



# kingscote urban design framework

prepared for the kangaroo island council  
march 2005

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## a p p e n d i x

**A separate document has been prepared as an Appendix to all four frameworks. This document includes:**

- **Methodology for the project**
- **Review of previous studies**
- **Consultation results**
- **Development Plan Policy Review**



introduction

## INTRODUCTION

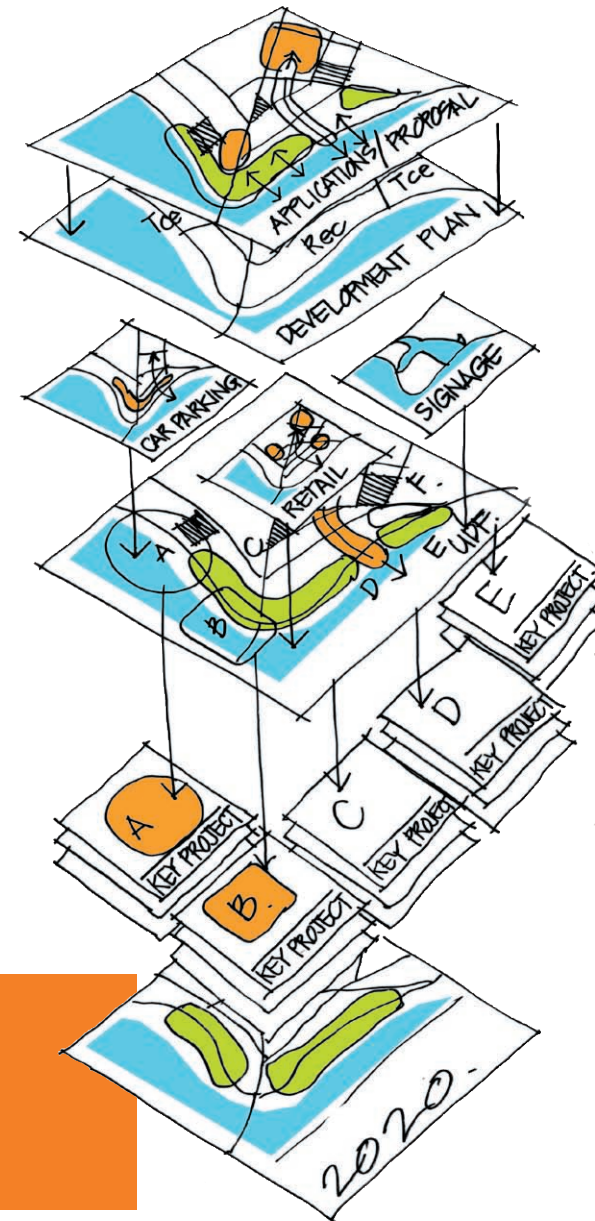
The Kangaroo Island Centres Project involves the preparation of strategic urban design frameworks for the key townships of the Island being Kingscote, Penneshaw, American River and Parndana. The project is aimed at positioning the townships of Kangaroo Island to enhance their charm and character, meeting community expectations and delivering on the needs of the tourists who visit the Island.

Urban design frameworks are relatively new instruments for Councils undertaking urban improvement strategies. They focus on collectively addressing the various elements of urban environments, like movement and land use, that bear strong relationships. The output of frameworks include an interpretable vision for how a place should 'look, feel and function'.

The information contained in this framework broadly identifies the directions for each town in both the short and long term. The frameworks have been specifically developed to guide decision making and to ensure that the many public and private initiatives that will inevitably occur over time will act to achieve the desired outcome for each town.

Consequently the actions arising from the framework target policy changes and capital works. This approach will help to deliver better township environments in the long term ensuring they are welcoming, economically prosperous, and enjoyable places to live and visit.

**To develop a robust long-term series of frameworks for the key townships of Kangaroo Island, position the townships to enhance their charm and character, meet community expectations and deliver on the needs of the tourist.**



**'An Urban Design Framework is a tool to provide a vision and strategic direction to create more vibrant, attractive and commercially successful places. Such frameworks assist Councils, State Government Agencies, the private sector and the local community to focus resources and effort into areas of strategic importance – to achieve a long term vision or direction.'**



kingscote in context

## KINGSCOTE IN CONTEXT

Being the largest of the towns on Kangaroo Island with a resident population of approximately 1,800 people, Kingscote has developed as the Island's civic, commercial and community focus. The township is significant as the original settlement of South Australia and is a gateway for many visitors arriving by air and sea.

The town has appealing natural assets but has not made the transition from a rural and industrial centre to a major tourist 'destination'. The town has not capitalised on the Island's significant tourism opportunities. Key issues to address include the visual appeal of the town, development of key assets (such as the wharf), public realm improvements and the provision and diversity of services and facilities.

### Key Assets of Kingscote Include

- Picturesque coastal setting
- Major employment hub of the Island
- The Island's civic, retail, education, health and service sector focus
- Heritage and culture, with a particular emphasis on Reeves Point
- The townships infrastructure - water, sewer and electricity services

### Significant issues and pressures facing Kingscote include

- The increasing demand for residential and rural living allotments
- Current pressures for coastal and marina developments
- A lack of development and investment in the wharf area
- A limited 'capture' of the tourist market – provision of activities and facilities to meet their needs
- Poor legibility and sense of arrival in the township
- Policy direction to protect and enhance the character of the township



vision for kingscote



## What will Kingscote be in 20 years time? How will we achieve this?

### What will drive change?

A 'vision' is something to strive for – it sets a clearly articulated direction of a desired outcome for current and future generations. A vision must also be flexible enough to respond to changing circumstances and opportunities.

It is about balancing between community, economic and environmental priorities while retaining the historical and cultural significance of Kingscote.

The development of a vision for Kingscote has involved community engagement and extensive consultation.



### Vision for Kingscote

Kingscote will continue to develop as the principal township on the Island, being the civic, commercial and community focus, with a major role in servicing the Island's tourist market.

- Township growth will be concentrated, where possible, within the current township boundaries
- Dauncey Street will be the major shopping and commercial precinct of the Island
- Development adjacent to the Kingscote foreshore will focus on the tourism and hospitality industry, with cafés, outdoor dining and tourist accommodation capitalising on the scenic beauty of this area
- The Kingscote wharf will continue to be a working port and recreational fishing facility, but with a significantly improved tourism focus



## DEVELOPING THE VISION

### Community Consultation

Community involvement played a large role in the development of the vision and urban design framework for Kingscote. The community and local businesses were invited to participate in workshops to assist in the development of a vision and to identify key issues and priorities for Kingscote.

The community consultation process involved:

- Reviewing past documentation involving extensive community consultation (including previous studies, reports, Development Plan reviews and updates)
- Public and stakeholder meetings
- Media releases, brochures and displays
- Community survey and feedback opportunities

### Community Feedback

Keys issues and priorities arising from the Kingscote community consultation included:

- Improve entry statements and the overall appearance of the township
- Retain the town's identity, its safe, friendly and relaxed environment.
- Attract and retain small businesses
- Develop the wharf area for community, commercial and recreational use
- Maintain height restrictions for development along the foreshore
- Upgrade the Kingscote ocean pool





understanding kingscote

## UNDERSTANDING KINGSCOTE

A 'layered' approach has been taken to understanding Kingscote – what makes up the town, how does it work, how do the various layers relate?

Such layers include:



**Breaking the town into identifiable Precincts**



**Understanding Movement patterns, including vehicle, freight, sea, and pedestrian/cycle patterns**



**Understanding Urban Form**



**Assessing Entrances and Legibility of the township**



**Investigating Public Space, Open Space and Linkages**



**Recognising Heritage, both cultural and built form**



**Economic Vitality of Kingscote**

## PRECINCTS

Identifying precincts with similar characteristics is a useful way to assess their role, function, impact, activity and influence on the town. This is also a useful way of addressing land use policy changes and physical changes that are needed within a discrete area. We have identified several precincts that can be addressed independently in terms of physical and land use policy changes.

The initial precincts identified during the analysis phase included:

1. Open Fields – Gateway Lands North
2. Open Fields - Gateway Lands South
3. Commercial/Industrial Entrance
4. Recreation/Education
5. Town Centre
6. Foreshore
7. Wharf





Open Fields - Gateway Lands North

- Elevated land highly visible from entrance road
- Provides visual/physical containment of the town
- Acts as parkland surrounds
- Currently zone Deferred Urban



Open Fields - Gateway Lands South

- Zoned for future commercial use
- Less visible due to thick screen of vegetation along roadside
- More appropriate for development than northern area



Commercial / Industrial Entrance Precinct

- Highly visible area that forms an urban gateway to the town centre
- Contains unattractive commercial and industrial sites dominated by service and storage yards visible from the road
- Streetscape includes little landscaping and is heavily impacted by overhead power lines



Recreation / Education Precinct

- Includes main sports oval, high school, netball courts
- Focus of recreation activity
- Oval area has scenic views to the coast.
- Could be further developed to expand and improve facilities



Town Centre Precinct

- Includes a mix of residential, community and commercial land use activities
- Main retail area and focus of the precinct is Dauncey Street
- Built form has a diverse and mixed appearance
- Includes some significant historic buildings
- Most cohesive development occurs along Dauncey Street where building form, density and scale is consistent. This style and form of development needs to be replicated in other areas if activity within the centre is to expand



Foreshore Precinct

- Includes the open space areas along the ocean front and strip of development along the Esplanade
- Unrealised as an asset for Kingscote
- Few businesses, other than Ozone Hotel, capitalise on the scenic outlook to the coast
- Area of high amenity value and could possibly support increased commercial activity to take advantage of the coastal outlook
- Includes recreation assets (beach and ocean pool) that lack good linkages with the town



Wharf Precinct

- Supports a range of activities including recreational boating and commercial fishing
- Could become a major destination and gateway to the town
- Needs more activity to enliven the area
- Should become an important node that complements the function of the town centre (Dauncey Street)
- Currently acts as a gateway for visitors arriving by sea

## MOVEMENT

A review of the traffic issues associated with Kingscote identified:

- Signed entry into town (currently at Murray Street) directs traffic into the middle of the one-way only main street (Dauncey Street). This junction could be improved with a dedicated right turn lane and better delineation.
- Supplementary signs are needed on approach to town directing traffic to Dauncey Street and other activity areas.
- Main Street (Dauncey Street) is divided by Murray Street. Suggest extending pedestrian links in Dauncey Street to provide continuous facility and change priority on Murray Street using traffic control devices.



- A better option for access into the town centre may be via Commercial Street to direct traffic to one end of the main street. The intersection of Telegraph/ Giles/ Commerical would need to be modified to reduce conflicts.
- Dauncey Street could benefit from additional pedestrian links to the foreshore to provide greater integration between the two zones.

## URBAN FORM

Kingscote's urban form comprises a simple grid form of roads and a variety of built form including historic commercial and residential buildings, industrial sheds, and the simple building forms of post war commercial development.

### General Comments

- Iconic buildings include the Ozone and Queenscliff Hotels, the Council offices and bank building
- Intense commercial development along Dauncey Street creates an interesting and vibrant street within the centre
- The wide streets, variable setbacks and low density of development around the centre contribute to a dull and lifeless appearance
- Traditional building materials include stone, brick, and corrugated iron
- The heritage qualities of the town have been eroded by; modifications, neglect, the nature of new development, signage, and the visual dominance of elements such as the overhead power lines



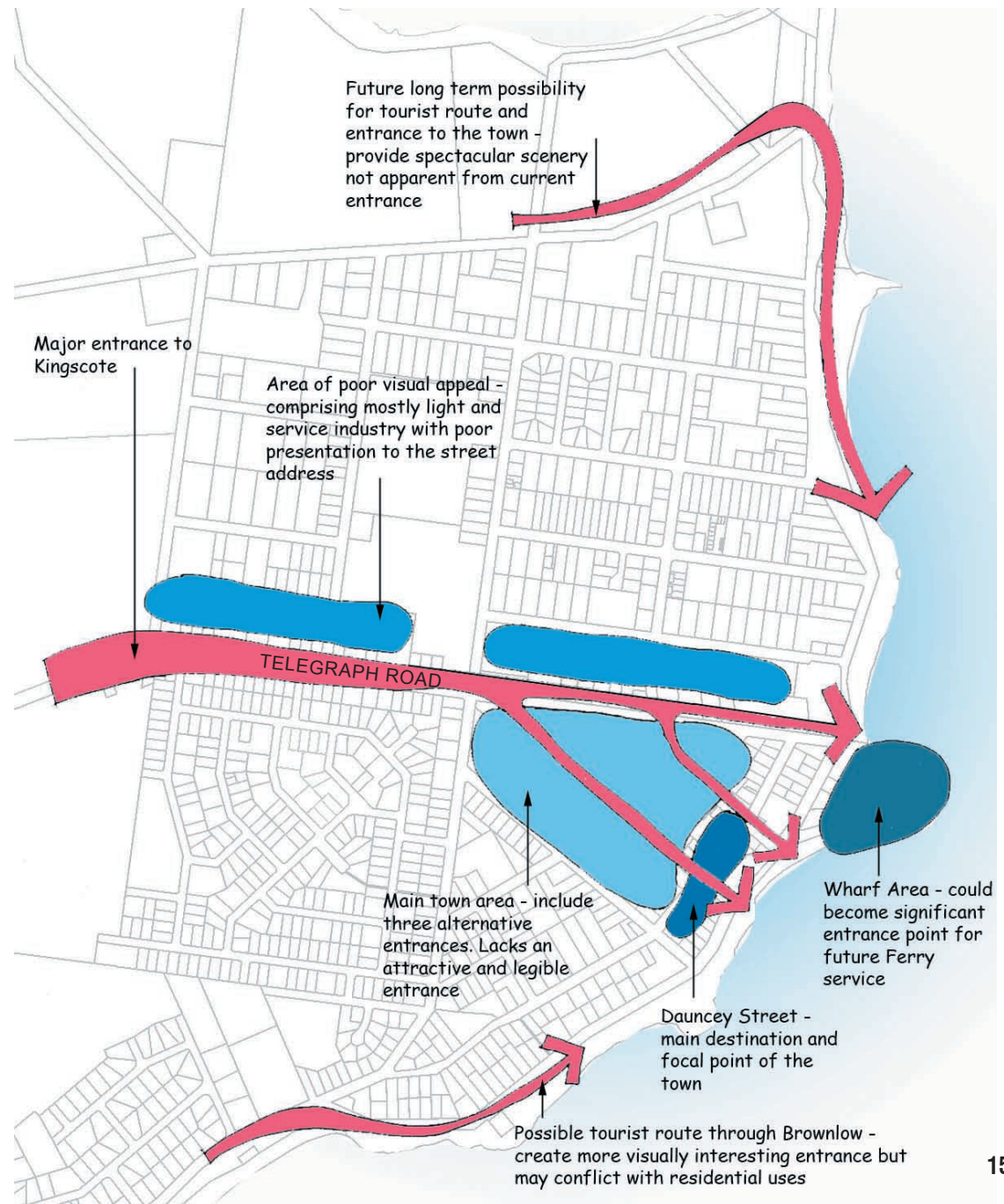
## ENTRANCES & LEGIBILITY

### Description

Telegraph and Kohinoor Roads are the primary entrance roads to Kingscote and an important gateway influencing the 'first impressions' of the town. Unfortunately, this entrance road lacks visual appeal due to the nature of land uses that line the road and the lack of prominent street trees and good landscaping. This is undesirable, especially in the context of the Island's significant tourism industry. Furthermore, there are several intersections that lead to the 'central retail core' of the town and it is difficult to understand which is the primary entrance road.

### Key Opportunities

Telegraph Road – Introducing new street trees that create a strong visual avenue would help distract attention away from adjoining activities and present a better visual appearance. Longer term approaches would include removal of overhead powerlines and land use policy changes to support the precinct's role as an important gateway.



## ENTRANCES & LEGIBILITY

### Tourist Routes

There are two routes that could be developed/appropriately signed to act as tourist routes into the town. Importantly, these routes capitalise on the area's natural assets and scenic outlook to the coast.

One route involves the existing turn-off from the main highway to Brownlow. This route provides coastal views and arrives at Kingscote's foreshore. Unfortunately, this route passes through residential areas which could cause some conflict.

The most scenic route of the two is accessible from the highway and enters the town via historic Reeves Point. Unfortunately, this route is yet to be fully developed and is constrained by native vegetation issues.

### Destinations

The primary destination within the town is the retail precinct of Dauncey Street. Dauncey is the Main Street of the town and main activity area for social and economic activity. The foreshore and wharf areas are substantial assets of the town. These areas offer views of the ocean, and recreation areas, but could be further developed to attract more commercial activity.



### Key Issues

- Appearance of entrance road (Kohinoor Rd) and future rezoning
- Lack of streetscaping – general
- Lack of well defined route to town centre

## OPEN SPACE & LINKAGES

Major open space areas within Kingscote include the Recreation Precinct, the foreshore and the open rural surrounds of the town. These areas are important but lack good connections with the town. Some, like the wharf and foreshore area, are underdeveloped as recreation areas.

The area is under-utilised and would benefit from some commercial activity and improved infrastructure. In the future, the wharf may become a gateway if a successful ferry service is introduced.

### Key Opportunities

#### Linear Network

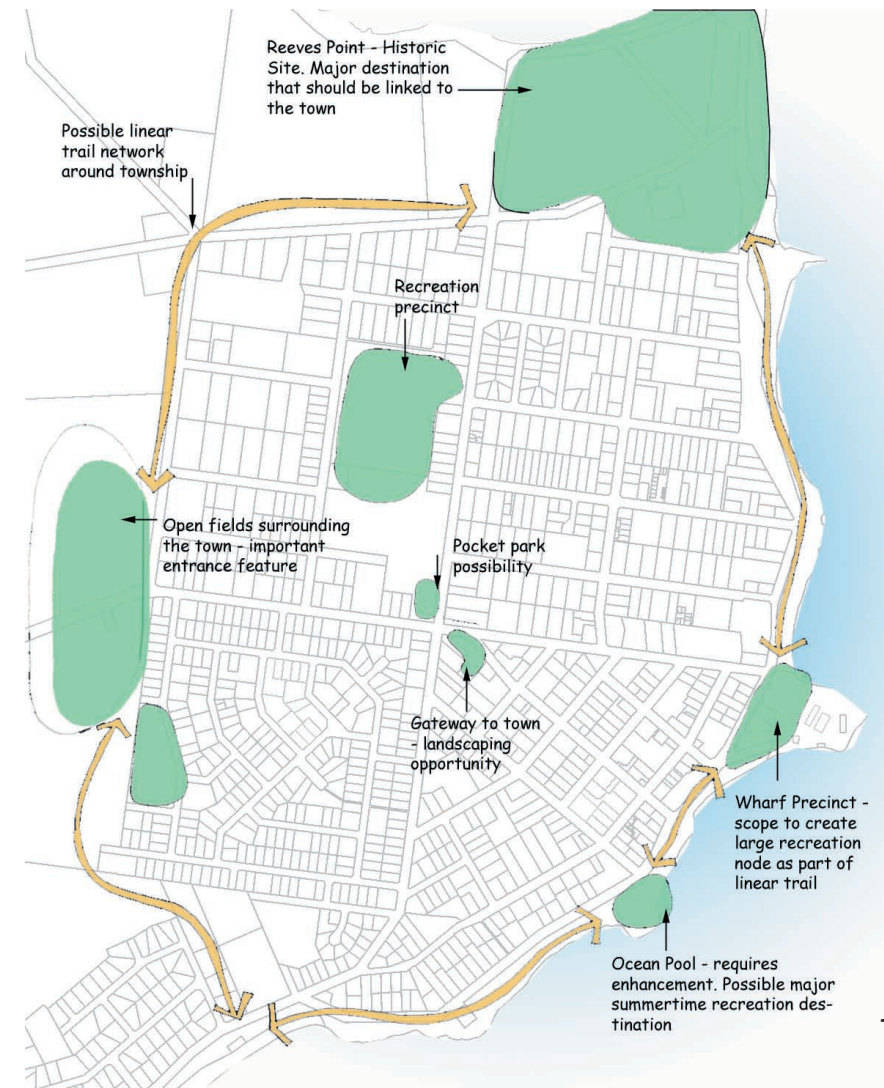
A linear trail connecting open space nodes around the town would provide better access to key areas for local residents and serve as a tourist attraction for visitors. This is a key opportunity in the short term as there are no obvious barriers to developing this infrastructure.

#### Ocean Pool

The ocean pool is a unique asset and valuable recreation facility. It could be further developed and enhanced to improve its current condition. By connecting it with the linear trail, it would become a more accessible and visible feature on the foreshore.

#### Wharf

The wharf is strategically important because of its close proximity to the town, historical use, current operation and attractive outlook. However, it is disjointed and hard to understand, particularly in terms of public and private spaces.



## HERITAGE

Kingscote has a significant heritage, being the site for the original European settlement of South Australia in 1836. The town failed to expand as a colony following Colonel Light's selection of Adelaide for the State's capital.

The site of the original settlement of Kingscote, at Reeves Point, has been preserved and is a key tourist and recreation asset for the town. However linkages with the town need to be reinforced.

**Based on a heritage survey, the character of the town is largely derived from:**

- The early port related buildings within the wharf precinct including the former police station, court house and cells
- The early buildings constructed of limestone with corrugated roofs and projecting chimneys
- The mix of domestic and commercial buildings within the town centre indicating the growth of the town over various periods
- The landmark two storey buildings including the Ozone Hotel, The Queenscliff Hotel, the Town Hall and current bank building on the corner of Dauncey and Commercial Street
- The established planting of mature Norfolk Island Pines along the foreshore

**A separate heritage study leading to amendments to the Kangaroo Island Development Plan has been prepared**



## ECONOMIC VITALITY

Kangaroo Island has essentially a rural economy, with a spread of industries and occupations which compliment its natural resources. While the labour market has diversified over the years, the sheep industry remains the dominant agricultural industry. Tourism continues to grow as one of the Island's major industries, with employment in retailing and hospitality almost matching agricultural employment (KI Development Board Strategic Plan 2003-2008).

The cost of living on Kangaroo Island is approximately 15% higher than on the South Australian mainland. Further, with the growth in tourism and the "sea change" trend, property values are escalating significantly. Kingscote is the largest town on Kangaroo Island, with almost half of the Island's total population residing in this quaint coastal town. Being the Island's civic, retail, education, health and services sector focus, Kingscote plays a significant role in the overall economy of Kangaroo Island.

### Retail/Commercial Activity

- Dauncey Street remains the Island's major retail, commercial and civic hub
- The 'Centre' provides a range of convenient and comparison goods – meeting the needs of the Island's local community
- Does the 'Centre' meet tourist expectations and needs – tourist related facilities, limited trading hours, accessibility?

### Current Major Developments

- Major residential development adjacent foreshore (under construction)
- Minor development (under consideration)
- Supermarket expansion
- New large residential subdivision

### Retail/Commercial Activity

- Reinforce the role and function of Dauncey Street as the 'Town Centre'
- Extended retail trading hours
- Expand the role and function of Kingscote as a 'tourist town'
- Ensure sufficient serviced land is available for township growth
- Develop strategies to retain and expand existing businesses



kingscote framework

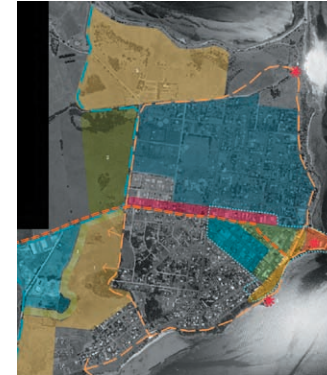
## BACKGROUND

The Kingscote Urban Design Framework consists of three separate components:

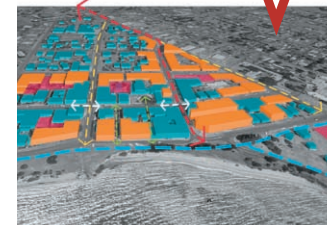
- Structure Plan
- Township Form
- Key Precinct Plans

The Structure Plan sets the broad framework for the long term development of Kingscote. This plan relates to the whole of the town and its adjacent hinterland. In contrast, Township Form relates specifically to the Kingscote Town Centre, addressing such issues as Built Form, Movement and Parking, Economic Vitality and Heritage Conservation. The Key Precinct Plans identify site specific concepts and actions for locations which will have the greatest opportunity for influencing long term change and perceptions of Kingscote.

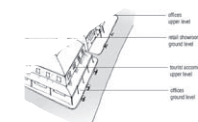
**Structure  
Plan**



**Township  
Form**



**Key Precinct  
Plans**



## KINGSCOTE STRUCTURE PLAN

The Kingscote Structure Plan has been developed to broadly recognise the key features and desired outcomes for the town, such as gateways, appropriate areas for growth, linear trails and land use precincts. The Structure Plan has been developed in recognition of the town's existing Development Plan. It concentrates on the need to protect the town's rural qualities, accommodate growth, improve visual appeal and facilitate development in appropriate areas.

### Development Plan Implications/Directions

- The creation of additional land for residential expansion
- A township containment line
- The preservation of the rural/open space appearance of land at the entrance to the town
- Rezoning of existing residential properties for infill development
- The creation of a linear trail network
- The identification of policy areas for inclusion of the Development Plan, to reinforce the role and nature of land uses within defined precincts within the town centre

To bring into affect some or all of these changes will require an amendment to the existing Development Plan including further detailed investigation to justify the amendments.

- Introduce Structure Plan For Kingscote within the Development Plan (based on plan shown in Framework).
- Review Residential zone provisions to address diversity between towns and the context of each site (current zone applies to whole Island).
- Specifically develop a policy area within Kingscote to promote infill development (as shown on Structure Plan).
- Infill development provisions should be revised to allow suitable standards of medium density development (ie widths and sizes of allotments).
- District Centre Zone to include policy areas to reinforce character and land use in distinguishable precincts

## KINGSCOTE STRUCTURE PLAN

### 1 Accommodating residential expansion

Land in the south-west of the township (currently zoned commercial) should be rezoned to residential. This is a logical extension of the existing urban form of Kingscote, resulting in greater capacity for township growth.

### 2 Protecting rural urban contrast

The contrast between the rural and urban area of Kingscote helps define and characterise the town. The area nominated on the structure plan is highly visible and should be protected from 'residential sprawl'. This land may be suitable for rural living as a transition area.

### 3 Landscape Buffer

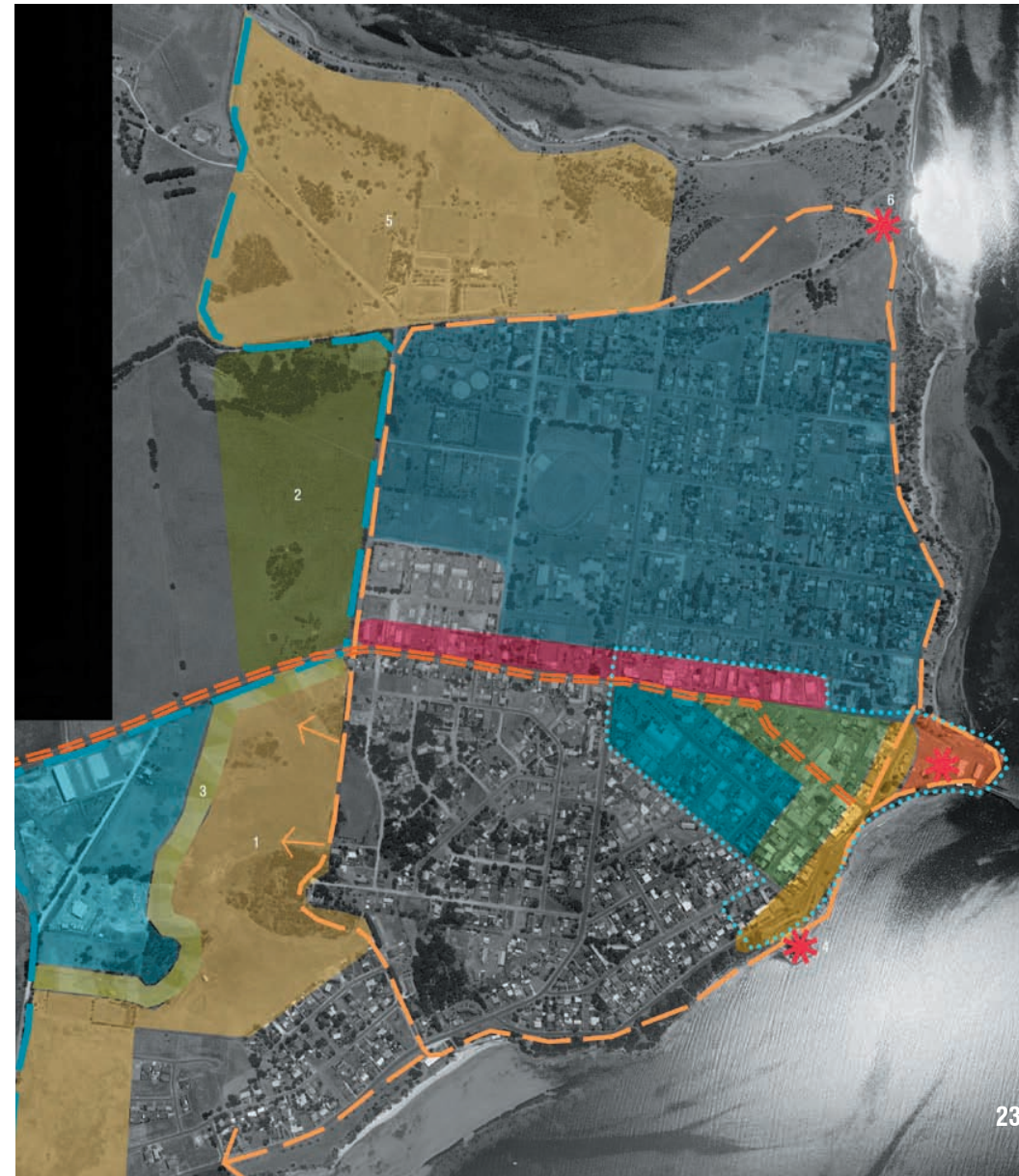
A landscape buffer will be required between the proposed residential growth area and the existing commercial (light industrial area).

### 4/6 Key Nodes

Key nodes have been identified (such as Reeves Point and the ocean pool) because of their importance as destinations within the town.

### 5 Development Impact

This land is currently zoned Deferred Urban, however it is within an area that is relatively untouched by intense forms of development within a picturesque environment.

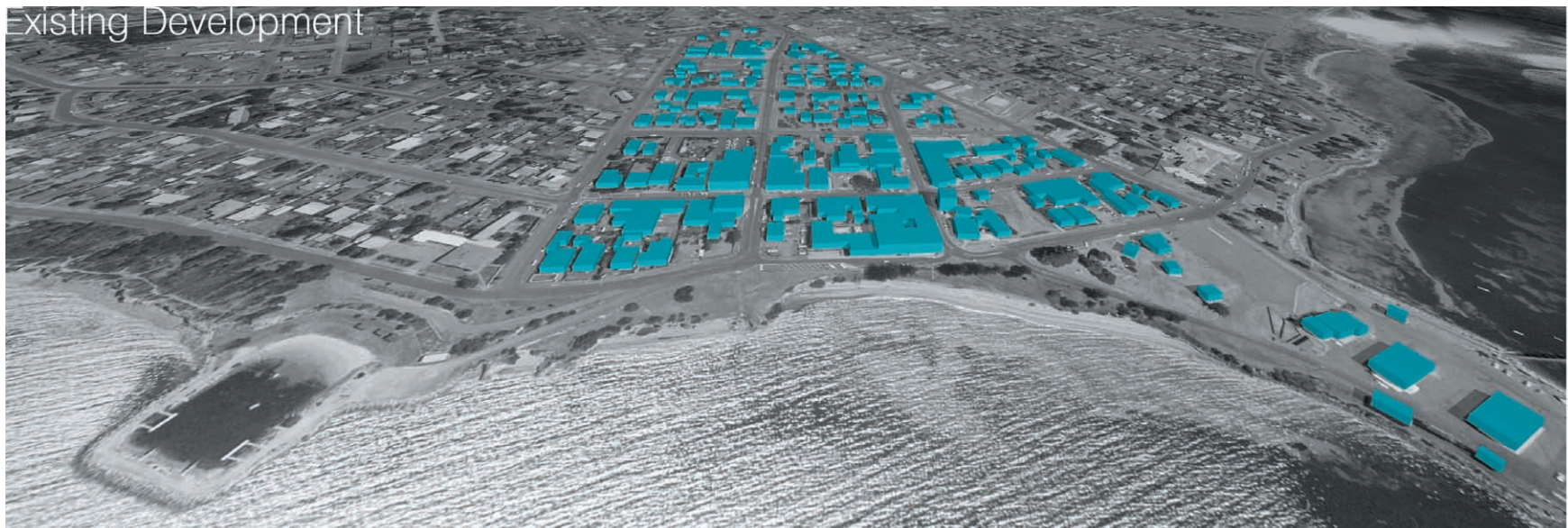


## TOWNSHIP FORM

The Township form component of the framework applies to the town centre area of Kingscote. It is intended to provide generic guidance for the physical development of this area and specific direction for movement to enhance the permeability, legibility, and safety within the centre. Essentially this means creating a structure that promotes vitality and animation, and is easy to move around in.

The town centre of Kingscote comprises a relatively sparse array of built form apart from the more compact development along Dauncey Street. This form of development creates a greater sense of the public and private realm, encloses the street and creates a more legible and attractive pedestrian environment. Over time the opportunity exists to infill the gaps between buildings or replace existing structures with built form that encloses and addresses the street front. This is particularly important along the foreshore and along Commercial Road which should become the primary entrance to the town centre.

Existing Development



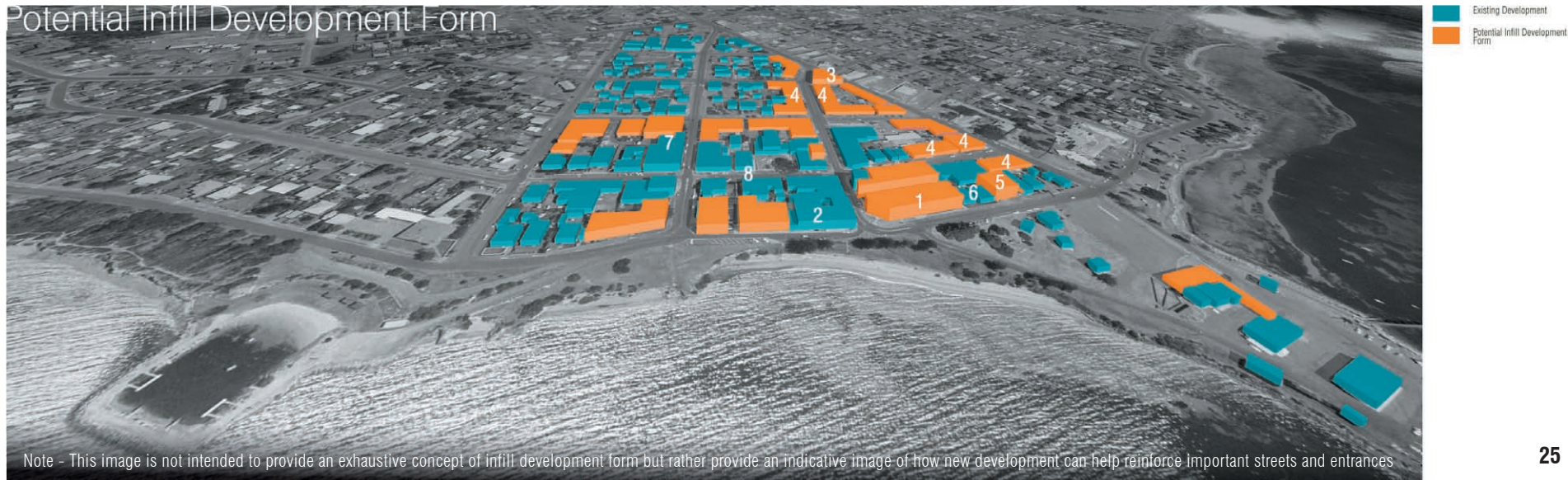
Existing Development

## TOWNSHIP FORM

1. Residential Development (under construction)
2. Ozone Hotel – ensure surrounding development maintains prominence of original building
3. Key site at entrance to central area (parcel created by reconfiguration of intersection - see sketch on following pages). Could be developed as an iconic structure including 2 storey component.
4. Future development along Commercial and Dauncey Street should seek to address and enclose the street. This should include shopfronts and businesses that open out onto the street

- 5/6. Development along the foreshore should include existing character buildings and respectful new development forms at 2 – 3 storeys, with active ground level activities – retail / restaurants.
7. Kangaroo Island Council Offices: important building to be retained and upgraded
8. Retain and expand on intensity of built form and land uses along Dauncey Street.

### Potential Infill Development Form



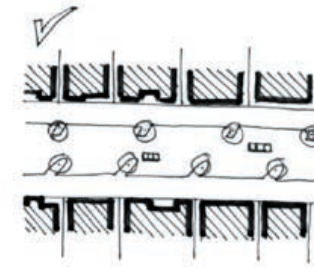
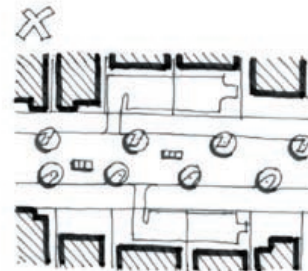
## TOWNSHIP FORM

### Generic Guidelines for the Centre

Good architecture or design of the built form, such as interesting shop-fronts, verandahs and detailing can provide interest and engage the visitor. Particular attention can be given to window to wall relationships (e.g. traditional heritage buildings before 1945 have smaller window to wall ratios i.e. smaller areas of glass). Consistency in design of roof pitches is also encouraged. The provision of awnings or verandas, or some form of public shelter is desirable.

Building up to the boundary, such as in the traditional Town Centre streets, helps to create a more stimulating and animated environment by placing the interface between private and public space right on the foot-path. In terms of vertical scale, a maximum of 2 storeys is recommended as the building height limit in the Town Centre, though some 3 storey built form may be appropriate along the foreshore.

Lot line development defines the pedestrian space in a designated area. To build right up to the edge of the boundary is interpreted as commercial, while a larger setback is interpreted as suburban and residential. In traditional streetscapes buildings are built to the boundary. There is a trend for new developments to provide parking at the front of premises, effectively decaying the edge and pushing the buildings back from the street. The distance between opposite buildings defined by the fronts of buildings is one of the key elements defining a street. To maintain the streetscape character it is encouraged that new developments be built to the boundary.



### Development Plan Implications / Directions

- Provide strong Guidance for future development within the District Centre by providing graphic prescriptions for setbacks, façade treatments, signage etc. in accordance with the content of this framework.
- Incorporate a concept plan highlighting the need for future linkages with the foreshore (as shown on the movement and parking framework plan).

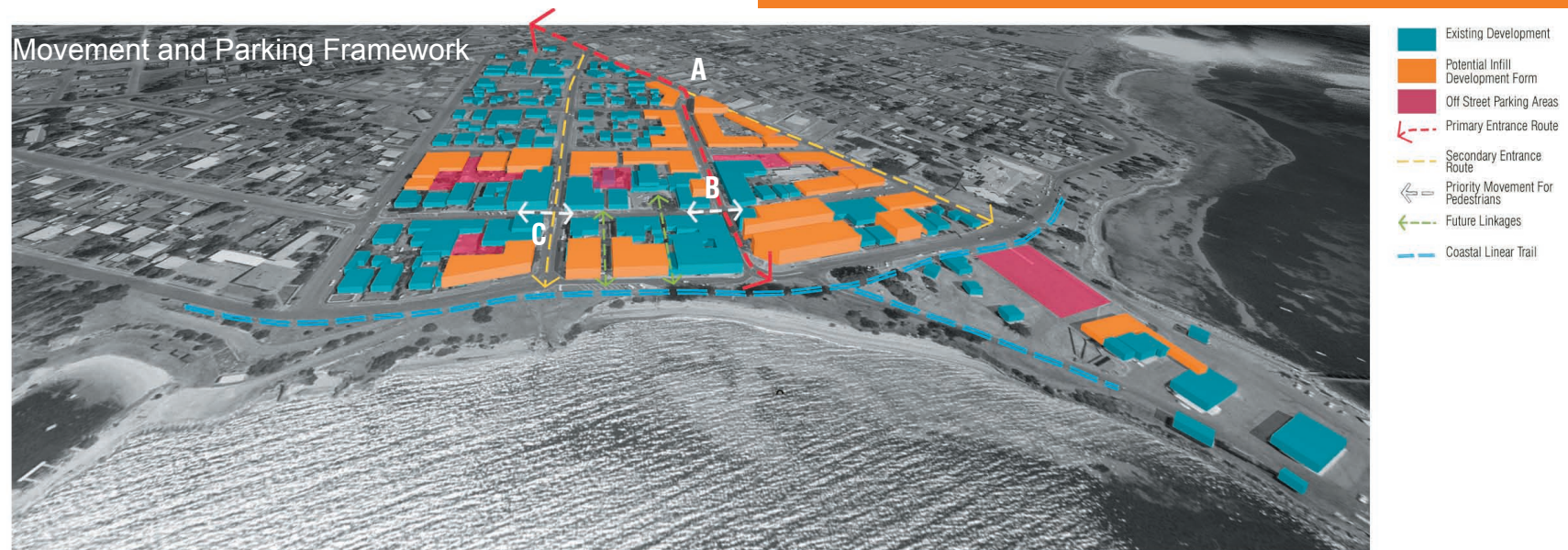
## TOWNSHIP FORM

### Movement

The town centre of Kingscote benefits from a permeable grid layout of roads. However it lacks a well defined 'primary' entrance to guide visitors and create a strong sense of arrival. While there are no significant movement issues within the town, future improvements are possible and may be achieved by designating sites for off-street parking, improving pedestrian safety at intersections, developing more links between Dauncey Street and the foreshore area, and establishing a primary entrance route along Commercial Road.

Creating a foreshore linear trail (forming part of a broader network) is an important project in the short term. This would provide a valuable asset for both visitors and the local community linking key features of the town including the Ocean Pool, Wharf, and Reeves Point.

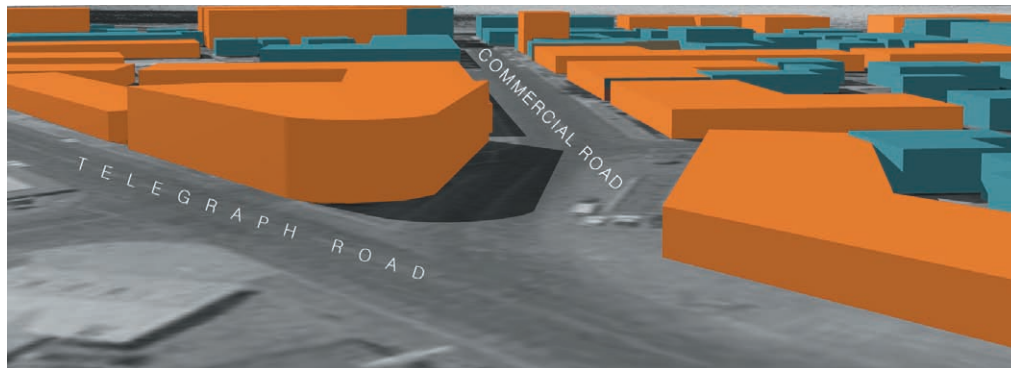
- A. **Create a Primary entrance to the centre at Commercial Road**
- B. **Capitalise on future redevelopment opportunities to create new links**
- C. **Change traffic priority at crossing to improve pedestrian safety**



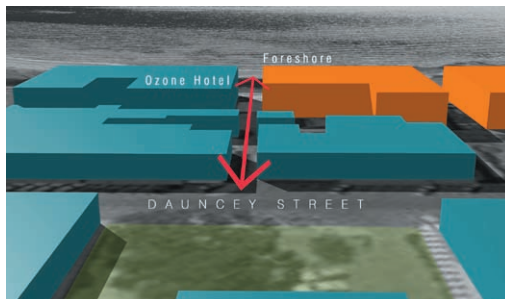
## TOWNSHIP FORM

### Movement

The ability to create a primary entrance along Commercial Road will depend greatly on the treatment to the intersection with Telegraph Road. The current configuration of the intersection is a potential hazard and takes up a large area of land. This intersection could be vastly improved by redesigning the intersection and capitalising on the remaining land for a landscape feature or iconic built form.



**Creating a primary entrance to the centre at Commercial Road**



**Linking Dauncey St with the foreshore**



Existing



Proposed

### Town Centre Entrance



Existing



Proposed

### Dauncey Street Crossings

## KEY PRECINCT PLANS

The precinct plans focus on key areas of the town that serve different roles and functions. The plans identify site specific actions, concepts and guidelines to improve the function, appearance and vitality of these areas. The precincts include areas that serve or will serve a vital role in the future of Kingscote as a diverse and attractive centre that provides a good range of services and facilities, promotes community life and attracts more visitors.

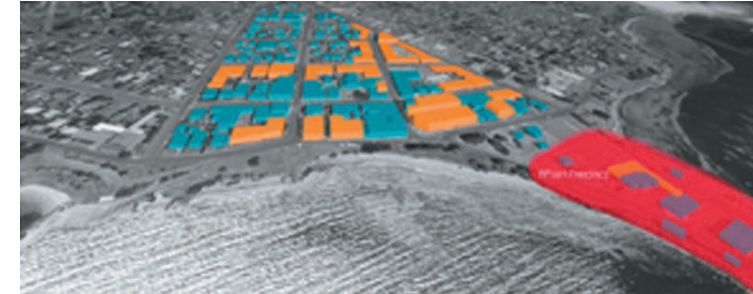
### The precincts include:

- Wharf Precinct
- Foreshore (Tourism) Precinct
- Retail (Main Street) Precinct
- Gateway Precinct
- Business Precinct

## KINGSCOTE WHARF PRECINCT

The wharf is one of Kingscote's most important and underutilised assets. Whilst there is a clear need to maintain the wharf's operational functions it needs to be developed in a way that maximises its tourism potential and appeal as a 'destination'.

This will be achieved by creating better public infrastructure, clearly defined public spaces, attracting commercial (tourism related) operators and preserving its role as an operational wharf. Further work will be required at a detailed level to ensure existing and future operations (including commercial fish & ferry services) can be adequately catered for.



### Development Plan Implications / Directions

- Existing concept plan should be revised and updated to incorporate changes arising from the masterplan.
- Protection of habitat for penguins may be an issue to be addressed in the zone provisions to ensure new development does not have adverse impacts.

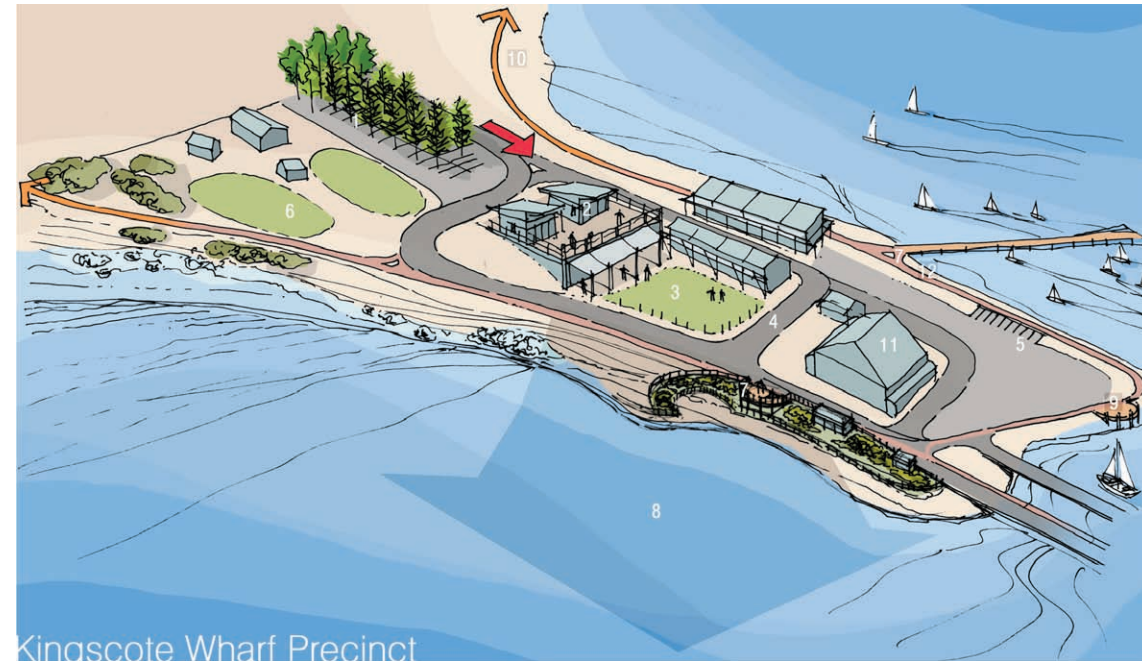
**It is important to recognise that a separate wharf study has been commissioned and is currently being prepared.**



## KINGSCOTE WHARF PRECINCT

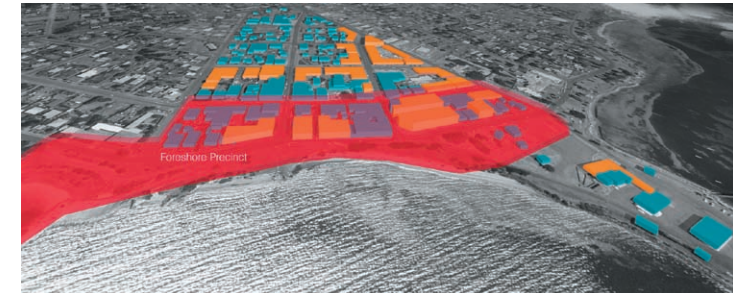
Key priorities include:

1. Formalise parking area to create a more legible space for parking and introduce trees to soften harsh appearance of bitumen. This will be an important facility for visitors arriving at Kingscote and an overflow parking area for the centre.
2. Ideal site for restaurant or café capitalising on elevated position and attractive outlook. Could become a significant tourist attraction
3. Create a well defined public space on the wharf as a refuge from transport and commercial operations. The space should be enclosed with built form to define the area. Possible uses include tourist operators, marine interpretive centre, information centre. This would be an ideal site for an iconic and central tourist attraction. Public space could be used as a weekend market area.
4. Define road space to control movement of vehicles, accommodate movement of vehicles and improve safety
5. Provide sufficient areas for car/boat and truck turn-around to support commercial fishing on wharf
6. Retain and enhance public recreation area and ensure good pedestrian link with town centre
7. Preserve penguin habitat and improve conditions for viewing including boardwalks and platforms
8. Ensure public spaces on the wharf have access to appealing ocean views
9. Provide public viewing areas as part of the wharf pedestrian trail – would provide a refuge that allows people to view activities associated with boating and commercial fishing
10. Integrate wharf trail with Foreshore Linear Trail
11. Investigate potential uses for building
12. Protect pelican-feeding to maintain tourist appeal of the wharf



## FORESHORE (TOURISM) PRECINCT

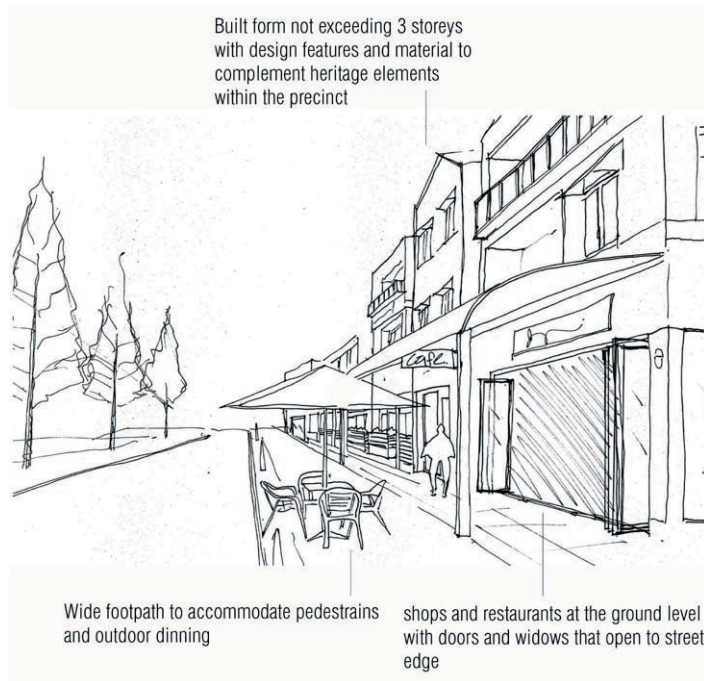
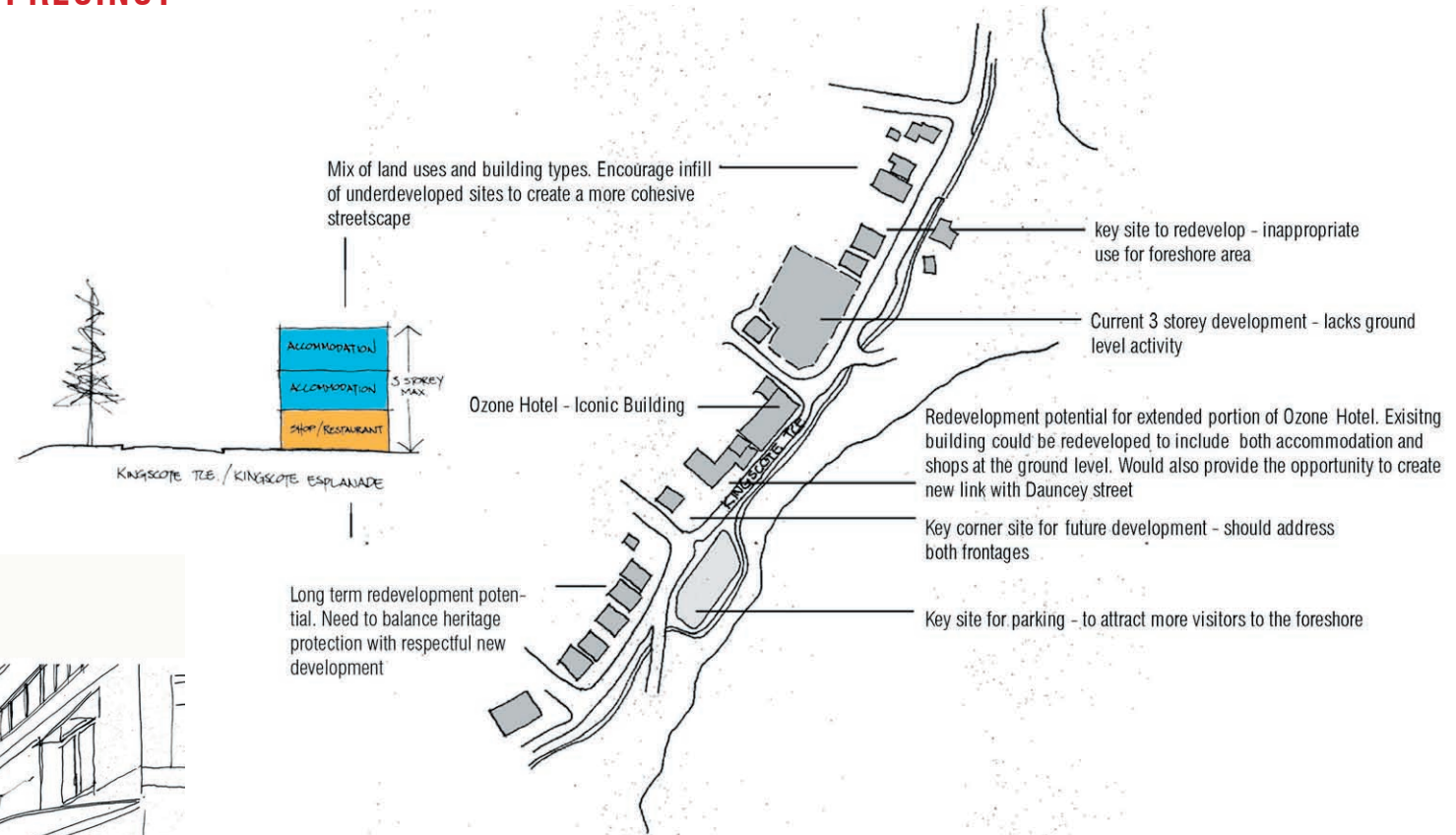
Future development of the foreshore precinct will be critical to the success of the town as a destination for the substantial number of visitors from both within and outside the Island. This area offers a unique and attractive outlook to the ocean with the main focus being the Ozone Hotel. However, with no other tourism or retail related land uses to generate activity this precinct has a relatively 'lifeless' appearance. The natural attributes of this precinct make it a highly desirable location as demonstrated by the current residential development opposite the Ozone Hotel. Tourist accommodation is a use that should be promoted in conjunction with hospitality related activities including cafés, restaurants and retail outlets. To avoid eroding Kingscote's township qualities it will be important to limit excessive building heights and form that is not complementary to historic buildings within the precinct.



### Development Plan Implications / Directions

- Development of a coastal linear trail with nodal points and facilities
- Development of new linkages with Dauncey Street
- Preparation of Development Guidelines to control future built form (in relation to height, mass & design)
- Creating good linkages with the Wharf area

## FORESHORE (TOURISM) PRECINCT



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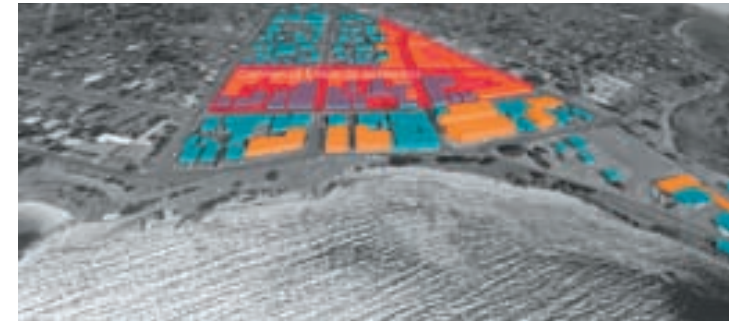
### Development Plan Implications / Directions

- Create a Policy area within the District Centre Zone to promote the foreshore area as a precinct incorporating tourism and hospitality services (including cafes, restaurants, retail and tourist accommodation) capitalising on the scenic outlook to the coast.
- Integrate more specific controls for development (both prescriptive and performance based) to ensure good minimum standards of development which are flexible enough to allow for a range of appropriate development forms. Prescriptive controls should be graphic and address issues of height, style, future links with Dauncey Street and public realm opportunities

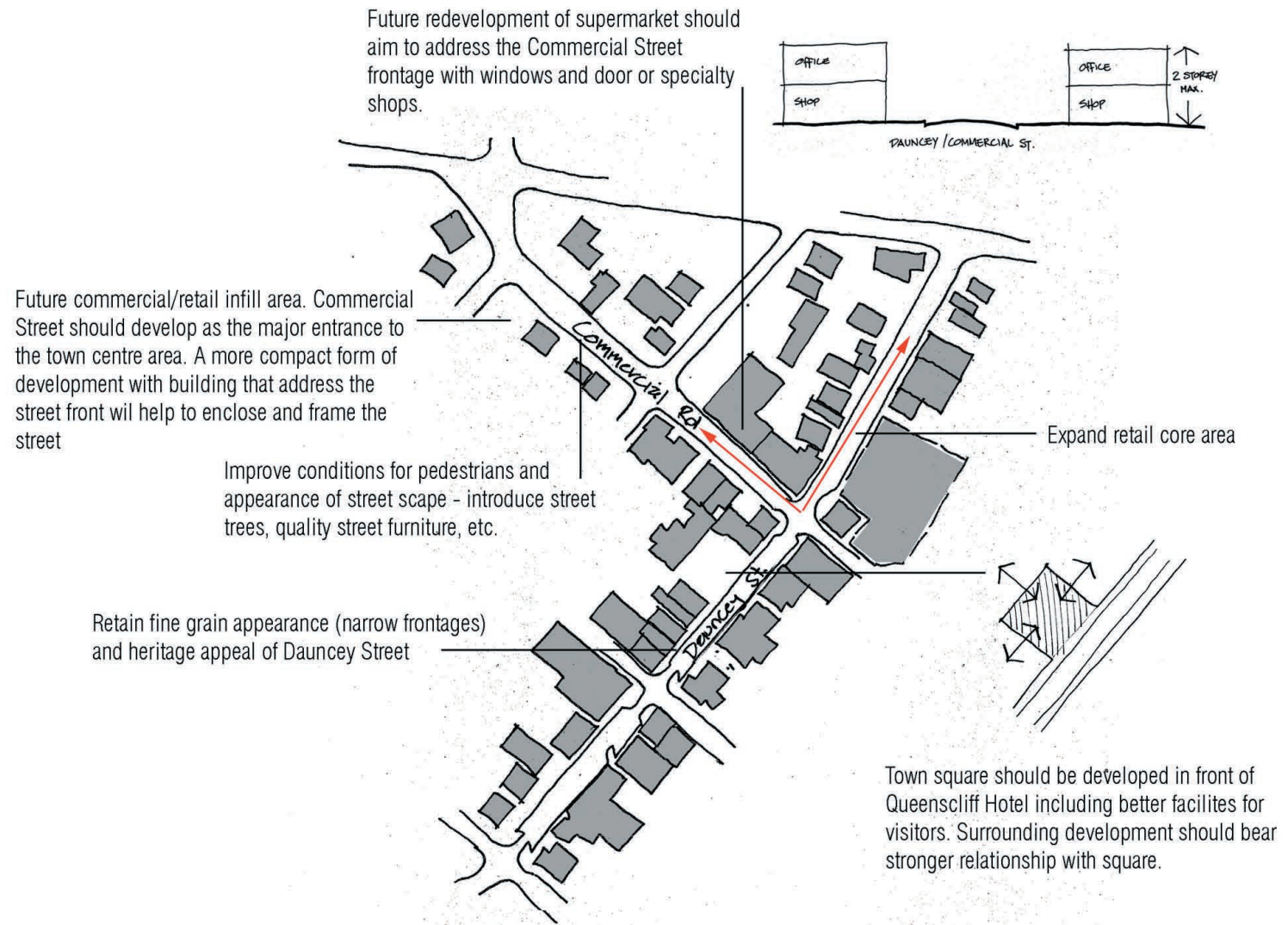


## RETAIL/COMMERCIAL (MAIN STREET) PRECINCT

The Retail/Commercial – (Main Street) Precinct expands the focus of retail/commercial services and facilities beyond Dauncey Street to include Commercial Street and the northern section of Dauncey Street. This proposal positions Commercial Street as the main entrance road within the town centre with the aim of creating a more visually appealing and vibrant strip of activities. This will present a more stimulating environment and attractive gateway to Dauncey Street and the foreshore. In urban design terms this means creating an ‘active edge’ to the street front. Practically, this involves introducing new built form, at the street edge with narrow frontages and numerous windows and doors. Dauncey Street (south of Commercial Street) represents a good example of this form of development.



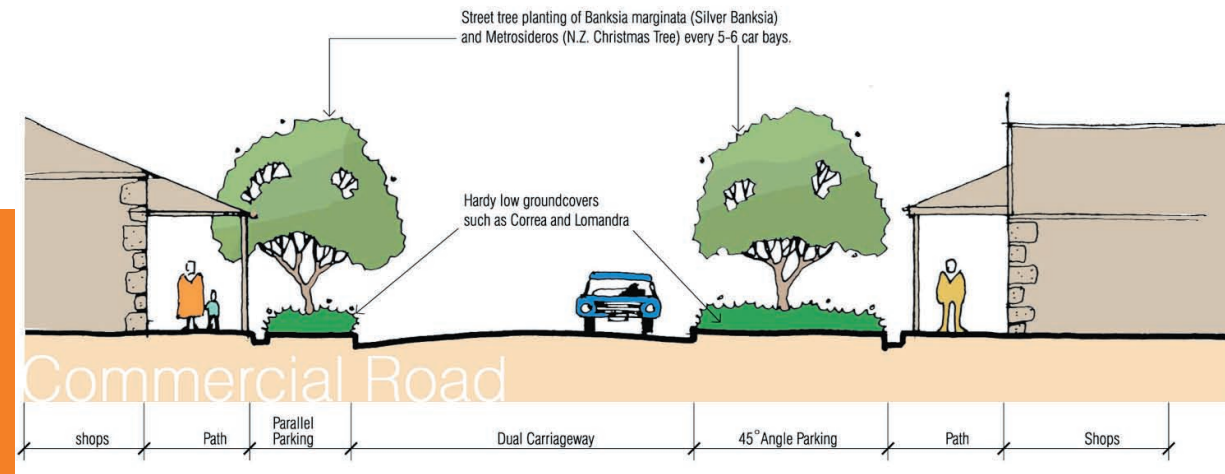
## RETAIL/COMMERCIAL (MAIN STREET) PRECINCT



## RETAIL/COMMERCIAL (MAIN STREET) PRECINCT

### Development Plan Implications / Directions

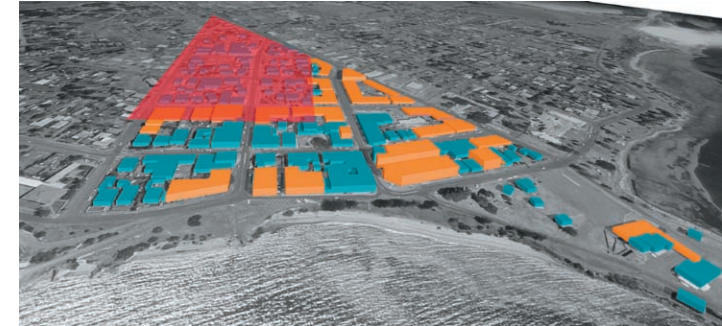
- Create Policy Area to distinguish and reinforce the role of the Retail (main street) Precinct within the District Centre Zone. This would include a desired future character statement describing the intentions for the precinct as the principal location for local services including intense retail typical of central 'main street' areas.
- Establish policy areas for the remainder of the District Centre Zone including the Business Precinct to reinforce its role for showrooms, offices, consulting rooms, and retail warehouses.



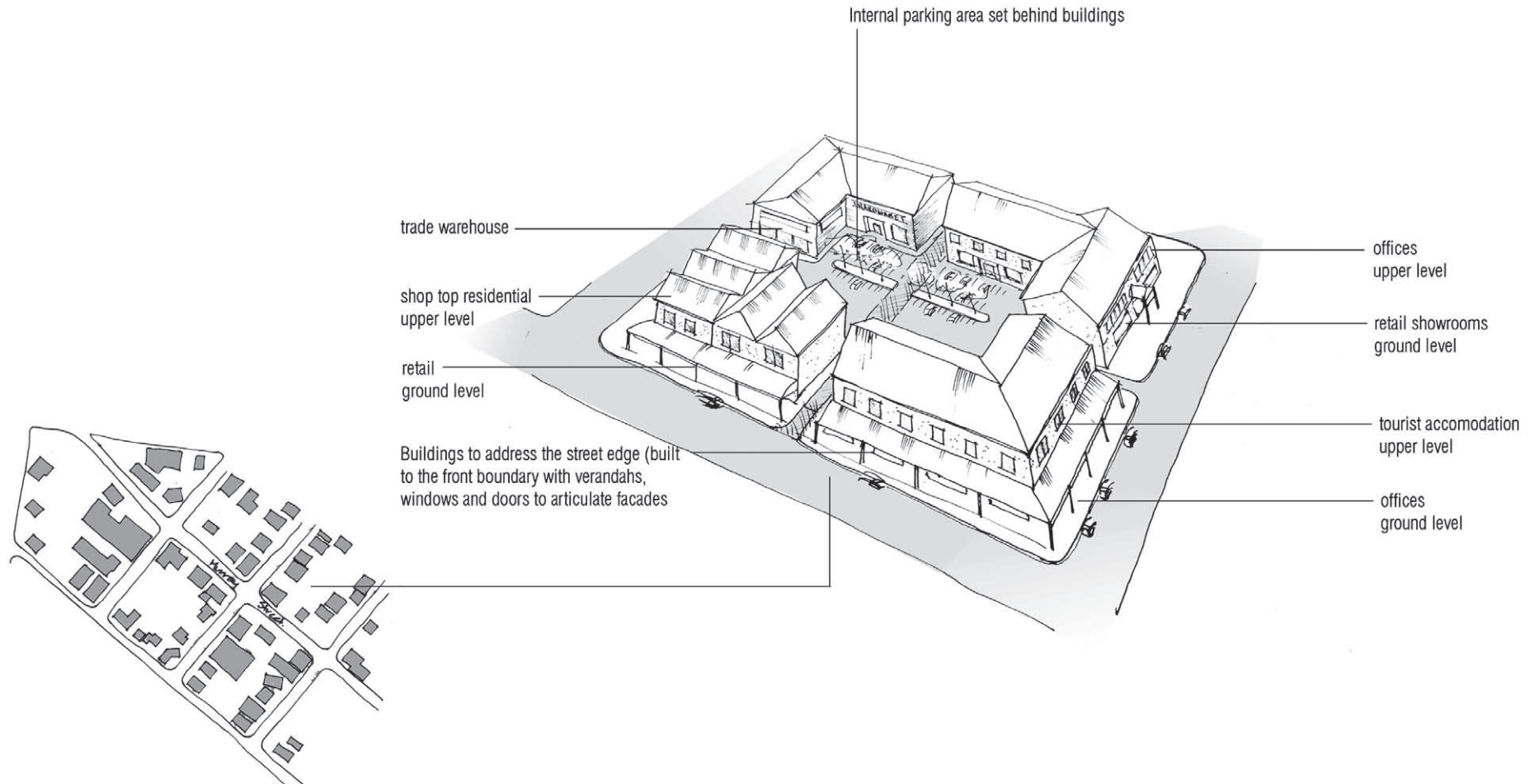
- Incorporate graphic design guidelines to illustrate preferred forms of development within each policy area. The Entrance Precinct in particular requires more prescriptive descriptions of preferred forms of development to that which exists in the current zone provisions.

## BUSINESS PRECINCT

The business precinct is an area of Kingscote's centre that accommodates a mix of commercial and residential land uses. The area should retain its mix of activity but within a more cohesive form. Particular attention should be given to development of vacant parcels of land, avoiding blank walls at the street front, signage control, and streetscaping.



## BUSINESS PRECINCT

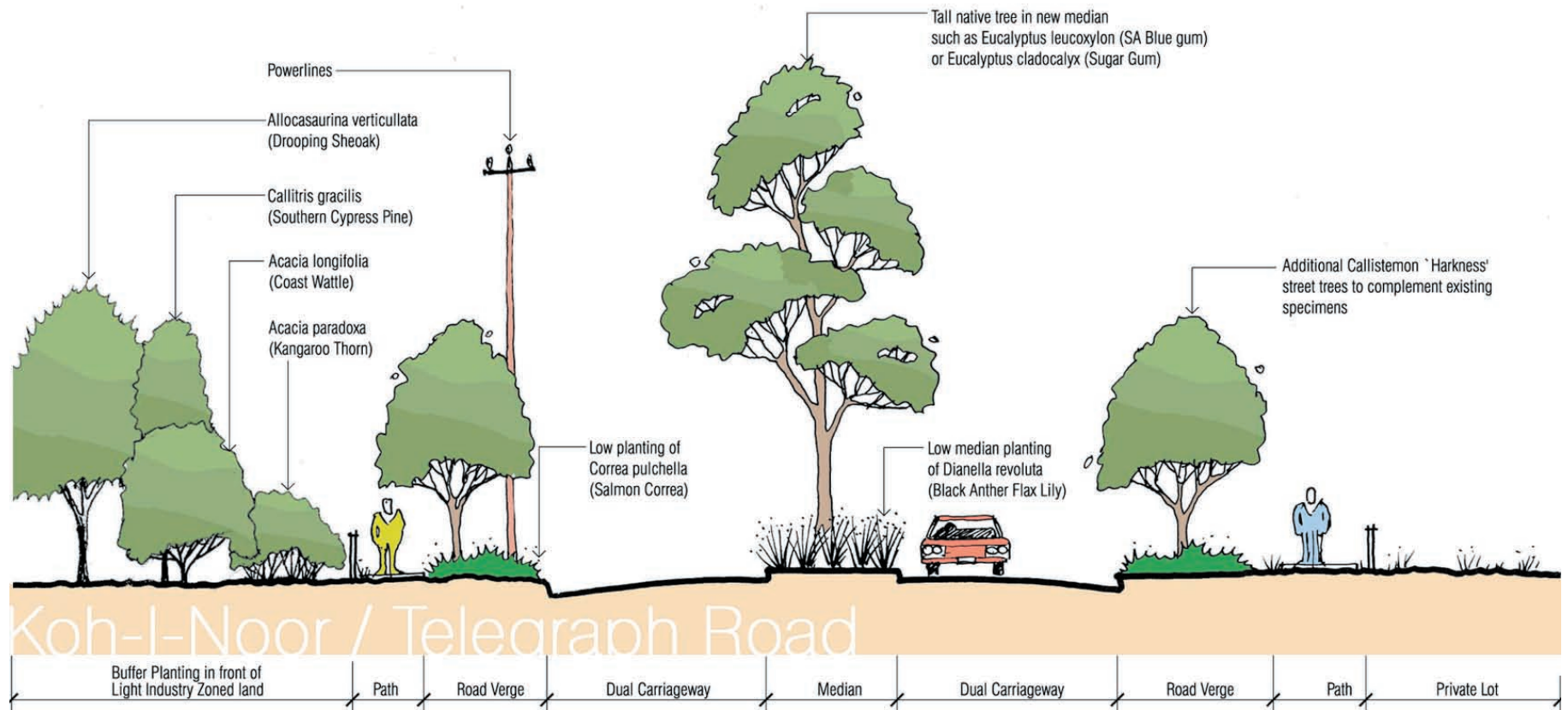
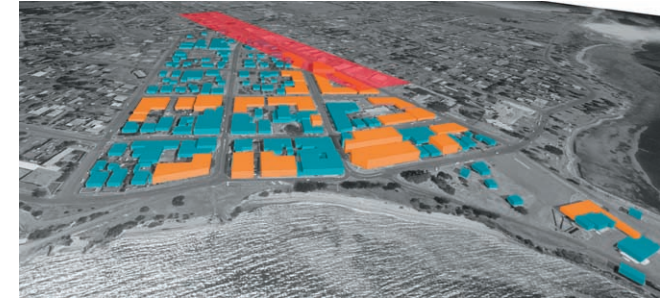


**Example of mixed-use block within Business Precinct**

## GATEWAY PRECINCT

Enhance the entrance to Kingscote along Kohinoor and Telegraph Roads, through





- undergrounding powerlines
- integrated landscaping treatment
- provision of a central landscaped median (requires further investigation)
- consideration of complimentary land uses adjacent to entrance roads.





implementation plan

Item	Action	Design Development	Capital Works	PAR	Responsibility	Priority
<b>Entrance / Kohinoor Rd</b>	- Prepare detailed streetscape plan including entrance statement (if appropriate).	✓	✓		Council / Planning SA / Progress Association PLECS	Immediate
	- Work with owners of businesses along Kohinoor Rd to improve visual appearance of service yards, parking areas etc.				Council / Business Owners	Ongoing
	- Adopt design guidelines / policies within Development Plan to facilitate better appearance of built form and landscaping.			✓	Council / Planning SA	Medium term
<b>Town Centre</b>	- Update Development Plan to incorporate new policy areas that reflect the desired land use and built form for each precinct within the centre and future linkage and parking areas.			✓	Council / Planning SA	Immediate – Medium term
	- Adopt design guidelines that promote better development particularly along the retail/civic strips and foreshore area.	✓		✓	Council / Planning SA	Medium term
	- Prepare streetscaping plan for commercial street as a focus and entrance to the central area.	✓	✓		Council / Planning SA	Medium term
	- Prepare detailed concept for open space area along Darcy Street (fronting Queenscliff Hotel).	✓	✓		Council / Traders / Planning SA	Medium term
	- Change priority of vehicle movements at the intersection of Murray/Dauncey Street and Commercial/Dauncey Street.		✓		Council	Immediate
	- Prepare a strategy for progressively improving streetscaping elements along all streets within the town centre including planting and street furniture scheduled for a consistent approach.	✓	✓		Council / Progress Association	Long term
<b>Foreshore</b>	- Seek funding from the open space unit at Planning SA to prepare a detailed concept plan for a linear Foreshore Trail.	✓	✓		Council / Planning SA	Immediate
	- Upgrade ocean swimming pool to improve and broaden the appeal of the facility.	✓	✓		Council	Medium term
<b>Wharf</b>	Review outcome of independent wharf master plan exercise. Key areas to address within include:				Council / Economic Development Board / Transport SA	High
	- Formalising the vacant parking areas adjacent Kingscote Esplanade.		✓			
	- Creating a commercial development site at the eastern end of the existing car parking area.			✓		
	- Defining public areas within the wharf including a central public space area.	✓		✓		

Item	Action	Design Development	Capital Works	PAR	Responsibility	Priority
<b>Wharf</b>	<ul style="list-style-type: none"> <li>- Better delineation of roadways, parking areas and turn-around areas.</li> <li>- Preservation of penguin areas and pelican feeding.</li> <li>- Investigations for potential use of existing buildings including the potential for demolition and redevelopment.</li> </ul>	   				
<b>Township Structure Plan</b>	<p>Seek funding from “Places for People” to update Development Plan via PAR to:</p> <ul style="list-style-type: none"> <li>- Create a residential policy area for infill development to minimise pressures for residential expansion (see framework plan).</li> <li>- Protect visually sensitive areas at the entrance to the town to preserve the strong rural/urban interface.</li> <li>- Develop structure plan for the expansion and staging of new residential areas – also undertake further investigations related to visual impact and servicing.</li> </ul>			     	Council / Planning SA	Immediate – Medium term
<b>Heritage</b>	<ul style="list-style-type: none"> <li>- Adopt policies to give greater protection to the historic character of the township particularly around the town centre area (refer heritage report for specific recommendations).</li> <li>- Include local and contributory places of heritage significance within the Development Plan (as per Heritage Report)</li> <li>- Appoint heritage advisor to assist with management and funding of conservation activities.</li> <li>- Progressively upgrade buildings nominated in heritage report</li> </ul>			  	<p>Council/Heritage SA</p> <p>Council/Heritage SA</p> <p>Council/Heritage SA</p> <p>Council/Heritage SA Landlords</p>	<p>High – Medium</p> <p>High – Medium</p> <p>Medium</p> <p>Low</p>
<b>Economic Development</b>	<ul style="list-style-type: none"> <li>- Develop ‘community owned business incubator’ with focus on gourmet food and wine production (see recommendation from Peter Kenyon in appendices)</li> <li>- Expand current gallery space with a set of workshop spaces</li> <li>- Upgrade current Town Hall facility as a conference facility</li> <li>- Prepare local tourism and audit plan (see recommendations from Peter Kenyon)</li> </ul>	 	 		<p>Council/KIDB</p> <p>Council</p> <p>Council</p> <p>Council/KIDB/SAJC</p>	Medium