

# *Port Adelaide Precinct Plan*

*January 2014*



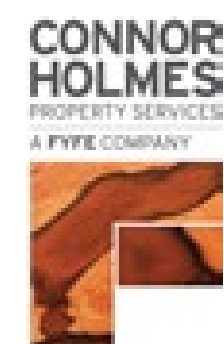
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Front Cover Image: Barbara Saberton photograph of Captain Hook, a Port Adelaide local dolphin.

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# 1.0 INTRODUCTION

The Port Adelaide town centre and water front presents a significant opportunity to evolve from a historic shipping and industrial harbour to a contemporary mixed use urban area with a sustainable local economy and regional activity centre.

The latent potential of Port Adelaide as a 'living port' has been well known for decades and whilst highly studied and analysed, the successful implementation of this vision has not yet been fully realised. Successive 'false starts' have also cast doubt on the Port's future requiring immediate actions to activate the Port and restore and renew the confidence of a resilient and proud community. Longer term actions are also required for a sustained "active transition" and to leverage from the Ports unique attributes and distinctive characteristics and promote and increase the resident and working populations.

A Precinct Plan is therefore required to identify a pragmatic approach to addressing renewal barriers in the short and long term and to create a platform to stimulate investment, activity and renewal of the Port. A key goal and outcome of a Precinct Plan is the creation of 'place' to attract visitors and improve the physical and social environment for all users.

The Precinct Plan is a 'blueprint' for the future development of the Port. It will be used to inform future amendments to the Port Adelaide Enfield Development Plan and introduce a new policy framework and suitable instruments of development control to appropriately guide and facilitate future economic investment and development in Port Adelaide.

The Precinct Plan provides a spatial framework for the development of the Port Adelaide Regional Centre and is supported by a series of priority implementation actions and initiatives. It is also underpinned by robust economic analysis to ensure future policies, initiatives and actions addresses and responds to existing 'gaps' in the market and successfully capitalises on the existing assets and unique comparative advantages of Port Adelaide.



# 1.0 INTRODUCTION

## 1.1 PRECINCT PLAN STUDY AREA

The study area of the precinct plan is generally bound by Semaphore Road and Dock 2 to the north, the Outer Harbor Railway line to the south, Causeway Road to the west and Perkins Drive to the east.

The study area comprises the Port Adelaide town centre, the waterfront, commercial / industrial areas in the eastern portion of the study area (including the historic wool stores), and residential areas adjacent to the town centre incorporating a mix of public and private housing.

The Precinct Plan comprises a number of separate but connected 'precincts' with distinctive character and recognised potential to contribute to the Ports revitalisation. The ten (10) designated precincts comprising the Precinct Plan include:

- Precinct 1: Retail Core;
- Precinct 2: Harts Mill;
- Precinct 3: McLaren Wharf;
- Precinct 4: Dock 1;
- Precinct 5: Causeway / Semaphore Road;
- Precinct 6: Fletcher's Slip;
- Precinct 7: Cruickshank's Corner;
- Precinct 8: Port Approach;
- Precinct 9: Woolstores
- Precinct 10: Dale Street West (Old Port Reach).

Areas not within designated precincts (including AVECENNIA Waters - Newport Quays) have also been examined to ensure strong connectivity and integration with designated precincts to ensure a complementary and consistent design and policy approach is adopted across the entire study area.

## 1.2 ROLE OF THE PRECINCT PLAN

The Precinct Plan aims to provide a compelling and deliverable framework for the development of the Port Adelaide study area over the coming decades and seeks to capitalise on the existing and unique strengths of the centre and seize current opportunities as a way of building the required momentum.

Key objectives of the Precinct Plan include:

- To manifest, as physical form, the desires of key stakeholders and the community expressed during the 'community open day' held in October 2012;
- To spatially articulate the vision, principles and future intent for Port Adelaide to guide the coordinated and complementary development of the study area over the next generation and beyond;
- To spatially integrate and identify the strategies, actions and initiatives to guide and deliver the revitalisation of Port Adelaide;
- To set clear benchmarks and expectations in relation to the design, development, public space and environmental quality that will ultimately be critical success factors in the revitalisation and development of Port Adelaide;
- To provide certainty to both the public and private sector about the quantum, pace, scale and quality of change; and
- To provide the flexibility required to respond to, and accommodate, unforeseen opportunities as they emerge over the life of the plan.

The Precinct Plan is not a statutory document and has no legal status as a planning instrument to formally guide or control development within the study area. Notwithstanding, a primary purpose of the Precinct Plan is to inform amendments to the Port Adelaide Enfield Development Plan via a formal statutory Development Plan Amendment (DPA) process (as specified in the *Development Act, 1993*).

It is noted that the DPA process includes formal consultation with key government agencies and the public, including an opportunity for the public to prepare written submissions in response to the DPA and to attend and provide representations at a formal public meeting.



Figure 1.1 : Study Area and Precincts

## 1.3 COMMUNITY & STAKEHOLDER ENGAGEMENT

The Precinct Plan has been prepared in consultation with key stakeholders, including the Port Adelaide Steering Committee. The Steering Committee was established in 2012 and comprised seven community representatives and a representative of the City of Port Adelaide Enfield. The Steering Committee provided guidance to Renewal SA during the preparation of the Precinct Plan and has established a 'Vision' and 'Principles' for urban renewal within Port Adelaide.

The Precinct Plan has also been guided by the community feedback provided at the October 2012 Community Open Day on proposed plans for the Port's business district and waterfront. Over 4,500 people attended the Open Day and provided more than 1,500 written comments. Analysis of feedback from the Open Day was one of the first steps in the Precinct Plan process. The key themes that emerged from this analysis included:



- Hart’s Mill is historically significant to Port Adelaide and attendees at the Open Day said its heritage look and feel should be preserved. Attendees supported the creation of a vibrant community hub with markets and plenty of open space to revitalise the area.
- There was support for plans to make McLaren Wharf a ‘people place’ through renewing public spaces and celebrating heritage structures. While a number of different views were put forward on how high buildings should be in this area, attendees generally agreed any new development must complement the area’s existing character and strong sense of history.
- Plans to transform Dock 1 into a community space with a temporary park attracted the community’s attention at the Open Day. Many suggested new ideas to create fun family activities, attract tourists and reflect the area’s history.
- Celebrating craftsmanship and creativity at Fletcher’s Slip was a central theme at the Open Day. Bringing back boat building was seen as key to reactivating the area, along with implementing heritage-style building designs and other activities to honour the area’s past.
- Most attendees at the Open Day were excited about renewing the river front at Cruickshank’s Corner and creating a space for local residents and visitors to enjoy. The idea of establishing a rowing club was very popular and there was also significant support for creating a beach along the river.
- There were a range of suggestions for revitalising and boosting the Business District’s economy. Feedback centred on attracting businesses, residents and tourists to the Business District through making it a more pleasant, vibrant place to be.
- Attendees said the North Western Arm of Port Adelaide needs to provide benefits for the local community. Open, green spaces were most commonly mentioned, followed by suggestions on integrating new houses into the existing area, with a focus on building height.

1.4 EXISTING & PARALLEL STUDIES

Extensive research and planning has been undertaken to determine future redevelopment and revitalisation opportunities for the Port Adelaide Centre and waterfront Precincts over the past decade.

The following research, analysis, investigations and documentation has been reviewed to inform the preparation of the Port Adelaide Renewal Project – Precinct Plan:

1. The 30-Year Plan for Greater Adelaide, 2010 (DLPG)

2. Port Adelaide Enfield Council Development Plan, consolidated 16th February 2012

3. Port Renewal Project Summary of Background Documents 2012 (Jensen Planning and Design)

4. Port Adelaide Master Plan Background Documents April 2012 (Jensen Planning and Design)

5. Port Adelaide Renewal Project – Segmentation Study, January 2013 prepared by Hudson Howell’s

6. Port Adelaide Renewal Project – Economic Development Strategy, January 2013 prepared by Hudson Howell’s

7. Community Open Day Summary of Community Ideas (October 2012)

8. City of Port Adelaide Enfield: Port Adelaide River Study, 2011 (GHD)

9. McLaren Wharf and Cruickshank’s Corner Precincts: Master Plan Framework, 2011, (LMC, City of PAE, GHD, Tract, Village Well)

10. Report for Port Adelaide Centre: Car Parking and Movement Study, 2011 (GHD)

11. Cultural Mapping and Survey: Port Adelaide Waterfront, 2011 – component parts from Malloway Studio, Paul Kloeden & Mark Staniforth

12. McLaren Wharf and Cruickshank’s Corner Precincts Master Plan: Strategic Framework Report, 2010 (Land Management Corporation and City of PAE)

13. St Vincent Street + Commercial Road: Concept Plan, 2007 (Oxigen, Jensen Planning + Design, GHD)

14. Port Adelaide Centre: vision + framework, 2006 (Hassell, Gehl, et al)

15. Optimum Decision Making Framework and Precinct Level Multi Criteria Analysis, 3 June 2010 by AECOM

16. Port Adelaide Interpretative Trail Concept Report (Revision RE03), September 2010 by Taylor Cullity Lethlean

17. Project Documentation Review dated 16 January 2013 by Moto Projects Pty. Ltd.

18. EPA letter – Reference 31796 dated 13th May 2010 from Phil Hazell

19. EPA letter – Reference 31796 dated 15th July 2010 from Susan Churchman

20. EPA letter – Reference 31796 dated 16th August 2010 from Peter Dolan

21. EPA letter – Reference 31796 dated 22nd September 2010 Peter Dolan

22. The Port – Newport Quays Master Plan, 2003 (Cox Architects)

23. Port Adelaide Waterfront Redevelopment Consultation on Newport Quays Proposed Development Concept: Key Findings Report, 2002 (Hassell)

24. Community Consultation in the Port Waterfront Development, 2001 (Land Management Corporation)

25. Port Adelaide Centre Review: Strategic Framework, 2001 (Brown & Root)

26. Development Guide: Future of Port Adelaide’s Inner Harbour Waterfront, 1994 (Woods Bagot)

27. Port Adelaide Ownership Plan provided by Renewal SA

28. Port Adelaide Waterfront Properties inventory provided by Renewal SA

29. Port Waterfront Public Art Framework, June 2007 by Brecknock Consulting Pty. Ltd.

30. Project: North Arm Strategic Scoping Study, 30 April 2012 by Aurecon

31. Report on Port Adelaide Centre – Market Assessment – Stage 1, October 2006 by Jones Lang Lasalle

32. Legislative Council Hansard – Land Uses on LeFevre Peninsula, Parliament House, 20 December 2011, 6 February 2012, 5 June 2012, 8 August 2012, 22 August 2012 and 11 September 2012

33. Port Adelaide Centre Public Domain Manual, Version 2, July 2007 prepared by Hemisphere Design (Aust) Pty Ltd.

34. Dale Street Revitalization- PowerPoint prepared by Outerspace Landscape Architects in association with Port Adelaide Enfield Council

35. Demographic Profile of the District of Ethelton, Port Adelaide and District compiled by Profile id utilizing Australian Bureau of Statistics, Census of Population and Housing data 2006 and 2011.

36. The Portlands Partnership submission, prepared by Baulderstone Hornibrook and Urban Pacific

37. Karna Cultural Heritage Survey, July 2007 , prepared by Vivienne Wood in association with Hemisphere Design, the City of Port Adelaide Enfield and GHD Pty Ltd.

38. McLaren’s Wharf and Cruickshank’s Corner Precinct Cultural Heritage Survey dated January 2010 prepared by Australian Cultural Heritage Management (ACHM).



Fishermen’s Wharf Markets

# 1.0 INTRODUCTION

## 1.3.1 KEY THEMES FROM LITERATURE REVIEW

Key themes that have emerged from the various studies and investigations of the Port Adelaide Centre and waterfront precincts over the past decade include:

- the need to ensure that **community values and objectives** are at the heart of regeneration and that a shared vision for the waterfront has a sense of community ownership;
- renewal should **capitalise on the maritime heritage** and the uniqueness and character of the Port should be preserved and enhanced;
- the waterfront should be celebrated with a series of new or **improved public spaces and places**;
- the rich anthropological heritage of the **Kaurna people** should be recognised and embraced;
- the scale of buildings should generally reflect the existing **low-scale, fine-grain character**;
- new segments of the housing market should be attracted to Port Adelaide (ie **‘cosmopolitans’** and the **‘urbanites’**) whilst achieving a balanced approach to the proportion of affordable housing that is required to meet local demand;
- the need to encourage families and older people into the area and ensure that **the local community is not displaced** and priced out of the market;
- the need for long-term economic strategies that improve the **economic vitality** of the Port Adelaide area including diversification of employment opportunities, support for local industries, improving the retail offer (particularly in the Retail Core) and tapping into the tourism industry;
- The need for **connectivity**, both to and through the Port;
- Public **transport infrastructure** (the train station and bus interchange opportunities) is in need of upgrade and improvement including the frequency of services and connections between the Port Adelaide Centre and central Adelaide;
- The need for **pedestrian and cycle connectivity** through the Precincts with improved connectivity between the Port Adelaide centre and the waterfront.



*‘One and All’*



*Dolphin Tours*



## 2.0 VISION & PRINCIPLES FOR PORT ADELAIDE

A clear objective of the Port Adelaide Renewal Project – Precinct Plan is to achieve and deliver the Port Adelaide Steering Committee ‘Vision’ that:

*“More people will be living, working, investing and spending time in the Port”*

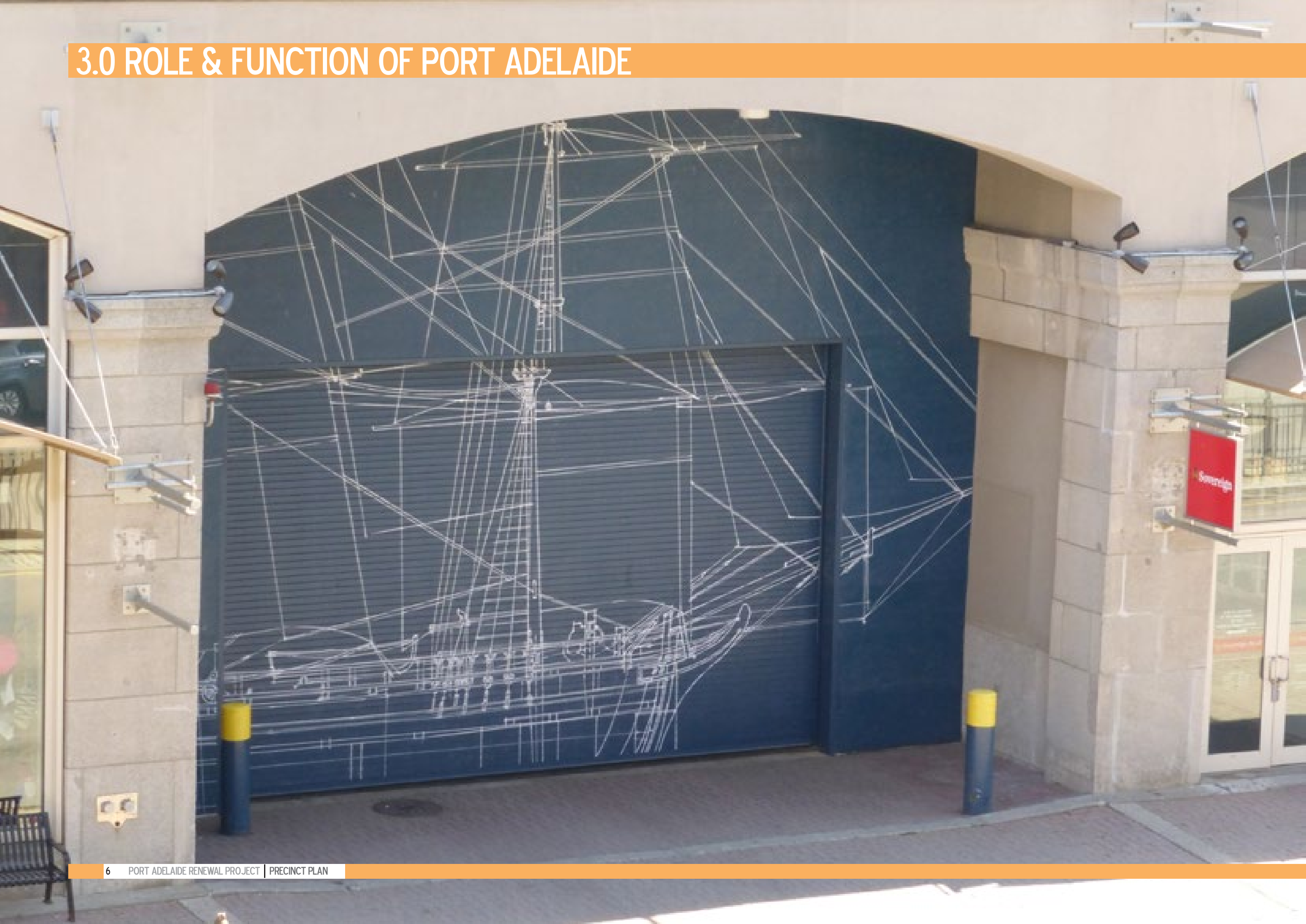
Key applied ‘Principles’ to achieve this vision have also been established by the Steering Committee as follows:

1. A **“living port”** that celebrates its maritime past as well as a future that embraces new ideas, innovation and development – a melting pot of historic quality and newfound confidence.
2. **Achieve urban renewal** in the various precincts in a manner that does not sanitise the Port’s character, but rather, builds on it, reinterprets it, and reinforces it.
3. Creatively **regenerate** its inner harbour and water’s edge with new buildings and **spaces of a human scale**.
4. Focus upon the historic precincts and heritage of Port Adelaide with the development of **active “main streets”**.
5. Realise the Port’s potential for pedestrian friendly and **inspirational spaces** to explore, savour and enjoy, that will allow locals and visitors alike to soak up the unique atmosphere.
6. Emphasise **environmental sustainability** in all future activity to undo past negative impacts and enhance future environmental outcomes.
7. **Respect the cultural beliefs** and existence of Aboriginal people and the values they share.

The identified ‘Vision’ and key ‘Principles’ for the Port Adelaide Water front have informed and guided the preparation of the Precinct Plan, with a particular focus on increasing the resident and working population of the Port as well as the creation of ‘place’ to attract visitors and improve the physical and social environment for all users.



### 3.0 ROLE & FUNCTION OF PORT ADELAIDE





# 3.0 ROLE & FUNCTION OF PORT ADELAIDE

The '30 Year Plan for Greater Adelaide' identifies Port Adelaide as a **'Regional Activity Centre'**. A Regional Activity Centre is defined in the 30 Year Plan as:

**"Major strategic centres that provide a full range of retail, commercial, administrative, entertainment, recreational and regional community facilities. Priority centres for major investments in significant uses that serve regional catchments."**

Figure 3.1 below demonstrates the spatial distribution of higher order activity centres in northern metropolitan Adelaide and clearly identifies Port Adelaide as a 'Regional Activity Centre'.

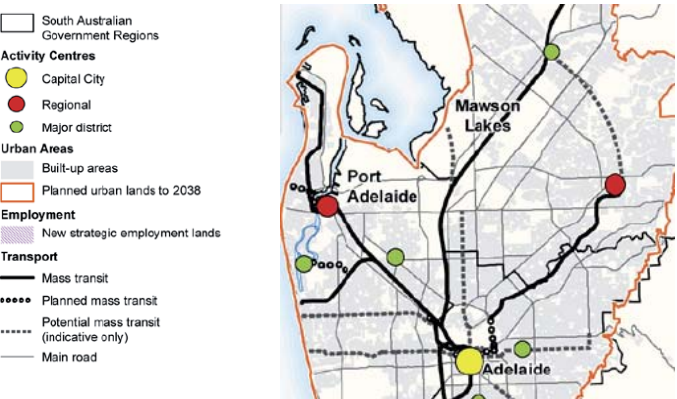


Figure 3.1: Higher Order Activity Centres in Greater Adelaide (Source: 30 Year Plan for Greater Adelaide, DPLG ,2009)

The majority of the study area is also located within the 'Regional Centre Zone' of the Port Adelaide Enfield Development Plan (Consolidated 13 June 2013).

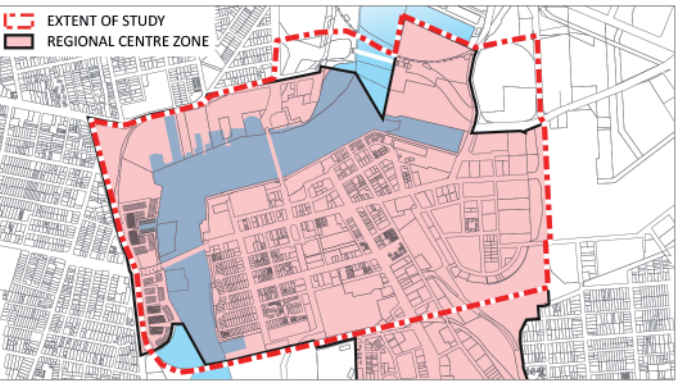


Figure 3.2: Regional Centre Zone

The typology of activity centres in South Australia was examined and defined in the 'Background Technical Report' for the 30 Year Plan for Greater Adelaide prepared by the Department of Planning and Local Government'. The 'Background Technical Report' included an 'Activity Centre Typology' which examined the characteristics, role and function of all activity centres comprising the 'retail hierarchy' including:

- The Capital City
- **Regional Centres**
- Major District Centres
- District Centres
- Highway Centres
- Specialised Centres
- Neighbourhood centres and
- Local centres.

Table 3.1 has been extracted directly from the 'Activity Centre Typology' and reveals the function, characteristics and composition of a fully functioning Regional Activity Centre in South Australia.

While Regional Centres have a strong focus on retailing (which is typically the main trip generator for most regional centres) a Regional Centre also has an important role for a wide variety of uses including:

- **Commercial offices:** ranging from major professional offices to local shop-front activities such as real estate agents, travel agents etc;
- **Civic:** such as Council offices;
- **Recreational and Entertainment:** for example cinemas, bowling alleys, night clubs, hotels and other venues, gyms etc;
- **Cultural:** galleries and theatres etc;
- **Health:** medical and dental facilities, maternal and child health facilities etc;
- **Community:** community halls, child care etc;
- **Public open space:** reserves, parks and town squares etc; and
- **Education:** schools, universities, TAFE, colleges etc.

Benefits are gained from the co-location or clustering of uses in activity centres including a range of social, environmental, economic and cultural benefits that can be realised where a mix of uses are established.

Regional Centres are also important economic nodes which generate substantial employment, and provide an opportunity for the provision of locally-available jobs for the surrounding residential population – assisting with employment containment and self-sufficiency.

Key metrics on the sectorial composition and strength of the Port Adelaide Regional Centre have been collected and examined including existing:

- retail floor space (based on the Retail Database, 2007);
- commercial floor space (based on review by McIntyre Scarborough Robertson , dated 2007); and
- social and community services and facilities.

This basic analysis assists to benchmark the existing Port Adelaide Regional Centre against a fully functional Regional Activity Centre and assists to identify and expose existing 'strengths' and 'gaps' of the existing Regional Centre.

These key metrics are presented in Table 3.2 with the distribution of existing social infrastructure demonstrated spatially in Figure 3.3.

Characteristics	Regional Centre
Role	<ul style="list-style-type: none"><li>• Major strategic centres that provide a full range of retail, commercial, administrative, entertainment, recreational, and regional community facilities.</li><li>• Priority for major investments for significant uses that serve regional catchments.</li></ul>
Commercial Development	<ul style="list-style-type: none"><li>• Major offices for business and government, professional offices and major entertainment and recreational facilities such as cinemas, sports complexes, outdoor dining and entertainment venues.</li></ul>
Employment	<ul style="list-style-type: none"><li>• Significant employment destinations for a range of workforce types that include retail and personal service, health and education workers, professionals and government sector employees.</li></ul>
Retail Development	<ul style="list-style-type: none"><li>• Full range of retail services including department stores, discount department stores, major supermarkets, major specialised retail stores and convenience stores.</li><li>• The catchment population is 250,000 +</li><li>• The retail floor space should be in excess of 100,000m²</li></ul>
Residential Development	<ul style="list-style-type: none"><li>• Substantial opportunity for medium to higher density housing in and the around activity centre.</li><li>• Increased densities will be encouraged in residential suburbs around centre that have a focus on retail shopping.</li></ul>
Government Role	<ul style="list-style-type: none"><li>• Preferred location for major government employment and high order services (e.g. hospital TAFE). Educational facilities should be developed within, or adjacent to, the centre.</li><li>• Should include local government offices and civic and community facilities.</li></ul>
Catchment Characteristics	<ul style="list-style-type: none"><li>• Serve a very wide geographic catchment that can extend outside the metropolitan region to include the rural hinterland.</li></ul>
Access	<ul style="list-style-type: none"><li>• Strategically located with multi-modal access including public transport services.</li></ul>

Table 3.1: Function, characteristics and composition of a Regional Activity Centre (Source: Background Technical Report' for the Plan for Greater Adelaide prepared by the DPLG)

# 3.0 ROLE & FUNCTION OF PORT ADELAIDE

Table 3.2: Existing sectorial composition of the Port Adelaide Regional Centre

Characteristic	Existing Service / Facility	
<b>Retail Floor Space</b>	<ul style="list-style-type: none"> <li>46,356m<sup>2</sup>* (represents less than half of the min retail floor space expected in a fully functional Regional Activity Centre)</li> </ul>	
<b>Commercial Floor Space</b>	<ul style="list-style-type: none"> <li>63,000m<sup>2</sup>** of which 12,000sqm (20%) is vacant.</li> <li>Major tenants include: <ul style="list-style-type: none"> <li>» Australian Customs, AEC, Correctional Services : 6,000m</li> <li>» Magistrates Court : 2,500m<sup>2</sup></li> <li>» Flinders Ports : 2,356m<sup>2</sup></li> <li>» Australian Meat and by-products : 1,000m<sup>2</sup></li> <li>» Workskil: 1,000m<sup>2</sup></li> </ul> </li> </ul>	
<b>Civic</b>	<ul style="list-style-type: none"> <li>City of Port Adelaide Enfield Civic Centre</li> <li>City of Port Adelaide Enfield Library</li> <li>Australia Post – Port Adelaide Post Shop</li> <li>SA Police : 2,500m<sup>2</sup></li> </ul>	
<b>Recreational &amp; Entertainment</b>	<ul style="list-style-type: none"> <li>Sporting Clubs: <ul style="list-style-type: none"> <li>» Basketball SA Port Adelaide Recreation Centre: 50 St Vincent St</li> <li>» Na's Martial Arts Centre: 2 Kyle Place</li> <li>» Cougar's Rugby League Club</li> <li>» Port Adelaide Rugby Union Football Club</li> </ul> </li> <li>Battlezone Indoor Paintball Skirmish</li> <li>Hotels and Function Centres: <ul style="list-style-type: none"> <li>» Portland Hotel</li> <li>» Royal Arms Hotel</li> <li>» The Port Admiral Hotel</li> <li>» Dockside Tavern</li> <li>» The Lighthouse Inn</li> <li>» Krystal Function Centre (500 capacity)</li> <li>» Birkenhead Tavern</li> <li>» Portland Football Club</li> <li>» Portland Sports and Community Club</li> <li>» Adelaide Survivors Abreast Dragon Boat Racing Club</li> <li>» British Hotel</li> <li>» Port Dock Brewery Hotel</li> <li>» Railway Hotel</li> <li>» Newmarket Hotel</li> <li>» Port Anchor Hotel</li> <li>» Black Diamond Hotel</li> <li>» Colac Hotel</li> </ul> </li> </ul>	
<b>Cultural</b>	<ul style="list-style-type: none"> <li>Galleries: <ul style="list-style-type: none"> <li>» Better World Arts</li> <li>» Black Diamond Gallery</li> <li>» Port Community Arts Centre (including 50 person space for hire)</li> <li>» Gaff Studio Gallery</li> <li>» Jackalope Studio Gallery</li> <li>» Mark Lobert Gallery</li> <li>» Ripple Artist Studios Inc</li> <li>» Sea-witch Images</li> <li>» New Land Gallery</li> </ul> </li> </ul>	
<b>Cultural</b>	<ul style="list-style-type: none"> <li>Performing Arts: <ul style="list-style-type: none"> <li>» Kurruru Youth Performing Arts</li> <li>» Vitalstatistix Theatre Company in the (300 person capacity) Workside Workers Hall</li> </ul> </li> <li>Museums: <ul style="list-style-type: none"> <li>» The Australian Museum of Childhood</li> <li>» National Railway Museum, including 450 person display pavilion available for hire</li> <li>» Port Dock Station Railway Museum</li> <li>» SA Aviation Museum</li> <li>» SA Maritime Museum, including 50 person conference facility and meeting room for hire</li> </ul> </li> </ul>	

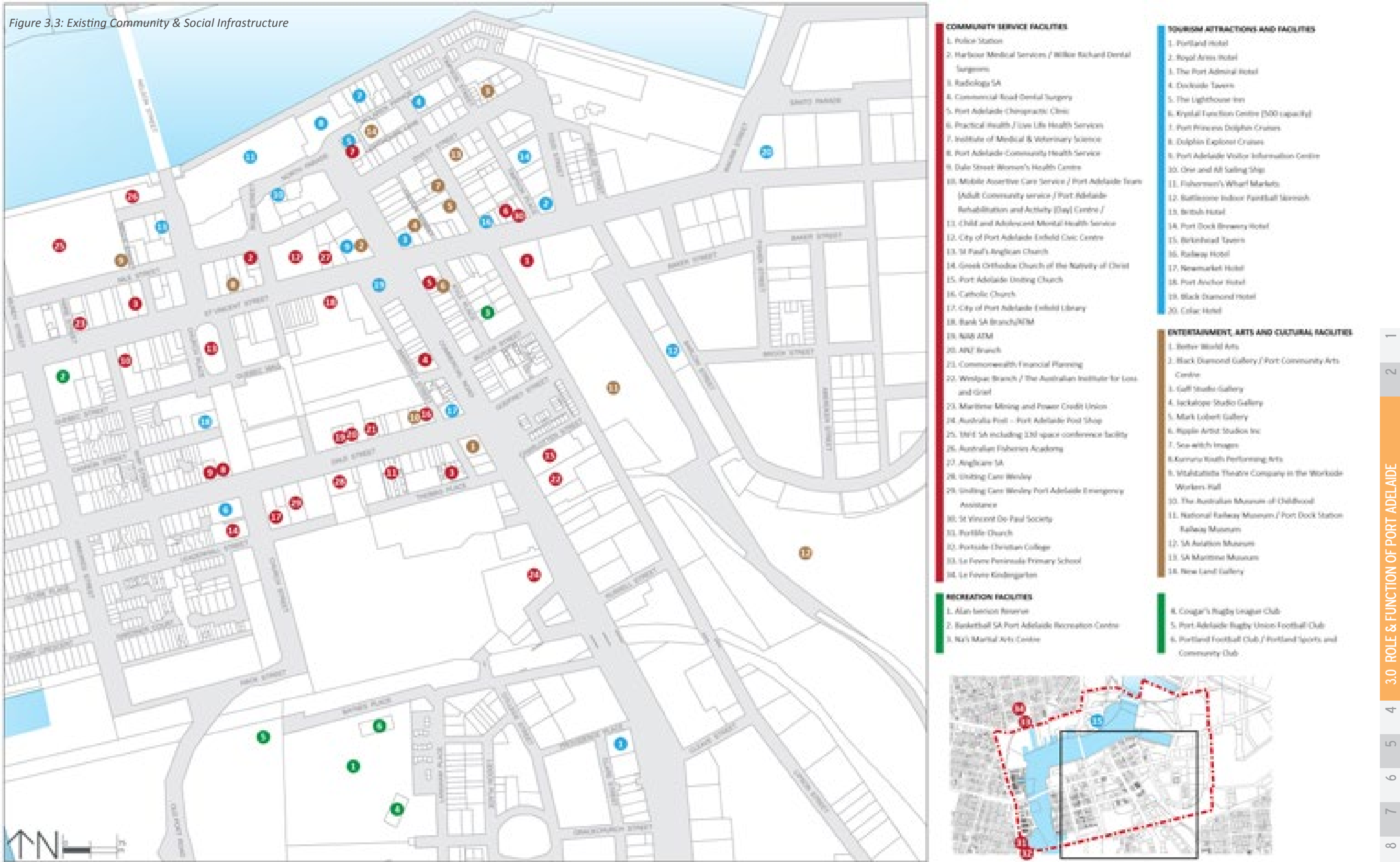
Characteristic	Existing Service / Facility	
<b>Health</b>	<ul style="list-style-type: none"> <li>Harbour Medical Services</li> <li>Radiology SA</li> <li>Commercial Road Dental Surgery</li> <li>Port Adelaide Chiropractic Clinic</li> <li>Practical Health</li> <li>Live Life Health Services</li> <li>Institute of Medical &amp; Veterinary Science</li> <li>Wilkie Richard Dental Surgeons</li> <li>Port Adelaide Community Health Service</li> <li>Dale Street Women's Health Centre</li> <li>Mobile Assertive Care Service</li> <li>Port Adelaide Team (Adult Community service)</li> <li>Port Adelaide Rehabilitation and Activity (Day) Centre</li> <li>Child and Adolescent Mental Health Service</li> </ul>	
<b>Community</b>	<ul style="list-style-type: none"> <li>Places of Worship: <ul style="list-style-type: none"> <li>» St Paul's Anglican Church</li> <li>» Greek Orthodox Church of the Nativity of Christ</li> <li>» Port Adelaide Uniting Church</li> <li>» Catholic Church</li> <li>» Portlife Church</li> </ul> </li> <li>Social Welfare: <ul style="list-style-type: none"> <li>» Anglicare SA</li> <li>» Uniting Care Wesley</li> <li>» Uniting Care Wesley Port Adelaide Emergency Assistance</li> <li>» St Vincent De Paul Society</li> <li>» Centre Link</li> </ul> </li> </ul>	
<b>Public Open Space</b>	<ul style="list-style-type: none"> <li>Alan Iverson Reserve</li> <li>Old canal Park</li> </ul>	
<b>Education</b>	<ul style="list-style-type: none"> <li>TAFE SA including 130 space conference facility</li> <li>Australian Fisheries Academy</li> <li>The Australian Maritime College (An institute of the University of Tasmania) which is scheduled for relocation to Port Adelaide</li> <li>The Australian Institute for Loss and Grief (formerly Sacred Site Within Healing Centre)</li> <li>Portside Christian School</li> <li>Le Fevre Peninsula Primary School</li> <li>Le Fevre Kindergarten</li> </ul>	
<b>Tourism</b>	<ul style="list-style-type: none"> <li>Port Princess Dolphin Cruises (Fisherman's Wharf)</li> <li>Dolphin Explorer Cruises (Queen's Wharf)</li> <li>Port Adelaide Visitor Information Centre</li> <li>One and All Sailing Ship</li> <li>Fishermen's Wharf Markets</li> </ul>	

\* Planning SA Retail Database, 2007

\*\* McIntyre Scarborough Robertson, 2007



# 3.0 ROLE & FUNCTION OF PORT ADELAIDE



# 3.0 ROLE & FUNCTION OF PORT ADELAIDE

Table 3.3 below identifies how well the Port Adelaide Regional Centre meets the requirements of a Regional Activity Centre, what gaps exist in the provision of regional services and the unique elements of Port Adelaide as a Regional Centre.

Regional Role	Gaps	Unique attributes
Government Administration (local)	Retail (convenience, comparison, restaurants / cafes, fashion / boutiques)	Customs & Boarder Protection
Education (TAFE & Maritime College)	Commercial (High levels of vacancy limited professional services)	Heritage (Maritime, built form, cultural heritage)
Transport Node (but poorly integrated & unattractive)	Government Administration (State)	Logistics
Health / Medical	Arts and Culture (Theatres, galleries)	
Community services	Recreation (Parks, plazas & open space)	
Tourism & Hospitality (museums, river based tourism, markets)	Entertainment & events (cinemas)	
Residential (medium & higher density)	Secondary Education (Private & public)	

Table 3.3: Port Adelaide Regional Centre as a Regional Activity Centre

Through this analysis, opportunities for the Port Adelaide Regional Centre have been identified as follows:

Sector	Opportunities
Retail	Encourage and establish Heritage Bohemian Retail (HERBO Retail) particularly within the State Heritage Area of McLarens Wharf. Reposition Port Adelaide as the destination for fresh food (organic, growers markets, seafood, floating markets etc) and fashion. Recognise that Port Adelaide is likely to retain a district level retail offer (comparison shopping) given the existing strength and market position of West Lakes (Westfield)
Government Services	Major occupiers of office space in Port Adelaide include a range of state government regional offices (particularly community and welfare services) with Port Adelaide servicing the wider north-western population of Adelaide. Opportunity exists to expand commercial government floor space with Port Adelaide having the potential to serve as the regional head office for Government Departments / Agencies. (ie approximately 10,000sqm of government floor space to provide significant employment opportunities)
Education	Expansion of the TAFE and Maritime College and the Australian Fisheries Academy to promote Port Adelaide as an education node. The introduction of a secondary college (B – 12 private / public school) to Port Adelaide.
Tourism	Possible aggregation of national museums and the development of a gallery of modern art. Development of an international hotel and associated conference facilities.
Culture	Development of an interpretive centre of anthropological culture

Sector	Opportunities
Recreation	Expand provision of open space for passive and active recreation including parks, plazas and interactive playgrounds. Strengthen sporting and recreation facilities and facilitate opportunities for club rooms (ie boat sheds in Cruickshank’s corner etc). Development of a leisure and recreation centre.
Health / Medical	A Port Adelaide Private Hospital, GP Plus clinic, medical centre and Centre for wellness to service the expanding regional population.
Entertainment	Opportunities for cinemas, bowling alleys and other entertainment venues. Establishment of an events program for festivals and exhibitions etc.
Residential	Encourage a critical population mass to underpin the viability of the regional centre with provision for housing choice and diversity at a variety of price points. Development of aged care and retirement housing as well as student accommodation (around TAFE).
Industry	Road and rail infrastructure provides opportunities for the development of a freight and logistics hub.

Table 3.4: Opportunities for the Port Adelaide Regional Centre

A ‘**Role and Function Pyramid**’ for Port Adelaide has been developed and is presented in Figure 3.4.

The pyramid identifies the current (black) and future (blue) role of Port Adelaide at a local, district, regional, state, national and international level. It also examines existing weakness (red) to be overcome for the centre to operate at its full potential as a fully functional and vibrant Regional Centre.

The ‘pyramid’ approach identifies the current centre and region wide activities that interact with the centre, or have the potential to do so. It also provides the opportunity to consider how the Port Adelaide Regional Centre can operate and fulfil roles at a range of levels.

Extending the role and function concept beyond that identified in the retail centre hierarchy and centres typology for South Australia allows the role and function of the centre to be more broadly defined. For example, in differentiating the level of activity (at a Local, District, Regional, State, National and International level) it enables the identification of activities that could, or should, operate at a higher level within the centre.

The ‘pyramid’ approach facilitates the identification of the future role and function of the centre and puts into sharp focus the opportunities for additional or extended activities within the centre. These activities can respond to existing ‘gaps’ in the market or can be opportunities which capitalise on the assets and comparative advantages of the centre (to raise its performance).

The role and function of the Port Adelaide Regional Centre is to act and function as a ‘Regional Centre’ servicing the wider north-western population of Metropolitan Adelaide. In this capacity the Port Adelaide Centre should be positioned to function with activities and uses as follows:



# 3.0 ROLE & FUNCTION OF PORT ADELAIDE

## AT A LOCAL LEVEL:

- Local parks, reserves and play grounds
- Places of worship

## AT A DISTRICT LEVEL:

- Viable 'convenience' retail offer (supermarkets etc)
- Medical and health services (professional services)
- Secondary Education (B – 12 private / public)
- Leisure and recreation facilities
- Civic facilities
- Performing arts and theatre companies

## AT A REGIONAL LEVEL

- Higher order 'comparison' retail offer
- Food experience retail offer (fresh food and markets etc)
- Higher order medical and health services (health hub)
- Sporting facilities and recreation
- Business and financial services
- Entertainment, recreation and culture
- Medium and higher density residential and mixed use development (including aged care and student housing)
- Transport node / interchange
- Justice (magistrates and district court)
- IT communications hub

## AT A STATE LEVEL:

- Government services accommodation
- Specialist Heritage Bohemian Retail Hub (HERBO)
- Tourism and hospitality (River based)
- Heritage, built form, culture and the arts

## AT A NATIONAL LEVEL:

- Higher Education (tertiary) facilities
- Hotel and conference facilities
- National Museums (agglomeration)

## AT AN INTERNATIONAL LEVEL:

- Customs & border protection
- Logistics (ports & transport)

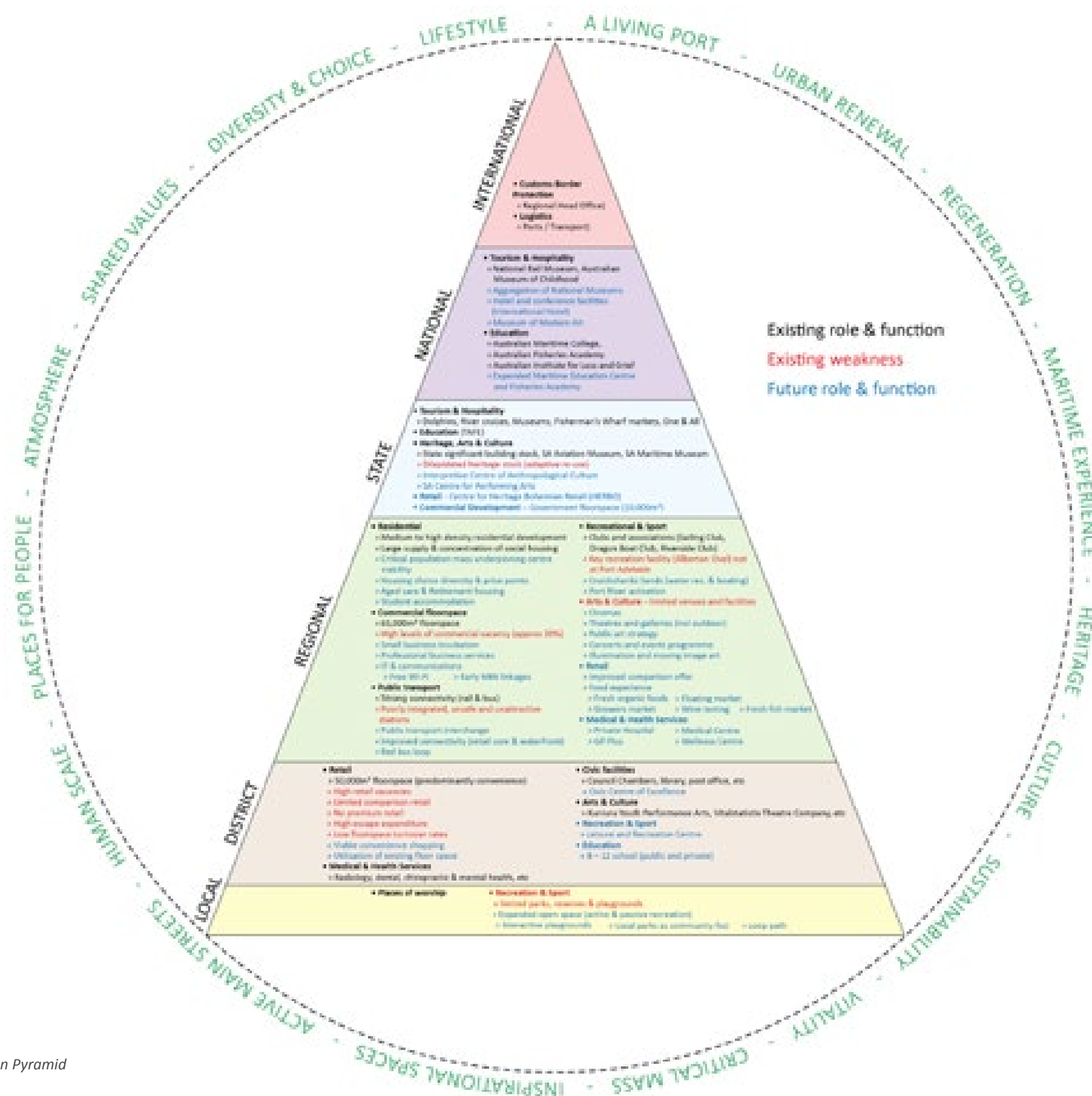


Figure 3.4: Role and Function Pyramid

## 4.0 PRECINCT ANALYSIS





# 4.0 PRECINCT ANALYSIS

## 4.1 PRECINCT COMPOSITION

A brief description of each precinct is provided below together with discussion on some of the issues, challenges and envisaged opportunities for each Precinct.

### PRECINCT 1 - RETAIL CORE

The Port Adelaide retail core accommodates the local shopping and administrative needs of the Port Adelaide Regional Centre and surrounding areas. However, the retail core does not currently perform the retail functions expected of a Regional Centre and there is significant leakage of retail spending to other centres.

Revitalisation of the Retail Core and stronger visual and physical connections to the waterfront are two key objectives of the Precinct Plan. Other key issues in this sub-precinct include land ownership fragmentation, poor accessibility and legibility and poor connection to the railway station.

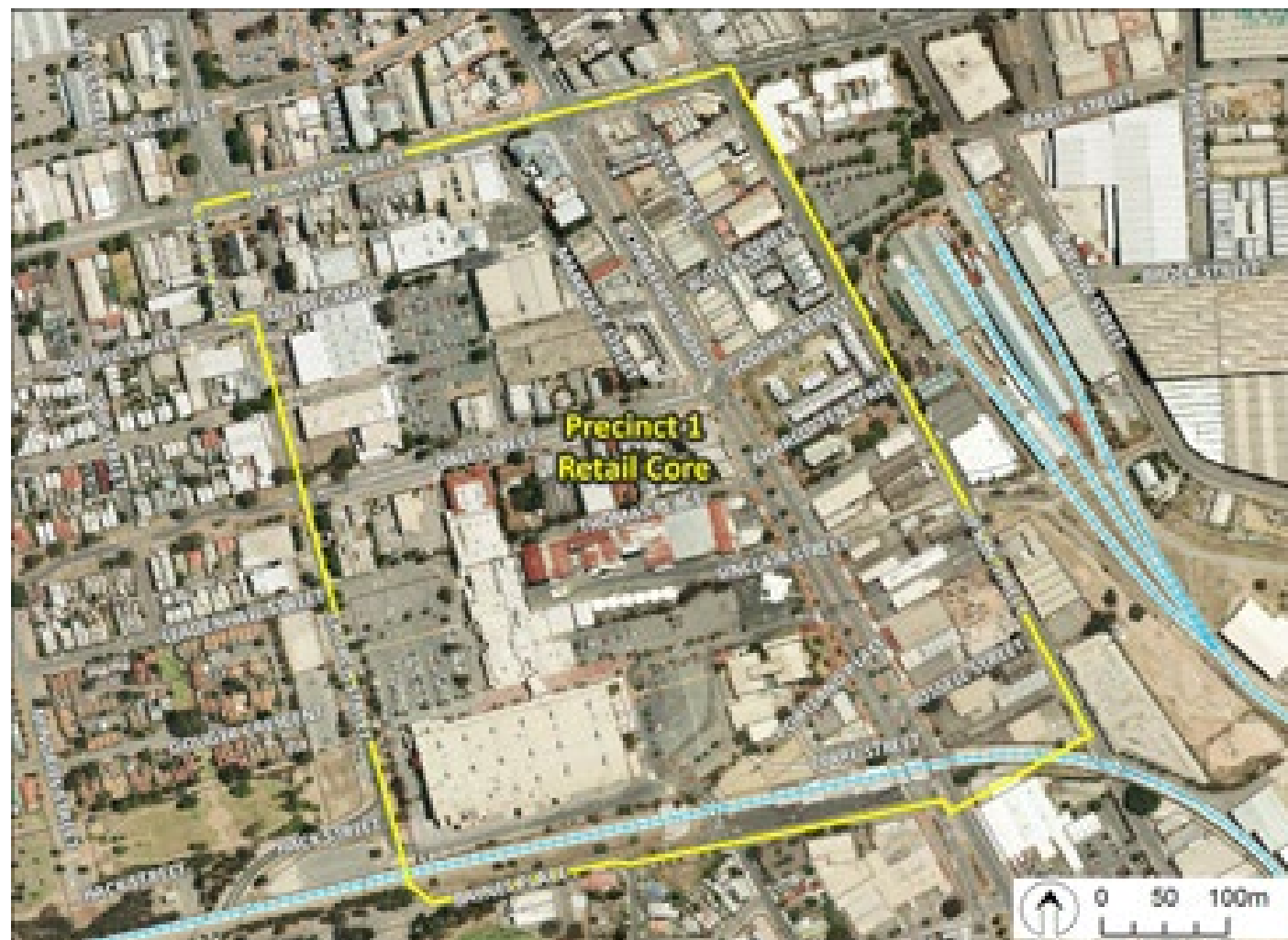


Figure 4.1: Precinct 1: Retail Core



# 4.0 PRECINCT ANALYSIS

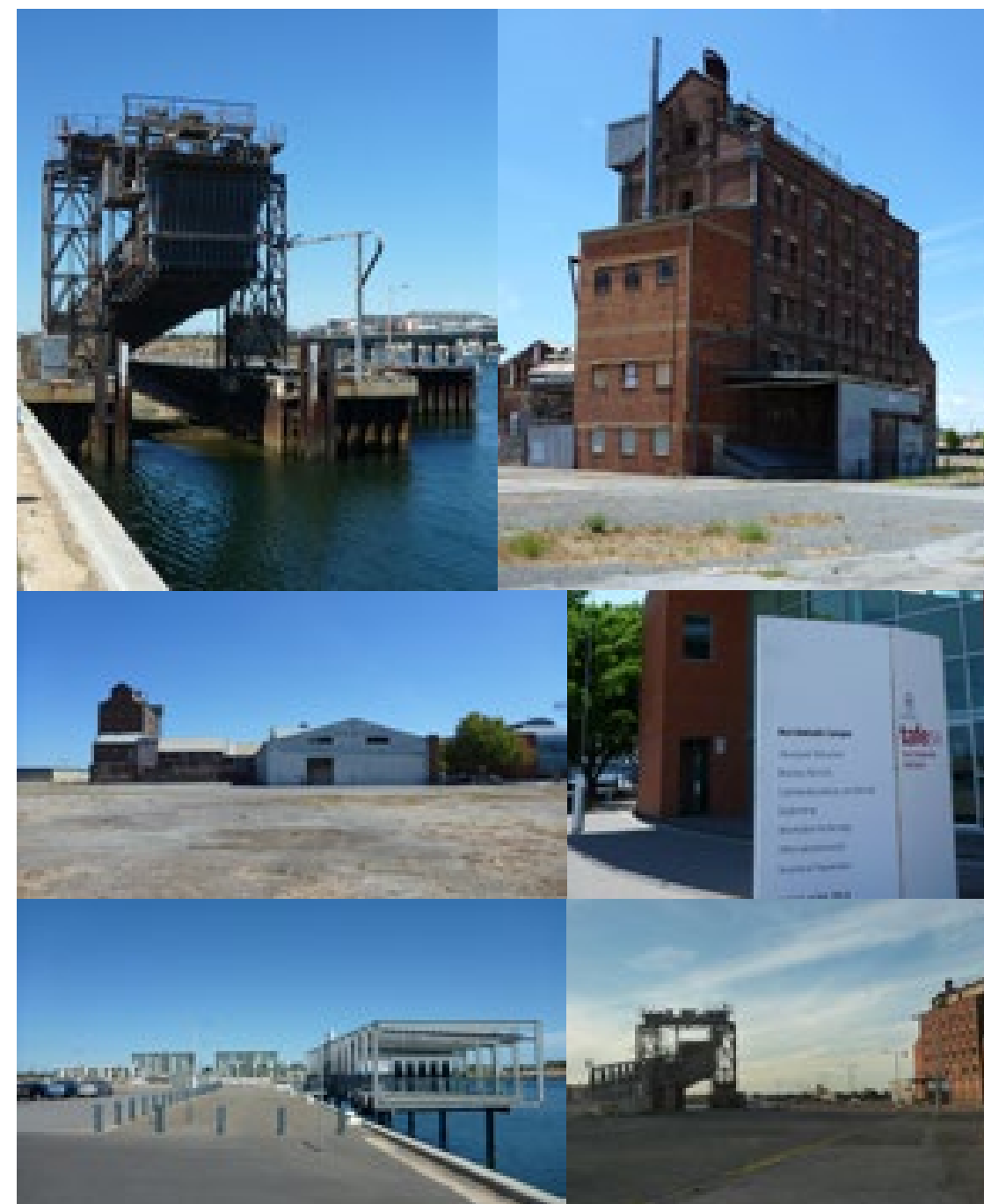
## PRECINCT 2 - HART'S MILL

The Hart's Mill Precinct comprises waterfront land north of St Vincent Street and west of the Birkenhead Bridge, including land currently occupied by the TAFE College and the iconic Hart's Mill building.

Land to the north and west of The Hart's Mill complex of buildings is to be protected from development and transformed into an inviting public space.



Figure 4.2: Precinct 2: Hart's Mill



# 4.0 PRECINCT ANALYSIS

## PRECINCT 3 - MCLARENS WHARF

This Precinct incorporates some of Port Adelaide's most iconic places and opportunities including Black Diamond Square, Neptune Lighthouse, Fishermen's Wharf markets and the Customs House.

A significant portion of this area is located within the Port Adelaide State Heritage Policy Area and includes significant intact streetscapes.



Figure 4.3: Precinct 3: McLaren's Wharf



# 4.0 PRECINCT ANALYSIS

## PRECINCT 4 - DOCK ONE

The Dock One Precinct comprises mainly vacant waterfront land adjacent to the State Heritage Policy Area to the west and existing industrial areas to the east. One of the key features of this precinct is the seven (7) storey former Marine and Harbours building, which is owned by the State Government and is currently vacant.



Figure 4.4: Precinct 4: Dock One



# 4.0 PRECINCT ANALYSIS

## PRECINCT 5 - NORTH WEST

This Precinct currently comprises vacant land with extensive water frontage. The area has a strong relationship to the Newport Quays development, the Glanville train station and Semaphore Road.



Figure 4.5: Precinct 5: North West Arm

## 4.0 PRECINCT ANALYSIS

### PRECINCT 6 - FLETCHER'S SLIP

This Precinct is generally vacant and underutilised but incorporates historic buildings associated with Fletcher's Slipway heritage place.



Figure 4.6:-Precinct 6: Fletcher's Slip





## 4.0 PRECINCT ANALYSIS

### PRECINCT 7 - CRUICKSHANK'S CORNER

The Cruickshank's Corner Precinct comprises mainly vacant land on the northern waterfront and includes the Birkenhead Tavern which is a local landmark and local heritage place.

This area is influenced by industrial development and the Port River Expressway to the north.

Recently a new public 'beach' has been installed in the north-eastern corner of this precinct as an early activation initiative to provide amenity and a boat launching facility for small craft to encouraging special water activities (ie rowing regattas etc).



Figure 4.7: Precinct 7: Cruickshank's Corner

# 4.0 PRECINCT ANALYSIS

## PRECINCT 8 - PORT APPROACH

The Port Approach Precinct is a large site with three waterfront frontages, however future development opportunities for this area are significantly influenced by surrounding industrial development and freight routes, both road and rail.

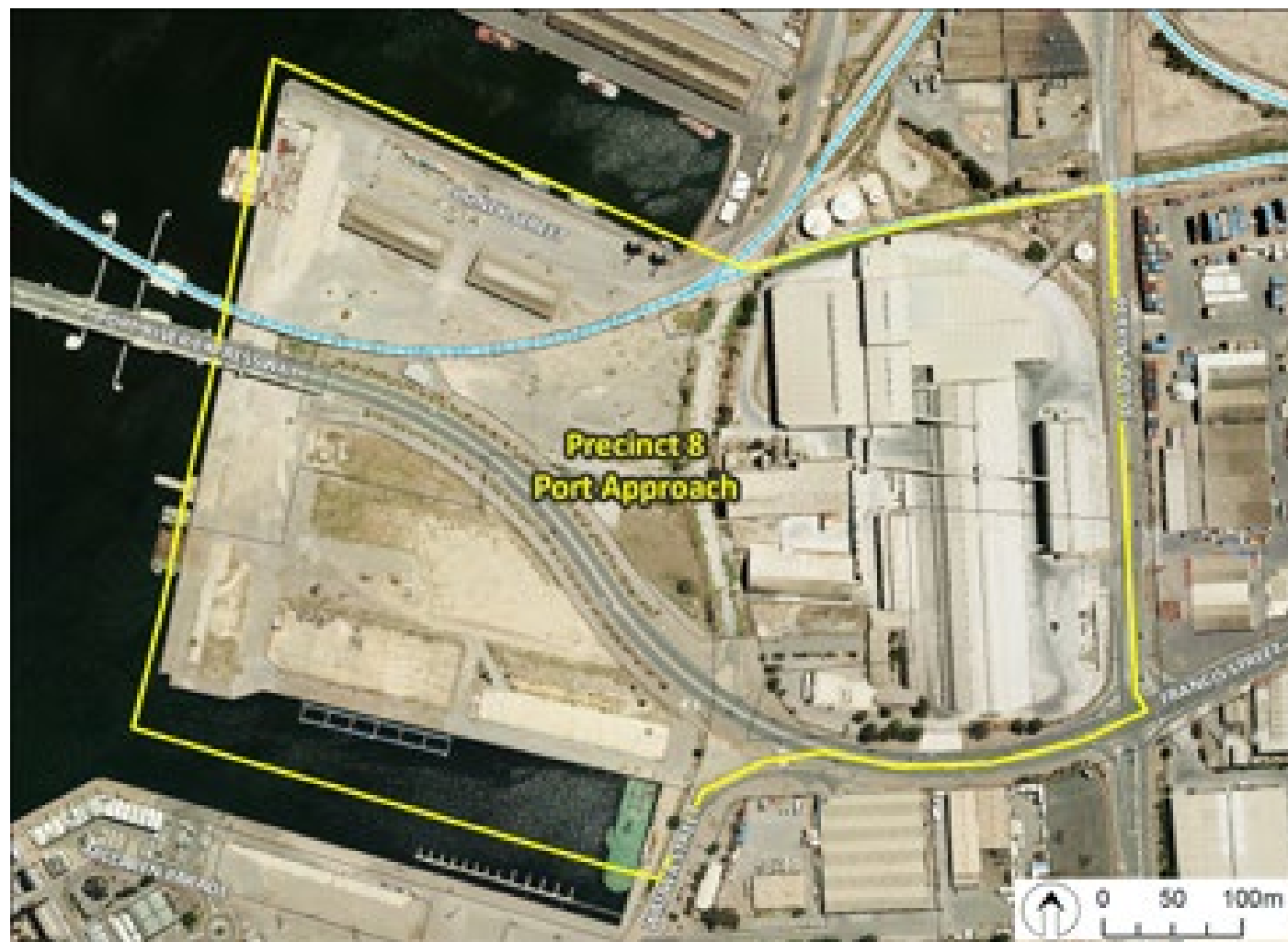


Figure 4.8: Precinct 8: Port Approach



# 4.0 PRECINCT ANALYSIS

## PRECINCT 9 - DALE STREET WEST

This Precinct predominantly contains low density residential development in a grid street pattern with limited commercial development fronting Church Street and St Vincent Street.

The 'Old Port Reach' forms the western boundary of this precinct which also contains the 'Port Adelaide Canal' and 'Old Canal Park'.

There are a number of State Heritage Places within the precinct in the area generally bound by Leadenhall Street to the south, Minories Street to the west, St Vincent Street to the north and Church Street to the west.

There are a large number of properties under the ownership and control of Housing SA presenting opportunities for amalgamation into consolidated sites for coordinated redevelopment.



Figure 4.9: Precinct 9: Dale Street West



# 4.0 PRECINCT ANALYSIS

## PRECINCT 10 - WOOLSTORES

The Woolstore Precinct contains former Woolstore buildings that are of masonry construction and of historical and architectural significance. A cluster of existing historic cottages (a number of which are constructed of corrugated iron) have frontage to Crozier Street and Aberdeen Street.

The Precinct generally contains low impact commercial, warehouse and storage activities with some existing poor quality buildings and storage yards.

The opportunity exists to gradually shift from predominantly industry and warehousing to low impact warehousing, storage, office and bulky goods outlets and residential development (subject to compatibility with non residential uses).



Figure 4.10:-Precinct 10: Woolstores



# 4.0 PRECINCT ANALYSIS

## 4.2 EXISTING CONTEXT, OPPORTUNITIES AND CONSTRAINTS

A spatial analysis of the opportunities and constraints for the overall study area and associated precincts was undertaken.

The identified opportunities and constraints of the study area were informed by both the physical inspection as well as existing reports and secondary data sources which were utilised to analyse:

- Physical characteristics of the study area:
  - » built form, hard infrastructure, public realm; open space, transport and movement systems etc.;
- Cultural characteristics of the study area:
  - » heritage, soft infrastructure, social fabric, zoning and policy settings; and
- Commercial opportunities:
  - » land ownership; capital / site values, redevelopment potential and land use opportunities.

A spatial representation of the opportunities and constraints of the study area is provided below and has been used to inform the preparation of the Precinct Plan and associated implementation actions and initiatives.

### 4.2.1 EXISTING ZONING AND POLICY AREAS

The study area is predominantly within the Regional Centre Zone, with minor areas in the Recreation Zone, the Industry Zone and the Light Industry Zone.

The Regional Centre Zone and the myriad of Policy Areas require amendment to reflect changing expectations for development in the Port Adelaide Centre. These zones and policy areas need to be recast to encourage a broader range of land uses in some localities and to better accommodate changing built form, open space, public realm and movement expectations in some locations.

Revision of the Port Adelaide Enfield Development Plan is fundamental to the delivery of the vision for Port Adelaide.

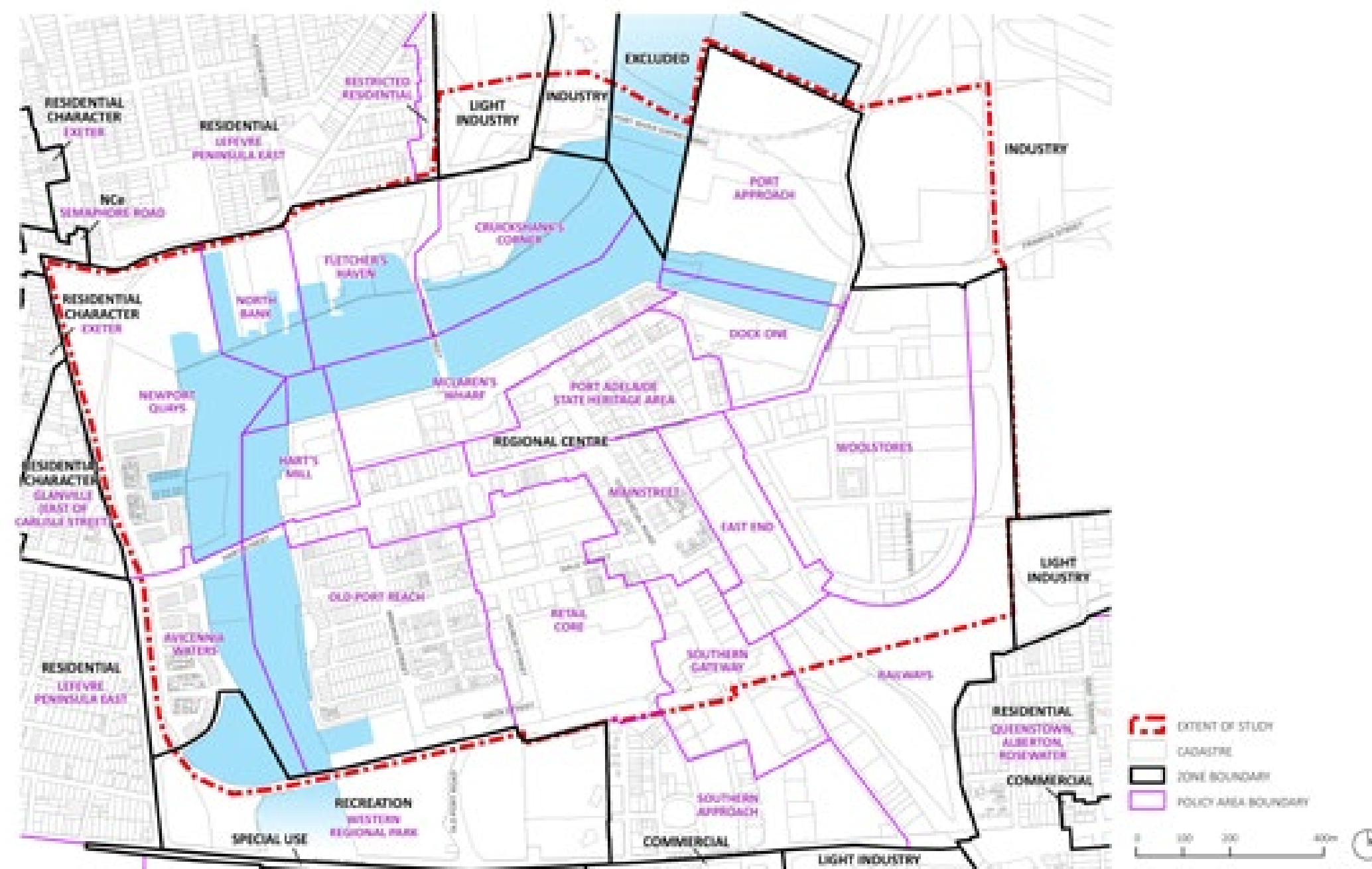


Figure 4.11: Existing Zoning and Policy Areas

# 4.0 PRECINCT ANALYSIS

## 4.2.2 VISUAL ANALYSIS

Existing visual cues and environmental features are generally well recorded and known in Port Adelaide. The Port River waterbody and waterfront are key elements of the area that need to be available to the wider public and provide a focal point for activity. A number of landmark buildings and structures are, or should become, part of the key views and vistas of the Port as development occurs.

A number of art nodes have been identified (some existing and some proposed) that provide points of interest for visitors and residents and evolve a “story trail” encompassing Kaurna and European historical and contemporary meanings.

A number of major and minor entry points to Port Adelaide exist, some of which are readily identifiable (Birkenhead Bridge, Jervois Bridge the Train Line Overpass) and others that require increased clarity.

## 4.2.3 EXISTING LAND USE

The Port Adelaide Centre is characterised by a mix of land uses across much of the study area but with a few key concentrations of activity, notably:

- retail uses in the Retail Core (south of St Vincent Street, west of Commercial Road, north of the Railway Line and east of Church Street) and along the main street frontage of St Vincent Street and Commercial Road;
- residential uses of New Port Quays (Avecennia Waters) and west of Church Street;
- warehousing/commercial uses in the Bower Crescent/ Santo Parade area (Warehouse Precinct);
- extensive vacant or underutilised land along the northern edge of the Port River and around Dock 1; and
- the civic centre on St Vincent Street.

The following plans identify, firstly, State Government GIS Land Use records for individual sites (Figure 4.13) and, secondly, a more stylised version of the urban structure of the locality (Figure 4.14).



Figure 4.13:  
Existing Land Use



Figure 4.14:  
Urban Structure



Figure 4.12:  
Visual Analysis



# 4.0 PRECINCT ANALYSIS

## 4.2.4 ACCESS AND MOVEMENT

Port Adelaide Centre is serviced by existing road, rail, bus and bike networks.

Figure 4.15 identifies the main arterial road network, the passenger rail network and existing stations (Port Adelaide, Ethelton & Glanville), bus routes, existing designated bicycle routes and the 'Outer Harbour Greenway Route' which is currently under construction.

As evidence in Figure 4.16 the entire study area is generally within a 200 metres of an existing bus route or within 400m of an existing train station with the exception of:

- a very small pocket of existing low density residential development adjacent Old Canal Park (off Minorities Street);
- existing underutilised industrial land in the Port Approach Precinct (including the Incitec Pivot site); and
- land within the vicinity of Wauwa Street & Francis Street (opposite Dock 1).

The by-passing of the Centre by the Port River Expressway has generated a fundamental pre-condition for the changing of the status of key internal roads (Commercial Roads and St Vincent Street) from key commercial through-links to local roads providing site links to destinations in Port Adelaide Centre.

Access and movement to and within the Retail Core is highlighted in Figure 4.17. While the Retail Core has adequate connections, there is considerable opportunity for improved legibility, in terms of visibility from Commercial Road and St Vincent Street and within the core, where vehicle and pedestrian linkages between north and south are poor, linkages to the railway station are virtually non-existent and retail/commercial entrances are not clear to the occasional visitor. Figure 4.17 does not seek to demonstrate all pedestrian connections within the retail core but identifies and focuses on the key logical connections and linkages that currently occur in the town centre.

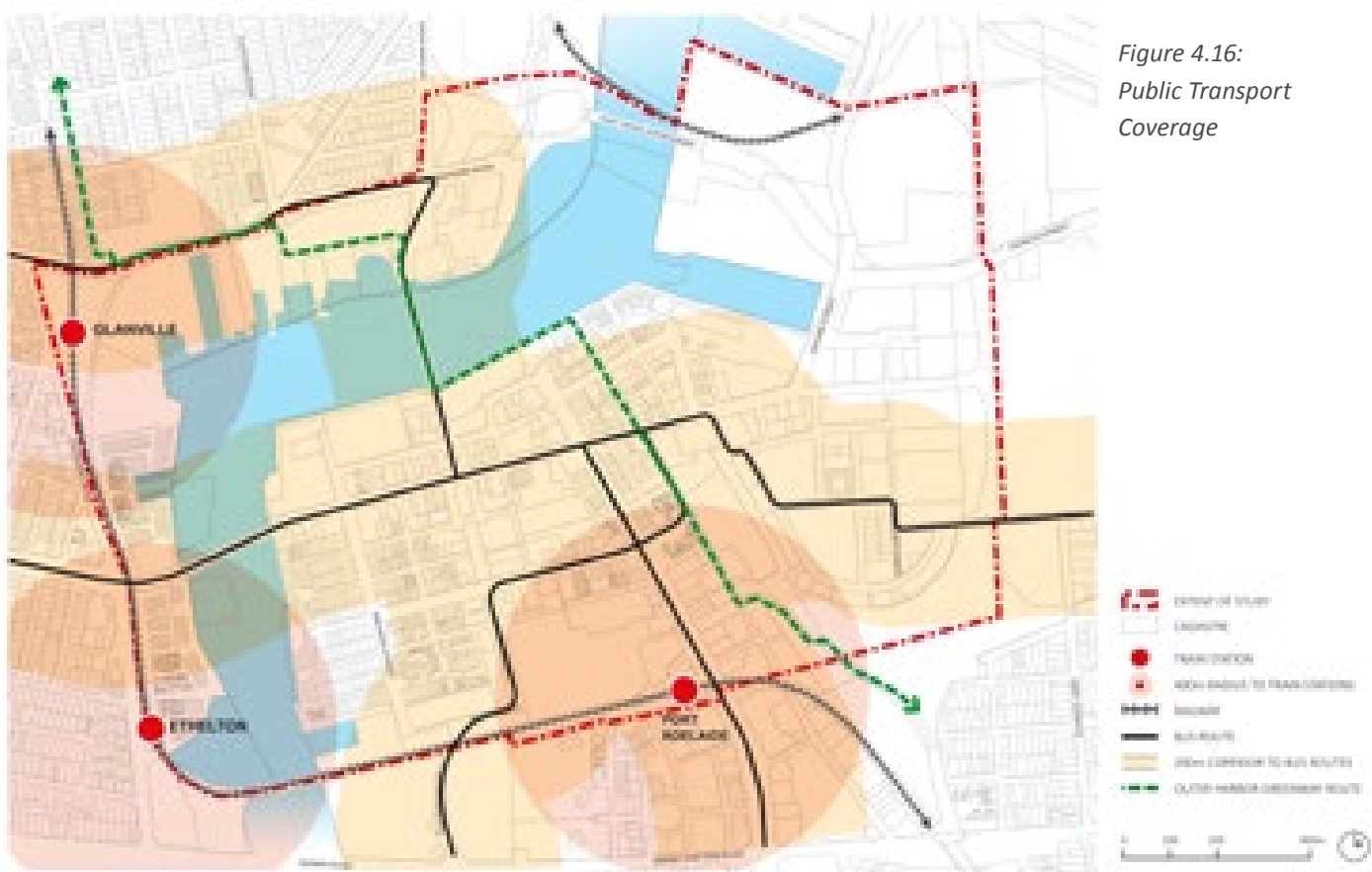


Figure 4.16:  
Public Transport  
Coverage

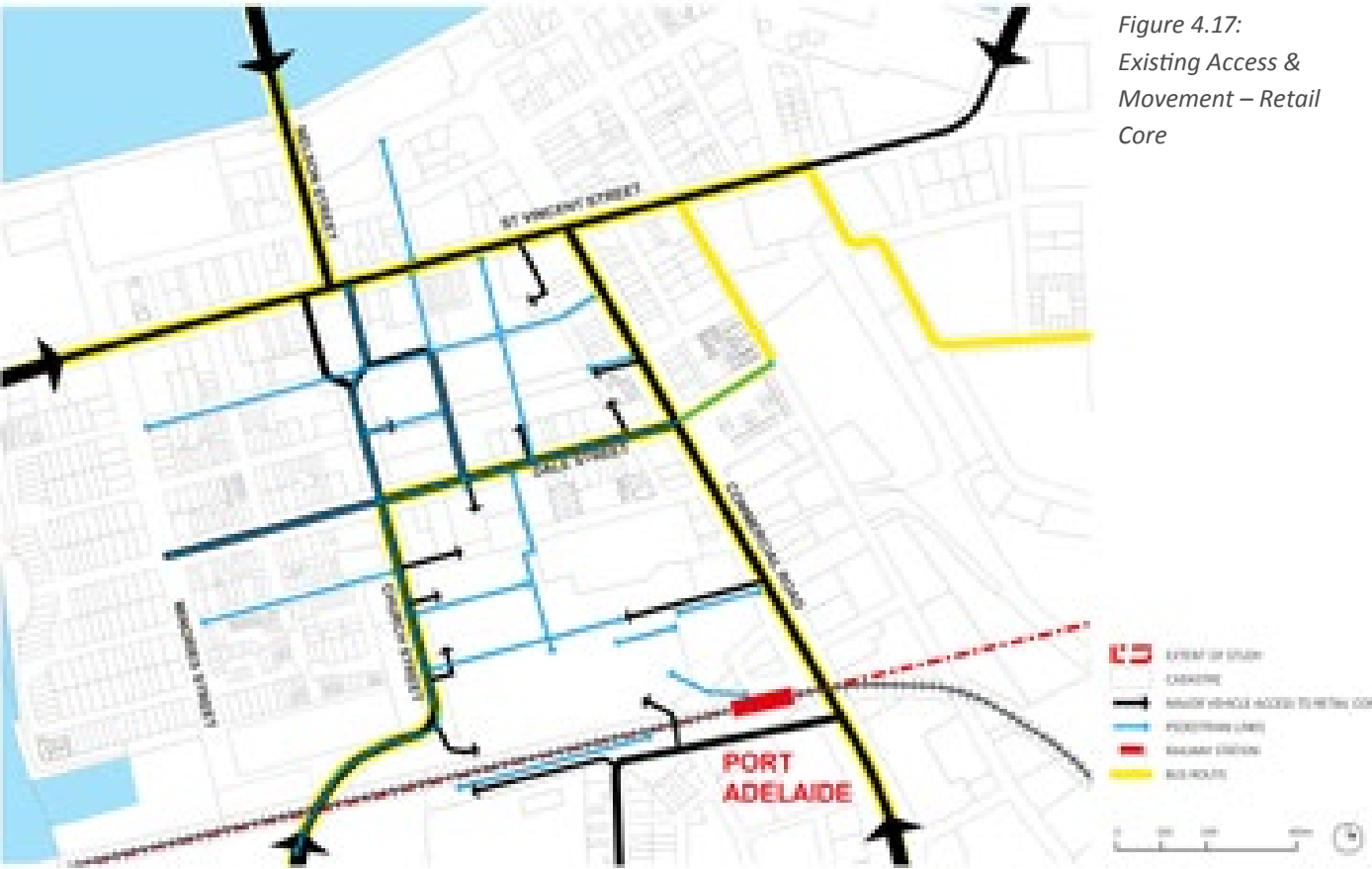


Figure 4.17:  
Existing Access &  
Movement – Retail  
Core



Figure 4.15:  
Existing Access &  
Movement

## 4.0 PRECINCT ANALYSIS

### 4.2.5 HERITAGE AND HISTORIC CONSERVATION

Much of Port Adelaide Centre is impacted by heritage listings, both individual site listings (State Heritage Place, Local Heritage Place, Contributory Items) and area wide listings (State Heritage Area and Historic Conservation Area).

While these listings impact the nature of redevelopment able to occur on affected sites/localities, they also represent an acknowledgement of a special environment that exists in Port Adelaide that is, in itself, a key building block in the resurgence of the area.

Areas and sites not affected by listings provide the opportunity for larger scaled developments and site amalgamations, while listed sites and areas generate a need for a much more fine grained approach to reuse, infill and modest expansions.

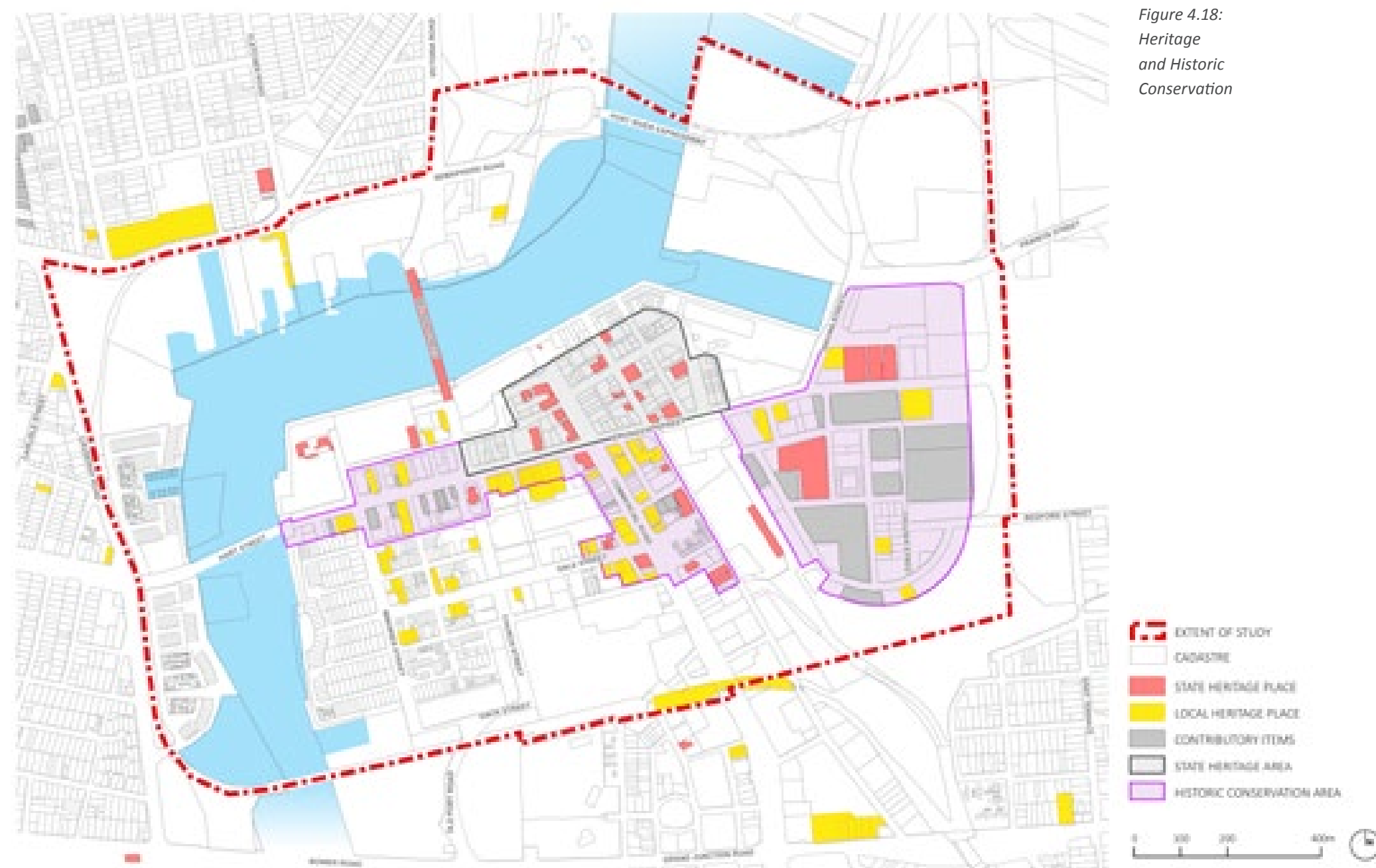


Figure 4.18:  
Heritage  
and Historic  
Conservation

# 4.0 PRECINCT ANALYSIS

## 4.2.6 ENVIRONMENTAL CONSTRAINTS

Much of Port Adelaide is subject to EPA licences, however, not all licensed activities represent a major constraint to urban renewal (eg. flour mill in retail core). The only significant sites south of the river are the railway yards/alignments and George Weston Foods in the centre of the retail core. This is a land use anomaly that should be considered for relocation.

Environmental separation distances for selected activities in and around the study area are a potential redevelopment constraint. The EPA is currently reviewing separation distance requirements within Port Adelaide. The draft findings of this review indicate potential to significantly reduce some separations distances. The resolution of separation distances is a priority and the EPA's review is continuing.

The Incitec Pivot fertiliser plant in the north-eastern corner of the study area has been operational as a fertiliser distribution facility under various owners for more than 100 years however the licensing and regulation of ammonium nitrate products was introduced in 2006 in response to international terrorism events. Security sensitive ammonium nitrate is the category that is regulated and calcium ammonium nitrate is one product within that category. Ammonium nitrate products such as calcium ammonium nitrate are very widely used as agricultural fertilisers but some can potentially be misused as an explosive.

From January 2014, calcium ammonium nitrate will no longer be stored at the site, removing the buffer zone associated with the Incitec Pivot fertiliser plant which has been a substantial barrier and constraint to development in and around the Harbour. The State Government has purchased the site and Incitec Pivot will ultimately move its operations out of the Port to a new facility in South Australia to continue serving the South Australian market.

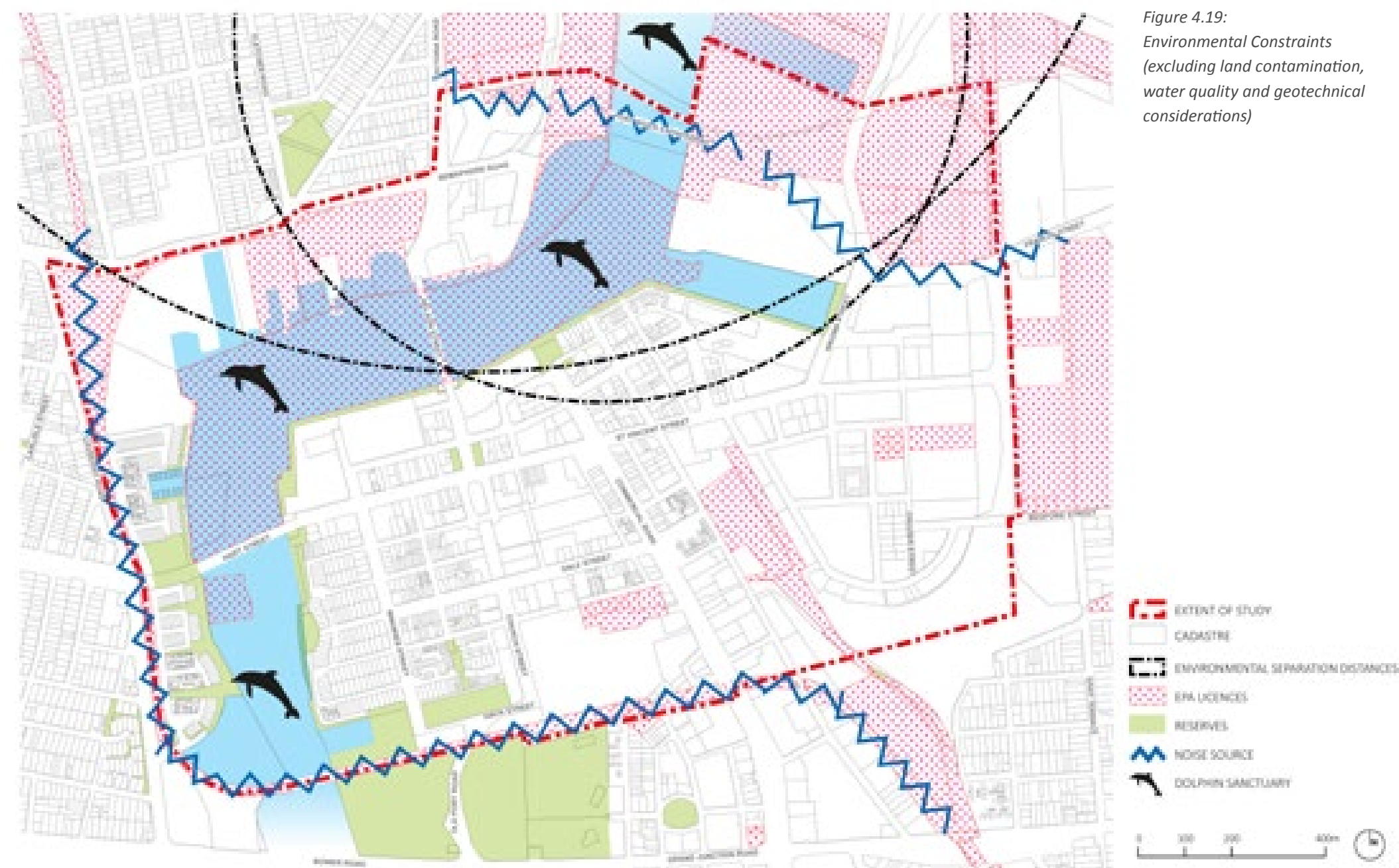
The railway alignment and Port River Expressway are noise generators that will need to be addressed through building design techniques.

Many individual sites can be expected to be subject to soil or groundwater contamination. It is beyond the scope of this study to identify individual sites, however, the cost implications of site clean-up can be expected to render some areas commercially unviable for redevelopment under current market conditions.

In addition, sites may have dilapidated wharf infrastructure (adjacent the waterfront) as well as un-controlled fill and/or geo-technical issues and constraints which are once again

not identified in Figure 4.19 as they are beyond the scope of this study. The cost implications of managing these civil engineering constraints may also have cost implications that could possibly render some sites and areas commercially unviable for redevelopment under current market conditions. Information on water quality in the inner harbor of the Port River has also not been obtained and is not identified spatially in Figure 4.19 as this does not form part of the scope of this study.

Finally, the Port Adelaide Dolphin Sanctuary (governed by the *Adelaide Dolphin Sanctuary Act, 2005* protects the dolphin population of the Port Adelaide River estuary and Barker Inlet and also protects the natural habitat of the Dolphins.





# 4.0 PRECINCT ANALYSIS

## 4.2.7 LAND OWNERSHIP / CONTROL & DEVELOPMENT OPPORTUNITIES

Much of Port Adelaide Centre is under the control of the State Government, either via Renewal SA or other State Agencies. This provides widespread opportunities for activation, catalyst developments, public realm upgrades and land based incentive packages.

Port Adelaide Enfield Council also owns significant but lesser areas of land. Where that land is not declared “community land”, the opportunity may exist to utilise that land for similar catalytic purposes.

Key large private ownerships are also identified. These represent opportunities where key projects could be encouraged subject to site availability, market preferences and the rate of capital expenditure to achieve development outcomes.

Where key ownerships, larger land sizes and underutilised land holdings coincide, opportunities for redevelopment are likely to be greatest. Some of these opportunities have been identified in Figures 4.20 and 4.21 below.



Figure 4.20:  
Land Ownership  
and Control



Figure 4.21:  
Under Developed  
Land  
(land with a capital  
/ site value less  
than 1.5)

# 4.0 PRECINCT ANALYSIS

## 4.2.8 RETAIL SECTORS & OPPORTUNITIES

The Port Adelaide Centre is recognised as a Regional Centre in the Port Adelaide Enfield Development Plan and represents the primary focus for business and commercial services for the region to provide a full range of shopping, administrative, cultural, community, entertainment, education, religions, recreational and commercial (private and public) development.

The '30 Year Plan for Greater Adelaide' also designates the Port Adelaide Centre as a 'Regional Activity Centre' which is defined as:

*'Major strategic centres that provide a full range of retail commercial, administrative, entertainment, recreational and regional community facilities. Priority centres for major investments in significant uses that serve regional catchments'*

Notwithstanding, the Hudson Howells 'Segmentation Study' (January 2013) highlighted that the retail offer at Port Canal and Port Mall Shopping Centres is perceived as poor and the Hudson Howells Economic Development Strategy (January 2013) identified that the centre requires a significantly improved retail offer to fulfil its role and function as a Regional Centre. Currently, given the limited retail floor space and poor catchment penetration of the centre it is acting more akin to a District Centre – below its position in the retail hierarchy.

Having regard to the foregoing analysis, together with the analysis provided in Section 3.0 (The 'Role and Function Pyramid' that identifies the current and future role of Port Adelaide at a Local, District, Regional, State, National and International level), it is evident that some key retail sectors and opportunities are emerging and are represented spatially in Figure 4.22.

The various retail sectors emerging at Port Adelaide include:

- The **Retail Core** (centred around the Port Mall and Port Canal Shopping Centres);
- **Main Street** (high street) retailing along Commercial Road and St Vincent Street;

- **Car based retailing** (bulky goods outlets, service trade premises, retail showrooms etc) at the southern end of Commercial Road in proximity to the Port Adelaide railway station;
- **Tourism based retailing** at McLaren's Wharf – along the waterfront;
- Alternative **'bohemian' heritage retailing** (specialist niche and 'quirky' retail outlets capitalising on the rich history, built environment and eclectic mix of land uses in and around the heritage precinct north of St Vincent Street);
- **Fresh food markets** (ie opportunity for fresh fish markets at Harts Mill); and
- Small scale **convenience retailing** to service commuters (ie Glanville Station) and higher density residential precincts (ie Avecennia Waters & Newport Quays).

Future activation strategies and initiatives should therefore reflect and support the diverse and interconnected retail sectors developing and operating at various scales and levels across Port Adelaide. Whilst the retail core should retain the primary retail function and cluster of retail, commercial and employment activity, it should be recognised that other supplementary or ancillary retail uses, activities and options should also be encouraged to activate and support the balance of the Regional Centre.

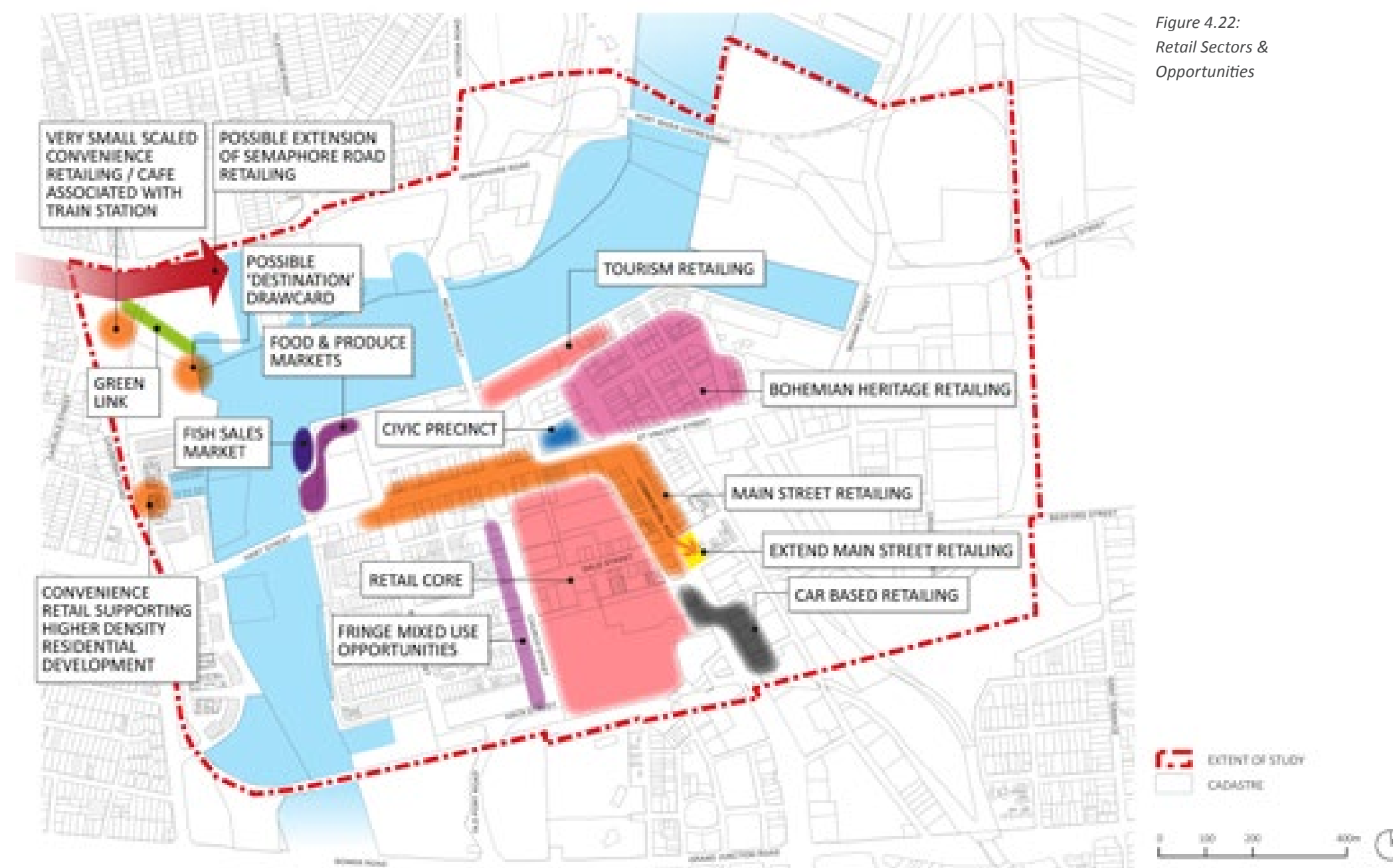


Figure 4.22:  
Retail Sectors &  
Opportunities

## 5.0 URBAN FRAMEWORK





# 5.0 URBAN FRAMEWORK

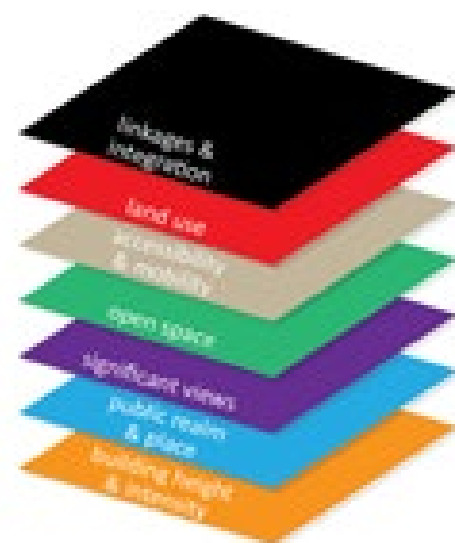
The Precinct Plan aims to provide an urban structure, guiding principles and implementation initiatives which combine to form a deliverable framework for the future development, renewal and revitalisation of Port Adelaide.

The Precinct Plan has been prepared taking into consideration existing and parallel studies (refer to Section 1.3), background precinct analysis (refer to Section 4.0) as well as the feedback received at a Community Open Day held in October 2012.

The framework for urban renewal has been underpinned by an understanding of local land economics and market feasibility whilst taking into consideration broad design 'layers' that together integrate to form an overall cohesive Precinct Plan. Basic design layers include:

- linkages and integration;
- land use;
- accessibility and mobility;
- open space;
- significant views;
- public realm & place; and
- building heights & intensity.

Combined, these design layers integrate to form the Precinct Plan and are examined below.



## 5.1 LINKAGES AND INTEGRATION

The Precinct Plan must not only provide strategies to better integrate individual Precincts, but must also respond to the broader context of the surrounding region. Figure 5.1 below identifies the adjoining context of the precinct study area and identifies:

- adjoining residential neighbourhoods where strong visual and physical connections and linkages should be encouraged to ensure integration of existing residential communities with a new 'living Port' that embraces new ideas, innovation and development;
- the adjoining industrial interface to the north-east of the study area where buffers and separation distances are required to separate existing heavy industry from future sensitive land uses including residential development;
- opportunities for direct linkages to Semaphore Road to capitalise on the movement and commerce economy of this active and emerging high street as well as direct linkages to and from Port Adelaide and Semaphore Beach;
- direct linkages beyond the Region (including the Adelaide CBD) utilising the existing passenger rail network.

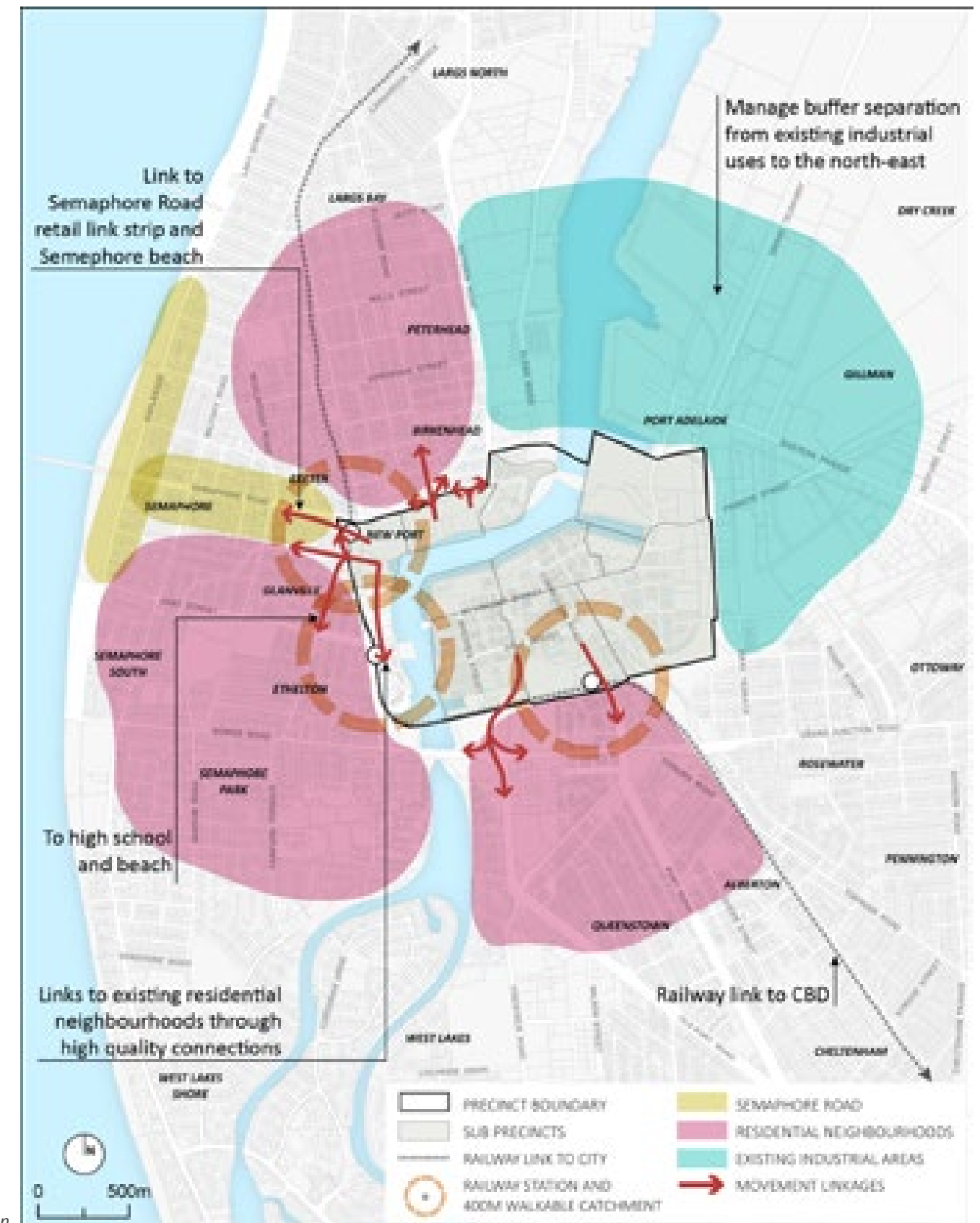


Figure 5.1:  
Site Integration

# 5.0 URBAN FRAMEWORK

## 5.2 LAND USE

A diversity of land uses in an intense configuration is the foundation of urban life and provides opportunities for unexpected and exciting synergies to emerge over time.

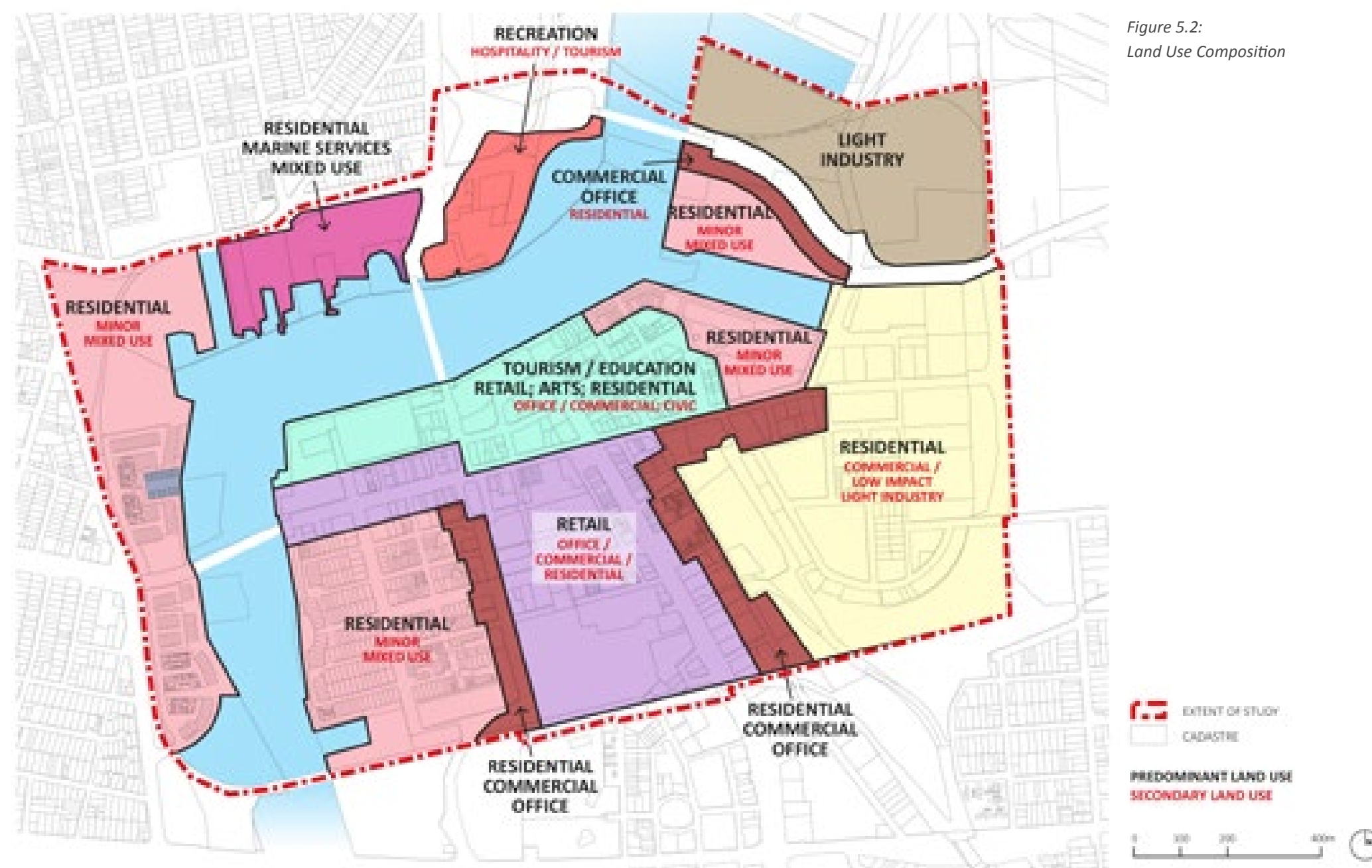
The overall approach to the land use composition of the Precinct Plan is to facilitate a 'living Port' with a critical population mass to support and underpin the sustainable ongoing delivery of physical, social and economic infrastructure and services. The land use framework also seeks to build upon existing land use clusters and themes within the study area and to supplement these with a generally 'mixed use' profile for all future development. This approach has been adopted to:

- capture and develop synergies between complementary land uses;
- develop and build a critical population mass within and throughout the study area;
- build a sense of identity through the establishment of particular land use themes within each precinct which in turn can assist in create a stronger identity for the Port Adelaide Regional Centre; and
- increase the level of activity at street level at all times of the day (and in some cases night) to contribute to the creation of a more activated place.

Figure 5.2 identifies primary and secondary land use 'clusters' for the study area with the primary land use representing the dominant activity and the secondary land use recognised as a more subservient yet envisaged activity within the land use framework.

Utilising this approach enables the achievement of the following outcomes:

- a Regional Centre that has a clearly defined approach to the location and interrelationship of land uses to maximise the synergistic benefits of co-location;
- to define the location of uses with sufficient clarity, but with inherent flexibility, so that the regional centre develops a coherent character whilst being able to accommodate opportunistic activities as they emerge;
- a regional centre that reinforces and demonstrates the importance of aligning employment and residential uses in proximity to high quality public transport connections; and
- to utilise land use as a key driver in creating an active centre that is safe and vibrant throughout all times of the day.



# 5.0 URBAN FRAMEWORK

## 5.3 ACCESSIBILITY & MOBILITY

Accessibility and the choice that it provides both individuals and organisations to operate locally, regionally and beyond, is a key driver of the long term success and competitiveness of a Regional Centre.

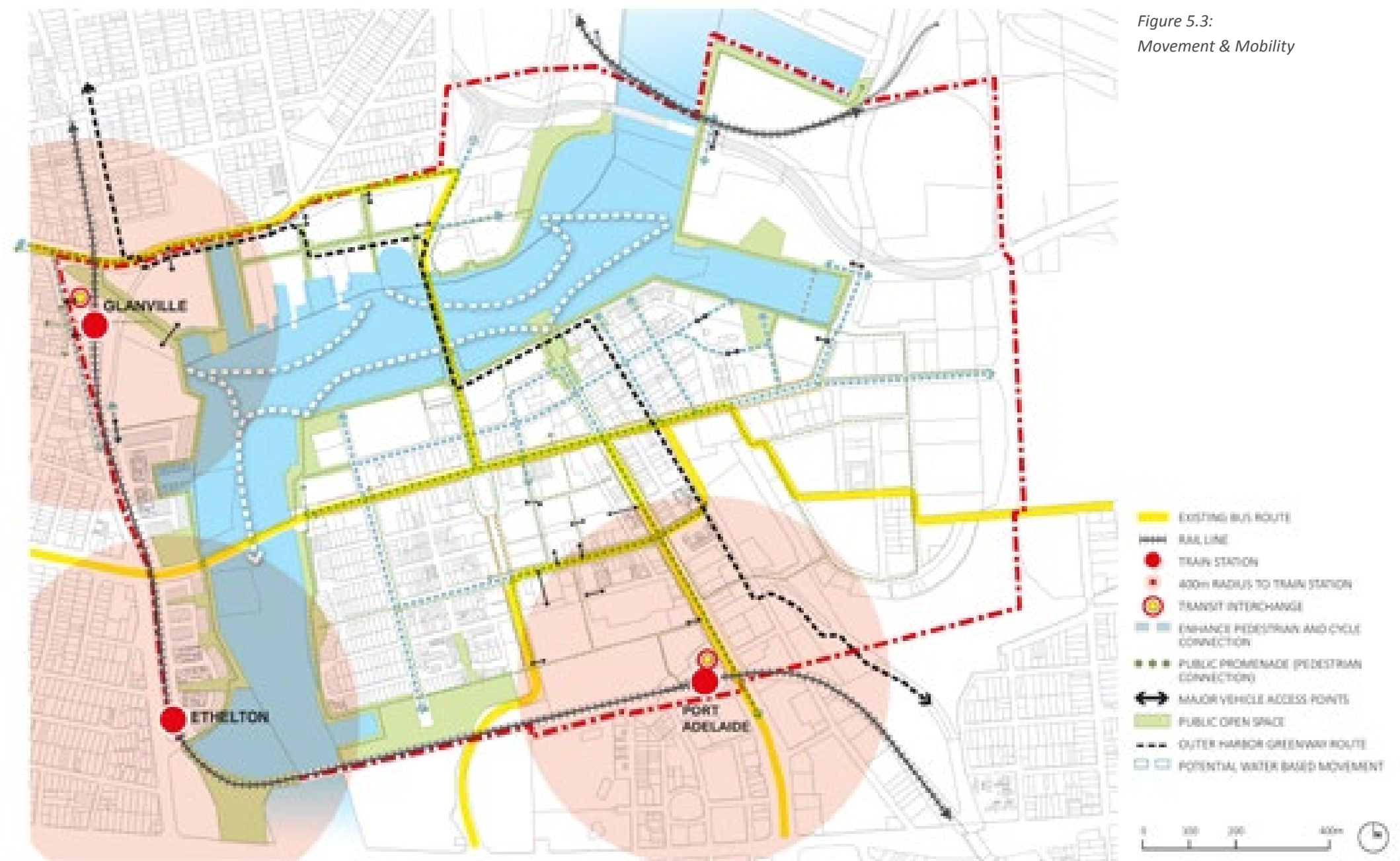
A sustainable public and private transport network must be provided that promotes modal choice with an emphasis on improved public transport.

The Precinct Plan adopts an approach to create an accessible centre with a highly mobile population through:

- the creation of an integrated transport solution which balances access to and within the centre by all modes;
- an emphasis on reducing private vehicle trips to and from the centre by managing parking supply and encouraging the use of public transport, walking and cycling; and
- improving the permeability and legibility for pedestrians within the retail core and to the waterfront through investment in public realm.

Figure 5.3 identifies the integration of water (Port River) and land based movement as well as the integration of public and private transport modes. It identifies and demonstrates:

- the use of open space connections between destinations;
- required enhancements to the public realm including streetscape improvements to improve pedestrian legibility and way finding;
- new and enhanced pedestrian and cycle connections (including the Outer Harbor Greenway Route, the waterfront public promenade, and public berthing pontoons connected to create an extension of the promenade that links McLaren's Wharf Precinct with the Harts Mill Precinct);
- integration of public transport modes including bus, light rail (future) and passenger rail networks inclusive of future transit interchange nodes; and
- major vehicle access points and connections.





# 5.0 URBAN FRAMEWORK

## 5.4 OPEN SPACE

The Port Adelaide Regional Centre and study area has a relatively limited supply and distribution of open space. With the exception of waterfront open space within the Old Port Reach area, existing limited areas of open space are also highly disconnected and fragmented and do not offer a hierarchy of regional, district, neighbourhood and local open space areas and reserves for both active and passive recreation.

The community open day held in October 2012 revealed a community desire and aspiration for an increase in the area and distribution of open space to enhance the health and well being of the community as well as the natural ecology and biodiversity of the region.

The approach to open space within the Precinct Plan has been the delivery of an integrated network of public open space to build a high level of visual and recreation amenity and leverage from the natural and ecological values of the Port River.

The Precinct Plan also *introduces a net increase in the amount of both passive and active public open space* and capitalises on existing open space and environmental resources by connecting them into a functioning whole.

Whilst ‘greening’ the river environment can create an attractive and pleasant environment, an over reliance on passive green space can however limit the vibrancy and vitality of waterfronts. In particular, it reduces the opportunity to draw people to the waterfront at different times of the day.

In delivering successful waterfront regeneration, passive areas where people can sit or stroll are most successful when they are used as connectors to key destinations. Some of the most successful waterfront locations (such as Helsinki, Stockholm and Sydney) use parks and green spaces as ‘connections’ that link major destinations together or are, in some cases, major destinations in themselves.

If a waterfront is limited to only natural green areas or major parks the place can lose a sense of vibrancy that draws people to the water. Recreational activities that use up a large amount of space can be especially difficult to integrate into a waterfront where a lively setting is sought throughout different times of the day. Open space and passive recreational areas work best when they are provided as part of a mix with other waterfront destinations.

### 5.4.2 OPEN SPACE DISTRIBUTION, FUNCTION & DESIGN

Even well-designed and maintained waterfronts that provide excellent public access may not necessarily fulfil their potential as vibrant and active places. It is essential that the public realm network is integrated creating popular destinations and a layer of smaller attractions that work together to draw people to the place.

There is a need to develop an interconnected framework of streets, promenades and open spaces. A mix of parkland, focused around key destinations or as key destinations themselves, is established to meet a diverse range of needs of local residents, workers and visitors. They should be designed to exhibit different character attributes relative to their location, function and abutting urban form.

The open space framework for Port Adelaide is identified in Figure 5.5 and includes:

- **Black Diamond Square** – ‘Town Square’ or ‘urban plaza’ providing a focal point for Port Adelaide with a focus on hospitality (hotels, bars, restaurants and cafes) and building on links to tourist attractions as well as Harts Mill and the retail core. The town square should incorporate hard paved treatments and surfaces, specimen landscaping, extensive lighting, coordinated street furniture and public art as key ‘place making’ features. It should provide significant shade and shelter and should allow strong pedestrian permeability and connectivity with informative and interpretive signage for way finding. The town square could be extended over the Port River for direct and active waterfront integration and to act as a ‘beacon’ to reinforce and emphasis the role of McLaren Wharf as the ‘heart and soul’ of Port Adelaide.
- **Hart’s Mill** – A fresh food market and entertainment forecourt with, a raised passive recreation and event area, shelter and interpretive play areas;
- **Dock One** – an active and passive recreation space focused around a maritime themed park and located within a mixed use residential neighbourhood.
- **Cruickshank’s Corner** – Major public parkland incorporating opportunities for passive and active recreation including the beach, BBQ areas and public mooring and boat ramps. A destination in its own right, the Beach is approximately half the size of Coogee Beach, NSW.
- **Fletcher’s Slip** – a series of urban plazas focused along a pedestrian oriented linkage space.
- **North West Precinct** – A high quality pedestrian oriented linkage space. A shared surface treatment where demarcations are minimised and vehicle speeds are slowed to allow safe interaction between pedestrians, cyclists and vehicles. An events space for the gathering of crowds for special events.
- **Port Approach Precinct** – a major passive recreation space supporting the prevailing mixed use and residential character of the Precinct. As an example, the park area itself is larger than Leicester Square, London.



Figure 5.4:  
Existing Open Space



5.5 SIGNIFICANT VIEWS

Retaining and enhancing key strategic views through the sensitive siting of new buildings is a key objective of the Precinct Plan. New and contemporary development can be used to frame and enhance views and also highlight the heritage character of Port Adelaide.

This is particularly relevant to Hart’s Mill which will remain a focal point for key ‘line of sight’ terminations from across the Port River.

A number of under-developed sites also exist on key corners and at the termination of linear views. These present opportunities to deliver contemporary landmark buildings that juxtapose and complement the historic aspects of the townscape whilst creating recognisable way finding devices within the city’s urban form.



# 5.0 URBAN FRAMEWORK

## 5.6 PUBLIC REALM & PLACE

*“It is difficult to design a place that will not attract people. What is remarkable is how often it has been accomplished”*  
(William Whyte)

The Precinct Plan seeks to introduce strategies to entice, encourage and invite people to utilise and enjoy public spaces and places of Port Adelaide. **Place making is ‘an art of public choreography’** and seeks to attract people through a combination of staged or incidental events, thoughtful design, a well connected system of easily negotiated way finding, combined with a wide range of social and creative techniques to establish, strengthen and extend an existing pattern of public use.

The approach of the Precinct Plan has been to create ‘places for people’ as a powerful social engine to underpin the economic prosperity and social well-being of Port Adelaide.

The approach to place making has included the creation of a series of interconnected spaces and places that exhibit different character attributes relative to their location and function together with additional ‘social’ implementation mechanisms such as events and functions to attract people to the Port (refer to Section 7 below). This approach involves purposeful intervention to create ‘place’ and combines a ‘design led’ approach with the ‘social art’ of attracting and enticing people through invitation and inducements.

Some of the more definitive place making elements that can be spatially represented within the Precinct Plan include:

- a clear hierarchy of streets that create a clear and easily navigable road network;
- improvement to the quality of existing streets to improve the visual quality of the public realm, provide improved legibility in relation to the hierarchy of connections and to encourage walking and cycling;
- a hierarchy of open space including the creation of civic spaces and plazas to act as activity nodes and places to hold events, functions and celebrations;
- gateway treatments to create a sense of arrival and to define Port Adelaide as a destination;
- public art to create aesthetic and / or emotionally stimulating environments and express local and cultural identity and distinctiveness; and
- fine grained built form that frames streets and defines public spaces.

Figure 5.7:  
Public Realm  
and Place



## 5.7 BUILDING HEIGHT & INTENSITY OF USE

The Port Adelaide Enfield Development Plan currently envisages building heights in the study area of predominantly 3 storeys graduating up to 5 and 7 storeys in certain strategic locations. It also envisages opportunities for land mark buildings of up to 12 storeys in both the North West Precinct and Fletchers slip (to define public plazas).

The community open day held in October 2012 revealed a community desire and aspiration for a reduction in allowable building heights with development at a more modest ‘human scale’.

The issues of development scale and intensity are critical in establishing the level of activity and amenity associated with an urban environment and achieving the project vision of more workers, residents and visitors to the Port. The overall approach of the Precinct Plan has been to create a dense and vibrant environment that provides a full mix of uses to create a thriving urban place that contributes towards fulfilling the role of Port Adelaide as a Regional Activity Centre whilst preserving, building on and reinforcing the rich heritage character and unique physical setting of the inner Port. A key factor in achieving this outcome is the careful balance in the height and density of new development with commercial development considerations, investment attraction and factors of land economics. For example, the height and density of development must be of a scale and intensity to adequately offset the risk and significant costs associated with site formation and remediation around the inner harbour including:

- existing geo-technical constraints (acid sulphate soils and existing uncontrolled fill etc);
- existing land contamination requiring remediation to ensure that the land is suitable to accommodate its intended future use; and
- extent and implications of potential dilapidation of existing wharf infrastructure around the inner harbour.

# 5.0 URBAN FRAMEWORK

Other considerations involved in the determination of building heights and land use intensity include:

- the concentration of the most intense development in areas of highest public transport accessibility and amenity;
  - the alignment and composition of built form to ensure the preservation of significant view corridors;
  - capturing and capitalising on existing views on identified key strategic sites;
  - the utilisation of built form to assist with screening and buffering of sensitive land uses from adjoining incompatible uses (for example, utilising commercial development to screen and buffer sensitive residential development from traffic noise from the Port River Expressway);
  - reinforcing the primacy of the retail core and the civic plaza of McLaren's Wharf by concentrating opportunities for more intensive development in these areas;
  - the provision of a graduation and transition of building heights including careful graduation of building height and scale at the interface with existing heritage places (to ensure built form acknowledges, respects and reflects the historic integrity of existing historic building stock); and
  - existing benchmarks, queues and datum established by existing built form.
- a reduction of height on the north western banks (North West, Fletcher's Slip and Cruickshank's Corner) from a current maximum of 12 storeys to a recommended maximum of 5 storeys, providing a scale more suited to surrounding low-scale suburban area;
  - a reduction in the extent and height of built form in close proximity to the 6 storey Hart's Mill;
  - a reduction in the extent and height of built form adjacent the existing 7 storey former Department of Marine and Harbours building in the Dock One Precinct;
  - an increase in building heights in Dale Street West and the Retail Core, recognising the potential infill redevelopment within these precincts;
  - an increase in height in strategic locations within the McLaren Wharf Precinct, recognising the opportunity for the creation of land mark buildings around Black Diamond Square to strengthen this area as the focal point of activity in the Port; and
  - an increase in building heights in selected areas within the Woolstores Precinct to encourage regeneration of larger sites and create a buffer to industrial development to the north.

These considerations have led to the following recommended building height changes, as depicted in Figure 5.6:



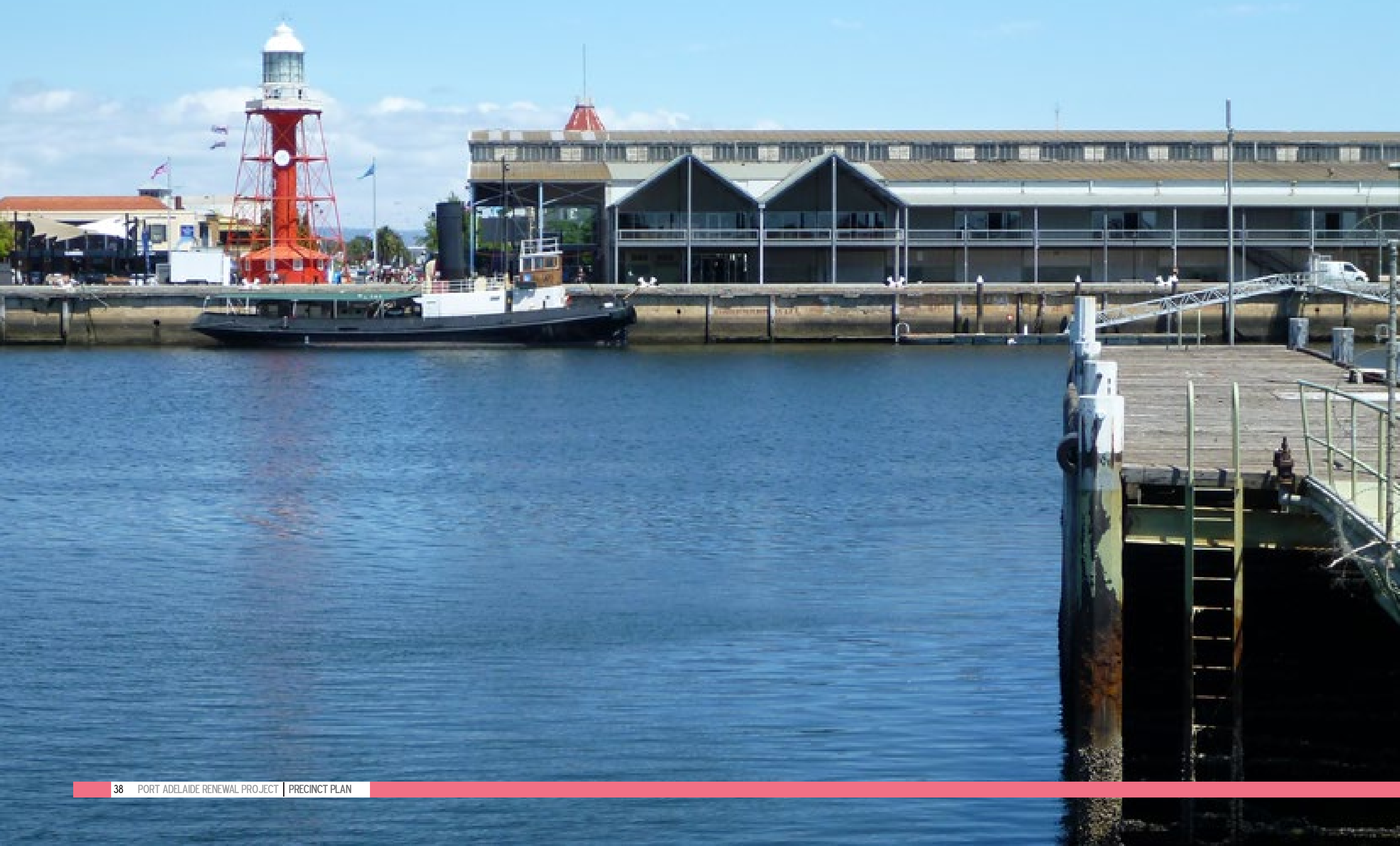
Figure 5.8:  
Existing Building  
Heights



Figure 5.6:  
Proposed Building  
Heights

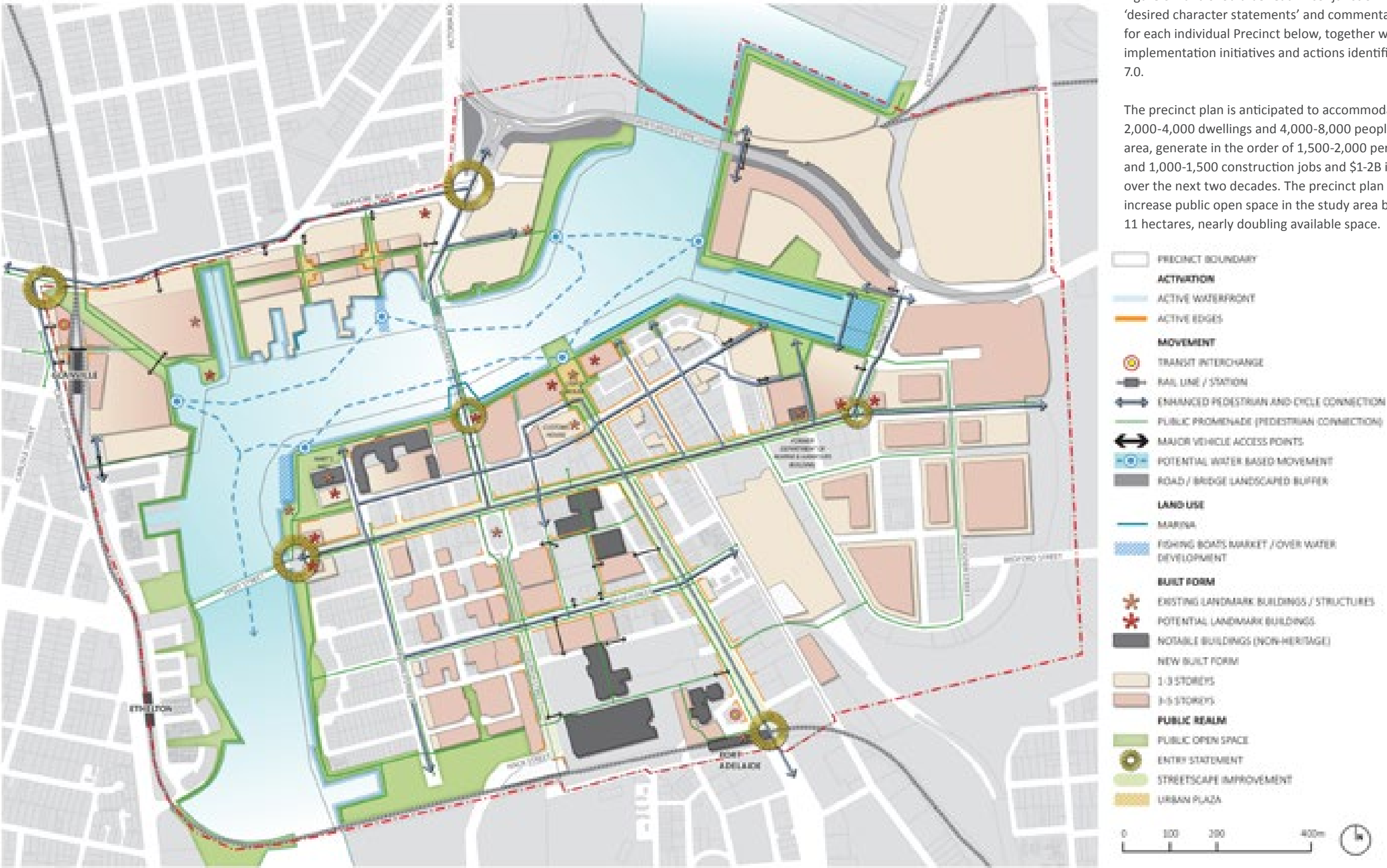


## 6.0 PRECINCT PLAN



# 6.0 PRECINCT PLAN

Figure 6.1: Precinct Plan



A spatial representation of the Precinct Plan is provided in Figure 6.1 and should be read in conjunction with specific 'desired character statements' and commentary provided for each individual Precinct below, together with the priority implementation initiatives and actions identified in Section 7.0.

The precinct plan is anticipated to accommodate an additional 2,000-4,000 dwellings and 4,000-8,000 people in the study area, generate in the order of 1,500-2,000 permanent jobs and 1,000-1,500 construction jobs and \$1-2B in investment over the next two decades. The precinct plan will also increase public open space in the study area by approximately 11 hectares, nearly doubling available space.

# 6.0 PRECINCT PLAN

## 6.1 RETAIL CORE

### DESIRED CHARACTER

The retail core will be an active and vibrant area to meet the shopping and administrative needs of the Port Adelaide Centre and surrounding areas. It will feature a revitalised and reinvigorated tenancy mix of retail and commercial uses with residential development above active ground floor uses in appropriate locations further supporting the area's economic viability, vibrancy and safety.

Significant expansion of the retail offer within Port Adelaide will be achieved through redevelopment of underutilised sites within the Retail Core.

The area will provide important links to the rest of the Port Adelaide Centre through effective, quality pedestrian linkages, improved visual legibility, vehicle circulation, car parking and public transport.

The grid street pattern will be re-established with Church Street and Dale Street functioning as major, active streets. These streets will provide an attractive, functional and pedestrian friendly public domain and along with Robe Street, Port Mall, Maryatt Street and Kyle Place, provide connection to the adjacent waterfront areas. They will support active ground level uses in abutting development and provide rationalised vehicular movement and access arrangements.

New development will be sited to respect the grid street pattern, with buildings built to street boundaries and designed to respect the heritage character of the Port Adelaide Centre. It will provide active ground level uses and provide ground level verandas over footpaths and public walkways.

The interface between shopping precincts north and south of Dale Street will be improved by increased activation, ideally incorporating retail frontages to that street and by improving pedestrian and vehicle movement from one precinct to another.

Reduced car parking ratios will be required to encourage redevelopment of key sites for major drawcard tenancies, especially north of Dale Street.



Granville Island Markets (above and below)

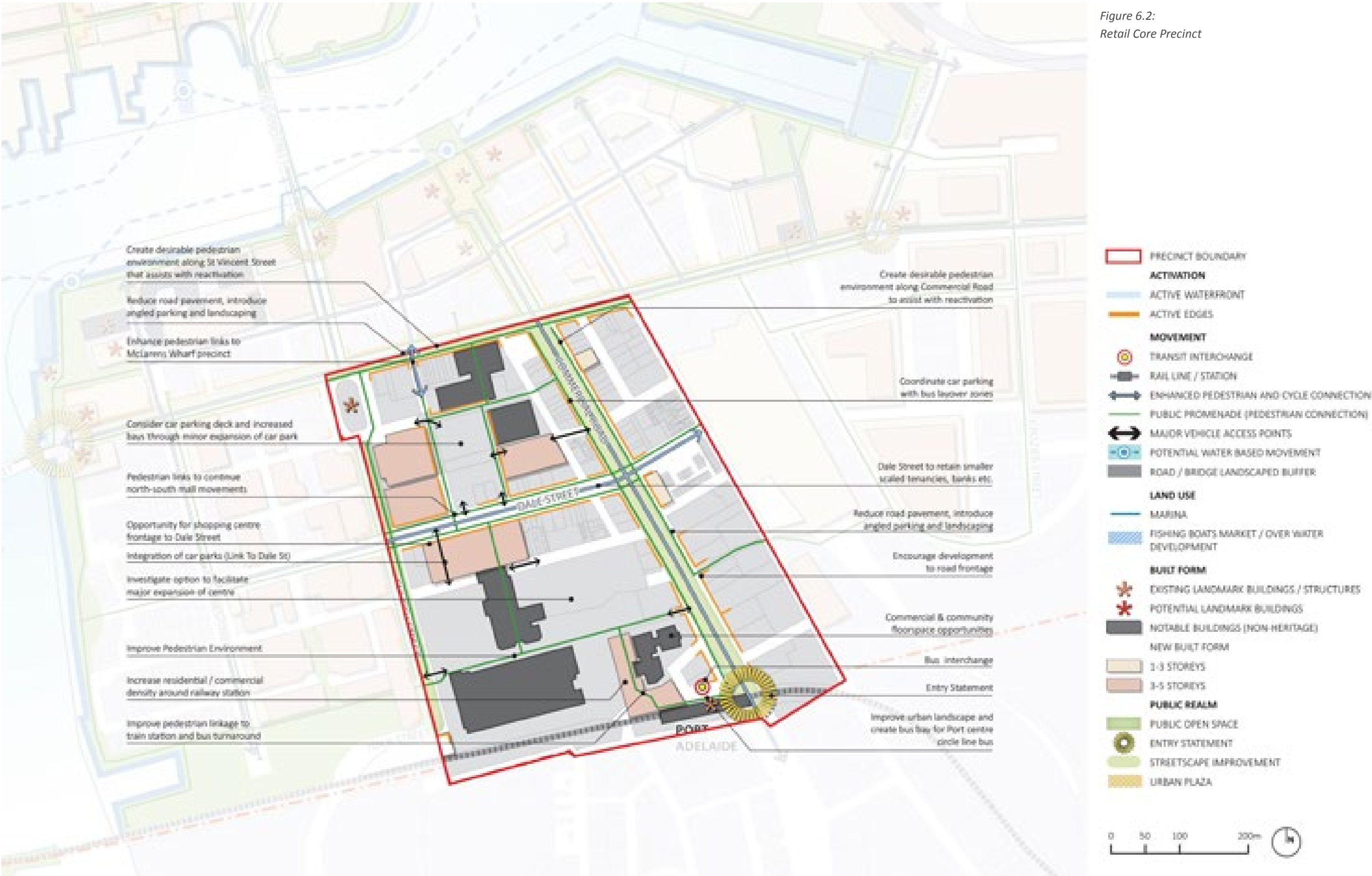


Granville Island Markets (above), Rouse Hill (below)



Rouse Hill (above), Westfield, Shepherds Bush (below)

# 6.0 PRECINCT PLAN





# 6.0 PRECINCT PLAN

## 6.2 HART'S MILL

### DESIRED CHARACTER

The Hart's Mill group of heritage buildings should be fully restored and re-used to accommodate a sustainable mix of uses. They are a major landmark to the Port Adelaide waterfront area and a focal point for key lines of sight.

Built form around the Hart's Mill group of heritage buildings will be limited to an "annex" building to the immediate south which will be a potential architectural landmark building that is a subservient element to Hart's Mill and utilised for cultural and commercial purposes.

A high degree of pedestrian activity and amenity will be generated around a continuous waterfront promenade and public plaza surrounding the heritage buildings. The public plaza and generous forecourt will be utilised for local markets, fairs and events at the waterfront. An opportunity exists to create licensed indoor/outdoor annexes that provide for a focus of public activity beyond market times/days. Building orientation and design will ensure active frontages to animate the promenade. The public plaza will have a strong urban feel, with trees creating shape, shade and vertical form to the space.

Development fronting St Vincent's Street will be sympathetic in design and form to the prevailing low-scale character of the Street.

A clear and attractive entry statement will be created through the combination of high quality built form elements and streetscape enhancements at St Vincent's Street to mark a key gateway entrance to the Port Adelaide area. The site may present an opportunity for the establishment of a boutique hotel.

The existing TAFE site is a desirable use but represents a long term underutilization of the locality which could be supplemented by more intense educational use (such as the Maritime School), the development of student housing or other residential or commercial uses.



*Proposed Hart's Mill Development*



*Promenade (above), Shelter and Playspace (below)*

# 6.0 PRECINCT PLAN

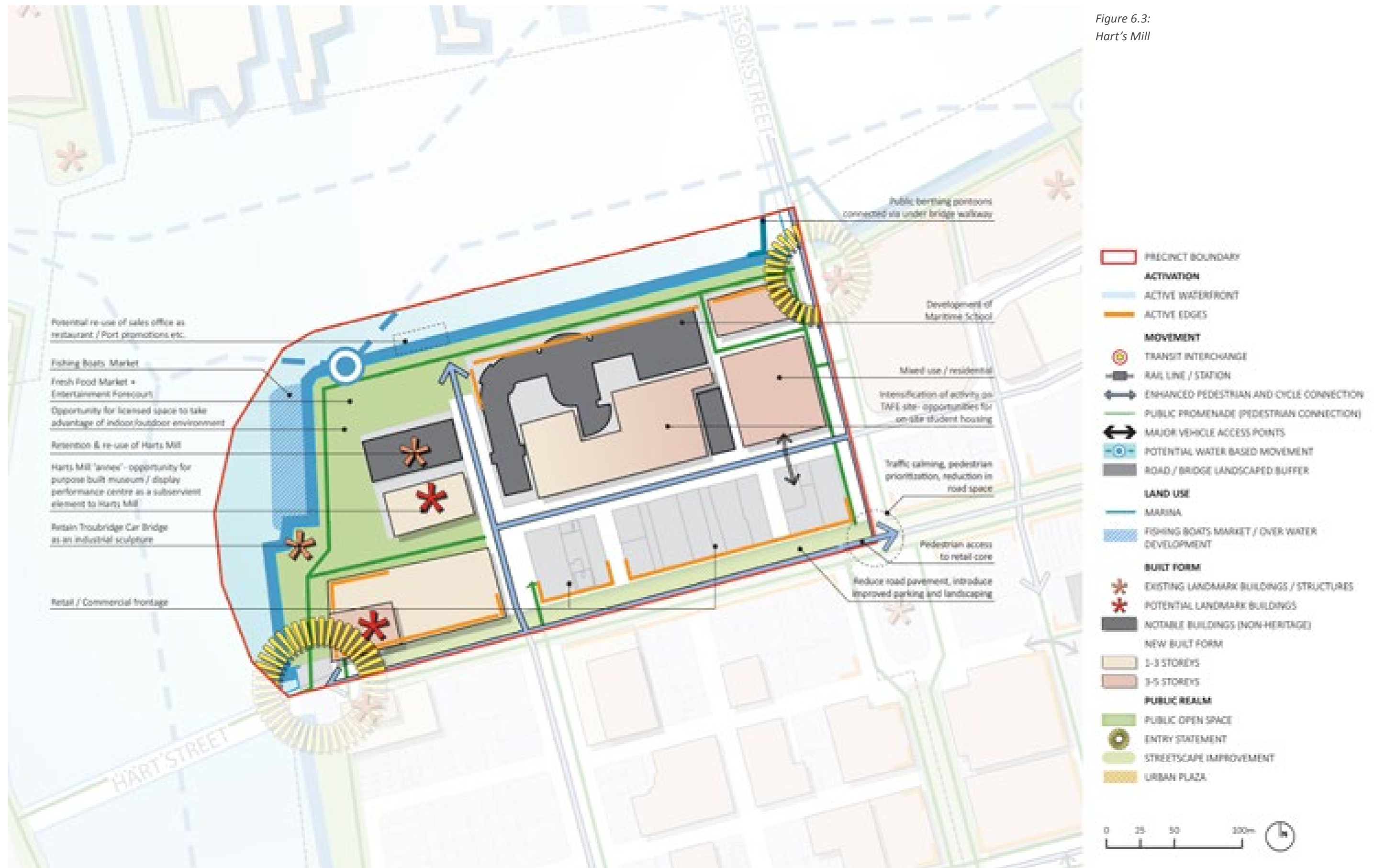


Figure 6.3:  
Hart's Mill

# 6.0 PRECINCT PLAN

## 6.3 MCLARENS WHARF

### DESIRED CHARACTER

The McLaren Wharf area will be the cornerstone of the Port Adelaide Waterfront renewal. It will comprise an appealing location and a gateway leading people to the Port Adelaide River. The termination of Commercial Road at the Waterfront, Lighthouse Square, together with the redevelopment of Wharf Shed 1, will be the focus of the precinct, with tourism and hospitality activities, markets and small scale retailing located around Lighthouse Square.

The lighthouse will be respected and celebrated as a key Port Adelaide landmark.

Buildings on both sides of Lighthouse Square will be mixed use, and of a height, scale and architectural form that reinforce and emphasise the role of McLaren Wharf whilst respecting its waterfront character. As the focus of Port Adelaide, key landmark buildings of high architectural design standard are required in and around Lighthouse Square.

Buildings developed along the waterfront will create strong visual links back to St Vincent Street and the core of the State Heritage Policy Area. Buildings and spaces will be sympathetic in scale and form with the rich architectural heritage of existing buildings in and adjacent to the State Heritage Policy Area.

A range of uses including tourism development, hospitality and recreation uses as well as commercial floor space and residential accommodation that overlooks the Port Adelaide River will be provided.

The development of public berths and restaurants, cafes and other tourism and public recreational uses will front a continuous public promenade that links Hart's Mill to Dock One.

The State Heritage Policy Area provides a unique opportunity to encourage boutique retailing, galleries, art studios, loft housing and affordable start up business spaces that take advantage of the existing built form and create an energy and vibrancy within an inclusive rather than exclusive environment.

Buildings throughout the precinct will provide a continuous built form frontage to all major thoroughfares. The focus of activity will be upon the streets, squares and public promenade that traverse the precinct.

Public spaces will be predominantly hard paved with shade trees and street furniture. The open lot car parking throughout the precinct should be intensively developed with built form fronting public streets. Opportunities exist for decked car parking in secondary locations such as Nile Street, west of Robe Street. Ease of vehicle access to these sites will be critical.



*Boston Waterfront (above and below)*



*Boston Waterfront*

# 6.0 PRECINCT PLAN

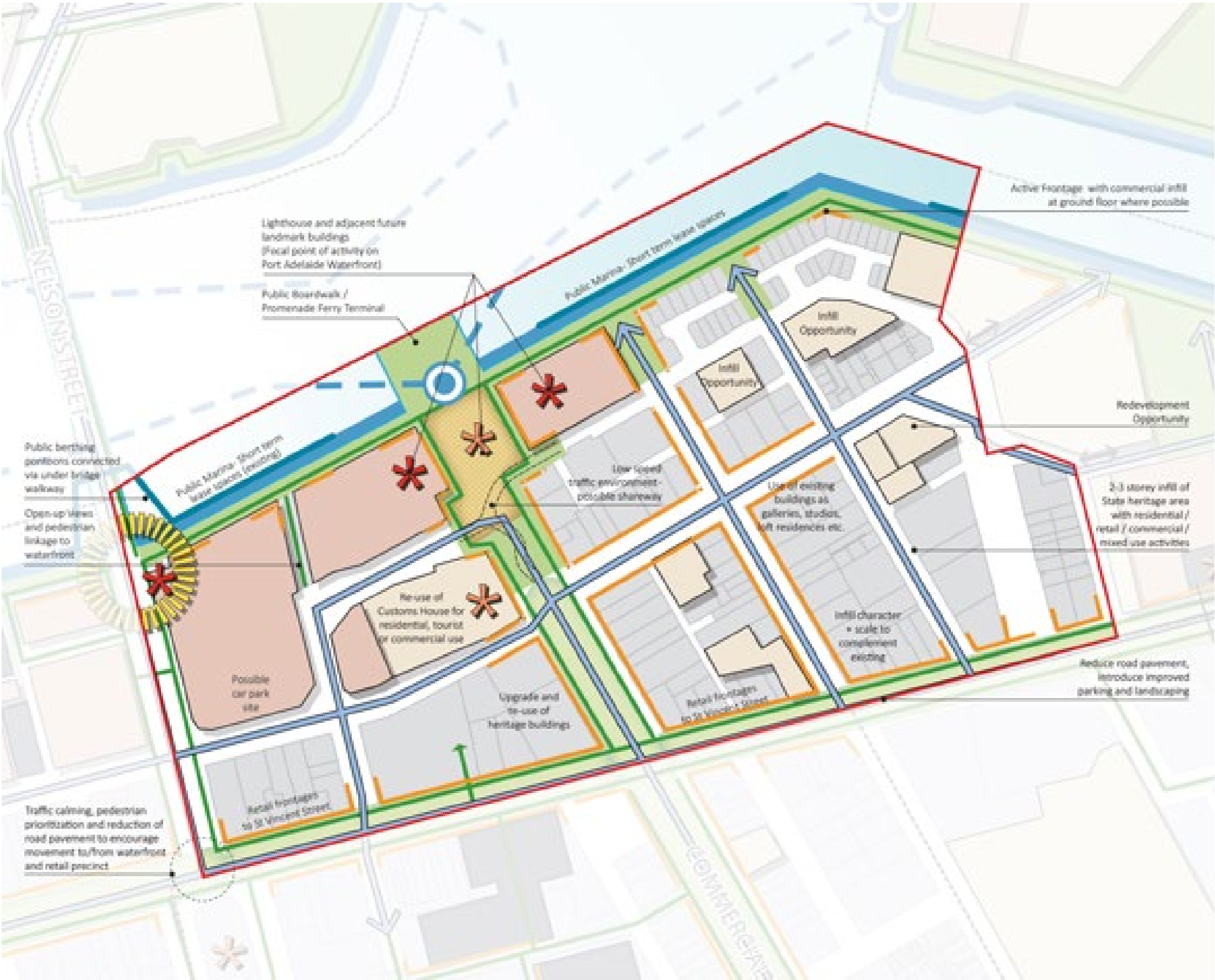


Figure 6.4:  
McLarens Wharf Precinct





# 6.0 PRECINCT PLAN

## 6.4 DOCK ONE

### DESIRED CHARACTER

Dock One will be a primarily residential Precinct with opportunities for active ground floor uses facing the waterfront and public promenade. Opportunities also exist for limited over water development at the eastern end of the dock.

The significant public park will form a node of local and tourist activity with opportunities to incorporate small-scale tourist related buildings on the edges of the reserve. The park is the proposed location of a significant maritime themed playground and will include soft and hard landscaping.

Development fronting St Vincent Street will incorporate mixed uses, and will be designed as fine grained infill development reflective of the St Vincent Street's main street character.

Development facing or adjacent to the heritage areas and the historic Woolstores townscape immediately to the south, east and west will take a form, height and scale that acknowledges, respects and reflects the historic integrity of the forms of development within those areas. Buildings in the remainder of the Precinct will be innovative and contemporary in design.

Buildings will vary in height from three (3) to five (5) storeys. Zero setbacks from streets are envisaged to reflect the character of adjacent heritage areas.

Pedestrian connections will be improved via the continuation of the waterside public promenade and via improved footpath/streetscape conditions along St Vincent Street.



*Arbutus, Vancouver (above), Coal Harbour, Vancouver (below)*



*Concord Place, Vancouver*

# 6.0 PRECINCT PLAN



# 6.0 PRECINCT PLAN

## 6.5 NORTH WEST

### DESIRED CHARACTER

The North West Precinct will become an active gateway to the Port River Waterfront from the west. Medium density residential development will form a gateway to the Port creating strong vistas to link with Semaphore Road. Public recreation areas will be created in the form of a linear public open space spine linking Semaphore Road to the waterfront, a waterfront promenade and a public event space. The linear public open space represents a significant sightline from Semaphore Road and Causeway Road to Hart's Mill and may include soft landscaped areas.

A diverse range of housing types will be developed based around transit oriented development principles. Buildings will transition in height from low scale three (3) storey development at the interface with Newport Quays, Causeway Road, Semaphore Road and Fletcher Dock, up to a maximum height of five (5) storeys centrally within the core of the precinct, adjacent Glanville Station. Buildings will be bold and contemporary in design while referencing the Port Adelaide design vernacular and will be sited to take advantage of views across the waterfront and to create an attractive facade to Causeway Road. Housing west of the railway line will demonstrate strong design connectivity to the adjacent suburban areas.

Glanville Station will be "bookended" with adjacent built form that will provide a grade separated pedestrian crossing and link to station platforms. The bus interchange adjacent Glanville Station will be upgraded and possibly incorporated into a mixed use built form.

A high degree of pedestrian activity will be maintained throughout the area with a particular focus on the waterfront promenade and linkages to Semaphore Road. Pedestrian activity will be encouraged to link with adjoining areas. A linear linkage space will reinforce a view corridor from Semaphore Road through to the waterfront promenade and to Hart's Mill. The space will have active edges and will be designed as a shared space promoting safe and convenient pedestrian/cyclist circulation through the development site.

The use of the promontory west of Fletcher Dock as an event space will provide further activation of the precinct. This space could include a café, restaurant, performance platform and soft landscaped spectator areas.

The remaining 'saw tooth' building west of Fletchers Slip provides a short term opportunity for dry boat storage and/or recreational use and possible longer term loft apartments and/or cultural use. The building represents an ideal opportunity to seek design ideas for its short and long term use.

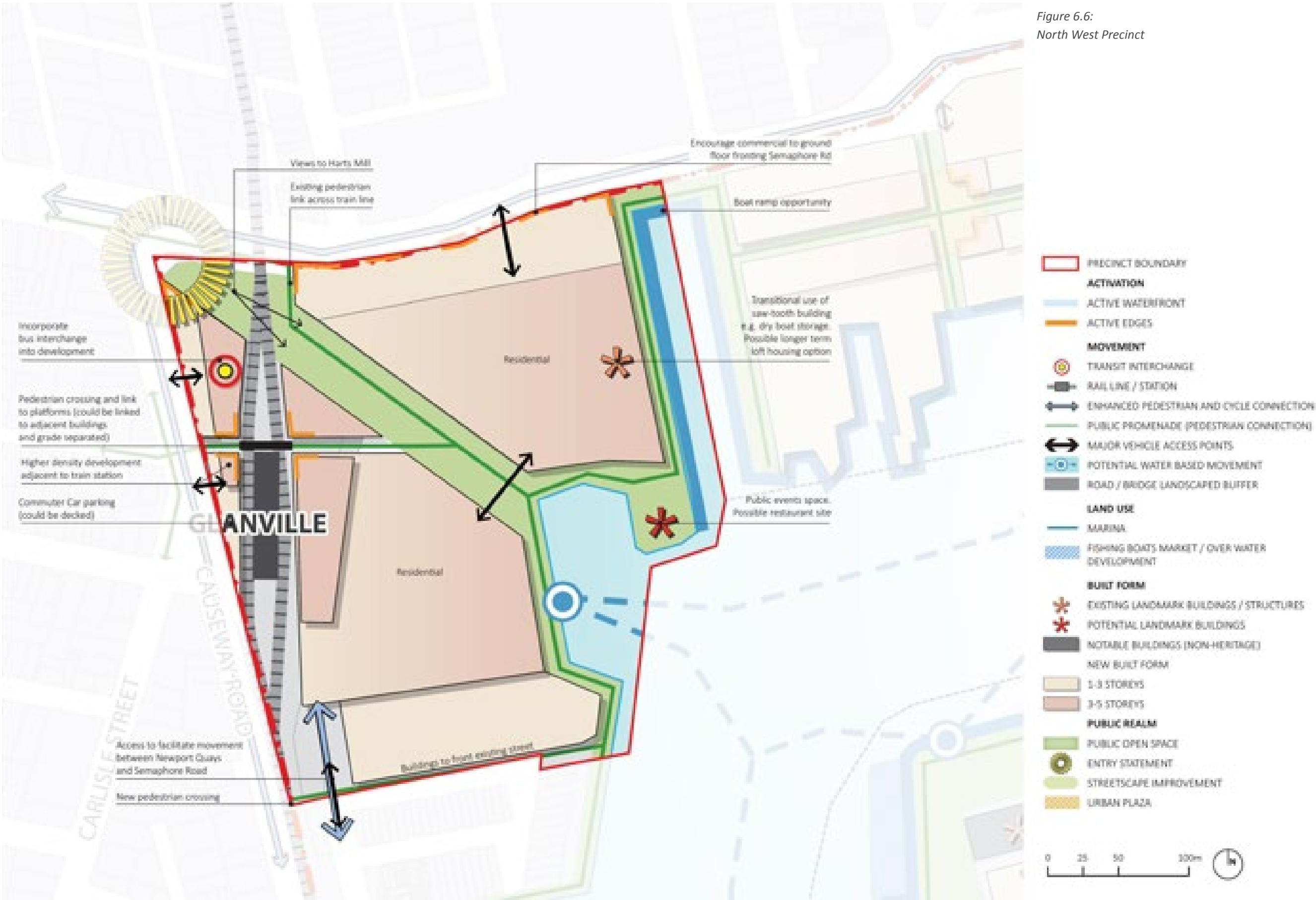


*Riverbank, Vancouver*



*Riverbank, Vancouver (above), Arbutus, Vancouver (below)*

# 6.0 PRECINCT PLAN





# 6.0 PRECINCT PLAN

## 6.6 FLETCHER'S SLIP

### DESIRED CHARACTER

Fletcher's Slip will develop as a unique mixed-use Precinct. Waterfront marina berths adjacent to attractive wharf-side apartments and terraces will provide residents with the opportunity to live right on the water's edge with access to boats. Housing will extend over the piers and finger wharfs creating an environment focused on the marina. Marina activities such as a sailing club will add to the maritime feel and will create an added tourist attraction.

Mixed uses involving marine services, boat building and repairs, chandlery, boat launching facilities and dry docks will front the Port River with opportunities for residential development above. Development will generally maintain a low three (3) storey scale inclusive of over-water development. A central spine of development may include some five (5) storey structures especially around the public squares, providing for greater intensity of activation of these public spaces. Views from Semaphore Road through to the river and finger wharfs will be maintained through the careful location of buildings and public open space. The buildings will directly front the open spaces to form a hard built form edge. The spaces will be urban in nature, with hard surfaces and avenue plantings.

Pedestrian spaces will be active and will open out along view corridors to Semaphore Road. Surrounding buildings will be designed to ensure passive surveillance of two compact urban plazas.

Pedestrian connectivity will be maintained linking with adjoining precincts. The pedestrian walkway through the Precinct will facilitate shared vehicle, bicycle and pedestrian movements, negating the need for a separate road reserve.



*The Boat Builders Yard, Melbourne*



*Amsterdam*

# 6.0 PRECINCT PLAN

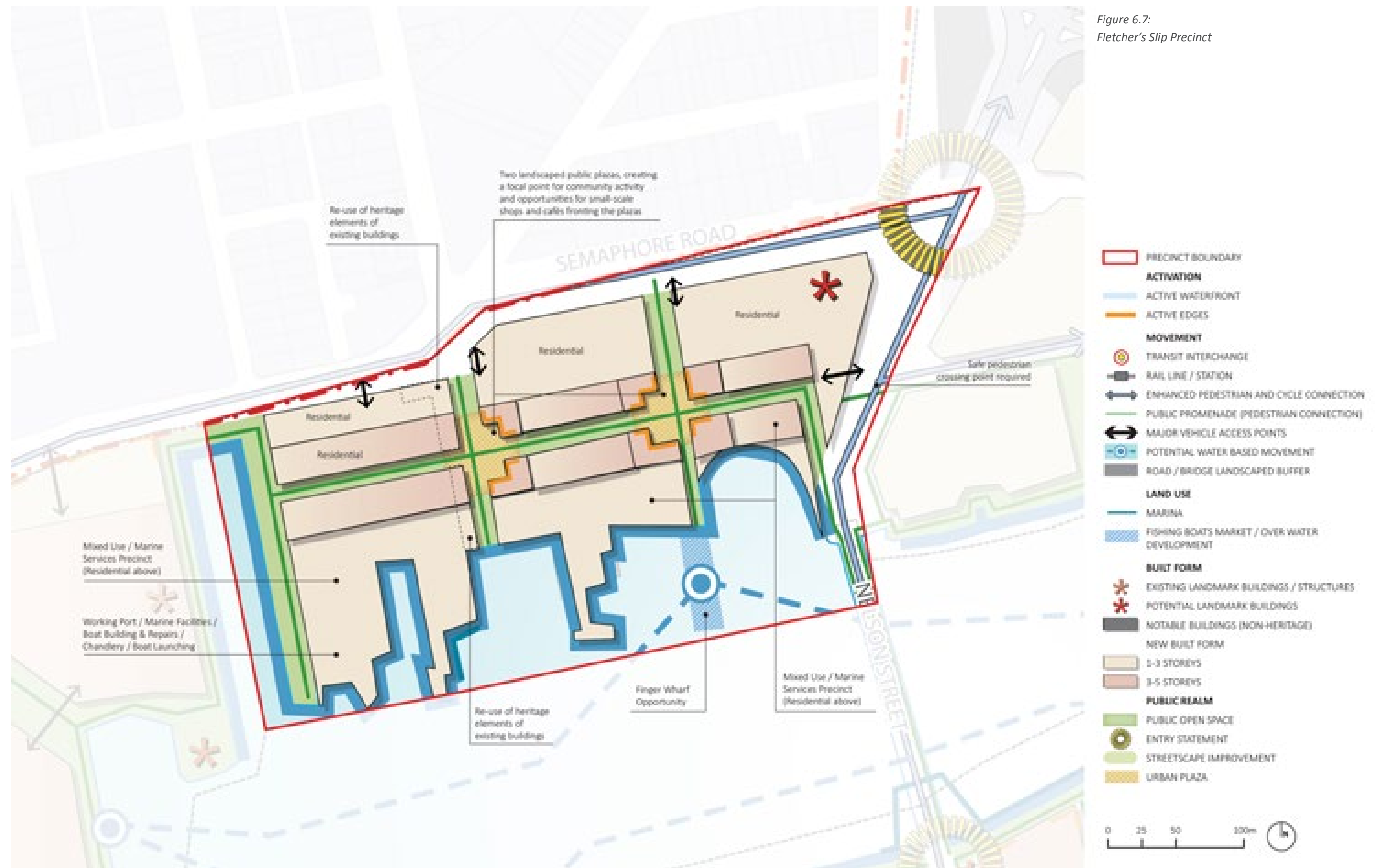


Figure 6.7:  
Fletcher's Slip Precinct

# 6.0 PRECINCT PLAN

## 6.7 CRUICKSHANK'S CORNER

### DESIRED CHARACTER

Cruickshank's Corner will encompass a linear Esplanade Park incorporating a significant beach. The precinct will also incorporate a boat ramp for public use. This will encourage activity to both the precinct and the River. Development fronting the beach will consist of low scale built form of up to three storeys in height oriented to provide passive surveillance opportunities towards the beach.

The Birkenhead Tavern will continue to be a landmark within the precinct, and will provide a hospitality focal point for visitors. Sight lines to it from across the river will be maintained. The hotel provides the opportunity for licensed indoor/outdoor spaces.

The southern part of the precinct will be used for a range of harbour, marine and tourism uses. The balance of the site provides opportunities for hospitality and commercial uses that could service or complement the marine / tourism precinct.

The Esplanade will incorporate continuous angled parking to facilitate maximum on-street parking and minimal open lot parking. The Esplanade will be flanked with avenue tree planting befitting a marine-side location.

Public open space adjacent the waterfront will be soft landscaped and provide playground and picnicking opportunities.



Brighton Beach, Melbourne



Dragon Boat Racing

# 6.0 PRECINCT PLAN



Figure 6.8:  
Cruickshank's Corner  
Precinct

- PRECINCT BOUNDARY
- ACTIVATION
  - ACTIVE WATERFRONT
  - ACTIVE EDGES
- MOVEMENT
  - TRANSIT INTERCHANGE
  - RAIL LINE / STATION
  - ENHANCED PEDESTRIAN AND CYCLE CONNECTION
  - PUBLIC PROMENADE (PEDESTRIAN CONNECTION)
  - MAJOR VEHICLE ACCESS POINTS
  - POTENTIAL WATER BASED MOVEMENT
  - ROAD / BRIDGE LANDSCAPED BUFFER
- LAND USE
  - MARINA
  - FISHING BOATS MARKET / OVER WATER DEVELOPMENT
- BUILT FORM
  - EXISTING LANDMARK BUILDINGS / STRUCTURES
  - POTENTIAL LANDMARK BUILDINGS
  - NOTABLE BUILDINGS (NON-HERITAGE)
  - NEW BUILT FORM
    - 1-3 STOREYS
    - 3-5 STOREYS
- PUBLIC REALM
  - PUBLIC OPEN SPACE
  - ENTRY STATEMENT
  - STREETSCAPE IMPROVEMENT
  - URBAN PLAZA





# 6.0 PRECINCT PLAN

## 6.8 PORT APPROACH

### DESIRED CHARACTER

The precinct will establish a new business park, light industrial, commercial and office uses. Development will provide a buffer for the residential activities to the south from industrial activities to the north and east.

Residential uses will be located south of the bridge crossing and will take advantage of the waterfront and views of Dock One and McLaren Wharf. High quality commercial buildings will create a buffer between the Expressway/Rail Corridor and residential properties to the south. Buildings to the south of the bridge will range in height from three (3) storeys up to five (5) storey land mark buildings in the south-west corner of the precinct overlooking the Port River and Dock One.

North of the Bridge, the waterfront area will accommodate office, storage, warehousing, bulky goods and light industrial uses. This is a long term development environment that would be advantaged by its withholding from development in the medium term.

The pedestrian waterfront promenade will provide a continuous link from Port Approach to Dock One and through to McLaren Wharf. Pedestrian activity will be encouraged to link with adjoining areas including via a possible pedestrian bridge or building linking and providing public access to Dock One adjacent the waterfront.

The opportunity exists for limited over water development at the eastern end of Dock One.

Vehicle access to the site will be from Wauwa Street for residential development and small scale commercial development south of the Port River Expressway. Vehicular circulation for private and small commercial vehicles will occur under the Port River Expressway and Railway Viaduct to provide multi-directional access/egress to/from the Port River Expressway. Heavy vehicle movement to the area north of the Port River Expressway will be via Ocean Steamers Road.

A substantial soft landscaped passive open space is to be provided as a focal point to the residential development.



*The Village, Vancouver (above), Docklands, Melbourne (below)*



*Copenhagen*

# 6.0 PRECINCT PLAN

Figure 6.9:  
Port Approach Precinct



# 6.0 PRECINCT PLAN

## 6.9 DALE STREET WEST

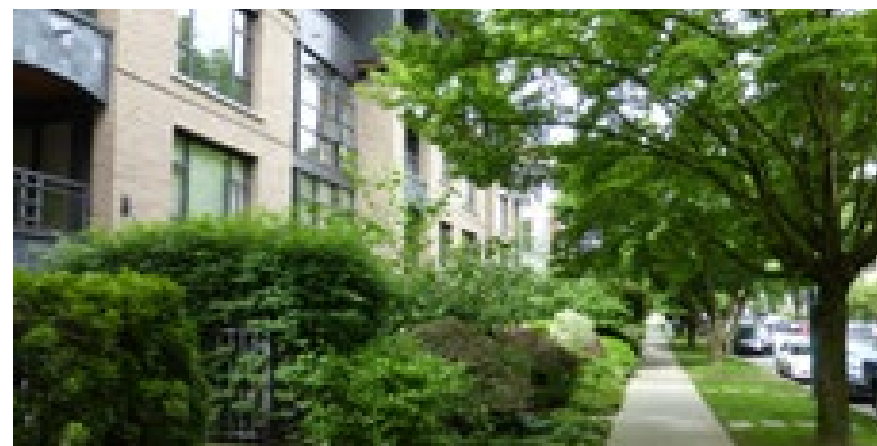
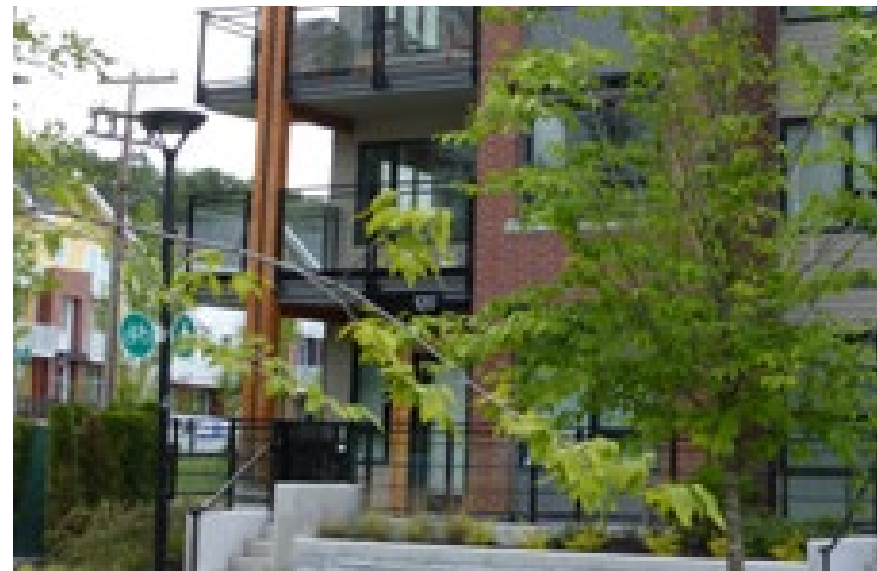
### DESIRED CHARACTER

Dale Street West is primarily a residential precinct with opportunities for active ground floor retail and commercial development at the interface with St Vincent Street as well as Church Street and the retail core, resulting in improve economic viability, vibrancy and safety.

Development will predominantly comprise low scale three storey residential housing at the interface with Minorities Street with opportunities for the redevelopment of consolidated and re-amalgamated Housing SA sites at medium densities of up to five storeys throughout the balance of the precinct. Such redevelopment will provide the opportunity to improve the social mix of the locality while maintaining levels of social housing and affordable housing.

New development will respect existing heritage places within the precinct and will take a form, height and scale at the interface with existing heritage places that acknowledges, respects and reflects the historic integrity of these buildings. Buildings and spaces will also be sympathetic in scale and form with the rich architectural heritage of existing buildings in and adjacent to the Heritage Conservation Policy Area fronting St Vincent Street.

Streetscape enhancements along Church Street will provide effective, quality pedestrian linkages, improve visual legibility, vehicle circulation, car parking and public transport connections and linkages to the retail core. Minorities Street will also be enhanced with streetscape improvements to enhance pedestrian and cyclist connections through the precinct.

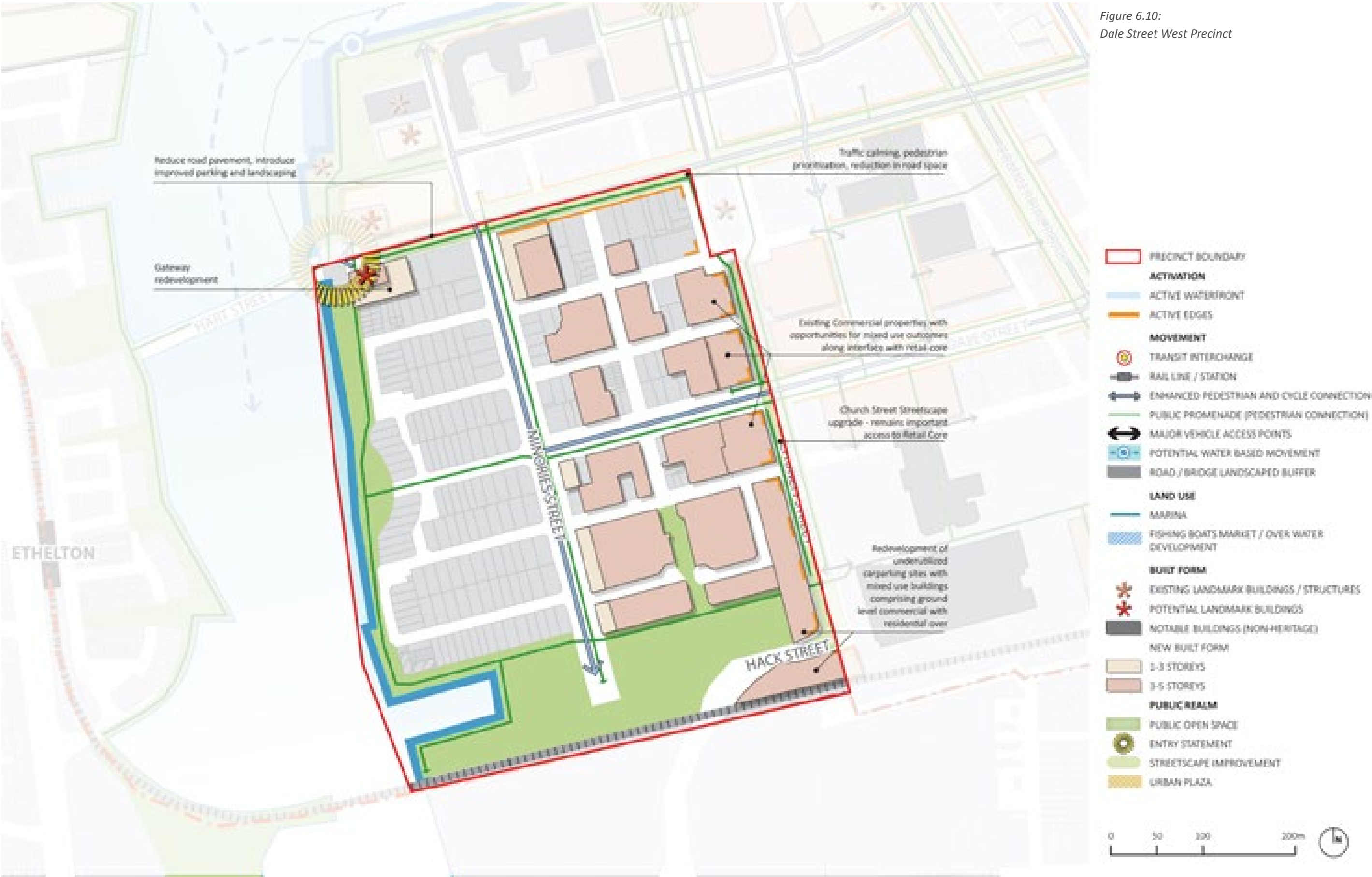


*Arbutus, Vancouver (above and below)*



*Arbutus, Vancouver*

# 6.0 PRECINCT PLAN





# 6.0 PRECINCT PLAN

## 6.10 WOOLSTORE

### DESIRED CHARACTER

The Woolstore precinct will evolve to a mixed-use residential environment capitalising on the re-use and intensification of activities in existing heritage wool store buildings.

Residential development will be encouraged together with compatible commercial uses including warehouses, service trades and commercial development in a unique mixed use environment. Existing poor quality buildings and storage yards will be replaced and redeveloped and existing heritage woolstores will be preserved for adaptive reuse. Buildings and new development will be sympathetic in scale and form with the rich architectural heritage of existing wool store buildings with opportunities for increased height to historic wool store buildings where the integrity of heritage facades is preserved.

Building heights will generally transition from low scale three (3) storey residential development at the periphery of the precinct to medium density development of up to five (5) storeys within the core of the precinct, within consolidated sites and existing historic wool store buildings.

Development fronting St Vincent Street will be designed as fine grained infill development reflective of the St Vincent Street's main street character. Buildings fronting St Vincent Street will be up to three (3) storeys in height other than a landmark building of up to five (5) storeys on the intersection of St Vincent Street and Wauwa Street which will act as a gateway to the Port Adelaide Centre.

Mixed use medium density development of up to five (5) storeys will separate the Wool Stores precinct from existing adjoining industrial development to the north of the Port River Expressway. The land use mix, built form, design and composition of development will be designed to separate and protect sensitive residential development in the precinct from existing incompatible uses at the industrial interface.

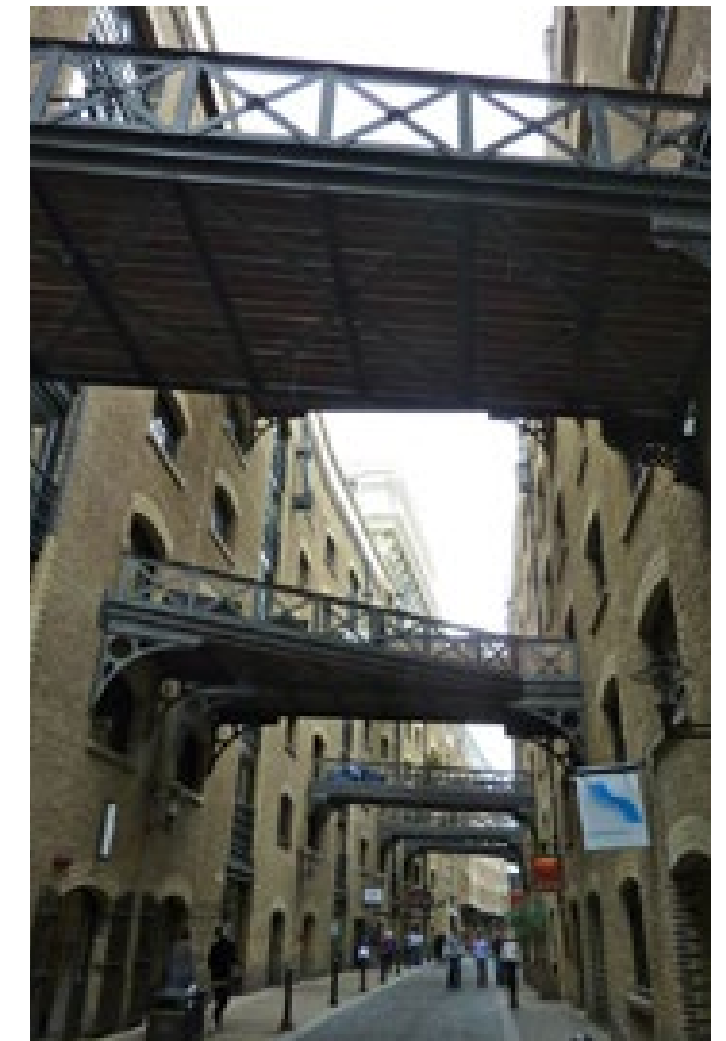
Streetscape improvements will enhance pedestrian linkages and connectivity of Aberdeen Street, Bower Street and Baker Street to St Vincent Street.



*St Katherine's Dock, London*



*South London*



*South London*

# 6.0 PRECINCT PLAN



Figure 6.11:  
Woolstore Precinct

## 7.0 REALISING THE PRECINCT PLAN

*" VISION WITHOUT ACTION IS MERELY A DREAM.  
ACTION WITHOUT VISION JUST PASSES THE TIME.  
VISION WITH ACTION CAN CHANGE THE WORLD. "*

JOEL A. BAKER



# 7.0 REALISING THE PRECINCT PLAN

## 7.1 LESSONS FROM WATERFRONT RENEWAL PROJECTS

It is an important part of the process to review a range of approaches to waterfront revitalisation, particularly where significant cultural, built form, ‘place-making’ and heritage is involved. Port Adelaide should become an exemplary place. Therefore, it is imperative that we learn lessons from other places.

Provided below is a brief summary of some common messages from other waterfront renewal projects that have been researched by both Connor Holmes and David Lock Associates. It incorporates a series of inter-related, yet distinct, lessons from case studies that can be applied to the Port Adelaide project. It highlights what can be achieved through a co-ordinated approach to waterfront planning.

### 7.1.2 SPATIAL PLANNING

Waterfront renewal and development must be afforded time to evolve. It requires a long term vision that is flexible enough to deal with changing circumstances.

Spatial planning is a key concept in developing a shared vision and long term direction for development. A good spatial plan needs to go beyond traditional land-use planning and integrate policies for the development and use of land with other policies and programmes that influence the nature and function of a place. The plan must draw upon all aspects of development, including economic development, environmental considerations and social cohesion.

**A strong spatial planning approach helps create more stable and predictable conditions for investment and development.** It also helps to ensure that community and social aspirations benefit from development.



Baltimore Waterfront

### 7.1.3 PUBLIC PRIVATE PARTNERSHIPS

Intrinsically linked to the spatial planning concept is the need to ensure appropriate levels of funding are available to deliver the physical and social infrastructure required to sustain renewal. Financial arrangements should seek to greatly reduce the risks involved in development.

Successful waterfront renewal projects throughout Europe have been characterised by a collaborative approach to project finance and delivery. For example, Baltimore’s waterfront revitalisation was characterised by a collaborative approach to project finance and delivery. This approach enabled both the public sector and private organisations to establish an agreed approach on development outcomes.

In many examples, the initial planning, including extensive consultation, was carried out by the public sector. The renewal process is invariably led by the public sector to ensure that the necessary physical infrastructure and social structures are in place early in the process.

The sale of serviced parcels greatly reduces the risks involved in development. At the same time it also allows for the sale to a variety of developers and builders thus providing development on multiple fronts at any one time. This allows for sequential development in accordance with project delivery plan requirements, assists with increased levels of competition, greater diversity in product design and enhanced diversity in product offerings.



Brindley Place, United Kingdom

Whilst private sector funding is seen as fundamental to the future of a healthy waterfront it is established within a clear framework and vision. It is essential that development strikes the right balance between commercial and public uses. An over-reliance on private sector led development can lead to disconnect between buildings with private activity on the ground floor and the waterfront.

Accordingly, Government should take a pro-active approach in facilitating specific development outcomes, in a way that engenders community support and assists in the rejuvenation of the wider Port Adelaide area, but once this role has been fulfilled, it would be appropriate for Government to allow the private sector, which arguably has a higher level of experience, a greater level of innovation and a higher level of market knowledge, to deliver the outcomes in a way that maximises the opportunity for profitable development activities.



Malmo, Sweden

### 7.1.4 PLACE MAKING

Lifestyle, amenity and liveability have an ever increasing role to play in waterfront renewal. The quality of a place is critical in attracting investment and fostering economic growth. Increasingly, workers and home buyers are placing a greater premium on quality urban form and the lifestyle attributes of places.

Many of the more successful waterfronts have developed a unique identity related very closely to the water. Brindley Place, has become a new urban quarter for Birmingham, UK. It has created a distinct character and sense of place in which a network of well-defined public spaces punctuate the area to create a series of new activity settings. A strong sense of place has been achieved which responds to the surrounding area, particularly to the historic canal waterfronts. The new buildings show variety, yet simplicity, in their design and are unified by their moderate scale and massing. A series of key well-enclosed public spaces provide a legible and interesting pedestrian-scaled network.

Successful waterfronts are not dominated by large single-use developments. They should be places that attract a social mix of people across all times of the day and night. A mixture of residential and commercial uses provides the economic sustainability of the project. Retail, cultural and recreational facilities all add to the development of vibrant places that are attractive to a wide section of the population. For example, Hammarby Sjöstad has been successful in attracting young families due to its child friendly design and public parks.



# 7.0 REALISING THE PRECINCT PLAN

Another potential threat is that one-dimensional developments foster one-dimensional design. When the goal is limited to creating ‘iconic’ destinations it ignores the bigger picture aimed at attracting the public to a series of lively destinations. Ultimately this will affect the vibrancy of a great waterfront.

Finally, place making is not solely about creating parks and esplanades. Too much passive open space can dampen the inherent vibrancy of waterfronts. The waterfront should draw different people at different times of the day. It should develop a series of ‘destinations’. Some of the most successful waterfronts such as Stockholm, Sydney and Baltimore have successfully used parks as links between other high-profile destinations.

## 7.1.5 ACCESSIBILITY

Access can be a major stumbling block that prevents waterfront redevelopment from fulfilling its potential. Projects such as the Hudson River Park in Manhattan suffer from being cut off from the rest of the city. It is essential that waterfronts be universally accessible. Waterfronts with continuous public access work more successfully than those where public access is interrupted.

It is important that the waterfront is well-connected to the surrounding urban area. In a sense all ‘roads’ should lead to a focal point – the water. Most successful waterfront projects are easily accessible from major urban centres by foot, bicycle or public transport. The ease of connectivity enhances the sense of destination. For example, Sydney and Stockholm waterfronts are accessed via ferry creating a constant stream of activity.

Access also means people can interact with the water through a range of activities. This may include opportunities for water sports, fishing or swimming (in floating pools).



Darling Harbour, Sydney

## 7.1.6 COMMUNITY

In all aspects of successful water front renewal it is important to ensure that the process is firmly based on clear community aspirations. Waterfront renewal should enable a balanced community with a mix of housing types and tenures that is reflective of housing demand in the broader area. It is also essential that the existing community is actively engaged and involved in the renewal process.

***A key message of renewal is that a fine balance should be found between the ‘top-down’ approach of imposing change with ‘bottom-up’ community driven initiatives.***

Smaller-scale initiatives, including activation projects that have been initiated by Renewal SA and Council, cultivate local enthusiasm for change and will give credibility to the renewal process.



Southbank, Brisbane

## 7.1.7 GOVERNANCE

Most large regeneration projects have long gestation periods and are often developed over 15 or 20 years. Such long timeframes demand a clear vision and governance mechanism that transcend election cycles and can withstand or subtly evolve with changing political circumstances. Broad buy-in to the fundamentals of a project (rather than the details) is therefore critical.

Often this is achieved by ‘Public Development Agencies’ with direct responsibility for the progression and development of renewal projects. Development authorities often have powers of acquisition, land assembly, asset management, finance, development, land disposal and in most cases act as statutory planning authorities to guide and control development. They have established and defined monitoring, reporting and accountability requirements and have access to recurrent and capital funding through government seed funding, treasury depositions and/or the development of assets. Some authorities also have fiscal tools and can grant a concession or make variations in relation to taxes, rates or charges.

An example of a successful public development agency is the South Bank Corporation in Brisbane. South Bank Corporation was established under the ‘South Bank Corporation Act, 1989’ with the object ‘to promote, facilitate, carry out and control the development, disposal and management of land and other property within the Corporation area’.

Waterfront Auckland is another Public Development Agency with its own Board, chief executive and self contained staff covering governance, planning, investment, development, design and place making functions for the ‘Waterfront Auckland’ project.

## 7.1.8 GOVERNMENT INVESTMENT

There is a need for significant Government/Council/public sector investment in key infrastructure, public realm improvements and catalyst site developments as a basis for attracting private sector investment and, in particular, providing for a partial de-risking of subsequent private sector involvement. Risk defrayment is a potentially major attractor for the private sector.

The majority of investment in most projects is ultimately from the private sector, however, the start-up phase is the most critical and problematic and therefore requires maximum commitment from Government at this time.

The ultimate level of private investment is typically many times the level of Government start-up capital and can deliver significant tax receipts, jobs and economic activity.

# 7.0 REALISING THE PRECINCT PLAN

## 7.1.9 ECONOMIC AND EMPLOYMENT DRIVERS

There is a need to target relevant economic and employment drivers to activate a regeneration project, whether waterfront or otherwise, for example:

- the locating of universities/higher education/learning centres as good “people” catalysts and generators of street life;
- the relocation of Government agencies to create new employment catalysts to populate vacant buildings and/or as a basis for underpinning new development investment; and
- delivering incentives to attract key businesses, purchasers, workers, etc to the area.



Auckland Waterfront

## 7.1.10 MARKET REALITIES / COMMERCIALITY / DEMAND

Government initiated projects are often “ahead of the curve” rather than following the market.

There is a legitimate role for Government to lead the market in some circumstances, however, it needs to be recognised that leading the market often comes at a cost. There needs to be a sound commerciality to the investment that follows and there needs to be population growth (residents and/or workforce) in the regeneration area to drive investment. *Without growth, there is no imperative for investment and without investment, there can be no improvement to amenity, the environment or community circumstances.*



Stockholm Waterfront Congress

# 7.0 REALISING THE PRECINCT PLAN

## 7.2 IMPLEMENTATION INSTRUMENTS

Urban renewal and revitalisation involves more than the preparation of planning instruments, master plans, structure plans and policies for private sector engagement and reaction. Effective revitalisation and renewal requires strong pro-active leadership and a unified and consistent approach to decisions and actions with respect to:

- future development and the highest and best use of land (including possible private and public partnerships);
- land tenure and acquisition;
- land use and activity distribution;
- investment in infrastructure and ‘place capital’;
- a commitment to fiscal and financial (both capital and recurrent) policies and tools;
- a commitment to legible, transparent and effective policies, regulation and legislation;
- the establishment of effective governance arrangements; and
- strong and consistent advocacy for agreed directions and outcomes.

The instruments and mechanism most commonly utilised in centre revitalisation are described as follows:

### REGULATORY & LEGISLATIVE SETTINGS:

A regulation is a prescribed rule or authoritative direction whilst legislation involves the making of laws.

Regulatory and legislative frameworks can be used to assist in centre revitalisation by providing an authoritative direction and laws to govern development and activities.

For example in Dandenong in Victoria, the Victorian Government (through Vic Urban) took over planning control of central Dandenong allowing the streamlining of decision making, greater coordination of the development approval process together with the ability to acquire and develop land. This occurred through a legislative change to the existing and prevailing State Planning Act and legislation.

### POLICY:

A policy is an effective plan or course of action adopted by Government. Policies can be adopted and implemented to guide and facilitate specific or desired outcomes.

In the context of the Port Adelaide centre revitalisation, an example of a policy would be the amendment to the Port Adelaide Enfield Development Plan (ie Development Plan Amendment) to introduce a supportive Zone or policy framework in support of a desired development outcome. Another example would be the establishment of ‘design guidelines’ or encumbrances to guide and influence development outcomes, rights or opportunities.



Port Adelaide Development Plan



Development Authority logos

### INSTITUTIONAL ARRANGEMENTS:

An institution is an organisation or a body established or appointed to promote an object or outcome. Accordingly, institutions or bodies can be established and created to promote, facilitate, control or even govern centre revitalisation.

Examples of a successful institutions in the form of Public Development Agencies that promote urban revitalisation and renewal in designated areas / precincts include:

- South Bank Corporation in Brisbane, Queensland;
- Waterfront Auckland, New Zealand;
- Urban Land Development Authority (ULDA), Queensland
- Dandenong Development Board, Victoria
- Honeysuckle Development Corporation (HDC), NSW
- Redfern- Waterloo Authority (RWA), NSW
- East Perth Redevelopment Authority (EPRA), WA
- Midland Redevelopment Authority (MRA), WA
- Subiaco Redevelopment Authority (SRA), WA

### FISCAL:

Fiscal Policy is that part of Government Policy which is concerned with collecting revenue through taxation and deciding on the level and patterns of expenditure. It involves the use of taxation as a tool to assist to control and influence the level of demand in an economy.

For example, in the context of centre revitalisation, a Council could influence and encourage demand for housing in the centre by raising or lowering rates and charges for this type of development. Higher rates would effectively discourage and lower demand for this land use whilst lower or removed rates could actively stimulate and encourage housing in the centre. The use and implementation of infrastructure levies is another example of fiscal policy that can be used to influence demand for certain land uses and / or developments.

# 7.0 REALISING THE PRECINCT PLAN



Granville Island, Vancouver



Auckland Waterfront



Hammerby Sjöstad, Stockholm

**FINANCIAL:**

Finance involves the provision of money when and where required. Both Government and the private sector can provide recurrent finance for consumption in ongoing projects or financial capital for investment.

In the context of centre revitalisation, Government could provide capital funding for the development of a bridge or a discrete piece of road infrastructure. Alternatively, recurrent funding could be provided to finance an ongoing public transport service or initiative.

**KNOWLEDGE:**

Knowledge involves undertaking research, studies and investigations to enhance an understanding of facts or experience. Knowledge can be used as a mechanism to ensure well informed decisions and outcomes.

An example of using knowledge as an instrument of centre revitalisation is research into population projections and demographic profiles as well as undertaking community and social infrastructure studies to assess and determine future population needs and requirements.

**ADVOCACY:**

Advocacy involves the dissemination of a consistent and clear message to publicly support or favour a policy or direction.

An example of using advocacy as an instrument of centre revitalisation is the development of promotional programs and / or investment attraction campaigns that articulate, showcase and demonstrate the strengths of a centre or region etc.

In developing an implementation strategy for the Port Adelaide Regional Centre, it is important to understand and seek the implementation of a range of potential tools and mechanisms to initiate, promote and encourage renewal and centre revitalisation.



# 7.0 REALISING THE PRECINCT PLAN

## 7.3 IMPLEMENTATION ACTIONS, INITIATIVES & PRIORITIES

The long term nature of regeneration of Port Adelaide requires a clear 'horizon' of actions and initiatives over the life of the project.

The proposed implementation actions and initiatives will assist to position Port Adelaide to address existing weaknesses and 'gaps' in the market and capitalise on the assets and comparative strengths and advantages of Port Adelaide. In this way the Precinct Plan will assist to realise the 'Vision' for Port Adelaide that **'more people will be living, working, investing and spending time in the Port'** and will also ensure that the identified future role and function of Port Adelaide at a local, district, regional, state, national and international level will be achieved.

Priority actions to be implemented in the short term are:

- planning policy amendments to support the Precinct Plan (to be delivered via a Development Plan Amendment Process);
- completion of Hart's Mill public plaza and attraction of regular and special events to activate this area;
- continued building upgrades to improve external appearance of historic buildings in prominent locations;
- completion of the loop path around the inner harbour to provide a new walking and cycling experience;
- completion of new angle parking along St Vincent Street to support existing businesses;
- relocation of State Government employees to Port Adelaide to boost the working population provide an economic uplift and stimulate private investment;
- seek expressions of interest for State Government owned vacant buildings, including adaptive reuse of the saw tooth building in the north-west precinct;
- partner with the private sector to deliver infill demonstration projects which set a new design benchmark;
- develop a strategy, in collaboration with key stakeholders, for public realm works, including gateways, streetscape upgrades and public lighting; and
- prepare detailed design guidelines for major State Government vacant land holdings.

The recommended prioritisation of commercial initiatives and development within each precinct is represented spatially in Figure 7.1 (Precinct Priorities) which also identifies recommended priorities for public realm improvements including public works and streetscape improvements. This plan identifies key catalytic sites recommended for early activation and development and broadly prioritises the development of precincts in the following sequenced priority:

### PRIORITY 1:

- McLaren's Wharf (Waterfront)
- Retail Core
- Dock 1

### PRIORITY 2

- Harts Mill
- McLaren's Wharf (State Heritage Area & Customs House Area)

### PRIORITY 3:

- North West Precinct
- Port Approach

### PRIORITY 4

- Fletcher's Slip
- Dale Street West (Consolidated Housing SA Sites)

### PRIORITY 5:

- Cruickshank's Corner

### PRIORITY 6:

- Woolstores

Priority 1 sub-precincts have been identified and selected to achieve a critical population mass and immediately enhance vitality and vibrancy to the south of the Port River, further consolidating activity in and around Dock 1, the Retail Core and McLaren's Wharf.

Figure 7.1 (Precinct Priorities) also identifies recommended priorities for public works and streetscape improvements within Precincts as follows:

### PRIORITY 1:

- Waterfront promenade of McLaren's Wharf;
- Waterfront promenade and open space forecourt of Harts Mill;
- Dale Street (Retail Core);
- St Vincent Street (from Commercial Rd to Nelson Street); and
- Commercial Road (South of St Vincent Street).

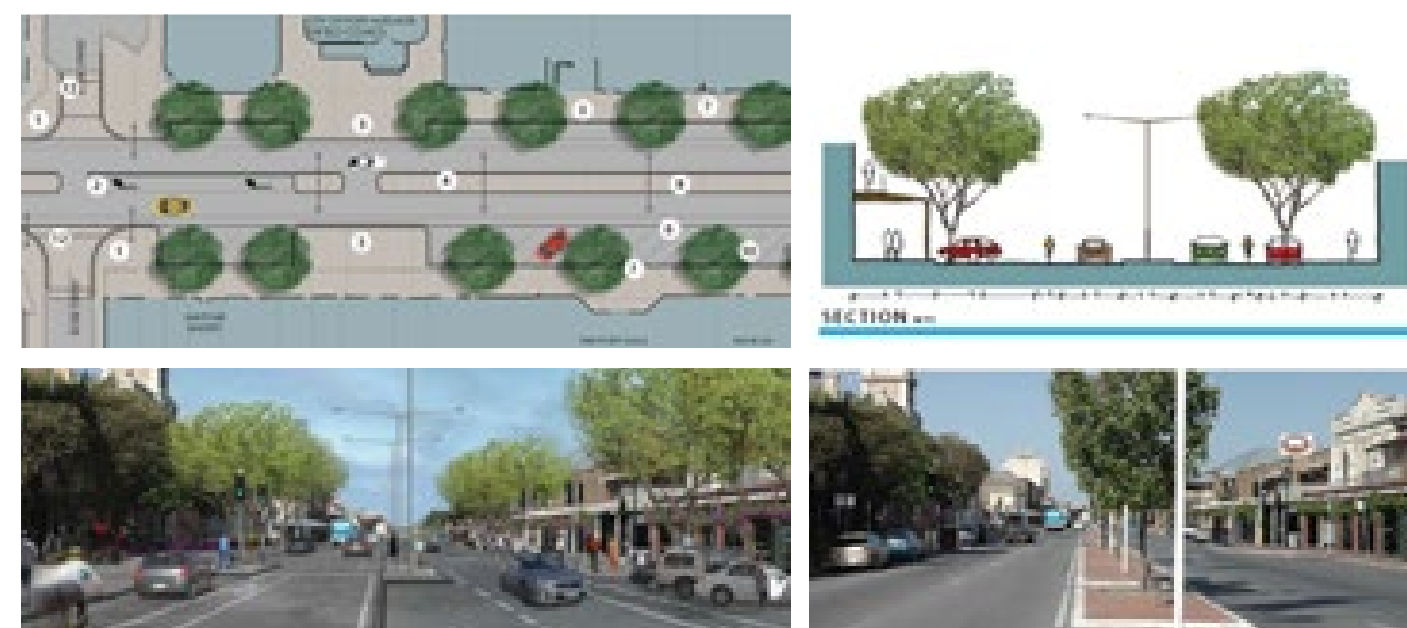
### PRIORITY 2:

- Church Street; and
- Floating pedestrian pontoon under Birkenhead Bridge (linking McLaren's Wharf and Harts Mill).

### PRIORITY 3:

- Commercial Road (North of St Vincent Street, including Black Diamond Square, Light Square and over water boardwalk / ferry terminal); and
- St Vincent Street (East & West).

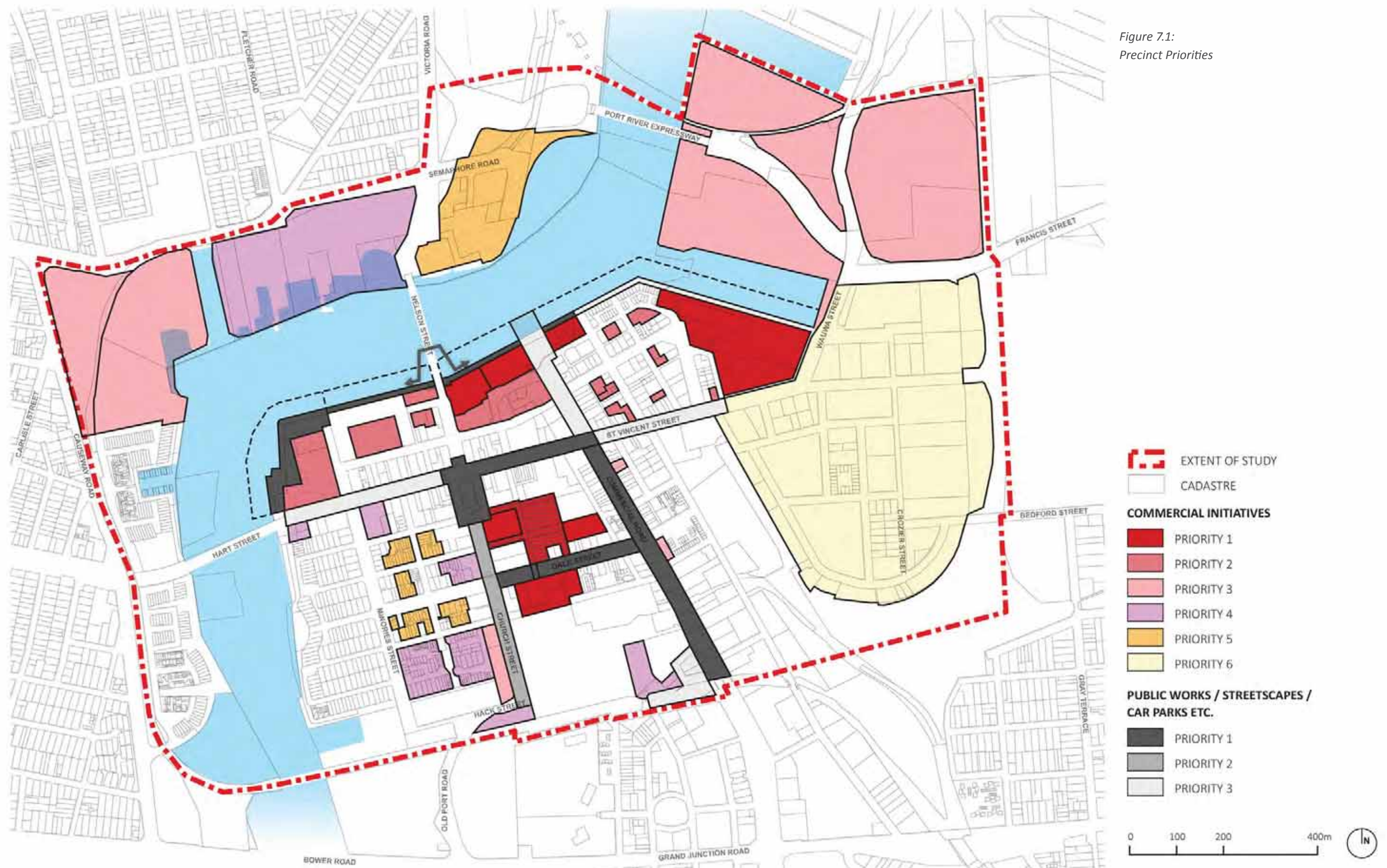
The priority of public works and streetscape improvements reflects a considered public realm investment strategy to create 'places for people' that attract visitors and improve the physical and social environment for all users. It also reflects a prioritised investment in quality pedestrian linkages, improved visual legibility, vehicle circulation, car parking and public transport.



Source: St Vincent Street + Commercial Road Concept Plan, March 2008



# 7.0 REALISING THE PRECINCT PLAN





## 8.0 CONCLUSION



# 8.0 CONCLUSION

The Precinct Plan provides a framework for the incremental transformation and renewal of Port Adelaide into a functioning and sustainable Regional Activity Centre servicing the wider north-western population of Metropolitan Adelaide. The Precinct Plan has been prepared in consultation with the Community Steering Committee and other key stakeholders to achieve and deliver the Port Adelaide Steering Committee ‘vision’ that:

*‘More people will be living, working, investing and spending time in the Port’.*

The Precinct Plan sets out both the ‘hardware’ and ‘software’ for the regeneration and renewal of Port Adelaide. The hardware includes identified physical developments and interventions as well as the built form and land use structure and composition of Port Adelaide (including streets, plazas and the waterfront edge etc). The software includes the programs, initiatives and events that stimulate the social, economic and cultural development of Port Adelaide (including arts, culture and entertainment activities that generate diversity as well as economic activity and social inclusion).

The delivery and implementation of the Precinct Plan will require some flexibility given the long term nature of urban renewal together with the unknown nature of long term market and policy environments. On this basis, the Precinct Plan (and associated implementation initiatives and actions) should be interpreted and adopted as a ‘flexible living’ document that is sufficiently robust to respond to changing conditions and priorities.

The property market, and the ability of Government to attract and maintain its interest, will in a large part determine the pace and location of change within Port Adelaide. Further, the Precinct Plan is intended to undergo transformation into local planning policy (via a Development Plan Amendment). As a statutory instrument, the policy will have a major role to play in guiding and controlling the land use, built form and infrastructure profile of Port Adelaide. Given the length of time that is likely to be needed to implement the Precinct Plan (and associated initiatives and actions), the future zoning and policy framework will also need to be flexible so that it is able to capture and respond to opportunities as they emerge.