with the small space either side of these 2 carports being open also, once again with a low fence. The majority of the townhouses have no private space at the rear, with the common access driveway and associated paving forming the bulk of this area with some plantings between. All of the townhouses also have large clear windows and doors facing this common access driveway. See photos 1, 2 & 3 on sheet 3 of the accompanying plans.

With these conditions in place, it can be seen that there is no expectation of privacy from any overlooking or otherwise at the rear of the townhouses to the east of the proposed hotel building. The amenity of these properties is neither increased nor diminished by the proposed hotel.

An aerial photograph of number 11 Kingscote Terrace shows that the rear space of the dwelling is almost entirely covered with 3 outbuildings including the carport/garage and a series of shade sail structures plus one tree. There appears to be no issue of overlooking into the private open space of this dwelling.

It is also noted that the Ozone Hotel building itself has several large clear glazed windows and doors at ground and high level looking into the common access area and at the rear of the townhouses to the west.

As with all of these existing buildings mentioned, it is also the intent of the proposed hotel design to take advantage of the seaside location, with almost half of the hotel rooms being afforded ocean views. As the proposed development and the existing townhouses are designed to take advantage of these views as prime tourist accommodation, rather than private long-term dwellings, the proposal is most appropriate for this area, without the need to unnecessarily address overlooking issues.

With all these factors taken into consideration, it is our opinion that the amenity and privacy of the existing adjacent properties will remain unchanged, and that the proposed hotel building will not cause any undue overlooking issues to adjacent buildings. The amenity of the proposed design will also achieve the best desired outcome for this location, being the most attractive option for tourists wanting to make the most of the ocean views.

We trust this information is of assistance to you in your positive assessment of this proposal.

Kind Regards,



Neil Kemp
Design Vision Consulting



06th September 2017

Laura Kerber
Department of Planning, Transport & Infrastructure
GPO Box 1815
Adelaide SA 5001

Re: DA 520/E005/16 – RFI – Waste Management Plan

Location: Lot 502 Dauncey Street Kingscote Kangaroo Island

Proposal: Construction of a five (5) storey mixed use building comprising 110 room hotel, restaurant, private gym, private conference centre and associated car parking, landscaping and services.

Applicant: Cajetan Amadio

This letter is a brief summary of the waste handling plan for the hotel & restaurant at Lot 502 Dauncey St and adjacent café at 1 Commercial St.

The 110 room hotel will consist of single rooms with a bar fridge and tea & coffee making facilities in each room. As such, there will not be any cooking of meals which would generate additional waste. Each room will have a small waste bin which will be collected by the cleaning staff on a daily basis, or as often as arranged according to the length of stay by the guests. The waste from these bins will then go to the 240ltr wheelie bins near the Dauncey St entrance as noted on the site plan. The 240ltr wheelie bins will be collected by a private contractor as often as needed on a seasonal basis. The present waste collection arrangement on Kangaroo Island consists of a mixture of council kerbside collection and private contractor collection, which is mainly for commercial collections. The waste is taken to the existing transfer station on the island prior to transfer to the mainland for final disposal. The proposed hotel and eateries will be serviced by the private contractor presently servicing the island.

Kerbside collection will not be utilized here, with all bins being collected on-site.

The main hotel restaurant and the eateries on the corner site will be serviced by a combination of 240ltr wheelie bins, Bulka bags on frames and woolpacks on frames which will be located behind the hotel servicing room behind the reception lobby of the hotel. The restaurants will be responsible for separation of the waste for cardboard recycling, glass, general recycling, and general waste. These will be collected a minimum of once a week by the private contractor currently operating on the island with extra collection as needed, on a seasonal basis. These bins are wheeled around to the collection point at the Dauncey St entrance on the collection days. All of the wheelie bins have close fitting lids to control odours, and solid rubber wheels to control noise when being manoeuvred.

Food waste from the main restaurant will be stored in dedicated refrigeration rooms at the rear of the restaurant as indicated on the ground level plan prior to disposal and collection in order to minimize odours and health issues associated with open air storage, especially in warmer weather.

The current private waste collection contractor on the island has made suggestions for the waste collection times etc. based on the current arrangements with the Ozone hotel which they also service. A copy of their letter is attached here. Their present collection vehicle will also fit on-site for the collection of waste.

The restaurants will also be serviced by an engineered grease trap which will be located and installed in accordance with the engineer's specifications. This will be emptied at minimum

quarterly intervals, or extra collections as needed on a seasonal basis.

Kangaroo Island Council is currently reviewing and updating the island's waste collection arrangements as a whole, however in the interim, the present arrangements will be utilized to cater for this development as noted.

Council's correspondence to yourself on 11th July 2017 indicates any concerns in this matter have been acceptably addressed. A copy of the council's correspondence and the waste collection contractor's letter form part of this documentation.

We trust this information is of assistance to you in your positive assessment of this proposal.

Kind Regards,



Neil Kemp
Design Vision Consulting





, Wheres Ya Bin ?



Rubbish Removal

ABN : 74 583 523 990

Email : chigs@internode.on.net

Mobile : 0438903654

Dear Neil Kemp

17/3/2017

on behalf of the Design Vision

Thank you for the opportunity for Wheres Ya Bin ? Rubbish Removal to Quote Design Vision on the removal of site rubbish , cardboard and recycling from the new development located on Dauncey st Kingscote.

After much thought and research we have looked into the proposal of collecting waste off of the site. Unfortunately we do not have the vehicle capable of managing 1100ltr bins. However we are happy to provide the service using 240ltr wheelie bins for rubbish and bottles, woolpacks on frames for recycling and Bulka bags on frames for cardboard.

If you are interested in this setup we can provide any amount of bins , woolpacks and bulka bags depending on your needs. Depending on frequency and quantity will depend on how long we would need to be on site for . We estimate if were to collect 3 times a week it would take 30 minutes each collection.

Looking into the proposed drawing the best place to load and unload would be the existing right of way, common property being 8m wide. Our truck is a 6m long x 2.3m wide giving plenty of room for vehicles to pass by while working on site.

As a rule we would suggest collection to take place after 12pm when ever collection is needed so that waste from lunch time meals can be taken at the same time, however we operate 7 days a week so collection can happen earlier if that suites better.

Currently we use 240ltr wheelie bins for all rubbish matter and separate bins for glass. For recyclables, Woolpacks which are 700mm wide x 700mm deep x 900mm high in size and Bulka bags for cardboard which are 1000mm wide x 1000mm deep and 1300m high in size. Once we have collected waste it is then taken to the local transfer station site which is then sorted and sent to Adelaide via freight service.

Prices for these are as follows ;

240ltr wheelie bin - \$10.00 each

Woolpacks - \$15.00 each

Bulka bags - \$30.00 each

These costs are charged only for full woolpacks, bulka bags and bins.

We hope this gives you insight into our service and look forward to working with you if you choose to.

Please feel free to contact myself on

chigs@internode.on.net

or

0438903654

Regards

Matt Chirgwin

Wheres Ya Bin ? Rubbish Removal

Neil Kemp

From: Aaron Wilksch <Aaron.Wilksch@kicouncil.sa.gov.au>
Sent: Tuesday, 11 July 2017 2:42 PM
To: Kerber, Laura (DPTI)
Cc: Andrew Boardman; designvision@internode.on.net
Subject: FW: 520/E005/16 - Dauncey Street, Kingscote - Waste Management Plan
Attachments: image003.jpg; Waste Management Plan - Dauncey St REV L.PDF; Design Vision Rubbish Removal Quote 2017.pdf; Lot 502 Dauncey St Kingscote KI - REV L - PD 06 FP GL (1).pdf

Importance: High

Dear Laura,

Following correspondence from Neil Kemp (Design Vision) on behalf of KI Promotion Developments P/L (Caj Amadio), and having not received any further referral from DAC since our response on 2 March 2017 – we provide the following comments in respect of *the attached* proposed amendments regarding waste management, which looks to also interface with some minor amendments to the overall layout of the hotel (certainly at ground floor level).

Having reviewed and considered the, Council is generally happy with the proposed waste management arrangement – the total capacity according to plan within 240 L bins will be in the order of 14,000 litres / 3 days per week - and has capacity to be managed effectively with more frequent pick-ups if necessary.

The inclusion of a refrigerated waste bay / enclosure provides the premises with a more effective commercial containment option – my only comment is in this regard that the refrigerated area (which is not shown on plan in any substantial detail) should be effectively air-locked, or be accessed from the exterior of the building only and be fitted with air-lock doors to avoid escape of odour and ingress of vermin or insects.

In addition to the waste management and concern with the formerly proposed 1100 L bins, Council's previous concerns also regarded the traffic movements in front of the hotel and the kerbside rubbish collection. The proposed waste management plan appears to now satisfy roadside vehicle movement and traffic concerns having moved those operations 'off street'.

Please include this in your information / responses from Kangaroo Island Council as may be necessary, and please don't hesitate to contact me again should you require anything further from Council.

Regards,



Aaron Wilksch
Manager
Development and Environmental
Services
Kangaroo Island Council

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Please consider the environment - do you really need to print this email?

Begin forwarded message:

From: "Neil Kemp" <designvision@internode.on.net>

To: "Andrew Boardman" <Andrew.Boardman@kicouncil.sa.gov.au>

Cc: "Cajetan Amadio" <cgamadio@internode.on.net>

Subject: RE: 520/E005/16 - Dauncey Street, Kingscote - Waste Management Plan

Hi Andrew,

Thank you for your time recently regarding the waste collection services for the Dauncey St hotel development. As per your discussions with Caj, please find attached a copy of the revised letter from myself and the letter received from Matthew Churgwin.

Please have a look through this information and feel free to call me to discuss. I understand you will be preparing a letter to DAC to accompany this report also.

Any questions, please don't hesitate to contact me.

Kind Regards,

Neil Kemp

Reference: #S117850

19 January 2016

Attention: Mr. Cajetan Amadio

Dear Caj

RE: LOT 502, 61 DAUNCEY STREET, KINGSCOTE

GTA Consultants has been engaged to complete a transport impact assessment for a proposed ground plus four (4) storey mixed use development to be located at Lot 502, 61 Dauncey Street in Kingscote (Kangaroo Island). The development includes hotel accommodation, commercial/retail tenancies with frontage onto Dauncey Street and a restaurant on the corner of Dauncey Street and Commercial Street.

This letter presents the findings of the transport impact assessment for the proposed development.

Subject Site

The subject site is located at Lot 502, 61 Dauncey Street in Kingscote. The site of approximately 1,526sq.m has a frontage of 84.0 metres to Dauncey Street and 14.0 metres to Commercial Street (approx.). The site is located within a District Town Centre Zone. The surrounding properties include a mix of commercial and retail uses, holiday accommodation and residential dwellings.

A building currently being used as a Gallery is located on the corner of Dauncey Street and Commercial Street. It is proposed to integrate this building into the new development. The balance of the site is currently being used as an informal parking area.

The location of the subject site and surrounding environs is shown in Figure 1.

Figure 1: Subject Site & Surrounding Environs



Proposed Development

The proposed development is to comprise the following:

- 108 hotel rooms from Level 1 to Level 4.

melbourne
sydney
brisbane
canberra
adelaide
gold coast
townsville
perth

Suite 4, Level 1,
136 The Parade
NORWOOD SA 5067
PO Box 3421
NORWOOD SA 5067
t// +618 8334 3600

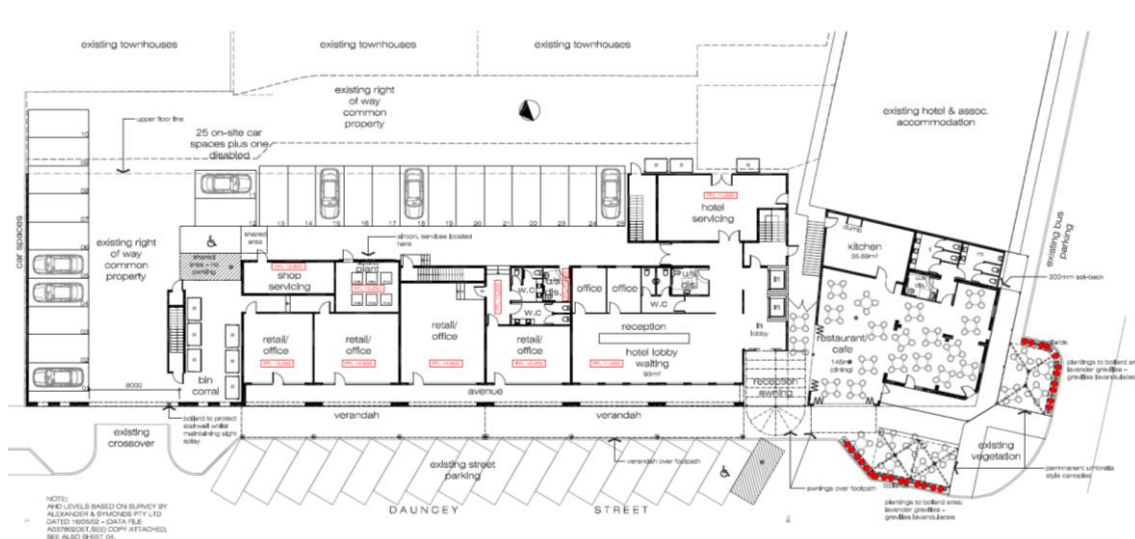
www.gta.com.au

- Ground level hotel reception and lobby areas.
- Four (4) commercial tenancies on ground level with a total leasable floor area of 189sq.m and frontage onto Dauncey Street.
- Reconfiguration and extension of the existing building located on the corner of Dauncey Street and Commercial Street for use as a restaurant.
- Outdoor dining on the corner of Dauncey Street and Commercial Street associated with the proposed restaurant.
- 26 off-street car parking spaces have been proposed on ground level with access via Dauncey Street.

Access to the car parking area will be via an existing access to Dauncey Street located approximately 70 metres north of the Commercial Street intersection. The access and driveway will operate with a shared Right of Way (ROW) servicing the townhouses adjoining the site to the east.

The ground floor plan is shown in Figure 2.

Figure 2: Ground Floor Plan



Car Parking Assessment

The Development Plan requirements for the provision of car parking are set out in the Kangaroo Island Council Development Plan (consolidated 17 September 2015) with parking rates specified in Table KI/2.

The car parking rates applicable to the proposed development are summarised in Table 1.

Table 1: Development Plan Car Parking Requirements

Use	Quantity/Size	Statutory Parking Rate	Parking Requirement
Hotel Rooms	108 rooms	1 space per 5 rooms	22
Restaurant/Café	497 sq. m	1 space per 15 sq. m	33

Commercial/Retail Tenancies	189 sq. m	1 space per 25 sq. m	8
TOTAL			63

Based on the Development Plan rates, the proposed development has a car parking requirement of 63 spaces including 22 spaces for the hotel, 33 spaces for the restaurant/café and 8 spaces for the office/retail tenancy, which equates to a parking shortfall of 37 spaces.

Notwithstanding, GTA considers the Development Plan car parking rates to be high for a combination of reasons including:

- It is understood that the majority of Hotel guests will arrive by transfer from the airport or ferry terminal and will therefore not require on-site car parking.
- The site is located within the primary retail and commercial centre of Kingscote where a high percentage of linked trips could be expected between the proposed uses and the adjacent area i.e. visitors would park at a single point within the precinct and walk to multiple destinations.
- The proposed restaurant and bistro would be largely ancillary to the hotel use and would not generate a significant car parking demand in its own right.
- A percentage of external trips to the restaurant and bistro are likely to be walking trips from nearby tourist accommodation.
- On-street parking exists in Dauncey Street immediately adjacent the site that could be used to support the proposed development if required. The use of some on-street parking to support the proposed development is considered an appropriate approach within a Main Street precinct as it encourages walking trips through the precinct and 'incidental trade'.

On the above basis, GTA considers it appropriate to provide on-site car parking for staff associated with the proposed retail/commercial and restaurant uses with majority of visitor parking to be accommodated on-street using the existing on-street parking within the precinct. It is also noted that the proposed development will provide an opportunity to install additional on-street parking on Dauncey Street adjacent the site through the closure of the existing site access points.

Allowing for 1 car parking space per commercial tenancy (4 spaces) and 3 spaces for the restaurant and bistro, it is recommended that 7 on-site spaces are provided for these uses.

Given the location of the site on an island with limited car accessibility from the mainland, the majority of Hotel guests are expected to arrive via transfer from the airport and/or ferry terminal with only a small number of visitors arriving via car. Typical mainland Hotels can generate a car parking requirement of 0.4 spaces per occupied room, however this rate would be expected to be much lower in Kingscote. Assuming a rate of 0.2 spaces per occupied room and a typical occupancy of 85%, the proposed 108 room Hotel would require 19 spaces.

If the above argument is applied, the development would require a total of 26 spaces consisting of 19 spaces for the Hotel use and 7 spaces for the commercial/retail and restaurant uses. Based on the above, GTA considers the provision of 26 spaces would adequately accommodate the anticipated demand.

Car Parking Layout

The car parking layout has been assessed in accordance with the Australian Standard (AS2890.1:2004) for Off-Street Car Parking and the Australian Standard (AS2890.6:2009) for Parking for People with Disabilities. **GTA's review has confirmed the following:**

- 25 standard 90-degree car parking spaces (2.5 metres x 5.4 metres) set within a minimum 7.0 metre wide aisle will be provided, which meets the User Class 2 requirement of the Australian Standard.
- One 90-degree disabled parking space has been provided accompanied by a shared space in accordance with Australian Standard.
- Columns will be located outside of vehicle design envelopes.
- There is adequate pedestrian sight distance for vehicles exiting the site onto Dauncey Street.

Headroom clearance has been provided in accordance with the Australian Standard requirements and for the relevant loading and service design vehicle.

Loading and Waste Collection

Loading and refuse collection is proposed to be carried out on-street in Dauncey Street with bins to be wheeled from the bin store area to the parallel parking bay located immediately north of the access for collection. It is understood that this is a similar practice to what currently occurs for the existing site.

Loading and refuse collection would be scheduled to occur outside of business hours when parking demand in Dauncey Street is low. A formal loading zone could also be considered to support this activity if required with restrictions limited to outside of peak parking periods.

Traffic Generation

Design Rates

Hotel

GTA have conducted trip generation surveys for hotels in Adelaide and interstate, which result in an average trip generation rate of 0.3 trips per occupied room in the typical AM peak hour period. The AM peak period is typically the busiest for a hotel based on new arrivals and departures of staff and guests arriving/departing between 8-9am, with the afternoon/evening check-in and staff changeover much more spread between 2pm and 7pm.

Based on the above and assuming a typical 85% occupancy, the proposed 108 room hotel could expect to generate up to 28 vehicle trips in the AM peak hour. Assuming a peak-to-daily ratio of 10%, the proposed development is likely to generate approximately 280 vehicle trips.

However, as discussed in the car parking assessment, the proposed Hotel is likely to generate fewer trips than the surveyed Hotels due to the location where car accessibility is limited. The above traffic generation estimates are therefore considered conservative.

Commercial/Retail Tenancies

Assuming car parking for the commercial and retail tenancies will be limited to some staff parking only there would be few trips associated with this use. GTA estimates 4 trips during the peak hour and 16 trips over a daily period (assuming each space was to turnover once throughout the day).

Restaurant

Similar to the commercial/retail tenancies, additional movements associated with the restaurant will primarily be by staff. Assuming all staff were to arrive during the peak hour period and each

space was to turnover once throughout the day, the restaurant is expected to generate two (3) movements during the peak hour and eight (12) trips over a daily period

An estimate of the peak hour and daily traffic volumes resulting from the proposal are summarised in Table 2.

Table 2: Traffic Generation

Description	Size/ Quantity	Design Generation Rate (vehicle movements per period)		Traffic Generation Estimates (vehicle movements)	
		Peak Hour	Daily	Peak Hour	Daily
Hotel	108 rooms	0.3 trips / room	3 mvmt / room	28	280
Commercial/Retail Tenancies	189 sq. m	Staff only and assuming each space turns over once throughout the day		4	16
Restaurant	497 sq. m	Staff only and assuming each space turns over once throughout the day		3	12
TOTAL				37	308

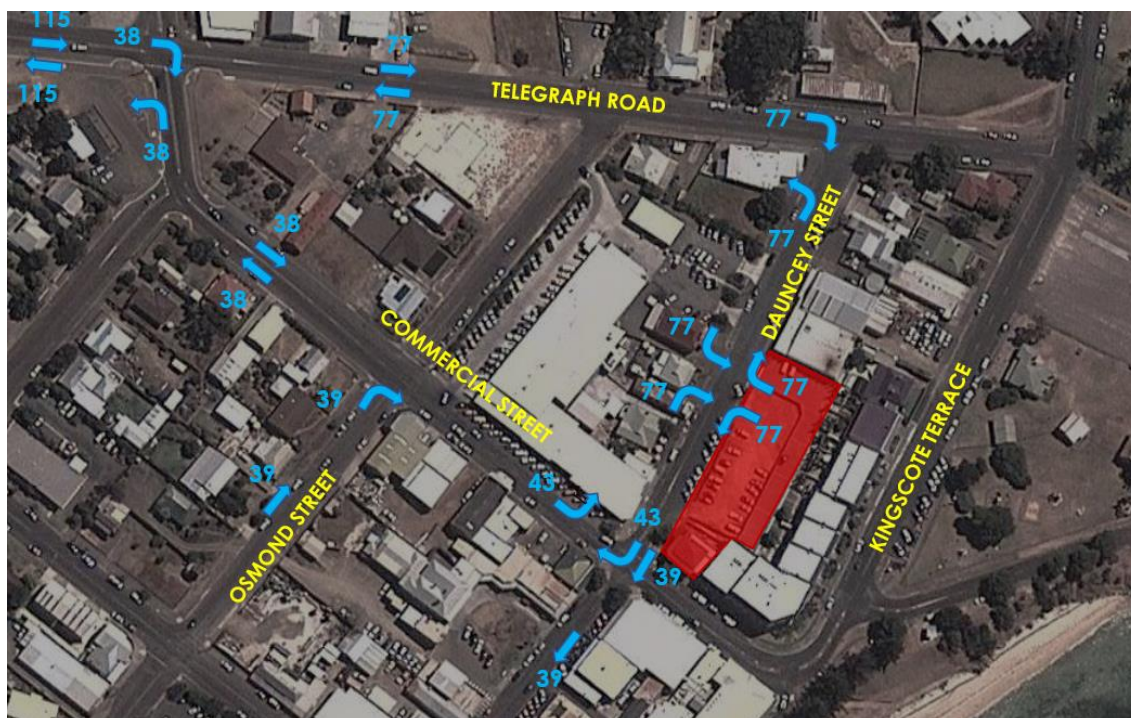
Table 2 indicates that the proposed development could potentially generate 37 vehicle movements during the peak hour and 308 vehicle trips over a daily period.

It should be noted that the traffic generation estimates do not include traffic associated with the existing Gallery use and should therefore be considered a conservative estimate.

Distributional Distribution

Based on the above, the daily distribution for additional traffic is as shown in Figure 3. A 50:50 inbound: outbound split was assumed.

Figure 3: Directional Distribution



Traffic Impact

Figure 3 indicates that Telegraph Road can expect an additional 260 trips and 174 trips east and west of Commercial Street. Commercial Street can expect an additional 86 movements, while Dauncey Street and Osmond Terrace south of Commercial Street can expect 44 additional trips each. Telegraph Road is regarded the main route through Kingscote with a daily volume of 3,500 vehicles per day based on counts undertaken by the Department of Planning, Transport & Infrastructure, which indicates traffic volumes in Kingscote are generally low. Therefore, GTA considers an addition 39 and 348 peak and daily trips won't adversely impact on the safety and function of Dauncey Street and the surrounding network.

Conclusion

Based on the above, the following conclusion have been made:

- Based on the Development Plan rates a total of 63 car spaces would be required, however GTA considers these rates to be high given the location of the site within a Town Centre precinct, the high number of non-vehicle based arrivals expected, the availability of existing on-street car parking and the shared uses of the site.
- The provision of 26 spaces for the development will satisfy **GTA's empirical** assessment, and as such will suitably accommodate the anticipated parking demand.
- Loading and refuse collection will take place on-street in Dauncey Street immediately north of the site access, utilising the existing parallel on-street parking.
- The car parking layout meets all requirements set forth in AS2890.1:2004 and AS2890.6:2009.
- The anticipated traffic generation won't adversely affect the surrounding network, given the low volume nature of Kingscote.

Naturally, should you have any questions or require any further information, please do not hesitate to contact me in our Adelaide office on (08) 8334 3600.

Yours sincerely

GTA CONSULTANTS



Paul Morris
Director

Kingscote Hotel Development

Planning Stage Environmental Noise Assessment

S5102C2

September 2017

sonus.

Jason Turner
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Phone: +61 (0) 410 920 122
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www.sonus.com.au

Prepared by
Jason Turner (MAAS)

Reviewed by
Chris Turnbull (MAAS)

Introduction

A planning stage environmental noise assessment was made of the proposed hotel development at Kingscote, as generally depicted in Design Vision Constructions drawings numbered “PD 01” to “PD04” inclusive and “PD06”, dated 22 November 2016.

Since that assessment, the proposal has been modified and is now depicted in Design Vision Constructions drawings 2 to 14 Revision L dated 23 June 2017.

A review has been conducted of the revised proposal and it is confirmed that the previous assessment and its conclusions still hold. The December 2016 assessment is repeated below to assist the authorities in considering the revised 2017 proposal.

The noise sources associated with the development still comprise:

- music from the restaurant/café, although it is understood the music is proposed to be of a significantly lower scale;
- patrons in the indoor and outdoor areas;
- vehicle movements and car park activity associated with the accommodation; and,
- mechanical plant such as air conditioning, ventilation and refrigeration systems.

December 2016 Assessment

The development is located in a District Town Centre Zone, which promotes *retail facilities, entertainment and residential facilities to serve the community and visitors within the surrounding district*. The nearest existing noise sensitive location is the Ozone Hotel accommodation to the south and east within the same zone.

This planning stage environmental noise assessment establishes appropriate environmental noise assessment criteria relevant to each noise source which ensures the amenity of the locality is not unreasonably impacted upon.

The likely extent of acoustic treatment required in order to comply with the established criteria is provided. The final extent of treatment would need to be confirmed based on site noise measurements and the final design elements of the development as it is progressed during the documentation stage of the project.

The likely extent of treatment and experience with similar facilities indicates the proposed hotel can reasonably incorporate practicable noise reduction measures to ensure compliance with the relevant environmental noise criteria at the nearest noise sensitive locations.

DEVELOPMENT PLAN

The subject site and the Ozone Hotel are located within the District Town Centre Zone of the Kangaroo Island Council Development Plan. The Development Plan has been reviewed and the following provisions relating to environmental noise are considered relevant.

General Section – Interface Between Land Uses

Objectives

1. *Development located and designed to minimise adverse impact and conflict between land uses.*
2. *Protect community health and amenity from adverse impacts of development.*
3. *Protect desired land uses from the encroachment of incompatible development.*

Principles of Development Control

1. *Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:*
....
(b) noise
....
2. *Development should be sited and designed to minimise negative impacts on existing and potential future land uses desired in the locality.*
4. *Residential development adjacent to non-residential zones and land uses should be located, designed and/or sited to protect residents from potential adverse impacts from non-residential activities.*
5. *Sensitive uses likely to conflict with the continuation of lawfully existing developments and land uses desired for the zone should be designed to minimise negative impacts.*

Noise generating activity

7. *Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant Environment Protection (Noise) Policy criteria when assessed at the nearest existing noise sensitive premises.*

8. *Development with the potential to emit significant noise (e.g. industry) should incorporate noise attenuation measures that prevent noise from causing unreasonable interference with the amenity of noise sensitive premises.*
9. *Outdoor areas (such as beer gardens or dining areas) associated with licensed premises should be designed or sited to minimise adverse noise impacts on adjacent existing or future noise sensitive development.*
10. *Development proposing music should include noise attenuation measures that achieve the following desired noise levels:*

Noise level assessment location	Desired noise level
<i>Adjacent existing noise sensitive development property boundary</i>	<i>Less than 8 dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum and Less than 5 dB(A) above the level of background noise ($LA_{90,15min}$) for the overall (sum of all octave bands) A-weighted level.</i>
<i>Adjacent land property boundary</i>	<i>Less than 65dB(Lin) at 63Hz and 70dB(Lin) in all other octave bands of the sound spectrum or less than 8 dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum and 5 dB(A) overall (sum of all octave bands) A-weighted level.</i>

PATRONS, VEHICLE MOVEMENTS AND MECHANICAL PLANT

Interface Between Land Uses Principle of Development Control 7 specifically references the *Environment Protection (Noise) Policy*. The current version is the *Environment Protection (Noise) Policy 2007* (the Policy). The Policy provides the most appropriate criteria for patrons in the restaurant / café component of the development, vehicle movements and mechanical plant.

The Policy provides goal noise levels based on the Development Plan zones in which the noise source (hotel development) and the noise sensitive land uses (the surrounding existing accommodation) are located.

For a District Town Centre Zone, the Policy recommends the following goal noise levels to be achieved by a new development:

- an average noise level (L_{eq}) of 57 dB(A) during the day (7am to 10pm) and,
- an average noise level (L_{eq}) of 50 dB(A) during the night (10pm to 7am).

When measuring or predicting noise levels for comparison with the goal noise levels of the Policy, penalties may be applied to the goal noise levels for each characteristic of tone, impulse, low frequency and modulation of the noise source.

The proposed car parking arrangement uses the “right of way / common property” between the proposed development and the existing townhouses. Given that the car parking arrangement is similar to that of the existing Ozone Hotel townhouses, the noise from car park activity cannot unreasonably interfere with the amenity of the locality where the noise level is no greater at the townhouses than is already experienced.

A preliminary assessment has been conducted to determine the combined level of noise from patrons and mechanical services operation based on the following assumptions:

- 120 patrons within the restaurant/café;
- 60 patrons total in either the outdoor ground level area of the cafés or the Level 5 conference room;
- An air conditioning system, kitchen exhaust fan and amenities fan serving the restaurant space.

Based on the above, the following measures are likely to be required to achieve the criteria:

- ensuring that the design of the facility does not result in activity within the “existing right of way / common property” generating higher noise levels than the existing activity;
- appropriate placement and screening of mechanical (refrigeration and air conditioning) plant;
- installing attenuators to any major exhaust fan (serving the restaurant kitchen or similar);
- restricting the number of patrons outside after 10pm and/or upgrading glazing in the nearest apartments to the outdoor area;
- screening of the outdoor areas and/or upgrading glazing in the nearest apartments to the outdoor areas;
- specific construction of the common wall between the proposed cafe and the existing Ozone hotel accommodation.

MUSIC

The most appropriate criteria for the assessment of music from the restaurant and cafe facilities are contained in the Development Plan and the South Australian Environment Protection Authority's *"Music noise from indoor venues and the South Australian Planning System"* (the guidelines). The guidelines provide noise criteria to be met at noise sensitive locations based on the existing acoustic environment.

The EPA guidelines recommend, *"The music noise ($L_{10,15}$) from an entertainment venue when assessed externally at the nearest existing noise sensitive location should be less than 8 dB above the level of background noise ($L_{90,15}$) in any octave band of the sound spectrum"*. The Development Plan includes a provision which is equivalent to the above, with the additional requirement that music must not be more than 5 dB(A) above the overall level (sum of all the octave band levels) of background noise. Therefore music which achieves the Development plan criteria will inherently achieve the Guidelines.

To objectively assess music against these criteria, the existing background noise environment needs to be measured; however, for typical restaurant operations, the measures outlined above for patrons would be sufficient in most circumstances. Should elevated music levels be desired later in the evening in the upper level café or the function space, then the following measures are likely to be required. The requirement for and extent of these measures will depend on the final nature of the operations:

- specific glazing which is closed during elevated music performances;
- specific roof construction including an upgraded ceiling, insulation and roof elements;
- restricting the level of music to suit the extent of acoustic treatment included in the elements above;
- implementing an airlock arrangement which enables patrons to move outside during an elevated music performance through at least two self-closing doors or alternatively restricting access to outdoor areas during higher music level performances.

Hotel Accommodation Amenity

The proposed hotel development is within a quiet environment and therefore, other than the treatments described above, an upgraded facade construction (as is required for apartments adjacent major road corridors) will not be required to achieve adequate levels of amenity within the accommodation from external sources.

SUMMARY

A planning stage environmental noise assessment has been made of the proposed hotel development at Kingscote.

The assessment summarises the criteria which ensure the development does not detrimentally affect or unreasonably interfere with the amenity of the locality or cause nuisance to the community by the emission of noise in accordance with the relevant provisions of the Kangaroo Island Council Development Plan.

The assessment provides the likely acoustic treatment measures in order to achieve compliance with the criteria. Based on these measures and experience with similar facilities, the development will be able to reasonably and practicably comply with relevant environmental noise assessment criteria derived from the Development Plan and relevant guidelines and policies.

The treatments will need to be confirmed through detailed site measurements.

To ensure the facility is adequately designed, the following conditions of approval (or similar) consistent with this assessment could be incorporated into the consent should it be provided:

- *The noise (L_{eq}) from patrons and mechanical plant shall be no greater than 57 dB(A) during the day (7am to 10pm) and 50 dB(A) during the night (10pm to 7am) when measured and adjusted in accordance with the Environment Protection (Noise) Policy (2007) at any noise sensitive location including the apartments themselves.*
- *The facility shall be designed to ensure noise (L_{eq}) from vehicle movements associated with the development shall be no greater than the noise from vehicle movements on the “existing right of way/common property” at the existing townhouses.*
- *The music noise ($L_{10,15}$) from the proposed development when assessed externally at the nearest existing noise sensitive location including the apartments themselves shall be less than 8 dB above the level of background noise ($L_{90,15}$) in any octave band of the sound spectrum and less than 5 dB(A) above the overall level (sum of octave band levels) of background noise.*
- *A report shall be prepared by a suitably qualified acoustic engineer, to demonstrate that the above criteria will be achieved.*

HANNAM PLUMBING SERVICE

ABN: 22 429 824 421

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C/- PO Box 1680, Mount Torrens, SA 5244
Telephone: (08) 8389 4155
Mobile: 0414 269 610
Fax: (08) 8389 4166

Date: 12/01/2017

Caj Amadio
Kangaroo Island Promotions Development.
The Dauncey Accommodation Complex
Dauncey St,
Kingscote, Kangaroo Island

Dear Caj,

Re: Effluent and Septic System

Initial design and investigation indicate the following:

1. Effluent

The existing 150mm diameter effluent pipe installed during construction of the previous 'Ozone' KIPD development is adequate to service the proposed 'Dauncey' complex.

2. Septic System

The new complex will require 3 x 20,000 litre septic tanks and a 5400 litre No. 5 grease arrestor. They will be located under the existing driveway within the site.

Should you require any further information I can be contacted on 0414 269 610.

Regards,



Scott Hannam
Director.
Hannam Plumbing Service.

Neil Kemp

From: David Robinson <d robinson@sys soleng.com.au>
Sent: Tuesday, 6 December 2016 2:22 PM
To: designvision@internode.on.net
Subject: Kangaroo Island Dauncey Hotel Development

Hullo Neil,

I left a message last week in order to discuss a visit by Greg of Westside Construction, regarding the Hotel development over on Kangaroo Island and use of CLT construction.

Greg suggested that I could contact you.

It is understood that you have some queries that have to be answered in respect of fire services water supplies, although Greg also had some hydraulic matters to discuss with our Len Fatchen.

A copy of the SA Water flow tests were provided for our assessment taken recently and also earlier.

Overall the water supply is considered acceptable in terms of achieving flow volume, albeit the pressure available is not able to achieve Code compliance for the upper accommodation storey- 5 storeys height.

To clarify I advise:

1. The use of CLT will require fire sprinkler protection. We are advised that the total building will be CLT. Irrespective it is a Community Title, so has to be addressed as a single entity.
2. The sprinkler protection for upper storeys will be Light Hazard/Residential design and a single hydrant discharge is also applicable. This requires an operating pressure of 350kPa. SA Water infrastructure cannot provide such a pressure at required flow.
3. The ground floor will be a mixture of Ordinary Hazard design reflecting hotel pub and retails shops. The hydrant discharge will be for 2 hydrants and this should be acceptable off the street if "feed" use is considered and accepted.
4. To satisfy the design, a pumpset will be needed and a location found for this. If pumping is permitted directly from the town main then water flow/incoming pressure is acceptable. If no permitted, then a break storage tank will need to be installed to serve the pumpset.

In summary, the request for water supply adequacy is not a simple "yes/no" answer, suffice to say that it is workable and no different to any other development which has to deal with pressure/flow variances ,according to system design criteria, based on town mains infrastructure. Therefore, overall there is no specific problem with water supplies for fire- fighting systems as long as it is understood that SA Water infrastructure is not always expected to be utilised directly without some means of adaptation to suit a development and is normally the situation.

I hope that this satisfactorily addresses any concerns.

Regards
DAVID ROBINSON
Fire & Life Safety Engineer



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System Solutions Engineering | Awarded 2011 Best Sustainable Retrofit for 19 Grenfell Street by AIRAH.

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File No:
2014/20674/01

27 September 2017

Ref No:
11910836

Laura Kerber
Planning Officer
Development Division
Department of Planning, Transport and Infrastructure
Level 5, 50 Flinders Street
Adelaide SA 5000

Laura.Kerber@sa.gov.au

For the attention of the State Commission Assessment Panel

Dauncey Street, Kingscote, Kangaroo Island

Further to the referral (520/E005/16) received 13 September 2017 pertaining to the Development Application at the above address and in my capacity as a non-mandatory referral in the State Commission Assessment Panel, I would like to offer the following comments for your consideration. This letter supersedes the previous referral letter dated 6 February 2017.

The project was not presented to the Design Review Panel. However, the applicant has participated in five design meetings with the Associate Government Architect regarding the hotel building's articulation and massing, over which period the project has progressed.

The subject site is located on the north east corner of Dauncey and Commercial Streets. There are three Local heritage places located on this intersection, including a former residence on the subject site, which is currently used as a gallery. Dauncey Street extends further south west past the Commercial Street intersection, becoming the main street of Kingscote. The predominant built form character is single storey with masonry parapet walls or largely solid upper level facades above verandah canopies. Two and three storey holiday apartment buildings are located to the east and north east of the site with frontages to Kingscote Terrace and Commercial Road. I understand these properties are also owned by the applicant. The site has an approximately three metre fall across the Dauncey Street boundary, the highest point located at the north west end sloping down towards Commercial Road. The site also falls in the north east direction down towards Kingscote Terrace.

The proposed development comprises a 110 room hotel with associated restaurant, courtyard dining area and landscaping. Renovation and extension of the existing corner building, a Local heritage place, is also proposed. I support the project team's aspiration to deliver a tourist accommodation development in proximity to the main street of Kingscote. I also support the incorporation of the Local heritage place as a key part of the proposed development.

The Development Plan envisages three storey development in this location. The height of the proposed development presenting to Dauncey Street is five storeys,

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increasing in part to six storeys, due to the site topography. The built form steps back progressively above Level 1 at the south east end, at the interface with the Local heritage place. The built form frontage to Dauncey Street also sets back progressively above the ground floor podium. On balance, I support the proposed building height presenting to Dauncey Street. In my view, the bulk and scale of the development is sufficiently mitigated by the inclusion of a podium with progressive setbacks of the built form above. The vertical glazed elements and tonal variation of the facade cladding also assist in breaking down the length of the facade, while providing visual contrast and interest. The progressive setbacks to the south east mitigate the impact of the proposed built form on the setting of the Local heritage place. For the most part the north east elevation, with its outlook to the coast, presents as four to five storeys above the undercroft car park. Setbacks are limited to the south east end at the interface with the existing Ozone Hotel. On balance, I support the proposed built form presentation to the north east, as the topography of the site assists in mitigating visual and built form impacts on the Kingscote Terrace Apartments at the boundary interface. The scale of the existing apartment buildings also assists in reducing the visual impact of this facade when viewed from Kingscote Terrace and the shoreline. The north west facade includes patterning to the cladding system and an approximately 1.5 metre deep recess with glazing that provides both amenity to the hotel corridor while also breaking down the bulk and scale, which I support.

The ground floor includes a hotel lobby that is identified by an external 'entry arch' and canopy featuring v-shaped supports, curved framing and faceted marine ply soffit. This framing detail extends to canopies along the street frontage that include glazed roofs and timber batten soffits. The car park entry is identified by a timber clad portico with inset rendered blockwork wall, landscape and public artwork. The area between the proposed new building and the heritage place is defined by a taller canopy that stands independent from both buildings to create visual separation. This space includes outdoor seating for the hotel's food and beverage services. Outdoor seating is also proposed on the Commercial Road corner via 'parklets' that incorporate landscaping and safety bollards. I support the level of activation provided to Dauncey Street and Commercial Road and the extension of activity beyond the main street. I also support the inclusion of canopies and landscaped planter boxes along Dauncey Street as these elements improve pedestrian amenity. While I strongly support the intent to include public artwork, particularly by local artists, I recommend development of a public art strategy that allows for the works to be commissioned and delivered in an integrated manner. Given the topography of Dauncey Street, I also recommend further consideration of levels at the hotel and courtyard plaza entry points, including thresholds to ensure safe and equitable access. Given the proposed works within the public realm, I recommend ongoing engagement with Kangaroo Island Council to achieve a mutually appropriate outcome.

The material palette of the proposed hotel building includes West Australian limestone to the podium, aluminium cladding to upper levels, blue glazing to the expressed stairwells and feature timber. I support the use of stone cladding to the base of the building, as this responds to the finer grain character of the local context. However, I recommend exploration of local materials that are familiar in the existing context. I also support the consideration given to the design of the cladding system and resulting articulation of the facades. Given the marine environment, I urge consideration of the treatment and detailing of selected materials as design development progresses with consideration given to durability and longevity. I also

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recommend provision of a sample board to demonstrate the visual characteristics of the materials selected.

The development proposes refurbishment of the Local heritage place at 1 Commercial Road, including construction of a new addition to the rear. The heritage building will accommodate a cellar door outlet on the ground floor and cafe on the first floor. The existing shop located between the heritage building and existing Ozone hotel is to be remodelled and extended to include a consulting room on the ground floor and to increase the footprint of the cafe on the first floor. While I support the adaptive reuse, refurbishment and extension of the Local heritage place, limited detail has been provided regarding the additions to the rear and south east, including materiality and architectural expression. I recommend provision of further detail regarding the proposed additions to 1 Commercial Road, cognisant of the heritage characteristics. I understand the existing first floor balcony of 1 Commercial Road is to be extended to provide extra seating with sea views. My support for the balcony extension is contingent on retention of original heritage fabric and clear delineation between the new and old elements.

The vehicle access for the proposal is via the existing crossover off Dauncey Street, which also serves as the access point for the right-of-way and easements within the site that serves the holiday apartments to the east. The proposal includes 25 on-site car parking spaces, which is significantly less than 53 spaces required by the Development Plan. I acknowledge that some hotel patrons are expected to be transferred from the airport or the ferry terminal. However, I remain concerned that the shortfall in parking facilities will result in a detrimental effect on local traffic conditions, particularly given the proposed development replaces the existing car parking on the subject site. I recommend further consideration of the traffic and parking strategy to ensure a safe arrival experience for all guests with minimal impact on the local traffic conditions.

I support the internal layouts of hotel rooms and corridor circulation, which are convincing in terms of the functional relationships. However, I am concerned by the hotel room entries that are directly opposite each other and recommend further review of door locations to better manage the visual privacy of guests. Communal external terraces are proposed on the Dauncey Street frontage and select private terraces are also proposed on Levels 2, 3 and 4. While I support the inclusion of terraces, I recommend further consideration of privacy and security issues. External balconies and terraces are not typically proposed on the north east frontage, however these hotel rooms include operable sliding doors enclosed with glazed balustrades that afford sea views, light and ventilation. A large terrace is proposed on Level 5, identified as a breakout area for the conference room. Given only select hotel rooms include direct access to outdoor space, I recommend further consideration be given to the accessibility of the Level 5 terrace for all hotel guests, particularly given the elevated views on offer.

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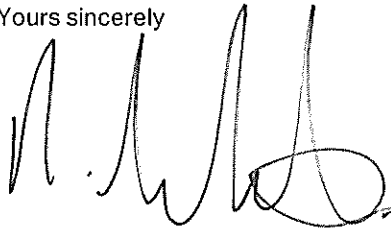
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To ensure the most successful design outcome is achieved the State Commission Assessment Panel may like to consider particular aspects of the project, which would benefit from protection as part of the planning permission, such as:

- Development of a public art strategy that allows for works to be commissioned and delivered in a coordinated manner.
- Further review of threshold levels at the Dauncey Street entrance points to ensure safe and equitable access.
- Ongoing engagement with Kangaroo Island Council to achieve a mutually appropriate outcome for works within the public realm.
- Provision of a samples board that demonstrates the visual characteristics of the materials selected.
- Provision of further detail on proposed additions to 1 Commercial Road, including the balcony extension, cognisant of heritage characteristics. This should be supported by an updated heritage report.
- Further consideration of the traffic and parking strategy for the development to ensure a safe arrival experience for all guests with minimal impact on the local traffic conditions.
- Further review of privacy and security of communal terraces and consideration of accessibility of the Level 5 terrace for all hotel guests.

Yours sincerely



Nick Tridente
Associate Government Architect

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Government
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File No:
2014/20674/01

6 February 2017

Ref No:
11195348

Ms Laura Kerber
Senior Planning Officer
Strategic Development Assessment
Department of Planning, Transport and Infrastructure
Level 1, 211 Victoria Square
Adelaide SA 5000

For the attention of the Development Assessment Commission

Dauncey Street, Kingscote, Kangaroo Island

Further to the referral (520/E005/16) received 16 November 2016 pertaining to the Development Application at the above address and in my advisory capacity, I would like to offer the following comments for your consideration.

The project was not presented to the Design Review Panel.

In principle, I support the project team's aspiration to deliver a tourist accommodation development in proximity to the main street of Kingscote. I also support the incorporation of the Local heritage place as a key part of the proposed development. However, I do not support the proposal in its current form and recommend a fundamental rethink of the development scale and the response strategies to the existing streetscape context, including the Local heritage place.

The subject site is located on the northeast corner of Dauncey and Commercial Streets. At this intersection, there are three Local heritage places, including the former house on the subject site, which is currently used as a gallery. The immediate surrounding area on Dauncey Street is characterised by low scale buildings of various uses. To the east of the subject site, two and three storey holiday apartment buildings, also owned by the applicant, face Kingscote Terrace and the reserve beyond. Due to the natural ground falls, the building heights of the holiday apartments have less impact at the interfacing boundary with the proposed development.

Dauncey Street extends further south west past the Commercial Street intersection, and becomes the main street of Kingscote. The predominant built form along this part of Dauncey Street is characterised by mostly single storey retail and commercial tenancies. The majority of the buildings have masonry parapet walls or largely solid upper level facades above verandah canopies over the footpath.

The proposed height of the main hotel building is five storeys, which is above the three storey maximum envisaged height by the Development Plan. I do not support the proposed height in its current form. My support for the building height beyond three storeys, particularly in this locality with small scale existing built fabric, is contingent on a contextual response to the fine grain streetscape character of the area and the Local heritage places. The proposed built form of the main hotel building extends to the full width of the site and is built to the street boundary. Acknowledging

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the design approach to achieve a podium expression through architectural and material expression, I do not support the current built form. In my opinion, a sufficient physical setback above the podium is required to sensitively address the existing scale and context of Dauncey Street and the adjacent Local heritage place.

The built form on Dauncey Street immediately north of the Local heritage place is two storeys in height and reflects the scale of the existing building. I am concerned by the alignments and detail of infills adjacent the Local heritage place. I do not support the alignment of the new infill wall to the Dauncey Street frontage. In my opinion, the wall should be recessed behind the face of the existing wall of the Local heritage place to maintain the Local heritage place as a separate built form. In my opinion, more generous separation is required between the two buildings, as per the recommendation in the first Heritage Report dated 10 November 2016. I am also concerned by the detailing of the new infill wall between the Local heritage place and the adjoining Ozone Hotel. The height of the infill wall parapet and the provision of glass block windows to the infill wall is inconsistent with the recommendations in the Heritage Report, and is not supported.

The architectural expression of the building is characterised by dual-toned render and paint finishes that emphasise the horizontality of the building. I am encouraged by the provision of verandahs over footpath, as envisaged by the Development Plan. However, in my opinion, the attempt to define a base and top through the change of materials and articulation, and the use of dark coloured double arches on the Dauncey Street facade, is not successful in breaking down the overall massing of the building. I also recommend consideration of materials with finish and colour integral to its fabric, rather than an applied finish, due to issues of longevity.

I support the intent to create a sense of address and provide dynamic building entry elements to Dauncey Street, however in my opinion, the proposed expression of the glazed hotel reception awning and the facade decoration around the vehicle entry are not well integrated with the overall architectural expression and not consistent with the existing streetscape context. I recommend refinement of the architectural expression in general, with the view to better respond to the small scale context of the locality.

The vehicle access for the proposal is via the existing crossover off Dauncey Street, which also serves as the access point for the right-of-way and easements within the site that serves the holiday apartments to the east.

I support the provision of commercial tenancies and the hotel reception to the Dauncey Street frontage as a means of street activation. I also support the conversion of the Local heritage place to a restaurant. The ground floor also includes the car parking spaces and the back-of-house services areas. I am concerned about the size and arrangement of the services areas and the refuse storage area, as the submitted documents do not sufficiently demonstrate that these areas are appropriately sized to support the operation of a hotel and associated services of the proposed scale. I am also concerned that the proposal is relying on the Council for its refuse collection. I recommend a Waste Management Report from an independent specialist consultant to ensure the proposal includes adequate infrastructure and management strategy to support the running of the 108 room hotel and the restaurant.

I support the internal layouts of hotel rooms, as they are convincing in terms of the functional relationships. I also support the provision of balconies to all the hotel rooms. While I support the provision of outlook and solar access to the lift foyer, I am concerned by the length of the hotel corridor and the location of the lifts at one

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end of the corridor due to compromised amenity for the hotel guests. I recommend further consideration of the circulation strategy, with the view to optimising user amenity and experience.

The proposal includes 26 on-site car parking spaces, which is significantly less than 63 spaces mandated by the Development Plan. I acknowledge that some hotel patrons are expected to be transferred from the airport or the ferry terminal, however there is no bus parking or taxi pick-up/ drop-off spaces provided within the site or on the street. I am concerned that the shortfall in parking facilities will result in a detrimental effect on local traffic conditions, particularly given the proposed development replaces the existing car parking on the subject site. I recommend further consideration of the traffic and parking strategy to ensure a safe arrival experience for all guests with minimal impact on the local traffic conditions.

I support the provision of the verandahs over the Dauncey Street footpath. Dauncey Street falls towards south generating considerable level changes at a number of retail entry points along the Dauncey Street frontage. I request clarification on these level changes and how the stepping details of the different building thresholds are to be addressed and public safety ensured.

I support the inclusion of the outdoor dining areas. I recommend the project team engage with the Kangaroo Island Council to achieve a mutually appropriate public realm outcome on the footpath verge, informed by a building management, traffic and landscaping strategy to provide a safe and welcoming public space.

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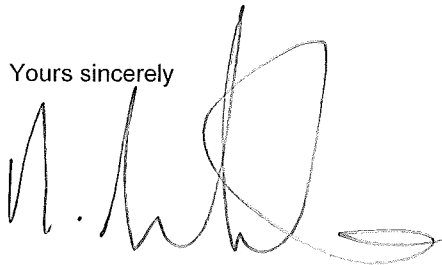
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To ensure the most successful design outcome is achieved the Development Assessment Commission may like to consider particular aspects of the project, which would benefit from protection as part of the planning permission, such as:

- Review of the building height and massing to minimise development impact.
- Review of the infill wall alignment and detailing adjoining the Local heritage place.
- Review of the architectural expression, including the hotel reception awning and the vehicle entrance, with the intent to provide a more cohesive streetscape response.
- Confirmation of the waste management strategy.
- Review of lift locations and the internal circulation strategy.
- Review of car parking numbers.
- Clarification of level changes to the avenue in front of retail tenancies and threshold details.

Yours sincerely



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Ref. No: [L2017/6294](#)
Cross Ref. No: E2017/6293
File No: 520/E005/16

Development Assessment Commission
Attn: Laura Kerber
GPO Box 1815
Adelaide SA 5001

26 September 2017

RE: DA 520/E005/16 - (Revised Plans) Referral Response - Cajetan Amadio – Construction of a five (5) storey mixed use building, comprising 110 room hotel, two (2) restaurants, and associated car parking, landscaping and services – Lot 502 CP23109, Dauncey Street Kingscote, Hundred of Menzies.

Dear Laura,

Thank you for the further opportunity to comment on the abovementioned (revised) proposal by Mr. Cajetan Amadio for Lot 105 CP23109 Dauncey Street Kingscote, Hundred of Menzies.

Further to Council's previous referral response for the application, Council provides the following additional comments and considerations.

Car Parking:

With regard to car parking, the development remains heavily reliant upon on-street parking – the revised plans provide for 25 spaces 'on site', with a further 16 +1 disabled + 1 Emergency vehicle parking space allocated street-side for hotel guests as part of the proposed development based on the assumption that the majority of hotel guests will arrive by transfer from the airport or ferry and therefore not require a car park. This reflects a minor improvement upon the formerly referred plans.

The Kangaroo Island Development Plan would apply a ratio of 1 parking space per 3 Guestrooms (36 car parks), plus 1 parking space per 15m² of the restaurant(s) (15 car parks), whilst the Ground floor retail / office tenancies have been deleted (minus 9 to 12 car parks for the retail office component).

The total number of parking spaces would conservatively be 50 spaces with accurate areas to be verified on scale plans – then excluding the proposed 25 on-site parks would reach a shortfall of approximately 25 car parking spaces.

Council has resolved that the standard contribution per car-parking space shortfall is \$15,000 +GST. Such contribution would be made into the Kangaroo Island Council's car parking fund and utilised to improve and develop car parking in the district.

Whilst it is understood that the development may indeed be serviced by Coach touring (i.e. 50 seat buses) Council considers that the conservative minimum parking standards for motel and restaurant be closely complied with (or contribution to Council Car parking fund made) in order to help minimise compounding seasonal car parking pressures.

Council acknowledges the impact of the car parking needs for this development and also acknowledges the cost of provision of the car parking / contribution to the fund.

Council maintains its desire as formerly indicated, to negotiate a mutually acceptable rate of financial contribution with the applicant, which would be directed towards such initiatives as Council's Local Area Traffic Management Plan and Structure Planning projects for Kingscote Town Centre and Wharf precinct with Kingscote Terrace / Dauncey Street areas having express interest in more efficient traffic movement, car parking and land use / pedestrian interface and vitality of the town centre.

Solid Waste Management:

With regard to waste management, Council has been satisfied as to the applicant's demonstration of appropriate management via contracted waste services rather than kerbside collection service.

Dedicated waste loading area minimises the likelihood of roadside traffic conflicts now presenting only a minor potential for interference with internal movements of vehicles through the driveway of the hotel (time and frequency dependent). Council views this as a satisfactory revision.

Vehicular Access / Connection To Carriageway:

No further revision or information appears with respect to vehicular access and driveway entrance on Dauncey Street. Council would maintain that the access is designed and constructed in accordance with relevant Austroads standards with relevant detail being provided to and meeting the satisfaction of Council's Technical Services Department Manager.

Stormwater / Effluent Management:

Council's former statements in respect of the stormwater and effluent management are reiterated -

Further information may be necessary regarding on-site storm water management, permeable surfaces and catchment / holding and disposal. Council is aware that the applicant has previously provided preliminary advice that the existing storm water system disposing to Kingscote Terrace Storm water SEP is capable of handling anticipated storm water capture and disposal.

With respect to effluent disposal, based on a recent capacity review undertaken by Council's engineers, Wallbridge & Gilbert have identified that emergency storage at Pump Station B will require upgrade with the additional load. Also identified is the need to upgrade the rising main from Pump Station B to Pump Station C. Pump capacity at Pump Station B is considered sufficient with no upgrades required. As stated in the Preliminary Infrastructure Review, the opinion provided by Hannam Plumbing Services on the impacts of this development up on the existing Kingscote CWMS network is not considered sufficient.

Council asks that the applicant obtain its own engineering advice for the impacts upon Council's CWMS scheme borne by the proposed development (indeed using Council's independent engineering firm, Wallbridge & Gilbert Engineers whom already have existing infrastructure capacities available, would possibly provide the greatest economy in analysing the overall upgrade requirements).

The required contribution to CWMS infrastructure upgrades, including increase of capacity at Pump Station B (Kingscote Terrace) and increase in volume of Rising Main section B-C, to handle the additional volume of wastewater, would, according to Council's current estimations based upon the information available, would be in the order of \$13,000. Again with this element critical to the approval and operation of the proposed development, Council would seek to secure this contribution as part of the Commission's assessment, or alternatively secure contribution as a Reserved Matter pursuant to S.33 (3) of the Act, on the basis that it must be satisfied of the developments capability for disposal of wastewater as required by the provisions of the Kangaroo Island Development Plan.

Aesthetics / Built Form & Scale:

Based on previous discussion between Council and DAC, Council had noted the dispensation the applicant was seeking on height was for the Government Architect and DAC determination and Council would rely on their determination of the architecture, built form and the scale and bulk of the proposed development.

The revision of plans has presented what Council believes is a greatly improved design and aesthetic, providing a vastly improved transition particularly to the southern end of the proposed building, into the existing streetscape.

Whilst Council acknowledges that the proposed development departs substantially from the building height provisions of the Kangaroo Island Development Plan, Council considers the context of the development and its locality, within the major township of Kangaroo Island, as being the least objectionable locality for development of this scale, that is to say, if such development is to happen anywhere on Kangaroo Island, it is best situated amongst the core tourism, and retail precincts of Kingscote's District Town Centre.

Council acknowledges that the proposal is strongly supported by the Kangaroo Island Development Plan, other than the remaining matter of building height, for which we hold the opinion, and therefore indicate that it should not be the sole matter which the assessment is to turn upon.

Council would be pleased if the Development Assessment Commission would have regard to the above stated and discussed matters when determining the application and making its recommendation to the Co-ordinator General for a decision.

Should you wish to further discuss any matters associated with this proposal, please do not hesitate to contact me on 8553 4513.

Yours sincerely



Aaron Wilksch
Manager, Development & Environmental Services





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Ref. No: L2017/
Cross Ref. No: DA2017/97
File No: 520/E005/16

Development Assessment Commission
Attn: Laura Kerber
GPO Box 1815
Adelaide SA 5001

2 March 2017

RE: DA 520/E005/16 - Referral Response - Cajetan Amadio – Construction of a five (5) storey mixed use building, comprising 108 room hotel, two (2) restaurants, four (4) retail / office tenancies, and associated car parking, landscaping and services – Lot 502 CP23109, Dauncey Street Kingscote, Hundred of Menzies.

Dear Sir / Madam

Thank you for the opportunity to comment on the abovementioned proposal by Mr. Cajetan Amadio for Lot 105 CP23109 Dauncey Street Kingscote, Hundred of Menzies.

Following Council's review of the application council provides the following comments and considerations.

Car Parking:

With regard to car parking, the development relies heavily upon on-street parking –23 spaces +1 disabled parking space are allocated for hotel guests as part of the proposed development based on the assumption that the majority of hotel guests will arrive by transfer from the airport or ferry and therefore not require a car park.

The Applicant has provided limited discussion about the availability of on-street parking in the locality and it is noted within the Preliminary Infrastructure Review (attached) that the development also has the effect of displacing existing (though informal) car parking which has been utilised for the past 10+ years. The Applicant has not discussed the current use of the subject site for informal car parking – this demand will have to be met elsewhere, presumably also from on-street spaces.

The Kangaroo Island Development Plan would apply a ratio of 1 parking space per 3 Guestrooms (36 car parks), plus 1 parking space per 15m² of the restaurant(s) (15 car parks), and the Ground floor retail / office tenancies would require additional parking at a ratio of 1 per 25m² for shop or 1 per 35m² (Minimum of 2 spaces) for offices, these equating to between 9 and 12 car parks for the retail office component.

The total number of parking spaces would conservatively be 59 spaces with accurate areas to be verified on scale plans – then excluding the proposed 23+1 on-site parks would reach a shortfall of approximately 35-37 car parking spaces (depending on shop / office composition).

Council has resolved that the standard contribution per car-parking space shortfall is \$15,000 +GST. Such contribution would be made into the Kangaroo Island Council's car parking fund and utilised to improve and develop car parking in the district.

Whilst it is understood that the development may indeed be serviced by Coach touring (i.e. 50 seat buses) however Council considers that the conservative minimum parking standards for motel and restaurant be closely complied with (or contribution to Council Car parking fund made) in order to help minimise compounding seasonal car parking pressures.

Council acknowledges the impact of the car parking needs for this development and also acknowledges the cost of provision of the car parking / contribution to the fund.

Council would like to indicate its willingness to negotiate a mutually acceptable rate of financial contribution with the applicant, which would be directed towards such initiatives as Council's Local Area Traffic Management Plan and Structure Planning projects for Kingscote Town Centre and Wharf precinct with Kingscote Terrace / Dauncey Street areas having express interest in more efficient traffic movement, car parking and land use / pedestrian interface and vitality of the town centre.

A contribution figure contemplated upon the considered likely balance of self-drive touring clientele (20-30%) and bus / coach touring clientele (70-80%) ratios – i.e. around 1 in 5 guests are likely to self-drive –also being closely consistent with the 1/5th of the buildings total occupancy (21%), providing a figure of \$150,000 being a realistic reduction from the prescribed ratio contribution of \$525,000.00. Council would seek to secure the negotiated contribution figure as part of the approval, or otherwise request that the Commission consider securing the matter as a Reserved Matter pursuant to S.33(3) of the Act, on the basis that it must be satisfied of the adequacy of car parking provisions as required by the Kangaroo Island Development Plan..

Solid Waste Management:

With regard to waste management, the development seeks to use Council's kerbside collection service. All waste collection is via a street side loading zone, which is not denoted on any of the plans.

The hotel's waste management proposal also cites use of front-loading rubbish trucks capable of receiving waste from 1100 Litre bins, for which we have confirmed that there is no current or future expectation of this service.

Noting the Council has no obligation to provide a commercial waste collection service and typically for larger developments requiring frequent collection does not provide those services, Council's local waste authority, Fleurieu Regional Waste Authority (FRWA) has been consulted on their potential to service the development and confirm that they could provide the kerbside collection service providing an appropriate Australian Standards compliant standing position were made available.

The service would potentially obstruct the driveway though it has been indicated that it would affect the driveway only for a relatively short duration. There is no provision however for a kerbside bin presentation area.

It is noted that waste collection services are by use of standard domestic bin equivalents sizes (140-240lt flip-top bins) which are not particularly an efficient means of managing high volume commercial waste management and will inevitably add to significant kerbside presentation area being required.

The current services allow for separated waste streams and currently will receive separated garbage / putrescibles and recycling separately. Consultation is occurring at present with proposed changes to frequency of kerbside collection (from weekly to two-weekly pick up) and separation of garbage, recycling and compostable organics in separate waste streams.

The volume of waste likely to be generated may surpass the capacity / frequency of the proposed kerbside collection service – accordingly the applicant may need to consider structuring waste management into their

business plan or investigate private waste removal contract – we are aware of one such contractor on Kangaroo island servicing other major businesses.

Vehicular Access / Connection To Carriageway:

In terms of design, the Ground Level Plan for the application indicates some alteration to the existing kerb line at the driveway entrance on Dauncey Street, though from the resolution of the documents provided, it is unclear to what extent the driveway access impacts Dauncey Street's function.

As detailed in the accompanying Preliminary Infrastructure Review, Council's Assets Programs Manager has raised concern regarding the level of consideration / detail of the traffic impact statement (and whether the consultant had visited the site or considered it only at desktop assessment level) with regards to their assessment of current parking and traffic movement. Council therefore has concerns regarding their assumptions, particularly around parking.

It would also appear, due to internal driveways, car parking and manoeuvring areas, that deliveries & commercial servicing of the premises (food/beverage, linen etc) may be intended to occur street-side on Dauncey Street, this also raises further concern over traffic and car parking / street parking interface. The applicant may be able to provide further advice on their intent for servicing the premises.

Council is in the early stages of investigation of a Local Area Traffic Management Plan (LATMP) and structure planning exercise for Kingscote which may help better define the traffic movement and interface matters affecting the proposed development and the local road network.

Stormwater / Effluent Management:

Further information may be necessary regarding on-site storm water management, permeable surfaces and catchment / holding and disposal. Council is aware that the applicant has previously provided preliminary advice that the existing storm water system disposing to Kingscote Terrace Storm water SEP is capable of handling anticipated storm water capture and disposal.

With respect to effluent disposal, based on a recent capacity review undertaken by Council's engineers, Wallbridge & Gilbert have identified that emergency storage at Pump Station B will require upgrade with the additional load. Also identified is the need to upgrade the rising main from Pump Station B to Pump Station C. Pump capacity at Pump Station B is considered sufficient with no upgrades required. As stated in the Preliminary Infrastructure Review, the opinion provided by Hannam Plumbing Services on the impacts of this development up on the existing Kingscote CWMS network is not considered sufficient.

Council asks that the applicant obtain its own engineering advice for the impacts upon Council's CWMS scheme borne by the proposed development (indeed using Council's independent engineering firm, Wallbridge & Gilbert Engineers whom already have existing infrastructure capacities available, would possibly provide the greatest economy in analysing the overall upgrade requirements).

The required contribution to CWMS infrastructure upgrades, including increase of capacity at Pump Station B (Kingscote Terrace) and increase in volume of Rising Main section B-C, to handle the additional volume of wastewater, would, according to Council's current estimations based upon the information available, would be in the order of \$13,000. Again with this element critical to the approval and operation of the proposed development, Council would seek to secure this contribution as part of the Commission's assessment, or alternatively secure contribution as a Reserved Matter pursuant to S.33 (3) of the Act, on the basis that it must be satisfied of the developments capability for disposal of wastewater as required by the provisions of the Kangaroo Island Development Plan.

Aesthetics / Built Form & Scale:

Based on previous discussion between Council and DAC, Council had noted the dispensation the applicant was seeking on height was for the Government Architect and DAC determination and Council would rely on their determination of the architecture, built form and the scale and bulk of the proposed development.

Whilst Council acknowledges that the proposed development departs substantially from the building height provisions of the Kangaroo Island Development Plan, Council considers the context of the development and its locality, within the major township of Kangaroo Island, as being the least objectionable locality for development of this scale, that is to say, if such development is to happen anywhere on Kangaroo Island, it is best situated amongst the core tourism, and retail precincts of Kingscote's District Town Centre.

Discussions this week indicate that the State Architect is seeking further review of the design – which we expect would be taking into account a number of factors including articulation of building elements and bulk of the building as viewed from the southern part of Dauncey street where it rises substantially above the existing streetscape more so than at any other point of the building – indeed at the northern end the building is not considered to be too objectionable at all in terms of its height and bulk.

Council acknowledges that the proposal is strongly supported by the Kangaroo Island Development Plan, other than the matter of building height, for which we hold the opinion, and therefore indicate that it should not be the sole matter which the assessment is to turn upon.

Council would be pleased if the Development Assessment Commission would have regard to the above stated and discussed matters when determining the application and making its recommendation to the Co-ordinator General for a decision.

Should you wish to further discuss any matters associated with this proposal, please do not hesitate to contact me on 8553 4513.

Yours sincerely



Aaron Wilksch
Manager, Development & Environmental Services



ATTACHMENT 6: DEVELOPMENT PLAN PROVISIONS

KANGAROO ISLAND DEVELOPMENT PLAN CONSOLIDATED 17 SEPTEMBER 2015

DISTRICT TOWN CENTRE ZONE

OBJECTIVES

1 A centre that accommodates a range of retail facilities, offices, consulting rooms, and cultural, community, public administration, entertainment, educational, religious and residential facilities to serve the community and visitors within the surrounding district.

2 Development of a visually and functionally cohesive and integrated district centre.

3 A centre accommodating medium to high-density residential development in conjunction with non-residential development.

4 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The development of this zone will reinforce the District Town Centre as the primary retail and business centre for the Island.

The District Town Centre will continue to develop as the major gateway for tourists to the Island with scope for a full range of tourist accommodation and associated facilities.

Retention and enhancement of the existing character and streetscape of Dauncey Street as derived by the continuity of facades and preservation of existing groups of buildings of architectural or historical interest is encouraged.

It is envisaged that Kingscote Terrace is developed for tourist accommodation and related purposes such as restaurants.

Telegraph Road functions as a key entrance to the zone. As such, the street's amenity will be an important factor to bear in mind for development along this road.

Integration of the wharf area and environs with the District Town Centre with a range of tourist related uses including a marina and recreation areas is encouraged.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the zone:

- consulting room
- hotel
- restaurant
- shop (including discount department store)
- tourist accommodation.

3 Medium to high-density residential development and development comprising a variety of residential and non-residential uses may be undertaken provided such development does not prejudice the operation of existing or future retail activity within the zone.

Form and Character

4 Development should not be undertaken unless it is consistent with the desired character for the zone.

5 Development should be sited and designed to promote linkages between the various developments within the centre and adjoining main roads.

6 Facilities within the centre should be sited and designed with a view to promoting after-hours use to reinforce the centre as the focus of social activity in the district.

9 Medium density development should typically be in the form of 2 to 3 storey buildings.

10 Building heights should not exceed three storeys above natural ground level.

11 Tourism development should consist of hotels, bed and breakfast accommodation, or serviced apartments.

13 Development should maximise the creation of ground level active frontages.

CORE RETAIL POLICY AREA 2

OBJECTIVES

1 The co-ordinated expansion of commercial and retail development in addition to residential development in association with non-residential land uses.

2 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area will continue to develop as the zone's and Island's primary retail centre.

Future development in Dauncey Street will reinforce its role as the major shopping and commercial precinct of the Island. Development will retain and enhance the existing character and streetscape of Dauncey Street as derived by the continuity of facades and preservation of existing groups of buildings of architectural or historical interest.

It is envisaged that residential development will only occur above non-residential, active ground floor uses, which will add to the vibrancy and vitality of the policy area.

Improved linkages between the policy area, wharf area and the foreshore are encouraged to enhance accessibility and movement within the town centre and to improve the centre's vibrancy and viability.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the policy area:

- consulting room
- dwelling in conjunction with non-residential development
- office
- restaurant
- shop

Form and Character

2 Development should not be undertaken unless it is consistent with the desired character for the policy area.

3 Buildings should be constructed to the street boundary with minimal setbacks between buildings unless providing for access to the rear of allotments.

4 Development in Dauncey Street should incorporate the use of verandas, over the footpath, to provide shelter for pedestrians.

GENERAL SECTION

The General Section of the Development Plan provides guidance in relation to centre development, crime prevention, design and appearance, energy efficiency, hazards, heritage, interface between land uses, tourism development, transportation and access.

CENTRES AND RETAIL DEVELOPMENT

OBJECTIVES

1 Shopping, administrative, cultural, community, entertainment, educational, religious and recreational facilities located in integrated centres.

2 Centres that ensure rational, economic and convenient provision of goods and services and provide:

- (a) a focus for community life
- (b) safe, permeable, pleasant and accessible walking and cycling networks.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development within centres should:

- (a) integrate facilities within the zone
- (b) allow for the multiple use of facilities and the sharing of utility spaces
- (c) allow for the staging of development within the centre
- (d) be integrated with public and community transport.

2 Development within centres should be designed to be compatible with adjoining areas. This should be promoted through landscaping, screen walls, centre orientation, location of access ways, buffer strips and transitional use areas.

- (a) public spaces such as malls, plazas and courtyards
- (b) street furniture, including lighting, signs, litter bins, seats and bollards, that is sited and designed to complement the desired character
- (c) unobtrusive facilities for the storage and removal of waste materials
- (d) public facilities including toilets, infant changing facilities for parents, seating, litter bins, telephones and community information boards
- (e) access for public and community transport and sheltered waiting areas for passengers
- (f) lighting for pedestrian paths, buildings and associated areas
- (g) a single landscaping theme
- (h) safe and secure bicycle parking.

4 A single architectural theme should be established within centres through:

- (a) constructing additions or other buildings in a style complementary to the existing shopping complex
- (b) renovating the existing shopping complex to complement new additions and other buildings within the centre
- (c) employing a signage theme.

CRIME PREVENTION

OBJECTIVES

1 A safe, secure, crime resistant environment where land uses are integrated and designed to facilitate community surveillance.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development should be designed to maximise surveillance of public spaces through the incorporation of clear lines of sight, appropriate lighting and the use of visible permeable barriers wherever practicable.

2 Buildings should be designed to overlook public and communal streets and public open space to allow casual surveillance.

3 Development should provide a robust environment that is resistant to vandalism and graffiti.

4 Development should provide lighting in frequently used public spaces including those:
(a) along dedicated cyclist and pedestrian pathways, laneways and access routes
(b) around public facilities such as toilets, telephones, bus stops, seating, litter bins, automatic teller machines, taxi ranks and car parks.

5 Development, including car park facilities should incorporate signage and lighting that indicate the entrances and pathways to, from and within sites.

6 Landscaping should be used to assist in discouraging crime by:
(a) screen planting areas susceptible to vandalism
(b) planting trees or ground covers, rather than shrubs, alongside footpaths
(c) planting vegetation other than ground covers a minimum distance of two metres from footpaths to reduce concealment opportunities.

7 Site planning, buildings, fences, landscaping and other features should clearly differentiate public, communal and private areas.

8 Buildings should be designed to minimise and discourage access between roofs, balconies and windows of adjoining dwellings.

10 Development should avoid pedestrian entrapment spots and movement predictors (eg routes or paths that are predictable or unchangeable and offer no choice to pedestrians).

DESIGN AND APPEARANCE

OBJECTIVES

1 Development of a high architectural standard that responds to and reinforces positive aspects of the local environment and built form.

2 Roads, open spaces, buildings and land uses laid out and linked so that they are easy to understand and navigate.

PRINCIPLES OF DEVELOPMENT CONTROL

1 The design of a building may be of a contemporary nature and exhibit an innovative style provided the overall form is sympathetic to the scale of development in the locality and with the context of its setting with regard to shape, size, materials and colour.

2 Buildings should be designed and sited to avoid creating extensive areas of uninterrupted walling facing areas exposed to public view.

3 Buildings should be designed to reduce their visual bulk and provide visual interest through design elements such as:

- (a) articulation
- (b) colour and detailing
- (c) small vertical and horizontal components
- (d) design and placing of windows
- (e) variations to facades.

4 Where a building is sited on or close to a side boundary, the side boundary wall should be sited and limited in length and height to minimise:

- (a) the visual impact of the building as viewed from adjoining properties
- (b) overshadowing of adjoining properties and allow adequate natural light to neighbouring buildings.

5 Building form should not unreasonably restrict existing views available from neighbouring properties and public spaces.

9 Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas.

10 Development should provide clearly recognisable links to adjoining areas and facilities.

11 Buildings, landscaping, paving and signage should have a co-ordinated appearance that maintains and enhances the visual attractiveness of the locality.

12 Buildings (other than ancillary buildings or group dwellings) should be designed so that their main façade faces the primary street frontage of the land on which they are situated.

13 Where applicable, development should incorporate verandas over footpaths to enhance the quality of the pedestrian environment.

14 Development should be designed and sited so that outdoor storage and service areas are screened from public view by an appropriate combination of built form, solid fencing or landscaping.

15 Outdoor lighting should not result in light spillage on adjacent land.

16 Balconies should:

- (a) be integrated with the overall architectural form and detail of the building
- (b) be sited to face predominantly north, east or west to provide solar access
- (c) have a minimum area of 2 square metres.

17 The external materials and colours of a building should not result in a detrimental impact upon the existing character of the locality.

Building Setbacks from Road Boundaries

18 The setback of buildings from public roads should:

- (a) be similar to, or compatible with, setbacks of buildings on adjoining land and other buildings in the locality
- (b) contribute positively to the streetscape character of the locality

(c) not result in or contribute to a detrimental impact upon the function, appearance or character of the locality.

19 Except where otherwise specified, buildings and structures should be set back from road boundaries having regard to the requirements set out in *Table K1/3 - Building Setbacks from Road Boundaries*.

20 Lesser setback distances may be considered where the proposed building will be substantially screened by existing vegetation, natural form and features of the land or adjacent existing buildings.

ENERGY EFFICIENCY

OBJECTIVES

1 Development designed and sited to conserve energy and minimise waste.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development should provide for efficient solar access to buildings and open space all year around.

2 Buildings should be sited and designed so that the open spaces associated with the main activity areas face north for exposure to winter sun.

3 Buildings should be sited and designed to ensure adequate natural light and winter sunlight is available to the main activity areas of adjacent buildings.

4 Roof pitches should facilitate the efficient use of solar hot water services and photovoltaic cells.

5 Development should be designed to minimise consumption of non-renewable energy through designing the roof of buildings with a north facing slope to accommodate solar collectors.

HERITAGE PLACES

OBJECTIVES

1 The conservation of State and local heritage places.

2 The continued use, or adaptive re-use of State and local heritage places that supports the conservation of their cultural significance.

3 Conservation of the setting of State and local heritage places.

PRINCIPLES OF DEVELOPMENT CONTROL

1 A heritage place spatially located on *Overlay Maps - Heritage* and more specifically identified in *Table K1/5 - State Heritage Places* and *Table K1/4 - Local Heritage Places* should not be demolished, destroyed or removed, in total or in part, unless either of the following apply:

(a) that portion of the place to be demolished, destroyed or removed is excluded from the extent of the places identified in the Table

(b) the structural condition of the place represents an unacceptable risk to public or private safety.

2 Development of a State or local heritage place should retain those elements contributing to its heritage value, which may include (but not be limited to):

- (a) principal elevations
- (b) important vistas and views to and from the place
- (c) setting and setbacks
- (d) building materials
- (e) outbuildings and walls
- (f) trees and other landscaping elements
- (g) access conditions (driveway form/width/material)
- (h) architectural treatments
- (i) the use of the place.

3 Development of a State or local heritage place should be compatible with the heritage value of the place.

4 Development that materially affects the context within which the heritage place is situated should be compatible with the heritage place. It is not necessary to replicate historic detailing, however design elements that should be compatible include, but are not limited to:

- (a) scale and bulk
- (b) width of frontage
- (c) boundary setback patterns
- (d) proportion and composition of design elements such as rooflines, openings, fencing and landscaping
- (e) colour and texture of external materials.

INFRASTRUCTURE

OBJECTIVES

5 The efficient and cost-effective use of existing infrastructure.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development should not occur without the provision of adequate utilities and services, including:

- (a) electricity supply
- (b) water supply
- (c) drainage and stormwater systems
- (d) waste disposal
- (e) effluent disposal systems
- (f) formed all-weather public roads
- (g) telecommunications services
- (h) social infrastructure, community services and facilities.

2 Development should only occur only where it provides, or has access to, relevant easements for the supply of infrastructure.

3 Development should incorporate provision for the supply of infrastructure services to be located within common service trenches where practicable.

4 Development should not take place until adequate and co-ordinated drainage of the land is assured.

5 Development in urban areas should not occur without provision of an adequate reticulated domestic quality mains water supply and an appropriate waste treatment system.

8 In urban areas, electricity supply serving new development should be installed underground.

INTERFACE BETWEEN LAND USES

OBJECTIVES

1 Development located and designed to minimise adverse impact and conflict between land uses.

2 Protect community health and amenity from adverse impacts of development.

3 Protect desired land uses from the encroachment of incompatible development.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:

- (a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants
- (b) noise
- (c) vibration
- (d) electrical interference
- (e) light spill
- (f) glare
- (g) hours of operation
- (h) traffic impacts.

2 Development should be sited and designed to minimise negative impacts on existing and potential future land uses desired in the locality.

Noise Generating Activities

7 Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant *Environment Protection (Noise) Policy* criteria when assessed at the nearest existing noise sensitive premises.

8 Development with the potential to emit significant noise (e.g. industry) should incorporate noise attenuation measures that prevent noise from causing unreasonable interference with the amenity of noise sensitive premises.

9 Outdoor areas (such as beer gardens or dining areas) associated with licensed premises should be designed or sited to minimise adverse noise impacts on adjacent existing or future noise sensitive development.

10 Development proposing music should include noise attenuation measures that achieve the following desired noise levels:

Noise level assessment location	Desired noise level
Adjacent existing <i>noise sensitive development</i> property boundary	Less than 8 dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum and Less than 5 dB(A) above the level of background noise ($LA_{90,15min}$) for the overall (sum of all octave bands) A-weighted level.
Adjacent <i>land</i> property boundary	Less than 65dB(Lin) at 63Hz and 70dB(Lin) in all other octave bands of the sound spectrum or less than 8 dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum and 5 dB(A) overall (sum of all octave bands) A-weighted level.

LANDSCAPING, FENCES AND WALLS

OBJECTIVES

- 1 The amenity of land and development enhanced with appropriate planting and other landscaping works, using locally indigenous plant species where possible.
- 2 Functional fences and walls that enhance the attractiveness of development.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should incorporate open space and landscaping in order to:
 - (a) complement built form and reduce the visual impact of larger buildings (eg taller and broader plantings against taller and bulkier building components)
 - (b) enhance the appearance of road frontages
 - (c) screen service yards, loading areas and outdoor storage areas
 - (d) minimise maintenance and watering requirements
 - (e) enhance and define outdoor spaces, including car parking areas
 - (f) provide shade and shelter
 - (g) assist in climate control within buildings
 - (h) maintain privacy
 - (i) maximise stormwater re-use
 - (j) complement existing native vegetation
 - (k) contribute to the viability of ecosystems and species
 - (l) promote water and biodiversity conservation.
- 2 Landscaping should:
 - (a) include the planting of locally indigenous species
 - (b) be oriented towards the street frontage
 - (c) result in the appropriate clearance from powerlines and other infrastructure being maintained.
- 3 Landscaping should not:
 - (a) unreasonably restrict solar access to adjoining development
 - (b) cause damage to buildings, paths and other landscaping from root invasion, soil disturbance or plant overcrowding
 - (c) introduce pest plants
 - (d) increase the risk of bushfire
 - (e) remove opportunities for passive surveillance
 - (f) increase autumnal leave fall in waterways
 - (g) increase the risk of weed invasion.

NATURAL RESOURCES

Water Sensitive Design

5 Development should be designed to maximise conservation, minimise consumption and encourage re-use of water resources.

7 Development should be sited and designed to:

- (a) capture and re-use stormwater, where practical
- (b) minimise surface water runoff
- (c) prevent soil erosion and water pollution
- (d) protect and enhance natural water flows
- (e) protect water quality by providing adequate separation distances from watercourses and other water bodies
- (f) not contribute to an increase in salinity levels
- (g) avoid the water logging of soil or the release of toxic elements
- (h) maintain natural hydrological systems and not adversely affect:
 - (i) the quantity and quality of groundwater
 - (ii) the depth and directional flow of groundwater
 - (iii) the quality and function of natural springs.

8 Water discharged from a development site should:

- (a) be of a physical, chemical and biological condition equivalent to or better than its pre-developed state
- (b) not exceed the rate of discharge from the site as it existed in pre-development conditions.

10 Development should have adequate provision to control any stormwater over-flow runoff from the site and should be sited and designed to improve the quality of stormwater and minimise pollutant transfer to receiving waters.

11 Development should include stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure the carrying capacities of downstream systems are not overloaded.

12 Development should include stormwater management systems to minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system.

13 Stormwater management systems should preserve natural drainage systems, including the associated environmental flows.

14 Stormwater management systems should:

- (a) maximise the potential for stormwater harvesting and re-use, either on-site or as close as practicable to the source
- (b) utilise, but not be limited to, one or more of the following harvesting methods:
 - (i) the collection of roof water in tanks
 - (ii) the discharge to open space, landscaping or garden areas, including strips adjacent to car parks
 - (iii) the incorporation of detention and retention facilities
 - (iv) aquifer recharge.

ORDERLY AND SUSTAINABLE DEVELOPMENT

OBJECTIVES

1 Orderly and economical development that creates a safe, convenient and pleasant environment in which to live.

2 Development occurring in an orderly sequence and in a compact form to enable the efficient provision of public services and facilities.

3 Development that does not jeopardise the continuance of adjoining authorised land uses.

4 Development that does not prejudice the achievement of the provisions of the Development Plan.

5 Urban development contained within existing townships and settlements and located only in zones designated for such development.

6 Development of existing allotments in settlement areas to provide alternative living environments to townships.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development should not prejudice the development of a zone for its intended purpose.

3 The economic base of the region should be expanded in a sustainable manner.

4 Urban development should form a compact extension to an existing built-up area.

7 Where development is expected to impact upon the existing infrastructure network (including the transport network), development should demonstrate how the undue effect will be addressed.

8 Vacant or underutilised land should be developed in an efficient and co-ordinated manner to not prejudice the orderly development of adjacent land.

9 Development should preserve and enable the management of sites of heritage, cultural, scientific, environmental or educational importance.

RESIDENTIAL DEVELOPMENT

8 The design and location of buildings should ensure that direct winter sunlight is available to adjacent dwellings, with particular consideration given to:

- (a) windows of habitable rooms, particularly living areas
- (b) ground-level private open space
- (c) upper-level private balconies that provide the primary open space area for any dwelling
- (d) access to solar energy.

9 Development should ensure that north-facing windows to habitable rooms of existing dwelling(s) on the same allotment, and on adjacent allotments, receive at least 3 hours of direct sunlight over a portion of their surface between 9am and 5pm on the 21 June.

10 Development should ensure that ground-level open space of existing buildings receives direct sunlight for a minimum of two hours between 9.00am and 3.00pm on 21 June to at least the smaller of the following:

- (a) half of this space
- (b) 35 square metres of this space (with at least one of the area's dimensions measuring 2.5 metres).

In cases where overshadowing already exceeds these requirements, development must not increase the overshadowed area by more than 20 per cent.

TOURISM DEVELOPMENT

OBJECTIVES

- 1 Environmentally sustainable and innovative tourism development.
- 2 Tourism development that assists in the conservation, interpretation and public appreciation of significant natural and cultural features including State or local heritage places.
- 3 Tourism development that sustains or enhances the local character, visual amenity and appeal of the area.
- 6 Tourism development that contributes to local communities by adding vitality to neighbouring townships, regions and settlements.
- 7 Increased opportunities for visitors to stay overnight.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Tourism development should have a functional or locational link with its natural, cultural or historical setting.
- 2 Tourism development and any associated activities should not damage or degrade any significant natural and cultural features.
- 3 Tourism development should ensure that its scale, form and location will not overwhelm, over commercialise or detract from the intrinsic natural values of the land on which it is sited or the character of its locality.
- 4 Tourism development should, where appropriate, add to the range of services and accommodation types available in an area.

TRANSPORTATION AND ACCESS

OBJECTIVES

- 2 Development that:
 - (a) provides safe and efficient movement for all motorised and non-motorised transport modes
 - (b) ensures access for vehicles including emergency services, public infrastructure maintenance and commercial vehicles
 - (c) provides off street parking
 - (d) is appropriately located so that it supports and makes best use of existing transport facilities and networks.

PRINCIPLES OF DEVELOPMENT CONTROL

Movement Systems

- 8 Development should provide safe and convenient access for all anticipated modes of transport including cycling, walking, public and community transport, and motor vehicles.
- 9 Development at intersections, pedestrian and cycle crossings, and crossovers to allotments should maintain or enhance sightlines for motorists, cyclists and pedestrians to ensure safety for all road users and pedestrians.

10 Driveway cross-overs affecting pedestrian footpaths should maintain the level of the footpath.

12 Industrial/commercial vehicle movements should be separated from passenger vehicle car-parking areas.

13 Development should make sufficient provision on site for the loading, unloading and turning of all traffic likely to be generated.

Access

21 Development should have direct access from an all weather public road.

22 Development should be provided with safe and convenient access which:

- (a) avoids unreasonable interference with the flow of traffic on adjoining roads
- (b) accommodates the type and volume of traffic likely to be generated by the development or land use
- (c) is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.

Access for People with Disabilities

28 Development should be sited and designed to provide convenient access for people with a disability.

Vehicle Parking

30 Development should provide off-street vehicle parking and specifically marked disabled car parking places to meet anticipated demand in accordance with *Table K1/2 - Off Street Vehicle Parking Requirements*.

31 Development should be consistent with *Australian Standard AS 2890 Parking facilities*.

32 Vehicle parking areas should be sited and designed in a manner that will:

- (a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development
- (b) include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network
- (c) not inhibit safe and convenient traffic circulation
- (d) result in minimal conflict between customer and service vehicles
- (e) avoid the necessity to use public roads when moving from one part of a parking area to another
- (f) minimise the number of vehicle access points to public roads
- (g) avoid the necessity for backing onto public roads
- (h) where reasonably possible, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points
- (i) not dominate the character and appearance of a centre when viewed from public roads and spaces
- (j) provide landscaping that will shade and enhance the appearance of the vehicle parking areas.

33 Vehicle parking areas should be designed to reduce opportunities for crime by:

- (a) maximising the potential for passive surveillance by ensuring they can be overlooked from nearby buildings and roads
- (b) incorporating walls and landscaping that do not obscure vehicles or provide potential hiding places
- (c) being appropriately lit

(d) having clearly visible walkways.

35 Parking areas that are likely to be used during non daylight hours should provide floodlit entrance and exit points and site lighting directed and shaded in a manner that will not cause nuisance to adjacent properties or users of the car park.

38 Parking areas should be line-marked to indicate parking bays, movement aisles and direction of traffic flow.

WASTE

OBJECTIVES

1 Development that, in order of priority, avoids the production of waste, minimises the production of waste, reuses waste, recycles waste for reuse, treats waste and disposes of waste in an environmentally sound manner.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development should be sited and designed to prevent or minimise the generation of waste (including wastewater) by applying the following waste management hierarchy in the order of priority as shown below:

- (a) avoiding the production of waste
- (b) minimising waste production
- (c) reusing waste
- (d) recycling waste
- (e) recovering part of the waste for re-use
- (f) treating waste to reduce the potentially degrading impacts
- (g) disposing of waste in an environmentally sound manner.

2 The storage, treatment and disposal of waste materials from any development should be achieved without risk to health or impairment of the environment.

5 Development should include appropriately sized area to facilitate the storage of receptacles that will enable the efficient recycling of waste.

6 Development that involves the production and/or collection of waste and/or recyclable material should include designated collection and storage area(s) that are:

- (a) screened and separated from adjoining areas
- (b) located to avoid impacting on adjoining sensitive environments or land uses
- (c) designed to ensure that wastes do not contaminate stormwater or enter the stormwater collection system
- (d) located on an impervious sealed area graded to a collection point in order to minimise the movement of any solids or contamination of water
- (e) protected from wind and stormwater and sealed to prevent leakage and minimise the emission of odours
- (f) stored in such a manner that ensures that all waste is contained within the boundaries of the site until disposed of in an appropriate manner.

Waste Treatment Systems

12 Development that produces any effluent should be connected to an approved waste treatment system which may include sewage, community wastewater management systems, or on-site wastewater treatment and disposal methods.