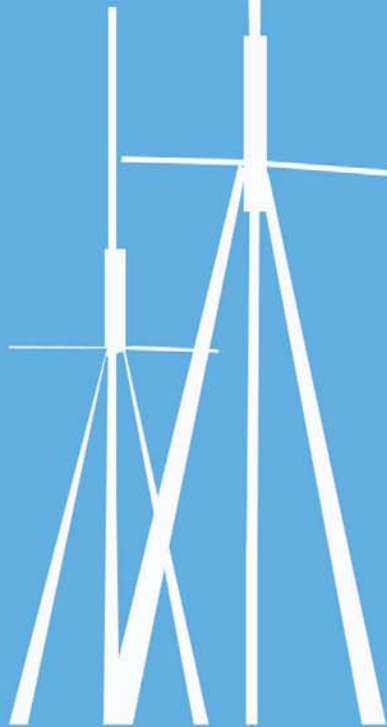


port adelaide master plan



review of background documents
april 2012

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executive summary

This report reviews and summarises relevant background documents that might assist in the preparation of a new Masterplan for the Port Adelaide Centre and Waterfront areas.

This report reviews 6 master plans dating from 1994 to 2011, together with various associated reports and relevant government documents (State and local). The report firstly examines the common aspects of the vision for the Port Adelaide Centre and waterfront. They are:

- A "living port" that celebrates its maritime past whilst embracing a future replete with new ideas, innovation and development - a melting pot of historic quality and new-found confidence.
- 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.
- Creatively regenerate its Inner Harbour and water's edge with new buildings and spaces of a human scale.
- Focus upon the historic precincts and heritage of Port Adelaide with the development of active "mainstreets".
- 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.

Secondly, this report examines the broad themes and recommendations in the background documents that are common to the area as a whole, including:

- heritage + culture
- public domain + open space
- built form
- gateways, views + landmarks
- economic development + revitalisation
- movement + parking

Next, the specific themes and recommendations that were attached to the various precincts or policy areas were examined. From this myriad of proposed themes and recommendations the priorities were collated.

The core priorities identified are:

- A focus upon the Core Retail "Heart" comprising: a restructuring of movement; improved linkages; improved retail offerings; revitalisation of St Vincent Street and Commercial Road; and an improved station precinct.
- A focus upon the McLaren Wharf Waterfront (Hart's Mill to Dock 1) comprising: redevelopment of Black Diamond Square; redevelopment of Customs House; upgrading of the Nelson Street intersection; improved connections from St Vincent St to the waterfront, and from east-west across Nelson Street.
- Public Investment involving: public realm improvement; strategic site assembly; and promotion and marketing.



executive summary

This report also reviews the consultation processes and the outcomes undertaken as part of the preparation of the various masterplans in order to identify the key issues, opportunities and priorities determined by the community and other stakeholders. The key priorities are numerous and centre upon:

- Protection of the Port's history and recognition of Aboriginal heritage.
- Preservation of the built character and heritage of the Port through careful consideration of scale, bulk, style and density - integrate with existing, surrounding residential areas.
- Cater for families in any future residential development, especially in relation to affordable housing opportunities.
- Ensure art and cultural development together with heritage preservation.
- Maintain the Port as a working port with sustainable business, industry and employment opportunities, including best practice environmental initiatives.
- Address car parking and traffic management issues - remove heavy traffic and revitalise the Main Streets.
- Improve connectivity (particularly to the waterfront), permeability and legibility / wayfinding.
- Provide a better range of shopping and entertainment activities.
- Improve the quality and appearance of the Centre.
- Ensure community ownership and involvement (thereby rebuilding trust) in any Master Plan.

The report notes that there are many potential constraints to development, primarily identified by the EPA in relation to air quality, noise and stormwater. However, there are other constraints including insufficient employment opportunities and population; inundation due to the combination of a king tide, storm event and sea level rise; and fragmented ownership of land.

Finally, the report sets forth those matters that are either not covered or not resolved in the previous master plans and require further investigation or decisions to be made. The essential issues are:

- Resolve the industrial / sensitive uses interfaces
- Finalise the Heavy Vehicle Bypass Strategy
- Confirm the proposed "Coast to Coast" tram route and stop locations
- Investigate the implications of the Port Adelaide + Le Fevre Peninsula Flood / Sea Level Rise Study
- Identify affordable housing opportunities
- Identify the best means to leverage private investment through government investment
- Undertake an economic development analysis



1.0 introduction

1.1 purpose of the master plan review

This report was undertaken to achieve four purposes.

1. Review previous master plans for both the Port Adelaide Centre and the the Inner Harbour waterfront, as well as other background documents, in order to identify recurring themes and recommendations.
2. Summarise the community and stakeholder consultation processes and outcomes undertaken during the development of those master plans.
3. Identify any potential constraints to development within the study area.
4. Identify any areas not adequately investigated that would require further research or analysis.

1.2 documents reviewed

The following key documents have been reviewed. **It should be noted that there are other Reports and Plans relevant to the Study Area that have been produced by Council, State Agencies and other groups/organisations, that have not formed part of this initial review.**

1. Report for Port Adelaide Centre: Car Parking and Movement Study, 2011 (GHD)
2. City of Port Adelaide Enfield: Port Adelaide River Study, 2011 (GHD)
3. McLaren Wharf and Cruikshank's Corner Precincts: Master Plan Framework, 2011, (LMC, City of PAE, GHD, Tract, Village Well)
4. Cultural Mapping and Survey: Port Adelaide Waterfront, 2011 - comprised of numerous parts (Mulloway Studio, Paul Kloeden, Mark Staniforth)
5. McLaren Wharf and Cruikshank's Corner Precincts Master Plan: Strategic Framework Report, 2010 (Land Management Corporation and City of PAE)
6. St Vincent Street + Commercial Road: Concept Plan, 2007 (Oxigen, Jensen Planning + Design, GHD)
7. Port Adelaide Centre: vision + framework, 2006 (Hassell, Gehl, et al)
8. The Port – Newport Quays Master Plan, 2003 (Cox Architects)
9. Port Adelaide Waterfront Redevelopment Consultation on Newport Quays Proposed Development Concept: Key Findings Report, 2002 (Hassell)
10. Community Consultation in the Port Waterfront Development, 2001 (Land Management Corporation)
11. Port Adelaide Centre Review: Strategic Framework, 2001 (Brown & Root)
12. Development Guide: Future of Port Adelaide's Inner Harbour Waterfront, 1994 (Woods Bagot)
13. EPA letter – Reference 31796 dated 13th May, 2010 from Phil Hazell
14. EPA letter – Reference 31796 dated 15th July 2010 from Susan Churchman
15. EPA letter – Reference 31796 dated 16th August, 2010 from Peter Dolan
16. EPA letter – Reference 31796 dated 22nd September, 2010 Peter Dolan
17. The 30-Year Plan for Greater Adelaide, 2010 (DPLG)
18. Development Plan, consolidated 16th February, 2012 (Port Adelaide Enfield Council)

It is apparent from the documents reviewed above, that many of these are complementary and that there are few overlaps. For example, the most recent Master Plan Framework covers McLaren Wharf and Cruickshank's Corner, which was not covered in the 2006 Port Adelaide Centre Master Plan. Similarly, the Newport Quays Master Plan in 2003 did cover McLaren Wharf and Cruickshank's Corner, but it was broader in scope and investigated all of the waterfront precincts in the Inner Harbour, and it did not deal with the Port Adelaide Centre. The Port Adelaide River Study examined water based recreational and tourism activities and major events on the river itself (extending all the way to the river's inlet), but it was limited in its discussion of the precincts fronting the river. Consequently, as this cursory overview of the documents reveals, many of the recommendations / proposals in the precinct sections set out below typically rely upon one or two primary documents only, with limited supporting comments from a small number of secondary documents.



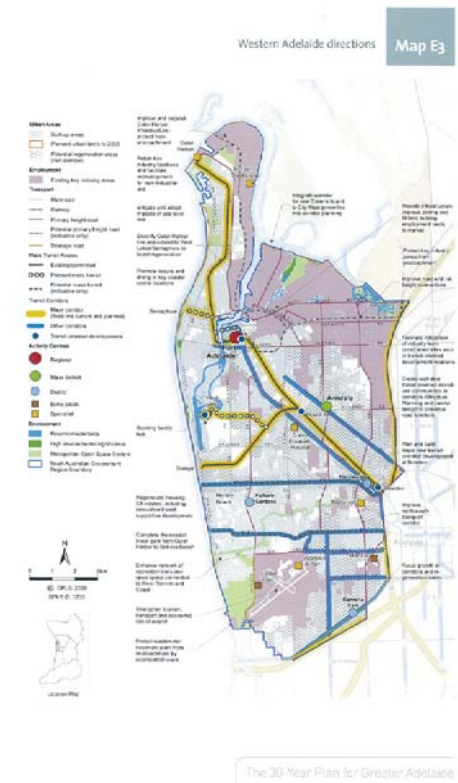
2.0 broad vision

2.1 contextual considerations

Port Adelaide is identified as a Regional Activity Centre within the 30 Year Plan for Greater Adelaide, and as such has a key role in the State's future. Recent major projects that have impacted upon the Port include: the Port River Expressway and the new bridges, the now terminated Port Adelaide Waterfront Redevelopment (Newport Quays), and the Air Warfare Destroyers contract.

Like many former waterside port areas within contemporary Australian and international cities, the Port Adelaide River and waterfront is now under pressure to evolve from former shipping and industrial uses into contemporary urban areas including mixed use residential, retail and community uses (Document 3). Other potential drivers of major change in the Port include: Transit Oriented Development opportunities, the potential for the Port to incorporate a Main Street retail destination, the Port's tourism value, ecologically sustainable development, and an appreciation of South Australia's cultural heritage (Document 7).

It is noted though, that neighbourhood integration and the "knitting together" of the social fabric of the old and new will be a challenge. There is also the further challenge of building on the existing urban fabric in a sustainable way, rather than simply sanitising it. The finer grain context and the character of the existing Port Adelaide area should not be replaced or revised with implanted culture or values that are not rooted in the place of Port Adelaide (Document 3). In this process, the cultural and heritage context of the Kaurna people and the Port's maritime working class origins are crucial in retaining the Port's sense of place (Document 7). This sense of place is also strongly tied to its built environment as attested by the comprehensive "Cultural Mapping and Survey of the Port Adelaide Waterfront" (Documents 7, 12).



2.0 broad vision

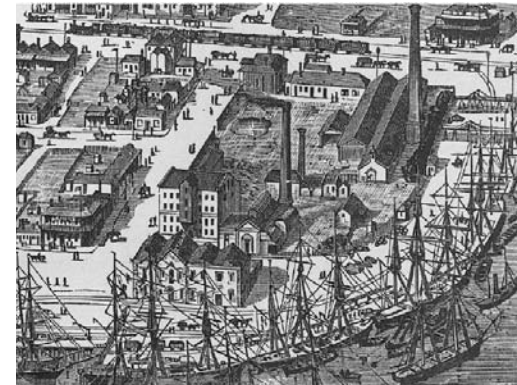
2.2 vision for port adelaide

Port Adelaide was South Australia's first commercial Port. It now contains a vibrant, diverse and creative community that has secured a future based on a vision that celebrates its maritime past as well as a future that embraces new ideas, innovation and development (Document 7). As such, the vision for the Port is one of "working heritage" or a "living port", that is, a place that responds sensitively to its past whilst simultaneously creating new places for living, shopping, working and recreation (Documents 8, 11). In this way, the Port has the potential to provide a unique environment and an attractive opportunity for new investment in both commercial enterprises and residential development (Document 7). It was recognised two decades ago that just as the Inner Harbour had been an important key to the urban vitality of Adelaide in the past, so too, it could be again in the future. Indeed, the future of the north west region is closely linked to the future of Port Adelaide with its substantial infrastructure of transport, services, cultural facilities, and recreational and residential opportunities (Document 12).

One document stated that Port Adelaide has always been a bit of an "uncut diamond", an urban area that was not too polished or gentrified, and one that retained the uniqueness of character from years gone by. It noted that to achieve "urban renewal" in the various precincts in a manner that does not sanitise this character, but rather, builds on it, reinterprets it, and reinforces it, is one of the central ongoing challenges to wider development in the area (Document 3). Indeed, appropriate place management is critical in ensuring the Port's long term viability (Document 8).

Thus, the viability of the Port lies in creative regeneration of its Inner Harbour and water's edge. New buildings and spaces should be of a human scale supported by strong vistas and linkages to the promenades and the waterfront (Documents 8, 12). Additionally, the historic precincts and heritage of Port Adelaide with a particular focus upon active mainstreets is critical in the Port's revitalisation (Document 7). In the historic precincts, the Port's neglected and disused architectural heritage needs to be transformed and re-used, whilst new buildings and extensions should embrace materials and colours that are in harmony with those traditional to, and characteristic of, the Port Centre (Documents 8, 12).

There is widespread agreement in the documents that Port Adelaide is an easily accessible regional centre offering cafes, shops and pubs with residential, commercial, tourism, cultural and leisure activities that are latent with rich and rewarding experiences. In other words, the Port is yet to realise its potential as a collection of pedestrian-friendly and inspirational spaces to explore, savour and enjoy, that could allow locals and visitors alike to soak up the unique atmosphere; a melting pot of historic quality and new-found confidence (Documents 7, 8).



2.0 broad vision

2.3 urban design principles

Several key urban design principles were identified by the various Master Plans. They are listed below.

Identity

- Create a sense of place that fosters cultural and civic pride and encourages positive identification amongst community members with both the precinct and the surrounding district (Document 8).
- Maintain views to structures and landscapes of heritage significance (Document 4).
- Design buildings and paving surfaces to acknowledge the original land subdivision or layout of former buildings (Document 4).
- Design public spaces at the waterfront to recognise the historic usages of each dock (Document 4).
- Acknowledge indigenous cultural heritage within the design of waterfront areas such as the area to the south east of Jervois Bridge - a general area identified as a former Kaurna campsite (Document 4).

Economic Sustainability (Document 6)

- Encourage long-term investment security in the precinct by maximizing the retail and commercial setting through public investment in a high quality environment.

Celebrate the Waterfront (Document 7) / Regenerate the Waterfront (Document 3)

- Reconnect people to the waterfront enabling access and use. Create a variety of interactions with the water such as fishing, dining and walking (Document 4).
- Change the focus from a commercial to a recreational harbour.
- Develop the foreshores as a continuous, active promenade.
- Establish strong links between the waterfront and the city centre (especially the retail centre), and between the waterfront and the train station.
- Connect destinations with coherent public space - access and continuity of movement are important to the experience of the place. (Document 4).
- Integrate and improve public spaces places so that people can sit, eat and appreciate the waterfront with shade and shelter from the elements.
- Limit vehicular dominance along the waterfront.
- Recognise maritime heritage along waterfront.
- Activate building frontages.



2.0 broad vision

Enhance City Streets (Documents 6, 7)

- Design for pedestrian priority (particularly streets between the waterfront and city centre) and as places for people. Encourage an environment in "mainstreets" which permits pedestrian access to all parts of the streetscape.
- Install feature lighting in the public domain.
- Establish Commercial Road and St Vincent Street as principle axes of the Centre.
- Reinforce the existing grid pattern.

Ensure a city for people (Document 7)

- Achieve connections between open spaces, shopping precincts, tourist attractions, residential developments and community facilities and services (Document 6).
- Ensure ready access to facilities and open space that foster participation in community life (Document 8).
- Provide a built and social environment that provides the conditions that allow community members to carry out their lives safely and securely (Document 6, 8).
- Provide facilities and support for a community that reflects a broad mix of socio-economic factors, stages of life cycle and other cultural and social characteristics (Document 8).
- Provide a pleasant, enjoyable and convenient built and natural environment that satisfies the needs of residents and minimises "friction points" that have the potential to disrupt social relations. (Document 8).
- Create promenades and wide, planted streets using a tree planting strategy.
- Improve crossing conditions and ensure DDA compliance for access.
- Extend night time lighting.
- Develop policy that encourages interesting and active ground floor frontages.
- Create a furniture and materials strategy.
- Ensure maintenance is a priority.

Provide a welcome for visitors (Document 7)

- Create a range of attractions (e.g. play areas, water-based activities, museums) for a range of people.
- Allow for activation of the public realm (including promenades, participation in water-based events, and eating and drinking, especially along the waterfront, the southern side of St Vincent Street and Black Diamond Square and markets).
- Mix uses so that streets and places have a variety of forms giving a rich and memorable character (Document 6).
- Introduce art work in public spaces with priority on integrated artwork within required infrastructure (Document 6).



2.0 broad vision

Facilitate coming and going (Documents 6, 7)

- Develop a coordinated wayfinding / signage strategy.
- Develop the Port Adelaide Train Station bridge site to create an iconic southern gateway.
- Maintain opportunities for rail electrification.
- Create weekend circular bus routes linked to the Port Adelaide Train Station.
- Create a cycling and car parking strategy.

Support a Diverse Community (Document 7)

- Provide an environment that supports the development of cohesive and non-exclusive neighbourhoods and a community with sufficient shared values and commonality to enjoy the richness of diversity without becoming divisive (Document 8).
- Embrace working and educational opportunities.
- Allow a diversity of uses.
- Develop housing type diversity. (Document 7)

Promote the Port's and SA's Maritime history (Document 7)

- Express the original shoreline.
- Create trails and markers.
- Retain undisturbed as much of the existing site conditions - wharf piles, structures, rail lines and crane tracks, ground surfaces - as the new development allows (Document 4).
- Establish multiple destinations that accommodate activities related to existing community groups and events, and places of heritage significance - multiple destinations promote a layered experience of the place and motivation for visiting and engaging with the site (Document 4).
- Preserve and reuse historic buildings.
- Promote the Maritime Museum.
- Develop links to Aviation Museum.
- Consider historic train rides.



3.0 study area

3.1 heritage + culture (Documents 3, 4)

The Port's sense of place is built on four key themes as set out below.

Indigenous Heritage

The Port Adelaide / Yertabulti region constituted the western extremity of the territory belonging to the Wirra Kurna people (the northern group within the Kurna nation). Prior indigenous use of the Port River is currently interpreted by the Kurna Heritage Trail, which was launched in June 2003 and comprises six sites on both sides of the river in the old Port Reach. The Trail is a joint venture between Tauondi College and the City of Port Adelaide Enfield's Visitor Information Centre.

Additionally, other sites have been identified as areas for special recognition of Aboriginal cultural heritage. They include the recently opened "Lartelare", a park located in Precinct 2 of the Port Adelaide Waterfront Redevelopment, and "Mangrove Cove/Patangga", an area north of Bower Road and bounded by the railway embankment on the south and west, the river on the east and Wirra Drive to the north. A management plan for "Mangrove Cove/Patangga" for LMC was prepared by Delta Environmental Consulting in 2005. It includes initiatives for the management of Aboriginal cultural heritage.

- Future development should incorporate indigenous culture, flora and heritage particularly within any potential Interpretive Precinct at Cruickshank's Corner, and Kurna culture and history should be celebrated through public art throughout Port Adelaide.

Maritime and Industrial Heritage

- Create key maritime destinations at McLaren Wharf and Cruickshank's Corner
- Restore the Falie and Nelcebee and showcase together with the Fearless tug in Interpretive Precinct at Cruickshank's Corner
- Naval gun and torpedo station relocated to Cruickshank's Corner
- Link museums (plain, train, maritime, military) in integrated manner
- Retain and re-interpret maritime infrastructure around the Inner Harbour and integrate into new development and the public realm.

Dolphin Sanctuary

- Capitalise on the existing dolphin population and develop a centre at any Interpretive Precinct at Cruickshank's Corner.

Built Form

- The State Heritage Area and other significant buildings form a fundamental component of the Port's heritage and cultural identity.



3.0 study area

3.2 public domain + open space (Document 7)

Open Space

In studies of urban renewal projects over the last decade activation of public space is seen as one of the indicators of their success as vital urban environments. The more successful projects have integrated a range of destinations and activities, as well as providing good access (Document 4).

Unfortunately, the Port lacks a cohesive open space system despite expanses of former industrial land. Much of the land is privately owned or part of privately planned development. Linkages to the waterfront and between public spaces lack clear routes, use poor materials, have no shade or definition in street tree planting and there is no hierarchy to the street system. Street trees are present in only a few locations due to restrictions in space. The waterfront spaces are fragmented and there is a lack of coordination in public domain elements. Consequently, there is a need to improve the quality and legibility of pathways and linkages to encourage movement from precinct to precinct and to the waterfront.

- There is a need to identify and create public spaces in the popular retail environment to encourage casual and social activities.
- The Port Centre lacks a central meeting space/town square which could be active 24hrs a day. Focus is on traffic, in particular heavy vehicle use, not pedestrians.
- Other activity areas lack 24hr activation such as the retail core car park, cafes on Lipson Street and the lighthouse area (markets on the weekend).
- Potential exists for a regional park facility on the site of the Aviation Museum. This will be influenced by a range of factors including the potential route of Eastern Bypass, the potential for a large open space adjacent the Woolstores area, existing land holdings and ownership consolidation, existing use requirements of the National Railway Museum and adjacent uses on Lipson Street.
- There is a lack of coordination in public domain elements



3.0 study area

Black Diamond Square

Black Diamond Square should be the focus of Port Adelaide's regeneration. The new town square would be an activated, people-focused connection between the centre and the waterfront that celebrates the unique character of the area. Success of the new square would be reliant upon a wide range of uses along both sides of Commercial Road.

- The Square should be closed to vehicles and bicycles on weekends. During the week, limited vehicle movements could occur to allow property access, however the space should have pedestrian priority.
- Materiality and new public art is needed to reference and map historical context.
- New architectural lighting should form an axis between the train station along Commercial Road to the Lighthouse to replace existing light poles and form a wayfinding design element as well as celebrate the maritime industrial heritage of the Port.
- Street trees should be exotic/deciduous.
- Mixed use along Commercial Road facing Black Diamond Square should be encouraged, with active uses both during the day and at night. Servicing should occur from side streets.
- Potential new market location (to ultimately replace the McLaren Wharf Markets) should be within the Woolstores precinct. An area for a 'market square' could be developed as an open air food market/night market on weekends.
- Install protuberances for outdoor dining on thresholds to minor streets along Commercial Road.

Ecologically Sustainable Landscaping should be used throughout the public domain that incorporates (Document 3):

- Respect for the context of the site through the design
- Maximises the use of recycled water where possible
- Maximises solar orientation for outdoor spaces
- Maximises the use of drought tolerant plant materials
- Utilises recycled and low embodied energy materials in the use of hard landscape elements
- Encourages a high standard of landscape elements

Streetscapes

The streetscapes lack hierarchy, many contain an over proliferation of traffic calming devices, a confusing pattern, changing pavement, kerb and parking width, poor tree planting and materials. Some streets face primarily private ownership with vacant properties/blank facades which disrupts original linkages and dilutes the alignment. These include Robe, Dale, Cannon and Quebec Streets.



3.0 study area

3.3 built form (Documents 4, 7)

The built heritage of Port Adelaide Centre exhibits a consistent use of local materials with a typical height of 2-3 storeys. The State Heritage Area around Lipson Street is evidence of historic construction methods and 19th century town planning (small narrow lanes, wide streets and consistent built form). Street front retail heritage buildings have narrow street frontages with repeating, interesting windows and doorways, together with verandahs and balconies.

Most buildings that are not heritage buildings have retail street fronts that vary widely in form and size but are typically 3 storeys, built to the street edge, and have wide street frontages with modern decorative façade treatments.

The Woolstores precinct provides a contrast in height with buildings being 3-5 storeys, still built to the street edge, and having richly detailed facades with many also having coordinated painted surfaces. Most are derelict except the former 'Dalgety' Woolstore.

Many houses are single storey with a 2-4m front setback, chimneys and corrugated iron roofs, and generally narrow street frontages. Apart from this they vary widely.

Buildings in the Retail Core area comprise large supermarket and mall developments which typically have large blank walls and are box-like in design.

Built form recommendations include:

- Preserve and re-use the historical building stock.
- Prepare a potential character statement for each type of precinct.
- Create guidelines for new development adjacent important buildings and precincts.
- Address the blank walls and bulky nature of built form in the Retail Core.
- Establish priorities for preservation and development of policies and guidelines for sensitive new development.
- Reinstate traditional subdivision pattern as new development takes place in the Retail Core.
- The Customs House is a key catalyst for revitalisation of Port Adelaide and should play a crucial role in shaping the look and feel of the McLaren Wharf area, as well as providing activated uses to the new shared zone in Commercial Road north of St Vincent Street.
- Flexibility is required to preserve the heritage building elements yet allow a feasible development scenario. Activation to both Commercial Rd and North Parade is required.
- Iconic development on key sites that support economic and residential growth.
- Facilitate shop-top development on the eastern frontage of Commercial Rd to aid revitalisation of streetscape (Document 3).



3.0 study area

More specifically, it is recommended that a high standard of building design that displays diversity, flexibility and site responsive design that reflects the architecture of the area is encouraged.

This will involve (Document 3):

- Promoting a range of architectural styles and building designs.
- Orienting buildings to take advantage of the north-facing aspect.
- Ensuring that roof forms form part of the overall building design.
- Ensuring that the design of buildings at corners enhances the legibility of the urban form.
- Ensure that large buildings are carefully designed as part of the vistas to the Port River.
- Ensuring ESD principles are incorporated into all built form.
- Designing the layout of buildings to ensure physical and visual linkages to development and movement networks beyond the site.
- Ensuring the ground level of buildings activate the street and public realm.
- Ensuring there is an appropriate ratio of solid to void.

Building Height, Scale and Setbacks

- Provide built form with appropriate height, scale and setbacks
- Ensure that the scale and form of development does not overwhelm and overshadow public spaces.
- Provide a scale transition between buildings of differing heights.
- Ensure there is articulation within the built form, including material types appropriate for its location.

Building Access

- Ensure all buildings are easily accessible
- Ensure building entrances are clearly defined and identifiable from the street.
- Ensure buildings are accessible to persons with restricted mobility
- Provide clearly visible, attractive pedestrian access points at street



3.0 study area

3.4 gateways, views + landmarks (Document 7)

There are 4 main gateways linked to the cardinal compass points:

- South – Grand Junction Rd is the threshold into the Port Centre. The Railway bridge crossing provides a more obvious arrival point.
- North – Birkenhead Bridge (often subject to closure).
- West – Port River / Jervois Bridge.
- East – Port River Expressway or secondary entry through Woolstores from Bedford Street, Gillman.

Common gateway themes are:

- Northern and Western gateways are recognisable landmarks and provide a sense of arrival however, eastern and southern gateways are unclear. A clear sense of arrival and wayfinding mechanisms is required.
- Develop the southern gateway in conjunction with Port Adelaide Train Station.
- The bridge which forms a critical element of southern gateway and announces arrival at the Port Adelaide Centre is a visual mess with a disjointed form (Document 12).
- Develop eastern gateway in conjunction with the new bridges.
- Potential use of strong, vertical elements to reinforce Jervois and Birkenhead Bridge arrivals.
- Series of secondary gateways including from the train service and from West Lakes.

With respect to vistas, problems include: inconsistent road alignments, visual clutter interrupting short, medium and long vista opportunities, lack of coordination of public domain elements, variable street tree planting, lack of signage and lighting hierarchy, visual inhibitors such as the railway bridge and too much diversity in scale of built form. The existing Retail Core Area is a mixture of traffic calming, crossing points, new and old buildings which dilutes the street pattern and meaningful vistas. Church Street has lost its long view corridors through successive changes to road lane widths etc.

Key elements to consider include: the lighthouse at the terminus of Commercial Street with a notable view from the junction of St Vincent Street and Commercial Road; numerous heritage buildings, (however, many have been altered/updated inappropriately which detract from original features); and the Woolstores vistas, which are dominated by the street grid structure and bulky building forms.

Views and vistas identified in the Cox Report are now generally reflected in the current Development Plan.

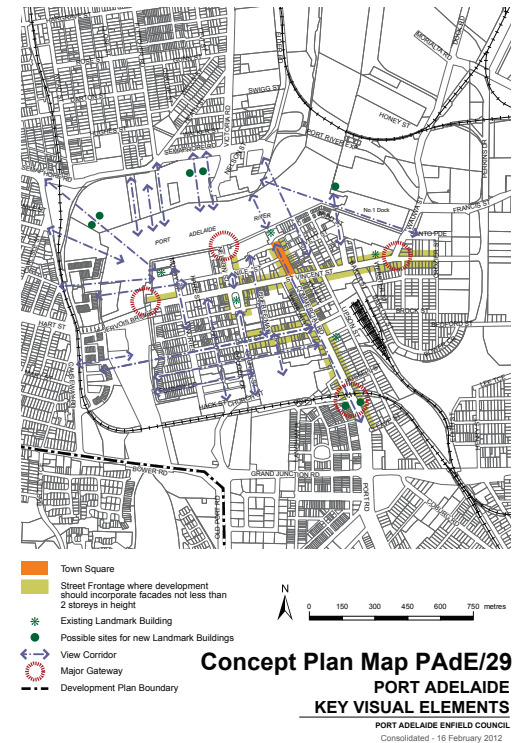


3.0 study area

Recommendations include:

- Intermediate views along St Vincent Street of mainly two storey heritage buildings (with some exceptions) should be promoted.
- Broad vistas along Commercial Road of the predominantly two storey retail shopfronts should be promoted.
- The heritage area North of St Vincent Street with glimpses down laneways and some heritage streets that invite further exploration, should be promoted.
- A legible grid street system needs to be promoted throughout the Port.
- More generally, frame interesting long views without diluting short views, and provide engaging architecture that would offer a different experience with short views and promote minor north/south streets.

Many of the vistas and views identified in Document 8 have been incorporated into the City of Port Adelaide Enfield Development Plan.



3.0 study area

3.5 economic development + revitalisation (Documents 3, 7)

Common themes include:

- Diversify land use activity.
- Intensify development and increase development height.
- Guide the integration of multi-deck car parks with commercial and residential uses.
- Integrate development with existing rail infrastructure.
- Port Centre should concentrate on growth of convenience goods and to develop niche retailing/services.
- Create easily identifiable entertainment and eating precincts.
- Encourage waterfront cafes and restaurants.
- Maximise developmental and growth opportunities from the TAFE campus.
- Create a vibrant "heart" (or several "hearts") that are destinations with active spaces / places day and night critical to success.
- Promote short term accommodation e.g. backpackers hostels.
- Encourage large employers e.g. Defence – employment fundamental in creating a critical mass of people.
- Significant population increase necessary to support active retail on waterfront (7sqm of retail / apartment).
- Overcome preconceived ideas about Port dirt and noise from adjacent industrial activities and heavy vehicles.
- Conflict between supermarket and discount department stores which are located away from main streets and traditional shopping strips. Hence the retail core draws trade from the main street shops.



3.0 study area

3.6 movement + parking (Documents 1, 3, 6, 7, 8)

The most recent and comprehensive review of car parking and movement within the Port Adelaide Centre was undertaken in 2011 (Document 1). The recommendations from that review are summarised below together with supporting comments from other reports as noted.

Traffic

- Lower speed limits on St Vincent St and Commercial Rd recommended (both streets currently function as arterial roads).
- Discourage / remove heavy vehicles from using St Vincent St, and place a load limit on Birkenhead Bridge to improve safety of Nelson St intersection.
- Upgrade Commercial Rd north of St Vincent St as a shared use (car-pedestrian) zone.
- Redesign Commercial Road south of St Vincent Street with two traffic lanes north bound and one lane south bound with generous bike lanes and crossing points.
- Provide shared use zones close to the waterfront.
- Consider a roundabout with public sculpture at Commercial Rd / Divett Place intersection (close to original "Black Diamond Corner") to calm traffic and create focal point.
- Reduce St Vincent St to one lane of traffic in each direction to create a "main street" with wide footpaths, median, alfresco café operation and 45degree angled on-street parking.
- Reduce Nelson St to one lane of traffic in each direction to improve pedestrian access to North Parade
- In residential areas, devise collector roads to discourage through traffic.



3.0 study area

Cycle + Pedestrian

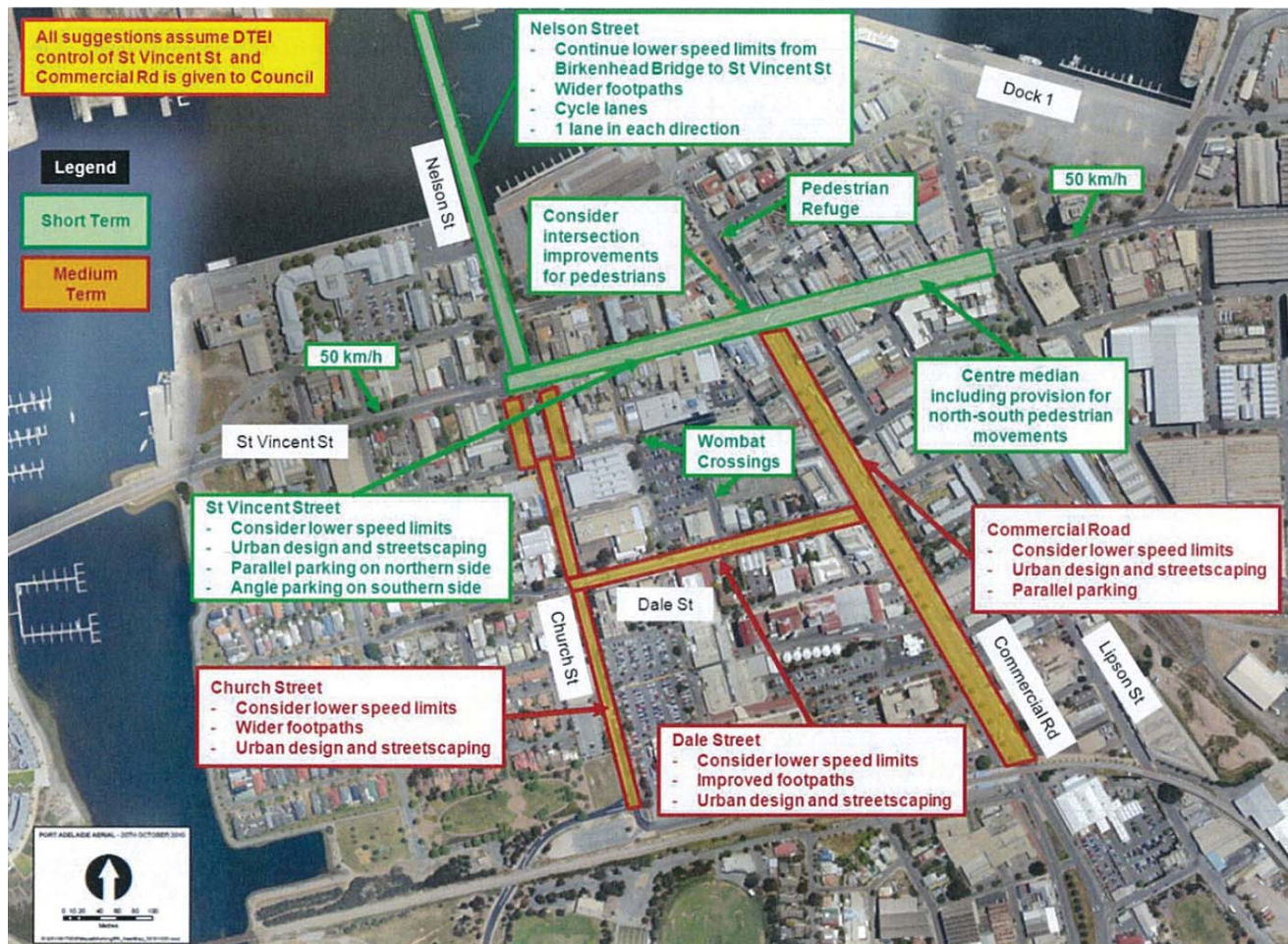
Currently pedestrian and cycle linkages are inadequate. It is essential to improve pedestrian linkages with continuous, legible and consistent footpaths between:

- Port Mall and Port Canal shopping Centre
- Heritage Waterfront / McLaren Wharf precincts
- Council office precinct
- Port Adelaide Railway station
- Various tourist attractions, particularly National Railway Museum and SA Maritime Museum.

Improvements include:

- Clear wayfinding signage.
- Public lighting to improve safety
- Visually interesting spaces with high quality public art.
- Wider footpaths and quality paving treatments with seating.
- Modification of existing overhangs, verandahs etc to increase pedestrian shelter.
- Creation of a pedestrian refuge at northern end of Commercial Rd.
- Installation of wombat crossings at selected locations e.g. Quebec St.
- On-street bicycle lanes for Nelson St, St Vincent St and Commercial Rd to improve safety and access.
- Bicycle parking in convenient central locations in each neighbourhood.
- Upgraded footpath north of Dale St leading to Foodland and Port Mall.
- Improved pedestrian treatment on Lipson St south of St Vincent St.
- Footpaths and verges on both sides of local streets except where one side is a park, open space, board-walk or promenade.
- A continuous water front promenade on both sides of the river.
- Reconfiguration of Birkenhead Bridge to provide priority access for pedestrians and cyclists with safe and legible linkages at either end.





suggested street infrastructure plan (document 1)



3.0 study area

Public Transport

Bus

- Rationalise bus stops on Commercial Rd between the Port Adelaide railway station and St Vincent St (currently 3), to improve pedestrian safety and amenity and create additional on-street parking for businesses.
- Relocate terminating bus stop to North Parade near Fisherman's Wharf Markets.
- Provide bus stops closer to McLaren Wharf precinct and / or to the retail core via Dale Street.
- Institute a loop or shuttle bus to major destinations.
- Improve frequency.

Rail

- The train service is underutilised. Potential exists for increased patronage through:
- A transport interchange with park and ride facility at the Glanville railway station site in conjunction with development of Policy Area 45.
- Improved frequency.

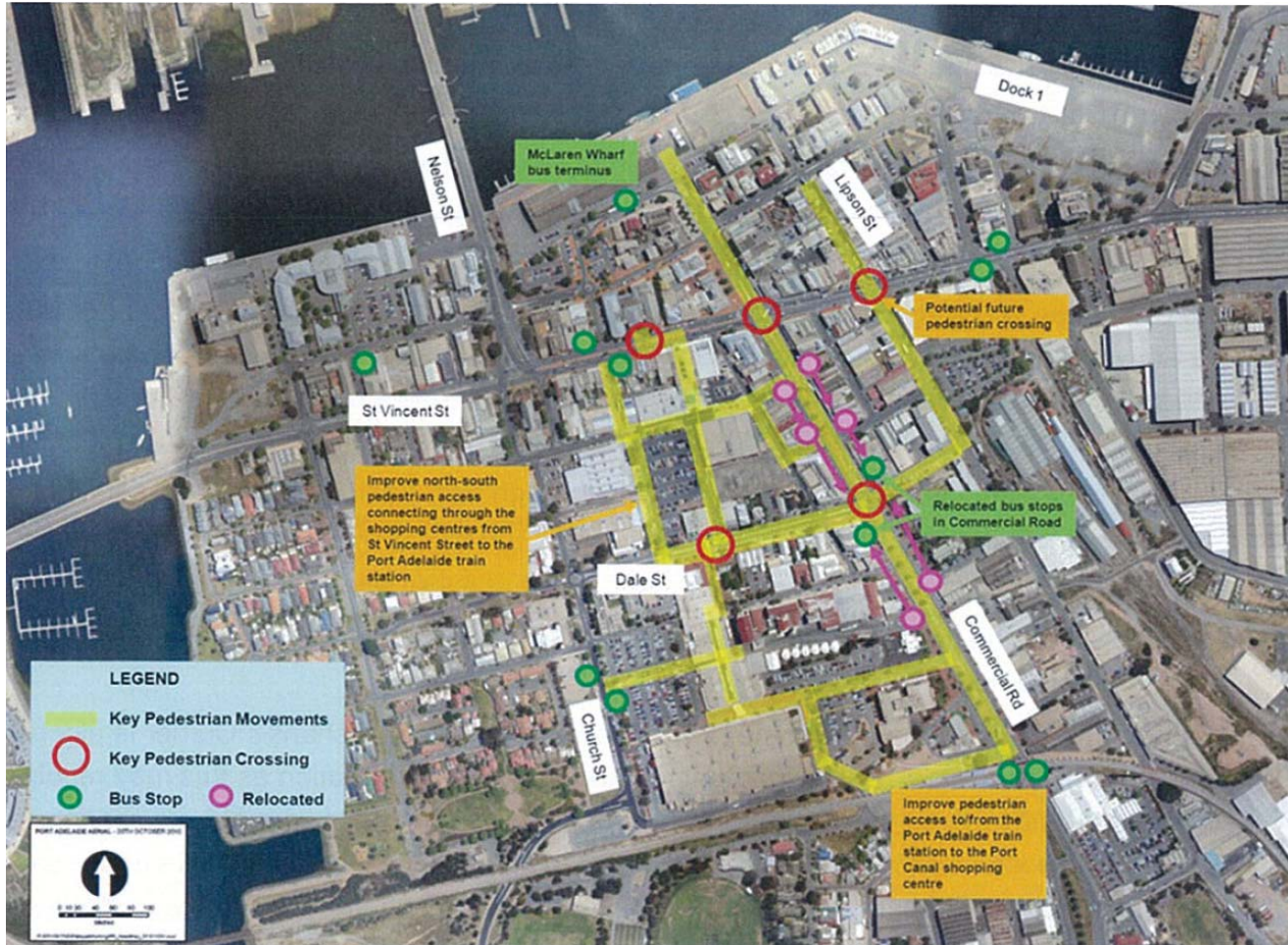
Light Rail

- Extend the tram to Pt Adelaide in order to reinvigorate and activate the Port Adelaide Centre.
- Propose route that travels along Commercial Road within the road reserve and into the Dock 1 waterfront precinct. It could possibly loop around and connect to the Railway Museum.
- Explore option for tram to connect to Cruickshank's Corner via Birkenhead Bridge.

Water Taxis / Ferry

- Provide water based links to key destinations.





pedestrian movement network with suggested bus stop relocations (document 1)



3.0 study area

Car Parking

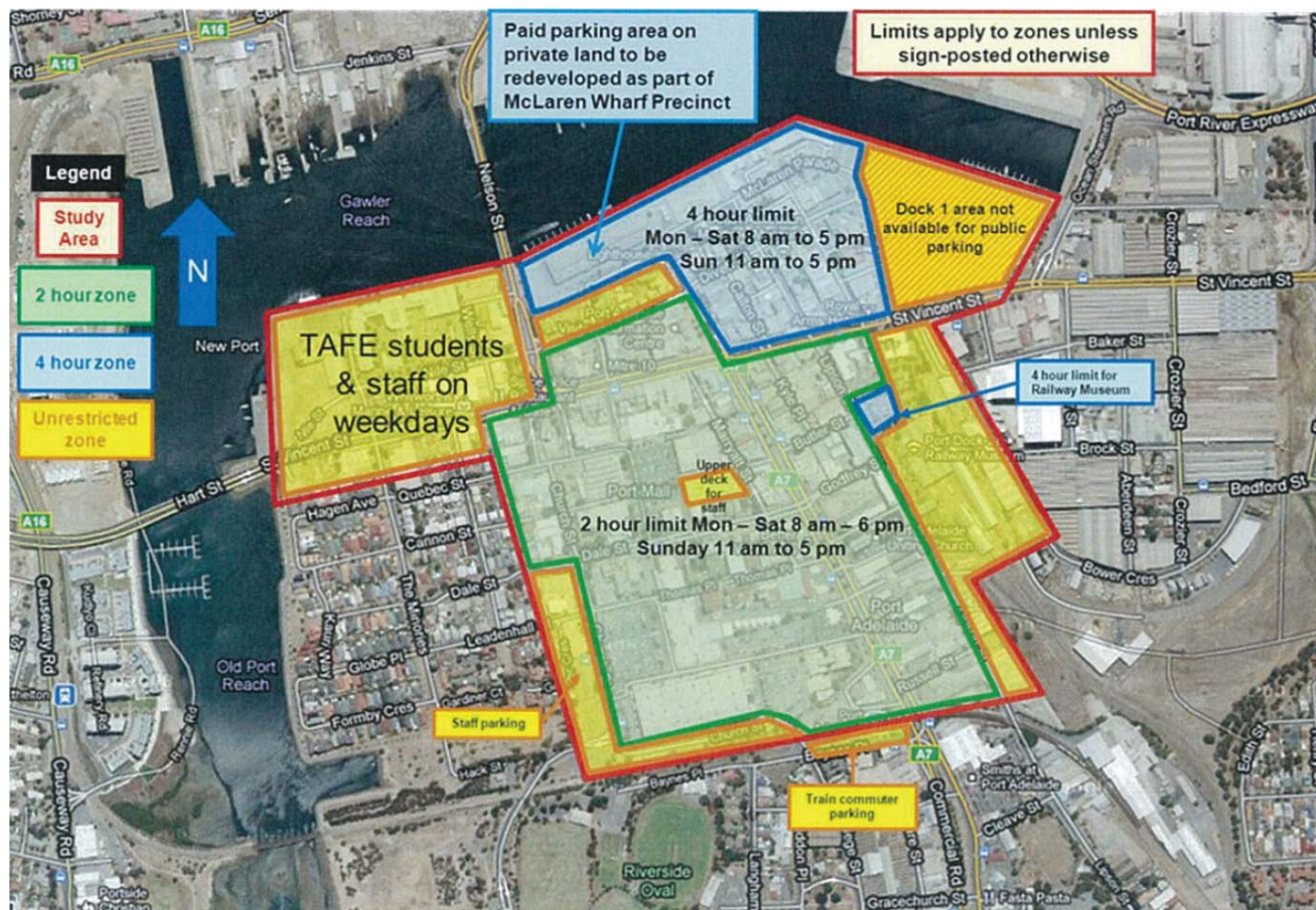
Existing situation:

Whilst one report considered parking to be inadequate and expressed a need to increase parking to suit the population influx, a thorough investigation has revealed that parking in Port Adelaide Centre is not considered a major problem with an overall utilisation rate of 53 per cent. Parking considered adequate due to high turnover in retail precincts of Port Mall and Port Canal shopping centres, and short term demand for spaces in the museum and heritage waterfront areas. There is an oversupply on periphery of Port Canal shopping centre west of Church Street, south of Old Port Road, and at the rear of Coles and K-Mart stores north of the railway line, but parking is an issue close to the McLaren Wharf on weekdays, near the National Railway Museum in Lipson St on weekdays, and near the Port Mall during busy, pre-holiday periods.

A number of reports have identified the need for angle parking on Commercial Road and St Vincent Street in order to assist in reactivation and improve the viability of shops fronting both streets.

- Proposed Solutions:
- Utilisation could be improved through better pedestrian linkages.
- Establish area wide parking zones.
- Ensure car parking notification is readily apparent and enforce 2 hour parking limits in off-street parking areas.
- Re-open the top deck of Coles car park.
- Require employees of Coles and Kmart stores to park on the western side of Church St (especially during busy Christmas and Easter periods).
- Reduce parking to 2 and 4 hour parking from all day in the car park north of the National Railway Museum.
- Reinstate waterfront car parking to 4 hour parking on weekends and public holidays to service tourist attractions.
- Angle parking in Commercial Rd immediately south of St Vincent St (limited to 2 hour time stays)
- Urban streetscaping plan for Dale St.
- Multi-level public car parks away from waterfront - multi-deck car park at Port Canal shopping centre





suggested parking controls (document 1)



4.0 precincts

4.1

Section 4 examines the precincts proposed in the various master plans and identifies the common themes and principal ideas. The figures on the opposite and following pages set out the precincts for the Port River Waterfront and Port Adelaide Centre, together with the suggested building heights.

There are some inconsistencies in the maximum building heights suggested in the previous master plans and those in the current Development Plan.

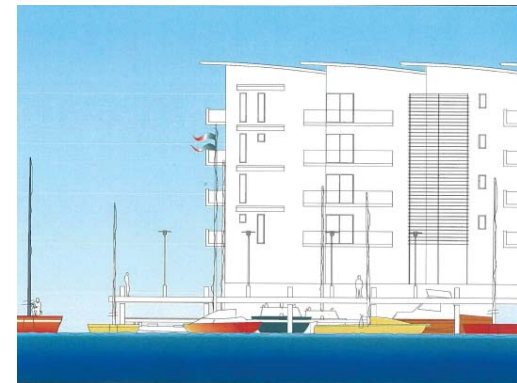
4.2 river + waterfront precinct (Documents 2, 7)

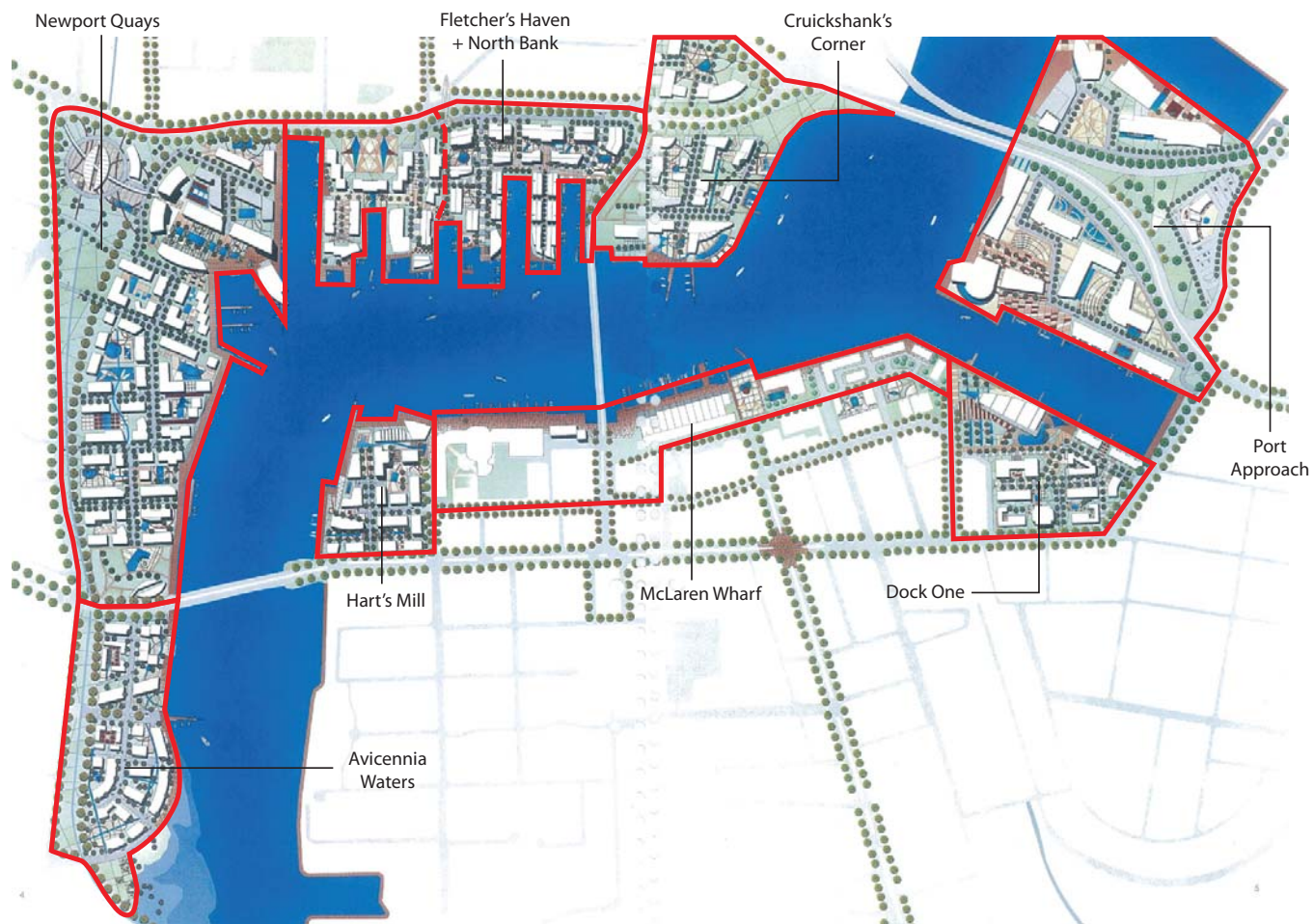
There is limited zoning guidance specifically provided for on-water activities due to the following:

- Much of the river is located outside of Development Plan boundaries.
- Other parts of the river are excluded for the purposes of zoning and that which is zoned 'Metropolitan Open Space System Conservation' provides little direction, resulting in a mismatch between the activities that currently occur and those that appear to be promoted by relevant strategic and statutory guidance.

Common Themes:

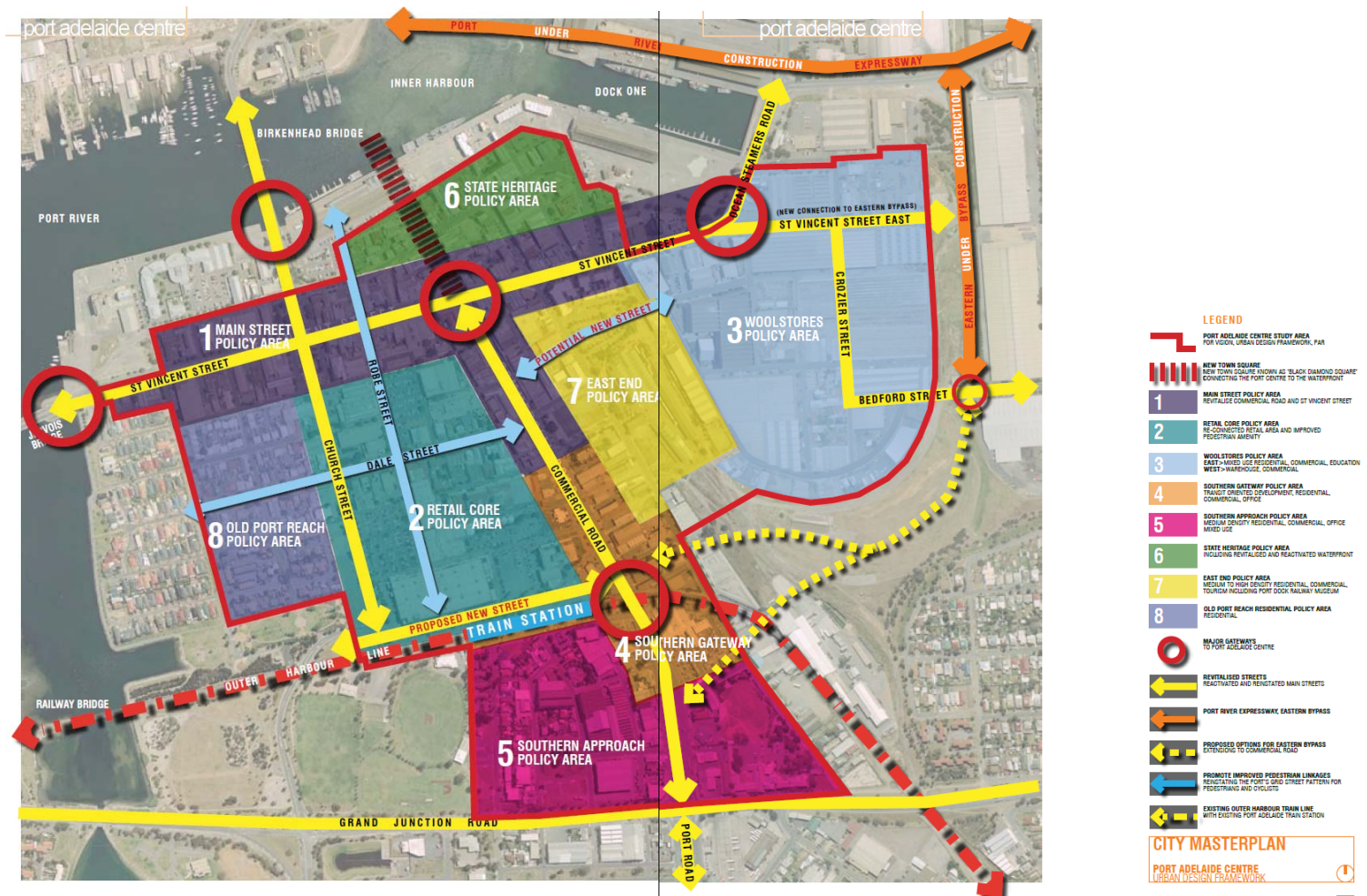
- Change from commercial Harbour to recreational Harbour - potential future conflict between commercial and recreational uses of the river.
- Promote waterfronts as active promenades and provide quality public infrastructure.
- Design integrated squares, parks and playgrounds ensuring that existing access is maintained and new opportunities are provided.
- Ensure sufficient areas of the river are available for public use.
- Create active links to the waterfront and along the waterfront for recreational activities.
- Reduce vehicle dominance.
- Recognise and enhance the maritime and kaurna heritage and environmental features (e.g. dolphins).
- Ensure active building frontages.
- Potential future provision of ferry transport.
- River Activity Areas.
- Inner Harbour Activity Area (recreational activities).
- Limit speed and noise of on-water vehicles.





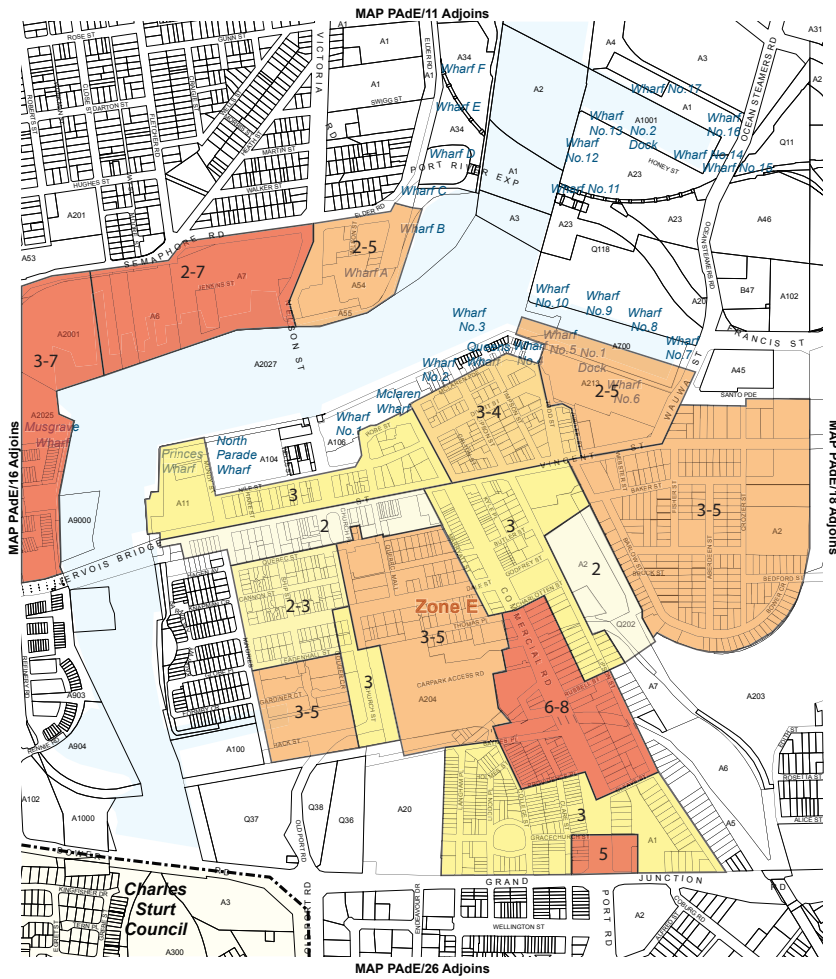
newport quays and waterfront masterplan (document 8)





port centre masterplan (document 7)





recommended building heights - port adelaide centre and waterfront



4.0 precincts

4.2 policy area 38 - cruikshank's corner (Documents 3, 8)

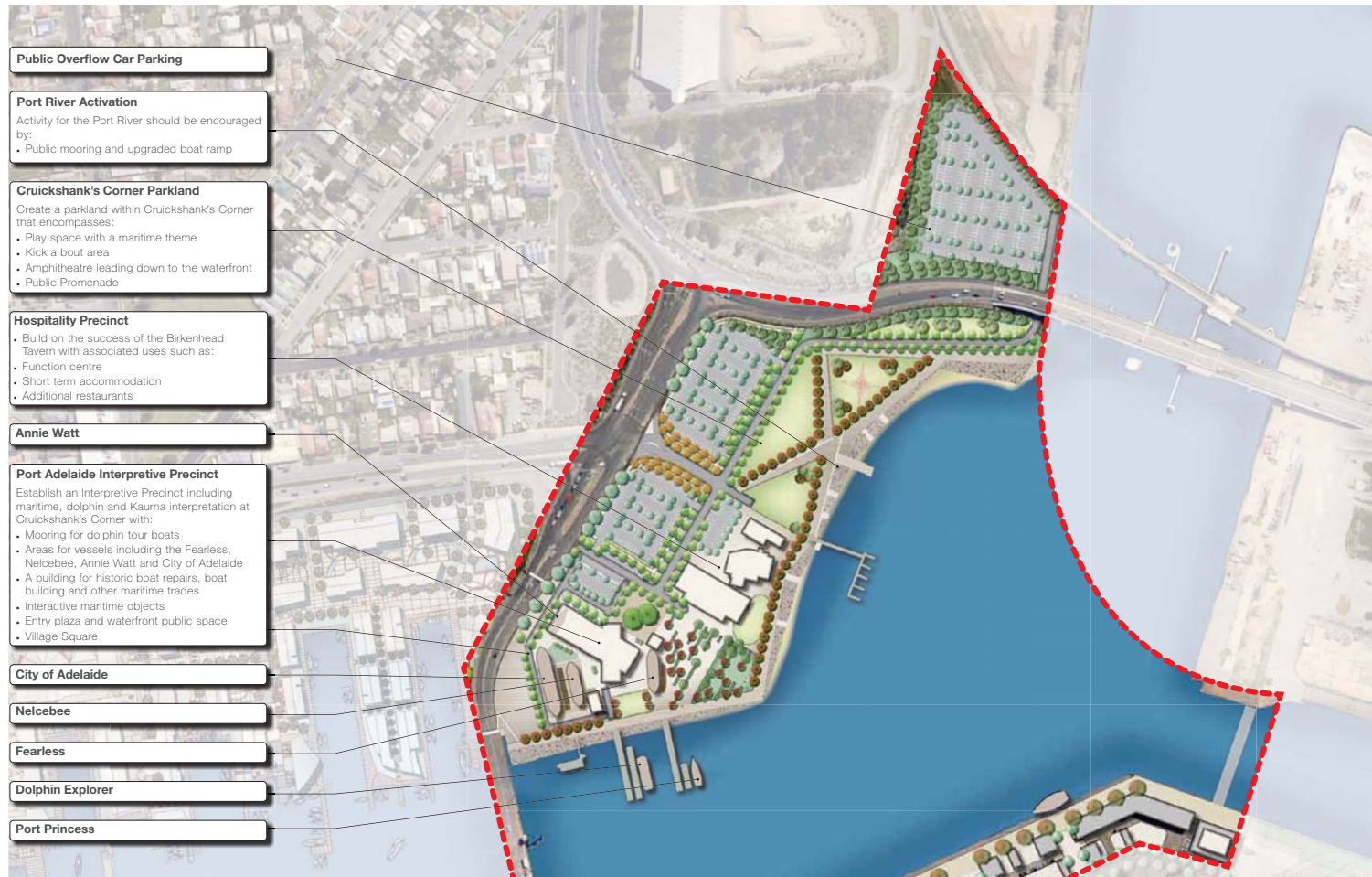
Features:

- Broad views across the river to the adjacent dock and Port area as well as extensive water views to the east.
- Substantial public open space - suitable for recreation with maritime theme adjacent to waterfront and wharf style promenade with tourism facilities.
- Highly visible location being on the axis of Commercial St and the Lighthouse
- Historic dry-docked tugboat.
- Beach esplanade to north east of site provides access to water's edge.

Common Themes:

- Boardwalks linked to an extensive landscaped spine that runs through the site from Semaphore Road to the water and out onto a pier.
- Village Square and water front public space
- Parkland with maritime themed play space, kick about area, amphitheatre leading down to water and public promenade
- Retain essential harbour activities and Birkenhead Tavern. Build on success of Birkenhead Tavern with additional associated uses e.g. restaurant and function centre. Replace existing commercial and industrial uses with residential, hotel and tourist related developments.
- Medium density residential development. Accommodation in the form of apartments up to 5 storeys and terraces of 2-3 storeys in height. Given the location forms a backdrop for the Port Centre, a contemporary marine theme (in contrast to the heritage character of the Port Centre), a consistent scale, articulated roofs and articulated facades with a visual rhythm are important components.
- Reinstate historic road network of precinct.
- Facilitate a myriad of water based activities.
- Encourage Port River activity with public mooring and upgraded boat ramp.
- Display of maritime vessels - Fearless, Nelcebee, Annie Watt and City of Adelaide.
- A building for boat repairs and maritime trades
- Interactive maritime objects
- Keep cars, service vehicles and tourist buses to western edge to preserve safe environment for pedestrians
- Establish Interpretive Precinct involving Kaurua, maritime and dolphin themes.





cruickshank's corner masterplan (document 3)



4.0 precincts

4.3 policy area 39 - dock one (Document 8)

Adjoining the Old Quarter, Dock One is strongly linked to the cultural identity of the Port.

Common Themes:

- Higher buildings (predominantly 3-5 storey apartments and terraces) near the waterfront, with the wharf sheds being replaced in the longer term with 2 storey mixed use residential buildings. Whilst contemporary in design, they should reflect the historic wool stores townscape to the precinct's immediate south, and provide an appropriate transition in scale.
- The potential exists for a 7 storey hotel to act as a visual landmark for the precinct.
- A cultural civic plaza together with major tourist attractions (such as a maritime museum and an exhibition centre) could play a key role in this precinct alongside smaller galleries and shops.

(Note: A proposed townhouse redevelopment of this Precinct was proposed by Newport Quays Consortium, but has been halted due to concerns regarding the industrial interface).



Maritime Museum

Wharfside living

Civic Square /
Heritage Interface

Tourist accommodation



dock one masterplan (document 8)

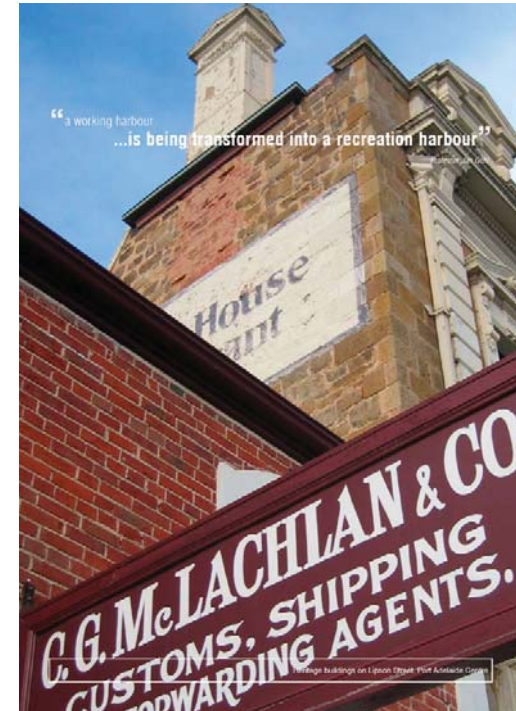


4.0 precincts

4.4 policy area 40 - east end (Document 7)

Common Themes:

- National Railway Museum should continue to be the focus with improvements as a tourist facility and multi use car parking facility
- Further development of under utilised railway and industrial land for tourist facilities, administrative and institutional uses.
- Conserve and upgrade historic buildings
- Upgrade Lipson Street with more intense, attractive development.
- Improve pedestrian permeability and links.
- Area suitable for mixed offices, showrooms, consulting rooms, commercial, institutional and tourism facilities with active frontages to Lipson Street which complements the northern side of the street.
- The area west of Lipson St and north of Godfrey St should comprise small scale offices and professional chambers that reinforce existing uses and are suited to the conversion of historic buildings in the area.
- Light industry, warehousing and storage should be limited to the southern side of Godfrey St and west of Lipson St.
- Development should have a maximum height of three storeys, constructed to Lipson St boundary thereby forming a strong edge.
- Buildings generally to not exceed three – five storeys.
- Decked car parking to be developed in accordance with the Concept Plan for the area.
- New road connection to be developed through north of the area linking Baker and Butler Streets to provide access to a proposed decked car park on the southern side of St Vincent Street.
- Cycle link to connect the Woolstores area to the National Railway Museum and Main Street Policy Area.



4.0 precincts

4.5 policy areas 41 + 46 - fletcher's haven + north bank (Document 8)

Common Themes:

- Fletcher's Haven and North Bank should set a new benchmark in waterfront housing.
- The redevelopment should draw upon history to create residential finger wharfs and piers. The precinct's distinctive character of a strong physical connection with the waterfront could be enhanced through buildings being built on the wharfs that extend into the river.
- Recommended built form should include apartments, terraces and townhouses typically ranging from low levels adjacent the water (2-4 storeys) to higher levels (4-7 storeys) to the precinct's north along Semaphore Rd.
- A small marina and sailing club could feature amongst the residential housing and sculptural gardens. Port Adelaide Sailing Club could be accommodated in precinct.
- Home offices should encouraged to increase activity in area.
- A continuous boardwalk around the docks and piers to enliven the waterfront.
- Given the exposed and industrial nature of the wharf setting, the landscape design should incorporate hardy frontline trees such as Norfolk Pines and the use of concrete and wharf timbers for paving surfaces.
- A pedestrian bridge or other means to overcome the physical barrier of Semaphore Rd would enable neighbouring communities to the north to access the precinct and the waterfront.
- Carparking should be contained within buildings in order to achieve active street frontages and building edges.



4.0 precincts

4.6 policy area 42 - hart's mill (Document 8)

Features:

- Hart's Mill acts as a mast to the waterfront. It is Pt Adelaide's most recognised landmark building.

Common Themes:

- Development in this precinct should celebrate the cultural significance of the Mill and fully restore its character to cater for arts and cultural activity at ground level with potential studio workshops above.
- Particular attention should be paid to improving the streetscape to enhance the existing heritage character of the area. Architectural tree plantings such as spotted gums in granite sand and other plantings in the form of squares and promenades would further improve its character.
- A water taxi service between Newport Quays and the precinct could link the old and the new aspects of the Port.
- Any residential development should be compatible with the iconic heritage character of the Mill. Building heights should be mostly 3 storeys and ensure the flour mill's continued dominant presence.



4.0 precincts

4.7 policy area 43 – mainstreet (Documents 6, 7)

Features:

This precinct is built on a street grid that connects to the Port River on the west and northern sides of the Centre, but this grid has been diluted over time. Much of the public domain is composed of bitumen car parks with little amenity. Connectivity is lost with the main streets and the retail areas to the South of Dale Street. There is a need to encourage occupation of vacant shop fronts.

Commercial Road is very wide from Grand Junction to the railway bridge and is flanked by car dealerships, fast food outlets and retail. It has a very wide median, large light poles and Phoenix canerensis palms. North of the Port Adelaide station the character is reflected by heritage buildings (which should be enhanced) and the palms.

St Vincent Street has a main street character with civic and retail uses, extensive through traffic heading to and from Outer Harbour.

The Nelson Street intersection is confusing and very unfriendly to pedestrians. It is visually congested with light poles, street signs and overhead power lines. The church plaza is poorly designed, and planting to the verges is inconsistent and lacks structure.

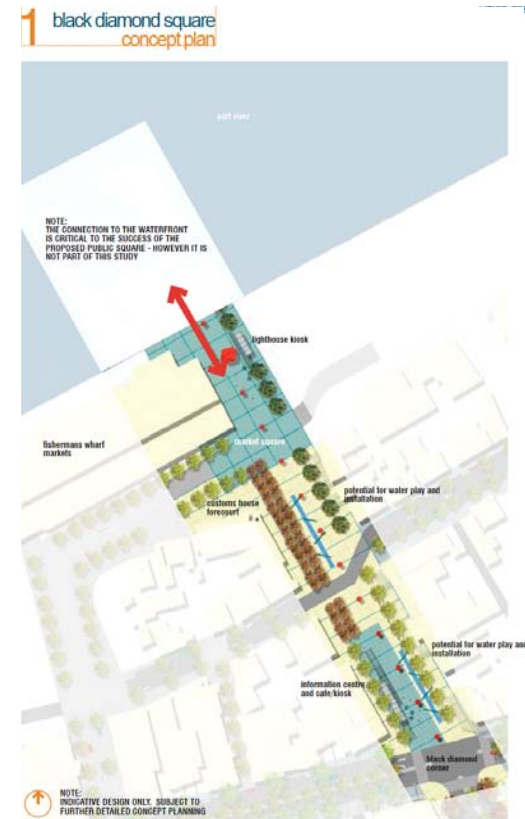
Common themes:

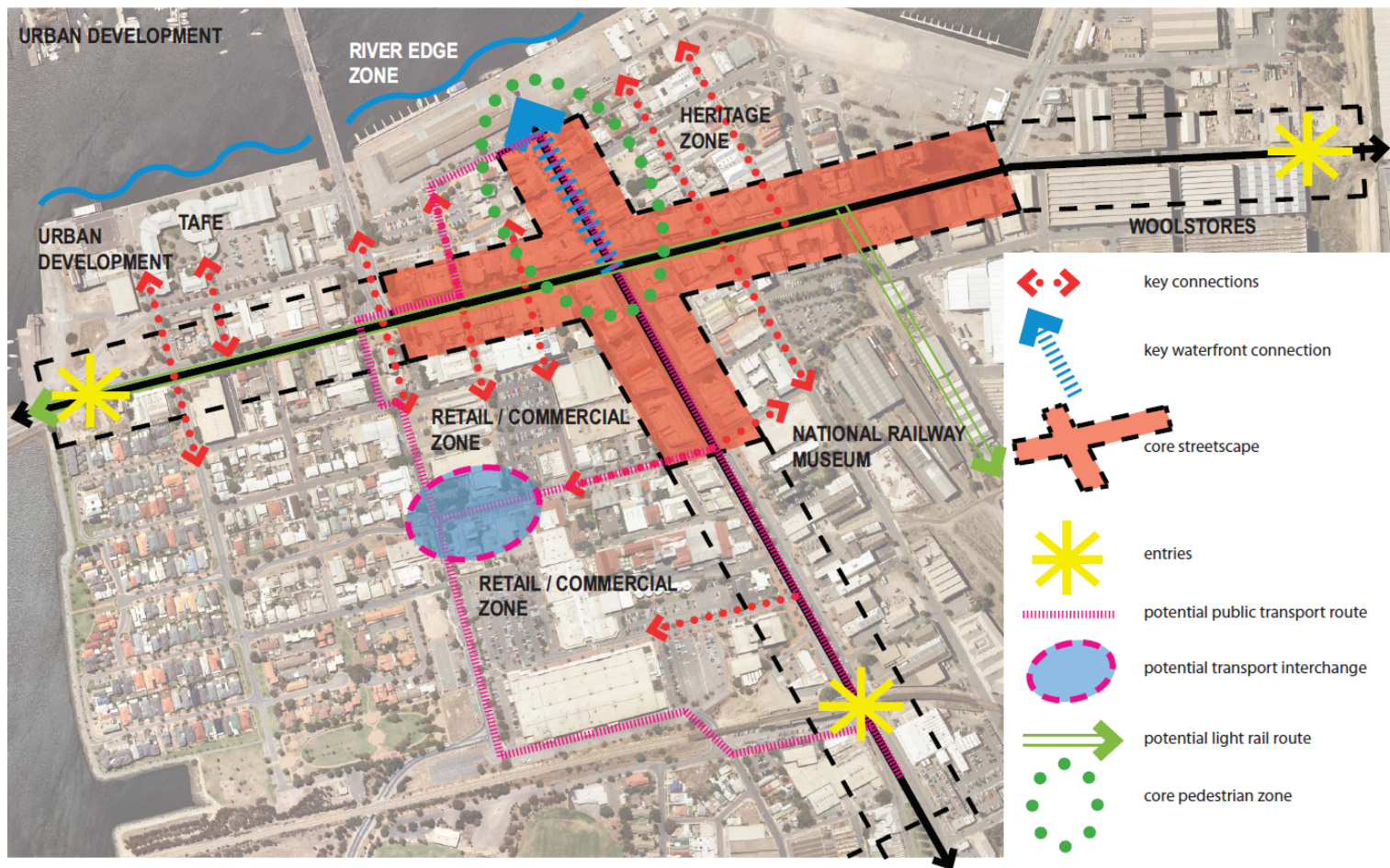
- Maintain and enhance the fine grain fabric of buildings on St Vincent and Commercial Rd thereby re-establishing the area as a vibrant walking and shopping area with development consisting of small scale shops, cafes, showrooms and offices.
- Encourage mixed use residential and commercial, in Commercial Rd
- Promote three to four storeys with a setback from the third storey for residential use.
- Buildings should be of a consistent height and setback, use balconies and verandahs (to provide pedestrian shelter and reflect historic context) and have active shop frontages that are not internally oriented. Discourage development that is not compatible in terms of scale and appearance.
- Setbacks of buildings should abut street frontages on St Vincent Street, Church Place and Commercial Road.
- Development on corner sites should create strong building elements which reinforce street pattern and character.
- No new industrial development (or expansion) within the Policy Area.
- Create safe crossing points and pleasant pedestrian environment.
- No new access points to be created.
- Commercial Road to contain new deciduous street tree planting.
- St Vincent St to be reinforced as Port Adelaide's civic street and secondary shopping strip with commercial use at the fringes. The maritime uses on the western end of St Vincent St remain and are encouraged to develop.



4.0 precincts

- St Vincent St to link to Newport Quays and to potential new development to the east of the Port Adelaide Centre, including the Woolstores, the Port Approach Business Park and the Port River Expressway and the twin bridges.
- Southern side of St Vincent St between Commercial Rd and Church St to be an 'eating street' with wide pavements and good northern solar access. A legible crossing should be developed for Robe St / St Vincent St. Northern side of St Vincent St to maintain a civic function.
- Eastern end of St Vincent St to provide office space with retail on the ground floor.
- Wandering to heritage precincts is to be encouraged through pavement thresholds and clearer links from St Vincent St.
- Upgrade church plaza at Nelson St intersection to create quality urban space. Provide uplighting to church.
- Create secondary gateway with sculptural elements and feature planting east and west of Nelson St intersection. Remove as much visual clutter as possible especially overhead lines.
- There is a conflict between reports regarding carparking in the area, with one report advocating that there should be no visible car parking areas to enable wide verges with seating and opportunities for alfresco dining, whilst other reports suggest the need for angle parking to generate patronage of the shops abutting the streets. Consideration should be given to accommodating both with sections having no parking and wider verges, and other sections having 45 degree angle parking.





4.0 precincts

4.8 policy area 44 - mclaren wharf (Document 3)

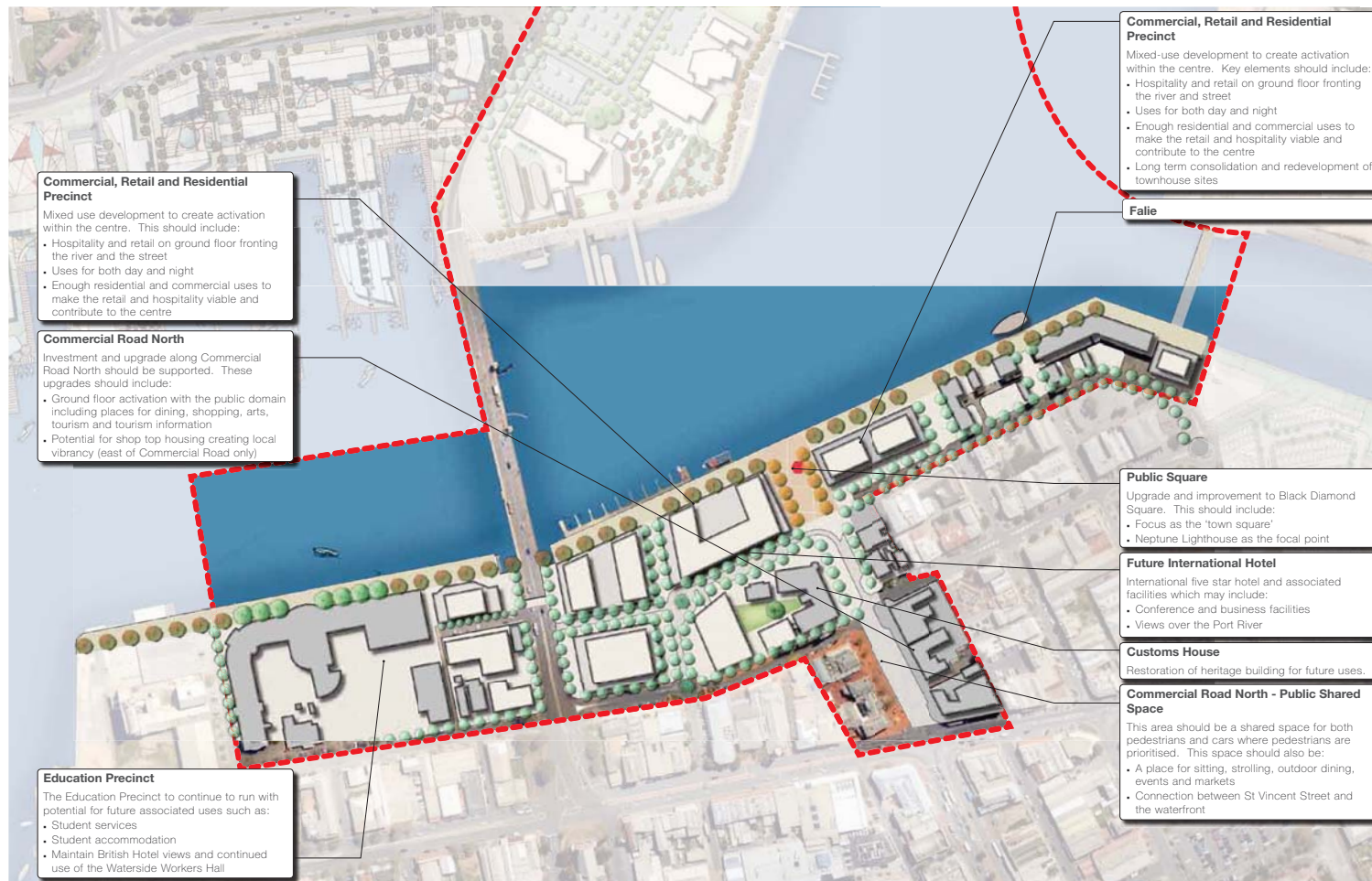
Features:

This precinct sets the cornerstone identity of the Port and connects Dock One to Hart's Mill. Currently though, the area is ill-defined and lacking in purpose and activity. Potential exists to revitalise the area with fish markets and grower's markets. An integrated transport strategy needs to be developed for the area with a recommendation being the introduction of a light rail down Commercial Road terminating at Black Diamond Square. Strong linkages exist with the neighbouring precincts and their heritage and cultural amenities.

Common themes:

- Preserve the existing heritage and character to maintain a strong sense of identity - renewal of this precinct will form a strong focus for it as the tourist gateway.
- Mixed use development on the waterfront to the east of Commercial Road North. Hospitality and retail on ground floor with sufficient residential above to make the retail and hospitality viable. Consolidation of townhouse sites.
- Commercial Road North shared space connecting St Vincent Street to waterfront. Upgrade Black Diamond Square with Neptune lighthouse as focal point.
- Potential International Hotel west of lighthouse on waterfront.
- Promenade with trees, seating and shade.
- Restoration of Customs House.
- Maintain student precinct at Pt Adelaide TAFE and expand to include student accommodation.
- Waterside Workers Hall to be used as arts / meeting place / entertainment centre in line with historic use.
- Extension of tram line to Port near waterfront on Commercial Road





mclaren wharf masterplan (document 3)



4.0 precincts

4.9 policy area 45 - newport quays (Document 8)

Features:

Newport Quays creates a new residential gateway to the Port along Semaphore Road. The eastern edge of the precinct provides outstanding opportunities for views down and across the Port River.

The original plans for the precinct included three distinct areas:

1. Newport in immediate proximity to transport harbour
2. Newport Village to the north with market square, retail and commercial centre including supermarket, hairdresser, fast food outlet, pharmacy, etc
3. Newport Landing overlooking and adjacent to dockside

Common Themes:

- The proposed heart of the precinct should be animated by a village square comprised of mixed use development and residential apartments.
- Provision should be made for a new transport interchange and ferry promontory.
- Extensive buffers should be created along the western boundary with the railway reserve and road carriageway.
- Public art and water features in parkland reserves on southern boundary
- Residential density of ~ 60 dw/ha concentrated around the market square.
- Accommodation should be in the form of apartments, terraces and townhouses.
- Building heights should generally be 3-4 storey with a taller iconic / landmark building (up to 7 storey) on south east corner of square to take advantage of views.
- Mixed use development with cafes and retail outlets below residential apartments.



4.0 precincts

4.10 policy area 47 - old port reach (Document 7)

Old Port Reach currently contains predominantly one and two storey dwellings: detached houses and cottages, row dwellings, semi-detached dwellings and residential flat buildings.

Common Themes:

- Range of medium density residential housing of up to three storeys to be developed. Development of up to five storeys allowed South of Leadenhall Street.
- Development to comprise detached dwellings, semi detached dwellings and row dwellings at medium density that respect the historical context of the Port.
- Buildings should have gable, hip or hip-gable roof combinations and verandahs. They should be set close to the public street frontage and be consistent with the setback of adjoining properties.
- Roof pitches should be 25 to 45 degrees.
- Materiality should be varied but respect the character of the area.
- Dwellings should not to be dominated by on-site garages, carports or parking areas.
- Landscaping should be provided to give some relief to the built form where possible.
- On site parking and bike parking should be provided to serve residents and visitors. New development should maximise use of available open space, proximity to transport and retail core.
- Small scale shops/cafes only to be developed, no other non-residential activities.
- Dale Street to be revitalised and together with Minories Street should form the major traffic network for the area.
- Improve walking and cycling links.



4.0 precincts

4.11 policy area 48 – port adelaide state heritage area (Document 7)

Common Themes:

- Historic buildings and townscapes to be preserved and enhanced.
- Development should be civic and administrative uses, small scale offices, professional chambers, shipping agent facilities, commercial/tourism facilities such as galleries, craft and art shops, hotels and restaurants/cafes and tourist accommodation.
- New residential development or expansion of industrial uses should not occur.
- Buildings should be simple and orthogonal in form with gable, hip / hip-gable roof combinations on roofs parapets or cornices and with wide balconies and/or verandahs. They should be robust in character and reflect load-bearing masonry construction of 19th Century commercial and maritime architecture.
- Roof pitches should be 25 to 45 degrees with lower pitched roofs used as 'lean-to' additions to existing buildings.
- External building materials should be consistent with the areas's 19th Century architecture without extensive glazing.
- Corner sites should create firm edges of built form, possibly with vertical elements.
- Buildings other than ancillary buildings should abut street frontages and maintain the continuity of built form which defines the public streets in the area.
- Car parking and landscaped areas should located behind buildings. Car parking should be situated at alternative locations if it requires the demolition of buildings of heritage significance.
- Under utilised land and buildings should be rationalised.
- Black Diamond Square should become centralised pedestrian place and orientation point.



4.0 precincts

4.14 policy area 52 - southern approach (Document 7)

Currently this is a mixed use area consisting of retail, showrooms, car sales, commercial, warehousing, retail, residential, educational with open space and should continue as such with new development focused on disused and unattractive land and buildings, and light industry / service uses adjacent Grand Junction Road.

Common Themes:

- Industrial/Commercial uses that will create excessive noise, smell and traffic and have a negative visual impact should not occur. No heavy industrial activities.
- Small scale industrial and commercial should occur between Clare St and Liddon Place and South of Grace St-Church Street to Langham Place.
- Medium density residential development is appropriate west of Liddon Place and north of Grace St-Church St.
- Development facing Commercial Rd should be high quality, architectural standard using brick, render, timber or corrugated iron without extensive glazing. All development should be contemporary and of a standard suitable to its degree of exposure to major public streets.
- Buildings fronting Commercial and Grand Junction Rd should be of consistent height and setback and have well proportioned facades and good quality finishing.
- Buildings may be situated close to site boundaries or abutting streets frontages but adequate landscape open space areas should be provided other than in properties abutting Commercial and Grand Junction Rd.
- Development should enhance the few heritage buildings within the area.
- Buildings adjacent to residential areas should respect the height, scale and amenity.
- Buildings should not exceed 3 storeys except adjacent the Commercial and Grand Junction Rd intersection.
- Development should provide car parking and service areas on site that are screened from public view (car parking should be located behind buildings along Commercial Road).
- Vehicular access points catering for significant traffic movement should not occur close to the Commercial and Grand Junction Rd intersection.
- Rationalise traffic and reduce heavy vehicle through traffic.
- Enhance and maintain Montpelier Place.



4.0 precincts

4.15 policy area 53 - southern gateway (Document 7)

Common Themes:

- The wide intersection at Commercial Road/Port Road dilutes the sense of arrival - new gateway statement required.
- Train Station should become an important transport interchange.
- Future development should be a mix of land uses including offices, showrooms, commercial, tourism facilities and residential.
- Upgrade of land and buildings on Commercial Road to the south of Charlotten St and Thomas Place to be more intense, appropriate and attractive.
- High density, high quality residential development of up to eight storeys on sites in close proximity to train station encouraged. On sites with frontage to Commercial Road, ground floor uses should complement the future development on Commercial Road.
- No new industrial development to occur.
- Development abutting Commercial Road Between railway overpass and Charlotten Street/ Thomas Place should consist of offices, showrooms and commercial.
- Buildings fronting Commercial Road should be of consistent height and set back and use good quality materials without extensive glazing. Brick, render, timber or corrugated iron is recommended.
- Buildings may be situated close to site boundaries or abutting streets frontages but adequate landscape open space areas should be provided other than in properties abutting Commercial Rd.
- Development should provide car parking and service areas on site that are screened from public view (car parking should be located behind buildings along Commercial Road).
- A decked car park should be developed in association with the interchange.



4.0 precincts

4.16 policy area 54 - woolstores (Document 7)

This precinct contains a group of historically significant warehouses and workers houses in the South East of the Policy area. It also contains some small scale industries. The larger woolstores are constructed of masonry and corrugated iron.

Common Themes:

- Adaptive reuse - Woolstore buildings fronting St Vincent Street East should be developed for bulky retail and warehousing on the ground floor and/or medium density housing/office with active frontages.
- Further industrial development should not occur except for minor modifications to existing activities.
- Existing larger buildings should be converted for alternative uses such as residential apartments (having regard for traffic and industrial noise).
- Area fronting the Eastern Bypass should be developed for bulky retailing and warehousing.
- Shops should be small – scale serving the local area only but showroom frontages are appropriate for St Vincent Street and St Vincent Street East.
- Former Woolstore buildings of significance should be conserved and converted for adaptive reuse. New development should complement and enhance the existing streetscape and built form character including height, bulk and scale (buildings are bold and robust in form using local materials).
- Old residential cottages should be restored for residential purpose.
- Setbacks should reflect prevailing setbacks in the area.
- A new road is recommended parallel to St Vincent St, between Lipson St and Baker St to improve integration for local traffic.
- Car parking areas should be screened.



5.0 priorities identified in background documents

5.1 core priorities

A focus upon the Core Retail "Heart"

- Restructure movement and improve linkages
- Improve retail offer
- Revitalise St Vincent Street and Commercial Road
- Improve station precinct

A focus upon the McLaren Wharf Waterfront (Hart's Mill to Dock 1)

- Develop Black Diamond Square
- Develop Customs House
- Improve connections from St Vincent St to Waterfront, and from east-west across Nelson St
- Upgrade Nelson St intersection

Public Investment

- Prioritise public realm improvement
- Strategic site assembly
- Promotion and marketing



6.0 priorities identified in background documents

5.2 additional priorities

- Develop a public events calendar (based around the waterfront and Black Diamond Square)
- Promote and Implement Port Adelaide Centre Street Hierarchy – Commercial Rd and St Vincent Street upgrade (Document 7)
- Develop Traffic Management Strategy during construction of bridges (Document 7)
- Develop strategy for removal of through traffic from Centre (Document 7)
- Develop Capital Works Strategy – Commercial Road and St Vincent Street (Document 7)
- Implement Movement and Parking Strategy (Document 7)
- Promote mixed use (Document 7)
- Develop TOD and station (Document 7)
- Develop public square around train station (Document 7)
- Integrate public art and place making with the waterfront and make it colourful and vibrant (Document 7, Document 2)
- Develop and market opportunities for public events (river and land based such as festivals, boat shows (Document 7, Document 2)
- Develop public and private (land and water based) visitor attractions inc. the museum, existing and new markets, unique shopping streets, enhance the natural environment of the river and high quality development (Document 7, Document 2)
- Ensure pedestrian access and amenity is improved (Document 7)
- Encourage spectator activity along the river and provide additional public waterfront locations (Document 2)
- Hold national and international boating events on the river (Document 2)
- Clarify position of the EPA in regards to use of the river for recreational purposes (Document 2)
- Consider and implement improved and more collaborative governance arrangements for water-based activities (Document 2)
- Improve planning guidelines applicable to recreation, tourism and event related development on and adjoining the Port Adelaide River (Document 2)



6.0 consultation processes and outcomes

6.1 consultation processes

Report for Port Adelaide Centre: Car Parking and Movement Study

- City of Port Adelaide Enfield (staff + Councillors)
- DTEI, LMC
- Port Adelaide Businesses
- PAE Chamber of Commerce
- Museums and Tourist Operators

City of Port Adelaide Enfield: Port Adelaide River Study

- City of Port Adelaide Enfield
- DTEI, ORS, Tourism SA, LMC, Defence SA, PIRSA
- SA Recreational Fishing Advisory Council
- Environmental Organisations + Recreational User Groups

McLaren Wharf and Cruikshank's Corner Precincts: Master Plan Framework including McLaren Wharf and Cruikshank's Corner Precincts Master Plan: Strategic Framework Report

- Risks and Opportunities workshop 04.03.201
- Place Making workshop 10.04.2010
- The McLaren Wharf and Cruikshank's Corner Precincts design charette 26-27.05.201

Port Adelaide Centre: vision + framework

- Newspaper advertisements and articles
- "Bringing New Life to the Port Centre" liftout in Portside Messenger, and distributed to community groups and local traders
- Direct mail to key community groups
- Issues Papers and Updates on Council website
- Community Futures Forum
- Feedback Sheets
- Workshops with Council staff and Elected members, local schools

The Port Adelaide Waterfront Redevelopment – Newport Quays

- Public advertisements
- Staffed Displays at various locations – September 2002
- Stakeholder Workshops: Port Waterfront Redevelopment Stakeholder Forum; Boating Industry; Arts, Heritage and Tourism Sector; Port Adelaide Enfield Aboriginal Advisory Panel; Port Adelaide Environment Forum
- Questionnaires and Written Submissions

Community Consultation in the Port Waterfront Development (LMC)

- Waterfront Redevelopment Stakeholder Forum, August-September 2001



6.0 consultation processes and outcomes

6.2 consultation outcomes:

Generally, the outcomes illustrated a strong sense of community pride alongside feelings of 'over-consultation' and distrust. The outcomes were also generally supportive of the redevelopment of the Port waterfront in a cohesive (not piecemeal) manner.

Key outcomes:

- Protect and celebrate the Port's history and recognise Aboriginal heritage.
- Preserve built character and heritage of the Port through careful consideration of scale, bulk, style and density - integrate with existing, surrounding residential areas.
- Cater for families.
- Ensure art and cultural development together with heritage preservation.
- Implement best practice environmental initiatives including ongoing monitoring and enforcement.
- Incorporate public open space and recreation.
- Maintain the Port as a working port with sustainable business, industry and employment opportunities.
- Address car parking and traffic management issues - remove heavy traffic and revitalise the Main Streets.
- Make it easier to get around.
- Improve public access to waterfront including coastal / linear park.
- Provide a better range of shopping and entertainment activities.
- Make housing affordable.
- Welcome tourists and coordinate tourism activities.
- Improve the quality and appearance of the Centre.
- Ensure community ownership and involvement in Master Plan.
- Consideration of impacts of third river crossing.
- Importance of review of river water in regards to health and safety - public perception of poor water quality which does not support recreational uses.
- Protection of dolphins is a priority.
- Speed limits are controversial in the Port river.
- Greater controls over bridge opening times have generally impacted negatively upon maritime uses.
- Need for permanent public and private moorings along the river, in particular at Cruikshanks's Corner and McLaren Wharf to create connection with restaurants, cafes and hotels.



7.0 potential constraints to implementation

There exist several matters that will need to be resolved in order to implement many of the recommendations from the various master plans. They are set out below.

7.1 industrial interfaces

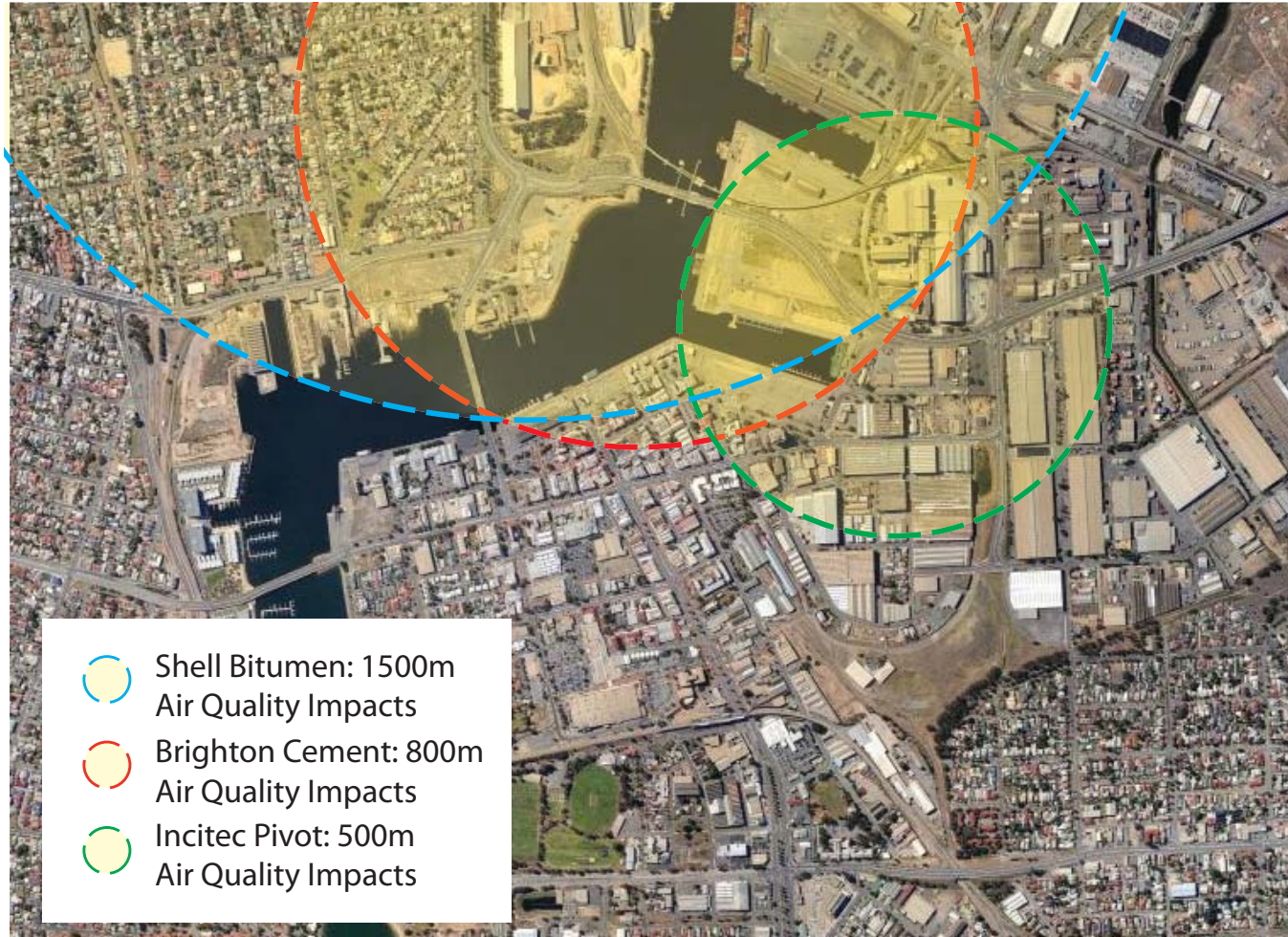
- The EPA's recommended separation distance between a major cement manufacturer and a sensitive land use such as residential is 1000m based upon potential impacts upon air quality. However, in August 2010, on the basis of site-specific data for Dock One, the EPA advised that a minimum separation distance of 800metres from the southern stockpiles of the Adelaide Brighton Cement plant to sensitive uses may be sufficient to achieve an acceptable level of amenity and health protection (Document 15).

Since then, the largest stockpile at Adelaide Brighton Cement has been moved to the northern part of the site, and measures have been implemented to reduce fugitive dust sources from the remaining southern stockpile. Even so, any further reductions in separation distances would require site specific air quality modelling and monitoring taking account of current and potential future site operations and management practices (Document 16).

- The EPA's recommended separation distance between a chemical storage and warehousing facility and a sensitive land use such as residential is 500m based upon potential impacts upon air quality. Thus, the EPA recommends a separation distance of 500m between the Incitec Pivot facility (or any other chemical storage and warehousing facility) and any sensitive land uses (Document 14). Relocation of this facility should be considered.
- The EPA's recommended separation distance between a petroleum production, storage or processing works and a sensitive land use such as residential is 1500m, based upon the potential for odour impacts. Thus, the EPA recommended a separation distance of 1500m between the Shell Bitumen facility and any sensitive land uses. (Document 14).

In 2010 and 2011, Shell Bitumen undertook improvements to its facilities leading to reduced odour impacts. Nonetheless, reductions in separation distances will require demonstration that any development site of a sensitive use complies with the population based odour criteria of 2OU (odour units). As of September 2010, the nearest sensitive receptor is considered to be the residential area west of Victoria Road (Document 16).





indicative air quality buffer separation distances



7.0 potential constraints to implementation

- The Explosives Regulations 1996 and Explosives (Security Sensitive Substances) Regulations 2006 specify separation distances for ammonium nitrate based upon the mass that is stored. However, Incitec Pivot no longer markets the ammonium nitrate fertiliser, "Nitram". Incitec Pivot has replaced Nitram with calcium ammonium nitrate, known as "Cal-Am". Whilst Cal-Am is classified as a Security Sensitive Ammonium Nitrate (SSAN), it is not classified as a Dangerous Good (Class 5.1 Oxidising Agent). Consequently, the concerns expressed by the EPA regarding potential explosions (Document 14) may no longer be relevant and new advice from the EPA will be necessary regarding any separation distances.

7.2 other constraints

- Residential development has the potential to be impacted by noise that exceeds acceptable levels from numerous sources including nearby industry, and rail and traffic movement (particularly on the Port River Expressway and the adjacent rail bridge). These matters will need to be addressed in the design of any development. (Document 14)
- Stormwater has the potential to impact significantly upon Adelaide's coastal environment. Consequently, the EPA is seeking to ensure there is no increase in stormwater outflows as a result of development (and preferably a reduction in outflows), as well as the achievement of Stormwater Quality Performance Objectives relating to the amount of pollutants. (Document 14)
- McLaren Wharf is predominantly privately owned with several owners, making coordinated development more difficult (Document 3).
- A lack of local population and employment opportunities has been identified as a critical factor preventing the successful revitalisation of the Port Adelaide Centre and Waterfront.
- One constraint not identified within the various masterplans reviewed concerns flood risk and sea level rise. The Port Adelaide Enfield Development Plan and the Coast Protection Board recognise that much of the Port Adelaide Centre and the Waterfront are liable to inundation especially as a result of a 100 year ARI tide event combined with 300mm sea level rise (IPCC). There is also the potential that the estimated sea level rise could be increased to 700mm. Therefore, measures to mitigate inundation are essential. A suggested minimum seawall defence level of 3.4m AHD is proposed, with a suggested minimum finished floor level of 3.65m AHD for development behind the seawall. Potentially, this could have profound impacts upon development, vistas and amenity.

These matters have significant implications with regard to attracting public and private investment in the implementation of [any] master plan (Document 3).



8.0 issues to be addressed in master plan (gap analysis)

8.1 key issues:

- Resolve the industrial / sensitive uses interfaces
- Finalise the Heavy Vehicle Bypass Strategy
- Confirm the proposed "Coast to Coast" tram route
- Investigate the implications of the Port Adelaide + Le Fevre Peninsula Flood / Sea Level Rise Study
- Identify affordable housing opportunities
- Identify the best means to leverage private investment through government investment
- Identify the best means of Integrating the Port Centre with the Inner Harbour / Waterfront
- Undertake an economic development analysis
 - Retail
 - Tourism
 - Employment
 - Hart's Mill
 - Woolstores Precinct
 - Public Realm / Other Infrastructure
 - Staging

8.2 other issues:

- Develop processes to retain the Port's Character
 - Maritime / industrial heritage including identification of potential maritime infrastructure
 - Public Domain
 - Urban Design Guidelines including built form and character study
- Investigate future of TAFE, including potential for student accommodation
- Ensure integration / connectivity between both sides of river
- Determine future role of Birkenhead Bridge
- Undertake Costing / Feasibility of key initiatives
- Undertake Museum Feasibility Studies
- Prepare Design Study for Retail Core
- Investigate future of Laucke's Mill within Port Centre

