Planning Permit Application Form

BASS COAST

PERMIT APPLICANT (The person or organisation making the application)			
Applicant name:	'Moda Phillip Island Pty Ltd' C/o- Ratio Consultants Pty Ltd		
Postal address of applicant:	8 Gwynne Street, Cremorne, Vic, 3121		
Phone number:	9429 3111	**Email:**	simonm@ratio.com.au

CONTACT PERSON (The person receiving correspondence related to this application)			
Name:	Simon Martin	**Organisation:**	Ratio Consultants
Postal address:	As above		
Phone number:	As above	**Email:**	As above

Have you had a formal pre-application meeting with a Council Planner? (General assistance on the phone is not a pre-application meeting.)	○ **No** ◉ **Yes (please specify the officer's name and date of meeting below)**
Is this application a result of a Planning Enforcement issue?	◉ **No** ○ **Yes (please specify any additional details below)**

THE OWNER			
Name:	Moda Phillip Island Pty Ltd		
Address:	Level 2, 49-51 Stead Street, South Melbourne, 3205		
Phone number:		**Email:**	

INVOICE RECIPIENT	◉ **Contact Person**	○ **The Owner**	○ **Other (please fill below)**
Name:			
Postal address of recipient:			
Email:			
Phone number:			

Planning Permit Application Form

BASS COAST

LAND AFFECTED BY THIS PROPOSAL

Address:	9-10 The Esplanade and 2-8 Bass Avenue, Cowes	
Title Details:		
Lot No (if known):	Various - As provided.	**Volume (if known):**
Plan of Subdivision (if known):	See titles as contained as part of the application submission.	
Folio (if known):		
Does the proposal breach, in any way, an encumbrance on title such as a restrictive covenant, section 173 agreement or other obligation such as an easement or building envelope? To determine if this applies please refer to your Register Search Statement (Certificate of Title).	○ **Yes (if yes, pleased contact Council before lodging)** ◉ **No** ○ **Not applicable (no encumbrance applies)**	
Existing land use: For example, vacant, three dwellings, medical centre with two practitioners, licensed restaurant with 80 seats.	Vacant site - the subject site includes the former Isle of Wight site.	

THE PROPOSAL

The use and development of the land for the purposes of a 'Residential Hotel' (comprising ancillary hotel suites, function rooms/centre, a restaurant, a swimming pool, a pool bar); 'Hotel' (comprising ancillary public bar, a bistro, a restaurant and outdoor beer garden); 'Restricted Recreation Facility' (comprising a gymnasium and a wellness centre); 'Retail Premises'; 'Residential building (tourist and worker hostel)'; Car Parking (including the reduction of the standard planning scheme car parking requirements) and permission to use the land to sell or consume liquor and for live music.

COST OF DEVELOPMENT

Estimated cost of development: You may be required to verify this estimate.	**$** 85,000,000

Planning Permit Application Form

DECLARATION

I declare that I am the applicant; and that all the information in this application is true and correct; and the owner (if not myself) has been notified of the permit application.

◉ YES ○ NO

I understand that it is against the law to provide false or misleading information, which could result in financial penalties and cancellation of any permit that may be issued.

◉ YES ○ NO

Your application and the personal information on this form is collected by Council for the purposes of the application process as set out in the *Planning and Environment Act 1987* (the Act).

If you do not provide your name and address, Council will not be able to consider your application. Your application, including plans and supporting reports, will be published on Council's website [www.basscoast.vic.gov.au/planningads] and be available at Council's office for any person to inspect on request in accordance with the public availability requirements in the Act. The application may also be made available on request to any person for the relevant period set out in the Act or to interested parties for the purpose of enabling consideration and review as part of a planning process under the Act.

Your personal information will be used to correspond with you about your permit application or for any other directly related, or reasonably related purposes. You can request access to your personal information by contacting Council's Privacy Officer on 1300 BCOAST (226 278) or (03) 5671 2211 or basscoast@basscoast.vic.gov.au.

I have read the above and agree for my personal information (in accordance with the public availability requirements in the Act) to be published on Council's website and be available for inspection by members of the public.

◉ YES ○ NO

When submitting your application, you must not provide personal information or copyright material of any other individual, including consultants, without their informed consent.
I confirm that I have not submitted any personal information or copyright material of others without consent.

◉ YES ○ NO

Please note, if you select 'no' you will be asked to provide an additional redacted set of all documentation including consultant reports and plans for uploading to Council's website.

Name:	Simon Martin - Ratio Consultants Pty Ltd	
I am the:	○ **Owner** ◉ **Applicant**	
Signature:		**Date:** 8 May 2023

LODGEMENT

Online (fastest):
Lodge the completed application, including all forms and documents by emailing planningapplications@basscoast.vic.gov.au. Please include the full address of the site in the subject line.

In-person:
Bass Coast Civic Centre, 76 McBride Avenue, Wonthaggi

By post:
Statutory Planning
PO Box 118, WONTHAGGI VIC 3995

INFORMATION CHECKLIST BEFORE SUBMITTING:

Have you:

1. Submitted a recent (no older than three months) **Certificate of Title/Register Search Statement** obtained from the Landata website? Refer to the checklist on our website for a step-by-step guide on how to obtain a copy.

   ☐ **YES**

2. Submitted a recent (no older than three months) **Title Plan Diagram/Plan of Subdivision** which accompanies the Certificate of Title/Register Search Statement obtained from the Landata website? Refer to the checklist on our website for a step-by-step guide on how to obtain a copy.

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3. Submitted any **covenants/restrictions/s173 agreements** that are listed on your title and obtained from the Landata website? Refer to the checklist on our website for a step-by-step guide on how to obtain a copy.

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◉ YES ○ NO

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◉ YES ○ NO

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Signature:		**Date:** 8 May 2023

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   ☐ **YES** ☐ **NO/NOT APPLICABLE**

APPROX. TRUE NORTH

LEGEND

29.05 PARA	PARAPET LEVEL 29.05
30.94TOP	TOP OF THE BANK
28.42TOE	BOTTOM OF THE BANK
81.26V	INVERT OF KERB 81.26
90.42 SPOUT	GUTTER LEVEL 90.42
92.07 RIDGE	RIDGE LEVEL 92.07
87.00 FL	FLOOR LEVEL 87.00
H/W	HABITABLE WINDOW
W	WINDOW
H/W2	HABITABLE WINDOW (2nd LEVEL)
①	PHOTO NUMBER AND DIRECTION
	TREE


P-1

P-2

P-31


P-3


P-7


P-8


P-10


P-11


P-12


P-13


P-14


P-15


P-16


P-17


P-18


P-19


P-20

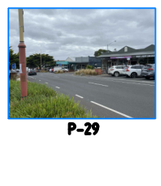

P-21


P-22


P-23


P-24


P-25


P-26


P-27

P-28

P-29

P-30

NOTE:

This survey has been carried out for the exclusive use of MODA McARTHUR PTY LTD for the purpose of DESIGN & DEVELOPMENT on the site and should not be used for any other purpose or by any other person or corporation.

Structures below the surface level (if any) including footings projecting into the site from adjoining properties have not been located by this survey. We have not excavated the site to determine their existence.

The levels and features shown on this plan have been located by this survey. Any other services and features which may be in the area have not been shown and no attempt to ascertain their existence has been made.

Prior to any demolition, excavation or construction on the site the relevant authority should be contacted to ascertain the possible locations of further services and detailed locations of all services.

Unless shown otherwise the position of buildings is to plotting accuracy and the dimensions of buildings should NOT be determined from computer data for any final design plans or workshop details. The position of the boundary structures and fences are shown relative to title in our plan 7014RE1.

AHD Level Datum derived from Land Victoria Bench Mark PHILLIP ISLAND PM 106 (RL 4.999) located at the corner of COGHLAN ROAD & SETTLEMENT ROAD.

The AHD datum has been established from GPS observations only. If a precise connection to AHD is critical a differential levelling method should be used for verification. If this is required please contact the office of CRA SURVEY PTY LTD.

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CRA Survey accepts no responsibility for any loss or damage howsoever suffered to any person or corporation that might use or rely on this plan in contravention of this disclaimer.

THE ESPLANADE

THOMPSON AVENUE

BASS AVENUE

TBM No.1
RIVET IN PATH
RL 8.11 AHD

TBM No.2
RIVET IN PATH
RL14.140 AHD

TBM No.3
NAIL IN BITUMEN
RL 15.04 AHD

RENDERED BRICK BUILDING
GALVANISED IRON PITCHED ROOF
(PHILLIP ISLAND HOTEL)
No. 13 THE ESPLANADE

DOUBLE STOREY RENDERED SHOP
FLAT GI ROOF (SHERWOODS)
No. 5 THOMPSON AVENUE

RENDERED SHOP FLAT GI ROOF
(U-NEEK SOUVENIRS)

RENDERED SHOP FLAT GI ROOF
(JERONIMOS RESTAURANT)

RENDERED SHOP FLAT GI ROOF
(EUPHORIA GALLERY CAFE)

RENDERED SHOP FLAT GI ROOF
(ANYTHING GOES)

RENDERED SHOP FLAT GI ROOF
(ISLAND ACTIVE)

RENDERED SHOP FLAT GI ROOF
(THE FRONT ROOM)

RENDERED SHOP FLAT GI ROOF
(THE JOLLY LOLLY TROLLEY)

RENDERED SHOP FLAT GI ROOF
(NOT JUST SHOES)

RENDER AND BRICK SHOPS
FLAT GI ROOF
(PHILLIP ISLAND COFFE)

SINGLE STOREY RENDER FLAT GI ROOF
(PINOS TRATTORIA)

DOUBLE STOREY BRICK GI PITCHED ROOF

RENDERED SHOP FLAT GI ROOF
(INDULGENCE CONCI)

RENDERED SHOP FLAT GI ROOF
(ANZ BANK)

BRICK SHOP FLAT GI ROOF
(U-NEEK SOUVENIRS)

BRICK SHOP FLAT GI ROOF
(OCEAN REACH BREWING)

SINGLE STOREY WEATHERBOARD GI ROOF

VACANT GRASSED LOT

C.A. 12 & 6
VOL. 5981 FOL. 047

VOL. 9478 FOL. 549

C.A. 7
VOL. 9478 FOL. 550

C.A. 10
VOL. 5610 FOL. 967
VACANT GRASSED LOT

C.A. 11
VOL. 9478 FOL. 548

3.05m DRAINAGE & SEWERAGE EASEMENTS

90°00'	30.48
90°19'	19.81
0°00'	55.92
269°54'	66.80
270°00'	16.76
0°00'	30.48
269°54'	70.11
269°54'	25.15
269°54'	50.47
269°54'	50.53
270°00'	0.03
179°41'	0.66
269°54'	50.59
269°54'	50.62
269°54'	50.565

CRA SURVEY PTY LTD
LAND SURVEYORS TOWN PLANNERS
DEVELOPMENT CONSULTANTS

7A/346 Belmore Road
Balwyn Vic 3103

office@crsurvey.com.au
Tel: 03 9890 0933

REF: 7014FL1

ORIGINAL SHEET SIZE : A2

LEVEL DATUM: AHD
CONTOUR INTERVAL: 0.2
LENGTHS ARE IN METRES

SURVEYOR: DS

DRAWN BY: WY
DATE OF SURVEY: 03/03/2021
VERSION: 1 (12.03.2021)

9-10 THE ESPLANADE & 2-8 BASS AVENUE
COWES, VIC 3922

COUNTY OF MORNINGTON
PARISH OF PHILLIP ISLAND
TOWNSHIP OF COWES

PLAN OF FEATURES AND LEVELS SURVEY

SHEET 1 OF 1 SHEET

ORIGINAL SCALE 1:500

THE ESPLANADE

THOMPSON AVENUE

BASS AVENUE

90°00'
30.48
0.25 REND
0.03 REND
19.81
OLD REND BUILDING (>40yrs)
TEMPORARY HOARDING
25.15
90°19'
70.11
IRREGULAR STONE (>40yrs)
0.41
0.70
TEMPORARY HOARDING
25.15
(FACE) 0.47
00 AD
3.73 PALS
0.01 REND
FENCED
0°00'
30.48
PALINGS (>25yrs)
0.36 POST
3.05
270°00'
0.73 FACE
W.WIRE (>25yrs)
0.70 (FACE)
86.29
NOT
66.80
179°50'
60.61
60.43
(FACE) 0.28
POST & RINGLOCK FENCE (>10yrs)
141.03
VOL. 9478 FOL. 549
55.92
90.22
NOT
FENCED
25.32
C.A. 1 2 & 6
25.15
269°54'
NOT
FENCED
50.47
VOL. 5981 FOL. 047
0°00'
20.15
20.15
269°54'
NOT
FENCED
50.53
3.25
270°00'
2.68 POST
16.76
(FACE) 0.11
WOVEN WIRE (>30yrs)
00 AD
AD 00
3.05m DRAINAGE & SEWERAGE EASEMENTS
3.05m DRAINAGE & SEWERAGE EASEMENTS
179°50'
(20.15)
11.13
RESERVE No. 6
VOL. 9478 FOL. 549
C.A. 7
VOL. 9478 FOL. 550
(20.15)
11.13
FENCED
(>10yrs)
NOT
FENCED
269°54'
50.59
(34.30)
0°00'
(34.30)
FENCE
0°00'
POST & RINGLOCK
DRIVEWAY
19.49
C.A. 10
VOL. 5610 FOL. 967
20.15
NOT
16.76
FENCED
270°00'
0.03
0.66
179°41'
NOT
FENCED
269°54'
50.62
270°00'
16.79
CONCRETE
20.81
179°41'
20.15
C.A. 11
VOL. 9478 FOL. 548
20.15
0.32 POST
0.23POST
(FACE)
0.09
0.34 POST
NOT
FENCED
DENSE VEGETATION
269°54'
50.56
PALINGS (>20yrs)
POST
0.10

APPROX. TRUE NORTH

NOTE:

This survey has been carried out for the exclusive use of MODA McARTHUR PTY LTD for the purpose of determining the location of title boundaries of the site and should not be used for any other purpose or by any other person or corporation.

Structures below the surface (if any) including footings projecting into the site from adjoining properties have not been located by this survey. We have not excavated the site to determine their existence.

The position of occupation (fences, buildings etc) shown near boundaries are not necessarily plotted to scale and in most instances their positions have been exaggerated for clarity.

This plan has been provided as a hard-copy plan and also in digital format. The hard-copy takes precedence over the digital data as no guarantee can be given to transfer of data to another system.

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CERTIFICATION BY A LICENSED SURVEYOR

I, **James Sprott** of **7A/346 Belmore Road Balwyn**, certify that this plan has been prepared from a survey made under my direction and supervision in accordance with the *Surveying Act 2004* and completed on **03/03/2021**, that this plan is accurate and correctly represents the adopted boundaries and that the survey accuracy accords with that required by regulation 7(1) of the *Surveying (Cadastral Surveys) Regulations 2015*.

Date: **12/03/2021**

.....
Licensed Surveyor
Surveying Act 2004

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ORIGINAL SHEET SIZE : A2

LENGTHS ARE IN METRES

DATUM: PS339313N & BP1203
SURVEYOR: DS

DRAWN BY: WY
DATE OF SURVEY: 03/03/2021
VERSION: 1 (12.03.2021)

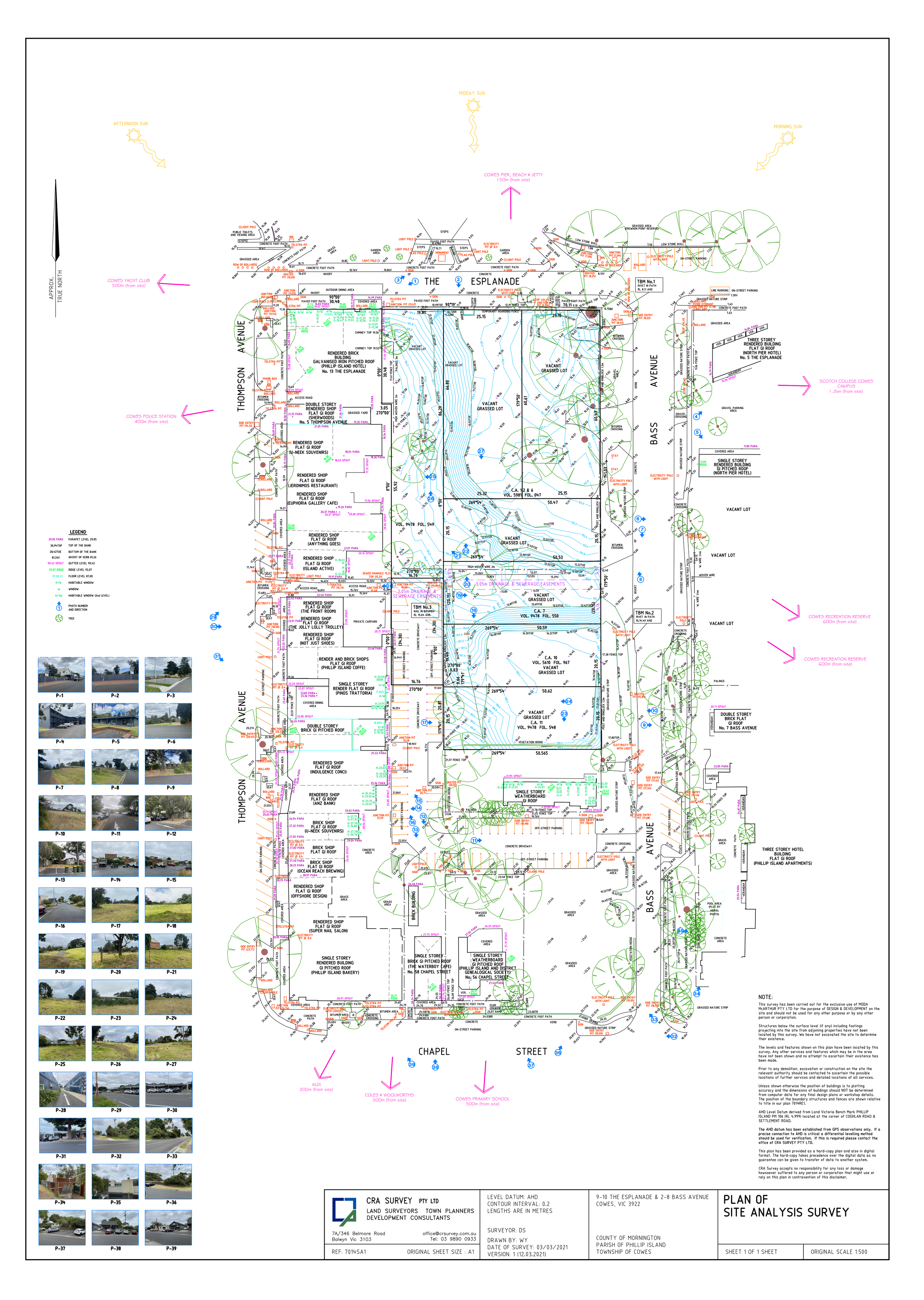
9-10 THE ESPLANADE & 2-8 BASS AVENUE
COWES, VIC 3922

COUNTY OF MORNINGTON
PARISH OF PHILLIP ISLAND
TOWNSHIP OF COWES

PLAN OF RE-ESTABLISHMENT SURVEY

SHEET 1 OF 1 SHEET

ORIGINAL SCALE 1:300



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Balwyn Vic 3103
office@crsurvey.com.au
Tel: 03 9890 0933

REF: 7014SA1 ORIGINAL SHEET SIZE : A1

LEVEL DATUM: AHD
CONTOUR INTERVAL: 0.2
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9-10 THE ESPLANADE & 2-8 BASS AVENUE
COWES, VIC 3922

COUNTY OF MORNINGTON
PARISH OF PHILLIP ISLAND
TOWNSHIP OF COWES

PLAN OF SITE ANALYSIS SURVEY

SHEET 1 OF 1 SHEET | ORIGINAL SCALE 1:500

BIMcloud ALEX-BIM-SERVER - BIMcloud://027_Phillip Island/027_Phillip Island_DD



DA PACKAGE DRAWING LIST		
DWG NO.	DRAWING TITLE	REV.
INTRODUCTION		
DA101	COVER SHEET	DA05
SITE PLAN		
DA201	SITE PLAN - EXISTING/ DEMOLITION	DA05
DA202	SITE PLAN - PROPOSED DEVELOPMENT	DA05
FLOOR PLAN		
DA301	ESPLANADE GA PLAN	DA05
DA302	LANEWAY GA PLAN	DA05
DA303	LEVEL 01 / POOL TERRACE GA PLAN	DA05
DA304	LEVEL 02 GA PLAN	DA05
DA305	LEVEL 03 GA PLAN	DA05
DA306	LEVEL 04 GA PLAN	DA05
DA307	LEVEL 05 GA PLAN	DA05
DA308	ROOF LEVEL GA PLAN	DA05
ELEVATION		
DA401	ESPLANADE & BASS AVENUE ELEVATIONS	DA05
DA402	SOUTH & WEST ELEVATIONS	DA05
DA403	LANEWAY ELEVATIONS	DA05
SECTION		
DA501	LONG SECTION	DA05
DA502	CROSS SECTIONS	DA05
DA503	FORESHORE SECTIONS	DA05
DA504	PERMITTED DEVELOPMENT SECTION	DA05
SHADOW STUDY		
DA601	SHADOW STUDY - 9AM ON SEPTEMBER 22	DA05
DA602	SHADOW STUDY - 12PM ON SEPTEMBER 22	DA05
DA603	SHADOW STUDY - 3PM ON SEPTEMBER 22	DA05
SCHEDULES		
DA701	AREA SCHEDULE	DA05

PHILLIP ISLAND HOTEL & MIXED USE DEVELOPMENT

9-10 THE ESPLANADE & 2-8 BASS AVENUE
COWES,
VICTORIA 3922

A &CO.
ALEXANDER HOUSE
63 BRISBANE STREET
BONDI JUNCTION
NSW 2022
+61 (02) 8394 9838
www.alexanderand.co

BIMcloud ALEX.BIM-SERVER - BIMcloud://0527_Phillip Island/0527_Phillip Island_DD

NO. 59
NO. 55
NO. 55A
NO. 47
NO. 43
NO. 41
NO. 37
NO. 35
NO. 31-35
NO. 29
NO. 27
NO. 23
NO. 31
NO. 60
NO. 58
NO. 56
NO. 10
EXISTING LANE
NO. 21
NO. 11
NO. 7A
NO. 9
NO. 7
NO. 5
NO. 05 THOMPSON AVE
NO. 10
NO. 12
NO. 1
NO. 13 THE ESPLANADE
EXISTING CAR PARK
EXISTING TREE TO BE REMOVED WITH NEIGHBOURS CONSENT
C.A. 11 VOL. 9478 FOL. 548
C.A. 10 VOL. 5610 FOL. 967
C.A. 7 VOL. 9478 FOL. 550
C.A. 1,2 & 6 VOL. 5981 FOL. 047
VOL. 9478 FOL. 549
3.05m DRAINAGE & SEWAGE EASEMENTS
17 - BHUTAN CYPRESS
16 - LAWSONS CYPRESS
18 - CRESTED WATTLE
19 - MANNA GUM
22 - LILLY PILLY
15 - SWEET PITTOSPORUM
14 - CRESTED WATTLE
13 - CRESTED WATTLE
21 - COAST BANKSIA
20 - COAST BANKSIA
11 - PEPPERCORN TREE
10 - COWITCH TREE
TPZ - R 9.000
SRZ - R 2.900
12 - SOUTHERN MAHOGANY
7 - BHUTAN CYPRESS
23 - DATE PALM
24 - WEEPING BOTTLEBRUSH
TPZ - R 4.500
TPZ - R 15.000
6 - BHUTAN CYPRESS
02 - HOOP PINE
5 - MONTEREY CYPRESS
04 - GREY POPLAR
01 - MORETON BAY FIG
SRZ - R 4.700
TPZ - R 6.300
SRZ R 2.500
3 - DATE PALM
08 - RED FLOWERING GUM
09 - SWEET PITTOSPORUM
NO. 9-11
NO. 7
NO. 4-6

ALL WORKS OUTSIDE OF THE TITLE BOUNDARY ARE SUBJECT TO A SEPARATE APPROVAL PROCESS AND ARE INDICATIVE ONLY

REV	DATE	DESCRIPTION	ATHR
DA05	4/5/2023	TOWN PLANNING	JD

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JEREMY BULL
NSW REGISTRATION #7581

CLIENT:
MODA

PROJECT:
PHILLIP ISLAND HOTEL & MIXED USE DEVELOPMENT
9-10 THE ESPLANADE & 2-8 BASS AVENUE
COWES,
VICTORIA 3922

N

DRAWING TITLE
SITE PLAN
SITE PLAN - EXISTING/ DEMOLITION

SCALE @ A1 / A3
1:500 / 1:(SCALEX2)
CHECKED
JD
PROJECT NO. - DWG NO._REV.
0527 - DA201_DA05

BIM360://_ALEX-BIM-SERVER_ - BIM360://0527_Phillip Island/0527_Phillip Island_0D

THOMPSON AVENUE

CHURCH STREET

PROPOSED LANEWAY

EXISTING LANE

NO. 59
NO. 55
NO. 55A
NO. 47
NO. 43
NO. 41
NO. 37
NO. 35
NO. 31-35
NO. 29
NO. 27
NO. 23
NO. 31
NO. 21
NO. 11
NO. 7A
NO. 9
NO. 7
NO. 5
NO. 05 THOMPSON AVE
NO. 10
NO. 12
NO. 1
NO. 13 THE ESPLANADE
NO. 60
NO. 58
NO. 56
NO. 10
EXISTING CAR PARK
PROPOSED NEW CROSSOVER TO THE SATISFACTION OF THE RESPONSIBLE AUTHORITY
VOL. 9478 FOL. 549
C.A. 11 VOL. 9478 FOL. 548
C.A. 10 VOL. 5610 FOL. 967
C.A. 7 VOL. 9478 FOL. 550
C.A. 1,2 & 6 VOL. 5981 FOL. 047
3.05m DRAINAGE & SEWAGE EASEMENT
23 - DATE PALM
TPZ - R 4.500
TPZ - R 15.000
SRZ - R 4.700
01 - MORETON BAY FIG
PROPOSED NEW CROSSOVER TO THE SATISFACTION OF THE RESPONSIBLE AUTHORITY
PROPOSED NEW CROSSOVER TO THE SATISFACTION OF THE RESPONSIBLE AUTHORITY
PROPOSED NEW CROSSOVER TO THE SATISFACTION OF THE RESPONSIBLE AUTHORITY

BASS AVENUE

NO. 9-11
NO. 7
NO. 4-6

THE ESPLANADE

ALL WORKS OUTSIDE OF THE TITLE BOUNDARY ARE SUBJECT TO A SEPARATE APPROVAL PROCESS AND ARE INDICATIVE ONLY

REV.	DATE	DESCRIPTION	ATHR
DA05	4/5/2023	TOWN PLANNING	JD

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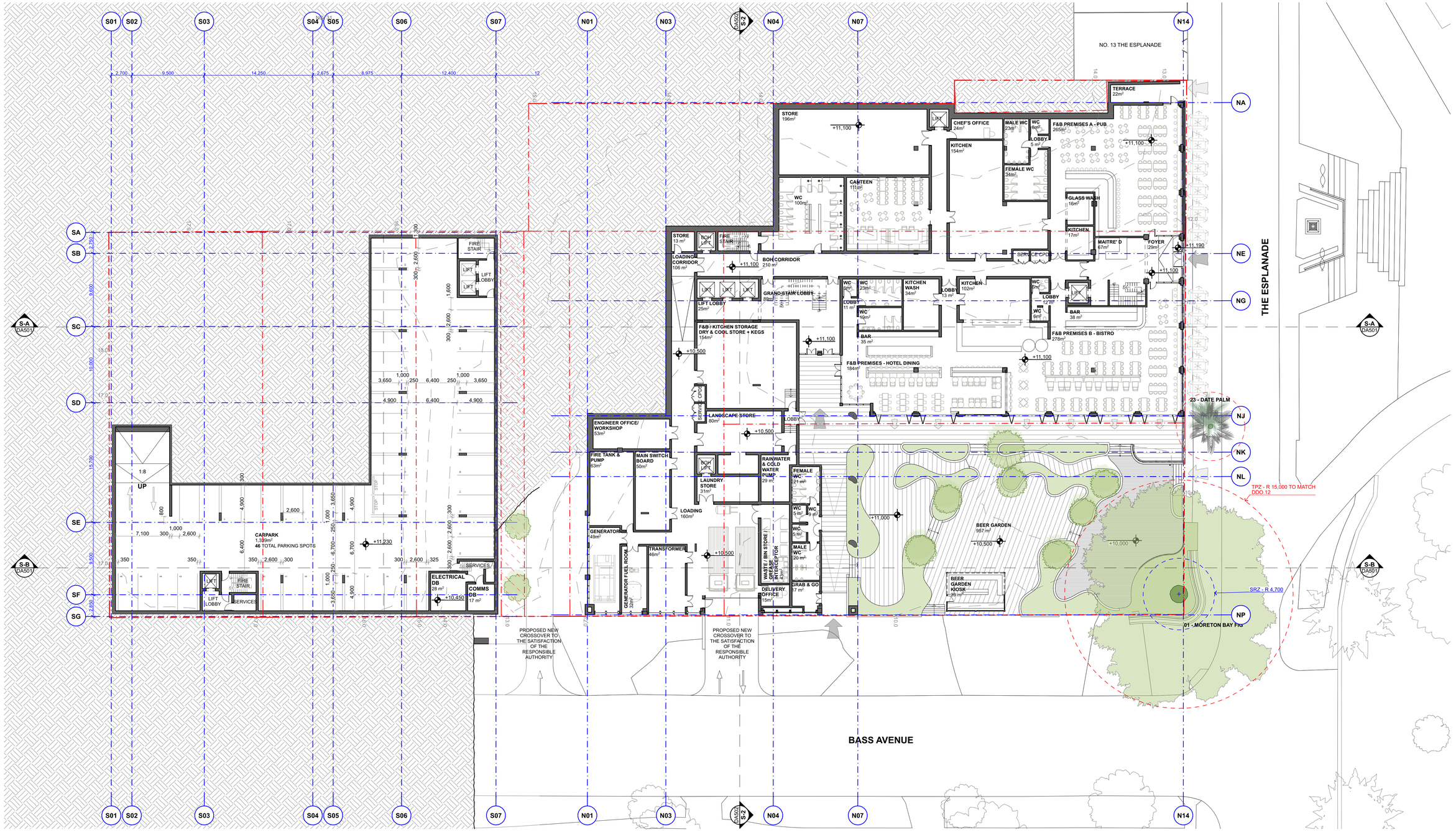
PROJECT:
PHILLIP ISLAND HOTEL & MIXED USE DEVELOPMENT
9-10 THE ESPLANADE & 2-8 BASS AVENUE
COWES,
VICTORIA 3922

DRAWING TITLE
SITE PLAN
SITE PLAN - PROPOSED DEVELOPMENT

SCALE @ A1 / A3
1:500 / 1:(SCALEX2)
CHECKED
JD
PROJECT NO. - DWG NO._REV.
0527 - DA202_DA05

BIM Accel: ALEX-BIM-SERVER - BIMAccel://0527_Phillip Island/0527_Phillip Island_DD



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REV	DATE	DESCRIPTION	ATHR
DA05	4/5/2023	TOWN PLANNING	JD

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JEREMY BULL
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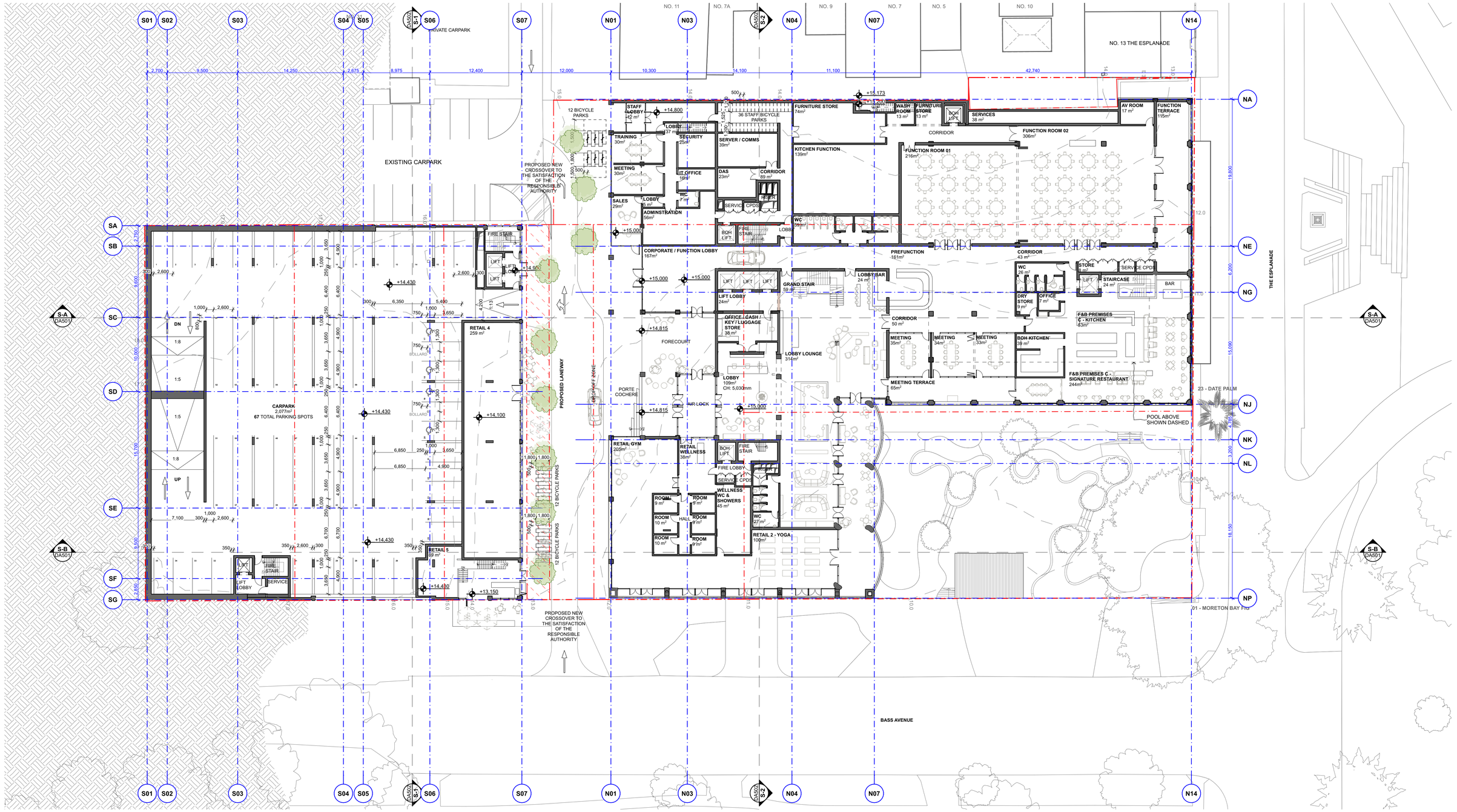
CLIENT:
MODA

PROJECT:
PHILLIP ISLAND HOTEL & MIXED USE DEVELOPMENT
9-10 THE ESPLANADE & 2-8 BASS AVENUE
COWES,
VICTORIA 3922

DRAWING TITLE
FLOOR PLAN
ESPLANADE GA PLAN

SCALE @ A1 / A3 **1:250 / 1:(SCALEX2)**
CHECKED **JD**
PROJECT NO. - DWG NO._REV.
0527 - DA301_DA05

BIMcloud: ALEX.BIM-SERVER - BIMcl-n=0527_Phillip Island/0527_Phillip Island_DD



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REV.	DATE	DESCRIPTION	ATHR
DA05	4/5/2023	TOWN PLANNING	JD

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MODA

PROJECT:
PHILLIP ISLAND HOTEL & MIXED USE DEVELOPMENT
9-10 THE ESPLANADE & 2-8 BASS AVENUE
COWES,
VICTORIA 3922

DRAWING TITLE
FLOOR PLAN
LANEWAY GA PLAN

SCALE @ A1 / A3
1:250 / 1:(SCALE2)

CHECKED
JD

PROJECT NO. - DWG NO._REV.
0527 - DA302_DA05

BIMcloud ALEX.BIM-SERVER - BIMcloud://0527_Phillip Island/0527_Phillip Island_DD

NO. 41 | NO. 37 | NO. 35 | NO. 31-35 | NO. 31 | NO. 11 | NO. 7A | NO. 9 | NO. 7 | NO. 5 | NO. 10 | NO. 13 THE ESPLANADE

S01 S02 S03 S04 S05 DA601 S-1 S06 S07 N01 N03 DA601 S-2 N04 N07 N14

2,700 | 9,500 | 14,250 | 2,675 | 6,975 | 12,400 | 12,000 | 10,300 | 14,100 | 11,100 | 42,740

SA SB SC SD SE SF SG

NA NE NG NJ NK NL NP

19,800 | 6,200 | 15,090 | 3,200 | 18,150

S-A DA501 | S-B DA501

PROPOSED NEW CROSSOVER TO THE SATISFACTION OF THE RESPONSIBLE AUTHORITY

PROPOSED LANEWAY

THE ESPLANADE

23 - DATE PALM

01 - MORETON BAY FIG

NO. 10

OPEN

FIREN STAIR | LOBBY | LIFT | LIFT

DN 7,100 1:8 | 1:5 | 1:8

CARPARK 2,363m² 84 TOTAL PARKING +17.230

BIN STORE 25 m² | LIFT | FIRE STAIR | +17.230 | LOBBY

RETAIL 5 40 m²

PROPOSED NEW CROSSOVER TO THE SATISFACTION OF THE RESPONSIBLE AUTHORITY

130 LANEWAY 40 48 m² | 129 LANEWAY VIEW 35 m² | 128 LANEWAY VIEW 35 m² | 127 LANEWAY VIEW 35 m² | 126 LANEWAY VIEW 35 m² | 125 LANEWAY VIEW 37 m²

131 WEST VIEW 46 m² | 124 WEST VIEW 35 m² | SERVICE CPD | BOH LOBBY | BOH LIFT | FIRE STAIR | MEDIA / CHILDREN 27 m² | LIFT | LIFT | LIFT | +20.430

POOL PLANT 31m² | STORAGE 25m² | FIRE STAIR | BOH LIFT | RISER | STORAGE / KITCHEN 51m² | RISER | DDA 7 m² | WC 25m² | POOL BAR 46m² | POOL TERRACE 1,114 m² | +20.430

124 GARDEN VIEW 36 m² | 123 GARDEN VIEW 36 m² | 122 GARDEN VIEW 36 m² | 121 GARDEN VIEW 35 m² | GARDEN TERRACE

POOL 230 m²

101 LANEWAY 40 40 m² | 103 LANEWAY 40 41 m² | 105 LANEWAY 40 46 m² | 107 LANEWAY 40 44 m² | 120 LANEWAY 40 47 m² | 119 LANEWAY VIEW 35 m² | 118 LANEWAY VIEW 36 m² | 117 LANEWAY VIEW 35 m² | 116 LANEWAY 40 48 m²

BOH LIFT | FIRE STAIR | LINEN 34 m² | ELEC CPD | 115 EAST VIEW 36 m² | 114 EAST VIEW 35 m²

102 GARDEN VIEW 36 m² | 104 GARDEN VIEW 35 m² | 106 GARDEN VIEW 36 m² | 108 SEA VIEW 36 m² | 109 SEA VIEW 35 m² | 110 SEA VIEW 36 m² | 111 SEA VIEW 36 m² | 112 SEA VIEW 35 m² | 113 SEA VIEW 38 m²

BASS AVENUE

ALL WORKS OUTSIDE OF THE TITLE BOUNDARY ARE SUBJECT TO A SEPARATE APPROVAL PROCESS AND ARE INDICATIVE ONLY

REV.	DATE	DESCRIPTION	ATHR
DA05	4/5/2023	TOWN PLANNING	JD

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JEREMY BULL
NSW REGISTRATION #7881

CLIENT:
MODA

PROJECT:
PHILLIP ISLAND HOTEL & MIXED USE DEVELOPMENT
9-10 THE ESPLANADE & 2-8 BASS AVENUE
COWES,
VICTORIA 3922

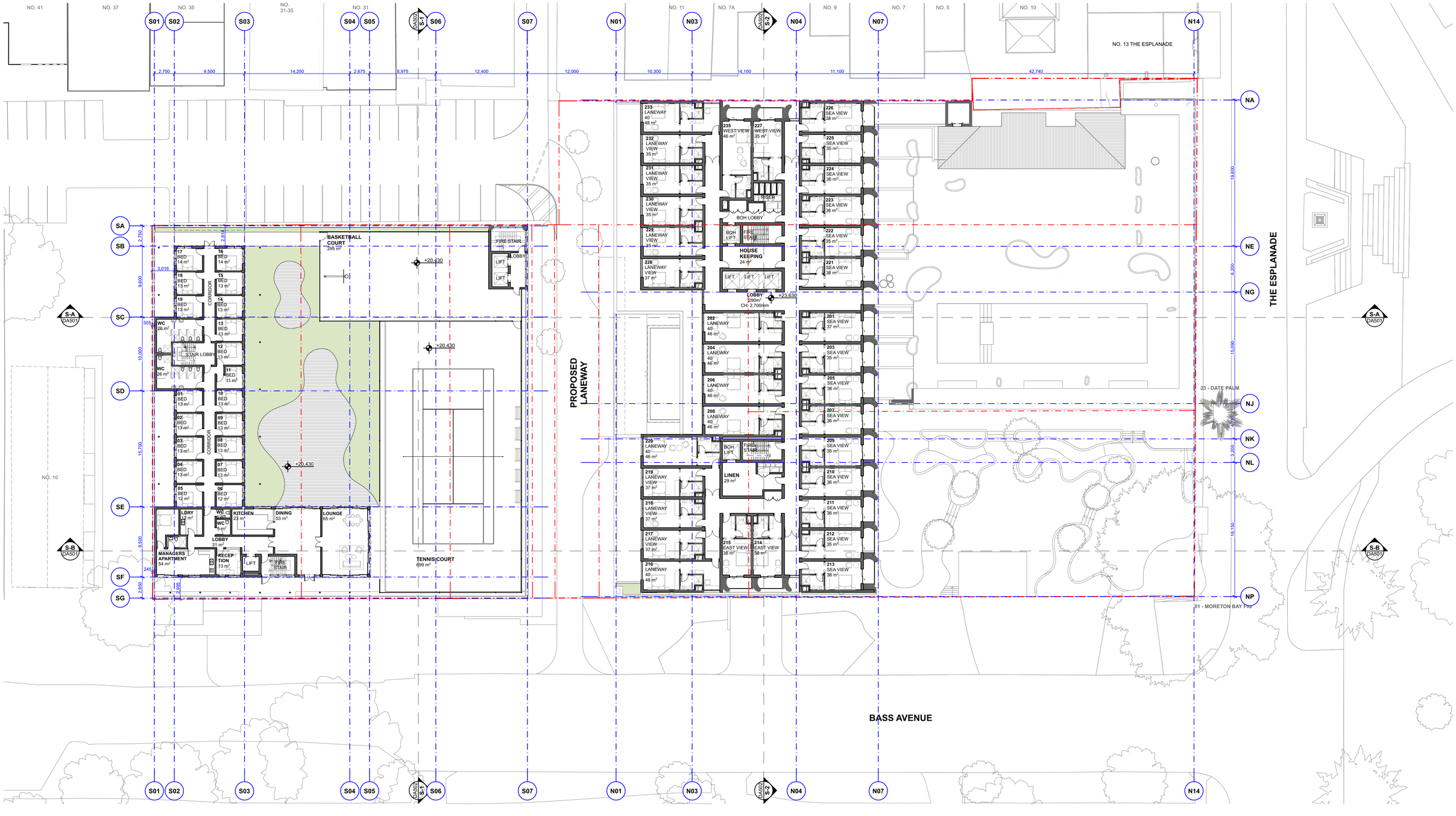
N

DRAWING TITLE
FLOOR PLAN
LEVEL 01 / POOL TERRACE GA PLAN

SCALE @ A1 / A3
1:250 / 1:(SCALEX2)
CHECKED
JD

PROJECT NO. - DWG NO._REV.
0527 - DA303_DA05

BIMcloud ALEX.BIM-SERVER - BIMcloud://0527_Phillip Island/0527_Phillip Island_DD



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REV	DATE	DESCRIPTION	ATHR
DA05	4/5/2023	TOWN PLANNING	JD

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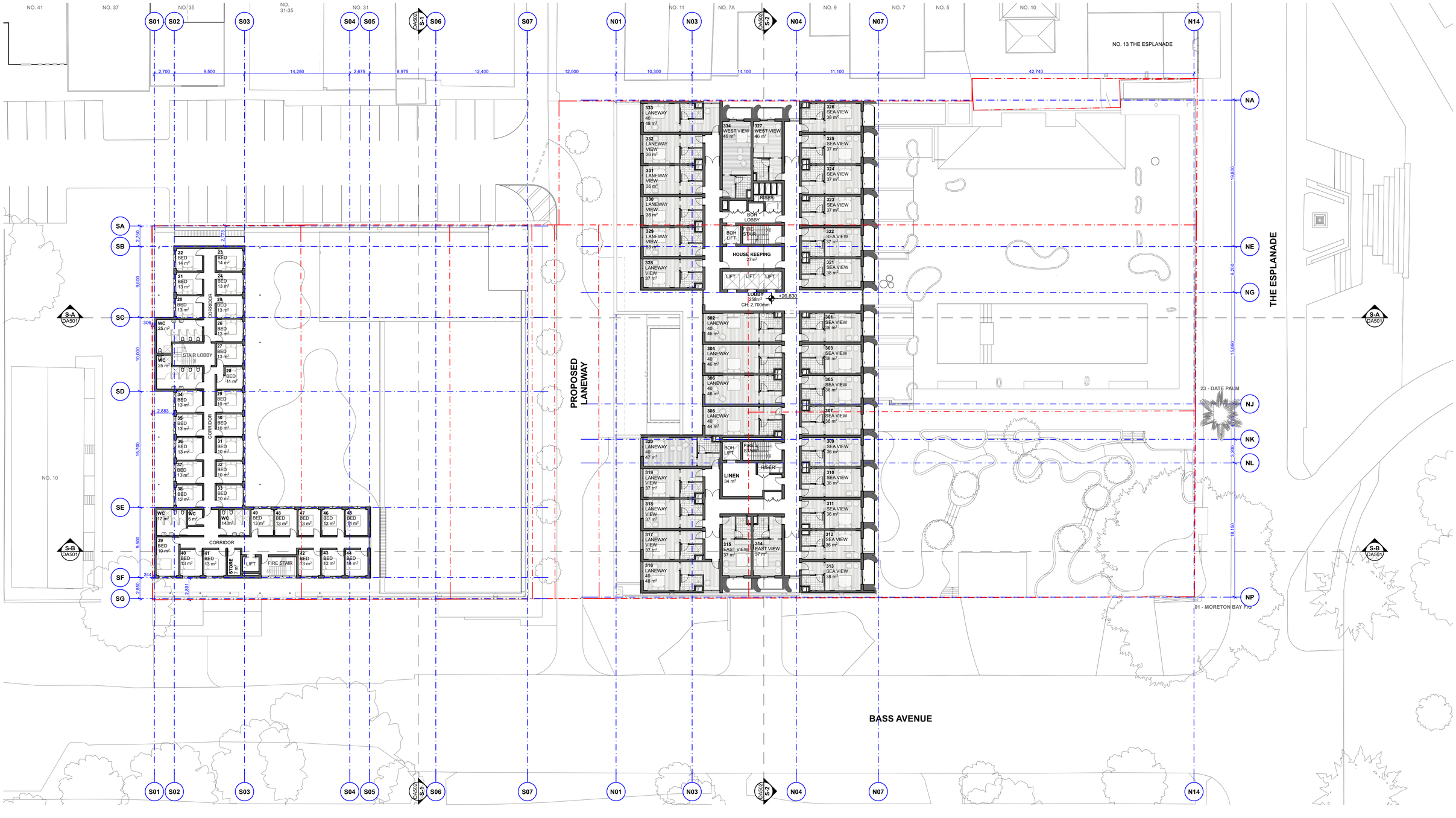
PROJECT:
PHILLIP ISLAND HOTEL & MIXED USE DEVELOPMENT
9-10 THE ESPLANADE & 2-8 BASS AVENUE
COWES,
VICTORIA 3922

DRAWING TITLE
FLOOR PLAN
LEVEL 02 GA PLAN

SCALE @ A1 / A3
1:250 / 1:(SCALEX2)
CHECKED
JD

PROJECT NO. - DWG NO._REV.
0527 - DA304_DA05

BIMcloud: ALEX.BIM-SERVER - BIMcloud/0527_Phillip Island/0527_Phillip Island_DD



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REV	DATE	DESCRIPTION	ATHR
DA05	4/5/2023	TOWN PLANNING	JD

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JEREMY BILL
NSW REGISTRATION #7881

CLIENT:
MODA

PROJECT:
PHILLIP ISLAND HOTEL & MIXED USE DEVELOPMENT
9-10 THE ESPLANADE & 2-8 BASS AVENUE
COWES,
VICTORIA 3922

DRAWING TITLE
FLOOR PLAN
LEVEL 03 GA PLAN

SCALE @ A1 / A3 — CHECKED
1:250 / 1:(SCALEX2) — **JD**

PROJECT NO. - DWG NO._REV.
0527 - DA305_DA05

BIM:\Input ALEX-BIM-SERVER - BIM:\in=d0527_Phillip Island\d0527_Phillip Island_0D

NO. 41 | NO. 37 | NO. 35 | NO. 31-35 | NO. 31 | NO. 11 | NO. 7A | NO. 9 | NO. 7 | NO. 5 | NO. 10 | NO. 13 THE ESPLANADE

S01 S02 S03 S04 S05 S06 S07 N01 N03 N04 N07 N14

DA502 S-1 | DA502 S-2

2,700 | 9,500 | 14,250 | 2,675 | 6,975 | 12,400 | 12,000 | 10,300 | 14,100 | 11,100 | 42,740

SA SB SC SD SE SF SG

2,760 | 9,600 | 10,000 | 15,700 | 9,500 | 2,850

NA NE NG NJ NK NL NP

19,800 | 6,200 | 15,090 | 3,200 | 18,150

S-A DA501 | S-B DA501

NO. 10

PROPOSED LANEWAY

THE ESPLANADE

23 - DATE PALM

01 - MORETON BAY FIG

BASS AVENUE

433 LANEWAY 40 48 m²	434 WEST VIEW 46 m²	427 WEST VIEW 46 m²	426 SEA VIEW 38 m²
432 LANEWAY VIEW 36 m²			425 SEA VIEW 37 m²
431 LANEWAY VIEW 36 m²			424 SEA VIEW 37 m²
430 LANEWAY VIEW 36 m²	RISER	RISER	423 SEA VIEW 37 m²
429 LANEWAY VIEW 36 m²	BOH LIFT	BOH LOBBY FIRE STAIR	422 SEA VIEW 37 m²
428 LANEWAY VIEW 37 m²	HOUSE KEEPING 24m²		421 SEA VIEW 38 m²
	LIFT	LIFT LIFT	
	LOBBY 261m² CH: 2,800mm	+30,030	
402 LANEWAY 40 46 m²			401 SEA VIEW 36 m²
404 LANEWAY 40 46 m²			403 SEA VIEW 36 m²
406 LANEWAY 40 46 m²			405 SEA VIEW 36 m²
408 LANEWAY 40 44 m²			407 SEA VIEW 36 m²
420 LANEWAY 40 47 m²	BOH LIFT	FIRE STAIR	409 SEA VIEW 36 m²
419 LANEWAY VIEW 37 m²	LINEN 34 m²	RISER	410 SEA VIEW 36 m²
418 LANEWAY VIEW 37 m²			411 SEA VIEW 36 m²
417 LANEWAY VIEW 37 m²	415 EAST VIEW 37 m²	414 EAST VIEW 37 m²	412 SEA VIEW 36 m²
416 LANEWAY 40 48 m²			413 SEA VIEW 38 m²

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REV.	DATE	DESCRIPTION	ATHR
DA05	4/5/2023	TOWN PLANNING	JD

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CLIENT:
MODA

PROJECT:
PHILLIP ISLAND HOTEL & MIXED USE DEVELOPMENT
9-10 THE ESPLANADE & 2-8 BASS AVENUE
COWES,
VICTORIA 3922

DRAWING TITLE
FLOOR PLAN
LEVEL 04 GA PLAN

SCALE @ A1 / A3
1:250 / 1:(SCALEX2)
CHECKED
JD

PROJECT NO. - DWG NO._REV.
0527 - DA306_DA05

BIMcloud: ALEX-BIM-SERVER - BIMcloud\0527_Phillip Island\0527_Phillip Island_DD

NO. 41 | NO. 37 | NO. 35 | NO. 31-35 | NO. 31 | NO. 11 | NO. 7A | NO. 9 | NO. 7 | NO. 5 | NO. 10 | NO. 13 THE ESPLANADE

S01 S02 S03 S04 S05 S06 S07 N01 N03 N04 N07 N14

2,700 | 9,500 | 14,250 | 2,675 | 6,975 | 12,400 | 12,000 | 10,300 | 14,100 | 11,100 | 42,740

SA SB SC SD SE SF SG

2,750 | 9,600 | 10,000 | 15,700 | 9,500 | 2,850

NA NE NG NJ NK NL NP

19,800 | 6,200 | 15,090 | 3,200 | 18,150

S-A DA501 | S-B DA501 | DA501 S-1 | DA501 S-2

NO. 10

PROPOSED LANEWAY

THE ESPLANADE

23 - DATE PALM

01 - MORETON BAY FIG

BASS AVENUE

526 LANEWAY 40 48 m²
525 LANEWAY VIEW 38 m²
524 LANEWAY VIEW 36 m²
523 LANEWAY VIEW 38 m²
523 LANEWAY VIEW 38 m²
522 LANEWAY VIEW 37 m²
527 WEST VIEW 46 m²
521 WEST VIEW 46 m²
RISER
BOH LOBBY
BOH LIFT
FIRE STAIR
HOUSE KEEPING 24m²
LIFT LIFT LIFT
LOBBY 282m2 +33.230
520 SEA VIP SUITE 74 m²
519 SEA VIEW 37 m²
518 SEA VIP SUITE 72 m²
502 LANEWAY 40 46 m²
504 LANEWAY 40 46 m²
506 LANEWAY 40 46 m²
508 LANEWAY 40 44 m²
501 SEA VIP SUITE 71 m²
503 SEA VIEW 36 m²
505 SEA VIP SUITE 71 m²
517 LANEWAY 40 47 m²
BOH LIFT
FIRE STAIR
LINEN 54 m²
RISER
516 LANEWAY VIEW 37 m²
515 LANEWAY VIEW 37 m²
514 LANEWAY VIEW 37 m²
513 LANEWAY 40 48 m²
512 EAST VIEW 37 m²
511 EAST VIEW 37 m²
507 SEA VIEW 36 m²
509 SEA VIP SUITE 71 m²
510 SEA VIEW 38 m²

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REV	DATE	DESCRIPTION	ATHR
DA05	4/5/2023	TOWN PLANNING	JD

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CLIENT:
MODA

PROJECT:
PHILLIP ISLAND HOTEL & MIXED USE DEVELOPMENT
9-10 THE ESPLANADE & 2-8 BASS AVENUE
COWES,
VICTORIA 3922

DRAWING TITLE
FLOOR PLAN
LEVEL 05 GA PLAN

SCALE @ A1 / A3
1:250 / 1:(SCALEX2)

CHECKED
JD

PROJECT NO. - DWG NO._REV.
0527 - DA307_DA05

RAN:root ALEX-BIM-SERVER - RAN:/root/0527_Phillip Island/0527_Phillip Island_00

NO. 41 NO. 37 NO. 35 NO. 31-35 NO. 31 NO. 11 NO. 7A NO. 9 NO. 7 NO. 5 NO. 10 NO. 13 THE ESPLANADE

S01 S02 S03 S04 S05 DA502 S-1 S06 S07 N01 N03 DA502 S-2 N04 N07 N14

2,700 9,500 14,250 2,675 6,975 12,400 12,000 10,300 14,100 11,100 42,740

SA SB SC SD SE SF SG

2,700 9,600 10,000 15,700 9,500 2,850

NA NE NG NJ NK NL NP

19,800 6,200 15,090 3,200 18,150

S-A DA501 S-B DA501

NO. 10

PROPOSED LANEWAY

ROOF PLANT
348 m²

BOH LIFT
FIRE STAIR
BOH LOBBY
LIFT LIFT LIFT
LIFT LOBBY
19 m²
+36.430
ENCLOSED PLANT
140 m²
BOH LIFT
FIRE STAIR
BOH LOBBY

ROOF PLANT
348 m²

520
VIP TERRACE
119 m²

518
VIP TERRACE
128 m²

501
VIP TERRACE
123 m²

505
VIP TERRACE
123 m²

509
VIP TERRACE
125 m²

THE ESPLANADE

23 - DATE PALM

01 - MORETON BAY FIG

BASS AVENUE

ALL WORKS OUTSIDE OF THE TITLE BOUNDARY ARE SUBJECT TO A SEPARATE APPROVAL PROCESS AND ARE INDICATIVE ONLY

REV.	DATE	DESCRIPTION	ATHR
DA05	4/5/2023	TOWN PLANNING	JD

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www.alexanderand.co
JEREMY BULL
NSW REGISTRATION #7881

CLIENT:
MODA

PROJECT:
PHILLIP ISLAND HOTEL & MIXED USE DEVELOPMENT
9-10 THE ESPLANADE & 2-8 BASS AVENUE
COWES,
VICTORIA 3922

N

DRAWING TITLE
FLOOR PLAN
ROOF LEVEL GA PLAN

SCALE @ A1 / A3
1:250 / 1:(SCALEX2)
CHECKED
JD

PROJECT NO. - DWG NO._REV.
0527 - DA308_DA05

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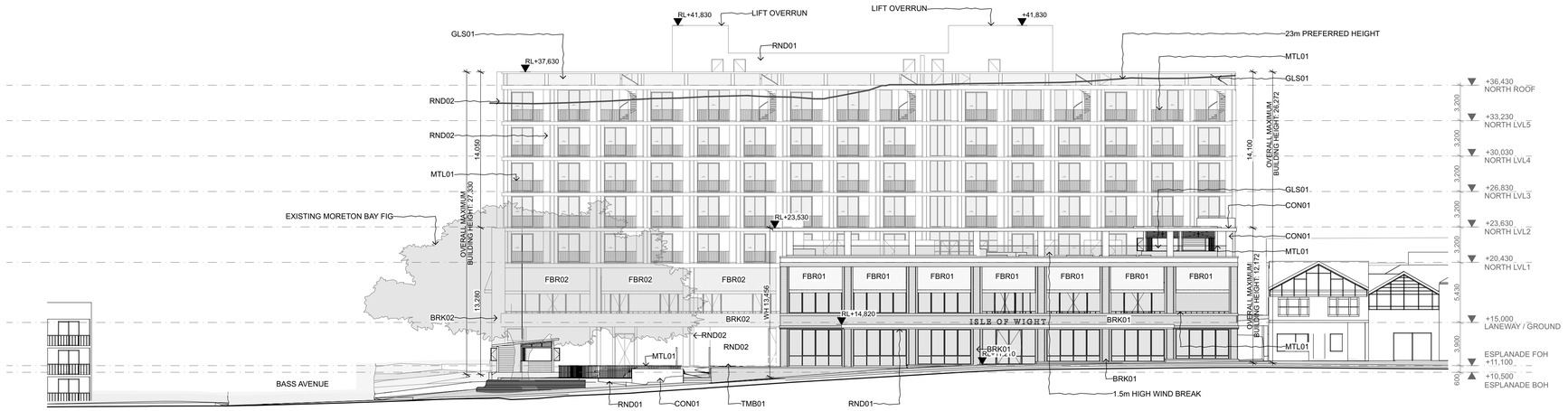
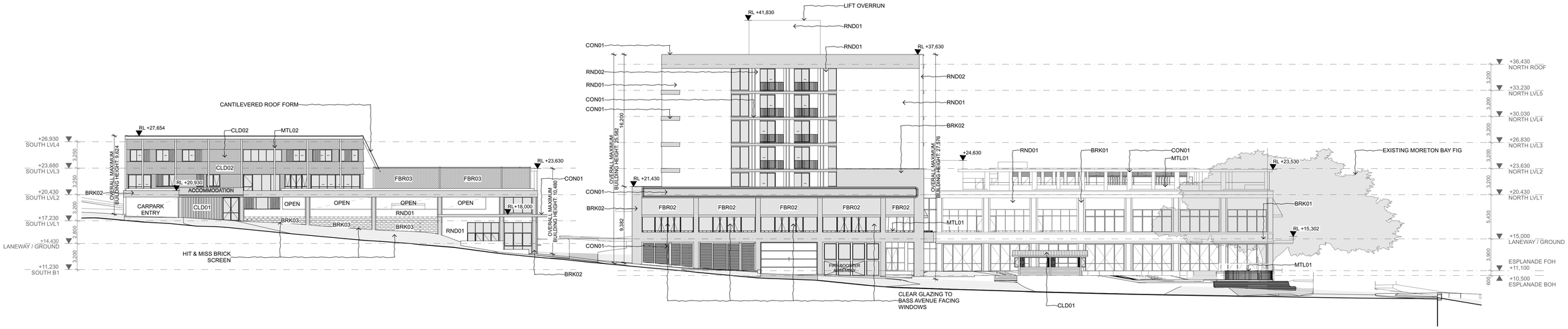


NT-N NORTH TOWER - NORTH ELEVATION
SCALE - 1:250



N&ST-E NORTH & SOUTH TOWER - EAST ELEVATION
SCALE - 1:250

ALL WORKS OUTSIDE OF THE TITLE BOUNDARY ARE SUBJECT TO A SEPARATE APPROVAL PROCESS AND ARE INDICATIVE ONLY

REV	DATE	DESCRIPTION	ATHR
DA05	4/5/2023	TOWN PLANNING	JD

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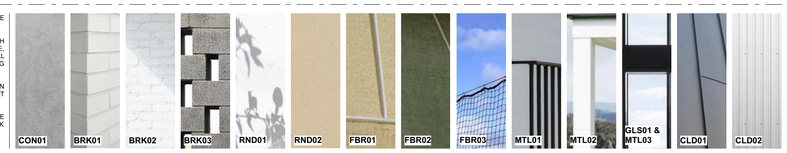

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PHILLIP ISLAND HOTEL & MIXED USE DEVELOPMENT
9-10 THE ESPLANADE & 2-8 BASS AVENUE
COWES,
VICTORIA 3922

DRAWING TITLE
ELEVATION
ESPLANADE & BASS AVENUE ELEVATIONS

SCALE @ A1 / A3
1:250, 1:1 / 1:(SCALEX2)
CHECKED
JD

PROJECT NO. - DWG NO._REV.
0527 - DA401_DA05

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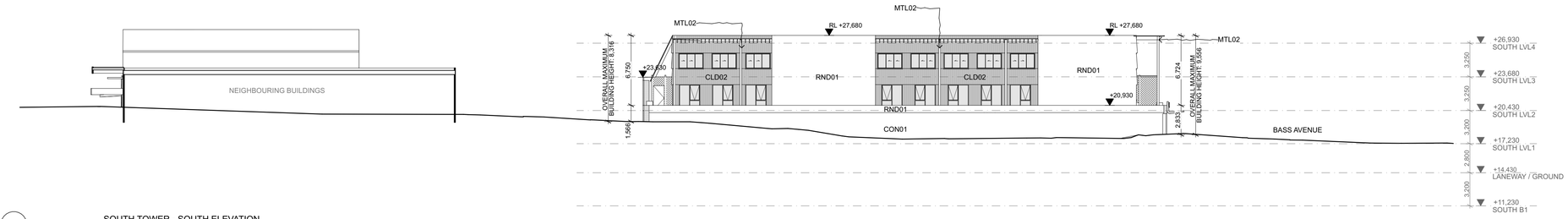
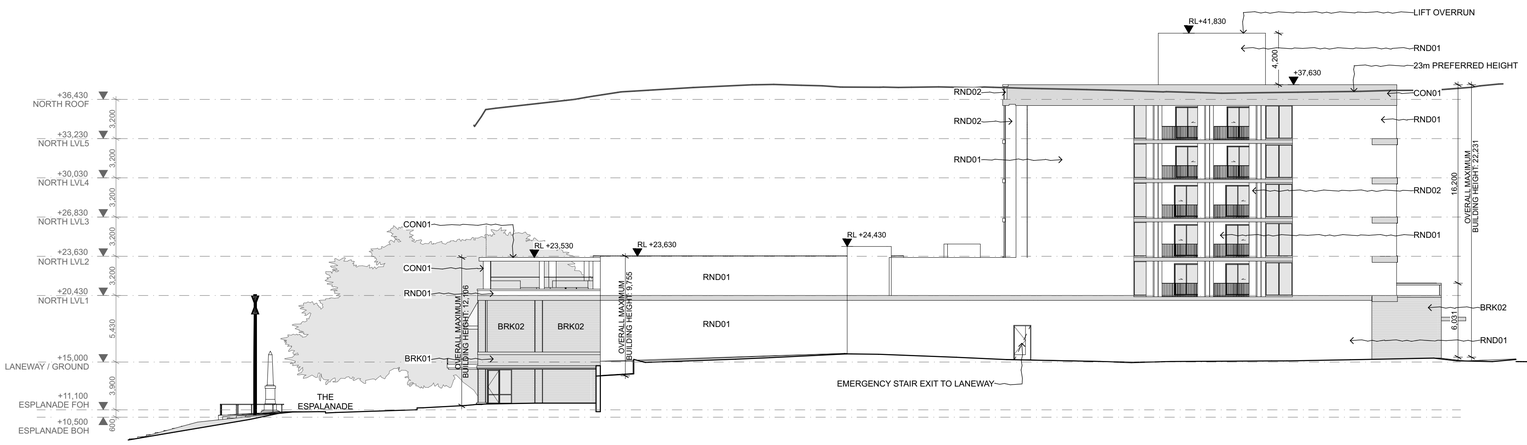


ST-S SOUTH TOWER - SOUTH ELEVATION
SCALE - 1:250



N&ST-W NORTH & SOUTH TOWER - WEST ELEVATION
SCALE - 1:250

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REV	DATE	DESCRIPTION	ATHR
DA05	4/5/2023	TOWN PLANNING	JD

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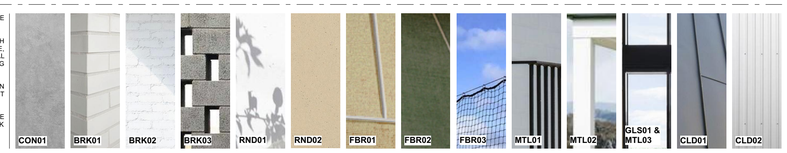

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PROJECT:
PHILLIP ISLAND HOTEL & MIXED USE DEVELOPMENT
9-10 THE ESPLANADE & 2-8 BASS AVENUE
COWES,
VICTORIA 3922

N

SCALE @ A1 / A3 **1:250, 1:1 / 1:(SCALEX2)**
CHECKED **JD**
PROJECT NO. - DWG NO._REV. **0527 - DA402_DA05**

DRAWING TITLE
ELEVATION
SOUTH & WEST ELEVATIONS

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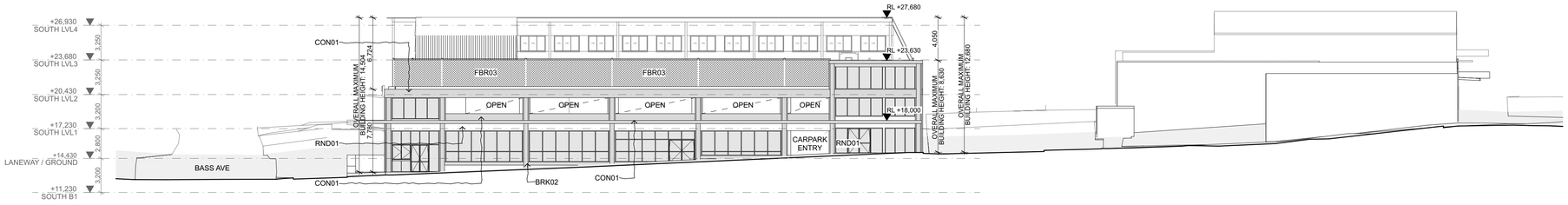
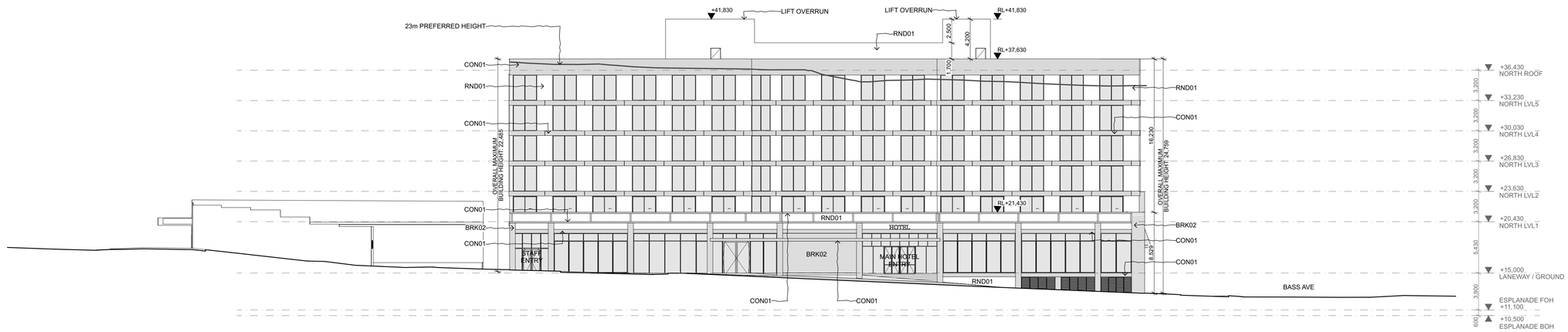


ST-N SOUTH TOWER - NORTH ELEVATION
SCALE - 1:250



NT-S NORTH TOWER - SOUTH ELEVATION
SCALE - 1:250

ALL WORKS OUTSIDE OF THE TITLE BOUNDARY ARE SUBJECT TO A SEPARATE APPROVAL PROCESS AND ARE INDICATIVE ONLY

REV	DATE	DESCRIPTION	ATHR
DA05	4/5/2023	TOWN PLANNING	JD

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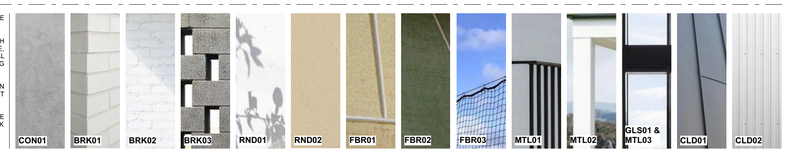

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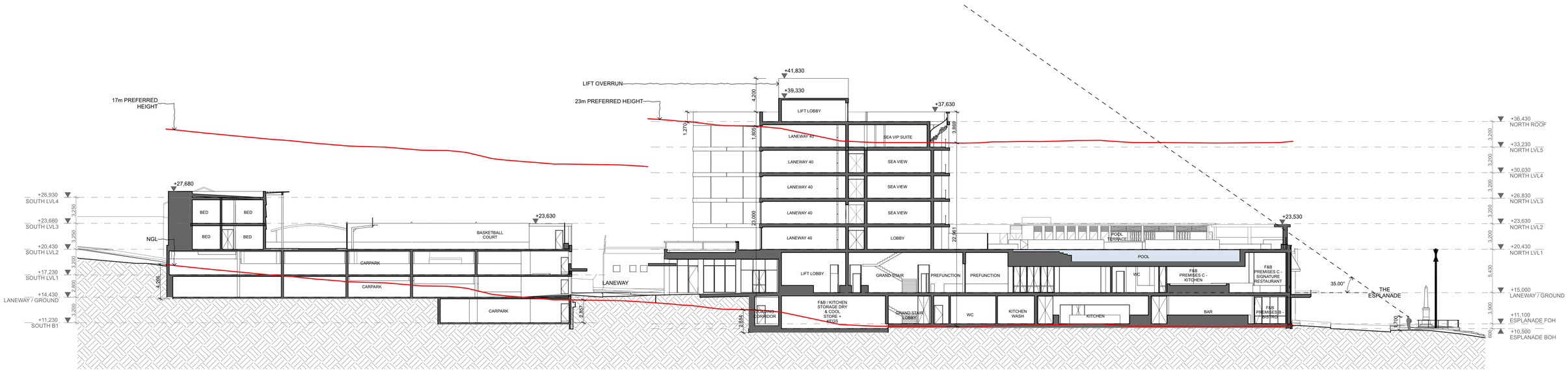
9-10 THE ESPLANADE & 2-8 BASS AVENUE
COWES,
VICTORIA 3922

DRAWING TITLE
ELEVATION
LANEWAY ELEVATIONS

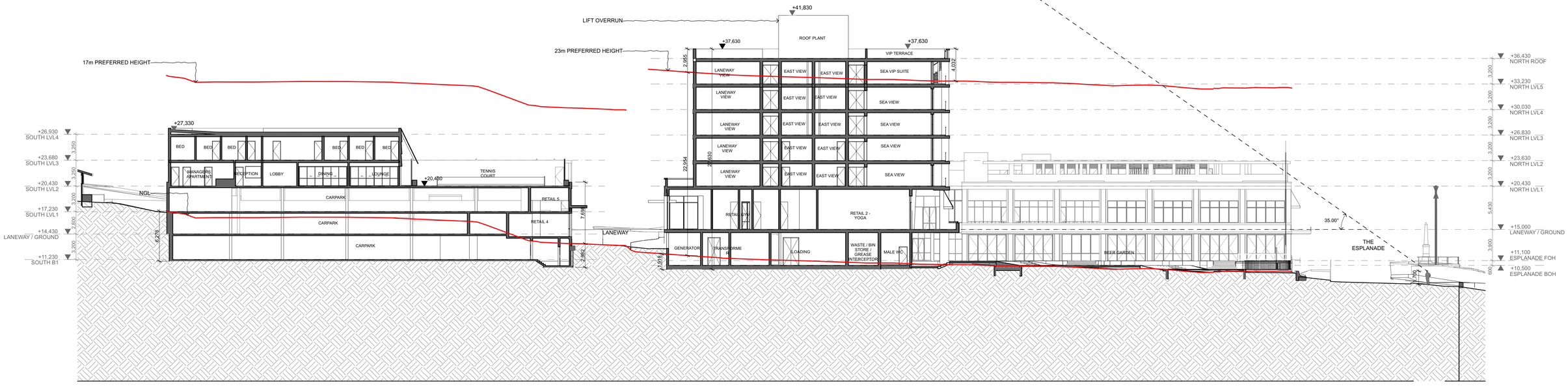
SCALE @ A1 / A3
1:250, 1:1 / 1:(SCALEX2)
CHECKED
JD

PROJECT NO. - DWG NO._REV.
0527 - DA403_DA05

BIMcloud ALEX.BIM-SERVER - BIMcloud://0527_Phillip Island/0527_Phillip Island_00



S-A SECTION A-A
SCALE - 1:250



S-B SECTION B-B
SCALE - 1:250

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REV	DATE	DESCRIPTION	ATHR
DA05	4/5/2023	TOWN PLANNING	JD

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MODA

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COWES,
VICTORIA 3922

N

DRAWING TITLE
SECTION
LONG SECTION

SCALE @ A1 / A3 — CHECKED
1:250 / 1:(SCALEX2) — **JD**
PROJECT NO. - DWG NO._REV.
0527 - DA501_DA05

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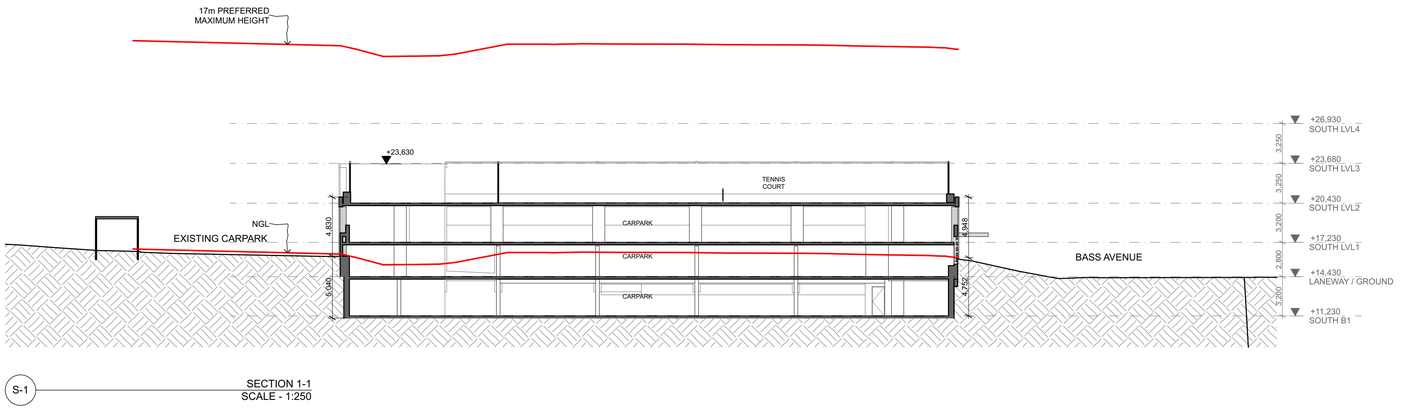
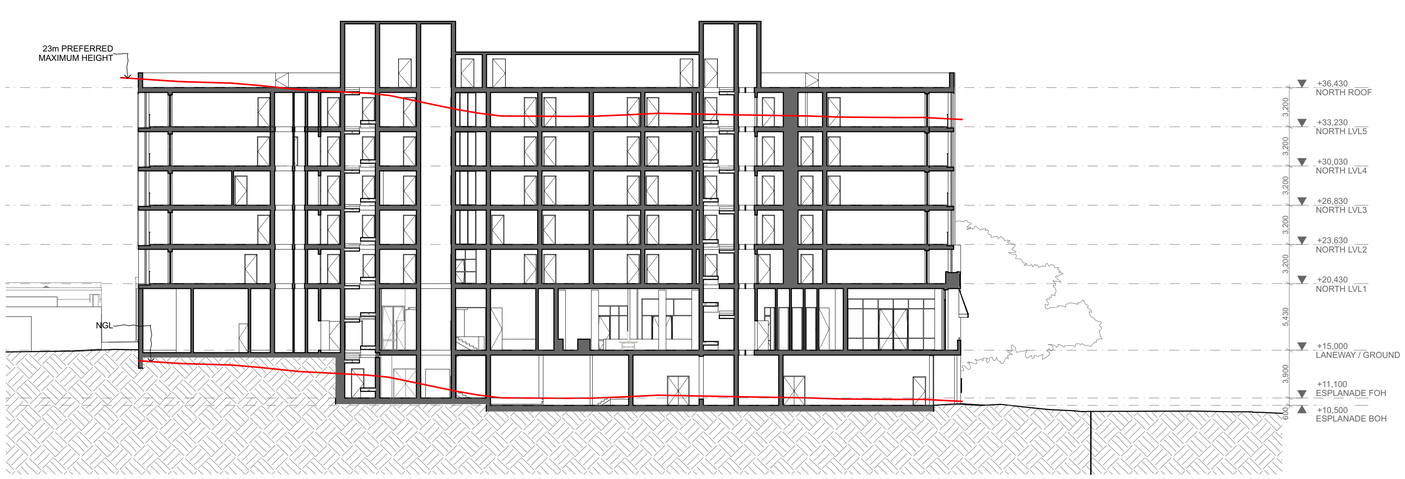


S-1 SECTION 1-1
SCALE - 1:250



S-2 SECTION 2-2
SCALE - 1:250

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REV	DATE	DESCRIPTION	ATHR
DA05	4/5/2023	TOWN PLANNING	JD

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9-10 THE ESPLANADE & 2-8 BASS AVENUE
COWES,
VICTORIA 3922

DRAWING TITLE
SECTION
CROSS SECTIONS

N

SCALE @ A1 / A3 **1:250 / 1:(SCALEX2)**
CHECKED **JD**
PROJECT NO. - DWG NO._REV. **0527 - DA502_DA05**

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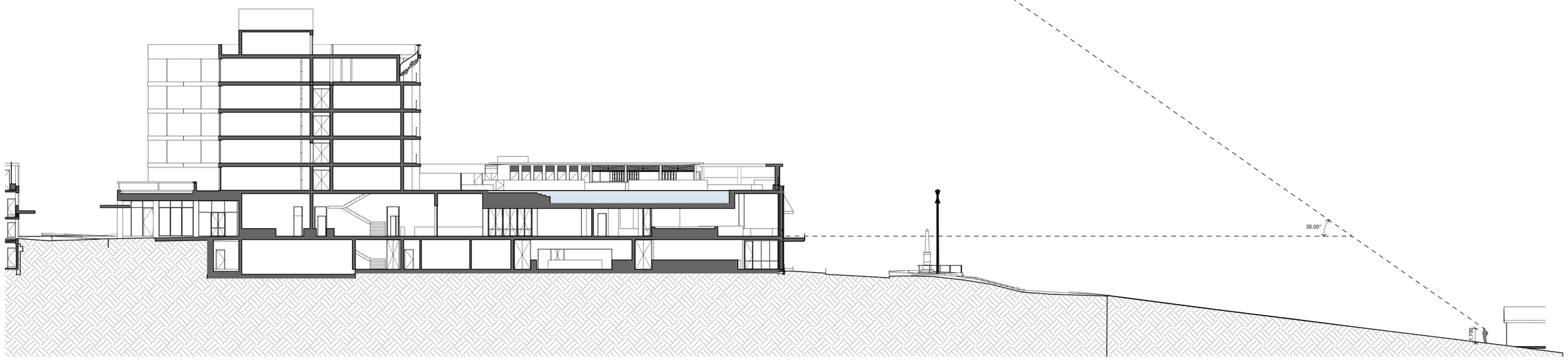
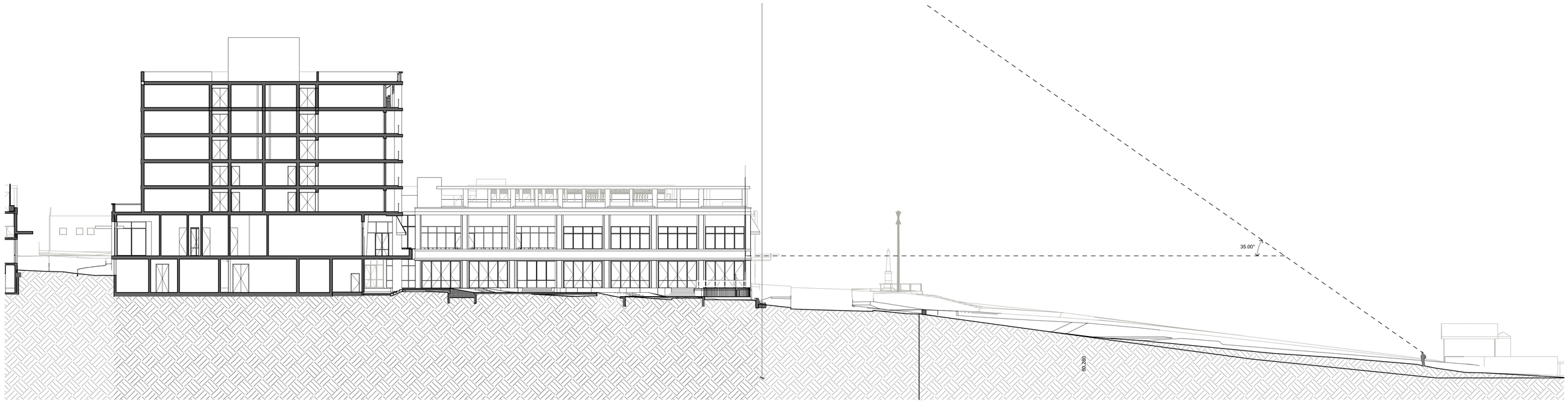


S-A SECTION A - FORESHORE
SCALE - 1:250



S-B SECTION B - FORESHORE
SCALE - 1:250

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REV	DATE	DESCRIPTION	ATHR
DA05	4/5/2023	TOWN PLANNING	JD

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9-10 THE ESPLANADE & 2-8 BASS AVENUE
COWES,
VICTORIA 3922

N

DRAWING TITLE
SECTION
FORESHORE SECTIONS

SCALE @ A1 / A3 **1:250 / 1:(SCALEX2)**
CHECKED **JD**
PROJECT NO. - DWG NO._REV. **0527 - DA503_DA05**

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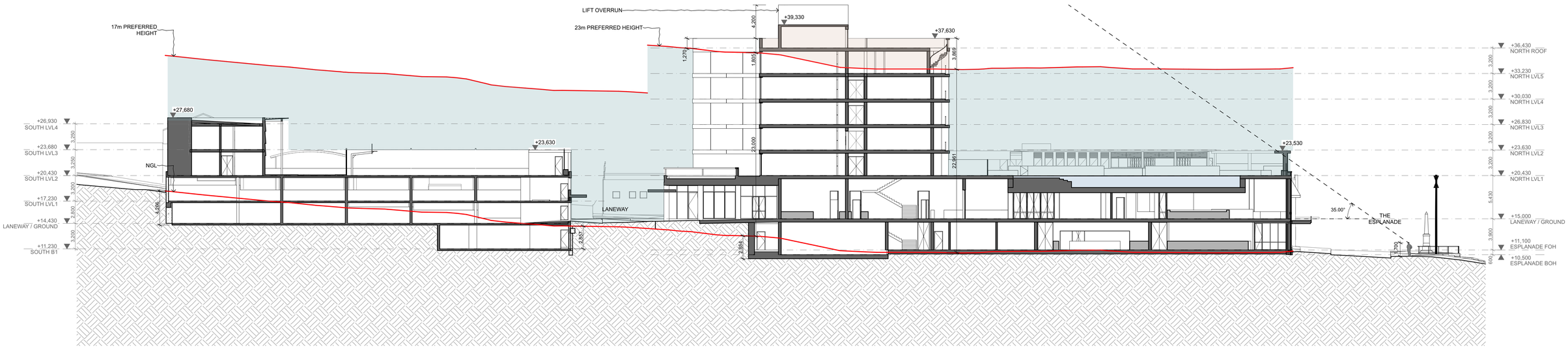

S-A SECTION A - PERMITTED DEVELOPMENT SECTION
SCALE - 1:250

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REV	DATE	DESCRIPTION	ATHR
DA05	4/5/2023	TOWN PLANNING	JD

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9-10 THE ESPLANADE & 2-8 BASS AVENUE
COWES,
VICTORIA 3922

N

DRAWING TITLE
SECTION
PERMITTED DEVELOPMENT SECTION

SCALE @ A1 / A3
1:250 / 1:(SCALEX2)
CHECKED
JD

PROJECT NO. - DWG NO._REV.
0527 - DA504_DA05

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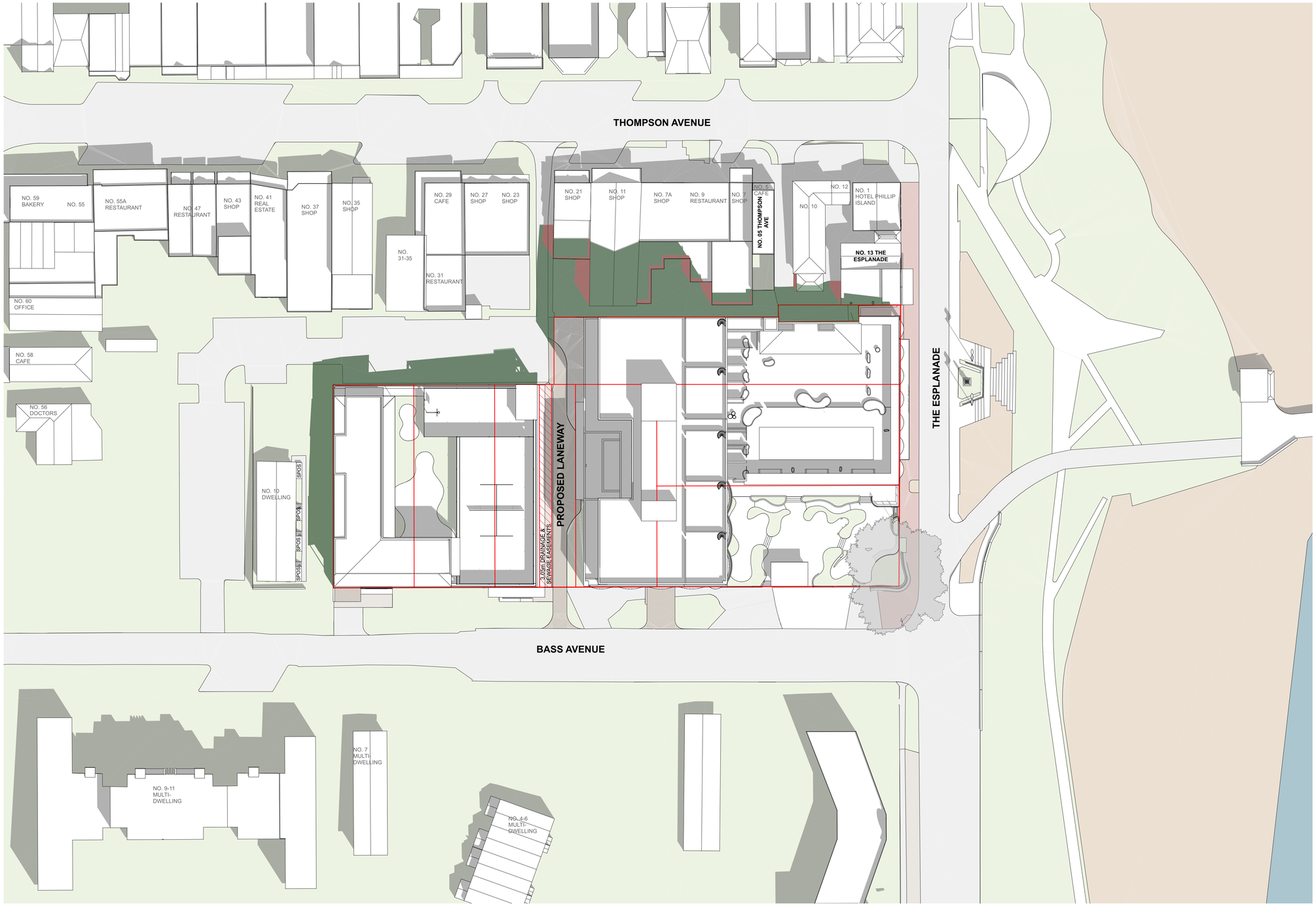

SHADOW STUDY - 9AM ON SEPTEMBER 22
SCALE - 1:500

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REV	DATE	DESCRIPTION	ATHR
DA05	4/5/2023	TOWN PLANNING	JD

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EXISTING SHADOW

ADDITIONAL PROPOSED SHADOW BEYOND SITE BOUNDARY

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PROJECT:
PHILLIP ISLAND HOTEL & MIXED USE DEVELOPMENT
9-10 THE ESPLANADE & 2-8 BASS AVENUE
COWES,
VICTORIA 3922

DRAWING TITLE
SHADOW STUDY
SHADOW STUDY - 9AM ON SEPTEMBER 22

SCALE @ A1 / A3
1:500 / 1:(SCALEX2)
CHECKED
JD

PROJECT NO. - DWG NO._REV.
0527 - DA601_DA05

BIMcloud ALEX.BIM-SERVER - BIMcloud://0527_Phillip Island/0527_Phillip Island_00



SHADOW STUDY - 12PM ON SEPTEMBER 22
SCALE - 1:500

ALL WORKS OUTSIDE OF THE TITLE BOUNDARY ARE SUBJECT TO A SEPARATE APPROVAL PROCESS AND ARE INDICATIVE ONLY

REV	DATE	DESCRIPTION	ATHR
DA05	4/5/2023	TOWN PLANNING	JD

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VICTORIA 3922

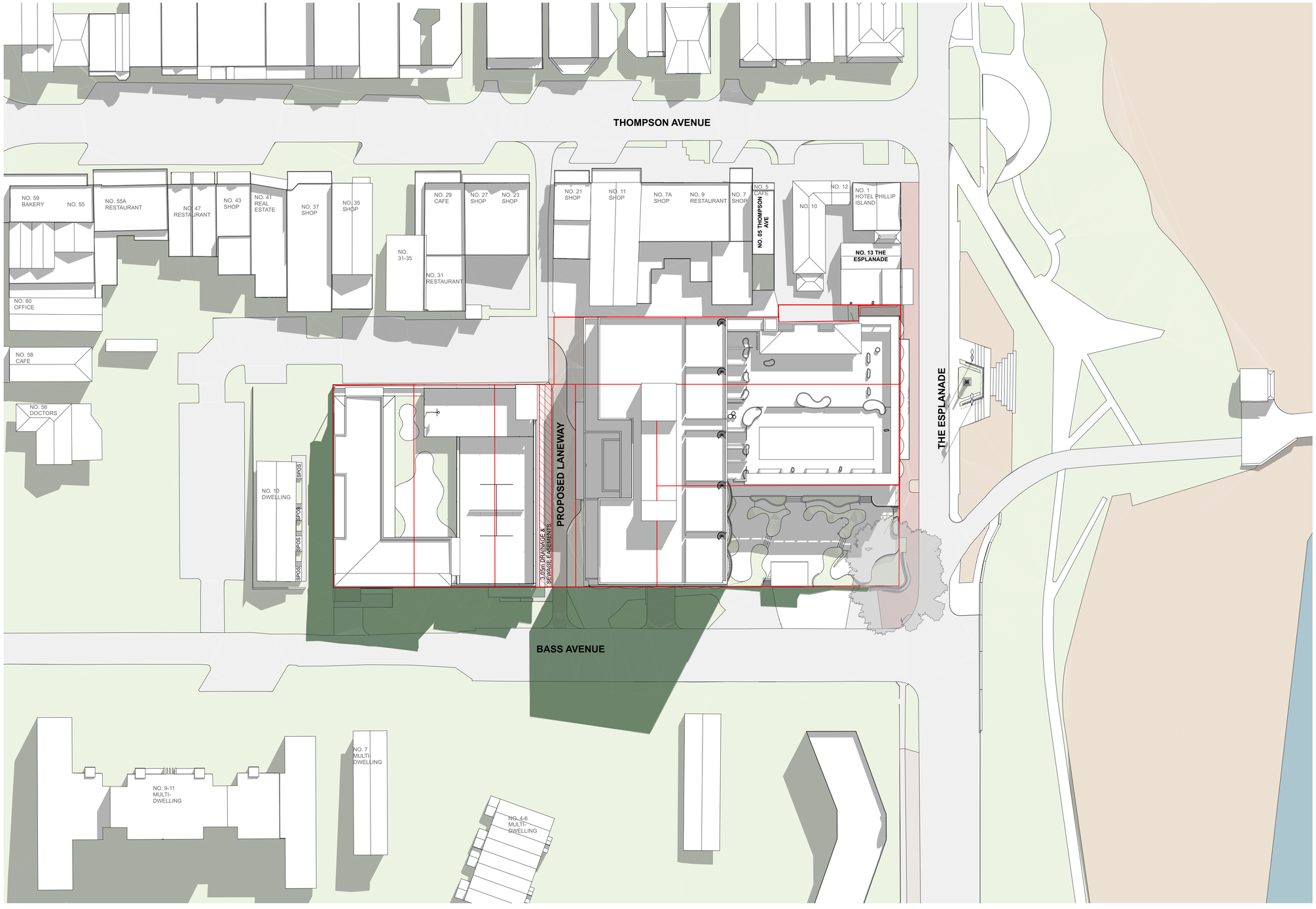
DRAWING TITLE
SHADOW STUDY
SHADOW STUDY - 12PM ON SEPTEMBER 22

N

SCALE @ A1 / A3
1:500 / 1:(SCALEX2)
CHECKED
JD

PROJECT NO. - DWG NO_ REV.
0527 - DA602_DA05

BIMcloud ALEX-BIM-SERVER - BIMcloud://0527_Phillip Island/0527_Phillip Island_DD



SHADOW STUDY - 3PM ON SEPTEMBER 22
SCALE - 1:500

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REV.	DATE	DESCRIPTION	ATHR
DA05	4/5/2023	TOWN PLANNING	JD

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EXISTING SHADOW

ADDITIONAL PROPOSED SHADOW BEYOND SITE BOUNDARY

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COWES,
VICTORIA 3922

N

DRAWING TITLE
SHADOW STUDY
SHADOW STUDY - 3PM ON SEPTEMBER 22

SCALE @ A1 / A3 **1:500 / 1:(SCALEX2)**
CHECKED **JD**
PROJECT NO. - DWG NO._REV.
0527 - DA603_DA05

BIMcloud: ALEX-BIM-SERVER - BIMcl=d0527_Phillip Island\d0527_Phillip Island_DD

AREA SCHEDULE

PROJECT NAME: PHILLIP ISLAND HOTEL & MIXED USE DEVELOPMENT
PROJECT NUMBER: 0527
PROJECT ISSUE: TOWN PLANNING
ISSUE DATE: 4/5/2023
PROJECT ADDRESS: 9-10 THE ESPLANADE & 2-8 BASS AVENUE , COWES 3922, VICTORIA

SITE AREA: 9,245 m²
PERVIOUS SITE AREA: 595 m²
SITE BUILDING AREA: 6,750 m²

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BONDI JUNCTION
NSW 2022
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ESPLANADE LEVEL

NORTH - ISLE OF WIGHT HOTEL

TYPE	NO. OF ACCOM. UNITS	NIA (m²)	GFA (m²)
BEER GARDEN			
BEER GARDEN		957	957
BEER GARDEN KIOSK		39	39
FEMALE WC		18	21
MALE WC		18	20
WC		15	19
		1,047 m²	1,056 m²
COMMON			
BOH CORRIDOR		188	210
BOH LIFT		12	21
DELIVERY OFFICE		13	15
ENGINEER OFFICE/WORK…		39	53
FIRE STAIR		13	19
LIFT		33	47
LOADING		148	160
LOADING CORRIDOR		88	106
STORE		177	209
TERRACE		22	22
WASTE / BIN STORE / GR…		39	43
		772 m²	905 m²
F&B PREMISES - COMMON			
CHEF'S OFFICE		18	24
F&B / KITCHEN STORAGE …		143	154
FEMALE WC		31	34
FOYER		26	29
GLASS WASH		14	16
KITCHEN		256	273
KITCHEN WASH		31	34
LOBBY		31	36
MAITRE' D		62	67
MALE WC		19	23
WC		54	68
		685 m²	758 m²
F&B PREMISES A - PUB			
F&B PREMISES A - PUB		245	265
LOBBY		4	5
		249 m²	270 m²
F&B PREMISES B - BISTRO			
BAR		37	38
F&B PREMISES B - BISTRO		268	278
		305 m²	316 m²
F&B PREMISES D - HOTEL DINING			
BAR		35	35
F&B PREMISES - HOTEL D…		177	184
		212 m²	219 m²
HOTEL ACCOMMODATION & AMENITIES			
LAUNDRY STORE		27	31
		27 m²	31 m²
HOTEL LOBBY & AMENITIES			
GRAB & GO		14	17
GRAND STAIR LOBBY		78	89
LANDSCAPE STORE		71	80
LIFT LOBBY		21	25
LOBBY		9	11
		193 m²	222 m²
HOTEL OFFICE & ADMIN			
CANTEEN		104	111
WC		88	100
		192 m²	211 m²
SERVICES			
FIRE TANK & PUMP		57	63
GENERATOR		43	49
GENERATOR FUEL ROOM		28	32
MAIN SWITCH BOARD		46	50
RAINWATER & COLD WAT…		24	29
SERVICE CPDS		10	14
TRANSFORMER		41	46
		249 m²	283 m²
	-	**3,931 m²**	**4,271 m²**

SOUTH - TOURIST & WORKER HOSTEL / CARPARK

TYPE	NIA (m²)	GFA (m²)
COMMON		
CARPARK	1,264	1,339
FIRE STAIR	22	32
LIFT	14	21
LIFT LOBBY	21	25
	1,321 m²	1,417 m²
SERVICES		
COMMS DB	12	17
ELECTRICAL DB	23	28
SERVICES	16	24
	51 m²	69 m²
-	**1,372 m²**	**1,486 m²**

TOTAL CAR PARKING SPACES 46

NORTH & SOUTH TOTAL - **5,293 m²** **5,742 m²**

LANEWAY LEVEL

NORTH - ISLE OF WIGHT HOTEL

TYPE	NO. OF ACCOM. UNITS	NIA (m²)	GFA (m²)
COMMON			
AIR LOCK		44	45
BOH LIFT		19	28
CORRIDOR		96	113
FIRE LOBBY		8	9
FIRE STAIR		26	37
FORECOURT		157	161
LIFT		27	39
LOBBY		40	45
PORTE COCHERE		77	78
STAFF LOBBY		10	12
		504 m²	567 m²
CONFERENCE & RECEPTION CENTRE			
AV ROOM		14	17
CORPORATE / FUNCTION …		158	167
CORRIDOR		128	140
FUNCTION ROOM 01		208	216
FUNCTION ROOM 02		295	306
FUNCTION TERRACE		100	115
FURNITURE STORE		77	87
KITCHEN FUNCTION		132	139
PREFUNCTION		155	161
STORE		6	8
WASH ROOM		11	13
		1,284 m²	1,369 m²
F&B PREMISES C - SIGNATURE RESTAURANT			
BAR		15	16
BOH KITCHEN`		35	39
DRY STORE		8	9
F&B PREMISES C - KITCH…		53	53
F&B PREMISES C - SIGNA…		230	244
MEETING		95	102
MEETING TERRACE		58	65
OFFICE		6	7
STAIRCASE		21	24
WC		71	85
		592 m²	644 m²
HOTEL LOBBY & AMENITIES			
GRAND STAIR		57	59
LIFT LOBBY		21	24
LOBBY		103	109
LOBBY BAR		23	24
LOBBY LOUNGE		304	314
TERRACE		137	150
WC		22	27
		667 m²	707 m²
HOTEL OFFICE & ADMIN			
ADMINSTRATION		52	56
IT OFFICE		14	16
MEETING		27	30
OFFICE / CASH / KEY / LU…		33	38
SALES		26	29
SECURITY		23	25
TRAINING		27	30
WC		6	7
		208 m²	231 m²
RETAIL 1 - GYM			
RETAIL GYM		189	205
		189 m²	205 m²
RETAIL 2 - WELLNESS			
HALL		12	14
RETAIL 2 - YOGA		90	100
RETAIL WELLNESS		36	38
ROOM		48	56
WELLNESS WC & SHOWE…		42	45
		228 m²	253 m²
SERVICES			
DAS		20	23
RISER		14	18
SERVER / COMMS		35	39
SERVICE CPDS		14	20
SERVICES		33	38
		116 m²	138 m²
	-	**3,788 m²**	**4,114 m²**

SOUTH - TOURIST & WORKER HOSTEL / CARPARK

TYPE	NO. OF ACCOM. UNITS	NIA (m²)	GFA (m²)
COMMON			
CARPARK		2,006	2,077
FIRE STAIR		26	33
LIFT		14	21
LIFT LOBBY		21	25
		2,067 m²	2,156 m²
RETAIL 3, 4 & 5 - LANEWAY			
RETAIL 4		237	259
RETAIL 5		80	89
		317 m²	348 m²
SERVICES			
SERVICE		6	9
		6 m²	9 m²
	-	**2,390 m²**	**2,513 m²**

TOTAL CAR PARKING SPACES 67

TOTAL BIKE PARKING SPACES PUBLIC 36
STAFF 36
TOTAL 72

NORTH & SOUTH TOTAL - **6,178 m²** **6,627 m²**

LEVEL 01

NORTH - ISLE OF WIGHT HOTEL

TYPE	NO. OF ACCOM. UNITS	NIA (m²)	GFA (m²)
COMMON			
BOH LIFT		19	29
BOH LOBBY		13	15
FIRE STAIR		36	50
LIFT		20	26
LOBBY		279	319
RISER		23	32
		390 m²	471 m²
HOTEL ACCOMMODATION & AMENITIES			
EAST VIEW	2	63	71
GARDEN TERRACE		195	196
GARDEN VIEW	7	190	250
LANEWAY 40	7	284	325
LANEWAY VIEW	8	249	283
LINEN		29	34
MEDIA / CHILDREN		24	27
SEA VIEW	6	186	216
WEST VIEW	2	72	81
		1,292 m²	1,483 m²
HOTEL AMENITIES - HOTEL POOL & BAR			
DDA		7	7
POOL		114	230
POOL BAR		45	46
POOL TERRACE		1,085	1,114
STORAGE / KITCHEN		43	51
WC		21	25
		1,315 m²	1,473 m²
HOTEL OFFICE & ADMIN			
ADMIN/STORAGE		44	46
HR/MARKETING/FINANCE		28	33
		72 m²	79 m²
SERVICES			
ELEC CPD		2	3
POOL PLANT		31	31
RISER		6	7
SERVICE CPDS		5	7
STORAGE		20	25
		64 m²	73 m²
	32	**3,133 m²**	**3,579 m²**

SOUTH - TOURIST & WORKER HOSTEL / CARPARK

TYPE	NO. OF ACCOM. UNITS	NIA (m²)	GFA (m²)
COMMON			
BIN STORE		21	25
CARPARK		2,308	2,363
FIRE STAIR		26	32
LIFT		14	21
LOBBY		32	36
		2,401 m²	2,477 m²
RETAIL 3, 4 & 5 - LANEWAY			
RETAIL 5		40	46
		40 m²	46 m²
	-	**2,441 m²**	**2,523 m²**

TOTAL CAR PARKING SPACES 84

NORTH & SOUTH TOTAL **32** **5,628 m²** **6,161 m²**

LEVEL 02

NORTH - ISLE OF WIGHT HOTEL

TYPE	NO. OF ACCOM. UNITS	NIA (m²)	GFA (m²)
COMMON			
BOH LIFT		12	17
BOH LOBBY		13	15
FIRE STAIR		26	36
LIFT		20	26
LOBBY		256	290
RISER		12	12
		339 m²	396 m²
HOTEL ACCOMMODATION & AMENITIES			
EAST VIEW	2	61	76
HOUSE KEEPING		24	24
LANEWAY 40	7	279	326
LANEWAY VIEW	8	241	288
LINEN		29	29
SEA VIEW	15	456	540
WEST VIEW	2	72	81
		1,162 m²	1,364 m²
SERVICES			
RISER		6	7
		6 m²	7 m²
	34	**1,507 m²**	**1,767 m²**

SOUTH - TOURIST & WORKER HOSTEL / CARPARK

TYPE	NO. OF ACCOM. UNITS	NIA (m²)	GFA (m²)
COMMON			
FIRE STAIR		15	17
LIFT		10	10
LOBBY		11	13
		36 m²	40 m²
HOTEL ACTIVITY AMENITIES			
BASKETBALL COURT		294	295
TENNIS COURT		695	699
		989 m²	994 m²
TOURIST & WORKER HOSTEL			
BED	**19**	228	245
CORRIDOR		49	56
DINING		51	53
FIRE STAIR		13	14
KITCHEN		21	23
LDRY		10	12
LIFT		4	7
LOBBY		28	31
LOUNGE		64	65
MANAGERS APARTMENT	**1**	47	54
RECEPTION		13	13
STAIR LOBBY		17	19
WC		50	60
		595 m²	652 m²
	20	**1,620 m²**	**1,686 m²**
NORTH & SOUTH TOTAL	**54**	**3,127 m²**	**3,453 m²**

LEVEL 03

NORTH - ISLE OF WIGHT HOTEL

TYPE	NO. OF ACCOM. UNITS	NIA (m²)	GFA (m²)
COMMON			
BOH LIFT		12	18
BOH LOBBY		13	14
FIRE STAIR		26	36
LIFT		18	26
LOBBY		258	258
		327 m²	352 m²
HOTEL ACCOMMODATION & AMENITIES			
EAST VIEW	2	63	74
HOUSE KEEPING		27	27
LANEWAY 40	7	280	325
LANEWAY VIEW	8	248	292
LINEN		29	34
SEA VIEW	15	472	550
WEST VIEW	2	72	92
		1,191 m²	1,394 m²
SERVICES			
RISER		25	35
		25 m²	35 m²
	34	**1,543 m²**	**1,781 m²**

SOUTH - TOURIST & WORKER HOSTEL / CARPARK

TYPE	NO. OF ACCOM. UNITS	NIA (m²)	GFA (m²)
TOURIST & WORKER HOSTEL			
BED	**32**	356	382
CORRIDOR		105	119
FIRE STAIR		14	15
LIFT		4	7
STAIR LOBBY		17	19
STORE		7	7
WC		76	87
	32	**579 m²**	**636 m²**
NORTH & SOUTH TOTAL	**66**	**2,122 m²**	**2,417 m²**

LEVEL 04

NORTH - ISLE OF WIGHT HOTEL

TYPE	NO. OF ACCOM. UNITS	NIA (m²)	GFA (m²)
COMMON			
BOH LIFT		12	18
BOH LOBBY		13	15
FIRE STAIR		26	36
LIFT		20	26
LOBBY		261	261
RISER		12	12
		344 m²	368 m²
HOTEL ACCOMMODATION & AMENITIES			
EAST VIEW	2	62	74
HOUSE KEEPING		24	24
LANEWAY 40	7	280	325
LANEWAY VIEW	8	248	292
LINEN		29	34
SEA VIEW	15	472	550
WEST VIEW	2	72	92
		1,187 m²	1,391 m²
SERVICES			
RISER		24	35
		24 m²	35 m²
	34	**1,555 m²**	**1,794 m²**
NORTH & SOUTH TOTAL	**34**	**1,555 m²**	**1,794 m²**

LEVEL 05

NORTH - ISLE OF WIGHT HOTEL

TYPE	NO. OF ACCOM. UNITS	NIA (m²)	GFA (m²)
COMMON			
BOH LIFT		12	18
BOH LOBBY		13	15
FIRE STAIR		26	36
LIFT		20	26
LOBBY		262	262
		333 m²	357 m²
HOTEL ACCOMMODATION & AMENITIES			
EAST VIEW	2	62	74
HOUSE KEEPING		25	24
LANEWAY 40	7	280	325
LANEWAY VIEW	8	248	292
LINEN		29	34
SEA VIEW	5	153	185
SEA VIP SUITE	5	325	359
WEST VIEW	2	71	92
		1,193 m²	1,385 m²
SERVICES			
RISER		9	20
		9 m²	20 m²
	29	**1,535 m²**	**1,762 m²**
NORTH & SOUTH TOTAL	**29**	**1,535 m²**	**1,762 m²**

ROOF TERRACE

NORTH - ISLE OF WIGHT HOTEL

TYPE	NO. OF ACCOM. UNITS	NIA (m²)	GFA (m²)
COMMON			
BOH LIFT		12	18
BOH LOBBY		29	37
FIRE STAIR		26	26
LIFT		20	26
LIFT LOBBY		19	19
		106 m²	126 m²
HOTEL ACCOMMODATION & AMENITIES			
VIP TERRACE		614	618
		614 m²	618 m²
SERVICES			
ENCLOSED PLANT		140	140
ROOF PLANT		746	746
		886 m²	886 m²
	-	**1,606 m²**	**1,630 m²**
NORTH & SOUTH TOTAL	-	**1,606 m²**	**1,630 m²**

GRAND TOTALS

	NO. OF ACCOM. UNITS	NIA (m²)	GFA (m²)
NORTH - ISLE OF WIGHT HOTEL	163	18,598	20,698
SOUTH - TOURIST & WORKER HOSTEL / CAR…	49	8,402	8,844
NORTH & SOUTH GRAND TOTAL	**215**	**27,000 m²**	**29,542 m²**

TOTAL CAR PARKING SPACES 197

TOTAL BIKE PARKING SPACES PUBLIC 36
STAFF 36
TOTAL 72

ALL WORKS OUTSIDE OF THE TITLE BOUNDARY ARE SUBJECT TO A SEPARATE APPROVAL PROCESS AND ARE INDICATIVE ONLY

REV	DATE	DESCRIPTION	ATHR
DA05	4/5/2023	TOWN PLANNING	JD

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ALL WORKS TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE, AUSTRALIAN STANDARDS AND LOCAL AUTHORITY REQUIREMENTS, INCLUDING COUNCIL CONDITIONS OF CONSENT

A&CO DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL CONTRACT DOCUMENTS FROM ALL CONSULTANTS

ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE COMMENCEMENT OF WORK

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CLIENT:
MODA

PROJECT:
PHILLIP ISLAND HOTEL & MIXED USE DEVELOPMENT
9-10 THE ESPLANADE & 2-8 BASS AVENUE
COWES,
VICTORIA 3922

DRAWING TITLE
SCHEDULES
AREA SCHEDULE

SCALE @ A1 / A3 **1:1 / 1:(SCALEX2)**
CHECKED **JD**
PROJECT NO. - DWG NO._REV.
0527 - DA701_DA05

ISLE OF WIGHT COWES

TOWN PLANNING APPLICATION

T.C.L

MAY 2023

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2.2 Pool Deck	14
2.3 Tourist and Worker Hostel	16
3.0 Precinct Materials	18
3.1 Planting Intent	19

Report prepared by
TCL

March 2023

Title	Date	By	Approved
Preliminary Town Planning Report	19.12.22	IF/GC	PL
Town Planning Report Submission	14.02.23	GC	PL
Town Planning Report Submission	03.02.23	GC	PL
Town Planning Report RFI Submission Update	05.05.23	GC	PL

1.0 EXECUTIVE SUMMARY

This report provides a summary of the landscape components of the proposed Isle of Wight development.
The report provides explanatory text, concept drawings and sections associated with the proposed landscape components.

<u>Existing Features</u>
The project situated in Cowes on the corner of The Esplanade and Bass Avenue.
The site commands exceptional views of Western Port to the north.

The precinct is notable for its topography with a change of level of approximately 8.8m across the site.

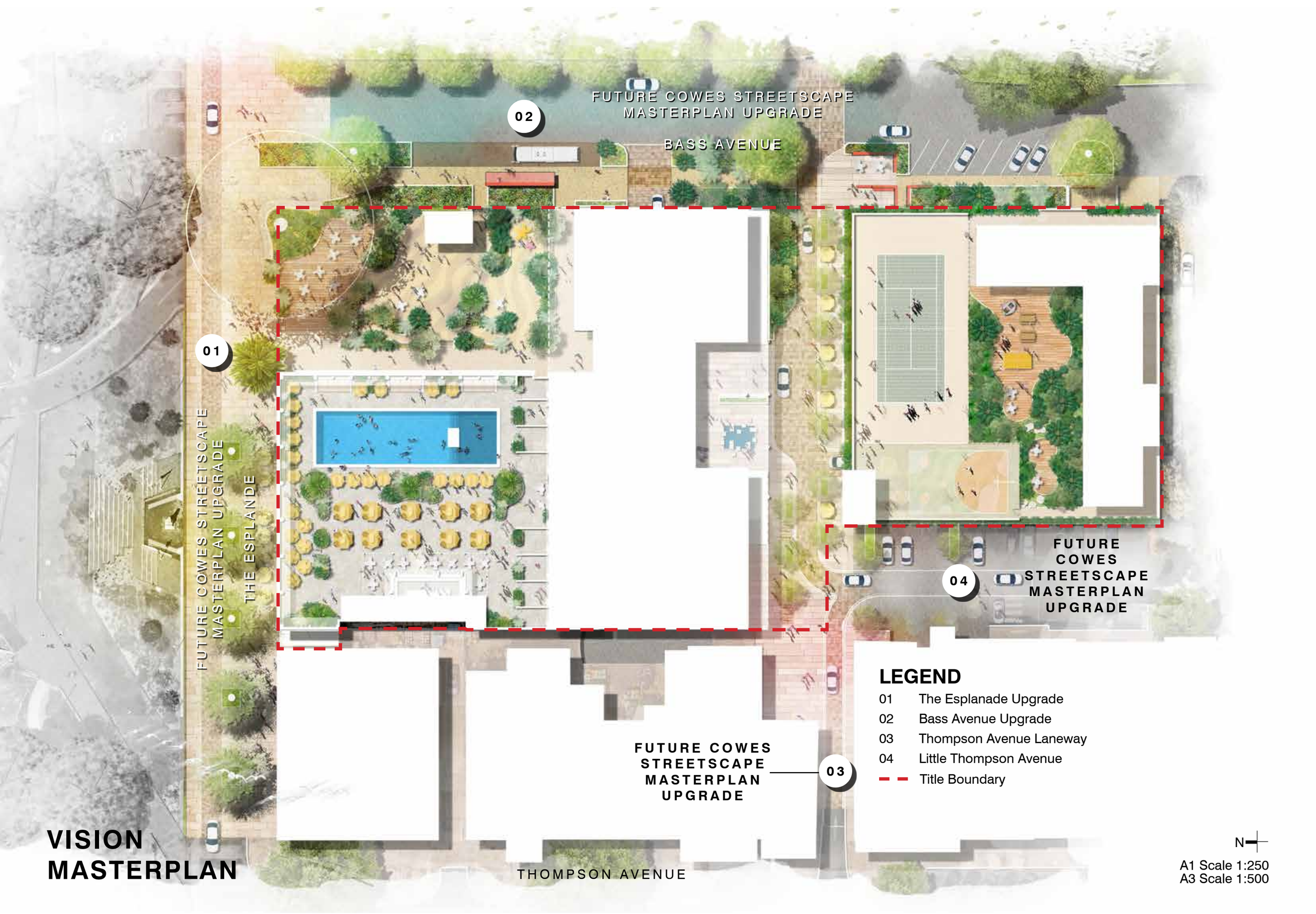
A large Moreton Bay Fig sits on the north - east corner of the site. This tree is an important landscape feature of the project site and is intended to be retained and enhanced in accordance with the Arborist Report (prepared 16th December).

The Vision Masterplan speaks to the long term vision of the Isle of Wight development. Illustrating an intent to provide aspirational and integrated interfaces and connections from public realm to private. These intentions align and work into the Cowes Streetscape Masterplan.



LEGEND

- Development Site Boundary
- Trees to be retained
- Trees to be removed



VISION MASTERPLAN

1.1 DEVELOPMENT LANDSCAPE PLAN

Landscape Components
The Primary landscape components comprise:
- The Beer Garden
- The Laneway
- The Roof Top Gardens associated with the proposed workers accommodation and
- The Pool Deck

Landscape Principles
The development of the Landscape and Architecture design has been informed by the following principles:

Connected and Permeable
- Facilitate and enhance pedestrian links between Bass and Thompson Avenues
- Provide links to future potential taxi and coach drop off locations
- Emphasize a safe, beautiful, walkable precinct
- Provide equitable access for all, with integrated CPTED principles.
- Provide an integrated arrival experience
- Connected to Thompson Avenue retail core and foreshore reserve, the pier and attractions
- Destinational and Sense of Place
- Reinforce The Isle of Wight as an important destination and meeting place that responds to the site's history and the coastal character and culture of Phillip Island and Cowes.
- Create a distinct identity through spatial design and appropriate landscape character, furnishings and planting selection.
- Promote the Isle of Wight and Cowes as a green, coastal community through materials, furnishings and landscape.
- Encourage the spill out of activities into the public realm (as part of a future street upgrade program) to add to vibrancy.

Active edges
- Facilitate active retail edges such as along the proposed laneway and the Esplanade.
- Create a high quality "beer garden" experience activating the Esplanade and Bass Avenue corner.

Sustainability
- Retain and protect the existing Fig.
- Encourage durable high quality public realm materials and furnishings.
- Incorporation of indigenous or coastal climate resilient plantings and trees.
- Integrate water sensitive initiatives.
- Contributing high amenity value for visitors and patrons, in landscape including; form, shade, scale, flowers and seasonal display.

Furthermore, the landscape principles of the Isle of Wight development link strongly to the 'Master Plan Objectives' of the Cowes Streetscape Masterplan by providing an additional pedestrian orientated link from Bass Avenue to Thompson Avenue, contributing to the Esplanade Streetscape, providing commercial activity on the Cowes Foreshore and connecting to the original vegetation in this place.

Design Themes

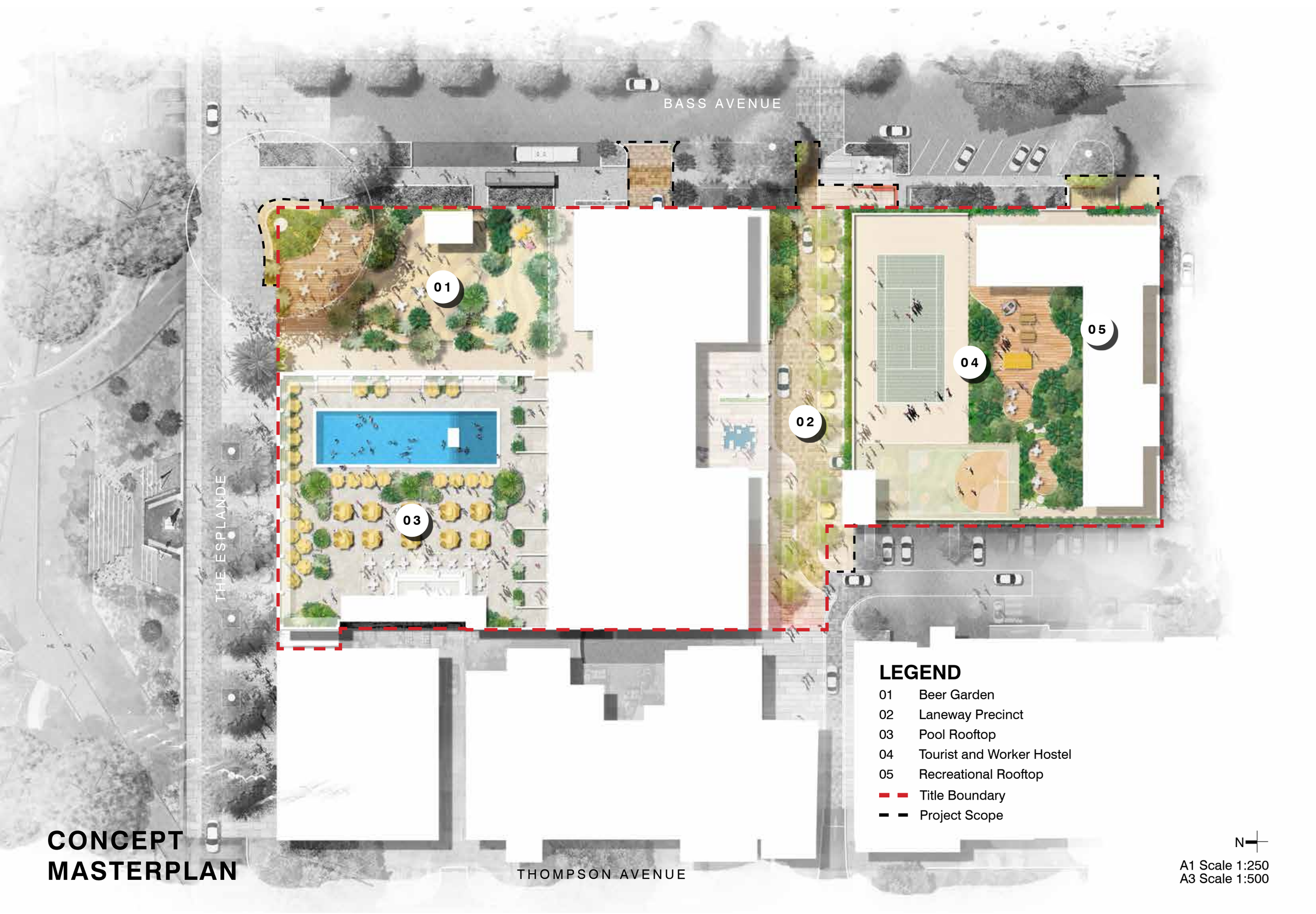
Water Connections
Through the use of water motifs, retention of views and coastal experiences.

Coastal Ecology
Via the use of local plant species and or climate resilient coastal species to ensure local character is reinforced and to support biodiversity.

Beach Vibes
Through the use of furnishings, patterns and materials to reinforce an welcoming experience, commensurate with the Hotels aspiration to build upon the local site history and character.

Diversity of Experiences
Provide a diversity of landscape experiences for visitors and guests





CONCEPT MASTERPLAN

LEGEND

01	Beer Garden
02	Laneway Precinct
03	Pool Rooftop
04	Tourist and Worker Hostel
05	Recreational Rooftop
	Title Boundary
	Project Scope

N

A1 Scale 1:250
A3 Scale 1:500

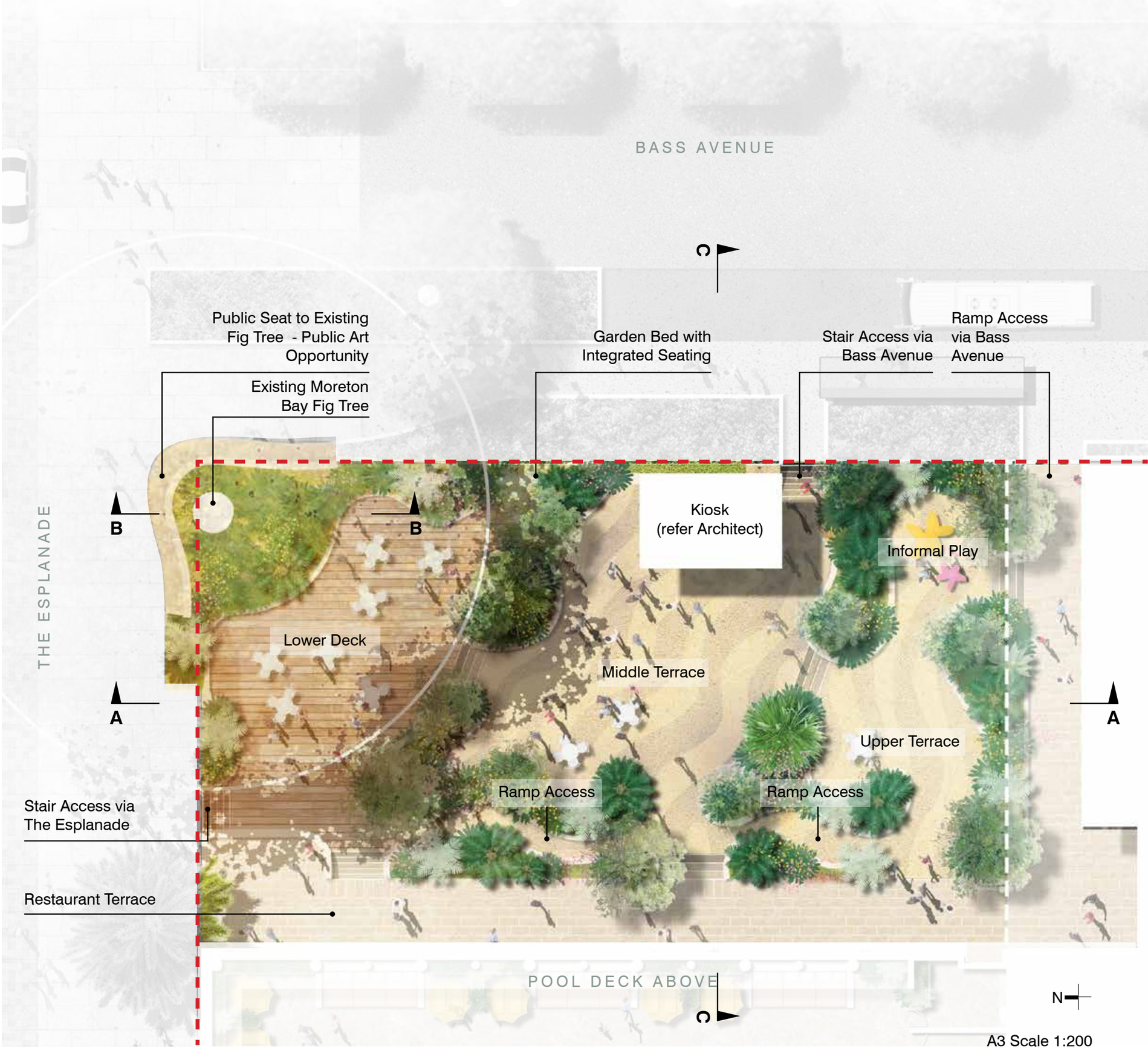
2.0 BEER GARDEN

Location

- Located on the corner of Bass Avenue and The Esplanade to activate street edge and provide elevated views to Bay.
- Street edged by high quality low stone walls and planting terraces to accommodate change of level along street interfaces.
- Street interfaces anticipate future redevelopment of streets as outlined in The Streetscape Concept Masterplan (2022) prepared by Bass Coast Shire.

Composed of:

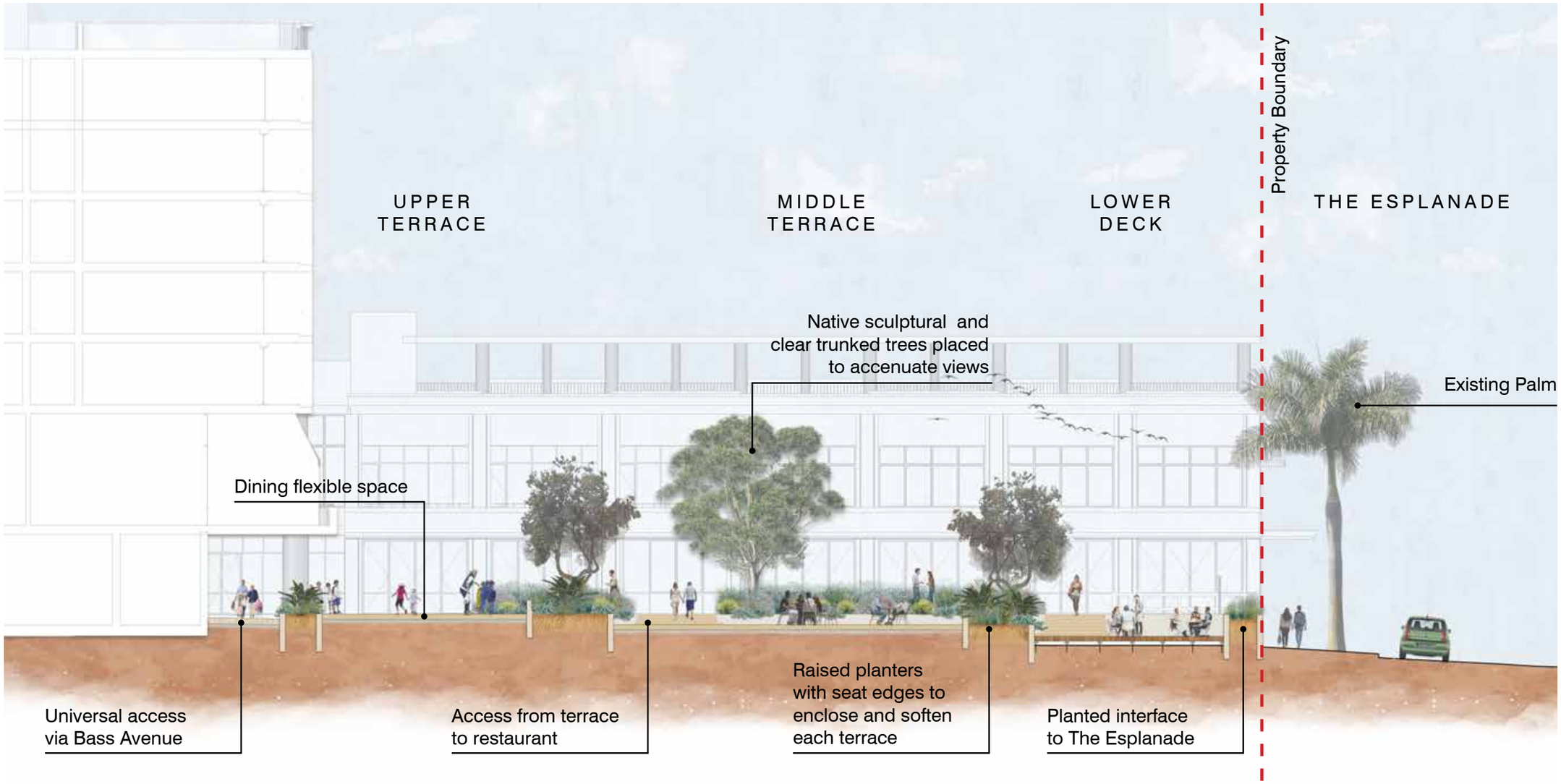
- Overall size 1080m2
- Use of high quality pavements with use of coastal inspired pattern to create repetitive, site-specific experience.
- Retention of the existing Fig as a primary landscape feature.
- Reinforce an elevated prospect to provide views to the Bay.
- Respond to the topography by creating a sequence of terraces.
- Creation of a series of social, meeting and dining spaces across three terraces.
- Defined pedestrian access from Bass Avenue and The Esplanade.
- Use of planting areas in a “drift” pattern using low coastal indigenous species to define terraces and accommodate changes of level.
- Shade canopy trees using indigenous coastal species.
- Edge treatments of low walls to The Esplanade and Bass Avenue, responds to site topography, defines boundary edges, protects the existing Fig and anticipates future street upgrades as described in the Draft Streetscape Masterplan (2022) prepared by Bass Coast Shire.



A3 Scale 1:200

2.0 BEER GARDEN

SECTION A-A - BEER GARDEN & THE ESPLANADE INTERFACE



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2.0 BEER GARDEN

SECTION B-B - MORETON BAY FIG INTERFACE

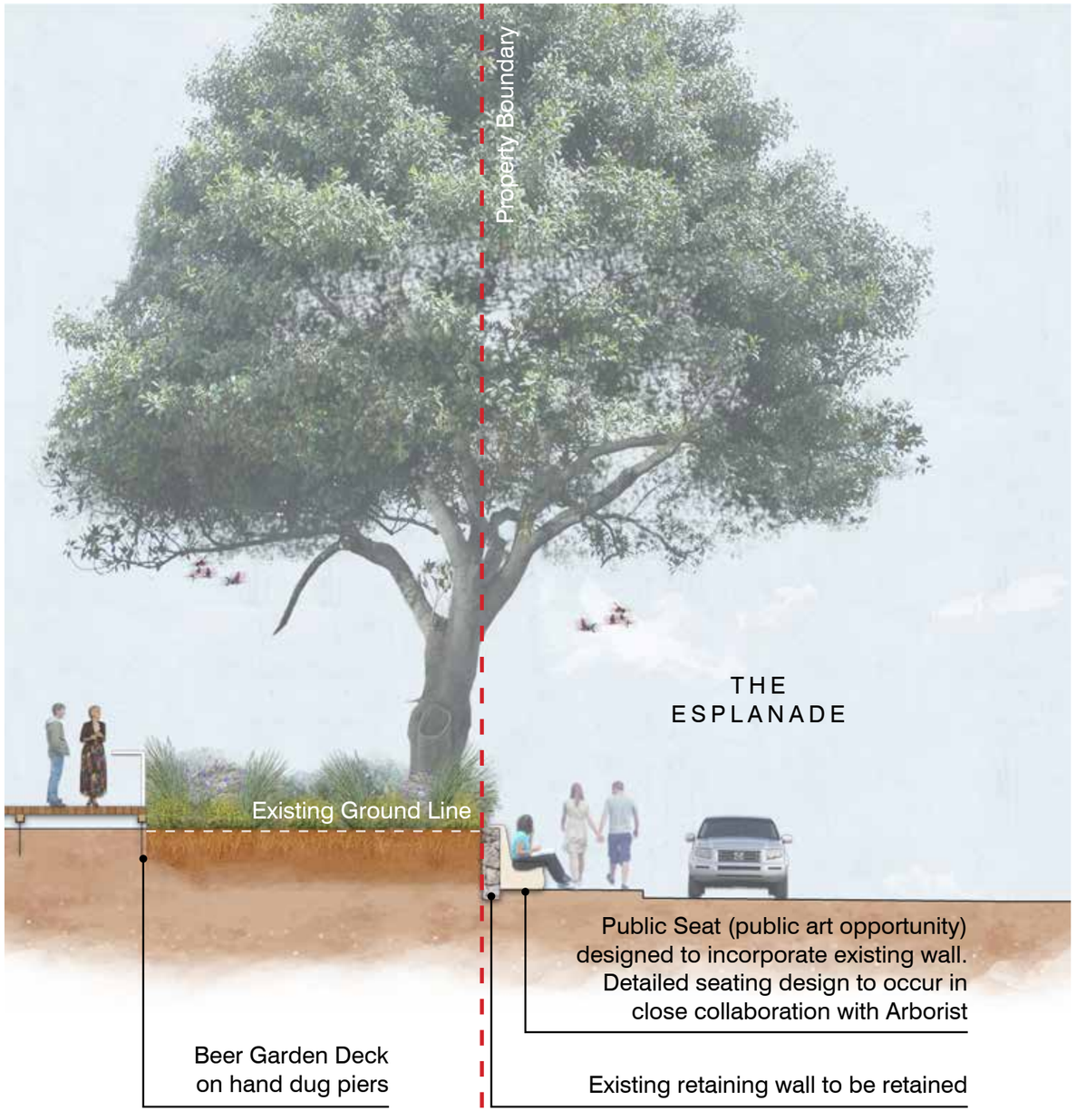
The existing Moreton Bay Fig is a feature of the Esplanade streetscape and the Isle of Wight site.

The scheme will design around both the structural root zone and the existing retaining wall thus minimising disturbance.

The following design details will be employed to protect the tree:

- Proposed Beer Garden deck to sit outside of structural soil zone
- Proposed Beer Garden deck to sit on piers. Footings will need to be hand dug on site.
- Existing stone wall to be retained and designed into proposed public seat.
- Existing soil levels at base of existing tree to be retained.

Refer Arborist Report (prepared 16th December).



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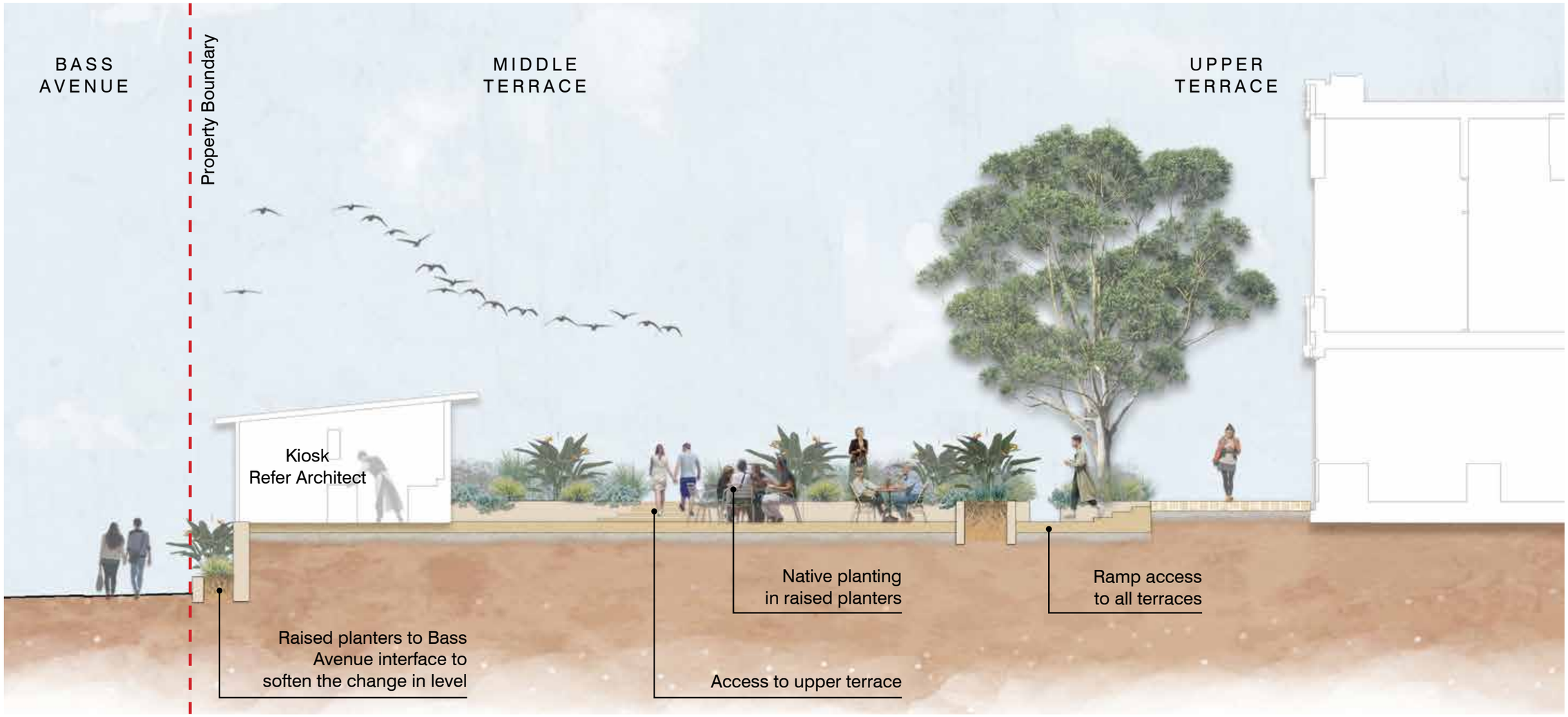
2.0 BEER GARDEN

SECTION C-C - BEER GARDEN & BASS AVENUE INTERFACE



A3 Scale 1:200

2.1 THE LANEWAY PRECINCT

Location:

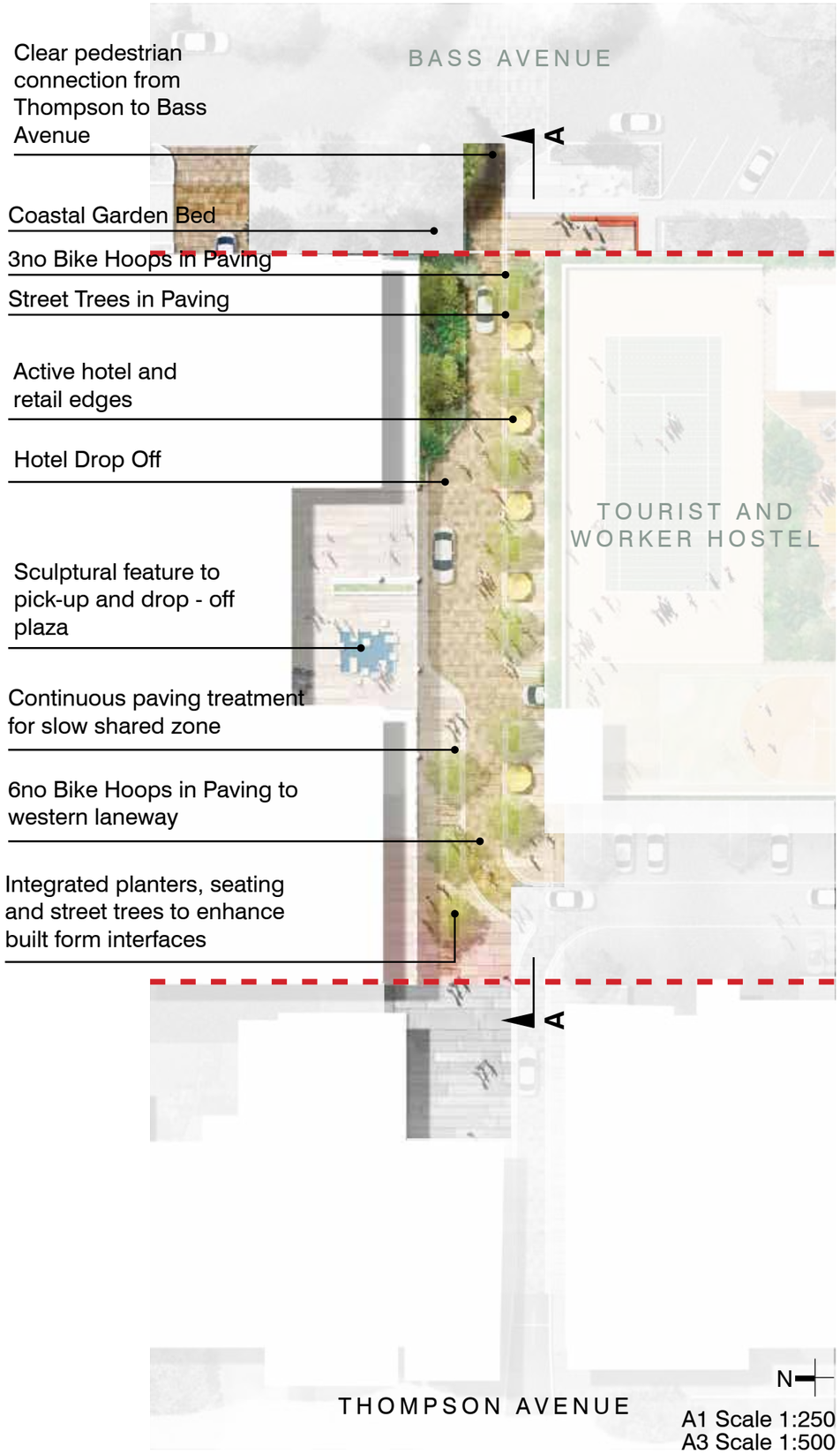
- Situated as an extension of the existing narrow lane connecting from Thompson Avenue to the site.
- The proposed laneway is more generous in dimensions and provides access to Hotel arrival, carparking as well as public access connections between Bass Avenue and Thompson Avenue.

Composed of:

- A pedestrian priority, slow speed laneway, providing permeable connections between Bass Avenue and Thompson Avenue.
- Laneway approximately 12 metres wide.
- Comprising active hotel arrival functions as well as retail edges.
- Comprising high quality textured stone pavements to reinforce a slow speed pedestrian priority experience.
- Integrating Porte cochere / Hotel Arrival functions to the norther side of the laneway.
- A compliant 1 in 21 pathway is provided to the southern edge of the lane.
- Permeable pedestrian connection between Bass Avenue and Thompson Avenue
- Tree planting is provided for amenity, reinforce a coastal character, provide shade and biodiversity values.
- Provision of high quality furnishings and lighting.
- Anticipates potential future pedestrian crossing at Bass Avenue as part of Councils street upgrade initiatives outlined in the Draft Streetscape Masterplan (2022).

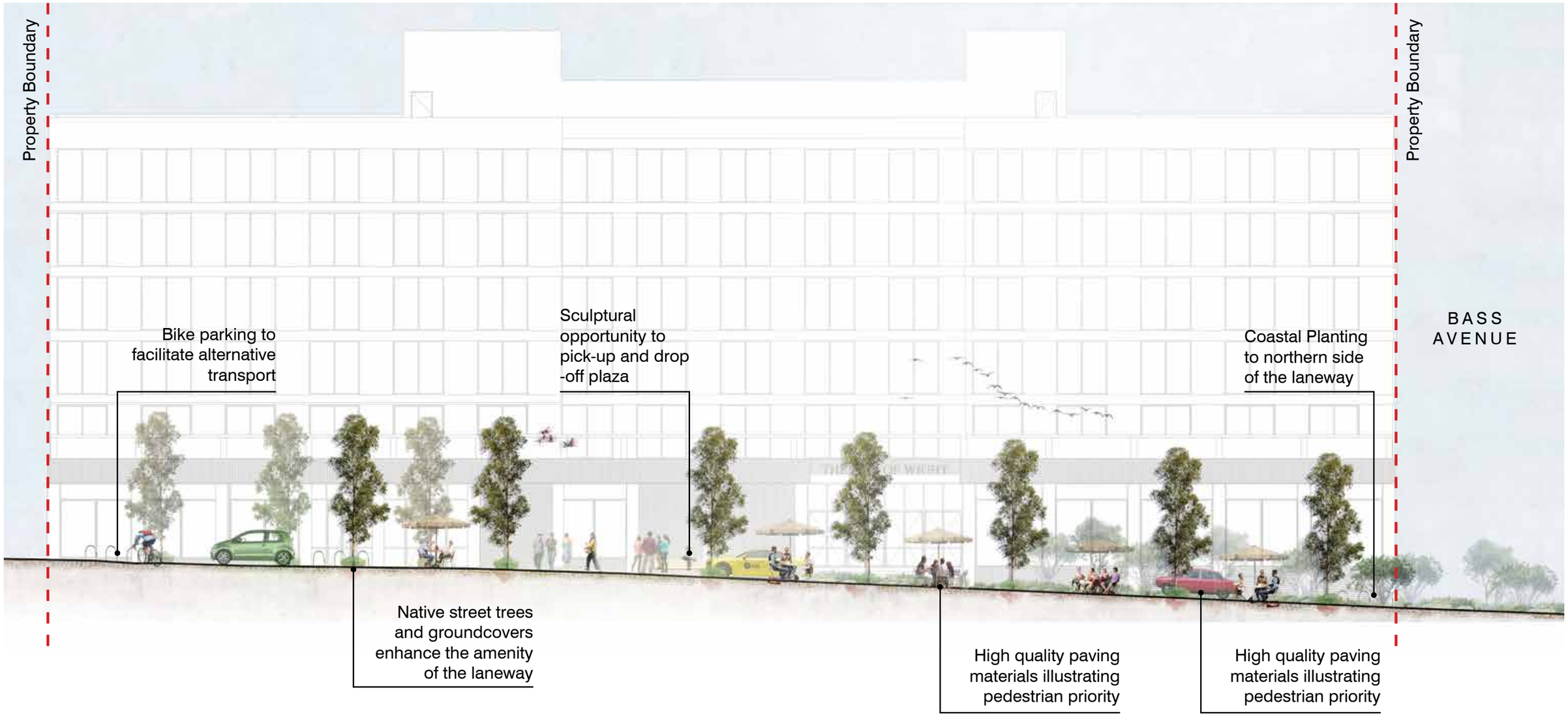






2.1 THE LANEWAY PRECINCT

ELEVATION A-A - THOMPSON TO BASS AVENUE



A3 Scale 1:200

2.2 POOL DECK

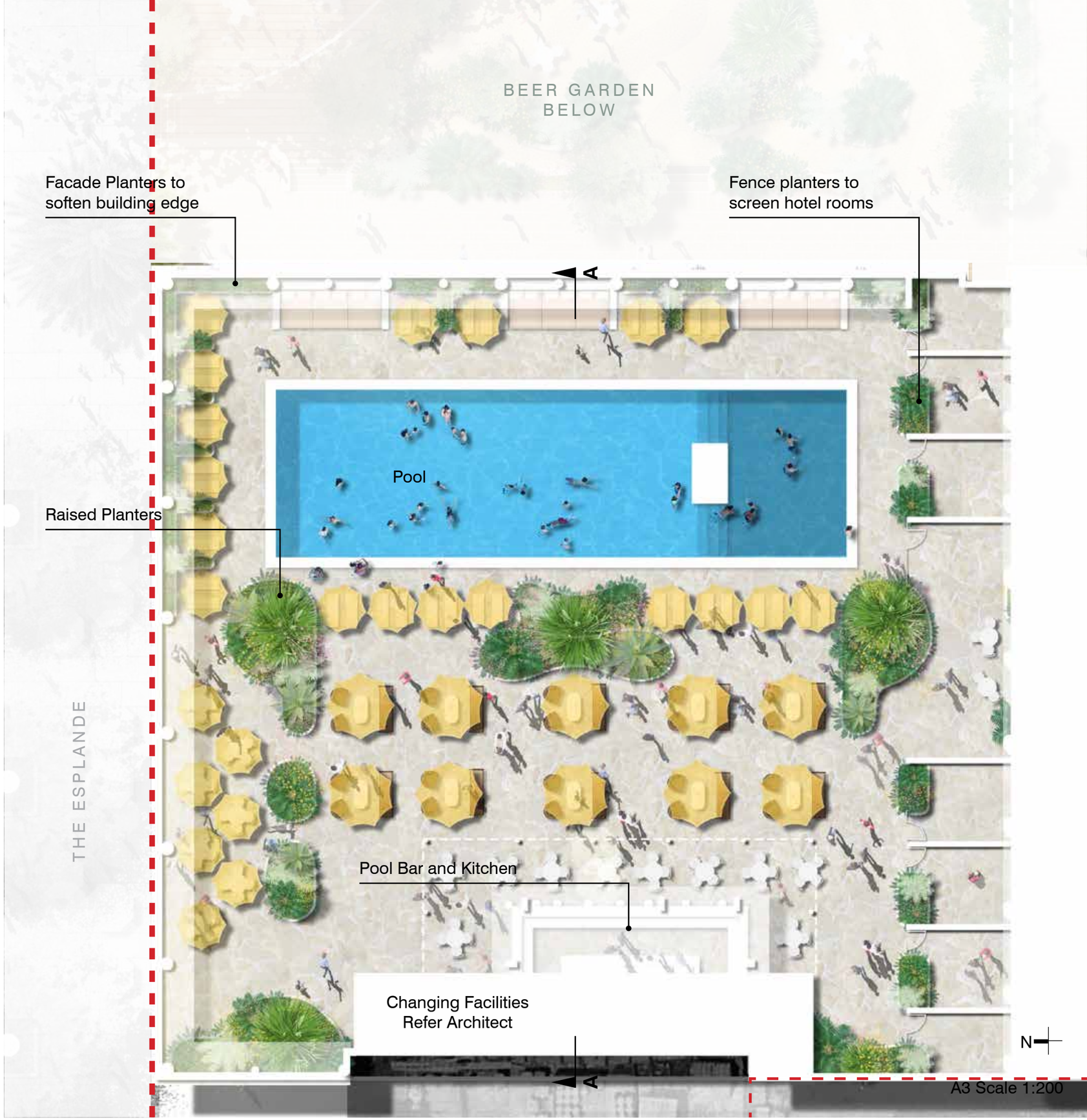
Located on the roof of the proposed Hotel facilities fronting The Esplanade.

Composed of:

- Edge roof top planting to provide local amenity, reinforce the architectural edge treatments, frame views and provide localised shade.
- Large raised planters to define a sequence of pool spaces and allow for significant scaled plantings.
- Lower scaled planters to provide local pool deck amenity and further define a sequence of spaces.
- Planting would be hardy, coastal or succulent vegetation that would reinforce a local character and a sculptural fun pool deck character.
- Planting would be selected to provide high quality amenity and biodiversity values.
- Some large palms or trees would be located where soil volumes permit to provide amenity spatial definition and localised shade.

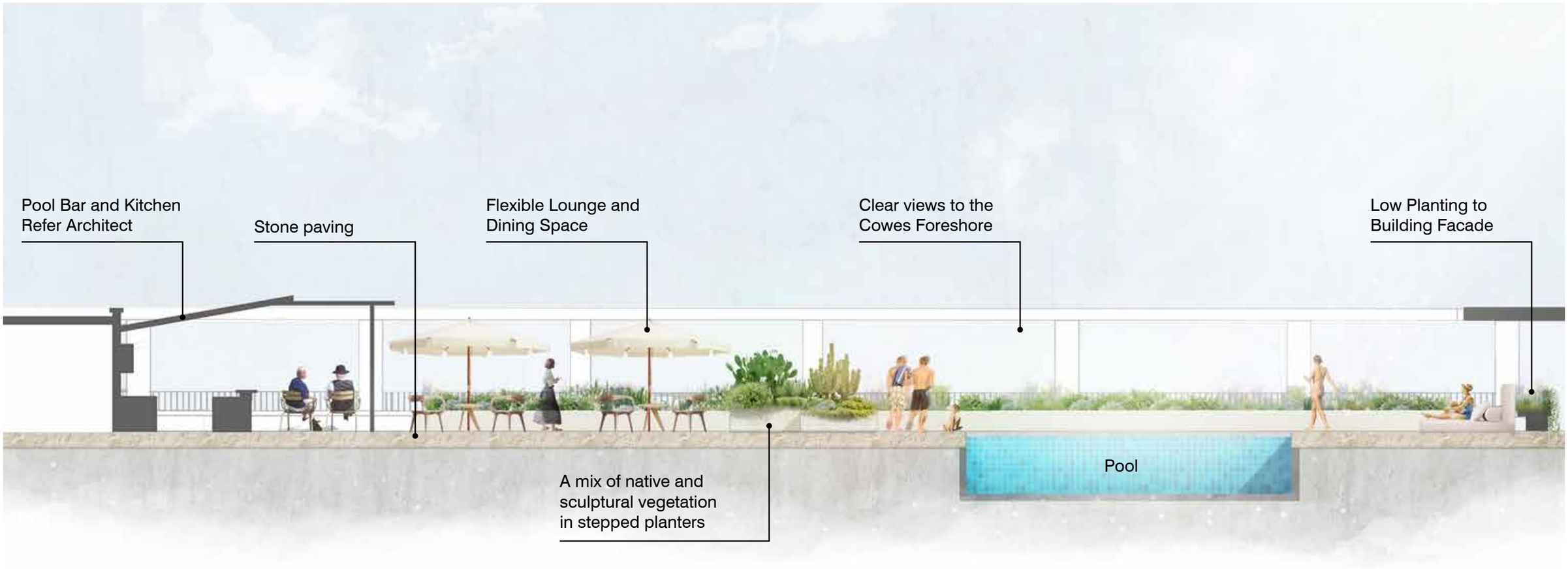






2.2 POOL DECK

SECTION A-A



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2.3 TOURIST AND WORKER HOSTEL

Located atop the proposed carparking facility as part of the workers accommodation facility, situated to the south of the proposed laneway.

Composed of:

- Edge roof top planting to provide local amenity and shade to individual accommodation units.
- A garden courtyard with shared social spaces associated with proposed accommodation.
- A common social courtyard flanked by lush plantings, that provides small scale recreational opportunities, social spaces and outdoor dining opportunities.
- Planting palette to consist of hardy, coastal vegetation that would reinforce a local character, provide high quality amenity and biodiversity values.
- Some large trees would be located where soil volumes permit to provide screening and localised shade.

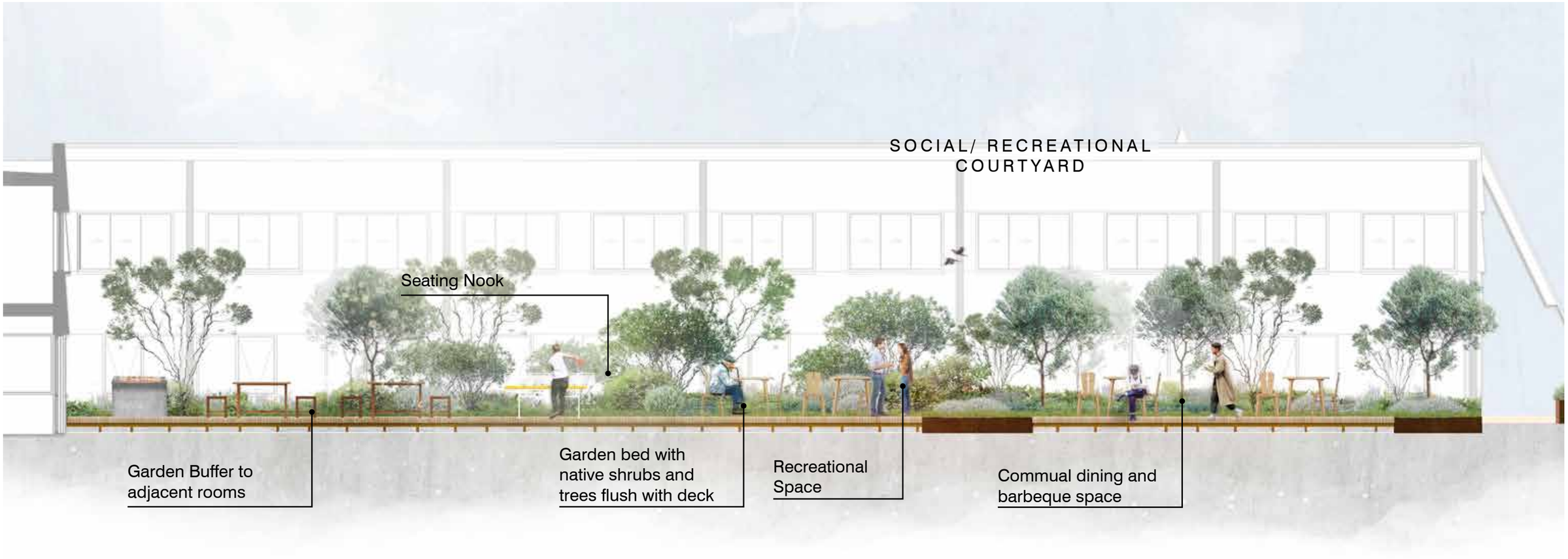






2.3 TOURIST AND WORKER HOSTEL

ELEVATION A-A



3.0 PRECINCT MATERIAL

The adjacent palette references the coastal setting of Cowes with a contemporary and playful touch.

Warmly toned materials of decking, stone paving and exposed aggregate softened with coastal and colourful vegetation lends to an inviting and lively setting.

Paving Material


Light neutral paving with texture


Decking


Stone Paving



Walls


Off form concrete


Timber


Stone

Softscape


Rock Mulch


Organic Mulch

Furniture


Public Seat


Loose Furniture


Integrated Seating

3.1 PLANTING INTENT

The Isle of Wight Planting Palette proposes a character of the of native coastal species combined with species of sculptural form. Lush green plants, sitting alongiside browning native grasses and striking silver shrubs providing a strong and playful coastal setting.

A mix of diverse plant species both native and exotic, will be planted across the development, creating a colourful and textural experience.

Tree


Banksia integrifolia


Dracena draco


Brachychiton acerfolius


Eucalyptus radiata


Casuarina torulosa


Eucalyptus pauciflora


Cordyline australis


Dracena marginata

Shrubs and Tussocks


Calocephalus citreus


Strelizea reginea


Cassinia aculeata


Agave attenuata


Eremophilla nivea


Dianella revoluta


Leucophyta brownii


Poa poiformis


Correa reflexa


Knophofia sp.


Lomandra longifolia


Westringia fruticosa

Climbers, Trailers and Groundcovers


Bougainvillea


Senecio mandraliscea


Dichondra argentea


Helichrysum scorpiodes


Dichondra repens


Erigeron karvinskianus


Stachys byzantia


Viola hederacea

T.C.L

Clause 55 Assessment – relating to the development's rear tourist and key worker hostel building.

PROVISION	STANDARD	OBJECTIVE	EXPLANATION
Standard B1 of Clause 55.02-1 'Neighbourhood character objectives'	✓	✓	Please see report for details.
Standard B2 of Clause 55.02-2 'Residential policy objectives'	✓	✓	Please see report for details.
Standard B3 of Clause 55.02-3 'Dwelling diversity objective'	N/A	N/A	Not applicable – no dwellings proposed.
Standard B4 of Clause 55.02-4 'Infrastructure objectives'	✓	✓	Existing site infrastructure has the capacity to support the proposed development.
Standard B5 of Clause 55.02-5 'Integration with the street objective'	✓	✓	The southern building, which includes the tourist and worker hostel has been designed to ensure there is a strong connection between the development; the proposed internal laneway; and Bass Avenue. Integrating the development with the street requires the points of contact between the public and private realm to be maximised. The proposed development achieves this by: • Orientating to the tourist and worker hostel entrance to front Bass Avenue. • Locating the entrance to the retail premises on the corner of the proposed laneway and Bass Avenue. • Delivering a tennis court on the third level, creating both visual interest, user activity as well as eyes on the street. • A lower street wall with an open aired walkway on the third level. • Several windows providing "eyes on the street" opportunities on Bass Avenue.
Standard B6 of Clause 55.03-1 'Street setback objective'	Variation	✓	The proposal, on its side street (Bass Avenue), is in some locations built to the boundary. The building to the south of the subject site (10 Bass Avenue) is setback ~1.0 metre from its boundary. Considering the difference in setback between the two developments is negligible there is not expected

			to be any material impact to the character of Bass Avenue. The proposed building setbacks to Bass Avenue further align with the built form guidance applicable to the site pursuant to DDO12.
Standard B7 of Clause 55.03-2 'Building height objective'	✓	✓	The southern building does not exceed the preferred building height of the applicable Design and Development Overlay (Schedule 12), please see report for further details.
Standard B8 of Clause 55.03-3 'Site coverage objective'	Variation	✓	In context of the site's strategic context and the built form aspirations/guidance contained within site specific DDO12 which applies to the site, the proposed site coverage of the rear building is considered entirely appropriate.
Standard B9 of Clause 55.03-4 'Permeability and stormwater management objectives'	Variation	✓	In context of the site's strategic context and the built form aspirations/guidance contained within site specific DDO12 which applies to the site, the proposed site permeability of the rear building is considered entirely appropriate. Appropriate measures are further adopted throughout the development with respect to WSUD design initiatives.
Standard B10 of Clause 55.03-5 'Energy efficiency objectives.'	✓	✓	The proposal has been designed to maximise solar access from its northern orientation. By locating the building's key open space areas (tennis court, basketball court and informal communal space) to the north allows sunlight to penetrate further into the build form, maximising the amount of windows which have good solar access.
Standard B11 of Clause 55.03-6 'Open space objective.'	✓	✓	The proposal has been designed to capitalise on the preferred future role of Bass Avenue as a key street in a mixed-use precinct. Including a retail premises; an upper-level tennis court; and an open aired walkway on the third level are features which encourage interaction between the public and private realm.
Standard B12 of Clause 55.03-7 'Safety Objective'	✓	✓	The development will contribute to the perception of safety within the Cowes Activity Centre by increasing the amount of visitors to the area, therefore achieving more "eyes on the street". The retail premises entrance, an upper-level tennis court and the open aired walkway on the third level creates several reasons for the public realm to be activated. At the upper floors of the development large windows and balconies will overlook the public realm meaning there will be very few locations which are obscured or isolated from public view.

			Furthermore, it can be reasonably assumed that the abovementioned spaces will be well lit considering they are associated with a commercial development and for general common use.
Standard B13 of Clause 55.03-8 'Landscaping objectives'	✓	✓	The report prepared by TCL Landscape Architecture expresses the ambition for the development to be characterised as both 'green and coastal'. The planting palette will consist of hardy, coastal vegetation that would reinforce a local character and provide high quality amenity and biodiversity values.
Standard B14 of Clause 55.03-9 'Access objectives'	✓	✓	The proposed development includes the provision of three new crossovers on Bass Avenue. The extent of crossovers on Bass Avenue will be substantially less than the 33% standard. The length of the subject site on Bass Avenue is ~140 metres and therefore it is considered that the three crossovers will be generally consistent with the existing street pattern.
Standard B15 of Clause 55.03-10 'Parking location objectives'	✓	✓	All car parking has been conveniently provided, attached to the lower levels of the 'tourist and worker hostel'. It will be intuitive for visitors of the hotel and hostel to arrive via the new laneway, unload their luggage at the Porte Cochere and continue to park their vehicle within the southern building. The car parking facility will be designed to be suitably secure and well ventilated.
Standard B17 of Clause 55.04-1 'Side and rear setbacks objective'	N/A	N/A	This metric has been designed for a context in which the majority of development is residential and the preferred future character of the area is commercial/mixed-use. It is not considered appropriate to utilise this metric to guide a commercial development within a **Mixed Use Zone** and in context of DDO12 which applies to the site. Side and rear setbacks are set to ensure equitable development outcomes can be achieved between the subject site and abutting mixed-use and commercially zoned land to the west and south of the site.
Standard B18 of Clause 55.04-2 'Walls on boundaries objective'	N/A	N/A	This metric has been designed for a context in which the majority of development is residential. It is not considered appropriate to utilise this metric to guide a commercial development within a **Mixed Use Zone** and in context of DDO12 which applies to the site.
Standard B19 of Clause 55.04-3 'Daylight to existing windows objective'	✓	✓	The proposal does not cause any overshadowing of existing habitable room windows on abutting land.

Standard B20 of Clause 55.04-4 'North-facing windows objective'	N/A	N/A	There are no north facing windows associated with the site to the immediate south of the subject site within 3m of the common boundary.
Standard B21 of Clause 55.04-5 'Overshadowing open space objective'	N/A	N/A	The standard is not applicable in this instance because it only relates to maintaining sunlight to dwellings and associated SPOS areas. There are no dwellings adjacent to the subject site and therefore the standard is not applicable in this instance. Note that the to the south of the subject site (10 Bass Avenue) is a short stay accommodation building with common area located adjacent to the subject site.
Standard B22 of Clause 55.04-6 'Overlooking objective'	✓	✓	To the south of the subject site (10 Bass Avenue) is a short stay accommodation building well setback from the common boundary with the subject site. The building's windows are located more than 9.0 metres from the common boundary, with common or communal open space provided between the building and the common title boundary with the subject site. As such, screening from the southern elevation of the rear building is not required.
Standard B23 of Clause 55.04-7 'Internal views objective'	✓	✓	There is no secluded private open space associated with the proposal and because of the configuration of the rear building with each hostel room stacked vertically on top of the other, there is no potential for internal overlooking.
Standard B24 of Clause 55.04-8 'Noise impacts objectives'	✓	✓	The bedrooms within the southern building are located away from noise sources such as mechanical plant equipment and the nearby hotel beer garden etc. As such it is considered the future occupants of the tourist and worker hostel will enjoy a good level of amenity.
Standard B25 of Clause 55.05-1 'Accessibility objective'	✓	✓	The development facilitates access for people with limited mobility with a level pathway providing entrance to the residential building. Lifts will also provide access to each level of the worker and tourist hostel.
Standard B26 of Clause 55.05-2 'Dwelling Entry objective'	✓	✓	The residential building will be clearly identifiable, the design detail associated with its entrance will make it obvious where the building's entrance is.
Standard B27 of Clause 55.05-3 'Daylight to new windows objective'	✓	✓	Each bedroom of the tourist and worker hostel building has been designed to face onto an outdoor space, which is clear to the sky.

Standard B28 of Clause 55.05-4 'Private open space objective'	N/A	N/A	This clause is only applicable to 'residents'. The proposal is for a tourist and worker hostel and therefore does not include any residents or proposed permanent "dwellings".
Standard B29 of Clause 55.05-5 'Solar access to open space objective'	✓	✓	The common or communal open space is located to the north of the residential building and will therefore receive a substantial amount of solar access throughout the day.
Standard B30 of Clause 55.05-6 'Storage objective'	✓	✓	This clause is only applicable to 'dwellings'. The proposal is for a tourist and worker hostel and therefore does not include any dwellings.
Standard B31 of Clause 55.06-1 'Design detail objective'	✓	✓	The Design and Development Overlay (Schedule 12) which applies to the site seeks a "landmark development" which contributes to the coastal village character of Phillip Island. The proposal, a highly articulated and visually interesting tourist and worker hostel is a clear reflection of this ambition, a rooftop tennis court and basketball court and an open aired walkway on the third level are features of a summer orientated, coastal development.
Standard B32 of Clause 55.06-2 'Front fences objective'	N/A	N/A	There is no front fence proposed as a part of the development.
Standard B33 of Clause 55.06-3 'Common property objectives'	✓	✓	There is no communal property per se proposed as a part of the development. The entire site will be held in single ownership.
Standard B34 of Clause 55.06-4 'Site services objectives'	✓	✓	All site services are provided for onsite.
Standard B35 of Clause 55.07-1 'Energy efficiency objectives'	N/A	N/A	This clause is only applicable to apartments (dwellings) and is therefore not applicable to the application which is for a tourist and worker hostel (residential building).
Standard B36 of Clause 55.07-2 'Communal open space objective'	N/A	N/A	This clause is only applicable to apartments (dwellings) and is therefore not applicable to the application which is for a tourist and worker hostel (residential building).
Standard B37 of Clause 55.07-3 'Solar access to communal outdoor open space objectives'	N/A	N/A	This clause is only applicable to apartments (dwellings) and is therefore not applicable to the application which is for a tourist and worker hostel (residential building).
Standard B38 of Clause 55.07-4 'Deep soil areas and canopy trees objectives'	N/A	N/A	This clause is only applicable to apartments (dwellings) and is therefore not applicable to the application which is for a tourist and worker hostel (residential building).

Standard B39 of Clause 55.07-5 'Integrated water and storm water management objectives'	N/A	N/A	This clause is only applicable to apartments (dwellings) and is therefore not applicable to the application which is for a tourist and worker hostel (residential building).
Standard B40 of Clause 55.07-6 'Access objective'	N/A	N/A	This clause is only applicable to apartments (dwellings) and is therefore not applicable to the application which is for a tourist and worker hostel (residential building).
Standard B41 of Clause 55.07-7 'Noise impacts objectives'	N/A	N/A	This clause is only applicable to apartments (dwellings) and is therefore not applicable to the application which is for a tourist and worker hostel (residential building).
Standard B42 of Clause 55.07-8 'Accessibility objective'	N/A	N/A	This clause is only applicable to apartments (dwellings) and is therefore not applicable to the application which is for a tourist and worker hostel (residential building).
Standard B43 of Clause 55.07-9 'Private open space above ground floor objective'	N/A	N/A	This clause is only applicable to apartments (dwellings) and is therefore not applicable to the application which is for a tourist and worker hostel (residential building).
Standard B44 of Clause 55.07-10 'Storage objective'	N/A	N/A	This clause is only applicable to apartments (dwellings) and is therefore not applicable to the application which is for a tourist and worker hostel (residential building).
Standard B45 of Clause 55.07-11 'Waste and recycling objectives'	N/A	N/A	This clause is only applicable to apartments (dwellings) and is therefore not applicable to the application which is for a tourist and worker hostel (residential building).
Standard B46 of Clause 55.07-12 'Functional layout objective'	N/A	N/A	This clause is only applicable to apartments (dwellings) and is therefore not applicable to the application which is for a tourist and worker hostel (residential building).
Standard B47 of Clause 55.07-13 'Room depth objective'	N/A	N/A	This clause is only applicable to apartments (dwellings) and is therefore not applicable to the application which is for a tourist and worker hostel (residential building).
Standard B48 of Clause 55.07-14 'Window objective'	N/A	N/A	This clause is only applicable to apartments (dwellings) and is therefore not applicable to the application which is for a tourist and worker hostel (residential building).
Standard B49 of Clause 55.07-15 'Natural ventilation objectives'	N/A	N/A	This clause is only applicable to apartments (dwellings) and is therefore not applicable to the application which is for a tourist and worker hostel (residential building).

Standard B50 of Clause 55.07-16 'Building entry and circulation objectives'	N/A	N/A	This clause is only applicable to apartments (dwellings) and is therefore not applicable to the application which is for a tourist and worker hostel (residential building).

Client
Moda Phillip Island Pty Ltd

Date
8 May 2023

Planning Permit Application

9-10 The Esplanade and 2-8 Bass Avenue

Cowes, Phillip Island

ratio:

Planning
Transport
Urban Design
Waste Management

ratio.com.au

Project
9-10 The Esplanade and 2-8 Bass Avenue, Cowes

Prepared for
Moda Phillip Island Pty Ltd

Our reference
18004P (amended – RFI)

Directory path Document1

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1. Introduction

1.1. Instruction

Ratio Consultants has been engaged by 'Moda Phillip Island Pty Ltd', the permit applicant, to prepare a planning report with respect to an application for the development of a multi-building, multi-level, mixed-use development at No. 9-10 The Esplanade and 2-8 Bass Avenue, Cowes (i.e. the former 'Isle of Wight Hotel' site).

The specific land uses as sought as part of this application can be described (per the relevant Planning Scheme definitions) as follows:

> *"The use and development of the land for the purposes of a 'Residential Hotel' (comprising ancillary hotel suites, function rooms/centre, a restaurant, a swimming pool, a pool bar); 'Hotel' (comprising ancillary public bar, a bistro, a restaurant and outdoor beer garden); 'Restricted Recreation Facility' (comprising a gymnasium and a wellness centre); 'Retail Premises'; 'Residential building (tourist and worker hostel)', Car Parking (including the reduction of the standard planning scheme car parking requirements) and permission to use the land to sell or consume liquor and for live music.*

1.2. Investigations & Research

In the course of this report, we have:

— Assessed the proposal against the relevant planning controls and policies contained within the Bass Coast Planning Scheme;

— Inspected the site and surrounds;

— Reviewed the Site Survey and Feature and Levels Survey plans prepared by CRA Survey Pty Ltd;

— Reviewed the Application Plans; Design Response Report; and Architectural Capabilities Statement prepared by Alexander & Co. Pty Ltd;

— Reviewed the Landscape; Public Works; and Urban Design Report prepared by TCL Pty Ltd;

— Reviewed the Economic Investment Case Summary Report prepared by KPMG Pty Ltd;

— Reviewed the Traffic Impact Assessment prepared by Ratio Consultants Pty Ltd;

— Reviewed the Urban Design Report prepared by Ratio Consultants Pty Ltd;

— Reviewed the Waste Management Plan prepared by Ratio Consultants Pty Ltd;

— Reviewed the draft Liquor Licensing Report prepared by Ratio Consultants Pty Ltd;

— Reviewed the Professional 3D Renders prepared by Stab Studio Pty Ltd. We note that additional renders are to be prepared and will be submitted to Council upon completion;

— Reviewed the Aboriginal Cultural Heritage Assessment prepared by Biosis Pty Ltd;

— Reviewed the Arboricultural Report (relating to the retained Morten Bay Fig Tree) prepared by Axis Arboricultural;

— Reviewed the Project Statement of Intent prepared by Moda Pty Ltd;

— Reviewed the Preliminary Operational Management Plan prepared by Moda Pty Ltd;

— Reviewed the Services Engineering Statement prepared by Collective Engineering Pty Ltd;

— Reviewed the Sustainable Management Plan prepared by Atelier Ten Pty Ltd;

— Reviewed the Geotech Report prepared by GeoAust Engineers Pty Ltd;

— Reviewed the Wind Assessment prepared by MEL Consultants;

— Reviewed and had appropriate regard to formal feedback offered by 'Office of The Victorian Government Architect dated 29 March 2023; and

— Reviewed the Title Plan Registers and Plan of Subdivisions as follows:

Register Search Statement	Title Plan / Plan of subdivision	Land Description	Registered Proprietor
Vol. 09478 Fol. 549	PS 326456M	– Lot 6 – Reserve 6	Moda Phillip Island Pty Ltd
Vol. 05981 Fol. 047	PS 406913C	Crown allotment: – 1, 2 and 6	Moda Phillip Island Pty Ltd
Vol. 09478 Fol. 550	TP 270769J	Crown allotment: – 7	Moda Phillip Island Pty Ltd
Vol. 05610 Fol. 967	TP 262607H	Crown Allotment: – 10	Moda Phillip Island Pty Ltd
Vol. 9478 Fol. 548	TP 270768L	Crown allotment: – 11	Moda Phillip Island Pty Ltd

In addition to the above, we anticipate technical information for noise (Acoustic Logic Consultancy) to be received shortly.

We note extended pre-lodgement discussions took place between the permit applicant and Council over the course of the last 12+ months. In particular, we note that the permit applicant's involvement in the Cowes Streetscape Master Planning project. Engagement has occurred to ensure a collaborative approach to the application, and with the aim of ensuring submitted documentation is reflective of the feedback provided by Council.

The abovementioned discussions culminated into a formal pre-application meeting with Donna Taylor, Manager of Strategy and Growth; Patrick Doyle, Coordinator Statutory Planning; Shannon Little, Manager of Economic Development and Investment; and Ramsay Jurdi, Statutory Planner on 24 November 2022. The advice (both verbal and written) provided for by Council, along with subsequent advice provided by Council's traffic and waste departments has been carefully considered through the final application material which again, is hereby submitted. Furthermore, this report is prepared having regard to written feedback provided by Council on 9 January 2023 and subsequent meetings held on the 17th and 31st of January 2023.

At a high level, the submitted application material has sought to respond to Council's pre-lodgement written advice from the 9 January 2023 as follows:

— **The positioning of 'Back-of-House' features on Bass Avenue:**

- Council sought that the extent of back of house features on Bass Avenue was minimised. The concern is that the parking access and loading facilities will negatively impact the pedestrian experience.
- The design needs to demonstrate that notwithstanding the two vehicle crossovers, the design of the buildings will facilitate a positive pedestrian experience.
- *The design responds to Council's advice by including a variety of active uses on Bass Avenue. In addition to the beer garden creating a strong interaction between the Hotel and the street, 'Retail 5' has its entrance on Bass Avenue which will further activate the public realm.*

— **Visual bulk on the northern elevation:**

- Council highlighted that the northern elevation includes one large wall extent. They are concerned this will present as a monotonous uninteresting built form.
- Council noted that it should be clearly demonstrated how the design will generate visual interest.
- *The design responds to Council's advice through the design of a highly articulated built form. The northern elevation encompasses varied building scales and façade articulation, whilst the Hotel entrance adjacent to the beer garden immediately creates an interesting built form outcome. Furthermore, the varied, high-quality and long-term durable material palette will facilitate visual interest in itself.*

— **Improved design detailing**

- Council sought that further architectural detail was included in the southern elevation of the northern building.
- *The design responds to Council's advice by more clearly demonstrating the setback of the first storey as well more clearly depicting the 'U' design of the building in the location.*

— **Key worker housing entry point**

- Council sought the key worker housing entrance to be more clearly demarcated. The entrance should be visible from the public realm (i.e. from Thompson Avenue or Bass Avenue).
- *The design responds to Council's advice by applying a different/unique materiality to the western façade of the southern building entrance.*

As discussed at the beforementioned pre-application meeting, we would welcome the opportunity to be involved with any Councillor briefing sessions following the formal lodgement and initial processing of the application.

1.3. Permit Applicant – Salta Properties; Tabet Development Group; and Moda.

The proposed redevelopment of the Isle of Wight site is to be a collaboration and joint project between Salta Properties; Tabet Development Group; and Moda. An outline of the capabilities of each key stakeholder is provided as follows:

SALTA Properties:

"A focus on stability and diversification has seen Salta Properties flourish in its 50 years of operation. Its breadth of investments and property development projects across multiple sectors has steadied the group in tough economic times and helped it become one of Australia's largest privately-owned companies with more than A$5 billion worth of projects completed or in active development.

Salta is dedicated to forming long-term commitments to those with whom the company has dealings.

Salta Properties is the name behind the changing face of modern Melbourne. Since 1970, this pioneering property development and former logistics business has been behind every part of the city's rapid evolution, from innovative industrial parks to high-density, inner-urban apartment precincts.

Salta is a multi-faceted business which touches on all areas of property, including residential, commercial, retail, industrial and hotels.

The key to Salta's success has been its innate understanding of the market. Although it is one of the largest privately owned companies in Australia, Salta remains at heart a family business, with strong values now passed down to its second generation of management.

Driven by strong ethics and high standards, Salta believes in building long-term partnerships with its clients and positive community engage".

https://www.salta.com.au/

Key note projects include:

- Tribe Hotel, Perth;
- Industry Lanes. Richmond;
- Walmer, Abbotsford; and
- Quest Apartments, Melbourne.

TABET Development Group:

"Founder and principal, Mazen Tabet, is an astute operator and investor in the hospitality, gaming, hotel and residential industries within Australia and internationally.

For over 30 years Mazen has accumulated and traded numerous hotel freehold properties and continues to seek out and acquire some of Australia's blue-chip hospitality investments.

Landmark hospitality sites within Mazen's current portfolio include the historic Portsea Hotel, Melbourne's Half Moon Bay Hotel, Brisbane's The Norman Hotel and Raffles Hotel in Perth.

In 2007 Mazen partnered with the publicly listed Tattersalls Group to develop the Lynbrook Hotel, now one of Victoria's largest hotel and gaming venues.

Another recent addition to Mazen's property portfolio is the famed and heritage-listed Royce Hotel which is currently undergoing an extensive refurbishment and will be reopening in 2022 as one of Melbourne's premier boutique hotels.

Mazen Tabet is also a founding director of Addmind, a privately owned and operated hospitality group with a premium portfolio of venues, including restaurants, bars, beach clubs and nightclubs. A world leader in hospitality, the company has expanded to over 22 brands and venues across the Middle East, North Africa and Europe".

https://www.addmind.com/

https://portseahotel.com.au/

Moda:

"Led by founder and managing director Ed Farquharson, Moda has forged a reputation as one of Melbourne's premier boutique residential and mixed-use developers. In partnership with Salta Properties and Tabet Development Group, Moda has successfully developed multiple award-winning luxury developments in some of Melbourne and Tasmania's most exclusive suburbs. Recent developments of note include 97 Mathoura Road Toorak and 835 High St Armadale, both in Melbourne, and 9 Sandy Bay Road Hobart.

With decades of experience in property and finance, Moda bring years of complementary industry experience from site acquisition through to handover. Organised and with an eye for detail, the group shares a passion for developing projects of genuine distinction and architectural merit.

With over A$150m of development currently under construction and another A$150m in the pipeline, Moda continues to build its brand and solidify the group's standing at the top end of the boutique development industry.

Moda's success is a direct result of the way it approaches its business. They partner with forward-thinking collaborators and suppliers from around Australia and beyond, whose greatest joy is to push the envelope in their respected fields".

https://www.moda.com.au/

1.4. The Architect's Statement – Alexander & CO.

"A Registered A+ member of the Institute of Architects, the practice was founded 2013 by Jeremy Bull, Registered Practice Architect, and numbers around 30 team members supported by auxiliary consultants and coaches.

The Practice specialises in hospitality, place-making and residential disciplines, and has a focus on turn-key architecture through to interior and associated art curation, fixtures, finishes and equipment.

Alexander &CO. has been commissioned for over 500 projects since its founding, has won or been shortlisted for over 120 awards nationally and internationally, and been awarded both designer of the year and emerging design practice in local and international award categories.

Our practice consults to corporate commercial firms including Westfield (Scentre group), Stockland and Charter Hall in the master planning and design of Food and beverage assets; entertainment place making.

Noteworthy stand-alone projects include large format coastal Food and Beverage rejuvenation and place making. These projects focus open the 'critically regional' re-positioning of assets, and they constitute both commercially successful businesses but also community assets which have underpinned locale rejuvenation, public place making and urban activation.

These projects emphasise community criticality and site specificity. They stress the role of local-social narrative, the engagement of regional 'story of origin' storytelling and embrace social community engagement via a 'porous commercial edge' that seeks to underpin the viability of cultural institutions culinary and performing arts.

Amongst these venues number:

/Burleigh Pavilion

/Manly Wharf Hotel

/Harbord Hotel

/Watsons Bay Hotel

Our focus continues into large format, multi-outlet venue positioning, with various projects ongoing through Australia and New Zealand, including the repositioning of Sydney's Quarantine Station, the rejuvenation of The Wynyard Quarter in Auckland, and the activation of Waterfall Park in Arrowtown, Queenstown.

We believe in the Spirit of Place and emphasise a timelessness within our work.

Our practice principles include Sustainability; reduction, reuse and material end-of-life.

We are actively engaging First Nations elders in the integration and decolonisation of our practice.

We are a practicing DDO (Deliberately Development Organisation), are Carbon Neutral and B-Corp Registered."

2. Existing conditions

2.1. The Subject Site

The subject site is located on the western corner of The Esplanade and Bass Avenue, Cowes.

The subject site includes the consolidation of eight (lots) to form a development site which includes a site frontage of 70.11 metres to The Esplanade, a frontage of 141.03 metres to Bass Avenue and an overall combined site area of approx. 8,660sq.m.

The combined development site, which is known more informally as the former 'Isle of Wight' site is 'L-shaped' and identified as follows:

Photo 1: Aerial view of the subject site and surrounds.



2.2. Site Information

As noted above, the subject site is located on the northern edge of Phillip Island within the suburb and activity centre of Cowes. The key features of the site are summarised as follows:

— The site is currently without any permanent structure but was previously occupied by the Isle of Wight Hotel which burnt down from the site in 2010.

— The site currently has timber hoarding along its northern boundary and cyclone fencing along its eastern, southern and western boundaries.

— Internally the site is predominantly grassed with several trees scattered throughout.

— There is an existing, well established, native Moreton Bay Fig Tree located in the north-east corner of the site.

— The topography of the site inclines from the northern boundary to the southern boundary, with site slope in excess of 8 metres from front to rear.

— As noted above, the site has a combined frontage of approximately 72 metres to 'The Esplanade', a frontage of 142 metres to Bass Avenue, and an overall site area of approx. 8,660sq.m.

— There is no existing car parking associated with the site, although cars informally park on a gravel/asphalt surface adjacent to the site's eastern boundary. It is however noted that the combined site's south-western lot does form part of an existing public car park which currently services a range of commercial tenancies fronting Thompson Avenue and the Cowes commercial centre.

— 1 x light pole, 5 x street trees and 3 x power poles are located adjacent to the site's frontages.

— A 3.05-metre-wide drainage and sewerage easement runs east-west through the site. The easement generally aligns with the access way/laneway which provides vehicle access to the site from Thompson Avenue.

— Vehicle access is provided to the site via varies formal and informal access points and cross-overs from The Esplanade; Bass Avenue; and the laneway servicing the site from Thompson Avenue.

— The site encompasses several titles, more formally known as:

- Crown Allotment 1,2 and 6 Section 3 Township of Cowes, Parish of Phillip Island.
  - Plan Identification: TP406913C.
  - The site is not affected by any easements or restrictions.
- Crown Allotment 7 Section 3 Township of Cowes Parish of Phillip Island
  - Plan Identification: TP270769J.
  - There is a 3.05m easement which bisects this property.
  - The site is not affected by any other restrictions.
- Crown Allotment 10 Section 3 Township of Cowes Parish of Phillip Island
  - Plan identification: TP262607H.
  - The site is not affected by any easements or restrictions.
- Crown Allotment 11 Section 3 Township of Cowes Parish of Phillip Island
  - TP270768L.
  - The site is not affected by any easements or restrictions.
- Reserve 6 on Plan of Subdivision 326456M and Lot 6 on Plan of Subdivision 326456M
  - PS326456M.
  - There is an easement affecting this site.
  - The site is not affected by any other restrictions.

Photo 2: Subject site viewed from the northern side of The Esplanade.



Photo: 3: View of subject site looking east through the site towards Bass Avenue.



2.3. Surrounding Land

North:

The site's northern boundary is adjacent to 'The Esplanade', which is the main street separating Cowes' retail and hospitality offering from the Cowes beach, environs, pier and parkland. Between the site and the beginning of the Cowes Pier/Jetty there is public open space, including the Cowes War Memorial, meaning that from the site's northern boundary there is uninterrupted views of Western Port Bay and Cowes foreshore and pier.

The Esplanade is critical in forming Cowes identity as a tourist town and regional centre, acting as a promenade that connects the residential quarters from the east and west to Thompson Avenue which acts as the commercial "spine" to the Cowes Coastal Township.

Parallel parking is provided along The Esplanade adjacent to the subject site, with 90-degree parking and pedestrian pathway to the Cowes Jetty and beyond located opposite the site.

From a land zoning perspective, land north of the site and on the northern side of The Esplanade is zoned **Public Park and Recreation Zone**.

The layout; design; and orientation and outlook of The Esplanade means that it has organically attracted the most premium commercial and tourism-based offerings on the Island. These include proximate to the subject site:

— Short term accommodation: 'The Waves Apartments' and the 'North Pier Hotel, Bar, Bistro & Accommodation'.

— Hospitality and entertainment options: 'North pier Hotel, Bar, Bistro & Accommodation', 'Hotel Phillip Island', 'Isola di Capri' and 'Beach HQ Restaurant & Bar'.

East:

The site's eastern boundary includes Bass Avenue which is approximately 30 metres wide. It's features include:

— ~13 metre carriage way

— On the eastern side; ~7.5-metre-wide nature strip, grassed, with intermittent street tress and a pedestrian path and parallel parking.

— On the western side; ~9.3-metre-wide nature strip, grassed with intermittent street tress and informal gravel 90-degree parking.

Development opposite the subject site, on the eastern side of Bass Avenue is low scale (maximum height 3 storeys) and in most instances is setback more than 5 metres from the street. This development style combined with the wide, landscaped street cross section reflects the coastal setting and coastal architecture of the Island, consistent with the strategy identified at **Cl.15.01-1L** of The Scheme.

Land opposite the subject site located at No. 5-8 The Esplanade includes North Pier Hotel, Bar, Bistro and Accommodation with Phillip Island Apartments located to the rear.

The zoning on the eastern side of Bass Avenue changes from **Mixed Use Zone** adjacent to The Esplanade, **Residential Growth Zone** in the mid-block between The Esplanade and Chapel Street and **General Residential Zone** adjacent to Chapel Street. Most properties along the street offer short-term, holiday accommodation.

South:

The site's southern boundary is adjacent to holiday units (single storey) at No. 10 Bass Avenue. The common boundary is lined with bushes which act as an informal fence. There are several large canopy trees along the sites western boundary within the properties private open space. The land is zoned for **Mixed Use Zone**.

The building style is reflective of a 'beach shack' style development.

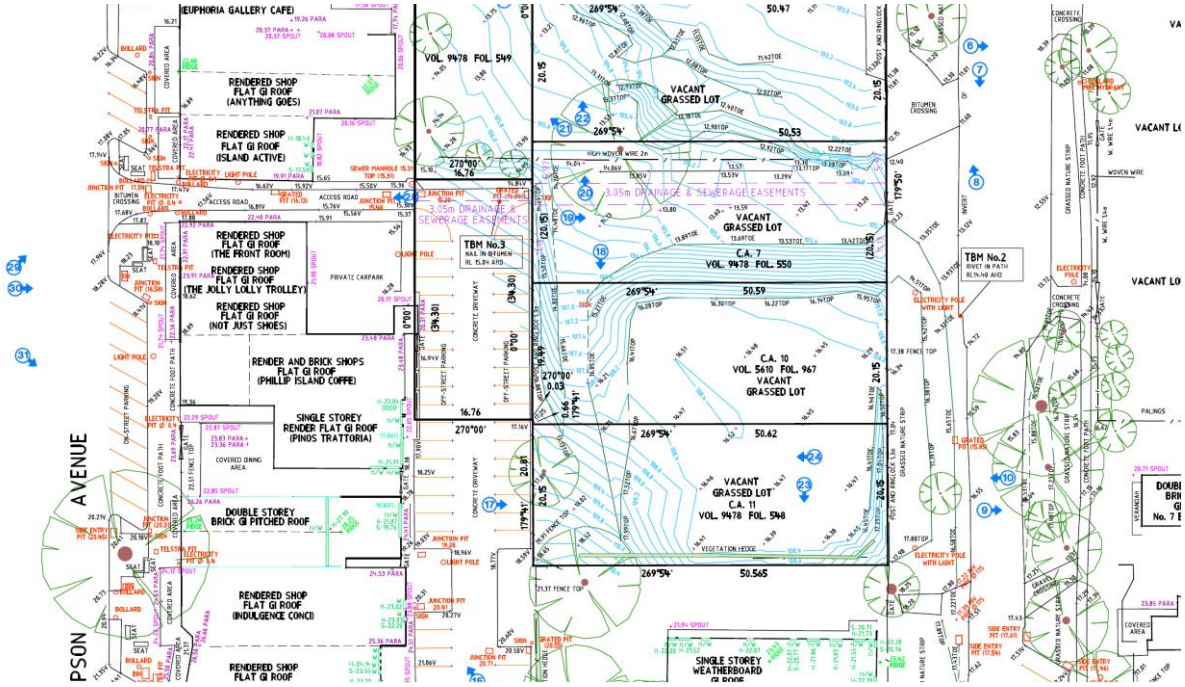
West:

The site's western boundary interfaces with the rear of commercial properties which front Thompson Avenue. The 'back of house' interface means the subject site is generally abutting servicing lanes and car parking where storage bins are located and staff cars are parked. In the northern half of the subject site, developments which front Thompson Avenue are either abutting or setback by 4 metres.

At the rear of the subject site, the western boundary abuts a public car park, the car park has a width of approximately 19 metres, providing a substantial buffer between property boundaries. Access to the car park can be made from Bass Avenue or Thompson Avenue via

an established accessway/laneway. It is noted that part of the public car park located adjacent to the site and servicing the back-of-house needs of commercial properties fronting Thompson Avenue is part contained within one of the titles which combines to form the subject site.

Figure 2.1: Site survey detailing part of the rear public car park being contained within the titles of the subject site.



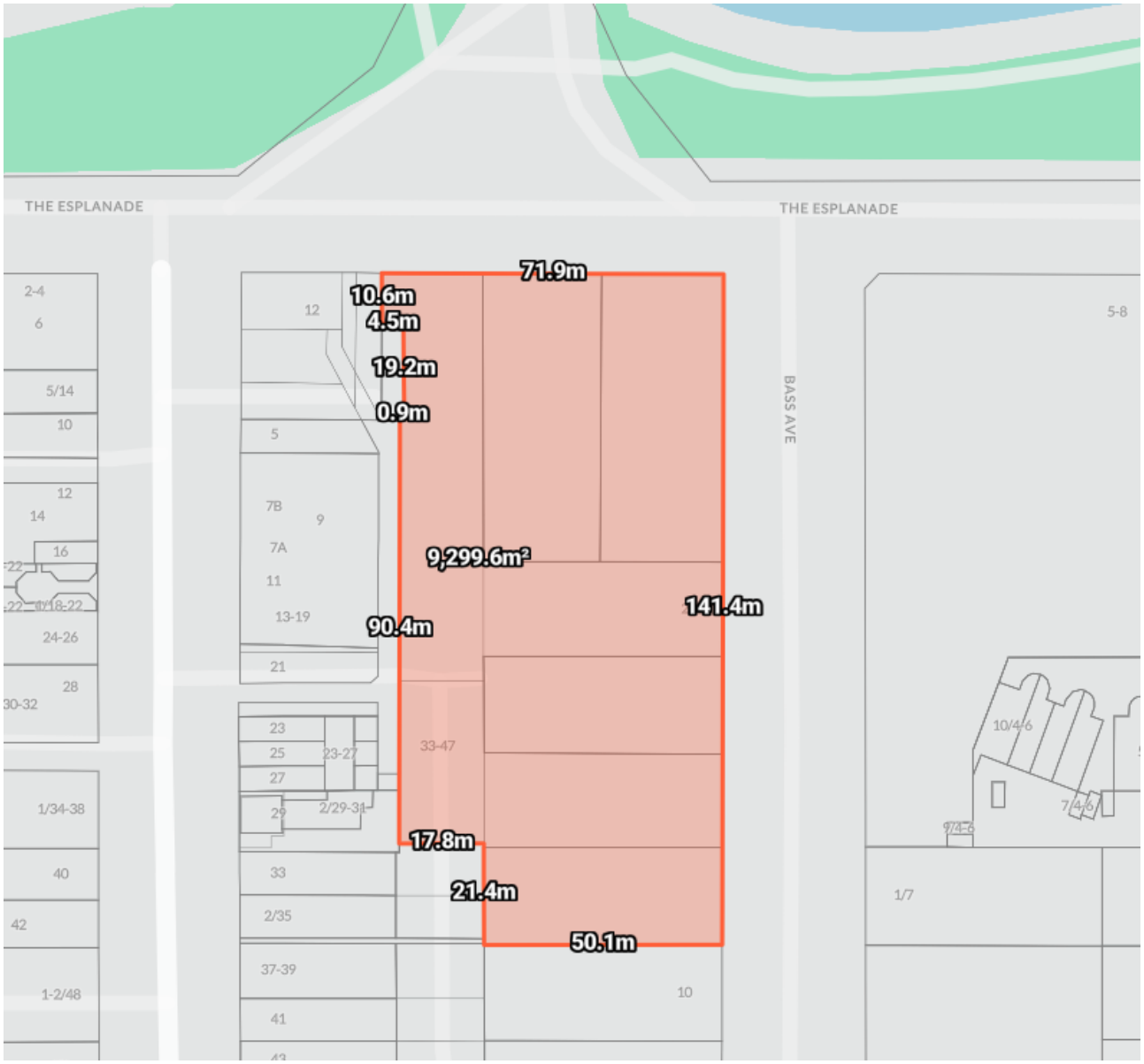
Access from Thompson Avenue is via a one-way accessway/laneway which runs between commercial properties at No's 21 and 23A Thompson Avenue. With limited on street parking available on Thompson Avenue this accessway provides for consistent activation of an otherwise unappealing back-of-house space associated with commercial properties which form part of the Cowes commercial centre.

Development along Thompson Avenue is generally low in scale, varying in height from 1-2 storeys and of a variety of architecture styles. Most notably, the low scale design of the buildings contribute to an open, coastal environment which enhances viewlines to Western Port Bay.

Despite the existing low-scale nature of buildings fronting Thompson Avenue, Design and **Development Overlay – Schedule 11** which applies to all commercially zoned land within the Cowes Activity Centre envisages future development heights in the order of 3-4 storeys along Thompson Avenue.

The topography of the Cowes Activity Centre means that Western Port Bay is visible from as far back as Chapel Street on Thompson Avenue.

Photo: 3: Cadastral plan map of the subject site and surrounds.



2.4. Broader character

As noted above, the subject site is located within the Cowes Activity Centre. Cowes performs a role as both a State; Regional; and Local tourist and community hub, integrating a broad range of uses including housing (both permanent and short-stay tourism related), work, retail and shopping, recreation and community services.

Thompson Avenue is an important central axis through the Cowes Activity Centre and the location for the majority of commercial, retail, community, tourism and health services. It features an avenue of Golden Cypress Trees which are of cultural and historical value and that provide a key gateway into the centre and leading to The Esplanade and Western Port Bay located at the northern end of Thompson Avenue and the Cowes AC.

Cowes has the highest permanent resident population on the Island, however, over half of the existing housing stock within Cowes is unoccupied for the majority of the year. The Island therefore generates significant demand for short stay, holiday accommodation and the demonstration of this demand culminates on The Esplanade. The few multi-storey short stay

accommodation buildings on the Island are generally located on The Esplanade at the following addresses:

— 17 The Esplanade, Cowes - 4 storeys;

— 3 Warley Avenue, Cowes - 6 storeys;

— 5-8 The Esplanade, Cowes - 3 storeys; and

— 1 Findlay Street, Cowes – 4 storeys.

The reason for larger format, higher built form positioning on The Esplanade is straightforward, as it makes and takes the greatest advantage of uninterrupted northern views of Western Port Bay. This existing character is also the preferred character, **Cl.11.01-1L-03** of the Bass Coast Planning Scheme which directs planning to support increased residential, retail, commercial and entertainment densities into a consolidated Cowes Activity Centre.

As a consequence of the strategic direction and aspirations for the Cowes Activity Centre as set out in the Bas Coast Planning Scheme and current demand for new commercial and short-stay tourism related accommodation within Cowes and Phillip Island, recently there have been multiple significant development proposals and approvals for sites contained within the boundaries of the Cowes AC. These include:

— 6-12 Warley Avenue, Cowes – application for two five storey buildings (91 apartments).



Source: Urbis Town Planning Report

— 85 Thompson Avenue –permit for a four-storey mixed use building.



Source: VCAT report.

Figure 2.2: Cowes Activity Centre Plan at Clause 11.03-1L – noting the subject site is identified as a "priority redevelopment area" site within the "waterfront mixed use area:



DRAWING KEY

- Activity Centre
- Core Commercial Area
- Mixed Use Area
- Waterfront Mixed Use Area
- Core Commercial/ Mixed Use Interface
- Community and Future Transit Use
- Residential Use
- Existing Path Network
- Priority Linkage Improvements (Pedestrian and Cyclist Use)
- Primary Tourism and Entertainment Area
- Future Transit Hub and All-day Car Park
- Priority Redevelopment Areas

Note:

*1. **Waterfront Mixed Use Area** - Emphasis on tourism, hospitality, entertainment and upper level accommodation.*

*2. **Primary Tourism and Entertainment Area** - Promote specialist retail, cafes, restaurants and upper level accommodation.*

0 50 100 150 250

1:5000 at A5

N

Figure 2.3: Aerial view of the subject site and surrounds.



3. Locational attributes

3.1. The Cowes Activity Centre

While the permanent population of Cowes is around 5,000, the town swells in summer months with an influx of domestic and international visitors. The beauty of Cowes is focussed on the waterfront where abundant leisure and entertainment opportunities; seating; and high-quality landscaping allows for picnics and general relaxation with uninterrupted northern views of the Bay. Further, the foreshore environs proximate to the subject site includes the Cowes Jetty; War Memorial; Cowes Beach; and Erehwon Point. The Cowes-Stony Point Passenger Ferry further operates from Cowes Jetty to the immediate north of the site.

To leverage the waterfront's beauty and enhance the "buzz" of the activity centre, **Clause 11.03-1L** of the Bass Coast Planning Scheme seeks to focus more tourism, hospitality, accommodation and entertainment uses towards the foreshore.

Currently, key anchors to the activity centre are located at significant distances from what is perceived as the town centre of Cowes (shown as the 'core commercial/mixed use interface on Figure 2.2 above):

— North Pier Hotel, Bar, Bistro & Accommodation: 200 metres to the east;

— Aldi: 250 metres to the south;

— Cowes Cultural and Community Centre: 360 metres to the south;

— Coles: 480 metres to the south;

— Woolworths: 550 metres to the south;

— Cowes Transit Centre: 550 metres to the south;

— Cowes Recreation Reserve (local football club): 900 metres to the south-east;

— Cowes IGA plus liquor: 900 metres to the south; and

— Phillip Island RSL: 1.6km to the south.

As a part of defining the future of Cowes, the 'Cowes Activity Centre Plan (2015)' reflects on the founding principles of the design of Cowes' town centre. The Activity Centre Plan articulates:

> *"In 1870, the iconic jetty was constructed at the end of Thompson Avenue and formed the gateway to the town for visitors arriving by the steam boat Genista right up until the mid-20th century. From the 1870s beginning with the construction of the Isle of Wight Hotel and adjacent Phillip Island Hotel, Cowes became an attractive guest house destination for visitors from the mainland".*

Interestingly, but unsurprisingly, the same principles that Cowes was founded on is what the 'Phillip Island and San Remo Visitor Economy Strategy 2035' sets as the future vision for Cowes. Specifically, this important strategic document notes:

> *"Cowes is the bustling heart of the Island. Restaurants, cafes, bars, a signature waterfront hotel and conference centre and the Cowes Cultural Centre have positioned the destination as a leader in business events and conferences market, offering unique spaces and even more unique activities and accommodation. The Esplanade is humming with people walking,*

talking and enjoying the view and guiding people to the iconic jetty for the must have photo. Boats leave regularly from the jetty taking tours, the passenger ferry arrives..."

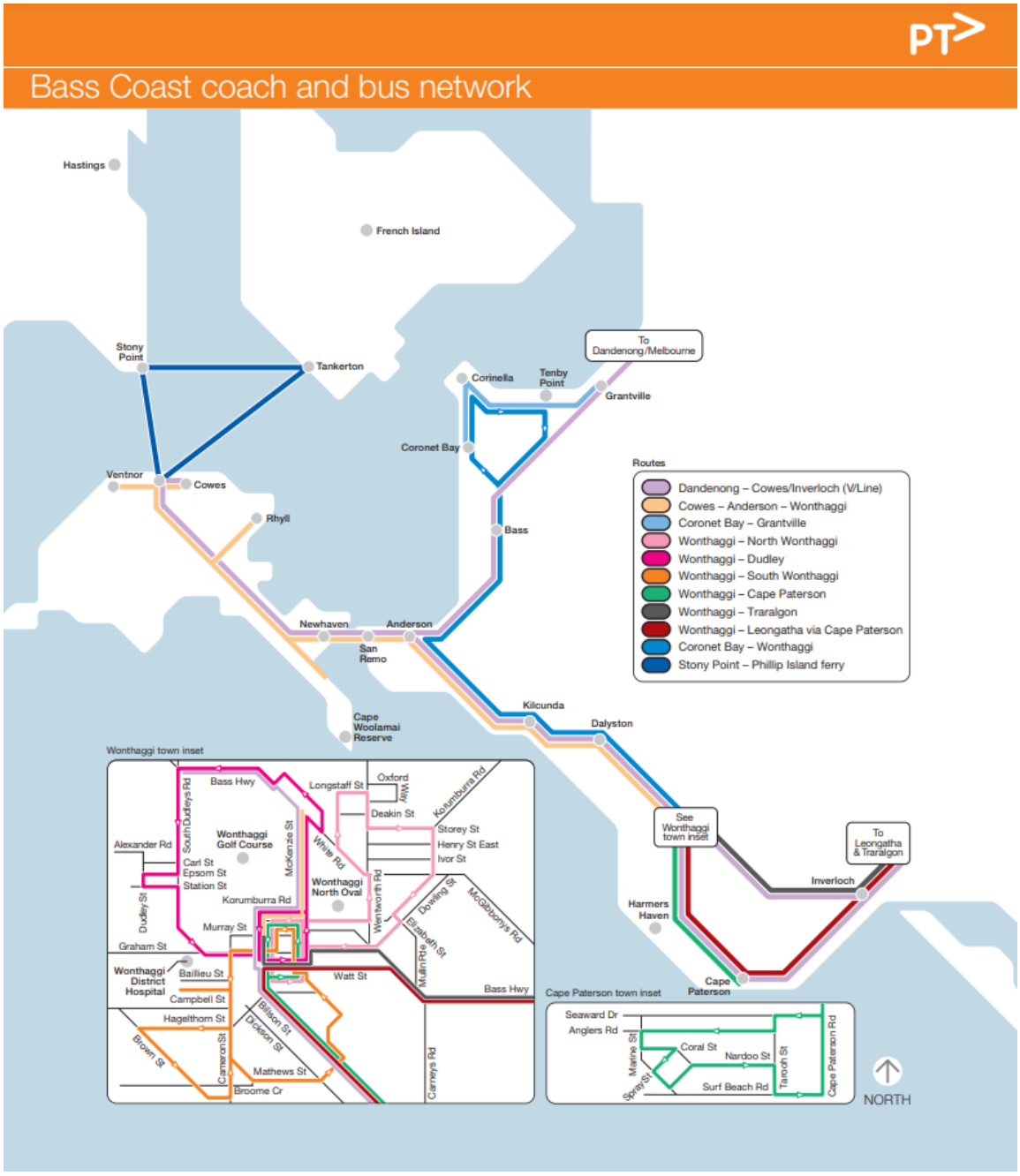
This vision reinforces what has been the everlasting character of Cowes, a town centre leveraging off the Bay and jetty as a means of creating a "buzz" and creating places and spaces that visitors arriving at the jetty can go to enjoy themselves.

Notably, Public transport is still readily available to Cowes (see Figure 2) and due to the generally flat nature of the Island walking and cycling remain readily available transportation options for residents and visitors alike:

— A 3-hour coach trip from Southern Cross Station in Melbourne will take you to the Cowes Transit Centre

— The Stony Point ferry arrives at Phillip Island several times a day meaning that tourists can visit the Mornington Peninsula and Phillip Island on the same day.

Figure 2: The local public transport network.



3.2. The previous iterations of the Isle of Wight

The Isle of Wight has had several design styles since its original construction in 1870. Two of the styles are captured below.

Figure 3: Previous designs of the Isle of Wight (original and reconstructed).





Source: https://www.moda.com.au/phillip-island/

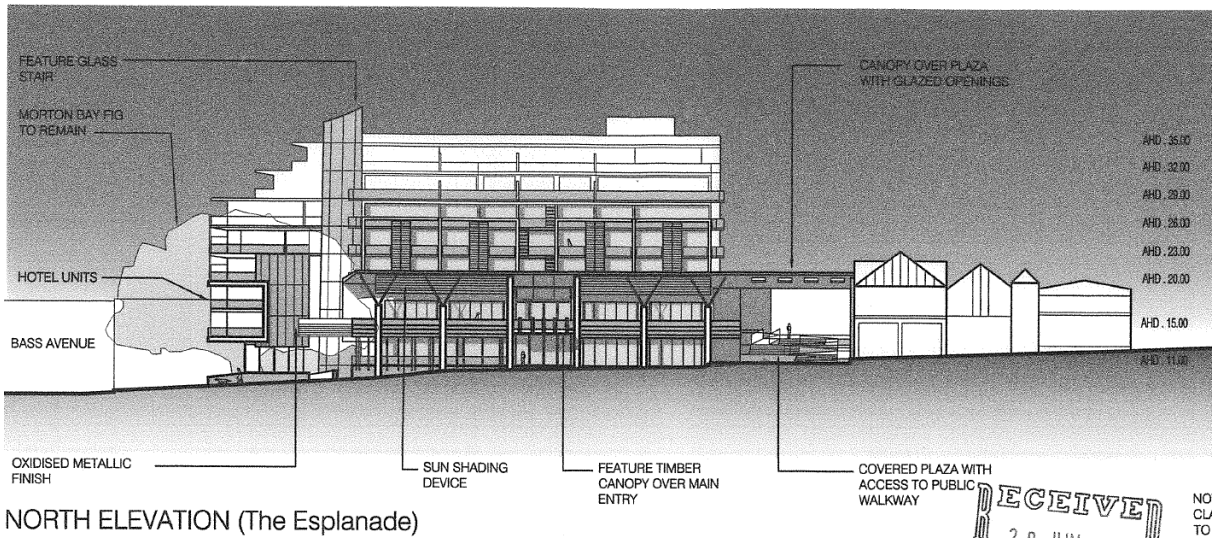
As noted previously, the most recent hotel building to occupy the site burnt down in 2010, with the site remaining vacant since. Our client purchased the site to redevelop in late-2020 from the previous owners of the land.

3.3. The Previously Approved Proposal / Permit History

In October 2005 Bass Coast Shire Council granted a planning permit for the subject site. The permit allowed a 7-storey building plus 3 storeys of basement car parking. The building was proposed to accommodate:

> *"A residential hotel (comprising 148 hotel suites, function room, pre-function room, meeting rooms, bistro, restaurant, cocktail lounge and swimming pool and tennis court): hotel (comprising public/sports bar, gaming lounge, café/bistro): dwellings: shops, gymnasium/health club, ancillary offices, plant rooms, storage and services, car parking (including the reduction of the standard planning scheme car parking requirements) and the sale and consumption of liquor on the land."*

Figure 5: 2005 Endorsed plan for the Isle of Wight.



NORTH ELEVATION (The Esplanade)

Following the fire which destroyed the previous hotel building in 2010 and to align with the strategic vision for the subject site and Cowes Activity Centre as a whole, Council applied **Design and Development Overlay – Schedule 12** to the site through Planning Scheme Amendment C151 Bass Coast. C151 was approved by the Minister and formally gazetted on 4 July 2019 and relates solely to the 'Former Isle of Wight Site'.

DDO12 provides the most relevant built form control that should inform any future redevelopment of the site and which is to be used by Council as the most relevant assessment tool for any future planning application.

As discussed below, the proposal has had appropriate regard to the relevant built form provisions of **DDO12**, with an assessment against same provided for at **Section 6.3** of this report.

We further note that a detailed review of the relevant Panel Report to C151, dated 18 December 2020, and which underpins the now wording of DDO12 has been carried out through the preparation of this report. Significantly, the independent Penal was fully supportive of the proposed controls which played a significant role in the Minister's ultimate approval of the then proposed amendment.

4. The proposal

4.1. The proposal

It is proposed to construct a multi-building development comprising a maximum overall height (Hotel building) of 7-storeys. The proposed mixed-use development is to include a 'residential hotel'; 'hotel'; 'residential building (tourist and worker hostel)'; 'retail premises'; and a 'restricted recreation facility' (proposed land uses detailed at Section 5.0 below).

Recognising that the land use for the southern building 'residential building (tourist and worker hostel)' is bespoke to this application, we wish to be explicit that the meaning of this term is that the use is intended to accommodate a mixture of persons in rooms away from their normal place of residence including workers at the subject site (particularly during peak seasons) and tourists/holiday makers. The rooms would not be "serviced" in the sense that beds will not be made and rooms will not be checked each day by the commercial operators.

Furthermore, the 'managers apartment' in the tourist and worker hostel is shown to include features which constitute a dwelling. The apartment is considered to be "ancillary" to the primary function of the tourist and worker hostel because the space could not be leased or sold independently. The need for the managers quarters is solely for the purposes of supporting the overall operation and functions of the hostel.

The key features of the proposal can be summarised as follows:

— Ground Floor Plan – An alfresco beer garden on the corner of Bass Avenue and The Boulevard. The 'garden' is designed to celebrate the existing Moreton Bay Fig Tree to be retained and which will also include seating; children's play area; and an outdoor bar.

— Ground Floor Plan – Garden beds on Bass Avenue and The Esplanade landscaped with native and exotic shrubs and trees to reflect the coastal nature of Phillip Island.

— Ground Floor Plan (Hotel) – Accommodates three pub/restaurant/dining areas:

- Two designed to face onto The Esplanade and overlook the Bay.
- A third restaurant interfacing with the alfresco beer garden area.
- Additionally, a footpath trading area (subject to future approval) on The Esplanade will also accommodate outdoor dining opportunities.

— Ground Floor Plan – Ancillary to the three restaurants and the beer garden includes a wide variety of 'back of house' facilities including but not limited to lift lobbies; fridge areas; freezers; storerooms; kitchens; amenities; change rooms; and keg rooms etc.

— Ground Floor Plan – A dedicated bus drop-off/pick-up area is located on Bass Avenue.

— Ground Floor Plan – The southern building is predominantly underground and is nearly entirely occupied by a car park (46 x car parking spaces). Within the underground car parking area some space is also set aside for a variety of service facilities such as electrical rooms, stairwells and lift shafts.

— Laneway Floor Plan –The first floor of the northern building is where the proposal transitions from the more informal, ground floor 'pub' setting to the more formalised 'hotel' space. Accommodating a signature restaurant; function rooms/centre; lobby lounge; a gym; and wellness centre. These uses are typical of a high-quality hotel offering as proposed. The

laneway experience if further designed to “celebrate” the Hotel lobby and entrance of the development which is a key focus and feature of the design.

— Laneway Floor Plan - Ancillary to the ‘hotel’ space there are a variety of ‘back of house’ facilities such as storerooms; staircases; kitchens; crockery rooms; and furniture storage areas etc.

— Laneway Floor Plan – The first three levels of the southern building is predominantly set aside as a car parking area for the hotel (67 x car parking spaces), however it will be sleeved with multiple retail spaces on its northern edge to ensure that the laneway is activated and an attractive space.

— Level 01 / Pool Terrace Floor Plan – The northern building is predominantly occupied with hotel rooms (indicatively 31 x rooms). Ancillary to the rooms are linen and storage rooms and a media/children’s room.

— Level 01 / Pool Terrace Floor Plan – A pool is located on a terrace to the north of the hotel rooms. The pool area is orientated to maximise northern solar access and view lines to the Bay and will include a large outdoor seating area which includes integrated landscaping areas; a pool bar; amenities; and a kitchen storeroom area.

— Level 01 / Pool Terrace Floor Plan –The southern building is wholly dedicated to car parking and includes 84 x car parking spaces.

— Level 02 Plan – The northern building is wholly occupied with hotel rooms (indicatively 34 x rooms). Ancillary to the rooms are linen and storage rooms. The north facing hotel rooms include private balconies.

— Level 02 Plan – The southern building is wholly occupied by the ‘tourist and worker hostel’. The tourist and worker hostel facility is to include approx. 20 x bedrooms, each 1 bed rooms. Also incorporated are communal kitchen; dining; lounge; bathroom and common outdoor seating and sports facilities.

— Level 03 Plan – The northern building is wholly occupied with hotel rooms (indicatively 34 x rooms). Ancillary to the rooms are linen and storage rooms. The north facing hotel rooms include private balconies.

— Level 03 Plan – The southern building is wholly occupied by the ‘tourist and worker hostel’ accommodation, this floor of the accommodation is to include approx. 25 x bedrooms, each 1 bedroom.

— Level 04 Plan - The northern building is wholly occupied with hotel rooms (indicatively 34 x rooms). Ancillary to the rooms are linen and storage rooms. The north facing hotel rooms include private balconies.

— Level 05 Plan - The level is wholly occupied with hotel rooms (indicatively 27 x rooms). Ancillary to the rooms are linen and storage rooms. The north facing hotel rooms include private balconies.

— Level 05 Plan – This level of the northern building is where VIP suites are indicatively shown to be located. The VIP suites are larger in size (approximately 71-74sqm) and include a rooftop terrace with an access being gained from the balcony staircases.

— Roof Terrace Plan – This level is predominantly occupied with ‘back of house’ services. Along the building’s northern edge are the five VIP terraces which are a part of the aforementioned suites.

— At a high-level, the development proposed:

- 163 x hotel rooms/keys.
- 49 x tourist and worker hostel.
- 1 x manager’s residence.

- 197 x car parking spaces are provided for across the development.
- 36 x public bicycle parking spaces are provided for across the development.
- 3 x electric car charging stations.

— The development includes varied building heights above NGL affording to the three "parts" of the development to occupy the subject site.

— The development is to include varies entrance points, including primary access from The Esplanade and Bass Avenue and secondary access from the internal laneway.

— Loading and waste collection is to occur via Bass Avenue.

— The proposal also seeks permission to use the land to sell and consume liquor.

Figure 4.1: Render of the proposed development as viewed from The Esplanade.



We note future business identification signage; and outdoor seating permits will be applied to Council separate to this application.

The application hereby presented to Council is restricted to the 'use and development of the site' and 'sale and consumption of liquor' within the hotel component only.

We further note that no gaming machines are proposed as part of this application (a key aspect of the 2006 planning permit which applied to the site).

For a detailed analysis of the proposed development, we defer to the architectural plans; proposed development schedule; and design response report as prepared by Alexander and Co. For all matters relating to car parking; access; and waste, we defer to the accompanying Traffic and Waste reports as prepared by Ratio Consultants Pty Ltd. For all matters relating to tree retention; proposed landscaping; and proposed public/private realm works, we defer to the accompanying landscape and urban design report prepared by TCL Pty Ltd.

5. Planning Controls

Municipal Planning Strategy	
Clause 02.01	Context
Clause 02.02	Vision
Clause 02.03	Strategic Direction
Planning Policy Framework	
Clause 11.01	Victoria
Clause 11.03	Planning for places
Clause 12.01	Biodiversity
Clause 13.05	Noise
Clause 13.07	Amenity, Human Health and Safety
Clause 15.01	Built Environment
Clause 16.01	Residential Development
Clause 17.02	Commercial
Clause 17.04	Tourism
Statutory Planning Controls	
Mixed Use Zone – Schedule 1	Pursuant to **Clause 32.04-2**, "hotel"; "residential hotel"; "restricted recreation facility"; and "retail premises" are all "Section 2 – permit required" land uses within the zone. Pursuant to **Clause 32.04-6**, a permit is required to "construct or extend a residential building".
Design and Development Overlay – Schedule 12	The key design objectives of the Schedule to the DDO are to capitalise on the site's features, its location, existing landscaping and the overall coastal village character of the Island.

The DDO applies specifically to the subject site and is titled the 'Former Isle of Wight Site'.

The DDO includes some mandatory provisions regarding the location of 'back of house facilities'; the design of street frontages; and the need for passive surveillance to The Esplanade, Bass Avenue and the internal pedestrian spaces.

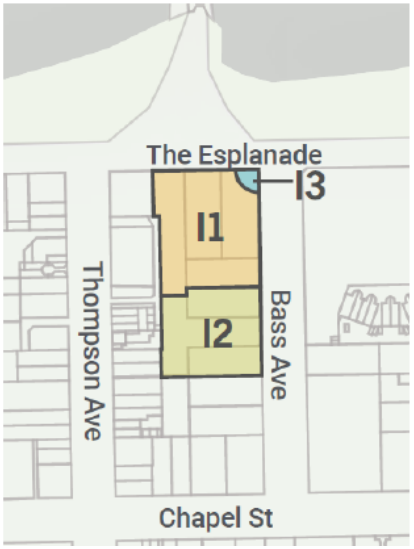
However, provisions pertaining to tree protection and built form height and setbacks are presented as "discretionary" controls.

The following tables clearly articulate, the location of the preferred built form guidelines.

Pursuant to Table 1, **Schedule 12** of **Clause 43.02-2** specifies:

Location	Preferred maximum height	Preferred street wall height	Maximum street setback
I1	23 metres (7 storeys)	11 metres (3 storeys)	0 metres to The Esplanade for the first 11 metres (3 storeys) with the remaining storeys stepped back.
I2	17 metres (5 storeys)	11 metres (3 storeys)	4 metres.
I3	Moreton Bay Fig Tree Protection Zone – no buildings or works within the 15-metre tree protection zone.		

Map 1: Area Subject to Preferred Built Form Controls



Particular Provisions	
Clause 52.06 – Car Parking	The car parking Table under **Clause 52.06-5** prescribes the number of car parking spaces required having regard to the activities and proposed land uses on the land. We defer to the accompanying Traffic Impact Report prepared by Ratio Consultants Pty Ltd with respect to the appropriateness of the car parking provision onsite and in response to the relevant statutory parking requirements pertaining between the various land uses proposed pursuant to **Clause 52.06** of the Bass Coast Planning Scheme.
Clause 52.27 – Licensed premises	Pursuant to **Clause 52.27**, a permit is required to use the subject land to sell or consume liquor. We defer to the accompanying draft Liquor Licensing Report prepared by Ratio Consultants Pty Ltd with respect to the appropriateness of the liquor licensing provision onsite.
Clause 52.34 – Bicycle Parking	A new use must not commence, or the floor area of an existing use must not be increased until the required bicycle facilities and associated signage has been provided on the land. Again, we defer to the accompanying Traffic Impact Report prepared by Ratio Consultants Pty Ltd with respect to the appropriateness of the bicycle parking provision onsite and in response to the relevant statutory bicycle parking requirements pertaining between the various land uses proposed pursuant to **Clause 52.34** of the Bass Coast Planning Scheme.
Clause 53.06 – Live music entertainment venues	This clause applies to an application under any zone of the Scheme to use land for, or to construct a building or construct or carry out works associated with a live music entertainment venue. A live music entertainment venue must be designed, constructed, and managed to minimise noise emissions from the premises and provide acoustic attenuation measures that would protect a noise sensitive residential use within 50 metres of the venue.
Clause 53.18 – Stormwater Management in Urban Development	This clause applies to an application to construct a building, noting none of the exemptions apply for this application. We defer to the ESD/SMP Report prepared by Atelier Ten Pty Ltd for further information in this regard.
Clause 55 – Two or more dwellings on a lot and Residential Buildings	This clause is applicable to the proposal as it applies to the construction of a "residential building" (rear building to be constructed on site and to accommodate the tourist and workers accommodation only). The proposed 'tourist and worker hostel' is classified as a residential building and therefore the provisions of Clause 55 must be assessed in this application (in so far that the full extent of standards are relevant to the assessment of this commercial application). Notwithstanding its applicability, it is important to note that many of the standards within Clause 55 relate only to 'dwellings' and will therefore not be relevant to this application. An assessment against the relevant provisions is contained at Appendix B.
General Provisions	
Clause 65 – Decision Guidelines	'Decision Guidelines' states that, before deciding on an application, considerations should be given to a series of matters including the purpose of the zone, overlay or other provision, the orderly planning of the area and the effect on the amenity of the area.
Relevant Strategies	

Phillip Island and San Remo, Visitor Economy Strategy 2035 (August 2016)	In the 1920's the first Little Penguin viewings and motor sport Grand Prix began on Phillip Island. Since then, the Island has experienced significant tourism for people seeking a coastal getaway or wildlife haven. The 'Visitor Economy Strategy 2035' identifies 'Guiding Principles' to help set the vision and direction for Phillip Island over a 20-year period. In general, the guiding principles are aimed at ensuring the Visitor Economy is enhanced and the impacts flow on to the local community and businesses. This proposal significantly seeks to directly respond to the key recommendations and strategies of this strategy.
Cowes Activity Centre Plan (June 2015)	The plan is an analysis of the existing placemaking constraints associated with the Cowes Activity Centre. Utilising the feedback from more than 500 visitors, face to face surveys with local traders, special interest groups and open community meetings the plan identifies 'key issues and priorities'. The key issues and priorities are: ○ Fix the foreshore ○ Connect the Two Ends of Town ○ Recreate Streets for People ○ Reinvigorate the Character of Cowes ○ Make Good Development Easy to Deliver ○ About the Community ○ Visitors and Tourism The Plan then lists the most appropriate actions to address the identified issues. This proposal has had appropriate regard to the key findings of this Plan.
Phillip Island and San Remo Design Framework (Hassell, 2003)	The Framework provides a clear vision for the design outcomes of Phillip Island and San Remo, develops clear guidelines relating to the design and siting of future development and at a broader level, land use and land management. The Framework identifies a range of goals, actions and guidelines. In addition to technical assessments the conclusions which were informed by the feedback of the public as well as a steering committee. The framework addressed the following topics: ○ The physical framework ○ Land use ○ Image and identity ○ Movement ○ Economic activity

	○ Tourism ○ The townships
Bass Coast Tracks and Trails Strategy 2022 - 2032	The aim of the strategy is to create a trail network within Bass Coast that "offered a connected and accessible trail network that supports active and healthy communities, showcases and protects the natural environment and encourages increased visitation to the region." The strategy identifies 36 new trail opportunities to expand the trail network that has been identified (emerging from background research, existing plans and key stakeholder consultation). The Cowes to Ventnor Foreshore Trail is identified as a high priority trail and will connect via The Esplanade.
Aboriginal Cultural Heritage Sensitivity	The front half of the subject site is located within an area of identified Aboriginal Cultural Heritage Sensitivity. We defer to the supporting Aboriginal Cultural Heritage Assessment prepared by Biosis Pty Ltd which concludes that having careful consideration of the site conditions (both existing and historic) and CHMP is not required for the subject site in this instance.

6. Planning considerations

6.1. Introduction.

As noted previously, a number of key technical reports have been prepared in support of this proposed application. We defer to each as relevant, with the key findings of the Economic Investment Case Study; Urban Design Report; Landscape and Public/Private Realm Works Plan; and Traffic and Waste Reports to inform the appropriate assessment of this application.

Further to these key supporting documents, we say the "key" considerations in the assessment of this application should be confined to:

— Is the proposal consistent with the strategic direction of the Bass Coast Planning Scheme?

— Is the built form outcome appropriate to the site's context and having appropriate regard to the relevant provisions of Design and Development Overlay – Schedule 12?

— Will the proposal have appropriate amenity outcomes?

— Is the proposal appropriate having regard to traffic, parking and waste?

— Does the proposal result in reasonable equitable development opportunities?

— Is the proposed liquor aspect of the application appropriate?

6.2. Is the proposal consistent with the strategic direction of the Bass Coast Planning Scheme?

Yes, the Bass Coast Planning Scheme is explicit in its support for the redevelopment of the subject site as a "retail, hospitality and entertainment" venue/destination. The **Design and Development Overlay – Schedule 12** was explicitly introduced into the Bass Coast Planning Scheme by way of Amendment C151 in July 2019 to inform the future use and development of the site ('Former Isle of Wight Site').

Indeed, many provisions in the Bass Coast Planning Scheme identify the need for Cowes to build on its identity as a commercial/tourist hot spot. The Scheme recognises that Phillip Island is a location of great natural beauty with a wide variety of activities and "must see"; beaches, koalas, penguins and the MotoGP to name a few.

However, the Scheme also recognises that there is a greater opportunity to establish Cowes as the place visitors arrive at and call 'home base'. The place for accommodation; the place to relax; and the place to go out for a dinner and entertain with friends.

This vision for the Island and for Cowes can be easily interpreted from how the Scheme has been prepared, for example:

Clause 2.03-7, Diversified Economy: sets out the objective to "increase the supply of commercial land in the main business centres of the municipality".

Clause 2.03-7, Tourism: sets out "a range of accommodation, food premises and shops also contribute to the visitor's experience and to the economy by providing job opportunities, investments and facilities to enjoy".

Clause 11.01-1L-03, Cowes and Silverleaves: "encourage the concentration of major retail, commercial, administrative, entertainment and cultural developments into a consolidated Cowes Activity Centre."

None are more explicit in their direct support of the proposal than **Clause 11.03-1L** of the Scheme which outlines that the key objective of the 'Cowes Activity Centre' is to "strengthen its role as a tourist and community hub".

The strategies and guidelines to achieve this objective and the proposal's response to each is hereby provided as follows:

Growth and diversification strategies	The proposal's response
Consolidate the Activity Centre and intensify land uses to contribute towards street activity and patronage	The subject site is currently vacant. Timber hoarding encloses the site from its surrounds. The proposal will accommodate +1,000 patrons and associated activity and investment through the Hotel offering and much needed short-stay accommodation. It's design will maximise street activity; including large outdoor areas; glass windows; and street trading. Located next to 'Hotel Phillip Island' and the 'North Pier Hotel, Bar and Bistro' the proposal will ensure that The Esplanade becomes the destination street of Cowes and a vibrant "heart" of the Cowes township year-round.
Encourage higher residential densities on upper level, catering for a mix of visitors and residents	The proposal does not include permanent accommodation for any residents. However, the proposal creates a significant amount of new lodging opportunities for the Island through the provision of 160 x hotel rooms (responding to the identified shortage and much needed short-stay accommodation offering to the Island) and 45 x key worker accommodation units. The lodging opportunities will cater to a range of visitors to the island and seeks to respond to an identified "need" for short-stay accommodation, whilst identifying the future growth envisaged for Cowes and the region. The northern building, because of its services (hotel, swimming pool, health and wellness, function facilities, large rooms, views of the bay) will be a more expansive and tailored offering. Whereas the southern building allows for key worker accommodation and the activation of the internal laneway. The tourist and worker hostel accommodation provided is designed to respond to the required accommodate of staff of the Hotel during peak season i.e. summer, MotoGP etc and will provide for flexible short-stay accommodation options outside of peak seasonal times.
Integrate housing, work, shopping, recreation and community services in the Activity Centre to provide a mix and level of activity that attracts people, creates a safe environment, stimulates interaction and provides a lively community focus.	The proposal is envisaged to become an "anchor" institution for the Island. As detailed above, located next to 'Hotel Phillip Island' and the 'North Pier Hotel, Bar and Bistro' enables the proposal to deliver a development

	outcome which will ensure that The Esplanade becomes the destination street of Cowes.
Focus tourism, hospitality and entertainment uses towards the foreshore.	The proposal wholly facilitates the achievement of this strategy. We again defer to the Economic Case Study material prepared by KPMG Pty Ltd with respect to the "tourism" and "economic" support/need for the proposed development at this key strategic redevelopment site.
Facilitate the redevelopment of the former Isle of Wight hotel site as a catalyst development and encourage: — Retail hospitality and entertainment uses along The Esplanade — Residential and accommodation uses along Bass Avenue	Fronting The Esplanade is a beer garden; the front bar; and the bistro of the Hotel. Clearly, the design of the proposal focusses retail and entertainment uses along The Esplanade with the development's main entrance focused to front same. The design response further anticipates the activation of The Esplanade through future on-street footpath seating; entertaining; and trading. As a consequence of the beer garden being sited on the corner of Bass Avenue and The Esplanade, some hotel uses will be located on Bass Avenue. However, notably, the beer garden's interface with Bass Avenue will be softened by the proposal's landscape design response. With development setback deep into the site, the Moreton Bay Fig Tree will be celebrated as a unique design feature, serving as a symbol of connection between the site's past and future. Further south of the beer garden, it is noted that the balance of Bass Avenue will primarily host short-stay accommodation uses. Overall, it is considered that the intent of the strategy is strongly reflected in the proposed design.
Built Environment Strategies	**The proposal's response**
Support the redevelopment of key sites in a manner that contributes to Cowes' identity as a tourist town and regional centre	The proposal wholly facilitates the achievement of this strategy. A large beer garden, overlooking the Bay and with the integration and celebration of the protected Moreton Bay Fig Tree will make a positive contribution to the tourist identity of Cowes.
Site and design development to strengthen Cowes' sense of place as a coastal holiday and lifestyle destination.	As detailed above, located next to 'Hotel Phillip Island' and the 'North Pier Hotel, Bar and Bistro' the proposal is in a location that will ensure The Esplanade becomes the destination street of Cowes.
Encourage contemporary architecture that is complementary to Cowes's landscape qualities and beachside character.	The proposal has been designed with great care. Dining areas are located to capitalise on northern views of the Bay. Building textures, colours and landscaping have been selected to reflect the coastal destination and context of the site.
Site and design development on the Esplanade to address the waterfront by minimising blank walls at the frontage and locating 'back of house' features such as parking, loading areas, air	The proposal wholly facilitates the achievement of this strategy. The proposal includes no blank walls addressing the waterfront and none of the

conditioning, plant and other such features so that they are not visible from the waterfront.	'back of house' features are visible from the waterfront or The Esplanade.
Incorporate continuous awnings in developments along The Esplanade, between Warley Avenue and Bass Avenue, and along Thompson Avenue, between The Esplanade and Settlement Road.	The proposal does incorporate a continuous awning across its frontage to The Esplanade, except for where the beer garden is located. This is designed to enable all-weather use and will form an important wind mitigation feature of the overall design.
Retain and protect the existing Moreton Bay fig tree on the Isle of Wight Site.	The proposal includes the retention and protection of the existing Moreton Bay Fig Tree.
Policy guidelines	**The proposal's response**
Preparing master plans for the former Isle of Wight site to ensure site layout, building orientation, massing and context are carefully considered.	As outlined above, the proposal is entirely reflective of a built form that was envisaged for the site and as detailed within the site-specific **Design and Development Overlay – Schedule 12** (discussed in detailed below).
Encouraging built form within The Esplanade, Thomson Avenue, Bass Avenue, and Warley Avenue to be designed such that the height of the first 2-3 levels is proportionate to the width of the street.	The street wall height fronting The Esplanade is approximately 9.9 metres. The width of The Esplanade is approximately 13 metres. It is therefore clear that the street wall height is proportionate to the width of the street and sits well below the height limit envisaged at **DDO12** for the front half of the site.

In addition to reinforcing the coastal character of Cowes, reinvigorating the appeal of the foreshore as a destination and delivering excellent architecture and design, the proposal will also make an important contribution to short-stay, tourism-based accommodation provision and diversity on the Island.

The proposal's northern building will provide Hotel accommodation with the proposal's southern building including a substantial amount of key worker accommodation. Primarily the accommodation will meet the lodging requirements of staff affiliated with the proposal but will also be available to accommodate overflow budget travellers or other staff attending the island for the summer or for the MotoGP. This flexible accommodation model reflects what is identified as a need in **Clause 2.03-6** of the Bass Coast Planning Scheme for greater diverse of housing types and tenures.

In so far as relevant, we again defer to the Economic Investment Case Summary material as prepared by KPMG Pty Ltd with respect to the clear economic and tourism related support for the proposed development and associated "economic needs analysis". This analysis is underpinned through the contained assessment of the merits of the application against the existing and projected future economic and tourism conditions as explicitly identified for Phillip Island and specific to the township of Cowes.

For the above reasons, the planning scheme offers clear and expressed support for the proposal in this strategic location.

6.3. Is the built form outcome appropriate to the site's context and having appropriate regard to the relevant provisions of the Design and Development Overlay – Schedule 12?

Having regard to the physical context of the site and giving due consideration to the overarching-built form objectives contained within the Bass Coast Planning Scheme (specifically **DDO12**), we consider the proposal represents an appropriate addition to the local

and emerging built environment character of the area in terms of the site layout, design and built form.

Again, we defer to the key findings of the supporting Urban Design Report prepared by Ratio Consultants Pty Ltd; Arboricultural Report prepared by Axis Arboricultural; and Landscape and Public/Private Realm Works Package as prepared by TCL Pty Ltd in relation to the holistic assessment of this application on design related grounds.

Finally, we reiterate that the proposal technically must be assessed against the provisions of Clause 55 of the Planning Scheme with respect to the rear (southern) mixed-use building which is to be partially used as a "residential building". We wish to highlight that although the proposal has been evaluated against the provisions of Clause 55 (as relevant) for the rear building at Appendix B, we believe in many instances the standards are not relevant for a commercial application of this nature and a development which does not seek to provide for any apartment or dwelling type accommodation at the site.

PLANNING POLICY FRAMEWORK RESPONSE

At a high-level, the proposal is successful in responding to and reflecting the strategic vision of the PPF in relation to built form given:

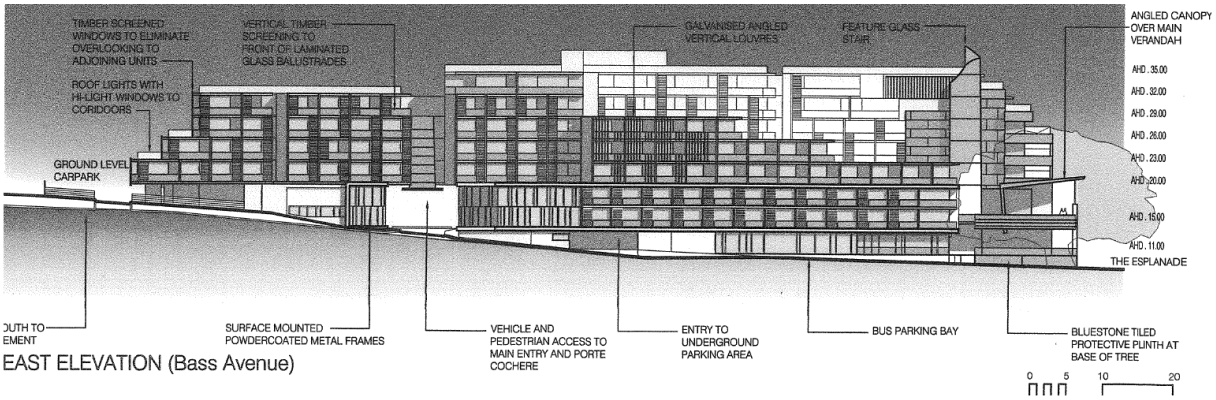
— The site has been used as a Hotel since the 1800s and following its demolition, the site has long been identified as a location for a "landmark" re-development. The C23 Panel (2005) made the following observations regarding the site:

> *"There was broad acceptance that the planning framework for the site envisages an intensive development of a substantial scale.*
>
> *The Panel agrees that landmark sites provide opportunities for buildings that depart from the norm in a locality and a planning framework that provides design flexibility is often justified."*

— These comments were agreed with and reiterated in the C151 Panel Report (2021). It is therefore considered that the proposal's scale is an absolutely appropriate response to the site's character, cultural identity, natural features and surrounding landscape (**Clause 15.01-1S**).

— Further, a planning permit has previously been granted for the site in 2005 (Planning Permit No. 021186a) for the "development and use of the land for the purpose of a residential hotel (comprising 148 hotel suites, function room, pre-function room, meeting rooms, bistro, restaurant, cocktail lounge and swimming pool and tennis courts); hotel (comprising public/sports bar gaming lounge, café/bistro); dwellings, shops, gymnasium/health club, ancillary offices, plant rooms, storage and services, car parking (including the reduction of the standard planning scheme car parking requirements); and the sale and consumption of liquor on the land".

Figure 6.1: Elevation view of the approved 2005 permit/development at the site.



— Beyond the design principles addressed above, the proposal also performs well against the policy document "Phillip Island and San Remo Design Framework' (Hassell, 2003). The Framework identifies that:

"An opportunity exists to develop a distinctive tourism strip along The Esplanade. It should be developed with local residents and visitors in mind to create an entertainment focus that is active all year round and is designed to be responsive to its surroundings it should be attractive to a wide range of uses and encourage longer visits.

Land uses such as an indoor/outdoor cafes and bars along The Esplanade would add to the vibrancy of the public realm, encouraging activity all year round".

— Hassell's vision for The Esplanade is wholly addressed by the proposal. Specifically, the proposal's entertainment focus, wide range of uses, potential to accommodate both short and longer visits and its capacity to allow for indoor/outdoor entertainment year-round demonstrates a design which will enhance Cowes as a significance place for living; entertainment; and tourism alike.

— Significantly, the proposal has been designed to enhance the public realm of Cowes. The large, outdoor, beer garden creates a transition and integration between the Hotel and the adjacent Erewhon Point Reserve. A place to be 'seen and to see', the beer garden will be a place to overlook fisherman on the jetty and an arrival destination for travellers arriving by bus or ferry. Notwithstanding, the beer garden will ultimately be a privately owned space, the design has sought to blur the lines and this culminates in the curved, public seating around the fig tree (**Clause 15.01-1S**).

More specifically, the Framework identifies the 'Isle of Wight Hotel' site as 'Cowes most significant site' and consequently the Framework identifies the following site-specific objectives which the proposed development and adopted design response specifically seeks to address:

Objective	**The proposal's response**
Makes a positive contribution to its setting.	The proposal will deliver a landmark building in a landmark location. Currently, an empty block, the site is a 'dead space' on an otherwise activated street. Development of the site alone would be a positive contribution, notwithstanding the delivery of a high-end, exempla quality hotel offering designed by world renowned architects Alexander & CO. The designs "openness" is a key reason for its success and is considered entirely befitting for the Island. The design facilitates an easy interaction between the public and the private realm, hotel suite balconies, large street windows, a pool deck and a beer garden. Combined, the development will result in many eyes on the street and a building which fronts and embraces the public realm.
Is responsive to the coastal context in form, materials and use.	The design invokes feelings of summer and is quintessentially coastal. The cream colour scheme will be viewed as a beacon of coolness and refreshment for beach goers in search of shade. Large balconies, with beach towels and bathers drying will face onto The Esplanade serving as a constant reminder of the coastal location.

	The beer garden, with significant green landscaping and retention and celebration of the existing Morten Bay Fig Tree will include a wide variety of both native and exotic species, ensuring that the coastal landscape quality of the Island is maintained.
Is a significant attraction in its own right.	It is explicit from the various land use proposed that the development act as a key attraction in its own right. For the reasons set out above only amplifies this notion and the design response concept for the site.
Raises the benchmark for built form and provide Cowes with a landmark of international quality.	The generosity yet simplicity of the design is what raises the built form benchmark. That is to say, the design generously forsakes leasable floor area for the benefit of the public. This is not a design response which seeks to "maximise the site" at the detriment of the community or public realm. The east-west internal street through the site has a width of approximately 10 metres, including ~3.5m wide footpaths. There is no requirement for such a width, the proposal is exceeding requirements. Furthermore, the design response seeks to adopt key land uses at ground level to the internal layout which will active this space and create activity and excitement year-round both at and surrounding the site. It is further noted that the proposed laneway will facilitate a key connection and much needed connectivity through the site and lining Thompsons Avenue to the west and Bass Avenue to the east. The beer garden area is significant. It is positioned in what is premier, high demand north facing real estate. It's gift to the public is two-fold as it will enable a wide cross section of the community to enjoy a beverage and a world class view. It will also create and maintain landscaping to reiterate the Island's coastal character. Notably, the Moreton Bay Fig Tree is a celebrated feature of the garden, with built form well setback from the tree, its prominence is amplified. The pool deck is provided via a generous spatial area, in what could otherwise be an additional ~15 hotel suites. The delivery of the north facing deck area further reduces the visual bulk of the development for the pedestrian experience along The Esplanade and reduces the shadowing of the beer garden in the afternoon. These generous design measures are a reflection of the project team's capacity to deliver landmark developments. The excellent track record of architects Alexander & Co. is evidenced in their delivery of Burleigh Pavilion; Manly Wharf hotel; Harbord Hotel; and Watsons Bay Hotel to name just a few., along with the applicant group of Salta Properties; Tabet Development Group; and Moda with their expansive portfolio of

	commercial; entertainment; and hospitality portfolio.
Contributes successful public spaces at ground level.	The three major public spaces associated with the proposal are the pedestrian paths along The Esplanade, Bass Avenue and the internal east-west laneway/street. The success of these spaces are different based on their diverse characters. The Esplanade will build upon its already high frequency pedestrian activity. Between the development and The Esplanade, the proposal includes 6 clear glass windows in addition to the building's main entrance and ability to facilitate future on-street dining adjacent to the subject site and along the to-improved developed adjacent footpath. There is expected to be a high degree of activation in this location as the pedestrian path will be in between on-street seating and bistro and front bar diners. Further to the east, the beer garden will also interface with the street further activating the public realm and seeks to retain and integrate the existing Morten Bay Fig Tree which anchors the subject site's north-east corner. Bass Avenue is a street with low pedestrian activity and a large nature strip. The proposal will not change this character, consistent with the design of the nearby 'Phillip Island Apartments' however seeks to consider and appropriately integrate the proposed future public realm improvement works as detailed within Council's recently adopted 'Cowes Streetscape Master Plan 2022'. This plan has been further carefully considered through the design response and landscape documentation in support of the application as prepared by TCL Pty Ltd. Bass Avenue is utilised as a side street for servicing and back of house facilities (i.e. bin storage, pool infrastructure, parking etc). Notwithstanding this, the proposal does ensure the activation of the street, through multiple cross overs; the internal east-west street; as well as two pedestrian access points to the beer garden. The internal east-west laneway has been designed with pedestrians and street activation as the underpinning principles. As the main pick up/drop off location for the Hotel; lobby; access point for the gym and wellness centre; function centres and primary access point to the tourist and worker hostel accommodation, the proposed laneway will present as a high amenity area. Wide footpaths; integrated landscaping (with a focus on indigenous plantings); shop fronts; and through access to Thompson Avenue means the space remains activated during the day and night.

	We again defer to the supporting material prepared by TCL Pty Ltd for further design detail analysis with respect to the laneway as proposed.
Reflects heritage and past uses within the architecture.	The proposal is for a Hotel, a use which originated on this site in the 1800's.
Maximises pedestrian activity at ground level on both frontages.	The proposal for the reasons outlined above maximises pedestrian activity.

DESIGN AND DEVELOPMENT OVERLAY – SCHEDULE 12

In addition to the above detailed analysis, we specifically note that **Design and Development Overlay – Schedule 12** presents as the "key" built form assessment tool relating to the subject site as contained within the Bass Coast Planning Scheme. We again note that **DDO12** is a recently introduced control (2019) and is 'site specific' to the former Isle of Wight site.

Prior to evaluating the proposal's design response to **Design and Development Overlay – Schedule 12**, we wisht to refer to the Bass Coast Planning Scheme Amendment C151 Panel Report. The Panel Report highlights that the **DDO** should be "performance based", rather than a prescriptive provision in terms of siting, setbacks and heights.

We highlight this because, although the proposal achieves with a high degree of excellence and compliance with the objectives of the **DDO**, there are two discrete and centralised elements of the development where the preferred height is exceeded by approximately 5.3 metres and minor works are proposed within the Tree Protection Zone of the Morten Bay Fig to be retained.

To reiterate the intent of the provision and the extent to which the importance of "discretion" was considered by the Panel. Specifically, we draw Council's attention to the following excerpt from the Panel's discussion:

> *"The Panel agreed with Mr Bitmead that it is not only a matter of height that is of significance to this site, but how it responds to its landmark status, visual prominence on the foreshore, viewlines, interface with adjacent properties and the like. The overwhelming objective should be to achieve a quality redevelopment that respects and enhances these attributes. Part and parcel of this redevelopment is the necessity to incorporate, design around and make a feature of the significant Moreton Bay fig tree".*

Having consideration of the above, the **DDO12** was prepared to include the following discretionary built form outcomes:

- *Development should be in accordance with the tree protection and built form requirements specified in Table 1.*
- *'Back of house' features such as parking, loading areas, air conditioning, plant, and other such features must be located so that they are not visible from the waterfront and should be located behind buildings fronting Bass Avenue to the extent practicable.*
- *Development should provide articulation measures which create visual interest and break up the bulk of the building(s).*
- *Development should provide active frontages to The Esplanade, featuring glazing, in combination with a vertical articulation, that is consistent with the existing buildings between the site and Thompson Avenue.*
- *Development must provide pedestrian scale street frontage(s) which have regard to street width, view lines from the opposite side of the street, and the topography of the foreshore.*
- *Development must provide continuous awnings on The Esplanade, except where it conflicts with existing trees.*
- *Development must provide passive surveillance of The Esplanade, Bass Avenue, and internal pedestrian spaces within the site.*

— *Development should provide an east-west pedestrian link from Bass Avenue to Thompson Avenue.*

— *Development should minimise direct access points onto Bass Avenue.*

— *Table 1: Building Heights, Setbacks and Tree Protection Zone*

Location	Preferred maximum height	Preferred street wall height	Maximum street setback
I1	23 metres (7 storeys)	11 metres (3 storeys)	0 metres to The Esplanade for the first 11 metres (3 storeys) with the remaining storeys stepped back.
I2	17 metres (5 storeys)	11 metres (3 storeys)	4 metres.
I3	Moreton Bay Fig Tree Protection Zone – no buildings or works within the 15-metre tree protection zone.		

Significantly, the proposal responds appropriately and favourably to the above 'discretionary' requirements as follows:

— The Tree Protection Zone associated with the Moreton Bay Fig tree is 15 metres. As the tree is located in the north-east corner of the site, the Tree Protection Zone extends into the beer garden. The 'Arboricultural Construction Impact Assessment and Tree Protection Management Plan' prepared by Axis Arboriculture outlines that as a part of the proposal, several landscaping features are proposed within the TPZ of the subject tree. Axis Arboriculture are satisfied that the proposal is appropriate for the following reasons:

- *Encroachments listed in the preceding table present TPZ encroachment totalling 27.6%, with encroachment also into the SRZ. While this is classified as major encroachment under AS4970, it is likely that tree impacts can be effectively managed through the use of appropriate construction techniques.*
- *The proposed deck should be founded on post footings to minimize the degree of excavation required within the TPZ of Tree 1. The degree of excavation should be further reduced by incorporating extended joist beams to limit the number of required footings, and a cantilever system to maximize distance between the tree and the footings.*
- *To avoid significant changes to soil hydrology within the TPZ, the slats of the deck should be sufficiently spaced to allow for unrestricted water penetration onto the soil below. Chemical contamination of the soil should be avoided by constructing using materials that will not require periodic oiling or the use of cleaning chemicals.*
- *The tree has a large degree of exposed roots growing along an existing bluestone wall on the tree's north side (Image 1). A garden wall is proposed further to the north, however the bluestone wall should be retained and the area between the bluestone wall and the new garden wall should not be filled with soil, mulch, or any other material. While the application of soil and/or mulch within this cavity may present some cosmetic benefit, placement of soil or mulch against the stem or exposed roots can increase the risk of fungal attack.*
- *While this species is generally considered robust and low maintenance, it may be prone to insect and fungal attack when stressed (University of Melbourne, 2012). Decking may be considered to cover this cavity, provided that is constructed in such a way as to avoid excavation within the SRZ and to minimize any changes in soil conditions.*
- *Changes in soil level across the TPZ should be avoided, either through excavation or placement of fill. The placement of fill within the TPZ may inhibit root function through reduced gas exchange within the soil. Poor soil aeration can reduce the effectiveness of*

the root system and therefore threaten the health of the whole tree (Roberts et al., 2006).

— For the reasons set out above, the design response to the TPZ encroachment is considered to be wholly appropriate subject to the tree protection measures being adopted and effectively implemented.

— Having regard to 'Sub-Precinct I1':

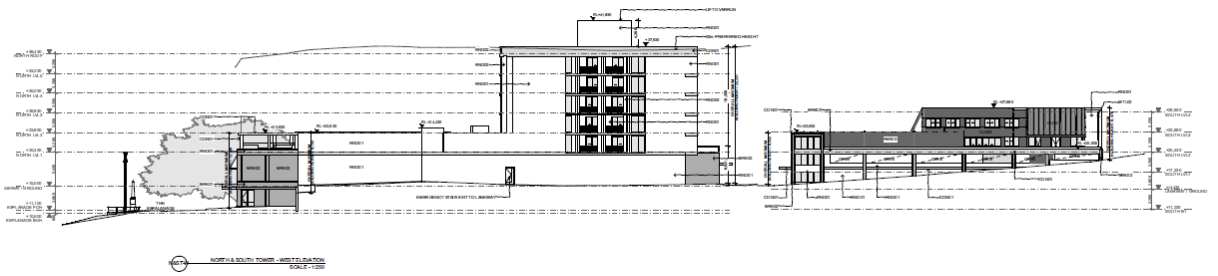
- The proposal is in accordance with the preferred street setback, as per the guidance, there is a setback of 0.0 metres to The Esplanade for the first 3 storeys with the remaining upper storeys stepped back.

Figure 6.2: Render view detailing the zero-lot construction to The Esplanade outside the TPZ of the retained Fig tree.



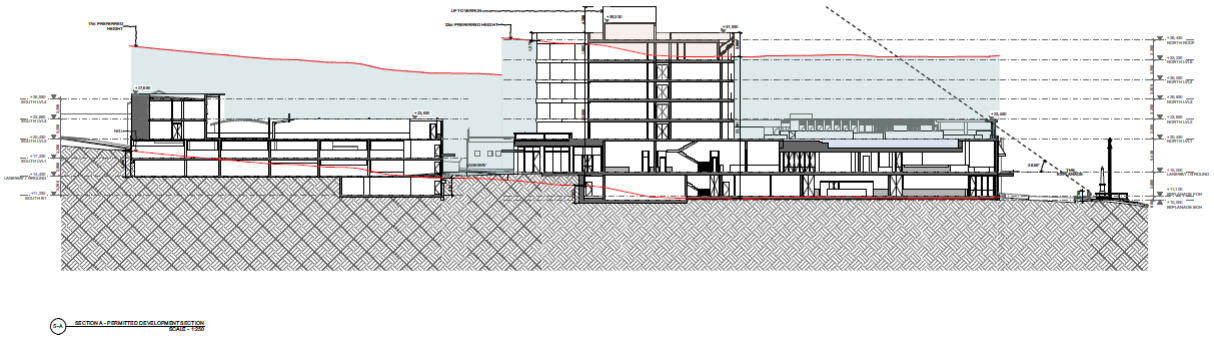
— The proposed street wall height is 9.8 metres (2 storeys), which is lower than the guidance of 11 metres (3 storeys) for the site.

Figure 6.3: West elevation detailing modest street wall height to The Esplanade.



- Whilst proposing a 0.0 metre setback to The Esplanade, the development's upper level is well setback from the street and proposes a significantly stepped form (again refer to elevation above).

— For sub precinct L1 the preferred height is 23.0 metres. The proposal is mostly significantly lower than the guideline, however there are discrete sections within the parcel where the building form is proposed to protrude above the preferred height which is contained central to the site and restricted to the hotel building form only - see sectional height diagram below:



— It is considered that on balance, the proposed minor exceedance of the preferred discretionary height is appropriate for the following reasons:

- The floor-to-floor requirements of a commercial "storey" is greater than for residential building design. **DDO12** envisages a "7-storey" preferred building height for the front half of the site. The development significantly complies with this preferred height limit as expressed as "storeys", noting the greater floor-to-floor height requirement of a commercial storey.
- The bulk of the development sits well below the applicable discretionary height limits for the site. This is not a development that is seeking to "max" out the site or squeeze development potential at the compromise of quality and net community benefit outcomes,
- The location of greatest height sensitivity, adjacent to The Esplanade is where heights are proposed to be at their lowest. For example, the maximum height of the proposal at the interface of The Esplanade is 13.0 metres, approximately 10 metres less than the preferred height. The design has followed the topography of the land and has positioned the larger sections of built form centrally in the site.
- The preferred heights are proposed to be exceeded centrally to the sub-precinct, a location where the impact of the increased height is expected to be negligible because of the commercially zoned land to the east and the road reserve of Bass Avenue to the east. These site features and opportunities provide a significant buffer to the nearest properties to the west.
- Again, as detailed in the section height view above, the design response steps down to a lower-building form to the rear of the site.
- As outlined above, the C151 Panel Report Panel Report foreshadowed that there could be an appropriate, high-quality proposal which exceeded the height provisions but achieved the overall vision for the site in the broader sense. This proposal is an exact reflection of the scenario anticipated by the panel.

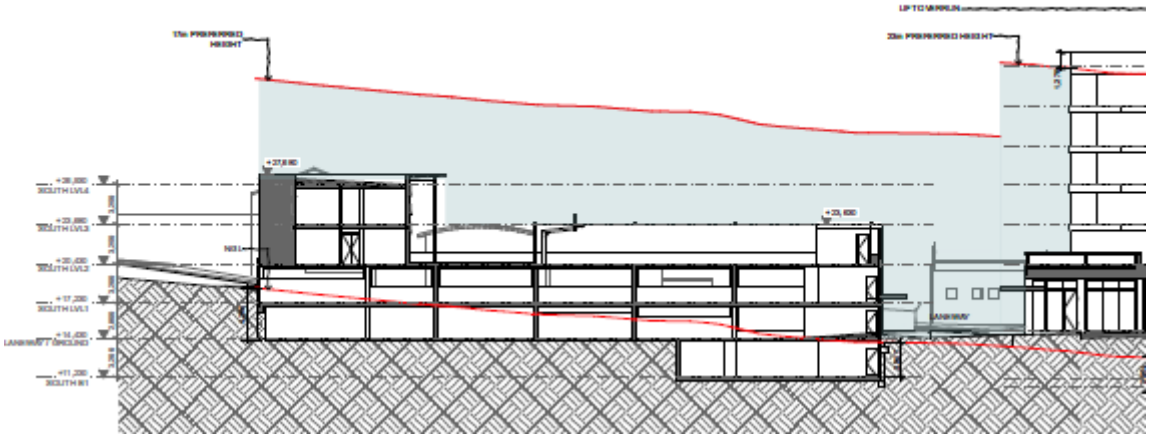
— For the reasons set out above, the design response to the preferred heights is considered to be wholly appropriate.

— Having regard to Sub-Precinct I2:

- The proposal is in accordance with the preferred street setback, as per the guidance. The street setback is less than 4.0 metres from Bass Avenue (no setback is proposed).

- The proposal is generally in accordance with the preferred street wall height of 11 metre (3 storeys) for the majority of the sub-precinct. Where the northern edge of the street wall height increases to 15.8 metres (an increase of 4.8 metres), this is offset from the site's Bass Avenue title boundary. The additional height because of its location, central to the site, away from sensitive interfaces is not expected to detract from the acceptability of the built form.
- The preferred maximum height is 17 metres (5 storeys). The proposal is entirely lower than the preferred maximum height in this location.

— For Sub-Precinct I2 the proposed development is modest, aside from a minor exceedance of the street wall height the maximum height is significantly lower than what would otherwise be permissible and is therefore considered that the proposal is wholly appropriate.



— Having regard to the remaining elements of the DDO12, a response against each permit requirement is outlined below:

Permit requirement	The proposal's response
'Back of House' features such as parking, loading areas, air conditioning, plant, and other such features must be located so that they are not visible from the waterfront and should be located behind buildings fronting Bass Avenue to the extent practicable.	The design of development on Bass Avenue is sensitive to the ambitions of the street becoming a walkable, high amenity place. The beer garden of the Hotel component will create a strong visual presence with a strong amount of integrated landscaping designed to encourage pedestrians to move freely between the private and public realm. Positioning the entrance of 'Retail 5' on Bass Avenue also facilitates a good amount of amenity and interaction between the southern building and Bass Avenue ensuring that street is activated outside of the Hotel's business hours.

	 Finally, the back of house facilities for the Hotel will be accessed via Bass Avenue and all servicing will be contained internally within a garage space and will not be visible from the street. The requirement is therefore considered to be met. See renders below for further context.
Development should provide articulation measures which create visual interest and break up the bulk of the building(s).	The proposed development is highly articulated. Each perspective of the development is proposed to be distinct from the other. The northern façade includes large, open to the sky seating areas such as the beer garden and pool deck area. Whereas the eastern and western façades, whilst maintaining a high degree of articulation through a variety finishes, windows, awnings etc are more simplified in their design response. See renders below for further context.
Development should provide active frontages to The Esplanade, featuring glazing, in combination with a vertical articulation, that is consistent with the existing buildings between the site and Thompson Avenue.	Extensive glazing is proposed to the frontages of The Esplanade. Consistent with the existing buildings to the west, the upper storeys of the proposal also include extensive glazing as a means of encouraging views over the Bay. The front entrance of the proposal aligns with the public open space immediately to the north of the subject site. It is envisaged that as per Figure 3 above, there will on some occasions between a connection between these two spaces. The design has sought to encourage this connection and blur the distinction between the public and private realm. See renders below for further context.
Development must provide pedestrian scale street frontage(s) which have regard to street width, view lines from the opposite side of the street, and the topography of the foreshore.	Development does provide pedestrian scale street frontages. The maximum height of the street wall adjacent to The Esplanade is 13.0 metres. A 13.0 metre height is modest considering the road reserve of The Esplanade is approximately 13.5 metres.

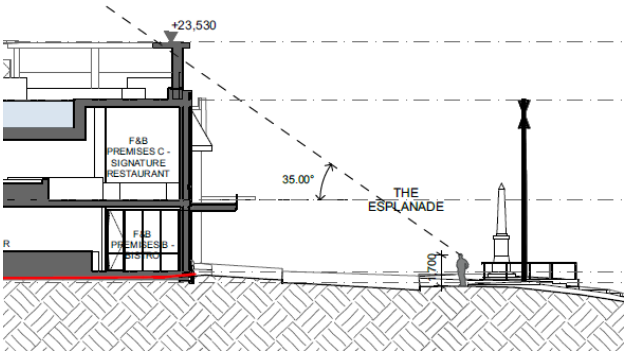
	 Considering the topography of the land, from the shoreline only a small portion of the street wall height will be visible.
Development must provide continuous awnings on The Esplanade, except where it conflicts with existing trees.	The proposal satisfies this requirement except for where the beer garden is located due to the critical canopy spread of the Morten Bay Fig tree to be retained and celebrated through the design response proposed. See renders below for further context.
Development must provide passive surveillance of The Esplanade, Bass Avenue, and internal pedestrian spaces within the site.	The proposal includes active land uses along The Esplanade; Bass Avenue and the internal pedestrian street. Additionally, hotel suites overlook these spaces to ensure passive surveillance as an outcome. See renders below for further context.
Development should provide an east-west pedestrian link from Bass Avenue to Thompson Avenue.	The proposal includes an activated east-west pedestrian link from Bass Avenue to Thompson Avenue. See renders below for further context.
Development should minimise direct access points onto Bass Avenue.	The proposal includes only two direct access points to the Hotel from Bass Avenue. Acknowledging there are three vehicle crossovers which provide vehicle access, pedestrian can only enter the hotel via the beer garden at the northern end of the site and via the proposed laneway which is designed to be a principle pedestrian and activity space.

Figure 6.4: Render of the development's primary street frontage



Figure 6.5: Render of the proposed development viewed from the Cowes Pier.



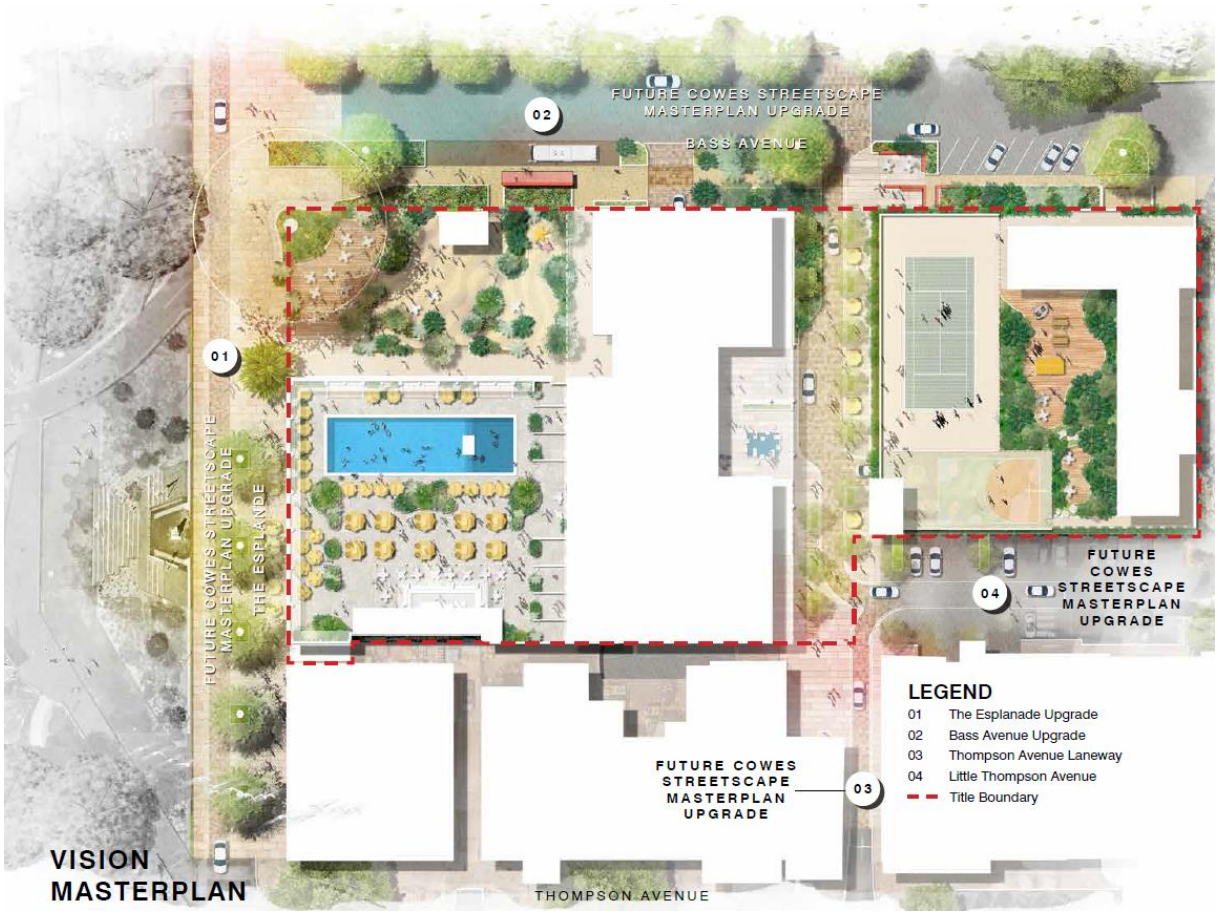
Figure 6.6: Artist view of the development's Bass Avenue interface response.



Figure 6.7: Artist view of the proposed tourist and worker accommodation building and Bass Avenue entrance to the proposed laneway.



Figure 6.8: Proposed vision master plan – landscape and public/private realm.

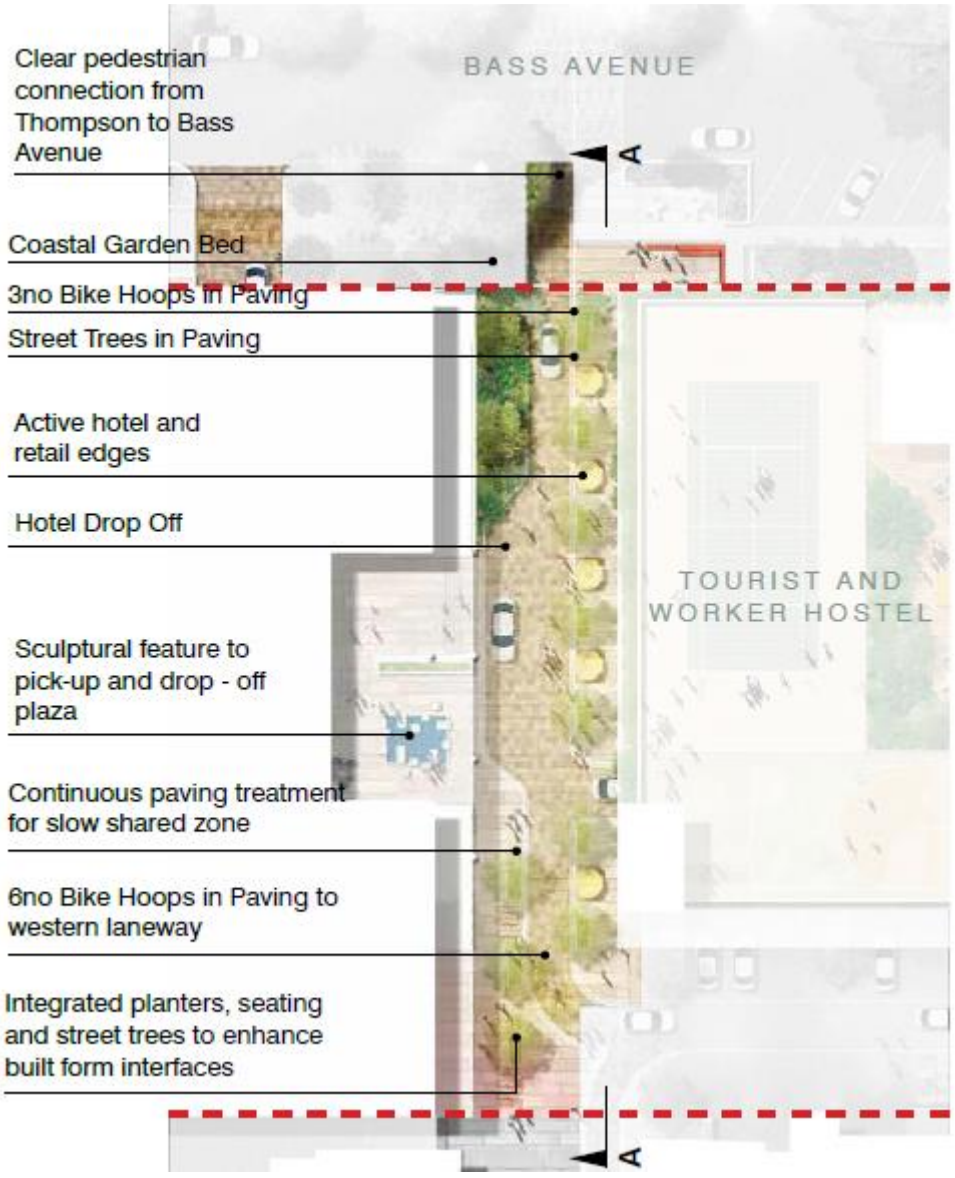


In addition to the above, we note:

— The development proposes clear and proud entrances to all interfaces and seeks to shield back-of-house operations from view from the public realm. The design of the entrances are intuitive, meaning that each operation proposes will have its own sense of "address".

— Activation of the laneway is achieved through the use of ground level commerci9al tenancies fronting same; integrated landscaping; and priority pedestrian use of same. The tourist and worker hostel accommodation building is to include it's primary entrance from this space and is to be designed to present clearly to this area through the use of a proud entrance; signage; way-finding; and permeable stair component. The proposed laneway will provide a key connection and both pedestrian and vehicle connectivity between Thompson Street to the west and Bass Road to the east. This will significantly improve pedestrian connections and accessibility through the Cowes Activity Centre.

Figure 6.9: East-west laneway connection plan.



— All building facades are provided with a high level of building articulation and design detail.

— All car parking is to be shielded from view from the public realm, ensuring same does not visually dominate the public realm.

— As detailed in the accompanying landscape response material as prepared by TCL Pty Ltd, the design response seeks to incorporate an integrated landscape response across the full breadth of the development (both at ground and upper levels).

— With respect to the development's eastern (Bass Avenue) façade of the Hotel building, centralised balconies are provided to "break up" the massing of the façade and to provide visual interest to same and passive surveillance opportunities of Bass Avenue.

— The design response seek to capitalise on the site's unique northern aspect and further seeks to manage internal overshadowing through appropriate building massing and stepping of form through the site.

— Extensive ESD and WSUD initiatives are to be incorporated throughout the development to ensure ESD excellence is achieved. We again defer to the supporting Sustainable

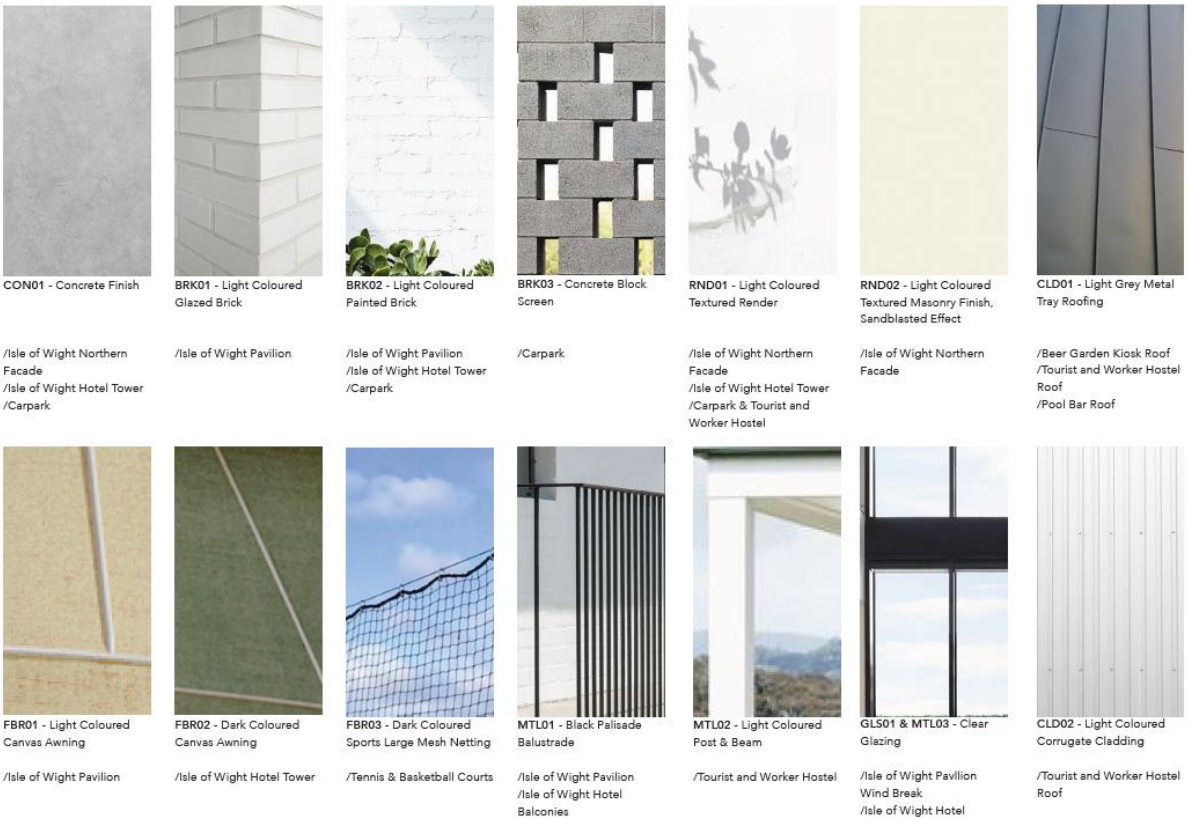
Management Plan prepared by Atelier Ten Pty Ltd with respect to all matters ESD and WSUD related.

— The design response seeks to minimise the visual impacts associated with the required building services needed to facilitate a development of this scale. Preliminary service engineering input has been provided by Collective Engineering for the site. Furthermore, the development's loading zone as provided for from Bass Avenue is to be screened from public view through the provision of an integrated automatic door to same. All loading and refuse collection is further to be contained internal to the development and removed from Bass Avenue and the public realm.

— As noted above, the design response has sought to appropriately consider the proposed future public realm improvement works as detailed within Council's recently adopted 'Cowes Streetscape Master Plan 2022' to both The Esplanade and Bass Avenue. This plan has been further carefully considered through the design response and landscape documentation in support of the application as prepared by TCL Pty Ltd.

— A high-quality and refined materials and finishes palette is proposed which will ensure a development which respects the site's coastal setting. All materials and finishes as proposed are designed to ensure high-quality finish and long-term durability.

Figure 6.10: Proposed materials and finishes schedule.



For the reasons extensively detailed above, the proposal is considered to be an appropriate response to the design parameters set out within the Bass Coast Planning Scheme and will make a significant contribution to this key strategic development site and the broader coastal context of the area.

6.4. Will the proposal have appropriate amenity outcomes?

External Amenity

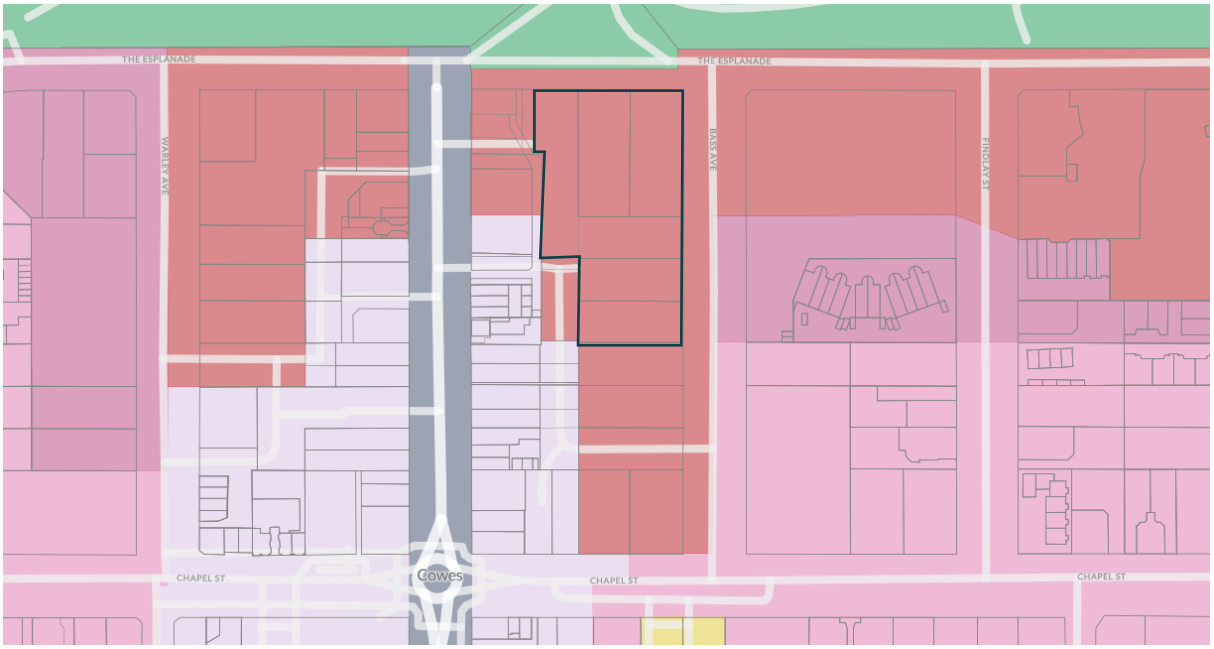
The proposal is located in a mixed-use area of the Cowes Activity Centre and to the east of the Thompson Street commercial linear strip. The established character in this section of The Boulevard is centred around hospitality and entertainment venues which outlook over the Bay. To the east is 'North Pier Hotel' and to the west is 'Hotel Phillip Island'.

Outside of these two venues, the entire western boundary of the subject site shares an interface with the rear or back-of-house of the Thompson Road commercial businesses. The operating hours of each business is not known however their operations are not considered to be sensitive and are therefore unlikely to be materially affected by the proposal.

The eastern boundary of the subject site does interface with Bass Avenue, with residentially zoned and developed land on the eastern side of same and to the east/south-east of the subject site. Significantly, residential land is buffered by the 30 metre Bass Avenue Road Reserve.

From a land zoning perspective, we note land to the west of the site is zoned **Commercial 1 Zone**; land to the south is zoned **Mixed Use Zone**; land on the eastern side of Bass Avenue is zoned **Mixed Use Zone/Residential Growth Zone/General Residential Zone**; and land to the north of The Esplanade is zoned **Public Park and Recreation Zone**.

Figure 6.11: Zoning map detailing land zoning proximate to the subject site.



The following design features have been incorporated to mitigate any potential amenity concerns on abutting land associated with proposed development:

— The 'back of house' needs for the northern Hotel building (waste removal, glass removal, loading and unloading of vehicles etc) will be undertaken within an enclosed garage facility. Enclosing the 'back-of-house' functions will significantly reduce the amount of noise to be generated from the proposal and furthermore it will screen these functions from the public's view.

— The proposed car parking within the southern building has been designed to sensitively interact with Bass Avenue and the internal laneway. There are two access points to the car park, one via Bass Avenue and the second via the internal east-west laneway. By

incorporating the second access internally to the site means less vehicles will queue on Bass Avenue. Furthermore, the design of the car park is low in scale (2 storeys) and has been designed to generally follow the natural slope of the land. While some cut is required, this will only further reduce the visual impact of the development. These outcomes mean the proposal will not look out of place in its environment.

— The rooftop deck areas of the development have been sited to significantly reduce the amenity impact associated with their use. The deck common area for the southern building is enclosed by the accommodation suites to its east and west. This effectively means the majority of noise; light spill; and overlooking of patrons will be blocked by the walls of the development. Furthermore, the pool deck area associated with the northern building is located to be at the greatest distance from the nearest sensitive residential interfaces.

— The generally low scale, heavily recessed nature of the proposal means the impacts of overshadowing on nearby land is minimal. As detailed within the shadow diagrams at DA601-DA603, shadow impacts associated with the proposed development on abutting land is contained to the following (at the equinox):

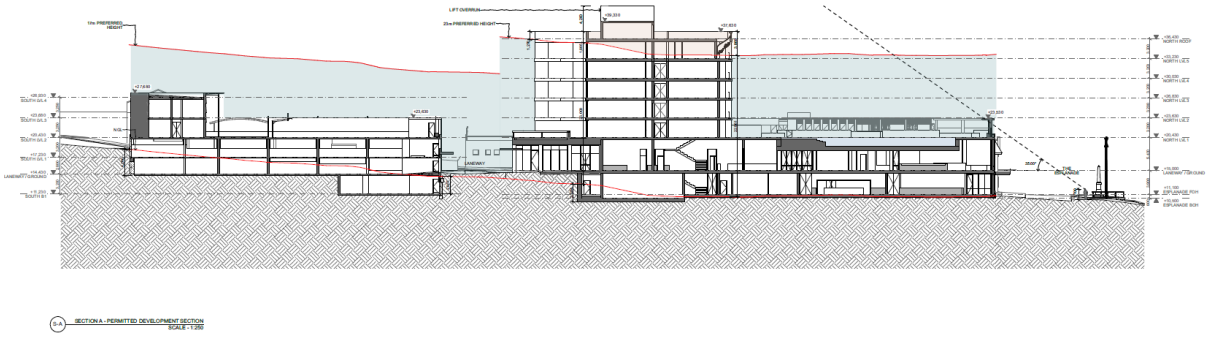
- Over back-of-house and buildings rooves of commercial buildings to the immediate west of the site. Significantly, there will be no shadow impacts on the eastern footpath of Thompsons Avenue or sensitive land to the west of the site as a consequence of the built form proposed.
- As a consequence of the site topography; extent of cut proposed; and rise in land beyond the site to the south, shadow impacts on **MUZ** land to the south will be minimal and are to occur over existing “common” land.
- A level of overshadowing of the eastern footpath of Bass Avenue will occur as a consequence of the building forms proposed. This however will be limited to 3pm at the equinox and form a small portion of the adjacent footpath as well as a minor encroachment into private land.

— On balance, this is considered an appropriate development outcome for the site and amenity of the surrounding area.

— As a consequence of the site’s various interfaces; zoning of land to the west and south of the site; and design response proposed, there will be no overlooking impacts associated with the development on nearby land.

— The built form design response to the site’s southern interface, noting **MUZ** land to the immediate south is developed for “accommodation” purposes is low-scale and appropriate considering the strategic directive for the site and immediately abutting land. Significantly, the design response to the site’s southern interface is single-storey in scale, transitioning up to two-storeys well setback from the interface boundary. The building siting and scale withing the southern part of the site provides a “polite” design response to the accommodation building constructed to the south of the site at No. 10 Bass Avenue and will not result in any unreasonable visual bulk impacts to this interface (common land).

Figure 6.12: Eastern elevation plan detailing low-scale height proposed to the rear of the site.



— The beer garden located in the north-east corner of the site is expected to be a highly popular location for visitors especially in summer months. We expect any concerns regarding noise and movement will be mitigated by the conditioning of an Operation Management Plan (OMP) on any future permit. The OMP will then form an endorsed document to the permit.

— As a consequence of the proposal, there will be some changes to the pattern of wind-flow in the local area. We note that MEL Consulting have been formally engaged to conduct wind tunnel testing for the site. With a formal Environmental Wind Assessment Report with wind mitigation recommendations to be submitted to Council post lodgement.

Overall, it is considered that the proposal achieves acceptable external amenity outcomes and will not result in any unreasonable impacts to the surrounding area. The proposal achieves an appropriate balance between achieving the envisaged strategic objectives of the wider Cowes Activity Centre and the amenity expectations of the wider area.

On-site Amenity

As noted previously, the proposal seeks to deliver a regionally significant mixed-use development at the former Isle of Wight site which will make a significant contribution both in a built form and economic/tourism/entertainment sense to Cowes Activity Centre and the Island as a whole. A key focus of the design response has been to deliver a development outcome which delivers "exceptional" levels of on-site amenity between the various land uses proposed. To this end we note the following:

— The mixed-use development offering is to include a broad range of commercial/tourism-based land uses. These are to include:

— Hotel/full pub offering;

— Hotel accommodation (tourism based).

— Tourist and worker hostel accommodation.

— Ancillary pub beer garden; swimming pool; common open space areas; health and wellness; function centre; and

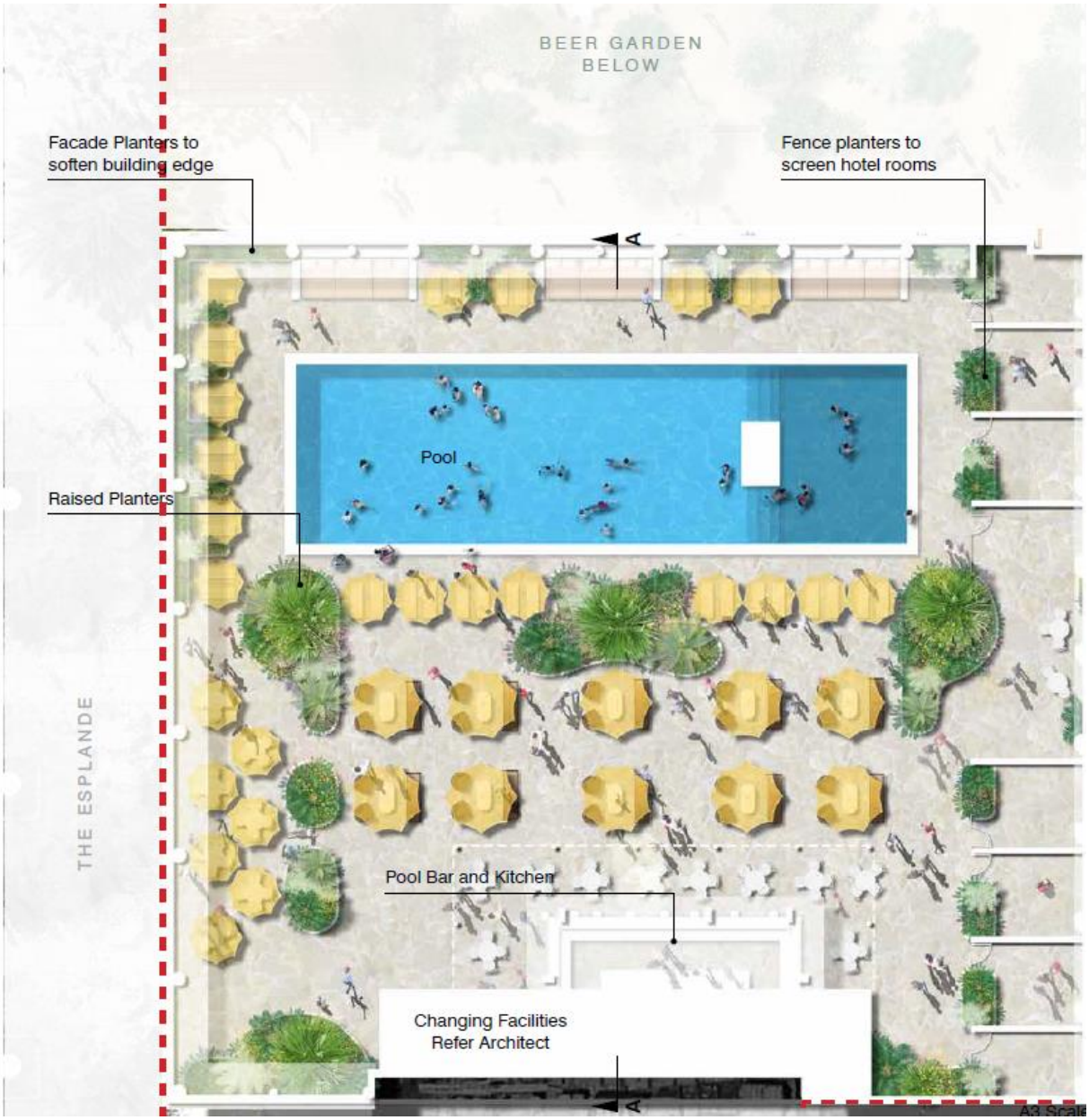
— Retail premises.

— As discussed previously, the northern Hotel building of the proposed development will provide for a clear main entry point to The Esplanade which is highlighted by the awning and building signage ('Isle of Wight'). This will ensure an identifiable and attractive meeting point for patrons. For the southern building the entry point from the east-west laneway will be designed to be clearly identifiable. The proposal will also rely on good way finding signage.

— The recessive nature of the upper floors will ensure the building has good access to light across each of its levels. This will be achieved partly by large floor to ceiling windows to the northern, eastern and western elevations. In addition, we note that this will also help to reduce the need for artificial lighting and improve the sustainable design outcomes to be achieved.

— The beer garden (including children's play area); the pool deck of the northern building; and the rooftop deck area of the southern building are all generous in size and designed to ensure excellent access to sunlight year-round. These high-quality communal areas will provide functional; useable; and integrated areas within the development with a focus on integrated landscaping. Landscaped areas or "break-out" spaces for the future visitors of the site are to be designed to achieve a strong integration with the commercial tenancies of the building, with emphasis around "activation" of the proposed east-west laneway at ground level.

Figure 6.13: Artist view of the proposed Hotel terrace swimming pool.



— Sunlight access has been a critical element of the proposal's design, a conscious effort to not overdevelop the site in addition to incorporating large areas of recessed development means access to sunlight is more readily achieved. Furthermore, the size and siting of the beer garden means the access to sunlight is appropriately balanced. In the later afternoon the garden will have a mix of shade and sunlight, catering for all types of patrons.

— The retention of the Moreton Bay fig tree in the north east corner of the site will ensure that from Day 1, mature canopy cover will soften the appearance of new development. Furthermore, the canopy cover afforded by the existing Morten Bay Fig will provide a significant source of shade to patrons of the beer garden from the northern exposure of the site.

— The material finishes and colour palette of this proposal are of a significantly high quality. The cool soft tones will perfectly suit the coastal character of the Island.

— The design response seeks to incorporate various sustainable transport opportunities within the development including bicycle parking and electric car charging infrastructure. As noted previously, the design response seeks to adopt ESD excellence throughout the development.

— The ancillary function spaces proposed will allow for a high level of flexibility and will enable weddings, conferences, and other private functions to regularly be hosted within Cowes. This is significant from an economic and tourism perspective. Located internally to the building, the amenity impacts of these function spaces are expected to be minimal.

6.5. Is the proposal appropriate having regard to traffic, parking and waste?

We defer to the 'Traffic Impact Report' and 'Waste Management Report' prepared by Ratio Consultants Pty Ltd with respect to all matters relating to traffic; car and bicycle parking; access; loading; sustainable transport; electric charging infrastructure; and waste.

6.6. Does the proposal result in reasonable equitable development opportunities?

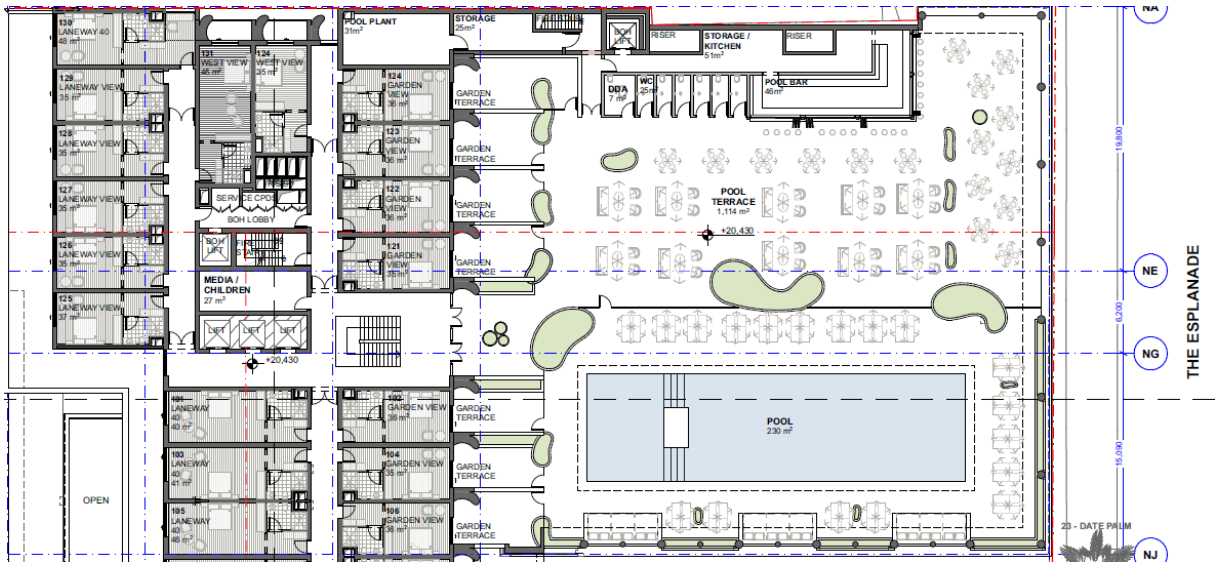
Given the size of the Isle of Wight site, there is significant opportunity to respect the interface between the subject site and abutting properties to ensure "equitable sharing of development potential" between sites can be achieved.

The proposal is to be constructed to the western site boundary, however the impact to the developability of the adjoining parcels is considered to be negligible, noting land to the immediate west of the site is zoned **C1Z** and generally includes back-of-house and laneway interface for commercial buildings fronting Thompson Avenue.

The design response is one that adopts a blank wall on the western site boundary adjacent to the **Commercial 1 Zoned** land. Where the hotel suites are orientated inbound

at the interface to face west, they are appropriately setback to ensure adequate daylight and ventilation should land to the west be developed to its full potential. Noting land to the immediate west of the building includes a 3.0-metre-wide laneway with commercial land beyond.

Figure 6.14 – Screenshot of a typical floorplate western interface response



The properties on Thompson Avenue are orientated to face Thompson Avenue and therefore the proposal's development will be adjacent to the rear of those lots. Significantly, all development to be constructed on the site's western (side) boundary is include blank façade clear of any windows or openings.

To the south, the upper floors of the southern building are significantly setback from the adjoining property (No. 6 Bass Avenue). As a consequence of the site slope, the adjoining property's development opportunity will be mostly uninterrupted, again noting that no windows or openings are to be constructed adjacent to the southern boundary.

To the east, the proposal will have no impact on the adjacent property's development opportunities as a consequence of the site's direct interface to Bass Avenue. The proposal will be separated from adjoining properties on the eastern side of Bass Avenue by the approx. 30 metre road reserve.

7. Conclusion

The subject site (former 'Isle of Wight' site) is clearly identified within all strategic planning policy as a site that is essential to the fabric of Cowes and Phillip Island more broadly. The proposal represents an opportunity to deliver a 'landmark' building of regional significance which will ultimately become a destination for locals and visitors alike. The carefully considered design of the development is responsive to the site's coastal context, from the materials and finishes to the variety of landscaping. The proposal is an ideal representation of what Phillip Island is and also what it wants to become.

The proposal is generous in what it gives back to the community, including large beer garden with high quality landscaping with the existing Moreton Bay Fig tree retained as the centrepiece and east-west laneway through the site linking Thompson Street and Bass Avenue. The proposal demonstrates quality over quantity.

The highly recessed upper level of the development is designed to improve the internal amenity of the development by allowing sunlight to penetrate deeper into the site, while simultaneously reducing the impact of shadow onto the street and neighbours.

The proposed building heights are for the most part significantly less than the maximum prescribed under **DDO12**. This is again a true reflection of the lead architect Alexander and Co.'s capacity to reflect what is an appropriate design response to the site's coastal town context. Height is appropriately located centrally to the site, away from the most sensitive interfaces. The design of the development adjacent to The Esplanade, with large windows, the awning and the iconic 'Isle of Wight' signage perfectly illustrates the design objectives of the Bass Coast Planning Scheme. Furthermore, both car and bicycle parking provision is commensurate to the likely demands of the various land uses proposed and appropriate thought and consideration has been given to all aspects 'operational' relating to the development.

The proposed development will deliver significant economic and tourism related benefits to Cowes and Bass Coast Shire as a whole and this should weigh heavily in the ultimate assessment of this application by Council. The development has been designed to ensure a legacy project is achieved which provides significant "net community benefit" to the region.

Overall, the proposal is a true reflection of the intent of the Bass Coast Planning Scheme, with emphasis on the key statutory assessment tool for the site being **Design and Development Overlay – Schedule 12**. Importantly, the development seeks to deliver a development outcome with the Cowes Activity Centre that delivers on the history as well of the vision for the site to become an "entertainment destination of the Island, Melbourne and Victoria".

For all the reasons contained in this report, it is respectfully requested that Council support this application.

Ratio Consultants Pty Ltd

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Produced 20/12/2022 07:46 AM

LAND DESCRIPTION

Crown Allotment 1 Section 3 Township of Cowes, Crown Allotment 2 Section 3 Township of Cowes and Crown Allotment 6 Section 3 Township of Cowes Parish of Phillip Island.
PARENT TITLE Volume 03279 Folio 712
Created by instrument 1581264 17/06/1935

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
MODA PHILLIP ISLAND PTY LTD of LEVEL 2 49-51 STEAD STREET SOUTH MELBOURNE VIC 3205
AV177251E 22/12/2021

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AV177252C 22/12/2021
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SEE TP406913C FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

----------END OF REGISTER SEARCH STATEMENT----------

Additional information: (not part of the Register Search Statement)

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NIL

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TITLE PLAN		EDITION 1	TP 406913C

Location of Land

Parish: PHILLIP ISLAND
Township: COWES
Section: 3
Crown Allotment: 1, 2 & 6
Crown Portion:

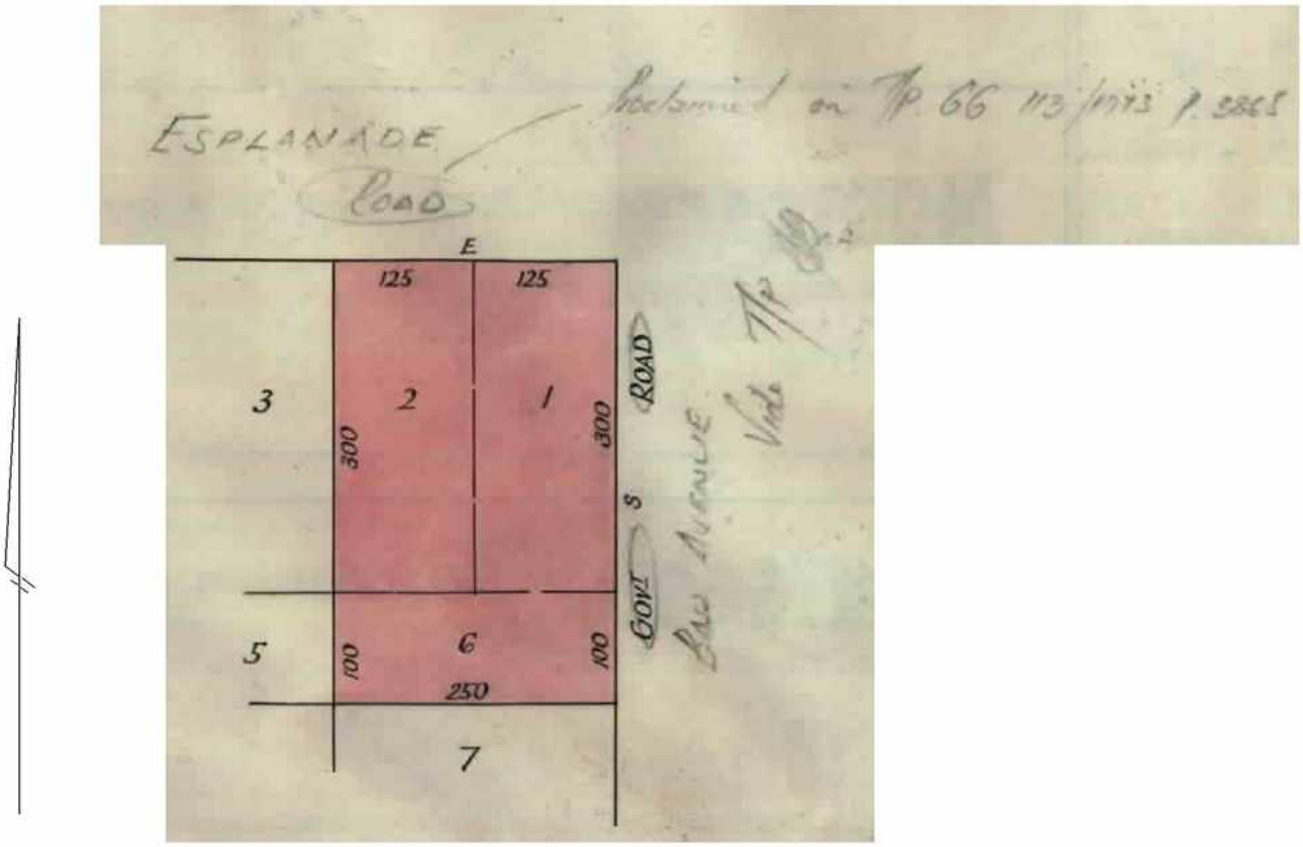
Last Plan Reference:
Derived From: VOL 5981 FOL 047
Depth Limitation: NIL

Notations

ANY REFERENCE TO MAP IN THE TEXT MEANS THE DIAGRAM SHOWN ON THIS TITLE PLAN

Description of Land / Easement Information

THIS PLAN HAS BEEN PREPARED FOR THE LAND REGISTRY, LAND VICTORIA, FOR TITLE DIAGRAM PURPOSES AS PART OF THE LAND TITLES AUTOMATION PROJECT
COMPILED: 17/04/2000
VERIFIED: P.C.



TOTAL AREA = 1A 0R 0P

LENGTHS ARE IN LINKS	Metres = 0.3048 x Feet Metres = 0.201168 x Links		Sheet 1 of 1 sheets

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Number of Pages (excluding this cover sheet)	**4**
Document Assembled	**29/11/2022 16:58**

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PLAN OF SUBDIVISION

Under Section 35 of the Subdivision Act 1988

STAGE NO /

LTO use only EDITION 5

Plan Number PS 326456M

Location of Land

Parish PHILLIP ISLAND

Township: COWES

Section: 3

Crown Allotment: 3(PT),5(PT),8(PT),9(PT),12(PT),13,16

Crown Portion: -

LTO Base Record: COWES TOWNSHIP (5204)

Title Reference: VOL 9478 FOL 549, VOL 10053 FOL 129
VOL 1608 FOL550, VOL 10053 FOL 130
VOL 09807 FOL 128, VOL 09807 FOL 129

Last Plan Reference: PS 313894J, LP211022E
(LOTS 2 & 3) (LOTS 1 & 2)

Postal Address: (at time of subdivision) 33-47 THOMPSON AVE
COWES 3922

AMG Co-ordinates (of approx. centre of land in plan) E 346 240 Zone 55
N 5 742 700

Council Certification and Endorsement

Council Name: SHIRE OF PHILLIP ISLAND Ref: 5692

A. This is a plan under section 35 of the Subdivision Act 1988 which does not create any additional lots.

B. This plan is exempt from Part 3 of the SuBdivision Act 1988.

~~C. This is a plan under section 35 of the Subdivision Act 1988 which creates (an) additional lot(s).~~

D. It is certified under scetion 6 of the Subdivision Act 1988.

~~E. It is certified under section 11(7) of the Subdivision Act 1988.~~

~~F. Date of original certification under section 6 / / .~~

G. This is a statement of compliance under section 21 of the Subdivision Act 1988.

Council Delegate

~~Council Seal~~

Date 2 / 6 / 94

Vesting of Roads or Reserves

Roads & Reserves vest in the council/body/person named when the appropriate vesting date is recorded or transfer registered

Identifier	Council/Body/Person
RESERVE NO.1	SHIRE OF PHILLIP ISLAND
RESERVE NO.2	SHIRE OF PHILLIP ISLAND
RESERVE NO.3	SHIRE OF PHILLIP ISLAND
RESERVE NO.4	SHIRE OF PHILLIP ISLAND
RESERVE NO.5	SHIRE OF PHILLIP ISLAND
RESERVE NO.6	SHIRE OF PHILLIP ISLAND

Notations

Depth Limitation: Does not apply

Staging This ~~is~~/is not a staged subdivision
Planning Permit No.

Land to be acquired by agreement: RESERVE No.1 To RESERVE No.6 (Both incl.)

Land to be acquired by compulsory process: NIL

All the land is to be acquired free from all encumbrances other than any easements specified on this plan.

Survey This plan is/~~is not~~ based on survey

This survey has been connected to permanent marks no(s)

In proclaimed Survey Area No.

Easement Information

Easements marked are created upon registration of this plan.
Easements marked are created when the appropriate vesting date is recorded or transfer registered.
Easements marked are removed when the appropriate vesting date is recorded or transfer registered.
Easements marked (*) are existing easements

Legend: A - Appurtenant Easement E - Encumbering Easement R - Encumbering Easement (Road)

Symbol	Easement Reference	Purpose	Width (Metres)	Origin	Land Benefitted/In Favour Of
*	E-1	DRAINAGE & SEWERAGE	3.05	INSTR D353355	SHIRE OF PHILLIP ISLAND

LTO use only

Statement of Compliance/ Exemption Statement

Received

Date / /

LTO use only

PLAN REGISTERED

TIME 9.15 (AM)

Date 28 / 11 / 94

Assistant Registrar of Titles

Sheet 1 of 3 sheets

Nilsson, Noel & Holmes Pty Ltd
SURVEYORS, ENGINEERS, TOWN PLANNERS.
146A HIGH STREET, CRANBOURNE. 3977.
phone 059 964 133

LICENSED SURVEYOR (PRINT) STANLEY. G. JEFFREYS

SIGNATURE ..... DATE 1/5/93

REF 311451 VERSION 01 DISK No 446

.....

DATE 2 / 6 / 94

COUNCIL DELEGATE SIGNATURE

Original sheet size A3

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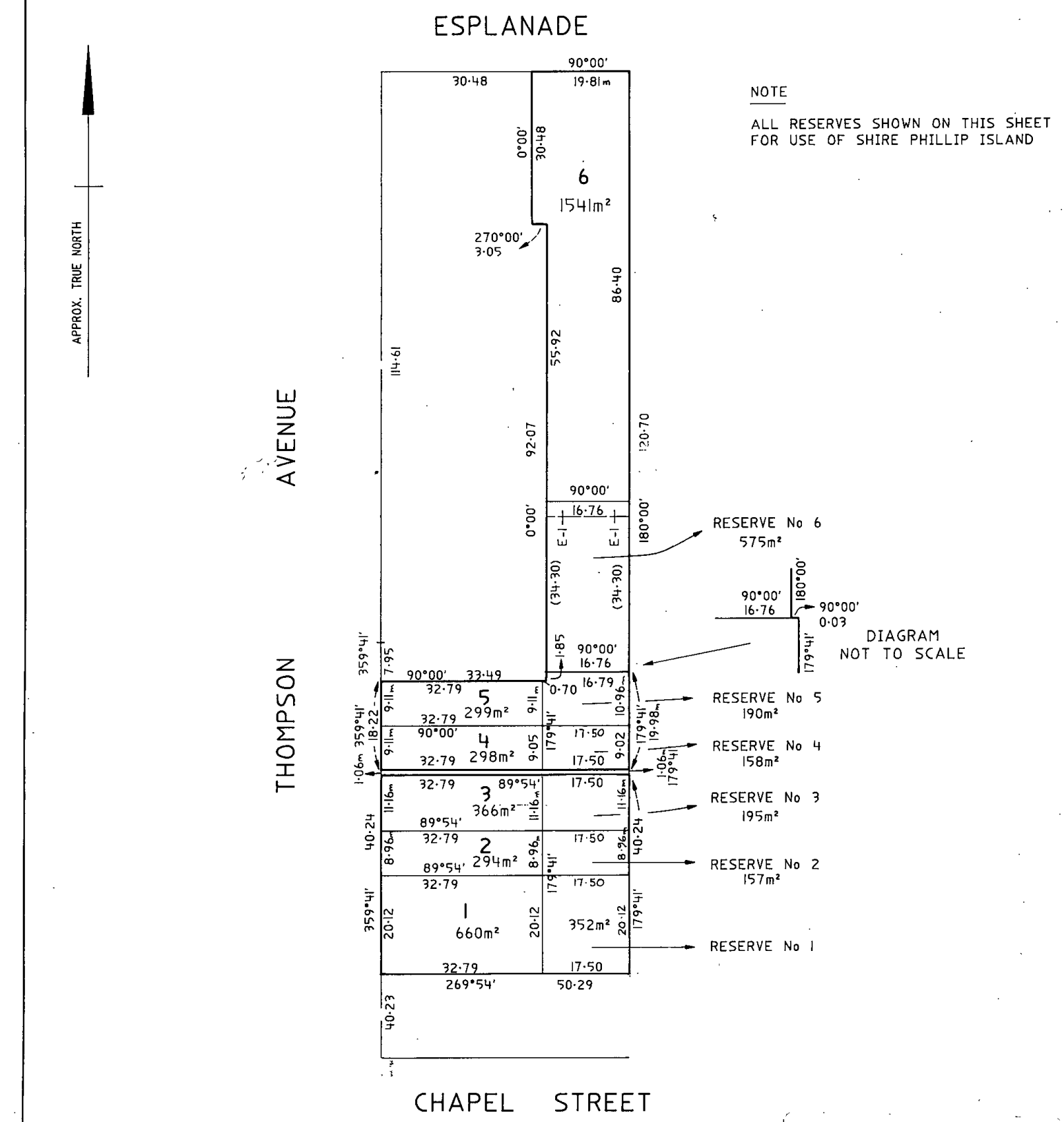
PLAN OF SUBDIVISION

Under Section 35 of the Subdivision Act 1988

Stage No.

Plan Number
PS 326456M



NOTE

ALL RESERVES SHOWN ON THIS SHEET FOR USE OF SHIRE PHILLIP ISLAND

SPPS326456M-2-0

Nilsson, Noel & Holmes Pty Ltd.
Surveyors, Engineers & Town Planners.
146A High Street, Cranbourne 3977
phone 059 964 133

Sheet 2 of 3 sheets

ORIGINAL

SCALE 1:750

SHEET SIZE A3

SCALE

7·5 0 7·5 15 22·5 30

LENGTHS ARE IN METRES

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SIGNATURE ..... DATE 1/ 5/93

REF 311451 VERSION 01 DISK No. 446

.....

DATE / /

COUNCIL DELEGATE SIGNATURE

Original sheet size A3

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PLAN OF SUBDIVISION

Under Section 35 of the Subdivision Act 1988

Stage No. /

Plan Number
PS 326456M

VESTING DATES & TRANSFER REGISTRATION DATES OF ACQUIRED LAND

Land affected	Land acquired prior to certification: Vesting date	Land acquired prior to certification: Govt Gaz Page	Land acquired prior to certification: Govt Gaz Year	Land acquired by compulsory process after registration of plan: Date of recording of vesting date	Land acquired by compulsory process after registration of plan: Vesting date	Land acquired by compulsory process after registration of plan: Govt Gaz Page	Land acquired by compulsory process after registration of plan: Govt Gaz Year	Land acquired by agreement: Date of registration of transfer	LTO reference of transfers or notations of vesting dates	Assistant Registrar of Titles: Signature
RESERVE No 1	—	—	—	—	—	—	—	22-12-94	T479581R	
RESERVE No 2	—	—	—	—	—	—	—	02-08-95	T802872Q	
RESERVE No 3								07/02/06	AE164820L	N. NG
RESERVE No 4								13-4-00	W724291T	
RESERVE No 5								13-4-00	W724291T	
RESERVE No 6								AQUISITION	NOT	COMPLETE

LICENSED SURVEYOR (PRINT) . S. G. JEFFREYS. . .

SIGNATURE . . . . . DATE 1/5/93

REF 311451 VERSION 01 DISK No 446

Sheet 3 of 3 sheets

. . . . . .

DATE / /

COUNCIL DELEGATE SIGNATURE

Original sheet size A4

MODIFICATION TABLE
RECORD OF ALL ADDITIONS OR CHANGES TO THE PLAN

PLAN NUMBER

PS326456M

LAND	MODIFICATION	DEALING REFERENCE	DATE AND TIME ENTERED		NEW EDITION NUMBER	SIGNATURE OF ASSISTANT REGISTRAR OF TITLES
			DATE	TIME		
RES 1	VESTING	T479581R	22-12-94		2	
RES 2.	VESTING	T802872Q	02-08-95		3	
Res 4+5	VESTING	W724291T	27-04-00		4	
RES. 3	VESTING	AE164820L	07/02/06		5	N. NG

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REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 09478 FOLIO 549 Security no : 124102263862G
Produced 29/11/2022 04:55 PM

LAND DESCRIPTION

Reserve 6 on Plan of Subdivision 326456M and Lot 6 on Plan of Subdivision 326456M.
PARENT TITLE Volume 05023 Folio 466
Created by instrument J618113 03/09/1981

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
MODA PHILLIP ISLAND PTY LTD of LEVEL 2 49-51 STEAD STREET SOUTH MELBOURNE VIC 3205
AV177251E 22/12/2021

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AV177252C 22/12/2021
NATIONAL AUSTRALIA BANK LTD

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE PS326456M FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NUMBER		STATUS	DATE
AP145507C (S)	ADVERSE POSSESSION	Unregistered	06/04/2022

----------END OF REGISTER SEARCH STATEMENT----------

Additional information: (not part of the Register Search Statement)

ADMINISTRATIVE NOTICES

NIL

eCT Control 19207U CORRS CHAMBERS WESTGARTH
Effective from 22/12/2021

DOCUMENT END

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TITLE PLAN		EDITION 1	TP 270769J

Location of Land

Parish: PHILLIP ISLAND
Township: COWES
Section: 3
Crown Allotment: 7
Crown Portion:

Last Plan Reference:
Derived From: VOL 9478 FOL 550
Depth Limitation: NIL

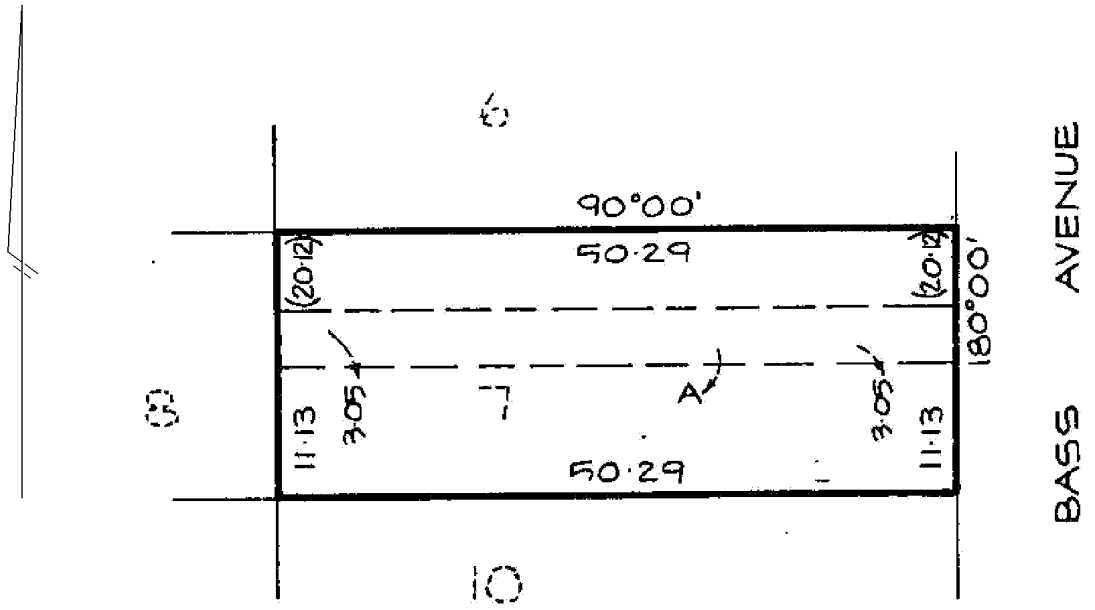
Notations

ANY REFERENCE TO MAP IN THE TEXT MEANS THE DIAGRAM SHOWN ON THIS TITLE PLAN

Description of Land / Easement Information

ENCUMBRANCES REFERRED TO
As to the land shown marked A - - -
THE EASEMENT to Shire of - - - - - -
Phillip Island created by - - - - -
Instrument D353355. - - - - - - - -

THIS PLAN HAS BEEN PREPARED FOR THE LAND REGISTRY, LAND VICTORIA, FOR TITLE DIAGRAM PURPOSES AS PART OF THE LAND TITLES AUTOMATION PROJECT
COMPILED: 13/01/2000
VERIFIED: GB



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REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 09478 FOLIO 550 Security no : 124102264088L
Produced 29/11/2022 05:00 PM

LAND DESCRIPTION

Crown Allotment 7 Section 3 Township of Cowes Parish of Phillip Island.
PARENT TITLE Volume 05610 Folio 966
Created by instrument J618113 03/09/1981

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
MODA PHILLIP ISLAND PTY LTD of LEVEL 2 49-51 STEAD STREET SOUTH MELBOURNE VIC 3205
AV177251E 22/12/2021

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AV177252C 22/12/2021
NATIONAL AUSTRALIA BANK LTD

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DIAGRAM LOCATION

SEE TP270769J FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

----------END OF REGISTER SEARCH STATEMENT----------

Additional information: (not part of the Register Search Statement)

Street Address: BASS AVENUE COWES VIC 3922

ADMINISTRATIVE NOTICES

NIL

eCT Control 19207U CORRS CHAMBERS WESTGARTH
Effective from 22/12/2021

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Number of Pages (excluding this cover sheet)	**1**
Document Assembled	**29/11/2022 16:58**

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TITLE PLAN		EDITION 1	TP 262607H

Location of Land

Parish: PHILLIP ISLAND
Township: COWES
Section: 3
Crown Allotment: 10
Crown Portion:

Last Plan Reference:
Derived From: VOL 5610 FOL 967
Depth Limitation: NIL

Notations

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Description of Land / Easement Information

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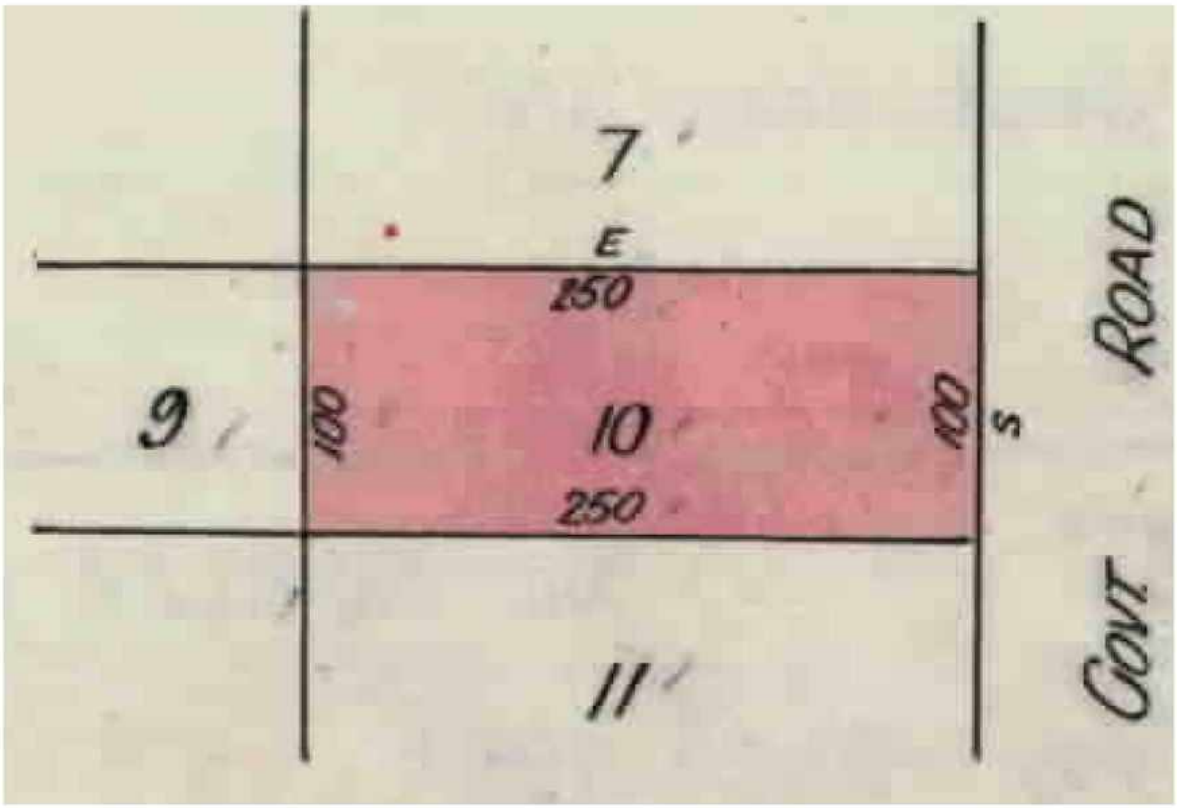
COMPILED: 06/01/2000
VERIFIED: BH



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REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 05610 FOLIO 967 Security no : 124102263868A
Produced 29/11/2022 04:55 PM

LAND DESCRIPTION

Crown Allotment 10 Section 3 Township of Cowes Parish of Phillip Island.
PARENT TITLE Volume 00315 Folio 814
Created by instrument 1440300 06/12/1929

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
MODA PHILLIP ISLAND PTY LTD of LEVEL 2 49-51 STEAD STREET SOUTH MELBOURNE VIC 3205
AV177251E 22/12/2021

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AV177252C 22/12/2021
NATIONAL AUSTRALIA BANK LTD

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DIAGRAM LOCATION

SEE TP262607H FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

----------END OF REGISTER SEARCH STATEMENT----------

Additional information: (not part of the Register Search Statement)

ADMINISTRATIVE NOTICES

NIL

eCT Control 19207U CORRS CHAMBERS WESTGARTH
Effective from 22/12/2021

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TITLE PLAN		EDITION 1	TP 270768L

Location of Land

Parish: PHILLIP ISLAND
Township: COWES
Section: 3
Crown Allotment: 11
Crown Portion:

Last Plan Reference:
Derived From: VOL 9478 FOL 548
Depth Limitation: NIL

Notations

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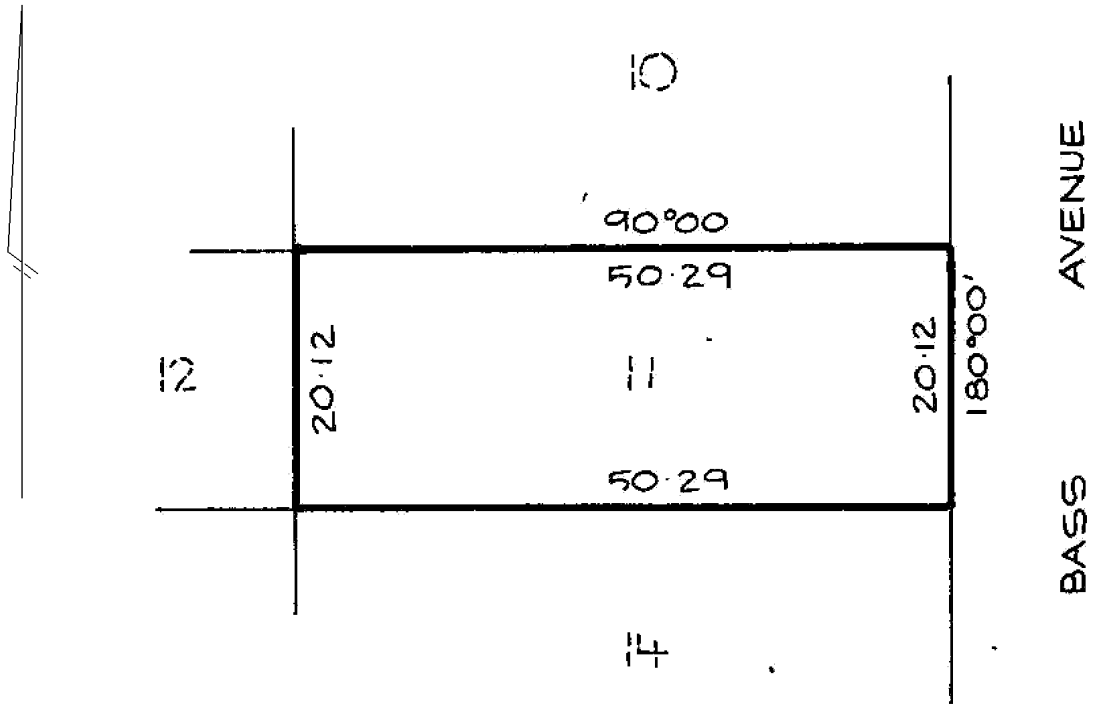
Description of Land / Easement Information

THIS PLAN HAS BEEN PREPARED FOR THE LAND REGISTRY, LAND VICTORIA, FOR TITLE DIAGRAM PURPOSES AS PART OF THE LAND TITLES AUTOMATION PROJECT
COMPILED: 13/01/2000
VERIFIED: GB



LENGTHS ARE IN METRES	Metres = 0.3048 x Feet Metres = 0.201168 x Links		Sheet 1 of 1 sheets

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REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 09478 FOLIO 548 Security no : 124102264126U
Produced 29/11/2022 05:00 PM

LAND DESCRIPTION

Crown Allotment 11 Section 3 Township of Cowes Parish of Phillip Island.
PARENT TITLE Volume 04085 Folio 910
Created by instrument J618113 03/09/1981

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
MODA PHILLIP ISLAND PTY LTD of LEVEL 2 49-51 STEAD STREET SOUTH MELBOURNE VIC 3205
AV177251E 22/12/2021

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AV177252C 22/12/2021
NATIONAL AUSTRALIA BANK LTD

For details of any other encumbrances see the plan or imaged folio set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE TP270768L FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

----------END OF REGISTER SEARCH STATEMENT----------

Additional information: (not part of the Register Search Statement)

Street Address: BASS AVENUE COWES VIC 3922

ADMINISTRATIVE NOTICES

NIL

eCT Control 19207U CORRS CHAMBERS WESTGARTH
Effective from 22/12/2021

DOCUMENT END

Appendix B Cl. 55 Assessment

Clause 55 Assessment – relating to the development's rear tourist and key worker hostel building.

PROVISION	STANDARD	OBJECTIVE	EXPLANATION
Standard B1 of Clause 55.02-1 'Neighbourhood character objectives'	✓	✓	Please see report for details.
Standard B2 of Clause 55.02-2 'Residential policy objectives'	✓	✓	Please see report for details.
Standard B3 of Clause 55.02-3 'Dwelling diversity objective'	N/A	N/A	Not applicable – no dwellings proposed.
Standard B4 of Clause 55.02-4 'Infrastructure objectives'	✓	✓	Existing site infrastructure has the capacity to support the proposed development.
Standard B5 of Clause 55.02-5 'Integration with the street objective'	✓	✓	The southern building, which includes the tourist and worker hostel has been designed to ensure there is a strong connection between the development; the proposed internal laneway; and Bass Avenue. Integrating the development with the street requires the points of contact between the public and private realm to be maximised. The proposed development achieves this by: • Orientating to the tourist and worker hostel entrance to front Bass Avenue. • Locating the entrance to the retail premises on the corner of the proposed laneway and Bass Avenue. • Delivering a tennis court on the third level, creating both visual interest, user activity as well as eyes on the street. • A lower street wall with an open aired walkway on the third level. • Several windows providing "eyes on the street" opportunities on Bass Avenue.
Standard B6 of Clause 55.03-1 'Street setback objective'	Variation	✓	The proposal, on its side street (Bass Avenue), is in some locations built to the boundary. The building to the south of the subject site (10 Bass Avenue) is setback ~1.0 metre from its boundary. Considering the difference in setback between the two developments is negligible there is not expected

			to be any material impact to the character of Bass Avenue. The proposed building setbacks to Bass Avenue further align with the built form guidance applicable to the site pursuant to DDO12.
Standard B7 of Clause 55.03-2 'Building height objective'	✓	✓	The southern building does not exceed the preferred building height of the applicable Design and Development Overlay (Schedule 12), please see report for further details.
Standard B8 of Clause 55.03-3 'Site coverage objective'	Variation	✓	In context of the site's strategic context and the built form aspirations/guidance contained within site specific DDO12 which applies to the site, the proposed site coverage of the rear building is considered entirely appropriate.
Standard B9 of Clause 55.03-4 'Permeability and stormwater management objectives'	Variation	✓	In context of the site's strategic context and the built form aspirations/guidance contained within site specific DDO12 which applies to the site, the proposed site permeability of the rear building is considered entirely appropriate. Appropriate measures are further adopted throughout the development with respect to WSUD design initiatives.
Standard B10 of Clause 55.03-5 'Energy efficiency objectives.'	✓	✓	The proposal has been designed to maximise solar access from its northern orientation. By locating the building's key open space areas (tennis court, basketball court and informal communal space) to the north allows sunlight to penetrate further into the build form, maximising the amount of windows which have good solar access.
Standard B11 of Clause 55.03-6 'Open space objective.'	✓	✓	The proposal has been designed to capitalise on the preferred future role of Bass Avenue as a key street in a mixed-use precinct. Including a retail premises; an upper-level tennis court; and an open aired walkway on the third level are features which encourage interaction between the public and private realm.
Standard B12 of Clause 55.03-7 'Safety Objective'	✓	✓	The development will contribute to the perception of safety within the Cowes Activity Centre by increasing the amount of visitors to the area, therefore achieving more "eyes on the street". The retail premises entrance, an upper-level tennis court and the open aired walkway on the third level creates several reasons for the public realm to be activated. At the upper floors of the development large windows and balconies will overlook the public realm meaning there will be very few locations which are obscured or isolated from public view.

			Furthermore, it can be reasonably assumed that the abovementioned spaces will be well lit considering they are associated with a commercial development and for general common use.
Standard B13 of Clause 55.03-8 'Landscaping objectives'	✓	✓	The report prepared by TCL Landscape Architecture expresses the ambition for the development to be characterised as both 'green and coastal'. The planting palette will consist of hardy, coastal vegetation that would reinforce a local character and provide high quality amenity and biodiversity values.
Standard B14 of Clause 55.03-9 'Access objectives'	✓	✓	The proposed development includes the provision of three new crossovers on Bass Avenue. The extent of crossovers on Bass Avenue will be substantially less than the 33% standard. The length of the subject site on Bass Avenue is ~140 metres and therefore it is considered that the three crossovers will be generally consistent with the existing street pattern.
Standard B15 of Clause 55.03-10 'Parking location objectives'	✓	✓	All car parking has been conveniently provided, attached to the lower levels of the 'tourist and worker hostel'. It will be intuitive for visitors of the hotel and hostel to arrive via the new laneway, unload their luggage at the Porte Cochere and continue to park their vehicle within the southern building. The car parking facility will be designed to be suitably secure and well ventilated.
Standard B17 of Clause 55.04-1 'Side and rear setbacks objective'	N/A	N/A	This metric has been designed for a context in which the majority of development is residential and the preferred future character of the area is commercial/mixed-use. It is not considered appropriate to utilise this metric to guide a commercial development within a **Mixed Use Zone** and in context of DDO12 which applies to the site. Side and rear setbacks are set to ensure equitable development outcomes can be achieved between the subject site and abutting mixed-use and commercially zoned land to the west and south of the site.
Standard B18 of Clause 55.04-2 'Walls on boundaries objective'	N/A	N/A	This metric has been designed for a context in which the majority of development is residential. It is not considered appropriate to utilise this metric to guide a commercial development within a **Mixed Use Zone** and in context of DDO12 which applies to the site.
Standard B19 of Clause 55.04-3 'Daylight to existing windows objective'	✓	✓	The proposal does not cause any overshadowing of existing habitable room windows on abutting land.

Standard B20 of Clause 55.04-4 'North-facing windows objective'	N/A	N/A	There are no north facing windows associated with the site to the immediate south of the subject site within 3m of the common boundary.
Standard B21 of Clause 55.04-5 'Overshadowing open space objective'	N/A	N/A	The standard is not applicable in this instance because it only relates to maintaining sunlight to dwellings and associated SPOS areas. There are no dwellings adjacent to the subject site and therefore the standard is not applicable in this instance. Note that the to the south of the subject site (10 Bass Avenue) is a short stay accommodation building with common area located adjacent to the subject site.
Standard B22 of Clause 55.04-6 'Overlooking objective'	✓	✓	To the south of the subject site (10 Bass Avenue) is a short stay accommodation building well setback from the common boundary with the subject site. The building's windows are located more than 9.0 metres from the common boundary, with common or communal open space provided between the building and the common title boundary with the subject site. As such, screening from the southern elevation of the rear building is not required.
Standard B23 of Clause 55.04-7 'Internal views objective'	✓	✓	There is no secluded private open space associated with the proposal and because of the configuration of the rear building with each hostel room stacked vertically on top of the other, there is no potential for internal overlooking.
Standard B24 of Clause 55.04-8 'Noise impacts objectives'	✓	✓	The bedrooms within the southern building are located away from noise sources such as mechanical plant equipment and the nearby hotel beer garden etc. As such it is considered the future occupants of the tourist and worker hostel will enjoy a good level of amenity.
Standard B25 of Clause 55.05-1 'Accessibility objective'	✓	✓	The development facilitates access for people with limited mobility with a level pathway providing entrance to the residential building. Lifts will also provide access to each level of the worker and tourist hostel.
Standard B26 of Clause 55.05-2 'Dwelling Entry objective'	✓	✓	The residential building will be clearly identifiable, the design detail associated with its entrance will make it obvious where the building's entrance is.
Standard B27 of Clause 55.05-3 'Daylight to new windows objective'	✓	✓	Each bedroom of the tourist and worker hostel building has been designed to face onto an outdoor space, which is clear to the sky.

Standard B28 of Clause 55.05-4 'Private open space objective'	N/A	N/A	This clause is only applicable to 'residents'. The proposal is for a tourist and worker hostel and therefore does not include any residents or proposed permanent "dwellings".
Standard B29 of Clause 55.05-5 'Solar access to open space objective'	✓	✓	The common or communal open space is located to the north of the residential building and will therefore receive a substantial amount of solar access throughout the day.
Standard B30 of Clause 55.05-6 'Storage objective'	✓	✓	This clause is only applicable to 'dwellings'. The proposal is for a tourist and worker hostel and therefore does not include any dwellings.
Standard B31 of Clause 55.06-1 'Design detail objective'	✓	✓	The Design and Development Overlay (Schedule 12) which applies to the site seeks a "landmark development" which contributes to the coastal village character of Phillip Island. The proposal, a highly articulated and visually interesting tourist and worker hostel is a clear reflection of this ambition, a rooftop tennis court and basketball court and an open aired walkway on the third level are features of a summer orientated, coastal development.
Standard B32 of Clause 55.06-2 'Front fences objective'	N/A	N/A	There is no front fence proposed as a part of the development.
Standard B33 of Clause 55.06-3 'Common property objectives'	✓	✓	There is no communal property per se proposed as a part of the development. The entire site will be held in single ownership.
Standard B34 of Clause 55.06-4 'Site services objectives'	✓	✓	All site services are provided for onsite.
Standard B35 of Clause 55.07-1 'Energy efficiency objectives'	N/A	N/A	This clause is only applicable to apartments (dwellings) and is therefore not applicable to the application which is for a tourist and worker hostel (residential building).
Standard B36 of Clause 55.07-2 'Communal open space objective'	N/A	N/A	This clause is only applicable to apartments (dwellings) and is therefore not applicable to the application which is for a tourist and worker hostel (residential building).
Standard B37 of Clause 55.07-3 'Solar access to communal outdoor open space objectives'	N/A	N/A	This clause is only applicable to apartments (dwellings) and is therefore not applicable to the application which is for a tourist and worker hostel (residential building).
Standard B38 of Clause 55.07-4 'Deep soil areas and canopy trees objectives'	N/A	N/A	This clause is only applicable to apartments (dwellings) and is therefore not applicable to the application which is for a tourist and worker hostel (residential building).

Standard B39 of Clause 55.07-5 'Integrated water and storm water management objectives'	N/A	N/A	This clause is only applicable to apartments (dwellings) and is therefore not applicable to the application which is for a tourist and worker hostel (residential building).
Standard B40 of Clause 55.07-6 'Access objective'	N/A	N/A	This clause is only applicable to apartments (dwellings) and is therefore not applicable to the application which is for a tourist and worker hostel (residential building).
Standard B41 of Clause 55.07-7 'Noise impacts objectives'	N/A	N/A	This clause is only applicable to apartments (dwellings) and is therefore not applicable to the application which is for a tourist and worker hostel (residential building).
Standard B42 of Clause 55.07-8 'Accessibility objective'	N/A	N/A	This clause is only applicable to apartments (dwellings) and is therefore not applicable to the application which is for a tourist and worker hostel (residential building).
Standard B43 of Clause 55.07-9 'Private open space above ground floor objective'	N/A	N/A	This clause is only applicable to apartments (dwellings) and is therefore not applicable to the application which is for a tourist and worker hostel (residential building).
Standard B44 of Clause 55.07-10 'Storage objective'	N/A	N/A	This clause is only applicable to apartments (dwellings) and is therefore not applicable to the application which is for a tourist and worker hostel (residential building).
Standard B45 of Clause 55.07-11 'Waste and recycling objectives'	N/A	N/A	This clause is only applicable to apartments (dwellings) and is therefore not applicable to the application which is for a tourist and worker hostel (residential building).
Standard B46 of Clause 55.07-12 'Functional layout objective'	N/A	N/A	This clause is only applicable to apartments (dwellings) and is therefore not applicable to the application which is for a tourist and worker hostel (residential building).
Standard B47 of Clause 55.07-13 'Room depth objective'	N/A	N/A	This clause is only applicable to apartments (dwellings) and is therefore not applicable to the application which is for a tourist and worker hostel (residential building).
Standard B48 of Clause 55.07-14 'Window objective'	N/A	N/A	This clause is only applicable to apartments (dwellings) and is therefore not applicable to the application which is for a tourist and worker hostel (residential building).
Standard B49 of Clause 55.07-15 'Natural ventilation objectives'	N/A	N/A	This clause is only applicable to apartments (dwellings) and is therefore not applicable to the application which is for a tourist and worker hostel (residential building).

Standard B50 of Clause 55.07-16 'Building entry and circulation objectives'	N/A	N/A	This clause is only applicable to apartments (dwellings) and is therefore not applicable to the application which is for a tourist and worker hostel (residential building).

Appendix C MODA Statement of Intent

Moda/

49-51 Stead St, South Melbourne
Victoria, Australia 3205

Moda – Statement of Intent for the Isle of Wight Development

Phillip Island, sitting just off mainland Victoria, south-east of Melbourne, features rolling hills, coastal villages and a diverse coastline of epic surf breaks, rugged cliffs, and secluded sandy beaches, all miraculously collected as a natural playground, but only a footstep apart.

The island's pristine coast and unique location provides habitat to an extraordinary array of flora and fauna, notably the largest Little Penguin colony in the world, attracting in excess of 719,000 visitors to the Penguin Parade in 2019.

Phillip Island's spectacular landscape is a backdrop to the internationally renowned Grand Prix circuit which, amongst other premier events, has hosted more World Superbike Championships than any other track globally.

Cowes, the main township, is a charming coastal village that is the backbone of a proud and vibrant island community, one that has welcomed generations of holidaymakers and visitors to enjoy the Island's natural beauty, as well as world-class events, marine and agricultural produce, and hospitality.

The Isle of Wight Hotel was the principal landmark and heartbeat of the community of Cowes from 1870 until its destruction by fire in 2010. As a sentinel above Cowes Beach, it is centred to the historic Cowes Jetty below. In the distance is the entrance to Western Port Bay, itself framed by French Island to the east and Crib Point to the west.

The Isle of Wight Hotel's absence has created a void that has only amplified its importance culturally, commercially, and strategically as the heart of Cowes, setting its replacement to be the premier landmark for Phillip Island's identity on a national and global stage. While Phillip Island is an extraordinary place to visit, it is yet to become a destination – a place to play and stay.

While Phillip Island is visited by over 2.5 million people annually seeking to celebrate world class events, food, wine and natural beauty, the island has no commensurate hospitality offering; the community, local business and governments at all levels are backing the future Isle of Wight Hotel to play a catalytic role in positioning Phillip Island as a destination in a global market.

Moda acquired the site in early 2021 and is confident in the re-imagining of the Isle of Wight Hotel in full-alignment with the objectives of the site-specific DDO and Council's Streetscape Masterplan. Incorporating some 160 well-appointed rooms, with generous guest amenities to encourage long-stay bookings, outdoor pool and bar, all-day dining, fitness centre, function, and event spaces.

Complementing the hotel will be a public-facing Isle of Wight food and beverage precinct including, naturally, The Isle of Wight Pub, along with a bistro and signature restaurant, all overlooking a generous garden bar and the beach. The development also features a laneway retail precinct, which will include wellness and other specialty stores supporting the hotel offering and the historic township generally.

Like so many holiday towns, Cowes' severe lack of commercial accommodation has displaced long-term rental, limiting opportunities for locals and stifling business. To address and mitigate this

problem, Moda is proposing key worker accommodation that will attract and then retain talented and energetic workers and underpin investment.

Moda Phillip island has engaged with a like-minded operator with a proven track record in the leisure and hospitality industry, in both regional and urban contexts, to partner in this unique opportunity to create a soon-to-be iconic landmark that will welcome guests for generations to come.

Appendix D IoW Architectural Statement

ALEXANDER &CO.

Capability and relevant expertise, Isle of White Hotel

Alexander &CO. (A &CO. Pty ltd) Is an Architectural and Interior Design practice situated in Sydney, NSW.

A Registered A+ member of the Institute of Architects, the practice was founded 2013 by Jeremy Bull, Registered Practice Architect, and numbers around 30 team members supported by auxiliary consultants and coaches.

The Practice specialises in hospitality, place-making and residential disciplines, and has a focus on turn-key architecture through to interior and associated art curation, fixtures, finishes and equipment.

Alexander &CO. has been commissioned for over 500 projects since its founding, has won or been shortlisted for over 120 awards nationally and internationally, and been awarded both designer of the year and emerging design practice in local and international award categories.

Our practice consults to corporate commercial firms including Westfield (Scentre group), Stockland and Charter Hall in the master planning and design of Food and beverage assets; entertainment place making.

Noteworthy stand-alone projects include large format coastal Food and Beverage rejuvenation and place making. These projects focus open the 'critically regional' re-positioning of assets, and they constitute both commercially successful businesses but also community assets which have underpinned locale rejuvenation, public place making and urban activation.

These projects emphasise community criticality and site specificity. They stress the role of local-social narrative, the engagement of regional 'story of origin' storytelling, and embrace social community engagement via a 'porous commercial edge' that seeks to underpin the viability of cultural institutions including culinary and performing arts.

Amongst these venues number;

/Burleigh Pavilion
/Manly Wharf Hotel
/Harbord Hotel
/Watsons Bay Hotel

Our focus continues into large format, multi-outlet venue positioning, with various projects ongoing through Australia and New Zealand, including the repositioning of Sydney's Quarantine Station, the rejuvenation of The Wynyard Quarter in Auckland, and the activation of Waterfall Park in Arrowtown, Queenstown.

We believe in the Spirit of Place and emphasise a timelessness within our work.
Our practice principles include Sustainability; reduction, reuse and material end-of-life.
We are actively engaging First Nations elders in the integration and decolonisation of our practice.
We are a practicing DDO (Deliberately Development Organisation), are Carbon Neutral and B-Corp Registered

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A: ALEXANDER HOUSE,
63 Brisbane St, Bondi Junction,
NSW 2022

A &CO. Pty Ltd
ABN 11162041929
Nominated Architect
Jeremy Bull #7881

ALEXANDER &CO.





Burleigh Pavilion, Burleigh Heads, Queensland





Harbord Hotel, Freshwater, New South Wales





Manly Wharf Bar, Manly, New South Wales





Watsons Bay Hotel, Watsons Bay, New South Wales

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Appendix E Policy Document Summary Table

Document	Key reference(s)	Author	Link
Planning and Economic Development			
Bass Coast Council Plan 2021-2025	Our Places: *Advocate for, and create places that are connected, sustainable and support active transport, reliable public transport and other low emission transport options.* Growing our Economy: Partnering with key stakeholders to grow and deliver signature events that showcase Bass Coast. Sustainable Development: Ensure land use planning and economic development are aligned to facilitate business investment.	Bass Coast Shire Council	https://d2n3eh1td3vwdm.cloudfront.net/general-downloads/Governance/Council-Plan/FINAL-Council-Plan-2021-25.pdf
Bass Coast C151 Panel Report (December 2018)	*The overwhelming objective should be to achieve a quality redevelopment that respects and enhances these attributes.* *The panel observes that the site interfaces with commercially zoned properties to the west and proposed Mixed Use Zone to the South. The vision for the properties to the south is to achieve a higher built form and density of development. Development to the east is separated by Bass Avenue, which has a considerable width, and as such, there will be limited, if any, need to consider amenity impacts on properties to the east as a result of any proposed development.*	Planning Panels Victoria	https://stfpbsprodapp01.blob.core.windows.net/amendmentfiles/33145600-6c70-e811-a857-000d3ad11a22_4ecb8e85-12d5-4291-871d-38c515aa1d31_Bass%20Coast%20C151%20Panel%20Report.pdf
Phillip Island and San Remo, Visitor Economy Strategy 2035 – Growing Tourism (August 2016)	Game Changer Project 5: *Re-establish the region's position in the conference market by facilitating the redevelopment of the Isle of Wight and Continental sites into a world-class accommodation and conference centre.*	Regional Development Victoria and Bass Coast Shire Council	https://d2n3eh1td3vwdm.cloudfront.net/general-downloads/Economic-Development-and-Tourism/Economic-Development-Strategy-and-One-Year-Action-Plan.pdf
Cowes Activity Centre Plan (2015)	Make "good development" easy to deliver: *Current planning provisions do not encourage the type of development that will make Cowes great. The type of development that should happen in Cowes needs to be the easiest to provide.* *Maximise the efficiency of the central car parking area and encourage people to walk around the town in order to support local businesses along with improving the health and wellbeing of the community.*	MRCagney John Mongard Landscape Architects	https://engage.basscoast.vic.gov.au/download_file/448/787
Gippsland Regional Growth Plan (May 2014)	Planning for growth areas: *In many towns along the Gippsland coast, such as Cowes and Inverloch, there is a higher part-time population than permanent population. The population of many Gippsland towns therefore varies on a weekly basis as well as a seasonal basis, with part-time residents often having different expectations and demands for services.*	Victorian Government	https://www.planning.vic.gov.au/__data/assets/pdf_file/0026/94544/Gippsland-Regional-Growth-Plan-May-2014.pdf
Economic Development Strategy and One Year Action Plan	Future Direction: The 'Visitor Economy' *Enhancement and expansion of tourist and transport infrastructure is also vital, as is the preservation and enhancement of our environmental attributes as a key driver for tourism.* What is Council's role in economic development? 'Growing our Businesses' *Facilitate activities that support and promote businesses to become commercially resilient.*	Bass Coast Shire Council	https://d2n3eh1td3vwdm.cloudfront.net/general-downloads/Economic-Development-and-Tourism/Economic-Development-Strategy-and-One-Year-Action-Plan.pdf

Cowes, Silverleaves, Ventnor & Wimbledon Heights Structure Plan (May, 2010)	Movement, Parking and Access: *Parking supply within the Cowes activity centre meets demand for the majority of the year except during periods of peak seasonal demand. In part the "parking problem" is a consequence of relying upon a series of small car parks located behind the main retail spine which are difficult to find; poorly integrated, partly public and privately owned and managed.*	Coomes Consulting Group in conjunction with Ecology Partners, TerraCulture, and SGS Economics and Planning	https://d2n3eh1td3vwdm.cloudfront.net/general-downloads/Strategy-and-Growth/FINAL-Bass-Coast-Strategic-Coastal-Planning-Framework-June-2011.PDF
Urban Design Report, Cowes Foreshore Precinct (2003)	Land Use Patterns: Development between Warley Avenue and Bass Avenue are identified for retail & entertainment purposes. Vehicle Movements and Parking: The development of the foreshore precinct will attract more vehicles and place greater pressure on the existing infrastructure. Future developments will need to provide adequate and appropriate car parking for patrons and limit vehicle access directly off The Esplanade. Landmark Site: The Isle of Wight.	Hassell	https://d2n3eh1td3vwdm.cloudfront.net/general-downloads/Strategy-and-Growth/Cowes-Foreshore-Precinct-Urban-Design-Report.pdf
Schedule 12 to Clause 43.02 Design and Development Overlay, Former Isle of Wight Site	Design Objectives: • *To facilitate a landmark redevelopment that features a high level of architectural and landscape design excellence.* Met √ • *To encourage development that contributes to the coastal village character through high quality materials and finishes* Met √ • *To ensure development retains the existing Moreton Bay Fig Tree* Met √ • *To ensure development is designed to to provide visual interest and active frontage along The Esplanade that take advantage of the unique vista of the north facing foreshore.* Met √	Bass Coast Shire Council	https://planning-schemes.app.planning.vic.gov.au/Bass%20Coast/ordinance/43.02-s12
Transport			
Tracks and Trail Strategy 2022-2032 (November 2022)	Strategic Challenges and Opportunities*:* *Encourage the community to be more physically active.* *Reduce vehicle traffic in larger townships during weak times* *External funding opportunities available and ability to advocate for trail development* High Priority Trail Projects: *Cowes to Ventnor Foreshore Trail*	Bass Coast Shire Council	https://engage.basscoast.vic.gov.au/download_file/1490/776
Cowes access and movement study (June 2021)	Town structure: *Maximise agglomeration benefits by getting people walking. Main streets generate success in the same way shopping centres do: by getting people walking more and staying longer. Longer walking distances result in people seeing more of the town and passing more shop fronts*	MRCagney	
Active Bass Coast 2018-2028 (September 2018)	The Vision for Active Bass Coast is: *A healthy and connected community that regularly participates in recreation and social activities in both natural and structured open spaces.*	Bass Coast Shire Council	https://d2n3eh1td3vwdm.cloudfront.net/general-downloads/Recreation-and-Culture/2018-09-13-Active-Bass-Coast-Plan-2018-2028-FINAL.pdf

Cowes to Stony Point Vehicle Ferry Business Case – Discussion Paper (November 2017)	The Cowes to Stony Point Vehicle Ferry could equate to *an additional 160,000 - 180,000 visitors per annum.*	Bass Coast Shire Council Mornington P. Shire Council Victorian State Government	https://hdp-au-prod-app-mpen-shape-files.s3.ap-southeast-2.amazonaws.com/8416/4453/8938/Discussion-Paper-Cowes-to-Stony-Point-Car-Ferry-FINAL.pdf
Bass Coast Shire Aspirational Network Pathways Plan 2016	There is a proposed Council and Parks Vic Walking Track between Cowes Jetty and Ventnor.	Bass Coast Shire Council	https://d2n3eh1td3vwdm.cloudfront.net/general-downloads/Plans/Aspirational-Network-Pathways-Plan-2016.pdf
Phillip Island Integrated Transport Study (May 2015)	Table 2.2: Background Analysis – Key considerations and Potential Responses as Input to Community Consultation Table 4.1: User Group Need, Aspirations and Objectives for the Transport Network Section 5.7: Car Parking	GTA Consultants	https://d2n3eh1td3vwdm.cloudfront.net/general-downloads/Infrastructure-Assets/2014-05-21-Phillip-Island-Integrated-Transport-Study.PDF



Isle of Wight Complex

Investment Case – Summary

December 2022

Disclaimer

Inherent Limitations

This report has been prepared as outlined in the Scope Section of the engagement letter/contract with Moda Phillip Island Ltd dated 6 April 2022. The services provided in connection with this engagement comprise an advisory engagement, which is not subject to assurance or other standards issued by the Australian Auditing and Assurance Standards Board and, consequently no opinions or conclusions intended to convey assurance have been expressed.

The findings in this report are based on a qualitative study and the reported results reflect a perception of Moda Phillip Island Ltd but only to the extent of the sample surveyed, being Moda Phillip Island Ltd approved representative sample of management and personnel / stakeholders.

KPMG have not been engaged to prepare a project feasibility and the following assumptions have been provided by Moda and it should not be construed that KMPG has performed an audit or due diligence procedure on any of the information provided to us.

No warranty of completeness, accuracy or reliability is given in relation to the statements and representations made by, and the information and documentation provided by, Moda Phillip Island Ltd management and personnel / stakeholders consulted as part of the process.

No reliance should be placed by Moda Phillip Island Ltd on additional oral remarks provided during the presentation unless these are confirmed in writing by KPMG.

KPMG have indicated within this report the sources of the information provided. We have not sought to independently verify those sources unless otherwise noted within the report.

KPMG is under no obligation in any circumstance to update this report, in either oral or written form, for events occurring after the report has been issued in final form.

Data Limitations

The details of the development options have not been finalised and will be determined prior to any final investment decisions. The purpose of the included analysis is to provide indicative estimates of costs and benefits for high-level purposes.

The analysis is based on desktop research and available data. Engagement with stakeholders was outside the scope of the analysis.

Third Party Reliance

This report is solely for the purpose set out in the Scope Section and for Moda Phillip Island Ltd information, and is not to be used for any purpose not contemplated in the engagement letter/contract or to be distributed to any third party without KPMG's prior written consent.

This report has been prepared at the request of Moda Phillip Island Ltd in accordance with the terms of KPMG's engagement letter/contract dated 6 April 2022. Other than our responsibility to Moda Phillip Island Ltd, neither KPMG nor any member or employee of KPMG undertakes responsibility arising in any way from reliance placed by a third party on this report. Any reliance placed is that party's sole responsibility.

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Summary

This is a summary of key chapters from the *Isle of Wight complex Investment Case Report*. It focuses on the assessment of the Phillip Island visitor economy and the potential economic opportunities resulting from the Isle of Wight project.

Phillip Island is an established visitor destination with many valuable assets

Phillip Island is one of the most popular tourism and leisure destinations in Victoria and prior to the COVID-19 pandemic, welcomed 2.6 million visitors annually.[1] The island is home to the world's largest Little Penguin colony, who feature in the nightly Penguin Parade and attract more 719,000 visitors each year.[2]

Phillip Island's natural endowments also provide a stunning backdrop to the Phillip Island Grand Prix Circuit, which regularly hosts world events such as MotoGP and World Superbike Championships. Cowes, the main township and commercial hub of the island, is framed by The Esplanade which provides access to the north facing beach and contains a historic shopping precinct.

Visitor expenditure at Phillip Island has been trending downwards

In terms of annual holiday visitation, Phillip Island (ranked 14th in Australia) is on par with Byron Bay (ranked 12th) and Noosaville (19th).[3] Despite having significant tourism assets, visitor expenditure in Phillip Island had been trending downwards for at least five years prior to the COVID-19 pandemic. Visitors to Philip Island have grown by an average rate of 5% annually between 2015 and 2019. Within the same period, visitors to Daylesford, the Great Ocean Road and Mornington Peninsula have grown by over 10% annually.

Bass Coast Shire Council have long recognised the need to modernise local tourism infrastructure

Even as early as 2016, it was clear to the Bass Coast Shire Council that Phillip Island was not reaching its potential as a tourist destination. In 2016, Bass Coast Shire released its *Phillip Island and San Remo Visitor Economy Strategy 2035*. It recognised the importance of improving the scale and quality of tourism assets, as well as the role catalysing infrastructure can have in attracting further commercial investment, and creating further value out of existing tourism assets.

Key actions from the Strategy include:

- Develop a new high-quality hotel and conference centre in Cowes
- Create new events infrastructure
- Attract new off-peak events with a dedicated resource.

The council's strategy is in response to the shift in visitor tastes and growing competition from other holiday destinations. Phillip Island's competitors for 'coastal tourism' in Victoria such as the Mornington Peninsula and Great Ocean Road, as well as interstate locales including Byron Bay and Noosaville have a clear advantage in terms of the supply of hotel rooms / premium hotel rooms. The council's *Cowes Revitalisation Project Update* also noted that whilst the Isle of Wight site remains vacant and undeveloped, it significantly affects the coherency of the town structure and presents a poor image.

[1] Department of Jobs, Precincts and Regions (2021). Phillip Island – Regional Tourism Summary – Year Ending December 2020.
[2] Phillip Island Nature Parks (2019). Annual report 2018-19.
[3] Tourism Research Australia National Visitor Survey and International Visitor Survey (2015 – 2019)

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There is growing demand for unique and high-quality tourism experiences

Even prior to the COVID-19 pandemic, the regional tourism industry was undergoing a period of transition. Growing expectations of international and domestic visitors meant that regional areas could no longer rely on natural beauty and 'cheap and cheerful' accommodation options to attract visitors. This has been identified within the Victorian Government's *Visitor Economy Recovery and Reform Plan,* which highlights that regional Victoria in particular needs further investment in high-quality accommodation.

The lack of high-quality accommodation is driven by difficulties in meeting commercial feasibility risk hurdles for developers and operators in regional locations. 'Business as usual' visitation to regional areas is not enough to justify the significant capital outlays involved in developing a major hotel, and targeted investment is needed to encourage 'destination visitation' and stimulate or rejuvenate a regional visitor economy.

The absence of high-quality accommodation in regional Victoria has seen homestay platforms (such as Airbnb and Stayz) fill the void. However, the popularity of these platforms have resulted in adverse impacts on housing supply and affordability, which in turn have impacted local communities and regional tourism businesses.

The Isle of Wight hotel will be complemented by a public-facing beach club precinct, including a restaurant, bistro and garden bar overlooking the beach. The development will also feature a new laneway retail precinct containing wellness and other specialty stores supporting a high-quality tourism offer.

There are few recent examples of large-scale high-quality accommodation projects in regional Victoria. Some comparable examples to the Isle of Wight complex include the Intercontinental Sorrento, RACV Cape Schanck Resort[4] and the RACV Torquay Resort. These recent examples have been made possible by the merger of the developer / operator roles. This allows project risk to be shared between the upfront development (which has the greatest costs and uncertainties) and the ongoing operation (which can provide a return over a longer time period). On a smaller scale, the Ballarat Station Quest, was developed as part of the Ballarat Station precinct redevelopment. The project was funded through the private sector and a Victorian government contribution of $28.3 million.

The Isle of Wight will benefit existing Phillip Island assets and catalyse further economic opportunities

Understanding the beneficiaries of the Isle of Wight helps to better conceptualise the funding arrangements for the enabling and complimentary infrastructure. The Isle of Wight is intended to broaden Phillip Island's tourism offering and encourage year-round visitation to the island by providing capabilities to attract events (such as corporate retreats, industry conferences) outside peak tourism season. Increased visitation from the Cowes precinct will also provide benefits to other iconic attractions on Phillip Island such as the Penguin Parade, a Victorian Government tourism asset.

Alongside benefits to the Cowes precinct and Penguin Parade, the Isle of Wight complex will enhance Phillip Island's visitor economy through:

- **Adding accommodation capacity** through the provision of circa 160 rooms
- **Increase the depth** of Phillip Island's hospitality experiences
- **Creating local employment opportunities** at the hotel and hospitality precinct
- Provide a range of **hospitality training opportunities** for local workers
- **Contribute to increased average expenditure** by attracting more visitors with higher disposable incomes and making extended stays more attractive

[4] Mornington Peninsula is considered as being located within metropolitan Melbourne.

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- Likely **increased visitation to other tourism assets** such as the Seal Rocks and Nobbies at Summerlands and Surf Beach
- Providing enabling infrastructure such as access roads, footpaths and linkages with cycling and walking trails to **improve local amenity and quality of place**.

There is also a potential benefit for the State of Victoria from increased tourism expenditure. In the large part most of the tourism spending will be shifted from other locations in Victoria. However, there is an opportunity for the Isle of Wight, combined with Phillip Island current tourism assets, to attract new visitors to Victoria or encourage visitors to stay longer.

What if analysis

A 'what if analysis' for additional tourist expenditure has been undertaken to demonstrate the potential scale of the economic benefit to Phillip Island and the State of Victoria. This analysis suggests that:

- Under a 'low growth' scenario, the amount of incremental new expenditure in Phillip Island is estimated **at $[55.0] million**. Under this scenario, it is assumed that there is no net increase in visitor spending in Victoria
- Under a 'medium growth' scenario where visitor numbers increase in line with trends seen in Daylesford and the Great Ocean Road, the Isle of Wight complex would lead to an additional **$[64.8] million** in local expenditure, of which $[2.9] million is assumed to come from new visitors to Victoria
- The **'high growth'** scenario assumes catalytic impacts on par with iconic destination infrastructure (such as the Sheraton Mirage Resort Port Douglas). Under this scenario the Isle of Wight complex could generate an **additional $[76.1] million** in tourism expenditure to Phillip Island. This is just below the target for additional expenditure outlined in the Bass Coast Shire Council Phillip Island and San Remo Visitor Economy Strategy (where the goal is to boost off-peak tourism expenditure by $80 million per annum).

The additional expenditure in Victoria is reflecting:

- Tourists who may not have visited Victoria
- Tourists spending longer in Victoria (due to the accommodation provided by the Isle of Wight), that would have otherwise spent time and money elsewhere in Australia
- Victorians choosing Phillip Island over other tourism destinations in Australia.

The net present values of the additional contribution to Victoria's GSP catalysed by the Isle of Wight is between $[8.1] million[5] and $[28.2] million[6], representing a positive outcome for Victorian GSP. This excludes any economic benefits related to the construction phase of the Isle of Wight complex. These high-level numbers help to understand the economic benefits from the Isle of Wight and an indication of the potential benefit of the Isle of Wight complex to the local and Victorian community.

Further financial analysis and Government engagement is required to collaboratively refine the package of integrated funding options which provide a level of certainty for investors and generate the best opportunity for economic benefits to flow to Victoria and regional businesses on Phillip Island.

[5] Medium scenario using 10 per cent discount rate for 15 years.
[6] High scenario using 4 per cent discount rate for 15 years.

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ENVIRONMENTAL WIND SPEED MEASUREMENTS ON A WIND TUNNEL MODEL OF THE ISLE OF WIGHT HOTEL DEVELOPMENT, COWES

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SUMMARY

Wind tunnel tests have been conducted on a 1/400 scale model of the proposed Isle of Wight Hotel Development, Cowes. The model of the development within surrounding buildings with no existing or future street trees, was tested in a simulated upstream boundary layer of the natural wind to determine likely environmental wind conditions. These wind conditions have been related to the freestream mean wind speed at a reference height of 300m and compared with criteria developed for the Cowes region as a function of wind direction.

Wind tunnel testing of the Proposed Configuration identified that all areas in and around the proposed development achieved compliance with Standard D17 from the Bass Coast Planning Scheme with the exception of some parts of the Pool Level Terrace of the North Tower. However, with the addition of a 1.5m high solid balustrade along the north edge and part of the east and west edges of the Pool Level Terrace, the wind conditions at all areas in and around the proposed development passed the safety criterion and also achieved the standing comfort criterion at a minimum.

The Development has many outdoor elevated terraces which could be considered elective when external conditions would be perceived as acceptable for the desired activity. Users of these terraces will need to be educated on the wind effects and loose objects should not be left unattended in outdoor areas.

The wind conditions for the Existing Configuration at several key Test Locations around the Development have been presented for comparison.

Report 161-22-WT-ENV-00
March 2023

ISLE OF WIGHT HOTEL DEVELOPMENT, COWES
ENVIRONMENTAL WIND TUNNEL MODELLING

MEL CONSULTANTS REPORT NO: **161-22-WT-ENV-00**

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1. INTRODUCTION

The proposed Isle of Wight Hotel Development will consist of a 7 level (~26m) hotel building (North Tower) and a 4 level (~12.8m) mixed use building (South Tower) on a site at the intersection of The Esplanade and Bass Avenue in Cowes. The location of the site is highlighted in Figure 1. The development site currently is open space.

The ground level of the North Tower will consist of restaurants fronting The Esplanade and a Beer Garden on the corner of The Esplanade and Bass Avenue. The ground level of the South Tower will consist of a car park and retail tenancies fronting a laneway between the North and South Towers. The immediate surrounding terrain are buildings of typically 1 to 2 storeys and in the far field the surrounding terrain includes typical suburban housing and open water for the west through north to east wind directions as shown in Figure 1.

A wind tunnel model study was commissioned by Salta Properties Pty Ltd on behalf of Moda Phillip Island Pty Ltd, to investigate the environmental wind effects of the proposed development and compare with the recommended wind comfort criteria. This study was undertaken in the MEL Consultants 400 kW Boundary Layer Wind Tunnel during February/March 2023.



Figure 1 - Surrounding terrain of the proposed Isle of Wight Hotel Development

2. ENVIRONMENTAL WIND CRITERIA

The advancement of wind tunnel testing techniques, using large boundary layer flows to simulate the natural wind, has facilitated the prediction of wind speeds likely to be induced around a development. To assess whether the predicted wind conditions are likely to be acceptable or not, wind criteria, safety and comfort, from Standard D17 from the Bass Coast Planning Scheme will be applied or used. The definition of the criteria is as follows:

Wind Impacts Objective

Within a distance of half the greatest length of the building, or half the total height of the building measured outwards on the horizontal plane from the ground floor building façade, whichever is greater, the following requirements apply:

- *In public land, publicly accessible areas on private land, private open space and communal open space; development of five or more storeys, excluding a basement, must not cause unsafe wind conditions in Table 1.*
- *In public land and publicly accessible areas on private land, development should achieve comfortable wind conditions specified in Table 1.*

Trees and landscaping should not be used to mitigate wind impacts. This does not apply to sitting areas, where trees and landscaping may be used to supplement fixed wind mitigation elements.

Wind mitigation elements, such as awnings and screens should be located within the site boundary, unless consistent with the existing urban context or preferred future development of the area.

Table 1

Unsafe	***Comfortable***
Annual maximum 3 second gust wind speed exceeding 20 metres/second with a probability of exceedance of 0.1% considering at least 16 wind directions.	*Hourly mean wind speed or gust equivalent mean speed (3 second gust wind speed divided by 1.85), from all wind directions combined with probability of exceedance less than 20% of the time, equal to or less than:* • *3 metres/second for sitting areas* • *4 metres/second for standing areas* • *5 metres/second for walking areas*

The above criteria are pass/fail criteria as they only assess the summation of probabilities of exceedance across all wind directions to determine whether a location passes or fails the threshold criterion i.e., the criteria assess the average wind conditions. For completeness, this report will provide data for each Test Location as a function of wind direction in Appendix A.

To obtain the probability for all wind directions combined we will apply the methodology described in Melbourne (1978) to determine the probability for all wind directions. The definition of mean wind speed will be based on the hourly wind speed so the probabilities will be determined from the hourly wind data for an applicable automatic weather station for Cowes. The probability data used have been corrected for the approach terrain at the location of the automatic weather station and referenced to 10m in Terrain Category 2. This is the standard reference height of AS/NZS1170.2:2021.

2.1 Suggested Pedestrian Comfort Criteria

The main entrances to the proposed Isle of Wight Hotel Development can be accessed by pedestrians from The Esplanade, near the southwest corner of the Beer Garden and the laneway between the North and South Towers. From the provided drawings there will be outdoor dining areas along The Esplanade and in the laneway between the North and South Towers. The following wind criteria are suggested for the surrounding streetscapes:

- Pedestrian transit areas — Walking Criterion
- Building/Tenancy entrances — Standing Criterion
- Outdoor Dining areas — Sitting Criterion
- Pool Terrace and Balcony areas — Walking Criterion*

The activation of the public realm external to the site would depend on the existing wind conditions in the streetscapes that are often beyond the control of the proposed development. For cases where the existing wind conditions in the public realm external

to the site are on the walking criterion, then the proposed development should not have any adverse wind effects in these areas.

*The wind conditions on private outdoor areas (Pool Terrace and Balcony areas) have been recommended to satisfy the walking criterion as these spaces could be considered elective when external conditions would be perceived as acceptable for the desired activity. Users of these spaces will need to be educated on the wind effects and loose objects should not be left unattended in outdoor areas.

3. MODEL AND EXPERIMENTAL TECHNIQUES

A 1/400 scale model of the proposed Isle of Wight Hotel Development was constructed from digital information prepared by Alexander House and received on 16th January, 2023.

The building model was tested in a model of the natural wind generated by flow over roughness elements augmented by vorticity generators at the beginning of the wind tunnel working section. The basic natural wind model was for flow over suburban terrain roughness (Terrain Category 3) for east-southeast through south to west-southwest wind directions and over open water (Terrain Category 1) for west through north to east wind directions. The surrounding wind tunnel model modified the approach wind model for the presence of the surrounding buildings including topography of the area.

The techniques used to investigate the environmental wind conditions and the method of determining the local criteria are given in detail in Reference 2. In these tests measurements in the Development areas are inside separated regions and peak velocity squared ratios were required to make conclusions about likely wind conditions. In summary, measurements were made of the peak gust wind velocity with a hot wire anemometer at various stations and expressed as a squared ratio with the mean wind velocity at a scaled reference height of 300m. This gives the peak velocity squared ratio

$$\left|\frac{\hat{V}_{local}}{\bar{V}_{300m}}\right|^2$$

Wind tunnel velocity measurements were made for an equivalent 1-hour period in full scale and filtered to provide an equivalent full scale 3 second gust wind speed. Photographs of the model as tested in the wind tunnel are shown in Figures 3 and 4. The ground level Test Locations, which are within a distance of half the greatest length of the building, or half the total height of the building measured outward on the horizontal place from the ground floor facade, whichever is greater, as specified by the Bass Coast Planning Scheme are shown in Figures 5 and 6a – 6c. The Test Locations on the elevated levels are shown in Figures 6d – 6g.

4. DISCUSSION OF RESULTS

Velocity measurements were made at various locations around the proposed Isle of Wight Hotel Development for different wind directions at 22.5° intervals. As discussed in Section 2, the wind comfort criteria are pass/fail criteria based on an assessment of the probability for all wind directions combined. Therefore, to assess the wind conditions the exceedances will be presented in tabular form in Tables 1 – 10 and colour coded; green for pass and orange for fail. For completeness these data are also provided in Appendix A as a function of wind direction and compared with the pedestrian criteria based on gust wind speeds.

The Proposed Configuration, is as outlined in the digital information prepared by Alexander House, received on 16th January 2023. The Existing Configuration is defined as the current empty site.

The following Sections detail the results for the various areas tested.

4.1 Summary of Discussion

To assist with the assessment of the wind conditions, summaries of the criteria satisfied for all wind directions (i.e., 0°→ 360°) at all Test Locations have been summarised using a colour code system in the following figures:

- Figure 7 Existing Configuration (selected locations)
- Figure 8a – 8g Proposed Configuration

Different colours have been used to represent the wind criteria satisfied at the respective Test Locations.

4.2 The Esplanade

The wind conditions along The Esplanade (Test Locations 4, 6, 12 – 14, 57, 59 – 61 and 64 – 66) have been shown to pass the walking comfort criterion, with all Test Locations also passing the standing comfort criterion. The wind conditions at the main entrance along The Esplanade (Test Location 12) were shown to meet the standing criterion or better for the Proposed Configuration. All Test Locations along The Esplanade have been shown to pass the safety criterion. The criteria satisfied at these Test Locations have been presented in Table 1 as well as the data for the Existing Configuration at some of the above Test Locations.

The wind conditions as a function of wind direction based on the gust criteria developed for Cowes are presented in Appendix A. It is noted that at each Test Location the directional specific wind conditions may be lower or higher than those of the tabulated results averaged over all wind directions.

Table 1: Pedestrian Wind Comfort and Safety- The Esplanade

Test Location	Configuration	Wind Comfort Criteria			
		Sitting	Standing	Walking	Safety
4	Proposed	19%	10%	6%	Pass
6	Existing	21%	10%	6%	Pass
	Proposed	20%	10%	5%	Pass
12	Existing	23%	10%	5%	Pass
	Proposed	12%	6%	3%	Pass
13	Proposed	12%	5%	2%	Pass
14	Existing	31%	15%	7%	Pass
	Proposed	20%	9%	5%	Pass
57	Existing	8%	3%	1%	Pass
	Proposed	9%	4%	2%	Pass
59	Existing	11%	4%	2%	Pass
	Proposed	13%	6%	3%	Pass
60	Existing	21%	9%	4%	Pass
	Proposed	18%	9%	5%	Pass
61	Existing	21%	9%	4%	Pass
	Proposed	18%	8%	3%	Pass
64	Existing	26%	12%	5%	Pass
	Proposed	20%	9%	4%	Pass
65	Existing	10%	3%	1%	Pass
	Proposed	8%	3%	1%	Pass
66	Existing	10%	3%	1%	Pass
	Proposed	8%	2%	0%	Pass

4.3 Bass Avenue

The wind conditions along Bass Avenue (Test Locations 1, 11, 20, 21, 67, 68 and 73) for the Proposed Configuration have been shown to pass the walking comfort criterion, with all Test Locations also passing the sitting comfort criterion. All Test Locations along Bass Avenue have been shown to pass the safety criterion. The criteria satisfied at these Test Locations have been presented in Table 2 as well as the data for the Existing Configuration at some of the above Test Locations.

The wind conditions as a function of wind direction based on the gust criteria developed for Cowes are presented in Appendix A. It is noted that at each Test Location the directional specific wind conditions may be lower or higher than those of the tabulated results averaged over all wind directions.

Table 2: Pedestrian Wind Comfort and Safety – Bass Avenue

Test Location	Configuration	Wind Comfort Criteria			
		Sitting	Standing	Walking	Safety
1	Proposed	18%	10%	6%	Pass
11	Existing	13%	7%	4%	Pass
	Proposed	17%	10%	6%	Pass
20	Existing	19%	8%	4%	Pass
	Proposed	11%	3%	1%	Pass
21	Proposed	18%	6%	2%	Pass
67	Existing	18%	8%	4%	Pass
	Proposed	16%	6%	3%	Pass
68	Existing	13%	7%	3%	Pass
	Proposed	19%	8%	3%	Pass
73	Existing	16%	6%	3%	Pass
	Proposed	18%	9%	5%	Pass

4.4 Laneway between North and South Towers

The wind conditions in the laneway between the North and South Towers (Test Locations 22 – 27) for the Proposed Configuration have been shown to pass the walking comfort criterion, with all Test Locations also passing the sitting comfort criterion. The wind conditions at the lobby entrance (Test Location 24) were shown to meet the standing criterion or better for the Proposed Configuration. All Test Locations in the laneway have been shown to pass the safety criterion. The criteria satisfied at these Test Locations have been presented in Table 3 as well as the data for the Existing Configuration at Test Locations 22 and 27.

The wind conditions as a function of wind direction based on the gust criteria developed for Cowes are presented in Appendix A. It is noted that at each Test Location the directional specific wind conditions may be lower or higher than those of the tabulated results averaged over all wind directions.

Table 3: Pedestrian Wind Comfort and Safety – Laneway between North and South Towers

Test Location	Configuration	Wind Comfort Criteria			
		Sitting	Standing	Walking	Safety
22	Existing	19%	8%	3%	Pass
	Proposed	4%	0%	0%	Pass
23	Proposed	5%	1%	0%	Pass
24	Proposed	0%	0%	0%	Pass
25	Proposed	5%	1%	0%	Pass
26	Proposed	8%	1%	0%	Pass
27	Existing	17%	7%	3%	Pass
	Proposed	19%	8%	3%	Pass

4.5 Thompson Avenue and Existing Car Park to the South

The wind conditions along Thompson Avenue (Test Locations 70 – 72) and in the car park to the south of the Development (Test Location 67) for the Proposed Configuration have been shown to pass the walking comfort criterion, with all Test Locations also passing the standing comfort criterion. All Test Locations along Thompson Avenue and in the car park to the south of the Development have been shown to pass the safety criterion. The criteria satisfied at these Test Locations have been presented in Table 4 as well as the data for the Existing Configuration.

The wind conditions as a function of wind direction based on the gust criteria developed for Cowes are presented in Appendix A. It is noted that at each Test Location the directional specific wind conditions may be lower or higher than those of the tabulated results averaged over all wind directions.

Table 4: Pedestrian Wind Comfort and Safety – Thompson Avenue and Existing Car Park to the South of the Development

Test Location	Configuration	Wind Comfort Criteria			
		Sitting	Standing	Walking	Safety
69	Existing	14%	5%	2%	Pass
	Proposed	14%	6%	2%	Pass
70	Existing	8%	3%	1%	Pass
	Proposed	7%	2%	1%	Pass
71	Existing	15%	7%	4%	Pass
	Proposed	15%	7%	4%	Pass
72	Existing	22%	9%	4%	Pass
	Proposed	20%	8%	4%	Pass

4.6 North of Development (Beach Front)

The wind conditions to the north of the Development along the beach (Test Locations 58, 62 and 63) for the Proposed Configuration have been shown to pass the standing comfort criterion and have been shown to be similar to the Existing Configuration wind conditions. The above Test Locations have been shown to pass the safety criterion. The criteria satisfied at these Test Locations have been presented in Table 5 as well as the data for the Existing Configuration.

The wind conditions as a function of wind direction based on the gust criteria developed for Cowes are presented in Appendix A. It is noted that at each Test Location the directional specific wind conditions may be lower or higher than those of the tabulated results averaged over all wind directions.

Table 5: Pedestrian Wind Comfort and Safety – North of Development (Beach Front)

Test Location	Configuration	Wind Comfort Criteria			
		Sitting	Standing	Walking	Safety
58	Existing	23%	10%	4%	Pass
	Proposed	23%	10%	4%	Pass
62	Existing	24%	10%	4%	Pass
	Proposed	24%	12%	5%	Pass
63	Existing	26%	13%	6%	Pass
	Proposed	25%	12%	6%	Pass

4.7 Beer Garden

The wind conditions in the Beer Garden (Test Locations 2, 3, 5, 7 – 10) for the Proposed Configuration have been shown to pass the sitting comfort criterion. The wind conditions at the entrance near the southwest corner of the Beer Garden (Test Location 2) were shown to meet the standing criterion for the Proposed Configuration. The above Test Locations have been shown to pass the safety criterion. The criteria satisfied at these Test Locations have been presented in Table 6 as well as the data for the Existing Configuration at Test Locations 5, 7 and 9.

The wind conditions as a function of wind direction based on the gust criteria developed for Cowes are presented in Appendix A. It is noted that at each Test Location the directional specific wind conditions may be lower or higher than those of the tabulated results averaged over all wind directions.

Table 6: Pedestrian Wind Comfort and Safety – Beer Garden

Test Location	Configuration	Wind Comfort Criteria			
		Sitting	Standing	Walking	Safety
2	Proposed	4%	1%	0%	Pass
3	Proposed	7%	3%	1%	Pass
5	Existing	14%	6%	3%	Pass
	Proposed	11%	6%	3%	Pass
7	Existing	14%	7%	4%	Pass
	Proposed	15%	8%	5%	Pass
8	Proposed	13%	7%	4%	Pass
9	Existing	22%	10%	5%	Pass
	Proposed	11%	6%	3%	Pass
10	Proposed	17%	10%	6%	Pass

4.8 North Tower Terraces at Laneway Level and Level 1

The wind conditions on the north facing terraces of the North Tower at the Laneway Level (Test Locations 15 – 19) and on the south facing terraces of the South Tower at Level 1 (Test Locations 28 – 30) for the Proposed Configuration have been shown to pass the sitting comfort criterion. The above Test Locations have been shown to pass the safety criterion. The criteria satisfied at these Test Locations have been presented in Table 7.

The wind conditions as a function of wind direction based on the gust criteria developed for Cowes are presented in Appendix A. It is noted that at each Test Location the directional specific wind conditions may be lower or higher than those of the tabulated results averaged over all wind directions.

Table 7: Pedestrian Wind Comfort and Safety – North Tower Terraces at Laneway Level and Level 1

Test Location	Configuration	Wind Comfort Criteria			
		Sitting	Standing	Walking	Safety
15	Proposed	5%	2%	1%	Pass
16	Proposed	4%	1%	0%	Pass
17	Proposed	1%	0%	0%	Pass
18	Proposed	1%	0%	0%	Pass
19	Proposed	5%	2%	0%	Pass
28	Proposed	4%	1%	0%	Pass
29	Proposed	19%	9%	4%	Pass
30	Proposed	2%	0%	0%	Pass

4.9 North Tower Pool Level Terrace

The wind conditions on the North Tower Pool Level Terrace (Test Locations 31 – 38) for the Proposed Configuration have been shown to pass the standing comfort criterion, with some locations also passing the sitting comfort criterion. However, Test Locations 34 – 36 have been shown to fail the safety criterion. Including a 1.5m high solid balustrade as shown in Figure 6d, all Test Locations have been shown to pass the safety criterion. The criteria satisfied at the above Test Locations have been presented in Table 8.

The wind conditions as a function of wind direction based on the gust criteria developed for Cowes are presented in Appendix A. It is noted that at each Test Location the directional specific wind conditions may be lower or higher than those of the tabulated results averaged over all wind directions.

Table 8: Pedestrian Wind Comfort and Safety – North Tower Pool Level Terrace

Test Location	Configuration	Wind Comfort Criteria			
		Sitting	Standing	Walking	Safety
31	Proposed	7%	3%	1%	Pass
32	Proposed	6%	3%	1%	Pass
33	Proposed	14%	5%	2%	Pass
34	Proposed	23%	12%	6%	FAIL
	Proposed + Balustrade	21%	9%	4%	Pass
35	Proposed	30%	15%	8%	FAIL
	Proposed + Balustrade	25%	12%	6%	Pass
36	Proposed	28%	15%	8%	FAIL
	Proposed + Balustrade	25%	12%	6%	Pass
37	Proposed	21%	10%	5%	Pass
38	Proposed	12%	6%	3%	Pass

4.10 South Tower Common Areas and Car Park at Level 2

The wind conditions in the common areas and car park at Level 2 of the South Tower (Test Locations 39 – 46) for the Proposed Configuration have been shown to pass the sitting comfort criterion. The wind conditions at the west facing car park/hostel entrance (Test Location 42) were shown to meet the standing criterion for the Proposed Configuration. All Test Locations in the common areas and car park at Level 2 of the South Tower have been shown to pass the safety criterion. The criteria satisfied at these Test Locations have been presented in Table 9.

The wind conditions as a function of wind direction based on the gust criteria developed for Cowes are presented in Appendix A. It is noted that at each Test Location the directional specific wind conditions may be lower or higher than those of the tabulated results averaged over all wind directions.

Table 9: Pedestrian Wind Comfort and Safety – South Tower Common Areas and Car Park at Level 2

Test Location	Configuration	Wind Comfort Criteria			
		Sitting	Standing	Walking	Safety
39	Proposed	11%	3%	0%	Pass
40	Proposed	13%	4%	2%	Pass
41	Proposed	13%	5%	2%	Pass
42	Proposed	1%	0%	0%	Pass
43	Proposed	0%	0%	0%	Pass
44	Proposed	3%	0%	0%	Pass
45	Proposed	4%	0%	0%	Pass
46	Proposed	9%	2%	0%	Pass

4.11 North Tower Private Terraces at Level 4 and Rooftop Level

The wind conditions on the elevated private terraces at Level 4 and Rooftop Level of the North Tower (Test Locations 47 – 56) for the Proposed Configuration have been shown to pass the standing comfort criterion, with many locations also passing the sitting comfort criterion. The above Test Locations have been shown to pass the safety criterion. The criteria satisfied at these Test Locations have been presented in Table 10.

The wind conditions as a function of wind direction based on the gust criteria developed for Cowes are presented in Appendix A. It is noted that at each Test Location the directional specific wind conditions may be lower or higher than those of the tabulated results averaged over all wind directions.

Table 10: Pedestrian Wind Comfort and Safety – North Tower Private Terraces at Level 4 and Rooftop Level

Test Location	Configuration	Wind Comfort Criteria			
		Sitting	Standing	Walking	Safety
47	Proposed	1%	0%	0%	Pass
48	Proposed	13%	6%	3%	Pass
49	Proposed	8%	3%	1%	Pass
50	Proposed	13%	7%	4%	Pass
51	Proposed	2%	0%	0%	Pass
52	Proposed	24%	13%	7%	Pass
53	Proposed	18%	8%	4%	Pass
54	Proposed	19%	9%	4%	Pass
55	Proposed	25%	12%	6%	Pass
56	Proposed	27%	12%	5%	Pass

5. CONCLUSIONS

Wind tunnel tests have been conducted on a 1/400 scale model of the proposed Isle of Wight Hotel Development, Cowes. The model of the development within surrounding buildings with no existing or future street trees, was tested in a simulated upstream boundary layer of the natural wind to determine likely environmental wind conditions. These wind conditions have been related to the freestream mean wind speed at a reference height of 300m and compared with criteria developed for the Cowes region as a function of wind direction.

Wind tunnel testing of the Proposed Configuration identified that all areas in and around the proposed development achieved compliance with Standard D17 from the Bass Coast Planning Scheme with the exception of some parts of the Pool Level Terrace of the North Tower. However, with the addition of a 1.5m high solid balustrade along the north edge and part of the east and west edges of the Pool Level Terrace, the wind conditions at all areas in and around the proposed development passed the safety criterion and also achieved the standing comfort criterion at a minimum.

The Development has many outdoor elevated terraces which could be considered elective when external conditions would be perceived as acceptable for the desired activity. Users of these terraces will need to be educated on the wind effects and loose objects should not be left unattended in outdoor areas.

The wind conditions for the Existing Configuration at several key Test Locations around the Development have been presented for comparison.

M E L CONSULTANTS

Report 161-22-WT-ENV-00
March 2023

REFERENCES

1. W. H. Melbourne, Criteria for environmental wind conditions, Journal of Industrial Aerodynamics, Volume 3, 1978, pp. 241-249
2. W. H. Melbourne, Wind environment studies in Australia, Journal of Industrial Aerodynamics, Volume 3, 1978, pp. 201-214

FIGURES

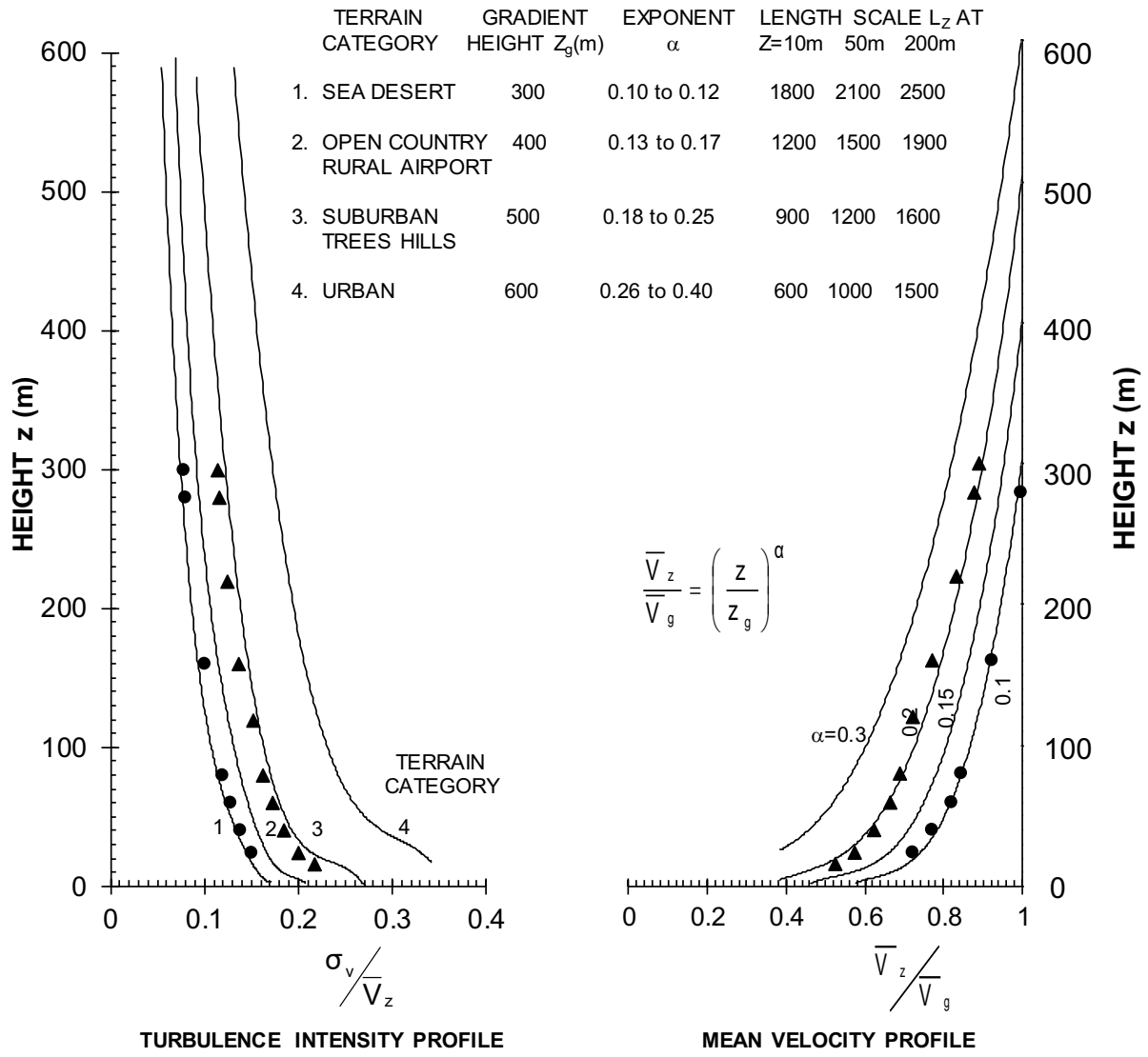


Figure 2 - 1/400 scale TC1 and TC3 boundary layer turbulence intensity and mean velocity profiles and spectra in the MEL Consultants Boundary Layer Wind Tunnel 5m x 2.4m working section, scaled to full scale dimensions

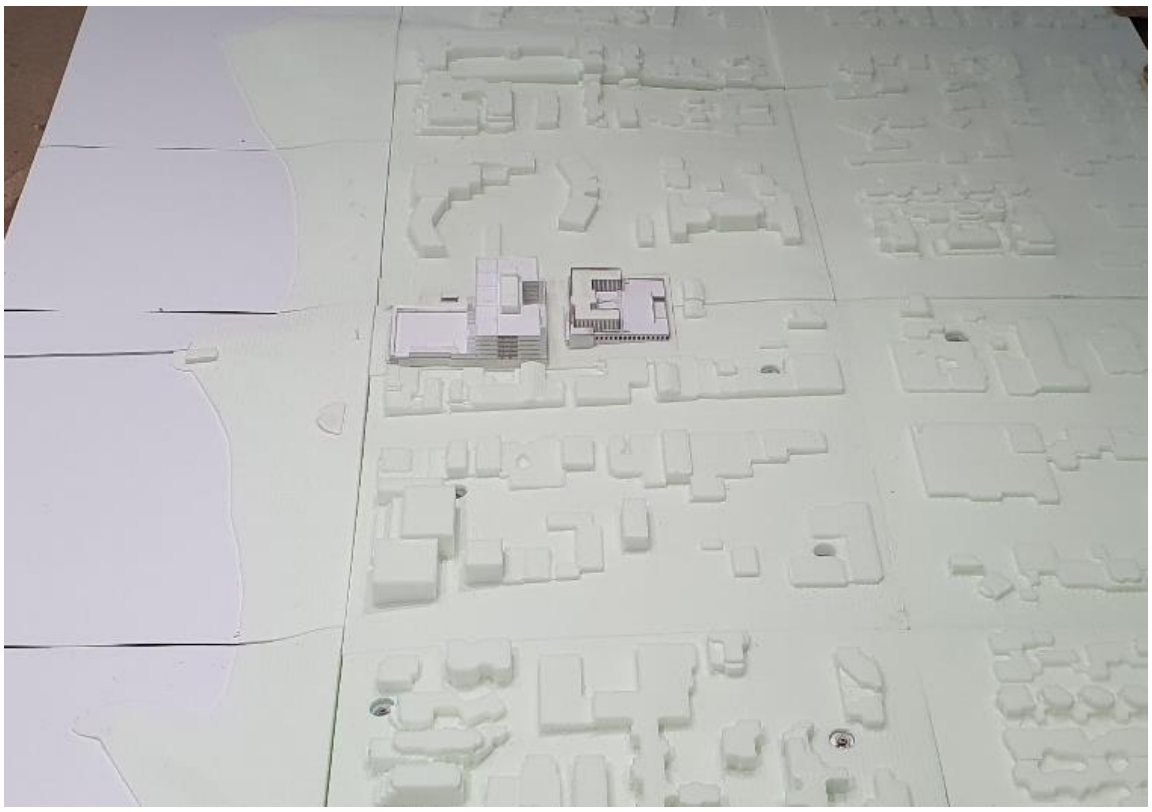


Figure 3 – View from the west of the 1/400 scale model of the proposed Isle of Wight Hotel Development in the wind tunnel.

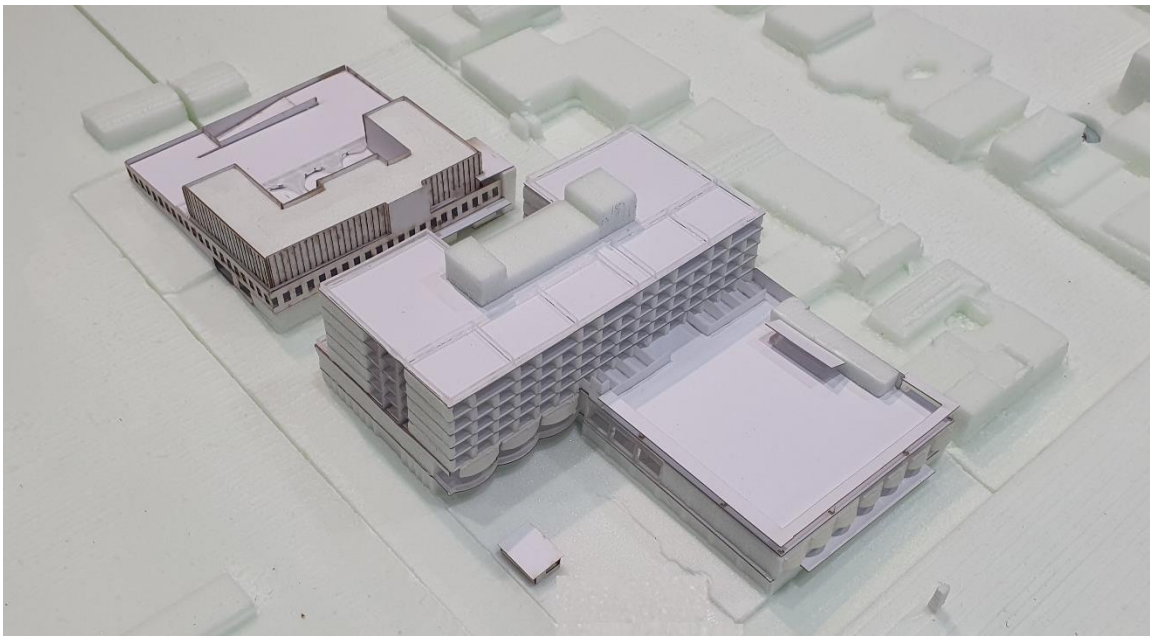


Figure 4 – Close-up view from the northeast of the 1/400 scale model of the proposed Isle of Wight Hotel Development in the wind tunnel.

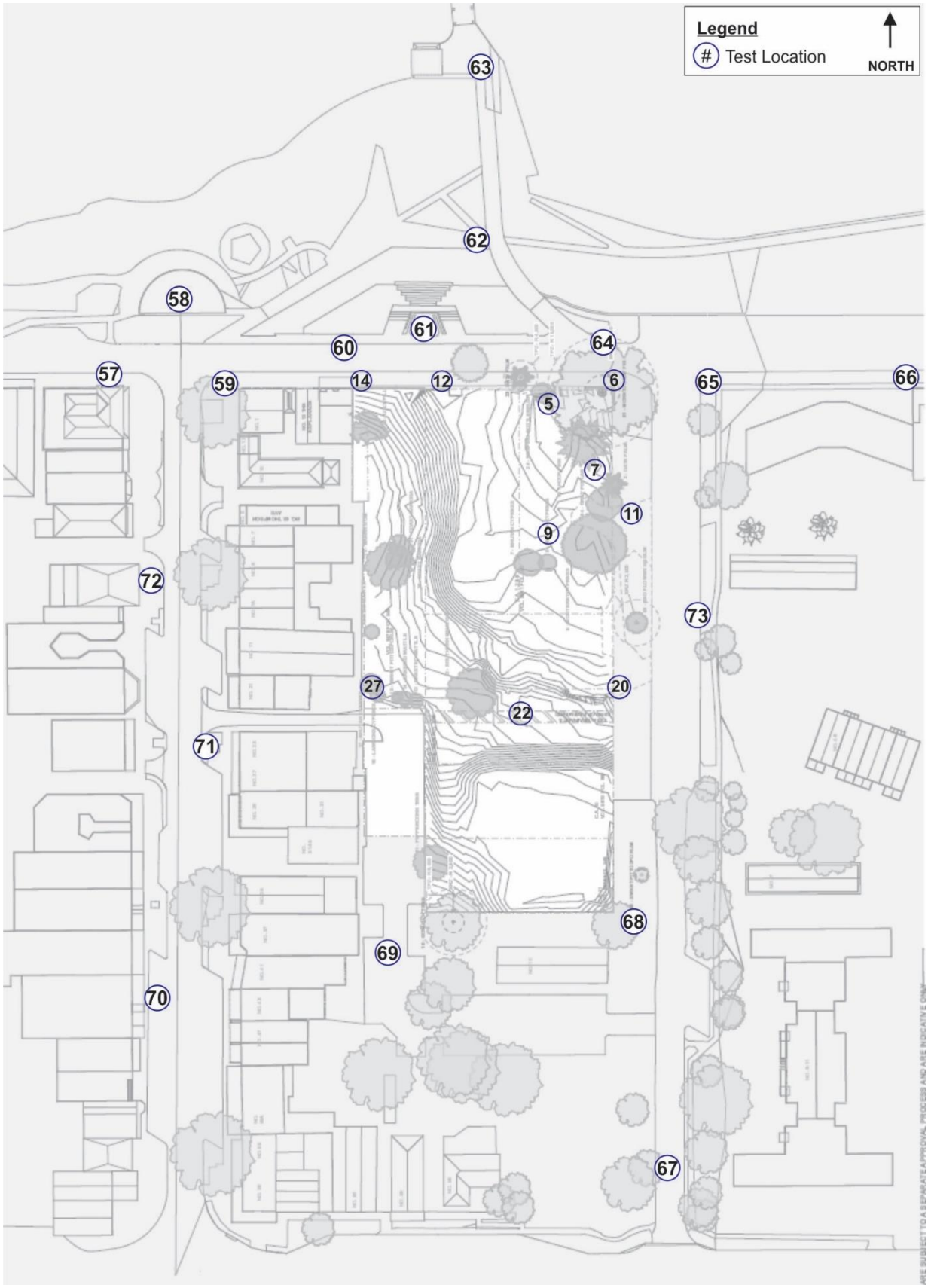


Figure 5 - Test Locations surrounding the Existing Configuration of the Isle of Wight Hotel Development Site

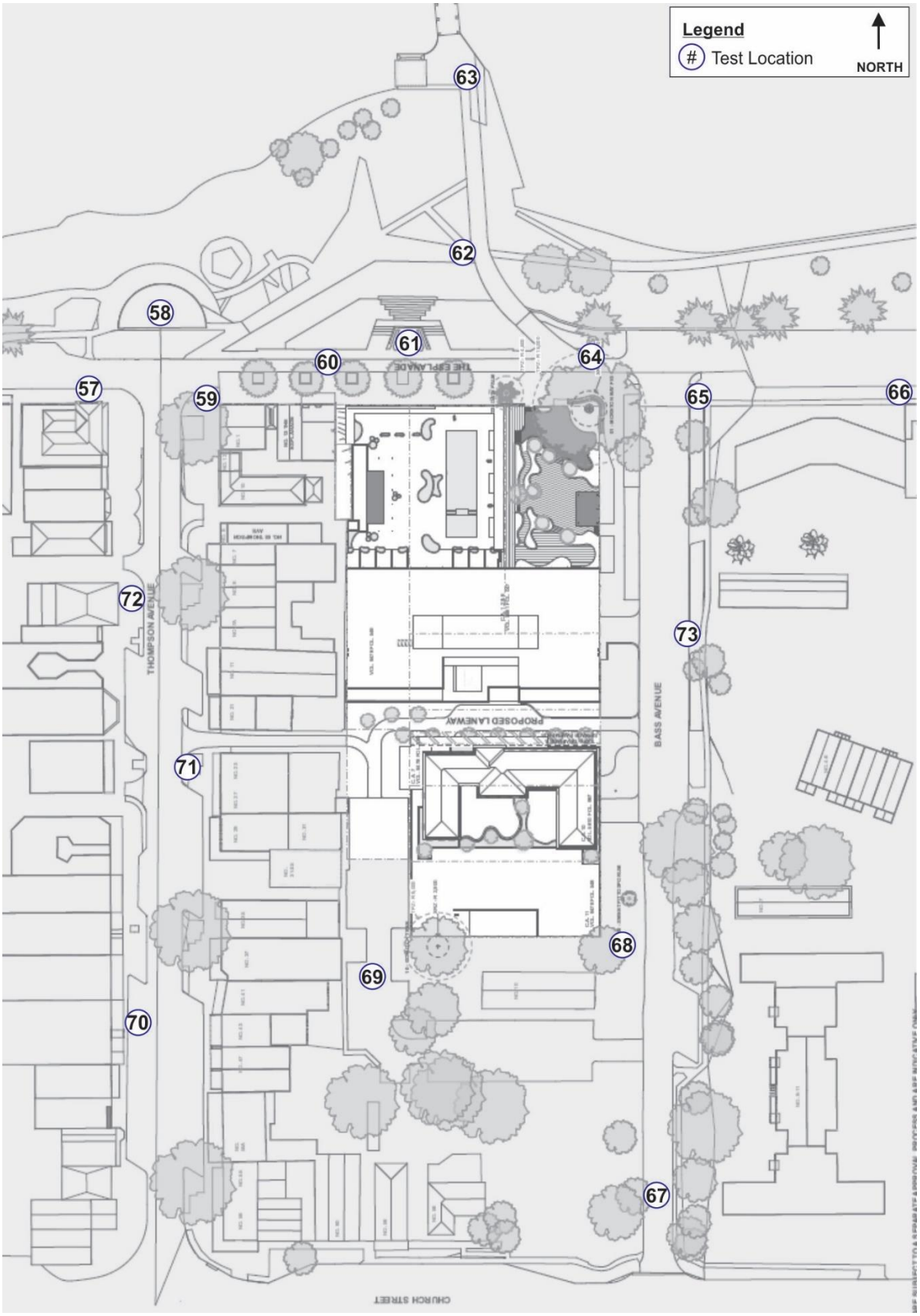


Figure 6a - Test Locations (far field) surrounding the Proposed Configuration of the Isle of Wight Hotel Development

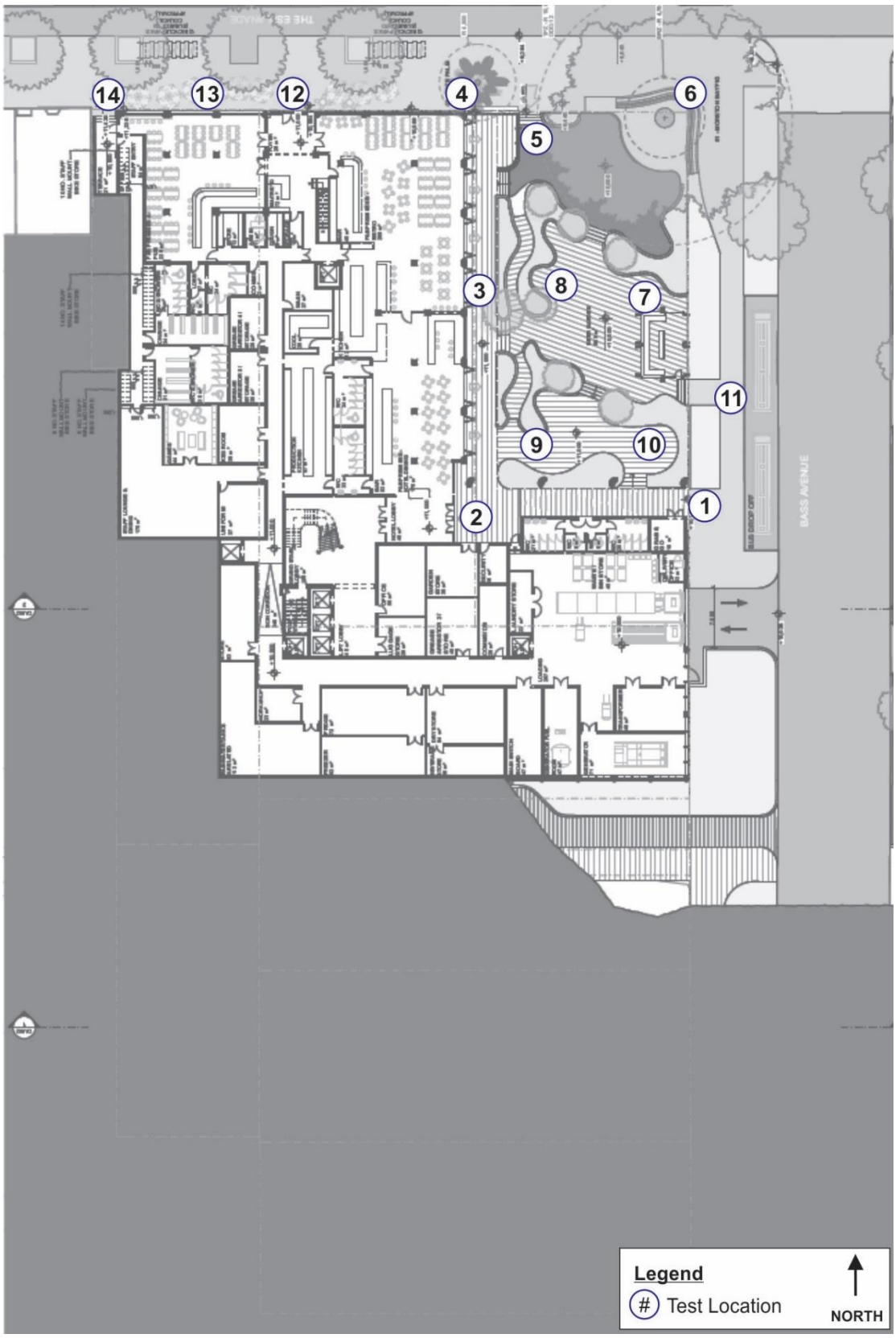


Figure 6b –Test Locations (near field) at The Esplanade Ground Level surrounding the Proposed Configuration of the Isle of Wight Hotel Development

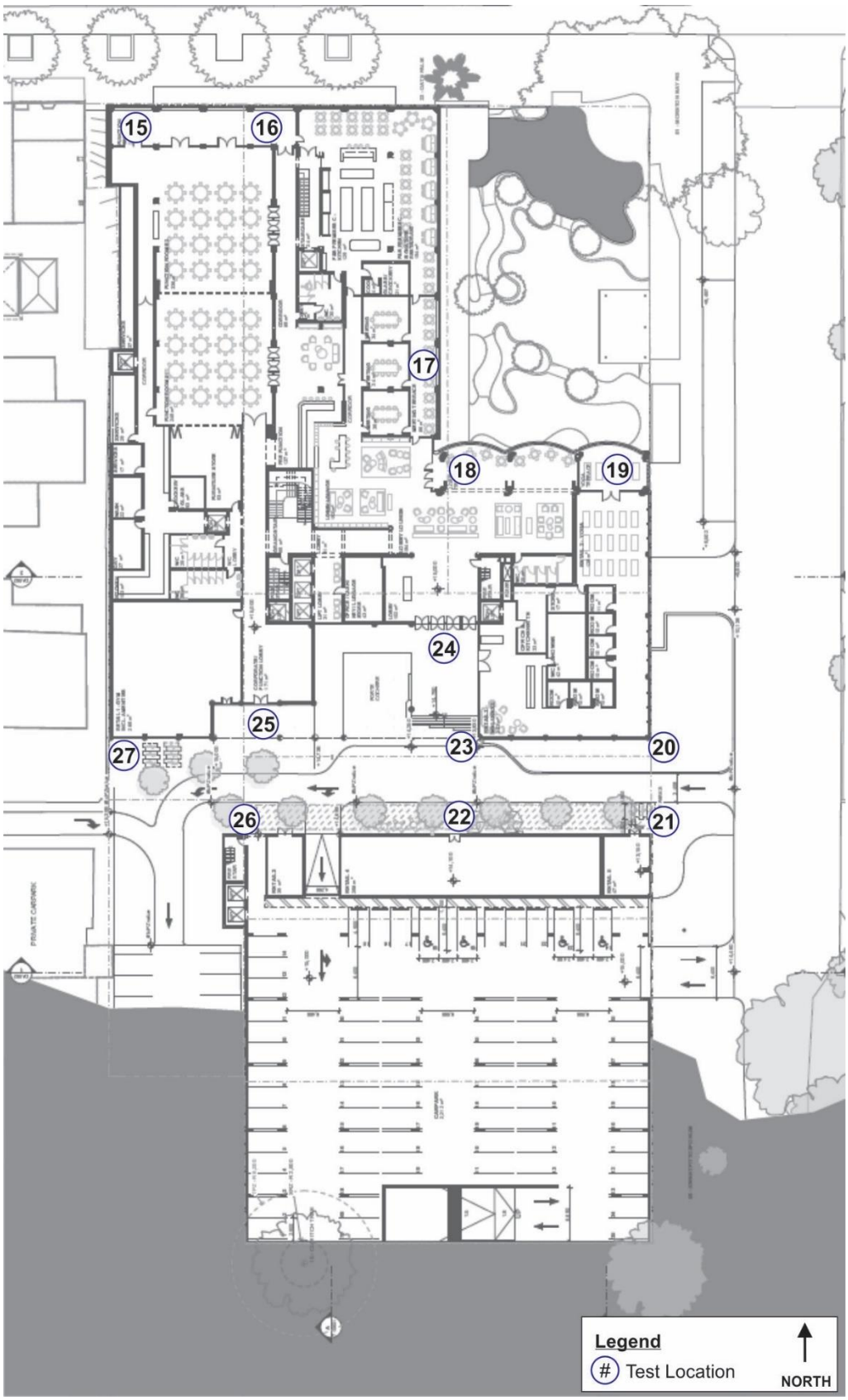


Figure 6c –Test Locations (near field) at the Laneway Ground Level surrounding the Proposed Configuration of the Isle of Wight Hotel Development

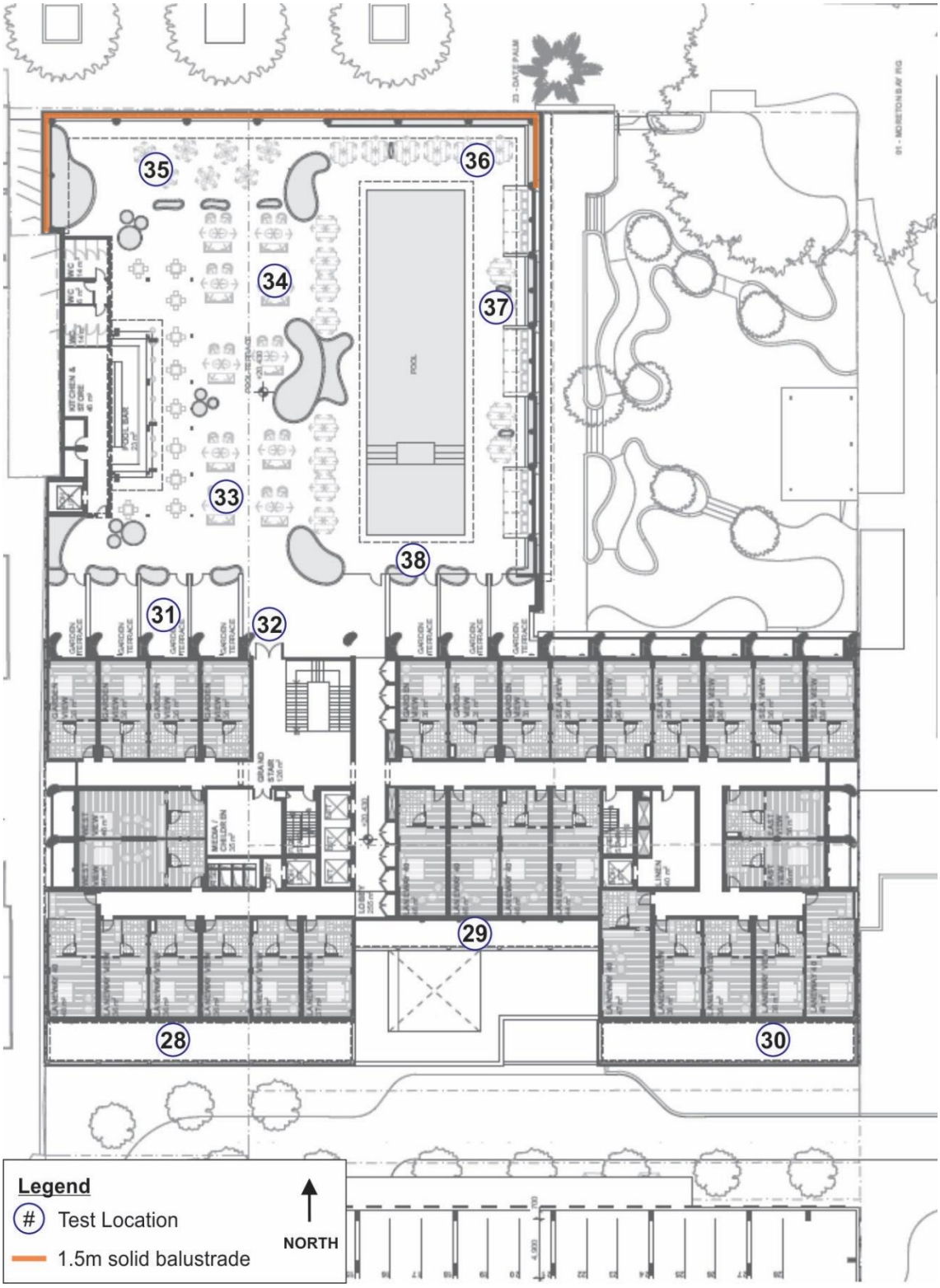


Figure 6d - Test Locations on the North Tower Pool Level Terrace for the Proposed Configuration of the Isle of Wight Hotel Development

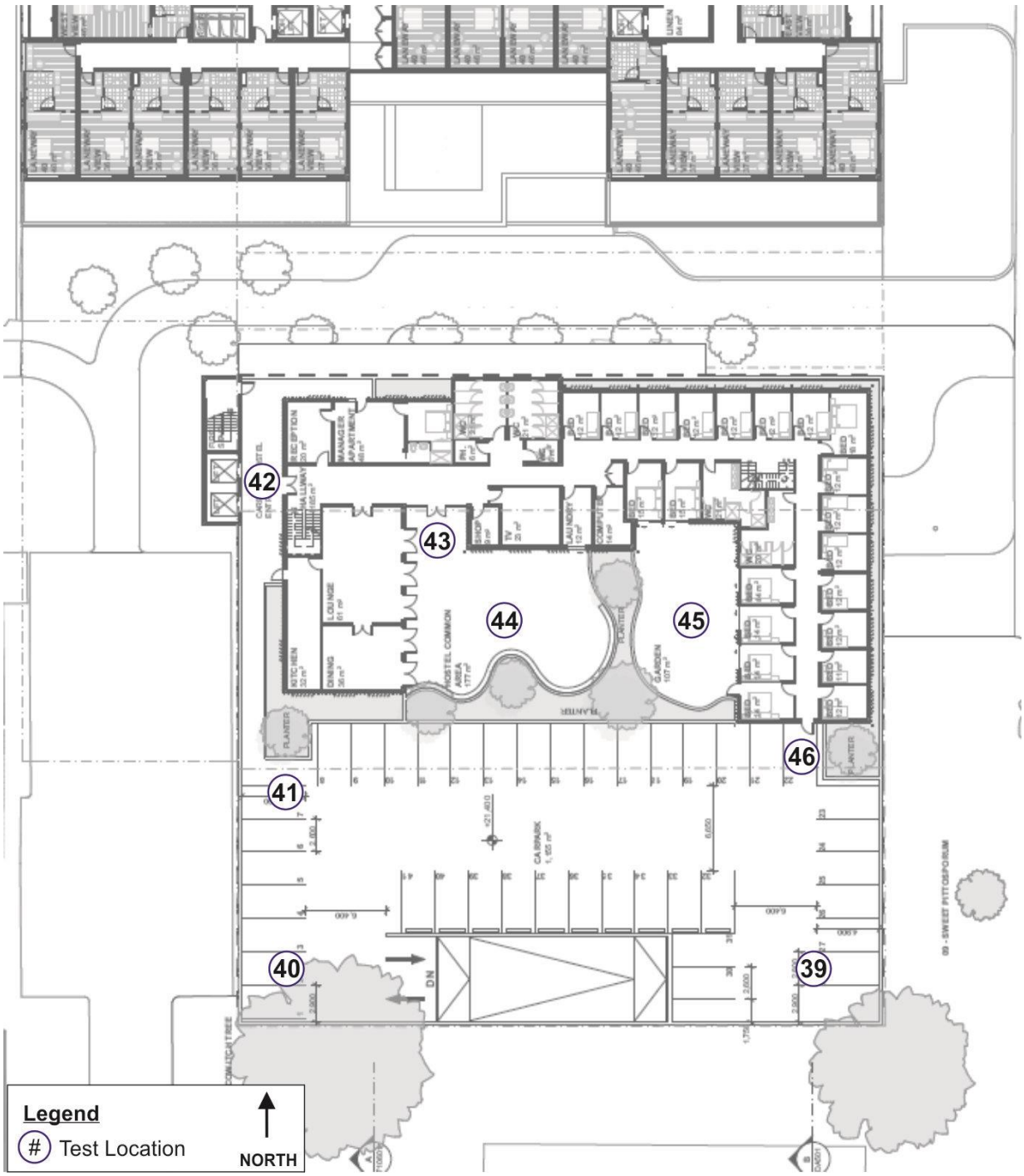


Figure 6e - Test Locations on the common areas and car park at Level 2 of the South Tower for the Proposed Configuration of the Isle of Wight Hotel Development



Figure 6f - Test Locations on the private terraces at Level 4 of the North Tower for the Proposed Configuration of the Isle of Wight Hotel Development

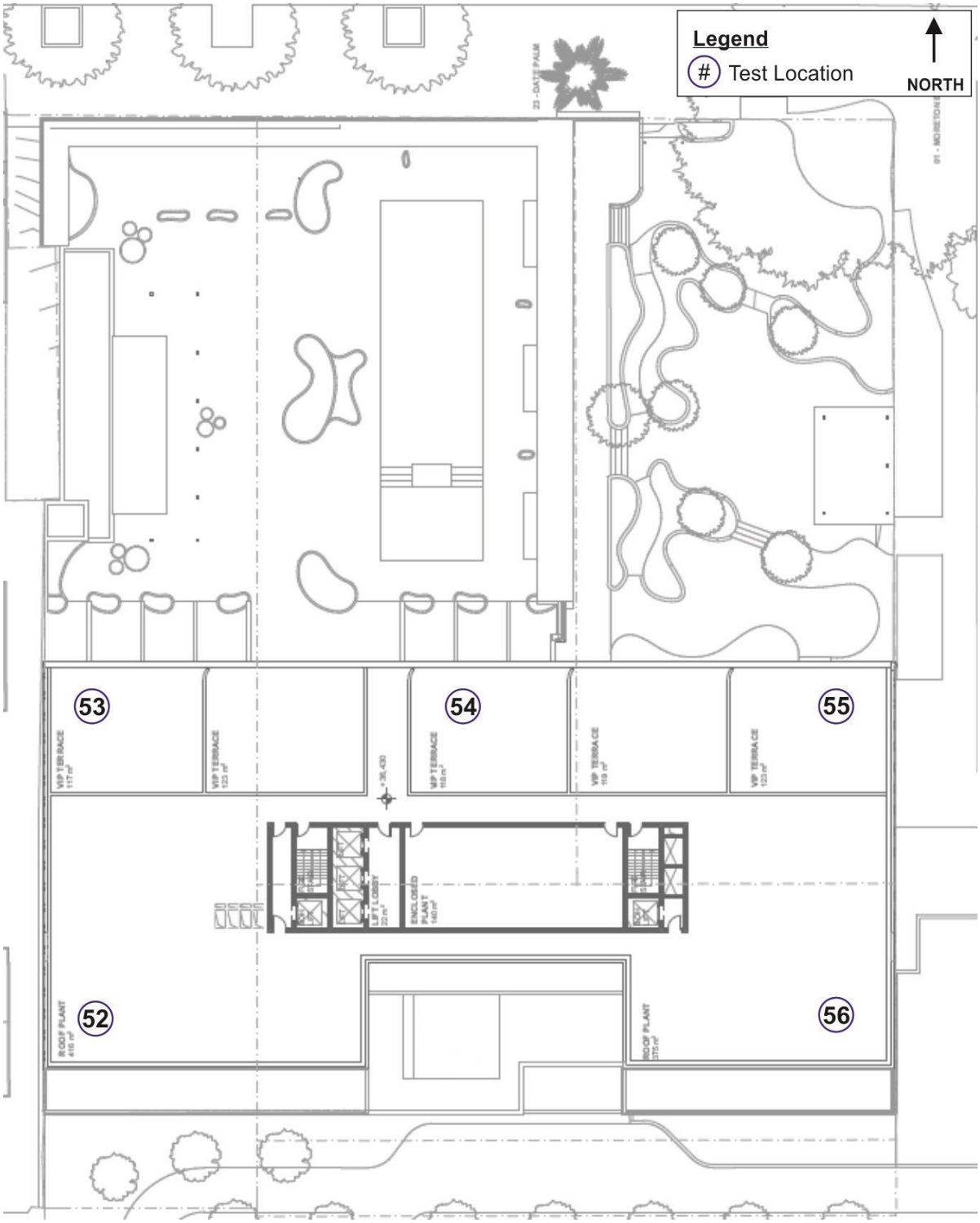


Figure 6g - Test Locations on the private terraces at the rooftop level of the North Tower for the Proposed Configuration of the Isle of Wight Hotel Development

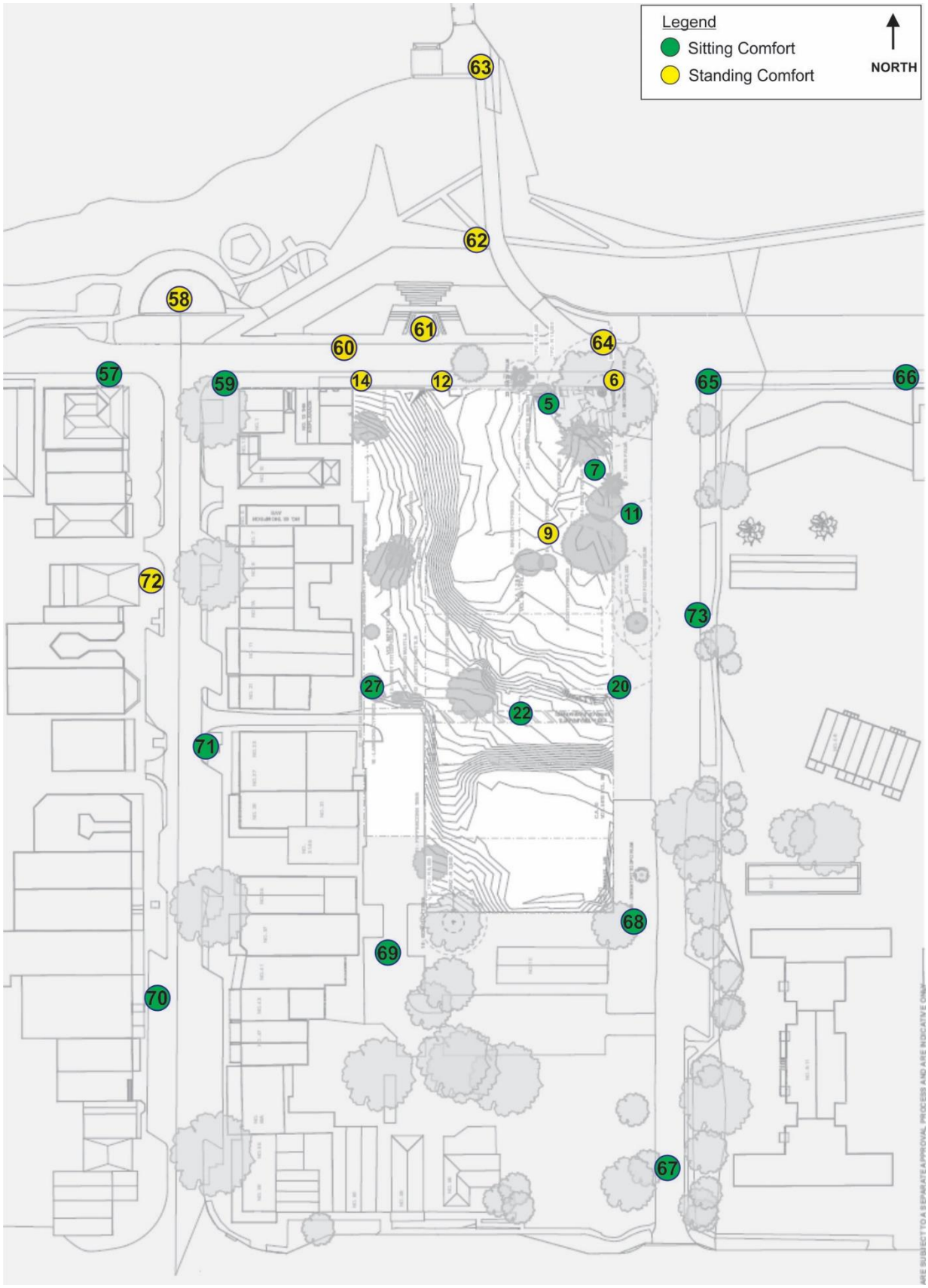


Figure 7 – Summary of wind conditions surrounding the Isle of Wight Hotel Development Site for the Existing Configuration

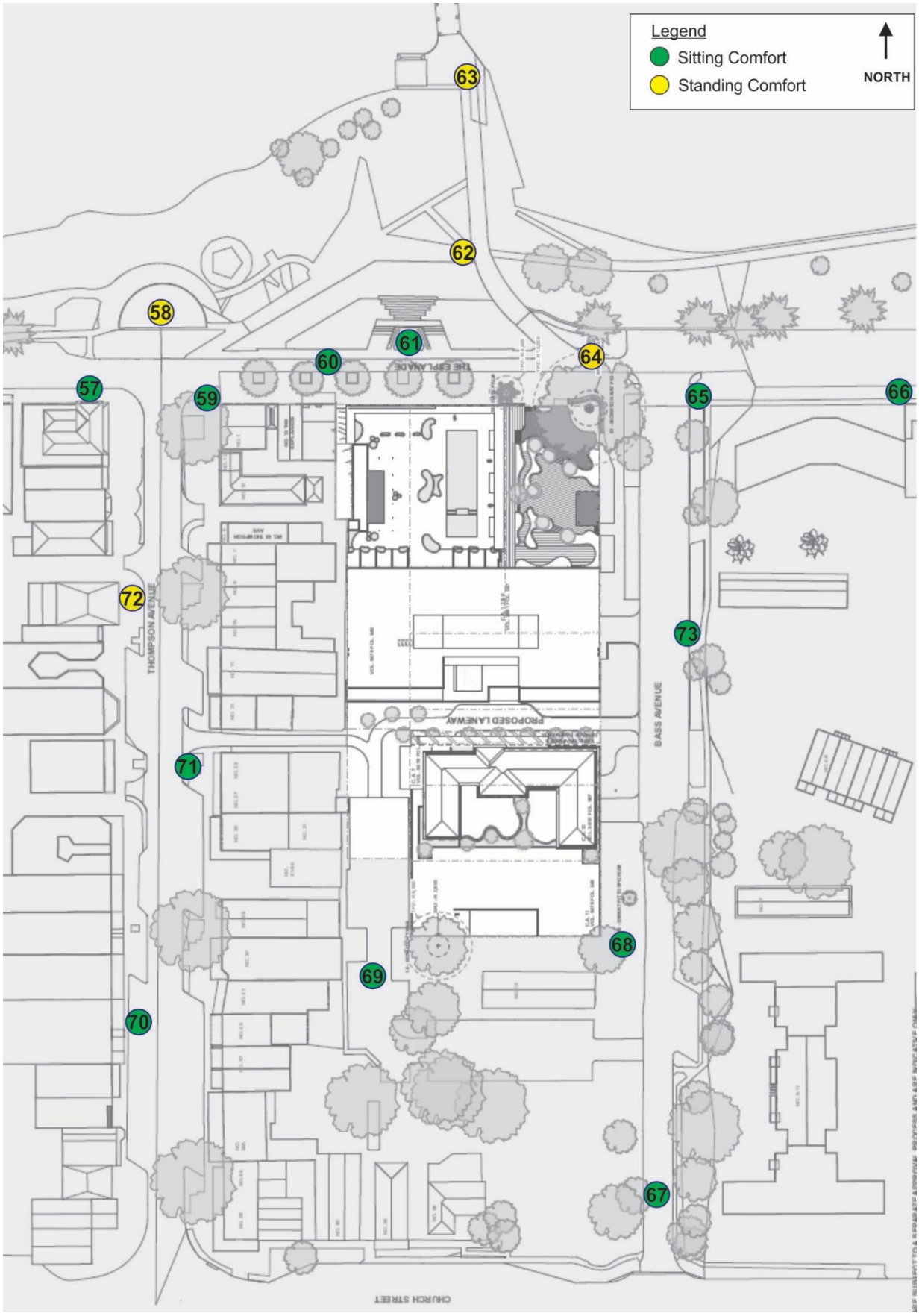


Figure 8a – Summary of wind conditions (far field) for the Proposed Configuration



Figure 8b – Summary of wind conditions (near field) at The Esplanade Ground Level for the Proposed Configuration



Figure 8c– Summary of wind conditions (near field) at the Laneway Ground Level for the Proposed Configuration

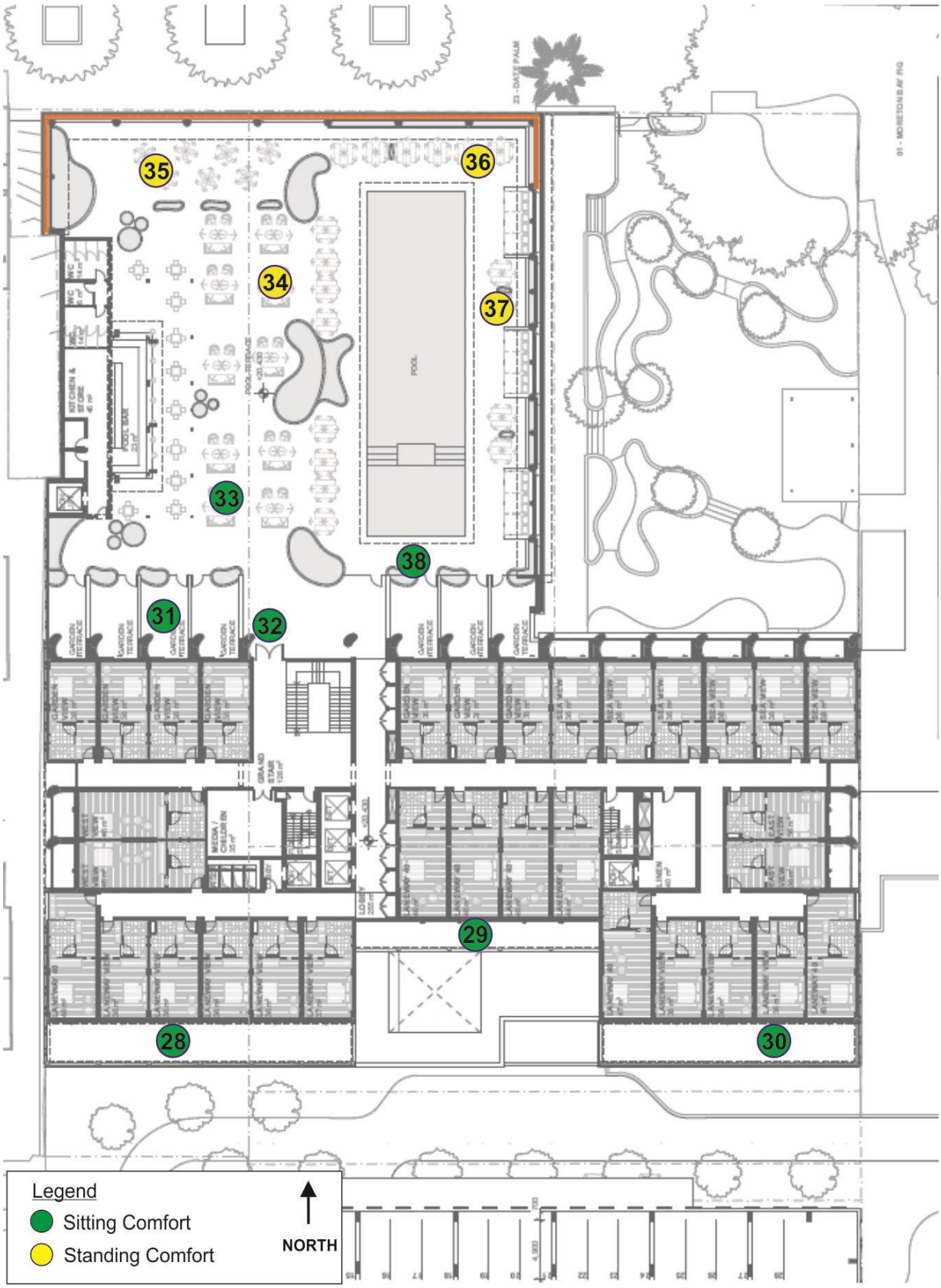


Figure 8d – Summary of wind conditions at the North Tower Pool Level Terrace for the Proposed Configuration

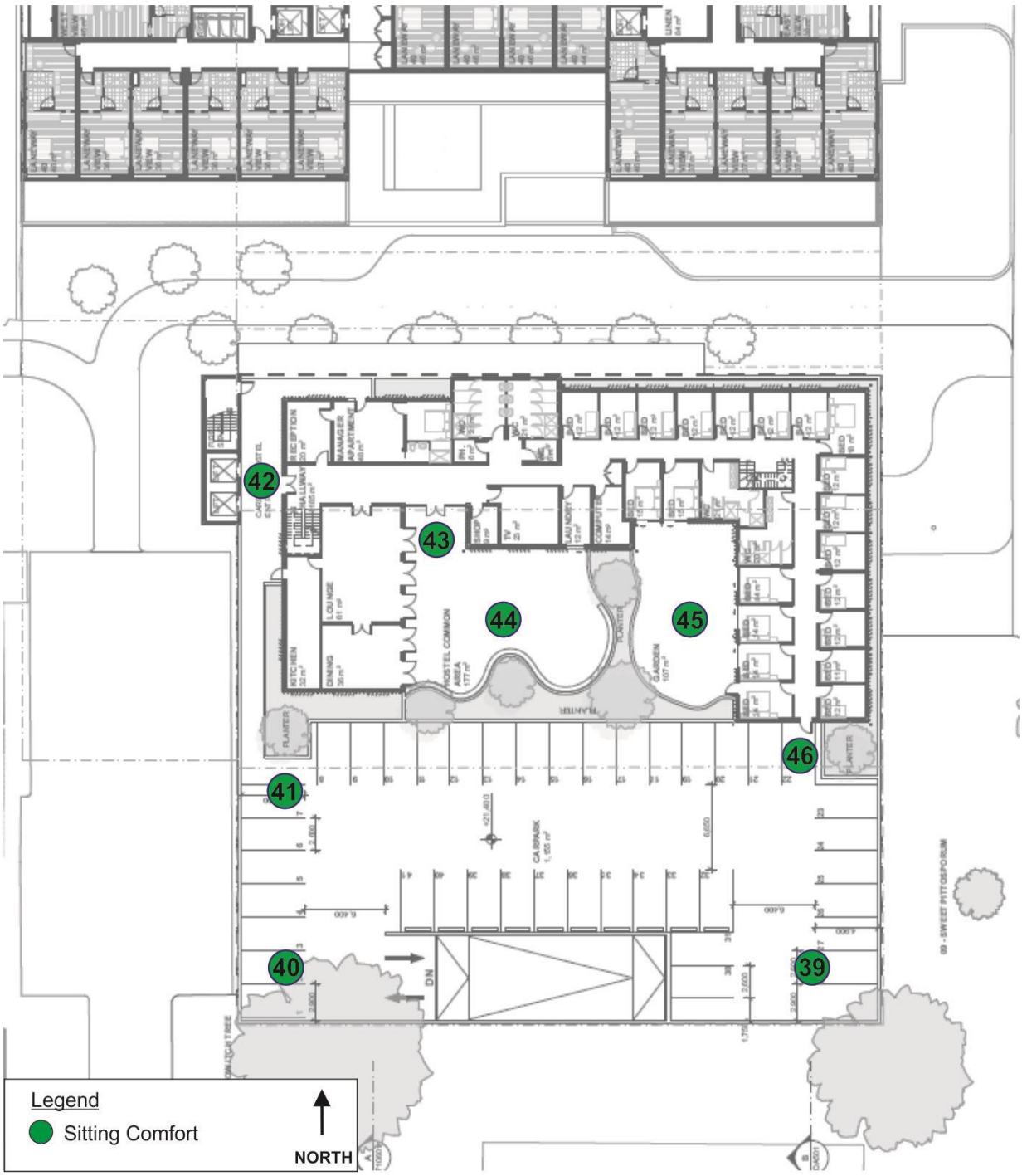


Figure 8e – Summary of wind conditions at the common areas and car park at Level 2 of the South Tower for the Proposed Configuration



Figure 8f – Summary of wind conditions at the private terraces at Level 4 of the North Tower for the Proposed Configuration

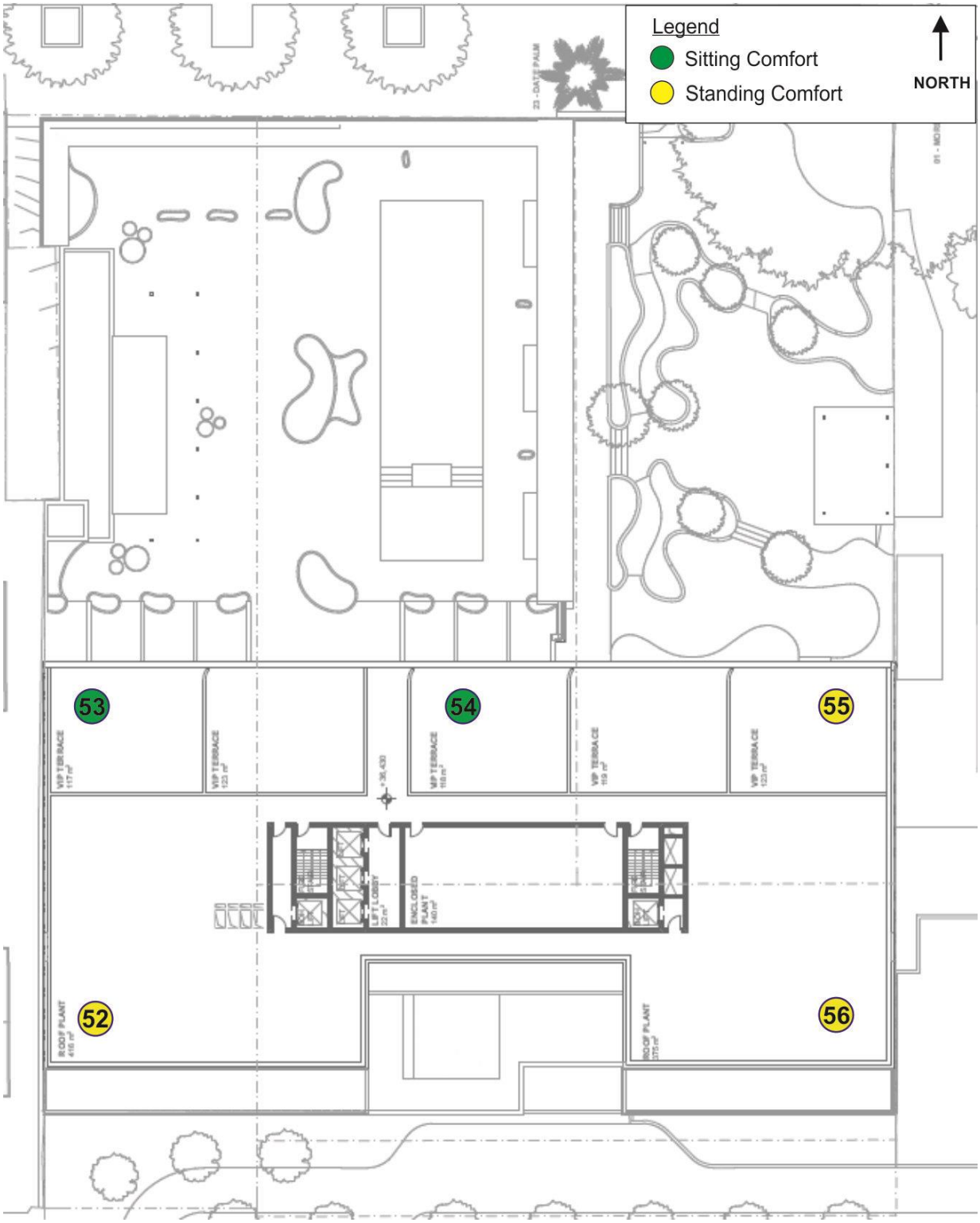


Figure 8g – Summary of wind conditions at the private terraces at the rooftop level for the Proposed Configuration

APPENDIX A – TEST LOCATION 3 SECOND GUST WIND CRITERIA PLOTS AS A FUNCTION OF WIND DIRECTION

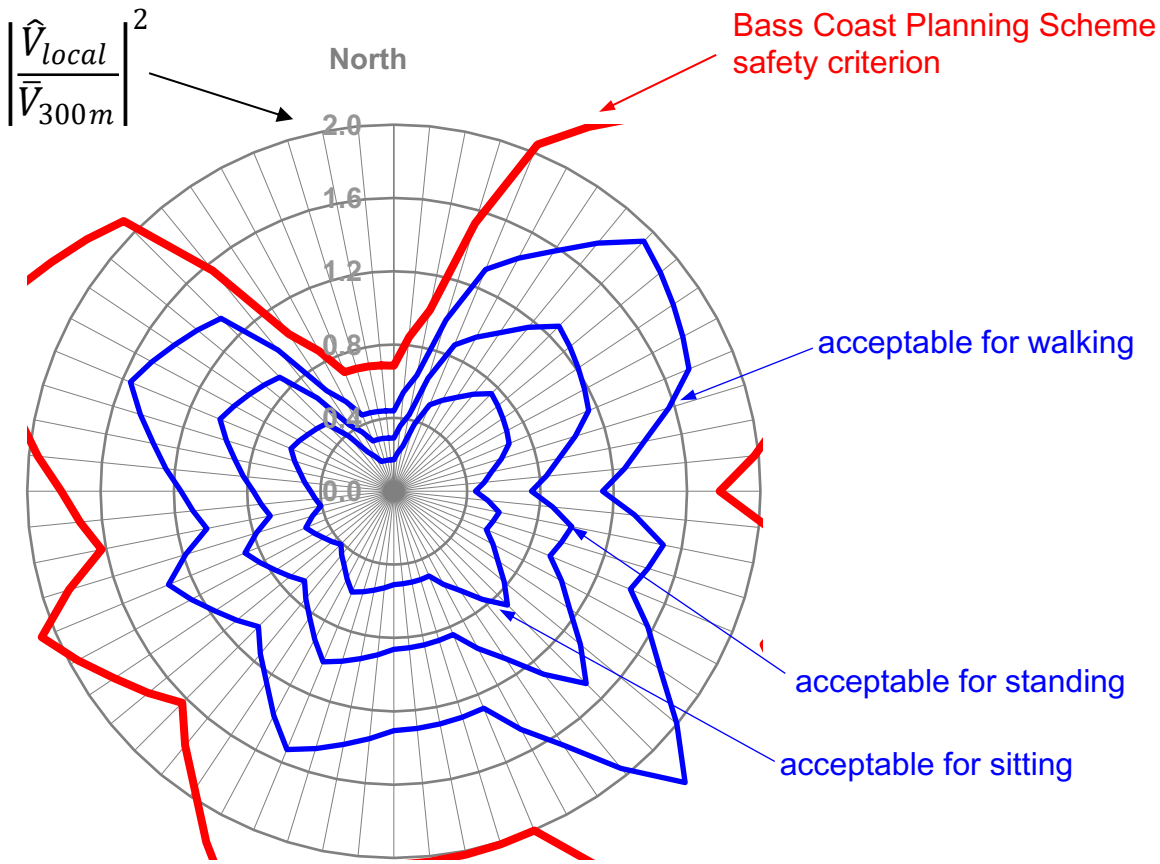
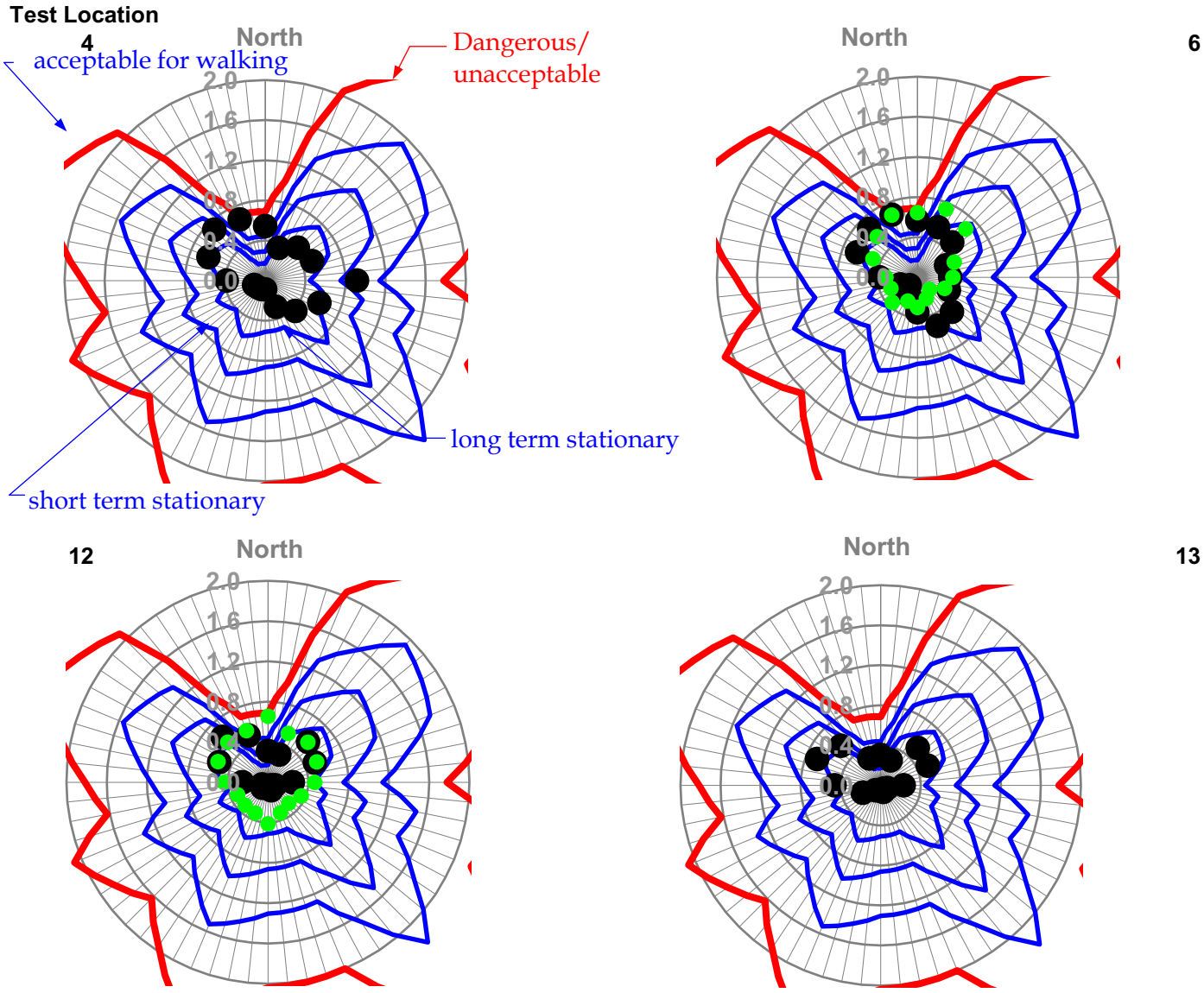


Figure A1 - Environmental wind criteria for Cowes as a function of wind direction based on a 3 second gust



Peak velocity squared ratio $\left|\frac{\hat{V}_{local}}{\bar{V}_{300m}}\right|^2$ *as a function of wind direction*

Proposed Configuration
Existing Configuration

Figure A2 - The Esplanade

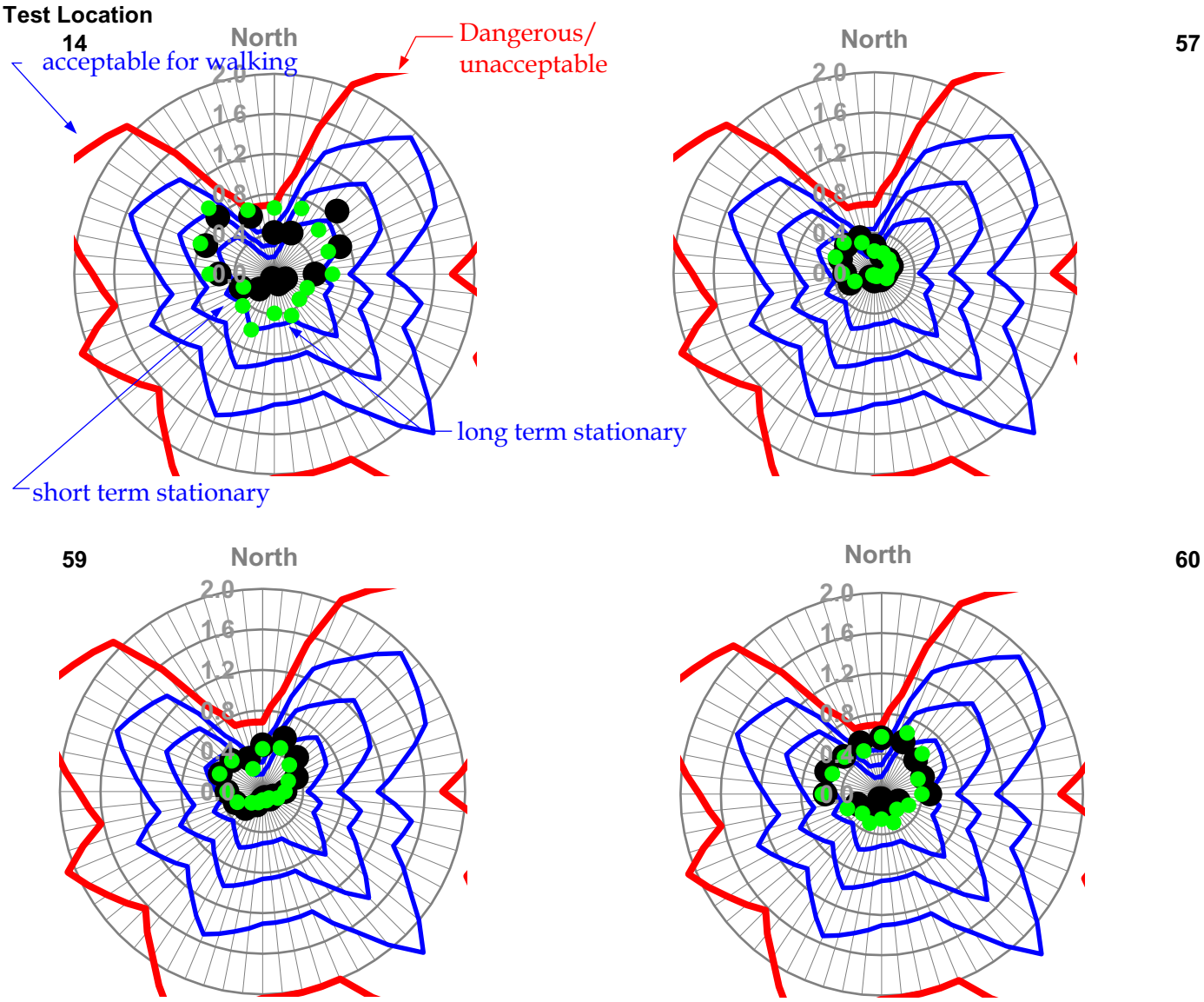
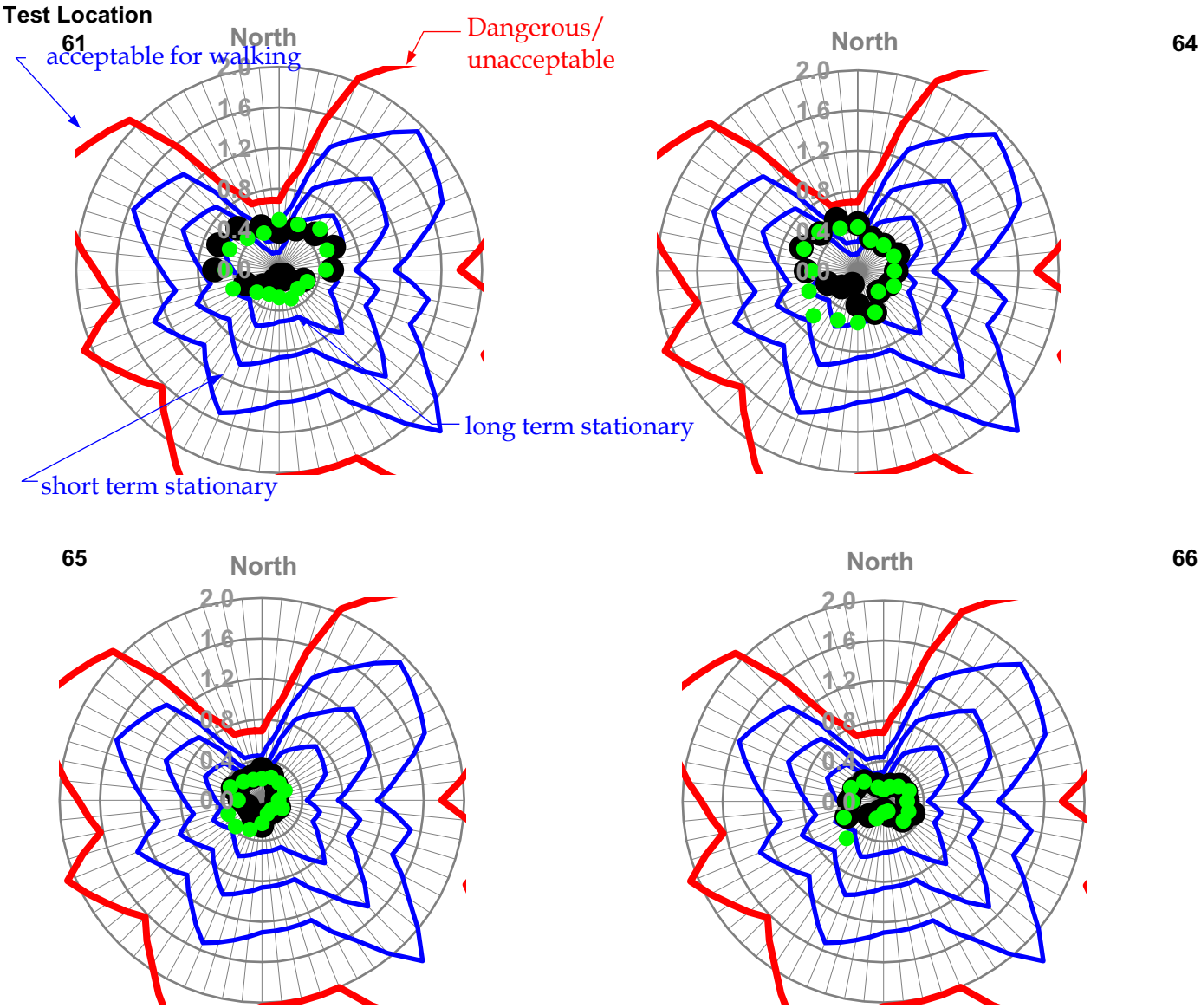


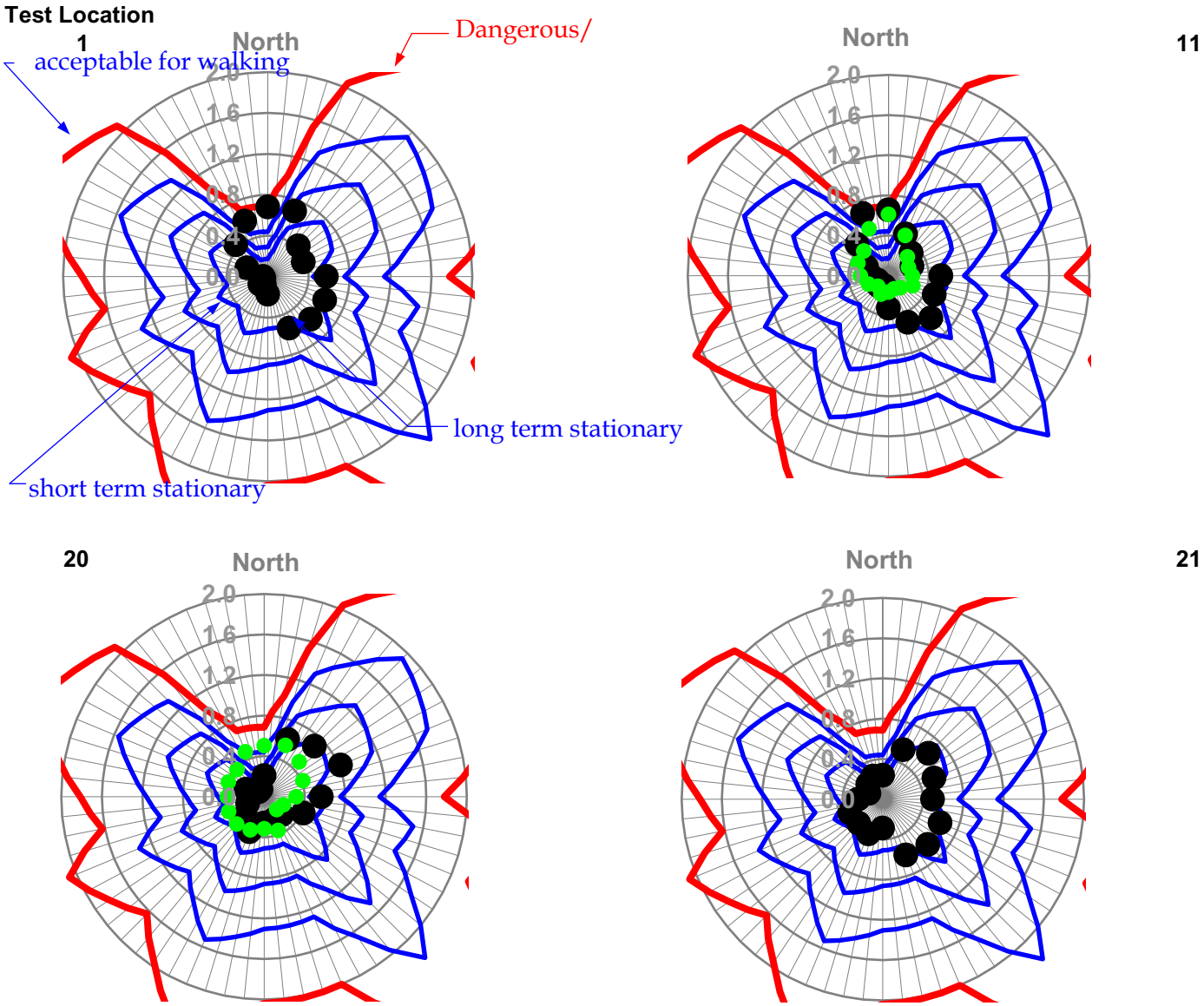
Figure A3 - The Esplanade (Continued)



$$Peak\ velocity\ squared\ ratio\ \left|\frac{\hat{V}_{local}}{\bar{V}_{300m}}\right|^2\ as\ a\ function\ of\ wind\ direction$$

Proposed Configuration
Existing Configuration

Figure A4 - The Esplanade (Continued)



$$Peak\ velocity\ squared\ ratio\ \left|\frac{\hat{V}_{local}}{\bar{V}_{300m}}\right|^2\ as\ a\ function\ of\ wind\ direction$$

Proposed Configuration	●
Existing Configuration	●

Figure A5 - Bass Avenue

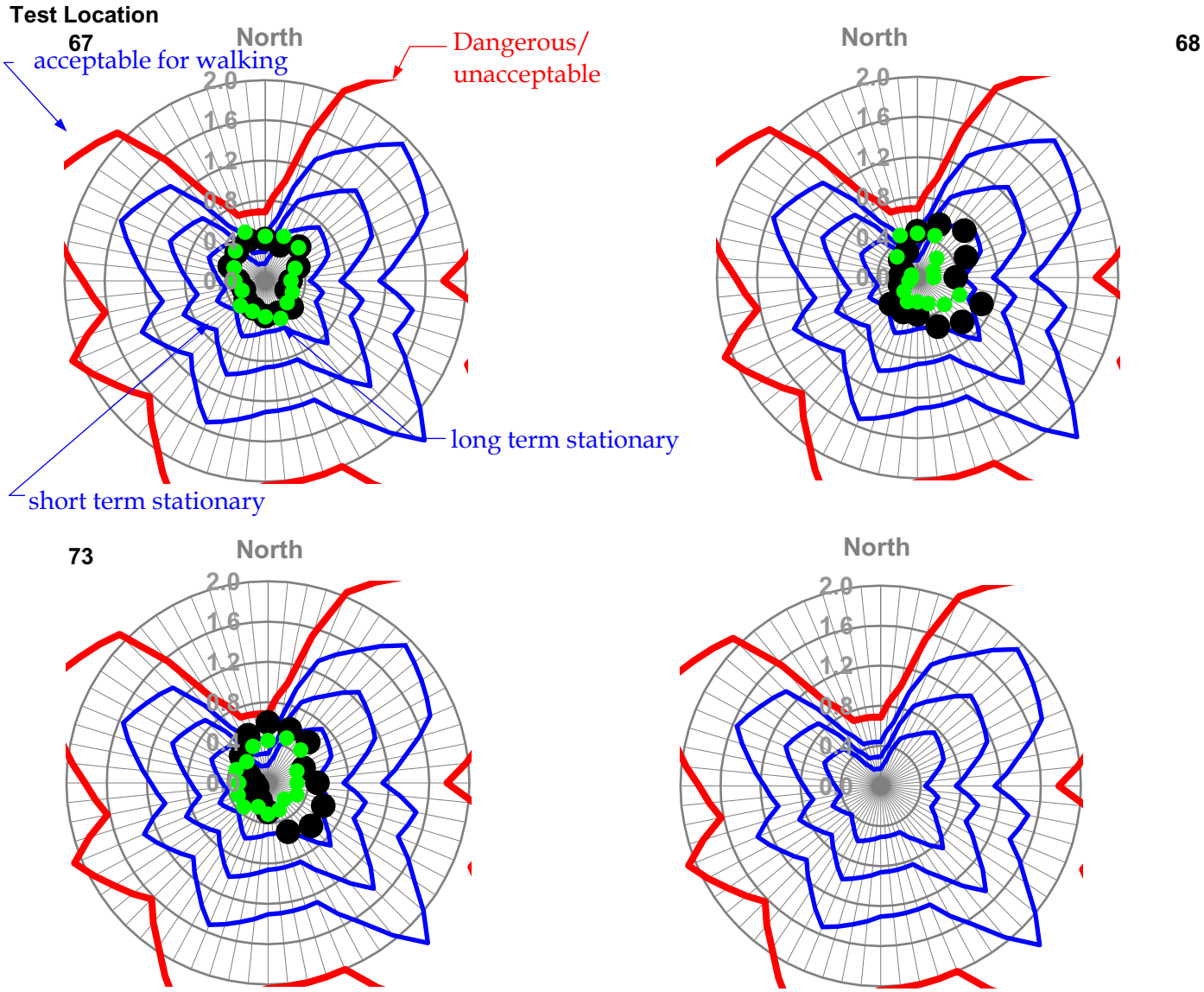
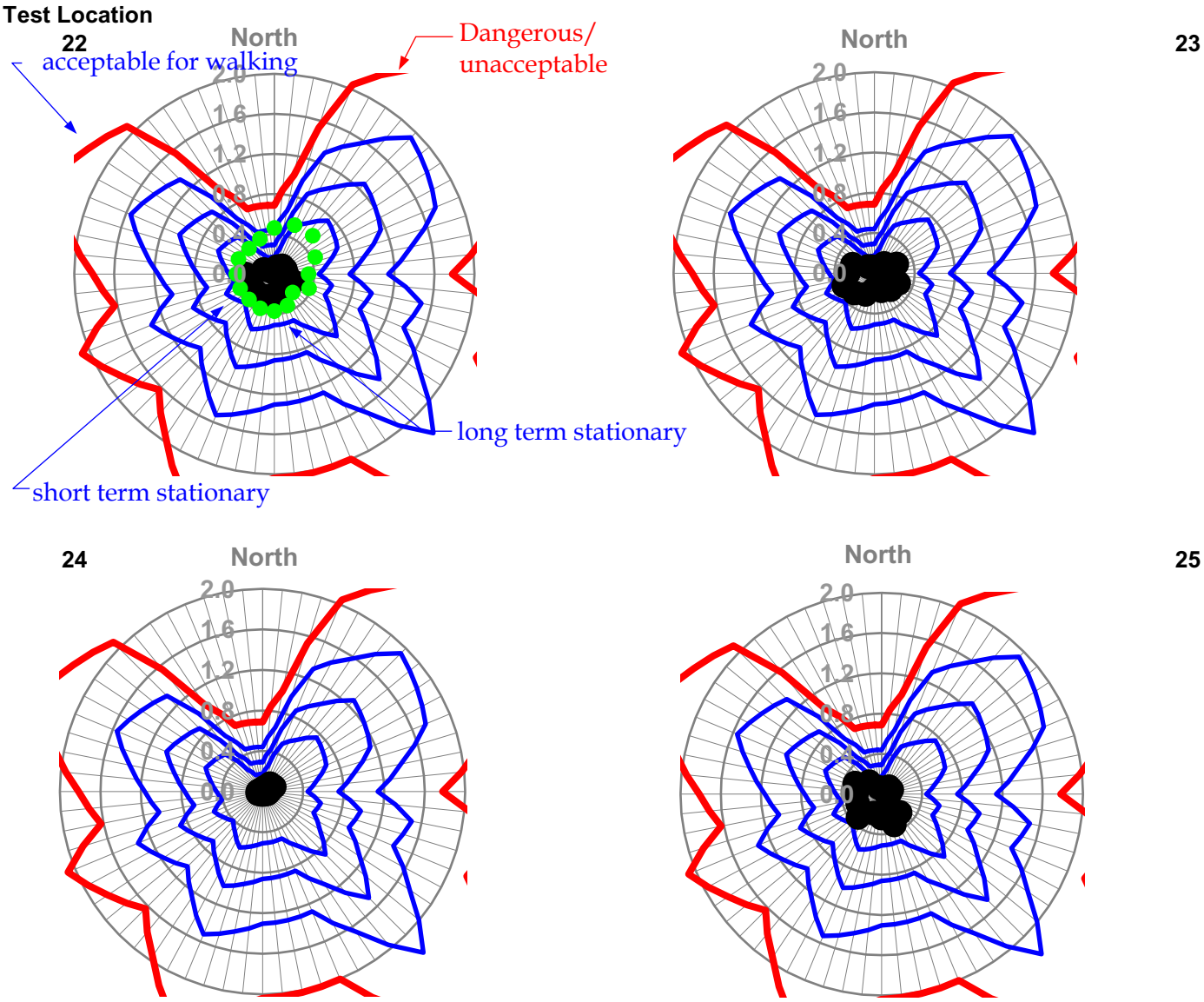


Figure A6 - Bass Avenue (continued)



$$Peak\ velocity\ squared\ ratio\ \left|\frac{\hat{V}_{local}}{\bar{V}_{300m}}\right|^2\ as\ a\ function\ of\ wind\ direction$$

Proposed Configuration
Existing Configuration

Figure A7 - Laneway between North and South Towers

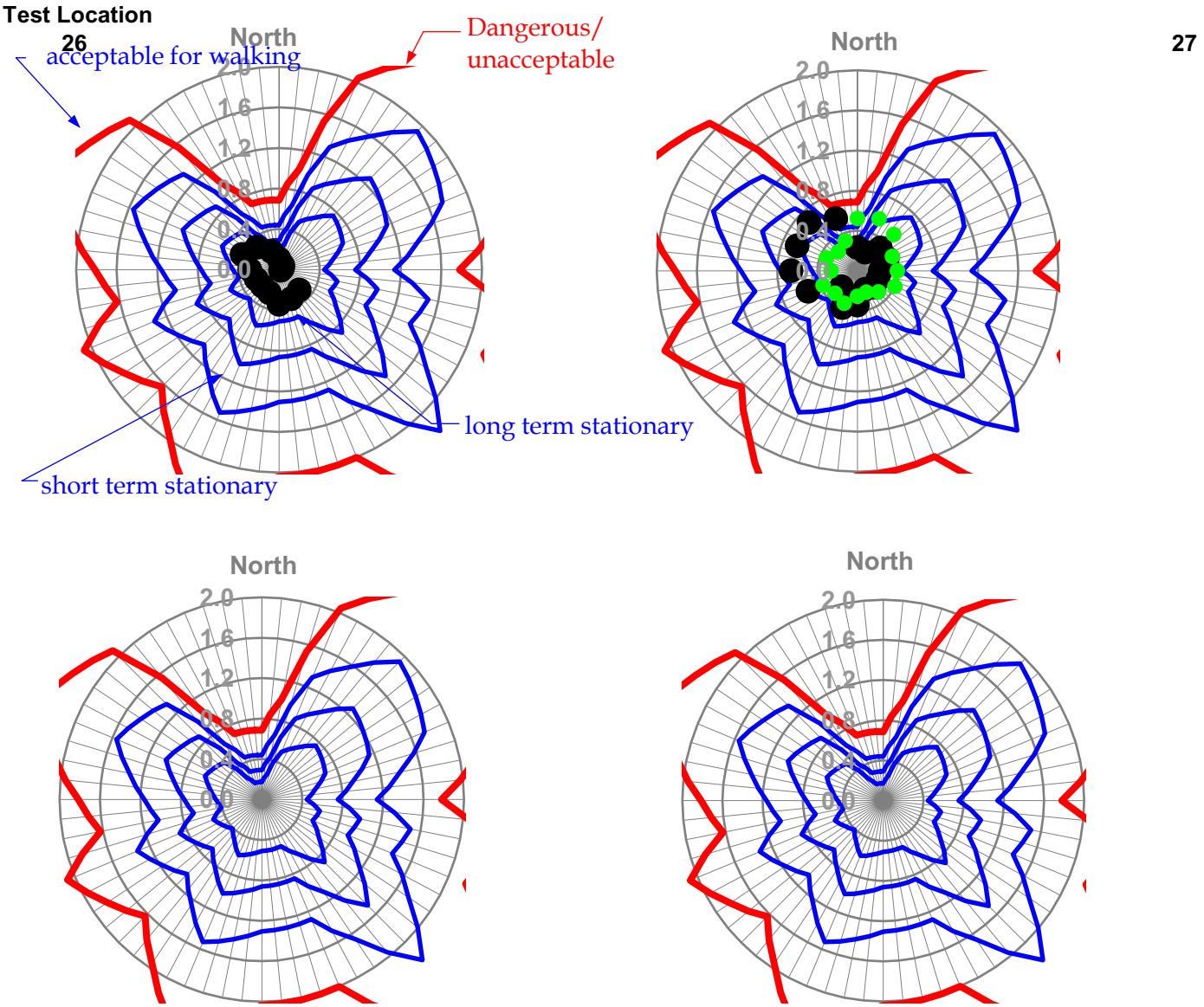
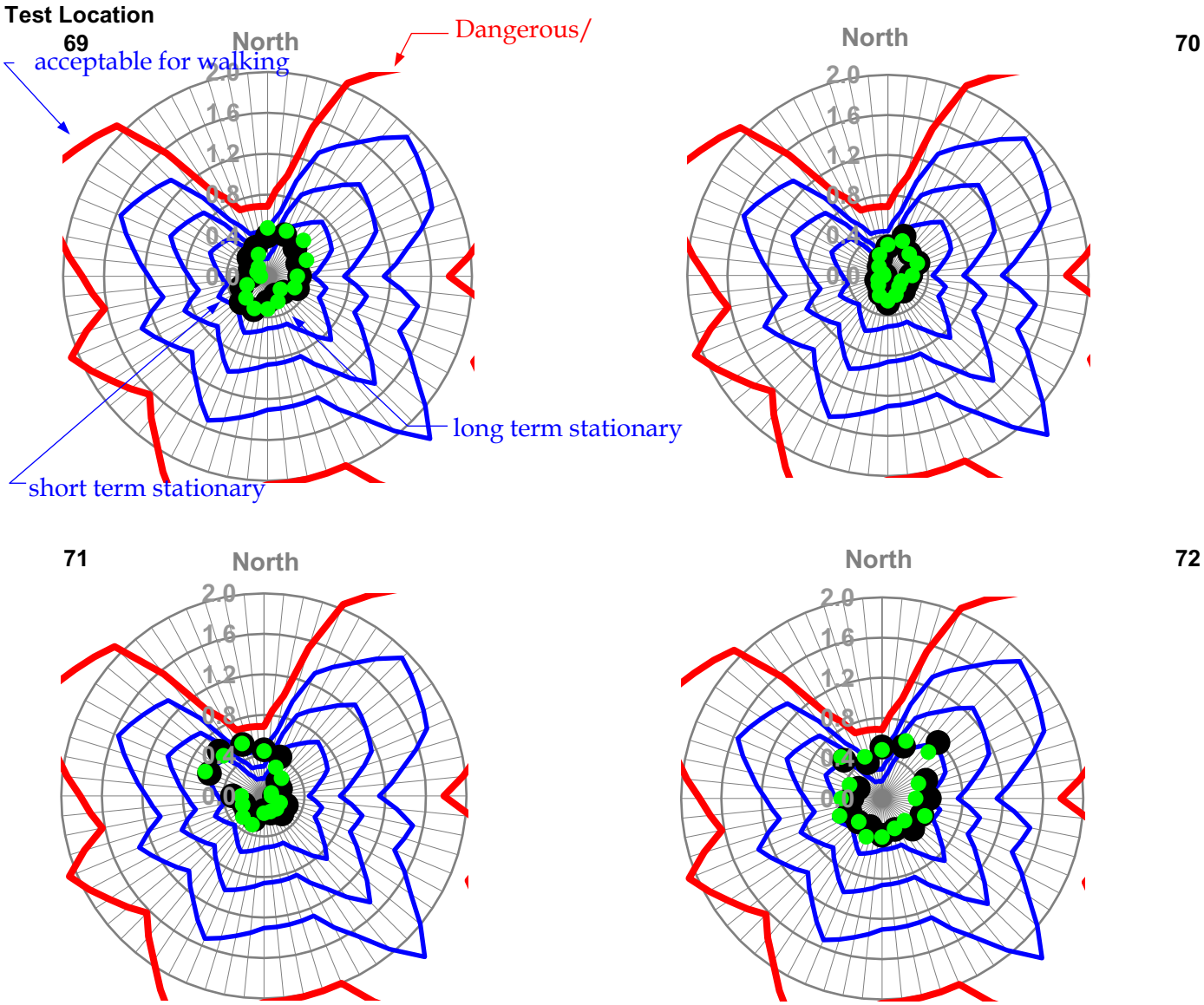


Figure A8 - Laneway between North and South Towers (continued)



$$Peak\ velocity\ squared\ ratio\ \left|\frac{\hat{V}_{local}}{\bar{V}_{300m}}\right|^2\ as\ a\ function\ of\ wind\ direction$$

Proposed Configuration	●
Existing Configuration	●

Figure A9 - Thompson Avenue & Existing Car Park South of Development

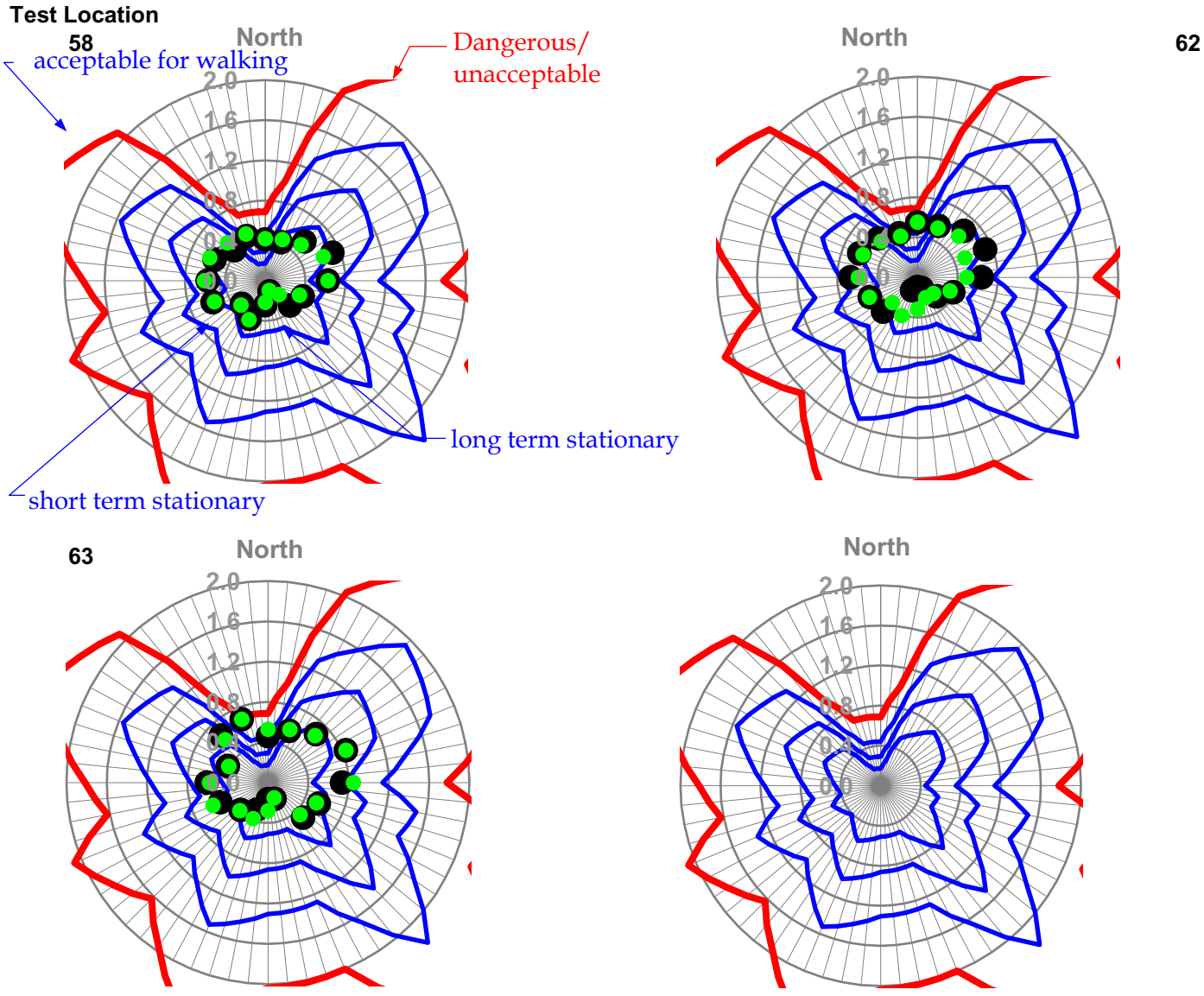
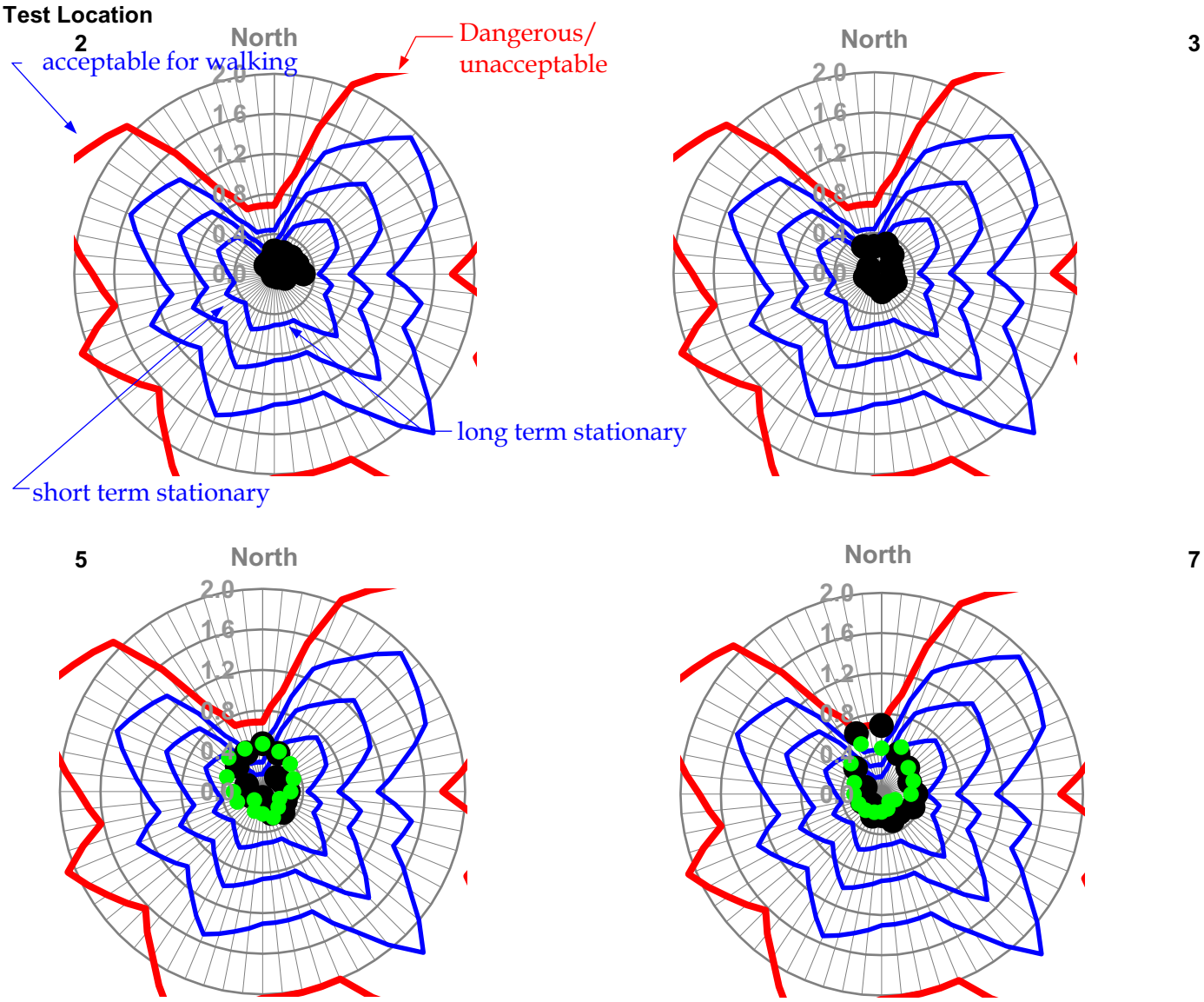


Figure A10 - North of Development (Beach Front)



Peak velocity squared ratio $\left|\frac{\hat{V}_{local}}{\bar{V}_{300m}}\right|^2$ *as a function of wind direction*

Proposed Configuration ●
Existing Configuration ●

Figure A11 - Beer Garden

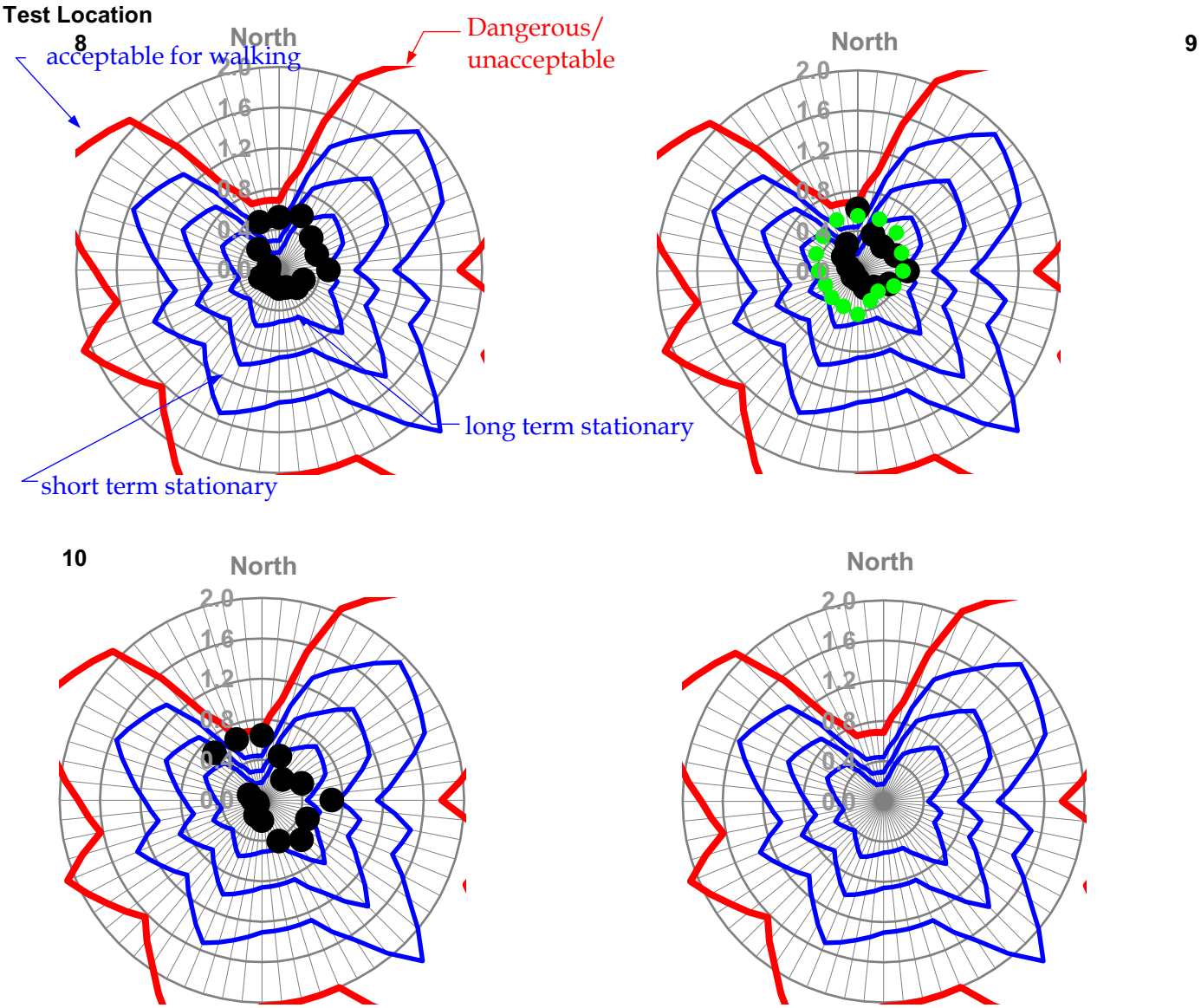
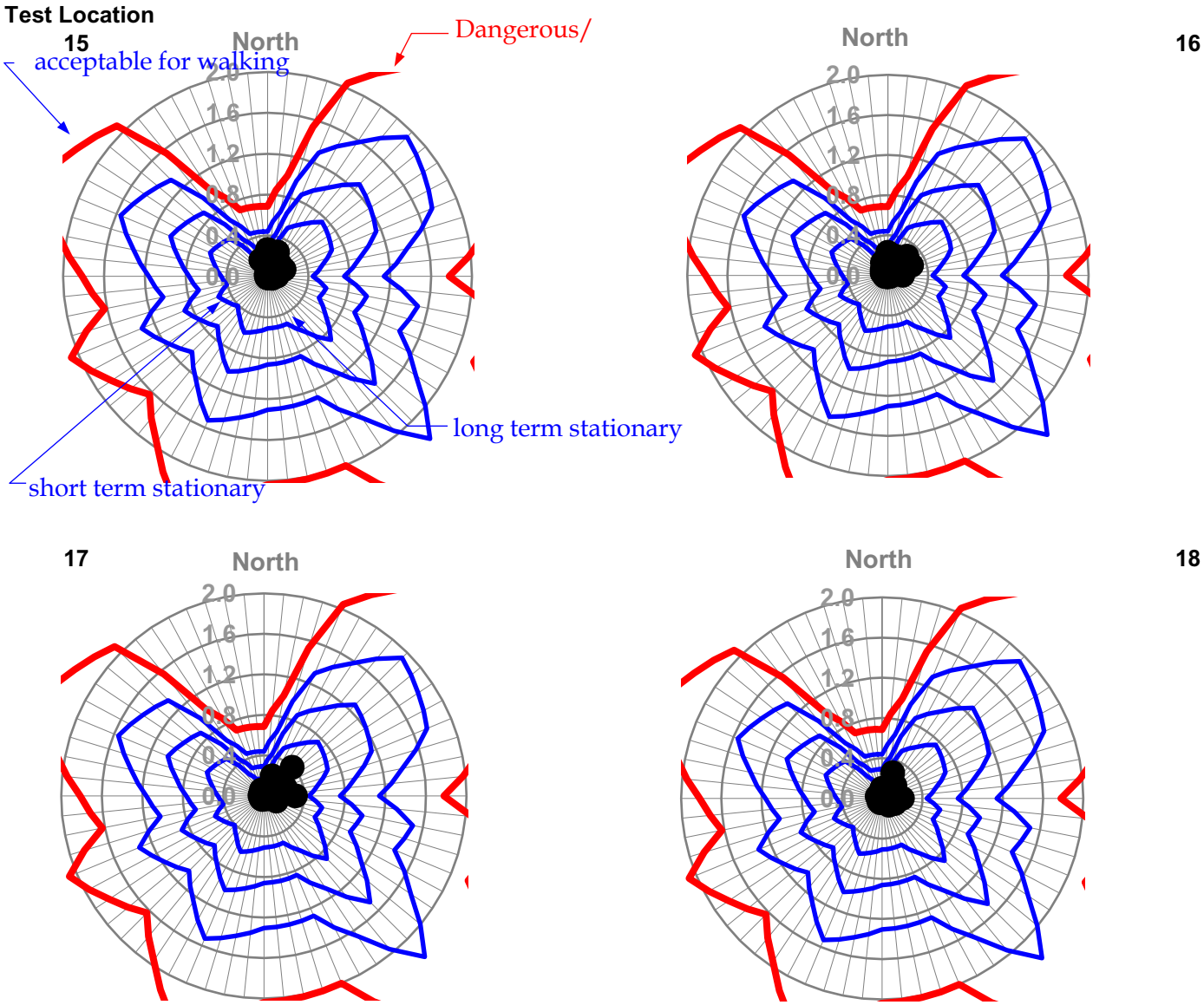


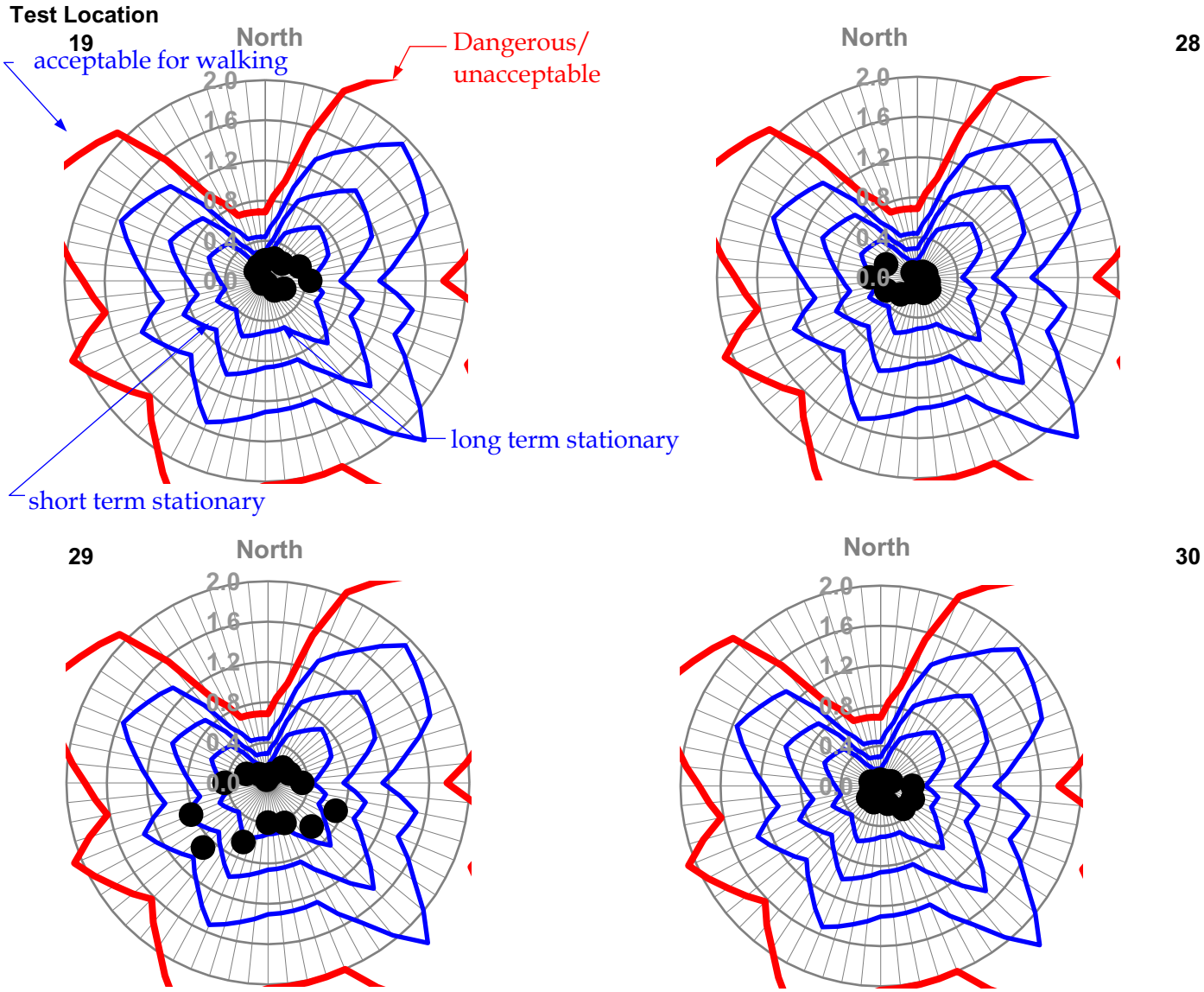
Figure A12 - Beer Garden (continued)



$$Peak\ velocity\ squared\ ratio\ \left|\frac{\hat{V}_{local}}{\bar{V}_{300m}}\right|^2\ as\ a\ function\ of\ wind\ direction$$

Proposed Configuration
Existing Configuration

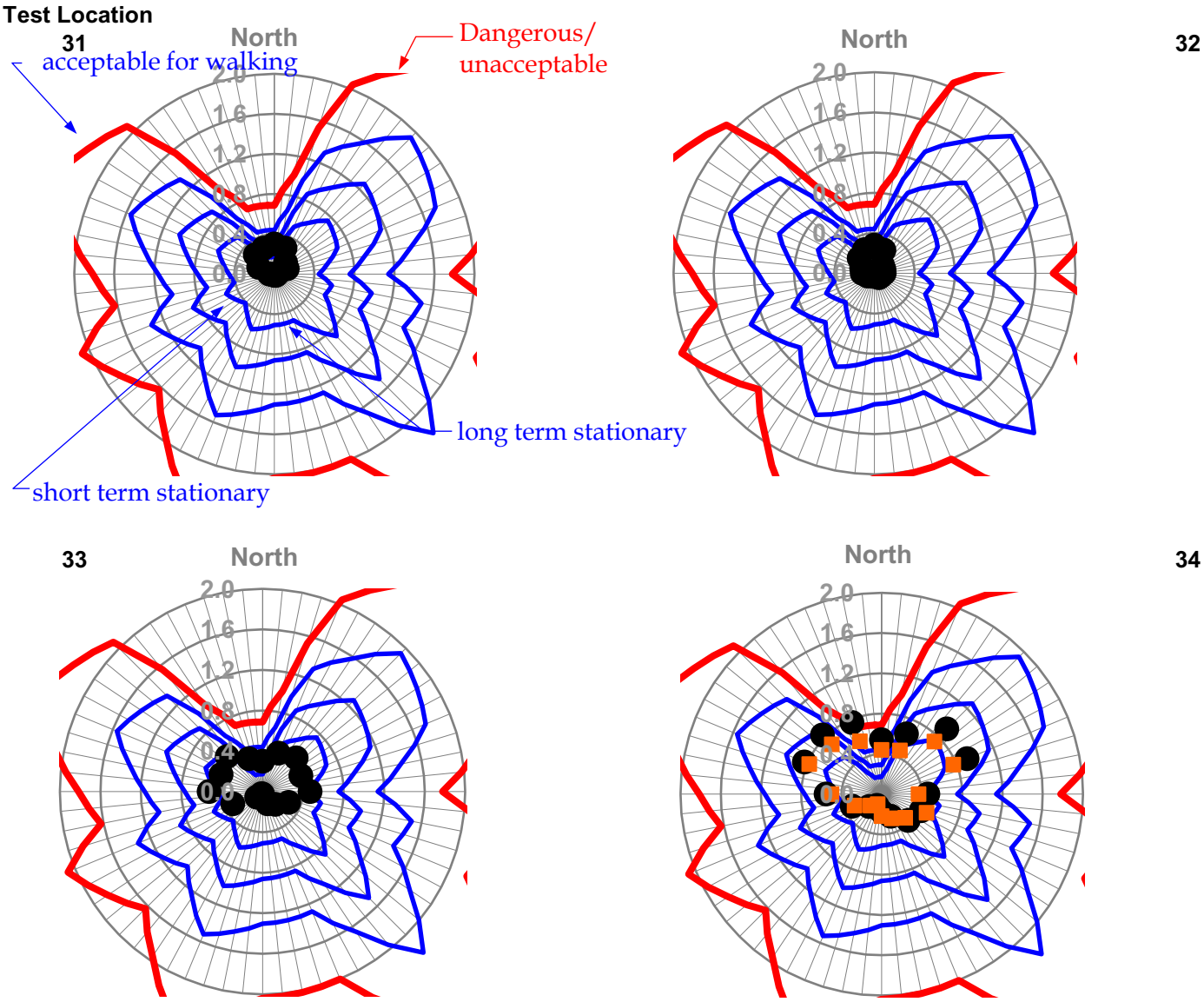
Figure A13 - North Tower Terraces at Laneway Level and Level 1



Peak velocity squared ratio $\left|\frac{\hat{V}_{local}}{\bar{V}_{300m}}\right|^2$ *as a function of wind direction*

Proposed Configuration	●

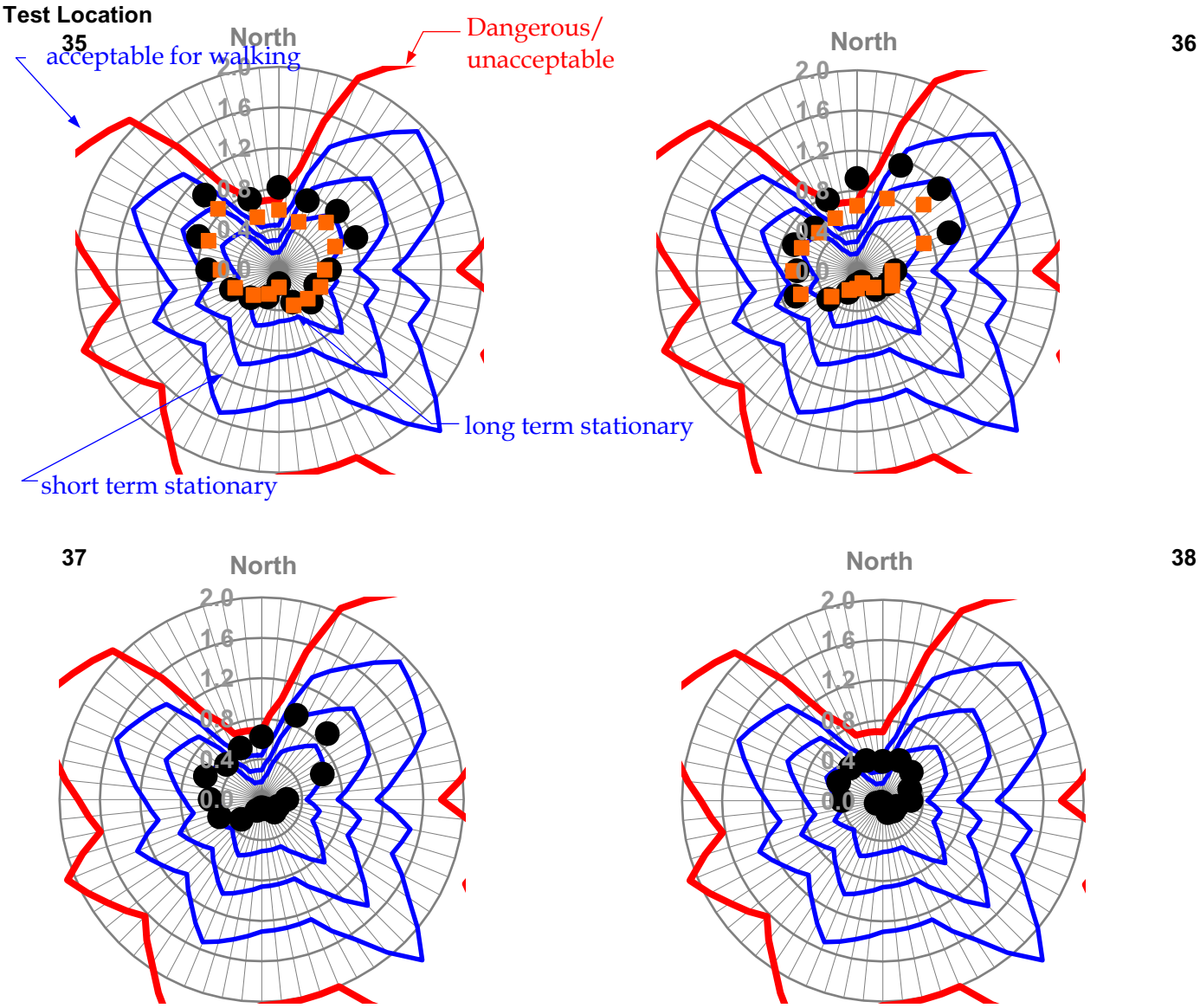
Figure A14 - North Tower Terraces at Laneway Level and Level 1 (continued)



$$Peak\ velocity\ squared\ ratio\ \left|\frac{\hat{V}_{local}}{\bar{V}_{300m}}\right|^2\ as\ a\ function\ of\ wind\ direction$$

Proposed Configuration ●
Proposed Configuration + 1.5m high solid balustrade ■

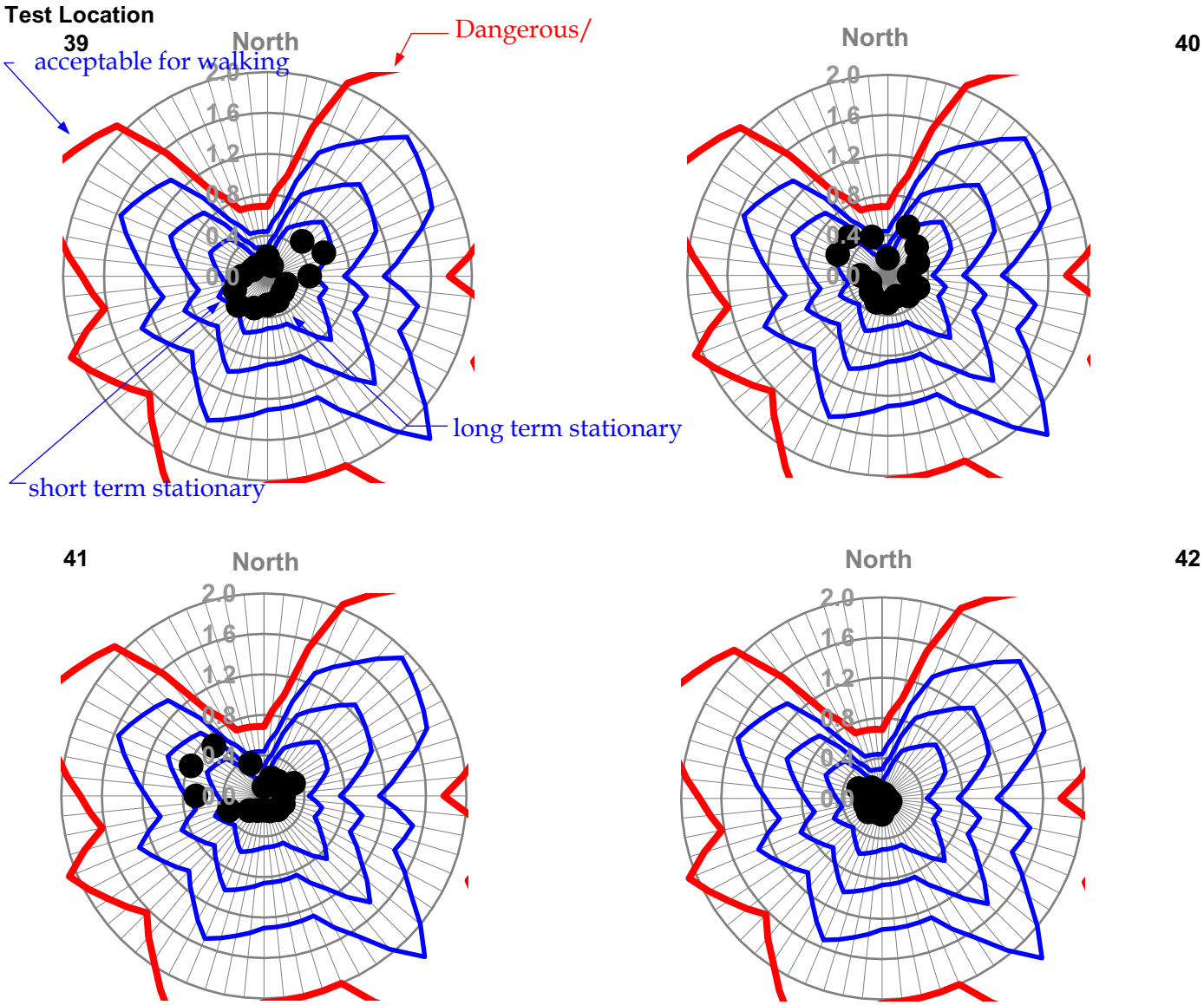
Figure A15 - North Tower Pool Level Terrace



$$Peak\ velocity\ squared\ ratio\ \left|\frac{\hat{V}_{local}}{\bar{V}_{300m}}\right|^2\ as\ a\ function\ of\ wind\ direction$$

Proposed Configuration ●
Proposed Configuration + 1.5m high solid balustrade ■

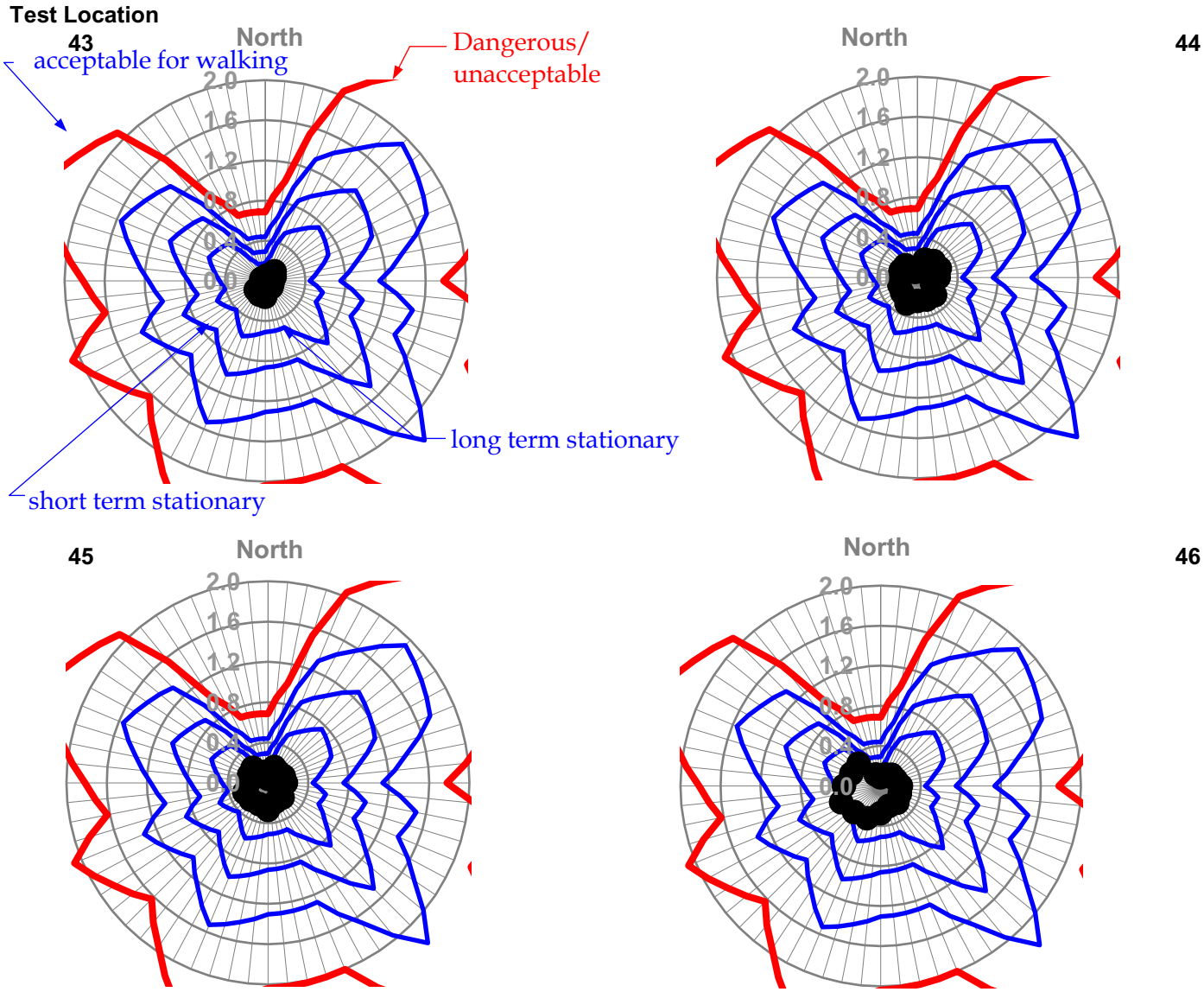
Figure A16 - North Tower Pool Level Terrace (continued)



$$Peak\ velocity\ squared\ ratio\ \left|\frac{\hat{V}_{local}}{\bar{V}_{300m}}\right|^2\ as\ a\ function\ of\ wind\ direction$$

Proposed Configuration ●

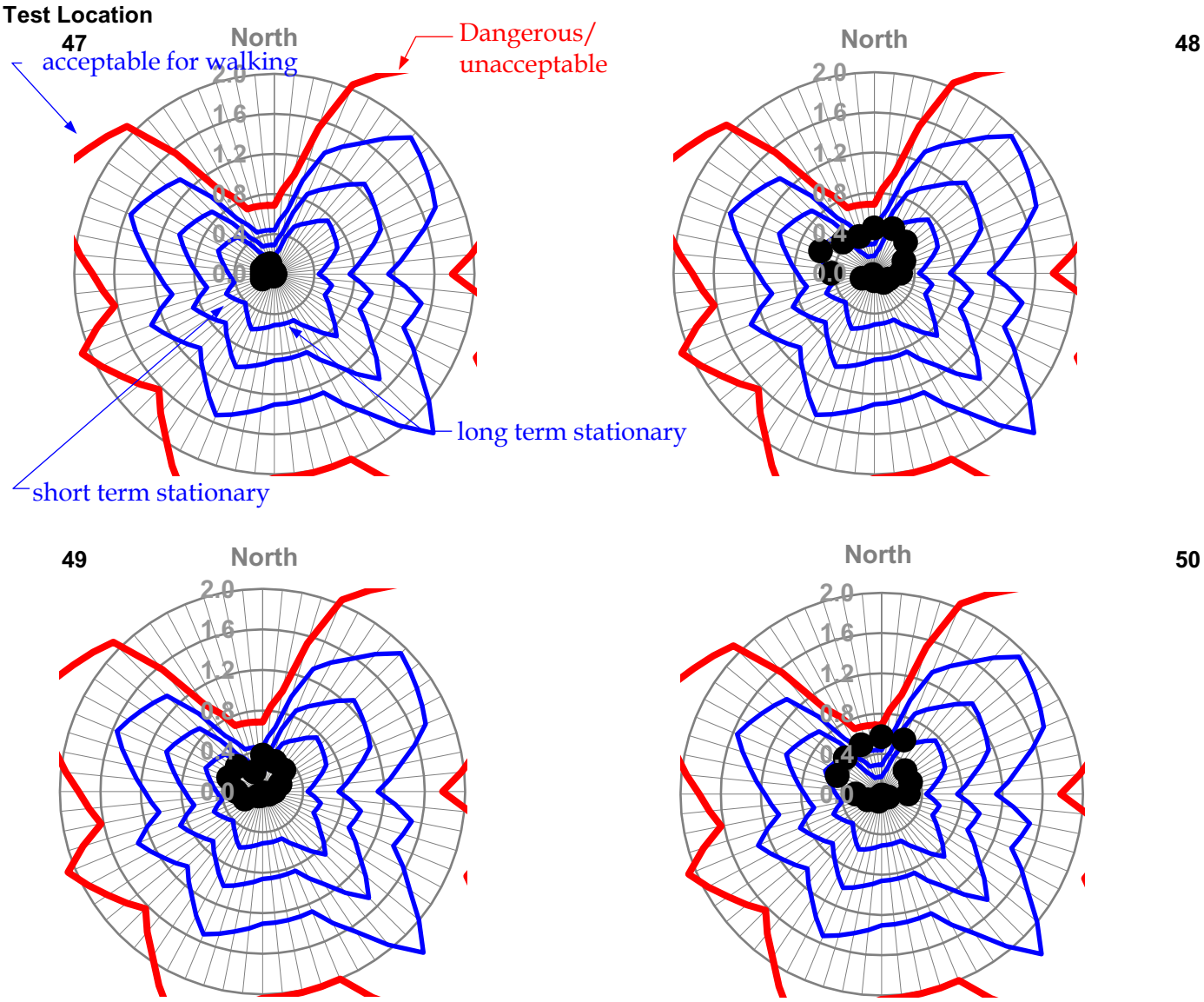
Figure A17 - South Tower Common Areas and Car Park at Level 2



Peak velocity squared ratio $\left|\frac{\hat{V}_{local}}{\bar{V}_{300m}}\right|^2$ *as a function of wind direction*

Proposed Configuration ●

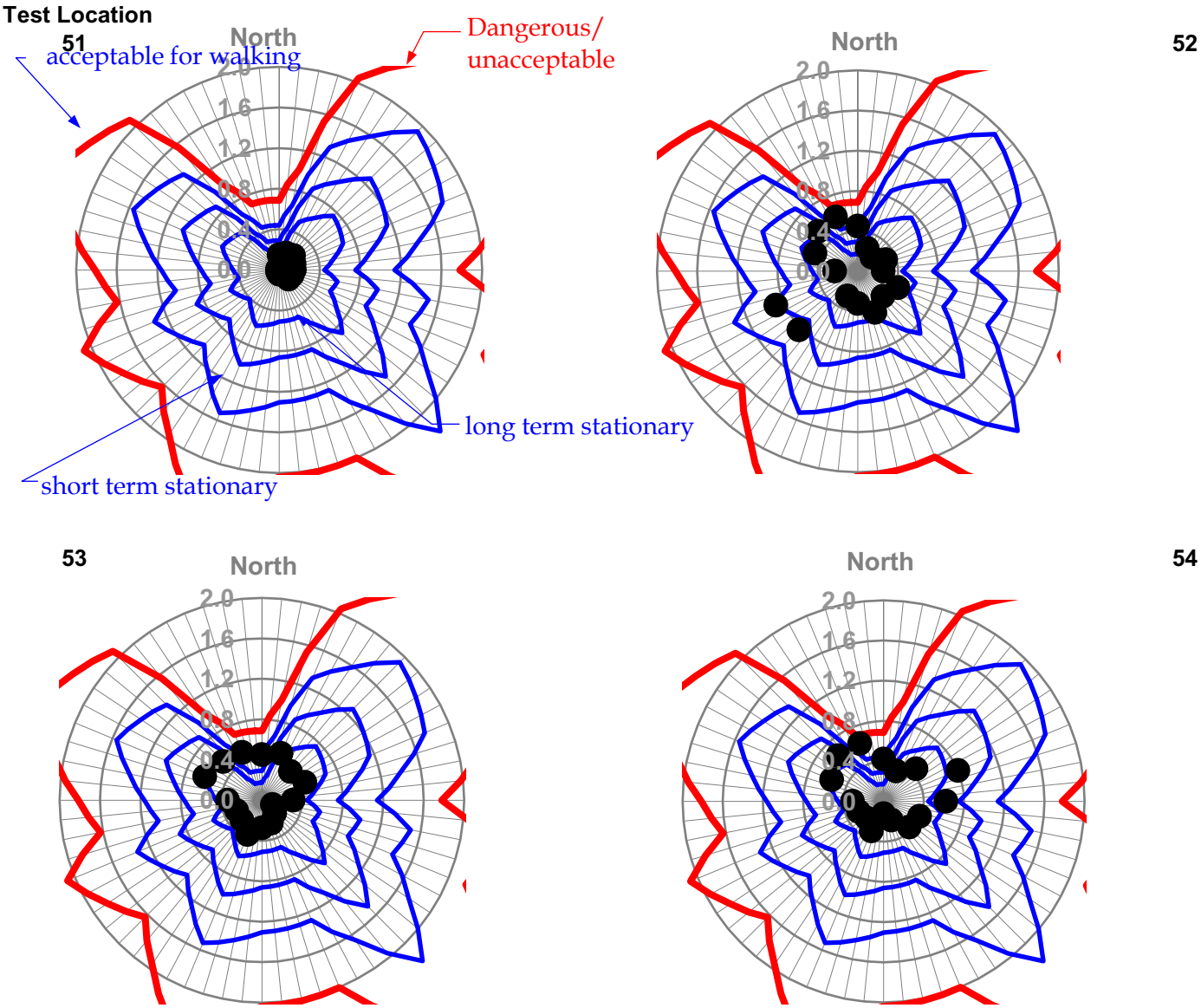
Figure A18 - South Tower Common Areas and Car Park at Level 2 (continued)



Peak velocity squared ratio $\left|\frac{\hat{V}_{local}}{\bar{V}_{300m}}\right|^2$ *as a function of wind direction*

Proposed Configuration ●

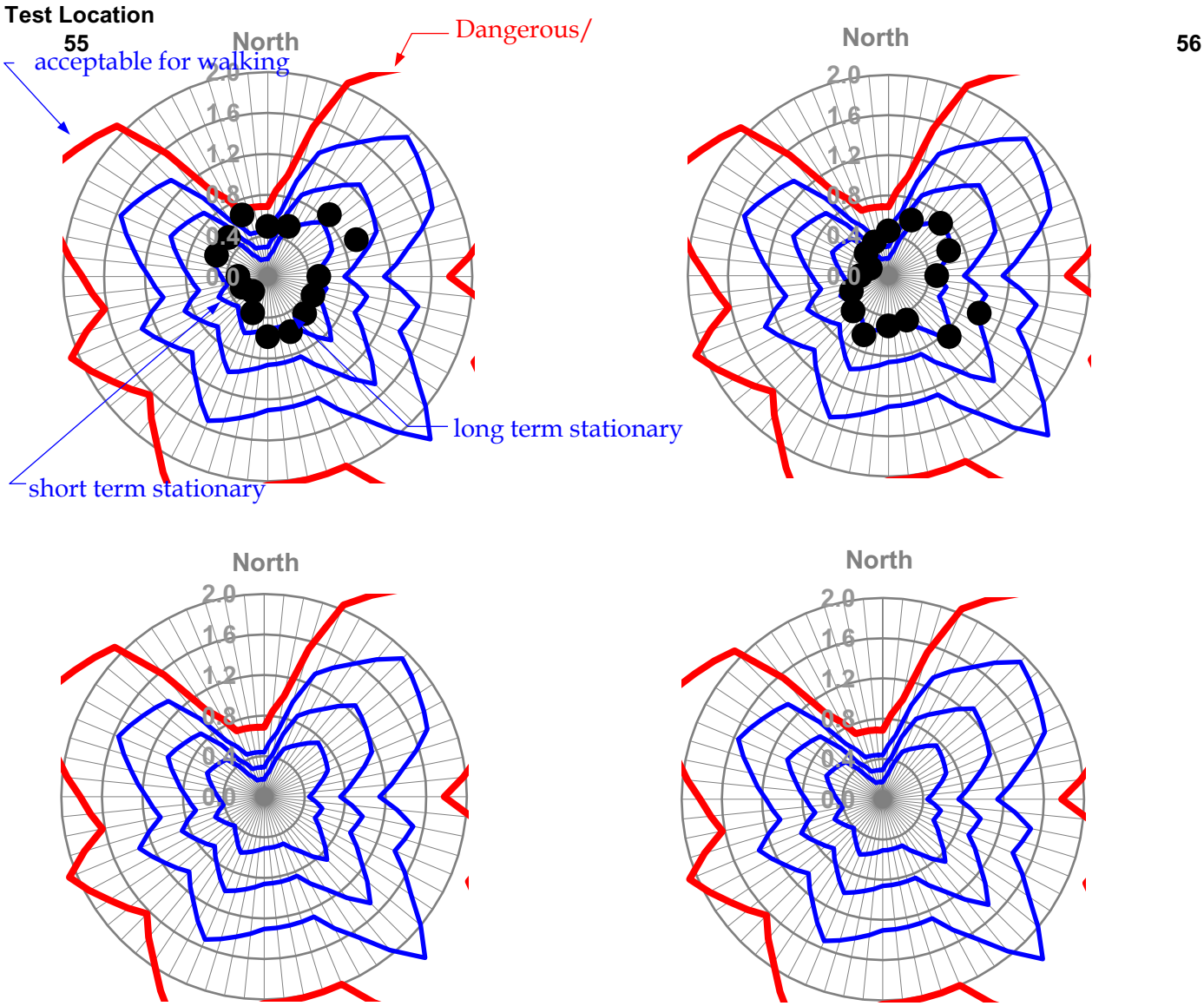
Figure A19 - North Tower Private Terraces at Level 4 and Rooftop Level



$$Peak\ velocity\ squared\ ratio\ \left|\frac{\hat{V}_{local}}{\bar{V}_{300m}}\right|^2\ as\ a\ function\ of\ wind\ direction$$

Proposed Configuration ●

Figure A20 - North Tower Private Terraces at Level 4 and Rooftop Level (continued)



Peak velocity squared ratio $\left|\frac{\hat{V}_{local}}{\bar{V}_{300m}}\right|^2$ *as a function of wind direction*

Proposed Configuration	●

Figure A21 - North Tower Private Terraces at Level 4 and Rooftop Level (continued)

ADDENDUM A TO MEL CONSULTANTS REPORT 161-22-ENV-00

ENVIRONMENTAL WIND SPEED MEASUREMENTS ON A WIND TUNNEL MODEL OF THE ISLE OF WIGHT HOTEL DEVELOPMENT, COWES

by

Y. Padayatchy

J. Synott

and

M. Eaddy

1. Introduction

A wind tunnel study was undertaken in February/March 2023 to measure the environmental wind conditions and develop wind mitigation strategies around the Isle of Wight Hotel Development, Cowes, with the model constructed using digital information prepared by Alexander House and received on 16th January, 2023. The findings were reported in MEL Consultants Report 161-22-ENV-00.

This addendum presents the results from a wind tunnel study completed in March 2023 to measure the environmental wind conditions at some key locations in the laneway between the North and South Towers, and on Level 2 of the South Tower for an updated design of the South Tower. The model was built using digital information prepared by Alexander House and received on 16th February, 2023.

The significant change to the design from an environmental wind conditions perspective would be the 180-degree rotation of Levels 2 – 4 of the South Tower.

The wind tunnel model measurements were undertaken using the same procedures and approach terrain categories as detailed in MEL Consultants Report 161-22-ENV-00 and did not rely on any existing or proposed public street trees for wind mitigation. Photographs of the model are shown in Figures A1 and A2. The test locations are shown in Figures A3 and A4.

2. Discussion of measurement

Wind tunnel model measurement of the environmental wind conditions at key locations in the laneway between the North and South Towers (Test Locations 20, 22, 23 and 26) and on Level 2 of the South Tower (Test Locations R1 to R7) have been made for different wind directions at 22.5° intervals. The wind conditions at the remaining Test Locations on Ground Level and Upper Levels of the North Tower as reported in MEL Consultants Report 161-22-WT-ENV-00 would not be expected to be significantly affected by the design changes to the South Tower (i.e., South Tower rotated 180 degrees from Levels 2 – 4) and would still be valid.

The evaluation of wind comfort and presentation of results follows the same approach as in Sections 2 to 4 of MEL Consultants Report 161-22-ENV-00. To assist with the assessment of the wind conditions, summaries of the criteria satisfied for all wind directions (i.e., 0°→ 360°) at all Test Locations have been summarised using a colour code system in the following figures:

- Figure A5 Proposed Configuration (South Tower Rotated) in Laneway
- Figure A6 Proposed Configuration (South Tower Rotated) on Level 2 of South Tower

Different colours have been used to represent the wind criteria satisfied at the respective Test Locations.

The following Section details the results for the various areas tested.

2.1 Laneway between North and South Towers

The wind conditions for the Proposed Configuration (South Tower Rotated) in the laneway between the North and South Towers (Test Locations 20, 22, 23 and 26) have been shown to pass the walking comfort criterion, with all Test Locations also passing the sitting comfort criterion. All Test Locations in the laneway have been shown to pass the safety criterion.

These criteria achieved at these Test Locations have been presented in Table A1. The data for the Existing Configuration at Test Location 22 have been documented in MEL Consultants Report 161-22-WT-ENV-00.

The wind conditions as a function of wind direction based on the gust criteria developed for Cowes are presented in Figure A7. It is noted that at each Test Location the directional specific wind conditions may be lower or higher than those of the tabulated results averaged over all wind directions.

Table A1: Pedestrian Wind Comfort and Safety – Laneway between North and South Towers

Test Location	Configuration	Wind Comfort Criteria			
		Sitting	Standing	Walking	Safety
20	Existing	19%	8%	4%	Pass
	Proposed (South Tower Rotated)	14%	4%	1%	Pass
22	Proposed (South Tower Rotated)	8%	2%	0%	Pass
23	Proposed (South Tower Rotated)	7%	2%	0%	Pass
26	Proposed (South Tower Rotated)	13%	4%	1%	Pass

2.2 South Tower Level 2

The wind conditions for the Proposed Configuration (South Tower Rotated) on Level 2 of the South Tower (Test Locations R1 – R7) have been shown to pass the standing comfort criterion, with Test Locations on the west side of Level 2 (Test Locations R1, R3, R5) and in the courtyard (Test Location R7) also passing the sitting comfort criterion. All Test Locations on Level 2 of the South Tower have been shown to pass the safety criterion.

These criteria achieved at these Test Locations have been presented in Table A2.

The wind conditions as a function of wind direction based on the gust criteria developed for Cowes are presented in Figures A8 and A9. It is noted that at each Test Location the directional specific wind conditions may be lower or higher than those of the tabulated results averaged over all wind directions.

Table A2: Pedestrian Wind Comfort and Safety – Level 2 of South Tower

Test Location	Configuration	Wind Comfort Criteria			
		Sitting	Standing	Walking	Safety
R1	Proposed (South Tower Rotated)	10%	2%	0%	Pass
R2	Proposed (South Tower Rotated)	24%	11%	4%	Pass
R3	Proposed (South Tower Rotated)	13%	4%	1%	Pass
R4	Proposed (South Tower Rotated)	21%	9%	3%	Pass
R5	Proposed (South Tower Rotated)	17%	7%	3%	Pass
R6	Proposed (South Tower Rotated)	21%	8%	3%	Pass
R7	Proposed (South Tower Rotated)	5%	2%	0%	Pass

3. Conclusion

An additional wind tunnel study has been completed for the Isle of Wight Hotel Development, Cowes to measure the wind conditions at key locations in the laneway between the North and South Towers and on Level 2 of the South Tower. The model was for the updated design (essentially a 180-degree rotation of Levels 2 – 4 of the South Tower) as per architectural drawings prepared by Alexander House and received on 16th February, 2023.

For the Proposed Configuration (South Tower Rotated), the wind conditions in the laneway between the North and South Towers (Test Locations 20, 22, 23 and 26) have been shown to pass the walking comfort criterion, with all Test Locations also passing the sitting comfort criterion.

The wind conditions for the Proposed Configuration (South Tower Rotated) on Level 2 of the South Tower (Test Locations R1 – R7) have been shown to pass the standing comfort criterion, with Test Locations on the west side of Level 2 (Test Locations R1, R3, R5) and in the courtyard (Test Location R7) also passing the sitting comfort criterion.

The Test Locations on Ground Level and Upper levels of the North Tower reported in MEL Consultants Report 161-22-WT-ENV-00 that have not been measured in this addendum would not be expected to be significantly different for the updated design of the South Tower and would still be valid.

Prepared by:

Y. Padayatchy

Authorised by:

M. Eaddy
29 March 2023

FIGURES

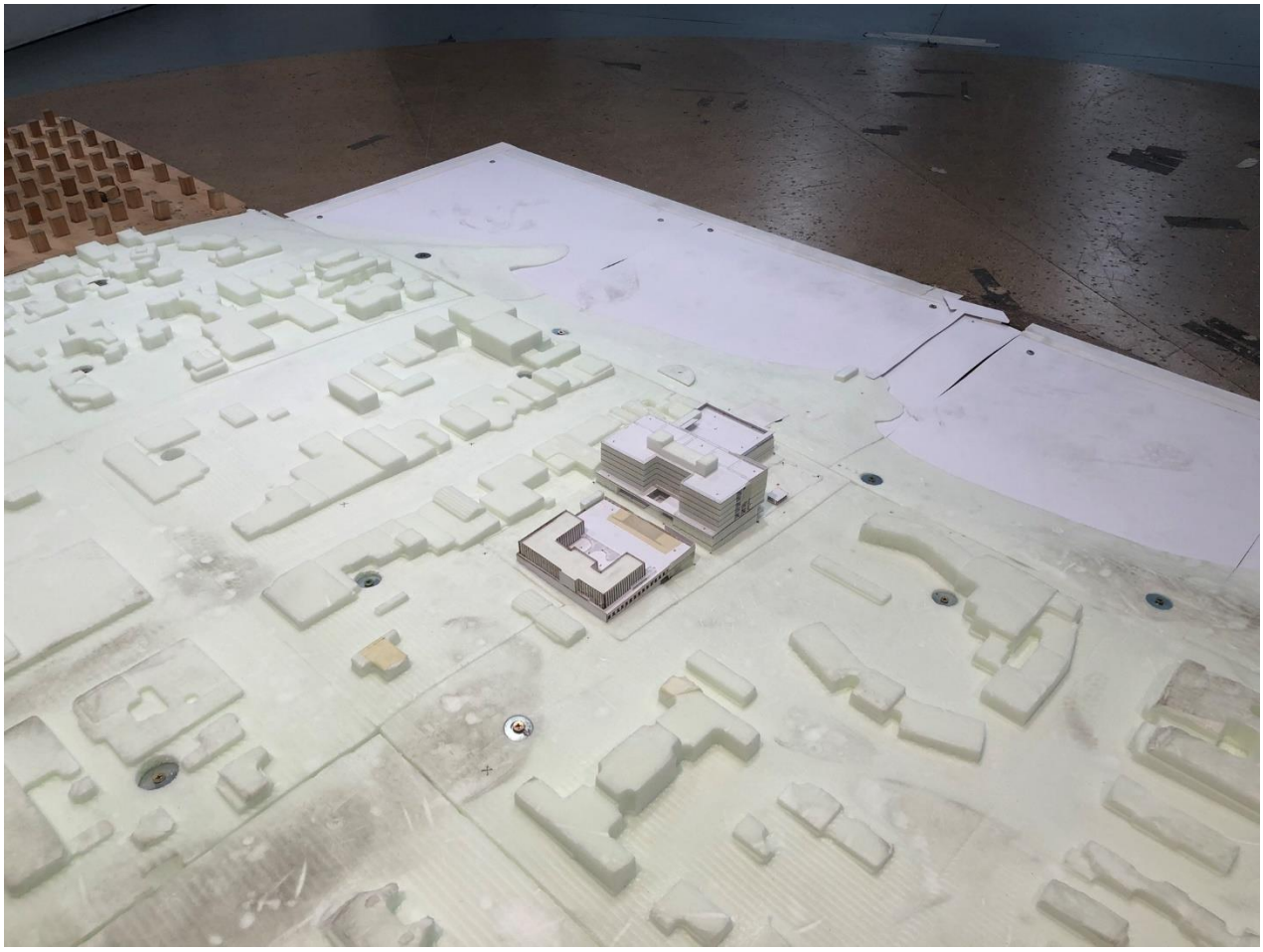


Figure A1 – View from the southeast of the 1/400 scale Proposed Configuration March 2023 of the Isle of Wight Hotel Development in the wind tunnel



Figure A2 – View from the north of the 1/400 scale Proposed Configuration March 2023 of the Isle of Wight Hotel Development in the wind tunnel

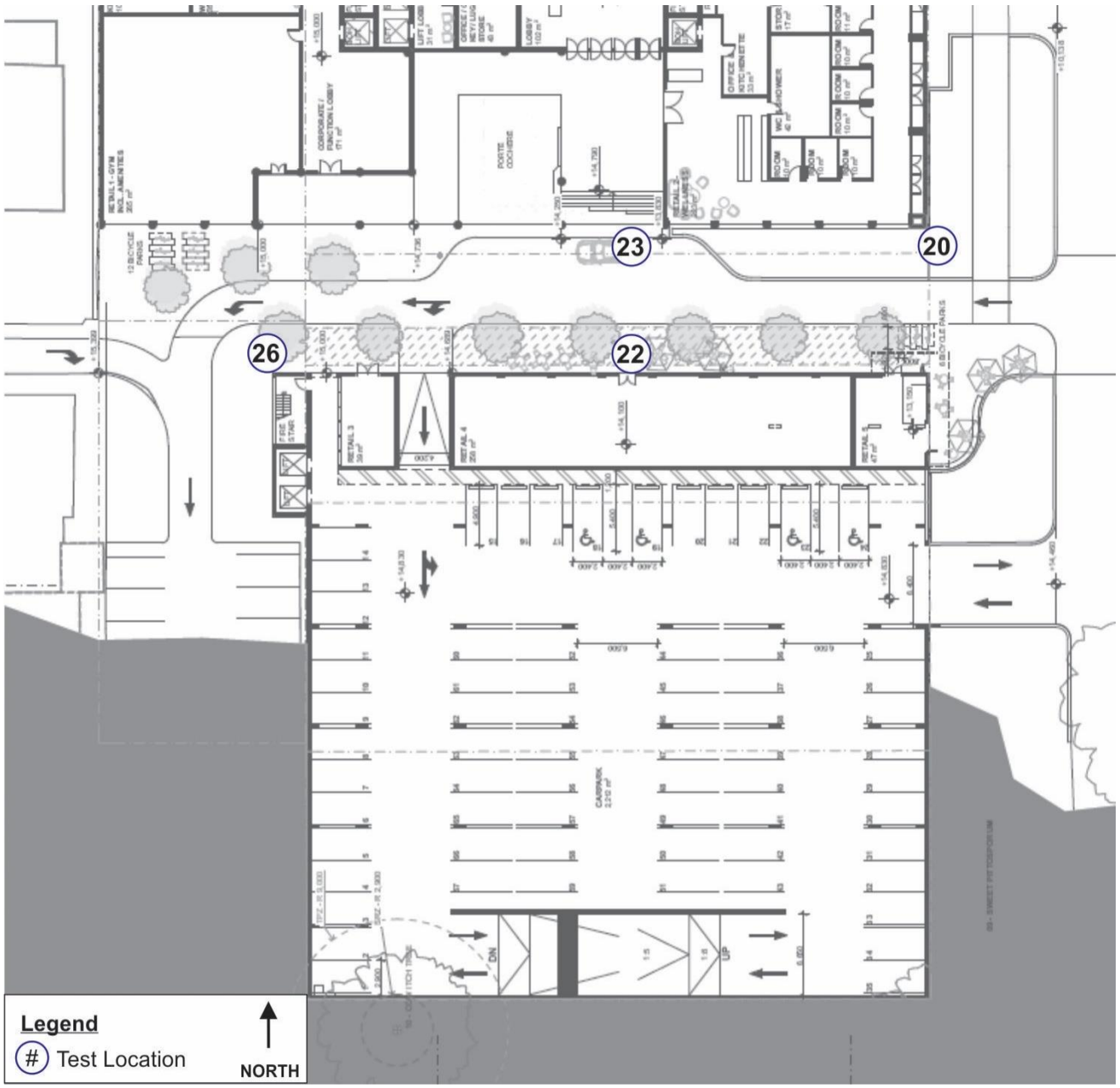


Figure A3 - Test Locations in the Laneway Ground Level for the Proposed Configuration (South Tower Rotated)

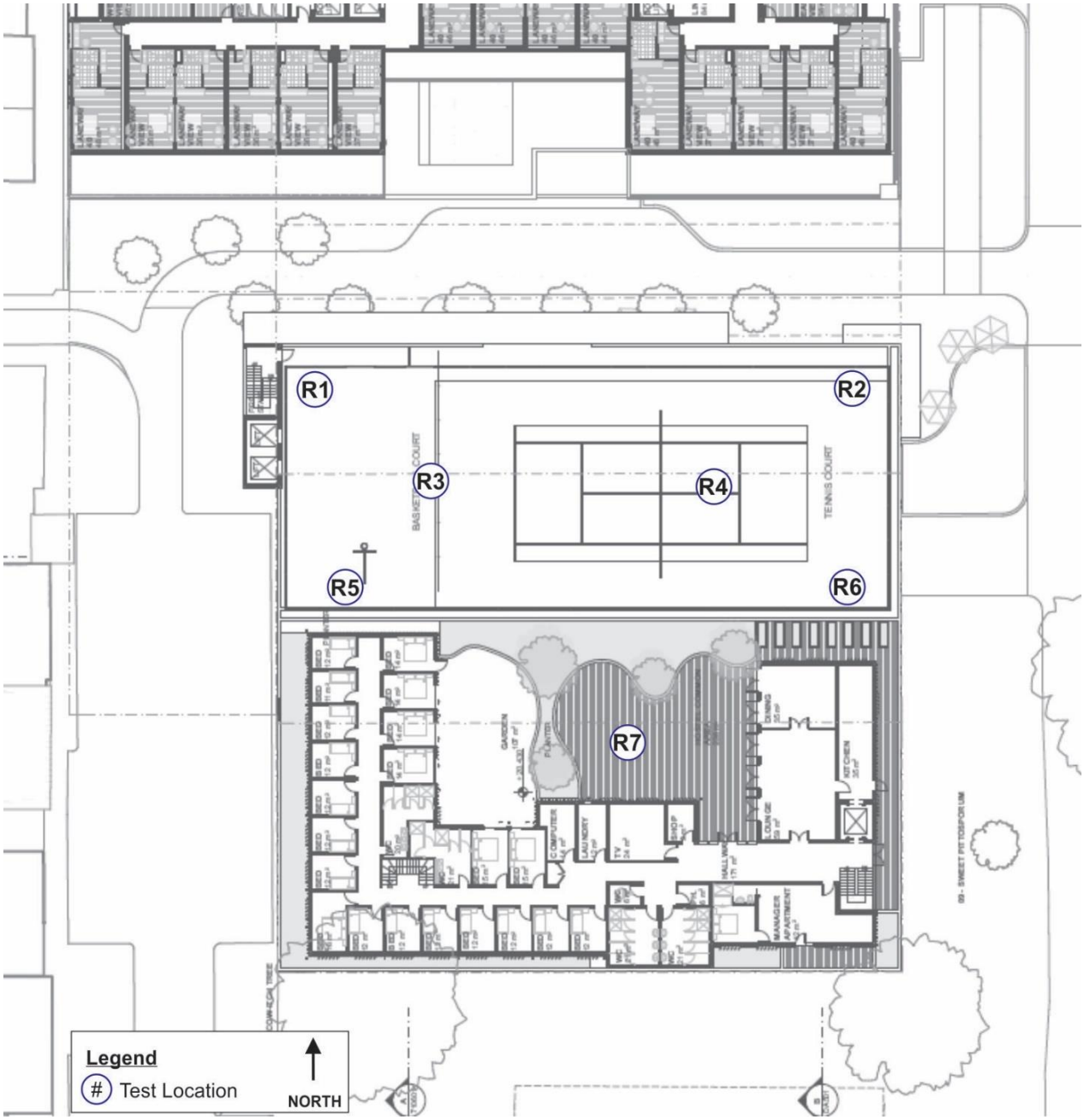


Figure A4 - Test Locations on Level 2 of the South Tower for the Proposed Configuration (South Tower Rotated)

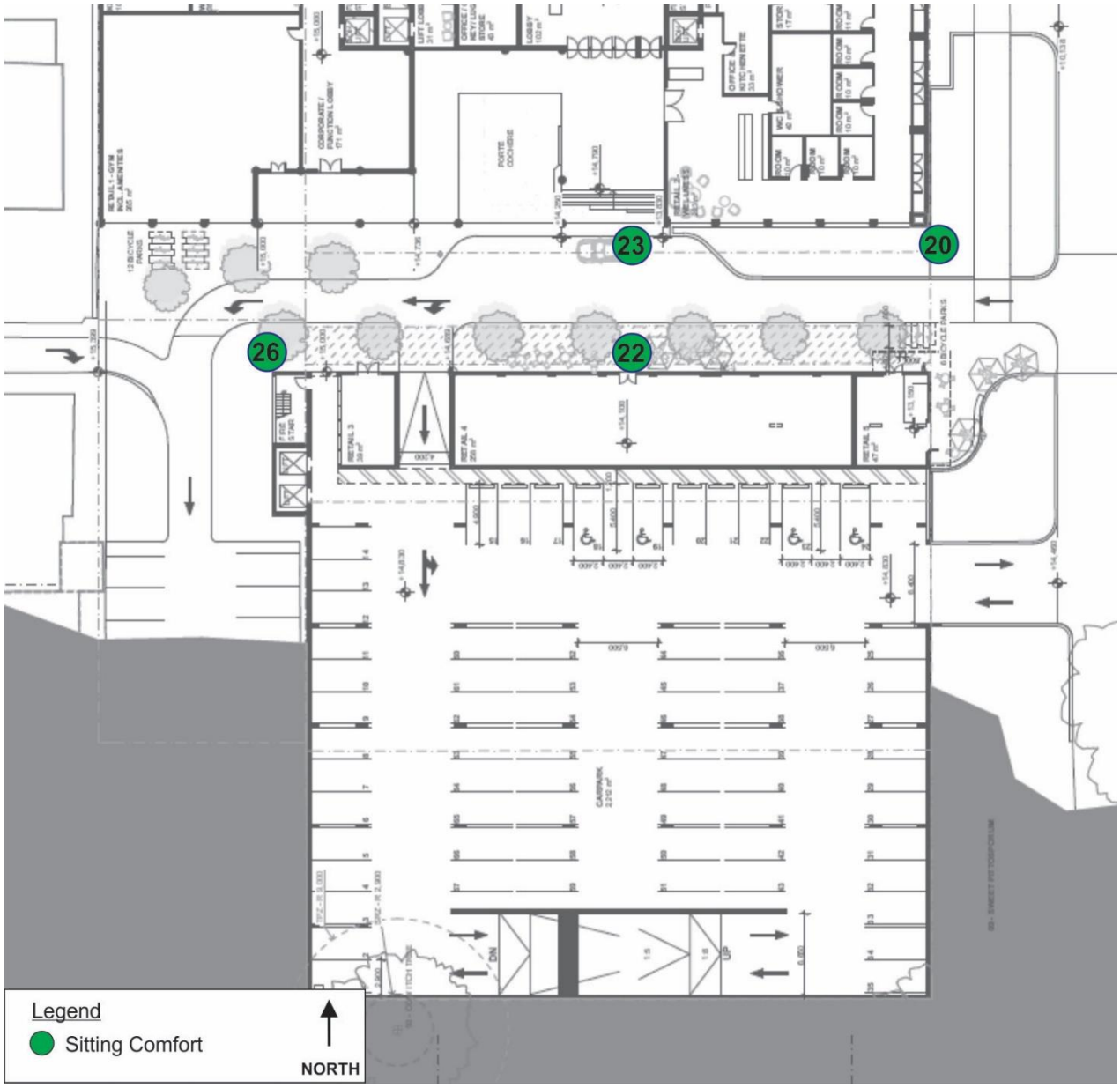


Figure A5 - Summary of wind conditions in the Laneway Ground Level for the Proposed Configuration (South Tower Rotated)

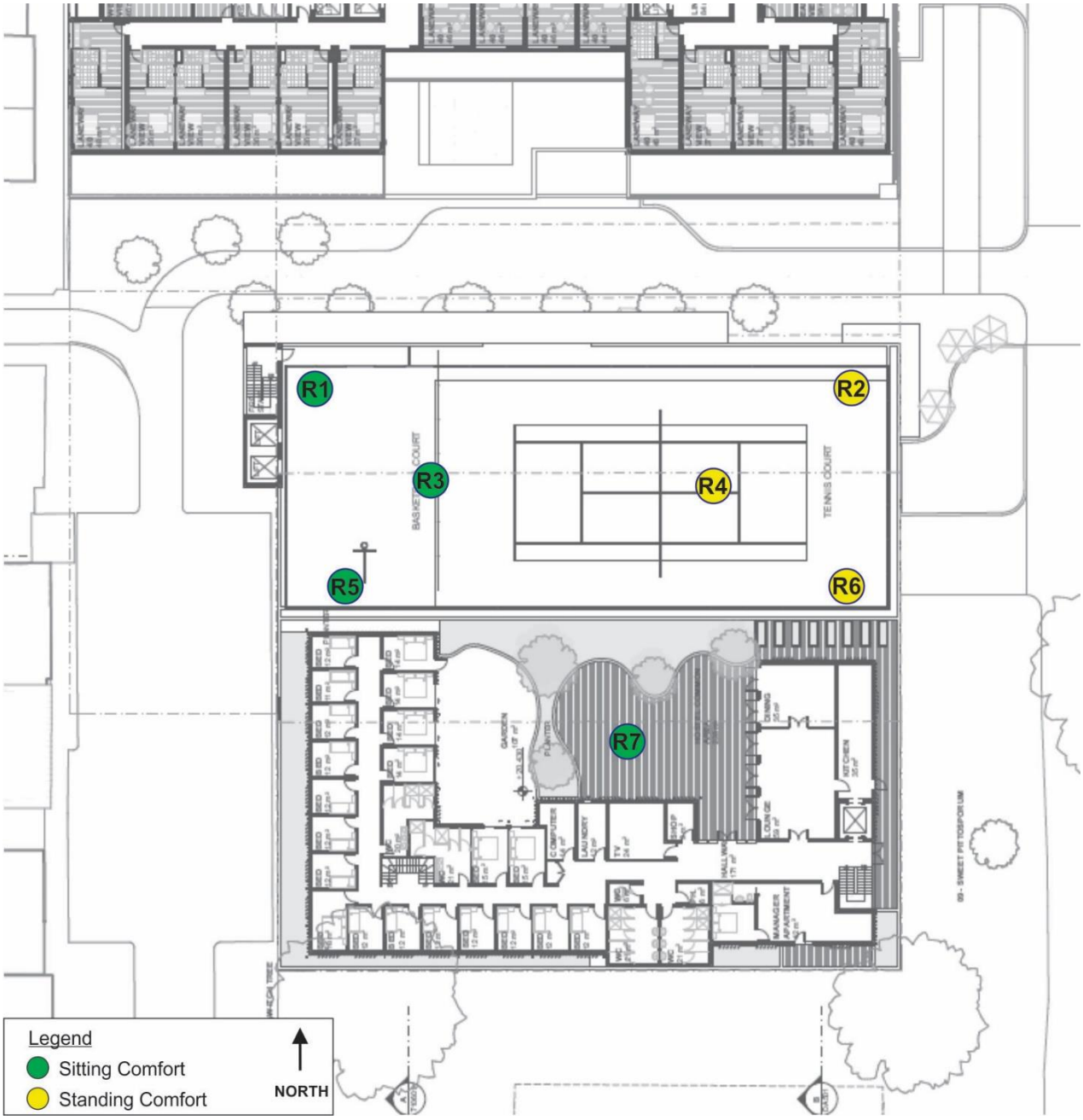


Figure A6 - Summary of wind conditions on Level 2 of the South Tower for the Proposed Configuration (South Tower Rotated)

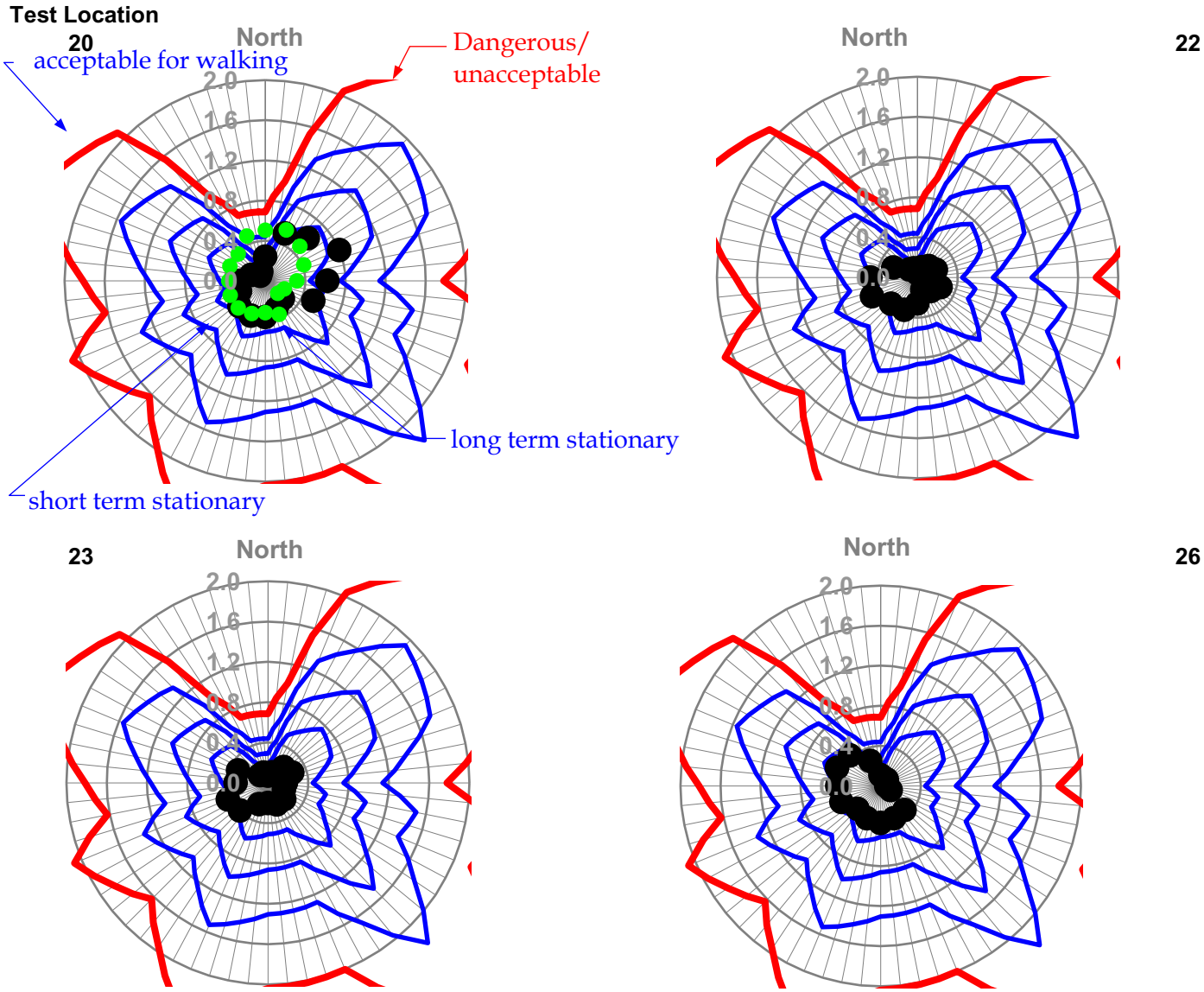


Figure A7 - Laneway between North and South Towers

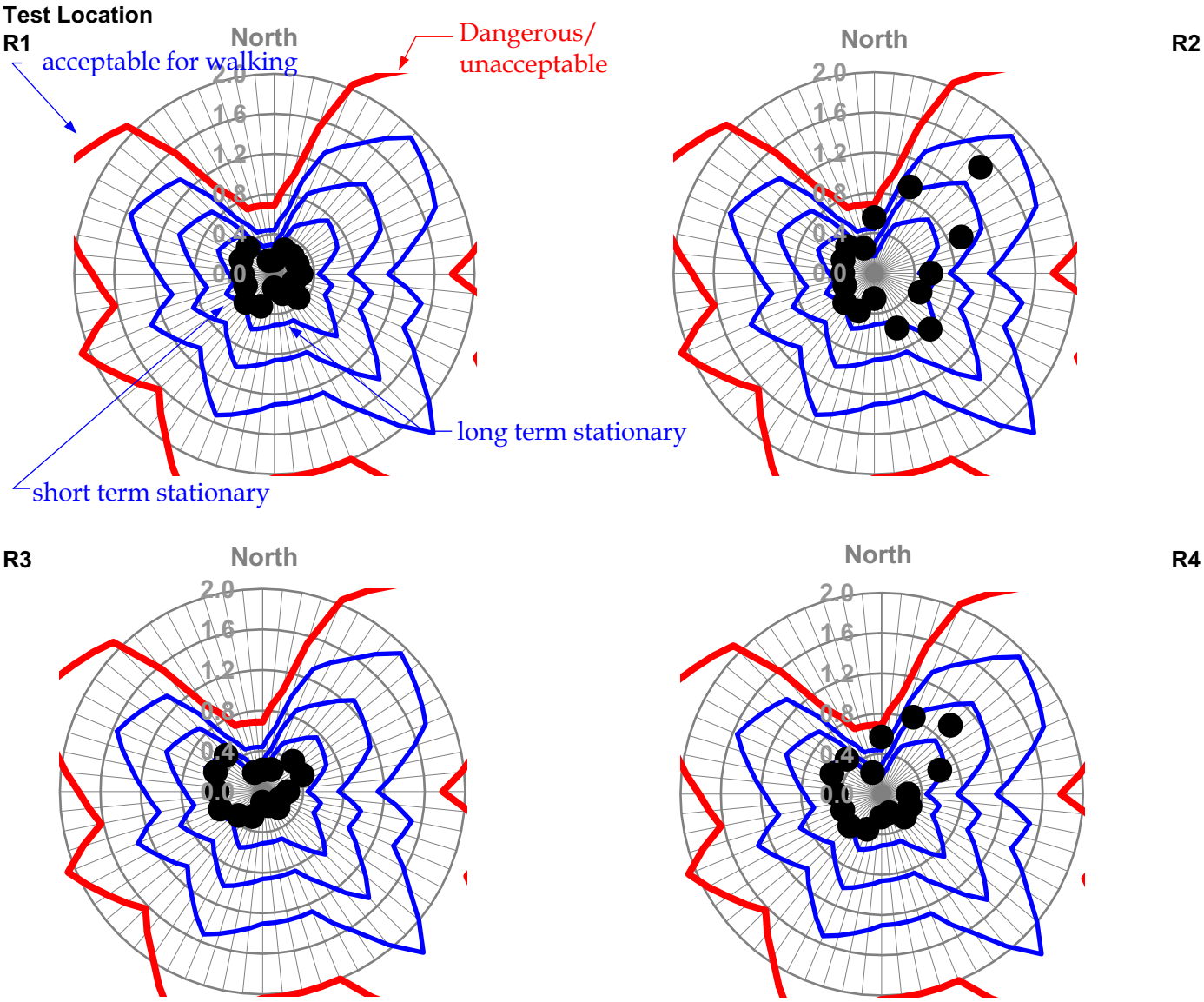
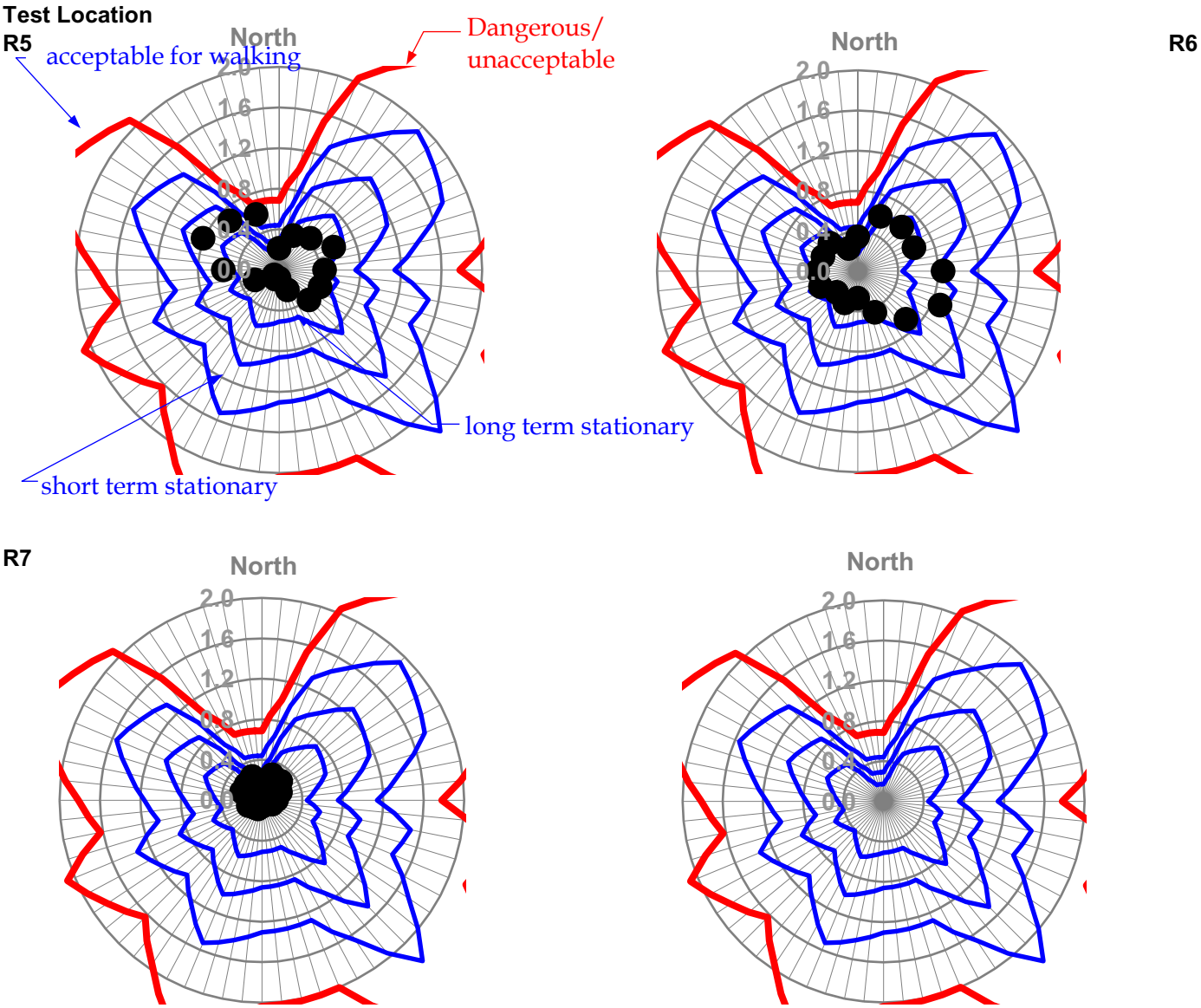


Figure A8 - South Tower Level 2



Peak velocity squared ratio $\left|\frac{\hat{V}_{local}}{\bar{V}_{300m}}\right|^2$ *as a function of wind direction*

Proposed Configuration (South Tower Rotated) ●

Figure A9 - South Tower Level 2 (Continued)

Memo

Memo Number	MD-ME-001	Discipline	M/E/H/F
Project Name	Isle of Wight	**Project Number**	22076
To	Chris Adams	**Company**	Salta Properties
cc	James Douglas	**Company**	Alexander & Co
cc		**Company**	
From	Grant Holman/Matt Kokic	**Company**	Collective Engineering
Date	5th April 2023		
Topic	**Town Planning RFI Responses**		

In response to Items 21, 22 and 23 of the request for further information received from Bass Coast Shire Council (as outlined below), Collective Engineering provide the following commentary/advice.

Utilities/location of substations and services

21) The proposed service cupboards along Bass Avenue to be setback or doors designed to not swing open towards over the footpath i.e. to be wholly contained within the sites boundaries.

22) Greater detailing is to be provided on the external service cupboards – particularly those facing Bass Avenue. Regard is to be had to ensuring it integrates with the ground level through the use of innovative design/high quality colours and materials. The colour and material schedule is to also reference this.

23) Insufficient detailing and information has been provided for the rooftop services and lift overrun. There is concern that this will add significant height to the development. On the east elevation for example, the height appears to be at least 4.2 metres. Further concern is raised at the northern elevation whereby due to the width of the rooftop services the visual impact would be significant. Further finessing is requested to:

a) Explore sleek/minimalist architectural features to reduce the prominence of necessary rooftop features/lift-overrun.

b) Update the artist impressions/elevations to show the services/lift overrun and dimensions.

c) Update the roof plan to clarify the VIP Terrace and how it interacts with the enclosed plant areas. Explore opportunities for vegetation to screen the roof plant from the public realm. Any vegetation proposed is to be confirmed by an arborist/landscape architect as being able to thrive noting the windy conditions experienced.

d) Incorporate solar panels.

Figure 1 – Excerpt from RFI from BCSC

21. Based on the current services design, we have the Fire Booster that is on Bass Avenue boundary and has door openings outwards. The FRV typically require the booster to be on boundary and street facing.

Memo

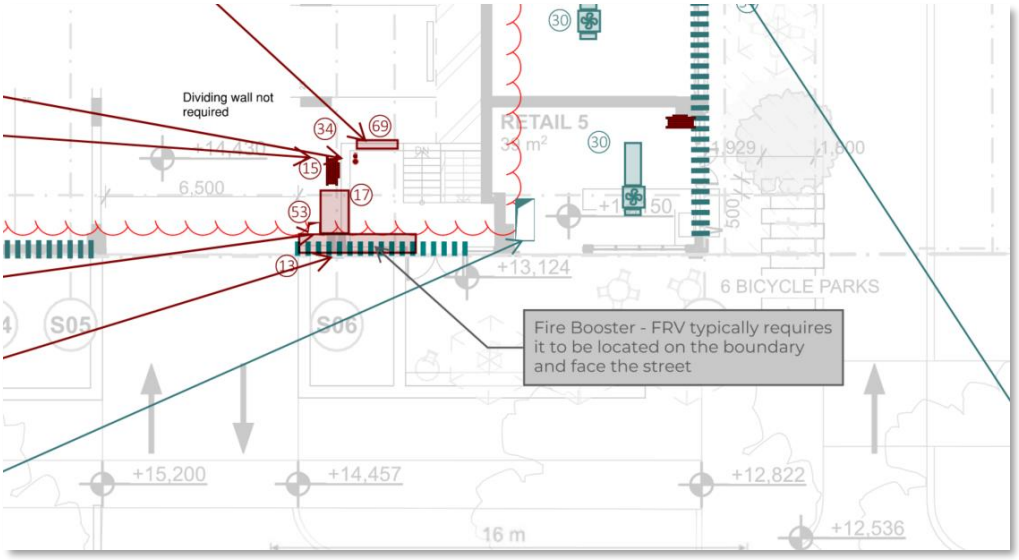


Figure 2 – Fire Booster

The times where the fire booster outswing of doors beyond title boundary will occur only intermittently and for servicing of the boosters or in times of fire emergency. These doors will be closed for the vast majority of the time and will therefore have no material impact on street/footpath circulation.

There is also one access door for personnel egress from the substation (adjacent the loading dock). This is required by the authority. If its current configuration is an issue for Council, we would suggest that it could be recessed in, subject to it not impacting the main double door access requirements of the substation.

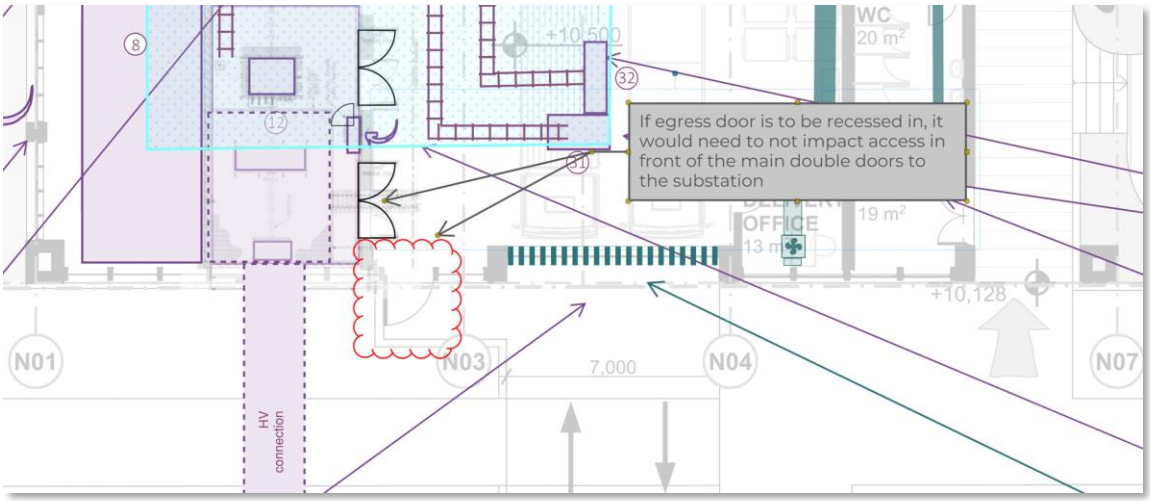


Figure 3 – Substation egress door considerations

22. As per item 21 above. A&Co to advise on finishes, noting that the relevant authorities will have minimum requirements for signage and materials.

23. Our latest sketch pack includes all the relevant plant and its approximate size (roof plan appended to this memo for ease of reference). As noted on the plan, architectural input on the risers that come from the lower levels through the suites and onto the roof on the northern side would be progressed through the design phase. We expect that the roof terrace space would adjust slightly to allow risers to come up to roof level and offset along the roof to the roof plant that is set back from the terraces (refer Figure 4 below for a potential approach).

Solar panels should be located across the roof in located where it can coordinate with mechanical plant. Final sizing will be developed in accordance with available space and subject to ESD input/advice/requirement.

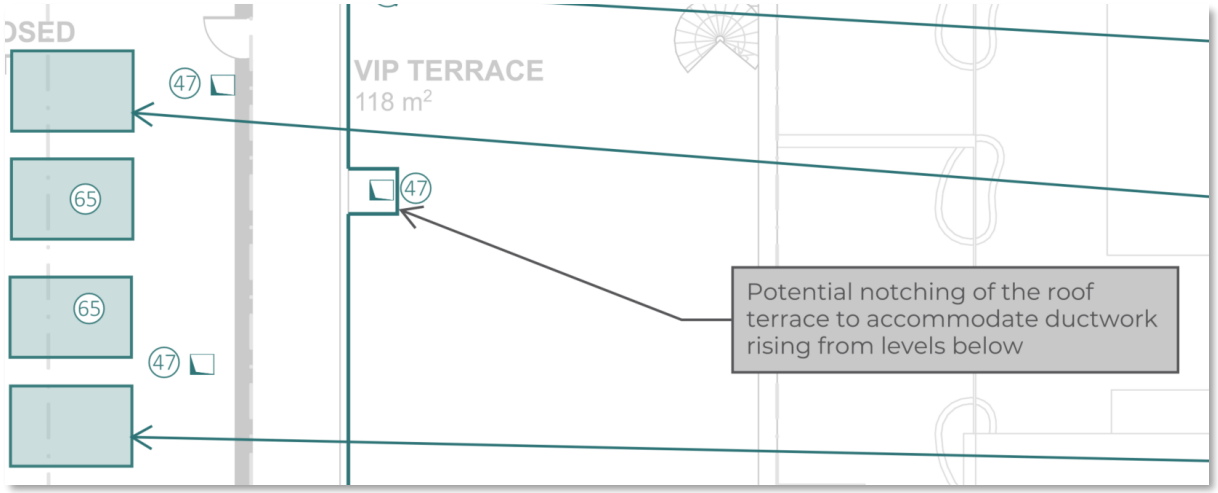


Figure 4 – Notching of roof terrace to coordinate with risers

SOLAR PV WHERE ROOF SPACE IS AVAILABLE, SIZE TBC

HOTEL ROOM CONDENSERS
APPROX 950 x 350 x 950 HIGH EACH. ONE PER HOTEL ROOM

KITCHEN EXHAUST FANS
FANS DOUBLE STACKED WITH OTHER SYSTEMS

MECHANICAL PIPEWORK RISER - PODIUM
CHW/HHW PIPEWORK
APPROX 1000x300

HEAT PUMP CHILLERS
2 X 500KW APPROX
2.5M HIGH

HOT WATER PLANT

HOTEL ROOM CONDENSERS
APPROX 950 x 350 x 950 HIGH EACH. ONE PER HOTEL ROOM

LOADING DOCK/WASTE / BIN EXHAUST FAN
FANS DOUBLE STACKED WITH OTHER SYSTEMS

GENERAL EXHAUST FANS
FANS DOUBLE STACKED WITH OTHER SYSTEMS

TOILET EXHAUST FAN
FANS DOUBLE STACKED WITH OTHER SYSTEMS

HEAT RECOVERY VENTILATORS
CONNECTED TO HOTEL OUTSIDE AIR AND TOILET EXHAUST SHAFTS. TYPICAL

HEAT RECOVERY VENTILATORS
CONNECTED TO HOTEL OUTSIDE AIR AND TOILET EXHAUST SHAFTS. MUST BE MINIMUM 6M FROM EXHAUST DISCHARGES

HOTEL OUTSIDE AIR AND TOILET EXHAUST RISERS FROM BELOW REQUIRE FURTHER COORDINATION TO ENABLE THE DUCTS FROM BELOW TO PASS THROUGH TO ROOF LEVEL

DISHWASHER EXHAUST FANS
FANS DOUBLE STACKED WITH OTHER SYSTEMS

TOILET EXHAUST FAN
FANS DOUBLE STACKED WITH OTHER SYSTEMS

GENERAL EXHAUST FAN
FANS DOUBLE STACKED WITH OTHER SYSTEMS

MECHANICAL PIPEWORK RISER
HOTEL REFRIGERANT RISER (ASSUMING SPLIT AC)
1.55m X 0.70m WITH ACCESS FROM COMMON AREA

HYDRANT AND SPRINKLER ZONE VALVE ASSEMBLY

ON FLOOR ELECTRICAL CUPBOARD

ON FLOOR COMMS CUPBOARD

CORRIDOR AIR CONDITIONING RISER
ASSUMES TEMPERING ONLY RATHER THAN FULL CONDITIONING

CORRIDOR AC/TEMPERING
APPROX 3m x 3m X 2.4m HIGH WITH OPENINGS TO ABOVE FOR HEAT EXCHANGE

CORRIDOR AC/TEMPERING
APPROX 3m x 3m X 2.4m HIGH WITH OPENINGS TO ABOVE FOR HEAT EXCHANGE

HYDRANT AND SPRINKLER ZONE VALVE ASSEMBLY

MECHANICAL PIPEWORK RISER
HOTEL REFRIGERANT RISER (ASSUMING SPLIT AC)
1.55m X 0.70m WITH ACCESS FROM COMMON AREA

CORRIDOR AIR CONDITIONING RISER
ASSUMES TEMPERING ONLY RATHER THAN FULL CONDITIONING

ON FLOOR ELECTRICAL CUPBOARD

HOTEL OUTSIDE AIR AND TOILET EXHAUST SHAFT
600X500 SHAFT - ONE SHAFT PER 2 HOTEL ROOMS. TYPICAL

VIP TERRACE 17 m²
VIP TERRACE 120 m²
LOBBY
FIRE STAIR
LIFT LOBBY 22 m²
ENCLOSED PLANT 42 m²
VIP TERRACE 118 m²
VIP TERRACE 119 m²
VIP TERRACE 123 m²

Item No.	Engineering Item	Dimensions or area (sqm)	Comments
34	Hydrant and sprinkler zone valve assembly	0.58m (w) x 0.34m (d)	Note the required BCA clearances within the typical hotel room section. Generally a 1,300mm stair landing will provide sufficient clearances.
35	Main Hydraulic Riser	1m (l) x 0.5m (w)	To be located off a common corridor, vertically aligned up through the building.
37	Lifts	2750mm (w) x 2500mm (d)	This figure is the clear internal dimension per lift which excludes the structure. Refer to the lift section for lift numbers and further details. A lift traffic analysis will be undertaken however for preliminary planning purposes three passenger lifts and one good lifts connecting to a back or house area would be recommended.
38	Lifts	2850mm (w) x 2500mm (d)	This figure is the clear internal dimension per lift which excludes the structure. Refer to the lift section for lift numbers and further details. A lift traffic analysis will be undertaken however for preliminary planning purposes three passenger lifts and one good lifts connecting to a back or house area would be recommended.
42	Commercial kitchen diswasher exhaust shaft	0.8	To discharge at roof level.
43	Corridor air conditioning shaft	0.3	Ensure the supply and return shafts vertically align down through the building and connect directly to the corridor to which they serve
47	Hotel Outside air and Toilet Exhaust Shaft	0.6m (l) x 0.5m (d)	Each shaft can serve two rooms per floor. Located between the two hotel rooms.
49	Kitchen Exhaust shafts	1.3	Locate the vertically aligned fire-rated shafts close to the commercial kitchen exhaust hoods they serve.
50	Kitchen Exhaust shafts	0.6	Locate the vertically aligned fire-rated shafts close to the commercial kitchen exhaust hoods they serve.
53	Fire pump flue	0.4m (l) x 0.4m (w)	
60	Hot Water Plant	5m (l) x 7m (w) x 1.9m (h)	Consider roof access for plant maintenance.
62	~~Water Cooled Central Plant~~	~~15.0m (l) x 11m (w) x 5.2m (h)~~	~~Note: Applicable only if the hotel and podium are air-cooled. A detailed layout of the central plant including cooling towers, heat pumps and associated equipment will be completed as part of the HSP: Initial layouts~~
65	Heat recovery ventilators	3.0m (l) x 2m (w) x 1.9m (h)	Disperse the units on the roof to locate them close to the outside air and exhaust air shafts to which they connect, to minimise ductwork on the roof.
66	Kitchen Exhaust-roof fans	2m (l) x 1m (w) x 1.2m (h)	Locate the rooftop exhaust fans in a safe location for access and maintenance, near the exhaust shafts and well away (6m minimum) from any air intakes. The fans may be double stacked, and must allow for access between fans, for maintenance.
~~75~~	~~Hotel Air-Cooled Condensing Units~~	~~5.0m (l) x 4.4m (w) x 2.2m (h)~~	~~Note: Applicable only if the hotel is air-cooled. One plant area to be located in the north side of the building, and the other towards the south, close to refrigerant risers.~~
85	Mechanical Pipework Riser - Hotel ~~VRF~~	1.55m (l) x 0.70m (d)	Note: Applicable only if the hotel is air-cooled. To be located off a common corridor, ideally close to the rooftop condensers units. The riser should be vertically aligned up through the building.
89	Toilet Exhaust Louvre - South GF	0.37	Nominal 950 x 400 exhaust louvre

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DRAWING ISSUE HISTORY

REV	DATE	DESCRIPTION	DRW	APP
C	15/03/23	PRELIMINARY	VAR	JAL
B	22/11/22	PRELIMINARY	VAR	JAL

Collective engineering

Moda/

A&CO.

ISLE OF WIGHT

MULTI-DISCIPLINE SERVICES
ROOF TERRACE

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PRELIMINARY ISSUE
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					1:250	22076	MD-SK-001	C

Client
MODA Phillip Island Pty Ltd

Date
8 May 2023

Waste Management Plan

Isle of Wight
9-15 The Esplanade, Cowes

ratio:

Planning
Transport
Urban Design
Waste Management

ratio.com.au

Project
Isle of Wight 9-15 The Esplanade, Cowes

Prepared for
MODA Phillip Island Pty Ltd

Our reference
18004W

Directory path Y:\18001-18500\18004W - 9-10 The Esplanade and 2-8 Bass Avenue, Cowes\9. Reports\18004W-R01F02.docx

Version	Date	Issue	Prepared by	Checked by
R01D01	20/12/2022	Town Planning- Draft	W Psiwa	L Harris
R01F01	21/12/2022	Town Planning- Final	W Psiwa	L Harris
R01D02	08/05/2023	Town Planning- Updated Draft	L Harris	L Harris
R01F02	08/05/2023	Town Planning- Updated Final	L Harris	L Harris

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1. Introduction

1.1. Project Details

Site Address

9-15 The Esplanade, Cowes

Local Council

Bass Coast Council - Phone: 1300 226 278

Planning Application Number

To be assigned

Development Summary

Isle of Wight Hotel

Level	Waste Source	No.of Days of Operation/Week	Net Lettable Area (m^2)
Esplanade/Laneway	Training & Office Rooms	7	53
Esplanade/Laneway	Admin	7	148
Esplanade/Laneway	Grab & Go	7	17
Esplanade/Laneway	F&B- Hotel Dining	7	184
Esplanade/Laneway	F&B-Pub	7	265
Esplanade/Laneway	Bistro	7	278
Esplanade/Laneway	Bar	7	73
Esplanade/Laneway	Gym	7	205
Esplanade/Laneway	Wellness	7	138
Esplanade/Laneway	Signature Restaurant	7	244
Esplanade/Laneway	Bar	7	24
Esplanade/Laneway	Meeting room	7	132
Esplanade/Laneway	Function room	7	683
Esplanade/Laneway	Canteen	7	111
Esplanade/Laneway	Beer Garden Kiosk	7	39
Level 1	Pool bar	7	46
Level 1	Pool	7	230
Levels 1 to 5	Hotel beds	7	163
		Total	**2870**

Laneway Retail

Level	Waste Source	Days of Operation/Week	Net Lettable Area (m^2)
Laneway	Retail tenancies	7	317

Key Worker Accommodation

Waste Source	Qty
Tourist & Worker Hostel	49
Manager's Residence (1-Bedroom Apartment)	1

1.2. Purpose

This Waste Management Plan has been prepared, to accompany the town planning application.

1.3. Limitations

Waste management arrangements during the construction and fit-out stages of the development, and on-going operation and monitoring of the waste management arrangements for the development following the occupation of the development are outside the scope of this Waste Management Plan.

1.4. Applicable Standards and References

Relevant policies and guidelines considered as part of the preparation of this Waste Management Plan include:

— Australian Government – National Waste Policy: Less Waste, More Resources (2018).

— Victorian Government – Recycling Victoria: A New Economy (2020).

— Sustainability Victoria – Better Practice Guide for Waste Management and Recycling in Multi-Unit Developments (2018).

— City of Melbourne- Guideline for Waste Management Plans (2021).

— EPA Noise Control Guidelines (2021).

2. Operation Waste Management Guide

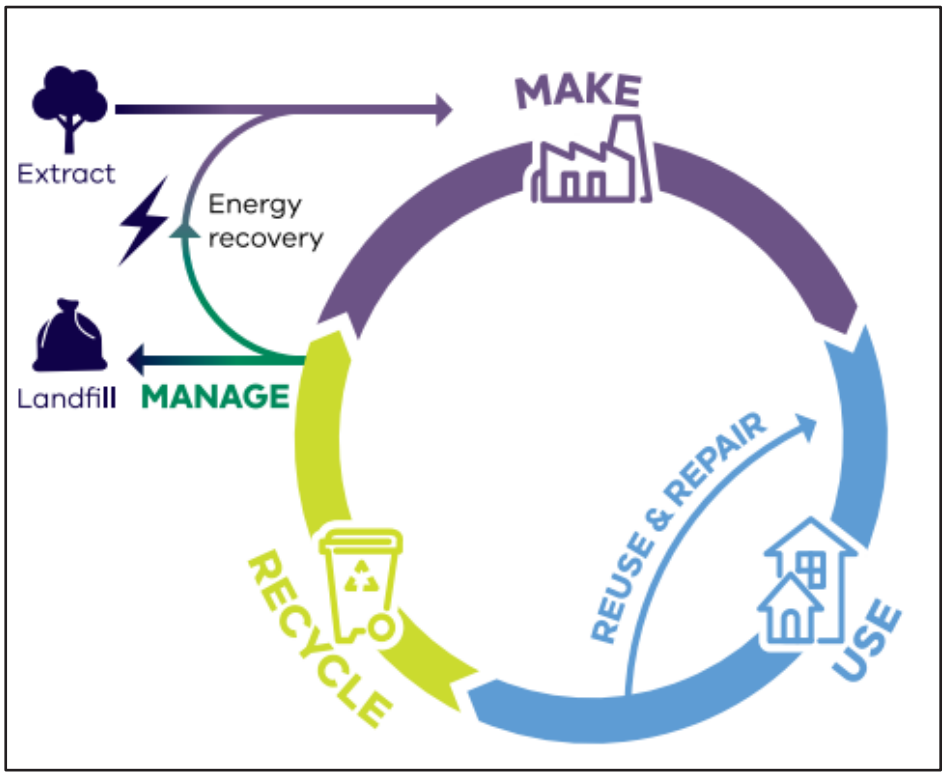
2.1. Recycling Victoria: A New Economy

The Victorian Government's Recycling Victoria: A New Economy was released in 2020 and sets out strategies to reduce the amount of waste generated in Victoria and increase the amount of materials for recycling and reprocessing to reduce damage to the environment caused by waste.

Ongoing education and dedicated ongoing management services are critical factors in encouraging users to continue to use the services and systems as intended. The future Occupiers of the development shall promote the above strategy where practicable and encourage users to participate in minimising the impact of waste on the environment. In particular, consideration should be made to the circular economy as shown in Figure 2.1 below.

A circular economy continually seeks to reduce the environmental impacts of production and consumption, while enabling economic growth through more productive use of natural resources.

Figure 2.1: The Circular Economy



Source: Recycling Victoria: A New Economy

2.2. Guide for Hotel Guests

General Waste

— Each guest shall place general waste into a dedicated general waste receptacle (to be provided by Building Management).

— Cleaning staff shall empty the general waste receptacle into the general waste collection bins located within the loading dock when full.

— General waste should be placed within tied bags (biodegradable material recommended) prior to being placed into the general waste collection bins.

Recycling

— Each guest shall place recycling into a dedicated recycling receptacle (to be provided by Building Management).

— Cleaning staff shall empty the recycling receptacle into the recycling collection bins located within the loading dock when full.

— Bottles, cans, and containers should be rinsed, cardboard is flattened, and lids/packaging are separated as per the Australasian Recycling Label instructions (visit: https://recyclingnearyou.com.au/arl/), prior to being placed into the recycling collection bins.

Recycling must not be bagged

2.3. Guide for Hotel Tenancies

General Waste

— Staff shall place general waste into a dedicated general waste receptacle (to be provided by Building Management).

— Cleaning staff shall empty the general waste receptacle into the general waste collection bins located within the loading dock when full.

— General waste should be placed within tied bags (biodegradable material recommended) prior to being placed into the general waste collection bins.

Organics

— Staff shall place food scraps into a dedicated organics caddy (to be provided by Building Management).

— Cleaning staff shall empty the organics caddy into the organics processing unit located within the loading dock when full.

— Organics should either be unbagged or placed within approved compostable bags prior to being placed into the organics collection bins.

Recycling

— Staff shall place recycling into a dedicated recycling receptacle (to be provided by Building Management).

— Cleaning staff shall empty the recycling receptacle into the recycling collection bins located within the loading dock when full.

— Bottles, cans, and containers should be rinsed, cardboard is flattened, and lids/packaging are separated as per the Australasian Recycling Label instructions (visit: https://recyclingnearyou.com.au/arl/), prior to being placed into the recycling collection bins.

— Recycling must not be bagged.

Glass

— Staff shall place glass into a dedicated glass receptacle (to be provided by Building Management).

— Cleaning staff shall empty the glass receptacles into the glass collection bins located within the loading dock when full.

— Staff must ensure that glass bottles and jars are rinsed, and lids/packaging are separated as per the Australasian Recycling Label instructions (visit: https://recyclingnearyou.com.au/arl/), prior to being placed into the glass collection bins.

— Glass must not be bagged.

Other Waste Streams

— **Hard waste and e-waste**- cleaning staff shall take hard waste and e-waste to the dedicated storage area in the loading dock. The Building Manager will be responsible for organising hard waste and e-waste collection via a private contractor, as required.

2.4. Guide for Laneway Retail Tenants

General Waste Disposal

— Staff shall place general waste into dedicated general waste receptacles (to be provided by the Operator).

— Staff shall empty the general waste receptacles into the general waste collection bins located within the bin room.

— Staff shall ensure that general waste is placed within tied bags (biodegradable material recommended) prior to being placed into the general waste collection bins.

Recycling Disposal

— Staff shall place recycling into dedicated recycling receptacles (to be provided by the Operator).

— Staff shall empty the recycling receptacles into the recycling collection bins located within the bin room.

— Staff shall ensure that bottles, cans, and containers are rinsed, cardboard is flattened, and lids/packaging are separated as per the Australasian Recycling Label instructions (visit: https://recyclingnearyou.com.au/arl/), prior to being placed into the recycling collection bins.

— Recycling must not be bagged.

Organics Disposal

— Staff shall place food scraps into dedicated organics caddies (to be provided by the Operator).

— Staff shall empty the organics caddies into the organics collection bins located within the bin room.

— Staff shall ensure that organics are unbagged or placed within approved compostable bags prior to being placed into the organics collection bins.

Paper & Cardboard Disposal

— Staff shall place glass into dedicated paper and cardboard receptacles (to be provided by the Operator).

— Staff shall empty the glass receptacles into the paper and cardboard collection bins located within the bin room.

— Paper and cardboard must not be bagged.

Other Waste Streams

— **Hard waste and e-waste**- staff shall take hard waste and e-waste to the dedicated storage area in the waste room. The Building Manager will be responsible for organising hard waste and e-waste collection via a private contractor, as required.

2.5. Guide for Key Worker Accommodation Residents

General Waste

— Each resident shall place general waste into a dedicated general waste receptacle (to be provided by Building Management).

— Cleaning staff shall empty the general waste receptacle into the general waste collection bins located within the shared bin room when full.

— General waste should be placed within tied bags (biodegradable material recommended) prior to being placed into the general waste collection bins.

Organics

— Each resident shall place food scraps produced in the common kitchen area in the organic caddies provided in the common kitchen area (to be provided by Building Management).

— Cleaning staff shall empty the organics caddy into the organics collection bins located within the hotel bin room when full.

— Organics should either be unbagged or placed within approved compostable bags prior to being placed into the organics collection bins.

Recycling

— Each resident shall place recycling into a dedicated recycling receptacle (to be provided by Building Management).

— Cleaning staff shall empty the recycling receptacle into the recycling collection bins located within the hotel bin room when full.

— Bottles, cans, and containers should be rinsed, cardboard is flattened, and lids/packaging are separated as per the Australasian Recycling Label instructions (visit:

https://recyclingnearyou.com.au/arl/), prior to being placed into the recycling collection bins.

— Recycling must not be bagged.

Glass

— Each resident shall place glass into a dedicated glass receptacle (to be provided by Building Management).

— Cleaning staff shall empty the glass receptacles into the glass collection bins located within the hotel bin room when full.

— Each resident must ensure that glass bottles and jars are rinsed, and lids/packaging are separated as per the Australasian Recycling Label instructions (visit: https://recyclingnearyou.com.au/arl/), prior to being placed into the glass collection bins.

— Glass must not be bagged.

Other Waste Streams

— **Hard waste and e-waste**- cleaning staff shall take hard waste and e-waste to the dedicated storage area in the waste room. The Building Manager will be responsible for organising hard waste and e-waste collection via a private contractor, as required.

2.6. Building Manager Responsibilities

— Ongoing management of the waste management system including the maintenance of all bin rooms, the organics processing unit, and associated equipment and components, to the satisfaction of all waste system users and the relevant authority, and in accordance with the manufacturer's specifications.

— Engaging appropriate contractor(s) to conduct services, replacements, or upgrades, as required.

— Engaging and managing the waste collection contractor(s).

— Publishing and distributing information to ensure that all waste system users are familiar about the waste management system and the locations of the bin rooms.

— Ensuring the waste collection contractor(s) have access to the collection point on collection days.

— Informing all waste system users that bagged recycling is not permitted.

— Securing all bins and labelling/numbering the bins according to the property address to protect the equipment from theft and vandalism.

— Servicing all public areas through sweeping and removal of litter on a regular basis to prevent stormwater pollution.

— Preventing overfilled bins by keeping lids closed.

— Ensuring that bins are not removed from the site.

— Ensuring that the bins are provided as per the design requirements outlined in Section 6.

— Ensuring that the bin rooms, organics processing unit, and associated waste management equipment are provided as per the design requirements outlined in Section 6.

2.7. Waste Management Plan Communication Strategy

The building manager is to ensure that all waste systems users are informed about the development's waste management system, including where and how to correctly dispose of each waste stream. It is highly recommended that this Waste Management Plan is electronically provided to all residents and commercial tenants.

The waste collection contractor and organics processing unit supplier (in conjunction with Building Management shall provide educational material to inform all waste system users about the development's waste management system and advise all waste system users how to correctly separate and dispose of each waste stream with care, to minimise waste sent to landfill and reduce the contamination of recyclables.

2.8. Waste Management Plan Revisions

From time to time, due to changes in legislative requirements, changes in the development's needs and/or waste patterns (such as waste composition, volume, or distribution), or to address unforeseen operational issues, Building Management shall be responsible for coordinating the necessary Waste Management Plan revisions, including (on an as-required basis):

— A waste audit and new waste management strategy.

— Revision of the waste system (bin size / quantity / waste streams / collection frequency / update of equipment).

— Revision of the services provided by the waste collection contractor(s).

— Re-education of users.

— Any necessary statutory / regulatory requirements / approvals.

3. Waste Volume Assessment

3.1. Waste Volume Assessment

Sustainability Victoria's "Better Practice Guidelines for Waste Management and Recycling in Multi-unit Developments" specify the following waste generation rates relevant to the serviced apartment component of this development:

Licensed Club

Adopted for the bar, pool bar and pub areas

— General Waste: 50L/100m^2 floor area/day

— Recycling: 50L/100m^2 floor area/day

Office

Adopted for the office, admin, meeting room and function room areas

— General Waste: 10 L/100m^2 floor area/day

— Recycling: 10L/100m^2 floor area/day

Gym

Adopted for the gym, pool, and wellness areas

— General Waste: 10 L/100m^2 floor area/day

— Recycling: 10L/100m^2 floor area/day

Hotel/ motel

Adopted for the hotel rooms

— General Waste: 5L/ day/ bed

— Recycling: 5L/ day/ bed

Serviced Apartment

Adopted for the key worker and manager residence accommodation

— General Waste: 35 L/ Apartment /week

— Recycling: 35 L/ Apartment /week

To allow for the separation of organics and glass from the general waste and recycling streams, the above waste generation rates have been modified to allow for an 80:20 split for general waste: organics and a 70:30 split for recycling: glass, respectively.

City of Melbourne's 'Guideline for Waste Management Plans' specify the following waste generation rates relevant to the development:

Restaurant

Adopted for the laneway retail tenancy, bistro, signature restaurant and hotel dining areas

— General Waste: 528L/100m^2 floor area/day

— Organics: 132 L/100m^2 floor area/day

— Recycling: 200L/100m^2 floor area/day

To allow for the separation of recycling and paper and cardboard glass from the food and beverage recycling streams, the above waste generation rates have been modified to allow for a 40:40:20 split for recycling: paper and cardboard: glass, respectively.

Takeaway/ Café (pre-packaged food only)

Adopted for the grab & go tenancy

— General Waste: 120L/100m^2 floor area/day

— Organics: 30L/100m^2 floor area/day

— Recycling: 150L/100m^2 floor area/day

To allow for the separation of recycling and paper and cardboard from the grab & go recycling stream, the above waste generation rates have been modified to allow for a 50:50 split for recycling: paper and cardboard, respectively.

It has been assumed that the development will be in operation for seven days per week.

Applying these waste generation rates; the waste generation estimates for the commercial development are outlined in Table 3.1-3.7 below.

Table 3.1: Hotel General Waste and Organics Volume Estimates

Waste Source	Net Lettable Area (m^2)	No. of Days of operation/Week	General Waste Generation Rate ($L/100m^2/day$)	General Waste Volume (L/Week)	Organics Generation Rate ($L/100m^2/day$)	Organics Volume (L/Week)
Training & Office Rooms	53	7	10	37	-	-
Admin	148	7	10	104	-	-
Grab & Go	17	7	120	143	30	36
F&B- Hotel Dining	184	7	528	6801	132	1700
F&B-Pub	265	7	40	742	10	186
Bistro	278	7	528	10275	132	2569
Bar	73	7	40	204	10	51
Gym	205	7	10	144	-	-
Wellness	138	7	10	97	-	-
Signature Restaurant	244	7	528	9018	132	2255
Bar	24	7	40	67	10	17
Meeting room	132	7	10	92	-	-
Function room	683	7	10	478	-	-
Canteen	111	7	120	932	30	233
Beer Garden Kiosk	39	7	120	328	30	82
Pool bar	46	7	40	129	10	32
Pool	230	7	10	161	-	-
Hotel beds	163	7	5	57		-
Total	**2,870**	-	-	**29808**	-	**7160**

Table 3.2: Hotel Recycling, Glass and Paper and Cardboard Volume Estimates

Waste Source	NLA (m^2)	No. of Days of operation/ Week	Recycling Generation Rate (L/100m^2/ day)	Recycling Volume (L/Week)	Glass Generation Rate (L/100m^2/ day)	Glass Volume (L/Week)	Paper & Cardboard Generation Rate (L/100m^2/ day)	Paper & Cardboard Volume (L/Week)
Training & Office Rooms	53	7	10	37	-	-	-	-
Admin	148	7	10	104	-	-	-	-
Grab & Go	17	7	75	89		0	75	89
F&B-Hotel Dining	184	7	100	1288		0	100	1288
F&B-Pub	265	7	20	371	10	185.5	20	371
Bistro	278	7	100	1946		0	100	1946
Bar	73	7	20	102	10	51	20	102
Gym	205	7	10	144	-	-	-	-
Wellness	138	7	10	97	-	-	-	-
Signature Restaurant	244	7	100	1708		0	100	1708
Bar	24	7	20	34	10	17	20	34
Meeting room	132	7	10	92	-	-	-	-
Function room	683	7	10	478	-	-	-	-
Canteen	111	7	60	466	30	233	60	466
Beer Garden Kiosk	39	7	60	164	30	82	60	164
Pool bar	46	7	20	64	10	32	20	64
Pool	230	7	10	161	-	-	-	-
Hotel beds	163	7	5	57	-	-	-	-
Total	**2,870**	-	-	**7402**	-	**601**	-	**6232**

Table 3.3: Laneway Retail General Waste and Organics Volume Estimates

Waste Source	Days of operation/Week	Net Lettable Area (m^2)	General Waste Generation Rate ($L/100m^2/day$)	General Waste Volume (L/Week)	Organics Generation Rate ($L/100m^2/day$)	Organics Volume (L/Week)
Retail	7	317	40	888	10	222
Total	**7**	-	-	**888**	-	**222**

Table 3.4: Laneway Retail Recycling and Paper and Cardboard Volume Estimates

Waste Source	Days of operation/Week	Net Lettable Area (m^2)	Recycling Generation Rate ($L/100m^2/day$)	Recycling Volume (L/Week)	Paper & Cardboard Generation Rate ($L/100m^2/day$)	Paper & Cardboard Volume (L/Week)
Retail	7	317	25	555	25	555
Total	**7**	-	-	**555**	-	**555**

Table 3.5: Key Worker Accommodation General Waste and Organics Volume Estimates

Waste Source	No. of Apartments	General Waste Generation Rate (L/Apartment/Week)	General Waste Volume (L/Week)	Organics Generation Rate (L/Apartment/Week)	Organics Volume (L/Week)
Tourist & Worker Hostel	49	28	1372	7	343
Manager's Residence (1-Bedroom Apartment)	1	28	28	7	7
Total	**49**	-	**1,400**	-	**350**

Table 3.6: Key Worker Accommodation Recycling and Glass Volume Estimates

Waste Source	Qty	Recycling Generation Rate (L/Apartment/Week)	Recycling Volume (L/Week)	Glass Generation Rate (L/Apartment/Week)	Glass Volume (L/Week)
Tourist & Worker Hostel	49	24.5	1201	10.5	515
Manager's Residence (1-Bedroom Apartment)	1	24.5	25	10.5	10.5
Total	**50**	-	**1225**	-	**525**

The total combined waste volumes for the laneway retail tenancies and the key worker accommodation are outlined in Table 3.7 below.

Table 3.7: Combined Laneway Retail and Key Worker Accommodation Waste Volumes

Waste Stream	Laneway Retail Tenancies Waste Volume (L/Week)	Key Worker Accommodation Waste Volume (L/Week)	Total Waste Volume (L/Week)
General waste	888	1,400	2,288
Organics	222	350	572
Recycling	555	1,225	1,780
Paper & cardboard	555	-	555
Glass	-	525	525

4. Waste Equipment & Storage Requirements

4.1. Hotel Waste Storage Requirements

The waste storage requirements for the hotel are outlined in Table 4.1 below.

Table 4.1: Hotel Waste Storage Requirements

Waste Stream	Bin Size (L)/Equipment Type	Quantity	Height per bin (mm)	Width per bin (mm)	Depth per bin (mm)	Footprint (m^2)
General waste	1100	5	1330	1240	1070	6.63
Organics	240	4	1060	585	730	1.71
Organics Processing Unit (Enrich 360-300L)	-	1	1460	1300	1100	1.43
Bin Press (Bradiman-Model CPD)	-	1	2370	1670	1860	3.11
Recycling	1100	3	1330	1240	1070	3.98
Glass	240	2	1060	585	730	0.85
Paper & cardboard	1100	1	1330	1240	1070	1.33
Hard waste/ E-waste	4 sqm storage area					4.00
Total Footprint Required Excluding Circulation (m^2):						**23.04**

Note: It is recommended that the above waste storage requirements are shown on the plans as a condition of the planning permit.

4.2. Key Worker Accommodation and Laneway Retail Waste Storage Requirements

The waste storage requirements for the key worker accommodation and laneway retail are outlined in Table 4.2 below.

Table 4.2: Key Worker Accommodation and Laneway Retail waste storage requirements

Waste Stream	Bin Size (L)/Equipment Type	Quantity	Height per bin (mm)	Width per bin (mm)	Depth per bin (mm)	Footprint (m^2)
General waste	1100	2	1330	1240	1070	2.65
Organics	120	3	930	480	545	0.78
Recycling	1100	2	1330	1240	1070	2.65
Paper & cardboard	660	1	1200	1260	780	0.98
Glass	240	3	1060	585	730	1.28
Hard Waste/ E-waste	2 sqm storage area					2.00
Total Footprint Required Excluding Circulation (m^2):						**10.63**

Note: It is recommended that the above waste storage requirements are shown on the plans as a condition of the planning permit.

5. Waste Collection Details

5.1. Hotel Waste Collection Requirements

The hotel waste collection requirements are outlined in Table 5.1 below.

Table 5.1: Hotel Waste Collection Requirements

Waste Stream	Volumes (L/week)	Bin Size (L)	Bin Numbers	Collection Frequency	Capacity (L/week)
General waste	14,904 (after compaction)	1100	5	Three times weekly	16500
Recycling	7,402	1100	3	Three times weekly	9900
Glass	601	240	2	Weekly	480
Paper & cardboard	3,116 (after compaction)	1100	1	Three times weekly	3300
Hard waste/ E-waste	-	-	4 sqm storage area	As required	-

The hotel organics waste collection requirements are outlined in Table 5.2 below.

Table 5.2: Organics Waste Collection Requirements

Waste Stream	Volumes	Bin Size (L)	Bin Numbers	Collection Frequency	Capacity (L/week)
Organics	*250kg/day	Organics Processing Unit (Enrich 360 300L)	1	NA	200-300kg/day
Organics Fertilizer (organic processing unit by-product) – Organics volume of 7,160L/week reduced by 80%	1,432L/Week	240	3	Twice Weekly	1,440

*Note: Based on Nabers Organics Density Data of 280 kg/m³, the hotel development is expected to produce 2,004.80 kg of waste per week, or 286.40kg of waste per day.

5.2. Key Worker Accommodation and Laneway Retail Waste Collection Requirements

The key worker accommodation and laneway retail waste collection requirements are outlined in Table 5.3 below.

Table 5.3: Key Worker Accommodation and Laneway Retail Waste Collection Requirements

Waste Stream	Volumes (L/week)	Bin Size (L)	Bin Numbers	Collection Frequency	Capacity (L/week)
General waste	2,288	1100	2	Weekly	2200
Organics	572	120	3	Twice weekly	720
Recycling	1,780	1100	2	Weekly	2200
Paper & cardboard	555	660	1	Weekly	660
Glass	525	240	3	Weekly	720
Hard Waste/ E-waste	-	-	2 sqm storage area	As required	-

5.3. Hotel Waste Collection Methodology

- Waste shall be collected from the loading dock by a private contractor. The contractor will reverse into the loading dock and exit in a forwards direction.
- The nominated waste collection vehicle is the 8.8-metre-long rear loader, which has a travel height clearance requirement of 3.40 and an operational height clearance requirement of 4m when collecting 1100L bins.
- The waste collection contractor shall be provided with access to the loading dock on collection days and be responsible for transferring the bins between the loading dock and the collection vehicle, ensuring that bins are returned to their original positions within the hotel bin room after collections are complete.
- The waste collection contractor shall also be responsible for the development of a Safe Work Method Statement (SWMS) to ensure safety is considered for every aspect of the collection process.
- Building Management shall be responsible for organising hard waste and e-waste to be collected by a private contractor on an as-required basis.

5.4. Key Worker Accommodation and Laneway Retail Waste Collection Methodology

— Waste shall be collected from the bin storage area by a private contractor.

— The nominated waste collection vehicle is the 8.8-metre-long rear loader, which has a travel height clearance requirement of 3.40 and an operational height clearance requirement of 4m when collecting 1100L bins.

— The waste collection contractor shall be provided with access to the bin room on collection days and be responsible for transferring the bins to the collection vehicle (which will park on Bass Ave) for emptying and ensuring that bins are then returned to their original positions in the bin room, after collection is complete.

— The waste collection contractor shall also be responsible for the development of a Safe Work Method Statement (SWMS) to ensure safety is considered for every aspect of the collection process.

— Building Management shall be responsible for organising hard waste and e-waste to be collected by a private contractor on an as-required basis.

5.5. Waste Collection Time

Commercial Collection Time

"Annoyance created by industrial waste collection tends to intensify in the early-morning period. To this end, early-morning collections should be restricted to non-residential areas to minimise early morning disturbances. Where a residential area is impacted by noise from the collection of refuse, then collections should be restricted to the times contained within the schedule.

• The loading dock door will be closed during collection to minimise noise disturbance to the surrounding area.

• Compaction should be carried out while the vehicle is moving.

• Bottles should not be broken up at collection site.

• Routes which service predominantly residential areas should be altered regularly to reduce early morning disturbances.

• Noisy verbal communication between operators should be avoided where possible.

One collection per week

6:30 am – 8 pm Monday to Saturday

9 am – 8 pm Sunday and public holidays

Two or more collections per week

7 am – 8 pm Monday to Saturday

9 am – 8 pm Sunday and public holidays

6. Design Standards

6.1. Waste Storage Design Requirements

The proposed waste management system consists of the following components:

— Waste receptacles and bins for general waste, recycling and organics, paper and cardboard and glass within the hotel.

— Waste receptacles for general waste, organics, recycling and glass within the staff accommodation.

— Waste receptacles for general waste, organics, recycling and paper and cardboard within the laneway retail tenancies.

Based on the current site layout, mechanical bin transfer equipment is not expected to be required, subject to the appointed waste collection contractor conducting a Safe Work Method Statement Assessment.

Should additional bin transfer equipment be deemed necessary, the appointed waste collection contractor can liaise with the Owners Corporation to arrange for necessary equipment and storage arrangements.

6.2. Waste Storage Design Requirements

General Requirements

It is recommended that the following considerations be made for the residential and commercial bin rooms:

The bin rooms must comply with Building Code of Australia (BCA) and all relevant Australian Standards:

— The bin rooms must allow storage of all waste bins on site at all times;

— The bin rooms must allow easy access for users of the bins;

— The bin rooms must allow easy, direct and convenient transfer of bins to the collection point;

— Artificial light shall be provided where necessary outside the bin rooms to enable occupiers of the site to always dispose of waste safely and appropriately; and

— The path for transferring the bins between the bin rooms and the collection point must be of adequate width, free of lips and other obstacles, smooth and without steps.

Space and Facilities Requirements

— The bin rooms must be appropriately sized to accommodate all waste arising on the premises together with any associated equipment for handling the generated waste. The areas designated for bin storage are based on the number of bins and the physical dimensions of the bins. The number of bins and bin sizes required for the development are outlined in Section 5;

— The bin rooms must be maintained to ensure that the aesthetics of the development are not compromised.

Ventilation and Bin Washing Requirements

— The bin rooms must be ventilated in accordance with the requirements of the Building Code of Australia and AS1668.2;

— Ventilation openings must be protected against flies and vermin;

— Doors must be tight fitting the floor of each bin room should be graded to a drain (connected to the sewer) and provided with a hosecock and hose for washing bins. Alternatively, a private contractor can be engaged to wash bins on a regular basis, transporting all wastewater off-site.

6.3. Bin Colour Requirements

— General waste bins with red lid and black body

— Recycling bins with yellow lid and black body

— Organics bins with lime green lid and black body

— Glass bins with purple lid and black body

— Paper and cardboard bins with light blue lid and black body

7. Contact Information

Table 7.1 below includes a complimentary listing of contractors and equipment suppliers. The Project Principal shall not be obligated to procure goods / services from these companies. Ratio Consultants does not warrant or make representations for the goods / services provided by these contractors and suppliers.

Table 7.1: Contractors and Supplier Details

Service	Contractor/ Supplier	Phone	Website
Private Waste Collection Contractor and/or Bin Supplier	Cleanaway	13 13 39	www.cleanaway.com.au
	CSC Waste & Recycling	1300 499 927	www.cscwaste.com.au
	iDump	1300 443 867	www.idump.com.au
	JJ Richards	03 9794 5722	www.jjrichards.com.au
	Premier Waste	1300 219 001	www.premierwaste.com.au
	SUEZ	13 13 35	www.suez.com.au/en-AU
	Veolia	132 955	www.veolia.com/anz
	Wastewise Environmental	1300 550 408	www.wastewise.com.au
	Sulo Australia	1300 364 388	www.sulo.com.au
Bin Washing	The Bin Butlers	1300 788 123	www.thebinbutlers.com.au
	Calcorp Services	1800 225 267	www.calcorpservices.com.au
Chute/Ecopack/Carousel Supplier	Wastech Engineering	1800 450 599	https://wastech.com.au/
Organic Processing Unit Supplier	Enrich 360	03 9454 3600	www.enrich360.com.au
Bin Lifter and Bin Tug Supplier	Sitecraft	1300 363 152	https://www.sitecraft.net.au/
Odour Control	Eco-Safe Technologies	1300 135 039	www.eco-safe.com.au
	WBCM Environmental Australia	1300 800 621	www.wbcm-aust.com.au
E-Waste Collection	Tech Collect	1300 229 837	www.techcollect.com.au

Appendix A : Plans Assessed

BIM360://_ALEX-BIM-SERVER_ - BIM360://0527_Phillip Island/0527_Phillip Island_0D

THOMPSON AVENUE

CHURCH STREET

PROPOSED LANEWAY

EXISTING LANE

NO. 59
NO. 55
NO. 55A
NO. 47
NO. 43
NO. 41
NO. 37
NO. 35
NO. 31-35
NO. 29
NO. 27
NO. 23
NO. 31
NO. 21
NO. 11
NO. 7A
NO. 9
NO. 7
NO. 5
NO. 05 THOMPSON AVE
NO. 10
NO. 12
NO. 1
NO. 13 THE ESPLANADE
NO. 60
NO. 58
NO. 56
NO. 10
EXISTING CAR PARK
PROPOSED NEW CROSSOVER TO THE SATISFACTION OF THE RESPONSIBLE AUTHORITY
VOL. 9478 FOL. 549
C.A. 11 VOL. 9478 FOL. 548
C.A. 10 VOL. 5610 FOL. 967
C.A. 7 VOL. 9478 FOL. 550
C.A. 1,2 & 6 VOL. 5981 FOL. 047
3.05m DRAINAGE & SEWAGE EASEMENT
23 - DATE PALM
TPZ - R 4.500
TPZ - R 15.000
SRZ - R 4.700
01 - MORETON BAY FIG
PROPOSED NEW CROSSOVER TO THE SATISFACTION OF THE RESPONSIBLE AUTHORITY
PROPOSED NEW CROSSOVER TO THE SATISFACTION OF THE RESPONSIBLE AUTHORITY
PROPOSED NEW CROSSOVER TO THE SATISFACTION OF THE RESPONSIBLE AUTHORITY

BASS AVENUE

NO. 9-11
NO. 7
NO. 4-6

THE ESPLANADE

ALL WORKS OUTSIDE OF THE TITLE BOUNDARY ARE SUBJECT TO A SEPARATE APPROVAL PROCESS AND ARE INDICATIVE ONLY

REV.	DATE	DESCRIPTION	ATHR
DA05	4/5/2023	TOWN PLANNING	JD

DO NOT SCALE OFF THIS DRAWING. USE ONLY DIMENSIONS PROVIDED

ALL WORKS TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE, AUSTRALIAN STANDARDS AND LOCAL AUTHORITY REQUIREMENTS, INCLUDING COUNCIL CONDITIONS OF CONSENT

A&CO DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL CONTRACT DOCUMENTS FROM ALL CONSULTANTS

ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE COMMENCEMENT OF WORK

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CLIENT:
MODA

PROJECT:
PHILLIP ISLAND HOTEL & MIXED USE DEVELOPMENT
9-10 THE ESPLANADE & 2-8 BASS AVENUE
COWES,
VICTORIA 3922

DRAWING TITLE
SITE PLAN
SITE PLAN - PROPOSED DEVELOPMENT

SCALE @ A1 / A3
1:500 / 1:(SCALEX2)
CHECKED
JD
PROJECT NO. - DWG NO._REV.
0527 - DA202_DA05

BIMcloud: ALEX-BIM-SERVER - BIMcloud://0527_Phillip Island/0527_Phillip Island_DD

NO. 13 THE ESPLANADE

THE ESPLANADE

BASS AVENUE

PROPOSED NEW CROSSOVER TO THE SATISFACTION OF THE RESPONSIBLE AUTHORITY

PROPOSED NEW CROSSOVER TO THE SATISFACTION OF THE RESPONSIBLE AUTHORITY

TPZ - R 15.000 TO MATCH DDO.12

SRZ - R 4.700

23 - DATE PALM

01 - MORETON BAY FIG

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REV	DATE	DESCRIPTION	ATHR
DA05	4/5/2023	TOWN PLANNING	JD

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administration@alexanderand.co
www.alexanderand.co
JEREMY BULL
NSW REGISTRATION 47881

CLIENT:
MODA

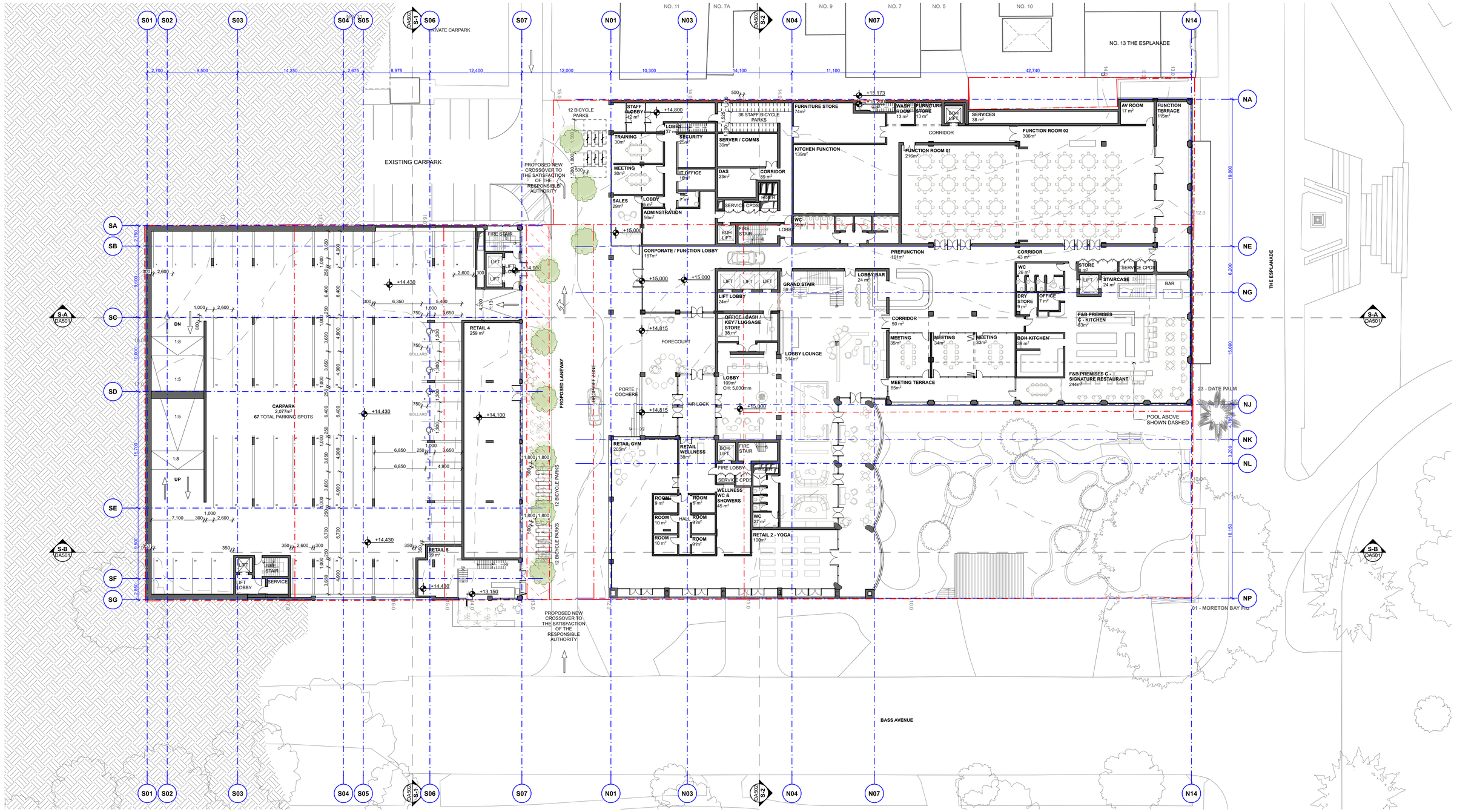
PROJECT:
PHILLIP ISLAND HOTEL & MIXED USE DEVELOPMENT
9-10 THE ESPLANADE & 2-8 BASS AVENUE
COWES,
VICTORIA 3922

DRAWING TITLE
FLOOR PLAN
ESPLANADE GA PLAN

SCALE @ A1 / A3
1:250 / 1:(SCALEX2)
CHECKED
JD

PROJECT NO. - DWG NO._REV.
0527 - DA301_DA05

BIMcloud: ALEX.BIM-SERVER - BIMcl-n=0527_Phillip Island/0527_Phillip Island_DD



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REV.	DATE	DESCRIPTION	ATHR
DA05	4/5/2023	TOWN PLANNING	JD

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NSW REGISTRATION #7581

CLIENT:
MODA

PROJECT:
PHILLIP ISLAND HOTEL & MIXED USE DEVELOPMENT
9-10 THE ESPLANADE & 2-8 BASS AVENUE
COWES,
VICTORIA 3922

DRAWING TITLE
FLOOR PLAN
LANEWAY GA PLAN

SCALE @ A1 / A3
1:250 / 1:(SCALE2)

CHECKED
JD

PROJECT NO. - DWG NO._REV.
0527 - DA302_DA05

BIMcloud ALEX.BIM-SERVER - BIMcloud://0527_Phillip Island/0527_Phillip Island_DD

NO. 41 | NO. 37 | NO. 35 | NO. 31-35 | NO. 31 | NO. 11 | NO. 7A | NO. 9 | NO. 7 | NO. 5 | NO. 10 | NO. 13 THE ESPLANADE

S01 S02 S03 S04 S05 DA601 S-1 S06 S07 N01 N03 DA601 S-2 N04 N07 N14

2,700 | 9,500 | 14,250 | 2,675 | 6,975 | 12,400 | 12,000 | 10,300 | 14,100 | 11,100 | 42,740

SA SB SC SD SE SF SG

NA NE NG NJ NK NL NP

19,800 | 6,200 | 15,090 | 3,200 | 18,150

S-A DA501 | S-B DA501

PROPOSED NEW CROSSOVER TO THE SATISFACTION OF THE RESPONSIBLE AUTHORITY

PROPOSED LANEWAY

THE ESPLANADE

23 - DATE PALM

01 - MORETON BAY FIG

NO. 10

OPEN

FIREN STAIR | LOBBY | LIFT | LIFT

DN 7,100 1:8 | 1:5 | 1:8

CARPARK 2,363m² 84 TOTAL PARKING +17.230

BIN STORE 25 m² | LIFT | FIRE STAIR | +17.230 | LOBBY

RETAIL 5 40 m²

PROPOSED NEW CROSSOVER TO THE SATISFACTION OF THE RESPONSIBLE AUTHORITY

130 LANEWAY 40 48 m² | 129 LANEWAY VIEW 35 m² | 128 LANEWAY VIEW 35 m² | 127 LANEWAY VIEW 35 m² | 126 LANEWAY VIEW 35 m² | 125 LANEWAY VIEW 37 m²

131 WEST VIEW 46 m² | 124 WEST VIEW 35 m² | SERVICE CPD | BOH LOBBY | BOH LIFT | FIRE STAIR | MEDIA / CHILDREN 27 m² | LIFT | LIFT | LIFT | +20.430

POOL PLANT 31m² | STORAGE 25m² | FIRE STAIR | BOH LIFT | RISER | STORAGE / KITCHEN 51m² | RISER | DDA 7 m² | WC 25m² | POOL BAR 46m² | POOL TERRACE 1,114 m² | +20.430

124 GARDEN VIEW 36 m² | 123 GARDEN VIEW 36 m² | 122 GARDEN VIEW 36 m² | 121 GARDEN VIEW 35 m² | GARDEN TERRACE

POOL 230 m²

101 LANEWAY 40 40 m² | 103 LANEWAY 40 41 m² | 105 LANEWAY 40 46 m² | 107 LANEWAY 40 44 m² | 120 LANEWAY 40 47 m² | 119 LANEWAY VIEW 35 m² | 118 LANEWAY VIEW 36 m² | 117 LANEWAY VIEW 35 m² | 116 LANEWAY 40 48 m²

BOH LIFT | FIRE STAIR | LINEN 34 m² | ELEC CPD | 115 EAST VIEW 36 m² | 114 EAST VIEW 35 m²

102 GARDEN VIEW 36 m² | 104 GARDEN VIEW 35 m² | 106 GARDEN VIEW 36 m² | 108 SEA VIEW 36 m² | 109 SEA VIEW 35 m² | 110 SEA VIEW 36 m² | 111 SEA VIEW 36 m² | 112 SEA VIEW 35 m² | 113 SEA VIEW 38 m²

BASS AVENUE

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DA05	4/5/2023	TOWN PLANNING	JD

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NSW REGISTRATION #7881

CLIENT:
MODA

PROJECT:
PHILLIP ISLAND HOTEL & MIXED USE DEVELOPMENT
9-10 THE ESPLANADE & 2-8 BASS AVENUE
COWES,
VICTORIA 3922

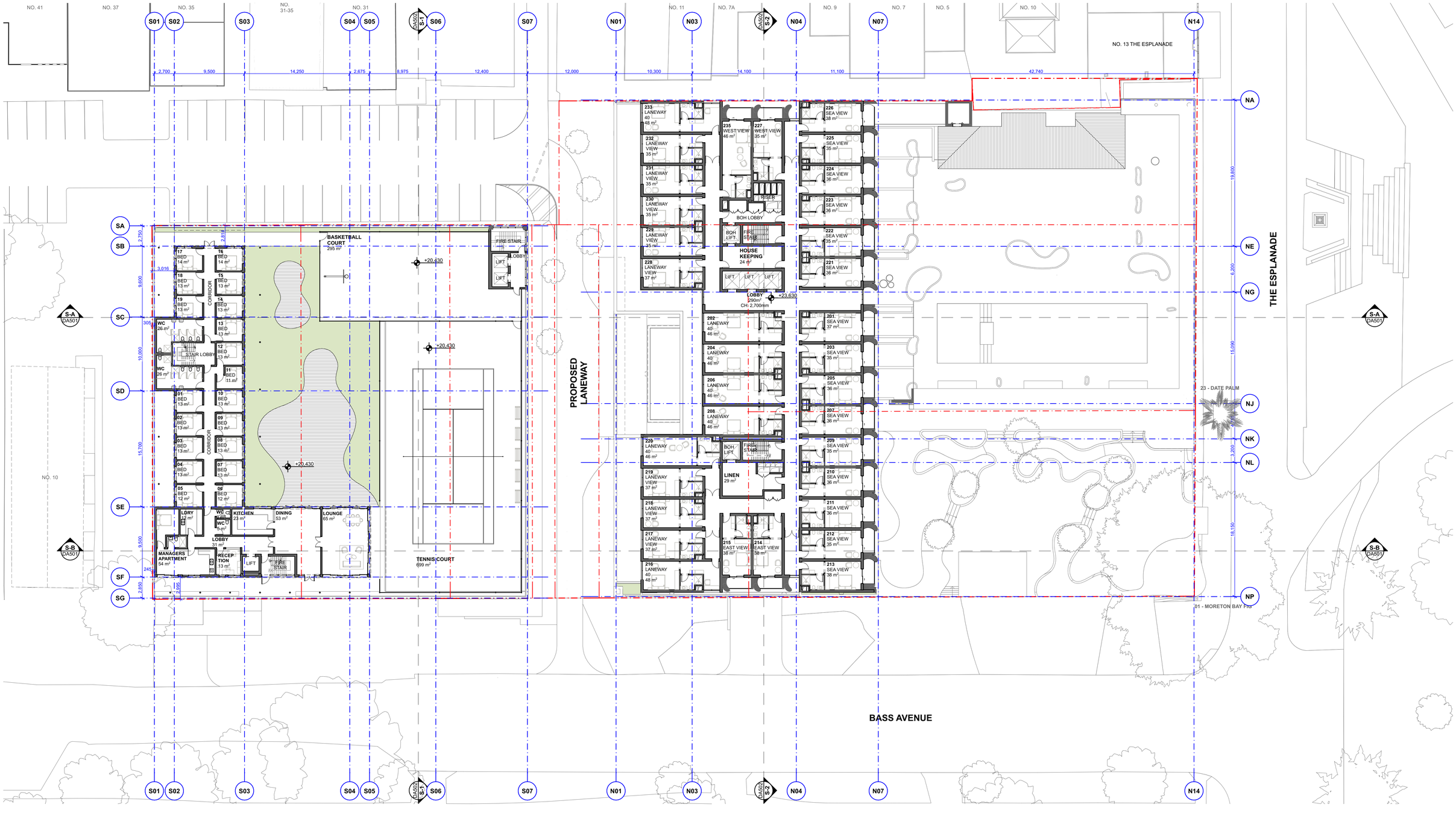
N

DRAWING TITLE
FLOOR PLAN
LEVEL 01 / POOL TERRACE GA PLAN

SCALE @ A1 / A3
1:250 / 1:(SCALEX2)
CHECKED
JD

PROJECT NO. - DWG NO._REV.
0527 - DA303_DA05

BIMcloud ALEX.BIM-SERVER - BIMcloud://0527_Phillip Island/0527_Phillip Island_DD



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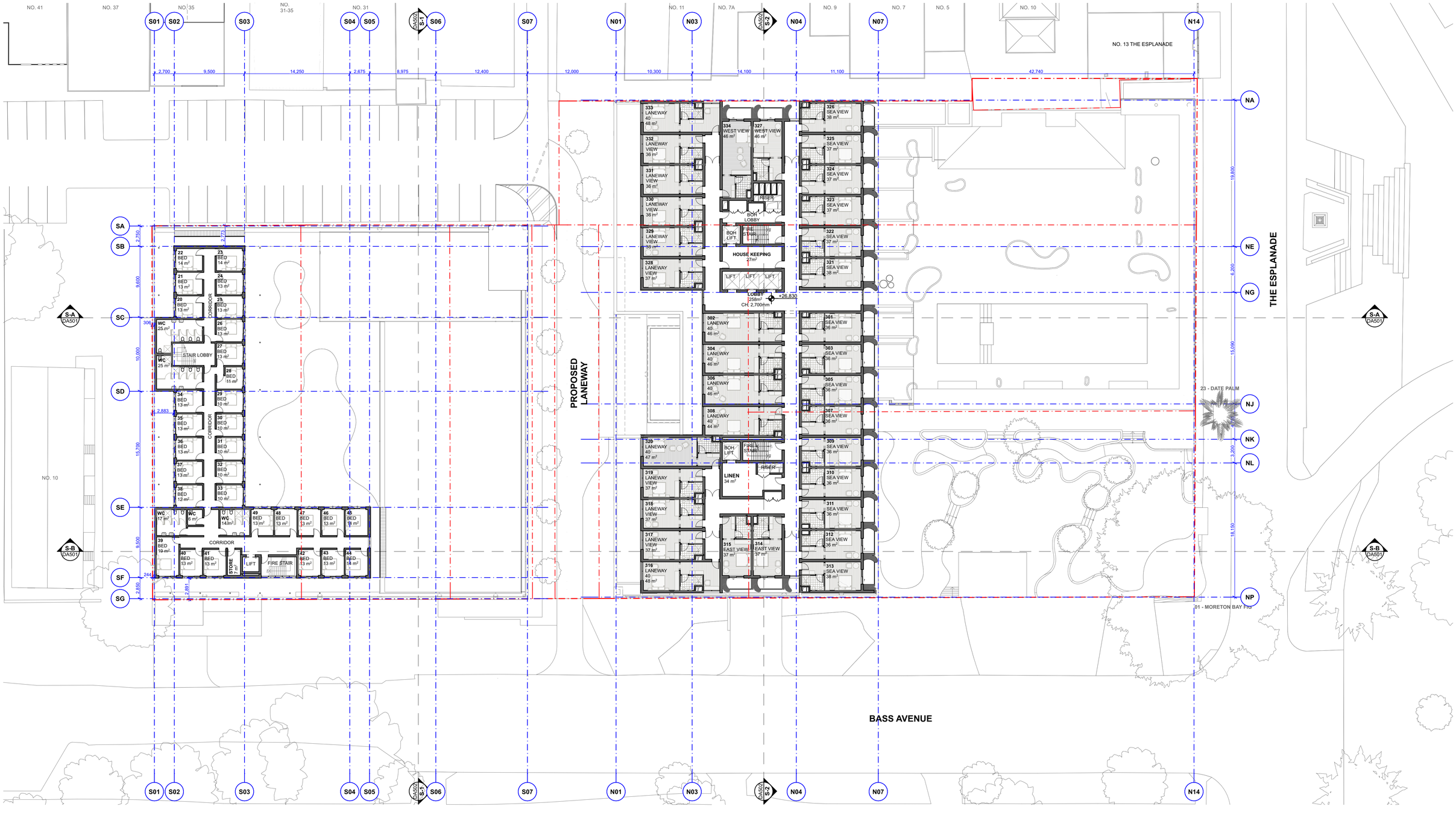
9-10 THE ESPLANADE & 2-8 BASS AVENUE
COWES,
VICTORIA 3922

DRAWING TITLE
FLOOR PLAN
LEVEL 02 GA PLAN

SCALE @ A1 / A3
1:250 / 1:(SCALEX2)
CHECKED
JD

PROJECT NO. - DWG NO._REV.
0527 - DA304_DA05

BIMcloud: ALEX.BIM-SERVER - BIMcloud/0527_Phillip Island/0527_Phillip Island_DD



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DA05	4/5/2023	TOWN PLANNING	JD

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9-10 THE ESPLANADE & 2-8 BASS AVENUE
COWES,
VICTORIA 3922

DRAWING TITLE
FLOOR PLAN
LEVEL 03 GA PLAN

SCALE @ A1 / A3 — CHECKED
1:250 / 1:(SCALEX2) — **JD**

PROJECT NO. - DWG NO._REV.
0527 - DA305_DA05

BIM:\Input ALEX-BIM-SERVER - BIM:\in=d0527_Phillip Island\d0527_Phillip Island_0D

NO. 41 | NO. 37 | NO. 35 | NO. 31-35 | NO. 31 | NO. 11 | NO. 7A | NO. 9 | NO. 7 | NO. 5 | NO. 10 | NO. 13 THE ESPLANADE

S01 S02 S03 S04 S05 S06 S07 N01 N03 N04 N07 N14

DA502 S-1 | DA502 S-2

2,700 | 9,500 | 14,250 | 2,675 | 6,975 | 12,400 | 12,000 | 10,300 | 14,100 | 11,100 | 42,740

SA SB SC SD SE SF SG

2,760 | 9,600 | 10,000 | 15,700 | 9,500 | 2,850

NA NE NG NJ NK NL NP

19,800 | 6,200 | 15,090 | 3,200 | 18,150

S-A DA501 | S-B DA501

NO. 10

PROPOSED LANEWAY

THE ESPLANADE

23 - DATE PALM

01 - MORETON BAY FIG

BASS AVENUE

433 LANEWAY 40 48 m²	434 WEST VIEW 46 m²	427 WEST VIEW 46 m²	426 SEA VIEW 38 m²
432 LANEWAY VIEW 36 m²			425 SEA VIEW 37 m²
431 LANEWAY VIEW 36 m²			424 SEA VIEW 37 m²
430 LANEWAY VIEW 36 m²	RISER	RISER	423 SEA VIEW 37 m²
429 LANEWAY VIEW 36 m²	BOH LIFT	BOH LOBBY FIRE STAIR	422 SEA VIEW 37 m²
428 LANEWAY VIEW 37 m²	HOUSE KEEPING 24m²		421 SEA VIEW 38 m²
	LIFT	LIFT LIFT	
	LOBBY 261m² CH: 2,800mm	+30,030	
402 LANEWAY 40 46 m²			401 SEA VIEW 36 m²
404 LANEWAY 40 46 m²			403 SEA VIEW 36 m²
406 LANEWAY 40 46 m²			405 SEA VIEW 36 m²
408 LANEWAY 40 44 m²			407 SEA VIEW 36 m²
420 LANEWAY 40 47 m²	BOH LIFT	FIRE STAIR	409 SEA VIEW 36 m²
419 LANEWAY VIEW 37 m²	LINEN 34 m²	RISER	410 SEA VIEW 36 m²
418 LANEWAY VIEW 37 m²			411 SEA VIEW 36 m²
417 LANEWAY VIEW 37 m²	415 EAST VIEW 37 m²	414 EAST VIEW 37 m²	412 SEA VIEW 36 m²
416 LANEWAY 40 48 m²			413 SEA VIEW 38 m²

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9-10 THE ESPLANADE & 2-8 BASS AVENUE
COWES,
VICTORIA 3922

DRAWING TITLE
FLOOR PLAN
LEVEL 04 GA PLAN

SCALE @ A1 / A3
1:250 / 1:(SCALEX2)
CHECKED
JD

PROJECT NO. - DWG NO._REV.
0527 - DA306_DA05

BIMcloud: ALEX-BIM-SERVER - BIMcloud\0527_Phillip Island\0527_Phillip Island_DD

NO. 41 | NO. 37 | NO. 35 | NO. 31-35 | NO. 31 | NO. 11 | NO. 7A | NO. 9 | NO. 7 | NO. 5 | NO. 10 | NO. 13 THE ESPLANADE

S01 S02 S03 S04 S05 S06 S07 N01 N03 N04 N07 N14

2,700 | 9,500 | 14,250 | 2,675 | 6,975 | 12,400 | 12,000 | 10,300 | 14,100 | 11,100 | 42,740

SA SB SC SD SE SF SG

2,750 | 9,600 | 10,000 | 15,700 | 9,500 | 2,850

NA NE NG NJ NK NL NP

19,800 | 6,200 | 15,090 | 3,200 | 18,150

S-A DA501 | S-B DA501 | DA501 S-1 | DA501 S-2

NO. 10

PROPOSED LANEWAY

THE ESPLANADE

23 - DATE PALM

01 - MORETON BAY FIG

BASS AVENUE

526 LANEWAY 40 48 m²
525 LANEWAY VIEW 38 m²
524 LANEWAY VIEW 36 m²
523 LANEWAY VIEW 38 m²
523 LANEWAY VIEW 38 m²
522 LANEWAY VIEW 37 m²
527 WEST VIEW 46 m²
521 WEST VIEW 46 m²
RISER
BOH LOBBY
BOH LIFT
FIRE STAIR
HOUSE KEEPING 24m²
LIFT LIFT LIFT
LOBBY 282m2 +33.230
520 SEA VIP SUITE 74 m²
519 SEA VIEW 37 m²
518 SEA VIP SUITE 72 m²
502 LANEWAY 40 46 m²
504 LANEWAY 40 46 m²
506 LANEWAY 40 46 m²
508 LANEWAY 40 44 m²
501 SEA VIP SUITE 71 m²
503 SEA VIEW 36 m²
505 SEA VIP SUITE 71 m²
517 LANEWAY 40 47 m²
BOH LIFT
FIRE STAIR
LINEN 54 m²
RISER
516 LANEWAY VIEW 37 m²
515 LANEWAY VIEW 37 m²
514 LANEWAY VIEW 37 m²
513 LANEWAY 40 48 m²
512 EAST VIEW 37 m²
511 EAST VIEW 37 m²
507 SEA VIEW 36 m²
509 SEA VIP SUITE 71 m²
510 SEA VIEW 38 m²

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JEREMY BULL
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CLIENT:
MODA

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9-10 THE ESPLANADE & 2-8 BASS AVENUE
COWES,
VICTORIA 3922

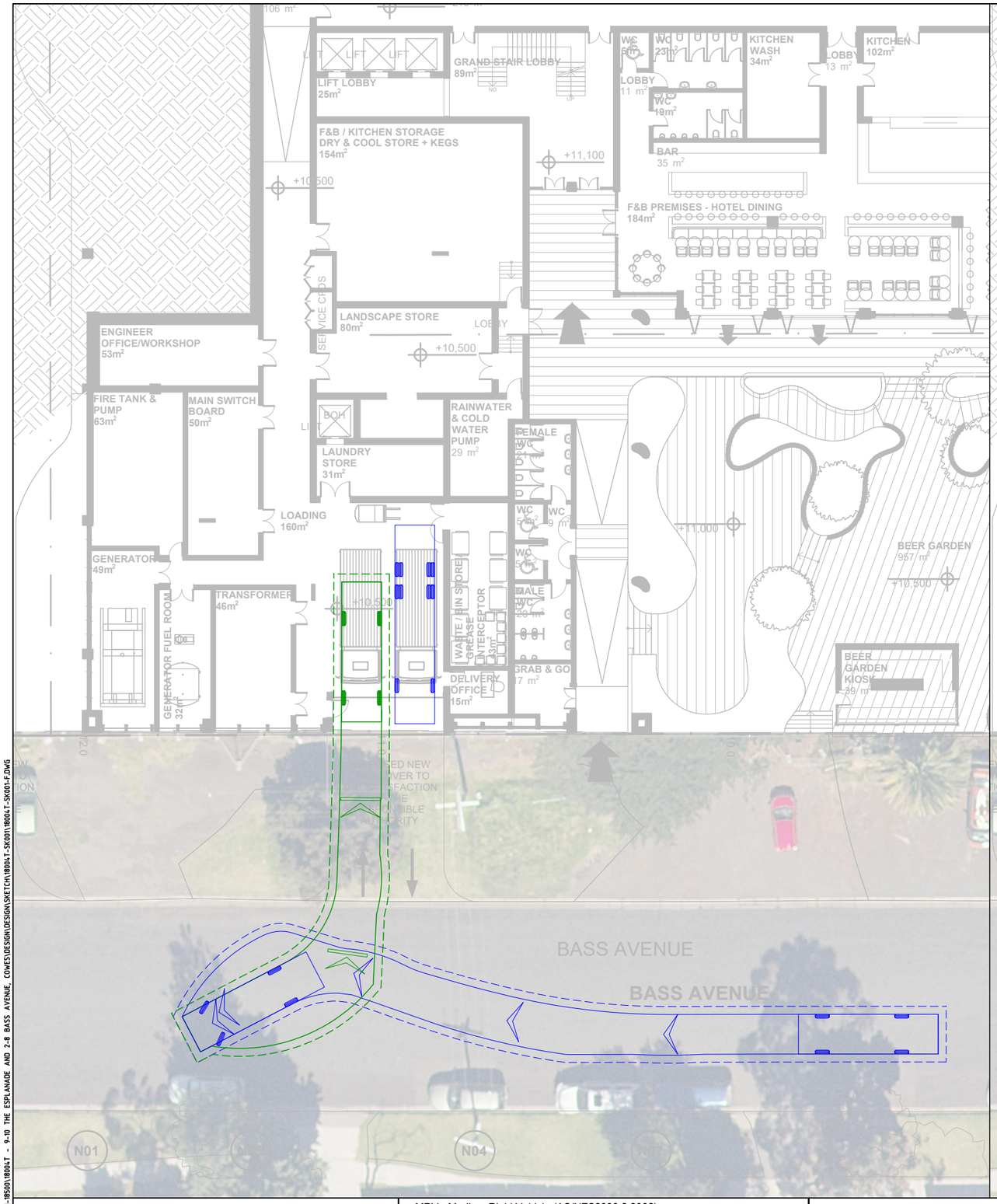
DRAWING TITLE
FLOOR PLAN
LEVEL 05 GA PLAN

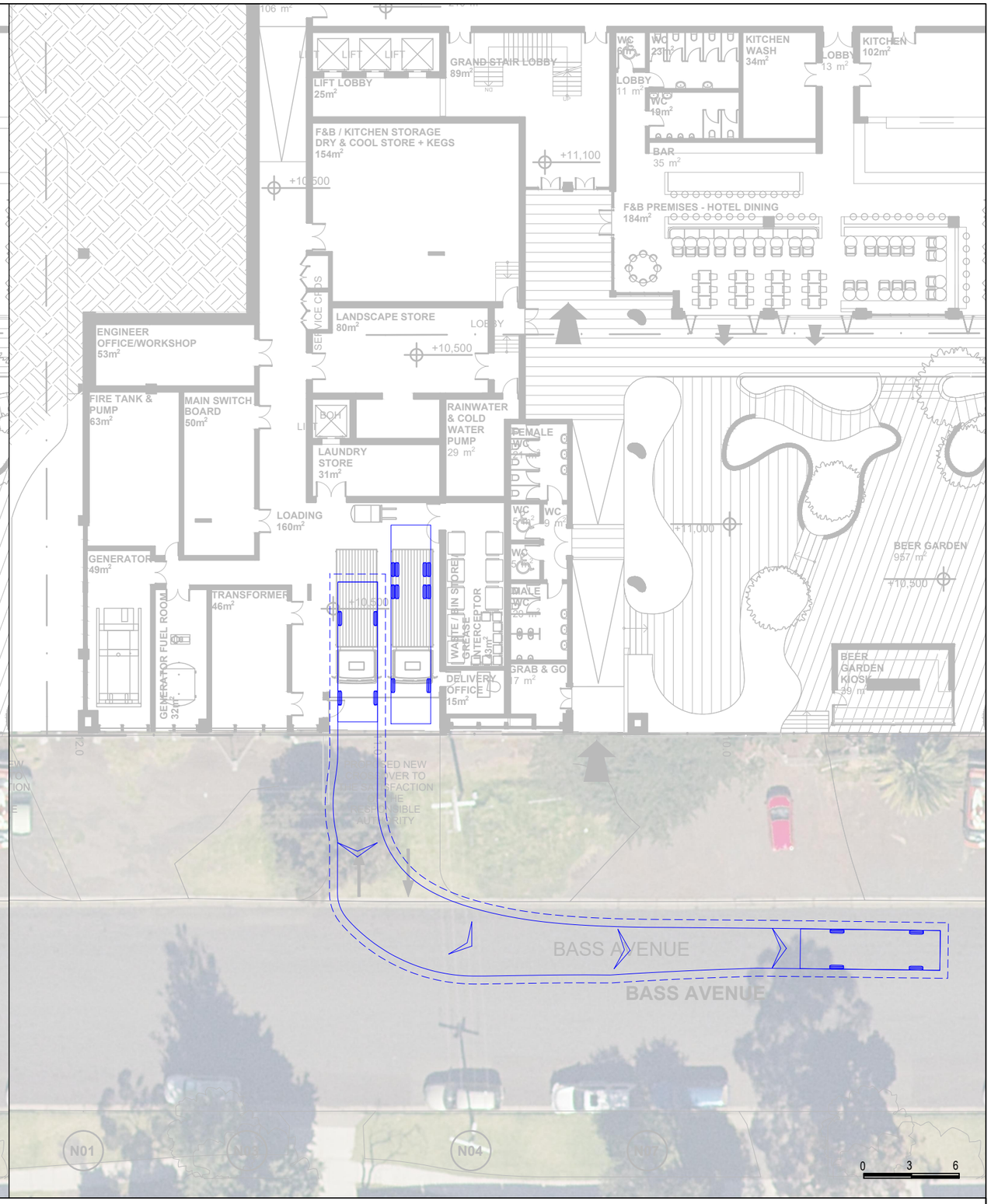
SCALE @ A1 / A3
1:250 / 1:(SCALEX2)

CHECKED
JD

PROJECT NO. - DWG NO._REV.
0527 - DA307_DA05

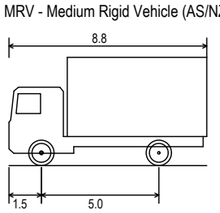
Appendix B : Swept Path Assessment





ratio:
RATIO CONSULTANTS PTY LTD
ABN 005 422 104
8 GWYNNE STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

MRV - Medium Rigid Vehicle (AS/NZS2890.2:2002)



VEHICLE ENVELOPE (FORWARD)
500mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
500mm CLEARANCE (REVERSE)

Overall Length	8.800m
Overall Width	2.500m
Track Width	2.500m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	10.000m

Mixed-Use Development
9 The Esplanade, Cowes
Swept Path Assessment - Esplanade Plan

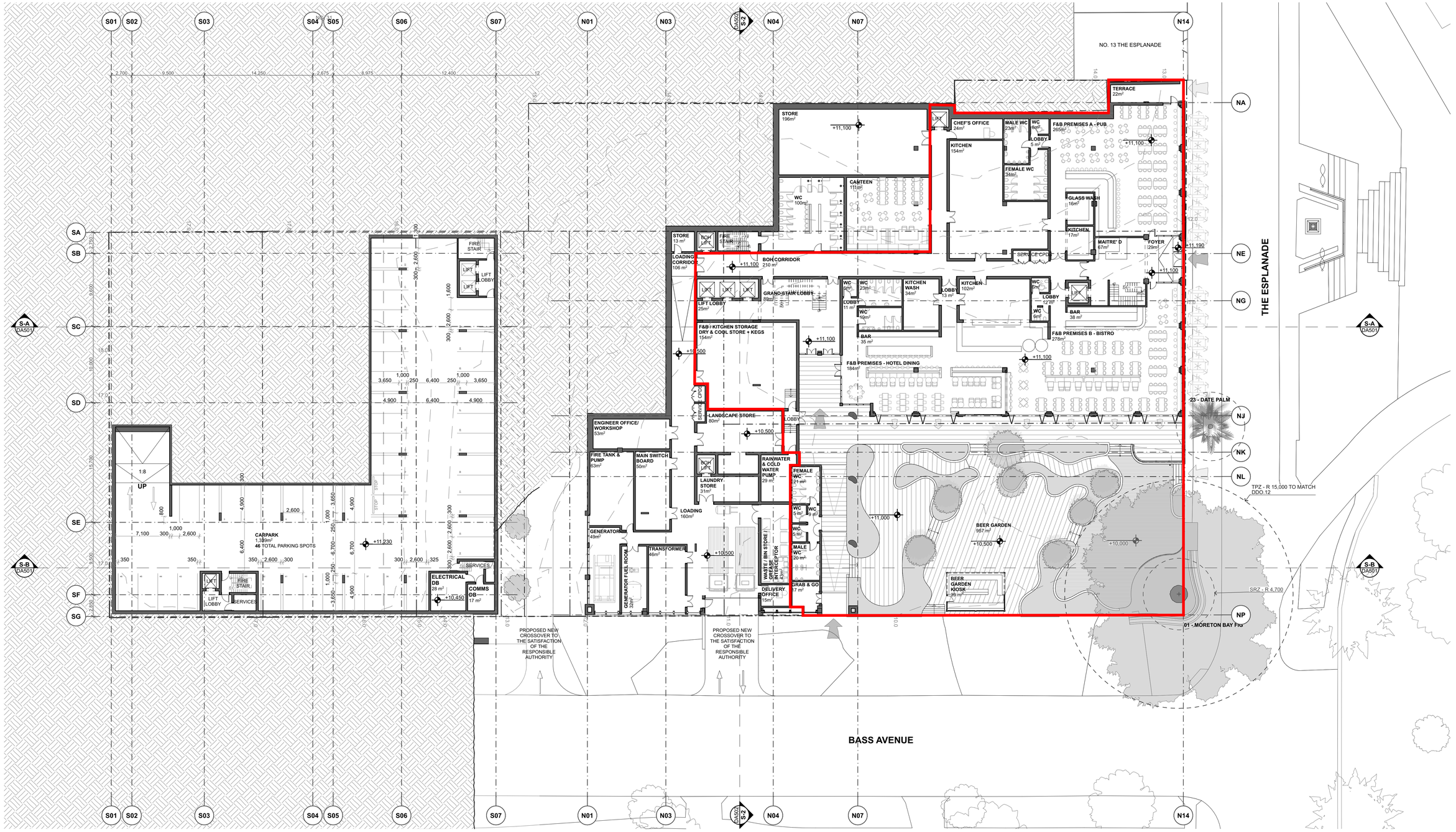
NOTE:
1) Base Plan Supplied By Alexander & CO. on 8.05.2023
2) Maximum Design Speed 10km/h

RATIO REFERENCE	SHEET No.	PREPARED BY	SCALE	DATE
18004T-SK001-F	7 of 7	M.G.	1:300 @A3	08/05/2023

Y:\18001-18500\18004T - 9-10 THE ESPLANADE AND 2-8 BASS AVENUE, COWES\DESIGN\DESIGN\SKETCH\18004T-SK001\18004T-SK001-F.DWG
08/05/2023 5:26:38 PM

BIMcloud: ALEX-BIM-SERVER - BIMcl://0527_Phillip Island/0527_Phillip Island_DD

LIQUOR LICENSED AREAS



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REV.	DATE	DESCRIPTION	ATHR
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9-10 THE ESPLANADE & 2-8 BASS AVENUE
COWES,
VICTORIA 3922

N

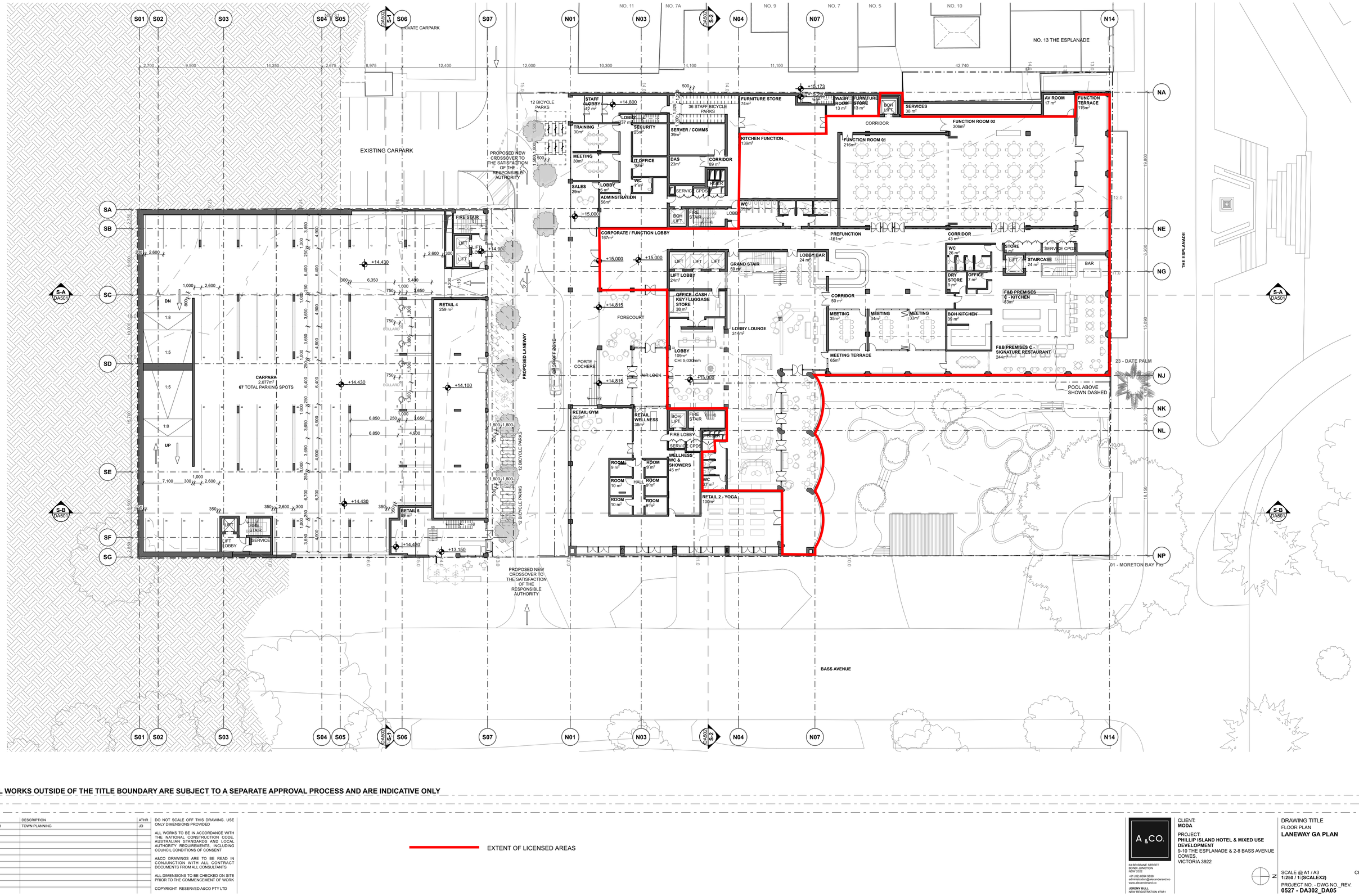
DRAWING TITLE
FLOOR PLAN
ESPLANADE GA PLAN

SCALE @ A1 / A3
1:250 / 1:(SCALEX2)
CHECKED
JD

PROJECT NO. - DWG NO._REV.
0527 - DA301_DA05

BIMcloud: ALEX-BIM-SERVER - BIMcl://0527_Phillip Island/0527_Phillip Island_00

LIQUOR LICENSED AREAS



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VICTORIA 3922

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FLOOR PLAN
LANEWAY GA PLAN

SCALE @ A1 / A3
1:250 / 1:(SCALEX2)
CHECKED
JD

PROJECT NO. - DWG NO._REV.
0527 - DA302_DA05

MATTHEW PALAVIDIS
VICTOR FATTORETTO
MATTHEW SHIELDS

Isle of Wight, Cowes

Acoustic Assessment

MELBOURNE
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NORTH MELBOURNE VIC 3051
(03) 9272 6800

ABN 98 145 324 714
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Project ID	20230160.2
Document Title	Acoustic Assessment
Attention To	Property Collectives (Aust) Pty Ltd

Revision	Date	Document Reference	Prepared By	Checked By	Approved By
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1 INTRODUCTION

Acoustic Logic Pty Ltd (AL) has been engaged by Property Collectives (Aust) Pty Ltd to undertake an acoustic assessment for the proposed Isle of Wight development located at 9-10 The Esplanade & 2-8 Bass Avenue, Cowes. The assessment has been undertaken to address external noise intrusion into the proposed hotel development and potential noise emission from the development to nearby noise sensitive receivers.

The following documents are referenced in the assessment.

Table 1 – Referenced Documents

Author	Document Reference	Date
Alexander & Co.	Architectural drawings rev 00	6 March 2023

2 PROJECT DESCRIPTION

The proposed Isle of Wight development is located at 9-10 The Esplanade & 2-8 Bass Avenue, Cowes. The subject site is bounded by The Esplanade to the north, Bass Avenue to the east, and existing commercial tenancies to the west and south.

The development is proposed to incorporate 2 buildings. The northern building fronting The Esplanade is proposed to have F&B premises and external beer garden on ground level, F&B and functions rooms on level 1, pool terrace on level 2, and hotel guest rooms on level 1 to level 5. The southern building is proposed to incorporate car parking up to level 1, hotel facilities on level 2, and hotel staff accommodation on level and 3.

Figure 1 indicates the subject site, measurement locations and identified noise sensitive receivers.



Figure 1 – Subject site and surrounding (source: Google Maps)

The identified noise sensitive receivers are the following:

- North Pier Hotel
- Residential dwellings addressed at 4-6 Findlay Street
- Residential dwelling addressed at 10 Bass Avenue

3 ENVIRONMENTAL NOISE DESCRIPTORS

Environmental noise constantly varies in level, due to fluctuations in local noise sources including road traffic. Accordingly, a 15-minute measurement interval is normally utilised. Over this period, noise levels are monitored on a continuous basis and statistical and integrating techniques are used to determine noise description parameters.

In the case of environmental noise three principle measurement parameters are used, namely L_{10}, L_{90} and L_{eq}. The L_{10} and L_{90} measurement parameters are statistical levels that represent the average maximum and average minimum noise levels respectively, over the measurement intervals. The L_{10} parameter is commonly used to measure noise produced by a particular intrusive noise source since it represents the average of the loudest noise levels produced by the source.

Conversely, the L_{90} level (which is commonly referred to as the background noise level) represents the noise level heard in the quieter periods during a measurement interval. The L_{90} parameter is used to set the allowable noise level for new, potentially intrusive noise sources since the disturbance caused by the new source depends on how audible it is above the pre-existing noise environment, particularly during quiet periods, as represented by the L_{90} level.

The L_{eq} parameter represents the average noise energy during a measurement period. This parameter is derived by integrating the noise levels measured over the measurement period. L_{eq} is important in the assessment of traffic noise impact as it closely corresponds with human perception of a changing noise environment; such is the character of industrial noise.

The L_1 parameter (or the noise level exceeded for 1% of the time) is used during the night period to assess potential sleep arousal effects due to transient noise sources.

4 NOISE MEASUREMENTS

Unattended and attended noise measurements were conducted to determine the existing noise levels at the subject site.

4.1 MEASUREMENT LOCATIONS

Noise measurement locations are indicated in Figure 1 which are the following:

- Measurement location 1: an unattended noise monitor was installed at the northern boundary of the subject site facing The Esplanade. The microphone of monitor was installed approximately 2 metres above local ground level and had full view of The Esplanade and free field.
- Measurement location 2: an unattended noise monitor installed on site. The microphone of monitor was installed approximately 1.5 metres above local ground level and free field.
- Measurement location 3: attended traffic noise level measurements were conducted at the corner of The Esplanade and Bass Avenue. The microphone of sound level meter was approximately 1.5 metres above local ground level affected by façade reflections.

Noise monitor photos are shown in Appendix 1.

4.2 DATE OF MEASUREMENTS

The unattended noise monitors were installed between 29 March and 6 April 2023.

Attended measurements were conducted on 29 March and 6 April 2023.

4.3 MEASUREMENT EQUIPMENT

ARL Ngara noise monitors were used for the unattended noise monitoring. The noise monitors were programmed to store statistical noise levels and to record content. Equipment was calibrated at the beginning and the end of the measurements using a Rion NC-74 calibrator; no significant drift was detected. All measurements were taken on fast response mode.

A Norsonic Nor 140 Sound Level Meter was used for the attended noise level measurements. The equipment was calibrated using a Rion NC-74 calibrator and was calibrated at the beginning and the end of the measurements; no significant drift was detected. All measurements were taken on fast response mode.

4.4 MEASURED NOISE LEVELS

Tables below details the measured noise levels. Unattended noise monitor photos and graphical results are detailed in Appendix 1 and 2 respectively.

Table 2 – Unattended Background Noise Measurement Levels

Date	Period	Time	Measured Background Noise Levels $L_{90,period}$ dB(A)	
			Measurement Location 1 (North)[1]	Measurement Location 2 (South)[1]
29 March - 6 April 2023	Day	7am – 6pm (Mon – Sat)	44	42
	Evening	6pm – 10pm (Mon – Sat) 7am – 10pm (Sun)	42	41
	Night	10pm – 7am	38 (refer Table 3 for spectrum noise levels)	36 (refer Table 3 for spectrum noise levels)

Note 1: refer measurement locations indicated in Figure 1

Table 3 – Unattended Background Spectrum Measurements

Measurement Locations	Date	Time	Noise Level Spectrum $L_{90,15min}$ dB SPL[1]						
			63Hz	125Hz	250Hz	500Hz	1 kHz	2 kHz	4 kHz
Measurement Location 1 (north)	30/03/2023	12:45am-1am	41	39	37	39	39	37	33
	31/03/2023	12:45am-1am	45	43	42	44	43	43	37
	1/04/2023	12:45am-1am	39	38	35	35	35	31	26
	2/04/2023	12:45am-1am	46	46	45	46	44	40	34
	3/04/2023	12:45am-1am	38	36	32	33	34	32	27
	4/04/2023	12:45am-1am	41	37	30	30	32	29	31
	5/04/2023	**12:45am-1am[2]**	**38**	**36**	**30**	**30**	**30**	**29**	**35**
Measurement Location 2 (south)	30/03/2023	12:45am-1am	41	38	33	37	34	30	28
	31/03/2023	12:45am-1am	42	40	37	41	38	38	33
	1/04/2023	**12:45am-1am[2]**	**37**	**34**	**28**	**34**	**30**	**24**	**22**
	2/04/2023	12:45am-1am	43	40	34	38	36	29	24
	3/04/2023	12:45am-1am	40	39	28	34	31	26	22
	4/04/2023	12:45am-1am	41	38	31	35	30	25	29
	5/04/2023	12:45am-1am	41	37	30	35	31	25	32

Note 1: measured spectrum background presented assumes that music noise will operate until 1am.
Note 2: spectrum background levels used to establish EPA Pub 1826.4-P2 criteria for night period.

Table 4 – Unattended Traffic Noise Level Measurement Results

Date of Measurements	Measurement Location	Period	Measured Noise Levels[1]
29 March – 6 April 2023	Measurement Location 1 of Figure 1	Day (7am – 10pm)	59 dB(A) $L_{eq,15hr}$
		Night (10pm – 7am)	56 dB(A) $L_{eq,9hr}$

Note 1: typical highest level over the monitoring period.

Table 5 – Attended Traffic Noise Measurement Levels (Measurement Location 3)

Date	Time	Measured Noise Levels dB(A) $L_{eq(15min)}$[1]
29 March 2023	5:20pm-5:35pm	56
	5:35pm-5:50pm	56
6 April 2023	7:25am-7:40am	53
	7:45am-8:00am	53

Note 1: measurement has been corrected -2.5dB for façade reflections

5 ASSESSMENT CRITERIA

5.1 AS2107:2016 – TRAFFIC NOISE

Internal noise level criteria for external noise intrusion from traffic associated with surrounding streets has been developed in accordance with Australian Standard AS/NZS2107:2016 "Recommended Design Sound Levels and Reverberation Times for Building Interiors". AS/NZS 2107:2016 sets out recommended design sound levels for residential/hotel developments depending on locality to minor or major roads. Table 6 below details the criterion for for this development.

Table 6 – Internal Noise Level Criteria for Traffic

Location	Required Maximum Internal Noise Level[1]	
	Day (7am – 10pm) dB(A) L_{eq}	Night (10pm – 7am) dB(A) L_{eq}
Guest rooms	35-45	35-40

Note 1: With rooms fully furnished suitable for occupation and external windows / doors fully closed

5.2 EPA PUBLICATION NOISE PROTOCOL PART 1

To ensure that noise emissions from mechanical plant and equipment serving subject development do not impact adversely on the amenity of the proposed development residents and surrounding noise sensitive areas, the proposed development should be designed to comply with the EPA Noise Protocol 1826.4 – Part 1.

5.2.1 Zoning Level

The 'Zoning' level is determined by the Influencing Factor (IF) and is calculated by the formula and the 'Zoning Level versus Influencing Factor' graph nominated in Section 1.1 of the EPA Noise Protocol and VicPlan Mapping. The IF is calculated from the proportion of industrial and commercial land around noise sensitive areas. Review of the surrounding area indicates an IF of approximately 0.26 (north) and 0.47 (south) which results in the zoning limits detailed in Table 7 below.

Table 7 - Zoning Levels

Period	Zoning Level dB(A) North	Zoning Level dB(A) South
Day time	55	59
Evening	48	52
Night time	43	47

5.2.2 EPA Noise Protocol – Part 1

Table 8 below details the assessment criteria based on both the zoning levels and the measured background noise levels.

Table 8 – Noise Limits

Location	Period	Background dB(A) $L_{90,Period}$	Zoning limit	Classification	Project Noise Limits dB(A) L_{eq}
North	**Day** Monday – Saturday (7am – 6pm)	44	55	Neutral	**55**
	Evening Monday – Saturday (6pm – 10pm) Sunday (7am – 10pm)	42	48	Neutral	**48**
	Night Monday – Friday (10pm – 7am)	38	43	Neutral	**43**
South	**Day** Monday – Saturday (7am – 6pm)	42	59	Low	**55**
	Evening Monday – Saturday (6pm – 10pm) Sunday (7am – 10pm)	41	52	Low	**50**
	Night Monday – Friday (10pm – 7am)	36	47	Low	**45**

5.3 EPA PUBLICATION NOISE PROTOCOL PART 2

EPA Publication 1826.4 details the methodology to be used in assessing environmental noise emissions from music such that residential amenity may be preserved. The acoustic criteria are determined by measuring the background noise levels over an extended period and then deriving effective noise limit. The effective noise limit for an indoor venue of this type is the L_{Aeq} for the day/evening period and is derived from the measured L_{A90} + 5dB(A). The effective noise limit for the night period is L_{OCT90} + 8 dB. Table 9 and Table 10 below details the criteria based on the background measurements detailed in Table 4 and 5.

Table 9 – Music Noise Limits dB (Day/Evening)

Period	Time	Project Noise Limits dB(A) L_{eq} North	Project Noise Limits dB(A) South
Day	Monday to Saturday: 7am-11pm Sunday: 9am-10pm	52	50
Evening	Monday to Friday: 11pm-7am Saturday: 11pm-9am Sunday: 10pm-7am	50	49
Night	Monday to Saturday: 7am-11pm Sunday: 9am-10pm	Refer Table 10	Refer Table 10

Table 10 – Music Noise Limits dB (Night)

Area	Music Noise Level Limits L_{OCT10} dB[1]						
	63Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz
North	46	44	38	38	38	37	43
South	45	42	36	42	38	32	30

Note 1 - Based on the background noise levels presented in Table 3. Note criteria may change subject to final music noise operation which shall be reviewed by a suitably qualified acoustic consultant.

5.4 PATRON NOISE

EPA Noise Protocol 1826.4 Part 1 and Part 2 do not address patron noise specifically.

To ensure amenity for future guests and nearby noise sensitive receivers is maintained, assessment of patron noise from any proposed outdoor areas should be undertaken by a suitably qualified acoustic consultant to ensure the amenity of nearby residential receivers are not adversely affected.

6 EVALUATION OF EXTERNAL NOISE INTRUSION

Internal noise levels will primarily be as a result of noise transfer through the windows, doors and roof as these are relatively light building elements that offer less resistance to the transmission of sound. Walls that are proposed to be precast / heavy masonry elements will not require upgrading acoustically.

The predicted noise levels through the windows, doors and roof are discussed below. The predicted noise levels have been based on the expected level and spectral characteristics of the external noise, the area of building elements exposed to traffic / mechanical / music noise, the absorption characteristics of the rooms (fully furnished, carpeted bedrooms and living rooms installed with hard floor finish) and the noise reduction performance of the building elements.

Glazing / façade treatment was based on the following:

- Transmission loss of façade element.
- The measured traffic noise levels.

The constructions set out below are necessary for the satisfactory control of external noise.

6.1 RECOMMENDED GLAZING

The glass thicknesses shown in the schedule do not take into account thermal, structural, safety or any other requirements other than acoustic requirements and thus may require upgrading in some instances. In these instances, increasing the glass thickness beyond the acoustic requirement will be acceptable. Where the glazing thickness has not been specified, standard glazing will be acceptable.

Table 11 below details the minimum R_w performance requirements for the glazing assembly installed. Where open-able windows or sliding doors are installed, the total R_w performance of the system shall not be lower than the values listed in Table 11. It is noted that the system supplied shall meet the overall minimum R_w ratings nominated based on a laboratory test report for the system. If an alternative system is proposed the system shall be reviewed and will require approval by a suitably qualified acoustic consultant to ensure that the proposed system is acceptable and will ensure compliance with the nominated internal noise design criteria.

Table 11 – Minimum External Glazing Requirements / Performance

Glazing Location	Required Glazing Construction[1]	Minimum R_w of Installed Window System	Acoustic Seals[2]
Hotel guest rooms	Light-weight to medium-weight IGU	29-31	Yes

Note 1 – Alternative glazing construction may be used provided it is approved by a suitable qualified acoustic engineer.
Note 2 – Mohair Seals in windows and doors are not acceptable where acoustic seals are required. Seals in these instances shall be equal to Schlegel Q-lon.

Note the glazing above has not taken into account noise intrusion from patron or music noise associated with the subject development and will be dependant on the design of these areas. Final glazing thickness shall be reviewed during the detailed design stage of the development by a suitably qualified acoustic consultant.

6.2 ROOF CONSTRUCTION

The roof construction of the proposal is to be concrete construction which will not require further upgrading acoustically.

6.3 EXTERNAL WALL CONSTRUCTION

Guest room external walls that incorporate concrete or masonry elements will not require upgrading acoustically. Any lightweight external walls shall be reviewed by a suitably qualified acoustic consultant to ensure compliance with the internal noise level criteria in Table 6.

Penetrations in walls must be sealed gap free with a flexible sealant. Any ventilation openings in the walls would need to be acoustically treated to ensure compliance with the nominated design criteria.

7 MECHANICAL PLANT AND EQUIPMENT SERVING THE DEVELOPMENT

To ensure that noise emissions from mechanical plant and equipment serving the proposed development do not impact adversely on the amenity of neighbouring residential properties, noise emissions from the mechanical plant and equipment shall comply with Noise Protocol – Part 1 criteria detailed in Table 8.

Mechanical plant and equipment selections / design have not yet been finalised at this stage. To ensure amenity for future guests and nearby noise sensitive receivers is preserved, the mechanical plant and equipment serving the development shall be reviewed during the detailed design stage by a suitably qualified acoustic consultant to ensure that compliance with Noise Protocol – Part 1 is achieved. This can be achieved by the use of standard acoustic treatment such as internally lined ductwork, acoustic louvres, acoustic attenuators, variable speed drives, and vibration isolation mounts.

8 MUSIC NOISE

To ensure amenity of nearby noise sensitive residential receivers are protected, noise emission from music associated with the proposed development shall comply with EPA 1826 Noise Protocol Part 2. Final treatment to be reviewed by a suitably qualified acoustic consultant.

9 CONCLUSION

This report presents our acoustic assessment for the proposed Isle of Wight development located at 9-10 The Esplanade & 2-8 Bass Avenue, Cowes. Provided the acoustic treatment recommendations detailed in Section 6, 7 and 8 are implemented, compliance with the noise level criteria detailed in Section 5 will be achieved.

We trust this information is satisfactory. Please contact us should you have any further queries.

Yours faithfully,



Acoustic Logic Pty Ltd
Barli Wibisono

APPENDIX 1 – NOISE MONITOR PHOTOS

Noise monitor installed at measurement location 1 of Figure 1 is indicated below.

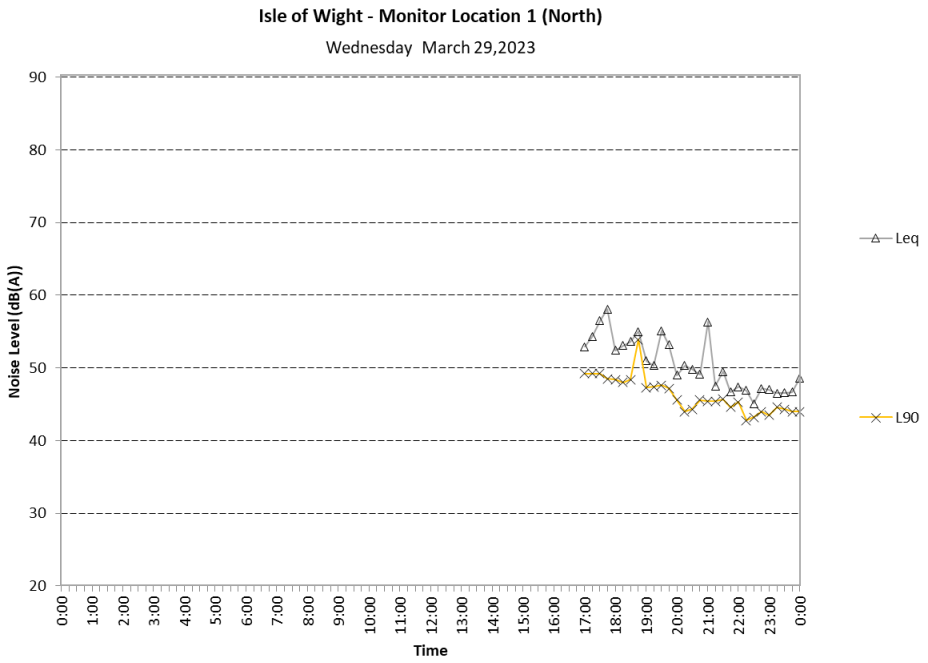


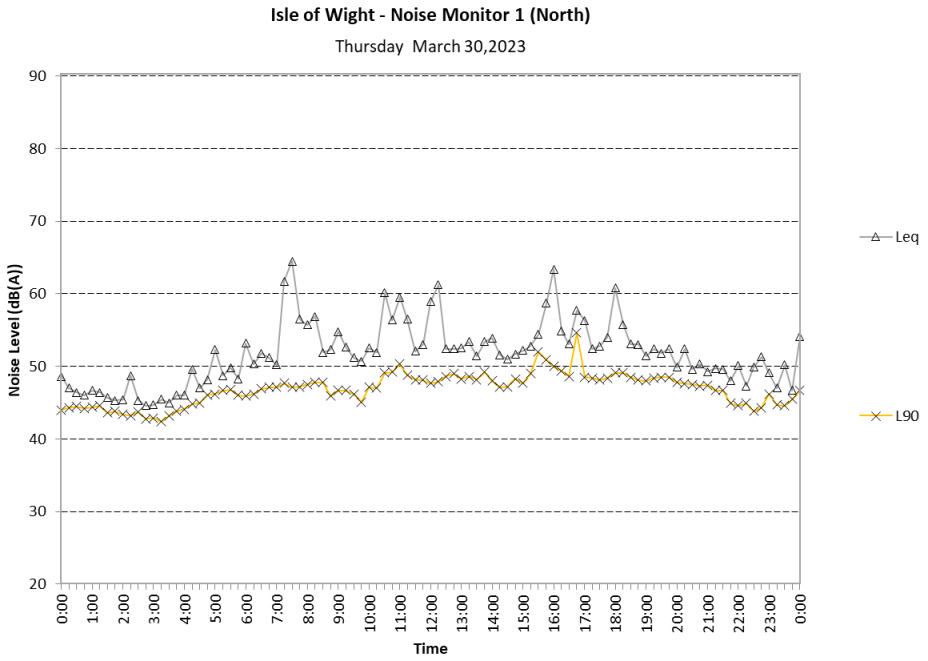
Noise monitor installed at measurement location 2 of Figure 1 is indicated below.

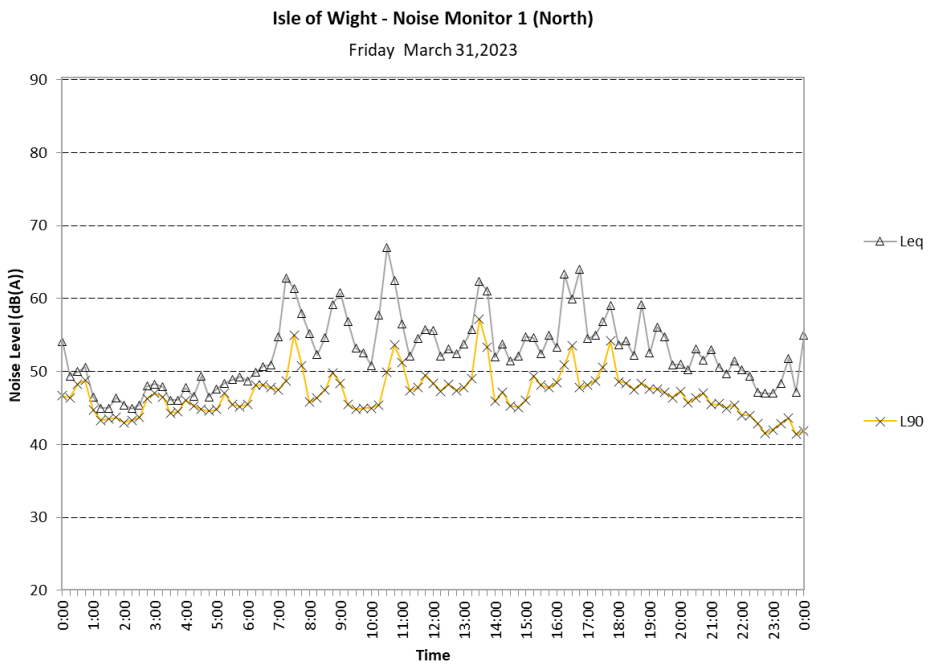


APPENDIX 2 – NOISE MONITORS GRAPHICAL RESULTS

North Monitor



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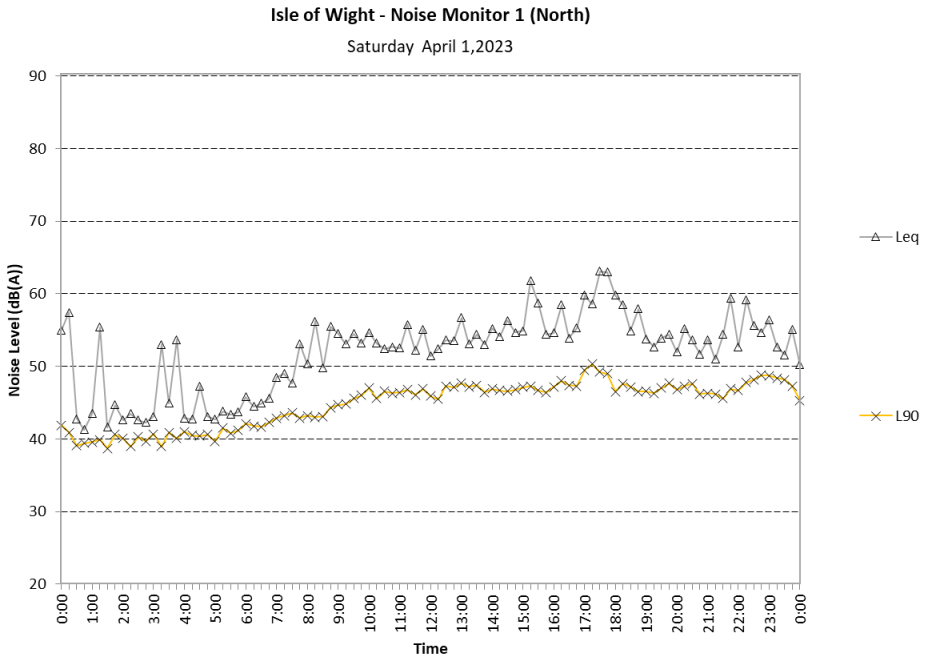
Friday March 31,2023
Noise Level (dB(A))
Time
Leq
L90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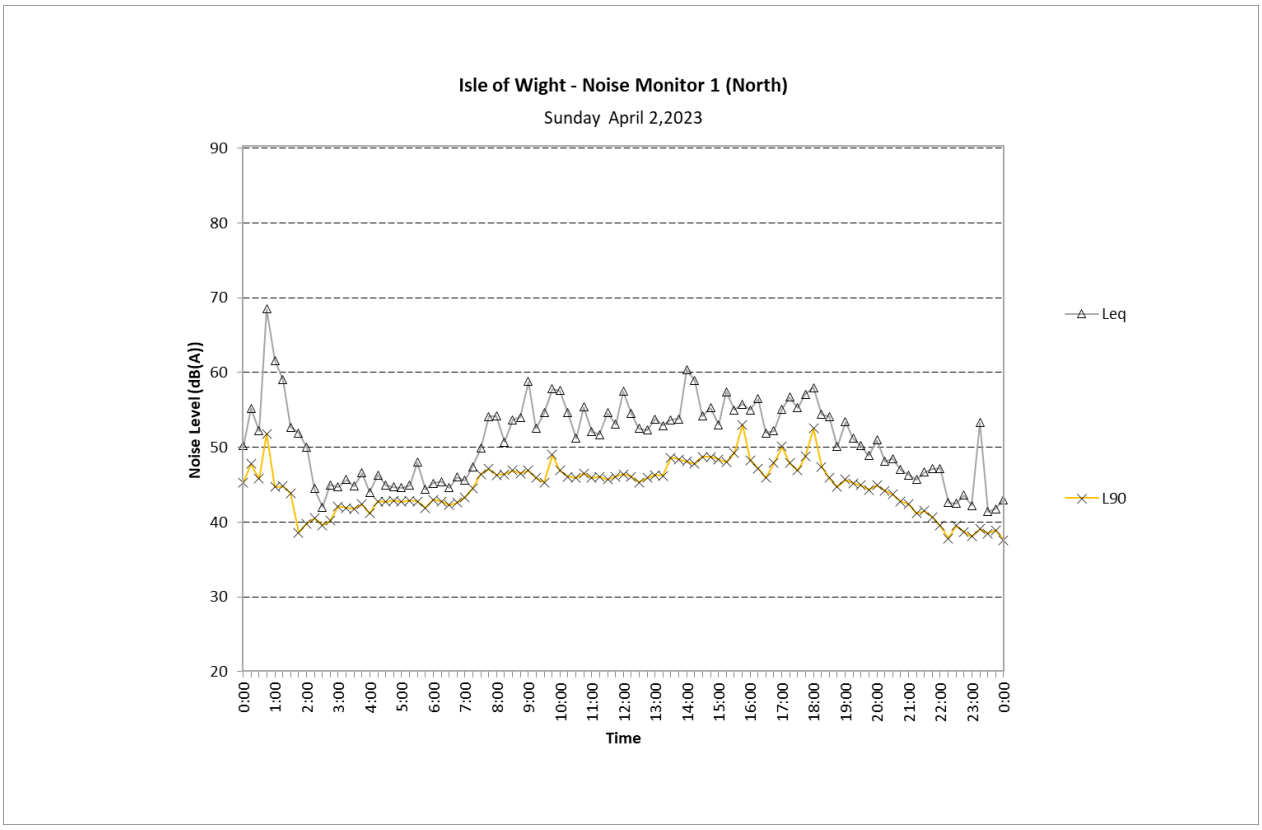
Saturday April 1,2023
Noise Level (dB(A))
Time
Leq
L90


Isle of Wight - Noise Monitor 1 (North)
Sunday April 2,2023
Noise Level (dB(A))
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80
70
60
50
40
30
20
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2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
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21:00
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23:00
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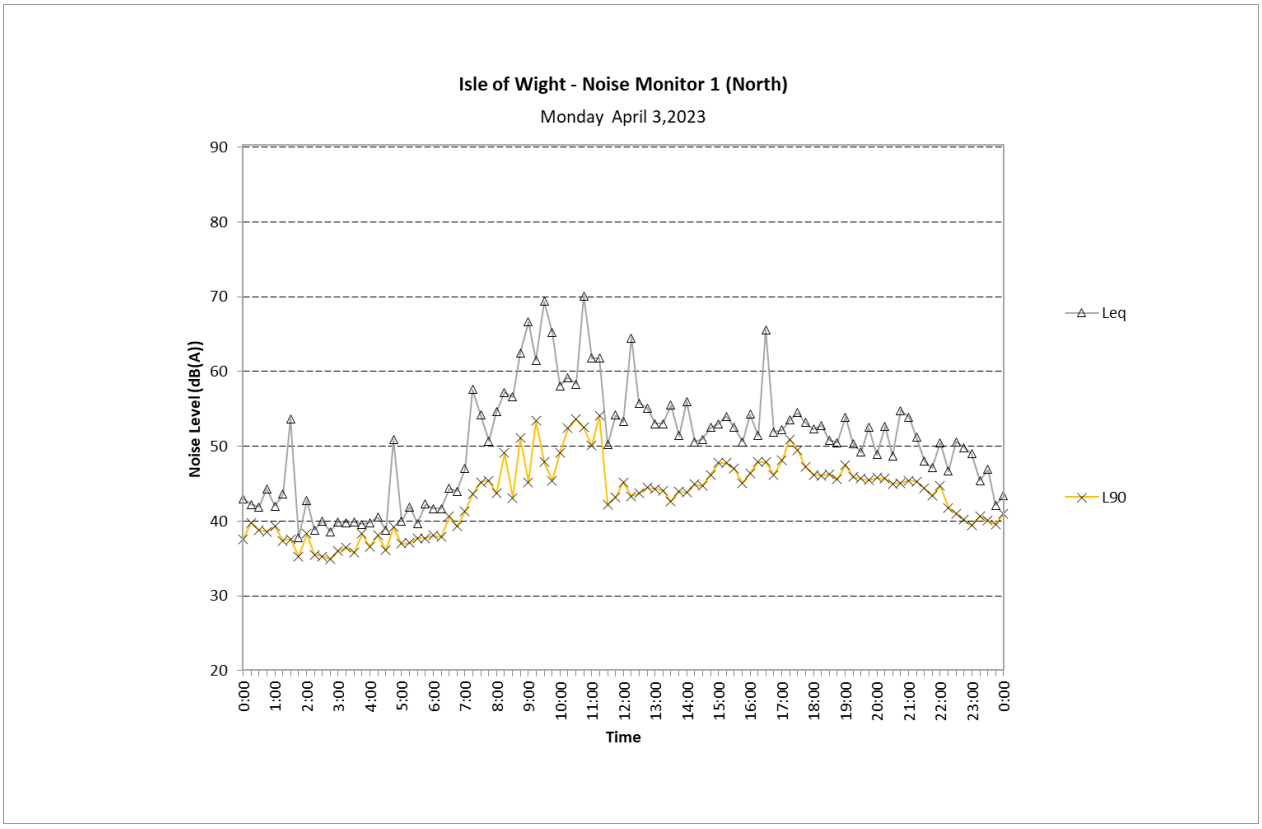
Time
Leq
L90


Isle of Wight - Noise Monitor 1 (North)
Monday April 3,2023
Noise Level (dB(A))
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2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
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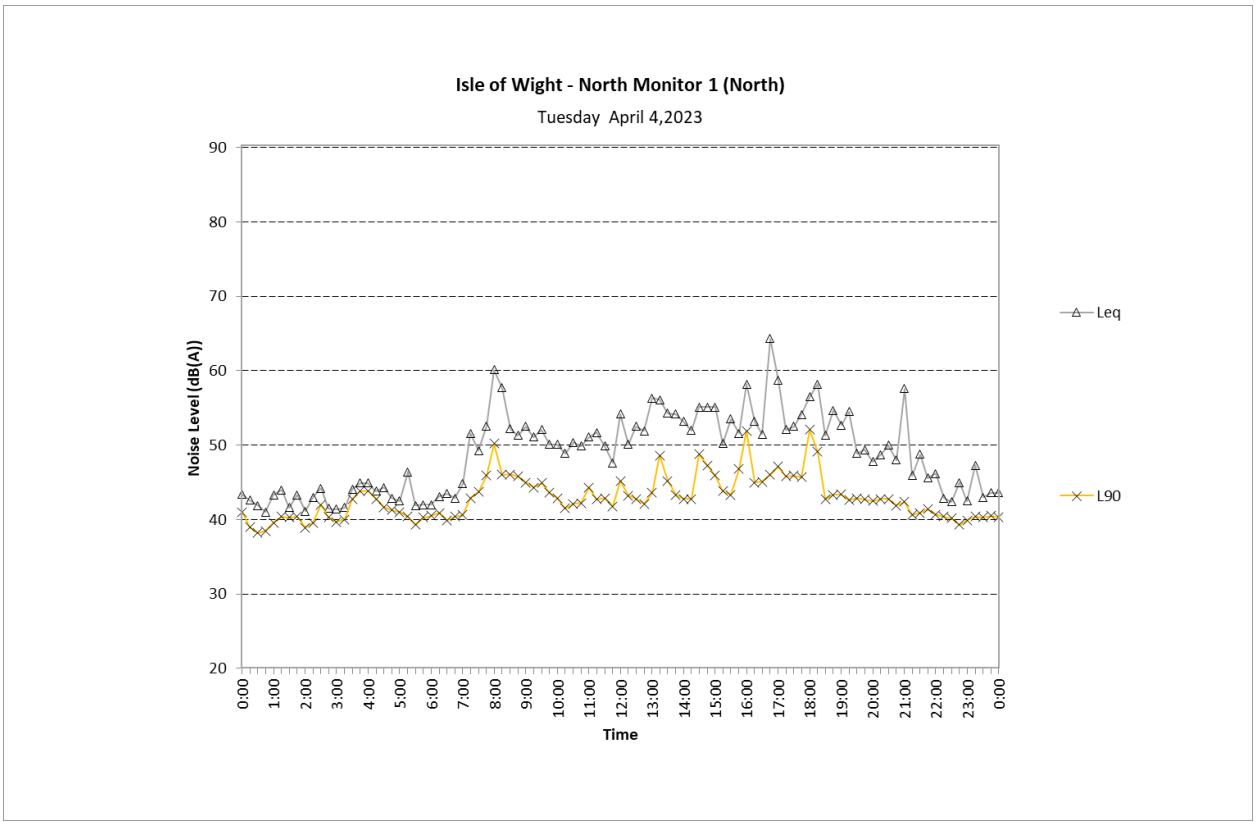
Time
Leq
L90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Noise Level (dB(A))
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40
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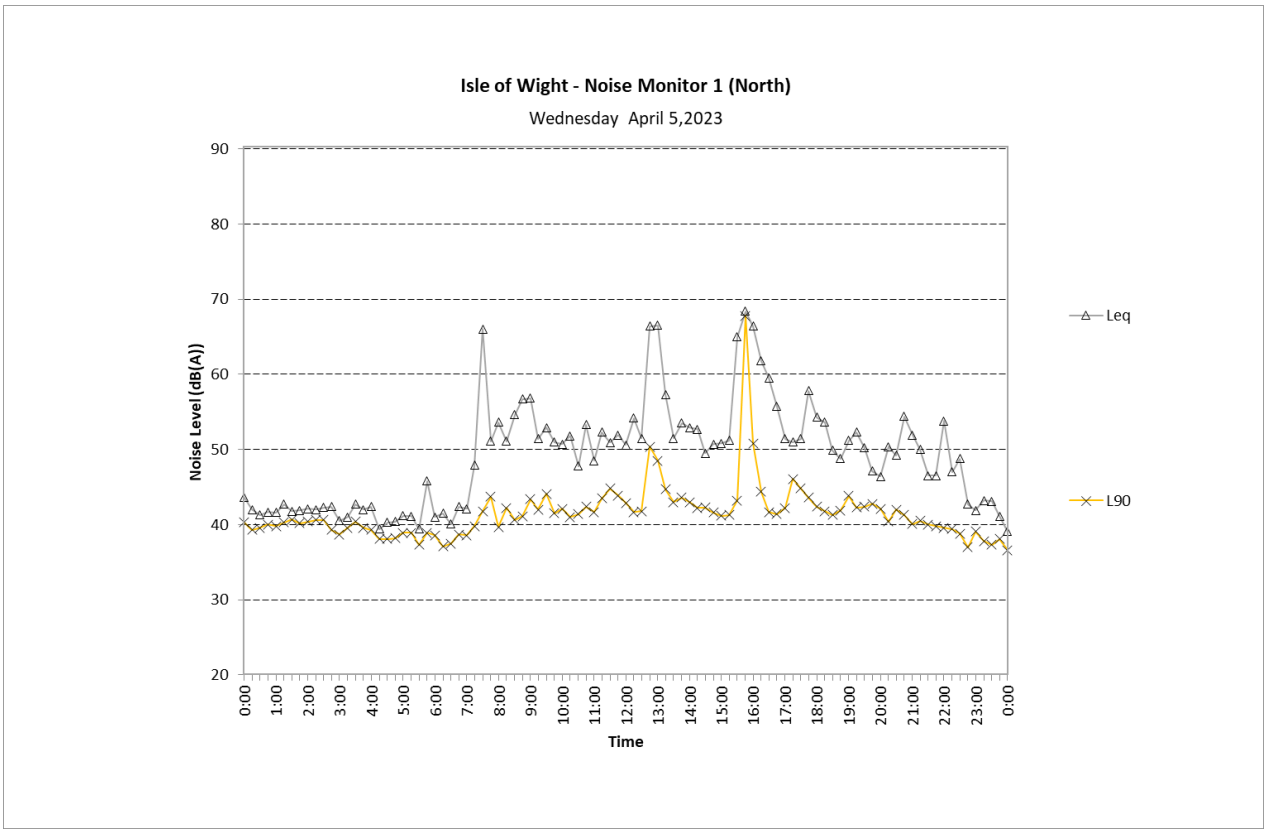
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Noise Level (dB(A))
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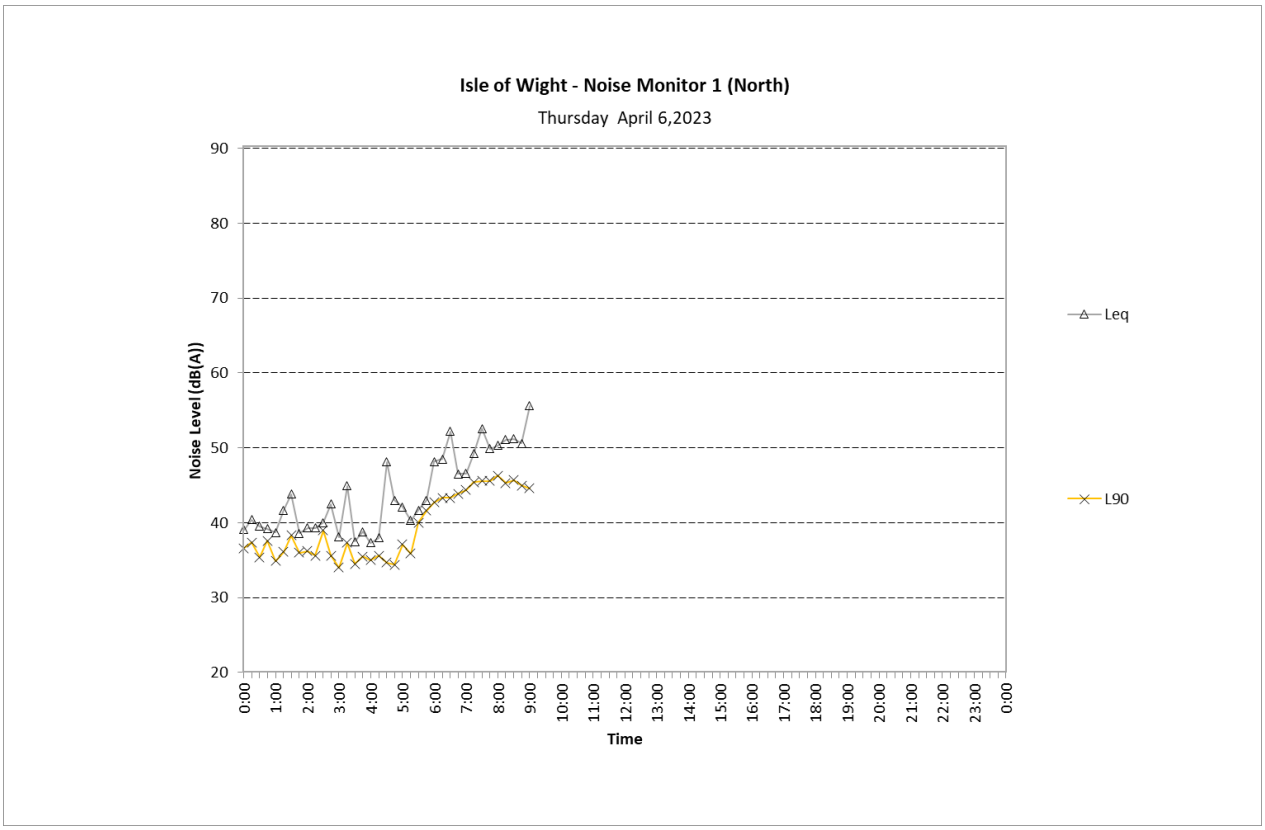
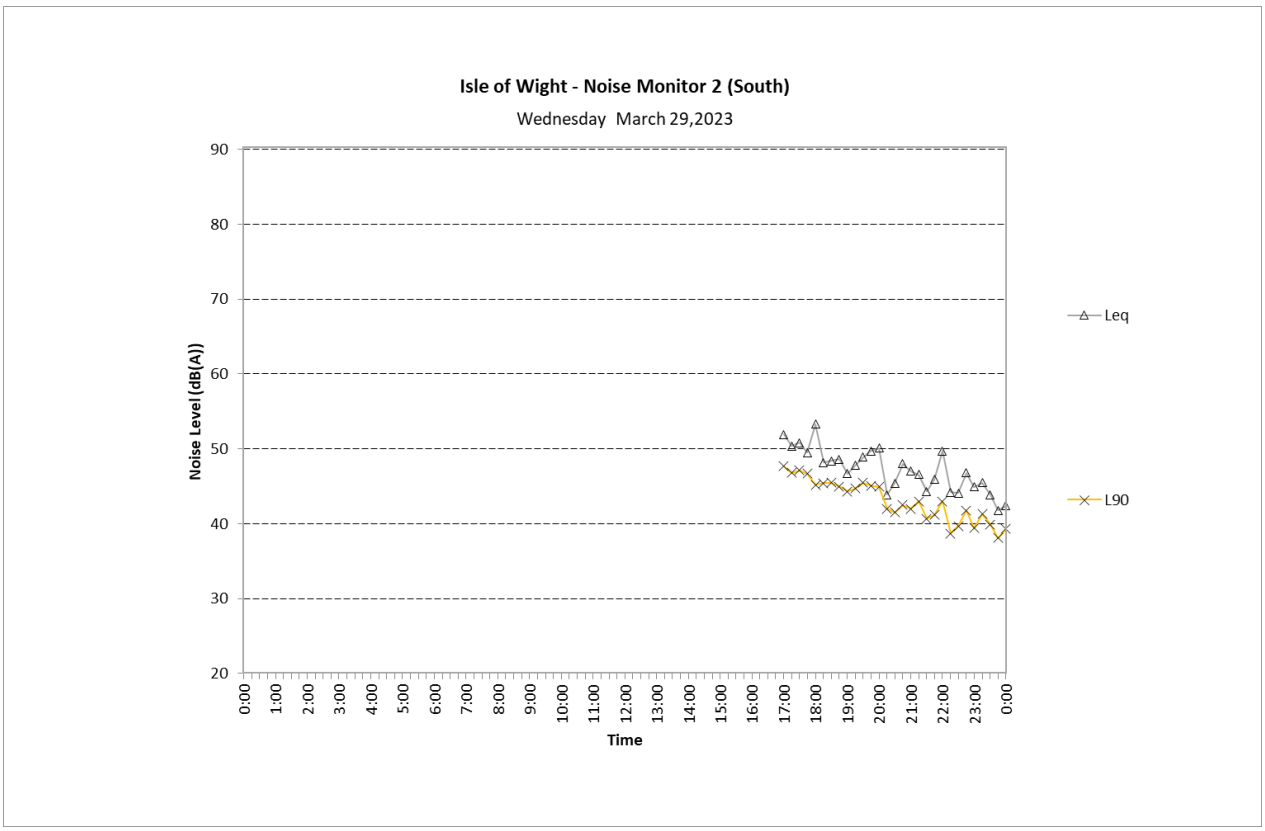
L90



South Monitor




Isle of Wight - Noise Monitor 2 (South)
Thursday March 30,2023
Noise Level (dB(A))
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80
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60
50
40
30
20
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1:00
2:00
3:00
4:00
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6:00
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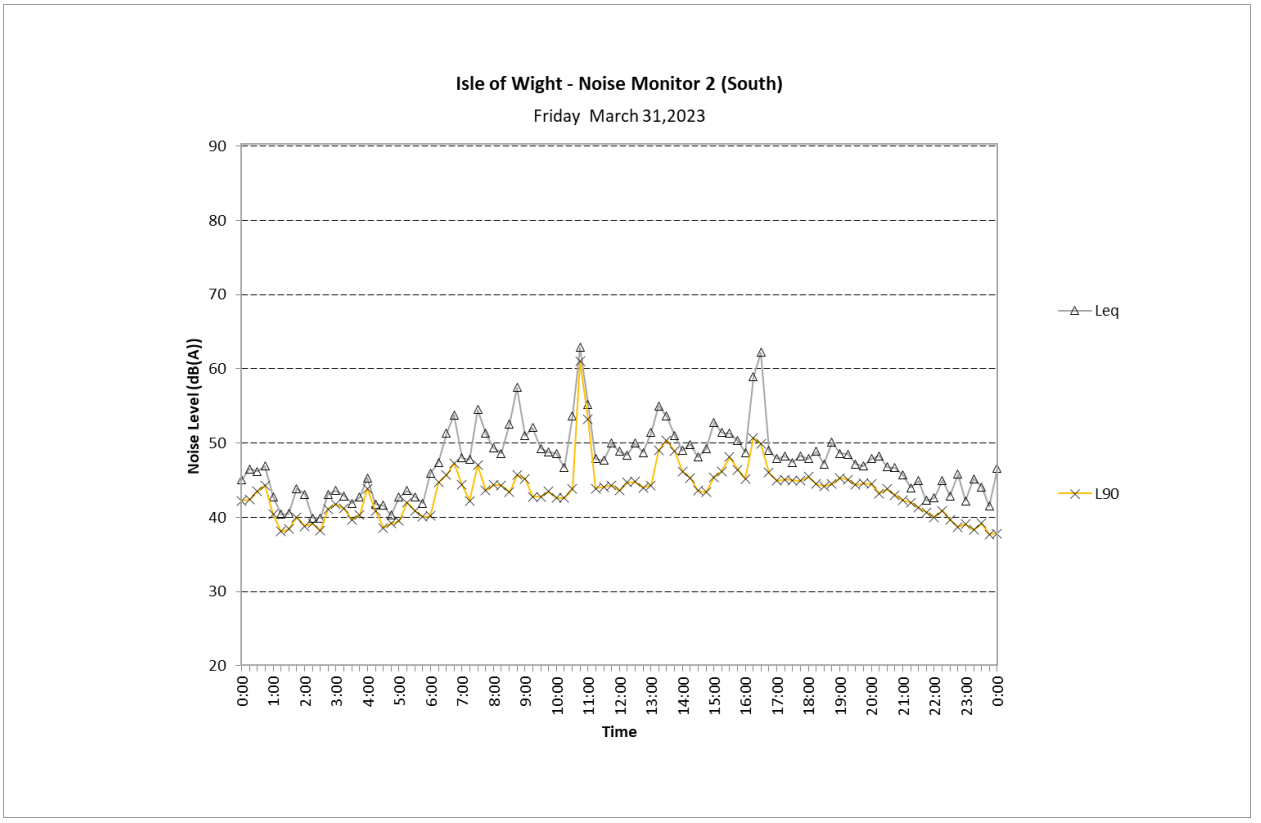
Time
Leq
L90


Isle of Wight - Noise Monitor 2 (South)
Friday March 31,2023
Noise Level (dB(A))
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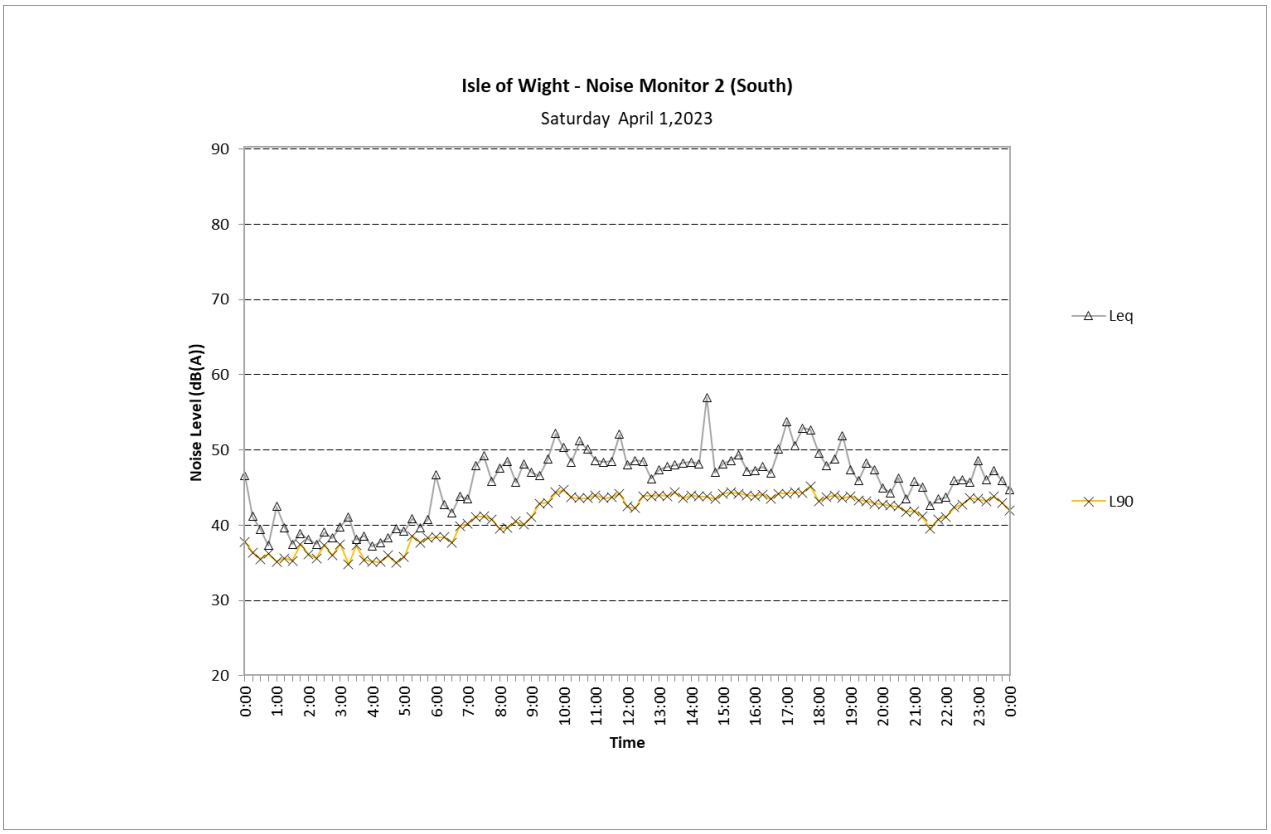
Isle of Wight - Noise Monitor 2 (South)
Saturday April 1,2023
Noise Level (dB(A))
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70
60
50
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30
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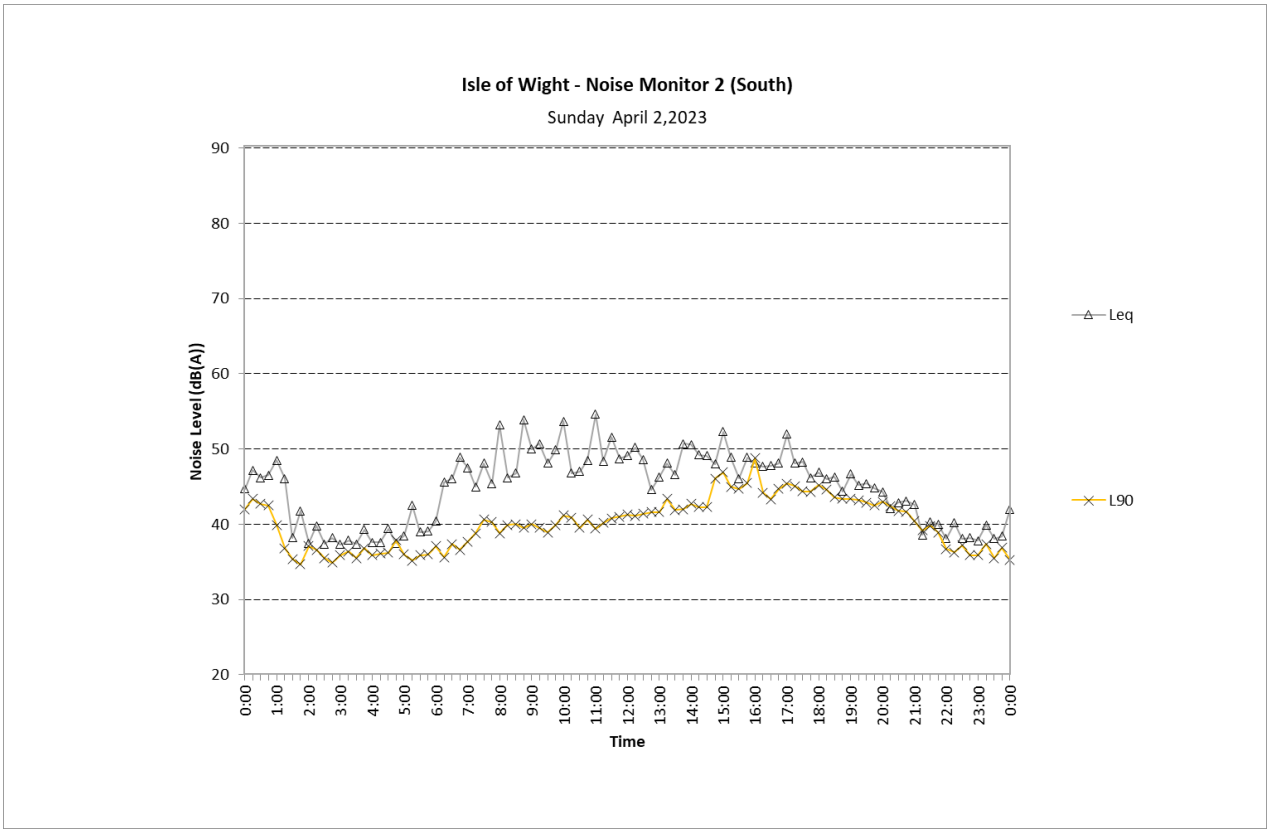
Leq
L90


Isle of Wight - Noise Monitor 2 (South)
Sunday April 2,2023
Noise Level (dB(A))
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80
70
60
50
40
30
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0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
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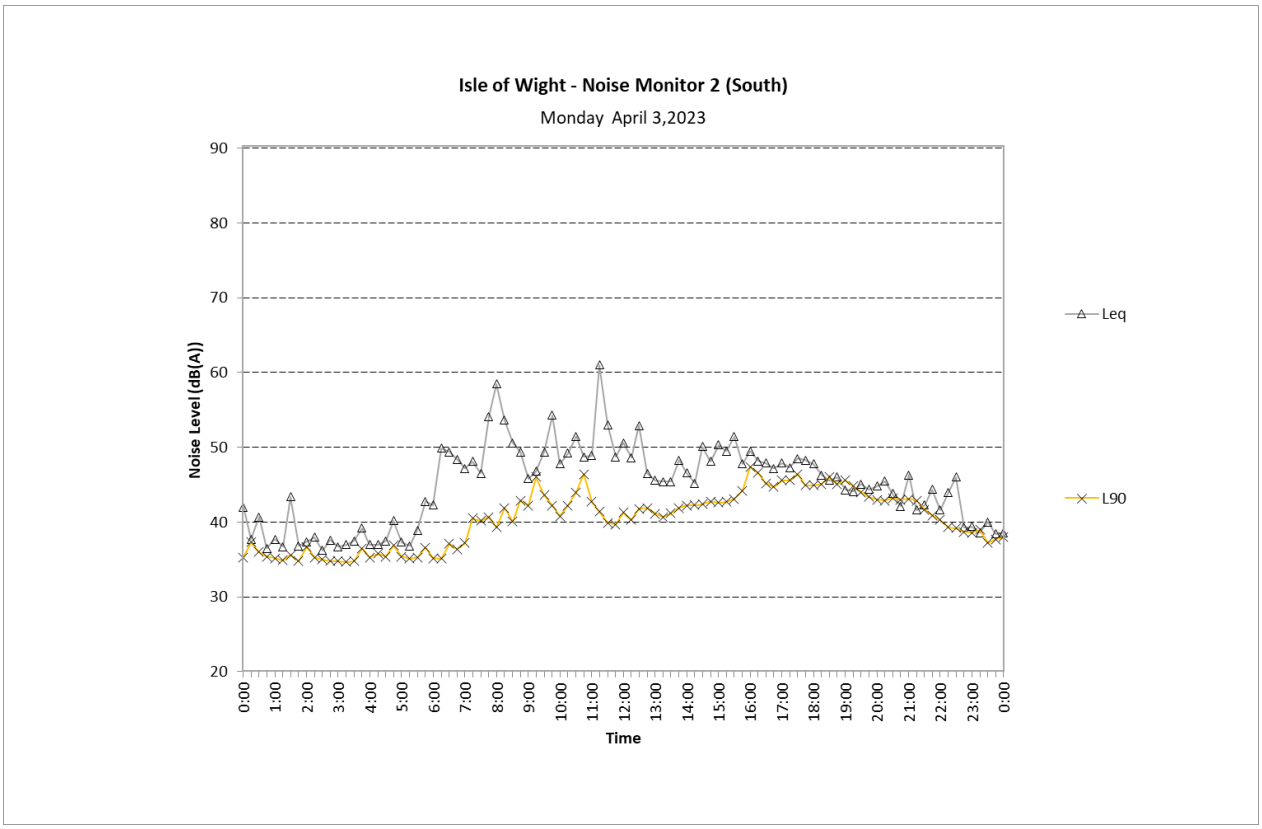
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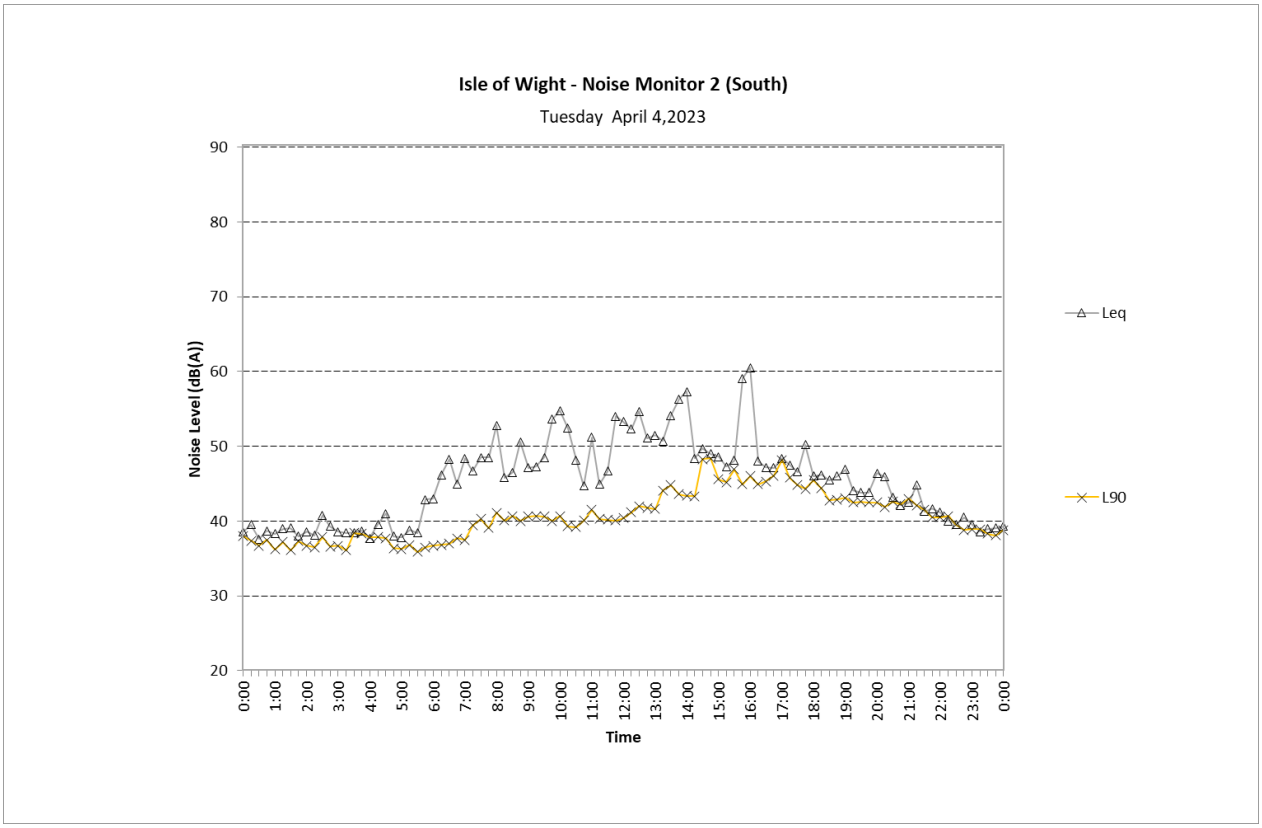
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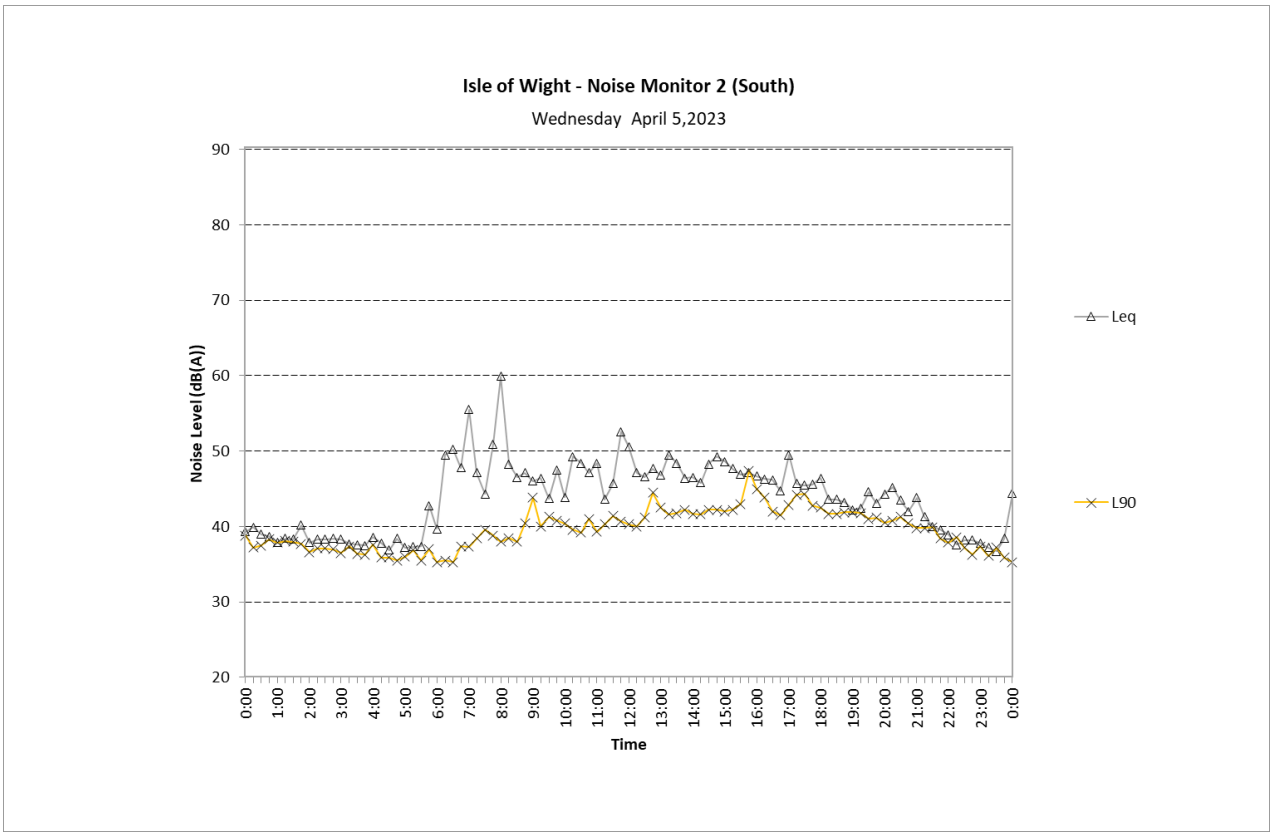
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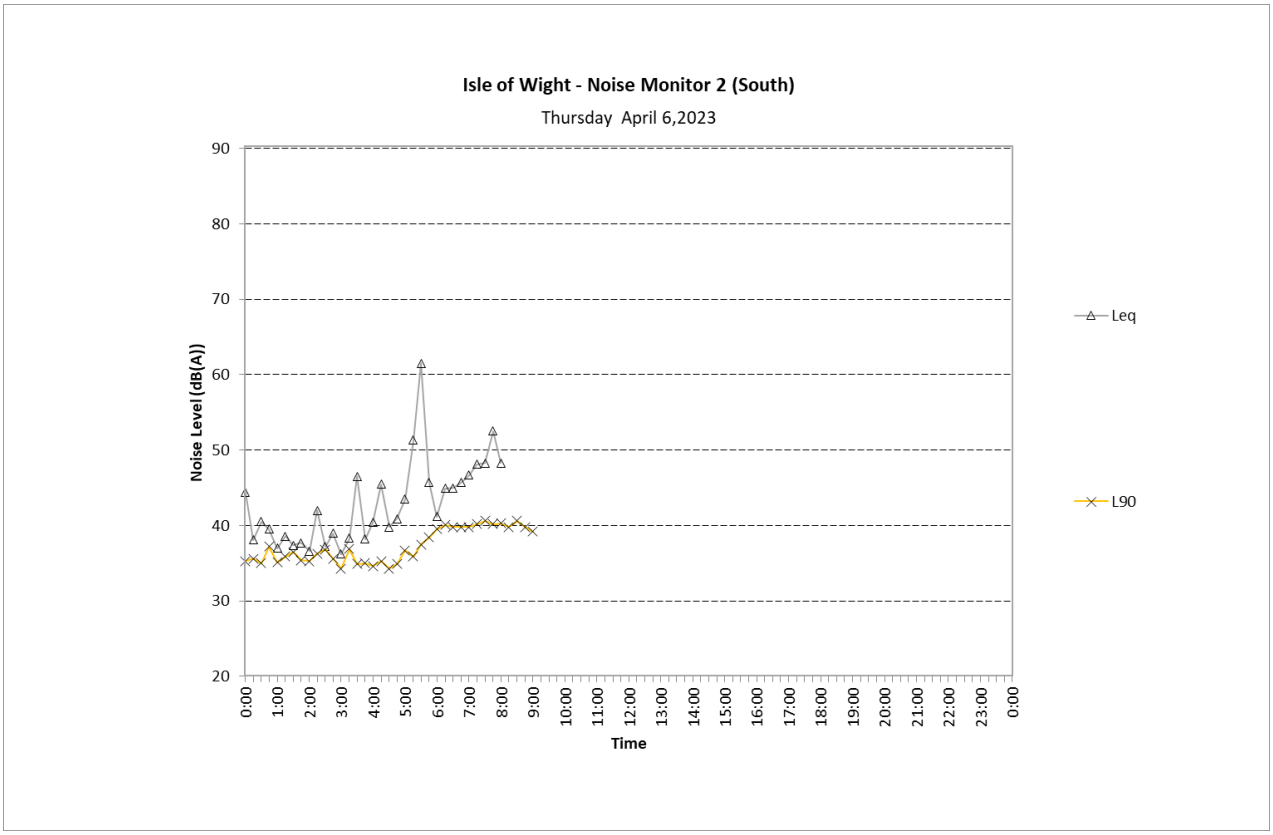
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Client
Colonial Leisure Group Pty Ltd

Date
15 May 2023

Liquor Licensing Report 9-10 The Esplanade and 2-8 Bass Avenue, Cowes



ratio:

Planning
Transport
Urban Design
Waste Management

ratio.com.au

Project

Prepared for
Colonial Leisure Group Pty Ltd

Our reference
20052P

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Appendices

Appendix A – Liquor Licences within 500 metres

1. Introduction

Ratio Consultants Pty Ltd has been engaged by *Colonial Leisure Group Pty Ltd,* as part of the overall application associated with Planning Permit Application No. 230034 (the 'application'). The application seeks approval for an overall redevelopment of the subject site comprising, inter alia, a residential hotel and a hotel.

Colonial Leisure Group Pty Ltd are the proposed operator of the hotel. A planning permit is sought pursuant to Clause 52.27 of the Bass Coast Planning Scheme for the sale and consumption of liquor associated with the hotel.

In the course of this report, we have:

- Assessed the proposal against the relevant planning controls and policies contained within the Bass Coast Planning Scheme;
- Reviewed the proposed Red Line Plan prepared by Alexander & Co;
- Reviewed the acoustic report prepared by Acoustic Logic; and
- Undertaken a Cumulative Impact Assessment.

This report outlines the subject site and surrounds, the proposal, the relevant planning controls, and an assessment of the proposal having regarding to the key planning issues including a cumulative impact assessment.

2. Existing Conditions

2.1. Subject Site

The subject site is located on the southwestern corner of the intersection between The Esplanade and Bass Avenue, Cowes.

The subject site includes the consolidation of eight (lots) to form a development site which includes a site frontage of 70.11 metres to The Esplanade, a frontage of 141.03 metres to Bass Avenue and a combined site area of approximately 8,660sqm.

The combined development site, which is informally known as the former 'Isle of Wight' site is currently vacant, given the Isle of White Hotel burnt down in 2010.

Photo 1: Aerial view of subject site and surrounds



Source: Nearmap

Photo 2: Subject site viewed from northern side of The Esplanade



Photo 3: View of subject site looking east through the site towards Bass Avenue



2.2. Surrounding Land

North:

The site's northern boundary is adjacent to The Esplanade, which is the main street separating Cowes' retail and hospitality offering from the Cowes beach, environs, pier and parkland. Between the site and the beginning of the Cowes Pier/Jetty there is public open space, including the Cowes War Memorial, meaning that from the site's northern boundary there are uninterrupted views of Western Port Bay and Cowes foreshore and pier.

The Esplanade is critical in forming Cowes identity as a tourist town and regional centre, acting as a promenade that connects the residential quarters from the east and west to Thompson Avenue which acts as the commercial "spine" to the Cowes township.

Parallel parking is provided along The Esplanade adjacent to the subject site, with 90-degree parking and pedestrian pathway to the Cowes Jetty and beyond located opposite the site.

From a land zoning perspective, land north of the site and on the northern side of The Esplanade is zoned **Public Park and Recreation Zone.**

East:

The site's eastern boundary includes Bass Avenue which is approximately 30 metres wide. Its features include:

- ~13 metre carriage way.
- On the eastern side, ~7.5-metre-wide nature strip, grassed, with intermittent street trees and a pedestrian path and parallel parking.
- On the western side, ~9.3-metre-wide nature strip, grassed, with intermittent street trees and informal gravel 90-degree parking.

Development opposite the subject site, on the eastern side of Bass Avenue is low scale (maximum height 3 storeys) and in most instances is setback more than 5 metres from the street. This development style combined with the wide, landscaped street cross section reflects the coastal setting and coastal architecture of the Island, consistent with the strategy identified at **Clause 15.01-1L (Urban design – Mornington Peninsula)**.

Land opposite the subject site located at No. 5-8 The Esplanade includes North Pier Hotel, Bar, Bistro and Accommodation with Phillip Island Apartments located to the rear.

The zoning on the eastern side of Bass Avenue changes from **Mixed Use Zone** adjacent to The Esplanade, **Residential Growth Zone** in the mid-block between The Esplanade and Chapel Street and **General Residential Zone** adjacent to Chapel Street. Most properties along the street offer short term, holiday accommodation.

South:

The site's southern boundary is adjacent to holiday units (single storey) at No. 10 Bass Avenue. The common boundary is lined with bushes which act as an informal fence. There are several large canopy trees along the site's western boundary within the properties private open space. The land is zoned for **Mixed Use Zone**.

West:

The site's western boundary interfaces with the rear of commercial properties which front Thompson Avenue. The 'back of house' interface means the subject site is generally abutting servicing lanes and car parking where storage bins are located, and staff cars are parked. In the northern half of the subject site, developments which front Thompson Avenue are either abutting or set back by 4 metres.

The Hotel (No. 11-13 The Esplanade) is located immediately west of the subject site, fronting The Esplanade and Thompson Avenue. The Hotel comprises a one-two storey building hosting a hotel with associated bottle shop.

At the rear of the subject site, the western boundary abuts a public car park, the car park has a width of approximately 19 metres, providing a substantial buffer between property boundaries. Access to the carpark can be made from Bass Avenue or Thompson Avenue via an established accessway/laneway. It is noted that part of the public car park located adjacent to the site and servicing the back-of-house needs of commercial properties fronting Thompson Avenue is part contained within one of the titles which combines to form the subject site.

Access from Thompson Avenue is via a one-way accessway/laneway which runs between commercial properties at No's. 21 and 23A Thompson Avenue. With limited on street parking available on Thompson Avenue this accessway provides for consistent activation of an

otherwise unappealing back-of-house space associated with commercial properties which form part of the Cowes commercial centre.

Development along Thompson Avenue is generally low in scale, varying in height from 1-2 storeys and of a variety of architectural styles. Most notably, the low scale design of the buildings contributes to an open, coastal environment which enhances view lines to Western Port Bay.

Despite the existing low scale of buildings fronting Thompson Avenue, **Design and Development Overlay – Schedule 11** which applies to all commercially zoned land within the Cowes Activity Centre envisages future development heights in the order of 3-4 storeys along Thompson Avenue.

The topography of the Cowes Activity Centre means that Western Port Bay is visible from as far back as Chapel Street on Thompson Avenue.

Figure 1: Cadastral map of subject site

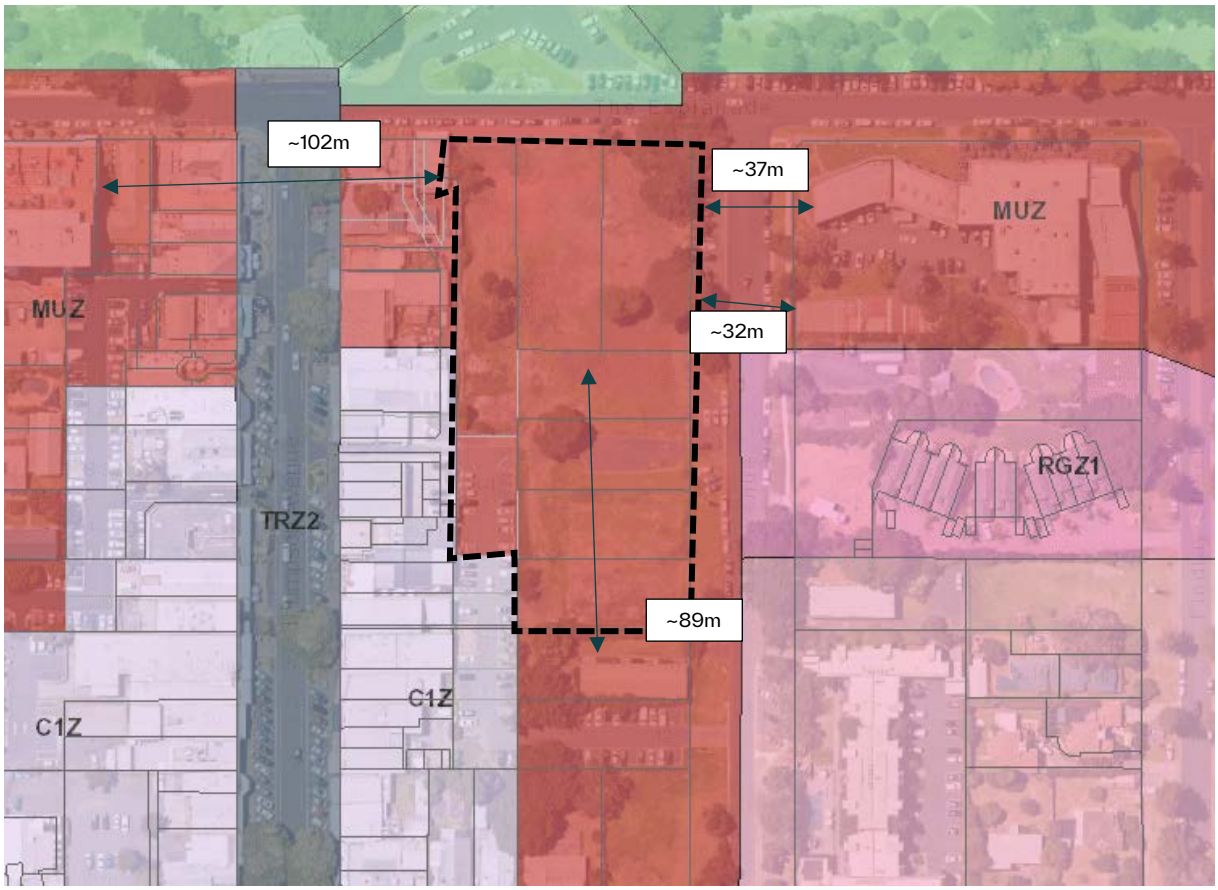


2.3. Adjoining Land Use Zoning and Proximity to Residentially Zoned Land and Dwellings

As addressed earlier, the site is located on the southwestern corner of The Esplanade and Bass Avenue, situated within a **Mixed Use Zone**. To the north of the subject site the foreshore is within a **Public Park and Recreation Zone**. East of the site (across the road) there are three zones, all being residential – **Mixed Use Zone**, **Residential Growth Zone – Schedule 1** and **General Residential Zone – Schedule 1** and containing the closest residential buildings to the subject site. However, a majority of the residential zoned developments surrounding the site are utilised for tourism and holidayers.

Immediately south of the subject site the land remains in the **Mixed Use Zone**. The land west of the site is split between **Mixed Use Zone and Commercial Zone – Schedule 1.**

Figure 2: Zoning Provisions of Subject Site and Surrounds & Proximity to Dwellings



Source: mapshare.vic.gov.au/vicplan

Noting the location of the proposed hotel in the northern half of the subject site, we note the following interfaces:

- East: residential hotel forming part of the North Pier Hotel complex, with closest rooms between 32- 37 metres to the east.
- South: holiday accommodation at No. 10 Bass Avenue located almost 90 metres south.
- West: on the assumption there are no rooftop dwellings within properties fronting Thompson Avenue, the closest dwellings to the west are at No. 16 The Esplanade, which is over 100 metres west.

3. The Proposal

A general liquor licence is sought at the subject site, permitting the supply of alcohol to customers for consumption on the premises until 1am, as well as the supply of packaged liquor (off premises) to customers until 11pm.

This licence is to include the full hotel (restaurants, function rooms and lobby bar) and beer garden, along with back of house areas, as detailed within the proposed Red Line Plan, prepared by Alexander & Co. We note that approval for footpath trading / street dining will be sought separately.

It is proposed to have the following trading hours for the hotel:

– Monday to Saturday – between 7am and 1am the following morning.

– Sunday – between 10am and 1am the following morning.

These hours are standard LCV hours for a general licence.

Further operational details are as follows:

– Patron numbers:

- Typical operating conditions: 1840
- Peak period: 2801 (likely to cover Moto GP, summer and long weekends).

– Staff numbers are to be 120 in off-peak, and up to 300 in summer peak. This translates to on-shift numbers ranging from 40-50 staff off-peak, and up to 200 staff in summer peak.

– Security will be provided when required.

– It is proposed to have live music.

– Food will be available at all times alcohol is able to be purchased.

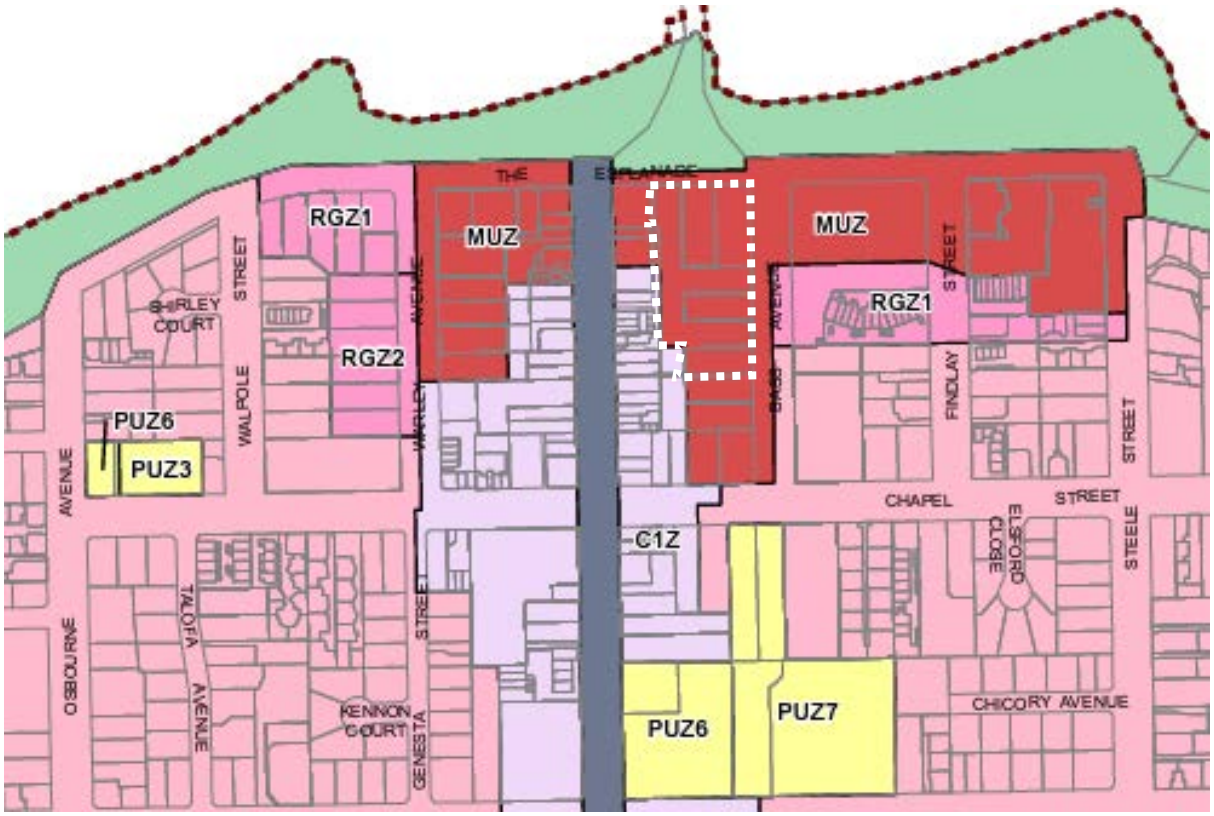
– No EGMs are proposed.

4. Planning Controls

4.1. Zone

The subject site is within the **Mixed Use Zone** (MUZ) pursuant to **Clause 32.04**.

Figure 3: Zoning Map



Source: VicPlan (19 April 2023)

A permit is required for use of land for 'hotel' and 'shop', given the floor areas of both exceed 150sqm pursuant to **Clause 32.04-2**. This is discussed further in the Planning Report prepared by Ratio Consultants.

The relevant purpose of the **MUZ** is:

– *To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.*

The Schedule to the zone does not introduce any additional policy requirements or objectives.

4.2. Overlay

The subject site is affected by the **Design and Development Overlay – Schedule 12 (DDO12)**, which relates to the Former Isle of Wight site.

This overlay and built form are further discussed in the Planning Report prepared by Ratio Consultants.

4.3. Particular and General Provisions

CLAUSE 52.27 - LICENSED PREMISES

Pursuant to Clause 52.27, planning permission is required where:

– *A permit is required to use land to sell or consume liquor if any of the following apply:*

A licence is required under the Liquor Control Reform Act 1998.

A permit is required for the sale and consumption of liquor under a General Liquor Licence, in accordance with the proposed configuration shown in the Red Line Plan prepared by Alexander & Co.

The purpose of Clause 52.27 is to ensure licensed premises are situated in appropriate locations and that the impact of the licensed premises on the amenity of the surrounding area is considered.

Clause 52.27 outlines the following decision guidelines:

– *The Municipal Planning Strategy and the Planning Policy Framework.*

– *The impact of the sale or consumption of liquor permitted by the liquor licence on the amenity of the surrounding area.*

– *The impact of the hours of operation on the amenity of the surrounding area.*

– *The impact of the number of patrons on the amenity of surrounding area.*

– *The cumulative impact of any existing and the proposed liquor licence, the hours of operation and number of patrons, on the amenity of the area.*

CLAUSE 53.06 – LIVE MUSIC ENTERTAINMENT VENUES

This clause seeks to encourage the development of new live music entertainment venues, but ensure that noise sensitive residential uses are satisfactorily protected from unreasonable levels of live music and entertainment noise.

We provide an assessment against this clause later in this report.

CLAUSE 65.01 - APPROVAL OF AN APPLICATION OF PLAN

This clause includes relevant decision guidelines including the policy framework, purpose of the zone, orderly planning of the area and the effect on the amenity of the area.

4.4. Practice Note 61: Assessing Cumulative Impact

Practice Note 61 has been prepared by the State Government to provide guidance on preparing and assessing an application under Clause 52.27 and, in particular, whether a cumulative impact assessment is required. The guidelines suggest that a cumulative impact assessment should be undertaken when new or expanded licensed premises will open after 11pm and there is a cluster of existing licensed premises.

The Practice Note was informed by *Swancom Pty Ltd v Yarra City Council*[1], whereby the Tribunal established that the cumulative impact of licensed premises in an area or precinct is informed by:

– The density of licensed premises in an area;

– The mix and type of the licensed premises; and

– Existing amenity levels.

Importantly, the Tribunal also found that the level of detail of a cumulative impact assessment on amenity should be proportionate to the level of concern raised by these considerations. The Tribunal went on to say that for many applications, an initial review of the three main considerations will lead to a determination that cumulative impact is not of significant concern for that application.

Cumulative impact assessments are prepared to enable an understanding of the cumulative effect of having a series of licensed premises on the amenity of the broader community. This is typically warranted in areas with high levels of late night entertainment uses, where there is a cluster of night clubs, bars and other late night trading venues.

As the proposed hotel is located within a cluster of licensed venues and will operate past 11pm, a Cumulative Impact Assessment (CIA) is required by the Practice Note.

In reviewing the impact of liquor licences on residential amenity, and given the body of research and anecdotal evidence gathered by a wide range of sources, we focus on licensed venues that have the following characteristics:

– Open after 11pm;

– Have a general, late night or on-premises licence;

– Have a substantial proportion of the venue available for 'vertical drinking'.

Venues that display all of these characteristics are referred to as 'at risk' venues in this report. This approach has been validated by the Tribunal in a number of decisions and facilitates a better understanding of what characteristics of a venue make it more likely to result in off-site amenity impacts. Other factors, such as the size of the venue / patron numbers, can increase the potential risks of off-site amenity impacts.

[1] Swancom Pty Ltd v Yarra CC (includes Summary) (Red Dot) [2009] VCAT 923

5. Liquor Licences

5.1. Existing Licensed Premises near the Site

We have undertaken a review of all premises with certain liquor licences[2] within 500 metres of the site using data obtainable from the Victorian Commission for Gambling and Liquor Regulation website.

Given the scale of the proposed venue, we have reviewed licensed premises within 100 and 500 metre radii from the subject site (roughly from the footprint of the proposed hotel). We have disregarded the limited licences, BYO permit and full club licences as we do not consider them relevant in assessing cumulative impact. Normally we would exclude 'packaged liquor' and 'restaurant and café' licences, but given the location of the subject site relative to Thompson Avenue and the ability for sales of liquor for consumption off-site by virtue of the general licence, we have included them to highlight the proportion of restaurants and cafés within the immediate area.

A map of the venues is provided below at **Figure 4** and a summary of the venues in respect to the type, licensing and size of venues is provided at **Appendix A**. This review has found that the subject site is located within a cluster of licensed premises, exceeding both the 100 (over three) and 500 metre tests (15 or more). The following diagram (over page) shows the licensed venues within 500 metres of the subject site.

This review indicates that within 500 metres of the venue there are 38 venues, including the proposed hotel at the subject site. Of these, there are:

– General licence (8);

– Late Night – General Licence (1);

– On-Premises Licence (6);

– Packaged Liquor Licence (3); and

– Restaurant and Café Licence (19).

These are further detailed below.

[2] General, Late Night, On-Premises, Packaged and Restaurant / Café

Figure 4: Licensed venues within 500 metres of subject site



GENERAL LICENCES

Of the eight venues with a general licence, three of these are permitted to operate past 11pm, noting:

- North Pier Hotel has two licences, with the venue consisting of a bar and bistro (including a terrace and beer garden), TAB, and accommodation. Live music performances also occur at the venue. The bistro serves food daily from 12pm to 8pm.
- Shearwaters and Bandicoots operates as a retail store and wine bar, providing wine and beer to takeaway or consume on site. While the general licence permits operating hours of 7am to 1am the following morning, the venue appears to open between the hours of 11am to 8pm Thursday – Saturday, and 12pm to 7pm Sunday - Wednesday.

LATE NIGHT (GENERAL) LICENCE

The only late night (general) licence is for Hotel, permitting consumption on-premises from 7am to 1am the following morning, or until 2am at peak periods. The Hotel operates as a traditional pub / bar, with food available via a substantial menu, and also hosts private functions. DJs provide entertainment at events, which typically attract a cover charge and enforce an 11pm lockout.

ON-PREMISES LICENCES

Of the seven venues with an on-premises licence, two are permitted to operate past 11pm, noting:

- Isola Di Capri Restaurant operates as an Italian restaurant, with liquor available with food. While its on-premises licence permits operating hours between 7am and 1am the following day, the venue is open from 11:30am to 9pm Sunday – Thursday, and 11:30am to 9:30pm Friday & Saturday.
- Cheeky Goose Café has apparently been closed since mid-2022 and is now operating as a mobile food truck.

PACKAGED LIQUOR LICENCES

None of the three venues with a packaged liquor licence operate past 11pm, with the Hotel bottle shop closing at 9pm.

RESTAURANT AND CAFÉ LICENCES

Of the 19 venues with a restaurant and café licence, three are permitted to operate past 11pm. Given the category of liquor licence, food service is a substantial part of their offerings. We note:

- Dimples Lounge Bar hosts live music, open mic, karaoke, and trivia, and is available for private functions. While its licence permits operating hours of 7am to 1am the next day, the venue is open 5pm to 10pm Monday, 5pm to 11:30pm Wednesday – Friday, 4pm to 12am Saturday, and 4pm to 11pm Sunday.
- Bani's Restaurant Bar operates as a Greek restaurant daily from 12pm to 3pm for lunch service, and 5pm to 9pm for dinner service, and is available for private functions. The venue's licence permits operating hours of 7am to 1am the following morning.
- Pino's Trattoria operates as an Italian restaurant with occasional live music and entertainment. The venue is open daily from 12pm to 3pm for lunch, and 5pm to 'close' for dinner (noting Google suggests operating hours of until 8:30pm). The venue's licence permits operating hours of 7am to 3am the following morning.

As the majority of the above venues have food offerings, they have a lower or reduced risk of alcohol related harm and adverse amenity impacts on the community as compared to bars / nightclubs without food where vertical drinking is a large component of patron behaviour. The preparation and service of food is attributed to a reduced risk of alcohol related harm as patrons are more likely to be seated, thereby reducing the capacity for vertical drinking and because the risk of excessive intoxication is lower where alcohol is consumed with meals.

Given the above assessment, we do not consider the proposed venue will result in unreasonable cumulative impacts on the amenity of the surrounding area, being located within the Cowes activity centre and the entertainment precinct along The Esplanade, including Hotel and the North Pier Hotel.

6. Planning Considerations

6.1. Introduction

Clause 71.02-3 promotes the 'balancing' of sometimes conflicting policies in favour of net community benefit and sustainable development.

In this case we say the 'balancing act' needs to assess matters such as the value of providing, inter alia, a licensed hotel on a landmark site within Cowes, which previously operated as the Isle of Wight Hotel between 1870-2010, against other matters such as amenity.

In particular, we say the proposal prompts the following questions:

- Is there general strategic support for the proposal?
- Will the proposal cause unreasonable amenity impacts?

6.2. Is there general strategic support for the proposal?

The subject site is located within the Cowes activity centre and earmarked within the Bass Coast Planning Scheme as being a priority redevelopment area to be redeveloped as a 'retail, hospitality and entertainment' venue / destination. There are also references to supporting tourism through providing a range of accommodation, food premises and shops.

We note that the Bass Coast Planning Scheme does not include any policy specific to liquor licencing considerations. Section 6.2 of the Planning Report prepared by Ratio Consultants details the appropriateness of the proposed overall development having regard to strategic direction. Importantly, having regard to Clause 11.01-1L-03 (Cowes and Silverleaves), the proposed development:

- Will enable the consolidation of the subject site within the Cowes activity centre and intensify land uses from the current vacant state, which will assist in contributing towards street activity and patronage. The extensive active frontage of hotel building and beer garden will create a line of licensed venues along The Esplanade and improve passive surveillance. The beer garden presentation to Bass Avenue will further maintain this passive surveillance.
- The development of the subject site will assist The Esplanade in becoming the destination street within the Cowes activity centre and further strengthen links to the Cowes foreshore. The development of the proposed hotel will attract people, create a safe environment (both in terms of passive surveillance and in terms of patron behaviour), stimulate interaction and provide a lively community focus.
- Is located on The Esplanade, directly opposite the foreshore, where tourism, hospitality and entertainment uses are expressly encouraged. Notably the former Isle of Wight site (subject site) is earmarked for development with retail, hospitality and entertainment uses along The Esplanade, which the proposed liquor licence enables.

The ability for live music performance within the venue responds appropriately to the purpose of Clause 53.06 (Live Music Entertainment Venues), which notes that live music is an important part of the State's culture and economy and that new live music entertainment venues should be encouraged to develop, subject to appropriate noise attenuation.

As detailed in Section 5, we do not consider that the proposed development triggers a full cumulative impact assessment based on our analysis of liquor licences within a 500 metre radius of the subject site.

Accordingly, as the proposed hotel is to be located within the Cowes activity centre and will operate as a prominent entertainment venue, it is considered to respond appropriately with the MPS and PPF.

6.3. Will the proposal cause unreasonable amenity impacts?

The subject site forms part of the Cowes activity centre. The site is also proximate to dwellings within the surrounding buildings (including residential hotel accommodation at the North Pier Hotel) and land within residential zones. We note that a focus of surrounding residential development is holiday accommodation, meaning that the dwellings are unlikely to be occupied on a permanent basis.

The proposed hotel is unlikely to cause unreasonable amenity impacts to residents in surrounding buildings, including future guests within the residential hotel on the subject site. It is considered that subject to appropriate patron management and providing acoustic treatments to ensure compliance with the acoustic report prepared by Acoustic Logic, that off-site amenity impacts are able to be appropriately considered.

The proposed venue provides varied areas for patrons, including traditional bar / bistro at ground floor, large beer garden with associated kiosk, a signature restaurant at first floor and function rooms. We note that all of these areas contain substantial seating opportunities and that food is proposed to be available at all times liquor is being served. The availability of food and seating seeks to minimise the extent of 'vertical drinking', which reduces risk associated with the service of liquor.

The proposed hours of operation are generally consistent with the adjoining hotels, being Hotel to the west at No. 11-13 The Esplanade and North Pier Hotel at No. 5-8 The Esplanade on the opposite side of Bass Avenue. Hotel is able to trade until 2am on nominated dates[3], but otherwise operates until 1am, which is consistent with the North Pier Hotel. The consistency in hours of operation ensures the proposed venue will not create any unreasonable amenity impacts relative to the two adjoining hotels, which form an entertainment precinct along The Esplanade.

The proposed patron numbers will typically sit at 1840, with the ability for this to be increased to 2801 for Major Event Weekends (as detailed below at Footnote 3). The proposed patron numbers are higher than surrounding venues, being Hotel (350 patrons) and North Pier Hotel (1266 patrons across both liquor licences). However, the proposed venue is substantially larger than both existing venues and includes a large beer garden, plus two levels on indoor spaces. The purpose-built nature of the venue ensures that acoustic considerations are able to be implemented in the design, so that the venue will not create any unreasonable noise impacts. In addition to this, Event Management Plans are able to be prepared for the larger events where patron numbers are expected to reach 2801.

Entertainment at the proposed venue will include the ability for live music performances, background music and DJ's. All options will need to have regard to acoustic requirements to ensure they do not result in unreasonable noise impacts to the surrounding area.

Limited car parking is proposed to be provided on site for patrons of the proposed venue. Accordingly, patrons will be encouraged to utilise sustainable transport in accessing the venue, as detailed within the Traffic Impact Report prepared by Ratio Consultants. This includes recommending the provision of a courtesy bus given the venue will likely form a destination venue on Phillip Island.

---

[3] Major event weekends nominated as being the Moto GP and Superbikes Round, period between 26 December and 31 January, Labour Day weekend, Easter Sunday, Kings Birthday weekend and Melbourne Cup weekend.

Relevantly:

ACOUSTIC CONSIDERATIONS

- The presence of a residential hotel on the subject site ensures that acoustic treatments will need to be established to ensure guests of the residential hotel are not adversely impacted by operations of the proposed venue. Compliance with acoustic measures within the development will ensure compliance at residential properties further removed from the subject site. The acoustic report prepared by Acoustic Logic details parameters for compliance with Clause 13.05-1S (Noise Management) and Clause 53.06 (Live Music Entertainment Venues).
- Music will either comprise live music, or background recorded music. Noise attenuation measures are able to be incorporated into the venue to ensure noise impacts are appropriately managed.
- Conditions on permit can require:
  - Compliance with Environment Protection Regulations under the *Environment Protection Act 2017*.
  - A detailed acoustic report to be prepared prior to construction commencing which details acoustic attenuation requirements to ensure compliance with the Environment Protection Regulations.
  - A second acoustic report to be prepared within 6 months of the use commencing, which details the acoustic measures implemented and whether further refinement is required to ensure compliance with the Environment Protection Regulations.

MANAGEMENT PRACTICES

Colonial Leisure Group is an experienced operator of licensed venues throughout Australia. Operating venues such as the Portsea Hotel, along with numerous large venues within inner-suburban Melbourne, provides them with extensive skills along with knowledge of operations in holiday destinations where patron numbers peak. This is reflected through continual fine tuning of a venue management plan, to ensure any issues are dealt with quickly, with management practices refined to respond to noticeable trends and feedback from the local Council and community to avoid issues occurring again in a proactive manner.

A detailed Patron or Venue Management Plan will be prepared to guide the operations of the proposed Isle of Wight venue and can be required via condition on permit to ensure appropriate amenity impacts. These measures should include:

- Staff requiring Responsible Service of Alcohol training before being able to work in the venue.
- Procedures to be undertaken by staff in the event of complaints by a member of the public, the Victoria Police, an 'authorised officer' of Council or the Victorian Liquor Commission.
- Nominating queueing locations for patrons, so pedestrian movements along The Esplanade are not unreasonably impacted, but ensuring separation from more sensitive residential uses within Bass Avenue.
- The management and dispersal of patrons, including patrons loitering around the venue after the venue has closed.
- The management of large group bookings.

- The management of smokers and on and off-site smoking areas (particularly where liquor may not be allowed to be sold and consumed within the smoking area after a particular time).
- How the movement and exit of patrons is to be managed, particularly where there is a requirement to close different sections of the venue at different times.
- Details of the provision of music including the frequency and hours of entertainment provided by live bands and DJs.
- Any other measures to be undertaken to ensure no unreasonable amenity impacts from the licensed premises.
- Requiring security staff on occasions when expected patronage exceeds a nominated amount and during peak season.
- Food being available at all times alcohol is being served.
- Ability to close off entry points to the beer garden so security staff are able to monitor patrons arriving and exiting.
- Deliveries to and waste collection from the proposed venue should not occur after 10pm on any day, before 7am Monday to Saturday, or before 9am on a Sunday or public holiday except for those allowed under any relevant local law. The loading bay door should remain closed at times when the deliveries or waste collection occur, to further minimise noise impacts.
- Emptying bottles into bins in outdoor areas should not occur after 10pm on any day, before 7am Monday to Saturday, or before 9am on a Sunday or public holiday. If a bottle crusher is to be located within the waste room, then it should not be operated unless both the waste room door and the loading bay door are both closed.
- The venue should be designed to ensure no unreasonable light spill to surrounding residential properties.

As detailed previously, Event Management Plans are able to be prepared for peak weekends as previously defined to manage the increased patronage associated with those peak periods.

Given the above, the proposed hotel will not create unreasonable amenity impacts for surrounding residents or uses.

7. Conclusion

The proposed general licence for the redeveloped Isle of Wight hotel is an appropriate use within the Cowes activity centre. It enables part of the overall site to be used for entertainment purposes, which will not adversely impact the amenity of the surrounding residential areas. Importantly, it re-establishes a hotel on the site, where various iterations of the Isle of Wight operated between 1870-2010, when the most recent building was destroyed by fire. While the site is located within a cluster of licensed venues, it will not result in unreasonable cumulative impacts on the amenity of the surrounding area.

Colonial Leisure Group is an experienced operator, including large venues within holiday areas such as the Portsea Hotel. This experience ensures that the venue will be appropriately managed to ensure that amenity impacts are suitably managed, particularly during the peak season. Acoustic considerations are able to be appropriately managed, as detailed in the report prepared by Acoustic Logic.

While some on-site parking is proposed to be allocated to staff and patrons, the development will rely on sustainable transport modes within the Cowes activity centre. Overall the proposed development is not expected to create adverse traffic or parking impacts in the precinct, as further discussed in the Traffic Impact Report prepared by Ratio Consultants.

Having regard to the above and to the various other supporting documents provided with this application, it is respectfully submitted that the proposal be supported.

Ratio Consultants Pty Ltd

Appendix A Liquor Licences within 500 metres

	Lic. No	Category	Premises	Address1	Address2	Suburb	Hours of licence	Maximum patrons
1	31907352	General Licence	NORTH PIER HOTEL	5-8 THE ESPLANADE		COWES	Consumption off premises: Sunday: 10am-11pm. Any other day: 10am-12am. Consumption on premises: Any other day: 10am-1am the following morning.	Terrace: 74 patrons. Remainder of the premises: 308 patrons.
2	31950478	General Licence	MADCOWES CAFE & FOODSTORE	SHOPS 3 & 4	17 THE ESPLANADE	COWES	Sunday: 10am-11pm. Any other day: 7am-11pm.	External area: 24 patrons. Overall maximum: 64 patrons.
3	31954016	General Licence	NORTH PIER HOTEL	5-6 THE ESPLANADE		COWES	Consumption off premises: Any other day: 10am-1am the following morning. On premises: Any other day: 10am-1am.	Outdoor dining: 30 patrons. Overall maximum: 884 patrons.
4	31960465	General Licence	ANERIE	12 THOMPSON AVE		COWES	Sunday Between 10am and 9pm Monday to Wednesday Between 10am and 10pm Thursday to Saturday Between 10am and 11pm	54 patrons

5	31962174	General Licence	SHEARWATERS & BANDICOOTS	11 THOMPSON AVE	COWES	FOR CONSUMPTION OFF THE LICENSED PREMISES Sunday Between 10am and 11pm On any other day Between 7am and 11pm FOR CONSUMPTION ON THE LICENSED PREMISES Sunday Between 10am and 1am the following morning On any other day Between 7am and 1am the following morning	Overall - 36 patrons.
6	31958345	General Licence	OCEAN REACH BREWING	47 THOMPSON AVE	COWES	Sunday Between 10am and 11pm Monday to Saturday Between 7am and 11pm	80 patrons
7	31957161	General Licence	GRENACHE WINE BAR	55 THOMPSON AVE	COWES	On any day Between 12noon and 11pm	98 patrons
8	33121936	General Licence	THE PALMS AT KALOHA	17-23 STEELE STREET	COWES	Sunday Between 10am and 11pm On any other day Between 7am and 11pm	Internal (97 patrons) External (112 patrons)

9	31954171	Late night (general) Licence	HOTEL	11-13 THE ESPLANADE		COWES	*Consumption off premises*: Sunday: 10am-11pm. Any other day: 7am-11pm. *Consumption on premises:* Sunday 10am-12am. Sunday (during major event weekends consisting of the Moto GP and Superbikes Round, the period between 26 December and 31 January, Labour Day weekend, Easter Sunday, Queens Birthday weekend and Melbourne Cup weekend): 10am-2am the following morning. Thursday to Saturday: 7am-2am the following morning. Any other day: 7am-1am the following morning.	Ground floor (Internal): 189 patrons. Internal (Lounge): 68 patrons. Internal (Store/Function Room): 50 patrons. External (Deck area): 90 patrons. Overall maximum 350 patrons.
10	32260907	On-Premises	SHAKA BAR	13 THOMPSON AVE		COWES	Monday to Sunday Between 10.30am and 11pm.	28 patrons
11	32247705	On-Premises	PHILLIP ISLAND MARINE TOURS	VESSELS - KASEY LEE, BRIANNA LEE &	ARAFURA PEARL, COWES JETTY	COWES	Sunday Between 10am and 11pm On any other day Between 7am and 11pm	MV Kasey Lee 120 patrons MV Brianna Lee 120 patrons MV Arafura Pearl 163 patrons

12	32231055	On-Premises	ISOLA DI CAPRI RESTAURANT	2 THOMPSON AVE	COWES	Sunday Between 10 am and 11 pm On any other day Between 7 am and 1 am the day following.	Not provided
13	32285630	On-Premises Licence	GULLIVERS WINE BAR AND EATERY	62-66 THOMPSON AVE	COWES	Sunday Between 10am and 11pm On any other day Between 7am and 11pm	None provided
14	32267129	On-Premises Licence	WING HO CHINESE & AUSTRALIAN RESTAURANT	81 THOMPSON AVE	COWES	Sunday Between 10am and 11pm On any other day Between 7am and 11pm	214 patrons
15	32262080	On-Premises Licence	CHEEKY GOOSE CAFE	SHOP 4, 72 CHAPEL STREET	COWES	Sunday Between 10 am and 11 pm On any other day Between 7 am and 1 am the following day.	Internal 200 patrons External 105 patrons Overall Maximum 200 patrons
16	32065836	Packaged Liquor Licence	ALDI STORES	68-80 THOMPSON AVE	COWES	On any day other than Sunday, Good Friday, ANZAC Day or Christmas Day Between 9am and 11pm Sunday Between 10am and 11pm	None provided
17	32062804	Packaged Liquor Licence	HOTEL BOTTLE SHOP	12 THE ESPLANADE	COWES	On any day other than Sunday, Good Friday, Anzac Day or Christmas Day Between 9 am and 9 pm Sunday Between 10 am and 9 pm	None provided
18	32004602	Packaged Liquor Licence	LIQUORLAND	114-122 THOMPSON AVE	COWES	Sunday Between 10am and 11pm On any other day (excluding Christmas	None provided

							Day) Between 9am and 11pm	
19	32277205	Restaurant and cafe Licence	THE ISLAND FOOD STORE	SHOP 2	75 CHAPEL STREET	PHILLIP ISLAND	Sunday Between 10 am and 6 pm Monday to Thursday Between 9 am and 6 pm Friday & Saturday Between 9 am and 11 pm	None provided
20	32242674	Restaurant and cafe Licence	DIMPLES LOUNGE BAR	5 THOMPSON AVE		COWES	Sunday Between 10am and 11pm On any other day Between 7am and 1am the following morning.	162 patrons
21	32253536	Restaurant and cafe Licence	THE JETTY PHILLIP ISLAND	THE FORESHORE		COWES	Sunday Between 10am and 11pm On any other day Between 7am and 11pm	185 patrons
22	32356960	Restaurant and cafe Licence	THAI ON THE ISLAND	SHOP 4 & 5	34-38 THOMPSON AVE	COWES	On any day Between 12noon and 11pm	68 patrons.
23	32336944	Restaurant and cafe Licence	THE WATERBOY CAFE	58 CHAPEL ST		COWES	Sunday Between 10am and 11pm Monday to Saturday Between 9am and 11pm	124 patrons

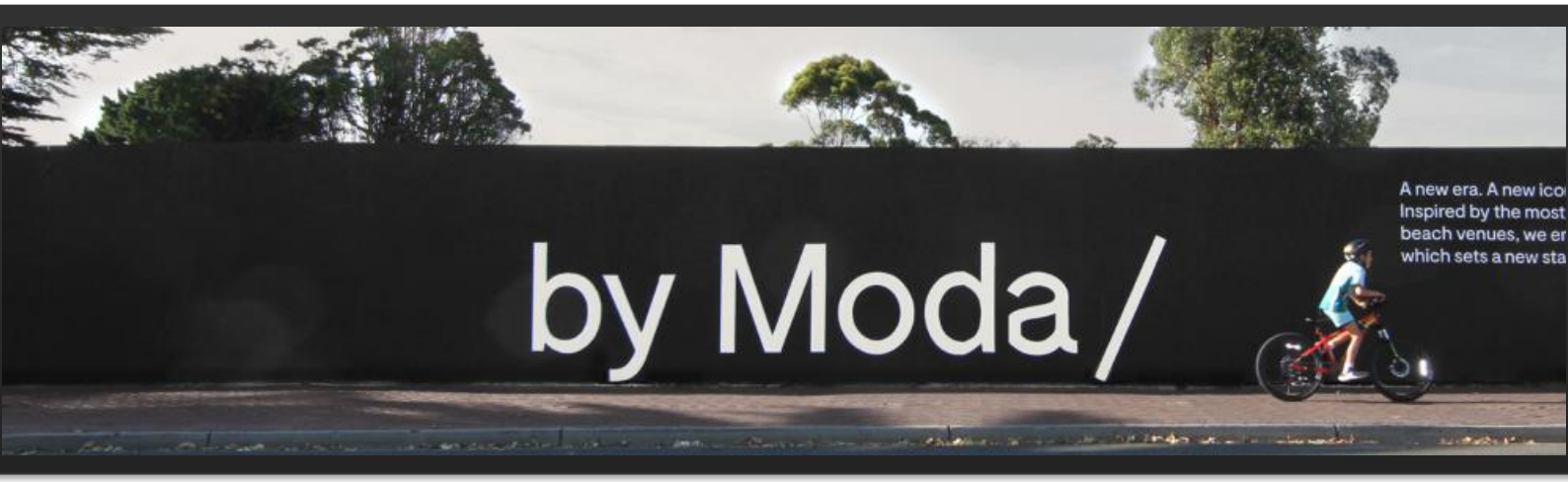
24	32253900	Restaurant and cafe Licence	BEACH HQ RESTAURANT AND BAR PHILLIP ISLAND	UNIT 5	17 THE ESPLANADE	COWES	During eastern summertime (that is during daylight savings period), as and from the Thursday preceding Good Friday up to and including Easter Tuesday and as and from the Monday preceding the Phillip Island Grand Prix up to and including the Monday following the Phillip Island Grand Prix Sunday Between 10am and 11pm On any other day Between 7am and 12 midnight During the non-daylight savings period Sunday Between 10am and 11pm Friday & Saturday Between 7am and 12 midnight On any other day Between 7am and 11pm	250 patrons
25	32221911	Restaurant and cafe Licence	BANI'S RESTAURANT & BAR	10 THOMPSON AVE		COWES	Sunday Between 10 am and 11 pm On any other day Between 7 am and 1 am the following morning.	Courtyard (21 patrons) Function Room (74 patrons) Restaurant/Dining (102 patrons) Overall Maximum (125 patrons)

26	32314340	Restaurant and cafe Licence	COHIBA BAR	69 THOMPSON AVE		COWES	Sunday Between 10am and 11pm On any other day Between 7am and 11pm	74 patrons
27	32325812	Restaurant and cafe Licence	THE TIPSY COWE	SHOP 3, 16 THE ESPLANADE		COWES	Sunday Between 10am and 11pm On any other day Between 7am and 11pm	Internal (87 patrons) External (18 patrons) Overall Maximum (105 patrons)
28	32235685	Restaurant and cafe Licence	WING LOCK RESTAURANT	8 THOMPSON AVE		COWES	Sunday Between 10am and 11pm On any other day Between 7am and 11pm	194 patrons
29	32341127	Restaurant and cafe Licence	LA PORCHETTA COWES	SHOP 2, 68-80 THOMPSON AVE		COWES	Sunday Between 10am and 11pm On any other day Between 7am and 11pm	192 patrons
30	32328519	Restaurant and cafe Licence	YOUKI'S	SHOP 1, 68-80 THOMPSON AVE		COWES	Sunday Between 10am and 11pm On any other day Between 9am and 11pm	40 patrons
31	32277433	Restaurant and cafe Licence	CAFE LUGANO	SHOP 2, 71 THOMPSON AVE		COWES	Sunday Between 10am and 11pm On any other day Between 9am and 11pm	Internal 24 patrons Rear courtyard 20 patron
32	32313784	Restaurant and cafe Licence	FORTUNA NOODLES EXPRESS	SHOP 2	96-100 THOMPSON AVENUE	COWES	On any other day Between 11am and 11pm	34 patrons
33	32306541	Restaurant and cafe Licence	M & O CAFE AND TAPAS	1/14 THE ESPLANADE		COWES	On any other day Between 12 noon and 11pm	Internal area - 34 patrons
34	32350362	Restaurant and cafe Licence	PENNY LANE ISLAND CAFE	SHOP 4 22 THOMPSON AVE		COWES	Sunday Between 10am and 11pm On any other day Between 7am and 11pm	70

35	32231283	Restaurant and cafe Licence	PINO'S TRATTORIA	SHOPS 2 & 3	29 THOMPSON AVENUE	COWES	Sunday Between 7am and 3am the day following On any other day Between 7am and 3am the day following.	None provided
36	32258201	Restaurant and cafe Licence	FIG AND OLIVE COWES	115 THOMPSON AVE		COWES	Sunday Between 10am and 11pm On any other day Between 7am and 11pm	Internal 184 patrons External 93 patron
37	32226018	On-Premises Licence	AMAROO PARK	97 CHURCH STREET		COWES, PHILLIP ISLAND	Sunday Between 10am and 11pm On any other day Between 7am and 11pm	Internal (102 patrons) Veranda (90 patrons)

Isle of Wight Hotel, Phillip Island

Traffic Engineering Peer Review



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29 May 2023

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DOCUMENT INFORMATION

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Prepared by	SF	**Reviewed by**	VPG

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1 INTRODUCTION

onemile**grid** has been requested by Moda Phillip Island Pty Ltd to undertake a peer review of the Traffic Engineering aspects of the proposed redevelopment the Isle of Wight Hotel, Phillip Island.

A summary of our findings and recommendations are provided in the following report.

2 BACKGROUND

onemile**grid** has reviewed the documents referenced in the table below and provides the following assessment.

Table 1 Reference Documents

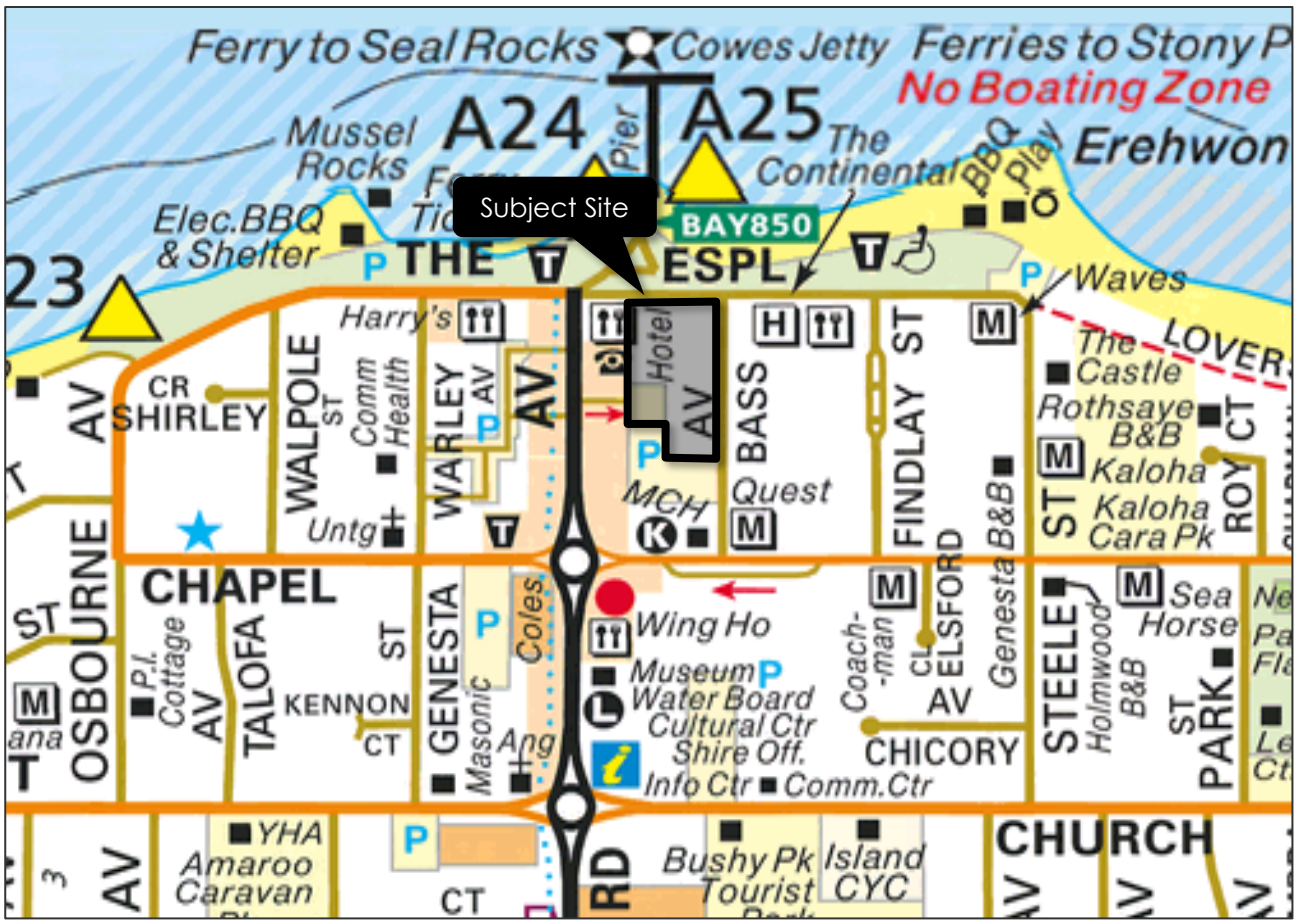
Document	*Reference*	*Prepared By*
Transport Impact Assessment	Ref: 18004T-REP01-D01 Dated: 7 November 2022	Ratio Consultants
Request for Further Information	Dated: 15 March 2023	Bass Coast Shire Council
Letter Response to Traffic & Parking Referral Comments	Ref: 18004T-LET01-D01 Dated: 31 March 2023	Ratio Consultants
Architectural Plans	Project No.: 0527 Dated: 4 May 2023	Alexander & Co.
Waste Management Plan	Ref: 18004W-R01F02 Dated: 8 May 2023	Ratio Consultants
Green Travel Plan	Ref: 18004T-GTP01-D01 Dated: 8 May 2023	
Transport Impact Assessment	Ref: 18004T-REP02-D01 (002) Dated: 17 May 2023	

It is noted that the site is currently vacant and **one**mile**grid** undertook a site inspection on Tuesday 2 May 2023.

3 SITE CONTEXT

The subject site is located on the southwest corner of the intersection between The Esplanade and Bass Avenue, as shown in Figure 1. The site is irregular in shape and has a frontage to The Esplanade of 70 metres and a frontage to Bass Avenue of 141 metres.

Figure 1 Site Location



Copyright Street Directory

The site is currently vacant and is fenced off from any vehicles taking access. Land use in the immediate vicinity of the site is commercial in nature and includes retail shops along Thompson Avenue to the west and the North Pier Hotel directly to the east on the opposite side of Bass Avenue.

An aerial view of the subject site is provided in Figure 2 for context.

Figure 2 Site Context (Saturday 14 January 2023)



Copyright Nearmap

4 PROPOSAL

4.1 General

Based on the plans prepared by Alexander & Co., it is proposed construct a hotel & mixed-use development at 9 The Esplanade in Cowes. The development includes a residential hotel, hotel function and retail uses, as outlined in Table 2 below.

Table 2 Proposed Development

Component	Land Use	No/Area
Residential Hotel	Residential Hotel Rooms	163 rooms
	Worker Accommodation Rooms	52 rooms
Non-Residential Hotel Uses	Pub	245 m²
	Bistro	305 m²
	Hotel Dining	212 m²
	Beer Garden (inc. kiosk)	996 m²
	Function Rooms (inc. pre-functions)	758 m²
	Signature Restaurant	245 m²
	Meeting/Training Rooms & Terrace	207 m²
Retail Uses	Gym	189 m²
	Wellness Centre	228 m²
	Retail Tenancy No. 4	237 m²
	Retail Tenancy No. 5	80 m²

It is understood that the non-residential hotel uses will have a typical patron maximum capacity of 1,840 patrons on-site at any one time during the peak season. In addition, it is proposed to increase the maximum permitted patronage to 2,801 patrons up to 10 times per year when events are held.

In relation to these increased patronage events, the Ratio TIA states:

> *"During events held on site, e.g. in associated with the MotoGP event an Event Management Plan (EMP) will be prepared which will address things such as patron access and parking, road closures and traffic management as relevant to the specific event being held."*

4.2 Car Parking & Bicycle Parking

The Ratio TIA states that 197 car parking spaces are to be provided within a three-level car parking structure, located on the south side of the new laneway. The car parking spaces provided are outlined in Table 3 below.

Table 3 Proposed Car Parking Spaces

Level	Car Parking Spaces		
	Standard Spaces	Accessible Spaces	Total
Lower Level	46	-	46
Ground Level	63	4	67
Upper Level	84	-	84
Total	**193**	**4**	**197**

The proposed car parking allocation as outlined in the Ratio TIA report is detailed in Table 3 below.

Figure 3 Car Parking Allocation

Component	*Car Parking Allocation*
Residential Hotel (163 rooms)	98 guest spaces
Worker Accommodation (52 rooms)	16 staff spaces
Non-Residential Hotel uses (pub, bistro, hotel dining, beer garden, signature restaurant, meeting areas)	76 spaces (staff & patrons)
Retail (gym, wellness centre, tenancy 4 & 5)	7 staff spaces
Total	**197 spaces**

It is proposed to provide a total of 72 bicycle parking spaces across the whole site, with 36 publicly available spaces in 3 sets of 12 spaces (6 double sided ground mounted hoops) located along the new laneway and 36 secure staff parking spaces access from the new laneway, all of which are to be wall mounted spaces.

The car parking and bicycle parking spaces outlined in the Ratio TIA report match the provision shown in the architectural plans.

4.3 Site Access

It is proposed to construct an internal laneway to be accessed from Bass Avenue and will connect through to the Bass Avenue car park operating as a one-way westbound only lane. The laneway will provide separation between the overall hotel building (north) and the three-level car park building (south). The laneway will also provide for hotel drop-off/pick-up arrangements and provide access to the new car park building for guests after checking in as well as the rear Bass Avenue at-grade car park.

Vehicle access to the new car park building will be provided in two locations, with two-way access being from Bass Avenue (to the upper level of parking) and a one-way entry only access point being from the new internal laneway (to the ground/second level of parking).

onemile**grid** are comfortable with the access arrangements.

4.4 Loading

It is proposed to provide 1 on-site loading bay located along Bass Avenue. The Ratio report states that the loading bay will be shared between all hotel uses on-site and will primarily function for the delivery of goods and the collection of waste.

Access into the loading bay has been designed to allow for vehicles to reverse into the bay and then depart in a forward direction for vehicles up to a 12.5 metre HRV.

5 CAR PARKING REQUIREMENTS

5.1 Statutory Car Parking Requirements

The car parking requirements for the subject site are identified in Clause 52.06 of the Surf Coast Planning Scheme. The Planning Scheme does not specifically refer to parking requirements for several of the proposed uses, therefore, the parking provision must be to the satisfaction of the responsible authority.

Table 4 Clause 52.06 – Car Parking Requirements

Use	*No/Area*	*Statutory Parking Rate*	*Statutory Requirement*
Residential Hotel (including ancillary uses for guests such as reception, lobby, lounges, pool, tennis & basketball court, hotel dining & function areas)	163	No specified rate	To the satisfaction of the responsible authority
Worker Accommodation Rooms	52	No specified rate	To the satisfaction of the responsible authority
Non-Residential Hotel uses, including: - Pub - Bistro - Beer Garden - Signature Restaurant - Meeting/ Training Areas	1,840 patrons	0.4 to each patron permitted	736 spaces
Gym	189 m²	No specified rate	To the satisfaction of the responsible authority
Wellness Centre	228 m²	No specified rate	To the satisfaction of the responsible authority
Retail Premises (2 tenancies)	317 m²	4 to each 100m² of leasable floor area	12 spaces
Total			**748 spaces**

Based on the above calculations, a total of 748 parking spaces plus those associated with the various land uses not specified in the Planning Scheme are required for the proposed development.

It is noted that the Ratio report includes the signature restaurant as an ancillary use to the residential hotel, however Clause 73.03 of the Planning Scheme makes no mention of a restaurant use being considered ancillary to the residential hotel and therefore has been included in the non-residential hotel grouping in Table 2 above.

It is proposed to provide a total of 197 car parking spaces to service the proposed development, inclusive of 4 accessible parking bays, which equates to a shortfall of 551 spaces when compared to the Planning Scheme requirements plus those required by the RA for the other land uses.

In order to verify the suitability of the proposed parking provision and confirm that sufficient car parking is also available for all uses, a review of the parking demands generated by each has been undertaken.

5.2 Car Parking Demand Assessment

5.2.1 Hotel Rooms

The Ratio report adopts a car parking demand rate of 0.6 spaces per key based on recent ruling by VCAT for similar developments in Cowes.

onemile**grid** hold case study data for residential hotels, serviced apartments and motels in various locations which demonstrates that the above rate is conservative in nature and should comfortably cater for the parking demands associated with the hotel rooms. In addition, as the Ratio report notes, reservation of car parking is a normal part of the booking process for hotels and guests that rely on private vehicles would not choose to stay at the hotel if they cannot have an on-site parking space.

Similar to the findings in the recent VCAT decision noted in the Ratio report, the proposed hotel will have a percentage of guests that require two rooms but have one car (e.g. families with children) and overnight tour groups travelling by bus can make use of the hotel rooms.

onemile**grid** would therefore be comfortable with adopting a slightly lower rate of 0.5 spaces per key – equating to a parking demand of 82 spaces for the 163 residential hotel rooms. Notwithstanding for the purposes of this assessment the Ratio adopted rated of 0.6 spaces per key will be adopted.

5.2.2 Worker Accommodation Rooms

Due to the seasonal nature of Phillip Island, we understand that the workers accommodation component will have a fluctuating workforce demand. Of note, the majority of those living and working on-site will be from areas away from the site and as such as part of the operation of the site will be transported to and from the site as part of their employment arrangement. This will likely include holiday workers who do not ordinarily have access to a motor vehicle.

The Green Travel Plan prepared for the development nominates the staff transportation requirement within the 'Resident Staff Actions' as reproduced below:

> *Providing transport services for key workers at the start and end of each busy season to the nearest major transport hub, e.g. Melbourne. This will be undertaken by two smaller vans and an 18-seater bus provided by the operator.*

The Ratio report adopts a car parking demand rate of 0.3 spaces per bed for the workers accommodation rooms which based on the above assumptions is a reasonable estimate if not on the high side and accordingly **one**mile**grid** are comfortable with the application of this rate.

5.2.3 Non-Residential Hotel Uses

The Ratio report and letter in response to Council's RFI provides justification for a reduced parking provision from the statutory rate of 0.4 spaces per patron: noting the likelihood of multi-purpose trips and variation of car parking demand over time in Phillip Island due to seasonal demands.

It also noted that a portion of the patrons utilising the 'hotel' uses (pub, bistro, beer garden, etc.) will be guests of the hotel and therefore will not generate a separate car parking demand associated with these uses.

The Ratio report outlines the variation of patrons for the hotel uses in the report and demonstrates that for 87% of the year, the patronage is anticipated to be considerably lower than the peak season maximum permitted patronage of 1,840. Furthermore, the proposal to increase the maximum permitted patronage to 2,801 patrons up to 10 times per year when events are held will be accompanied with an Event Management Plan to address things such as patron access and parking, road closures and traffic management. **one**mile**grid** strongly support the inclusion of an Event Management Plan for these larger events as they will be critical to managing the patronage

not just from a traffic point of view. That said, during these periods a much larger population is present on Phillip Island itself leaning toward more patrons using other forms of travel to the site.

The Ratio report states that any overflow in parking will be accommodated for in the surrounding activity centre, which has at least 735 car parking spaces recorded during the summer peak which could be utilised to accommodate the shortfall on-site.

onemile**grid** agree with the assessment and are comfortable with the provision of parking for the hotel uses.

5.2.4 Gym & Wellness Centre

The Ratio report states that whilst the gym and wellness centre will be open to public, it is anticipated that the majority of users to be hotel guests.

In relation to external patrons to these components, it is typical for these demands to be experienced outside of typical peak times i.e of a morning or late afternoon. In this regard, the demand generated by these external patrons are unlikely to coincide with the demands across the site and furthermore the precinct as a while. In this regard, we are of the view that any short-term demands generated can be accommodated in the area without the need for on-site car parking aside from staff.

onemile**grid** recommend a provision of 1 space per 100 square metres of floor area for staff of the gym.

5.2.5 Retail Tenancies

The provision of no allocated car parking for customers to the retail tenancies is consistent with our experience within an activity centre, where individual retail shops do not generate their own standalone customer car parking demand due to high occurrence of multipurpose trips.

onemile**grid** recommend a provision of 1 space per 100 square metres of floor area for staff of the two retail tenancies.

5.3 Alternative Car Parking Allocation

Based on the above, **one**mile**grid** provides an alternative to the allocation of car parking for consideration – with the intention to provide more parking for the non-residential hotel uses within the development, as detailed in Table 5 below.

Table 5 Alternative Car Parking Allocation

Component	*Ratio Allocation*	*Alternative Allocation*
Residential Hotel (163 rooms)	98 guest spaces	82 spaces (0.5 spaces per key)
Worker Accommodation (52 rooms)	16 staff spaces	13 staff spaces (0.25 spaces per room)
Non-Residential Hotel uses (pub, bistro, hotel dining, beer garden, signature restaurant, meeting areas)	76 spaces (staff & patrons)	95 spaces (staff & patrons)
Gym	7 staff spaces	2 staff spaces
Wellness Centre		2 staff spaces
Retail Tenancy No. 4		2 staff spaces
Retail Tenancy No. 5		1 staff space
Total	**197 spaces**	**197 spaces**

It should be noted that whilst **one**mile**grid** provides the above alternative car parking allocation, we are comfortable with provision outlined in the Ratio TIA report.

6 CAR PARKING & ACCESS DESIGN

6.1 Site Access

Vehicle access to the three-level car park building is provided in two locations:

- Two-way access from Bass Avenue, at the northern end of the eastern boundary of the car park building; and
- One-way entry only access from the new internal laneway, at the western end of the northern boundary of the car park building.

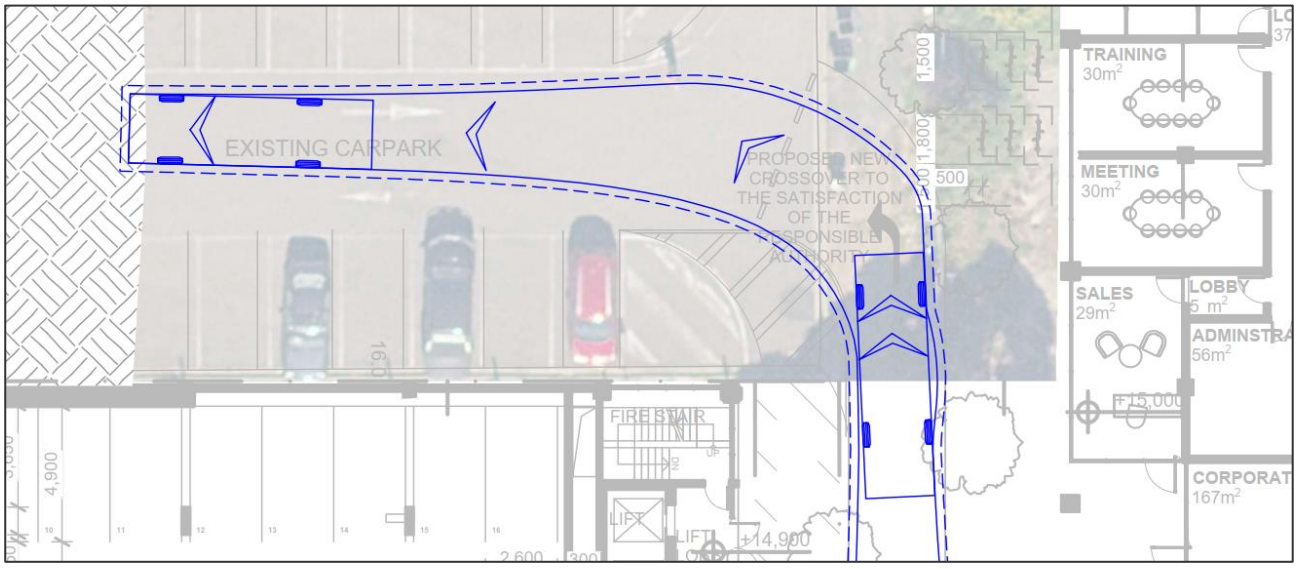
Swept paths demonstrating access to and from the car park from Bass Avenue have been undertaken, with a B99 and B85 vehicle manoeuvring concurrently with no conflict. In addition, swept paths for a B99 vehicle entering the site via the one-way entry only access point from the laneway as well as circulating through the access aisle of the car park have been undertaken, demonstrating access and circulation can comfortably be achieved.

6.2 Internal Access Lane & Hotel Drop-Off/Pick-Up

The internal laneway has been designed with a 3.5-metre-wide trafficable lane that extends to 7 metres in width at the hotel main entrance to accommodate drop-off activities.

An extract from the swept path assessment of an 8.8 metre Medium Rigid Vehicle (MRV) turning from the end of the internal laneway into the at-grade external car park is provided in Figure 4, illustrating that there will be vehicle encroachment outside the southern side of the carriageway.

Figure 4 Swept Path Assessment – 8.8m MRV through laneway



Whilst it appears as though this section will be line marked and trafficable, it is recommended that confirmation that no physical conflicts will occur along the internal access laneway.

6.3 Car Parking Dimensions

The standard car parking spaces have been dimensioned with a minimum width of 2.6 metres, a length of 4.9 metres and are accessed by an aisle of 6.4 metres or wider, which is in accordance the Planning Scheme requirements and is therefore considered appropriate.

End spaces adjacent walls have been widened and swept paths to critical spaces have been undertaken to demonstrate that access can be achieved without the need for a corrective manoeuvre.

The accessible bays are provided with a length of 5.4 metres and a width of 2.6 metres, and an adjacent shared area of the same dimensions, in accordance with the Australian Standard for Off-Street Parking for People with Disabilities AS2890.6.

The car park design is therefore considered appropriate.

6.4 Ramp Grades

The vehicle access to Bass Avenue and the internal laneway will not exceed 1:10 for the first 5m, in accordance with the requirement of the Planning Scheme.

All internal ramps have a maximum ramp grade of 1:5 and provide 1:8 transitions at a minimum length of 2m, in accordance with the Planning Scheme.

The ramp design is considered appropriate.

7 BICYCLE PARKING REQUIREMENTS

7.1 Statutory Requirements

The bicycle parking requirements for the subject site are identified in Clause 52.34 of the Surf Coast Planning Scheme, which specifies the following requirements for the different components of the proposed development.

It should be noted that a 'Hotel' land uses does not refer to a residential hotel in Clause 73.03 in the Planning but rather a food & drink style premises that's primary function is to sell and consume liquor, as stated below:

> ***Hotel:*** *Land used to sell liquor for consumption on and off the premises. It may include accommodation, food for consumption on the premises, entertainment, dancing, amusement machines, and gambling.*

A 'Residential Hotel' is nested under 'Residential Building' and includes ancillary uses such as function areas, conference rooms and entertainment areas. As such, similar to the car parking requirement calculations, for the purpose of bicycle parking requirements the hotel dining & function areas are considered ancillary to the residential hotel.

It is also worth noting that bicycle parking requirements for a residential building is for development over 4-stories only. Whilst the workers accommodation is not over 4-stories, the overall development provides accommodation rooms for guests above 4-stories and to provide a conservative approach the full guest and worker accommodation rooms has been included in the bicycle parking calculations below.

Table 6 Clause 52.34 – Bicycle Parking Requirements

Component	*No/Area*	*Requirement*	*Total*
Residential building (hotel rooms & worker accommodation rooms as well as ancillary uses such as hotel dining & function areas)	215 rooms	1 space per 10 rooms for residents 1 space per 10 rooms for visitors	22 22
Place of assembly (pub, bistro, beer garden & meeting areas)	1,965 m²	1 space per 1,500m² for employees 2 + 1 space per 1,500m² for visitors	1 3
Signature Restaurant	245 m²	1 space to each 100m² of floor area available to the public 2 plus 1 to each 200m² of floor area available to the public if the floor area available to the public exceeds 400m²	2 2
Minor sports and recreation facility (gymnasium)	4 employees 265 m²	1 space per 4 employees for employees 1 space per 200m² for visitors	1 1
Retail premises (wellness centre & 2 retail tenancies)	545 m²	1 space per 300m² for employees 1 space per 500m² for visitors	2 1
Total		**Employees** **Visitors** **Total**	**28** **29** **57**

As shown above, the use is required to provide a total of 57 bicycle parking spaces to service the proposed development. The proposed provision of 72 bicycle parking spaces is in excess of the total bicycle parking requirements above, with more than the required 28 staff spaces provided in a secure compound.

It is acknowledged that Ratio assess the bicycle parking requirements in a different manner. Regardless, their report also found that provision of bicycle parking was greater than the statutory requirements and **one**mile**grid** are comfortable that the bicycle parking provision is acceptable for the proposed development.

7.2 End of Trip Facilities

Where 5 or more employee bicycle spaces are required, employee facilities are required in accordance with Clause 52.34 of the Surf Coast Planning Scheme, as identified below.

Table 7 Clause 52.34 – Bicycle Facility Requirements

Facility	*Employee Bicycle Spaces*	*Requirement*	*Total*
Showers	28 spaces	1 shower for the first 5 employee bicycle spaces; plus 1 to each 10 employee bicycle spaces thereafter	3
Change room	N/a	1 change room or direct access to a communal change room to each shower	3

It is proposed to provide eight (8) showers plus a connected change room and satisfies the requirements for end of trip facilities. The location of the showers and change room are clearly identified in the Green Travel Plan.

8 BICYCLE PARKING & ACCESS DESIGN

The proposed type of bicycle parking is specified as either horizontal ground mounted rails (36 spaces) or vertically mounted and staggered (36 spaces) for all spaces associated with the development.

Ground mounted bicycles parking rails will be provided with a bicycle parking envelope of at least 0.5 metres in width and 1.8 metres in length. Vertically mounted and staggered bicycle racks are separated by 500mm, which provides separation for 1m between bicycles at the same level and provide a distance from the wall (height of bicycle) of 1.2m. It is therefore seen that all bicycle parking spaces have been designed in accordance with the Australian Standards.

All bicycle parking spaces are provided an access aisle of at least 1.5m, in accordance with the Australian Standards.

The Australian Standard for bicycle parking facilities (AS2890.3) requires that at least 20% of bicycle parking spaces in any bicycle parking facility be ground level (horizontal) style spaces. With 36 of the total 72 spaces (50%) being ground mounted this require is met.

9 LOADING REQUIREMENTS

Clause 65 (Decision Guidelines) of the Surf Coast Planning Scheme identifies that:

> *"Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate: The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts."*

It is proposed to provide 1 on-site loading bay located along Bass Avenue. The Ratio report states that the loading bay will be shared between all hotel uses on-site and will primarily function for the delivery of goods and the collection of waste.

Swept path diagrams of an 8.8 metre MRV and a 12.5 metre HRV have been provided as part of the Ratio report. The swept path diagrams show that the loading vehicles are required to reverse into the loading bay from Bass Avenue.

Furthermore, Ratio state that waste collection associated with the workers accommodation rooms and retail tenancies could be catered for from the internal laneway and would be scheduled to occur outside of peak hours. As previously outlined in Section 6.2, the design of the internal laneway needs to be reviewed to ensure the suitable size vehicles can circulate through the laneway and at-grade car park to undertake the proposed waste collection and/or delivery arrangements.

It is recommended that a loading management plan be prepared for the proposed development. The loading management plan should address the scheduling of loading vehicles (outside of peak times) and how traffic is to be managed when larger vehicles arrive at the site and are required to reverse into the loading bay from Bass Avenue.

10 TRAFFIC

onemile**grid** agree with the traffic generation rates outlined in the Ratio report and are comfortable that the level of traffic generated by the development can comfortably be catered for within the surrounding road network. As stated in the Ratio TIA report, the traffic generated by the development (796 vehicles per day) is expected to still keep Bass Avenue well within its design capacity (2,000 – 3,000 vehicles per day).

11 GREEN TRAVEL PLAN

The Green Travel Plan has been reviewed and is consistent with the plans and the Transport Impact Assessment report.

12 SUMMARY OF PEER REVIEW

The following recommendations are made in the reference documentation:

- Assess the Signature Restaurant as a non-residential hotel use rather than a use ancillary to the residential hotel;
- Prepare an Event Management Plan specific to the major event that is proposed to occur up to 10 times per year and proposes an increase to the maximum permitted patronage to 2,801 patrons across the non-residential hotel uses. The EMP must directly include (but not limited to) any car parking and traffic issues related to the event and include management measure to mitigate any impact on the surrounding street network;
- Reconsider how the statutory bicycle parking requirements are assessed, noting that **one**mile**grid** are ultimately comfortable with the proposed provision of bicycle parking spaces;
- Give consideration to the recommended car parking allocation as per Table 5;
- Assess the design the internal laneway where it connects to the at-grade Bass Avenue car park road; and
- Prepare a Loading Management Plan.

Client
Moda Phillip Island Pty Ltd

Date
8 May 2023

Green Travel Plan

Isle of Wight

9-10 The Esplanade and 2-8 Bass Avenue, Cowes



ratio:

Planning
Transport
Urban Design
Waste Management

ratio.com.au

Project Isle of Wight 9-10 The Esplanade and 2-8 Bass Avenue, Cowes	Prepared for Moda Phillip Island Pty Ltd Our reference 18004T

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Version	Date	Issue	Prepared by	Checked by
F01	8/05/2023	Final	M. Gunawardana & J. McKenzie	B. Young

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1. Introduction

1.1. Introduction

Welcome! The purpose of this Green Travel Plan (GTP) is to provide information for building occupants in travelling more sustainably, and information for building management about the implementation of actions and targets for the Green Travel Plan.

By way of context, the Bass Coast Climate Action Plan 2020-2030 aims to reduce greenhouse gas emissions from the transport sector by promoting sustainable transport modes and reducing private car usage for residents and businesses in the Bass Coast Shire. The plan includes initiatives such as promoting public transport, encouraging walking and cycling, improving infrastructure for active transport, promoting carpooling, increasing the use of electric vehicles, and reducing unnecessary travel. The plan also aims to improve access to sustainable transport options for disadvantaged communities and to support the transition to low-emissions transport across the Bass Coast region. Green Travel Plans are a great tool for businesses to prepare and adopt as it goes hand in hand with Bass Coast's climate action objectives.

The Green Travel Plan for the Isle of Wight development provides a practical, specifically tailored suite of goals, initiatives and actions that will encourage more sustainable transport use on an ongoing basis. It is a living, breathing document that will be implemented by the operator and will involve annual monitoring and reporting of travel behaviour associated with guests, residents, staff and patrons of the development. This review process will enable actions to be amended and altered as required to ensure the Isle of Wight (IoW) remains on track towards achieving sustainable transport outcomes.

1.2. Information for Patrons, Guests & Staff

In Sections 2 to 5, you will find useful information about sustainable transport alternatives and some handy places you can walk to.

1.3. Information for Employers/Tenants

Sections 6 and 7 outlines the purpose and importance of green travel planning and sets out strategies to create personalised green travel plans for your employees.

1.4. Information for Building Management

Section 8 establishes a number of targets that seek to encourage patrons, guests and staff to adopt transport modes that result in the least impact on the environment, particularly active transport modes such as walking and cycling. A group will be set up to monitor the progress towards these targets and to keep the travel plan up to date.

1.5. Purpose of the Green Travel Plan

Transport is the second largest producer of greenhouse gas emissions in Victoria after stationary energy production with the emissions of over 19 million tonnes of carbon dioxide (CO_2) per annum. As a consequence, both State and Local government authorities (including Bass Coast Shire) are implementing policies to reduce the impact of vehicle travel on the environment by (amongst other measures) encouraging more sustainable modes of transport.

By way of example, the State Government has prepared a range of broad-level policy documents, such as Plan Melbourne, which set out similar goals and objectives aimed at improving and encouraging existing transport infrastructure within the State, and ultimately reducing the reliance on private motor vehicles, as they represent the most space intensive and carbon emitting form of transport per person moved.

This Green Travel Plan outlines a range of strategies, targets and actions designed to encourage the use of sustainable modes of transport (such as walking, cycling and public transport) in lieu of single-occupancy car trips.

2. Key Destinations

The Isle of Wight development at 9-10 The Esplanade and 2-8 Bass Avenue, Cowes is located within the Cowes Activity Centre and is within walking distance to services and destinations, of which many are commercial in nature including shops, restaurants, and cafes.

Figure 2.1 provides an overview of some places available within convenient walking distance of the site, with those within 600 metres shown within the blue hatched area below (10 minutes walk).

Figure 2.1: Key Destinations



Number	Location	Number	Location
1	Cowes Jetty	8	Phillip Island Apartments
2	Cowes Beach	9	Beach House Apartments
3	Erehwon Point Reserve	10	Kaloha Holiday Resort
4	Cowes Yatch Club	11	Cowes Recreation Reserve
5	North Pier Hotel, Bar, Bistro & Accommodation	12	Phillip Island Health Club
6	Bayview Apartments	13	Coles Cowes

7	Thompson Avenue Shopping Strip	14	Woolworths Cowes

3. Public Transport

3.1. Buses

Two bus services are available to/from Cowes operated by South Coast Bus with connections to Wonthaggi and serviced at the Cowes Transit Centre (see Figure 3.1 below). In addition, V Line also operates a service between Cowes and Melbourne. During special events, such as the Moto GP, additional bus services are provided between Melbourne and Cowes to bring spectators to and from the island as part of managing the amount of vehicle travel to and from the island for this event.

Cowes to Wonthaggi via San Remo, Anderson

Monday to Friday – Six services daily

Saturday/Sunday – Four services daily

Cowes to Fountain Gate via Anderson

Monday to Friday – One service daily

Melbourne and Cowes via Koo Wee Rup and Dandenong.

Monday to Friday – Eight services daily

Figure 3.1: Cowes Transit Centre



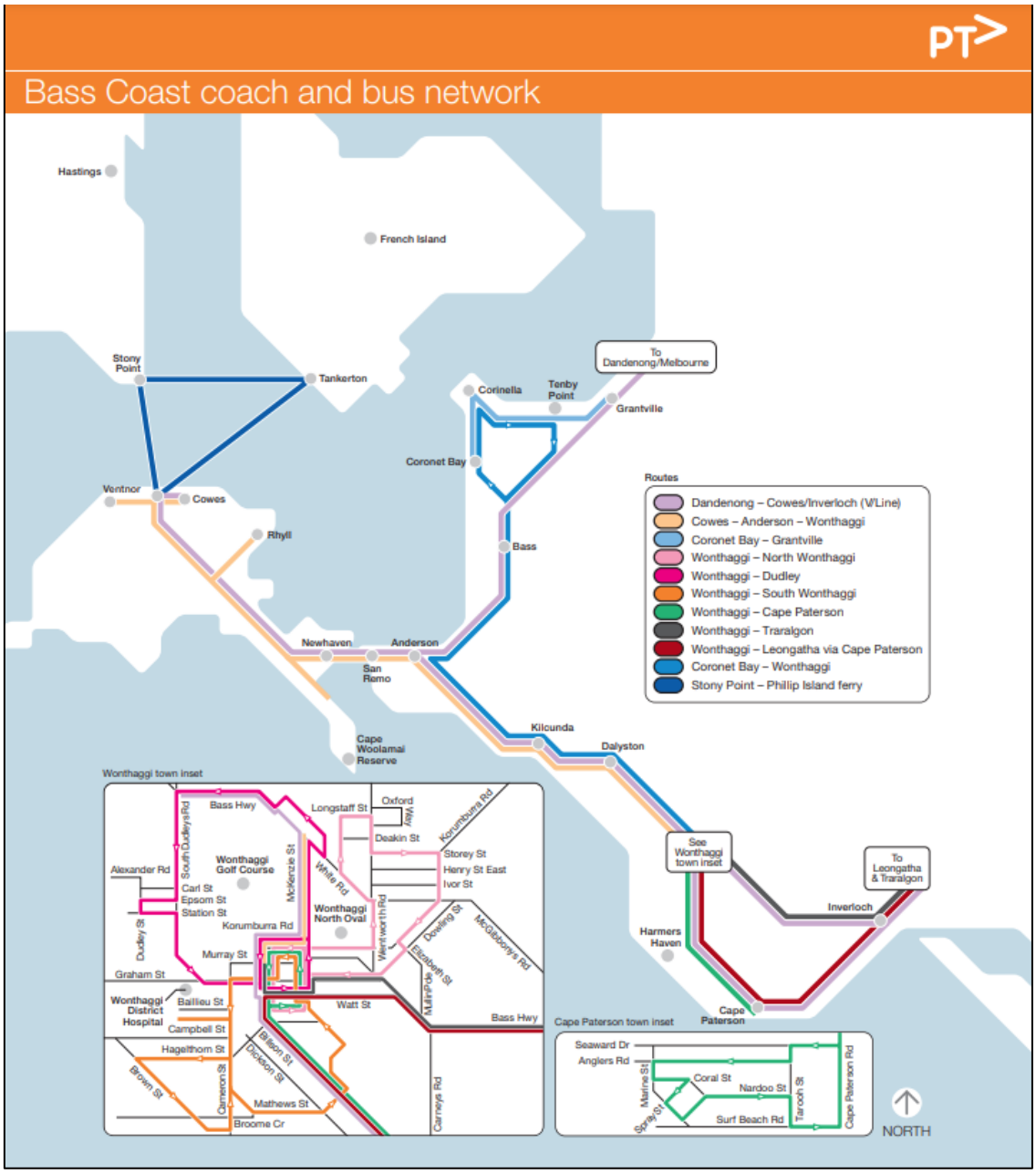
FERRY

A passenger ferry service is operated by Westernport Ferries which runs four services each weekday and Saturday between Stony Point and Cowes Jetty. This increases to five services on Sunday. The ferry service facilitates a connection by rail to Melbourne with the train station located opposite the ferry terminal at Stony Point. Alternatively, one can travel by car and catch the ferry at Stony Point to access the island.

Figure 3.2: Phillip Island Ferry



Figure 3.3: Bass Coast Coach and Bus Network



Source: www.ptv.vic.gov.au

4. Cycling & Walking

BICYCLE NETWORK

The site has excellent access to the surrounding bicycle network, with the following bicycle routes located in close proximity to the site:

— On-road cycle lanes along Thompson Avenue; and

— Shared path linking Cowes to San Remo which in turn links to Anderson via the San Remo to Anderson Rail Trail.

Figure 4.1 illustrates the shared path which links Cowes to San Remo.

Figure 4.1: Shared Path Along Cowes Foreshore



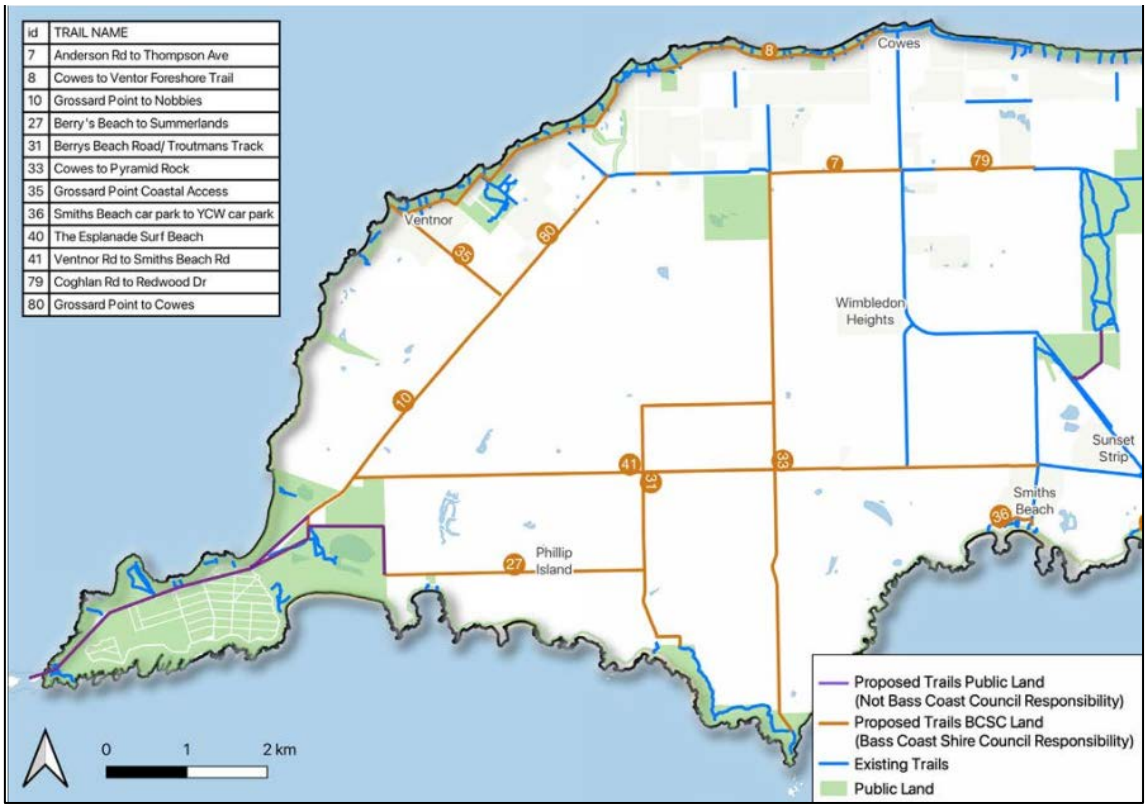
PEDESTRIAN NETWORK

There are constructed footpaths on at least one side of most higher order streets in the vicinity of the site. Consistent with many coastal settlements in the area, some residential streets do not have constructed footpaths, requiring pedestrians to use the grassed verge or share the road.

BASS COAST TRACKS AND TRAILS STRATEGY

Council has undertaken an extensive piece of work to create a trail network that aims to offer a *"connected and accessible trail network that supports active and healthy communities, showcases and protects the natural environment and encourages increased visitation to the region."* An excerpt from that strategy shows the proposed addition of a new foreshore link called the Cowes to Ventnor Foreshore trail. Other connections are proposed which will connect Cowes to other settlements around Phillip Island, in turn providing greater connectivity for cyclists wishing to visit Cowes by bike or other active travel modes.

Figure 4.2: Bass Coast Tracks and Trails Strategy Excerpt



Source: Bass Coast Tracks and Trails Strategy Excerpt

4.1. Parking Your Bicycle

There is a generous provision of 72 bicycle parking spaces for you to park within the development. The location of these bicycle parking spaces is detailed below.

Visitors and Patrons

There are 36 bicycle parking spaces in publicly accessible locations along the internal laneway off Bass Avenue.

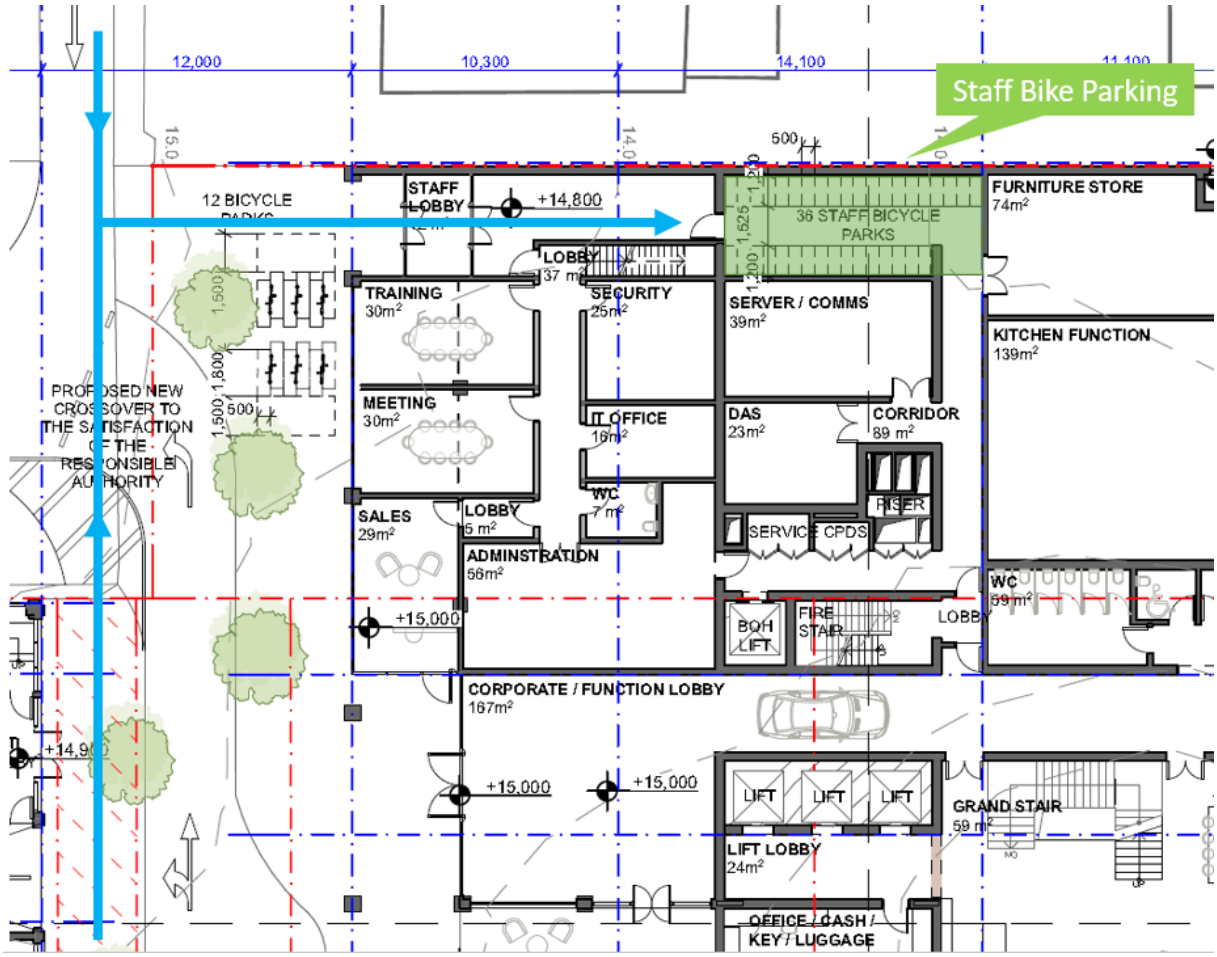
Staff

There are also 36 staff spaces located in a secure room that runs along the western portion of the building. This room is predominantly accessed via the internal laneway.

Staff also have access to the end of trip facilities, including changeroom, eight showers (of which one is DDA compliant), and several lockers.

Access routes to the staff and visitor parking spaces are shown in Figure 4.3, and end of trip facility areas are shown in Figure 4.4.

Figure 4.3: Bicycle Parking Locations and Access



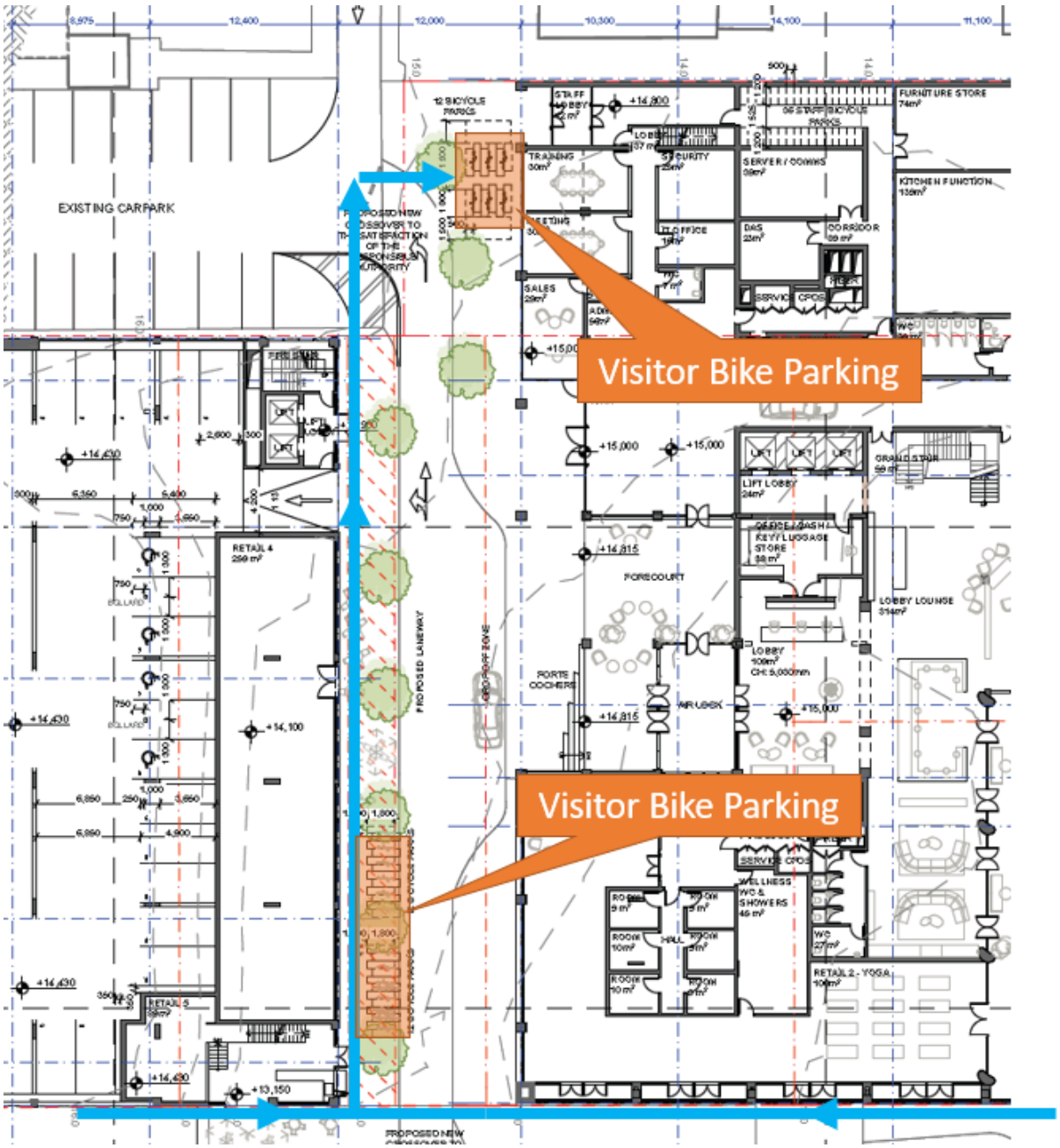
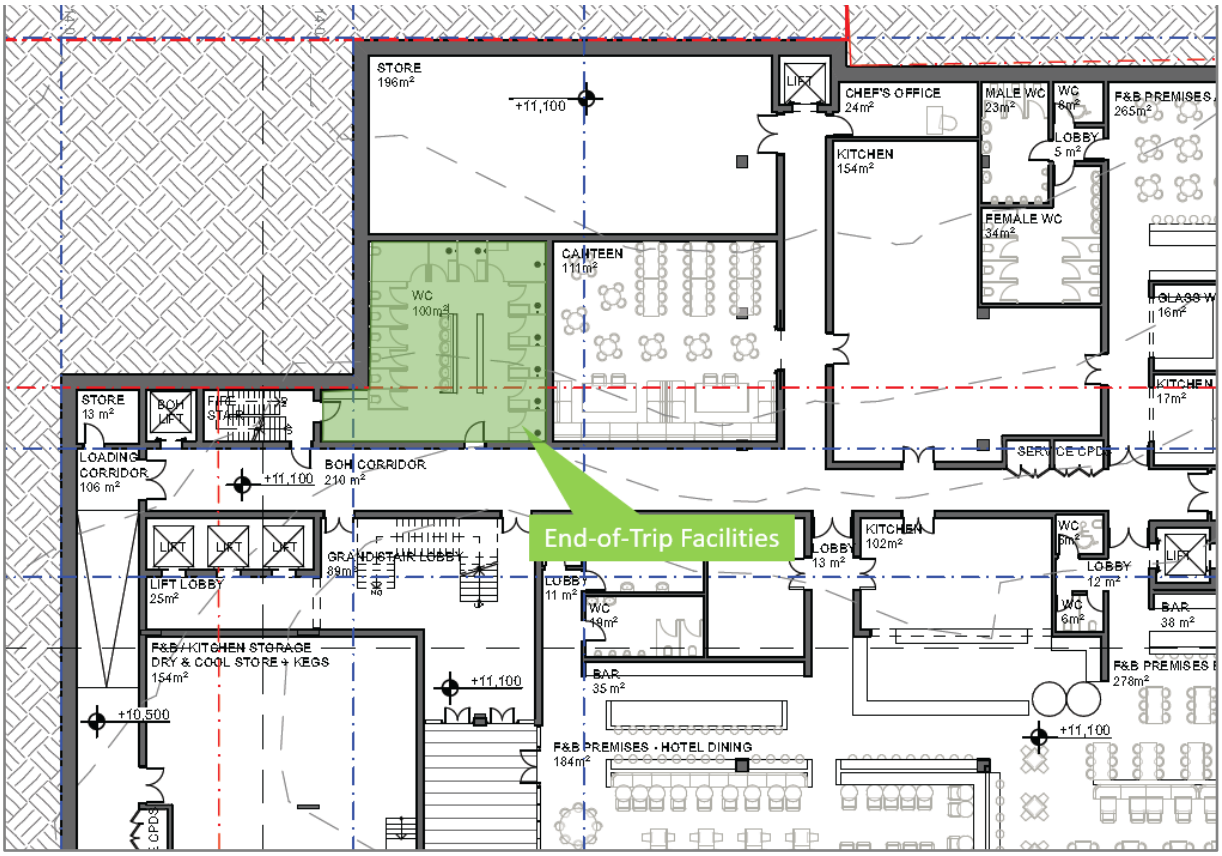

Visitor Bike Parking
Visitor Bike Parking
EXISTING CARPARK
PROPOSED NEW CROSSOVER TO TRANSFER JURISDICTION OF THE PROMENADE FROM COUNCIL TO PRIVATE
12 BICYCLE PARKS
STAFF BICYCLE PARKS
FURNITURE STORE
KITCHEN FUNCTION
TRAINING
SERVER / COMMS
SALES
SERVICE CPDS
CORRIDOR
LIFT LOBBY
RETAIL 4
PROPOSED LANEWAY
PORTE COCHERE
FORECOURT
LOBBY LOUNGE
AIR LOCK
WELLNESS WC & SHOWERS
RETAIL 2 - YOGA
RETAIL 3

Figure 4.4: End of Trip Facilities



4.2. Servicing Your Bicycle

If you require some step-by-step guides for general bicycle maintenance and repair, see some of the resources provided below:

— https://www.sheldonbrown.com/ - Articles and bicycle technical information to help with all your maintenance and repair needs.

— http://bicycletutor.com/guide/ - Video instruction manuals for bicycle maintenance and repair

— http://www.madegood.org/bikes/repairs/ - Video instruction manuals for bicycle maintenance and repair

OR, if you need to get your bicycle to a professional, try one of the following:

— The Bicycle Repair Man, located at 140-142 Thompson Avenue, Cowes VIC 3922, Ph: 0418 144 481

— Wheel Heat, located at 323A White Road, Wonthaggi VIC 3995, Ph: (03) 5672 4113

4.3. Cycling Initiatives

Ride2Work Day

An initiative that is being supported is Ride2Work day, an annual event run by Bicycle Network Victoria. We hope that all of the commercial tenants can get involved in this initiative and encourage their staff members to choose cycling over other less sustainable options. This provides an opportunity to experience a different mode of transport with the additional perks of events surrounding the day. It also encourages the health benefits that arise from physical activity.

For more information in how you can join in on Ride2Work day, visit:

https://www.bicyclenetwork.com.au/rides-and-events/ride2work/

The website also includes great tips for new cyclists including product reviews, road rules, how to perform bike maintenance, maps, and inspiration to name a few.

Cycling Groups – Phillip Island Bicycle User Group

The Phillip Island Bicycle User Group is one great place if you want to get more involved in the cycling community and meet new people. They focus on organizing bike rides around Phillip Island.

For more information visit https://www.phillipislandbicycleusergroup.com.au/

5. Taxi & Rideshare Services

5.1. Taxis and Rideshare

Taxi

In addition, a number of taxi services operate in the vicinity of the subject site. The following operators, as described in Table 5.1 provide taxi services in Cowes:

Table 5.1: Taxi and/or Rideshare Alternatives

Service	How to order
131 008 AUSTRALIA WIDE TAXI Australia Wide Taxis	**Call 131008** Wheelchair accessible taxis (WATs) are also available. Simply request a WAT when making a booking.
SouthCoastTaxi South Coast Taxi	**Call 13 6294** Wheelchair accessible taxis (WATs) are also available. Simply request a WAT when making a booking. Maxi taxis for groups up to 10 passengers available.

6. Personalised Travel Plans

6.1. Commercial Green Travel Plan

The information provided below will help to personalise this green travel plan for staff to ensure they are getting all the relevant information.

Step One – Survey Your Staff

The first step is to gain information from your employees including those of the residential hotel, hotel, retail, gym and wellness centre to understand their transport needs. This can be done through a simple survey through a website such as www.surveymonkey.com, or any other method that you see fit. The information that should be produced from the surveys are:

- How far in distance and time each employee lives from the workplace.
- What their current mode of transport to their workplace is.
- What they expect will be their primary and secondary more of transport to the workplace.

Step Two – Prepare Green Travel Plans

Prepare individual green travel plans for employees to cater to their needs. For instance, if they plan to catch the public transport network to the workplace, include maps and timetables of the transport routes and closest stops to the site. For cyclists, maps of the cycling network would help them to arrive at the site.

If there are some employees that live further away and have to drive in (occasionally or regularly), look into the different car park rental options in the area or investigate if there are any park and ride locations that would be convenient. A carpooling option is provided below:

- *Co Seats* accessed via *www.coseats.com/carpool*. Here you can enter in your home and work locations and either access a lift or provide a lift to someone else.

Step Three – Update Plans and Monitor Travel

The final step is to ensure that all green travel plans are kept up to date for employees. A notice board containing information such as public transport maintenance and closures or any interesting information that could affect how people are getting to the site may be used. Individual plans should also be created for any new employees.

Travel modes should be monitored to track how employees are arriving on site and use that information to try and implement new initiatives to encourage employees to travel through more sustainable transport methods.

7. Green Travel Planning

7.1. Aims of the Green Travel Plan

The following specific objectives for the development have been identified:

— Provide guests, patrons and staff with the information and tools to make informed decisions on their transport habits;

— Promote the use of walking and cycling modes;

— Encourage the use of public transport to/from the site;

— Increase carpooling where possible;

— Make guests and patrons to the site aware of the sustainable transport alternatives; and

— Discourage the use of private vehicles where there is suitable access to alternative, more sustainable transport options.

The main aim of this Green Travel Plan is to reduce the carbon emissions resulting from the building that are generated through private car travel, this being the travel mode that typically contributes the most carbon emissions per kilometre travelled. The reduction of carbon emissions is a means to slow down the impacts of climate change.

The objective of the Green Travel Plan is to limit the number of staff, guests and patrons who would otherwise require use their own private motor vehicle by encouraging and facilitating alternatives such as public transport, cycling, walking and car pooling.

This Green Travel Plan will increase the use of walk, cycle, and public transport modes for a range of trip types and provide the following benefits:

— An improved amenity and environment;

— Promote healthy forms of transport through walking and cycling trips;

— Reduce pressures on neighbourhoods through reduced congestion and on-street parking;

— Improve opportunities for those without access to a car;

— Reduce fuel costs and the reliance on fossil fuels; and

— Promote environmental policies.

8. Green Travel Targets

The following initial travel mode targets have been set for users of the proposed development.

Figure 8.1: Green Travel Targets

	Public Transport / Courtesy Bus	Carpool	Cycling	Walking	Private Vehicle	Rideshare / Taxi
Staff	20%	25%	20%	10%	<20%	5%
Resident Staff	70%	N/A[1]	N/A	N/A	<30%	N/A
Guests	10%	30%	N/A	N/A	<60%	N/A
Patrons	10%	N/A[2]	10%	35%	<25%	20%
Retail Customers	5%	N/A	5%	35%	<50%[3]	5%

The implementation and monitoring of the above targets is discussed further in Sections 9 & 10.

[1] Included in private vehicle
[2] Included in private vehicle trips
[3] Includes multi-purpose trips

9. Action Plan

9.1. Introduction

A list of actions is presented in this section of the GTP for implementation within the building. Each action is accompanied with a timeframe for implementation.

Not all actions should be considered compulsory, but rather should be treated as potential measures that should be investigated and implemented as appropriate.

The Operator will be responsible for the funding and management of the GTP actions, including the appointment of the GTP Coordinator as referenced in the tables below.

9.2. General Actions

General actions are presented in Table 8.1. These actions are considered mandatory.

Table 8.1: General Actions

Action	Responsible Agent	Date to be completed
Set up a Green Travel Plan Coordinator to monitor the plan and form a Committee. Role to be handed over to Operator after Year 1.	Applicant	Year 1 and Ongoing
Provide a yearly report to Council on the travel patterns of guests, staff and patrons as well as take up of any specific actions e.g. ride to work day etc. This report will help to track the progress of the targets set-out in Section 7 of the Green Travel Plan.	GTP Coordinator	Annually
Review the effectiveness of the Green Travel Plan initiatives and update the targets and objectives of the Green Travel Plan. If the Green Travel Plan targets are not being met, further incentives should be implemented where possible to increase sustainable mode of transport. Further incentives should be implemented where possible to increase sustainable modes of transport. Further incentives are to be explored based on the results of the reporting, however, could include subsidised costs of free public transport.	GTP Coordinator	Every 5 years
Update the Green Travel Plan if any major changes occur such as updates to the bicycle or public transport network.	GTP Coordinator	As required

9.3. Patron and Guest Actions

The GTP actions related to patrons and guests are presented in Table 8.2.

The operators of the isle of Wight will provide information to patrons at the time of making a booking as well as providing information on its website and other advertisement material.

Table 8.2: Actions related to Patrons and Guests

Action	Responsible Agent	Date to be completed
Encouraging the use of public transport by providing information to patrons about public transport options, including bus, train and ferry options.	GTP Coordinator	Ongoing
Offering shuttle services from the nearby transit hub and other key accommodation and parking locations in Cowes to/from the hotel, particularly during the busier holiday periods.	GTP Coordinator	On occupation and ongoing
Offering bike rental services and promoting the onsite provision of secure bike parking.	Applicant	To be completed prior to opening
Encourage patrons staying in the area to walk to the site, particularly during busy holiday periods and peak times.	GTP Coordinator	On occupation and ongoing
Advising guests of the walkable attractions in the immediate area that do not require car travel as well as those attractions that can be accessed via shuttle service transport (Penguin Parade for instance).	GTP Coordinator	On occupation and ongoing

9.4. Staff Actions

The GTP actions related to staff are presented below in Table 8.3.

The operators of the Isle of Wight will work with staff as part to advise to advise and guide them towards sustainable transport options to and from work:

Table 8.3: Staff Actions

Action	Responsible Agent	Date to be completed
Encouraging carpooling amongst staff by providing preferential parking spaces for those that carpool.	GTP Coordinator	Ongoing
Providing and promoting the secure bike parking and end of trip facilities provided on-site.	Applicant and GTP Coordinator	To be completed prior to opening ongoing
Establish a staff cycling group to encourage staff to choose cycling as a primary travel mode.	GTP Coordinator	Ongoing
Provide and maintain a basic bicycle repair kit to facilitate staff who choose to cycle being able to undertake basic bicycle repairs onsite.	GTP Coordinator	Ongoing

Provide staff lockers within the development to encourage staff to adopt active travel modes.	Applicant	To be completed prior to opening
Encouraging staff to use public transport by providing information about public transport options.	GTP Coordinator	Ongoing
Providing shuttle services to and from work for employees.	GTP Coordinator	On occupation and ongoing

9.5. Resident Staff (i.e. Worker's Accommodation)

The GTP actions related to resident staff are presented below in Table 8.4.

The operators of the Isle of Wight will work with resident staff to advise and guide them towards sustainable transport options to and from the site and surrounds:

Table 8.4: Resident Staff Actions

Action	Responsible Agent	Date to be completed
Providing transport services for key workers at the start and end of each busy season to the nearest major transport hub, e.g. Melbourne. This will be undertaken by two smaller vans and an 18 seater bus provided by the operator.	GTP Coordinator	Ongoing
Encouraging the use of public transport by providing information about nearby bus and train routes, and offering incentives for using public transport	GTP Coordinator	Ongoing
Offering secure bike parking and bike rental services.	GTP Coordinator	Ongoing
Encourage carpooling amongst key workers for car travel on days when staff are not working.	GTP Coordinator	Ongoing

10. Monitoring and Reporting

10.1. Monitoring

The GTP should be treated as a live document, one that is monitored for its effectiveness and updated as required to deliver on the identified aims and objectives.

The GTP should be reviewed annually for the first three years, and then every second year thereafter. Regular updates to the GTP are expected to reflect changes in travel mode splits and the promotion of actions that are bringing about positive changes to the way that employees travel.

10.2. Review

A GTP Coordinator should be appointed to take responsibility for monitoring and reviewing the GTP. The Coordinator would be responsible for:

— Establishing a Green Travel Plan Committee that includes a mixture of staff within the development that will join in championing sustainable alternatives to private motor vehicle use;

— Reviewing the travel modes splits every year for the first three years and every other year thereafter, through employee, patron and guest surveys;

— Setting new GTP targets where necessary in accordance with findings of travel mode surveys;

— Reviewing the action plan elements for effectiveness, adjusting as required to maintain progress towards the GTP targets;

— Allocating responsibilities for the ongoing management of initiatives recommended in the GTP; and

— Promoting activities and the release of information.

The outcome of the GTP actions will depend on a wide range of factors, but predominantly rely on the commitment and desire of participants to modify their travel habits. The on-going application of an effective GTP should result in a decline in car usage as other modes increase their share of the travel load.



PROPOSED MIXED USE DEVELOPMENT
9-10 THE ESPLANADE & 2-8 BASS AVENUE,
COWES, PHILLIP ISLAND
FOR MODA CORP

DESIGN REPORT
05th May 2023

ALEXANDER &CO.

Architecture & Interior Design
63 Brisbane st Bondi Junction, Sydney NSW 2022
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A&Co Pty Ltd
Jeremy Bull
Architect RAIA 7881

PROPOSAL AMENDMENTS - 3rd MARCH 2023

In response to preliminary Council notes, Alexander &CO on behalf of Moda have coordinated the following amendments to the Development Application for the Isle of Wight Hotel;

/In response to the desire to further activate Bass Avenue with pedestrian flow, we have created a new entry for the Tourist & Worker Hostel at the Southern most corner of the Bass Avenue elevation, and removed this entry from its formerly proposed laneway position. This entry, in conjunction with the retail offering at the corner of Bass Avenue and the proposed laneway provides for two active shop fronts and a purposeful utility to take footfall to the South of the site.

/In carrying out the amendment noted above, we have also altered the position of the Tourist & Worker Hostel, moving it to the South of the carpark roof and adding a tennis court and other rooftop leisure amenity to the carpark roof's Northern edge. This amenity provides for additional hotel (or community) amenity and creates a solar corridor to the Tourist & Worker Hostel.

/These resultant amendments designate the 'southern portion' as a mixed use hub, now containing; carparking, retail, leisure and accomodation. They leverage the Bass Avenue elevation and create engaged shopfronts

PROPOSAL AMENDMENTS - 05th May 2023

In response to the latest RFIs Alexander &CO on behalf of Moda have co-ordinated the following amendments to the Southern portion of the Development of the Isle of Wight Hotel;

/ The Southern portion of the site connecting to our laneway at its South and Bass Avenue at its East contains a mixed use amenity totalling; retail, parking, recreational (tennis and basketball court) and Hostel accomodation usage, and is a continuation of our 'community of buildings' approach to the site at large.

/ Specifically, the rooftop Hostel functions are designed to be fabricated as both light weight, cost effective and adaptable given the possible future uses that this precinct may play in future development of the hotel whilst the parking is to present as a more substantial and permanent architecture.

/ Formally the architecture utilises an articulated masonry podium to contain the parking and retail whilst the recreational and Hostel functions are positioned on the rooftop and as a rooftop located light weight steel structure respectively.

/ The masonry articulation and concrete awning of the podium borrow from the industrial maritime language which is further developed within the Esplanades' Hospitality podium, that of; varied face brickwork coursing, deep door and window reveals and a vertical and horizontal hierarchy of articulation, whilst the upper light weight steel portions perform the role of a contemporary Australian 'verandah'd' hostel residence. It is articulated with a double height colonnade eave and steel standing-seam claddings at varied angles. Roof planes extend from the building to create shaded and covered areas, control view and privacy lines and produce architectural form.

/ A Southern Bass Avenue entry is intended to bring patronage to the topmost edge of Bass Avenue, whilst the Hostel's Bass Avenue edge is connected to its internal kitchen and dining areas and is considered an amenitised balcony edge overlooking the street below.

/ The architecture establishes a rhythm which could foreseeably be continued by neighbours to the South of the site on Bass Avenue, whilst the architecture creates Bass Avenue activation and continues the varied 'community of buildings' within our precinct.

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URBAN RESPONSE

The development response is orientated around several key urban planning responses, as well as those notes outlined within the DDO.

These planning responses include the;

1/ Esplanade edge civic activation and town centre place making response
2/ A porous North-Easterly coastal garden and the Figtree retention
3/ The continuation of the Southern carpark laneway and a new 'laneway precinct'
4/ Uplift and greening to the Bass Avenue edge

1/ Esplanade edge civic activation and town centre place making response

The Northern edge of the pavilion flanks the cenotaph and Esplanade shared zone. A pavilion facade providing continuity to the existing 'civic edge' at the West of the Esplanade is articulated with large operable doors and windows, combined with place-making furnishing; umbrellas, footpath dining, shared-zone floor finishes.

We have considered the Esplanade and cenotaph to be the 'town centre', and one in which patron and civic activation is both monumental and enlivening to the greater Phillip Island retail town zones. Traffic is considered to be dampened whilst patrons flow more freely between the Northern park areas, the hotel and the shopping strip of Thompson avenue.

2/ A porous North-Easterly coastal garden and the Figtree retention

The North-Easterly garden and Figtree play a central role within the planning of the hotel development, both as a response to N-E solar access, view corridors from the development to the water, visual obstruction from the public domain toward the development and the resultant continuation of the urban built wall being contained to the West of the site.

We consider the Figtree to be a design pillar; it messages both the amenitisation of shade and outdoor space within the development whilst signifying the unification of the public and private domain around its structural trunk.
The maturity of the tree and its significant size impact upon the public walkway and as such have informed a porous response to this North Eastern Corner; creating a 'gaudi-esque' tiled coastal bench which provides also the retaining system to the structural root zone of the Figtree.

3/ The continuation of the Southern carpark laneway and a new 'laneway precinct'

The connecting lane to Thompson Avenue East-West through to Bass Avenue has been emphasised within our proposal. It is the granular urban response to the South of the hotel, hosting both the hotel's main entry, but also acknowledging the importance of the 'rear' of the retail zones coming off Thompson avenue.

It is sinewy, less muscular response to Thompson and Bass Avenues. More 'local', more urban; utilising smaller scale retail, footpath dining and reminiscent of Melbourne proper and the role of footpaths and laneway culture to provide place making meaning to this existing condition.

4/ Uplift and greening to the Bass Avenue edge

The Bass Avenue demise has been activated as the Easterly planted edge to our Coastal garden, the secondary entry to the Hotel, and further South it is the aperture for the laneway, dedicated entry to the Key Worker Accommodation and entry to the car parking facilities. Our proposal imagines an uplifted urban interface between the hotel private and public domain, with patron activation intensified by the various amenities offered though the coastal N-E garden, its green edge and the new laneway entry, corner retail.

We anticipate greater passive surveillance of this edge, and meaningful pedestrian circulation given the possible ant trails and their new pedestrian purpose. We also anticipate that the investment in greening the Figtree gardens Eastern edge will give meaning and place to this Eastern flank.

DESIGN DIRECTION

The proposed development is sited upon the existing Isle of White Hotel land holding,and is comprised of three primary components: a primary 'hotel' structure to the sites middle and laneway, a secondary 'pavilion' addressing the Esplanade; and a tertiary mobility hub and hostel to the south of the proposed laneway.

The Hotel; fronting onto a proposed laneway retail precinct linking Thompson Avenue and the existing car park amenity to Bass Avenue, the propose hotel's is a proposed 7 storey, East-West orientated building. The Hotel's mass is articulated to its North with a masonry column and slab language, recessed Juliette balconies and is proposed to be a sculptural, articulated monolith. It is recessive to the Northern boundary and abuts the Pavilion. The southern elevation incorporates a substantial central 'notch' that accentuates the arrival port cochere and forecourt, as well as providing depth to the laneway precinct.

The Pavilion; inspired by Cowes masonry maritime-industrial history, is three stories and assumes a civic scale and posture commensurate with the importance of the cenotaph and foreshore triangle precinct. Principally housing Food and Beverage offerings for both the hotel and general public. It fronts and opens to the Esplanade and its East facing 'beer garden' with significant landscaping to the Fig tree and Bass avenue edge. Detailed in articulated brickwork and masonry, it includes a generous canopy to the Esplanade as a continuation of the Northern built frontage of the adjacent and neighboring retail precinct.

The Carpark and Key Worker Accommodation is situated in the Southern portions of the site, and includes a podium wrapped by retail that returns into the laneway and corresponds to the hotel building to the north, framing a distinct retail precinct. The podium conceals a multi-level car park, and forms a plinth, for an articulated and light weight key worker and hostel accommodation building, haloed in a planted garden edge condition.

The development siting achieves;
/ The objectives of the site-specific DDO
/ Considers the Cowes Streetscape masterplan
/ Significant permeable and landscape zones within and peripheral to the site
/ Passive surveillance and activation to the expansive public realm
/ Bass Avenue - Thompson Avenue civic laneway precinct and connection
/ Enhancement to the Bass Avenue precinct
/ continuation and resolution of the parking amenity to the rear of Thompson Avenue,

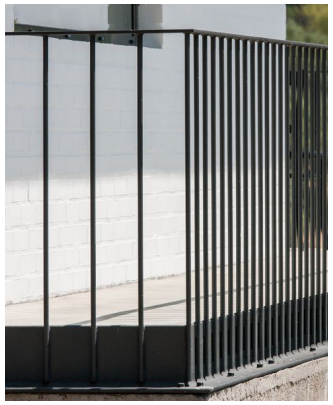
The development's design solution has been established to optimise the operational and commercial objectives of the site, which has in turn allowed for the built form response that has minimised visual bulk while at the same time reassuming a suitably iconic civic posture at the front door to the township and foreshore precinct.



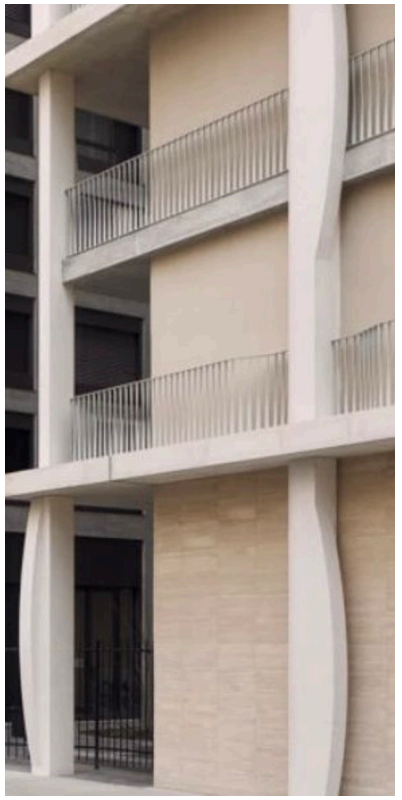
ARCHITECTURAL PRECEDENTS & MATERIALS

Given the objectives of this site revitalisation as a ‘community of buildings’, the precinct possesses various form and material articulation with an intention to present as urban and of community value.

The site center point, the Hotel, is a high quality, masonry presentation which recruits a local ‘wind swept’ vernacular; sand blasted and pale concrete pilotis, sculptural vertical totems with articulated Juliette’s. The garden below and Pavilion to the North West integrate the urban grain of the locale, while a sprawling green coastal garden and a brick maritime language sew the Pavilion into the existing Esplanade fabric.

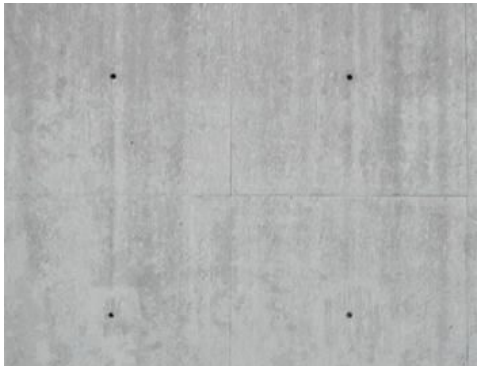












THE PAVILION - ISLE OF WIGHT

The Esplanade facing three level pavilion is colloquially to be considered a 'Coastal Pavilion'. It recruits the Western urban edge of the adjacent commercial structures, and is both rhythmic and familiar in its masonry language, diminishing to the sky and pool deck.

Having regard for coastal critical regionalism, the large format pavilion is an iconic building form for much of the East coast of Australia, and very much NSW and Victoria. Successful case studies include the now iconic Coogee Bay Pavilion and Burliegh Pavilion; structures which have either architecturally endured re-purposing over their life cycles or successfully repositioned site and place through their quasi monumentality.

Our proposal seeks to encourage the familiarity of this robust coastal building typology, whilst contemporizing its detailing and connection to the Hotel proper. They are iconic, coastal large format buildings which have a track record of sustainability through monumentality.



Form & Materiality - Pavilion

Villa Eden, David Chipperfield Architects, 2015 Lake Garda

An example of a modernist 'bris soleil' within a traditional landscape.

The Northern facade of the Isle of White hotel utilises a bris soleil to provide shade and balcony amenity, whilst also being materially gentle and detailed, making the accomodation building recessive to the Esplanade pavilion.



Fayland House, David Chipperfield Architects, 2015 House of the Year, UK

Another example of a eave and bris soleil by Chipperfield Architects, this form explains how a monolithic structural form can recess through rhythm and textural play. It is in the repetition of its excessively large structural grid that the form finds servitude to its landscape.



478 George Street Sydney, Candalapas Associates Architects, 2016 Sydney

Candelapas utilise an arythmic bris soleil to its Sydney tower, whilst articulating the vertical members as distinct from the horizontal. In this much more massive and urban theatre, the facade rhythm studies have been described as being attentive to the 'human scale'.



The Calile Hotel, Richards and Spence, 2018 Fortitude Valley Brisbane

A contemporary example of a successful landmark architectural intervention within a low rise locale. The distinct expressions of a prosaic masonry (public) podium makes the tower form appear conservatively scaled.





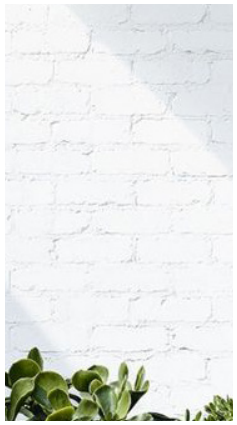
CON01 - Concrete Finish

/Isle of Wight Northern Facade
/Isle of Wight Hotel Tower
/Carpark



BRK01 - Light Coloured Glazed Brick

/Isle of Wight Pavilion



BRK02 - Light Coloured Painted Brick

/Isle of Wight Pavilion
/Isle of Wight Hotel Tower
/Carpark



BRK03 - Concrete Block Screen

/Carpark

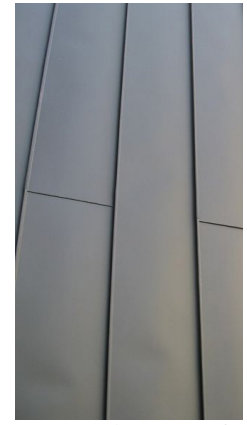


RND01 - Light Coloured Textured Render

/Isle of Wight Northern Facade
/Isle of Wight Hotel Tower
/Carpark & Tourist and Worker Hostel

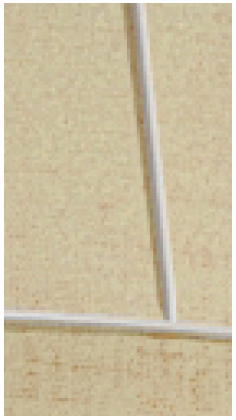
RND02 - Light Coloured Textured Masonry Finish, Sandblasted Effect

/Isle of Wight Northern Facade



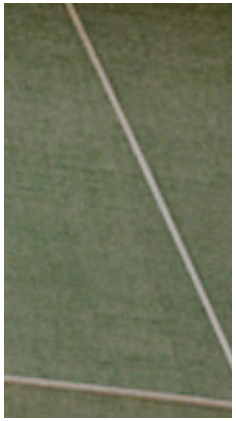
CLD01 - Light Grey Metal Tray Roofing

/Beer Garden Kiosk Roof
/Tourist and Worker Hostel Roof
/Pool Bar Roof



FBR01 - Light Coloured Canvas Awning

/Isle of Wight Pavilion



FBR02 - Dark Coloured Canvas Awning

/Isle of Wight Hotel Tower



FBR03 - Dark Coloured Sports Large Mesh Netting

/Tennis & Basketball Courts



MTL01 - Black Palisade Balustrade

/Isle of Wight Pavilion
/Isle of Wight Hotel Balconies



MTL02 - Light Coloured Post & Beam

/Tourist and Worker Hostel



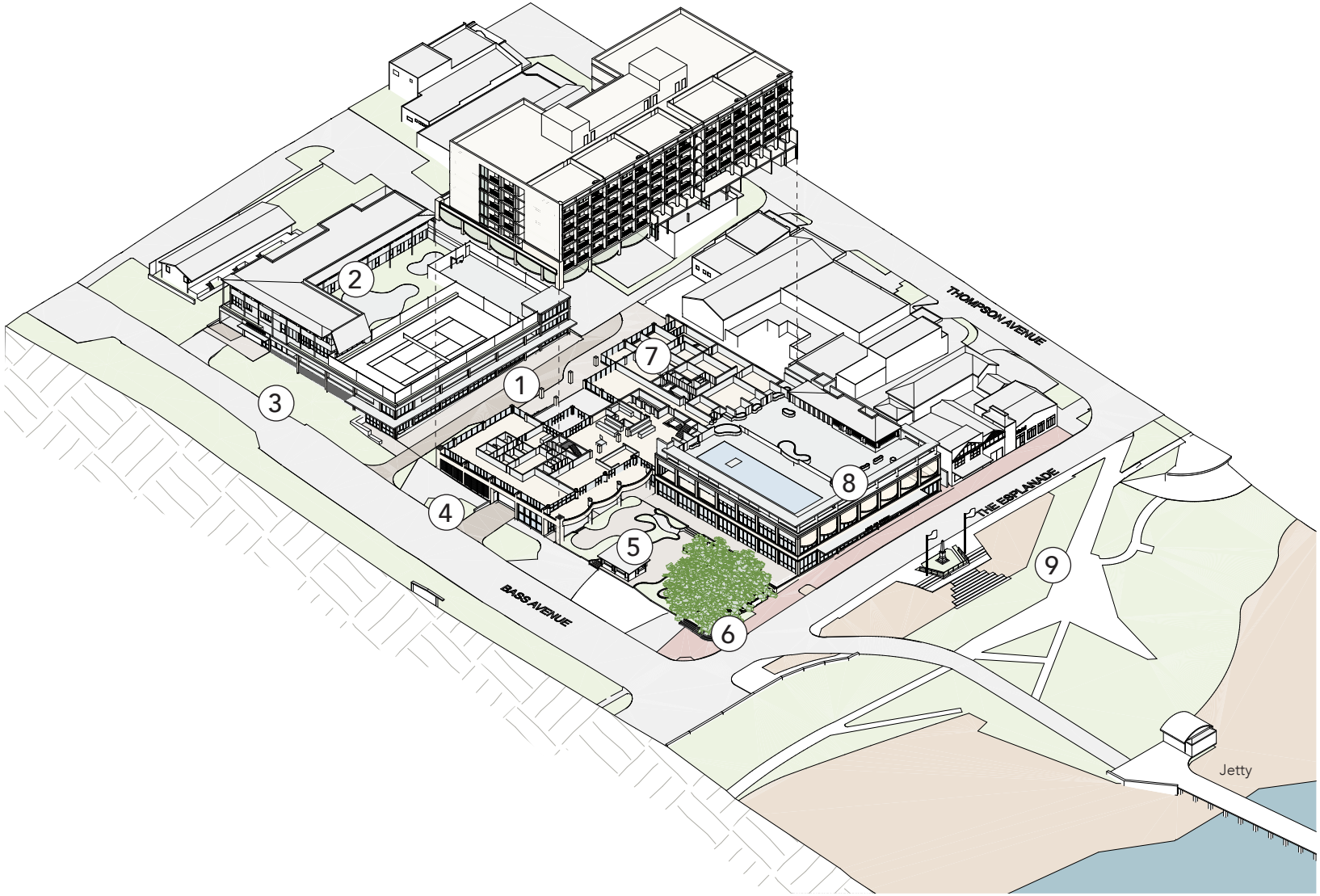
GLS01 & MTL03 - Clear Glazing

/Isle of Wight Pavllion Wind Break
/Isle of Wight Hotel



CLD02 - Light Coloured Corrugate Cladding

/Tourist and Worker Hostel Roof



Infographic

1: LANEWAY AND HOTEL ARRIVAL
A market providoor shopfront precinct, the laneway includes; food, beverage, retail and footpath activation, green and community space. The laneway also provides for the main hotel entry, foyer and lobby.

2: KEY WORKER ACCOMMODATION
Well below the statutory building height controls, this accommodation provides for staff accomodation in a self contained hostel style campus with central gardens located on top of the carpark facility.

3: BASS AVENUE FRONTAGE
Located here is a corner store style bike retail with an open shop front, external seating and green space. The carpark entry is obscured by terraced planting and pushed to the South of the site. The Key Worker Accommodation entry occupies the remainder of the Bass Avenue frontage.

4: HOTEL BASS AVENUE FRONTAGE
This portion of the master plan contains the main hotel pedestrian entry for larger groups and tours, a food and beverage kiosk, elevated day spa balconies and the Figtree Garden dining areas. Loading is reduced to a single access point and the building podium and recessive tower provide vast street engagement.

5: THE FIG TREE GARDEN
A North East facing beer garden, it has multiple entry points for the public patrons whilst being secure and self contained. The garden provides substantial passive surveillance to Bass Avenue and The Esplanade and benefits from water views, and is considered a key amenity component of the Masterplan solution

6: THE MORETON BAY FIG
This is the main feature of the Figtree beer garden. Landscaping solutions and garden activation ensure the tree remains celebrated and safely protected.

7: THE HOTEL
160 rooms of hotel accomodation with hotel lobbies, restaurant, pool deck and kids club. The exteriors of the hotel are detailed to be materially luxurious whilst the building form is deeply recessed to the South of the site, overlooking the pool and Northern views.

8: THE COASTAL PAVILION
Well below the statutory height plane, the beach Pavilion houses the Isle of White Hotel on its ground floor, with restaurants and functions rooms in the podium's level 1, and a pool deck on level 2. It's language is quintessential coastal pavilion.

9: THE FORESHORE
The Pavilion opens toward the cenotaph and has a continuous awning, footpath dining and a shared pedestrian + vehicle public domain. This edge of the Isle of White Hotel is engaged with the public domain and will activate the Esplanade as an important commercial hub.



Design Proposal - Bass Ave White Model Perspective

* ARTIST IMPRESSION ONLY



Design Proposal - Bass Avenue Birds-eye White Model Perspective

* ARTIST IMPRESSION ONLY



Design Proposal - Laneway Looking Eastward White Model Perspective

* ARTIST IMPRESSION ONLY

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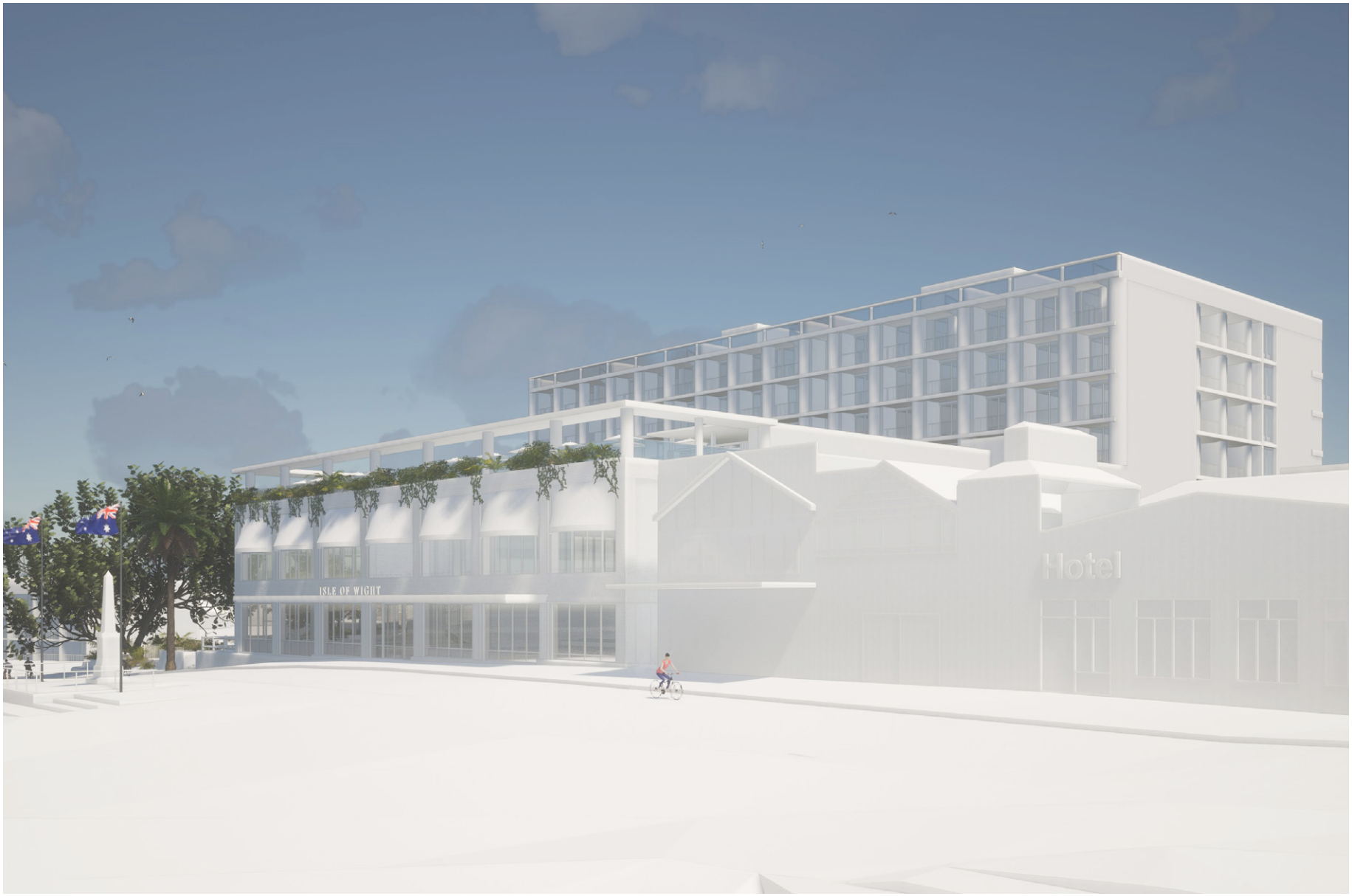

Design Proposal - Esplanade Looking Eastward White Model Perspective

* ARTIST IMPRESSION ONLY

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CGI's by Stab Studio - The corner of Bass Ave & The Laneway

* ARTIST IMPRESSION ONLY



CGI's by Stab Studio - Perspective from the Jetty

* ARTIST IMPRESSION ONLY



CGI's by Stab Studio - The corner of Bass Ave & The Esplanade

* ARTIST IMPRESSION ONLY

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CGI's by Stab Studio - The Isle of White

* ARTIST IMPRESSION ONLY



CGI's by Stab Studio - Pool Terrace

* ARTIST IMPRESSION ONLY



CGI's by Stab Studio - Bass Avenue

* ARTIST IMPRESSION ONLY

ALEXANDER &CO.

AREA SCHEDULE

PROJECT NAME: PHILLIP ISLAND HOTEL & MIXED USE DEVELOPMENT
PROJECT NUMBER: 0527
PROJECT ISSUE: TOWN PLANNING
ISSUE DATE: 4/5/2023
PROJECT ADDRESS: 9-10 THE ESPLANADE & 2-8 BASS AVENUE , COWES 3922, VICTORIA

SITE AREA: 9,245 m²
PERVIOUS SITE AREA: 595 m²
SITE BUILDING AREA: 6,750 m²

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NSW 2022
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www.alexanderandco.co

ESPLANADE LEVEL

NORTH - ISLE OF WIGHT HOTEL

TYPE		NO. OF ACCOM. UNITS	NIA (m²)	GFA (m²)
BEER GARDEN				
	BEER GARDEN		957	957
	BEER GARDEN KIOSK		39	39
	FEMALE WC		18	21
	MALE WC		18	20
	WC		15	19
			1,047 m²	1,056 m²
COMMON				
	BOH CORRIDOR		188	210
	BOH LIFT		12	21
	DELIVERY OFFICE		13	15
	ENGINEER OFFICE/WORK…		39	53
	FIRE STAIR		13	19
	LIFT		33	47
	LOADING		148	160
	LOADING CORRIDOR		88	106
	STORE		177	209
	TERRACE		22	22
	WASTE / BIN STORE / GR…		39	43
			772 m²	905 m²
F&B PREMISES - COMMON				
	CHEF'S OFFICE		18	24
	F&B / KITCHEN STORAGE …		143	154
	FEMALE WC		31	34
	FOYER		26	29
	GLASS WASH		14	16
	KITCHEN		256	273
	KITCHEN WASH		31	34
	LOBBY		31	36
	MAITRE' D		62	67
	MALE WC		19	23
	WC		54	68
			685 m²	758 m²
F&B PREMISES A - PUB				
	F&B PREMISES A - PUB		245	265
	LOBBY		4	5
			249 m²	270 m²
F&B PREMISES B - BISTRO				
	BAR		37	38
	F&B PREMISES B - BISTRO		268	278
			305 m²	316 m²
F&B PREMISES D - HOTEL DINING				
	BAR		35	35
	F&B PREMISES - HOTEL D…		177	184
			212 m²	219 m²
HOTEL ACCOMMODATION & AMENITIES				
	LAUNDRY STORE		27	31
			27 m²	31 m²
HOTEL LOBBY & AMENITIES				
	GRAB & GO		14	17
	GRAND STAIR LOBBY		78	89
	LANDSCAPE STORE		71	80
	LIFT LOBBY		21	25
	LOBBY		9	11
			193 m²	222 m²
HOTEL OFFICE & ADMIN				
	CANTEEN		104	111
	WC		88	100
			192 m²	211 m²
SERVICES				
	FIRE TANK & PUMP		57	63
	GENERATOR		43	49
	GENERATOR FUEL ROOM		28	32
	MAIN SWITCH BOARD		46	50
	RAINWATER & COLD WAT…		24	29
	SERVICE CPDS		10	14
	TRANSFORMER		41	46
			248 m²	283 m²
		-	**3,931 m²**	**4,271 m²**

SOUTH - TOURIST & WORKER HOSTEL / CARPARK

TYPE			NIA (m²)	GFA (m²)
COMMON				
	CARPARK		1,264	1,339
	FIRE STAIR		22	32
	LIFT		14	21
	LIFT LOBBY		21	25
			1,321 m²	1,417 m²
SERVICES				
	COMMS DB		12	17
	ELECTRICAL DB		23	28
	SERVICES		16	24
			51 m²	69 m²
		-	**1,372 m²**	**1,486 m²**

TOTAL CAR PARKING SPACES 46

	NORTH & SOUTH TOTAL	-	**5,293 m²**	**5,742 m²**

LANEWAY LEVEL

NORTH - ISLE OF WIGHT HOTEL

TYPE		NO. OF ACCOM. UNITS	NIA (m²)	GFA (m²)
COMMON				
	AIR LOCK		44	45
	BOH LIFT		19	28
	CORRIDOR		96	113
	FIRE LOBBY		8	9
	FIRE STAIR		26	37
	FORECOURT		157	161
	LIFT		27	39
	LOBBY		40	45
	PORTE COCHERE		77	78
	STAFF LOBBY		10	12
			504 m²	567 m²
CONFERENCE & RECEPTION CENTRE				
	AV ROOM		14	17
	CORPORATE / FUNCTION …		158	167
	CORRIDOR		128	140
	FUNCTION ROOM 01		208	216
	FUNCTION ROOM 02		295	306
	FUNCTION TERRACE		100	115
	FURNITURE STORE		77	87
	KITCHEN FUNCTION		132	139
	PREFUNCTION		155	161
	STORE		6	8
	WASH ROOM		11	13
			1,284 m²	1,369 m²
F&B PREMISES C - SIGNATURE RESTAURANT				
	BAR		15	16
	BOH KITCHEN		35	39
	DRY STORE		8	9
	F&B PREMISES C - KITCH…		53	53
	F&B PREMISES C - SIGNA…		230	244
	MEETING		95	102
	MEETING TERRACE		58	65
	OFFICE		6	7
	STAIRCASE		21	24
	WC		71	85
			592 m²	644 m²
HOTEL LOBBY & AMENITIES				
	GRAND STAIR		57	59
	LIFT LOBBY		21	24
	LOBBY		103	109
	LOBBY BAR		23	24
	LOBBY LOUNGE		304	314
	TERRACE		137	150
	WC		22	27
			667 m²	707 m²
HOTEL OFFICE & ADMIN				
	ADMINISTRATION		52	56
	IT OFFICE		14	16
	MEETING		27	30
	OFFICE / CASH / KEY / LU…		33	38
	SALES		26	29
	SECURITY		23	25
	TRAINING		27	30
	WC		6	7
			208 m²	231 m²
RETAIL 1 - GYM				
	RETAIL GYM		189	205
			189 m²	205 m²
RETAIL 2 - WELLNESS				
	HALL		12	14
	RETAIL 2 - YOGA		90	100
	RETAIL WELLNESS		36	38
	ROOM		48	56
	WELLNESS WC & SHOWE…		42	45
			228 m²	253 m²
SERVICES				
	DAS		20	23
	RISER		14	18
	SERVER / COMMS		35	39
	SERVICE CPDS		14	20
	SERVICES		33	38
			116 m²	138 m²
		-	**3,788 m²**	**4,114 m²**

SOUTH - TOURIST & WORKER HOSTEL / CARPARK

TYPE		NO. OF ACCOM. UNITS	NIA (m²)	GFA (m²)
COMMON				
	CARPARK		2,006	2,077
	FIRE STAIR		26	33
	LIFT		14	21
	LIFT LOBBY		21	25
			2,067 m²	2,156 m²
RETAIL 3, 4 & 5 - LANEWAY				
	RETAIL 4		237	259
	RETAIL 5		80	89
			317 m²	348 m²
SERVICES				
	SERVICE		6	9
			6 m²	9 m²
		-	**2,390 m²**	**2,513 m²**

TOTAL CAR PARKING SPACES 67

TOTAL BIKE PARKING SPACES PUBLIC 36 :
STAFF 36
TOTAL 72

	NORTH & SOUTH TOTAL	-	**6,178 m²**	**6,627 m²**

LEVEL 01

NORTH - ISLE OF WIGHT HOTEL

TYPE		NO. OF ACCOM. UNITS	NIA (m²)	GFA (m²)
COMMON				
	BOH LIFT		19	29
	BOH LOBBY		13	15
	FIRE STAIR		36	50
	LIFT		20	26
	LOBBY		279	319
	RISER		23	32
			390 m²	471 m²
HOTEL ACCOMMODATION & AMENITIES				
	EAST VIEW	2	63	71
	GARDEN TERRACE		195	196
	GARDEN VIEW	7	190	250
	LANEWAY 40	7	284	325
	LANEWAY VIEW	8	249	283
	LINEN		29	34
	MEDIA / CHILDREN		24	27
	SEA VIEW	6	186	216
	WEST VIEW	2	72	81
			1,292 m²	1,483 m²
HOTEL AMENITIES - HOTEL POOL & BAR				
	DDA		7	7
	POOL		114	230
	POOL BAR		45	46
	POOL TERRACE		1,085	1,114
	STORAGE / KITCHEN		43	51
	WC		21	25
			1,315 m²	1,473 m²
HOTEL OFFICE & ADMIN				
	ADMIN/STORAGE		44	46
	HR/MARKETING/FINANCE		28	33
			72 m²	79 m²
SERVICES				
	ELEC CPD		2	3
	POOL PLANT		31	31
	RISER		6	7
	SERVICE CPDS		5	7
	STORAGE		20	25
			64 m²	73 m²
		32	**3,133 m²**	**3,579 m²**

SOUTH - TOURIST & WORKER HOSTEL / CARPARK

TYPE		NO. OF ACCOM. UNITS	NIA (m²)	GFA (m²)
COMMON				
	BIN STORE		21	25
	CARPARK		2,308	2,363
	FIRE STAIR		26	32
	LIFT		14	21
	LOBBY		32	36
			2,401 m²	2,477 m²
RETAIL 3, 4 & 5 - LANEWAY				
	RETAIL 5		40	46
		-	40 m²	46 m²
		-	**2,441 m²**	**2,523 m²**

TOTAL CAR PARKING SPACES 84

	NORTH & SOUTH TOTAL	**32**	**5,628 m²**	**6,161 m²**

LEVEL 02

NORTH - ISLE OF WIGHT HOTEL

TYPE		NO. OF ACCOM. UNITS	NIA (m²)	GFA (m²)
COMMON				
	BOH LIFT		12	17
	BOH LOBBY		13	15
	FIRE STAIR		26	36
	LIFT		20	26
	LOBBY		256	290
	RISER		12	12
			339 m²	396 m²
HOTEL ACCOMMODATION & AMENITIES				
	EAST VIEW	2	61	76
	HOUSE KEEPING		24	24
	LANEWAY 40	7	279	326
	LANEWAY VIEW	8	241	288
	LINEN		29	29
	SEA VIEW	15	456	540
	WEST VIEW	2	72	81
			1,162 m²	1,364 m²
SERVICES				
	RISER		6	7
			6 m²	7 m²
		34	**1,507 m²**	**1,767 m²**

SOUTH - TOURIST & WORKER HOSTEL / CARPARK

TYPE		NO. OF ACCOM. UNITS	NIA (m²)	GFA (m²)
COMMON				
	FIRE STAIR		15	17
	LIFT		10	10
	LOBBY		11	13
			36 m²	40 m²
HOTEL ACTIVITY AMENITIES				
	BASKETBALL COURT		294	295
	TENNIS COURT		695	699
			989 m²	994 m²
TOURIST & WORKER HOSTEL				
	BED	**19**	228	245
	CORRIDOR		49	56
	DINING		51	53
	FIRE STAIR		13	14
	KITCHEN		21	23
	LDRY		10	12
	LIFT		4	7
	LOBBY		28	31
	LOUNGE		64	65
	MANAGERS APARTMENT	**1**	47	54
	RECEPTION		13	13
	STAIR LOBBY		17	19
	WC		50	60
			595 m²	652 m²
		20	**1,620 m²**	**1,686 m²**
	NORTH & SOUTH TOTAL	**54**	**3,127 m²**	**3,453 m²**

LEVEL 03

NORTH - ISLE OF WIGHT HOTEL

TYPE		NO. OF ACCOM. UNITS	NIA (m²)	GFA (m²)
COMMON				
	BOH LIFT		12	18
	BOH LOBBY		13	14
	FIRE STAIR		26	36
	LIFT		18	26
	LOBBY		258	258
			327 m²	352 m²
HOTEL ACCOMMODATION & AMENITIES				
	EAST VIEW	2	63	74
	HOUSE KEEPING		27	27
	LANEWAY 40	7	280	325
	LANEWAY VIEW	8	248	292
	LINEN		29	34
	SEA VIEW	15	472	550
	WEST VIEW	2	72	92
			1,191 m²	1,394 m²
SERVICES				
	RISER		25	35
			25 m²	35 m²
		34	**1,543 m²**	**1,781 m²**

SOUTH - TOURIST & WORKER HOSTEL / CARPARK

TYPE		NO. OF ACCOM. UNITS	NIA (m²)	GFA (m²)
TOURIST & WORKER HOSTEL				
	BED	**32**	356	382
	CORRIDOR		105	119
	FIRE STAIR		14	15
	LIFT		4	7
	STAIR LOBBY		17	19
	STORE		7	7
	WC		76	87
		32	**579 m²**	**636 m²**
	NORTH & SOUTH TOTAL	**66**	**2,122 m²**	**2,417 m²**

LEVEL 04

NORTH - ISLE OF WIGHT HOTEL

TYPE		NO. OF ACCOM. UNITS	NIA (m²)	GFA (m²)
COMMON				
	BOH LIFT		12	18
	BOH LOBBY		13	15
	FIRE STAIR		26	36
	LIFT		20	26
	LOBBY		261	261
	RISER		12	12
			344 m²	368 m²
HOTEL ACCOMMODATION & AMENITIES				
	EAST VIEW	2	62	74
	HOUSE KEEPING		24	24
	LANEWAY 40	7	280	325
	LANEWAY VIEW	8	248	292
	LINEN		29	34
	SEA VIEW	15	472	550
	WEST VIEW	2	72	92
			1,187 m²	1,391 m²
SERVICES				
	RISER		24	35
			24 m²	35 m²
		34	**1,555 m²**	**1,794 m²**
	NORTH & SOUTH TOTAL	**34**	**1,555 m²**	**1,794 m²**

LEVEL 05

NORTH - ISLE OF WIGHT HOTEL

TYPE		NO. OF ACCOM. UNITS	NIA (m²)	GFA (m²)
COMMON				
	BOH LIFT		12	18
	BOH LOBBY		13	15
	FIRE STAIR		26	36
	LIFT		20	26
	LOBBY		262	262
			333 m²	357 m²
HOTEL ACCOMMODATION & AMENITIES				
	EAST VIEW	2	62	74
	HOUSE KEEPING		25	24
	LANEWAY 40	7	280	325
	LANEWAY VIEW	8	248	292
	LINEN		29	34
	SEA VIEW	5	153	185
	SEA VIP SUITE	5	325	359
	WEST VIEW	2	71	92
			1,193 m²	1,385 m²
SERVICES				
	RISER		9	20
			9 m²	20 m²
		29	**1,535 m²**	**1,762 m²**
	NORTH & SOUTH TOTAL	**29**	**1,535 m²**	**1,762 m²**

ROOF TERRACE

NORTH - ISLE OF WIGHT HOTEL

TYPE		NO. OF ACCOM. UNITS	NIA (m²)	GFA (m²)
COMMON				
	BOH LIFT		12	18
	BOH LOBBY		29	37
	FIRE STAIR		26	26
	LIFT		20	26
	LIFT LOBBY		19	19
			106 m²	126 m²
HOTEL ACCOMMODATION & AMENITIES				
	VIP TERRACE		614	618
			614 m²	618 m²
SERVICES				
	ENCLOSED PLANT		140	140
	ROOF PLANT		746	746
			886 m²	886 m²
		-	**1,606 m²**	**1,630 m²**
	NORTH & SOUTH TOTAL	-	**1,606 m²**	**1,630 m²**

GRAND TOTALS

	NO. OF ACCOM. UNITS	NIA (m²)	GFA (m²)
NORTH - ISLE OF WIGHT HOTEL	163	18,598	20,698
SOUTH - TOURIST & WORKER HOSTEL / CAR…	49	8,402	8,844
NORTH & SOUTH GRAND TOTAL	**215**	**27,000 m²**	**29,542 m²**

TOTAL CAR PARKING SPACES 197

TOTAL BIKE PARKING SPACES PUBLIC 36 :
STAFF 36
TOTAL 72

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ARBORICULTURAL CONSTRUCTION IMPACT ASSESSMENT AND TREE PROTECTION MANAGEMENT PLAN

8 The Esplanade, Cowes

For

Chris Adams
Salta Properties

Author

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AQF VIII. Grad.Cert.Arb.

Site inspected

11 February 2023

Report prepared

23 March, 2023

Report reference

221201-230323CIA_TPMP

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1.0 SUMMARY

This report provides an objective assessment of 25 tree/s located on or adjacent to 8 The Esplanade, Cowes, and discusses impacts on those trees arising from a proposed development on the site.

- 20 trees (Trees 2-8, 11-22 and 24) are to be removed under the proposed development.
- 2 trees are subject to Major Encroachment:
    - Tree 10 is unlikely to remain viable without modifications to the proposed development.
        - This is likely to highly constrain the proposed development and a more appropriate option may be to remove the tree with the consent of the adjoining property owner and to offset its removal with additional planting across the site
    - Tree 1 is likely to remain viable provided that the recommendations of this report are adopted and effectively implemented.
- 2 trees (Trees 23 and 25) were found to be subject to Minor Encroachment and are likely to remain viable under the development as currently proposed.
- 1 tree/s (Tree 9) is not subject to encroachment and is unlikely to be impacted by the proposed development.

This report also provides a Tree Protection Management Plans for trees that are to be retained throughout the proposed development.

2.0 REPORTING HISTORY

The following table lists relevant reports and their iterations that have been prepared by Axis Arboriculture for this project.

Date	Document reference	Modifications
16/12/2022	221201-221216CIA_TPMP	Original document. Construction Impact Assessment and Tree Protection Management Plan for 1 tree Ficus macrophylla (Moreton Bay Fig).
20/02/2023	221201-230220CIA_TPMP	Original document. Construction Impact Assessment and Tree Protection Management Plan for 25 tree/s.
23/03/202323/03/2023	221201-230323CIA_TPMP	Modified to address items 25 and 27 of Council RFI dated 15/03/2023

3.0 INTRODUCTION

3.1 Brief

This report was prepared to provide an Arboricultural Construction Impact Assessment of trees located on and adjacent to 8 The Esplanade, Cowes, to discuss the impacts on those trees arising from a proposed development on the site, and also to provide a Tree Protection Management Plans for trees that are to be retained throughout the proposed development.

This report is written in accordance with *Australian Standard AS4970:2009 – Protection of trees on development sites* (AS4970), and provides:

- An objective assessment of the current condition and Retention Value of each tree.
- Calculation and assessment of the impacts of the proposed development on trees that are proposed for retention.
- Recommendations regarding the construction methods and/or any necessary design modifications that may be required to minimize the impact of development on the retained trees.
- A Tree Protection Plan for the site indicating the locations of Tree Protection Zones (TPZs) and Structural Root Zones (SRZs) of retained trees and locations where tree protection fencing and/or ground protection are required.
- Detailed tree protection measures to assist in the successful preservation of retained trees throughout all phases of the development, including demolition, tree removal, excavation and construction.

- A Tree Management Schedule to assist with monitoring and certification of tree protection measures.

3.2 Scope

This report adopts the definition of a "tree" prescribed under AS4970 as a "long lived woody perennial plant greater than (or usually greater than) 3m in height with one or relatively few main stems or trunks".

The report addresses:

- All trees located within the subject site.
- All trees located on adjacent land where it is estimated that their Tree Protection Zone (TPZ) protrudes into the subject site.

4.0 METHODOLOGY

4.1 Documents reviewed

The following table lists documents provided by the client that were reviewed in the preparation of this report.

Date	Title	Author	Company
12/03/2021	Plan of features and levels survey (Ref: 7014FL1, Ver. 1, Sheet 1 of 1)	D.S / W.Y	CRA Survey P/L
08/12/2022	Site Plan – Existing / Demolition (Ref: 0527 – DA201_SK01)	Not stated	Alexander & Co
08/12/2022	Site Plan – Proposed (Ref: 0527 – DA202_SK01)	Not stated	Alexander & Co
08/12/2022	Esplanade Floor Plan (Ref: 0527 – DA301_SK02)	Not stated	Alexander & Co
08/12/2022	Esplanade & Bass Avenue Elevations (Ref: 0527 – DA401_SK02)	Not stated	Alexander & Co
08/12/2022	Long Section (Ref: 0527 – DA501_SK02)	Not stated	Alexander & Co
15/03/2023	Council RFI (Ref: Application No. 230034)	R. Jurdi	Bass Coast Shire Council

4.2 Inspection process

- Each tree has been assessed using the *Visual Tree Assessment* (VTA) methodology, as devised by Claus Mattheck.
- Tree heights were measured using a *TruPulse 200b* laser rangefinder.
- Tree canopy spread was estimated.
- Diameter at breast height (DBH) and Diameter Above Root Buttress (DAB) were measured using a surveyor's diameter tape at 1.4 m above ground level; where applicable due to relevant planning overlays, additional diameter measurements were taken using the same method.
- Where access to a tree was not possible or practical (generally the case for trees on adjoining property) height, spread, DBH and DAB measurements may be estimated. On the Tree Data appendix of this report, an asterisk (*) is used next to the DBH and DAB fields where values were estimated.
- Attributes for each tree were assigned as per the Explanation of Terms, included as an appendix to this report.
- The photography used in this report was captured using a *Samsung* smartphone.

4.3 Calculations

- Tree Protection Zone (TPZ) and Structural Root Zone (SRZ) radii have been calculated in accordance with AS4970. Tree Protection Zone Area (TPZA), Structural Root Zone Area (SRZA) and Trunk Circumference (TCIRC) have been calculated using the formulae outlined in the Explanation of Terms, included as an appendix to this report.
- Where construction impact has been assessed, encroachments into the TPZ have been calculated either with the use of AutoCAD® software or, in the case that the encroachment bisects the TPZ in a straight line, by applying the following formula (Pamula, 2020):

$$A = r^2 cos^{-1}\left(\frac{r-h}{r}\right) - (r-h)\sqrt{2rh-h^2}$$

where:

A is the area of TPZ encroachment

r is the radius of the TPZ
h is the radius of the TPZ minus the distance from the tree to the encroachment

- TPZ encroachment is calculated as a percentage of TPZ area (TPZA).

4.4 Limitations

- All documents provided and reviewed in the preparation of this report are taken as being accurate and complete; verification of their accuracy has not been undertaken.
- Trees were assessed visually from ground level; internal or below-ground parts of the tree, or parts of the tree that were not visible from accessible ground-level vantage points, may contain defects that were not apparent on inspection and are not discussed or considered in this report.
- Tree species has been assessed through visual observation of plant organs and overall attributes that were available at the time of inspection; no guarantee is given for the absolute accuracy of tree species as identified in this report.
- Trees on adjoining properties generally could not be accessed; all qualitative and quantitative data documented for these trees was collected from some distance away and may not be comprehensively accurate.

4.5 Notes

- Trees 6 was not represented on the survey provided and has been added to the enclosed site plan based on a visual estimation of their location. The location of this tree may not be sufficiently accurate for the purposes of this report and should be verified by a qualified surveyor where appropriate.
- Vegetation shown on the enclosed site plan that is not numbered and is not denoted as not found (NF) did not qualify for assessment under the scope of the report or was not within the assessment area.
- On advice from Council (Bass Coast Shire Council RFI, dated 15/03/2023), TPZs for Trees 23 and 25 have been recalculated in this report using the formula *canopy spread in m + 1m*, stating that the TPZ calculation used in the previous iteration of this report (Ref: 221201-230220CIA_TPMP) had "been calculated incorrectly" and that "monocots require a different calculation" under AS4970-2009.
    - This is contrary to the phrasing of AS4970-2009, which, following that TPZ is to be calculated using *DBH x 12*, states that "the TPZ of palms, other monocots, cycads and tree ferns should not be less than 1m outside crown projection". This phrasing does not explicitly state that *canopy spread in m + 1m* should be used in all cases regarding monocots, but instead implies that it be applied only where *DBH x 12* would yield a lesser result.
    - This report complies with Council's assertion that TPZs for monocots be calculated using *canopy spread in m + 1m*.

5.0 VEGETATION CONTROLS

The subject site is located across both a Mixed Use Zone (MUZ) and Commercial 1 Zone (C1Z) within the municipal area of Bass Coast.

Following is a summary of the Local Laws and/or Town Planning Overlays pertaining to trees that are applicable to the site (this is not to be regarded as a comprehensive assessment of applicable controls; it is highly recommended that Council be consulted directly before the removal or pruning of trees at the site).

5.1 Council Local Laws

The site is subject to the Bass Coast *Local Law No. 1 Neighbourhood Amenity 2022*. Under this local law, an owner or occupier of private property must not, without a permit:

- Cut, trim, lop, prune or otherwise interfere with, or cause or allow to be cut, trimmed, lopped, pruned or otherwise interfered with, on any private property any significant tree or protected tree; or

- Carry out, or cause or allow to be carried out, any works within the tree protection zone of a significant tree or protected tree, including but not limited to building, trenching, digging, compacting, excavating, filling, or storing materials and equipment.

Under this local law a **Protected Tree** is defined as a tree with a single trunk circumference or combined trunk circumference greater than 155 centimetres measured at one metre above ground level but excluding species which are noxious weeds. A **Significant Tree** is defined as a tree that is recorded on Council's Significant Tree Register.

In the absence of any Council-specific Significant Tree Register being found on the Bass Coast Council website, The National Trusts of Australia National Register of Significant Trees has been referenced. Tree 1 as discussed in this report is present on this Register of Significant Trees.

Note that Tree 1 is both classified as a Protected Tree and a Significant Tree under the definitions of Local Law No. 1.

5.2 Town Planning Overlays

The following Town Planning Overlays pertaining to permit requirements for the pruning and/or removal of existing trees on private land have been identified for this site.

1. **Design and Development Overlay (DDO)**
   a. **Design and Development Overlay - Schedule (DDO12)**
      DDO12 states that development of the site should include no buildings or works within the 15 metre Tree Protection Zone (TPZ) of the Moreton Bay Fig tree at the northeast corner of the site (Tree 1 as discussed in this report).
      It is stipulated that before any changes may be permitted within the TPZ, a suitably qualified consulting arborist (minimum Australian Qualifications Framework Level 5) must undertake any investigations necessary to determine impacts to the tree above and below ground (see Section 6 of this report). The responsible authority should use this information when determining whether or not to permit the works.
      Decision guidelines of DDO12 include that the responsible authority must consider the extent of tree protection measures for the Moreton Bay Fig Tree (see Sections 7 and 8 of this report).

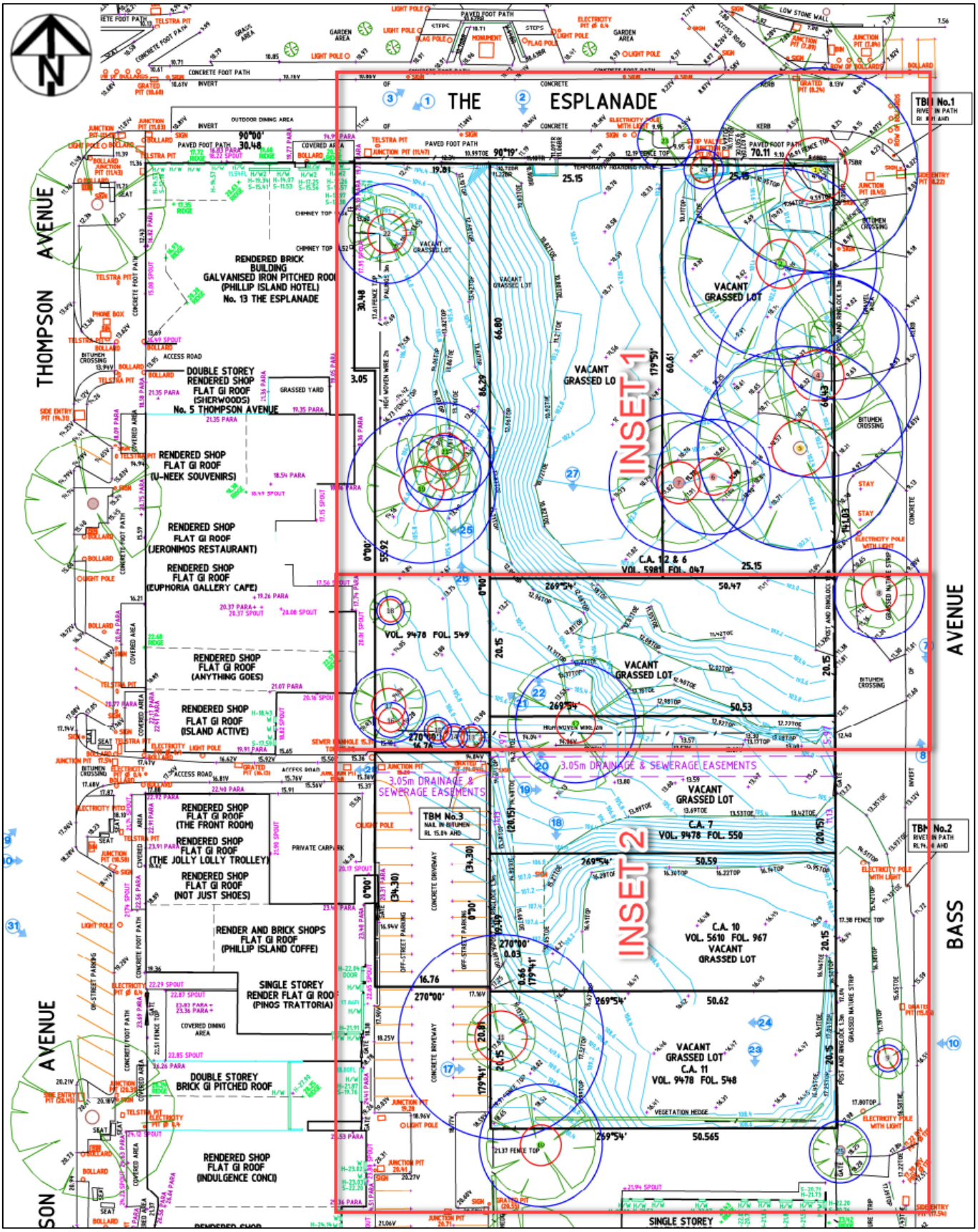
6.0 PROPOSED DEVELOPMENT

A site inspection was conducted by the author on 9 December, 2022 and a subsequent inspection was undertaken on 11 February 2023. The topography of the site is gently sloping with a north-easterly aspect. The site is a a large, prominent site at the waterfront of Cowes.

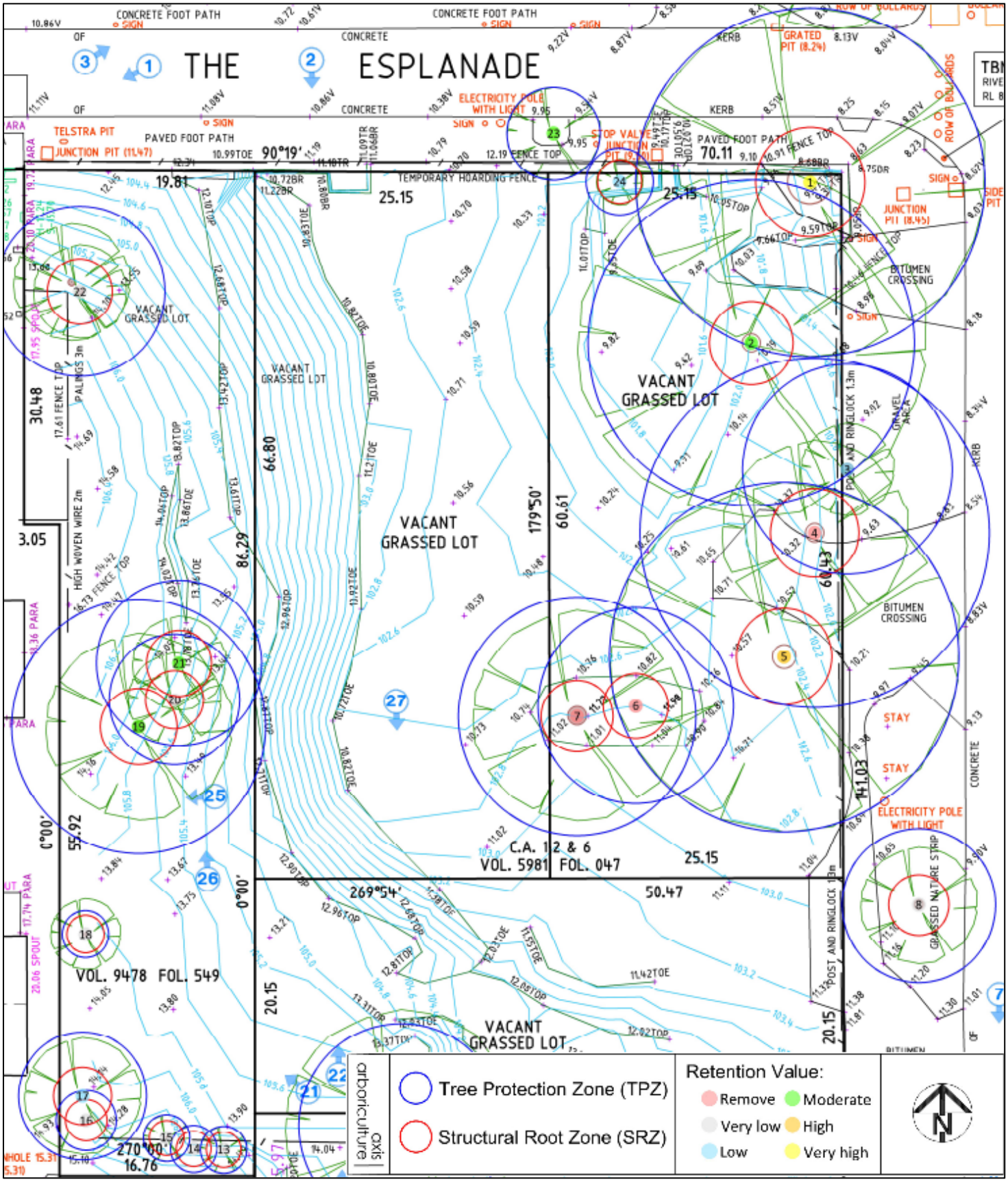
The site is currently vacant but will undergo extensive development, including construction of two multi-storey buildings and a large landscaped area at the northeast corner of the site.

7.0 SITE PLAN

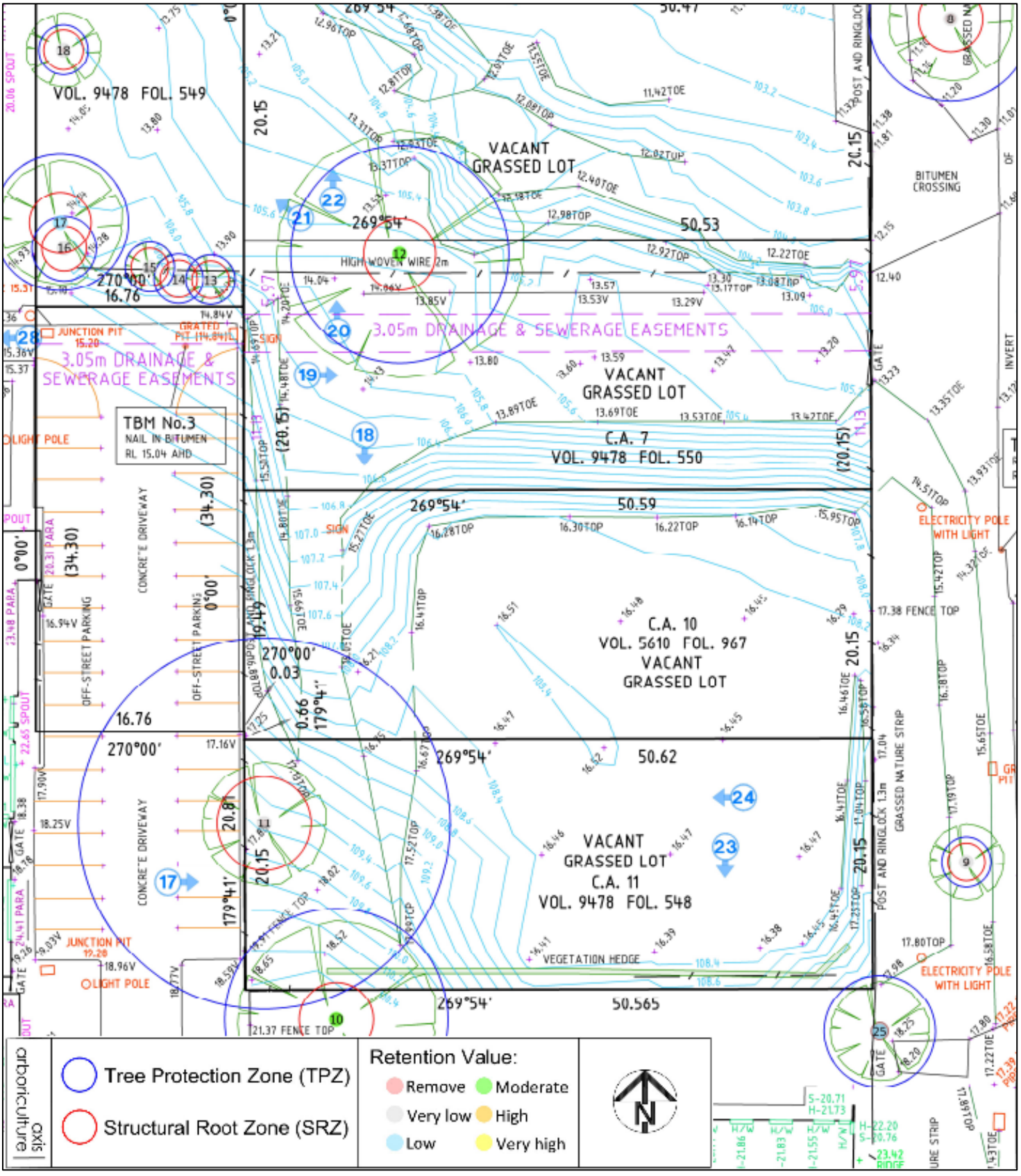
7.1 Existing – Overview



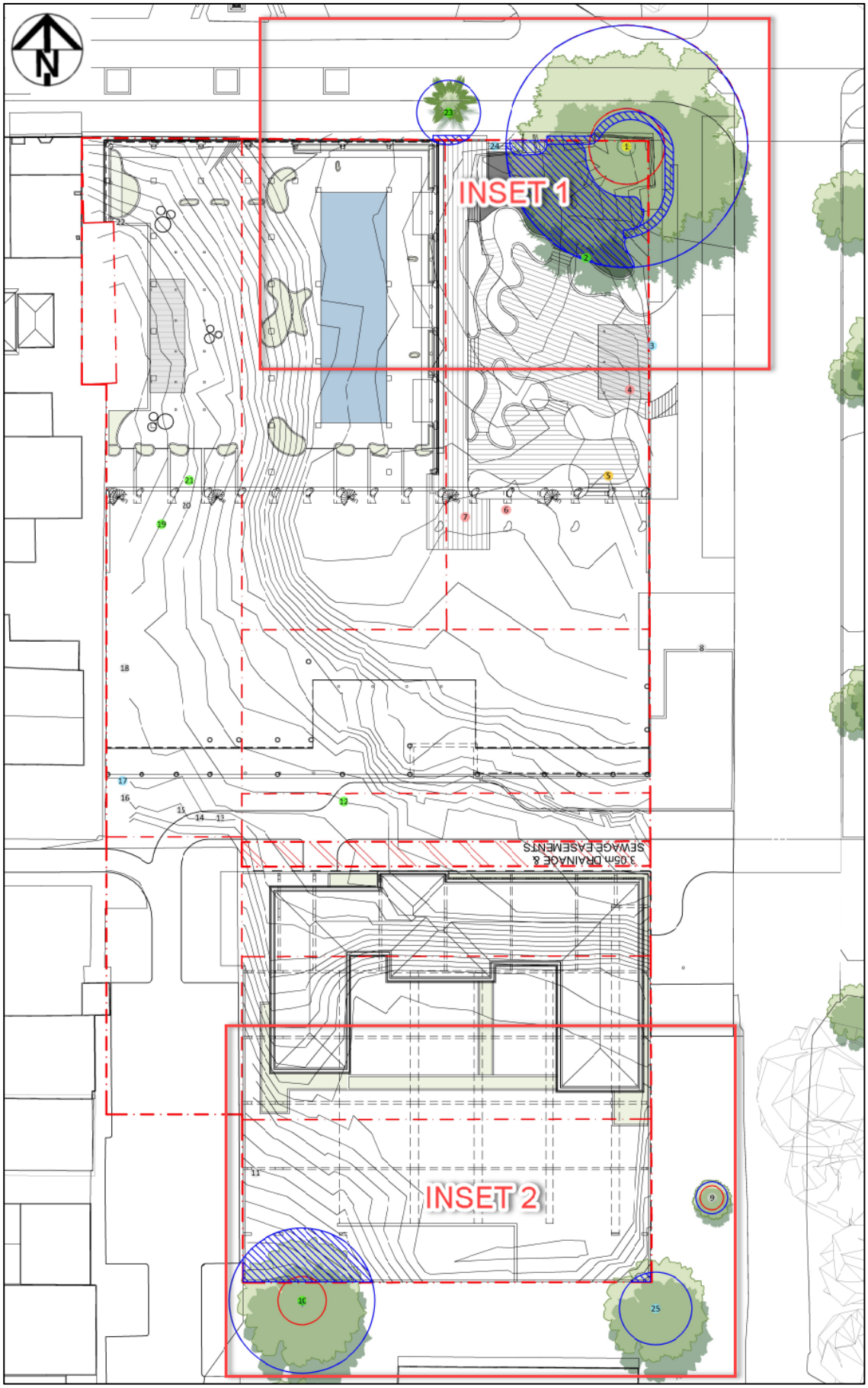
7.1.1 **Inset 1**


THE ESPLANADE
CONCRETE FOOT PATH
PAVED FOOT PATH
TELSTRA PIT
JUNCTION PIT (11.47)
ELECTRICITY POLE WITH LIGHT
STOP VALVE JUNCTION PIT (9.76)
GRATED PIT (8.24)
KERB
ROW OF BOLLARDS
TEMPORARY HOARDING FENCE
VACANT GRASSED LOT
BITUMEN CROSSING
GRAVEL AREA
POST AND RINGLOCK 1.3m
HIGH WOVEN WIRE 2m
PALINGS 3m
STAY
GRASSED NATURE STRIP
C.A. 12 & 6
VOL. 5981 FOL. 047
VOL. 9478 FOL. 549
90°19'
179°50'
269°54'
0°00'
270°00'
Tree Protection Zone (TPZ)
Structural Root Zone (SRZ)
Retention Value:
Remove
Moderate
Very low
High
Low
Very high
axis | arboriculture

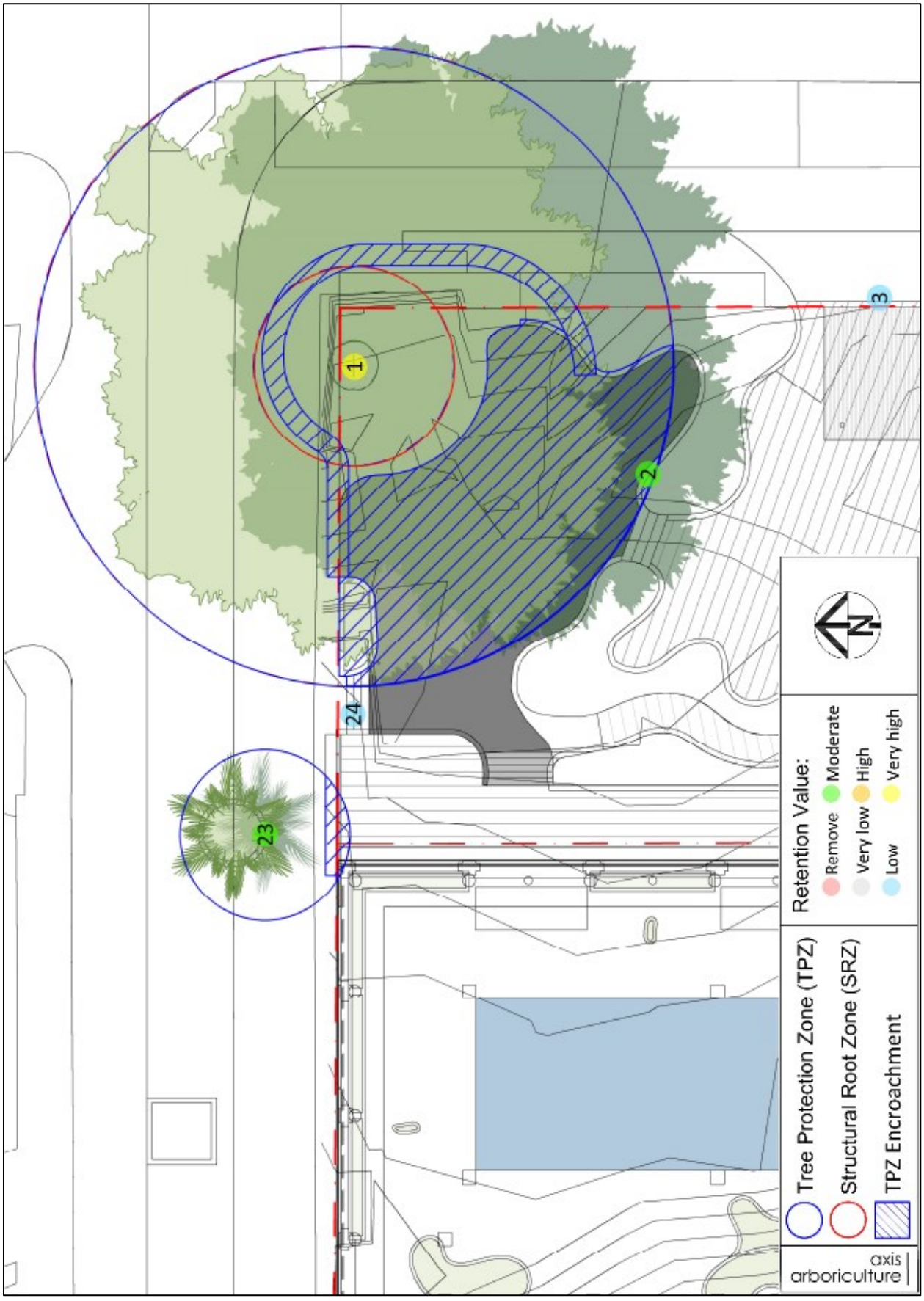
7.1.2 **Inset 2**


VOL. 9478 FOL. 549
VACANT GRASSED LOT
3.05m DRAINAGE & SEWERAGE EASEMENTS
C.A. 7
VOL. 9478 FOL. 550
C.A. 10
VOL. 5610 FOL. 967
VACANT GRASSED LOT
VACANT GRASSED LOT
C.A. 11
VOL. 9478 FOL. 548
TBM No.3
NAIL IN BITUMEN
RL 15.04 AHD
BITUMEN CROSSING
CONCRETE DRIVEWAY
OFF-STREET PARKING
GRASSED NATURE STRIP
POST AND RINGLOCK
HIGH WOVEN WIRE 2m
ELECTRICITY POLE WITH LIGHT
JUNCTION PIT
VEGETATION HEDGE
Tree Protection Zone (TPZ)
Structural Root Zone (SRZ)
Retention Value:
Remove
Moderate
Very low
High
Low
Very high
arboriculture

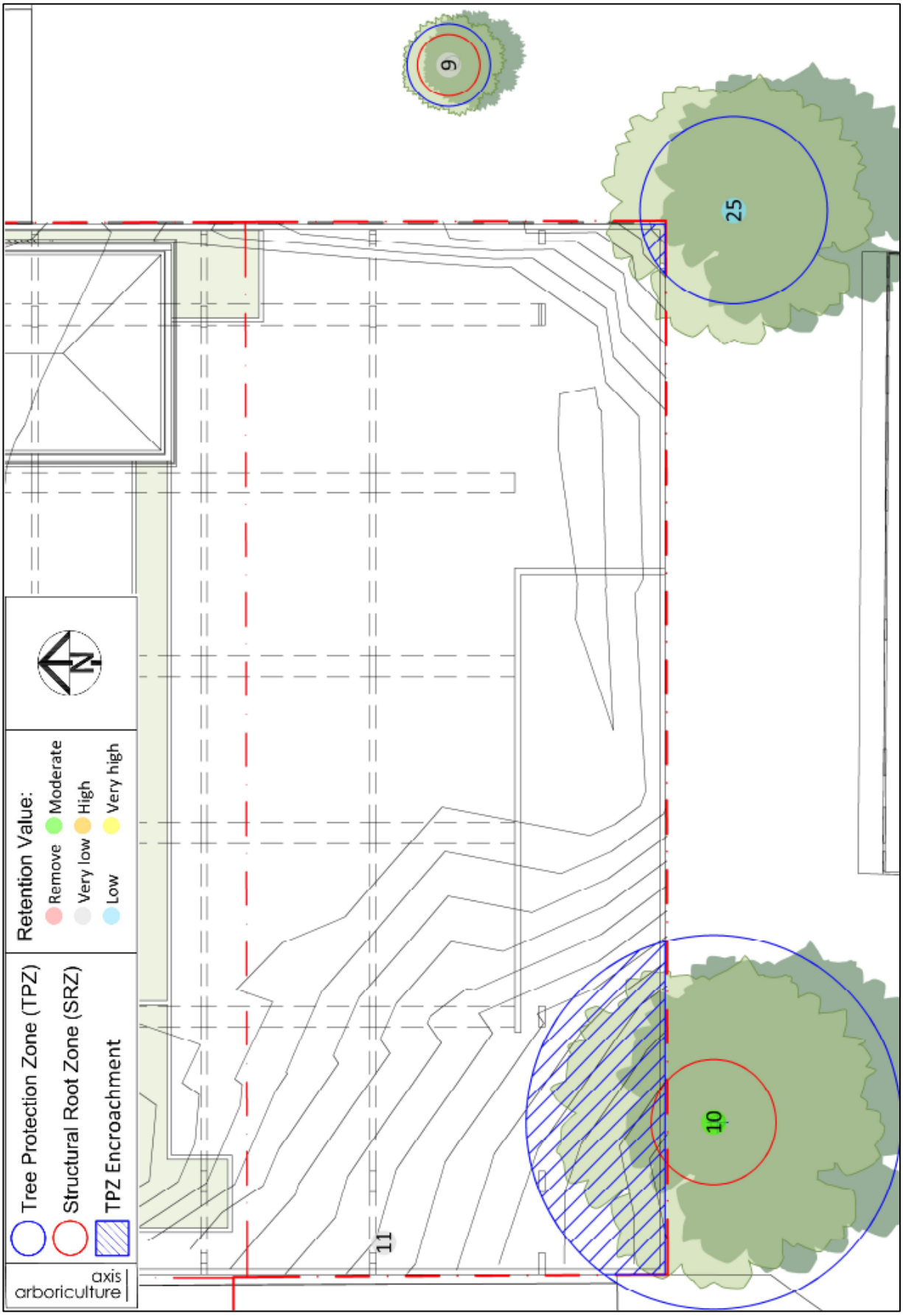
7.2 Proposed - Overview



7.2.1 **Inset 1**


1
2
3
24
23
Retention Value:
Remove
Moderate
Very low
High
Low
Very high
Tree Protection Zone (TPZ)
Structural Root Zone (SRZ)
TPZ Encroachment
axis arboriculture

7.2.2 **Inset 2**


9
25
10
11
Retention Value:
Remove
Moderate
Very low
High
Low
Very high
Tree Protection Zone (TPZ)
Structural Root Zone (SRZ)
TPZ Encroachment
axis arboriculture

8.0 IMPACT ASSESSMENT

Trees are considered to incur potential construction impact when elements of the development encroach into the Tree Protection Zone (TPZ) and/or Structural Root Zone (SRZ). Encroachment of the TPZ or SRZ may result in impact to a tree's health, longevity, and/or structural stability.

As defined under *AS 4970-2009 Protection of trees on development sites* (AS4970), a tree is considered subject to *Minor Encroachment* when both the combined TPZ encroachment does not exceed 10%, and the SRZ is not encroached. Combined TPZ encroachment exceeding 10%, or when the SRZ is encroached, results in *Major Encroachment*.

In the table below, all assessed trees are categorized by degree of encroachment, with individual encroaching elements listed for each tree.

ID	Botanical Name	Retention Value[z]	Enc. Description[y]	Dir.[x]	Dist.(m)[w]	TPZ Enc.[v]	SRZ Enc.[u]
20 tree/s are proposed for removal (encroachment has not been calculated for these tree/s):							
2	*Araucaria cunninghamii*	Moderate				-	-
3	*Phoenix canariensis*	Low				-	-
4	*Populus x canadensis*	Remove				-	-
5	*Hesperocyparis macrocarpa*	High				-	-
6	*Cupressus torulosa*	Remove				-	-
7	*Cupressus torulosa*	Remove				-	-
8	*Corymbia ficifolia*	Very low				-	-
11	*Schinus molle var areira*	Very low				-	-
12	*Eucalyptus botryoides*	Moderate				-	-
13	*Albizia sp.*	Very low				-	-
14	*Albizia sp.*	Very low				-	-
15	*Pittosporum undulatum*	Very low				-	-
16	*Chamaecyparis lawsoniana*	Very low				-	-
17	*x cupressocyparis leylandii*	Low				-	-
18	*Albizia sp.*	Very low				-	-
19	*Eucalyptus viminalis*	Moderate				-	-
20	*Banksia integrifolia*	Very low				-	-
21	*Banksia integrifolia*	Moderate				-	-
22	*Syzygium sp.*	Very low				-	-
24	*Callistemon viminalis*	Low				-	-
2 tree/s are subject to Major Encroachment:							
1	*Ficus macrophylla*	Very high				**27.6%**	**Yes**
			Garden wall	NE	3.2	4.6%	Yes
			Deck	SW	5.2	21.9%	No
			Planter box	W	9.9	1.1%	No
10	*Lagunaria patersonia*	Moderate				**32.8%**	**Yes**
			Car park	N	2.3	32.8%	Yes
2 tree/s are subject to Minor Encroachment:							
23	*Phoenix canariensis*	Moderate				**8.4%**	**No**
			Design footprint	SW	3.6	8.4%	No
25	*Phoenix canariensis*	Low				**2.8%**	**No**
			Car park	NW	3.4	2.8%	No
1 tree/s are not subject to encroachment:							
9	*Pittosporum undulatum*	Very low				**0%**	**No**

z - Retention Value is assigned from an arboricultural perspective only and does not consider other potential factors such as a tree's ecological, historical, social, or cultural significance. A Retention Value of Remove indicates that a tree has reached its Safe Useful Life Expectancy (SULE); if a tree warrants retention based on non-arboricultural factors, this will generally be discussed elsewhere in the report.

y - Encroachment description (ie. the specific design element that encroaches into the tree's TPZ / SRZ)

x - Direction from the tree to the encroachment

w - Distance from the tree to the encroachment

v - TPZ encroachment percentage (combined TPZ encroachment for the tree is shown in bold)

u - SRZ encroachment yes/no (overall SRZ encroachment for the tree is shown in bold)

8.1 ## Proposed for removal

Trees in this category are located within the footprint of elements of the proposed design or are otherwise shown as removed on the plans provided. These trees are considered to be proposed for removal under the development, and cannot be retained without modification of the proposed design.

Trees in this category will not be retained under the proposed development.

8.2 ## Major Encroachment

Trees in this category are subject to TPZ encroachment totaling greater than 10% of the TPZ surface area and/or are subject to encroachment within the SRZ. This is categorized as major encroachment under AS4970 which has the potential to significantly impact a tree's viability of retention.

8.2.1 **Tree 1**

Tree 1 is a mature *Ficus macrophylla* (Moreton Bay Fig) of very high retention value located at the northeast corner of the site. The tree exhibits good vigour and fair structure and is estimated to have a long SULE.

The tree is located in a very prominent, water-front position on the former site of the Isle of White Hotel (which was destroyed by fire in 2010) and holds an important historical significance to the area, being planted by Baron Ferdinand Von Mueller, the first Director of the Melbourne Botanic Gardens, in 1869.

In 2018 the tree was classified on the National Trusts of Australia's national register of significant trees, where it is recognized for its outstanding size along with its social and historical significance.

As part of a larger development of the site, several landscaping features are proposed within the TPZ of Tree 1. This includes a large decked area to the southwest of the tree, a small planter box to its west, and a curved garden wall to its north and east.

Encroachments listed in the preceding table present TPZ encroachment totaling 27.6%, with encroachment also into the SRZ. While this is classified as major encroachment under AS4970, it is likely that tree impacts can be effectively managed through the use of appropriate construction techniques.

The proposed deck must be founded on post footings to minimize the degree of excavation required within the TPZ of Tree 1. The degree of excavation must be further reduced by incorporating extended joist beams to limit the number of required footings, and a cantilever system to maximize distance between the tree and the footings.

To avoid significant changes to soil hydrology within the TPZ, the slats of the deck must be sufficiently spaced to allow for unrestricted water penetration onto the soil below. Chemical contamination of the soil must be avoided by constructing using materials that will not require periodic oiling or the use of cleaning chemicals.

The tree has a large degree of exposed roots growing along an existing bluestone wall on the tree's north side (Images 1 and 2 above). A garden wall is proposed further to the north, however the bluestone wall must be retained and the area between the bluestone wall and the new garden wall must not be filled with soil, mulch, or any other material. While the application of soil and/or mulch within this cavity may present some cosmetic benefit, placement of soil or mulch against the stem or exposed roots can





Images 1 and 2. Exposed roots of Tree 1 growing along an existing bluestone wall.

increase the risk of fungal attack. While this species is generally considered robust and low maintenance, it may be prone to insect and fungal attack when stressed (University of Melbourne, 2012). Decking may be considered to cover this cavity, provided that is constructed in such a way as to avoid excavation within the SRZ and to minimize any changes in soil conditions.

Changes in soil level across the TPZ must be avoided, either through excavation or placement of fill. The placement of fill within the TPZ may inhibit root function through reduced gas exchange within the soil. Poor soil aeration can reduce the effectiveness of the root system and therefore threaten the health of the whole tree (Roberts et al., 2006).

Due to its historical significance, every effort, must be made to afford this tree the highest practicable degree of protection during the development of the site. Specific requirements during the development to promote its long-term viability are documented in Section 9 of this report.

This tree will likely remain viable under the proposed development provided that the tree protection measures outlined in this report are adopted and effectively implemented.

8.2.2 **Tree 10**

Tree 10 is a mature *Lagunaria patersonia* (Norefolk Island Hibiscus) of moderate retention value located on adjoining land to the south of the site. The tree exhibits good vigour and fair structure and is estimated to have a long SULE.

The proposed multi-storey carpark in the southern portion of the subject site will encroach the TPZ of Tree 10 by 32.8% and will also encroach the tree's SRZ. At such a high degree of encroachment, it is highly unlikely that this tree could be successfully retained.

The successful retention of Tree 10 would require that the proposed carpark be redesigned to reduce TPZ encroachment to no greater than 10%, which could be achieved by distancing the carpark a further 3.9m from the tree than what is currently proposed (total 6.2m from the tree, measured from centre-of-trunk). This would result, however, in significant modification of the proposed design and may highly constrain the proposed development.

A more appropriate option may be to remove the tree with the consent of the adjoining property owner and to offset its removal with additional planting across the site (note that this species is likely to cause ongoing issues with debris and skin irritation should its canopy overhang the proposed carpark).

This tree is unlikely to remain viable under the development as currently proposed.

8.3 Minor Encroachment

Trees in this category are subject to TPZ encroachment totaling no greater than 10% of the TPZ surface area and have no encroachment within the SRZ. This is categorized as minor encroachment under AS4970 and is unlikely to result in significant impact to a tree's long-term viability.

No trees were found to be subject to minor encroachment.

8.4 Not subject to encroachment

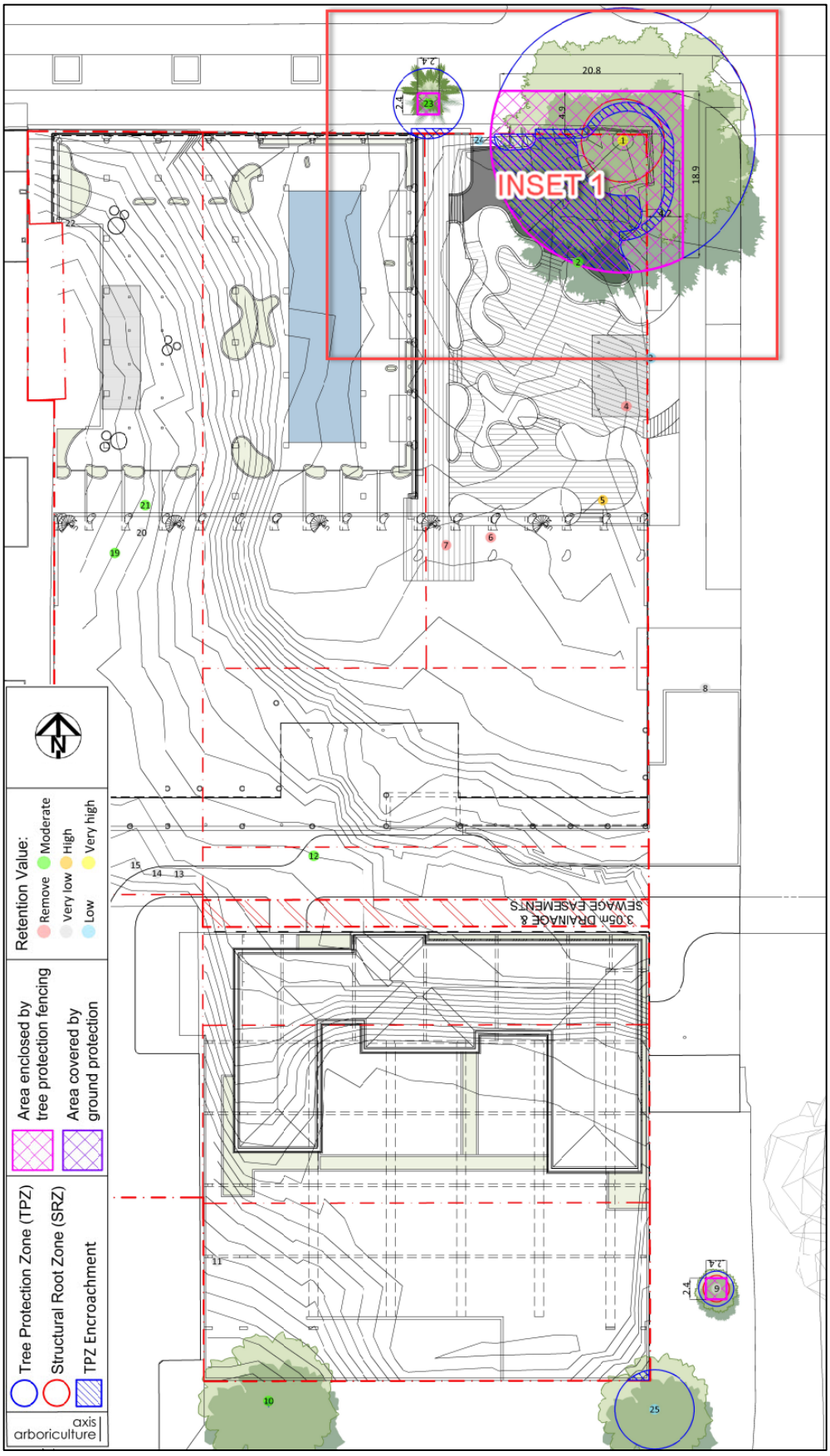
Trees in this category are not subject to either TPZ or SRZ encroachment by the proposed design. While it is unlikely that the health, longevity, and/or structural stability of these trees will be impacted by the proposed development, tree protection measures may still need to be implemented to minimize the risk of inadvertent impact during the development.

General tree protection measures are outlined in Appendix A of this report, however this report does NOT constitute a detailed and site-specific Tree Protection Management Plan (TPMP). Prior to commencement, a site-specific TPMP should be prepared by a suitably qualified arborist to outline the specific tree protection measures required across all phases of the development.

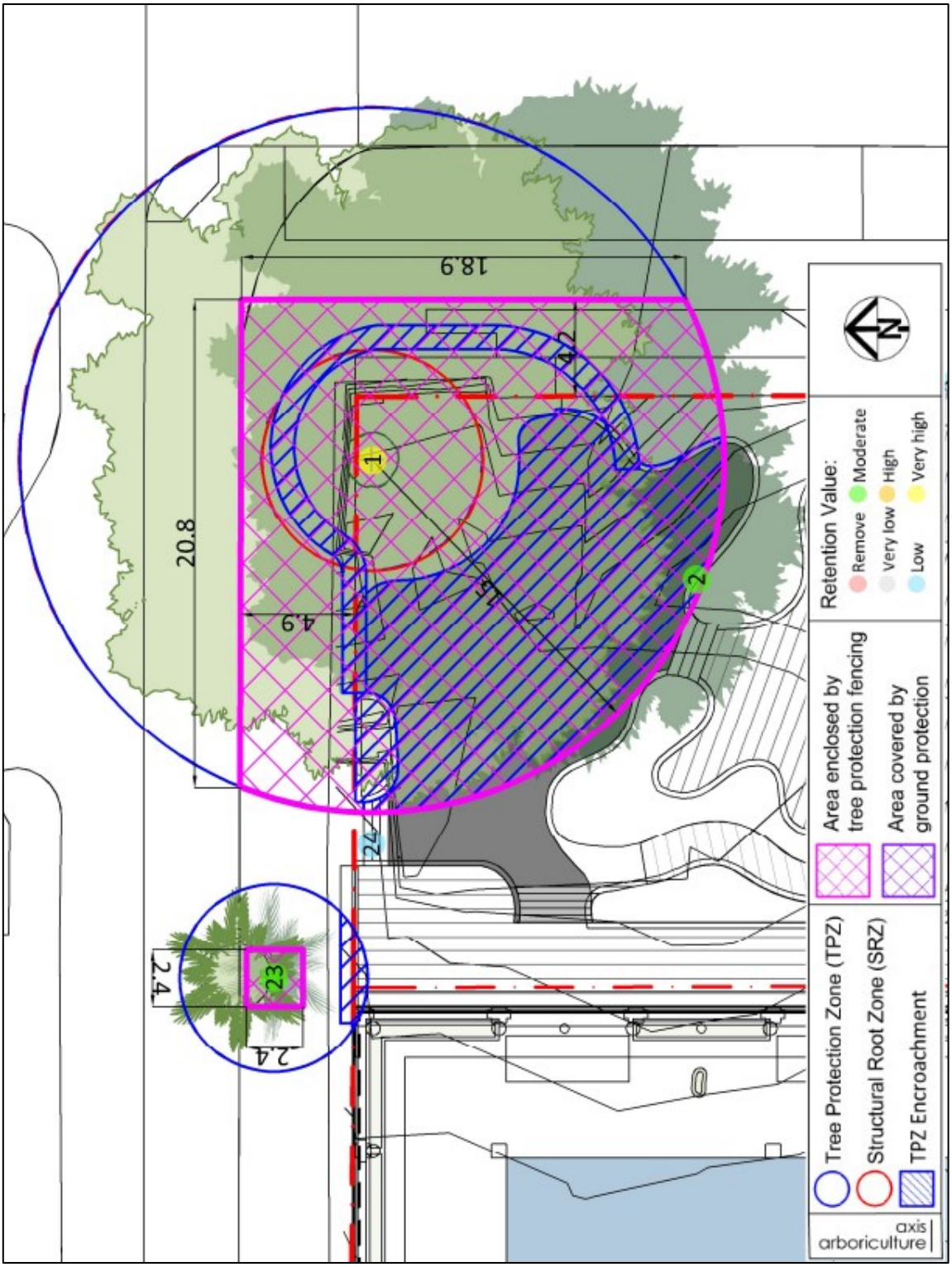
Tree is this category are unlikely to be impacted by the proposed development.

9.0 TREE PROTECTION PLAN - OVERVIEW

Note: The following *Tree Protection Plan* must be followed in conjunction with the enclosed *Tree Management Schedule*, *Specific Tree Protection Measures*, and *Appendix A - General Tree Protection Measures*.



9.1 **TREE PROTECTION PLAN – INSET**



10.0 SPECIFIC TREE PROTECTION MEASURES

The following measures must be followed in conjunction with the General Tree Protection Measures that are included as an appendix to this report.

10.1 Pre-commencement

1. A suitably qualified Project Arborist (minimum AQF level 5) must be appointed to oversee the implementation of this Tree Protection Management Plan.
2. A pre-commencement meeting must be held between the Project Arborist, Project Manager, and main contractor to identify all works within the TPZ of retained trees and to identify any tree preservation issues.
    a. This Tree Protection Management Plan should be reviewed to ensure it accurately reflects the proposed works and tree protection requirements.

10.2 Pre-demolition

3. Removal of Tree 2 must be undertaken by a suitably qualified arborist (minimum AQF level 3).
    a. The tree stump must be removed using a stump grinder (not to be pulled by an excavator) to minimize risk of damage to the roots of Tree 1.
4. Any pruning of Tree 1 to facilitate the development must only be:
    a. Undertaken by a suitably qualified arborist (minimum AQF level 3),
    b. Supervised by the Project Arborist.
    c. In accordance with *AS4373:2007 Pruning of Amenity Trees*.
    d. To the minimum extent necessary.
5. Tree protection fencing must be installed in accordance with the enclosed Tree Protection Plan prior to the commencement of any demolition, excavation or construction works at the site and must remain in place until works on the site no longer present a risk to the retained trees.
    a. The portion of area enclosed within the tree protection fencing that is within the site boundaries (i.e., area other than the footpath) must be covered with a layer of organic mulch approximately 100mm in depth (maximum 150mm) and maintained throughout the project.
    b. All works that are to occur within the area enclosed by tree protection fencing must be supervised by the Project Arborist.
    c. Due to its distance from the proposed works and its location on top of an embankment, tree protection fencing is not require around Tree 25.
6. Tree protection fencing must be inspected by the Project Arborist before the commencement of works on the site.

10.3 Demolition

7. The existing rock wall beneath the canopy of Tree 1 must not be demolished.
8. Demolition of existing asphalt and brick pavement within the TPZ of Tree 1 must be supervised by the Project Arborist.
    a. Care must be taken to avoid disturbance of the soil beneath.

10.4 Construction

9. All excavation within the TPZ of Trees 1, 23 and 25 must be supervised by the Project Arborist.
10. No level changes are permitted within the TPZ of Tree 1.
    a. This includes both the placement of fill within the TPZ or sheet excavation within the TPZ.
11. The proposed deck within the TPZ of Tree 1 must be founded on posts.

a. Excavation for the proposed deck within the TPZ of Tree 1 must be limited to that required for posts only (no trench, strip or sheet excavation is permitted within the TPZ.)

    i. Post holes must be excavated using non-destructive methods (i.e., hand or hydro-vacuum excavation in place of machine excavation).

    ii. Extended joist beams must be used to minimize post hole excavation within the TPZ.

    iii. A cantilever system should be considered to maximize the distance between deck footings and Tree 1.

b. Tree roots that are exposed during the excavation must only be pruned by the Project Arborist using sharp and sterile cutting tools.

    i. Any tree roots greater than 40mm diameter that are exposed during the excavation must not be damaged or pruned; post hole locations must be modified to incorporate their retention.

12. Slats of the proposed deck within the TPZ of Tree 1 must:

    a. Be constructed using a material that does not require periodic oiling or application of any other chemicals (e.g., plastic or PVC).

    b. Have at least 5mm separation between the slats to allow for unrestricted water penetration onto the soil below.

13. The proposed garden wall within the TPZ of Tree 1 must be constructed using light-weight footings above existing grade.

    a. There must be no excavation beyond the depth of the existing asphalt or brick paving subbase.

14. No soil, mulch or other fill material is to be placed within the cavity between the proposed garden wall and the exposed roots of Tree 1.

    a. A small deck may be installed to cover the cavity, provided that it is:

        i. Founded on small pad footings that do not require excavation.

        ii. Constructed using decking slats that have at least 5mm separation between them to allow for ample air circulation and unrestricted water penetration onto the soil below.

15. Prior to installation of any underground services (electricity, sewer etc.) within the TPZ of Tree 1, a services plan must be created for the site and reviewed by the Project Arborist to determine the impact of services installation on Tree 1.

    a. No services are to be installed within the portion of TPZ of Tree 1 which is located within the subject site (services may only be located along the footpath only).

    b. Where services are proposed within the TPZ of Tree 1, they must be installed using either:

        i. Hydro-vacuum excavation under the supervision of the Project Arborist; or

        ii. Horizontal boring with the top of bore at least 600mm below natural ground level (NGL).

16. Monthly inspections must be undertaken by the Project Arborist throughout the development to ensure that all tree preservation measures remain intact and effective and to check for damage to the tree.

    a. Any breaches of this Tree Protection Plan must be notified to stakeholders and rectified ASAP.

    b. Any significant damage to retained trees must be reported to the Responsible Authority.

10.5 Post-construction

17. Upon practical completion of site works, the Project Arborist must undertake a final inspection of the site.
    a. The Project Arborist must determine and document any ongoing tree management actions as required.
18. The Project Manager must ensure the implementation of any ongoing tree management actions specified by the Project Arborist.
19. To minimize litter within the TPZ of Tree 1, the decked area adjacent to the tree should become a designated no smoking area.
20. An ongoing regime of regular rubbish removal must be established to remove litter from the area around Tree 1 and from underneath the deck/s within its TPZ.
21. Ongoing cleaning of the decked areas within the TPZ of Tree 1 must be undertaken using water only (no chemicals are to be allowed to fall or flow into the TPZ of Tree 1).

11.0 TREE MANAGEMENT SCHEDULE

PA = Project Arborist. PM = Project Manager.

Item #	Project stage	Action	Responsible	Notes	PA Sign-off
1.	Pre-commencement.	Appoint Project Arborist.	PM		
2.	Pre-commencement.	Pre-commencement meeting between Project Arborist, Project Manager, and main contractor to identify all works within the TPZ of retained trees and to identify any tree preservation issues. Review Tree Protection Report to ensure that it accurately reflects the proposed works and tree protection requirements.	PM	Notification of project commencement required.	
3.	Pre-demolition	Removal of Tree 2 to be undertaken by a suitably qualified arborist (minimum AQF level 3).	PM	Notification of removal works required.	
4.	Pre-demolition	Any pruning of Tree 1 to be supervised by the Project Arborist.	PA	Notification of pruning works required.	
5.	Pre-demolition.	Installation of tree protection fencing in accordance with the enclosed Tree Protection Plan.	PM		
6.	Pre-demolition.	Inspection of tree protection fencing	PA	Notification required from PM	
7.	Demolition	Demolition of hard surface within the TPZ of Tree 1 to be supervised by the Project Arborist.	PA	Notification of demolition works required from PM.	
8.	Construction	Any and all excavation within the TPZ of Trees 1, 23 and 25 to be supervised by the Project Arborist.	PA	Notification of excavation works required from PM.	
9.	Construction.	Monthly inspections to ensure that all tree preservation measures remain intact and effective and to check for damage to trees.	PA	Any tree protection breaches to be notified to all stake holders and rectified ASAP. Compile all inspection reports.	
10.	Post construction.	Undertake a final site inspection and compile inspection reports following practical completion of site works. Any ongoing tree management actions to be determined and documented.	PA	Practical completion to be notified by PM.	
11.	Post construction.	Implement ongoing tree management activities as required.	PA		

12.0 REFERENCES

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13.0 AUTHOR'S QUALIFATIONS AND EXPERIENCE

Luke Fisher has over 12 years of expertise in the field of Arboriculture. With an extensive background in both commercial and local government areas, Luke is equipped to provide specialist arboricultural services and technical advice in the field of arboriculture. Luke holds the following qualifications:

- Graduate Certificate of Arboriculture (Melbourne University, Burnley Campus)
- Diploma of Arboriculture
- Certificate IV Frontline Management
- Certificate II ESI – Powerline Vegetation Control
- QTRA Practitioner Guide to Visual Tree Assessment
- Construction Induction Card
- First Aid Level 2
- Arboriculture Australia member

14.0 AUTHOR'S DECLARATION

The contents of this report are the professional, objective, and unbiased opinion of the author. Information contained in this report pertains only to those items that were examined and reflect the condition of those items at the time of inspection; there is no warrantee or guarantee, express or implied, that defects or issues in plants or property not identified during the examination may not arise in the future.

While all reasonable care has been taken in obtaining necessary information from reliable sources, and in the verification of referenced materials and data, the author does not guarantee nor is responsible for the accuracy of information provided by others.

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Sincerely,



Luke Fisher

AQF VIII. Grad.Cert.Arb.

APPENDIX A – GENERAL TREE PROTECTION MEASURES

The following is adapted from *AS4970-2009 Protection of trees on development sites*. This does not constitute an exhaustive explanation of tree protection measures that may be required for the site, and should be read in conjunction with a site-specific Tree Protection Management Plan prepared by a suitably qualified arborist.

Project Arborist

A Project Arborist should be appointed by the Project Manager to oversee the implementation of tree protection measures. The Project Arborist should be appointed prior to commencement of any works on the site.

Establishment of Tree Protection Zones

The Tree Protection Zone (TPZ) is the principal means of protecting trees on development sites. It is an area isolated from construction disturbance, so that the tree remains viable.

Structures are used to identify and isolate the TPZ. The TPZ is a restricted area usually delineated by Tree Protection Fencing, however under certain circumstance Ground Protection may also be incorporated under the guidance of the Project Arborist.

Tree Protection Fencing and/or Ground Protection should be installed following any approved tree removal and pruning works, and before the commencement of any demolition, excavation, or delivery of construction materials and/or temporary buildings.

Activities generally excluded from the TPZ include but are not limited to:

- Machine excavation including trenching
- Excavation for silt fencing
- Cultivation
- Storage
- Preparation of chemicals, including preparation of cement products
- Parking of vehicles and plant
- Refueling
- Dumping of waste
- Wash down and cleaning of equipment
- Placement of fill
- Lighting of fires
- Soil level changes
- Temporary or permanent installation of utilities and signs
- Physical damage to the tree

Tree Protection Fencing

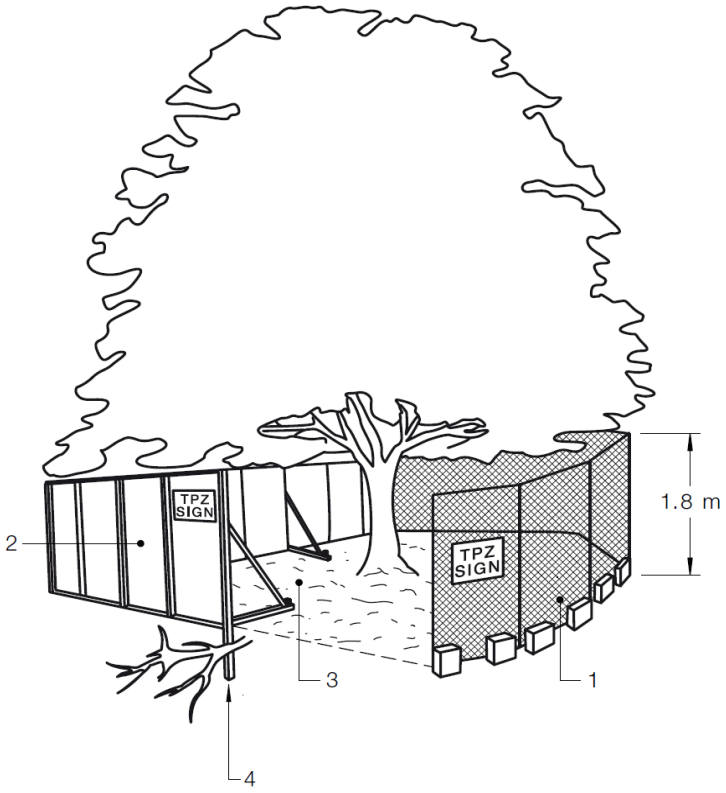
Fencing should be erected before any machinery or materials are bought onto the site and before the commencement of works including demolition. Once erected, protective fencing must not be removed or altered without approval by the Project Arborist. Fencing should be secured to restrict access within the TPZ.

AS4687-2007 Temporary fencing and hoardings specifies applicable fencing requirements. Shade cloth or similar material should be attached to reduce the transport of dust, other particulate matter and liquids into the protected area.

Fence posts and supports should have a diameter greater than 20mm and be located clear of roots.

Existing perimeter fencing and other structures may be utilized as part of the protective fencing if deemed suitable by the Project Arborist.

Signage identifying the TPZ should be placed around the edge of the TPZ and be visible from within the development site. A TPZ sign provides clear and readily accessible information to indicate that a TPZ has been established, and should include contact information for the Project Arborist.



Example of Tree Protection Fencing

LEGEND:

1. Chain wire mesh panels with shade cloth attached, held in place with concrete feet.
2. Alternative plywood or wooden paling fence panels. This fencing material also prevents building materials or soil entering the area enclosed by Tree Protection Fencing.
3. Organic mulch applied within the area enclosed by Tree Protection Fencing and maintained to a depth of 50-100mm.
4. Bracing is permissible within the area enclosed by Tree Protection Fencing, however must be installed under the guidance of the Project Arborist



Example of Tree Protection Zone Sign

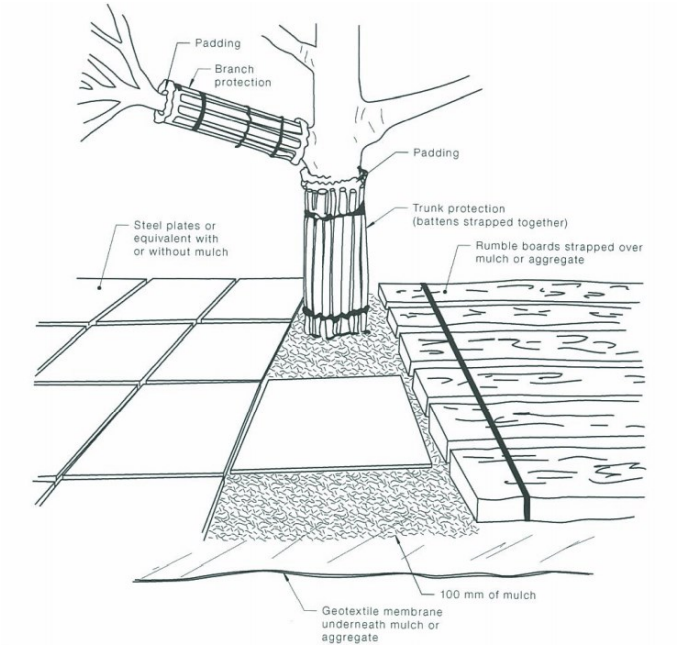
Ground Protection

When Tree Protection Fencing cannot be installed or requires temporary removal, other tree protection measures should be used. These include Ground Protection and, in some cases, trunk and branch protection.

The purpose of Ground Protection is to prevent root damage and soil compaction, and is normally used where tree protection is required but where the installation of Tree Protection Fencing is not practical because of construction clearance or access requirements. Ground Protection should only be used in place of Tree Protection Fencing when deemed appropriate by the Project Arborist.

Depending on the type and degree of traffic (human or vehicular) that will pass over the Ground Protection, measures may include a permeable membrane such as geotextile fabric beneath a layer of mulch, or crushed rock below rumble boards. Whichever type of ground protection is used, consideration must also be given to possible changes in soil hydrology, with localized droughting beneath Ground Protection presenting a possible impact to trees.

Where necessary, protection should be installed to the trunk and branches under the guidance of the Project Arborist. Nothing else should be attached to the tree, including temporary powerlines, stays, guys, screws or nails.



Example of Ground Protection

Maintaining Tree Protection Zones

The area enclosed within Tree Protection Fencing should be mulched. The mulch must be maintained to a depth of 50-100mm using material that complies with *AS4454-2012 Composts, soil conditioners and mulches* (ie. composted, organic mulch that is void of contaminants). Where the existing landscape within the area enclosed by Tree Protection Fencing is to remain unaltered (eg. garden beds or turf), mulch may be omitted under the guidance of the Project Arborist.

If deemed necessary by the Project Arborist, temporary irrigation or watering may be required within the TPZ. An above-ground irrigation system may be used and should be installed and maintained by a competent individual.

All weeds should be removed by hand without soil disturbance or should be controlled with appropriate use of herbicide.

APPENDIX B – EXPLANATION OF TERMS

Age class

The physiological stage of the tree's life cycle.

Juvenile - the tree is a sapling or has been recently planted and is not yet established in its location.

Semi-mature - tree is actively growing but has not yet reached its expected size in its location.

Mature - the tree has approached its expected size in its location and its growth rate has decreased.

Senescent - growth has ceased and the tree has entered a stage of decline.

Amenity value

A rating of the degree to which the tree contributes, aesthetically or otherwise, to its surrounding landscape. Determined largely by its size, vigour and form, but may also be influenced by its prominence amongst other features of the site or by any particular benefit that it provides.

High - generally a large tree greater than 15m in height with good vigour and good form.

Medium - generally a medium tree 10-15m in height with good vigour and good form, or a larger tree with slightly reduced vigour or form.

Low - generally a small tree 5-10m in height with good vigour and good form, or a larger tree with reduced vigour or form.

Very low - generally a very small tree or shrub under 5m in height, or a larger tree with greatly reduced vigour or form.

Botanical name

The scientific name of the tree as determined through its visually available features at the time of field assessment. Exhaustive identification is not generally undertaken, and the accuracy of field identification is not guaranteed.

Common name

The generally accepted common name associated with the botanical name identified for the tree.

Consprox (Construction Proximity)

Distance from tree to nearest proposed construction. Represented in metres measured from the centre of the trunk.

Construction

Includes building, trenching, digging, compacting, excavating, filling or storing materials equipment, whether by mechanical or manual methods.

DAB (Diameter Above Buttress)

Trunk diameter immediately above root buttress, measured in centimeters.

An asterisk (*) next to this field in the Tree Data appendix denotes that DAB could not be measured due to restricted access so was instead estimated. This may affect the accuracy of the calculated SRZ (Structural Root Zone) radius.

DBH (Diameter at Breast Height)

Trunk diameter at 1.4m above ground level, measured in centimeters. Where appropriate, an alternative method described in AS4970 may be used.

An asterisk (*) next to this field in the Tree Data appendix denotes that DBH could not be measured due to restricted access so was instead estimated. This may affect the accuracy of the calculated TPZ (Tree Protection Zone) radius and calculations of any encroachment into the TPZ.

Encroachment

Construction that occurs within, or is proposed to take place within, the TPZ.

Form

A rating of the overall aesthetic quality of the tree's live canopy in regard to the typical form expected of the particular species. Where the tree is growing within a stand, the tree is assessed as an individual, stand-alone specimen.

Good - the tree has a symmetrical and well-balanced canopy or is otherwise aesthetically a good specimen for its species.

Fair - the tree has a somewhat asymmetrical canopy or is otherwise aesthetically a fair specimen for its species.

Poor - the tree has a significantly asymmetrical canopy or is otherwise aesthetically a poor specimen for its species.

Very poor - the tree has an excessively asymmetrical canopy or is otherwise aesthetically a very poor specimen for its species.

Height

The height of the tree from the base of the trunk to its highest point in metres, measured in metres.

ID

A unique, numeric identifier assigned to each tree or group of trees referred to in this report.

Location

The location in which the tree is growing, whether on the subject site, adjoining property, road reserve, or otherwise.

Origin

Describes the general geographic origin of the species.

Locally indigenous - occurs naturally within the greater Melbourne metropolitan area.

Victorian native - occurs naturally within some part of the State of Victoria but is not locally indigenous.

Australian native - occurs naturally within Australia but does not occur naturally in Victoria.

Exotic - does not occur naturally within Australia.

Priority

The recommended rating of priority that should be applied to recommended tree works. Priority, and the associated completion timeframes outlined below, are general in nature and should be used as a guide only; scheduling of works is ultimately the decision of the tree manager/owner.

Low - works should be completed within 12 months from the date of assessment.

Medium - works should be completed within 6 months from the date of assessment.

High - works should be completed within 3 months from the date of assessment.

Urgent - works should be completed as soon as possible.

Retention value

An indicative rating of appropriateness of protecting and retaining the tree during development of the site. For the purposes of this report, Retention Value is derived through the combination of Amenity Value and SULE as per the matrix below.

Retention Value is not definitive, and should be used as a guide only. It has been assigned from an arboricultural perspective only and does not consider other potential factors such as a tree's ecological, historical, social, or cultural significance.

Table - Retention value rating matrix

SULE (years)	Amenity Value			
	Very Low	**Low**	**Moderate**	**High**
0	Remove	Remove	Remove	Remove
1-5	Very Low	Very Low	Low	Low
5-15	Very Low	Low	Low	Moderate
15-30	Very Low	Low	Moderate	High
30-60	Very Low	Low	Moderate	High
>60	Low	Moderate	High	Very High

For trees located within the subject site, the recommended approach for each rating is as follows:

Very high – every effort should be made to preserve the tree.

High – the tree should be retained if at all possible.

Moderate – the tree should be retained if it does not overly constrain development on the site.

Low - the tree should be removed if it creates a material constraint on the development of the site.

Very low – the tree should be removed if it creates material constraint on the development, or otherwise hinders activities within the site.

Remove – the tree has reached its Safe Useful Life Expectancy (SULE) and should be removed.

Unless they constitute a significant hazard to the subject site, trees located on adjacent land should be retained irrespective of their assigned Retention Value.

Spread

The width of the tree's canopy at its widest point, estimated in metres.

Structure

A rating of the overall structural stability of the tree's root plate, trunk, and scaffold limbs. Small structurally unsound limbs or small pieces of deadwood are not generally considered to be of high significance to overall structure however may influence the rating where there are multiple occurrences throughout the tree.

Good - structural defects observed in the tree's root plate, trunk and/or scaffold limbs are very insignificant or non-existent and are highly unlikely to result in structural failure within the next 12 months.

Fair - structural defects observed in the tree's root plate, trunk and/or scaffold limbs are insignificant and are unlikely to result in structural failure within the next 12 months.

Poor - structural defects observed in the tree's root plate, trunk and/or scaffold limbs are significant and could likely result in structural failure within the next 12 months.

Very poor - structural defects observed in the tree's root plate, trunk and/or scaffold limbs are very significant and are highly likely to result in structural failure within the next 12 months.

SRZ (Structural Root Zone)

As defined under AS4970, the area around the base of a tree required for the tree's stability in the ground. The woody root growth and soil cohesion in this area are necessary to hold the tree upright. This zone considers a tree's structural stability only, not the root zone required for a tree's vigour and long-term viability, which will

usually be a much larger area. Represented as the radius in metres measured from the centre of the trunk.

The radius of the SRZ is calculated using the formula prescribed under AS4970:

$$SRZ\ radius = (DAB \times 50)^{0.42} \times 0.64$$

The SRZ is limited to a minimum of 1.5m.

SRZA (Structural Root Zone Area)

The calculated area of the SRZ, found by multiplying the square of the SRZ by π.

SULE (Safe Useful Life Expectancy)

An estimate of the approximate number of years from the time of inspection that a tree can be retained safely and usefully in the landscape providing site conditions remain unchanged and the recommended works are completed.

TCIRC (Trunk Circumference)

Trunk circumference at 1.4m above ground level, found by multiplying the DBH by π. It is highly likely, but not guaranteed, that alternative trunk circumference measurements made at heights between 1.3m and 1.5m from ground level, as is occasionally stipulated in Town Planning Overlays, will differ negligibly from the calculated TCIRC.

TPZ (Tree Protection Zone)

As defined under AS4970, a specified area above and below ground and at a given distance from the trunk, set aside for the protection of a tree's roots and crown to provide for the viability and stability of a tree to be retained where it is potentially subject to damage by development. Represented as the radius in metres measured from the centre of the trunk.

The radius of the TPZ is calculated using the formula prescribed under AS4970:

$$TPZ\ radius = DBH \times 12$$

The TPZ is limited to a minimum of 2m and a maximum of 15m.

TPZA (Tree Protection Zone Area)

The calculated area of the TPZ, found by multiplying the square of the TPZ by π.

Tree

Long lived woody perennial plant greater than (or usually greater than) 3m in height with one or relatively few main stems or trunks.

Vigour

A rating of the ability of the tree to maintain its life processes. Synonymous with commonly used terms such as health and vitality.

Good - Optimal extension growth, wound wood and callus formation for its species. Typical foliage density, colour, size and intactness for its species. Minimal to negligible signs of decline or presence of deadwood. Minor to negligible symptoms of disease or pest infestation.

Fair - Below optimal extension growth, wound wood and callus formation for its species. Exhibiting deficiencies in foliage density, colour, size and intactness, with the possible presence of minor to moderate epicormic growth. Moderate signs of decline or presence of deadwood. Moderate symptoms of disease or pest infestation.

Poor - Minimal extension growth, wound wood and callus formation for its species. Exhibiting significant deficiencies in foliage density, colour, size and intactness, with the possible onset of excessive epicormic growth. Significant signs of decline or presence of deadwood. Significant symptoms of disease or pest infestation.

Dead - Exhibiting no signs of continued life processes.

Works required

A description of recommended tree works. Does not include recommendations pertaining to the site, development, or mitigation from impacts of a development.

APPENDIX C - TREE DATA

ID:1 *Ficus macrophylla* (Morton Bay Fig)

LOCATION:	VIGOUR:	SULE:	HEIGHT(m):	SPREAD(m):	TCIRC(cm):
Site	Good	30-60 years	16	25	732
ORIGIN:	**STRUCTURE**	**AMENITY VALUE:**	**DBH(cm):**	**TPZ(m):**	**TPZA(m^2):**
Australian	Fair	Very High	233	15	706.5
AGE CLASS:	**FORM:**	**RETENTION VALUE**	**DRB(cm):**	**SRZ(m)**	**Consprox(m):**
Mature	Good	Very high	233	4.7	3.2

OBSERVATIONS

WORKS REQUIRED: **PRIORITY:**



ID:2 *Araucaria cunninghamii* (Hoop Pine)

LOCATION:	VIGOUR:	SULE:	HEIGHT(m):	SPREAD(m):	TCIRC(cm):
Site	Fair	5-15 years	24	15	367
ORIGIN:	**STRUCTURE**	**AMENITY VALUE:**	**DBH(cm):**	**TPZ(m):**	**TPZA(m^2):**
Australian	Poor	High	117	14	615.4
AGE CLASS:	**FORM:**	**RETENTION VALUE**	**DRB(cm):**	**SRZ(m)**	**Consprox(m):**
Over mature	Fair	Moderate	126	3.6	0.0

OBSERVATIONS
Dieback in upper canopy, mutiple stubs from previous branch failures. Tree should be removed due its limited SULE and its high risk of continued branch failure onto the proposed decking beneath its canopy.

WORKS REQUIRED: **PRIORITY:**



ID:3 *Phoenix canariensis* (Canary Island Date Palm)

LOCATION:	VIGOUR:	SULE:	HEIGHT(m):	SPREAD(m):	TCIRC(cm):
Site	Fair	15-30 years	9	6	236
ORIGIN:	**STRUCTURE**	**AMENITY VALUE:**	**DBH(cm):** *	**TPZ(m):**	**TPZA(m^2):**
Exotic	Fair	Low	75	4	50.2
AGE CLASS:	**FORM:**	**RETENTION VALUE**	**DRB(cm):** *	**SRZ(m)**	**Consprox(m):**
Mature	Fair	Low	75	0	0.0

OBSERVATIONS

WORKS REQUIRED: **PRIORITY:**



ID:4 *Populus x canadensis* (Golden Poplar)

LOCATION:	VIGOUR:	SULE:	HEIGHT(m):	SPREAD(m):	TCIRC(cm):
Site	Poor	0 years	19	12	405
ORIGIN:	**STRUCTURE**	**AMENITY VALUE:**	**DBH(cm):**	**TPZ(m):**	**TPZA(m^2):**
Exotic	Very poor	Very Low	129	15	706.5
AGE CLASS:	**FORM:**	**RETENTION VALUE**	**DRB(cm):**	**SRZ(m)**	**Consprox(m):**
Over mature	Very poor	Remove	135	3.8	0.0

OBSERVATIONS
Northern stem has completely died, southern stem has failed at the point of union and is resting in canopy of Tree 5.

WORKS REQUIRED: **PRIORITY:**



ID:5 *Hesperocyparis macrocarpa* (Monterey Cypress)



LOCATION:	VIGOUR:	SULE:	HEIGHT(m):	SPREAD(m):	TCIRC(cm):
Site	Fair	15-30 years	18	15	512
ORIGIN:	**STRUCTURE**	**AMENITY VALUE:**	**DBH(cm):**	**TPZ(m):**	**TPZA(m^2):**
Exotic	Poor	High	163	15	706.5
AGE CLASS:	**FORM:**	**RETENTION VALUE**	**DRB(cm):**	**SRZ(m)**	**Consprox(m):**
Mature	Good	High	170	4.1	0.0

OBSERVATIONS
Mutiple broken branches hanging in canopy.

WORKS REQUIRED: **PRIORITY:**

ID:6 *Cupressus torulosa* (Torulosa Cypress)



LOCATION:	VIGOUR:	SULE:	HEIGHT(m):	SPREAD(m):	TCIRC(cm):
Site	Very poor	0 years	11	5	220
ORIGIN:	**STRUCTURE**	**AMENITY VALUE:**	**DBH(cm):**	**TPZ(m):**	**TPZA(m^2):**
Exotic	Very poor	Very Low	70	8.4	221.6
AGE CLASS:	**FORM:**	**RETENTION VALUE**	**DRB(cm):**	**SRZ(m)**	**Consprox(m):**
Mature	Very poor	Remove	70	2.8	0.0

OBSERVATIONS
Tree is in significant decline.

WORKS REQUIRED: **PRIORITY:**

ID:7 *Cupressus torulosa* (Torulosa Cypress)



LOCATION:	VIGOUR:	SULE:	HEIGHT(m):	SPREAD(m):	TCIRC(cm):
Site	Very poor	0 years	15	8	267
ORIGIN:	**STRUCTURE**	**AMENITY VALUE:**	**DBH(cm):**	**TPZ(m):**	**TPZA(m^2):**
Exotic	Very poor	Very Low	85	10.2	326.7
AGE CLASS:	**FORM:**	**RETENTION VALUE**	**DRB(cm):**	**SRZ(m)**	**Consprox(m):**
Mature	Very poor	Remove	85	3.1	0.0

OBSERVATIONS
Tree is in significant decline.

WORKS REQUIRED: **PRIORITY:**

ID:8 *Corymbia ficifolia* (Flowering Gum)



LOCATION:	VIGOUR:	SULE:	HEIGHT(m):	SPREAD(m):	TCIRC(cm):
Road reserve	Good	1-5 years	7	10	173
ORIGIN:	**STRUCTURE**	**AMENITY VALUE:**	**DBH(cm):**	**TPZ(m):**	**TPZA(m^2):**
Australian	Poor	Low	55	6.6	136.8
AGE CLASS:	**FORM:**	**RETENTION VALUE**	**DRB(cm):**	**SRZ(m)**	**Consprox(m):**
Mature	Poor	Very low	58	2.6	0.0

OBSERVATIONS
Large column of stem decay originating from previous pruning cut; remaining northern stem susceptible to structural failure.

WORKS REQUIRED: **PRIORITY:**

ID:9 *Pittosporum undulatum* (Sweet Pittosporum)

LOCATION:	VIGOUR:	SULE:	HEIGHT(m):	SPREAD(m):	TCIRC(cm):
Road reserve	Good	15-30 years	4	3	25
ORIGIN:	**STRUCTURE**	**AMENITY VALUE:**	**DBH(cm):**	**TPZ(m):**	**TPZA(m^2):**
Victorian	Good	Very Low	8	2	12.6
AGE CLASS:	**FORM:**	**RETENTION VALUE**	**DRB(cm):**	**SRZ(m)**	**Consprox(m):**
Juvenile	Good	Very low	10	1.5	7.6

OBSERVATIONS

WORKS REQUIRED: **PRIORITY:**



ID:10 *Lagunaria patersonia* (Norfolk Island Hibiscus)

LOCATION:	VIGOUR:	SULE:	HEIGHT(m):	SPREAD(m):	TCIRC(cm):
Adjoining property	Good	30-60 years	15	13	236
ORIGIN:	**STRUCTURE**	**AMENITY VALUE:**	**DBH(cm):**	**TPZ(m):**	**TPZA(m^2):**
Australian	Fair	Moderate	75	9	254.3
AGE CLASS:	**FORM:**	**RETENTION VALUE**	**DRB(cm):**	**SRZ(m)**	**Consprox(m):**
Mature	Good	Moderate	80	3	2.3

OBSERVATIONS

WORKS REQUIRED: **PRIORITY:**



ID:11 *Schinus molle var areira* (Pepper Tree)

LOCATION:	VIGOUR:	SULE:	HEIGHT(m):	SPREAD(m):	TCIRC(cm):
Site	Poor	5-15 years	6	9	408
ORIGIN:	**STRUCTURE**	**AMENITY VALUE:**	**DBH(cm):** *	**TPZ(m):**	**TPZA(m^2):**
Exotic	Poor	Very Low	130	15	706.5
AGE CLASS:	**FORM:**	**RETENTION VALUE**	**DRB(cm):** *	**SRZ(m)**	**Consprox(m):**
Mature	Fair	Very low	140	3.8	0.0

OBSERVATIONS

WORKS REQUIRED: **PRIORITY:**



ID:12 *Eucalyptus botryoides* (Southern Mahogany)

LOCATION:	VIGOUR:	SULE:	HEIGHT(m):	SPREAD(m):	TCIRC(cm):
Site	Fair	15-30 years	17	15	229
ORIGIN:	**STRUCTURE**	**AMENITY VALUE:**	**DBH(cm):**	**TPZ(m):**	**TPZA(m^2):**
Victorian	Poor	Moderate	73	8.8	243.2
AGE CLASS:	**FORM:**	**RETENTION VALUE**	**DRB(cm):**	**SRZ(m)**	**Consprox(m):**
Mature	Fair	Moderate	76	2.9	0.0

OBSERVATIONS

WORKS REQUIRED: **PRIORITY:**



ID:13 *Albizia sp.* (Cape Wattle)

LOCATION:	VIGOUR:	SULE:	HEIGHT(m):	SPREAD(m):	TCIRC(cm):
Site	Good	15-30 years	3	4	25
ORIGIN:	**STRUCTURE**	**AMENITY VALUE:**	**DBH(cm): ***	**TPZ(m):**	**TPZA(m^2):**
Exotic	Good	Very Low	8	2	12.6
AGE CLASS:	**FORM:**	**RETENTION VALUE**	**DRB(cm): ***	**SRZ(m)**	**Consprox(m):**
Juvenile	Good	Very low	10	1.5	0.0

OBSERVATIONS

WORKS REQUIRED: **PRIORITY:**



ID:14 *Albizia sp.* (Cape Wattle)

LOCATION:	VIGOUR:	SULE:	HEIGHT(m):	SPREAD(m):	TCIRC(cm):
Site	Good	15-30 years	3	3	22
ORIGIN:	**STRUCTURE**	**AMENITY VALUE:**	**DBH(cm): ***	**TPZ(m):**	**TPZA(m^2):**
Exotic	Good	Very Low	7	2	12.6
AGE CLASS:	**FORM:**	**RETENTION VALUE**	**DRB(cm): ***	**SRZ(m)**	**Consprox(m):**
Juvenile	Good	Very low	9	1.5	0.0

OBSERVATIONS

WORKS REQUIRED: **PRIORITY:**



ID:15 *Pittosporum undulatum* (Sweet Pittosporum)

LOCATION:	VIGOUR:	SULE:	HEIGHT(m):	SPREAD(m):	TCIRC(cm):
Site	Good	15-30 years	3	4	31
ORIGIN:	**STRUCTURE**	**AMENITY VALUE:**	**DBH(cm): ***	**TPZ(m):**	**TPZA(m^2):**
Victorian	Good	Very Low	10	2	12.6
AGE CLASS:	**FORM:**	**RETENTION VALUE**	**DRB(cm): ***	**SRZ(m)**	**Consprox(m):**
Juvenile	Good	Very low	12	1.5	0.0

OBSERVATIONS

WORKS REQUIRED: **PRIORITY:**

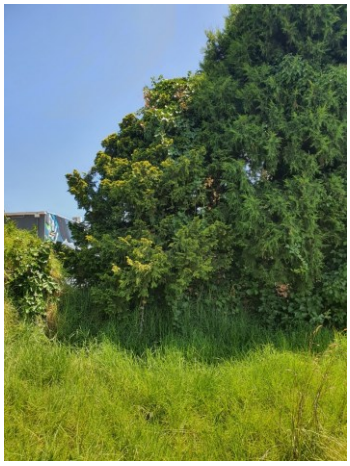


ID:16 *Chamaecyparis lawsoniana* (False Cypress)

LOCATION:	VIGOUR:	SULE:	HEIGHT(m):	SPREAD(m):	TCIRC(cm):
Site	Fair	15-30 years	5	4	69
ORIGIN:	**STRUCTURE**	**AMENITY VALUE:**	**DBH(cm): ***	**TPZ(m):**	**TPZA(m^2):**
Exotic	Good	Very Low	22	2.6	21.2
AGE CLASS:	**FORM:**	**RETENTION VALUE**	**DRB(cm): ***	**SRZ(m)**	**Consprox(m):**
Juvenile	Fair	Very low	25	1.8	0.0

OBSERVATIONS

WORKS REQUIRED: **PRIORITY:**



ID:17 *x cupressocyparis leylandii* (Leyland Cypress)

LOCATION:	VIGOUR:	SULE:	HEIGHT(m):	SPREAD(m):	TCIRC(cm):
Site	Good	30-60 years	10	6	144
ORIGIN:	**STRUCTURE**	**AMENITY VALUE:**	**DBH(cm):** *	**TPZ(m):**	**TPZA(m^2):**
Exotic	Good	Low	46	5.5	95.0
AGE CLASS:	**FORM:**	**RETENTION VALUE**	**DRB(cm):** *	**SRZ(m)**	**Consprox(m):**
Mature	Good	Low	50	2.5	0.0

OBSERVATIONS

WORKS REQUIRED: **PRIORITY:**



ID:18 *Albizia sp.* (Cape Wattle)

LOCATION:	VIGOUR:	SULE:	HEIGHT(m):	SPREAD(m):	TCIRC(cm):
Site	Fair	5-15 years	4	7	50
ORIGIN:	**STRUCTURE**	**AMENITY VALUE:**	**DBH(cm):**	**TPZ(m):**	**TPZA(m^2):**
Exotic	Fair	Very Low	16	2	12.6
AGE CLASS:	**FORM:**	**RETENTION VALUE**	**DRB(cm):**	**SRZ(m)**	**Consprox(m):**
Mature	Fair	Very low	17	1.6	0.0

OBSERVATIONS

WORKS REQUIRED: **PRIORITY:**



ID:19 *Eucalyptus viminalis* (Manna Gum)

LOCATION:	VIGOUR:	SULE:	HEIGHT(m):	SPREAD(m):	TCIRC(cm):
Site	Fair	15-30 years	15	12	286
ORIGIN:	**STRUCTURE**	**AMENITY VALUE:**	**DBH(cm):**	**TPZ(m):**	**TPZA(m^2):**
Melbourne	Poor	Moderate	91	10.9	373.1
AGE CLASS:	**FORM:**	**RETENTION VALUE**	**DRB(cm):**	**SRZ(m)**	**Consprox(m):**
Mature	Fair	Moderate	98	3.3	0.0

OBSERVATIONS

WORKS REQUIRED: **PRIORITY:**



ID:20 *Banksia integrifolia* (Coast Banksia)

LOCATION:	VIGOUR:	SULE:	HEIGHT(m):	SPREAD(m):	TCIRC(cm):
Site	Poor	1-5 years	10	8	148
ORIGIN:	**STRUCTURE**	**AMENITY VALUE:**	**DBH(cm):**	**TPZ(m):**	**TPZA(m^2):**
Melbourne	Very poor	Low	47	5.6	98.5
AGE CLASS:	**FORM:**	**RETENTION VALUE**	**DRB(cm):**	**SRZ(m)**	**Consprox(m):**
Mature	Poor	Very low	52	2.5	0.0

OBSERVATIONS

WORKS REQUIRED: **PRIORITY:**



ID:21 *Banksia integrifolia* (Coast Banksia)

LOCATION:	VIGOUR:	SULE:	HEIGHT(m):	SPREAD(m):	TCIRC(cm):
Site	Good	15-30 years	15	7	185
ORIGIN:	**STRUCTURE**	**AMENITY VALUE:**	**DBH(cm):**	**TPZ(m):**	**TPZA(m^2):**
Melbourne	Fair	Moderate	59	7.1	158.3
AGE CLASS:	**FORM:**	**RETENTION VALUE**	**DRB(cm):**	**SRZ(m)**	**Consprox(m):**
Mature	Fair	Moderate	66	2.8	0.0

OBSERVATIONS

WORKS REQUIRED: **PRIORITY:**



ID:22 *Syzygium sp.* (Lilly Pilly)

LOCATION:	VIGOUR:	SULE:	HEIGHT(m):	SPREAD(m):	TCIRC(cm):
Site	Poor	1-5 years	9	8	192
ORIGIN:	**STRUCTURE**	**AMENITY VALUE:**	**DBH(cm):**	**TPZ(m):**	**TPZA(m^2):**
Australian	Poor	Very Low	61	7.3	167.3
AGE CLASS:	**FORM:**	**RETENTION VALUE**	**DRB(cm):**	**SRZ(m)**	**Consprox(m):**
Mature	Poor	Very low	65	2.8	0.0

OBSERVATIONS

WORKS REQUIRED: **PRIORITY:**



ID:23 *Phoenix canariensis* (Canary Island Date Palm)

LOCATION:	VIGOUR:	SULE:	HEIGHT(m):	SPREAD(m):	TCIRC(cm):
Site	Good	30-60 years	13	6	198
ORIGIN:	**STRUCTURE**	**AMENITY VALUE:**	**DBH(cm):**	**TPZ(m):**	**TPZA(m^2):**
Exotic	Good	Moderate	63	4	50.2
AGE CLASS:	**FORM:**	**RETENTION VALUE**	**DRB(cm):**	**SRZ(m)**	**Consprox(m):**
Mature	Good	Moderate	72	0	2.8

OBSERVATIONS

WORKS REQUIRED: **PRIORITY:**



ID:24 *Callistemon viminalis* (Weeping Bottle Brush)

LOCATION:	VIGOUR:	SULE:	HEIGHT(m):	SPREAD(m):	TCIRC(cm):
Site	Fair	5-15 years	6	5	75
ORIGIN:	**STRUCTURE**	**AMENITY VALUE:**	**DBH(cm):**	**TPZ(m):**	**TPZA(m^2):**
Australian	Fair	Low	24	2.9	26.4
AGE CLASS:	**FORM:**	**RETENTION VALUE**	**DRB(cm):**	**SRZ(m)**	**Consprox(m):**
Mature	Fair	Low	26	1.9	0.0

OBSERVATIONS

WORKS REQUIRED: **PRIORITY:**



ID:25 ***Phoenix canariensis*** (Canary Island Date Palm)

LOCATION: Road reserve	**VIGOUR:** Good	**SULE:** 30-60 years	**HEIGHT(m):** 8	**SPREAD(m):** 7	**TCIRC(cm):** 276
ORIGIN: Exotic	**STRUCTURE** Good	**AMENITY VALUE:** Low	**DBH(cm):** 88	**TPZ(m):** 4.5	**TPZA(m^2):** 63.6
AGE CLASS: Mature	**FORM:** Good	**RETENTION VALUE** Low	**DRB(cm):** 90	**SRZ(m)** 0	**Consprox(m):** 3.4
OBSERVATIONS					
WORKS REQUIRED:					**PRIORITY:**



Client
Moda Phillip Island Pty Ltd

Date
8 May 2023

Transport Impact Assessment

Isle of Wight
Mixed Use Development
9 The Esplanade, Cowes



ratio:

Planning
Transport
Urban Design
Waste Management

ratio.com.au

Project Isle of Wight Mixed Use Development 9 The Esplanade, Cowes	Prepared for Moda Phillip Island Pty Ltd Our reference 18004T

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Version	Date	Issue	Prepared by	Checked by
REP01	07/11/22	Draft	S. Dangol	B. Young
REP02	08/05/23	Final	S. Dangol & J.McKenzie	B. Young

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Appendices

Appendix A Swept Path Assessment

Appendix B Bicycle Specifications

1. Introduction

1.1. Proposal

Ratio Consultants was commissioned by Moda Phillip Island Pty Ltd to assess the traffic and parking implications of the proposed hotel / mixed-use development at 9 The Esplanade in Cowes.

The proposal considers the development of:

RESIDENTIAL HOTEL (7 STOREYS)

- 163 hotel rooms within a 7-storey building with the associated ancillary components.
  - 212sqm NLA Hotel Dining.
  - Worker accommodation (49 rooms).

HOTEL (3 STOREYS FRONTING THE ESPLANADE)

- 249sqm NLA Bar.
- 305sqm NLA Bistro / Restaurant.
- 230sqm Signature Restaurant.

RETAIL (FRONTING THE LANEWAY)

- 189sqm NLA Gym.
- 228sqm Wellness Centre.
- 2,390sqm retail NLA across three retail tenancies.

CAR PARKING

197 car parking spaces within a three-level car parking building, including 4 x accessible parking spaces.

Access to the car park building is from Bass Avenue as well as from the internal laneway which will also function as a drop off facility to the hotel.

BICYCLE PARKING

A generous total of 72 bicycle parking spaces are provided with very convenient access and amenity at the ground level of the development as follows:

- 36 public bicycle parking spaces for the use of patrons, guests and the general public located at various points around the development.
- 36 secure staff bicycle spaces provided in a secure bicycle parking room at ground level.

LOADING

A loading bay is provided at the Bass Avenue frontage which will cater for loading and waste collection activities associated with the proposal.

VEHICULAR ACCESS

Two vehicular access points are proposed as follows:

— An internal laneway will be constructed to be accessed from Bass Avenue and will operate one-way westbound. It will only cater for drop off and check in activity associated with the hotel. Vehicles dropping guests off are provided with a connection to the public car park at the rear and through to Bass Avenue. Guests checking in can proceed through to the car park after check-in.

— A car park connection is also provided directly to Bass Avenue. This connection limits traffic activity on the laneway and permits a direct access to and from the car park.

PEDESTRIAN ACCESS

Pedestrian access is provided from a number of locations as follows:

— Primary public access to the hospitality areas is from The Esplanade.

— Pedestrian access to the retail offering is provided by the western and eastern side of the internal laneway.

— The main pedestrian entrance to the hotel is from the eastern side of the laneway.

2. Existing Conditions

2.1. Location and Environment

The proposed development is located on the land at 9 The Esplanade, Cowes. It is located on land that was previously occupied by the Isle of Wight Hotel, which burnt down in 2010 and has been vacant since that time.

Figure 2.1: Previous Hotel Building – Isle of Wight Hotel

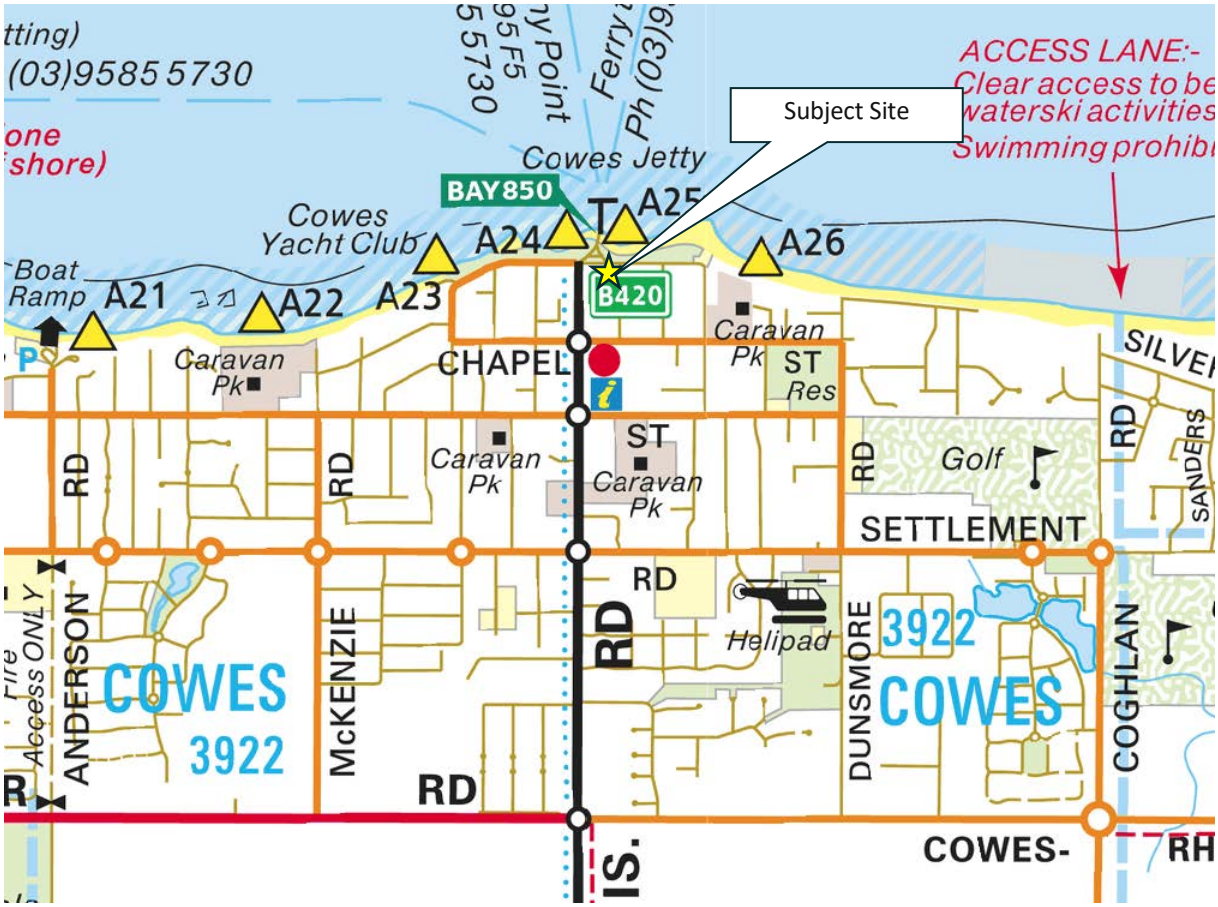


Source: https://www.victorianplaces.com.au/

The site fronts The Esplanade at its northern frontage, Bass Avenue to its eastern frontage and has frontage to the Bass Avenue car park at its western frontage. It is located approximately 50m from Thompson Avenue, the main shopping strip in Cowes.

The location of the site relative to the surrounding road network is shown in Figure 2.2.

Figure 2.2: Site Locality



Source: www.online.melway.com.au

The site is irregular in shape, comprising a number of separate lots. The site has an approximate frontage to The Esplanade of 70m, a 141m frontage to Bass Avenue is also bounded by a laneway / car park along its western boundary for approximately 54 metres.

The site is currently vacant and is located within a Mixed-Use Zone (MUZ). The nearby sites along The Esplanade to the west and nearby Thompson Avenue are commercial in nature. Accommodation uses are located to the east. To the south is a dwelling and a public car park.

An aerial photograph of the subject site relative to its surroundings is shown in Figure 2.3

Figure 2.3: Aerial View of Site and Surrounds



Source: Landchecker.com.au

2.2. Road Network

The Esplanade

The Esplanade runs along the Cowes foreshore fronting the subject site. Parking is not permitted on either side of the street as part of work by Council to make the foreshore more pedestrian friendly. A view of The Esplanade in the vicinity is shown in Figure 2.4 and Figure 2.5 respectively.

Figure 2.4: The Esplanade - facing East



Figure 2.5: The Esplanade - facing East



Bass Avenue

Bass Avenue is a wide road that slopes down towards The Esplanade from Chapel Street. Indented 90 degree parking is currently accommodated along the site frontage as can be seen in Figure 2.6 below. A constructed footpath is provided on the eastern side of the road but there is none on the western, site side of the road.

Figure 2.6: Bass Avenue – facing South



Thompson Avenue

Thomson Avenue is the main shopping strip in Cowes. A view of Thomson Avenue facing north and south is shown in Figure 2.7 and Figure 2.8, respectively.

Figure 2.7: Thompson Avenue – facing North



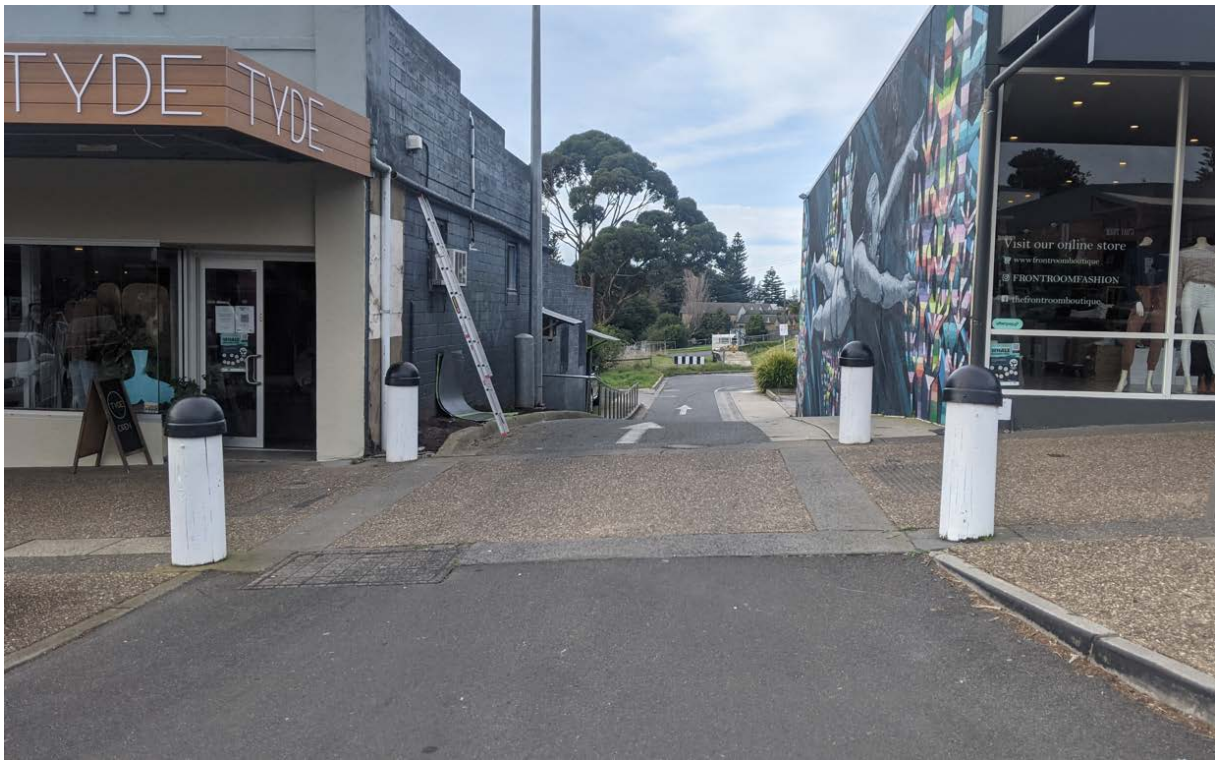
Figure 2.8: Thompson Avenue - facing South



Bass Avenue Car Park

A public car park is accessible from either Thomsons Avenue (entry only) or Bass Avenue (entry and exit) and fronts part of the western boundary of the site. A photo showing the Thompson Avenue entry is provided below in Figure 2.9.

Figure 2.9: Entrance to Bass Avenue Car Park from Thompson Avenue – facing east



A view of the car park facing south and from the Bass Avenue entrance is provided below in Figure 2.10 and Figure 2.11, respectively.

Figure 2.10: Bass Avenue Car Park at rear of site – facing south



Figure 2.11: Bass Avenue Car Park – from Bass Avenue facing west



2.3. Sustainable Transport

Public Transport

BUSES

Two bus services are available to/from Cowes operated by South Coast Bus with connections to Wonthaggi and serviced at the Cowes Transit Centre (see Figure 2.12 below). In addition, V Line also operates a service between Cowes and Melbourne. During special events, such as the Moto GP, additional bus services are provided between Melbourne and Cowes to bring spectators to and from the island as part of managing the amount of vehicle travel to and from the island for this event.

Cowes to Wonthaggi via San Remo, Anderson

Monday to Friday – Six services daily

Saturday/Sunday – Four services daily

Cowes to Fountain Gate via Anderson

Monday to Friday – One service daily

Melbourne and Cowes via Koo Wee Rup and Dandenong.

Monday to Friday – Eight services daily

Figure 2.12: Cowes Transit Centre



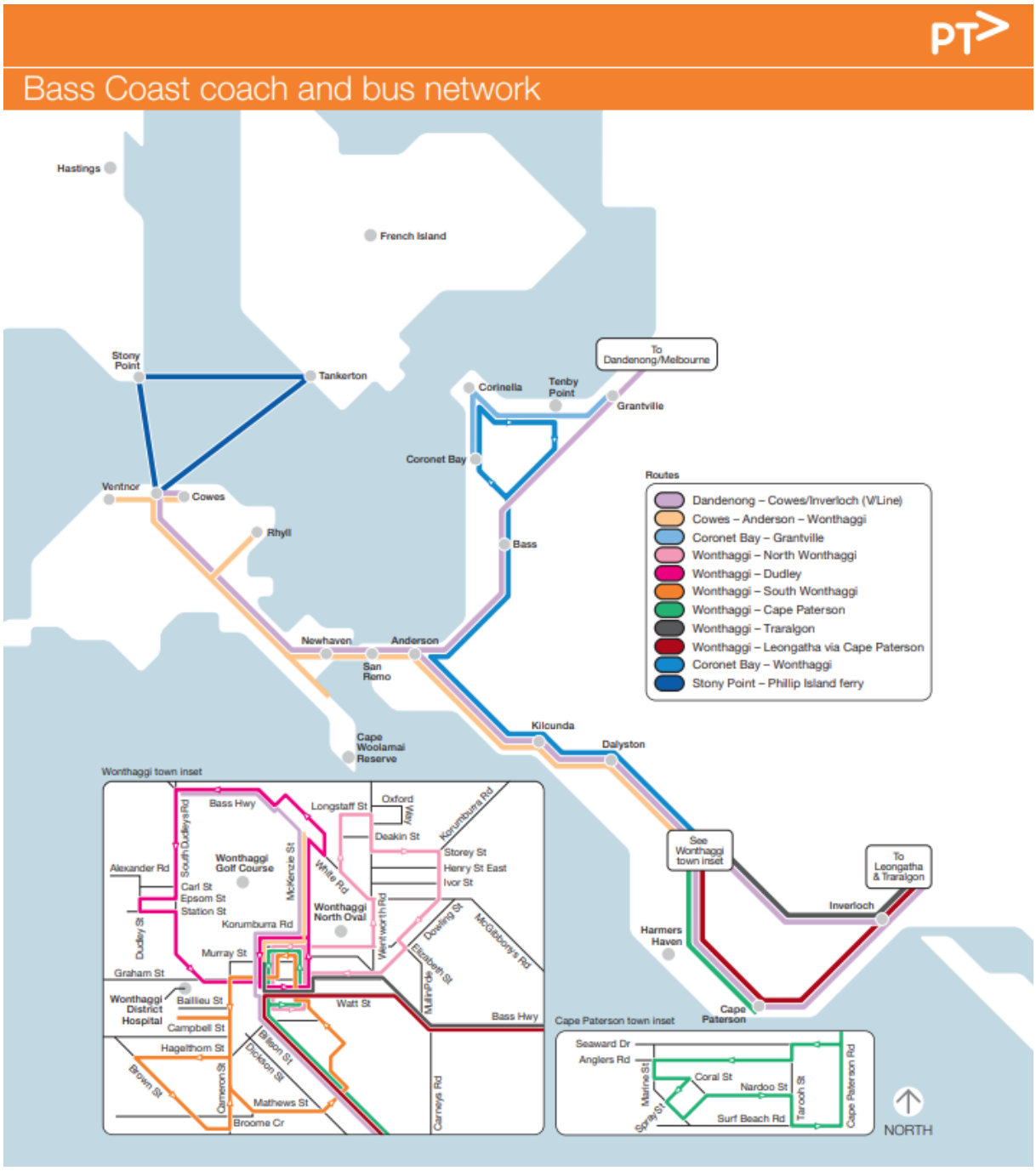
FERRY

A passenger ferry service is operated by Westernport Ferries which runs four services each weekday and Saturday between Stony Point and Cowes Jetty. This increases to five services on Sunday. The ferry service facilitates a connection by rail to Melbourne with the train station located opposite the ferry terminal at Stony Point. Alternatively, one can travel by car and catch the ferry at Stony Point to access the island.

Figure 2.13: Phillip Island Ferry



Figure 2.14: Bass Coast Coach and Bus Network



Source: www.ptv.vic.gov.au

Bicycle & Pedestrian Network

The site has excellent access to the surrounding bicycle network, with the following bicycle routes located in close proximity to the site:

— On-road cycle lanes along Thompson Avenue;

— Shared path linking Cowes to San Remo which in turn links to Anderson via the San Remo to Anderson Rail Trail.

Figure 2.15: Shared Path Along Cowes Foreshore

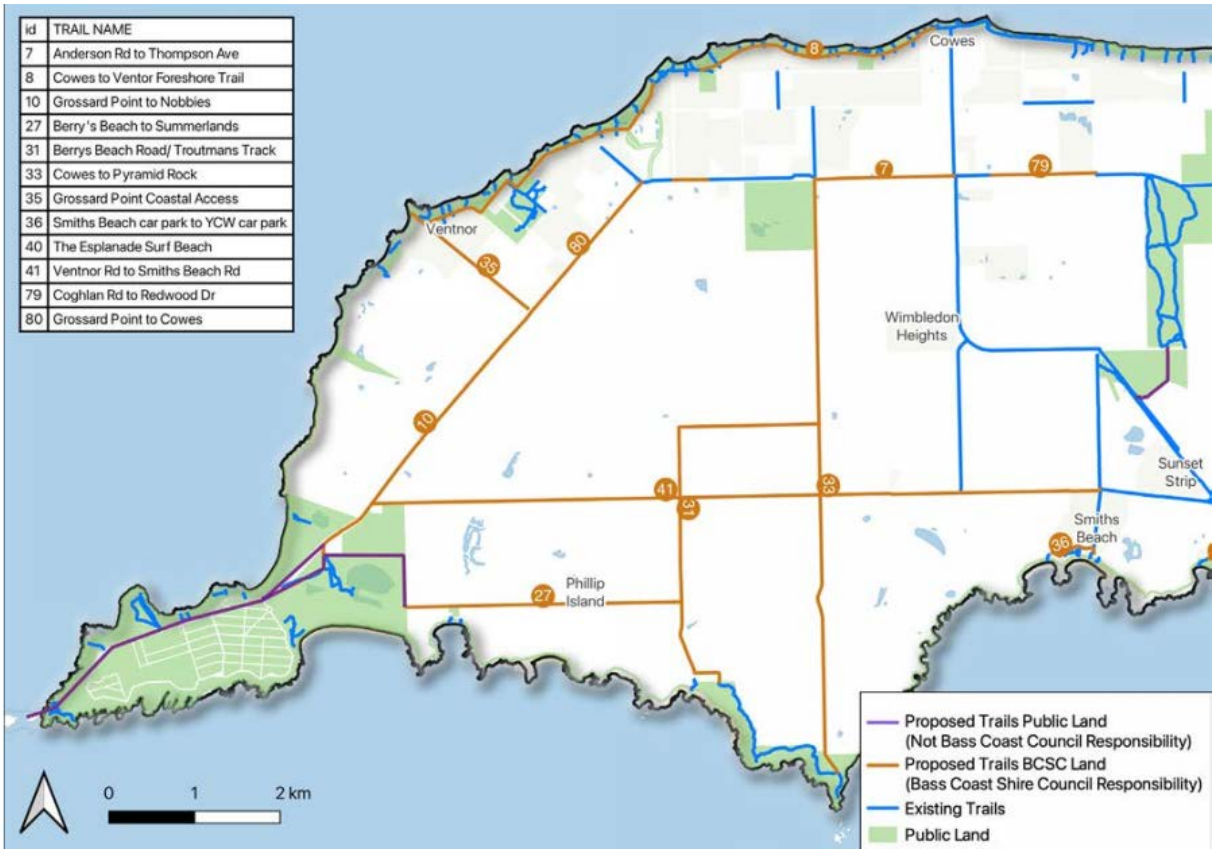


There are constructed footpaths on at least one side of the road for most higher order streets in the vicinity of the site. Consistent with many coastal settlements in the area, some residential streets do not have constructed footpaths, requiring pedestrians to use the grassed verge or share the road.

BASS COAST TRACKS AND TRAILS STRATEGY

Council has undertaken an extensive piece of work to create a trail network that aims to offer a *"connected and accessible trail network that supports active and healthy communities, showcases and protects the natural environment and encourages increased visitation to the region."* An excerpt from that strategy shows the proposed addition of a new foreshore link called the Cowes to Ventnor Foreshore trail. Other connections are proposed which will connect Cowes to other settlements around Phillip Island, in turn providing greater connectivity for cyclists wishing to visit Cowes by bike or other active travel modes.

Figure 2.16: Bass Coast Tracks and Trails Strategy Excerpt



Source: Bass Coast Tracks and Trails Strategy Excerpt

Taxi

In addition, a number of taxi services operate in the vicinity of the subject site. The following operators, as described in Table 2.1 provide taxi services in Cowes:

Table 2.1: Taxi and/or Rideshare Alternatives

Service	How to order
131 008 AUSTRALIA WIDE TAXI Australia Wide Taxis	**Call 131008** Wheelchair accessible taxis (WATs) are also available. Simply request a WAT when making a booking
SouthCoastTaxi South Coast Taxi	**Call 13 6294** Wheelchair accessible taxis (WATs) are also available. Simply request a WAT when making a booking. Maxi taxis for groups up to 10 passengers available.

2.4. Car Parking Conditions

Cowes is a key tourism destination and experiences very high parking demand at certain times of year, in which certain streets can reach capacity whilst leaving other areas experiencing very low levels of demand such that the demand across the township as a whole remains relatively low.

Car parking surveys undertaken by MRCagney during the long weekend in January 2021[1] as part of the Cowes Access and Movement Study (2021) showed the centre as a whole reached only 67% occupied, with 735 parking spaces available at this time. These observations are considered to be a suitable data set to reflect the peak period of activity in the busy summer month of January. This was verified by reviewing SCATS traffic volumes at the signalised pedestrian crossing along Thompson Avenue in Cowes across the Boxing Day to New Years period and January from 2019 to 2022.

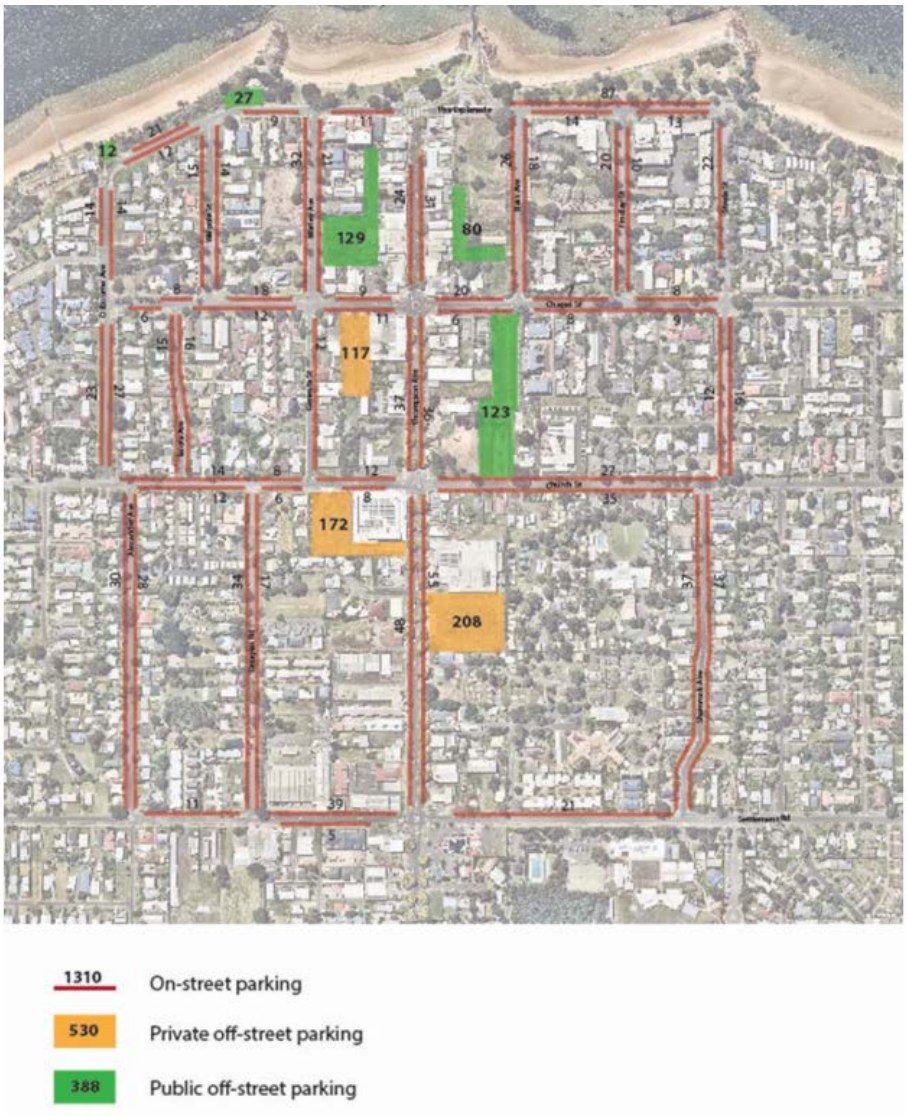
Table 2.2: SCATS turning movement volumes – Thompson Avenue, Cowes

Date	SCATS volume (vehicles per day)		
	Average	85th Percentile	Peak
Boxing Day to New Years Eve 2019	12,955 vpd	13,372 vpd	13,472 vpd
January 2020	12,454 vpd	13,236 vpd	14,861 vpd
Boxing Day to New Years Eve 2020	13,014 vpd	13,315 vpd	13,499 vpd
January 2021	12,660 vpd	13,857 vpd	14,710 vpd
Boxing Day to New Years Eve 2021	13,227 vpd	13,903 vpd	14,349 vpd
January 2022	12,269 vpd	13,418 vpd	14,558 vpd
Survey Period	**13,492 vpd**	**14,248 vpd**	**14,710 vpd**

As can be seen in the table above, the traffic volumes recorded from Boxing Day to New Years Eve and the month of January were broadly consistent across the period analysed. Further, the survey period in January 2021 showed above-average traffic volumes within Cowes, and included a day (14,710vpd) that was very close to the absolute peak traffic conditions recorded across December 2019 to January 2022.

[1] Friday 22 January 2021 – Tuesday 26 January 2021

Figure 2.17: Parking Areas Surveyed



Source: Cowes Access and Movement Strategy – MRCagney 2021

Figure 2.18: Parking Occupancy Across Centre – Saturday 23 January 2021

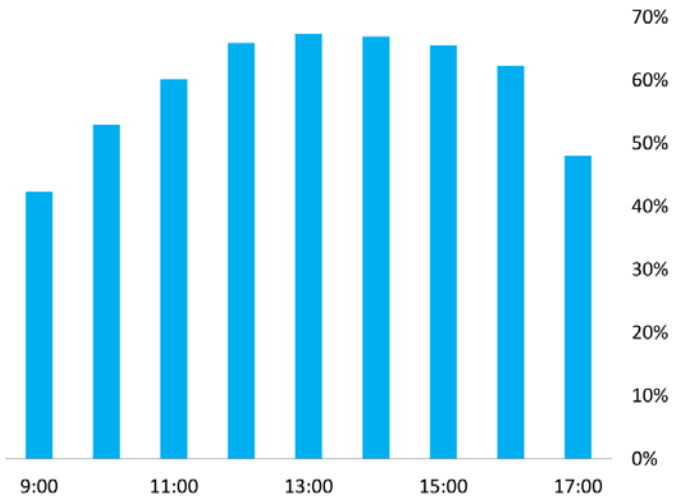


Figure 21: The full study area - Parking occupancy (Saturday)

Whist the surveys showed ample parking capacity across the centre as a whole, a need for improved car park wayfinding was identified so that visitors could better locate the vacant areas of parking and reduce the amount of traffic circulating to find a space. The recommendation for improved car park wayfinding signage was also identified in the Cowes Streetscape Master Plan (2022).

3. Car Parking Assessment

3.1. Planning Scheme Assessment

Clause 52.06 – Car Parking Assessment

Car parking requirements for the proposed development are set out under Clause 52.06 of the Bass Coast Planning Scheme.

The purpose of Clause 52.06, amongst other things, is:

— *To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.*

— *To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*

— *To support sustainable transport alternatives to the motor car.*

— *To promote the efficient use of car parking spaces through the consolidation of car parking facilities.*

— *To ensure that car parking does not adversely affect the amenity of the locality.*

— *To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.*

The number of car parking spaces required for specific uses is listed in Table 1 of the Bass Coast Planning Scheme. The car parking requirement specified for a use as listed in Table 1 does apply if:

— *A car parking requirement for the use is specified under another provision of the planning scheme; or*

— *A schedule to the Parking Overlay specifies the number of car parking spaces required for the use.*

The statutory car parking requirement for the proposed scheme is detailed in Table 3.1.

Table 3.1: Statutory Car Parking Requirements

Use	Size/Number	Statutory Parking Rate	Statutory Requirement
Residential Hotel including ancillary function/reception room.	163 rooms	No specified rate	To the satisfaction of the responsible authority
Hotel - Bar - Bistro - Restaurant	2,801patrons (maximum patronage for up to 10 days a year when events are held[2])	0.4 spaces per patron	1,120 spaces
	1,840 (maximum patronage during peak season)		736 spaces
Gym	189sqm NLA	No specified rate	To the satisfaction of the responsible authority
Wellness Centre	228sqm NLA	No specified rate	To the satisfaction of the responsible authority

[2] *During events held on site, e.g. in association with the MotoGP event an Event Management Plan (EMP) will be prepared which will address things such as patron access and parking, road closures and traffic management as relevant to the specific event being held.*

Retail (3 tenancies)	2,390sqm NLA	No specified rate	To the satisfaction of the responsible authority
Event Days			**1,120 spaces**
Non-Event Days			**736 spaces**

On the basis of the above, the proposal has a statutory requirement to provide a total of 1,120 car parking spaces on event days and 736 car parking spaces on non-event days, plus an amount associated with the various uses for which there is no specified rate.

The proposal considers the provision of 197 on-site car parking spaces comprising 4 accessible parking spaces and 193 standard car parking spaces.

Accordingly, a reduction of 923 car parking spaces is sought against the statutory requirements of the Planning Scheme for the specified use on event days and a reduction of 539 car parking spaces for the specified use on non-event days.

Innominate Uses

Clause 52.06-6 of the Planning Scheme states that:

> *Where a use of land is not specified in Table 1 or where a car parking requirement is not specified for the use in another provision of the planning scheme or in a schedule to the Parking Overlay, before a new use commences or the floor area or site area of an existing use is increased, car parking spaces must be provided to the satisfaction of the responsible authority.*

A car parking assessment of the innominate uses, being the residential hotel, gym, wellness centre and retail tenancies is outlined in the sections below.

Residential Hotel

The car parking demands associated with residential hotels can vary based on the site's location in relation to public transport access, location within urban or rural areas, and proximity to other facilities and attractions.

Guidance as to what an acceptable rate is for these uses can be taken from a recent ruling by VCAT for a similar development. VCAT was the responsible authority that considered a recent proposal and directed that a permit should issue for a residential hotel and retail development at 85 Thompson Avenue in Cowes (VCAT Reference No. P144/2022). The proposal included a 43-room hotel, which also included 5 apartments and five retail tenancies.

In relation to the residential hotel component, a car parking provision rate of 0.6 spaces – 0.8 spaces per hotel room was put forward as being the range of rates typically provided for residential hotels. The proposed rate of 0.6 spaces per room was deemed to be acceptable on the basis of the limited space available in the basement, that a percentage of guests require two rooms but have one car (e.g. families with children) and overnight tour groups travelling by bus could also use the hotel. It was noted that the reservation of car parking is a normal part of the booking process for hotels. Member Nelthorpe noted guests that rely on private vehicles would not choose to stay at the hotel if they cannot have an on-site parking space.

Given the proximity of that site to the subject land (<300m), a parking provision rate of 0.6 spaces per key is also considered to be an acceptable rate of provision for the proposal on the subject land. Applying this rate to the 163 rooms proposed yields **98 parking spaces**.

The residential hotel component will exhibit a high degree of sharing of parking between events being held at the function centre and the hotel, with the function centre operating ancillary to the residential hotel. Those attending functions are likely to book well in advance of the event and so it can be reasonably expected that during times when functions are held, a high proportion of guests at the hotel will also be attendees at events held at the ancillary function centre, particularly during events that occur over a number of days.

Similarly, some of the demand for parking associated with the restaurant, bar and bistro are likely to be generated by those attending events at the conference centre or by guests of the hotel.

Furthermore, many of the patrons associated with the restaurant/bar components of the development are likely to be staying at the hotel and/or attending an event at the conference centre.

Retail Tenancies

In relation to the retail tenancies, a parking provision rate of one staff space per tenancy and no parking for customers was accepted in the recent ruling by VCAT on the basis that retail tenancies are typically staffed by

one senior staff member and junior support staff who are typically local residents who are dropped off and picked up. Given the comparatively larger size of the proposed retail tenancies, a rate of two staff spaces per tenancy is considered appropriate. Applying that rate to the five retail tenancies proposed (including the gym and wellness centre) yields **10 staff parking spaces**.

The reduction to the customer parking demand was accepted given that the site was in an activity centre where people undertake multi-purpose trips and where on-street parking is a shared resource. This same approach is considered to be applicable to the proposal.

It is noted that within the traffic and parking referral comments, Council's engineers have estimated a demand of 72+ spaces being generated by retail customers. It is not exactly clear how this number has been derived, however, it is possible that a comparison to the statutory car parking rate for a 'shop' use has been made. It is not expected that the retail uses would generate a demand in this order noting the high level of multi-purpose trips that would occur for customers of the retail uses. This rate would be more applicable for a standalone shop as opposed to retail uses within a large mixed-use development that is located within an activity centre.

Worker Accommodation

There are 48 working accommodation rooms provided as part of the development to provide on-site accommodation to staff working in the development. A manager's residence is also provided, bringing the total to 49 rooms.

Staff demand for the worker accommodation will likely fluctuate seasonally in line with the patterns previously discussed in relation to visitation / patron activity profiles. Many staff residing within the proposed rooms will not own a private motor vehicle, instead relying on public transport or shared transport with other staff.

Studies of similar lodging facilities indicate a demand of 0.1 spaces per bed. Given the site's location and relatively limited public transport options available, a provision rate of 0.3 spaces per bed is considered appropriate. Applying this rate to the 48 rooms proposed yields a demand of 14 spaces, plus 1 space for the manager's residence. This equates to the provision of **15 spaces**.

Gymnasium & Wellness Centre

Guidance on car parking generation rates for standalone gymnasiums is provided within the NSW Road Traffic Authority (RTA), which provide guideline parking rates for a range of land uses in their October 2002 *Guide to Traffic Generating Developments*.

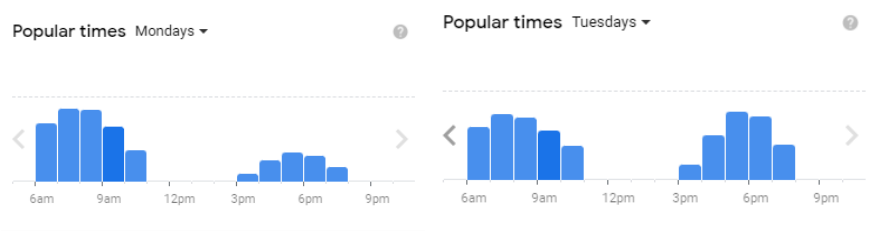
For 'Gymnasium' uses within sub-regional centres, the Guide recommends a minimum of 4.5 spaces per 100 square metres of floor area and a desirable provision of 7.5 spaces per 100 square metres.

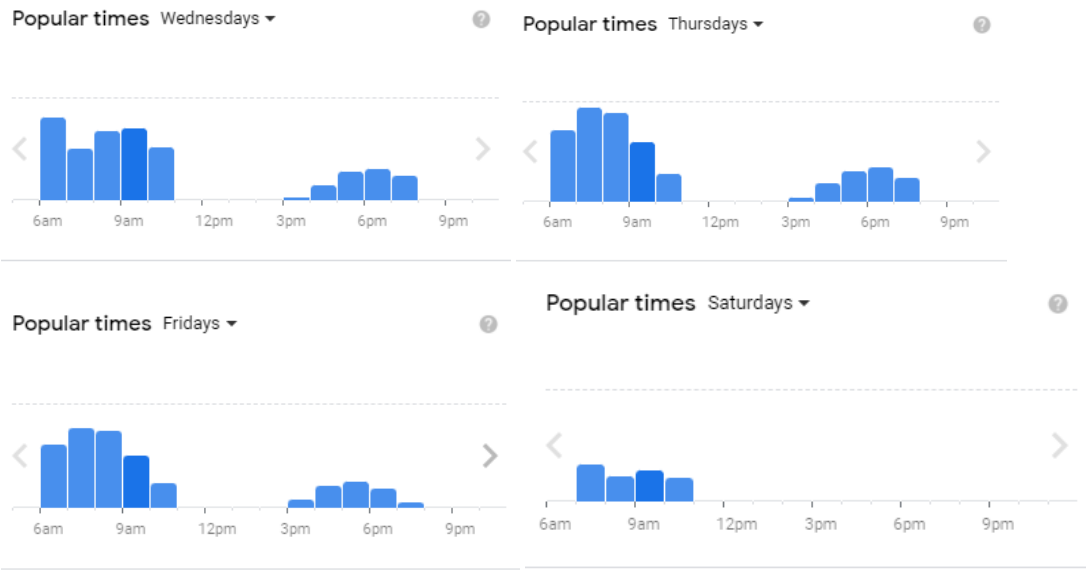
Whilst the gymnasium and wellness centre will be open to the public, it is expected that these facilities will predominately act as ancillary uses to the residential hotel, with the vast majority of patrons being guests of the hotel who are already provided with on-site car parking. This will significantly reduce the demand for car parking below the rates within the RTA guide which are intended for standalone gymnasiums. The gymnasium & wellness centre will operate in a similar manner to the fitness facilities provided at many RACV Resorts throughout Victoria, including RACV Inverloch Resort (which is located within Bass Coast Shire). These facilities are predominately used by guests staying within the resort, however, are also available to the public.

It is additionally noted that there are several gymnasium and fitness centres within the Cowes Activity Centre which will disperse the local demand between several different facilities.

The car parking demand generated by the gymnasium and wellness centre will vary over time. It is expected that the car parking demand of these facilities will peak on weekday mornings. Data sourced from Google Analytics of a gymnasium which is open in the morning and afternoon/evening periods in a similar contextual setting is shown below (TOMFIT 24hr Training Facility at 18 Bear Street, Inverloch).

Figure 3.1: Google Analytics Gymnasium





The above Google Analytics data supports the assumption that the gymnasium and wellness centre will peak during weekday mornings.

As discused previously, two spaces will be provided for both the gymnasium and wellness centre to accommodate the demands of staff.

Car Parking Allocation

Taking the above into consideration, the proposed provision of 198 parking spaces would be allocated as follows:

Table 3.2: Proposed Allocation of Parking

Use	Proposed Rate	Proposed Provision
Residential Hotel (163 rooms)	0.6 spaces per room	98 guest spaces
Retail (including gym, wellness centre and three retail tenancies)	2 staff spaces per tenancy	10 staff spaces
Worker Accommodation (48 rooms plus 1 manager's residence)	0.3 spaces per room plus 1 manager space	15 staff/resident spaces
Hotel (including bar, restaurant, bistro)	n/a	74 spaces (staff and patrons)
TOTAL		**197 spaces**

3.2. Events Days (up to 10 days a year)

As discussed above, the capacity of the hotel component of the development is proposed to be increased to 2,801 patrons for up to 10 days a year which correspond to events (such as the MotoGP event).

During these events, an Event Management Plan (EMP) will be prepared which will address the transport and parking considerations of the specific event. Some of the relevant considerations that will be addressed by the EMP are listed below:

— Any road closures required;

— Traffic management, including the preparation of a Traffic Management Plan (TMP);

— Patron access and parking;

— The preparation of a Parking Management Plan (PMP) as required;

— Public transport;

— Event vehicle access; and

— Event signage.

The preparation of the EMP will ensure that the transport and parking considerations of the event and the increased patron capacity are suitably managed.

3.3. Car Parking Demand Assessment

Outside of event days, the hotel component of the development will have a maximum patronage of 1,840. Accordingly, the proposal has a statutory requirement to provide a total of 769 car parking spaces on non-event days, plus an amount associated with the various uses for which there is no specified rate (as discussed above). The car parking demand of the proposal on non-event days and the appropriateness of the provision of 197 car spaces is discussed below.

Clause 52.06-7 states that an application to reduce the number of car parking spaces required under Clause 52.06-5 must be accompanied by a Car Parking Demand Assessment which must address the following matters:

— The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use.

— The variation of car parking demand likely to be generated by the proposed use over time.

— The short-stay and long-stay car parking demand likely to be generated by the proposed use.

— The availability of public transport in the locality of the land.

— The convenience of pedestrian and cyclist access to the land.

— The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.

— The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.

— Any empirical assessment or case study.

The Car Park Demand Assessment criteria are discussed as follows:

The Likelihood of Multi-Purpose Trips

The site is located within the Cowes Activity Centre and is surrounded predominately by commercial uses. As such, customers of the retail tenancies and hospitality offerings are likely to also be visitors to the wider precinct and will visit multiple premises as part of a single trip.

Staff of the retail tenancies may also attend nearby retail, restaurant/food and drink and commercial uses within the Activity Centre.

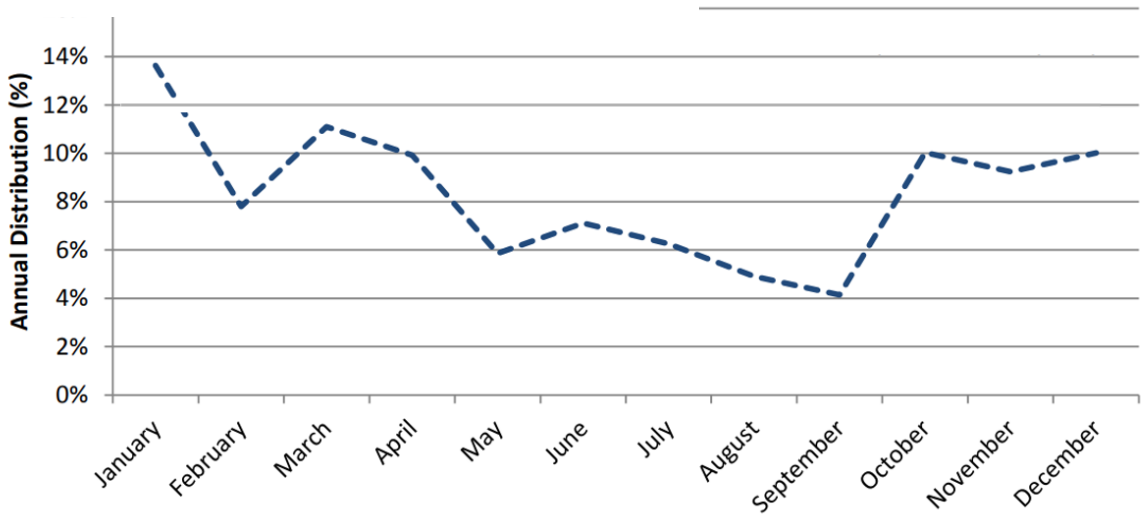
It is also expected that the vast majority of patrons of the gymnasium and wellness centre will be guests of the residential hotel.

The Variation of Car Parking Demand Over Time

The level of patron activity experienced within the proposal will wax and wane in line with the variation in visitor demand to the area.

Cowes and more broadly Phillip Island, experiences significant seasonal variation in visitor demand common to many visitor destinations, where holidays form a large proportion of the overall market. The peak visitor demand is experienced in January and summer months as well as public holiday periods such as Easter. There is a distinct low-activity period in the colder months of the year outside these peaks. The seasonal visitor profile produced as part of the *Visitor Economy Strategy 2035* illustrates this pattern.

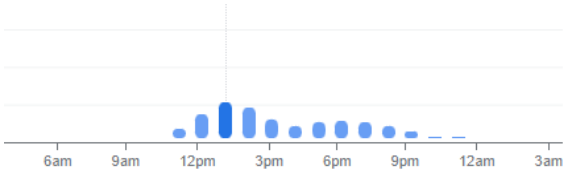
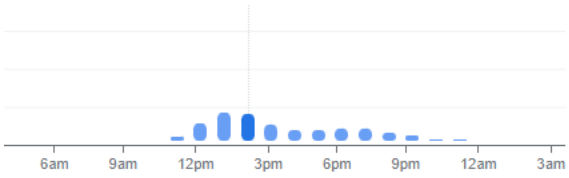
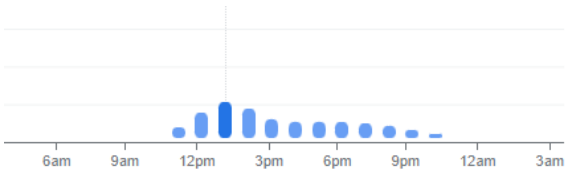
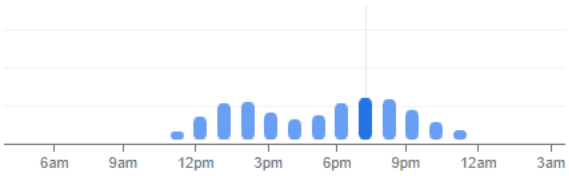
Figure 3.2: Phillip Island Visitor Profile Variation Pattern



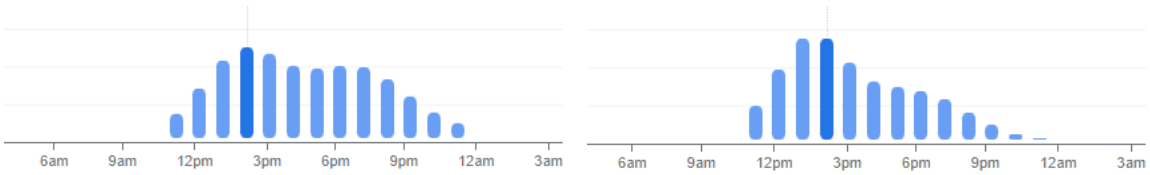
Source: Phillip Island and San Remo – Visitor Economy Strategy 2035, dated 2016[3]

In addition to seasonal variation, the visitor demand will also depend on the day of the week and time of the day. Monday through Thursday will typically experience lower levels of demand, slightly higher levels of demand on Fridays, with peak days being Saturday (lunch through to Evening) and to a lesser extent Sundays (lunchtime and early afternoon). This variation in demand can be observed at other similar holiday hospitality facilities, for example Portsea Hotel (see below)

Figure 3.3: Variation in Patron Demand by Day of Week – Portsea Hotel

Monday / Tuesday	Wednesday
	
Thursday	**Friday**
	
Saturday	**Sunday**

[3] https://www.basscoast.vic.gov.au/



Source: Google Analytics (google.com)

A similar pattern of variation in patron demand is likely to occur with this proposal and is an important aspect to recognise with this proposal in this location. The applicant has advised of the following estimates of anticipated peak patron demand across all of the public hospitality areas for the low, high and peak seasons across the breakfast, day and night periods.

Table 3.3: Anticipated Peak Patronage – Variation Across Year

Time of day	Low Season	High Season	Peak Season
	21 weeks (40% of year)	24 weeks (46% of year)	7 weeks (13% of year)
Breakfast	60	150	250
Day	770	1,275	1,840
Night	420	790	1,590

The Availability of Public Transport in the Locality of the Land

As outlined in Section 2.3, there are some public transport options for patrons of the proposed development including bus and ferry options. These services provide an alternate for access to the site versus private vehicle use.

The Convenience of Pedestrian and Cyclist Access to the Site

The site has good access to the surrounding cycling network with on-road bicycle lanes along Thompson Avenue and a shared path along the foreshore.

There are constructed footpaths along the majority of higher order streets in the vicinity of the site. The subject site exhibits the characteristics to support walking and cycling as a primary mode of travel for those working or visiting the proposed development.

The Provision of Bicycle Parking and End of Trip Facilities

The development includes a generous 36 staff bicycle spaces within a secure bicycle store within ground level. End of trip facilities are also provided at ground levels.

The development also includes 36 public spaces for use by patrons and customers to the development.

This generous provision of bicycle parking and end of trip facilities will encourage cycling as a primary mode of travel for staff, patrons and customers associated with the development.

Anticipated Car Parking Rates

HOTEL

As discussed above in *'The Variation of Car Parking Demand over Time'*, the car parking demand generated by the hotel component of the development will vary drastically on a daily, weekly and seasonal basis. Table 3.3 provides an indication of the anticipated patronage levels that could occur over the year at peak times (outside of event days).

Cowes and more broadly Phillip Island, experiences significant seasonal variation in visitor demand common to many visitor destinations, where holidays form a large proportion of the overall market. The peak visitor demand is experienced in January and summer months as well as public holiday periods such as Easter. There is a distinct low-activity period in the colder months of the year outside these peaks.

In addition to seasonal variation, the visitor demand will also depend on the day of the week and time of the day. Monday through Thursday will typically experience lower levels of demand, slightly higher levels of demand on Fridays, with peak days being Saturday (lunch through to Evening) and to a lesser extent Sundays (lunchtime and early afternoon).

Table 3.3 within the TIA provides an indication of the anticipated patronage levels that could occur over the year at peak times. This table demonstrates that whilst a capacity of 1,840 patrons could be reached during the peak season (outside of event days), this only represents seven weeks of the year (equating to 13% of the year) with significantly lower maximum patronage and therefore car parking demands expected at other times throughout the year.

Table 1 to Clause 52.06 of the Bass Coast Planning Scheme outlines a car parking rate of 0.4 car spaces per patron permitted for hotel use. It is expected that a portion of the patrons of the hotel will be guests of the residential hotel or walk-up customers associated with visitors, employees and residents of the Cowes Activity Centre and wider area. These multipurpose trips will considerably reduce the demand for car parking below the statutory rate of 0.4 car spaces per patron.

INNOMINATE USES

The anticipated car parking rates of the innominate uses is outlined in Section 3.1.

3.4. Allowing Fewer Spaces to be Provided

Clause 52.06-7 states that before granting a permit to reduce the number of spaces, the responsible authority must consider a number of items, as appropriate. Those items relevant to the proposal and the current assessment are provided below:

— *The Car Parking Demand Assessment.*

- *Any relevant local planning policy or incorporated plan.*
- *The availability of alternative car parking in the locality of the land.*
- *The future growth and development of any nearby activity centre.*
- *Access to or provision of alternative transport modes to and from the land.*
- *Any other relevant consideration.*

An assessment is provided below:

Impacts on Activity Centre

Planning Practice Note 22 (Using the Car Parking Provisions) states that:

> *In an Activity Centre, car parking issues have a part to play, but should not dominate when assessing an application for a use or development.*
>
> *Where a change of use or relatively small extension is consistent with the strategic plan for the centre and car parking cannot easily be provided, it will often be more sensible to reduce the car parking requirement, rather than prevent the use or development. Some activity centres will have excellent public transport access, ample car parking or mainly serve local customers who arrive on foot. In such circumstances, an increase in business and activity would increase the overall viability of the centre, and the reduced number of car trips would have a positive impact.*

The site is located within the Cowes Activity Centre. The immediate area includes a mixture of commercial, residential and community uses within close proximity to the subject site.

The impacts on the Cowes Activity Centre will be significantly reduced as a result of the proposal drawing the bulk of its trade from visitors who will already be in the area and visiting the site as part of a multi-purpose trip. This is consistent with a centre-based approach to parking applicable to activity centre locations such as Cowes.

Local Planning Policies

There is significant support within the Bass Coast Planning Scheme and various Council strategies for new developments which encourage the use of sustainable transport alternatives from the private motor vehicle, including those listed and discussed below.

CLAUSE 15.02-1S – ENERGY AND RESOURCE EFFICIENCY

Clause 15 of the Bass Coast Planning Scheme is the State Planning Policy on Built Environment and Heritage. Clause 15.02 is in relation to sustainable development, with Clause 15.02-1 in relation to Energy and resource efficiency.

Of particular relevance to this report, Clause 15.02-1 states the following strategy:

"Support low energy forms of transport such as walking or cycling"

CLAUSE 15.02-1S – ENERGY AND RESOURCE EFFICIENCY

Clause 15 of the Bass Coast Planning Scheme is the State Planning Policy on Built Environment and Heritage. Clause 15.02 is in relation to sustainable development, with Clause 15.02-1 in relation to Energy and resource efficiency. Of particular relevance to this report, Clause 15.02-1 includes the following strategy:

"Support low energy forms of transport such as walking and cycling."

CLAUSE 18.01-3S – SUSTAINABLE AND SAFE TRANSPORT

Clause 18.01-3S is in relation to facilitating an environmentally sustainable and safe transport system that supports health and wellbeing.

It *"supports forms of transport and energy use that have the greatest benefit for, and least negative impact on, health and wellbeing."*

In relation to development, it states:

Design development to promote walking, cycling and the use of public transport, in that order, and minimise car dependency.

CLAUSE 18.02-1S – WALKING

The objective of this policy is to "facilitate an efficient and safe walking network and increase the proportion of trips made by walking."

The strategy to meet this objective includes:

— *Provide pedestrian routes that are safe, direct and comfortable to use.*

— *Enable walking as a part of everyday life.*

— *Enable people to meet more of their needs locally and rely less on their cars.*

— *Be accessible to vehicles that use footpaths, including wheelchairs, prams and scooters.*

— *Accommodate emerging forms of low-emission, low-speed personal transport.*

CLAUSE 18.02-2S – CYCLING

The objective of this policy is to "facilitate an efficient and safe bicycle network and increase the proportion of trips made by cycling."

The strategy to meet this objective includes:

— *Provide routes that are safe, comfortable, low-stress and well connected.*

— *Enable cycling as a part of everyday life.*

— *Enable people to meet more of their needs locally by cycling and to rely less on their cars.*

— *Accommodate emerging forms of low emission, low and moderate speed personal transport.*

CLAUSE 18.02-3S – PUBLIC TRANSPORT

The objective of this policy is to *"facilitate an efficient and safe public transport network and increase the proportion of trips."*

made by public transport.

The strategy to meet this objective includes planning and developing public transport to:

— *Connect activity centres, job-rich areas and outer suburban areas.*

— *Enable people to not have to rely on cars for personal transport.*

COWES STREETSCAPE MASTERPLAN – 2022

Council recently adopted the Cowes Streetscape Masterplan in December 2022, prepared by Hansen Partnership in collaboration with transport consultancy the Institute for Sensible Transport. The project sets forth a strategic vision for the revitalisation of the Cowes core town centre as the 'Destination Place'. One of the key objectives of the plan is to shift the transportation hierarchy from vehicle dominated to pedestrian oriented. The goals of the Masterplan are to:

— Establish Thompson Avenue (from Church Street to The Esplanade) as a 'Destination Place'

— Connect the Cowes township to the foreshore

— Supports 'Streets For People' by creating a pedestrian friendly environment in which pedestrians are at the top of the transportation hierarchy

— Support sustainable modes of transportation

— Reinvigorate the character of Cowes allowing for and supporting commercial activity

— Connect the two ends of town, including Olive Justice Place and the future Cowes Cultural and Community Centre.

In relation to the subject site, the framework prepared as part of the Masterplan shows a desire for a pedestrian connection between Thompson Avenue and Bass Avenue and establishing a pedestrian priority zone for the western end of the existing laneway (see excerpt below). The proposed development delivers on this plan through the creation of the internal laneway and pedestrian linkage.

The plan delivers on many other transport benefits for the local area including:

— the creation of a 20 km/hr shared zone along Thompson Avenue and The Esplanade

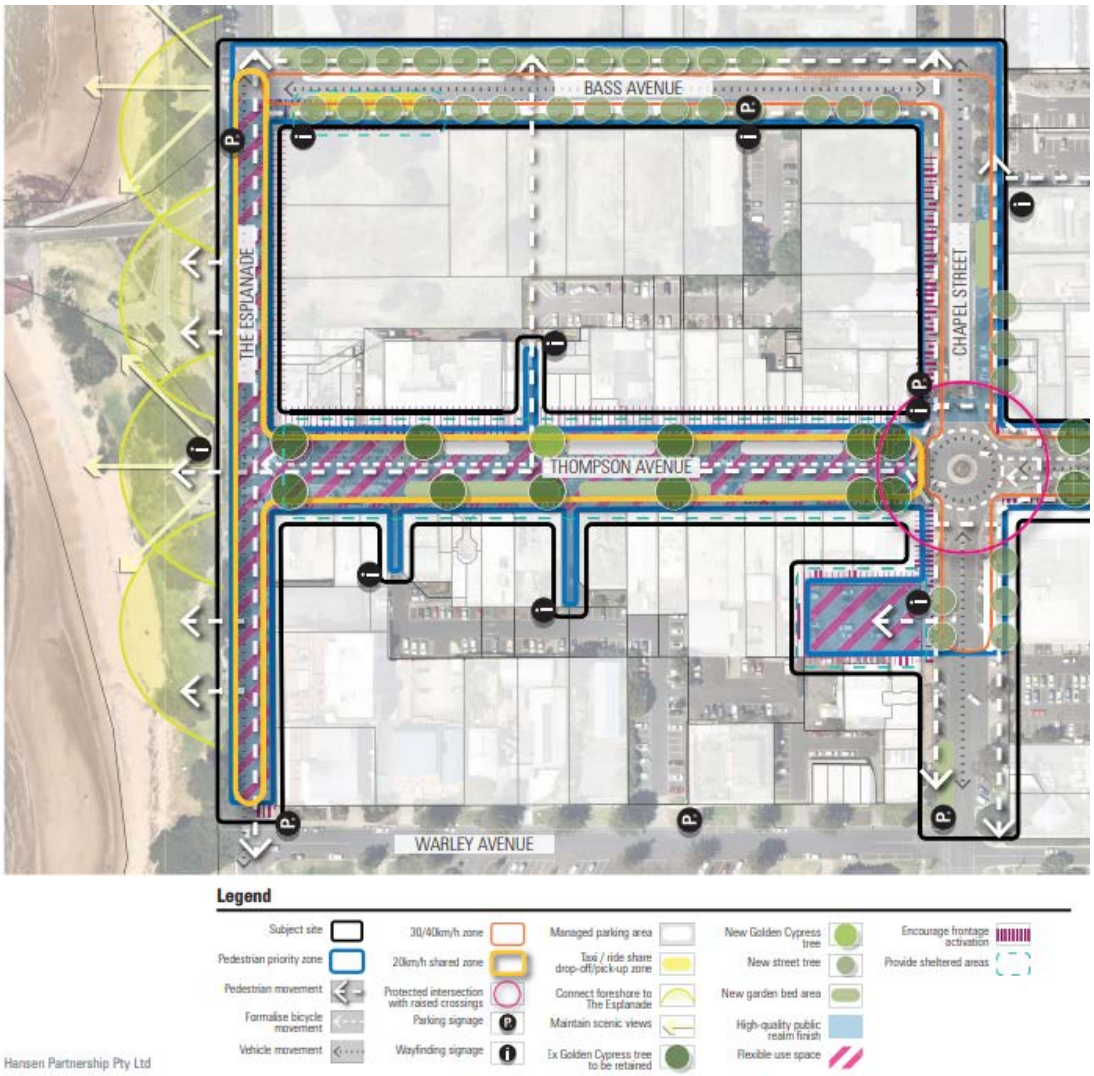
— a 30-40km/hr speed zone reduction along Bass Avenue and Chapel Street

— Creation of a drop-off / pick-up zone along the Bass Avenue site frontage at the northern end.

— Establishing a pedestrian priority zone along Bass Avenue, The Esplanade and Thompson Avenue.

— Wayfinding signage.

Figure 3.4: Cowes Streetscape Masterplan – Framework Plan Excerpt



Source: Cowes Streetscape Masterplan (2022)

The Availability of Alternative Car Parking in the Locality

As discussed previously, the activity centre of Cowes has a large supply of public parking. Even during the peak summer season, the peak recorded demand was only 67%, indicating at least 33% of the supply as being available during these times. Whilst there are areas that are in heavy demand at times, other areas remain underutilized. There was at least 735 car parking spaces recorded during the peak summer period which could be used to accommodate any of the overflow car parking demand that occurs at this time.

It is evident from the work recently undertaken by Council that there are plans for improved way finding to be investigated and implemented so that underutilized areas of parking will be more accessible to the public.

The surveys demonstrate there being a large supply alternative parking in the nearby area to accommodate any additional on-street demand that may be generated without resulting in adverse impacts.

3.5. Access to or provision of alternative transport modes to and from the land.

As outlined in Section 2.3, and reiterated in the Car Parking Demand Assessment in Section 3.2, the site is well located to take advantage of alternative transport modes with:

— Public transport services in proximity of the site, including the nearby Cowes Transit Centre.

— On road bicycle lanes in the vicinity and off-road bicycle trails in the wider area.

— Constructed footpaths in the surrounding road network, including wide footpaths along Thompson Avenue providing pedestrian connectivity within the Cowes Activity Centre.

3.6. Adequacy of Parking Provision

The proposed provision of 197 spaces is considered to be acceptable on the basis of the following.

— An Event Management Plan (EMP) will be prepared to address with the transport and parking consideration of the development during events which will occur a maximum of 10 days a year.

— The car parking demand assessment indicates that the on-site parking supply will meet the reasonable needs of guests, staff and some patrons of the proposal.

— A reduction to the statutory requirements associated with the customers/patrons of the retail and hotel components of the proposal is supported on the following grounds:

- The site being located within the Cowes Activity Centre, with a centre-based approach to car parking being appropriate to apply,
- A significant proportion of the customers and patrons would already be in the area and would be attending the development as part of a multi-purpose trip, thereby not generating additional demand for car parking,
- Cowes experiences significant seasonal visitor variation such that the demand for parking generated by the proposal would also vary in line with this.
- The variation in visitor demand will also vary significantly throughout the week, with low demands during the weekdays and peaking on the weekend, consistent with observations at similar developments.
- There is a large supply of spare public parking available in the centre to cater for any overflow patron demand that may occur, even during periods of peak activity. There are Council plans to make public parking easier to find through improved way finding.
- Policy supports a reduced reliance on private motor vehicle travel. Staff and patrons will be encouraged to adopt alternative modes of transport through the preparation of a Green Travel Plan and generous provision of end of trip facilities.

4. Access Arrangements and Car Parking Layout

4.1. Clause 52.06 Design Standard Assessment

Design Standard 1 – Accessways

Design Standard 1 of Clause 52.06-9 relates to the design of accessways. The requirements of Design Standard 1 are assessed against the proposal in Table 4.1.

Table 4.1: Design Standard 1 Assessment - Accessways

Requirement	Comments
Must be at least 3 metres wide	**Satisfied** – The accessways provided all meet the 3m minimum requirement.
Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.	**Satisfied** – At all changes of direction, a 4.2m minimum width is provided.
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre.	**Satisfied** – Vehicles parked in the last space of the dead end accessway can exit in a forward direction in a single manoeuvre.
Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheelbase of 2.8 metres.	**Satisfied** – A minimum ceiling clearance height of 2.5 metres has been provided on all car parking levels. This satisfies the requirements of the Planning Scheme. It also satisfies the Australian Standard requirements for accessible parking spaces which requires 2.5m of headroom above the parking space and 2.2m for the vehicle access path to the accessible parking spaces.
If the accessway serves four or more car spaces or connects to a road in a Transport Zone 2 or Transport Zone 3, the accessway must be designed so that cars can exit the site in a forward direction.	**Satisfied** – All cars can enter and exit the car park in a forward direction.
Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Transport Zone 2 or Transport Zone 3.	**Satisfied** – At the main car park entrance, a width of 6.4m is provided which enables passing to occur between opposing vehicles. At the secondary car park entrance from the internal laneway, a passing area is not necessary as it caters for entry movements only.
Have a corner splay or area at least 50% clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit land and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.	**Satisfied** – A pedestrian visibility triangle consistent with the Planning Scheme requirements is provided to the Bass Avenue frontage at the car park egress point (northern side), though it is noted that a pedestrian footpath does not currently exist along the site frontage. Because the car park access is two-way, a sight triangle is not required on the southern side of the access.

Requirement	Comments
If an accessway to four or more car parking spaces is from land in a Transport Zone 2 or Transport Zone 3, the access to the car spaces must be at least 6 metres from the road carriageway.	**N/A** – Accessway is not from land in a TRZ2 or TRZ3.
If entry to the car space is from a road, the width of the accessway may include the road.	**N/A** – Entry to car spaces is not accessed directly from a road

Design Standard 2 – Car Parking Spaces

Design Standard 2 of Clause 52.06-9 relates to the design of car parking spaces. The requirements of Design Standard 2 are assessed against the proposal in Table 4.2.

Table 4.2: Design Standard 2 Assessment - Car Parking Spaces

Requirement	Comments
Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2 of Design Standard 2.	**Satisfied** – Car parking spaces are provided at a width of 2.6 metres, length of 4.9 metres and accessed from a 6.4 metre wide aisle.
A wall, fence, column, tree or tree guard or any other structure that abuts a car space must not encroach into the area marked 'clearance required' on Diagram 1 of Design Standard 2, other than: — A column, tree or tree guard, which may project into a space if it is within the area marked 'tree or column permitted' on Diagram — A structure, which may project into the space if it is at least 2.1 metres above the space.	**Satisfied** – All spaces located next to walls or obstructions that impact on the car parking envelope have been provided with 300mm clearance to that structure.
Car spaces in garages or carports must be at least 6 metres long and 3.5 metres wide for a single space and 5.5 metres wide for a double space measured inside the garage or carport.	**N/A** – No garages are proposed
Where parking spaces are provided in tandem (one space behind the other) an additional 500mm in length must be provided between each space.	**N/A** – No tandem spaces are proposed.
Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.	**Satisfied** – no dwellings are proposed
Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 by 500mm.	**Satisfied** – The DDA and adjacent shared space have been provided in accordance with AS2890.6-2009. It is noted that the 500mm length encroachment into the aisle is consistent with the allowances of this standard.

Design Standard 3 – Gradients

Design Standard 3 of Clause 52.06-9 relates to the design of gradients. The requirements of Design Standard 3 are assessed against the proposal in Table 4.3.

Table 4.3: Design Standard 3 Assessment - Ramps

Requirement	Comments
Accessway grades must not be steeper than 1:10 (10%) within 5m of the frontage to ensure safety for pedestrians and vehicles. The design must have regard to the wheelbase of the vehicle being designed for; pedestrian and vehicular traffic volumes; the nature of the car park; and the slope and configuration of the vehicle crossover at the site frontage. This does not apply to accessways serving three dwellings or less.	**Satisfied** – The accessway is not steeper than 1:10 within 5m of the site frontage.
Ramps (except within 5 metres of the frontage) must have the maximum grades as outlined in Table 3 of Design Standard 3 and be designed for vehicles travelling in a forward direction.	**Satisfied** - The ramps have a maximum grade of 1:5.
Where the difference in grade between two sections of ramp or floor is greater than 1:8 (12.5%) for a summit grade change, or greater than 1:6.7 (15%) for a sag grade change, the ramp must include a transition section of at least 2 metres to prevent vehicles scraping or bottoming. Plans must include an assessment of grade changes of greater than 1:5.6 (18%) or less than 3 metres apart for clearances, to the satisfaction of the responsible authority.	**Satisfied** – All ramp transitions are in accordance with this requirement.

4.2. Swept Path Assessment

An assessment (refer to Appendix A) of the accessibility to/from critical parking bays using the 'Autodesk Vehicle Tracking' software has been conducted. The B99 (99th percentile car) and B85 (85th percentile car) were used in the assessment of the site's accessibility and circulation and it was demonstrated access could be achieved in a satisfactory manner.

The B85 was used in the assessment of critical parking bays and it was found each space could be accessed (ingress and egress) in a satisfactory manner.

4.3. Internal Access Lane / Hotel Drop Off

The internal lane will function as a pedestrian connection between Thompson Avenue and Bass Avenue, provide a drop off function for guests of the hotel and will provide activation to the retail tenancies that will have frontage to it. Waste collection and loading associated with the retail tenancies on the southern side of the laneway and workers accommodation will also take place from the laneway outside of peak activity periods.

Key Aspects of the internal laneway include:

— 3.5m trafficable width

— 7.0m widened section that accommodates drop off activity at the hotel main entrance (accommodating up to three passenger vehicles). The laneway gradient in this section does not exceed 1:20.

— 4.0m wide pedestrian walkways along the northern and southern sections.

Bus pick ups / drop offs will not be accommodated from the laneway. Rather an indented parking area fronting Bass Avenue will provide for this function.

Swept paths demonstrating suitable access along the internal laneway are provided at Appendix A.

5. Bicycle Parking Assessment

5.1. Clause 52.34 – Bicycle Parking Facilities

The provisions set out under Clause 52.34-3 of the Bass Coast Planning Scheme, require the provision of bicycle parking for various uses. The bicycle parking requirement for the development is set out in Table 5.1 below:

Table 5.1: Statutory Bicycle Parking Requirement

Use	Size (sqm)/ No. of dwellings	Statutory Employee Parking Rate	Statutory Visitor Parking Rate	Statutory Requirement
Hotel	249sqm of bar floor area available to the public 0sqm of lounge area available to the public	1 to each 25 sq m of bar floor area available to the public, plus 1 to each 100 sq m of lounge floor area available to the public	1 to each 25 sq m of bar floor area available to the public, plus 1 to each 100 sq m of lounge floor area available to the public	Staff – 10 spaces Patrons – 10 spaces
Retail	2,807sqm	1 space to each 300 sqm of leasable floor area	1 space to each 500 sqm of leasable floor area	Employee – 9 spaces Visitor – 6 spaces
Residential Hotel	163 rooms	In developments of four or more storeys, 1 to each 10 lodging rooms	In developments of four or more storeys, 1 to each 10 lodging rooms	Staff – 16 spaces Guests – 16 spaces
Total Bicycle Parking Requirement				**Staff - 35 spaces** **Public – 32 spaces**

The proposal has a statutory requirement to provide 67 bicycle parking spaces, including 35 staff spaces and 32 public spaces.

The proposal includes a generous provision of 36 public spaces and 36 staff spaces, 72 spaces total:

The proposed bicycle provision exceeds the statutory requirements of the Bass Coast Planning Scheme.

On-site bicycle parking is conveniently provided within a mixture of secure vertical racks for staff (36 spaces) plus 36 public spaces by way of 18 horizontal rails. These spaces are designed in accordance with the spatial requirements of the Bass Coast Planning Scheme and/or AS2890.3:2015 requirements. Additionally, 50% of spaces are in a horizontal alignment, thereby meeting the requirement within AS2890.3:2015 that at least 20% of bicycle spaces are to be in a horizontal arrangement.

Specifications for the bicycle parking are provided within Appendix B.

5.2. End of Trip Facilities

In addition to bicycle parking, Clause 52.34 requires that showers and change rooms to be provided for employee bicycle parking. The rates are shown in Table 5.2.

Table 5.2: End of Trip Facilities - Clause 52.34-3

Component	Statutory Rate	Required Measure	Statutory Requirement
Showers	If 5 or more employee bicycle spaces are required, 1 shower for the first 5 employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter.	35 employee spaces	4 showers
Change Rooms	1 change room or direct access to a communal change room to each shower. The change room may be a combined shower and change room.	4 showers	4 change rooms (or direct access to a communal change room)

On this basis the proposal has a requirement to provide 4 showers and 4 change rooms (or one communal change room.

The proposal considers eight showers (of which one is DDA compliant) plus a connected change room, thereby satisfying this requirement and encouraging cycling as a primary travel mode for staff.

6. Loading Assessment

6.1. Loading and Unloading Arrangements

CLAUSE 65.01: APPROVAL OF AN APPLICATION OR PLAN

"Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate:

— The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impact."

Loading and unloading activities associated with the proposal will be primarily related to the delivery of goods. A loading bay is provided on-site accessed from Bass Avenue, which is designed to cater for rigid trucks up to 12.5m in length. Two trucks can be propped in the loading bay concurrently which is considered to be sufficient in meeting the needs of the proposal for the majority of the time. It is expected that deliveries will be managed by the operator such that the number of truck movements is able to be catered for by the loading bay at any one time. Additional on-street loading can also be accommodated at the Bass Avenue frontage in the event that deliveries by larger vehicles were required.

A swept path assessment is provided at Appendix A which demonstrates trucks as being able to suitably reverse into the loading bay and depart in forwards direction. The loading bay is located away from the main pedestrian activity areas associated with the proposal and broader public pedestrian areas. The operation of the loading bay, including the reverse entry manoeuvres is considered to be acceptable on this basis.

6.2. Waste Collection Arrangements

Waste collection will take place from the loading bay. Additionally, the waste collection associated with the workers accommodation units and retail tenancies can be catered for on-street along Bass Avenue, which will be scheduled to occur outside peak hours.

Access to the loading bay waste collection point was assessed using 'Autodesk Vehicle Tracking' with an 8.8m waste collection vehicle and is included in Appendix A.

On the basis of the above, the proposed waste and loading arrangements are considered to be acceptable.

7. Traffic Assessment

7.1. Traffic Generation

Given the location of the proposed development within an activity centre, the traffic movements associated with the retail and hospitality components are unlikely to represent new trips on the road network as a result of the multi-purpose trip nature of these movements as previously discussed in relation to parking. The majority of the new or additional trips generated on the network will be as a result of the car parking provided on-site and will only reach the peak estimated levels during the peak season. At other times of the year, the level of traffic generated will be much less.

RESIDENTIAL HOTEL TRAFFIC GENERATION

Each of the 98 spaces provided on-site for the residential hotel rooms is conservatively expected to generate in the order of 3 vehicle movements per car space per day (294 daily trips), and 0.4 vehicle movements during the commuter peak periods (39 commuter peak hour trips).

STAFF TRIP GENERATION

Each of the 25 dedicated staff parking spaces provided on-site is conservatively estimated to generate traffic at a rate of two trips per day (50 daily trips), with 0.5 entry movements per space per hour in the morning commuter peak period and 0.5 exit movements per space per hour in the afternoon commuter peak period (13 commuter peak hour trips).

HOTEL TRIP GENERATION

74 on-site spaces are provided to the hotel component which will be used by staff and some patrons. It is conservatively estimated that these spaces will generate up to 6 vehicle movements per car space per day (approximately 444 daily trips), and 0.5 vehicle movements per space per hour during the commuter peak periods (37 commuter peak hour trips).

Table 7.1: Trip Generation Summary

Trip Type	AM Peak Hour (vph)	PM Peak Hour (vph)	Daily
Arriving Trips:	52	37	394
Departing Trips:	37	52	394
Total Trips:	**89**	**89**	**788**

7.2. Traffic Distribution

All traffic associated with the proposed car park will enter via Bass Avenue, either using the internal laneway, if associated with check in, or directly from Bass Avenue.

Exiting vehicles will most likely depart to the south via Bass Avenue although a small amount of traffic (~10%) may seek to depart towards the Esplanade.

7.3. Traffic Impacts

The proposed development is conservatively estimated to generate up to 89 vehicle movements per hour during commuter peak periods. This represents 1.5 vehicle movements every minute on average and up to 788 vehicles per day (vpd).

Bass Avenue and the surrounding road network is expected to readily cater for this relatively modest increase in traffic movements, noting that, Bass Avenue and Chapel Street, given their width and configuration are designed to at least be able to cater for between 2,000vpd and 3,000vpd.

Outside peak activity periods, the proposal will generate much lower levels of traffic in line with the visitor variation and daily activity profiles previously referred to.

On the basis of the above, the traffic impacts associated with the proposal are considered to be acceptable.

8. Conclusions

It is proposed to construct a mixed-use hotel development providing 163 hotel rooms, associated hotel amenities and a hotel with hospitality functions as well as retail facilities. An internal laneway will provide a pedestrian connection from Bass Avenue through to Thomson Avenue, provide activated retail frontage and will provide for guest drop-off facilities. An onsite car park providing 197 parking spaces will meet the needs of guests, staff and a level of patron and customer demand.

Based on the preceding assessment, the following conclusions have been reached:

— The proposed reduction in statutory car parking associated with the development is considered appropriate as:

- An Event Management Plan (EMP) will be prepared to address with the transport and parking consideration of the development during events which will occur a maximum of 10 days a year.
- The car parking demand assessment indicates that the on-site parking supply will meet the reasonable needs of guests, staff and some patrons of the proposal.
- A reduction to the statutory requirements associated with the customers/patrons of the retail and hotel components of the proposal is supported on the following grounds:
  - The site being located within the Cowes Activity Centre, with a centre-based approach to car parking being appropriate to apply,
  - A significant proportion of the customers and patrons would already be in the area and would be attending the development as part of a multi-purpose trip, thereby not generating additional demand for car parking,
  - Cowes experiences significant seasonal visitor variation such that the demand for parking generated by the proposal would also vary in line with this.
  - The variation in visitor demand will also vary significantly throughout the week, with low demands during the weekdays and peaking on the weekend, consistent with observations at similar developments.
  - There is ample spare public parking available in the centre to cater for any overflow patron demand that may occur, even during periods of peak activity. There are Council plans to make public parking easier to find through improved way finding.
  - Policy supports a reduced reliance on private motor vehicle travel. Staff and patrons will be encouraged to adopt alternative modes of transport through the preparation of a Green Travel Plan and generous provision of end of trip facilities.

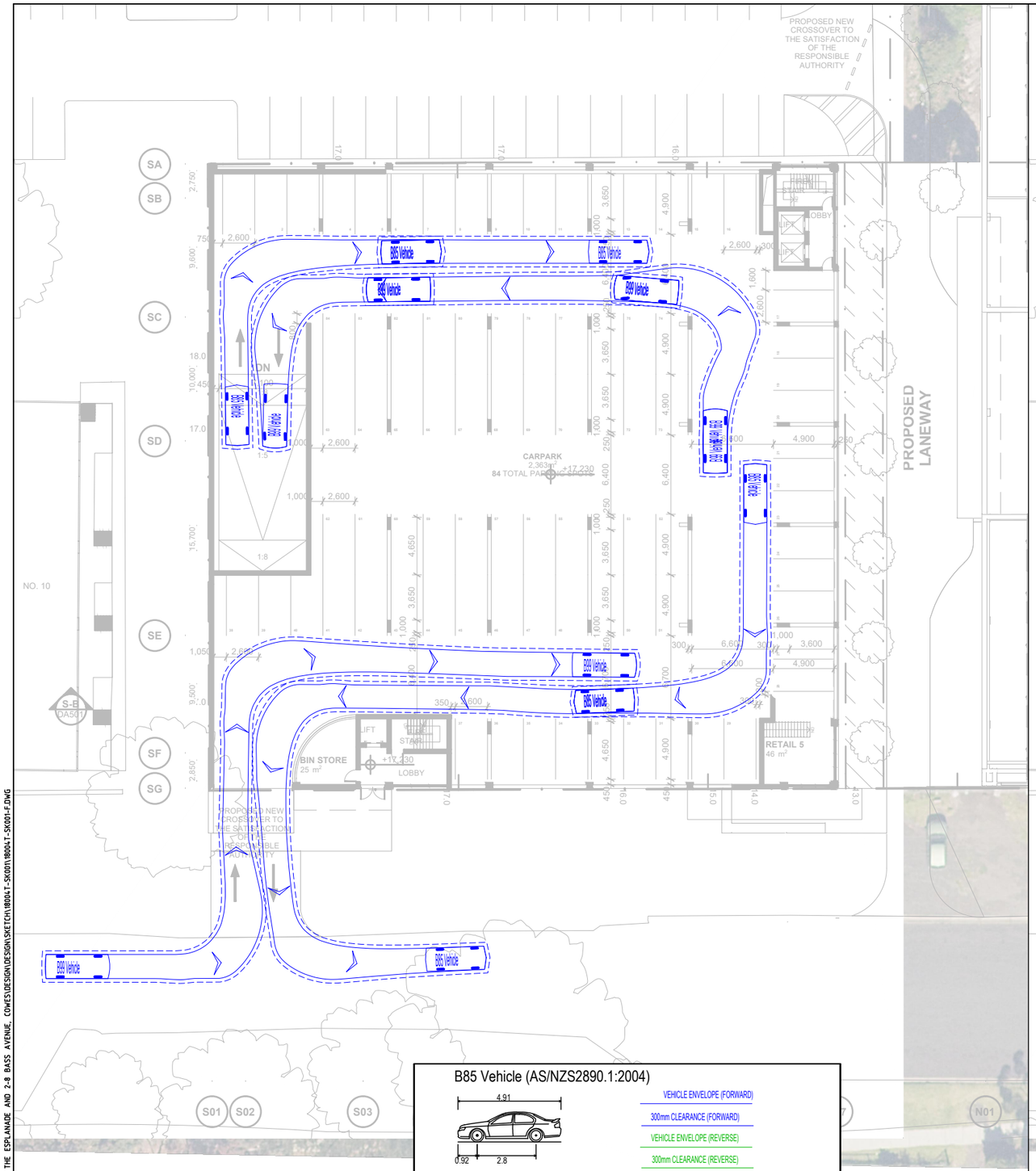
— The proposed car parking layout and access arrangements have been suitably designed and are in general accordance with the requirements of the Bass Coast Planning Scheme, AS 2890.6:2009 and/or the relevant sections of AS/NZS 2890.1:2004.

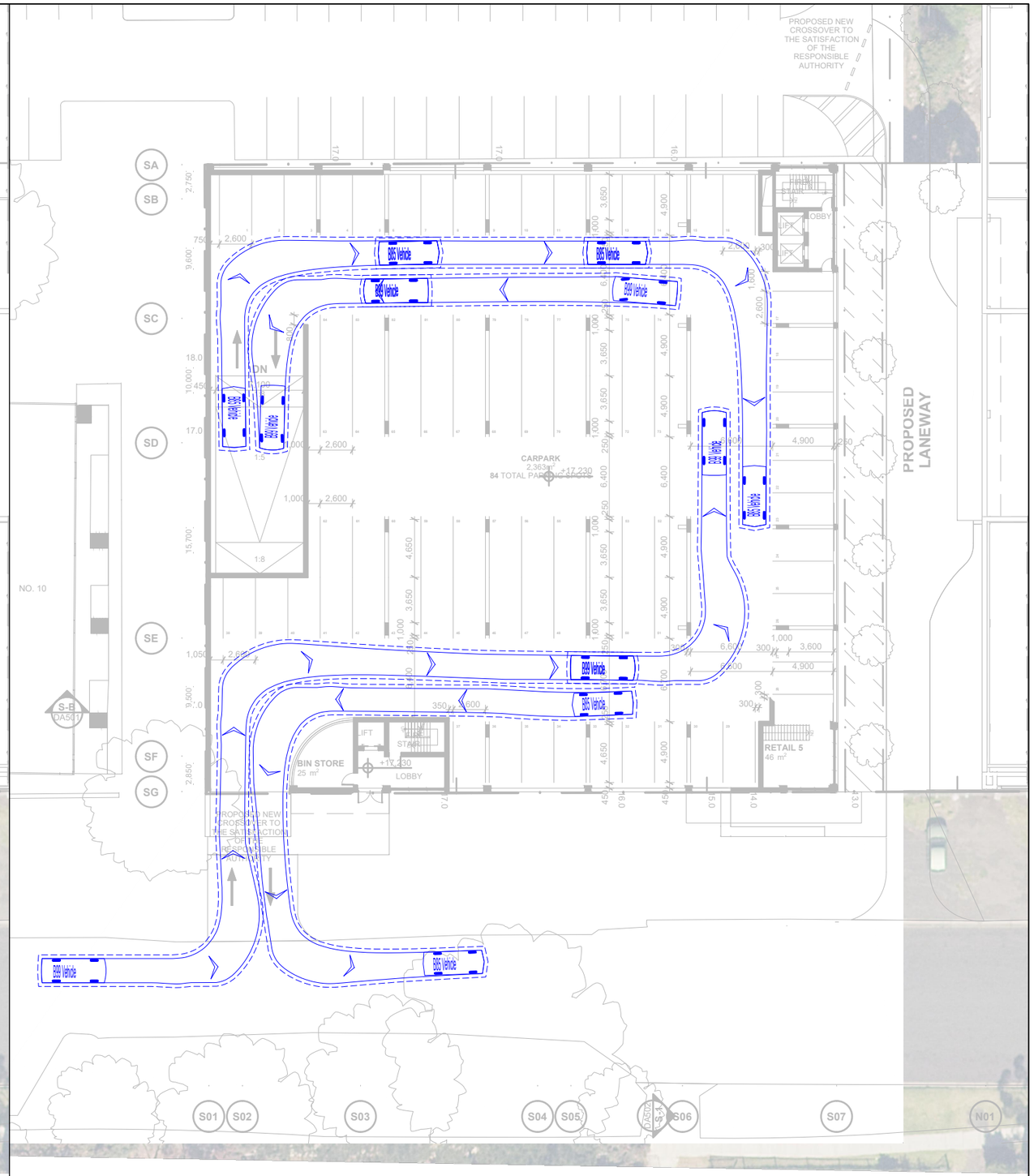
— The generous provision of bicycle parking and end of trip facilities exceeds the requirements to Clause 52.34-3 of the Bass Coast Planning Scheme and will encourage cycling as a primary travel mode for patrons, customers and staff of the development.

— Suitable provision has been made on-site for loading and waste collection requirements.

— The development is expected to generate up to 89 vehicle movements in each commuter peak hour. The increase in traffic volumes is expected to be readily catered for by the surrounding road network.

Appendix A Swept Path Assessment



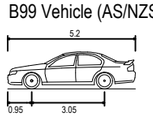


B85 Vehicle (AS/NZS2890.1:2004)

VEHICLE ENVELOPE (FORWARD)
300mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
300mm CLEARANCE (REVERSE)

Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	5.80m

B99 Vehicle (AS/NZS2890.1:2004)



VEHICLE ENVELOPE (FORWARD)
300mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
300mm CLEARANCE (REVERSE)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	2.200m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	6.30m

ratio:
RATIO CONSULTANTS PTY LTD
ABN 005 422 104
8 GWYNNE STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

Mixed-Use Development
9 The Esplanade, Cowes
Swept Path Assessment - Level 1 Plan

NOTE:
1) Base Plan Supplied By Alexander & CO. on 8.05.2023
2) Maximum Design Speed 10km/h

RATIO REFERENCE	SHEET No.	PREPARED BY	SCALE	DATE
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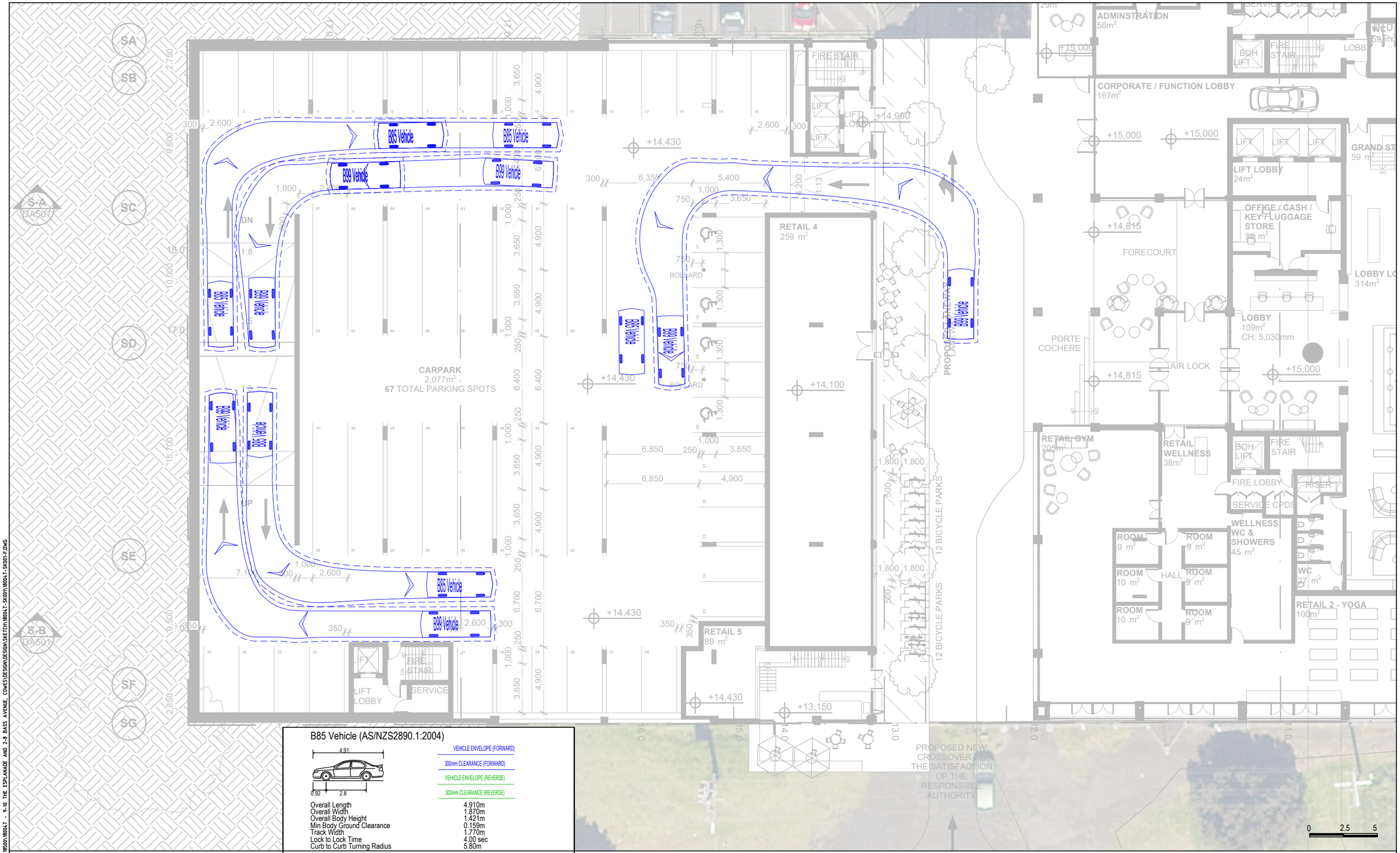
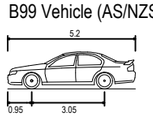


B85 Vehicle (AS/NZS2890.1:2004)

VEHICLE ENVELOPE (FORWARD)
300mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
300mm CLEARANCE (REVERSE)

Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	5.80m

B99 Vehicle (AS/NZS2890.1:2004)



VEHICLE ENVELOPE (FORWARD)
300mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
300mm CLEARANCE (REVERSE)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	2.200m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	6.30m

ratio:
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Mixed-Use Development
9 The Esplanade, Cowes
Swept Path Assessment - Laneway Plan

NOTE:
1) Base Plan Supplied By Alexander & CO. on 8.05.2023
2) Maximum Design Speed 10km/h

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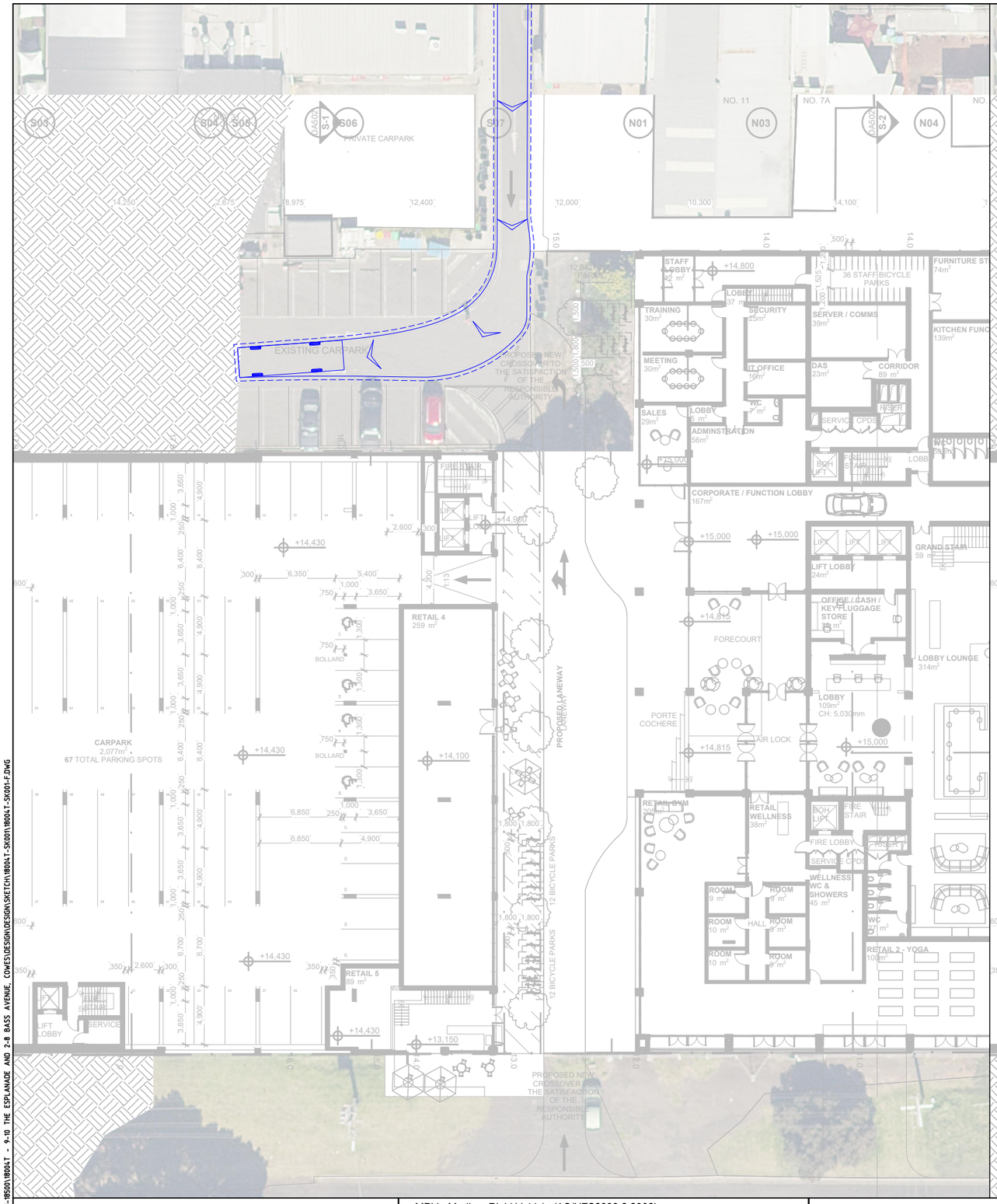

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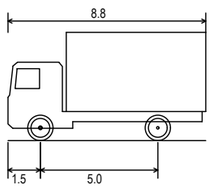
MRV - Medium Rigid Vehicle (AS/NZS2890.2:2002)



VEHICLE ENVELOPE (FORWARD)
500mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
500mm CLEARANCE (REVERSE)

Overall Length	8.800m
Overall Width	2.500m
Track Width	2.500m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	10.000m

Mixed-Use Development
9 The Esplanade, Cowes
Swept Path Assessment - Laneway Plan

NOTE:
1) Base Plan Supplied By Alexander & CO. on 8.05.2023
2) Maximum Design Speed 10km/h

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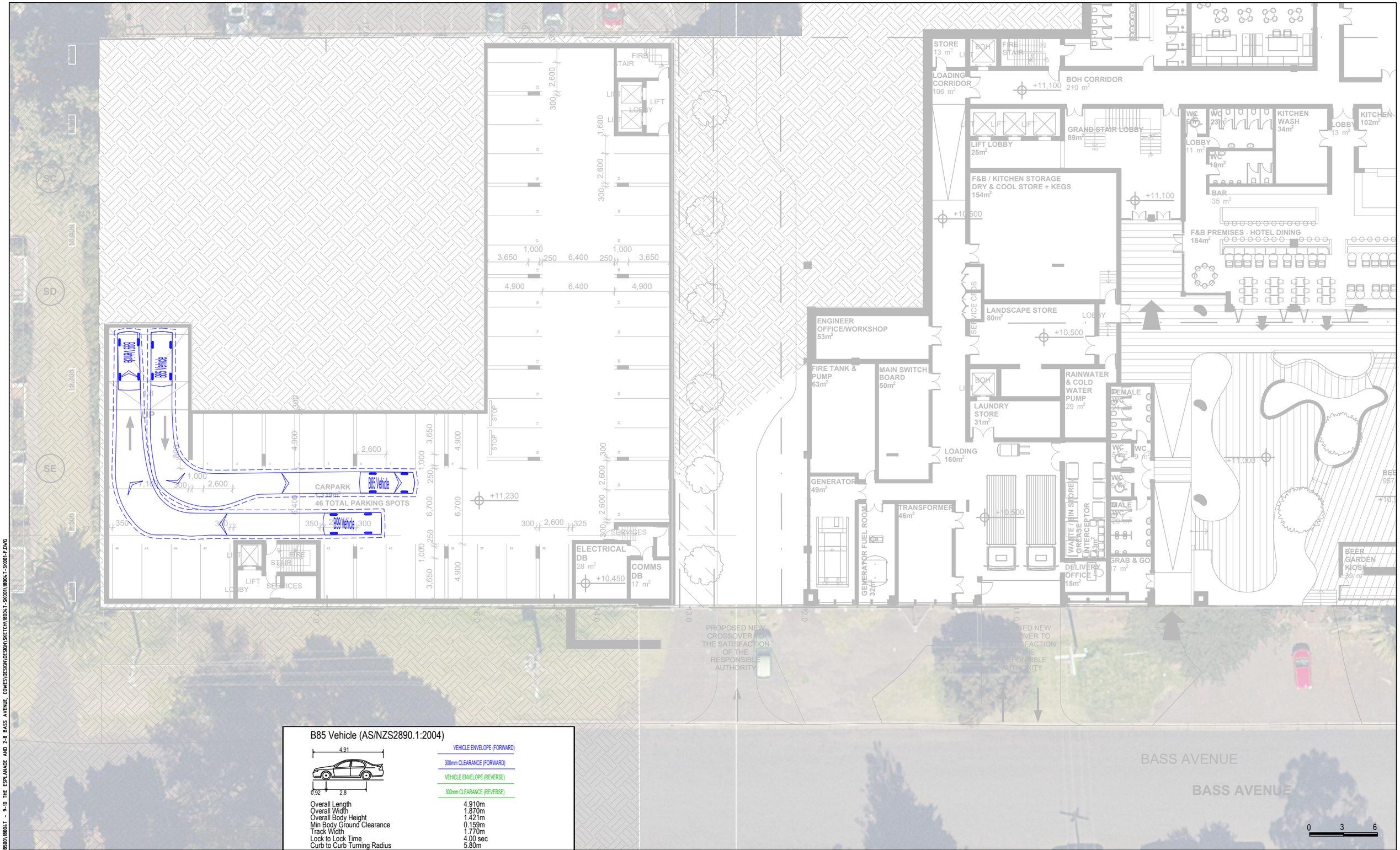
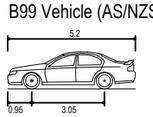


B85 Vehicle (AS/NZS2890.1:2004)

VEHICLE ENVELOPE (FORWARD)	
300mm CLEARANCE (FORWARD)	
VEHICLE ENVELOPE (REVERSE)	
300mm CLEARANCE (REVERSE)	
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	5.80m

B99 Vehicle (AS/NZS2890.1:2004)



VEHICLE ENVELOPE (FORWARD)	
300mm CLEARANCE (FORWARD)	
VEHICLE ENVELOPE (REVERSE)	
300mm CLEARANCE (REVERSE)	
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	2.200m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	6.30m

ratio:
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FACSIMILE (03)9429 3011

Mixed-Use Development
9 The Esplanade, Cowes
Swept Path Assessment - Esplanade Plan

NOTE:
1) Base Plan Supplied By Alexander & CO. on 8.05.2023
2) Maximum Design Speed 10km/h

RATIO REFERENCE	SHEET No.	PREPARED BY	SCALE	DATE
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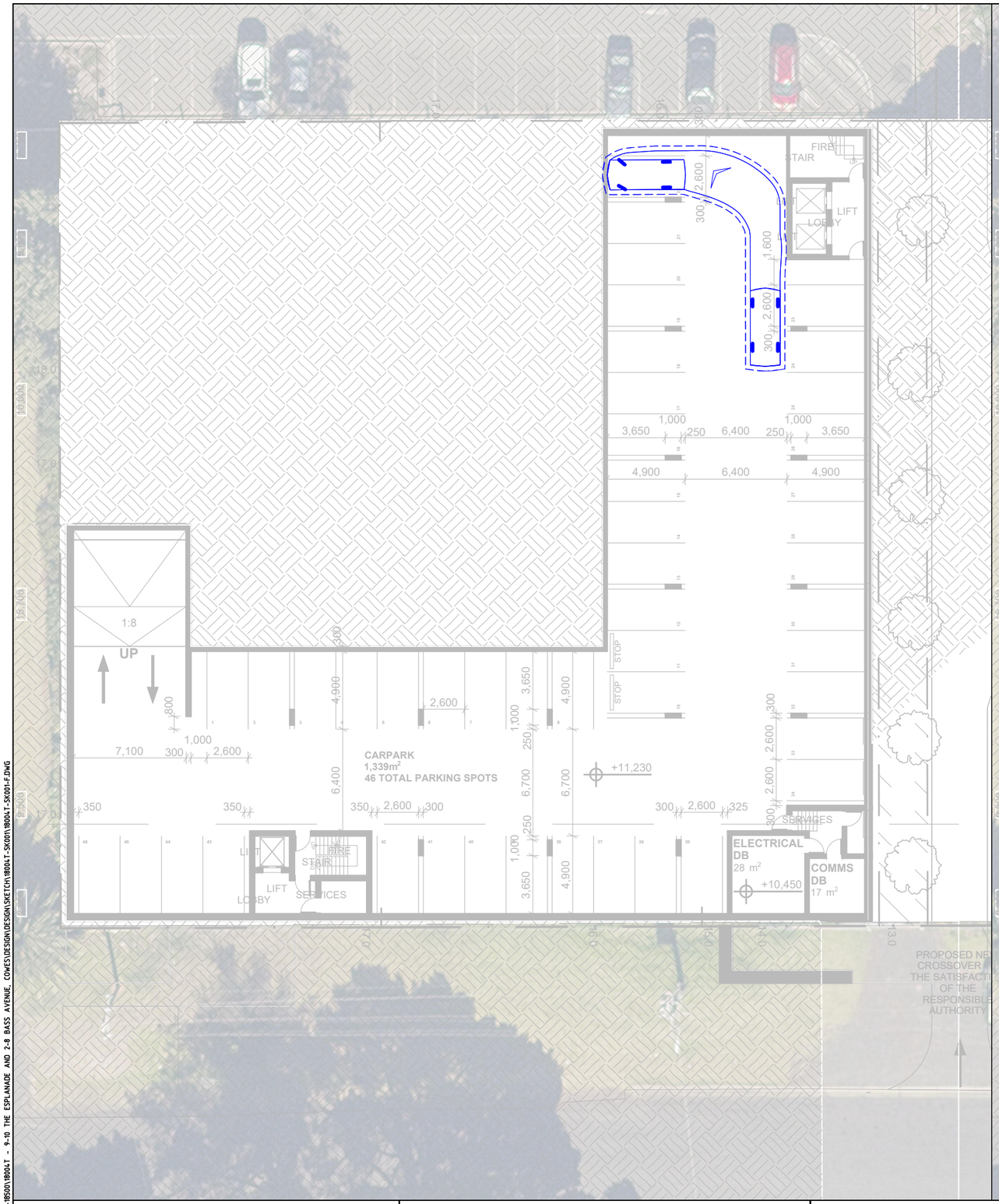

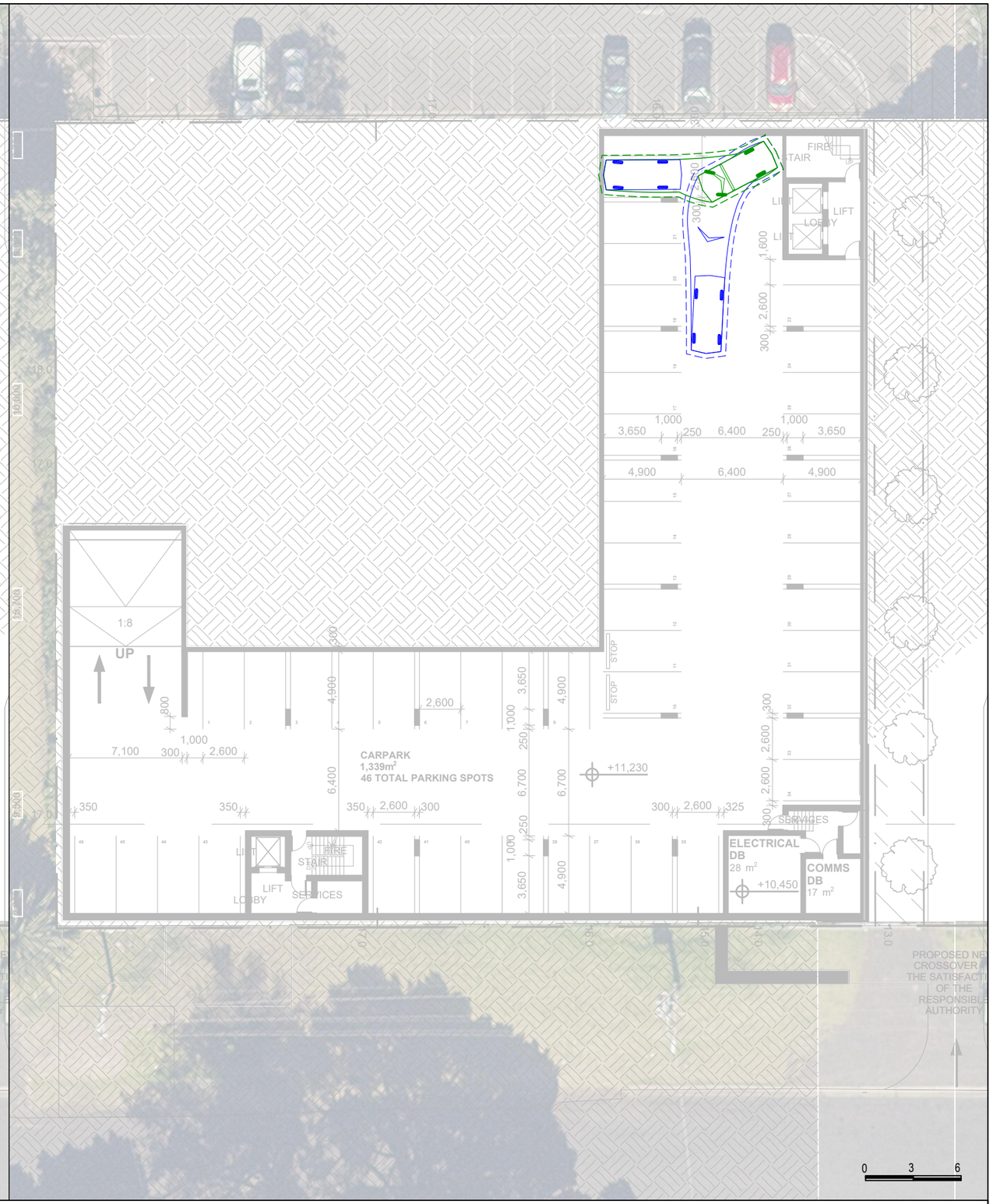

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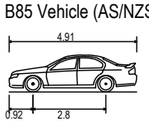
FACSIMILE (03)9429 3011

B85 Vehicle (AS/NZS2890.1:2004)



VEHICLE ENVELOPE (FORWARD)
300mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
300mm CLEARANCE (REVERSE)

Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	5.80m

Mixed-Use Development
9 The Esplanade, Cowes
Swept Path Assessment - Esplanade Plan

NOTE:
1) Base Plan Supplied By Alexander & CO. on 8.05.2023
2) Maximum Design Speed 10km/h

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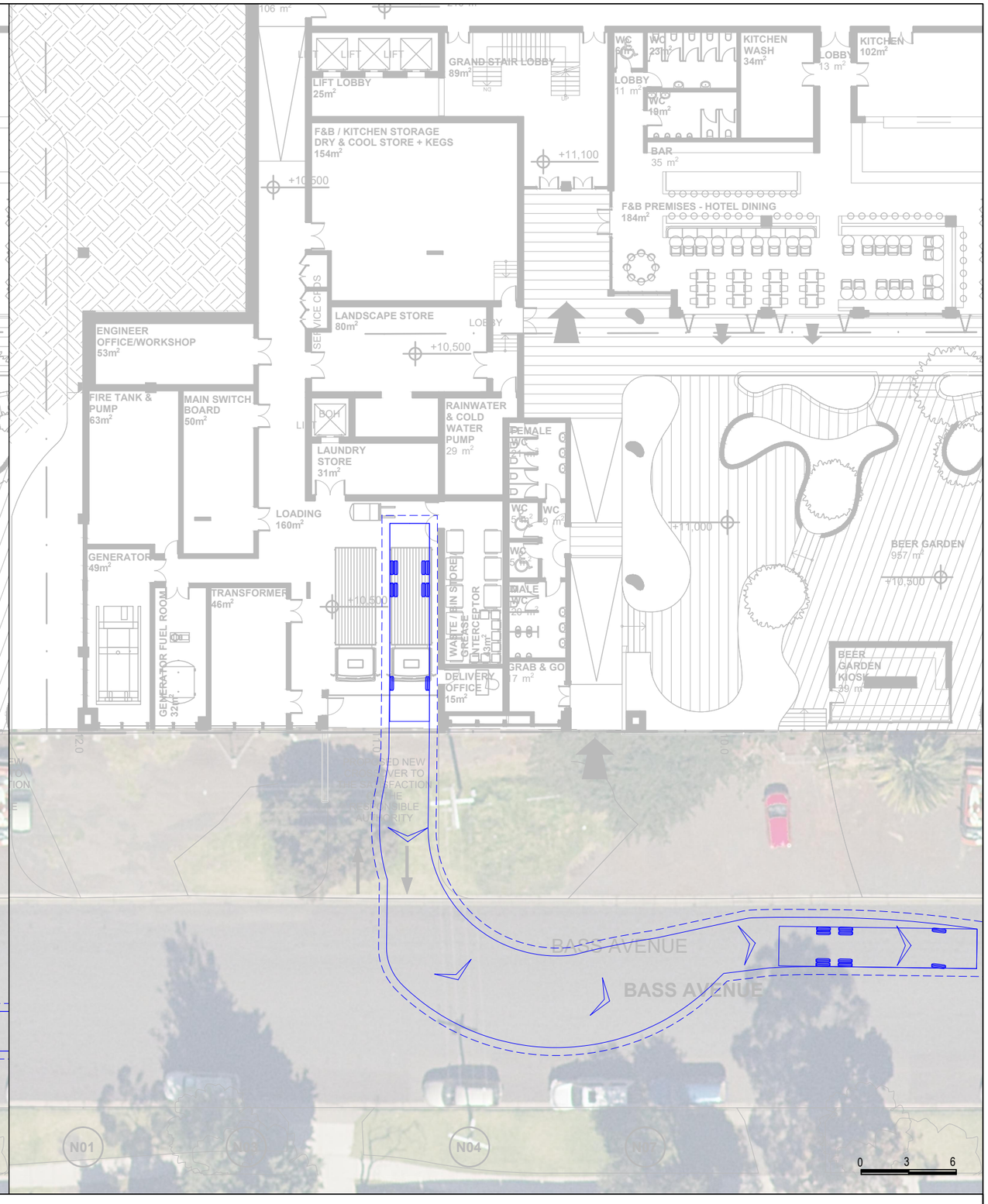

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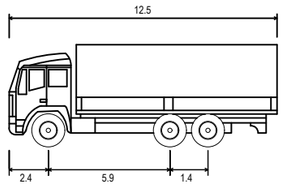
FACSIMILE (03)9429 3011

HRV - Heavy Rigid Vehicle (AS/NZS2890.2:2002)



VEHICLE ENVELOPE (FORWARD)
500mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
500mm CLEARANCE (REVERSE)

Overall Length	12.500m
Overall Width	2.500m
Track Width	2.500m
Lock to Lock Time	6.00 sec
Curb to Curb Turning Radius	12.500m

Mixed-Use Development
9 The Esplanade, Cowes
Swept Path Assessment - Esplanade Plan

NOTE:
1) Base Plan Supplied By Alexander & CO. on 8.05.2023
2) Maximum Design Speed 10km/h

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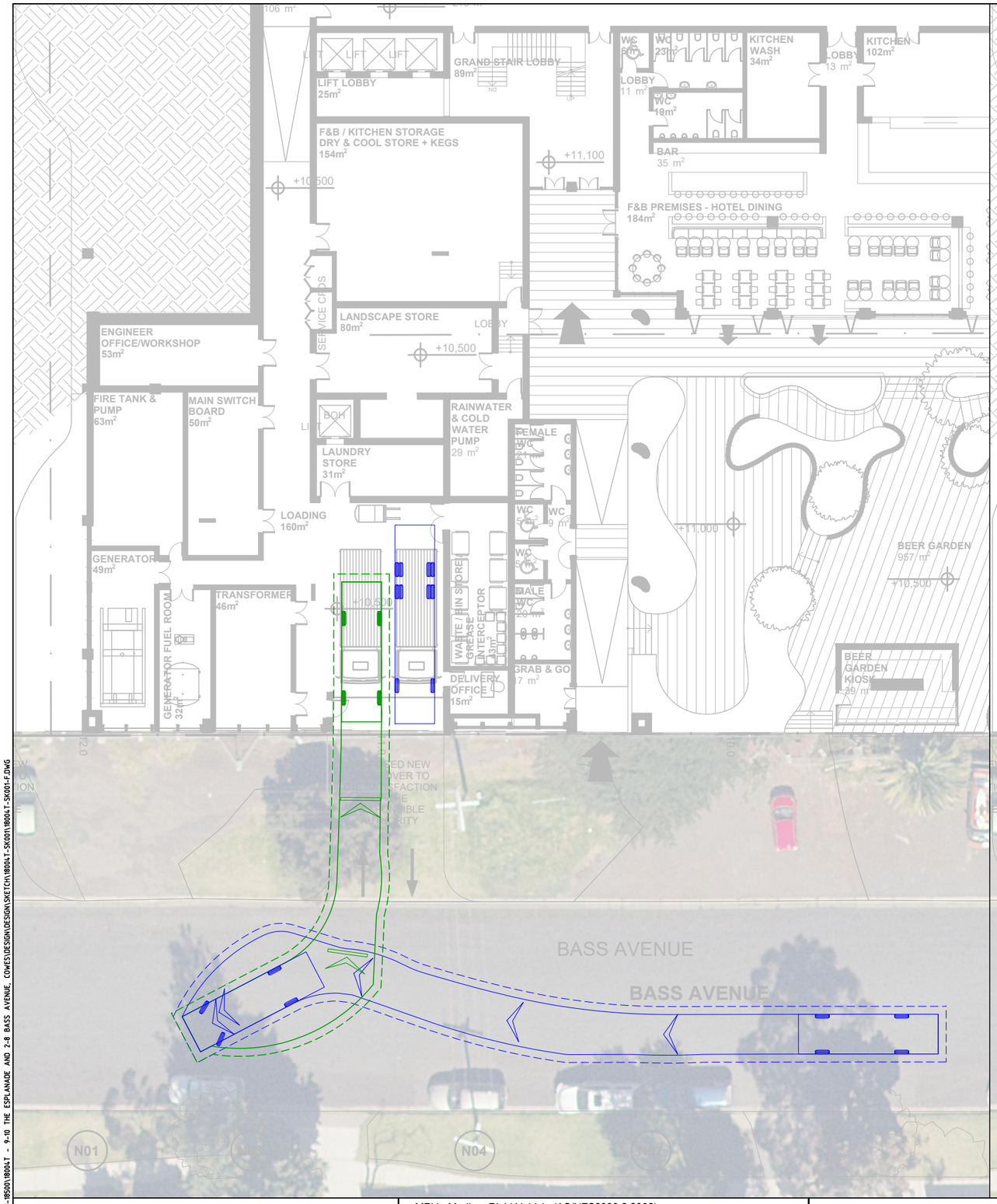

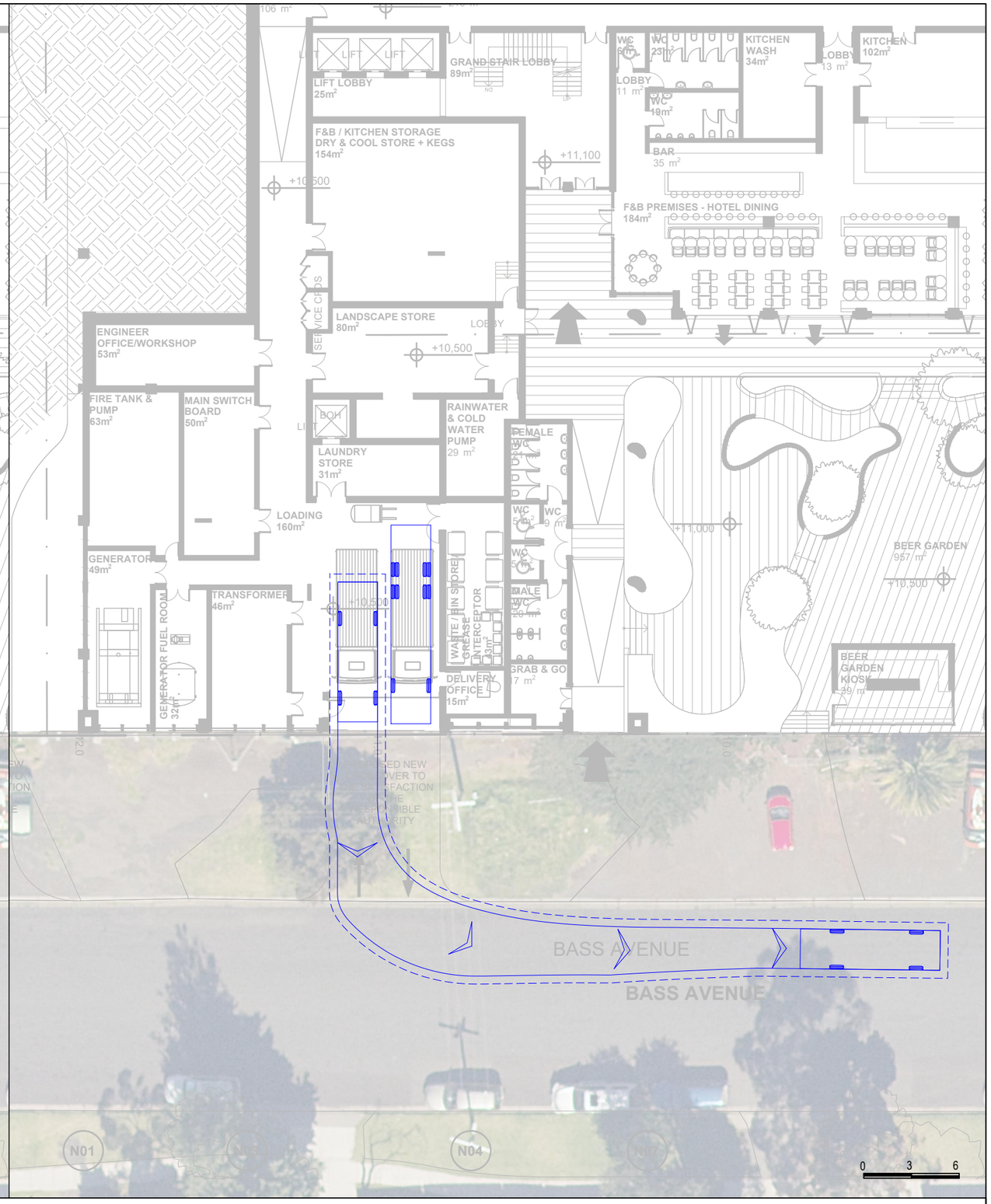

ratio:
RATIO CONSULTANTS PTY LTD
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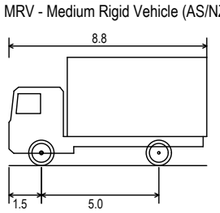
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

MRV - Medium Rigid Vehicle (AS/NZS2890.2:2002)



VEHICLE ENVELOPE (FORWARD)
500mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
500mm CLEARANCE (REVERSE)

Overall Length	8.800m
Overall Width	2.500m
Track Width	2.500m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	10.000m

Mixed-Use Development
9 The Esplanade, Cowes
Swept Path Assessment - Esplanade Plan

NOTE:
1) Base Plan Supplied By Alexander & CO. on 8.05.2023
2) Maximum Design Speed 10km/h

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Appendix B Bicycle Specifications

Ned Kelly™



Zinc finish



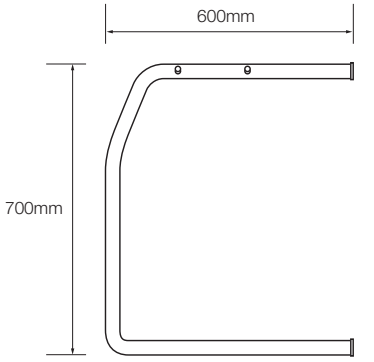
Black powder coat finish

Features

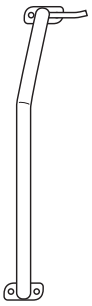


- Each rail provides storage for a single bike
- Suits bikes with full length mud guards
- Available in Zinc finish or Black powder coat over mild steel
- Provides the ability to lock the main frame and one wheel
- Support prongs with protective coating prevent damage to rim
- Can be used with custom framing – no wall needed

Dimensions



SIDE



FRONT

Specifications

Material options

- Zinc finish
- Black powder coat over mild steel
- Stainless steel - *Pre-order only*

Fixing options

- Bolt on to wall
- Fixed to support framing

Recommended fasteners – wall

- Dynabolts (M8 x 40mm)
- Shear Nut security fasteners

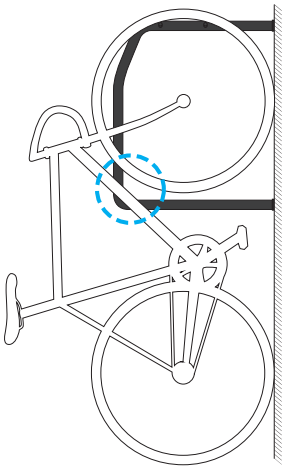
Recommended fasteners – framing

- Bolt and nut (M10 x 60mm)
- Tek screws

Dimensions

125mm [w] x 700mm [h] x 600mm [d]

Locking Points



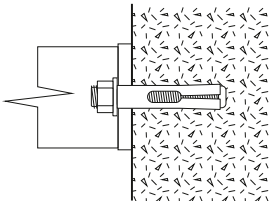
V4.1 - 1/05/2017 | Specification may be subject to change without notice. ©Bicycle Network

BICYCLE NETWORK BIKE PARKING

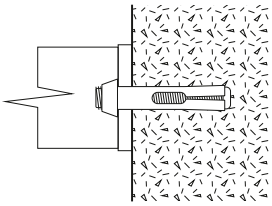
DESIGN. SUPPLY. INSTALL.
Bicycle Network ABN 41 026 835 903
p. 1300 727 563 e. parking@bicyclenetwork.com.au bikeparking.com.au
VIC Level 4, 246 Bourke Street, Melbourne VIC 3000 NSW 234 Crown Street, Darlinghurst NSW 2010
TAS 210 Collins Street, Hobart TAS 7000 NT Suite 5, 18-20 Cavenagh Street, Darwin 0800

Fixing options

Fix to a wall using 4x fasteners or Shear Nuts

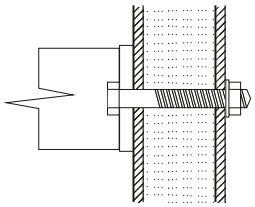


Shown with M8 x 40mm fastener

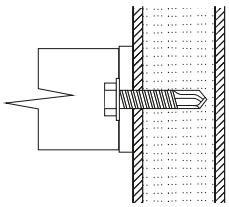


Shown with M8 x 40mm Shear Nuts

Fix to a frame using 4x bolts or Tek Screws

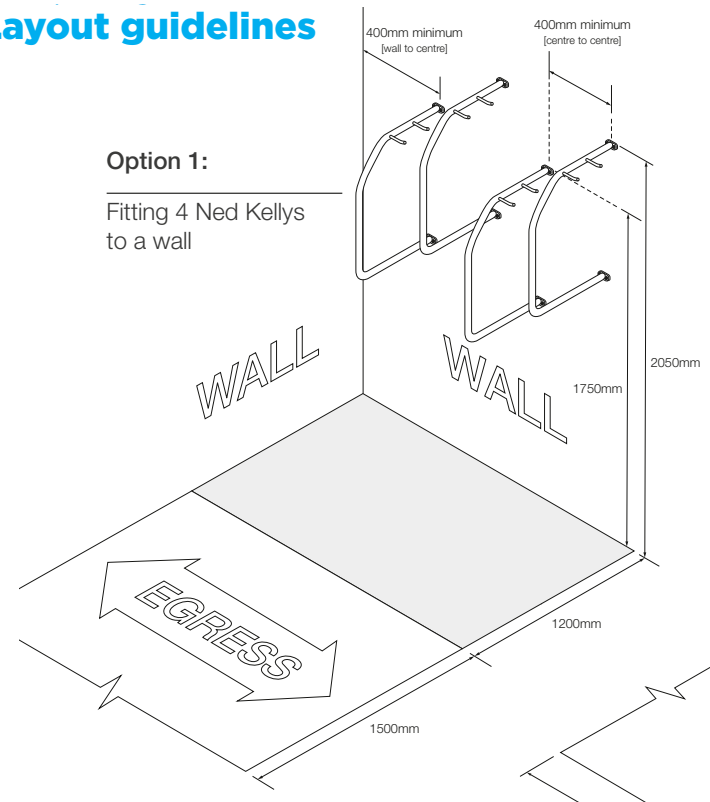


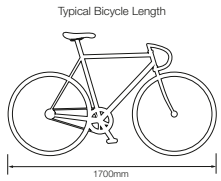
Shown with M10 x 60mm Bolt, Washer & Nut

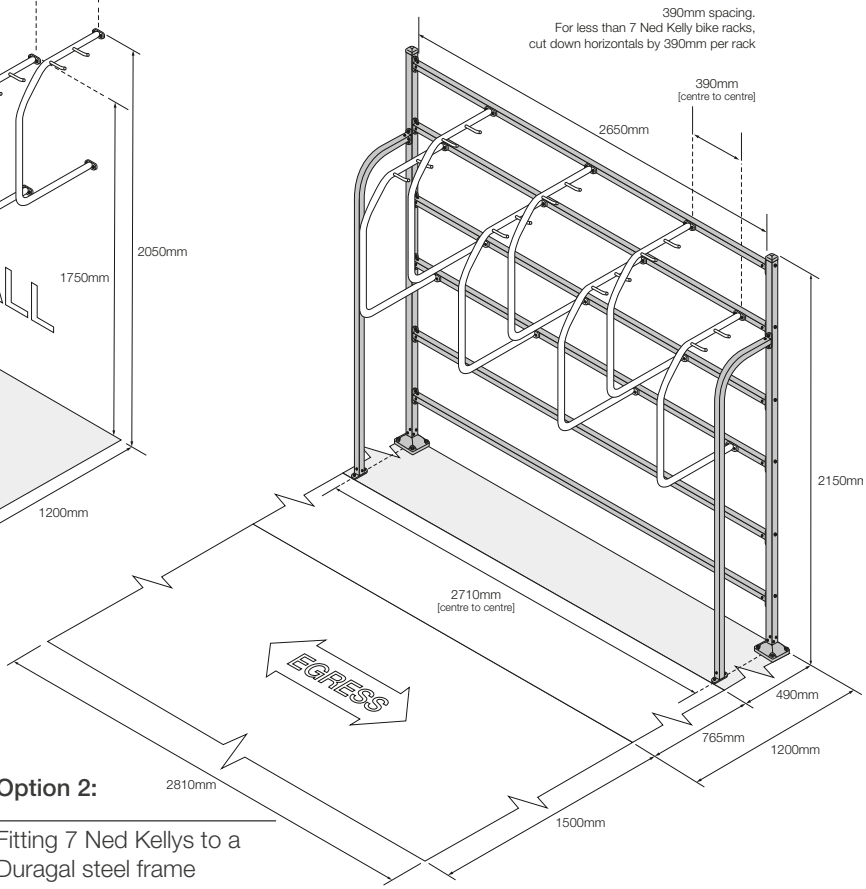


Shown with Tek Screw

Layout guidelines







V4.1 - 1/05/2017 | Specification may be subject to change without notice. ©Bicycle Network

BICYCLE NETWORK BIKE PARKING

DESIGN. SUPPLY. INSTALL.
Bicycle Network ABN 41 026 835 903
p. 1300 727 563 e. parking@bicyclenetwork.com.au bikeparking.com.au
VIC Level 4, 246 Bourke Street, Melbourne VIC 3000 NSW 234 Crown Street, Darlinghurst NSW 2010
TAS 210 Collins Street, Hobart TAS 7000 NT Suite 5, 18-20 Cavenagh Street, Darwin 0800

Arc de Triomphe™





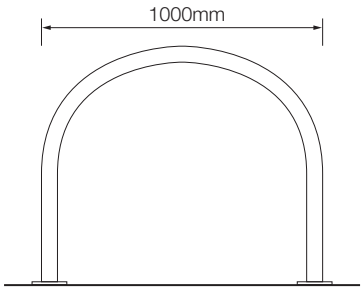
Galvanised finish / Stainless Steel finish

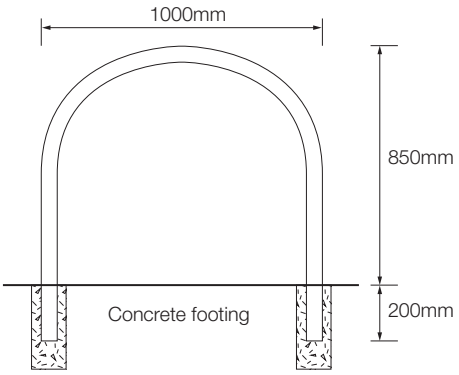
Features



- Each rail supports two adult bikes in an upright position
- Can be either bolted to a concrete slab or concreted in situ
- Available in stainless steel or galvanised steel
- Provides the ability to lock both wheels and frame
- Suitable for foyers and entry areas

Dimensions





Specifications

Material options

- Galvanised (Duragal)
- 316 Marine grade stainless steel

Fixing options

- Welded flange - Bolt on
- In situ

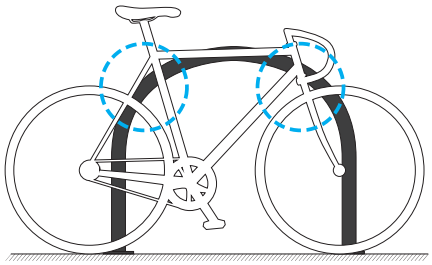
Recommended fasteners

- Galvanised Dynabolts (M10 x 65mm)
- Stainless Dynabolts (M10 x 65mm)
- Shear Nut security fasteners

Dimensions

1000mm [w] x 850mm [h]

Locking Points



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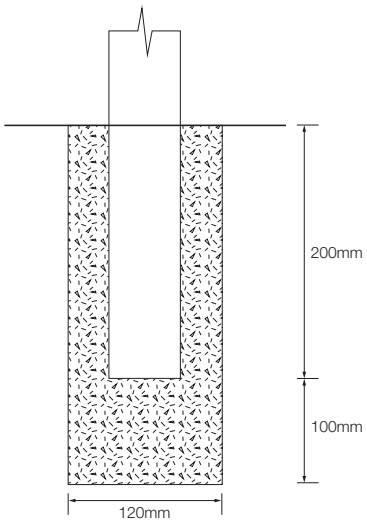
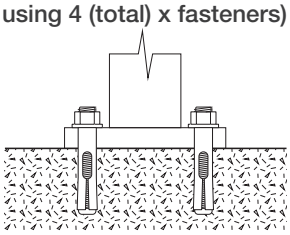
Fixing options

In situ (Concrete footing)

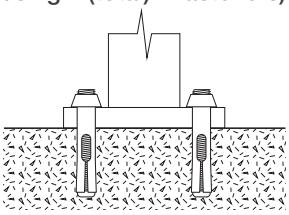


Welded flange (Bolt on) using 4 (total) x fasteners)



Shown with M10 x 65mm fastener

Welded flange (Security heads) using 4 (total) x fasteners)

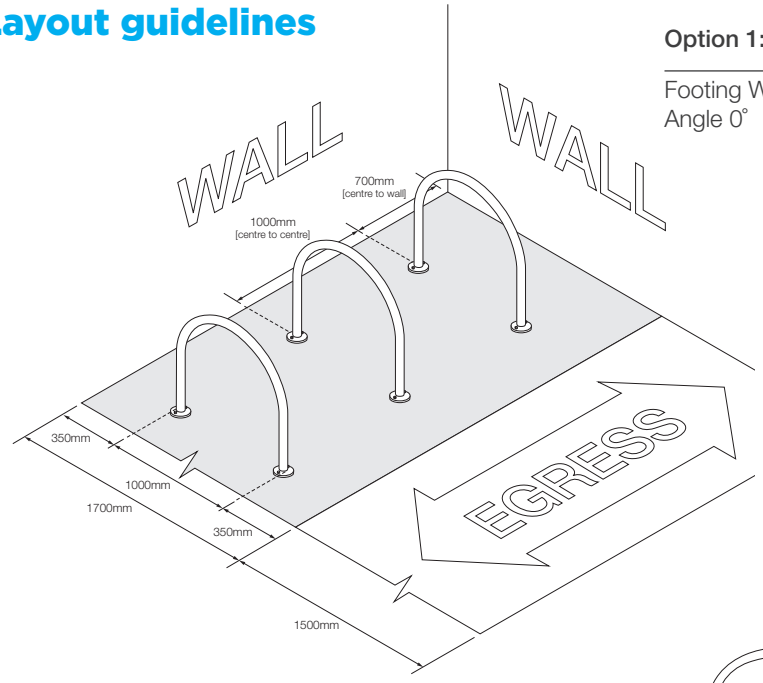


Shown with M10 x 65mm Shear Nuts

Layout guidelines

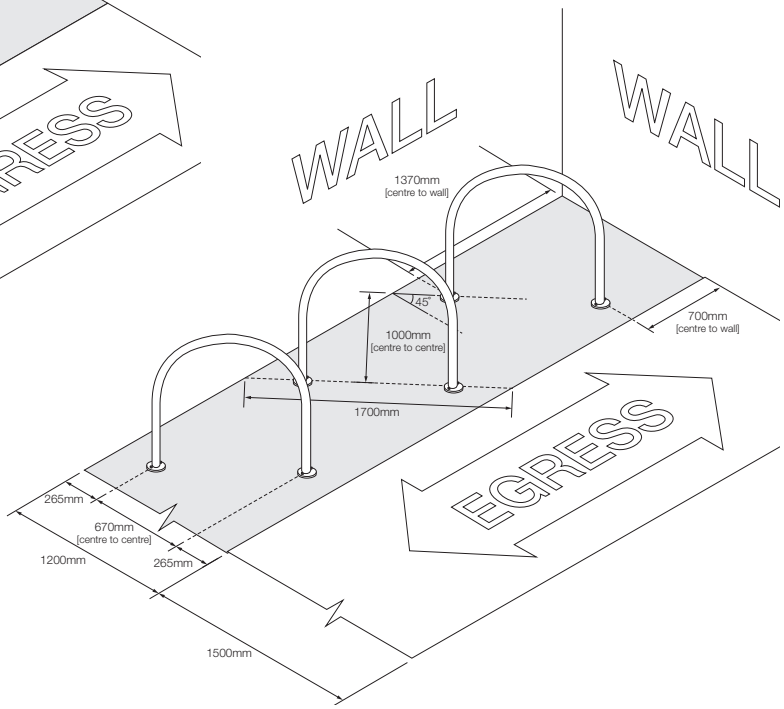
Option 1:

Footing Width 1700mm
Angle 0˚

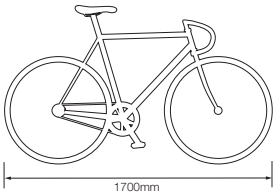


Option 2:

Footing Width 1200mm
Angle 45˚



Typical Bicycle Length



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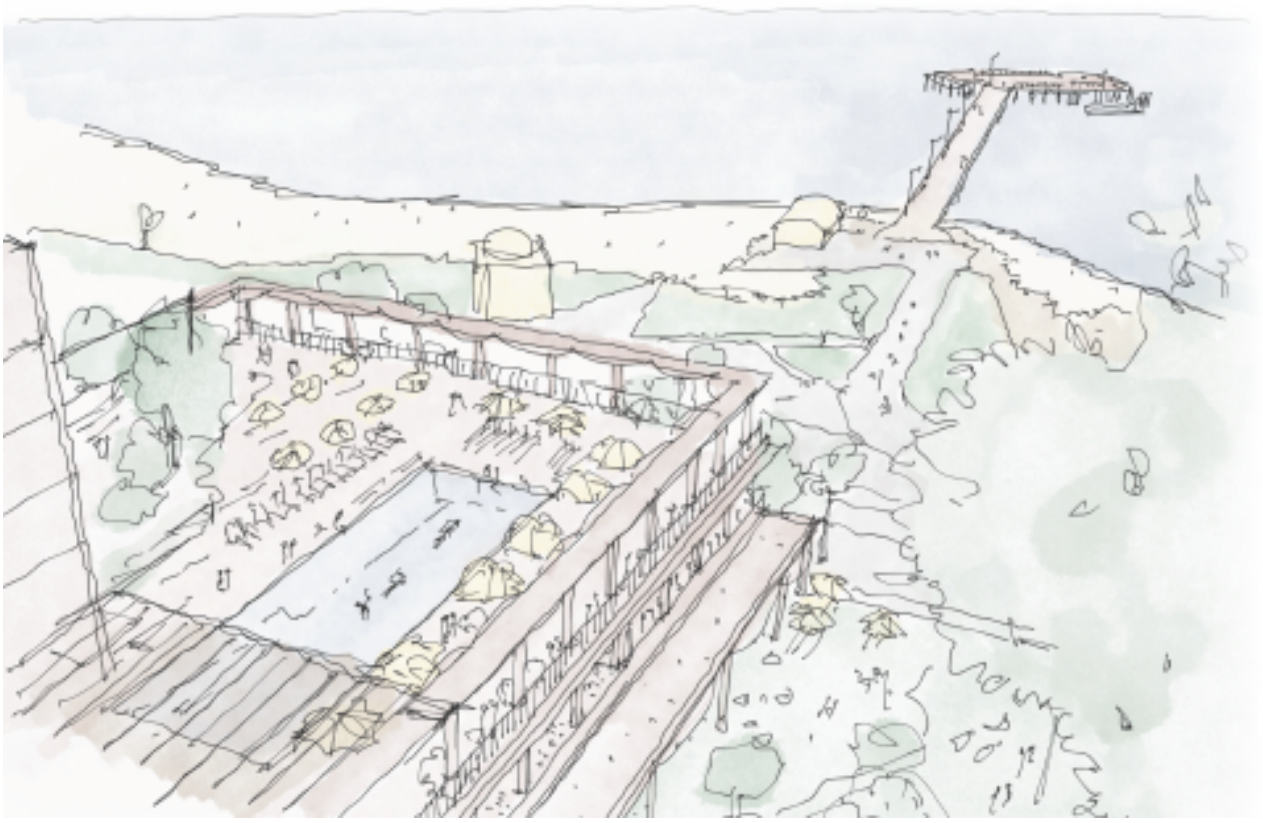

North over the Sun Deck towards the Pier, Moda Design Group

The Isle of Wight Hotel

SUSTAINABLE MANAGEMENT PLAN

V01

MAY 2023

atelier ten

Environmental Design & Strategic Sustainability Consultants
atelierten.com

PROJECT INFORMATION

JOB TITLE:	THE ISLE OF WIGHT HOTEL, PHILLIP ISLAND
JOB NUMBER:	1850
DOCUMENT TITLE:	THE ISLE OF WIGHT HOTEL - SMP
VERSION:	01

PREPARED

PREPARED BY:	RAJESH BALACHANDER, SENIOR ENVIRONMENTAL DESIGNER
SIGNED:	RB
DATE:	30.05.2023

APPROVED

APPROVED BY:	DAVID RITTER, DIRECTOR
SIGNED:	DR
DATE:	30.05.2023

REVISIONS

NO	DATE	CHECKED	APPROVED
00	09.12.2022	RB	DR
01	30.05.2022	RB	DR

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1.0 Executive Summary

1.1 Project Overview

The Isle of Wight Hotel is a new 6-storey hotel development in Phillip Island located along the Esplanade overlooking the Cowes pier. The site holds historic importance with the iconic Isle of Wight hotel first built in 1827. The current development has 159 guest rooms and includes a wide range of amenities like function rooms, pool terrace & bar, wellness spa, bistros, signature restaurant and a sprawling lawn which can house 500 pax of seating capacity overlooking the pier.

1.2 Project Sustainability Brief

The Isle of Wight Hotel embraces environmental design and wellbeing as fundamental to the architectural design rather than as an add-on feature. The project seeks to weave passive and active sustainability measures into the building to achieve high performing comfortable spaces.

This project has made careful consideration to integrate various environmental strategies highlighted within Bass Coast Planning Scheme and aligns with the priorities set forth in their climate change action plan 2020-2030 (1), some of these include:

- Biodiversity and native landscaping in communal and private areas
- Rainwater recycling and water-efficient landscaping to reduce potable water demand
- High efficiency water fixtures and appliances
- Prioritizing Indoor Environmental Quality in conditioned spaces
- Thermal comfort in naturally ventilated spaces
- Electricity as a major energy source and moving away from use of Gas.
- Dedicated parking lots for Electric Vehicles
- Use of onsite renewable energy to partly offset grid electricity consumption
- High efficiency LED lighting
- Layout and floor plans that maximise natural daylight and views for hotel guest rooms
- Comprehensive and convenient waste management infrastructure for green waste and recycling

1.3 Report Overview

The following report highlights the sustainability targets set forth during the design development of the hotel and summarizes the ESD initiatives undertaken. This document will serve as the sustainability management plan (SMP) for the project and would be part of the planning stage submission.

Bass Coast Shire Council has identified potential climate change hazards that would have major impacts like extreme storm events, rise of sea levels (1) within its climate change action plan 2020-2030 and about 23% of the council's total carbon emissions come from commercial & industrial processes (2). The design development of the hotel has taken careful considerations to align with the envisioned sustainability targets set forth by the council.

2.0 Building Management

2.1

Target	Implemented by / Tool Reference
Early ESD Integration – Undertake a preliminary façade assessment in accordance with NCC requirements.	ESD Professional / BESS Management 2.3
Minimize carbon emissions through the design and operational phases of the hotel.	Services Engineer / ESD Professional
Metering – To provide building users with information that allows monitoring of energy and water consumption	Services Engineer / BESS Management 1.1
Benchmarking operational performance and setting yearly improvement targets.	Builder
Commit to the sustainability outreach and facilitate smooth operations with the set ESD vision.	Hotel Developer /ESD Professional

2.2 Building Management Design Responses

2.2.1 The design development will include preliminary Section J façade assessment for the entire development to arrive at recommendations on thermal performance to achieve compliance with NCC requirements. The preliminary calculations and recommendations have been included as a part of Appendix A, Façade Calculator.

2.2.2 The project envisions to have electricity as the only source of energy moving away from gas based systems except in the kitchen area of the F&B spaces.

2.2.3 The building design team would take a collaborative approach over the design development phase by setting key priorities on climate resilience through learnings from the first nations people [(1)] and further consulting with local authorities from the Phillip Island.

2.2.4 The design integrates dedicated metering for the key functional spaces within. The hotel, retail, restaurant and function halls will have separate metering for their energy and water utilization. This would help in benchmarking their performance yearly and to set quantifiable targets to improve.

3.0 Water Efficiency & Stormwater Plan

3.1

Target	Implemented by / Tool Reference
Achieve reduction in potable water consumption through efficient water fixtures.	Architect / BESS Water 1.1 & 3.1
Reduction in mains water supply through rainwater collection and storage.	Services Engineer / BESS Water 1.1
Reduce stormwater flow and meet the specified pollutants targets.	Services Engineer / BESS Stormwater 1.1

3.2 Water Efficiency & Stormwater Management Design Response

3.2.1 A rainwater harvesting system will be provided to use for toilet flushing or landscape irrigation. The water will be treated and filtered appropriately for the proposed use.

3.2.2 The project will target water efficiency through specification of water outlets and sanitary fittings that achieve a minimum rating (subject to detailed cost review) as follows:

Fixture / Equipment Type:	Minimum WELS Rating:
Bathroom Taps	5 Star
Toilet	4 Star
Showers	4 Star (≥ 6.0 but ≤ 7.5)
Kitchen Taps	5 Star
Dishwashers	4 Star
Urinals	6 Star

3.2.3 Installation of rainwater tank to collect water across the non-trafficable water roof to be connected to end uses like toilet flushing and/or landscape irrigation. The project team have carried out detailed MUSIC modelling to showcase compliance to WUSD using detention tanks and treatment systems.

3.2.4 Reduction in average annual stormwater discharge and pollutants through rainwater collection of roof and stormwater treatment using filtration systems. This has been demonstrated by the MUSIC modelling carried out by the services team.

4.0 Energy Efficiency

4.1

Target	Implemented by / Tool Reference
Energy Use – Better than business as usual	Services Engineer & ESD Consultant / BESS Energy 1.1, 2.1, 2.2, 2.3, 3.1, 3.2 and 3.7
Energy Source – Design for all electric systems On-site Renewables	Services Engineer / BESS Energy 2.6 and 4.2

4.2 Energy Efficiency Design Responses

4.2.1 The project will achieve 10% improvement in energy efficiency against the NCC benchmark. This will be demonstrated through JV3 energy modelling or Deemed-to-satisfy building fabric improvements and services specifications as listed below.

- Efficient heating, cooling and water heating systems not less than 85% of the CoP & EER of the most efficient equivalent capacity unit available.
- High performing fabric where appropriate (within the constraints of adaptive re-use of the retained heritage façade and structure).
- Carpark ventilation with carbon monoxide monitoring integrated in a mechanical system.
- Internal lighting maximum illumination power density (W/m^2) of at least 90% of the area in line with Table J6.2b(Other Classes) of NCC 2019 Vol 1

See Appendix D **Error! Reference source not found.**

5.0 Indoor Environmental Quality

5.1

Target	Implemented by
Minimum of 33% of regular use floor area complies with daylight requirement	Architect & ESD / BESS IEQ1.4
Provision of Fresh Air and Passive Cooling Opportunities	Services Engineer / BESS IEQ 2.3, BESS IEQ 3.5
Thermal Comfort – Effective Shading for North, East and West Façade Glazing	Architect / BESS IEQ 3.4

5.2 Indoor Environmental Quality Design Response

5.2.1 Greenstar Daylight Hand calculation method was used to demonstrate 42% compliance for the regularly occupied spaces.

See Appendix B **Error! Reference source not found.**

5.2.2 Carpet, engineered wood, paints, sealants and adhesives to meet the maximum total indoor pollutant emission limits based on one of the following standards as appropriate: GECA, Global GreenTag, GreenRate, Carpet Institute Australia Environmental Classification Scheme Level 2, Green Star or WELL standards for TVOC.

5.2.3 CO2 concentrations of max 650ppm will be monitored and maintained through the ventilation systems. All guestrooms within the hotel and hostel will have permanently installed ceiling fans with speed controller.

5.2.4 Design for adaptive comfort has been considered for naturally ventilated spaces right from the massing stages of design development. This included preliminary studies on solar irradiation, self-shading, choice of surface materials combined with assisted ventilation to achieve comfortable spaces through the year. Minimum 50% of the glazing in regularly used areas are shaded except in the south orientation.

6.0 Transport

6.1

Target	Implemented by
Design and location prioritise walking, cycling and public transport options	Transport Consultant / BESS Transport 2.3
Showers and changing facilities for building occupants	Architect / BESS Transport 1.4, 1.5 and 1.6

6.2 Transport Design Response

6.2.1 Sustainable Transport Plan

- Prioritise the alternatives to private fossil fuel powered vehicles.
- Design and location that encourages walking.

6.2.2 Cyclist facilities for regular occupants and visitors and changing facilities with showers and locker storage.

- Minimum 10 bicycle spaces for occupants and minimum 2 bicycle spaces for visitors.
- Minimum 1 shower and 10 lockers in end-of-trip (EOT) facilities

7.0 Waste Management & Urban Ecology

7.1

Target	Implemented by
Separation and collection of waste in separate streams prioritizing recycling so it is at least as convenient as landfill	Facilities Manager / BESS Waste 2.1 and 2.2
Vegetation as a significant part of site area.	Landscape Architect / BESS Urban Ecology 2.1

7.2 Design Response

7.2.1 Space for waste storage containers to enable waste separation for:

- Landfill
- Recycling (paper, glass and plastic)
- Food or garden organic waste (FOGO)

7.2.2 Landscape/Softscape Extent – Minimum 10% of site area is landscape vegetation.

8.0 References

(1) – Bass Coast Climate Change Action Plan 2020 -2030.

(2) – Bass Coast Climate Change Action Plan: Fact Sheet 4 – Commercial and Industrial Processes

(3) – Bass Coast Shire Council Natural Environment Strategy 2016 to 2026

(4) –Indigenous Plants of Bass Coast Shire

(5) – Bass Coast Sustainable Subdivision Framework

Appendices

Appendix A BESS Scorecard
Appendix B Daylight Access Report
Appendix C Section J Report

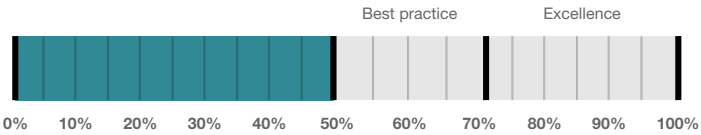
BESS Report

Built Environment Sustainability Scorecard

This BESS report outlines the sustainable design commitments of the proposed development at 9 The Esplanade Cowes Victoria 3922. The BESS report and accompanying documents and evidence are submitted in response to the requirement for a Sustainable Design Assessment or Sustainability Management Plan at Frankston City Council.

Note that where a Sustainability Management Plan is required, the BESS report must be accompanied by a report that further demonstrates the development's potential to achieve the relevant environmental performance outcomes and documents the means by which the performance outcomes can be achieved.

Your BESS Score

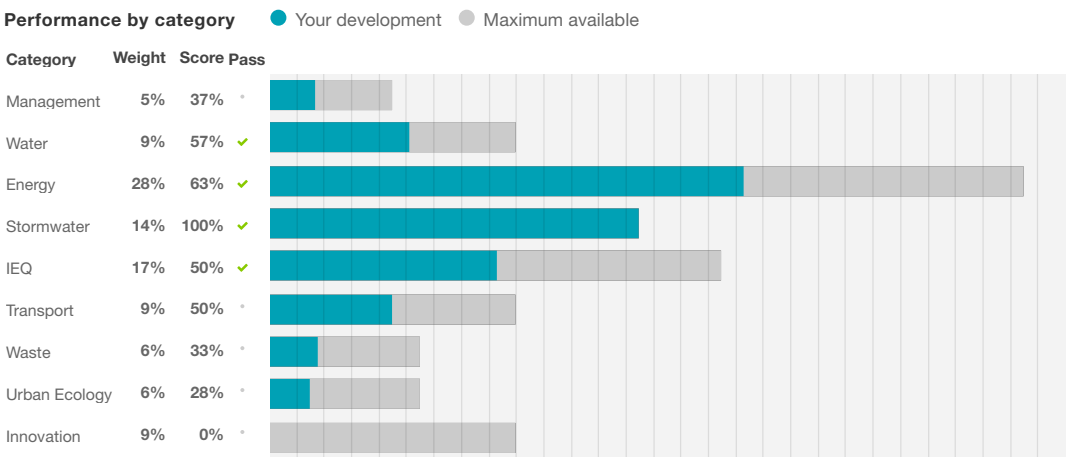


54%

Project details

Address	9 The Esplanade Cowes Victoria 3922
Project no	B01DAF86-R2
BESS Version	BESS-7
Site type	Non-residential development
Account	priya.gandhi@atelierten.com
Application no.	
Site area	9,245.00 m²
Building floor area	29,542.00 m²
Date	31 May 2023
Software version	1.7.1-B.396

Performance by category



Buildings

Name	Height	Footprint	% of total footprint
Isle of Wight	25	29,542 m^2	100%

Dwellings & Non Res Spaces

Non-Res Spaces

Name	Quantity	Area	Building	% of total area
Other building				
Hotel	1	17,435 m^2	Isle of Wight	59%
Hostel	1	8,844 m^2	Isle of Wight	29%
F&B	1	3,263 m^2	Isle of Wight	11%
Total	**3**	**29,542 m^2**	**100%**	

Supporting information

Floorplans & elevation notes

Credit	Requirement	Response	Status
Management 3.2	Individual utility meters annotated		-
Management 3.3	Common area submeters annotated		-
Water 3.1	Water efficient garden annotated		-
Energy 3.1	Carpark with natural ventilation or CO monitoring system		-
Energy 4.2	Floor plans showing location of photovoltaic panels as described.		-
Stormwater 1.1	Location of any stormwater management systems used in STORM or MUSIC modelling (e.g. Rainwater tanks, raingarden, buffer strips)		-
Transport 1.4	All nominated non-residential bicycle parking spaces		-
Transport 1.5	All nominated non-residential visitor bicycle parking spaces		-
Transport 1.6	Showers, change rooms and lockers as nominated		-
Waste 2.2	Location of recycling facilities		-
Urban Ecology 2.1	Vegetated areas		-

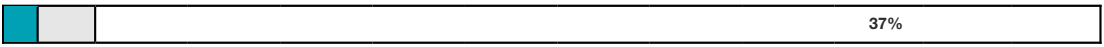
Supporting evidence

Credit	Requirement	Response	Status
Management 2.3a	Section J glazing assessment		-
Energy 1.1	Energy Report showing calculations of reference case and proposed buildings		-
Energy 3.1	Provide a written explanation of either the fully natural carpark ventilation or carbon monxide monitoring, describing how these systems will work, what systems are required for them to be fully integrated and who will be responsible for their implementation throughout the design, procurement and operational phases of the building life.		-
Energy 3.7	Provide a written description of the average lighting power density to be installed in the development and specify the lighting type(s) to be used.		-
Energy 4.2	Specifications of the solar photovoltaic system(s).		-

Credit	Requirement	Response	Status
Stormwater 1.1	STORM report or MUSIC model		-
IEQ 1.4	A short report detailing assumptions used and results achieved.		-

Credit summary

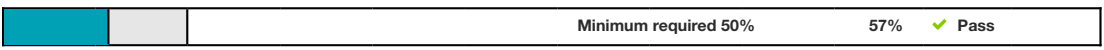
Management Overall contribution 4.5%



37%

1.1 Pre-Application Meeting	0%
2.3 Thermal Performance Modelling - Non-Residential	50%
3.2 Metering - Non-Residential	100%
3.3 Metering - Common Areas	100%
4.1 Building Users Guide	0%

Water Overall contribution 9.0%



Minimum required 50% **57%** ✔ **Pass**

1.1 Potable water use reduction	40%
3.1 Water Efficient Landscaping	100%
4.1 Building Systems Water Use Reduction	100%

Energy Overall contribution 27.5%

	Minimum required 50%	63%	Pass
1.1 Thermal Performance Rating - Non-Residential		37%	
2.1 Greenhouse Gas Emissions		100%	
2.2 Peak Demand		100%	
2.3 Electricity Consumption		100%	
2.4 Gas Consumption		N/A	Scoped Out
		Gas connection for Pizza Oven and for fireplaces.	
2.6 Electrification		0%	Disabled
		Credit is available when project is declared to have no gas connection.	
3.1 Carpark Ventilation		100%	
3.2 Hot Water		100%	
3.7 Internal Lighting - Non-Residential		100%	
4.1 Combined Heat and Power (cogeneration / trigeneration)		N/A	Scoped Out
		No cogeneration or trigeneration system in use.	
4.2 Renewable Energy Systems - Solar		100%	
4.4 Renewable Energy Systems - Other		0%	Disabled
		No other (non-solar PV) renewable energy is in use.	

Stormwater Overall contribution 13.5%

	Minimum required 100%	100%	Pass
1.1 Stormwater Treatment		100%	

IEQ Overall contribution 16.5%

	Minimum required 50%	50%	Pass
1.4 Daylight Access - Non-Residential		42%	Achieved
2.3 Ventilation - Non-Residential		41%	Achieved
3.4 Thermal comfort - Shading - Non-residential		66%	
3.5 Thermal Comfort - Ceiling Fans - Non-Residential		50%	
4.1 Air Quality - Non-Residential		100%	

Transport Overall contribution 9.0%

50%

1.4 Bicycle Parking - Non-Residential	100%
1.5 Bicycle Parking - Non-Residential Visitor	100%
1.6 End of Trip Facilities - Non-Residential	100%
2.1 Electric Vehicle Infrastructure	0%
2.2 Car Share Scheme	0%
2.3 Motorbikes / Mopeds	0%

Waste Overall contribution 5.5%

33%

1.1 - Construction Waste - Building Re-Use	0%
2.1 - Operational Waste - Food & Garden Waste	0%
2.2 - Operational Waste - Convenience of Recycling	100%

Urban Ecology Overall contribution 5.5%

28%

1.1 Communal Spaces	N/A Scoped Out
Its a hotel and F&B development with primary intent of being communcal	
2.1 Vegetation	50%
2.2 Green Roofs	0%
2.3 Green Walls and Facades	0%
3.2 Food Production - Non-Residential	0%

Innovation Overall contribution 9.0%

0%

1.1 Innovation	0%

Credit breakdown

Management Overall contribution 2%

1.1 Pre-Application Meeting		0%
Score Contribution	This credit contributes 37.5% towards the category score.	
Criteria	Has an ESD professional been engaged to provide sustainability advice from schematic design to construction? AND Has the ESD professional been involved in a pre-application meeting with Council?	
Question	Criteria Achieved ?	
Project	No	
2.3 Thermal Performance Modelling - Non-Residential		50%
Score Contribution	This credit contributes 25.0% towards the category score.	
Criteria	Has a preliminary facade assessment been undertaken in accordance with NCC2019 Section J1.5?	
Question	Criteria Achieved ?	
Other building	Yes	
Criteria	Has preliminary modelling been undertaken in accordance with either NCC2019 Section J (Energy Efficiency), NABERS or Green Star?	
Question	Criteria Achieved ?	
Other building	No	
3.2 Metering - Non-Residential		100%
Score Contribution	This credit contributes 12.5% towards the category score.	
Criteria	Have utility meters been provided for all individual commercial tenants?	
Question	Criteria Achieved ?	
Other building	Yes	
3.3 Metering - Common Areas		100%
Score Contribution	This credit contributes 12.5% towards the category score.	
Criteria	Have all major common area services been separately submetered?	
Question	Criteria Achieved ?	
Other building	Yes	
4.1 Building Users Guide		0%
Score Contribution	This credit contributes 12.5% towards the category score.	
Criteria	Will a building users guide be produced and issued to occupants?	
Question	Criteria Achieved ?	
Project	No	

Water

Overall contribution 5% Minimum required 50%

Water Approach	
What approach do you want to use for Water?:	Use the built in calculation tools

Project Water Profile Question	
Do you have a reticulated third pipe or an on-site water recycling system?:	No
Are you installing a swimming pool?:	Yes
Are you installing a rainwater tank?:	Yes

Water fixtures, fittings and connections	
Building: All	Isle of Wight
Showerhead: All	4 Star WELS (>= 4.5 but <= 6.0)
Bath: All	Scope out
Kitchen Taps: All	>= 5 Star WELS rating
Bathroom Taps: All	>= 5 Star WELS rating
Dishwashers: All	>= 4 Star WELS rating
WC: All	>= 4 Star WELS rating
Urinals: All	>= 6 Star WELS rating
Washing Machine Water Efficiency: All	Scope out
Which non-potable water source is the dwelling/space connected to?: All	Tank 1
Non-potable water source connected to Toilets: All	Yes
Non-potable water source connected to Laundry (washing machine): All	No
Non-potable water source connected to Hot Water System: All	No

Rainwater Tank	
What is the total roof area connected to the rainwater tank?: Tank 1	2,569 m^2
Tank Size: Tank 1	45,000 Litres
Irrigation area connected to tank: Tank 1	-
Is connected irrigation area a water efficient garden?: Tank 1	No
Other external water demand connected to tank?: Tank 1	-

1.1 Potable water use reduction		40%
Score Contribution	This credit contributes 71.4% towards the category score.	
Criteria	What is the reduction in total potable water use due to efficient fixtures, appliances, rainwater use and recycled water use? To achieve points in this credit there must be >25% potable water reduction.	
Output	Reference	
Project	54158 kL	
Output	Proposed (excluding rainwater and recycled water use)	
Project	36627 kL	
Output	Proposed (including rainwater and recycled water use)	
Project	34784 kL	
Output	% Reduction in Potable Water Consumption	
Project	35 %	
Output	% of connected demand met by rainwater	
Project	29 %	
Output	How often does the tank overflow?	
Project	Never / Rarely	
Output	Opportunity for additional rainwater connection	
Project	8734 kL	

3.1 Water Efficient Landscaping		100%
Score Contribution	This credit contributes 14.3% towards the category score.	
Criteria	Will water efficient landscaping be installed?	
Question	Criteria Achieved ?	
Project	Yes	

4.1 Building Systems Water Use Reduction		100%
Score Contribution	This credit contributes 14.3% towards the category score.	
Criteria	Where applicable, have measures been taken to reduce potable water consumption by >80% in the buildings air-conditioning chillers and when testing fire safety systems?	
Question	Criteria Achieved ?	
Project	Yes	

Energy Overall contribution 18% Minimum required 50%

Use the BESS Deem to Satisfy (DtS) method for Energy?:	Yes
Do all exposed floors and ceilings (forming part of the envelope) demonstrate a minimum 10% improvement in required NCC2019 insulation levels (total R-value upwards and downwards)?:	Yes
Does all wall and glazing demonstrate meeting the required NCC2019 facade calculator (or better than the total allowance)?:	Yes
Are heating and cooling systems within one Star of the most efficient equivalent capacity unit available, or Coefficient of Performance (CoP) & Energy Efficiency Ratios (EER) not less than 85% of the CoP & EER of the most efficient equivalent capacity unit available?:	Yes
Are water heating systems within one star of the best available, or 85% or better than the most efficient equivalent capacity unit?:	Yes
Are you installing a cogeneration or trigeneration system?:	No
Non-Residential Building Energy Profile	
Heating, Cooling & Comfort Ventilation - Electricity Reference fabric & services:	-
Heating, Cooling & Comfort Ventilation - Electricity - proposed fabric and reference services:	-
Heating, Cooling & Comfort Ventilation - Electricity Proposed fabric & services:	-
Heating - Gas - Reference fabric and services:	0.0 MJ
Heating - Gas - Proposed fabric and Reference services:	0.0 MJ
Heating - Gas - Proposed fabric and services:	0.0 MJ
Heating - Wood - reference fabric and services:	-
Heating - Wood - proposed fabric and reference services:	-
Heating - Wood - proposed fabric and services:	-
Hot Water - Electricity - Reference:	-
Hot Water - Electricity - Proposed:	-
Hot Water - Gas - Baseline:	0.0 MJ
Hot Water - Gas - Proposed:	0.0 MJ
Lighting - Reference:	-
Lighting - Proposed:	-
Peak Thermal Cooling Load - Reference:	-
Peak Thermal Cooling Load - Proposed:	-
Solar Photovoltaic system	
System Size (lesser of inverter and panel capacity): PV 1	50.0 kW peak
Orientation (which way is the system facing)?: PV 1	North
Inclination (angle from horizontal): PV 1	30.0 Angle (degrees)

1.1 Thermal Performance Rating - Non-Residential		37%	
Score Contribution	This credit contributes 36.4% towards the category score.		
Criteria	What is the % reduction in heating and cooling energy consumption against the reference case (NCC 2019 Section J)?		
2.1 Greenhouse Gas Emissions		100%	
Score Contribution	This credit contributes 9.1% towards the category score.		
Criteria	What is the % reduction in annual greenhouse gas emissions against the benchmark?		
2.2 Peak Demand		100%	
Score Contribution	This credit contributes 4.5% towards the category score.		
Criteria	What is the % reduction in the instantaneous (peak-hour) demand against the benchmark?		
2.3 Electricity Consumption		100%	
Score Contribution	This credit contributes 9.1% towards the category score.		
Criteria	What is the % reduction in annual electricity consumption against the benchmark?		
2.4 Gas Consumption		N/A	⌖ Scoped Out
This credit was scoped out	Gas connection for Pizza Oven and for fireplaces.		
2.6 Electrification		0%	⊘ Disabled
This credit is disabled	Credit is available when project is declared to have no gas connection.		
3.1 Carpark Ventilation		100%	
Score Contribution	This credit contributes 9.1% towards the category score.		
Criteria	If you have an enclosed carpark, is it: (a) fully naturally ventilated (no mechanical ventilation system) or (b) 40 car spaces or less with Carbon Monoxide monitoring to control the operation and speed of the ventilation fans?		
Question	Criteria Achieved ?		
Project	Yes		
3.2 Hot Water		100%	
Score Contribution	This credit contributes 4.5% towards the category score.		
Criteria	What is the % reduction in annual energy consumption (gas and electricity) of the hot water system against the benchmark?		
3.7 Internal Lighting - Non-Residential		100%	
Score Contribution	This credit contributes 9.1% towards the category score.		
Criteria	Does the maximum illumination power density (W/m2) in at least 90% of the area of the relevant building class meet the requirements in Table J6.2a of the NCC 2019 Vol 1?		
Question	Criteria Achieved ?		
Other building	Yes		
4.1 Combined Heat and Power (cogeneration / trigeneration)		N/A	⌖ Scoped Out
This credit was scoped out	No cogeneration or trigeneration system in use.		

4.2 Renewable Energy Systems - Solar		100%	
Score Contribution	This credit contributes 4.5% towards the category score.		
Criteria	What % of the estimated energy consumption of the building class it supplies does the solar power system provide?		
Output	Solar Power - Energy Generation per year		
Other building	65,152 kWh		
Output	% of Building's Energy		
Other building	7 %		
4.4 Renewable Energy Systems - Other		0%	⊘ Disabled
This credit is disabled	No other (non-solar PV) renewable energy is in use.		

Stormwater

Overall contribution 14% Minimum required 100%

Which stormwater modelling are you using?:	Melbourne Water STORM tool	
1.1 Stormwater Treatment		100%
Score Contribution	This credit contributes 100.0% towards the category score.	
Criteria	Has best practice stormwater management been demonstrated?	
Question	STORM score achieved	
Project	105	
Output	Min STORM Score	
Project	100	

IEQ Overall contribution 8% Minimum required 50%

1.4 Daylight Access - Non-Residential		42%	✔ Achieved
Score Contribution	This credit contributes 35.3% towards the category score.		
Criteria	What % of the nominated floor area has at least 2% daylight factor?		
Question	Percentage Achieved?		
Other building	42 %		
2.3 Ventilation - Non-Residential		41%	✔ Achieved
Score Contribution	This credit contributes 35.3% towards the category score.		
Criteria	What % of the regular use areas are effectively naturally ventilated?		
Question	Percentage Achieved?		
Other building	0 %		
Criteria	What increase in outdoor air is available to regular use areas compared to the minimum required by AS 1668.2:2012?		
Question	What increase in outdoor air is available to regular use areas compared to the minimum required by AS 1668:2012?		
Other building	0 %		
Criteria	What CO2 concentrations are the ventilation systems designed to achieve, to monitor and to maintain?		
Question	Value		
Other building	650 ppm		
3.4 Thermal comfort - Shading - Non-residential		66%	
Score Contribution	This credit contributes 17.6% towards the category score.		
Criteria	What percentage of east, north and west glazing to regular use areas is effectively shaded?		
Question	Percentage Achieved?		
Other building	50 %		
3.5 Thermal Comfort - Ceiling Fans - Non-Residential		50%	
Score Contribution	This credit contributes 5.9% towards the category score.		
Criteria	What percentage of regular use areas in tenancies have ceiling fans?		
Annotation	Hotel Rooms and Hostel Rooms will have permanently installed ceiling fans with speed controller.		
Question	Percentage Achieved?		
Other building	50 %		
4.1 Air Quality - Non-Residential		100%	
Score Contribution	This credit contributes 5.9% towards the category score.		
Criteria	Do all paints, sealants and adhesives meet the maximum total indoor pollutant emission limits?		
Question	Criteria Achieved ?		
Other building	Yes		

Criteria	Does all carpet meet the maximum total indoor pollutant emission limits?
Question	Criteria Achieved ?
Other building	Yes

Criteria	Does all engineered wood meet the maximum total indoor pollutant emission limits?
Question	Criteria Achieved ?
Other building	Yes

Transport Overall contribution 4%

1.4 Bicycle Parking - Non-Residential	100%
Score Contribution	This credit contributes 25.0% towards the category score.
Criteria	Have the planning scheme requirements for employee bicycle parking been exceeded by at least 50% (or a minimum of 2 where there is no planning scheme requirement)?
Annotation	To check if there is secured bike parking availability
Question	Criteria Achieved ?
Other building	Yes
Question	Bicycle Spaces Provided ?
Other building	36

1.5 Bicycle Parking - Non-Residential Visitor	100%
Score Contribution	This credit contributes 12.5% towards the category score.
Criteria	Have the planning scheme requirements for visitor bicycle parking been exceeded by at least 50% (or a minimum of 1 where there is no planning scheme requirement)?
Question	Criteria Achieved ?
Other building	Yes
Question	Bicycle Spaces Provided ?
Other building	36

1.6 End of Trip Facilities - Non-Residential	100%
Score Contribution	This credit contributes 12.5% towards the category score.
Criteria	Where adequate bicycle parking has been provided. Is there also: * 1 shower for the first 5 employee bicycle spaces plus 1 to each 10 employee bicycles spaces thereafter, * changing facilities adjacent to showers, and * one secure locker per employee bicycle space in the vicinity of the changing / shower facilities?
Question	Number of showers provided ?
Other building	1
Question	Number of lockers provided ?
Other building	36
Output	Min Showers Required
Other building	1
Output	Min Lockers Required
Other building	36

2.1 Electric Vehicle Infrastructure	0%
Score Contribution	This credit contributes 25.0% towards the category score.
Criteria	Are facilities provided for the charging of electric vehicles?
Question	Criteria Achieved ?
Project	No

2.2 Car Share Scheme	0%
Score Contribution	This credit contributes 12.5% towards the category score.
Criteria	Has a formal car sharing scheme been integrated into the development?
Annotation	Shuttle busses for patrons at peak times.
Question	Criteria Achieved ?
Project	No

2.3 Motorbikes / Mopeds	0%
Score Contribution	This credit contributes 12.5% towards the category score.
Criteria	Are a minimum of 5% of vehicle parking spaces designed and labelled for motorbikes (must be at least 5 motorbike spaces)?
Question	Criteria Achieved ?
Project	No

Waste Overall contribution 2%

1.1 - Construction Waste - Building Re-Use	0%
Score Contribution	This credit contributes 33.3% towards the category score.
Criteria	If the development is on a site that has been previously developed, has at least 30% of the existing building been re-used?
Question	Criteria Achieved ?
Project	No

2.1 - Operational Waste - Food & Garden Waste	0%
Score Contribution	This credit contributes 33.3% towards the category score.
Criteria	Are facilities provided for on-site management of food and garden waste?
Question	Criteria Achieved ?
Project	No

2.2 - Operational Waste - Convenience of Recycling	100%
Score Contribution	This credit contributes 33.3% towards the category score.
Criteria	Are the recycling facilities at least as convenient for occupants as facilities for general waste?
Question	Criteria Achieved ?
Project	Yes

Urban Ecology Overall contribution 2%

1.1 Communal Spaces	N/A	Scoped Out
This credit was scoped out	Its a hotel and F&B development with primary intent of being communcal	
2.1 Vegetation	50%	
Score Contribution	This credit contributes 57.1% towards the category score.	
Criteria	How much of the site is covered with vegetation, expressed as a percentage of the total site area?	
Question	Percentage Achieved ?	
Project	10 %	
2.2 Green Roofs	0%	
Score Contribution	This credit contributes 14.3% towards the category score.	
Criteria	Does the development incorporate a green roof?	
Question	Criteria Achieved ?	
Project	No	
2.3 Green Walls and Facades	0%	
Score Contribution	This credit contributes 14.3% towards the category score.	
Criteria	Does the development incorporate a green wall or green façade?	
Question	Criteria Achieved ?	
Project	No	
3.2 Food Production - Non-Residential	0%	
Score Contribution	This credit contributes 14.3% towards the category score.	
Criteria	What area of space per occupant is dedicated to food production?	
Question	Food Production Area	
Other building	0.0 m^2	
Output	Min Food Production Area	
Other building	370 m^2	

Innovation Overall contribution 0%

1.1 Innovation	0%	
Score Contribution	This credit contributes 100.0% towards the category score.	
Criteria	What percentage of the Innovation points have been claimed (10 points maximum)?	

Disclaimer

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TTW Structural Civil Traffic Façade

Stormwater Management Strategy Report

Isle of Wight

Prepared for Salta / 23 May 2023

224160

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Your Partner in Engineering

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1.0 Introduction

TTW have been engaged to provide town planning documentations and a Stormwater Management Strategy Report (SWMS) for the development at Philip Island, Isle of Wight.

This SWMS report provides an extensive stormwater management plan, including proposed stormwater drainage design, onsite detention (OSD) systems, water sensitive urban design (WSUD) strategies and sediment/erosion control methods, prepared in accordance with the Infrastructure Design Manual (IDM) and Bass Coast Council (BCSC) guidelines.

1.1 The Site

The development, Isle of Wight is located at 2-8 Bass Avenue and 9-10 The Esplanade, Cowes, VIC 3922 with the proposed project site area outlined in red as shown in **Figure 1** below.



Figure 1 Proposed subject site of works

As shown in **Figure 2**, the subject site is bordered by Bass Avenue to the east and The Esplanade to the north.

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The site will be used for the development of a hotel in which the building footprint includes a multilevel car park, a hotel and a laneway in between.

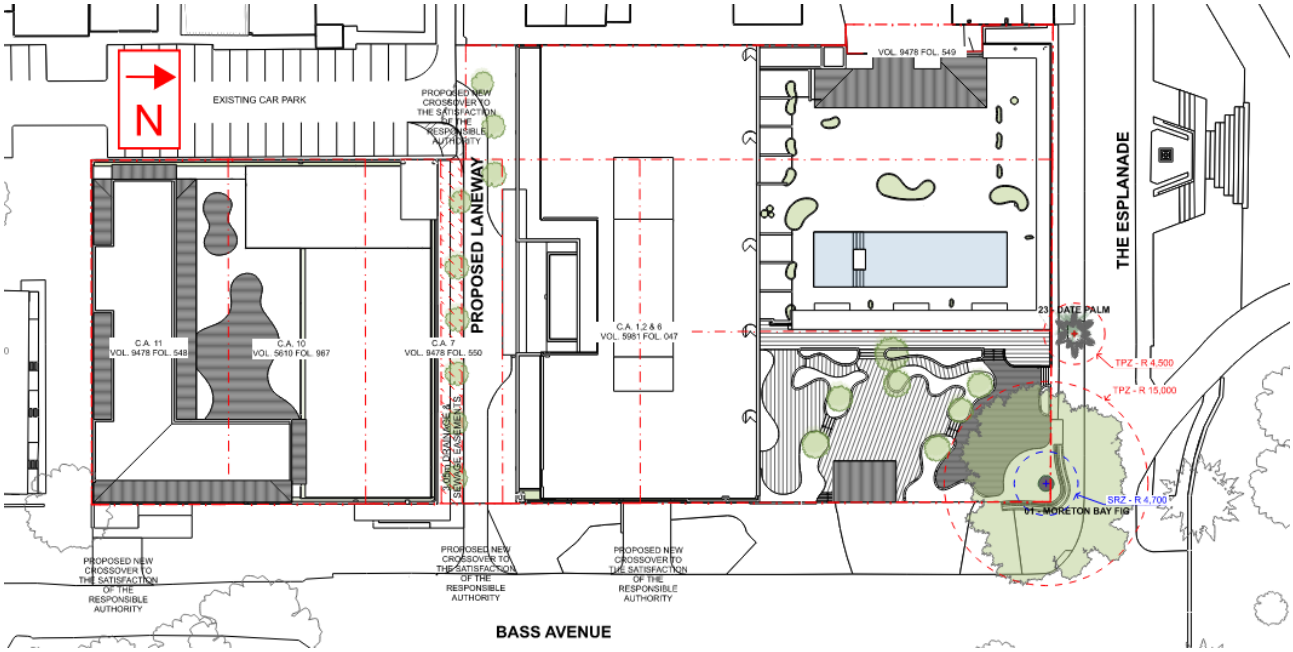

Figure 2 Proposed site plan

2.0 Site Context

2.1 Existing Stormwater Network

2.1.1 Council Infrastructure

A BYDA request was undertaken dated 4th April 2023 to confirm any existing authority assets and to identify the existing Council stormwater drainage network. An additional request was made to Bass Coast Shire Council (BCSC) for the surrounding drainage in the below drainage map, as shown in **Figure 3** was provided.

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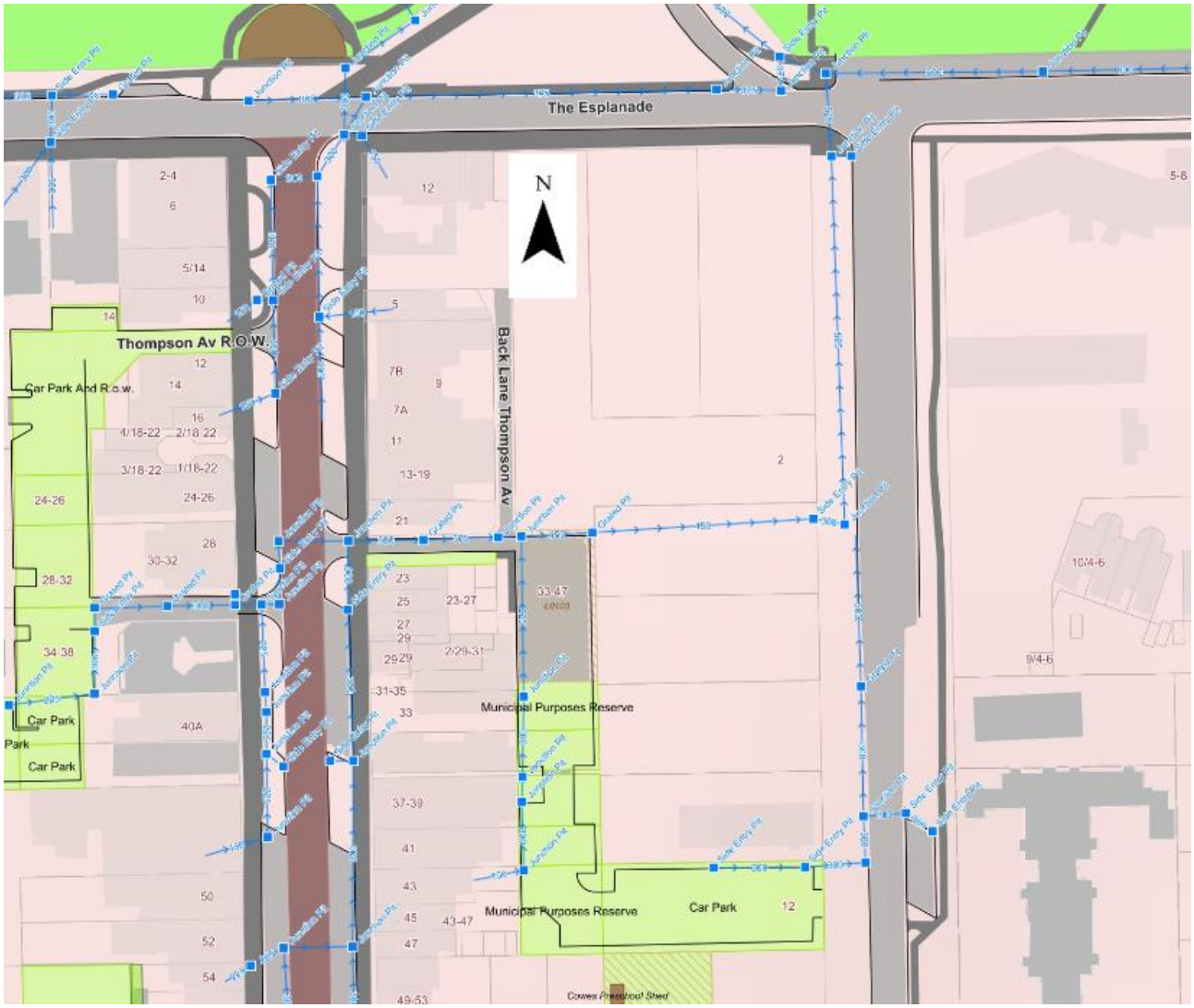

Figure 3 Bass Coast Shire Council Stormwater Map

TTW have reviewed the existing site conditions against the feature survey provided by CRA Survey Pty Ltd as shown in **Figure 4**. Drainage services has also been located and information on the existing pipe sizes, invert levels and existing stormwater drainage network has been provided.

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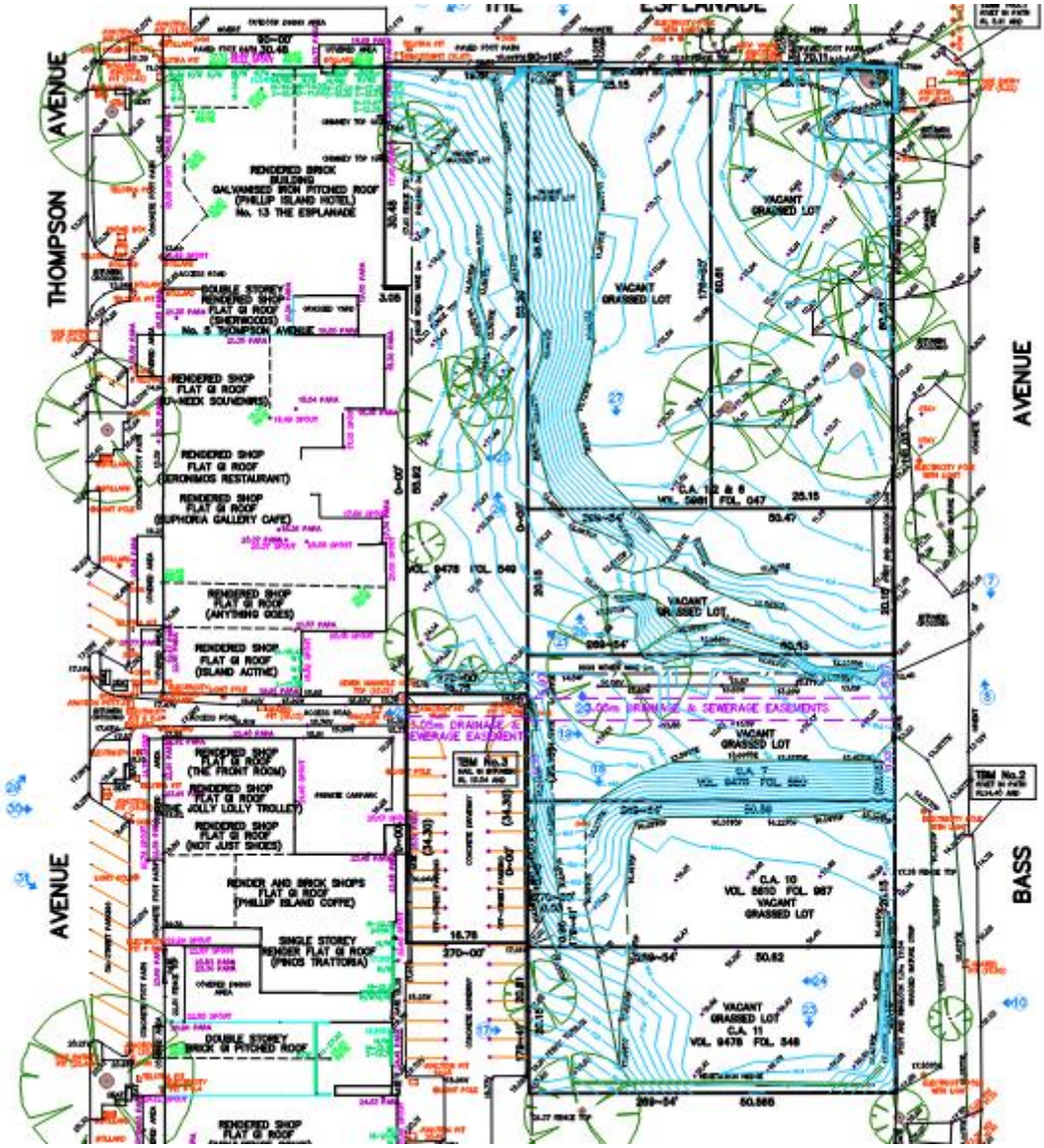

Figure 4 Feature Survey of existing site condition

The Feature Survey from **Figure 4** indicates the presence of a council easement within the proposed lane area, The easement has been nominated as a 3.05m wide easement containing sewerage and stormwater utilities. The existing sewer and stormwater utilities are to be protected and retained, the development has proposed stormwater discharge point to the existing drainage within this easement. More details can be found in **Appendix A** and **Section 3.1.1.**

The contours in **Figure 4** also demonstrates the natural surface within the site is steep and has a level difference of 10 metres from south west to north east.

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2.2 Flood Risk

A Planning Property Report was generated, dated 10 April 2023 to confirm potential overland flooding of the development. The VicPlan map **(Figure 5)** suggests the site is not within a Land Subject to Inundation (LSIO), Special Building (SBO) or Flood (FO) overlays (see **Appendix B** for further details).

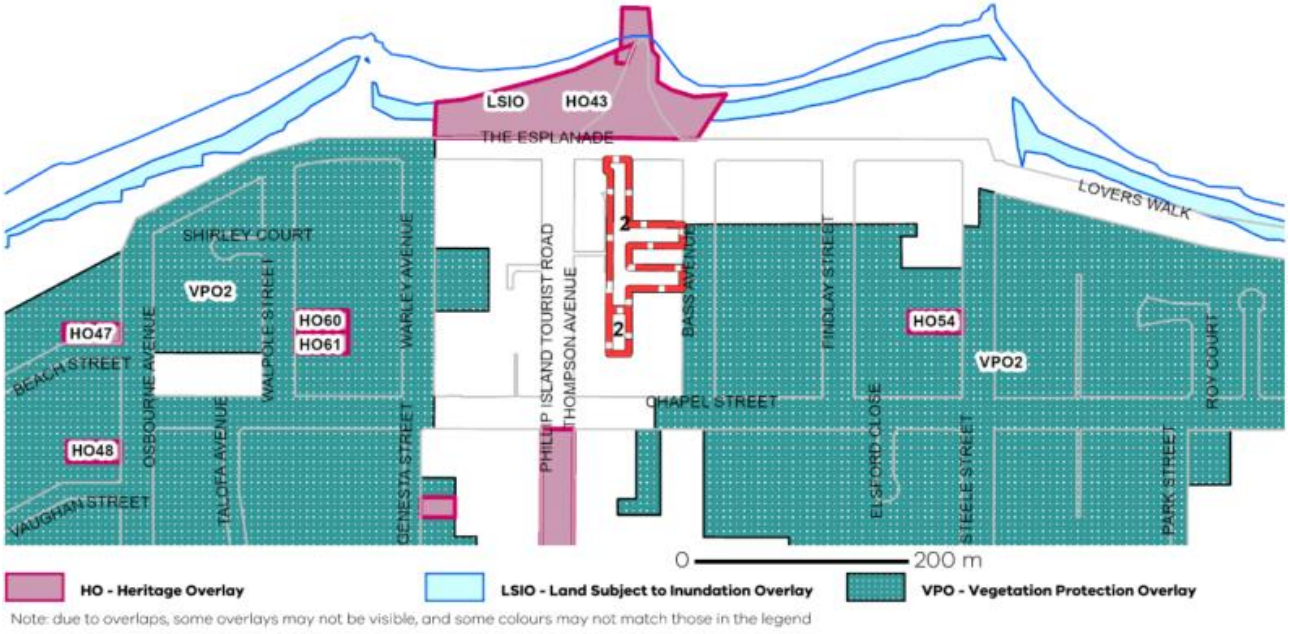

Figure 5. Snippet of property planning report for project site

3.0 Proposed Design

3.1 Stormwater Drainage

The formalised stormwater drainage network for the proposed development is to be designed and constructed to cater for 5% Annual Exceedance Probability (AEP) in accordance with the IDM and AS/NZ 3500.3-2018.

Throughout the subject site, grated trenches and stormwater pit covers will be incorporated to comply with AS3996:2019, IDM and BCSC guidelines. All grated pit covers within paved area will be constructed as heel guard, anti-slip and to have bolt down covers. The stormwater pits within landscape areas will have a trash sack/gross pollutant trap specified to assist in reducing gross pollutants into the stormwater drainage network and ultimately help with ease of maintenance.

Subsurface drainage (AG drains) will be specified in areas subject to moisture ingress, however, will not be specified at pavement edges where landscape areas fall away from the pavement.

The concept stormwater plan can be found in **Appendix A**.

Drainage within the Fig tree protection zone will be limited to shallow grated trenches and rely on sheet flow to direct runoff from the area to the boundaries and surrounding planters.

The proposed drainage layout in the concept design allows safe and effective passage of stormwater flows arising from areas upstream of our site. The overland flow path plan can be found in **Figure 6**. The overland flow path plan shows how the overland flow path within the proposed site joins the existing overland flow paths in Bass Avenue and the Esplanade. Through land locked areas, where an overland flow path is not achievable,

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1 in 100-year drainage has been specified to convey the flow to a safe surcharge point downstream from the building footprint.

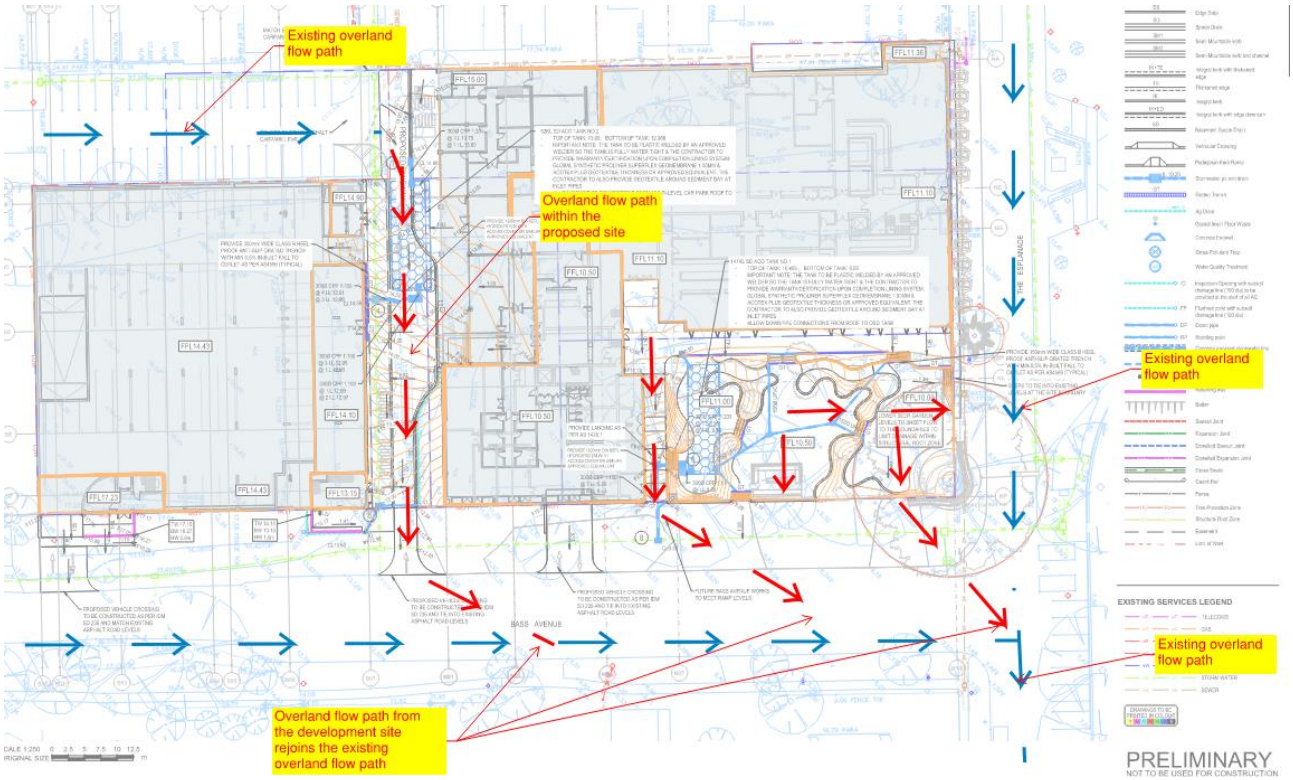

Figure 6. Overland Flow Path

3.1.1 Point of Discharge

The development of the concept design, suggests that two point of discharge locations will be required, due to the challenging site grades and the two separate buildings., The ideal point of discharge for the multi-level carpark is located in the easement within the proposed laneway; the other point of discharge for the hotel building located in the road reserve at the corner of Bass Avenue and the Esplanade The proposed points of discharge for the development are detailed in **Appendix A**.

3.1.2 On-site Detention

Due to the increase in impervious area through the proposed development, it is anticipated that on-site detention system is required to attenuate flow rate to pre-development condition for all stormwater events.

The proposed development has an overall catchment area of 8575 m^2. To be more conservative, the existing condition is assumed to be 70% landscape and 30% hardstands in the calculation; the proposed condition is 100% impervious. The catchment plans for pre-development and post-development can be found in **Figure 7** and **Figure 8**.

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Figure 7. Pre-development catchment plan

The proposed development comprises of two buildings (the hotel and the multi-level carpark) with a significant level difference across the two ground planes. thus two separated on-site detention (OSD) systems have been incorporated in the design to adequately store and attenuate stormwater flow for each building. In **Figure 8**,catchment No.1 represents the hotel building and contributes to OSD tank 1; catchment No.2 represents for the multi-level car park and contributes to OSD tank 2. The retardation system will restrict flows to pre-development flow rates for all AEP events as recommended in the IDM manual and Item 20 of the planning permit provided by BCSC.

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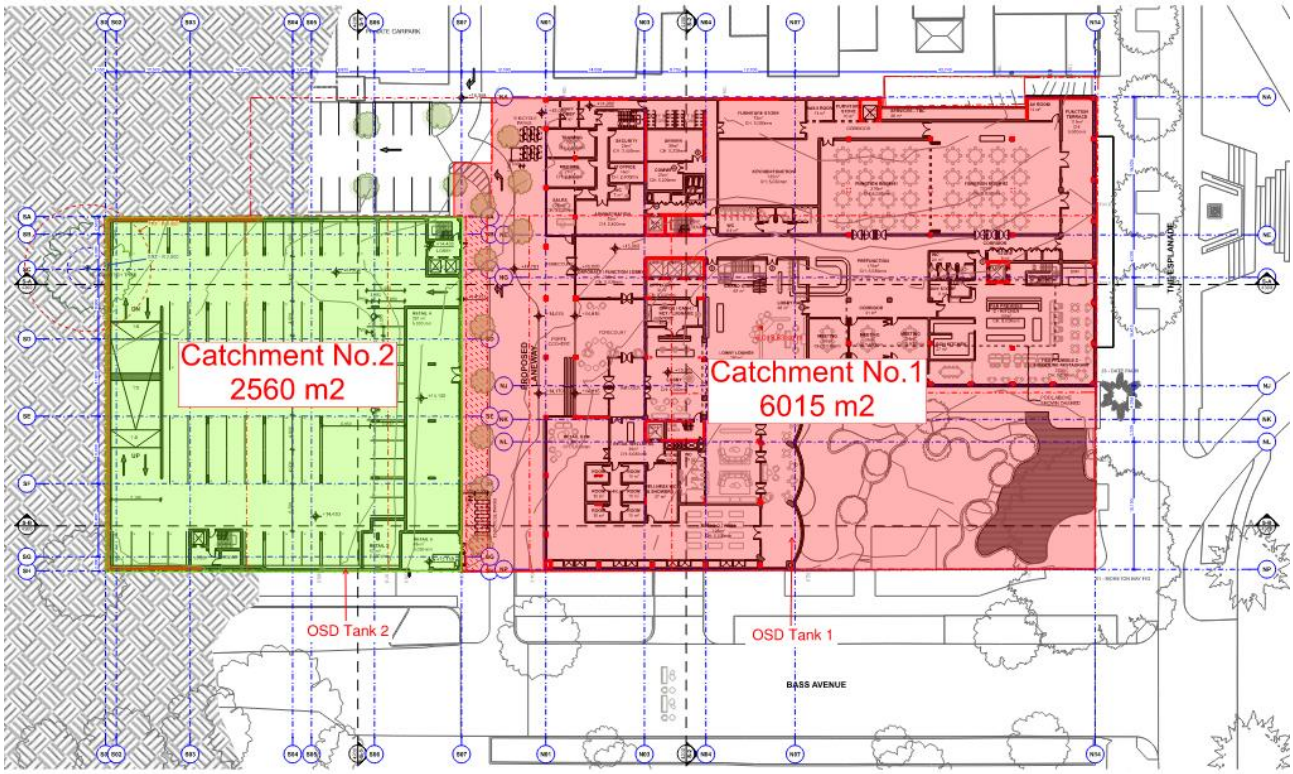

Figure 8. Post-development catchment plan

Preliminary on-site detention calculations were undertaken by using DRAINS. Based on the catchment plans above and the results from DRAINS model, an overall detention volume of 195 kL is required to attenuate discharge rate to pre-development condition for all AEP events. The figures below show the DRAINS results for the nominated detention volume of 195 kL for all AEP events, which satisfy the BCSC Planning Permit Further Information Drainage Item 20.

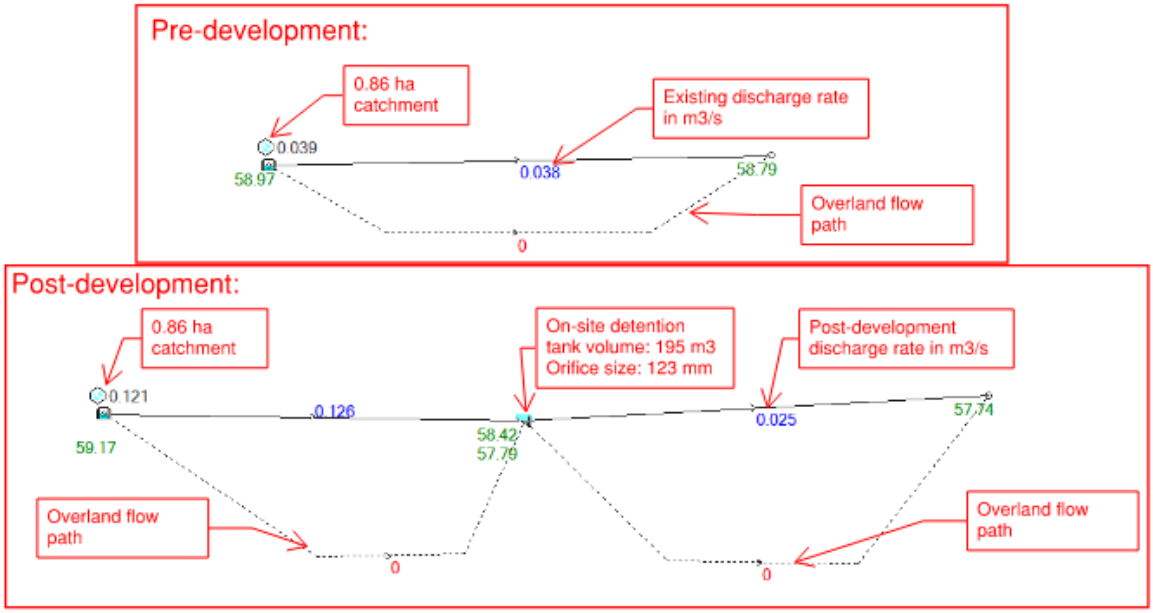

Figure 9. DRAINS Model results – 20% AEP

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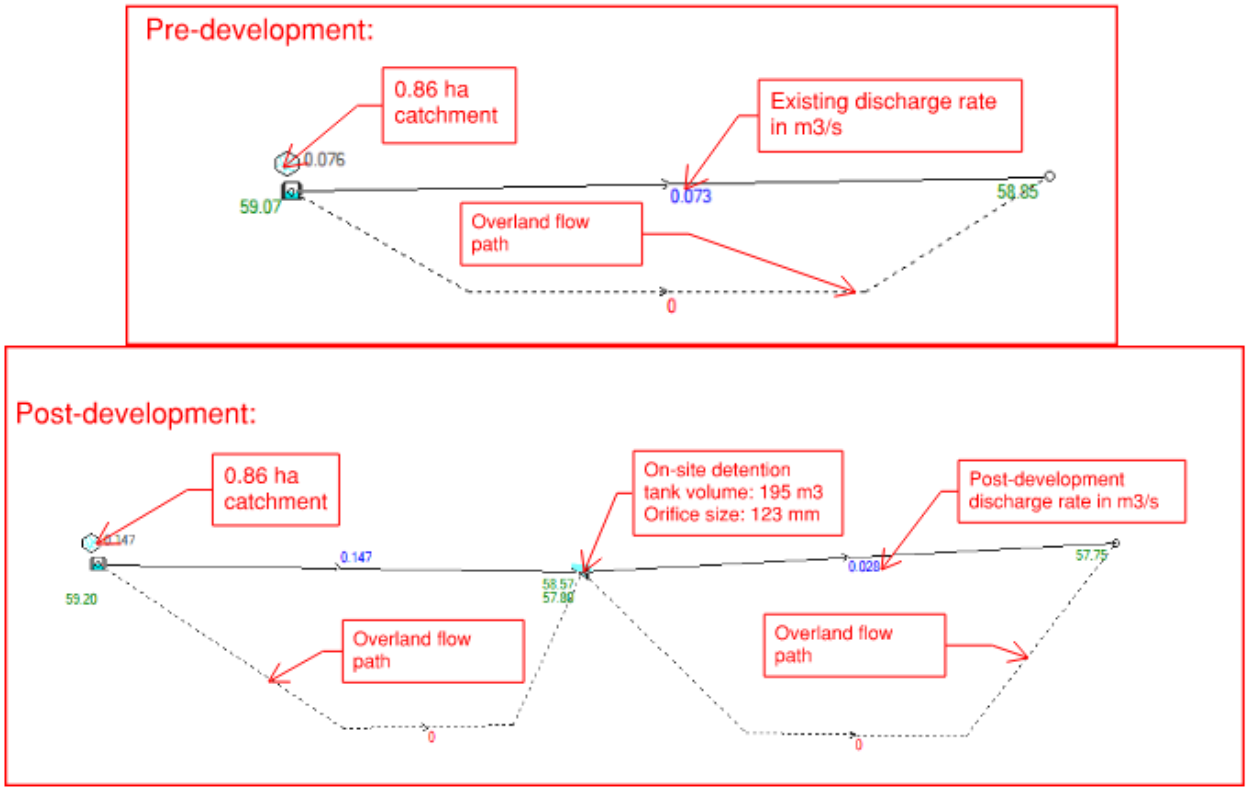

Figure 10. DRAINS Model results – 10% AEP

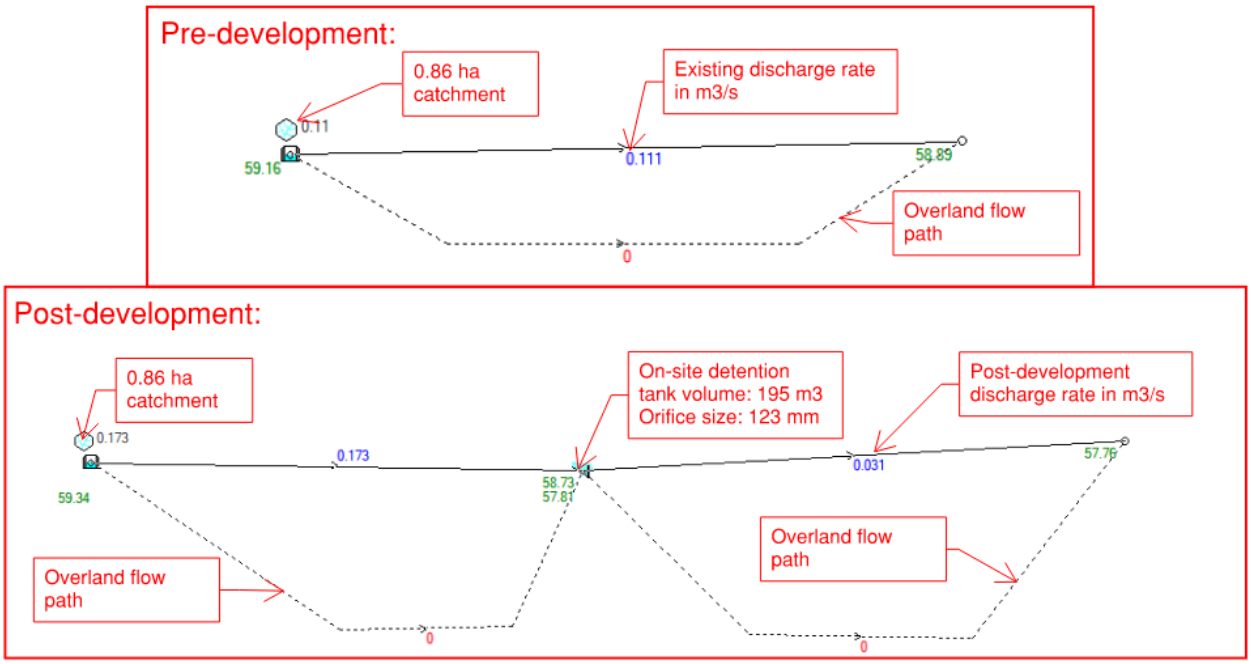

Figure 11. DRAINS Model results – 5% AEP

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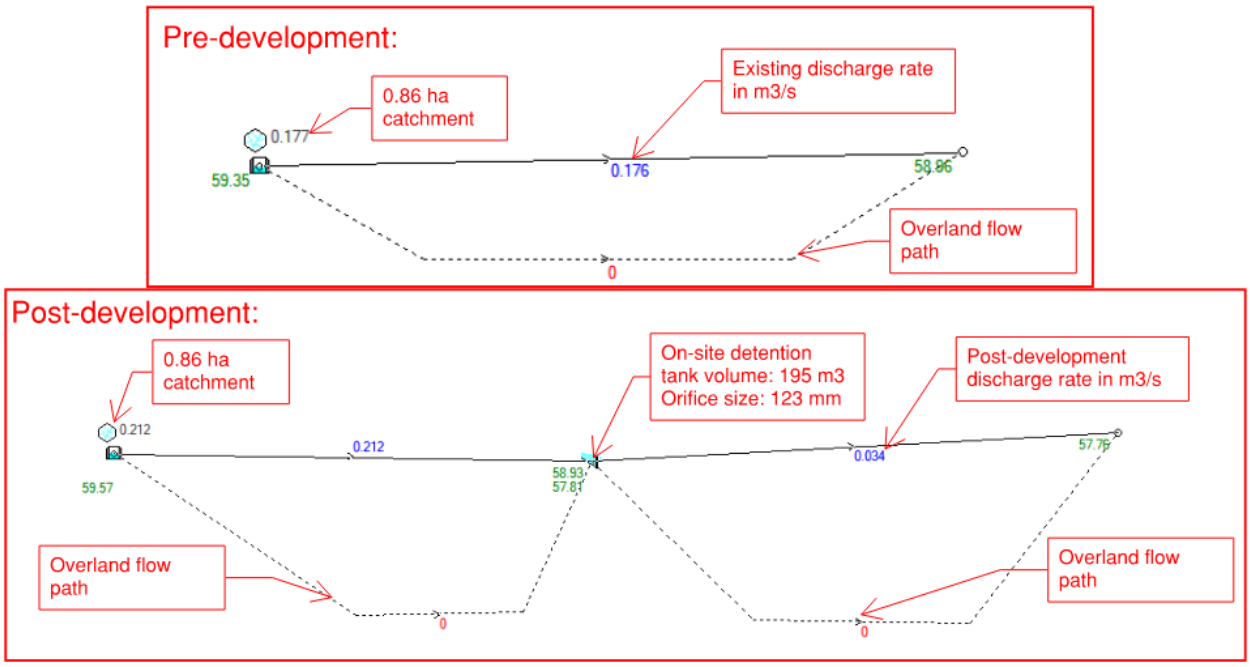

Figure 12. DRAINS Model results – 2% AEP

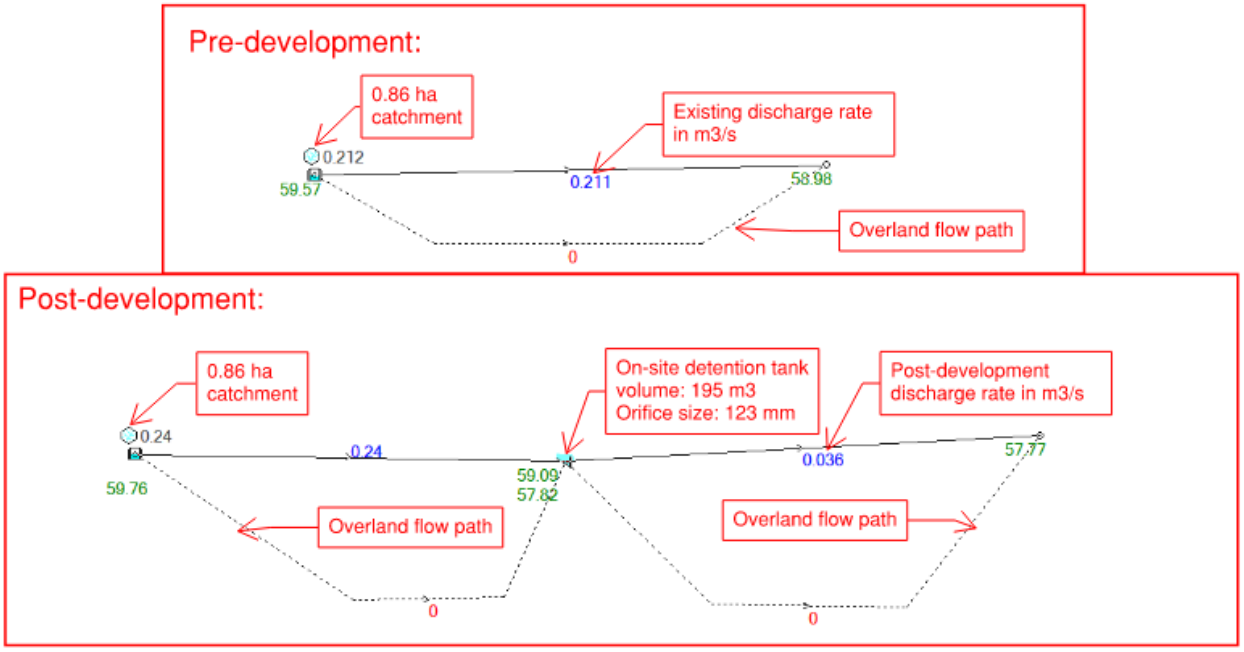

Figure 13. DRAINS Model results – 1% AEP

The on-site detention, Tank 1, located under the beer garden in the hotel will provide approximately 147 m^3 of detention storage using 2 layers of 914 mm Standard duty (SD) crate type tank system (ACO stormbrixx or equivalent) attenuating flows to the permissible site discharge (PSD) rate using a baffle pit and orifice arrangement.

The on-site detention, Tank 2, located under the laneway near the multi-level car park will accommodate approximately 62 kL of detention storage using 1 layer of 914 SD Aco Stormbrixx (or manufacturers equivalent) tank with flows also attenuated with an orifice arrangement.

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Refer to **Table 1** for a summary of the proposed discharge flows and detention storage sizing for each tank.

Table 1 On-site Detention Storage summary

OSD system	Catchment Area (sqm)	Detention Storage Volume (kL)
OSD Tank 1	6015	147
OSD Tank 2	2560	62
Total	8575	209

3.2 Water Sensitive Urban Design

3.2.1 Best Practice Environmental Management Guidelines

BCSC emphasises the importance of Water Sensitive Urban Design (WSUD) practices on site. These practices will be adopted where possible in accordance with the WSUD guidelines:2009, Urban Stormwater – Best Practice Environmental Management Guidelines and IDM to achieve the following Best Practice Environmental Management Guidelines (BPEMG):

- Total Suspended solids (TSS) – 80% retention of the typical urban annual load
- Total phosphorus (TP) – 45% retention of the typical urban annual load
- Total nitrogen (TN) – 45% retention of the typical urban annual load
- Gross Pollutants (Litter) – 70% retention of typical urban annual load

Due to the limited greenspace for traditional WSUD arrangements, the WSUD initiatives nominated to suit best practice guidelines include incorporating two SPEL hydrosystem as an end of line treatment, which is to be installed after the on-site detention systems and prior to discharging into the discharge points for each building.

A MUSIC model has been prepared (**Figure 14**) to demonstrate compliance with BPEMG and pollutant reduction targets noted above.

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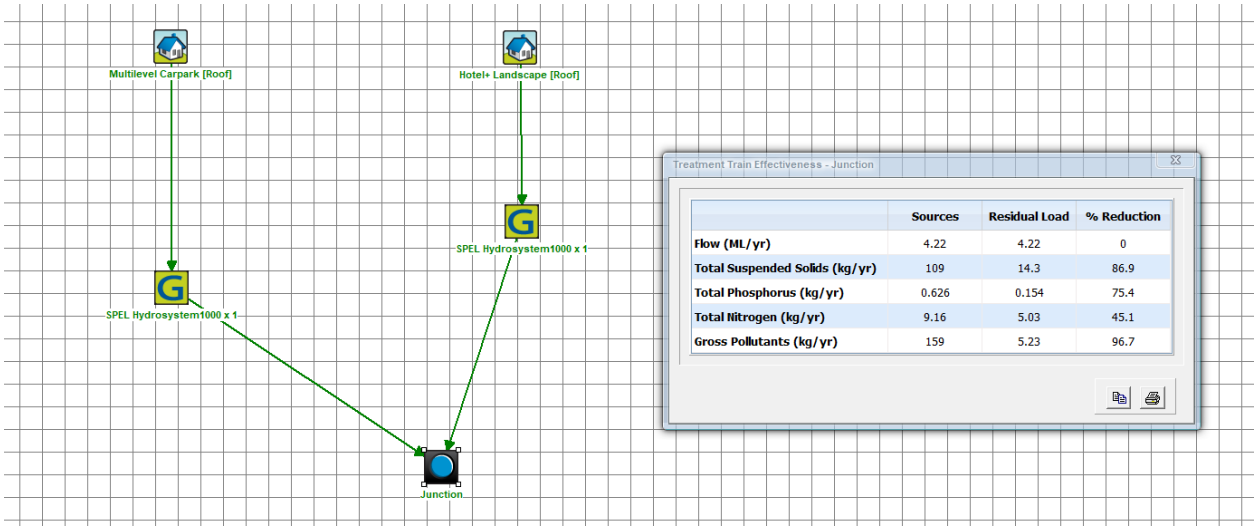

Figure 14. MUSIC model and results for subject site

3.3 Erosion and Sediment Control

As the site is surrounded by the Westernport Bay, it is mandatory for erosion and sediment control measures to be implemented on site, especially during construction to minimize contaminant runoff into the Ramsar wetland and stormwater network. It is anticipated and will be requested that the early works contractor will provide a construction management plan in accordance with council and EPA requirements prior to commencement of works.

3.3.1 Silt and erosion control measures

Silt and erosion control measures will be implemented by the contractor to ensure that the site is kept tidy and to prevent pollutants from entering the stormwater drainage system. These measures shall be carried out in accordance with Council guidelines and EPA requirements. Silt and erosion control measures to be implemented include, but are not limited to:

- Erecting silt fences/sediment control fences at the downstream perimeter of the site and at areas of potential runoff exit. Geotextiles fabrics to be used.
- Installing geotextile pit filters to capture any flowing sediments entering pits.
- Providing sandbag sedimentation traps at grated and side entry pits.
- Stockpiles of materials to be protected from scour and erosion.

Figure 15 provides examples of erosion and control measures that shall be implemented on site.

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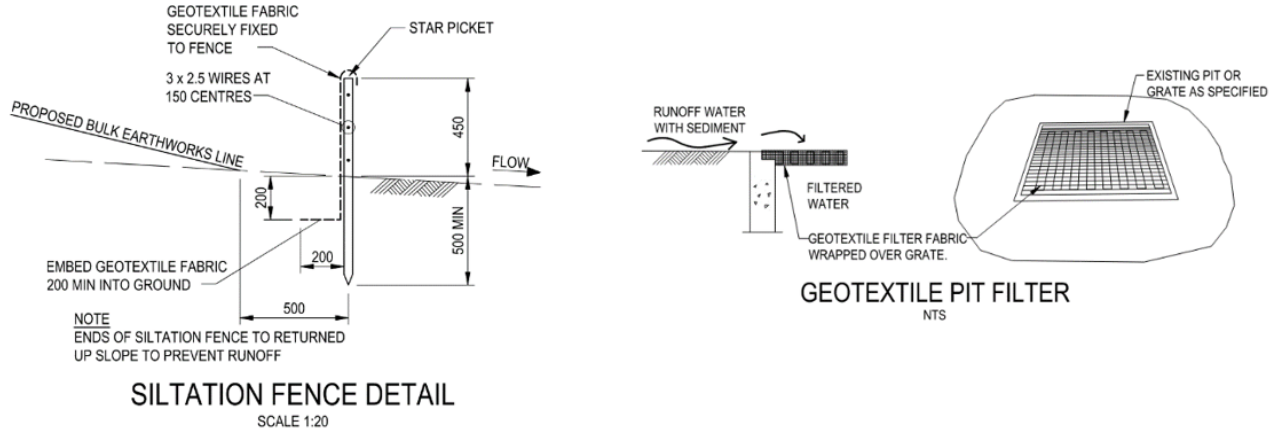

Figure 15. Erosion and sediment control measures to be implemented on site

Additionally, a large amount of dust and slurry can be produced during construction. Therefore, mitigation measures must be implemented to minimize such occurrences, including:

- The contractor must set an area appropriate for cutting. These areas should be away from any stormwater drains to prevent slurry and gravel from entering the stormwater drainage network.
- Providing sandbag sedimentation traps at grated and side entry pits (**Figure 16**). The contractor must ensure that the sedimentation traps are installed tightly with the kerbs.
- Erecting sediment control filters downstream, near pits, to capture any cutting slurry.
- Timber sleepers and temporary construction vehicle exits must be placed on access points of the construction site; to keep the driveway dry (**Figure 16**)
- Implementing dust suppression measures such as resin polymer binder spray or hydroseeding

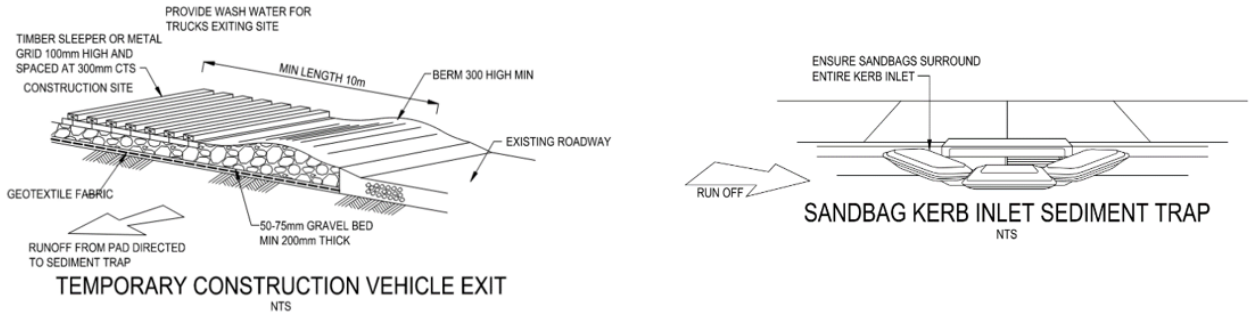

Figure 16. Management controls for mud and slurry to be implemented on site

3.3.2 Construction Staging Considerations

Works on site shall be carried out so that the area being disturbed at any one time is minimised. Locations for stockpiling materials shall be planned prior to any construction works along with requirements for site access. The contractor shall also grade the site as required to ensure a free draining site.

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3.3.3 Maintenance and Operational Program

Throughout the construction phase, the contractor must ensure that all erosion and sediment control measures are regularly checked and maintained, particularly after a significant rainfall event. These includes the following:

- Inspection and removal of sediment/debris build-up within the OSD tanks after large storm events as recommended by the supplier.
- Inspection and removal of sediments/debris within stormwater pits
- Maintenance of gutters and roadways. The contractor must ensure that no gravel is collected on existing gutters during construction.
- Periodic inspection of the WSUD elements (SPEL hydrosystems)

3.4 Conclusion and Recommendations

The stormwater management for the proposed Isle of Wight has been designed in accordance with AS/NZ 3500.3-2018, IDM and the BCSC guidelines; and satisfies all the requirements from the standards and guidelines.

The conceptual plans, preliminary modelling and investigations demonstrate the proposed civil works are in compliance with Item 20 of the BCSC RFI date 15th March 2023.

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Prepared by
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WENDY LIU
Civil Engineer

Authorised By
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JAKE BARNES
Associate Director

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Appendix A

Civil Site Plan

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MATCH EXISTING ASPHALT CARPARK LEVELS

TIE INTO EXISTING ASPHALT CARPARK LEVELS

PROPOSED LANEWAY

FFL15.00

FFL14.90

FFL14.43

FFL14.10

FFL17.23

FFL13.15

FFL10.50

FFL11.10

FFL11.36

FFL11.00

FFL10.00

62KL SD ACO TANK NO.2
- TOP OF TANK: 13.90, BOTTOM OF TANK: 12.986
- IMPORTANT NOTE: THE TANK TO BE PLASTIC WELDED BY AN APPROVED WELDER SO THE TANK IS FULLY WATER TIGHT & THE CONTRACTOR TO PROVIDE WARRANTY/CERTIFICATION UPON COMPLETION.LINING SYSTEM: GLOBAL SYNTHETIC PROLINER SUPERFLEX GEOMEMBRANE 1.00MM & ACOTEX PLUS GEOTEXTILE THICKNESS OR APPROVED EQUIVALENT. THE CONTRACTOR TO ALSO PROVIDE GEOTEXTILE AROUND SEDIMENT BAY AT INLET PIPES
- ALLOW DOWNPIPE CONNECTIONS FROM MULTI-LEVEL CAR PARK ROOF TO OSD TANK

147KL SD ACO TANK NO.1
- TOP OF TANK: 10.408 , BOTTOM OF TANK: 8.58
- IMPORTANT NOTE: THE TANK TO BE PLASTIC WELDED BY AN APPROVED WELDER SO THE TANK IS FULLY WATER TIGHT & THE CONTRACTOR TO PROVIDE WARRANTY/CERTIFICATION UPON COMPLETION.LINING SYSTEM: GLOBAL SYNTHETIC PROLINER SUPERFLEX GEOMEMBRANE 1.00MM & ACOTEX PLUS GEOTEXTILE THICKNESS OR APPROVED EQUIVALENT. THE CONTRACTOR TO ALSO PROVIDE GEOTEXTILE AROUND SEDIMENT BAY AT INLET PIPES
- ALLOW DOWNPIPE CONNECTIONS FROM ROOF TO OSD TANK

PROVIDE 1200mm DIA SEPL HYDROSYSTEM WITH ACCESS COVER OR SIMILAR APPROVED EQUIVALENT

PROVIDE 300mm WIDE CLASS B HEEL PROOF ANTI-SLIP GRATED TRENCH WITH MIN 0.5% IN-BUILT FALL TO OUTLET AS PER AS4586 (TYPICAL)

PROVIDE 150mm WIDE CLASS B HEEL PROOF ANTI-SLIP GRATED TRENCH WITH MIN 0.5% IN-BUILT FALL TO OUTLET AS PER AS4586 (TYPICAL)

STEPS TO TIE INTO EXISTING LEVELS AT THE SITE BOUNDARY

PROVIDE LANDING AS PER AS 1428.1

LOWER BEER GARDEN LEVELS TO SHEET FLOW TO THE BOUNDARIES TO LIMIT DRAINAGE WITHIN STRUCTURAL ROOT ZONE

300Ø CPP 1:20 @ I.L.13.75 @ 1 I.L.13.60

300Ø CPP 1:100 @ 4 I.L.12.91 @ 3 I.L.12.88

300Ø CPP 1:100 @ 3 I.L.12.95 @ I.L.12.93

300Ø CPP 1:100 @ I.L.12.99 @ 2 I.L.12.97

300Ø CPP 1:100 @ 7 I.L.8.55 @ 8 I.L.8.43

300Ø CPP 1:203 @ I.L.8.55 @ 7 I.L.8.53

300Ø CPP 1:81 @ I.L.8.58 @ 6 I.L.8.57

150Ø UPVC

TW 17.15 BW 16.27 HW 0.9m

TW 14.15 BW 13.15 HW 1.0m

PROPOSED VEHICLE CROSSING TO BE CONSTRUCTED AS PER IDM SD 236 AND MATCH EXISTING ASPHALT ROAD LEVELS

PROPOSED VEHICLE CROSSING TO BE CONSTRUCTED AS PER IDM SD 236 AND TIE INTO EXISTING ASPHALT ROAD LEVELS

PROPOSED VEHICLE CROSSING TO BE CONSTRUCTED AS PER IDM SD 236 AND TIE INTO EXISTING ASPHALT ROAD LEVELS

FUTURE BASS AVENUE WORKS TO MEET RAMP LEVELS

BASS AVENUE

THE ESPLANADE

ST MORETON BAY FIG

SCALE 1:250 0 2.5 5 7.5 10 12.5 m
AT ORIGINAL SIZE

SITEWORKS LEGEND

- × F22.20 — Finished surface level
- 22.00 — Finished major contour
- 22.10 — Finished minor contour
- Property Boundary
- B2 — Kerb and channel
- B1 — Barrier Kerb
- ES — Edge Strip
- SD — Spoon Drain
- SM1 — Semi-Mountable kerb
- SM2 — Semi-Mountable kerb and channel
- IK+TE — Integral kerb with thickened edge
- TE — Thickened edge
- IK — Integral kerb
- IK+ED — Integral kerb with edge downturn
- SD — Basement Spoon Drain
- Vehicular Crossing
- Pedestrian Kerb Ramp
- IL 10.20 — Stormwater pit and drain
- GT — Grated Trench
- AG — Ag Drain
- GI — Grated Inlet / Floor Waste
- Concrete Endwall
- GPT — Gross Pollutant Trap
- WQ — Water Quality Treatment
- IO — Inspection Opening with subsoil drainage line (100 dia) to be provided at the start of all AG
- FP — Flushout point with subsoil drainage line (100 dia)
- DP — Down pipe
- RP — Rodding point
- Concrete encased stormwater line
- Overland Flowpath
- Wheelstop
- RW — Retaining wall
- Batter
- Sawcut Joint
- Expansion Joint
- Dowelled Sawcut Joint
- Dowelled Expansion Joint
- Grass Swale
- Guard Rail
- Fence
- TPZ — Tree Protection Zone
- SRZ — Structural Root Zone
- Easement
- LOW — Limit of Work

EXISTING SERVICES LEGEND

- eT — TELECOMS
- eG — GAS
- eE — ELECTRICAL
- eO — ELECTRICAL (OVERHEAD)
- eW — WATER
- eD — STORM WATER
- eS — SEWER

DRAWINGS TO BE PRINTED IN COLOUR
Y M C R G B K

Job Name : Isle of Wight
Sketch Title:
Civil Concept Sketches (Scale 1: 250)

Date: 18/05/2023
By: WL

TTW Structural Civil Traffic Façade
Job Number: 224160
Sketch No. : SK002

Appendix B

Planning Property Report

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PLANNING PROPERTY REPORT

Environment, Land, Water and Planning

From www.planning.vic.gov.au at 10 April 2023 03:00 PM

PROPERTY DETAILS

Address:	**2 BASS AVENUE COWES 3922**
Crown Description:	**More than one parcel - see link below**
Standard Parcel Identifier (SPI):	**More than one parcel - see link below**
Local Government Area (Council):	**BASS COAST** www.basscoast.vic.gov.au
Council Property Number:	**8396**
Planning Scheme:	**Bass Coast** Planning Scheme - Bass Coast
Directory Reference:	**Melway 734 D1**

This property has 9 parcels. For full parcel details get the free Property report at Property Reports

UTILITIES

Rural Water Corporation:	**Southern Rural Water**
Urban Water Corporation:	**Westernport Water**
Melbourne Water:	**Inside drainage boundary**
Power Distributor:	**AUSNET**

STATE ELECTORATES

Legislative Council:	**EASTERN VICTORIA**
Legislative Assembly:	**BASS**

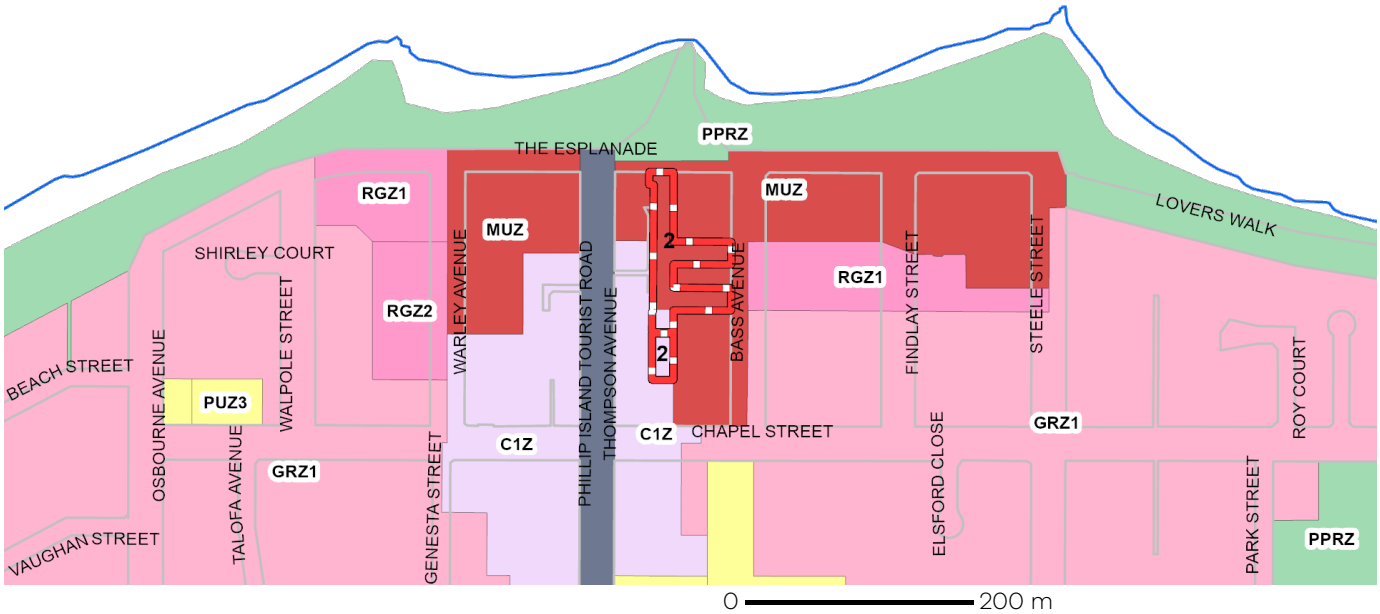
OTHER

Registered Aboriginal Party: **Bunurong Land Council Aboriginal Corporation**

View location in VicPlan

Planning Zones

COMMERCIAL 1 ZONE (C1Z)
SCHEDULE TO THE COMMERCIAL 1 ZONE (C1Z)
MIXED USE ZONE (MUZ)
SCHEDULE TO THE MIXED USE ZONE (MUZ)



C1Z - Commercial 1 | **GRZ - General Residential** | **MUZ - Mixed Use**
PPRZ - Public Park and Recreation | **PUZ3 - Public Use-Health & Community** | **PUZ6 - Public Use-Local Government**
PUZ7 - Public Use-Other Public Use | **RGZ - Residential Growth** | **TRZ2 - Principal Road Network**

Note: labels for zones may appear outside the actual zone - please compare the labels with the legend.

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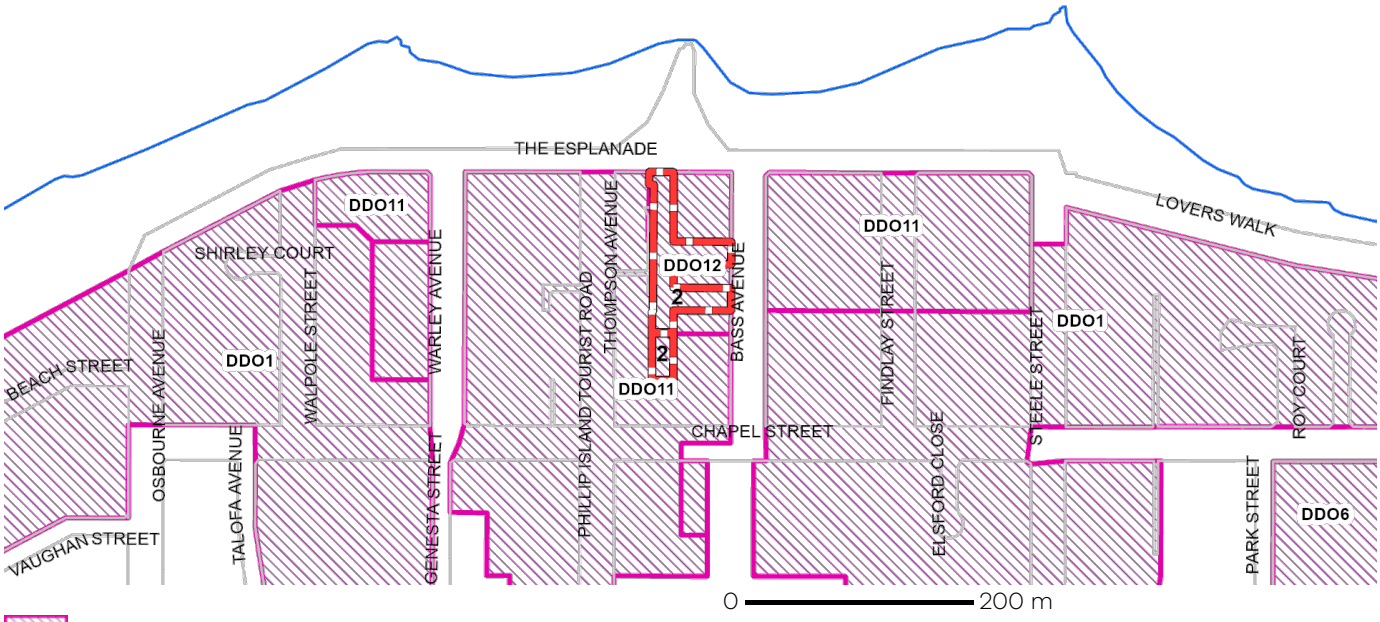
PLANNING PROPERTY REPORT

Environment, Land, Water and Planning

Planning Overlays

DESIGN AND DEVELOPMENT OVERLAY (DDO)
DESIGN AND DEVELOPMENT OVERLAY - SCHEDULE 11 (DDO11)
DESIGN AND DEVELOPMENT OVERLAY - SCHEDULE 12 (DDO12)



DDO - Design and Development Overlay

Note: due to overlaps, some overlays may not be visible, and some colours may not match those in the legend

OTHER OVERLAYS

Other overlays in the vicinity not directly affecting this land

HERITAGE OVERLAY (HO)
LAND SUBJECT TO INUNDATION OVERLAY (LSIO)
VEGETATION PROTECTION OVERLAY (VPO)



HO - Heritage Overlay
LSIO - Land Subject to Inundation Overlay
VPO - Vegetation Protection Overlay

Note: due to overlaps, some overlays may not be visible, and some colours may not match those in the legend

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PLANNING PROPERTY REPORT

Areas of Aboriginal Cultural Heritage Sensitivity

All or part of this property is an 'area of cultural heritage sensitivity'.

'Areas of cultural heritage sensitivity' are defined under the Aboriginal Heritage Regulations 2018, and include registered Aboriginal cultural heritage places and land form types that are generally regarded as more likely to contain Aboriginal cultural heritage.

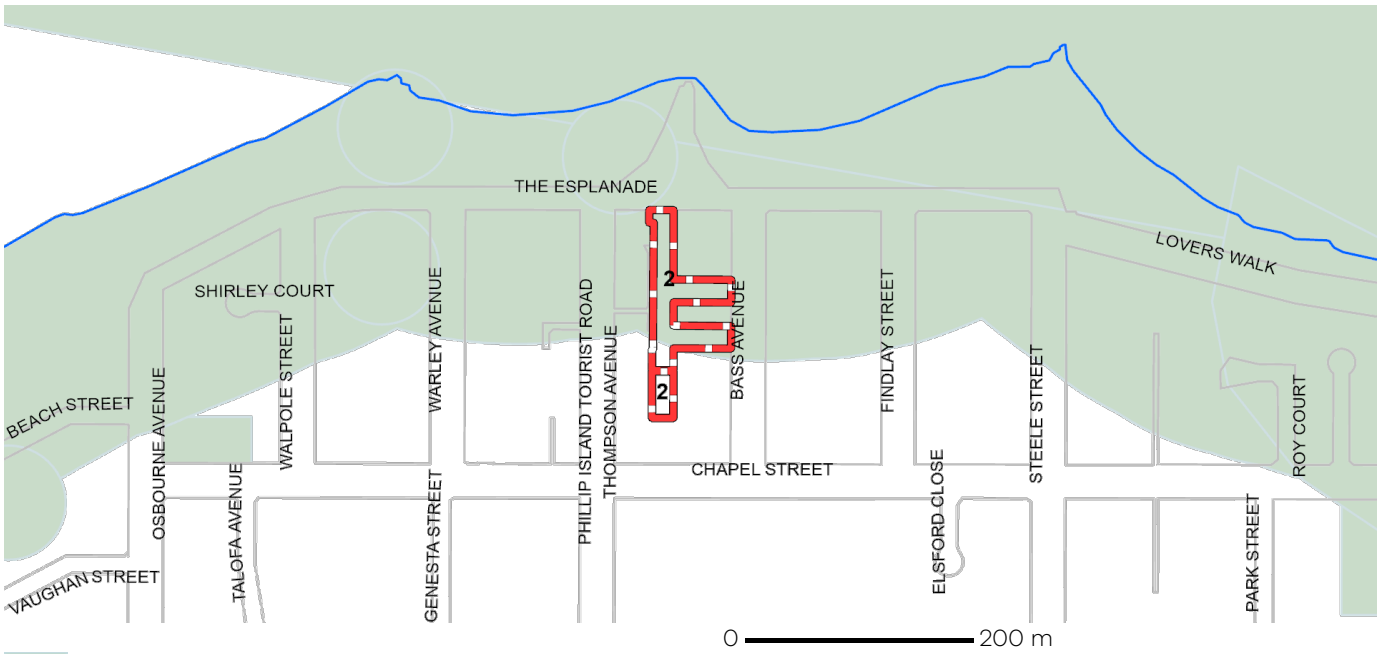
Under the Aboriginal Heritage Regulations 2018, 'areas of cultural heritage sensitivity' are one part of a two part trigger which require a 'cultural heritage management plan' be prepared where a listed 'high impact activity' is proposed.

If a significant land use change is proposed (for example, a subdivision into 3 or more lots), a cultural heritage management plan may be triggered. One or two dwellings, works ancillary to a dwelling, services to a dwelling, alteration of buildings and minor works are examples of works exempt from this requirement.

Under the Aboriginal Heritage Act 2006, where a cultural heritage management plan is required, planning permits, licences and work authorities cannot be issued unless the cultural heritage management plan has been approved for the activity.

For further information about whether a Cultural Heritage Management Plan is required go to http://www.aav.nrms.net.au/aavQuestion1.aspx

More information, including links to both the Aboriginal Heritage Act 2006 and the Aboriginal Heritage Regulations 2018, can also be found here - https://www.aboriginalvictoria.vic.gov.au/aboriginal-heritage-legislation



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PLANNING PROPERTY REPORT

Further Planning Information

Planning scheme data last updated on 5 April 2023.

A **planning scheme** sets out policies and requirements for the use, development and protection of land.
This report provides information about the zone and overlay provisions that apply to the selected land.
Information about the State and local policy, particular, general and operational provisions of the local planning scheme that may affect the use of this land can be obtained by contacting the local council or by visiting https://www.planning.vic.gov.au

This report is NOT a **Planning Certificate** issued pursuant to Section 199 of the ***Planning and Environment Act 1987.***
It does not include information about exhibited planning scheme amendments, or zonings that may abut the land.
To obtain a Planning Certificate go to Titles and Property Certificates at Landata - https://www.landata.vic.gov.au

For details of surrounding properties, use this service to get the Reports for properties of interest.

To view planning zones, overlay and heritage information in an interactive format visit https://mapshare.maps.vic.gov.au/vicplan

For other information about planning in Victoria visit https://www.planning.vic.gov.au

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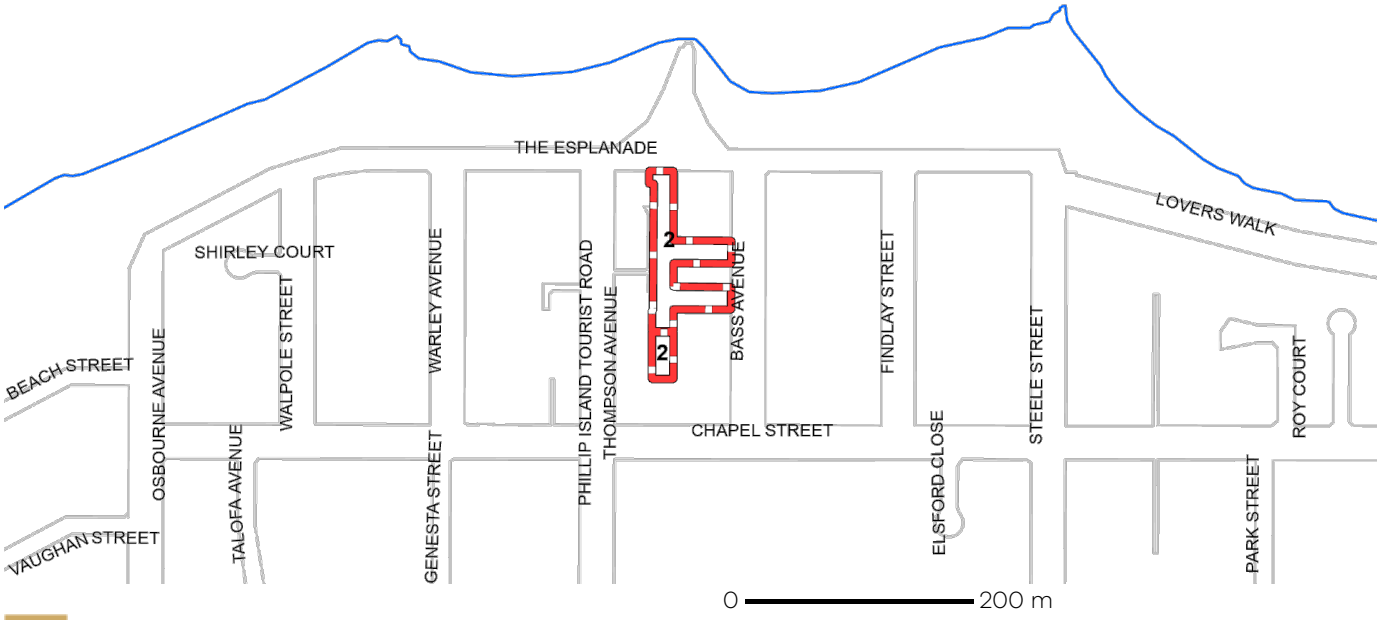
PLANNING PROPERTY REPORT

Designated Bushfire Prone Areas

This property is not in a designated bushfire prone area.
No special bushfire construction requirements apply. Planning provisions may apply.

Where part of the property is mapped as BPA, if no part of the building envelope or footprint falls within the BPA area, the BPA construction requirements do not apply.

Note: the relevant building surveyor determines the need for compliance with the bushfire construction requirements.



Designated Bushfire Prone Areas

Designated BPA are determined by the Minister for Planning following a detailed review process. The Building Regulations 2018, through adoption of the Building Code of Australia, apply bushfire protection standards for building works in designated BPA.

Designated BPA maps can be viewed on VicPlan at https://mapshare.vic.gov.au/vicplan/ or at the relevant local council.

Create a BPA definition plan in VicPlan to measure the BPA.

Information for lot owners building in the BPA is available at https://www.planning.vic.gov.au.

Further information about the building control system and building in bushfire prone areas can be found on the Victorian Building Authority website https://www.vba.vic.gov.au. Copies of the Building Act and Building Regulations are available from http://www.legislation.vic.gov.au. For Planning Scheme Provisions in bushfire areas visit https://www.planning.vic.gov.au.

Native Vegetation

Native plants that are indigenous to the region and important for biodiversity might be present on this property. This could include trees, shrubs, herbs, grasses or aquatic plants. There are a range of regulations that may apply including need to obtain a planning permit under Clause 52.17 of the local planning scheme. For more information see Native Vegetation (Clause 52.17) with local variations in Native Vegetation (Clause 52.17) Schedule

To help identify native vegetation on this property and the application of Clause 52.17 please visit the Native Vegetation Information Management system https://nvim.delwp.vic.gov.au/ and Native vegetation (environment.vic.gov.au) or please contact your relevant council.

You can find out more about the natural values on your property through NatureKit NatureKit (environment.vic.gov.au)

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