



INTRODUCTION	2
A NEW IMAGE FOR THE PORT	6
PLACE MANAGEMENT	7
MASTERPLAN	11 Regional Context & Site Description 12 Reconnecting THEPORT 13 Waterfront Renewal 14 THEPORT Precincts 16 Character, Heritage, Community & Place 18 Site Remediation 19 Environment 20 Landscape 23 Open Space 24 Transport 26 Social Planning & Community Consultation 29 Marketing 30 Design
ARCHITECTURAL FORM	32 Townhouses 34 Split Level Apartments 36 Terrace Houses 37 Walk Up Apartments 38 Lifted Apartments
PRECINCT CHARACTER & DESIGN	40 Avicennia Waters 46 Newport Quays 54 Fletcher's Haven 60 Cruikshank Shores 66 Dock One 72 Mc Laren Wharf 74 Hart's Mill Point 80 Port Approach
CONSORTIUM CREDENTIALS	84
FINANCIAL PROPOSAL	Separate Volume
FURTHER TECHNICAL INFORMATION	Separate Volume



INTRODUCTION

In the nineteenth century Port Adelaide was a thriving residential community. In the second half of this century industrial decline and decentralisation has alienated the port from the rest of Adelaide and especially the community that surrounds it.

This integrated and cohesive proposal will comprehensively transform this forgotten port into a sophisticated new "living port". The development's relationship to the water and the immediacy of neighbouring marine and heritage infrastructure are elements that will be built on to create a unique waterfront experience.

Port Adelaide has long provided a diverse mix of land uses and activities located side by side that combine to give it vitality, life and character. It is this eclectic mix that gives the Port its unique qualities. Whilst redevelopment must provide new and improved levels of environmental and community amenity, it must not lose this distinctive character.

thePORT will become an evolutionary new community offering a diverse range of residential, commercial, tourism and leisure opportunities. A mixture of medium and

high density housing will be sited near the waterfront with dramatic views across the harbour. Further housing opportunities exist away from the water's edge enabling a wide variety of housing types to be developed.

thePORT will be a multifaceted development in which people will live and work in a high quality, low rise and medium to high density urban waterfront environment. It will cater for all socioeconomic groups. It will have characteristics that are uniquely South Australian, from which the whole Adelaide community will benefit.

Consistent with our proposal to develop a living port, thePORT will:

- Create diverse places for living, learning, working, shopping, entertainment and recreation in accordance with regional development priorities.
- Create a sustainable community; socially, culturally, environmentally and economically.
- Promote excellence in environmental management.
- Recognise the social, industrial, architectural, and maritime heritage significance of the Port.
- Encourage an appropriate diversity of

uses that complement the Port and are a catalyst for its rebirth.

- Create a strong, memorable, and distinctive public water edge with boardwalks and parks providing a high level of publicly accessible open space.

- Improve access to the Port and its waterfront through improved linkages to surrounding neighbourhoods thus increasing the public utilisation of the Port which enhances the identity, amenity and environmental quality of the Inner Harbour and provides integration of the project with the surrounding community.

- Provide a masterplan design that is well researched and which achieves a superior outcome for all stakeholders.

- Provide a mix of residential environments that not only fulfill functional accommodation requirements, but also result in a human scale, protected, pleasant and safe living environment.

- Create some 2,000 jobs during the construction phase and a further 5,000 jobs off site which will inject approximately \$900 million into the local community.

- Effectively manage risks whilst delivering approximately a \$450 Million return to State and Local Governments.

- Adopt a remediation program that achieves industry best practice.



However, it is the initial and ongoing long-term management of the environment created by redevelopment that will be critical. This consortium understands, through its long experience in similar projects in Australia and overseas, how an understanding of places and their life cycles highlights the need for continued and coordinated management.

Our concept plan is based on sound market analysis and with the clear objective of creating an innovative, viable, socially and economically successful project. The design will create an exciting and memorable environment that will establish Port Adelaide as a dynamic new "living port".

Port Adelaide contains some of the finest and most impressive industrial and historic buildings within South Australia and an array of historic commercial and residential buildings that together within the streetscape and other historic elements collectively forms the unique character of Port Adelaide. The built form in the heritage precinct will respect and complement the scale and character of the existing heritage buildings but will not replicate or imitate them.

Along the waterfront strong edges and a consistent urban treatment to the built form have been created. In a small number of key locations, taller buildings will be introduced. These will act as visual gateways and punctuations to the project and will highlight and identify major nodes.

Development will be based on a clear urban structure, supported by a simple road network, public transport, accessible open space and a legible urban form reflected in its maritime nature. An extensive pedestrian network is planned including harbour-front promenades and open space networks that will ensure positive waterfront connections to development precincts.

Responsive and smart buildings will enable environmental control and technology to work together to minimise the environmental impacts of development and optimise quality of life. We will develop infrastructure that will not only satisfy the immediate functional and economic needs of the PORT, but will also consider current and future environmental issues relating to the area. Infrastructure systems will be flexible, capable of expansion and integrated to suit the future growth and development of the PORT.

Responsive and smart buildings will enable environmental control and technology to work together to minimise the environmental impacts of development and optimise quality of life. We will develop infrastructure that will not only satisfy the immediate functional and economic needs of the PORT, but will also consider current and future environmental issues relating to the area. Infrastructure systems will be flexible, capable of expansion and integrated to suit the future growth and development of the PORT.

The PORT proposes a holistic strategy to ecologically sustainable design (ESD) that embraces planning, design, ecological, social and economic factors. The proposed strategy will assess ESD performance at various stages throughout the design process to maximise the ESD outcome for the redevelopment. This combination of commitment, strategy and methodology will put this proposal at the forefront of development in Australia.

While infrastructure and overall planning issues play a major role in reducing the impact of urban renewal, the detailed design of buildings and their siting will have the greatest impact on both issues in terms of amenity and energy conservation. Our plan will incorporate this as part of the development strategy.

Through correct and innovative architectural interpretation, the PORT will provide a residential environment, that not only fulfills the functional accommodation requirements but will result in an evolutionary living and working environment.

We are committed to ensuring that the development of the PORT is far sighted and realisable in terms of achieving maximum community benefit. The development will be economically viable and will take into account the future infrastructure required. Socially, economically and physically desirable, it will no longer be seen as a forgotten port, but rather a vibrant new "living port".

Such an outcome for the PORT will be realised through the combined efforts of the State Government and the Land Management Corporation working in partnership with a strong, experienced development team. This consortium brings together unparalleled national and international experience in the design and implementation of waterfront redevelopments. It has the necessary expertise to ensure such a partnership is realised and that the development reflects an innovative and achievable urban plan and design.

Vision

The consortium envisions a "living port" that is not just physical in dimension, but also a sensitive response to the existing built environment and the Port Adelaide community. By making the PORT a "living port" new places for living, shopping, working and recreation will be created with an overall unifying image unique to the Port and waterfront. Living and working areas will be characterised by buildings and spaces of human scale, with strong vistas, boardwalks and linkages to the waterfront. It provides opportunities for social equality and for new urban enterprises and jobs.

The port contains a wealth of architectural heritage, most of which is threatened through a combination of neglect and disuse. The rebirth of the Port provides opportunities for the transformation and reuse of these buildings. Heritage properties will be preserved and integrated sensitively into the PORT development.

The PORT will be a significant tourist attraction and major drawcard for visitors. This will depend not only on the tourist facilities stimulated by the PORT development, but also on the excellence of its architectural interpretation and the success of the PORT as a dynamic living and working community.

The concept of the place management is integral to this proposal. It represents a holistic approach to development where long term viability remains a key. There are intrinsic advantages in adopting place management as opposed to implementing redevelopment and effectively walking away, where the benefits are both attractive to the community and the Government, particularly where the authority has a direct relationship with the Government.







A NEW IMAGE FOR



Port Adelaide can be renewed only in close accord with its immediate and even more distant surrounds. As part of a broader community and economy, Port Adelaide has the potential to reposition itself with flow on benefits to the surrounding community. Our proposal will strengthen the residential components of the area and provide new and additional community facilities for residents in and near THEPORT.



The success of such developments as THEPORT will be gauged in both direct financial terms and in terms of contributions on a broader scale to:

- Community building
- Environmental enhancement
- Regional contribution, and
- The value adding that the project delivers to the broader community and to its own residents



While the THEPORT project will focus on developing a new residential precinct with attendant amenities, the proponents seek to use the project as a mechanism to invigorate the Port Adelaide township.

Place management initiatives will be undertaken to invigorate Port Adelaide by putting into place strategies that will attract both tourists and locals to the area. These initiatives include:

- A branding and marketing campaign to distinguish the Port Adelaide area and attractions.
- An events program that will attract locals and visitors to THEPORT by providing a wide range of signature, precinct and community based events. An effective events program will help create a new identity for Port Adelaide, which will alter perceptions of the way Port Adelaide is viewed today and its overall brand perception
- A retail and tourism strategy to put into



place measures to revitalise existing retail and attractions, as well as attracting new enterprises, that will give an increased diversity of attractions at THEPORT.

- A site management plan which will maintain all facilities, services and infrastructure at the highest standard.

Such invigoration will provide existing and future residents with a community hub that will, in turn, provide a broad range of social, recreational and business facilities to underpin Port Adelaide's role within the region. These will strengthen the physical attributes and natural amenities that already are a feature of Port Adelaide.

Experience at international waterfronts in locations such as London Docklands, Baltimore's Harbourside and Sydney's Darling Harbour has shown that attracting local residents and securing repeat visits throughout the year is fundamental to making a precinct viable. In all cases, the development of these waterfront locations has been intrinsically linked to the development of an events program that provides a wide range of activities, including festivals, promotional and commercial activities and, importantly, community events.

A successful events program will establish and reinforce the identity and brand recognition of THEPORT. This will reinforce and expand the existing Port Adelaide Enfield Council's events program to ensure that the Port becomes a better frequented destination all year round. Such events do not usually generate direct income, however there is often a flow-on of spending to local businesses that will provide a long-term benefit to Port Adelaide.

The relationship between events and the retail and tourism focus of THEPORT is of critical importance.





THE PORT development has the opportunity to act as the catalyst for re-defining the role of a once vibrant town. However, consideration needs to be given to the broader question of whether or not the provision of an effective re-development plan and ensuing land use relationships will, on their own, provide an environment that will foster long term viability and vitality in Port Adelaide.



This question is fundamental to the long-term success of Port Adelaide as a place and, more importantly, as a community. The important tasks of design and implementation are crucial and the effectiveness of these elements within the re-development process obviously has a fundamental effect on the feasibility of the resulting environment.



However, it is the initial and ongoing long-term management of the environment created by the re-development that becomes critical. Our consortium understands, through its long experience in similar projects in Australia and overseas, how an understanding of places and their life cycles highlights the need for continued and co-ordinated management.



The concept of place management is integral to this document. It represents a holistic approach to development where long term viability remains a key. There are intrinsic advantages in adopting place management as opposed to implementing re-development and effectively walking away, where the benefits are both attractive to the community and the Government, particularly where the authority has a direct relationship with the Government.



The creation of an encompassing vision for the site, and the implementation of that vision, are the keys to establishing and maintaining long term success and value:

- At the macro-level, place management assures continued rejuvenation, ensuring the long-term viability and vitality of place.
- At the micro-level, centralised control through an overall management and maintenance strategy ensures a consistently high standard of presentation in cleaning, waste management, signage, lighting, promotions, events and security.



An example of such an approach is that adopted by the Sydney Harbour Foreshore Authority (SHFA), which has more than 400 hectares of prime waterfront space within its boundary. SHFA's role as place manager has the Authority continually evaluating how to ensure that space maintains relevancy and makes an effective contribution to the overall project.

The vital lesson learnt through SHFA's role as place manager is that the place must be tied into the community. Without the creation of effective community linkages, there is no "buy in" by those very persons who are required to provide the support that will ensure the success of the initiative.

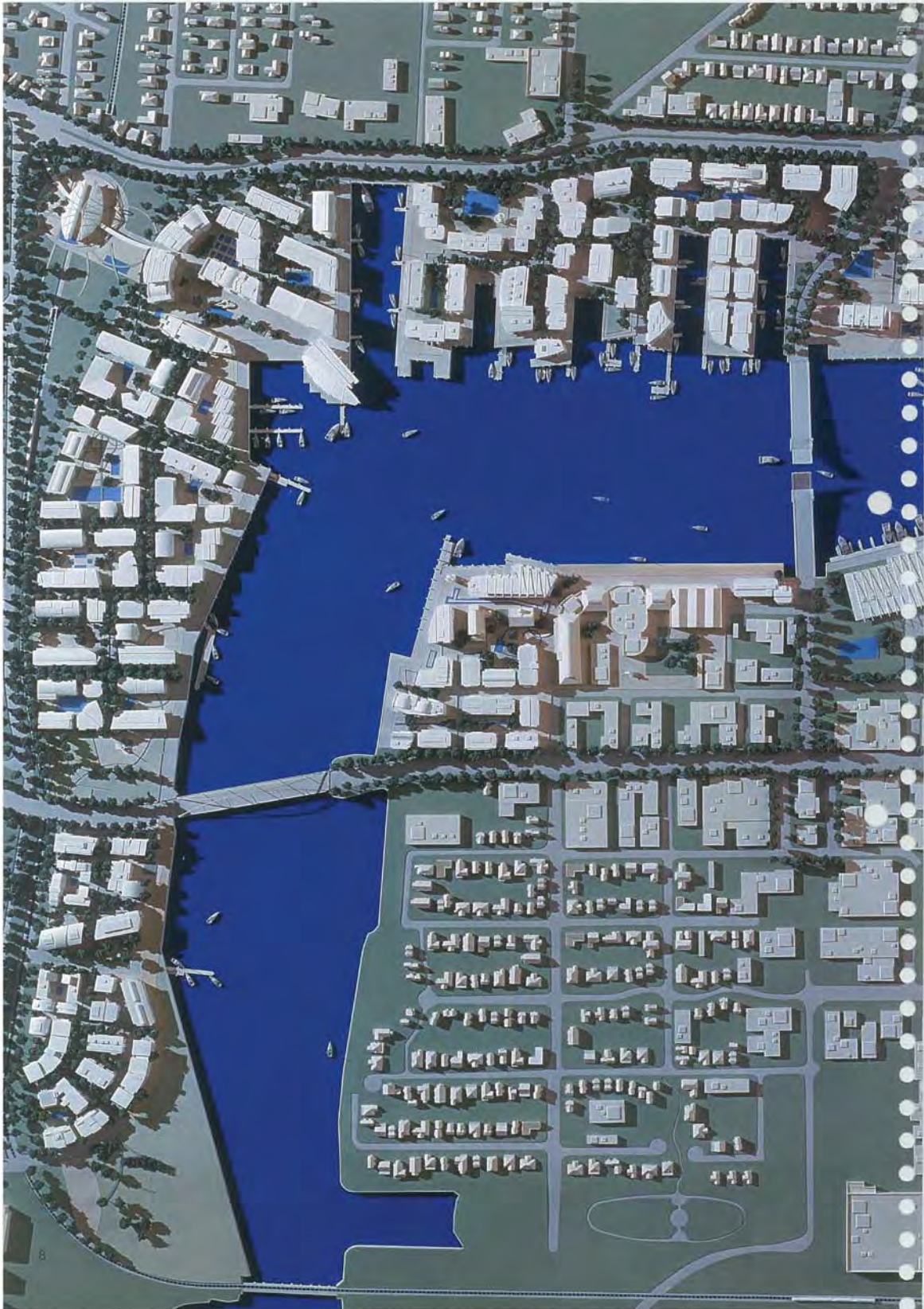
A place that is effectively 'tied into' the community will be supported by that community, particularly by way of confidence. Creating confidence in a place and its future is a key outcome of place management, resulting in more spending, more activity, more innovation, more activity and ultimately vitality.

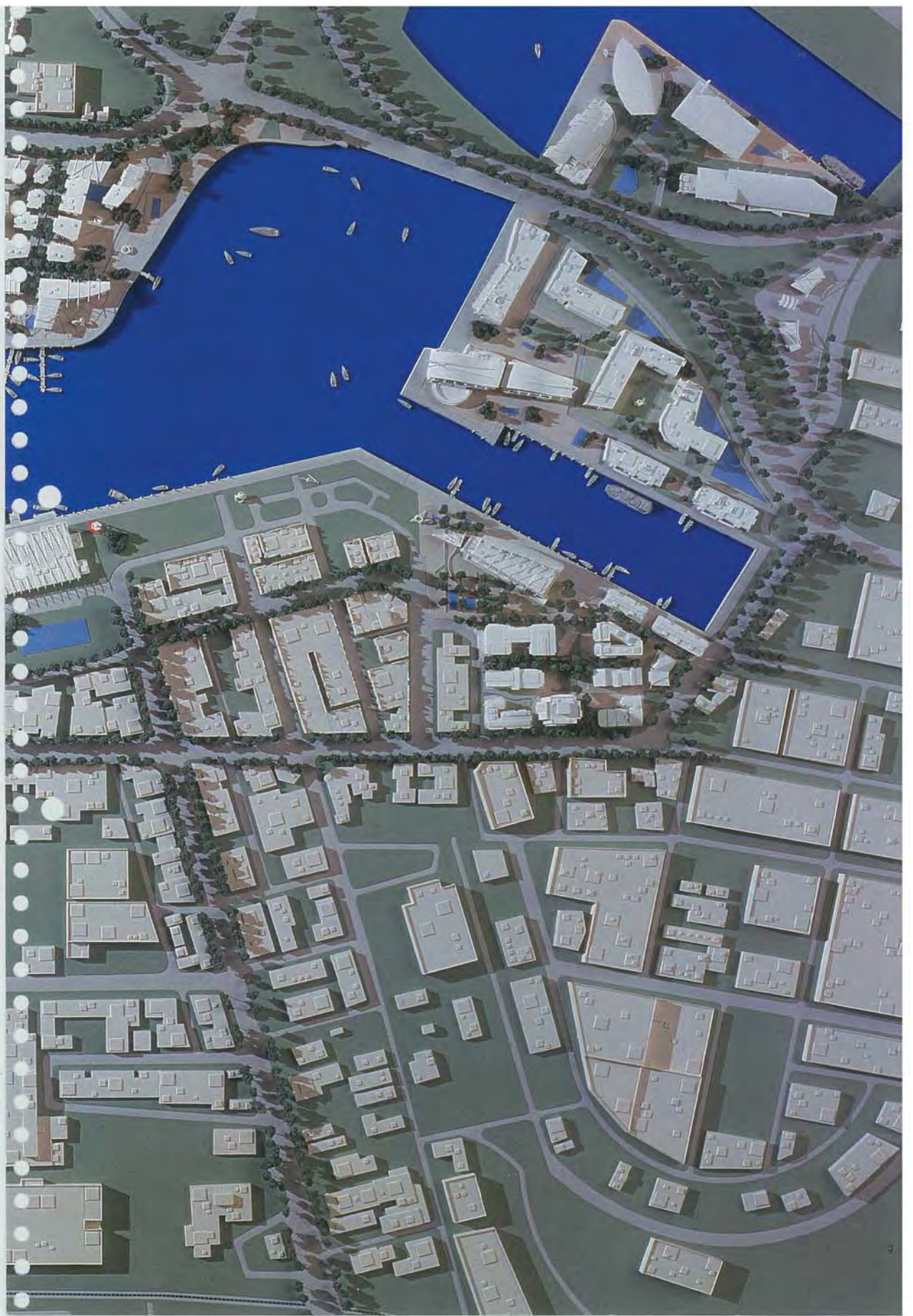
The LMC is in a position, from a legislative perspective, to be able to form a subsidiary authority to focus on the place management of Port Adelaide. The formation of such an authority – the Port Adelaide Foreshore Authority (PAFA) – could be achieved through a number of scenarios whereby the LMC and the consortium either slowly disperse power to the PAFA, or achieve a hand-over of responsibility much more quickly.

The ongoing ability for PAFA to effectively manage and, in the long-term, renew Port Adelaide will have ramifications from the perspective of development approvals and the planning process. The effective place management by PAFA would be maximised if some power to deal with simple planning approvals was delegated to the authority, and delegation of planning authority would need to occur between the Port Adelaide Enfield Council and PAFA.

A full description of our methodology and approach to Place Management is included in the "Further Technical Information" volume.









MASTERPLAN

Regional Context

Adelaide aspires to remain one of Australia's key cities, exploiting the advantages it has built up over the years particularly in research, manufacturing and the arts. It is seen by many Australians as a most liveable, well-planned city.

The South Australian Government has prepared a Metropolitan Strategy to foster South Australia's economic growth. The proposed strategy is for a multi-centred city, served by five regional centres of which Port Adelaide is one. The 2002 Planning Strategy for Adelaide provides for regional centres to function as the main centres outside the City of Adelaide making available a full range of commercial, business, shopping, residential, administrative, cultural, community, entertainment, religious and recreation facilities.

Port Adelaide is the southern anchor of the "Arc of Opportunity", the industrial corridor stretching between Elizabeth and the Port embracing Edinburgh Parks, Mawson Lakes Technology Park and Gilman industrial precinct. The "Arc" includes the Mawson Lakes campus of the University

of South Australia and a major TAFE. The metropolitan strategy predicts that whilst the Northern and the Southern sectors will experience an ageing population, the Central sector, served by Port Adelaide and Marion, will attract a younger population. It is this group that will find living in Port Adelaide highly attractive. Port Adelaide, as such, becomes a key component of this overall metropolitan strategy.

As the Central sector is expected to increase its population by more than 35,000 before 2016, Port Adelaide, with its abundant available land supply and unique harbourside location, is well placed to capture the major share of this growth.

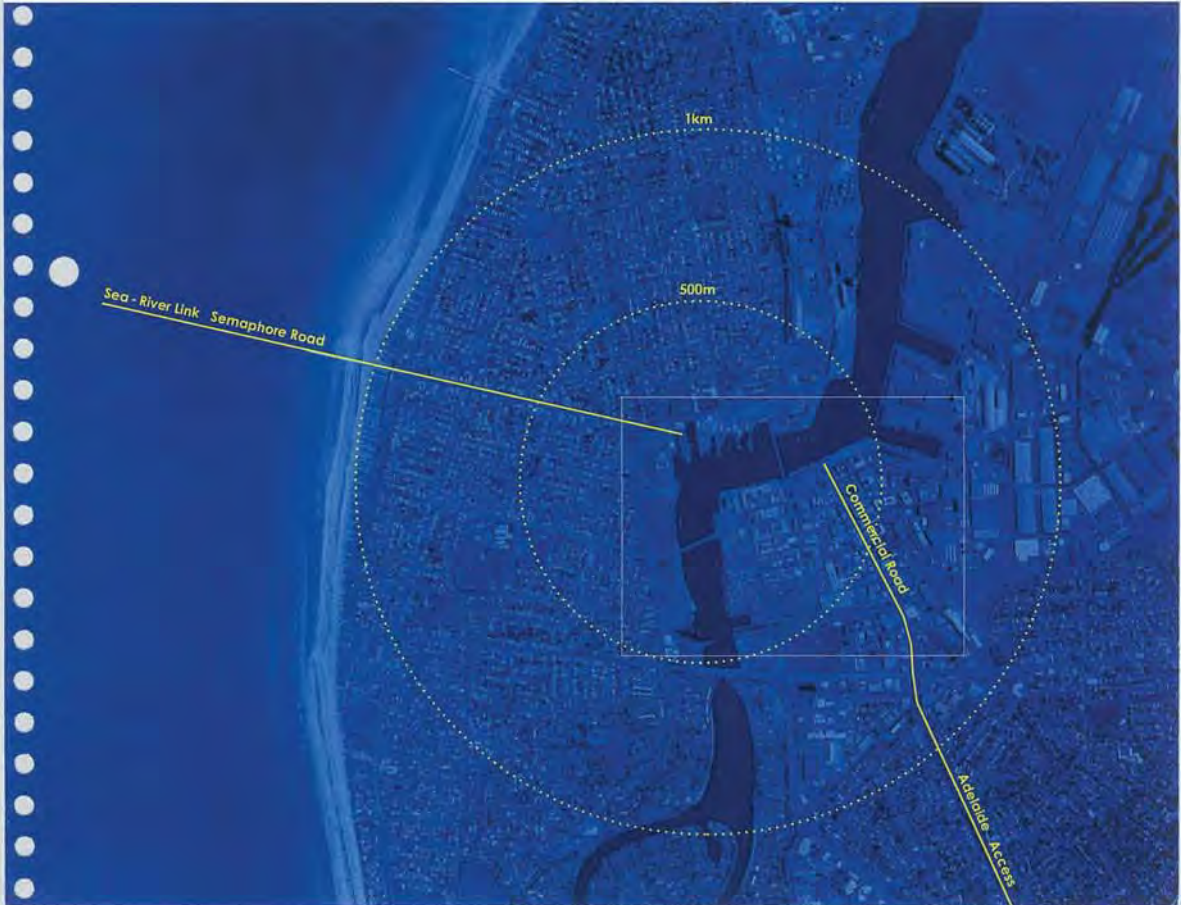
Site Description

thePORT extends along the Port Adelaide waterfront including land that stretches from south west of the Port Adelaide Centre to its north and east. The Land Management Corporation's holdings are fragmented with a substantial gap existing along the stretch of the waterfront immediately north of the Port Adelaide Centre. The largest land areas are located on the west and northern sides of the Port Adelaide River.

The site is flat and accommodates a variety of land uses generally associated with redundant maritime, port and shipping activities. Existing buildings vary from significant heritage buildings and warehouses to smaller commercial buildings.

The historic town centre contains a mixture of retail and commercial activity as well as some part functions and local government premises. Light industrial and marine uses are scattered along the waterfront generally further away from the town centre. Several large industrial buildings and activities are located on the eastern edges of the Port. Residential uses surround the area with some small scale town house developments located on the edge of the inner Port area and some waterfront housing on the edge facing the Port Adelaide River.

Residential areas surround thePORT on three sides, with virtually no residential activity immediately to the east. Some small scale town house developments have taken place on the edge of the inner Port area, with a limited supply of waterfront housing facing the Port Adelaide River.





MASTERPLAN

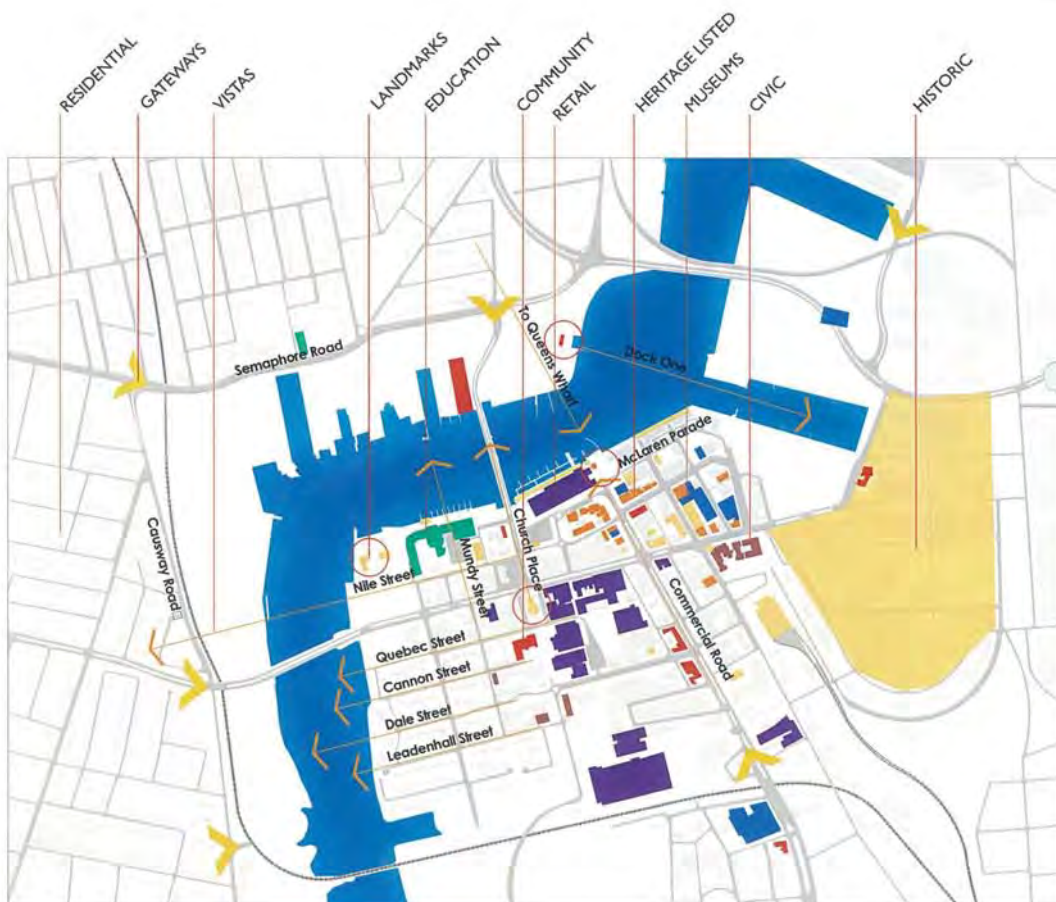
Reconnecting the Port

Port Adelaide was once an important port and town centre with retail and commercial functions supported by a prosperous maritime industry. Over the years these functions have declined as the importance of shipping has itself declined or been relocated to the Outer Harbour container terminal. As a result, both the waterfront and Port Adelaide centre have declined, alienating Port Adelaide from the rest of the city.

THEPORT will create a new waterfront environment that will become a desirable place to live, work and visit. This proposal will revitalise Port Adelaide and provide comprehensive tourism and leisure components that will attract visitors and tourists from Adelaide and elsewhere.

It is our view that Port Adelaide can be renewed only in close accord with its immediate and, in some cases, more distant surrounds. As part of a broader community and economy, Port Adelaide has the potential to reposition itself with flow-on benefits to the surrounding community. This proposal will strengthen the residential components of the area and provide new and additional community facilities for residents in and near THEPORT. A key design principle of our masterplan is the integration of the Port with its immediate surroundings and THEPORT.

Redevelopment generally follows the planning guidelines and objectives established for this area and are detailed in the "Further Technical Information" volume.



Waterfront Renewal

In its heyday, the busy, working port provided a hub where international shipping came face to face with the local urban network. It had an international character and provided an eclectic blend of activities including accommodation, business and commerce many of which were related to its maritime activities.

With the introduction of containerisation and the relocation of most shipping activity to Outer Harbour, the waterfront changed dramatically. Waterside worker numbers dropped from 3000 to below 300. With flow-on effects, it is estimated that around 10,000 jobs were lost in the Port region.

However, like many other waterfront cities in the world; the former Port Adelaide wharves and docks can now be revitalised for urban renewal.

The timing and fundamentals are now right to start this rejuvenation - as it has in former industrial waterfronts in many parts of the world. The key attractions include its many nineteenth century buildings, the romance and character of the former docks and their immediate surrounds and the desire of many people to be part of the port's renewal and help restore its links with the past. Port

Adelaide's unique history and charm can be captured and celebrated through innovative waterfront communities that will be dramatically different in character to Adelaide's other regional centres.

The port's high level of accessibility and proximity to the City of Adelaide also make it an ideal place to live, its potential for a unique blend of cafes, restaurants, markets, galleries, museums and historic places to visit will give the area a special ambience that will appeal to a broad cross section of the community. THEPORT links land with water so that the major design elements and precincts can share and celebrate the image of the port. Whilst the architectural resolution of individual buildings and precincts will change, the pattern of development and overall modelling of the harbourside skyline and port will be clearly articulated and expressed. Our consistent approach to built form creates a clear and unified expression. To achieve a homogenous development and scale, the forms of the buildings have been established for each precinct with a theme and focus. All components of the development have been given a water or landscape vista.

In general terms, buildings will be medium to low rise and have a distinctive architectural

form. Large and uninterrupted masses of built-form will be avoided and by the careful siting of relatively small building elements, important views to water and water based activities will be ensured. All buildings will be designed in detail to suit their particular use and each building will have its own character. Throughout the development there will be a unifying marine theme consistent with the maritime and heritage nature of the existing environment.

A rich and varied architectural character will be developed in the design of the buildings as well as public domain elements such as pavements, boardwalks and street furniture. A contemporary architectural expression will be developed that complements the architecture of Port Adelaide.

A strong climatic environmental design response will be incorporated into the architecture of the dwellings including generous overhangs, pergolas and livable terraces that may be opened up and closed as required. A distinctive architecture is proposed. Environmental elements such as shutters, blinds, louvres and overhangs will also be used. Variety will be achieved through the use of elements such as roofs, entries, pergolas and variation in building setbacks.





THE PORT MASTERPLAN PRECINCTS

The development comprises a total of 1959 dwellings with a development mix that includes residential, industrial, commercial and tourist development in the following precincts:



Avicennia Waters

Avicennia Waters is a unique urban garden with low rise residential development set amongst a high level of landscaped open space. Interlacing pathways, cycleways and threaded waterways provide internal linkages for residence to public facilities.



Newport Quays

Newport Quays creates a new residential gateway to the Port along Semaphore Road. The heart of the precinct is animated by a village square comprise of mixed use development and residential apartments. Provision is made for a new transport interchange and ferry promontory.



Fletcher's Haven

Fletcher's Haven will set a new benchmark in waterfront housing. The redevelopment of this maritime precinct draws on history to create residential finger wharfs extending to the waterfront. A small marina and sailing club feature set amongst residential housing and sculpture gardens.



Cruikshank Shores

Residents and visitors to Cruikshank Shores will enjoy broad views across the river to the adjacent dock and Port area, substantial public open space and tourism facilities along the esplanade.



Dock One

Residents of Dock One will live in one of the best dockside environments. Adjoining Adelaide's Old Quarter the development of Dock One is strongly linked to the cultural identity of THEPORT. A new maritime museum is proposed and cultural civic plaza.



McLaren Wharf

This precinct sets the cornerstone identity of THEPORT. The existing heritage language will be preserved as a strong sense of identity. The renewal of this precinct will form a strong focus as the tourist gateway from Port Adelaide.



Harts Mill Point

Hart's Mill acts as a mast to the waterfront. It is Port Adelaide's most recognisable landmark building. Development in this precinct will 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 over.



Port Approach

Business Park, Industrial Precinct and Transport Hub. This light industry incubator business park will provide approximately 22,000 square metres of available Light Industrial space and a further 29,000 square metres of Office/Technology Park space.

NEWPORT QUAYS
 Village Gateway
 Commercial/Retail
 Residential/Mixed Use
 Transport Interchange
 Maritime Uses

FLETCHER'S HAVEN
 Residential/Mixed Use
 Marina
 Maritime Uses
 Recreational Boating

CRUIKSHANK SHORES
 Passive Recreation
 Hotel
 Beach Esplanade
 Maritime Theme

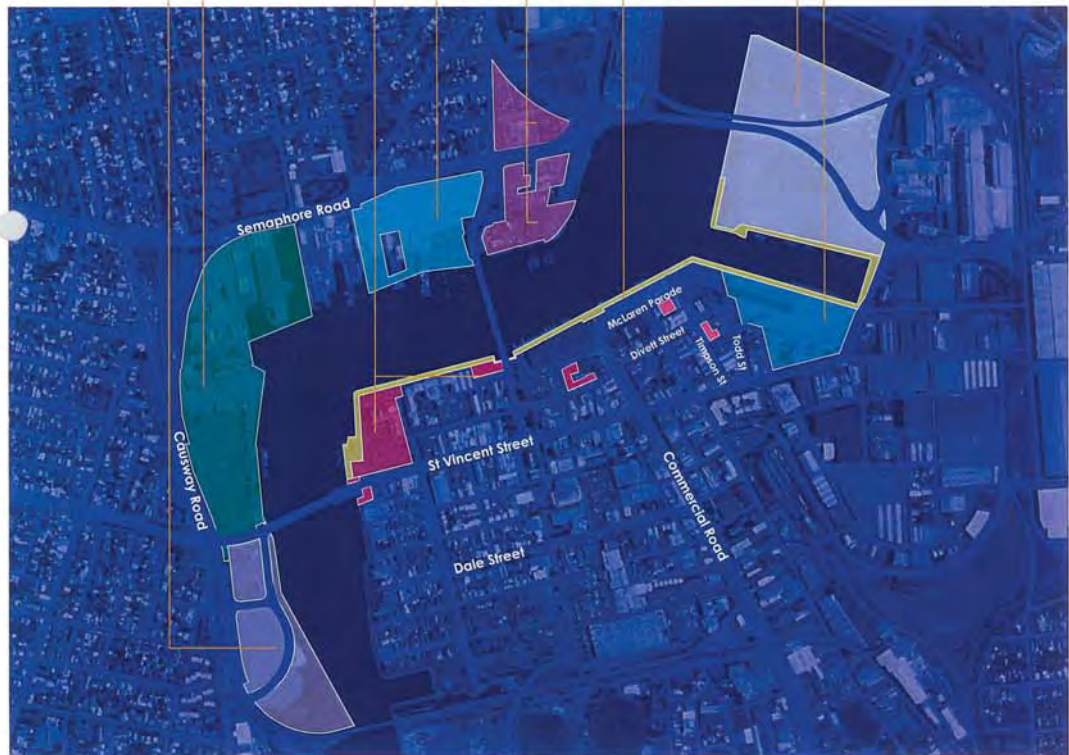
PORT APPROACH
 Technology Business Park
 Business Incubator
 Light Industry

AVICENNIA WATERS
 Residential Parkland
 Green Living
 Passive Recreation

HART'S MILL POINT
 Residential/Mixed Use
 Commercial
 Cultural Centre
 Tourism
 Hotel
 Serviced Apartments
 Maritime

McLAREN WHARF
 Active Waterfront
 Residential/Mixed Use
 Community
 Tourism
 Civic/Heritage

DOCK ONE
 Residential/Mixed Use
 Commercial
 Maritime Museum
 Cultural Centre
 Tourism
 Hotel/Serviced Apartments
 Maritime





MASTERPLAN



Character & Heritage

The character of Port Adelaide is rich and diverse in its maritime history, both as a working port and historic town centre. The original early sub-division pattern based on that established by the Port Land Company in the 1850's still remains. A large number of original buildings, concentrated in the town centre, still remain. The historic town centre is a largely intact heritage precinct with intimate streets and lanes that contain delight and charm. Stone and masonry buildings create a sense of permanence and history.

The maritime and industrial character of Port Adelaide brings together elements of differing scales including its substantial water body, its large industrial elements, its many robust buildings such as the flour mill and wool stores and its many smaller buildings that have been used over the years for warehousing and storage. These elements combine to create an interesting character and scale that is unique to Port Adelaide and will be positive in its revitalisation.

Heritage is an integral component of our proposal to ensure that the cultural, social and historical significance of the PORT and its elements are retained and enhanced. We will contribute to the heritage considerations component of the proposal through:

- Setting heritage objectives for individual precincts and specific sites, in consultation with Port Adelaide Enfield Council and State and National heritage authorities

- Providing precinct and site specific guidelines and parameters for all aspects of the proposal to ensure retention and enhancement of the historic Port Adelaide character and appropriateness of design response.

This will include considerations for:

- Conservation and/or compatible adaptive re-use of individual historic structures and elements
- Contemporary new development through: set-back, scale, mass, height, roof pitch, materials selection, fenestration, colours, verandas, fencing, signage and the like.
- Interface with historic elements/zones including streetscape, rhythm of elements and theme.
- Overview during all phases of the redevelopment and participation in the design process to ensure heritage objectives are achieved within a contemporary design framework.
- Application of Australia ICOMOS philosophy and Burra Charter principles to the heritage conservation issues.

An Integrated Community

Proper access to the various parts of the Port is vital to encourage life and activity back to the waterfront. Currently, existing neighbourhoods are disparate and poorly connected. It is our vision to properly link and connect the PORT precincts with each other and also with the surrounding areas and neighbourhoods, a strategy that will include protected interlocking pedestrian

networks that provide direct linkages to the waterfront. We consider this to be vital.

Our plan proposes a new green space network with paths, waterways, piers and boardwalks that link and connect places. The whole development is seen as a maritime precinct. Water is the central unifying theme that will link all major components of the project.

The surrounding communities will benefit through these integrated links to the PORT and harbour. Streets from these areas will also be extended into the site as new streets, open spaces, boardwalks or pedestrian ways. This will provide improved levels of vehicular and pedestrian access as well as visual connectivity with the harbour. A waterfront "loop", waterways and interconnecting green spaces will provide positive pedestrian linkages to new and existing residents.

Creating Place

The PORT provides the opportunity to create a series of new places that can combine to create an innovative maritime environment.

Single site ownership allows for a comprehensive architectural and landscape approach to be developed that will help tie together the currently contrasting precincts and showcase Port Adelaide's charm and character. Communities will embrace and share the unique environment and image of the port. A number of distinctive places will be created by the linking of existing spaces

and streets within the area and new open spaces and pathways will be created.

Our concept proposes a rich and diverse series of residential neighbourhoods that include high density mixed use precincts, where cutting edge design and heritage meet. New neighbourhoods will each have a clearly defined focus and edge and being linear in nature, will all have a waterfront focus.

Housing types include marina housing, where you can live in a range of townhouses or apartments enjoying a maritime lifestyle right on the water's edge. By contrast, residents can choose to live in mixed-use and adaptive loft houses in the restored landmark flour mill buildings, or alternatively, in low rise terraces and townhouses set in a mews environment. People can also choose to live in the centre of the cultural precinct in low or mid-rise apartments within a few 'minutes' walk of the historic town centre. On the west bank, residential dwellings are set in extensively landscaped gardens and waterways.

In selected locations, taller residential buildings will provide a range of apartments with generous indoor and outdoor terrace areas overlooking the Port. Consistent with contemporary living, there is a seamless transition from indoor to outdoor. Terraces are treated as 'outdoor' rooms with adjustable louvres and screens allowing control of the environment.

A wide range of low rise housing types including garden apartments, town houses and terraces are also proposed. The lower density apartments and townhouses will enjoy generous gardens and courtyards as well as the waterfront experience.

A range of smaller-scale businesses including tourist, hospitality, selected retail and

maritime related activities will be threaded throughout the waterfront precincts. Home office facilities are also planned within the residential and mixed use areas. The 'work from home' choice is rapidly becoming a preferred alternative choice of work life-style for many people and Port Adelaide's unique character will make it a highly desirable work environment for this type of facility.

A diverse range of alternative work environments is also proposed. THEPORT will be able to support a commercial or office component that will be orientated mainly towards small and medium scale organisations. Buildings will be campus style - closely related to other facilities in the project and readily linked into the marine theme. Campus offices such as those in the Port Approach precinct provide close proximity to the town centre and the water as well as a relaxing garden environment.

THEPORT will be a significant tourist attraction. Its significance will depend not only on the tourist facilities provided, but also on the excellence of its architectural interpretation and presentation and its integration with surrounding heritage areas. It will provide comprehensive tourism and leisure components as well as additional community facilities. The whole development will provide not only a strong sense of maritime activity, recreation, leisure and entertainment opportunities, but will also provide a sense of protection and safety.

Creating Identity

THEPORT masterplan seeks to create a clear and legible urban design structure to enhance the port and create a strong identity once more. To ensure that existing landmark buildings are not diminished by new development, new buildings will be predominantly low rise. Large and uninterrupted building masses will be avoided by the careful siting of well

articulated buildings that ensure that view corridors to the Port are realised from all areas.

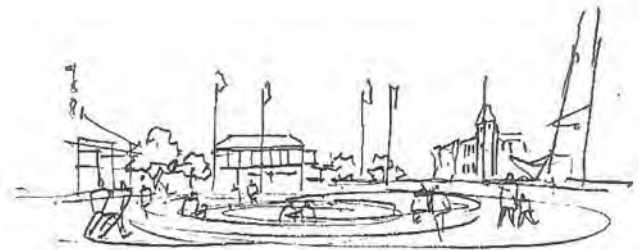
Along the waterfront, strong edges will be created to concentrate activity and excitement within the marina environment. These will be punctuated by open space breaks that create new places on the water. Open spaces will also penetrate back into the existing surrounding neighbourhood linking them more strongly to the water and integrating new and existing communities.

A High Quality Public Domain

A high quality public domain will be created and delivered in detail at THEPORT. Building edge treatments will be carefully considered and low rise buildings will generally front open spaces to create an intimate human scale.

Building edges will be active. Carparking will be screened from the public domain. Buildings will address the street and active edges will be created where non residential uses occur. This gives life to the street and provides a safe and secure public domain. High quality materials are proposed for the public domain, especially the waterfront. Public and private spaces will be clearly distinguished.

The public domain will incorporate sustainable design principles through the careful integration and design of each building and its location with regard to the open spaces of the site. The design of the public domain will provide best environmental practice by increasing the quality of the local environment and minimising the impact of the development with regard to natural resources. THEPORT will carefully integrate building designs with the open spaces of the site to balance the built form with the land form.





MASTERPLAN SITE REMEDIATION

The remediation concepts developed for the sites are industry best practice and follow the Land Management Corporation's objectives for the Port Waterfront Redevelopment as listed in the Information Memorandum dated June 2001.

All of the sites under consideration for redevelopment have had previous uses associated with industry and/or disposal of industrial waste. Industrial activities included warehousing, port related activities, ore smelting, food processing and workshops. Fill materials were generally sourced from wherever was convenient, and often wastes from the surrounding industries were used to raise the land to levels which avoided regular flooding.

Remediation Plan

Each site generally consists of a fill materials, underlain by natural material and in reasonably close proximity to groundwater. The general remediation concept described below will apply to all sites. The proposed concept is to:

- Excavate fill materials from each site (i.e. to the top of natural materials)

- Re-compact excavated clean materials in the base of the excavation to form a buffer between groundwater and reused materials
- Re-compact excavated fill materials back into the excavation on top of the clean soil liner
- Compact imported clean material on top of fill materials to provide a capping for on site materials

An important component of the remediation concept will be the reuse of site fill materials based on visual inspections and analytical testing of materials during excavation works.

The implementation of remediation works will result in sites suitable for a variety of sensitive land uses such as housing and public open space. It will also ensure the protection of water quality in the Port River as potentially mobile contaminants will be removed from the sites or treated/contained to render them environmentally benign.

A full summary of the Remediation Concept for the PORT is included in the "Further Technical Information" volume.

Legend

- Clean fill material imported from off site
- Recycled fill
- Recycled fill
- Clean fill material recycled from site or imported
- Undisturbed natural material
- Clean fill material compacted to form barrier



Figure No. 2
Typical Cross section - Post Development



Figure No. 1
Typical Cross section - Pre Development



MASTERPLAN ENVIRONMENT

Sustainability Methodology

The consortium will undertake regular sustainability appraisals to ensure that sustainability concepts are embraced throughout the life of thePORT project.

We will encourage sustainability to permeate the design process through education and checking mechanisms that will take the concept past motherhood statements. We have established a vigorous design methodology that incorporates an independent sustainability performance appraisal at key stages during the project.

thePORT will use the Sustainable Project Appraisal Routine or SPeAR™ as a design tool access and monitor its sustainability. Our approach to ESD is to define it as it was originally intended - meaning that economic, social and environmental aspects are given equal consideration - and to take a holistic viewpoint. That is to consider all aspects of the project, including transport, building materials, waste management, employment opportunities, community consultation and the ability to optimise ESD potential in each of these areas.

The benefits of this cutting edge approach to integrating sustainability into the development is that:

- It provides a framework and creates an environment that encourages the design team and contractors to think sustainably and generate innovative and integrated ideas for the project.
- It takes a truly holistic view of sustainability.
- It very succinctly and visually describes a complex issue (sustainability) and will enable us to demonstrate simply the overall sustainability benefits of the project.
- It provides the project team with the ability to demonstrate performance improvement the project over time and to understand how performance improvements are being made and the rationale for trade offs between issues.

Environmental Design Philosophy

The key to creating a development that is the most sustainable is flexibility in design to cope with the dynamic nature of technology. We will use the concept of an environmental 'shopping list' to ensure that as advances in technologies become affordable, they will be incorporated into the development as each precinct progresses.

We will incorporate elements of the shopping list which are demonstrated as being economically and socially balanced as well as environmentally beneficial. This will include basic technologies and design concepts such as alignment of buildings in accordance with climate friendly design methods, and the incorporation of solar water heating which is already mandatory in some Australian Councils.

There are a multitude of issues involved in designing a sustainable building with the issue at the heart being the relative value

and the relative cost of the benefits to the entire project.

Many design issues will be, in effect, cost neutral and these will be automatically implemented. Opportunities that do incur a capital cost that may not be recovered will be investigated to identify innovative methods of developing and selling these applications. These methods may involve recognition by Home loan institutions as fulfilling the requirements to obtain an eco-home loan and developing a eco-life package which prospective tenants may buy as part of the apartment overall fitout. This Eco-life package may include energy efficient appliances, high efficiency task lights, recycled low VOC floor coverings, high end eco-friendly material fitout, individual roof mounted PV panels and additional water use reduction features.

The following is a list of possible ESD opportunities that the scheme will consider:

- Air Quality & Microclimate
- Water Resource Management
- Ecology
- Noise
- Contamination / Remediation
- Transport
- Materials and Waste Management
- Energy Management
- Sustainable Construction Practice

The benefits of sustainability and our methodology for applying these principles to thePORT project are outlined in the "Further Technical Information" volume.

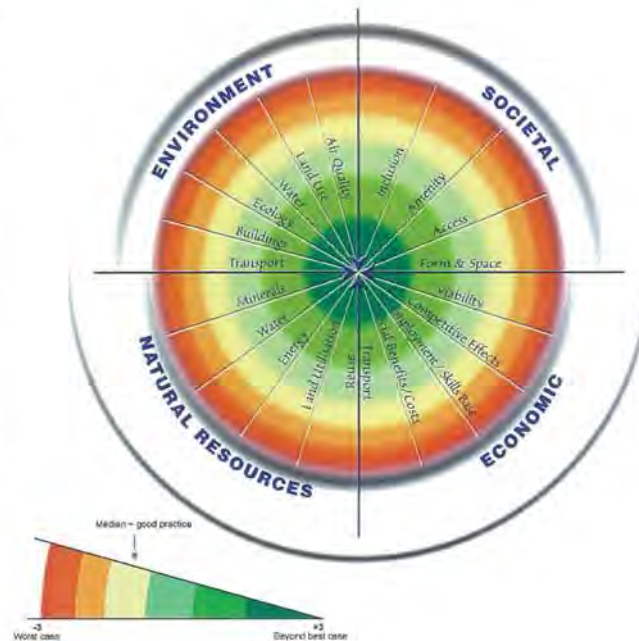
The SPeAR™

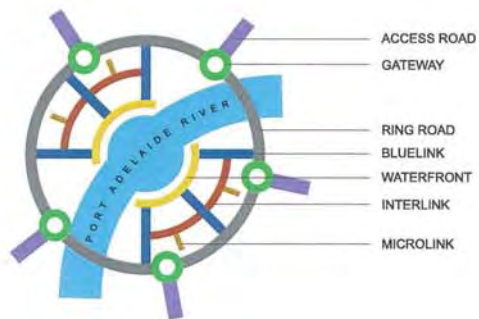
The SPeAR™ appraisal process requires the scoring of a project against a range of sustainability indicators defined in the four key areas of environment, social, economic and natural resources. The SPeAR™ has not been developed as a marking tool. It is a qualitative rather than a quantitative tool.

In relation to thePORT, an initial SPeAR™ assessment has been conducted on the current site to illustrate the importance of the method in demonstrating sustainability and to provide the design team with some goals.

Within a scheme SPeAR™ can be used to compare different options, such as for energy consumption. It can also provide an ongoing assessment of how the principles of sustainable development have been taken into account during the design processes and record the progress of the incorporation of those principles into the detailed design. It is intended that SPeAR™ be used for both purposes in the redevelopment of thePORT.

A SPeAR™ Appraisal will be undertaken during the design of each precinct. As the precincts will be built, the use of technology to enhance the environmental performance of the built environment will become more affordable and socially acceptable and hence, more sustainable over the life of the project. By re-assessing as each precinct proceeds, this methodology will ensure continual improvement over the life of the project.





ACCESS ROAD
 The 'Access' roads leading up to the development will be a boulevard format with large native trees lining the verges and median.



GATEWAY INTERSECTION
 At the main intersection points around the perimeter of the development, the eucalyptus trees give way to large Canary Island Palms that herald the gateways to the development. These feature 'Gateways' can be enhanced further through the use of a distinctive sculptural statement. Within the development, a hierarchy of standard street designs help navigate the user:



Landscape

The Port Adelaide landscape has been defined by several contributing factors. The microclimate of the area is extreme and only a specific coastal estuarine vegetype has managed to colonise under the conditions. Additionally, the vegetation and geological profile of the area has been disturbed by the significant engineering activity associated with the port's development. The general appearance of the landscape today is sparsely vegetated pockets in grassy open

spaces. The water edge has been largely altered and few aquatic plants remain. Like many port areas in other localities, Port Adelaide is presently a series of functional industrial work sites with little requirement for environmental enhancements. The challenge for the future is to bring a sense of public amenity to the site that balances the comfort of the public with the constraints of the difficult environment.

Macro Concepts

This proposed pedestrian and vehicular system is designed to provide a network that is navigable and enhances the development's character or unique sense of place. To achieve this, a logical hierarchy of street designs have been conceived. The network diagram opposite illustrates how the different street styles link together.



RING ROAD

An inter-connecting 'Ring-road' links each Gateway. This Ring-road has a character that is immediately identifiable as the primary boulevard linking each of the precincts with a central median of large sculptural Spotted Gums or Gophoras under-planted with drifts of long native grasses.



BLUE LINK ROAD

'BlueLink' roads link the precinct with the waterfront, with rows of Norfolk Island Pines framing visual corridors to the water. These are a street tree that has a recognised association with waterfronts and strong resistance to coastal conditions. Smaller canopy trees provide ambient shelter to piazza spaces.



INTERLINK ROAD

'Interlink' roads are similar in structure to BlueLink roads, however their character is defined by the selection of a more leafy street tree that is suitable to the protected areas at the rear of the residential buildings. Interlink streets network between structures and do not connect to the waterfront.



MICROLINK ROAD

A third street format, the 'MicroLink' road, is designed as a dual street/pedestrian access road. With a narrow width and 'mall' paving, the single line of MicroLink street trees with bollard lighting provides a human scale.


MASTERPLAN
 LANDSCAPE



AVICENNIA WATERS



NEWPORT QUAYS

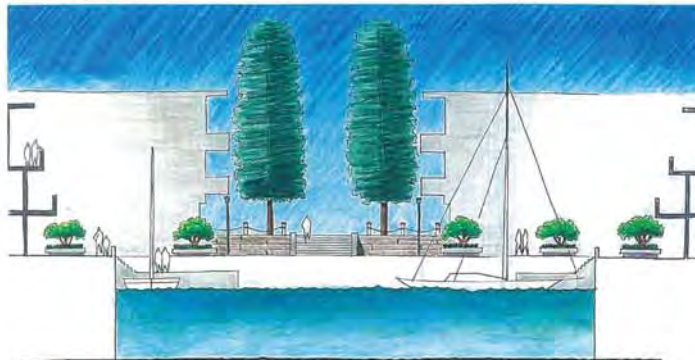


CRUIKSHANKS SHORES



HART'S MILL POINT

FLETCHER'S HAVEN



Microclimate

Port Adelaide is exposed to difficult environmental conditions. Strong, salt-laden winds bring cold temperatures during winter while northerly winds in the summer months bring hot, dry conditions. Temperatures range from -2.6 to 44 degrees celsius, while the mean temperature sits between 7.5 and 28.1 degrees celsius. The annual rainfall of 454mm is low.

Soil Profile

During the construction of Port Adelaide, large areas around the river edge were excavated and backfilled with non-natural material. It is likely that mixed fill materials composed of brick, glass, boulders, concrete, dredged river sediments, cinders and slag are pervasive throughout the area at a depth of 0.3 to 4.0m below ground level. Additionally, much of the upper strata is contaminated with industry related chemicals. These conditions are not suitable for successful planting and a contingency must be made to allow for stripping planting areas, importing uncontaminated topsoil and using raised planters.

Water table

The upper Quarternary aquifer is unconfined and the water table is shallow (approximately 2-3 metres below the current ground surface). The water table is influenced by tidal fluctuations. Street trees require a minimum depth of 850mm which includes 100mm of crushed rock for drainage. The top of the root system of the tree at planting needs to be at least 1.5m above the water table to prevent it from being affected by saline water. It will also be necessary to artificially irrigate the root zone to prevent any upward migration of this saline water into the plants root zone. It is recommended that the original fill be removed from the tree pit and replaced by a soil with an artificial constructed profile.



Vegetation

Remnants of the indigenous vegetation of the Port Adelaide area have been largely cleared. Prior to settlement, the area would have supported salt-marsh vegetation surrounded by low shrub-land. The heavy-textured and deep-cracking grey soils meant that tree species rarely survived. The low shrubland would have been dominated by the *Atriplex paludosa* association. The waters edge would have supported saltmarsh vegetation, however the construction of the port and the reclamation and embankment of the river edge has removed all but one small pocket of salt-marsh from the precinct, the mangroves to the south of *Avicennia Waters*.

The *Atriplex paludosa* community would have been found towards the upper limits of the salt-marsh, where the salt content is lower and the soil more friable. The community is a low shrubland varying in cover from 10 to 30 percent and even denser. *Nitraria schoberi* may be a co-dominant shrub in some areas. Low-growing plants such as *Rhagodia* spp., *Frankenia pauciflora*, *Disphyma blackii*, *Seleocharnus squamatus*, *Samolus repens*, *Kochia oppositifolia* and *Distichlis distichophylla* may be found in the understorey.

The planting that remains today has been planted with the development of the area as a port. The only undisturbed area is the mangrove to the south of *Avicennia Waters*.

Mangrove is an unusual and fragile plant colony that provides a habitat for a diverse number of species. Some effort has already been made to identify its importance at Port Adelaide through the construction of a timber boardwalk and re-vegetation as part of the Western Region Park Project. Mangroves provide recreational interest and a boardwalk and fencing system should be developed to allow controlled access to the area.

The established planting around Port Adelaide is based on a limited number of salt- and wind-resistant trees including Norfolk Pine, Drooping She-Oak and Canary Island Palm. These species are commonly found in coastal developments throughout Australia and are particularly robust species.



MAJOR VEHICULAR MOVEMENT



PUBLIC PARKING AREAS



Transport

Port Adelaide has positive transport linkages to all adjoining major centres. Expressways provide quick, easy and direct access from the Port to the City of Adelaide, the airport, Mawson Lakes and the Modbury Regional Centre. There is also good road access to the coast. A passenger rail service and public transport system links the Port with the City of Adelaide and its surrounding districts.

The railway station is poorly linked to the centre and the interchanges between rail-bus, and bus-bus are poor. There is an opportunity to provide a revised public transport system including a light rail network. The light rail, or express buses in the first instance, would need to service the surrounding suburbs and feed the centre via the retail spine.

The high levels of through traffic, due to the current traffic arrangements, does not provide the right environment for a pedestrian friendly centre, particularly in competition with purpose built regional centres. Nor does it allow efficient public transport to serve the centre from the surrounding catchment. For instance, more people travel by bus to the West Lakes and Arndale centres rather than to Port Adelaide.

Furthermore, the centre is characterised by an uncoordinated supply of car parking spaces that lacks any strategic arrangement. Carparking needs to be an integral component of the centre design to encourage repeat visitors.

The key to a road network that is compatible with a multi-use regional centre is to divert heavy and through traffic out of the local network. At the local level a grid of streets cross Port Adelaide in both the north-south and east-west directions and the major network roads cause heavy freight traffic to enter and traverse the central area. This situation will be alleviated when the proposed Port River Expressway and third river crossing is constructed.

This transport initiative will divert freight to the north east of Port Adelaide and is expected to promote considerable new social and economic activity in the region. It will also be the catalyst to shift less suitable industrial activities away from the Port which will allow for the Port's renewal and regeneration.

The Port Adelaide River is also a physical barrier that separates the two waterfront areas. This separation is further exacerbated by surrounding railway reserves that have the effect of fracturing the precinct. Precincts are, in many cases, disconnected or at best

have circuitous links between them. This is especially so in the industrial and marine areas.

Traffic Volumes

The main roads that bound or impact upon the project are significant in the Port Adelaide transport network. With the proposed construction of the Port River Expressway, including the road bridge linking to Victoria Road, Transport SA is predicting a significant change in traffic volumes within the Port Adelaide precinct that will positively affect accessibility to the development. The major roads within the vicinity of the development and the current and predicted volumes in 2020, based on the construction of the Port River Expressway, are shown below:

	2000	2020	
Semaphore Road	8500	7800	-11.8%
Causeway Road	10,700	13,800	29.0%
St Vincent Street (west)	24,800	8900	-64.0%
Commercial Road	23,700	9000	-62.0%
Ocean Steamers Road	10,100	5300	-47.5%
Elder Road	2700	3600	33.0%
Victoria Road	19,000	27,900	46.9%
Nelson Street	24,800	6900	-72.0%
Port River Expressway	33,700	N/A	

The majority of roads directly associated with the THEPORT will experience a reduction in traffic with the exception of Causeway Road that will be more directly affected

URBAN RAIL



by increased traffic volumes as a result of this project, as opposed to a significant reduction in traffic due to the construction of the Port River Expressway.

...all

There is passenger rail access on the western side of the project adjacent to Avicenna Waters and Newport Quays that will be readily accessible.

The Ethelton Railway Station is on the corner of Rennie Road and Causeway Road with the Glanville Station on the corner of Causeway Road and Semaphore Road. There is a proposal for a transport interchange and park and ride type facility at the Glanville railway station site to improve public transport usage and accessibility, particularly to Newport Quays.

The existing rail linkage on the northern side of the development along Semaphore Road is a freight route to Outer Harbour and is likely to become redundant when the rail bridge (Stage 3) of the Port River Expressway project is constructed. Freight will then be directed to the eastern side of Port Adelaide, over the rail bridge and along the freight line that runs on the eastern side of the Le Fevre Peninsula. This will significantly improve accessibility and amenity on the northern side of the project boundary of Newport Quays and Fletcher's Haven.

Light Rail

A concept proposal for light rail has been included in order to provide the opportunity for the public to commute into the centre of Port Adelaide. This concept will rely heavily on Stage 2 of the Port River Expressway proceeding, so that vehicle volumes in Commercial Road would be reduced significantly and a light rail system could be incorporated within the Commercial Road reserve whilst maintaining sufficient traffic capacity.

The concept for a light rail scheme will need to be developed further, but could include a local system that links to the Port Adelaide Railway Station, travels along Commercial Road and into the waterfront precincts and perhaps around to the Railway Museum. Consideration could also be given to a scheme that operates on broad gauge tracks from the City along the Port Adelaide railway line.

Road Freight

Road freight to the Port Adelaide area primarily enters via Commercial Road and St Vincent Street crossing the Nelson Street Bridge which provides access into the industrial areas of the Le Fevre Peninsula. It is likely that the sections of Commercial Road, St Vincent Street and some other roads within the Port Adelaide area will be load limited to force through traffic onto the Port

PROPOSED LIGHT RAIL



River Expressway.

Most through traffic is likely to bypass the Port Adelaide centre with freight or heavy vehicle access into the heart of Port Adelaide coming from the Port River Expressway and the Ocean Steamers Road link.

Transport Network

A clear and coherent transport network is proposed to link and connect the currently disparate precincts of THEPORT and beyond. A permeable street grid is proposed based on a street hierarchy plan that sets out the overall road network.

Collector streets permit local traffic to be distributed efficiently throughout THEPORT as well as providing public transport routes. The geometry of the collector roads will not encourage through traffic.

Local streets are the predominant street type and encourage local traffic and provide a high pedestrian amenity. Carriageways do not dominate local streets with footpaths and verges being provided on both side except where one side is a park, open space, boardwalk or promenade. On-street parking is provided within the street reserve.

Rear lanes and car courts provide safe and convenient access to garages and carports. Detailed urban design will ensure that these spaces can be safely used with good surveillance.



MASTERPLAN SOCIAL PLANNING AND COMMUNITY CONSULTATION

The urban regeneration triggered by the proposed Port Adelaide Waterfront Redevelopment Project represents an opportunity to impact the commercial, residential, industrial, recreational and tourism sectors of the local area and the larger region.

In particular the nature of any preferred development proposal must address the requirements of any prospective interests and stakeholders, as well as ensuring that the opportunities created maximise the interests and needs of the existing community. Thus, any social planning strategy for THEPORT will assume, as a first principle, that the redevelopment should seek to redress, where possible, any social disadvantage experienced by the existing community while addressing the needs and preferences of new entrants to the community.

It is apparent that Port Adelaide is a place of great strengths, where many long-standing residents exhibit fierce loyalties to and pride in Port Adelaide. There is also very considerable energy and drive within the community that could effectively be harnessed in any redevelopment plan. This commitment to Port Adelaide is not restricted to local interests and residents, but is evident within the greater Adelaide community. However, the strengths within the existing community are almost more than counterbalanced by the negatives.

A recent study, undertaken by the Australian Housing and Urban Research Institute, looked at communities across Australia and attempted to measure their levels of opportunity and vulnerability.

In regard to 'vulnerability', Enfield was ranked the second highest Statistical Local Area (SLA) in the country and Port Adelaide, although fairs better, was still ranked the twenty-third most vulnerable SLA in the country. Port Adelaide and Enfield were both defined as vulnerable as a consequence of having above average levels of low income households, the unemployed, the persons employed in distributive and transformative industries, persons with minimal education and single-parent families.

The consequences of having a relatively vulnerable community overall, and having sectors within the community with significant special needs, ripple throughout the whole social fabric of the area. The major challenges this gives rise to, as identified in Port Adelaide Enfield Council's Key Social Issues Paper and Community Profile, are poverty, social isolation, the challenge of providing equitable services in such a diverse community, and urban regeneration.

These social constraints must inform the manner in which the proposed redevelopment of THEPORT affects future and existing members of the community's housing requirements, requirements for community services, satisfaction of

recreational needs, labour market issues, cultural facilities and activities, broad and specific access and equity issues, personal safety and security and the degree of integration or fragmentation within the community.

A comprehensive consultation program conducted with community service providers and agencies, staff of the Port Adelaide Enfield Council and with various members of the local community has resulted in the development of a Social Development Strategy produced by Council.

The goals identified in this strategy comprise the following:

- A safe, healthy and informed community with access to a range of services that support lifestyle choices.
- A strong social and cultural fabric that fosters the well-being of all local people.
- Optimum community usage and enjoyment of recreation services, facilities and open space.

These goals should guide and inform the future redevelopment of Port Adelaide to

The communal use of public recreational spaces will encourage residents get to know each other.

Recreational spaces are established as public rather than private places. There is no sense of exclusivity. Roads and open spaces are publicly accessible with a high level of interconnectivity of public spaces and links with adjoining uses. Active recreation spaces, including both hard and green surfaces, will be provided to allow a range of games and other activities. Flexible and attractive community facilities will be established.

New links to existing recreation facilities and locations out-of-precinct will be established to bring benefits to both Port Adelaide and adjoining communities. Existing community infrastructure would be enhanced to ensure sufficient capacity to cope with the additional demands in terms of sporting and recreation facilities, entertainment and cultural facilities, health, welfare or support services and emergency and postal services.



ensure the disadvantaged are not left further behind as a result of urban regeneration, and in fact, are benefited by the nature and form of any new development. The Social Development Strategy has been used to shape the goals and objectives of our masterplan. They are as follows:

Access

To ensure ready access to facilities and open space that foster participation in community life.

THEPORT encourages community activities and provides facilities that draw people together with obvious benefits for cohesion, interaction and collective wellbeing. The proposed circulation system is highly legible, user friendly, provides options and interest and is easily negotiable.

The diversity of places, spaces and facilities proposed will reduce conflict, as residents won't have to compete for space/facilities.

Diversity

To 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.

The proposed masterplan will create a balanced mixed-use community. The broad range of land uses proposed includes a mix of housing types as well as significant facilities that enhance both the social and cultural aspects of this community.

The provision of innovative housing solutions integrates the accommodation needs of the incoming population with that of the existing population. Much of the housing will open up opportunities for "work at home" and specialist accommodation.

A broad range of private and public spaces that are accessible to all, including people with limited mobility, will provide a wide range of choice, allowing the community

to relax, socialise, exercise and work as individuals or in small or larger groups.

At a more detailed level, embellishment of the public domain, especially the various street types, will further develop diversity within an overall framework. The expected socio-economic profile of the resulting community will be diverse but stable, which in itself will contribute to a safe and secure environment.

Safety

To provide a built and social environment that provides the conditions that allows community members to carry out their lives safely and securely.

Enhanced pedestrian and vehicular traffic generated by the redevelopment will add to the security of the neighbourhood. The diversity of residents will generate movement across the precinct, creating a sense of 'people always 'coming and going''. The intensive use and management of heritage buildings for public activities will significantly add to the security of those buildings and the surrounding community.



achieved by:

- Adequate lighting in the public domain eg. open spaces, roads, paths
 - Well orientated buildings, including careful placement of windows to address roads and public spaces
 - Pavement treatment that defines uses and movement
 - Making access and egress to dwellings more difficult to reduce the ease of opportunistic crime by outsiders
 - Removing obstructions to improve sight lines
 - The elimination of entrapment spots, such as through landscape and public thoroughfare design
 - The design of buildings to overlook public space
 - The mixing of activities to facilitate more constant public use
 - Considered use and design of landscaping and fencing
- Attention to public space maintenance to address perceptions of public safety.



the benefits of open spaces and views. The quality and significance of the retained heritage buildings and overall precinct is enhanced by the structure of the proposed masterplan.

Cohesion

To 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 or diversity without becoming divisive.

The masterplan will encourage more diversity within Port Adelaide Enfield. The proposed housing will broaden the current demographic profile beyond the existing socio-economic segments without displacing or marginalising any existing cultures or social groupings.

The new development and its residents will serve to expand the socio-economic base of Port Adelaide Enfield introducing economic benefits to the broader community.



The masterplan proposes safe and efficient movement of vehicles, pedestrians and cyclists through the precincts and adjoining residential areas. Pedestrian routes are adjacent to roads to promote personal safety. These linkages encourage usage by being in pleasant conditions and environments. Appropriate signage will restrict, encourage and channel pedestrian and vehicle movement within the precinct and neighbouring areas.

The proposed street network will encourage appropriate uses by public and private transport as it is designed to facilitate easy access into and out of the precinct. The hierarchy of roads also directs the traffic through appropriate routes, maximising convenience for travellers and minimising inconvenience for residents.

The masterplan will promote personal safety by enabling people to be seen, to see and to interpret their surroundings. This will be

Identity

To create a sense of place that fosters a cultural and civic pride and encourages positive identification amongst community members with both the precinct and the surrounding district.

The masterplan is distinctive in structure, responding to the existing built environment, existing heritage elements, orientation, and potential linkages. The integration of open space and community facilities as part of the masterplan will create a unique sense of place and community. The open space structure and street pattern will create distinctive connected neighbourhoods each with a focus and defined edges.

Public spaces and streetscapes of high quality are proposed throughout the precinct to provide a suitable level of identity and community pride, as well as safety. Open space assists in providing privacy to elements in the development. The siting of residential dwellings maximises

Community management of spaces and facilities will provide a strong sense of ownership and civic responsibility. The quality and extent of public open space facilities and tourist attractions will attract non-residents to the precinct and thereby serve to further integrate the residents of the precinct into the wider Adelaide community.

The integration of public and private public spaces with the built form will ensure that a cohesive environment is created. A broad range of housing types will create a diversity of experiences and form.

Many new residents are likely to be owner purchaser occupiers and are likely to have regular employment and an income or established savings. Many families are likely to have children in a broad age range.



MASTERPLAN SOCIAL PLANNING AND COMMUNITY CONSULTATION

Amenity

To provide a pleasant, enjoyable and convenient built and natural environment that satisfies the needs of residents and minimised 'friction points' that have the potential to disrupt social relations.

The provision of community facilities will provide a high level of amenity to residents and visitors alike. High quality design and the embellishment of open space areas will create a superior level of amenity throughout the site.

The active open spaces proposed will contribute to safety as they are all of sufficient size to encourage use by groups and are defined by public edges with good surveillance. Intensive surveillance, usage and maintenance of recreation spaces will assist in the control and care of urban space to avoid attracting unwanted activities.

The range, scale and form of the proposed housing combined with the proposed landscape and waterfront will create visual interest.

These Social Planning Goals will be realised, not only through the substance of the masterplan, but also through the process by which urban regeneration takes place. In this regard it will be essential to ensure that an appropriate and transparent community consultation process is established. A proposed community consultation strategy is set out in the "Further Technical Information" Volume.

Community Consultation

The redevelopment of THE PORT is likely to have significant impacts on the existing community and to offer major opportunities to enhance the lives of existing residents. As such, it is critical that a consultation process be conducted commensurate with the scale and importance of the proposed redevelopment.

This process of consultation already has been initiated mid-last year, when the Land Management Corporation (LMC) conducted a Stakeholder Forum to facilitate communication between LMC and various stakeholder groups regarding issues and aspirations around the redevelopment. This current proposed consultation strategy will need to build on these first steps and recognise the outcomes of the Forum.

The substantive issues raised by stakeholders in the Forum have informed the planning and urban design approach in our proposal. As well, the 'process' issues raised by stakeholders have been addressed in the consultation strategy that we propose. Most particularly, recognition must be made of the strong sense of community ownership and involvement and the requirement that:

An appropriate and transparent community participation process must be put in place so that local views can be taken into account at each project stage ('participation' in

this context means that the community is involved in the decision-making processes associated with the development).

A formal structured and resourced community participation process is required that engages in a meaningful and ongoing way with key stakeholders and the local community, including young people.

The Consultation Strategy is intended to provide a structured framework to guide and facilitate the active involvement of internal and external stakeholders throughout the preparation and delivery of the project.

The purpose of the Consultation Strategy is to:

- Make explicit the underlying principles of the consultation program;
- Identify Port Adelaide stakeholders and cross-sectional representation;
- Define the scope and range of consultation measures to be employed; and
- Ensure logistical arrangements are coordinated to secure effective implementation and achievement of desired outcomes.

It is essential, if the spirit of true consultation is embodied in the proposed Consultation Strategy, that existing, locally adopted principles of consultation be adhered to, such as those at present formally operating within the City of Port Adelaide Enfield.

As there were constraints on the consortium being able to carry out any 'pre-consultation' regarding THE PORT, the proposed workplan detailed in the "Further Technical Information" volume should be viewed as notional at this stage. At the appropriate time this would be refined and developed in discussion with relevant key players, including LMC and the City of Port Adelaide Enfield, and a detailed plan produced outlining the scope and timing of key consultation components.

However until this step is taken, we propose consideration of a notional consultation and communication strategy that includes a wide range of activities and communications tools to engage effectively with the community





MASTERPLAN MARKETING



Waterfronts have changed dramatically throughout the world where containerisation has moved to new ports leaving former waterfront sites available for development. This situation has brought about the dramatic revitalisation of a number of former ports and docks particularly for housing and commerce.



As one of South Australia's oldest settlements, characterised by the remnants of a highly active 19th century port, Port Adelaide is just such an area. The timing is ideal for a change of use for Port Adelaide – mainly as a very desirable place to live and work within easy commuting distance of the Adelaide Central Business District.



The key marketing value of THEPORT is that it is real, it is living history, and we intend to bring that history alive as part of our holistic approach to integrating the old with the new as the precincts and the rejuvenation process evolves.



The consortium's 'Living Port' concept provides enormous scope in marketing THEPORT project. We will position THEPORT as not only a living port but as a destination where there is a broad scope of activities and life experiences to enjoy. The marketing strategy will feature an impressive inventory of events that will engage the local community and create continuing focus on the Port.



We have chosen to brand the new Port Adelaide - 'THEPORT', because it gives ownership of the project to Port Adelaide. It is the name that is most used colloquially when referring to Port Adelaide. It is not pretentious. It is instantly identifiable and, from a communications standpoint, describes the Port Adelaide rejuvenation in terms of familiarity and endearment.



We have developed a far-reaching range of marketing activities that will satisfy the marketing requirements of THEPORT and will put into effect a holistic communications package. This includes, along with the traditional media/public relations mix, a range of social consultation agendas and a promotions program that will bring an innate sense of community to this progressive and evolving development.



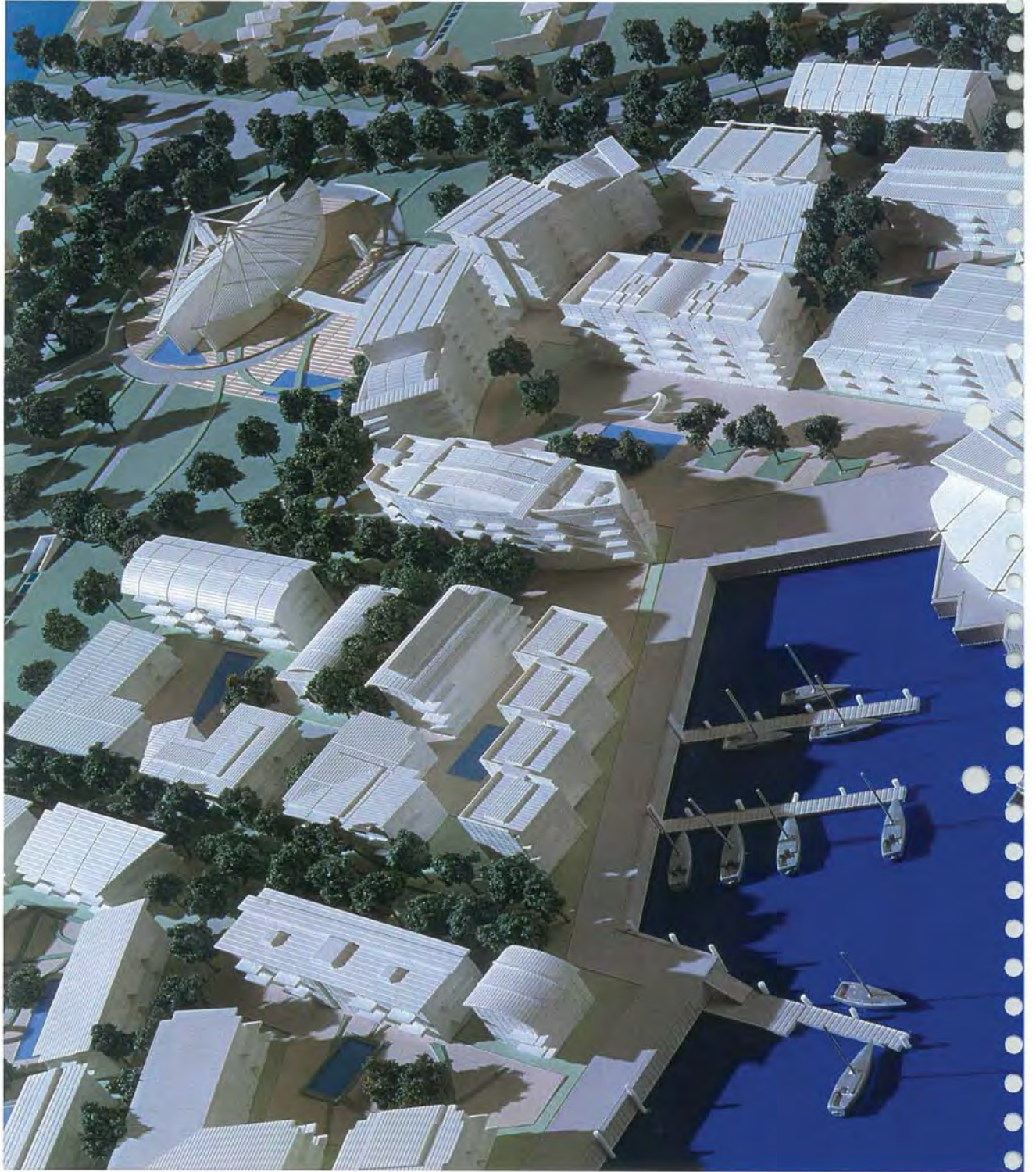
The consortium's vision is to create a benchmark waterfront township of world standing that redefines Port Adelaide as a pre-eminent place of business and leisure attractions within an active and diversified community. Recognising the rich history and cultural attributes of Port Adelaide and environs, we aim to:

- Create an identity for Port Adelaide that enhances and builds upon its strong heritage and environmental values whilst promoting the new developmental precincts as the most desirable address in the western suburbs and beyond.
- Create precinct by precinct branding that identifies with the heritage and cultural virtues of each respective locality.
- Develop and implement an all-embracing marketing communications package that promotes this exciting project to the broader business community as well as target market prospects. This greater awareness will present Port Adelaide as a desirable commercial and tourist destination to assist in the rejuvenation of the retail heart and areas beyond the project boundaries.

THEPORT masterplan will evolve over seven years. To ensure it's success the consortium has developed a range of marketing initiatives that are multi-tiered and designed to facilitate a continuing and evolving marketing roll-out.

THEPORT masterplan caters for this in a proposed riverside environment that is indisputably world standard. Whilst we have included a precinct marketing plan and staging plan for the entire project life and beyond, changing market conditions will require us to be flexible in regard to timing and strategy.

The full marketing plan for THEPORT is included in "Further Technical Information" volume.





MASTERPLAN DESIGN



A comprehensive urban design approach positively links the Precincts to the Port and surrounding neighbourhoods via public spaces, boardwalks, parks, waterways and open space networks. A cohesive public domain and landscape approach permeates the proposal, providing linkages to surrounding areas.

A distinctive architectural approach is adopted, featuring a variety of housing forms specifically developed with strong contemporary roof forms, generous eaves overhangs, as well as elements such as shutters and louvres that control and mediate the environment. The architecture compliments the significant heritage of Port Adelaide and its rich maritime history.

All buildings are designed in detail to suit the particular use for which they are intended and each building will have its own individual character. However, throughout THEPORT there is a unifying maritime theme that is expanded through its architectural forms. To reinforce the pedestrian and human scale of the environment, buildings are generally low to medium rise. Large and uninterrupted massing of built form has been avoided with views and vistas to the water and water based activities being maximised from all areas within the project.

Climatic sensitive design strategies have been developed to maximise sustainability by minimising energy use. Each dwelling has been designed to maximise the advantages of sunlight in the winter and also to provide shade in the summer. Cross ventilation is an important element in the design of dwellings and the location of balconies and private courtyards have been considered to maximise this.

Through its wide mix of dwelling sizes and types, THEPORT will attract a broad range of households. It will encourage people to remain in the community throughout various stages of their lives and allow them to tailor their residential needs over a lifetime. A permanent population made up of mixed age groups is a key urban design and sustainability objective of this project.

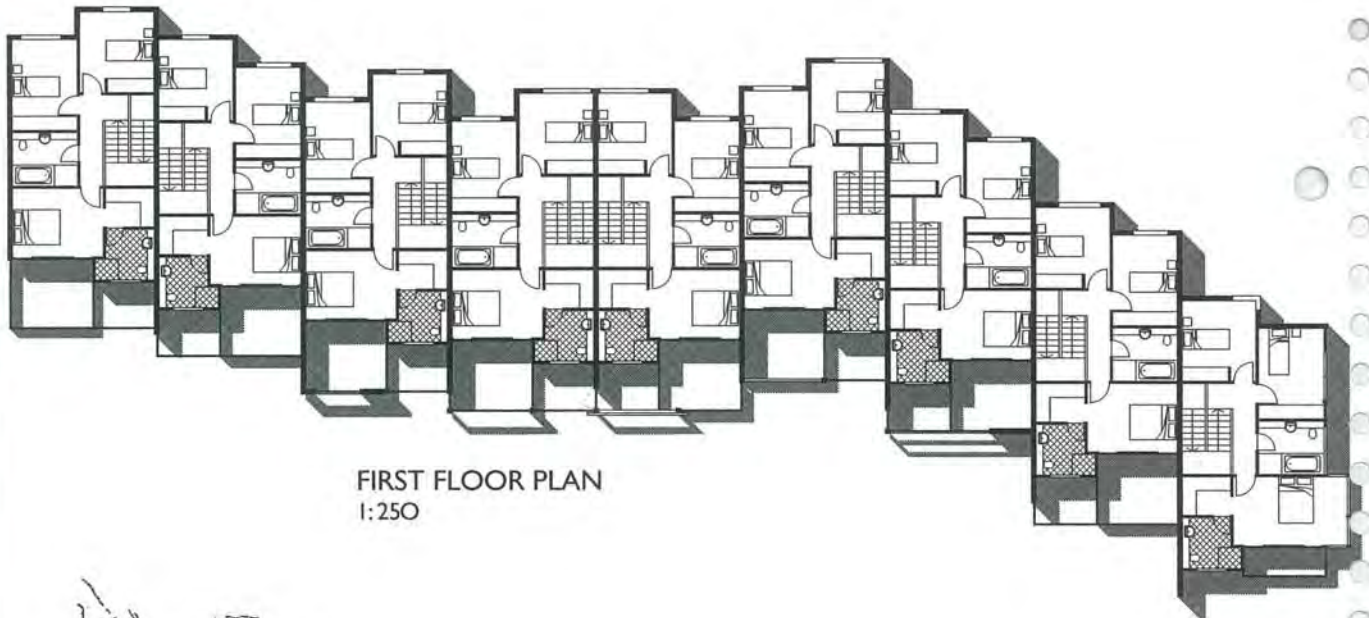
THEPORT provides a variety of visual relationships of which the relationship between built form and water is the most important. A series of interlinked landscaped open spaces which are contained but not dominated by the built forms provide opportunities to form colonnades and protected pedestrian places and spaces with strong visual links to the water. In a number of key locations, taller buildings have been introduced. These acts as visual gateways to the project, highlight and identify major nodes and provide visual links to the Port.



END ELEVATION
1:250



3D VISUALISATION



FIRST FLOOR PLAN
1:250





ARCHITECTURAL FORM

TOWNHOUSES

The townhouses are set amongst an urban garden with threaded waterways, interlacing paths and cycle-ways connecting residents to public facilities and parkland. The architecture of the townhouses is modelled on a variety of roof-scapes, terrace and balcony façade articulation over two to

three storeys. Each dwelling has intimate private courtyard raised from the public promenade. Carpark area is via a secure garage carport. The unit planning capitalises as the sense of panorama along the waterfront with framed and elevated views to the water across public gardens.



STREET ELEVATION
1:250



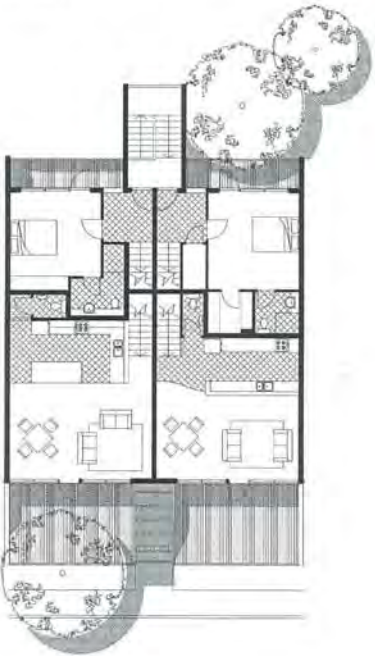
GROUND FLOOR PLAN
1:250



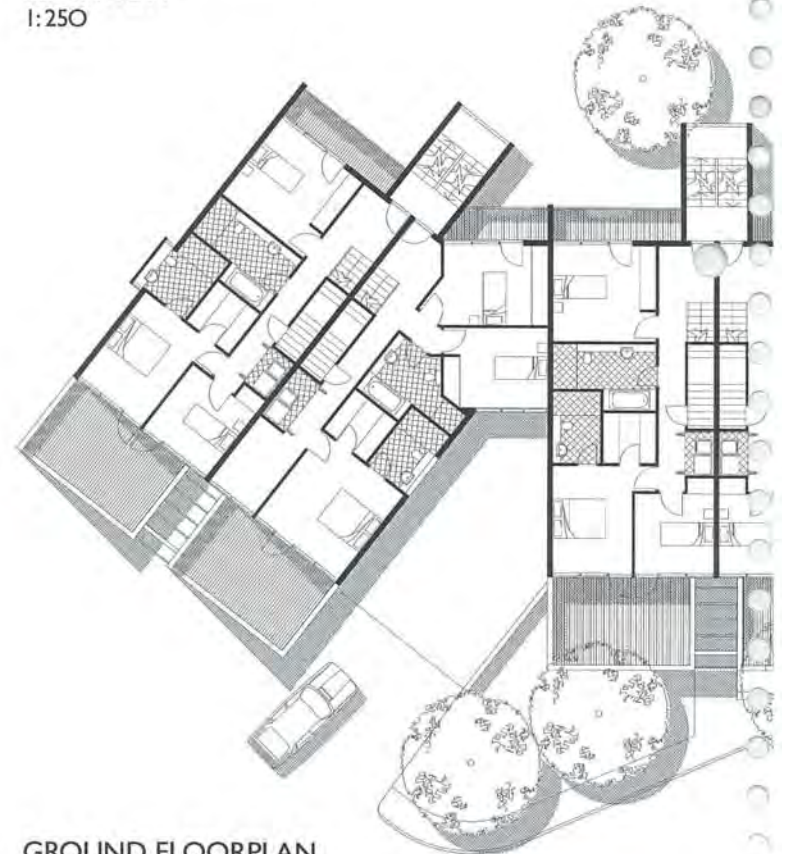
SECOND FLOOR PLAN
1:250



ELEVATION
1:250



FIRST FLOOR PLAN
1:250
34



GROUND FLOORPLAN
1:250

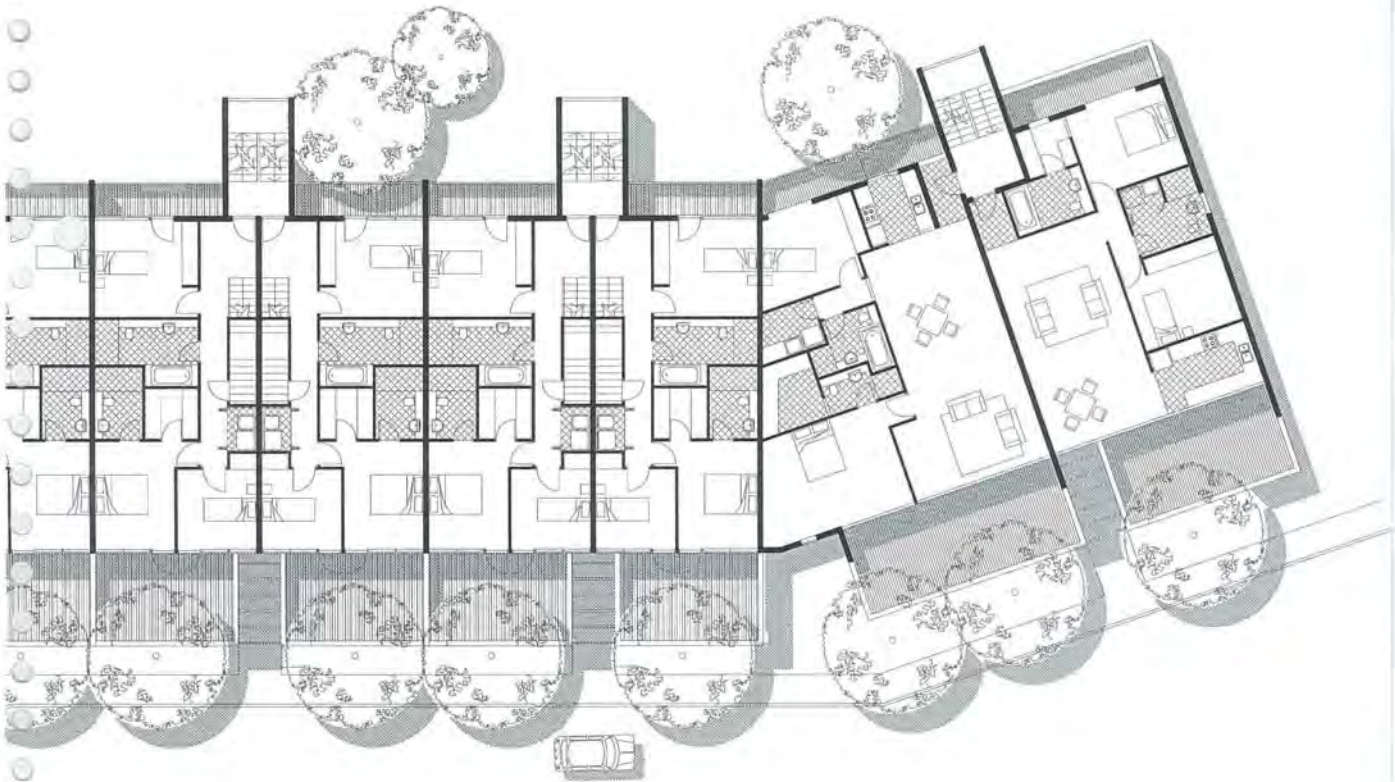


ARCHITECTURAL FORM

SPLIT LEVEL APARTMENTS

The split-level apartments or interlock model is arranged over three levels with the potential for a fourth single level apartment to change the roof-scape and provide articulation to the building form. A feature stair connects the two levels with a large void allowing visual connection from the upper and lower floors integrating the living and entertaining

spaces. Various techniques are used to open the interiors to cross ventilation and maximise upper level views. The entrance is via a common lobby with secure parking for residents in an undercroft half basement. The units are comprised of two bedrooms with study option. The unit layout is arranged to maximise vistas across parkland, gardens and the river.





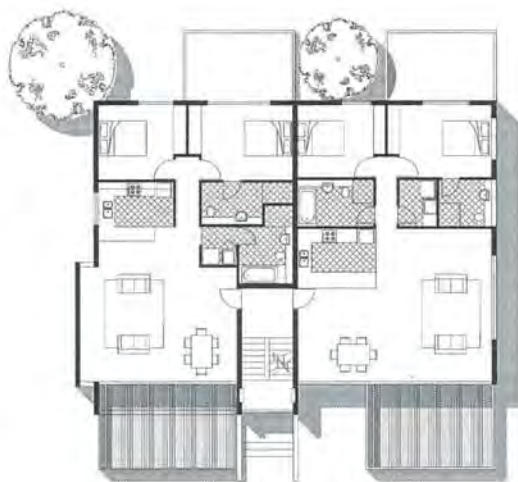
ARCHITECTURAL FORM TERRACE HOUSING

The terrace housing offers a smaller scale dwelling over two storeys and features predominantly in Avicenna Waters and Newport Quays. They encompass a large internal private garden court with a generous first floor terrace that creates a seamless relationship between inside and outside. Living space extends to the entertaining terrace. The use of large balconies, sunscreens, frames and planted

trellises animate the facades. The buildings are further modelled through roof-scape and plan form to provide a sense of human scale and village-like atmosphere. The terrace house independently addresses the streetscape with the entry elevated from the public domain to create a sense of private address. The streets are maintained as avenues of trees with private parking at grade to the rear of each dwelling.



ELEVATION
1:250



FIRST FLOOR PLAN
1:250



GROUND FLOOR PLAN
1:250



ARCHITECTURAL FORM

WALK UP APARTMENTS

The walk-up apartments share common private open space with sculpture gardens, water features and a series of green spines to frame views to the river. They range between three and four storeys and are single level apartments with a shared entry lobby. Residential access is via undercroft half basement parking. The buildings are elevated half a metre above grade to

provide private separation to the streetscape with an internal landscaped podium plaza for the residents. The orientation and location of these apartments is driven by maintaining views to the waterfront to maximise the sense of panorama from the living spaces. The general unit size ranges from 90-150 square metres with two to three bedroom accommodation.



END ELEVATION
1:250

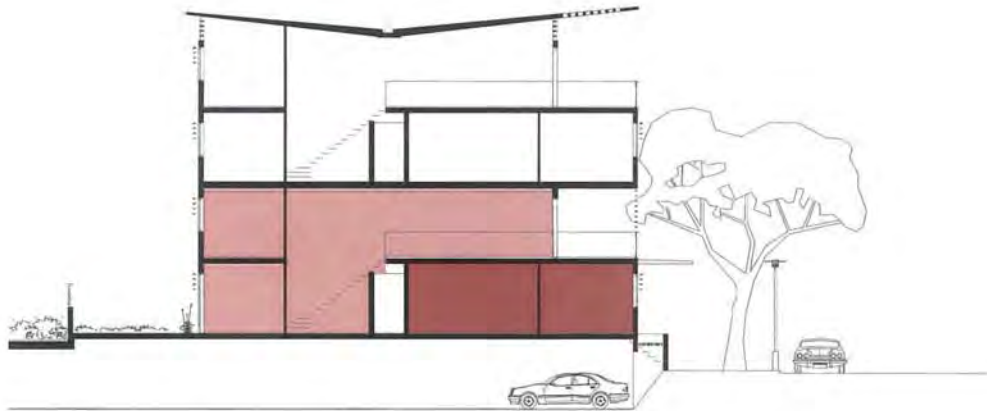


ELEVATION
1:250



PLAN TYPICAL
1:250





SECTION TYPICAL LOW RISE APARTMENTS
1:250



PLAN TYPICAL LOW RISE APARTMENTS
1:250



PLAN TYPICAL LOW RISE APARTMENTS 1:250

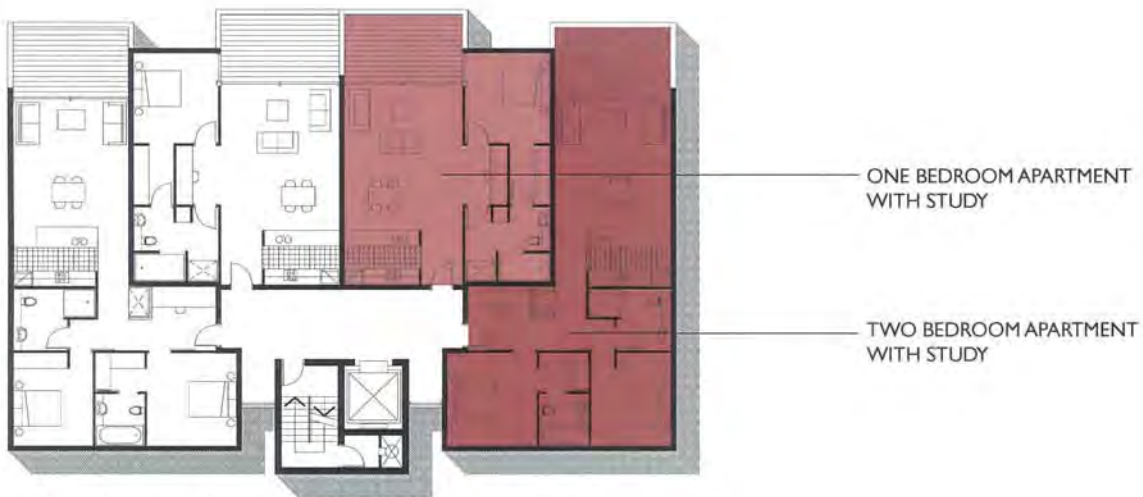


ARCHITECTURAL FORM LIFTED APARTMENTS

The lifted apartments allow for a higher density model to be integrated into the masterplan. This model ranges between four to five levels. A few taller seven storey buildings in key locations maximise the views and create a sense of panoramic elevation to the gulf and river from both inside and outside. These apartment models are set back from the waterfront and sited along uninterrupted view corridors. They share a common entry foyer and range between one to three bedroom accommodation. Carparking is located in secure half basements.



SECTION TYPICAL HIGH RISE APARTMENTS
1:250



PLAN TYPICAL HIGH RISE APARTMENTS 1:250

AVICENNIA WATERS AT PRECINCT PLAN

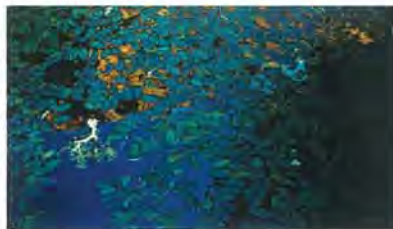


Avicennia Marina is the botanical name for the species of the Grey Mangrove that can be found in the vicinity of the proposed development. To mark the environmental revival of this poorly presented, degraded and under-utilised land bank we have named the precinct Avicennia Waters.

Avicennia Waters is situated on the south-western shoreline of the Old Port Reach. It will be a contemporary residential river waterfront precinct without peer in the Adelaide marketplace. It has been designed so as to blend a new architecture and style with the history and natural attraction of a unique living port environment. This is destined to become the 'green haven' for the Port.

Avicennia Waters comprises approximately 2.7 hectares (excluding the southern reserve) and is located on the south western shore of the Old Port Reach. It is linear in form, enjoying a waterfront that stretches more than 400 metres in length and will become one of Port Adelaide's most desirable residential precincts with an extensive waterfront edge facing the river. An existing signalled rail crossing exists on Rennie Road, which meets with Causeway Road as a T-junction. Rennie Road will continue to be used as the main access to Avicennia Waters.

Avicennia Waters is characterised principally by quality medium density terrace and townhouses developed to a density of approximately thirtyfive to forty dwellings per hectare. It is designed as two small neighbourhoods integrated with private open space and generous public recreation areas relating to the Old Port Reach. Terrace houses are organised around mews courts located on the western side of Avicennia Waters. They provide individual dwellings with good amenity including solar orientation, a seamless relationship between indoor and outdoor space, cross ventilation and a private courtyard. The central mews courtyards allow carparking at grade away from the street. This creates pleasant, active, residential streets with good surveillance that are not dominated by garages.



COURTYARD GARDENS

RESIDENTIAL PARKLAND

FLINDERS POINT

WATERFRONT PROMENADE

SCULPTURE WATERCOURSES

PRIVATE OPEN SPACE

MANGROVES



SCALE 1:2000



AVICENNIA WATERS AT

UNIT TYPES, DENSITY AND LEVELS



Higher density accommodation including two storey townhouses and apartments are located closer to the waterfront. Similarly to the terraces, the townhouses and apartments are planned around a central private open space. A series of private common gardens and outdoor facilities including pools create good amenity and outlook for all dwellings.

Apartments and townhouses are designed to achieve a strong indoor-outdoor relationship. Indoor areas extend outside to generous courtyards or terrace spaces that can be used as 'outdoor' rooms using screens and shutters for enclosure when desired.

A landmark residential building has been designed along the projected axis of Dale Street in the Port Adelaide centre providing an interesting and attractive vista over the Old Port Reach from Port Adelaide. Outstanding views of the waterfront and the rich architectural Port heritage will be realised from this landmark gateway.

In addition to its outstanding residential accommodation, Avicennia Waters will develop a range of public recreation uses relating to the Old Port Reach. A ten metre wide waterfront promenade will provide opportunities for walking, cycling and seating along the water's edge. It extends the full length of the waterfront and provides opportunities to develop a new pedestrian link across the Old Port Reach.


The waterfront edge and boardwalk is punctuated by public places for recreation associated with the waterfront and extends as green 'fingers' and open spaces deep into the precinct, improving access to the Port and the waterfront. This will provide for open space corridors between waterfront vistas and on through the development proper, so as to effectively link the nearby and surrounding urban landscape with the precinct and the Port Adelaide community.

- 21 Townhouses
- 40 Terrace houses
- 65 Two bedroom walk-up apartments
- 16 Three bedroom walk-up apartments


APARTMENTS (WALK-UP)
Single level, three storey

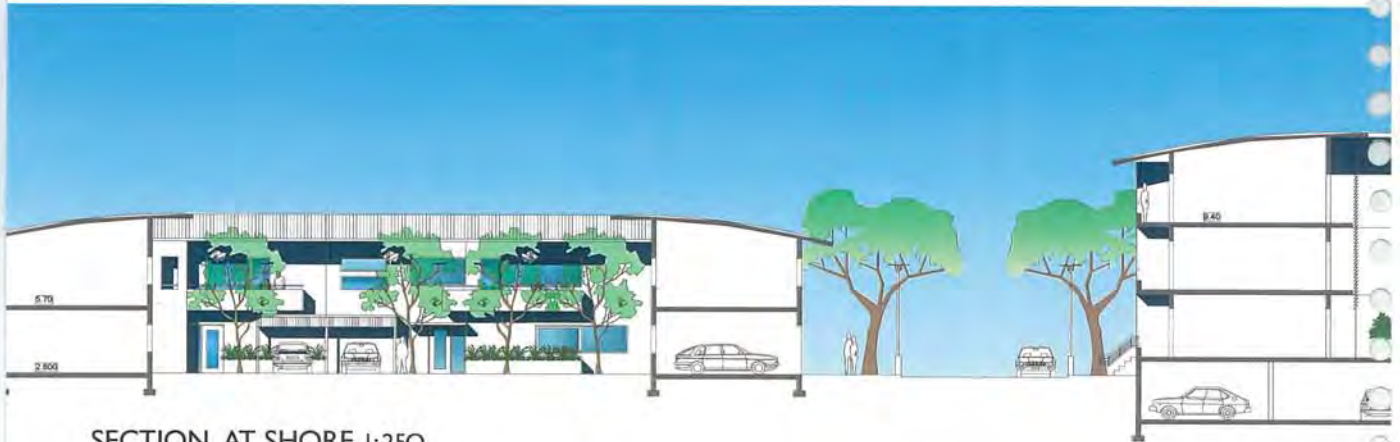

TOWNHOUSES
Three storey


TERRACE HOUSING
Two storey


APARTMENTS (WALK-UP)
Split level, three storey







SECTION AT SHORE 1:250

A north south 'water link' that consists of a number of shallow 'canals' provides continuity and interest and extends the waterfront theme deep into the residential development. Flowing along streets and into open green spaces, the water theme extends the sense of water deep into the residential areas.

A new central park running east-west creates a strong vista from the railway and western neighbourhoods and provides positive links from the western suburbs direct to the waterfront. It will be a place for quiet recreation as well as creating new connections to the water from the existing neighbourhoods.

A significant portion of the precinct also has been developed for public recreation purposes, including a mangrove reserve at the southern end of approximately two hectares. This new green space offers glimpses of the indigenous landscape and will create an important new open space district for the residents of Avicennia Waters and the surrounding communities.

Remnant vegetation will be reinforced through an informal native planting scheme that will link this mangrove reserve with the precinct and create a pleasant, natural setting for this new waterfront community.

Avicennia Waters will not be an enclave or a closed community. The existing local

residents will be encouraged to access the waterways and parklands and in this way Avicennia Waters will become an accessible and evolving benchmark to all that it borders. These attributes will extend the sense of involvement and connection with the area's maritime setting. In doing so it will provide unsurpassed recreational and aesthetic benefits to all.

Avicennia Waters will be a real community with an inherent sense of kinship with the environment and all of the elements unique to Port Adelaide. It will set a benchmark for THEPORT whilst providing a catalyst to revitalise and develop areas beyond the development site.



Terrace Housing

Pond

Townhouses



NEWPORT QUAYS AT PRECINCT PLAN



Newport Quays is the active gateway to Port Adelaide. It holds the potential (by nature of its ease of access to city-bound transport, the beachside areas such as Semaphore and Henley Beach and its direct and interactive relationship with Port Adelaide proper), to become a much sought after address.

Located immediately to the north of Avicennia Waters, this precinct is bounded on the land side by a major railway reserve and road carriageway that physically and visually separates it from its surrounding neighbourhoods and generally has a detrimental effect on the amenity and character of the area. Whilst our proposal provides an extensive woodland buffer landscape along these frontages, further investigation needs to be undertaken with the various authorities as to opportunities for its rationalisation. In contrast to the land-side boundaries, the harbourside waterfront defines the eastern edge of the precinct, providing outstanding views down and across the Port Adelaide River.

Newport Quays is in effect the "new port" or gateway of the project and accordingly its name reflects this. Because of the large scale development within this precinct, three separate names identifying each sectors character have been adopted. "Newport" covers the area in the immediate proximity of the transport harbour; "Newport village", as the name suggests, is in the vicinity of the proposed market square, retail and commercial centre; and "Newport Landing" is the area overlooking and adjacent to the dockside.

Within this state-of-the-art urban environment, a modern transport hub will be developed at Newport with a vibrant market and commerce centre, aptly named Newport Village. Uses that have been identified as viable from a business standpoint in this precinct include a convenience supermarket, hairdresser, delicatessen, snack bar, fast food outlet, pharmacy, real estate office along with other convenience retail outlets.

Public art and water features adjoin open parklands and reserves on its southern boundary. Although contemporary in its design and supporting infrastructure, Newport Quays will never be geographically or culturally removed from the history, sense of place and nostalgic charm inherent in the revitalised Port Adelaide Central Business District.



TRANSPORT INTERCHANGE

VILLAGE SQUARE

WATER PONDS

ARTS AND CULTURE

PROMONTORY

PEDESTRIAN BOARDWALK

LANDSCAPED GARDENS

ABORIGINAL HERITAGE PARKLAND RESERVE



SCALE 1:2000

NEWPORT QUAYS AT

UNIT TYPES, DENSITY AND LEVELS



The relationship with the docks and the Port River environment will never be far away for Newport Quays' young and upwardly-mobile residents. Water taxis plying the riverside will provide direct access to Port Adelaide's restaurants and tourism facilities from Newport Landing. Its strategic location adjacent to the railway and road transport networks and its extensive harbourside frontage, provides a unique opportunity to develop a medium and higher density residential development. A diverse mix of residential and mixed-use commercial buildings has been designed to reflect and celebrate the predominantly industrial, yet picturesque character of this area's waterfront architecture. The developments will be robust and bold, with articulated linear modelled facades and building forms that wherever practicable, overlook the waterfront.

The residential density of Newport Quays is medium and high to approximately 60 dwellings per hectare. Attractively designed taller landmark buildings take advantage of views across the Port River to the historic central port areas. Density is concentrated around a new urban square that is the nexus of the residential development. Cafés, restaurants, shops, offices and retail facilities have been designed below the residential apartments fronting directly on to the square, thus ensuring a vibrant and lively space both during the day and at night. These facilities will primarily serve the needs of the local workforce, residents and visitors. In addition to the mixed-use commercial spaces, 'work from home' accommodation opportunities are possible. These will ensure the realisation of our consortium's primary objective to develop lively and vibrant residential communities where people can live, work and play.

A diverse range and distribution of housing types is proposed in this precinct. Densities are distributed to provide a range of housing types and create variety within each residential block. Residential types have been specifically adapted to suit the urban design framework and to provide a high level of quality and amenity.



APARTMENTS (LIFTED)
With Commercial Ground Floor, see Elevation next page

APARTMENTS (LIFTED)
Four, five and seven storey

APARTMENTS (LIFTED)
Split level and combination single level, four storey.

APARTMENTS (WALK-UP)
Split level, three storey

APARTMENTS (WALK-UP)
Single level, three storey

APARTMENTS (WALK-UP)
Four storey

TERRACE HOUSING
Three storey

TOWNHOUSES
Three storey

- 36 Townhouses
- 24 Terrace houses
- 334 Two bedroom walk-up apartments
- 84 Three bedroom walk-up apartments
- 85 One bedroom lifted apartments
- 109 Two bedroom lifted apartments
- 48 Three bedroom lifted apartments

SCALE 1:2000





Dwellings have been designed to the highest environmental standards with solar and energy ratings set for all dwellings. A minimum of 80% of all dwellings have been designed to achieve a target 5 star NatHERS rating with a minimum level of 4 stars for all dwellings. Solar access is required to all private open spaces for a minimum of three hours a day in winter. Private open space is designed to open directly onto living areas with appropriate shaded areas being provided to all external living areas.

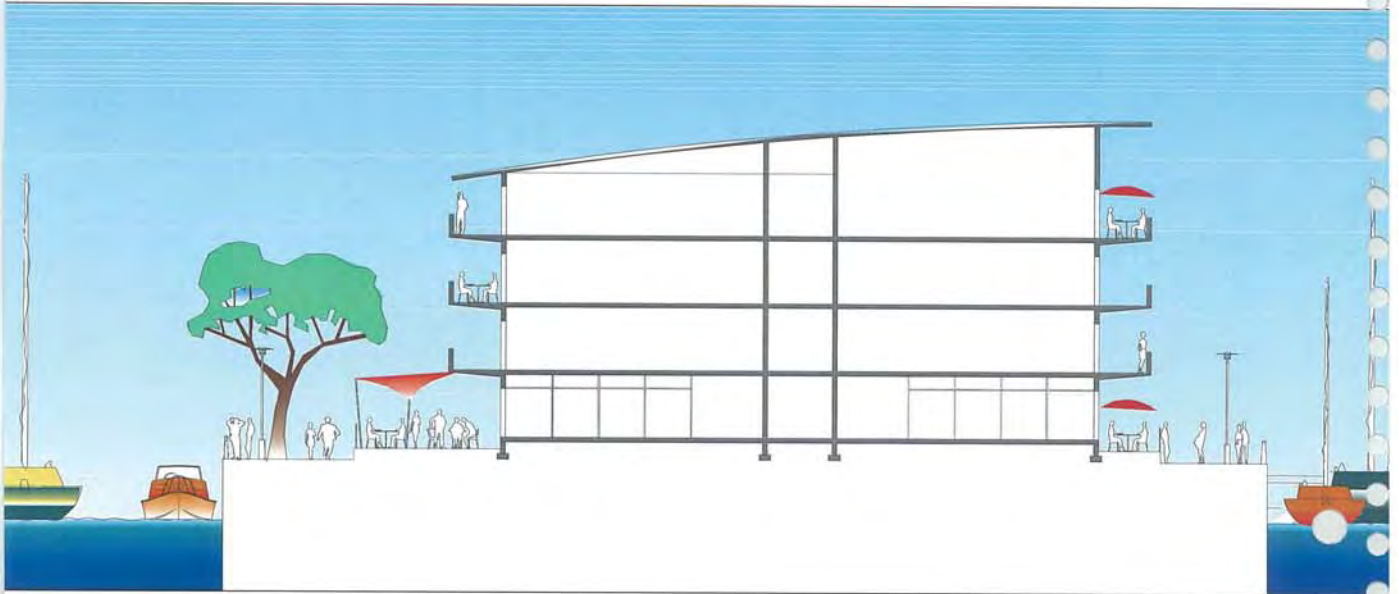
Mid density residential garden apartments are similar in design to those at Avicenna Waters. Higher density apartments are planned around common garden courtyards located over half basement carparking. Carpark podiums will not be visible from the street. Instead, apartments and entries will activate the street to create desirable residential neighbourhoods. The central courtyards will be landscaped to create quiet gardens for residents to enjoy. Garden apartments will be configured so that no more than 4-6 apartments share a core, thereby eliminating corridors and maximising natural light and ventilation. A taller landmark tower is proposed at the south east corner of the square, creating an icon building visible from across the river on the projected axis of Mundy Street.



ELEVATION VILLAGE CENTRE Apartments (lifted) with commercial ground floor



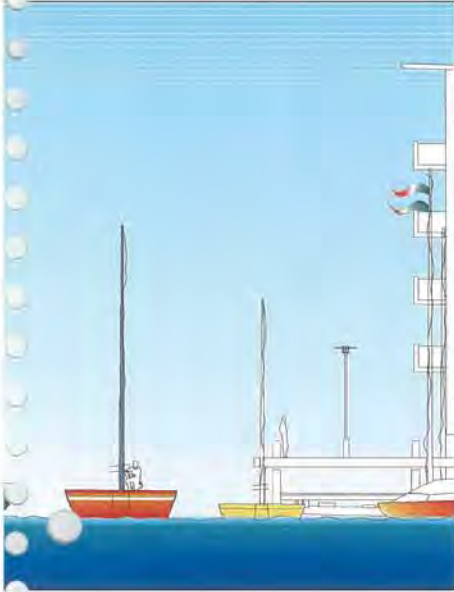
Water courses through plazas and connection spines



SECTION THROUGH PROMONTORY 1:250



SECTION THROUGH VILLAGE SQUARE 1:250



covers the area in the immediate proximity of the transport harbour; "Newport village", as the name suggests, is in the vicinity of the proposed market square, retail and commercial centre; and "Newport Landing" is the area overlooking and adjacent to the dockside.

Within this state-of-the-art urban environment, a modern transport hub will be developed at Newport with a vibrant market and commerce centre, aptly named Newport Village. Uses that have been identified as viable from a business standpoint in this precinct include a convenience supermarket, hairdresser, deli/snack bar/fast food outlet, pharmacy, real estate office along with other convenience/retail outlets.

Public art and water features adjoin open parklands and reserves on its southern boundary. Although contemporary in its design and supporting infrastructure, Newport Quays will never be geographically or culturally removed from the history, sense of place and nostalgic charm inherent in

the revitalised Port Adelaide Central Business District.

The relationship with the docks and the Port River environment will never be far away for Newport Quays' young and upwardly-mobile residents. Water taxis plying the riverside will provide direct access to Port Adelaide's restaurants and tourism facilities from Newport Landing. Its strategic location adjacent to the railway and road transport networks and its extensive harbourside frontage, provides a unique opportunity to develop a medium and higher density residential development. A diverse mix of residential and mixed-use commercial buildings has been designed to reflect and celebrate the predominantly industrial, yet picturesque character of this area's waterfront architecture. The developments will be robust and bold, with articulated linear modelled facades and building forms that wherever practicable, overlook the waterfront.

The residential density of Newport Quays is medium and high to approximately 60 dwellings per hectare. Attractively designed taller landmark buildings take advantage of views across the Port River to the historic central port areas. Density is concentrated around a new urban square that is the nexus of the residential development. Cafés, restaurants, shops, offices and retail facilities have been designed below the residential apartments fronting directly on to the



FLETCHERS HAVEN AT PRECINCT PLAN



The Dunnikier Slipway was built in the vicinity of this precinct and was used around the turn of the century by vessels of various sizes for repairs and refits. The owner of the slip was one Henry .C. Fletcher. In naming this precinct after Fletcher we recognise and celebrate its rich maritime history.

Fletcher's Haven occupies a site currently used primarily for harbour, maritime, marina, recreational boating, commercial and industrial uses associated with the Port River. The site is bound on the northern edge by Semaphore Road and the railway. Birkenhead Bridge defines the eastern boundary and the Department of Marine and Harbours maintenance depot is on the western edge. The southern side of the site fronts the Port Adelaide River. The old finger-wharf structures which point out over the port waterfront give this precinct a distinct character.

The part of the site to the west of Fletcher's Haven is currently out of the ownership of the Land Management Corporation. It is our view that this land should be consolidated into the THEPORT project so that the character and form of Fletcher's Haven can be extended to the Newport Quays precinct. This would better utilise the land and complete the redevelopment of the harbour's edge.

Residential communities to the north of the precinct are separated from the harbour by the railway tracks and Semaphore Road. Strategies should be developed to consider ways of rationalising these lands and barriers to enable better public access from neighbouring communities to Fletcher's Haven and the waterfront. Fletcher's Haven endeavours to link these communities wherever practicable taking into account the current physical constraints.



PEDESTRIAN BRIDGE

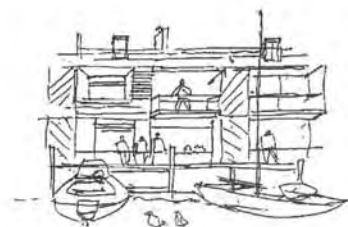
RESIDENTIAL PODIUM PLAZA

WATER PARK

FINGER WHARFS

SAILING CLUB FUNCTION CENTRE

MARINA BOARDWALKS





SCALE 1:2000

55

FLETCHERS HAVEN AT UNIT TYPES, DENSITY AND LEVELS



Two accesses into Fletcher's Haven are proposed. The main access, with provisions for right turns in and out, is proposed at a location approximately midway between Victoria Road and Fletcher Road. A second access is likely to be provided at the western end of the precinct with left in and left out provisions only due to the proximity to the junction of Fletcher Road and Semaphore Road.

Fletcher's Haven will create a new waterfront marina for Port Adelaide with attractive wharfside apartments and terraces providing residents with the opportunity to live right on the water's edge. Housing will extend over the piers and finger wharfs to create a vibrant and active waterfront with mixed commercial uses appropriate to the residential community and compatible with the Port area. 'Work from home' apartments will add another layer of activity to the piers, ensuring a socially and economically viable community is realised. Fletcher's Haven will have its own distinctive character that allows for an intimate relationship between people, buildings and the water.

The maritime water theme is brought into this precinct reminiscent of the current situation where docks and inlets extend the water in and out of the waterfront, thus enhancing the maritime experience. Apartments will be arranged in thin fingers providing contemporary living close to the water. The apartments will achieve excellent solar access and natural ventilation consistent with the principles of sustainability that are fundamental to our development approach. Apartment designs will provide certainty with regard to energy efficiency, solar access and protection, safety and surveillance. Internal planning principles and public and private space amenity.

The unique maritime character of Fletcher's Haven is further augmented by the fact that the Port Adelaide Sailing Club will actually be accommodated within the precinct. This will allow opportunities for both the passive and active boating enthusiast and provide a dramatic, wholly unique and lively setting for visitors and residents to delight in.

Similar to other precincts, a continuous boardwalk links the urban waterfront residential environment and provides a traffic free pedestrian promenade and open space along the harbour's edge. It is punctuated by a series of inlets and marinas creating fingers of water that penetrate deep into the precinct. This creates a distinctively maritime character unique to Fletcher's Haven where residents can live in a marina environment. The Port Adelaide Sailing Club will be accommodated here, providing residents with opportunities for recreational boating.

- 5 Townhouses
- 138 Two bedroom walk-up apartments
- 35 Three bedroom walk-up apartments
- 67 One bedroom lifted apartments
- 85 Two bedroom lifted apartments
- 39 Three bedroom lifted apartments

APARTMENTS (LIFTED)
Four, five and seven storey

APARTMENTS (WALK-UP)
Four storey

TERRACE HOUSING
Two Storey

TOWNHOUSES
Three storey

APARTMENTS (WALK-UP)
Single level, three storey







SECTION THROUGH FINGER WHARFS





Fletcher's Haven's planning structure encourages social and community interaction by creating neighbourhoods and places each with an open space focus. Important features include a permeable network of piers, boardwalks, streets and pedestrian paths that link neighbourhoods and places. These networks are easily accessible and provide for surveillance and community ownership.

The exposed and industrial nature of the wharf setting is a difficult locality to landscape. Our landscape design theme uses hardy frontline trees including the Norfolk Island Pine along the waterfront with concrete and wharf timbers being the predominant paving surface types. Carparking will be contained within the buildings again achieving active street frontage and building edges. The street grid and residential form have been configured to allow for a range of carparking solutions accommodating this requirement.



The redevelopment of Fletcher's Haven from a forgotten, redundant waterfront into a "living marina" characterised by medium and higher density residential accommodation overlooking the Port Adelaide River will be world class. Its distinctive character will respect its rich and colourful heritage and celebrate its strong physical and visual connections with the waterfront and Port. The strong physical and visual connection with the waterfront will ensure that the Fletcher's Haven precinct will present at the very forefront of urban revitalisation on the world stage, as life can be savoured amidst a backdrop of maritime history, superb vistas and superbly designed, contemporary architecture.

CRUIKSHANK SHORES AT THE PORT PRECINCT PLAN



Captain Cruikshank was a local boat builder and the proprietor of Cruikshank Slipway. This precinct, to be known as Cruikshank Shores, is located directly across the river from the central port area. It is highly visible, being on the axis of Commercial Street and the Lighthouse. An area historically used for boat building, the gentle grade of the site down to the water's edge gives this precinct a more direct beach-style access to the waterfront. Being a headland, it also enjoys extensive water views to the east, south and south-west; although it is particularly exposed to salt-laden winds.

Our proposal comprehensively redevelops this disparate and blighted environment to create an attractive village of medium and high density residential accommodation with compatible tourist facilities including a recreation park with maritime theme adjacent to the waterfront. The character of this area will reflect the general approach taken at the Newport Quays precinct, with a focus on the central landscape spine and a wharf-style promenade. A feature of the precinct is the historic dry-docked tug boat on the waterfront open space and the beach promenade. Essential harbour activities and the Birkenhead Tavern are retained, but existing commercial and industrial uses are replaced by residential, hotel and tourist related developments.



BUSINESS INCUBATOR PARK



BEACH ESPLANADE



EXISTING HERITAGE BUILDINGS RETAINED



NATURAL JETTY LOOKOUT

LANDSCAPED BUFFER ZONE



PUBLIC OPEN SPACE

CRUIKSHANK PIER



SCALE 1:2000



CRUIKSHANK SHORES AT THE PORT

UNIT TYPES, DENSITY AND LEVELS



Buildings are generally medium density, two to three stories in height and up to a maximum of five storeys. They are contemporary in design and are designed to take advantage of the extensive views across the Port Adelaide River to Black Diamond Square and Dock One. Cruikshank Shores will create an interesting and exciting backdrop for the Port Centre with its buildings having been designed in detail to provide a unifying contemporary marine theme, which will contrast with the heritage character of the Port Centre opposite.

To achieve a homogenous development and scale, the forms of the buildings will have a visual rhythm and continuity primarily through their articulated facades and roof forms. They are designed to have a celebrative and marine quality and to present an exemplary image of residential waterfront living. The proposed residential village will enjoy ready access to transport hubs and infrastructure, plus an improved shoreline and boardwalk offering panoramic 270° views of the waterfront.



INDUSTRIAL



BUSINESS INCUBATOR



APARTMENTS (LIFTED)
Four, five and seven storey



TERRACE HOUSING
Two storey



APARTMENTS (WALK-UP)
Single level, three storey

- 3 Terraces
- 51 Two bedroom walk-up apartments
- 12 Three bedroom walk-up apartments
- 60 One bedroom lifted apartments
- 78 Two bedroom lifted apartments
- 35 Three bedroom lifted apartments



SCALE 1:2000



CRUIKSHANK SHORES AT
ARCHITECTURE





SECTION THROUGH ESPLANADE SCALE 1:250



SECTION THROUGH PODIUM PLAZA SCALE 1:250

A landmark building at the intersection of Semaphore Road and Elder Road has been designed to strengthen the view along the projected axis of Lipson Street. The development has been planned to minimise the detrimental effects of neighbouring commercial and industrial developments, with extensive landscaping provided on the northern edge along Semaphore Road. Plantings in these open spaces will form a visual buffer to the bridge and road traffic and will help to reduce exposure to wind. Cruikshank Shores will be accessed through a junction with Elder Road. Consideration is being given to a left in left out access directly onto Nelson Road to assist with traffic movements in and out of this precinct.

The strongest waterfront link is provided through the extensive boulevard and landscaped spine that extends through the site from Semaphore Road to the waters

edge and onto a pier. This element will establish a focus for the precinct by giving all building elements a water or landscaped outlook. Added to the proposed residential development will be tourist facilities along the lines of a recreation park set with a maritime theme. Extensive board-walks and public open space will further enhance the marketability and desirability of Cruikshank Shores. Regular contact with the Old Port area will be augmented by water taxi services.

Cruikshank Shores will see the redevelopment of a disparate and blighted environment into an attractive living waterfront village of medium to high density residential accommodation, supported by compatible tourist related facilities in appropriate locations. It will also provide new opportunities for recreation and marine related activities on the waterfront.

DOCK ONE AT THE PORT PRECINCT PLAN



The Dock One precinct reflects the attributes and popularity of Sydney's Rocks district and Melbourne's bustling and historic Nelson Place dockside precinct. Dock One, however, has the potential to surpass these two centres because of its potential to be totally integrated with the style and tempo of its surrounds without threat nor any need for compromise.

Currently, it consists mainly of large wharf buildings fronting onto the Port Dock. Most of the site is sealed with concrete and bitumen which extends back towards the historic wool stores area. Dock One will be accessed primarily through Todd Street with secondary access provided onto Ocean Steamers Road. It is likely that improvements to the Todd Street and St Vincent Street junction will be required to improve traffic control at this location to cater for the increase in turning movements.

When redeveloped, Dock One will replace the redundant commercial shipping activities and under-utilised waterfront lands of this area with tourism, cultural, recreational, educational and residential facilities. These will take advantage of the harbour to create a more exciting, accessible and visible waterfront environment. It will be a showcase of restrained and sympathetic urban design, blended seamlessly with tourism attractions such as the proposed maritime exhibit and cultural centre. Alongside these facilities, urbane, casual waterside cafés and a variety of symbiotic recreation venues will be developed.



MARITIME MUSEUM - ARTS CULTURE

WHARFSIDE LIVING

CIVIC SQUARE - HERITAGE INTERFACE

TOURIST ACCOMMODATION



SCALE 1:2000



DOCK ONE

UNIT TYPES, DENSITY AND LEVELS

AT



Tourism, recreational and cultural activities such as the maritime museum, marinas, exhibition halls, restaurants, art and craft shops, gift shops, galleries and similar uses will be encouraged fronting onto Dock One. The museum will contain space for a variety of major and minor exhibits.

The location of the maritime museum has the ability to offer the most dramatic setting suitable for an iconic building of great cultural and architectural significance. It will re-establish the history and symbolism of the Port that has been lost over time and will offer museum users unique views of the port and its harbour activities.

The museum will be clearly visible from many locations around the Port, and will become a landmark focus that will reflect the maritime industrial character of the site.

The Dock One plan recognises the heritage values of the area and retains its significant heritage buildings and structures. It also recognises that it is impractical to preserve all buildings and structures "as is" because their original intended function has ceased.

Our approach to the redevelopment of this area has been to focus on protecting its heritage and character whilst recognising that redevelopment will demand higher expectations in relation to the amenity of the residential environment. In the long term, the existing wharf sheds will be replaced with new two storey mixed-use residential buildings. The buildings will be innovative and of a contemporary architectural design which will be of a form and scale that reflects the historic wool stores townscape of the area to its immediate south.



- 8 Terraces
- 102 Two bedroom walk-up apartments
- 26 Three bedroom walk-up apartments
- 53 One bedroom lifted apartments
- 68 Two bedroom lifted apartments
- 31 Three bedroom lifted apartments

200 housing units





DOCK ONE AT the PORT
ARCHITECTURE



The precinct draws inspiration from other successful waterfront developments where the waterfront takes on a civic quality through its large squares and spaces that provide strong visual links to the water from surrounding historic areas. Although major tourist attractions play a key role in the precinct, the overall concept is a development with a balanced and closely integrated mix of a variety of different usages resulting in a diverse and vibrant mixed-use residential environment.

The residential component of the project will be predominantly medium density, three to five level clusters set in landscaped environments with private courtyards or decks. Waterfront units have excellent water views and good access to boating and marina facilities. Boats and other maritime craft can be moored adjacent to the museum along the pier on lower level pontoons.

The high rise seven storey landmark building on the edge of the precinct could be used as a tourist class hotel. It has commanding views over the water, port and historic wool stores area and will be a visual landmark and gateway to Dock One.

The precinct has a generous proportion of open space which will be pedestrian focused. Through the creation of linear building forms that define these spaces and the frequent provision of pedestrian spaces and links to the waterfront promenade, the old port pier will be revitalised to become a vibrant new waterfront residential community providing tourism and leisure components that will attract visitors from Adelaide and elsewhere.

Dock One will be, without question, South Australia's premier waterfront address by virtue of its superb centralised location and its proximity to the Port Adelaide's historic precinct. Within this adjacent area can be found Australia's foremost collection of Victorian era buildings, along with an existing framework of tourism attractions and facilities. These existing assets present as the 'jewel in the crown' and as a natural extension to the Dock One precinct's planned historic, cultural and entertainment attractions. Tourism accommodation and services in Dock One will sit amiably alongside quality residential developments, all of which are in keeping with the defined heritage form already established in the precinct.

Promenade along side suggested new South Australian Maritime Museum



MCLAREN WHARF AT



Our consortium is committed to work with the Land Management Corporation to re-activate Port Adelaide and bring life back into its heart to create a new core destination. At present the area is ill defined and lacking in purpose and activity.

Mc Laren Wharf lies at the epicentre of the Port Adelaide redevelopment program and effectively forms a connection between Harts Mill Point and the Dock One precincts. The name Mc Laren Wharf brings back to the fore the historic and true nature of this district. Within the proposed redevelopment a return to its former glory as a vibrant and bustling commercial precinct is assured. It will again become the heart of Port Adelaide. Fish markets, tourist and grower's markets will be revitalised and these will create an area of activity and commerce to be enjoyed and frequented regularly by both locals and visitors alike.

The re-positioning of Port Adelaide relies on the discrete packaging of a combination of initiatives. These will need to strike a balance between the fears that the local community might feel about change, as opposed to the need to convince the rest of Adelaide that change for the better is happening and will continue. By focussing on the intrinsic elements that will underpin the future Port Adelaide, such as heritage areas, new access proposals, an activated waterfront, regular activities, upgraded food, beverage and entertainment facilities, confidence will build over time amongst the regional community.

The key will be to strike that balance between preserving the essential character that is Port Adelaide from both community and built form perspectives, as well as upgrading the environs to meet expectations of visitors.

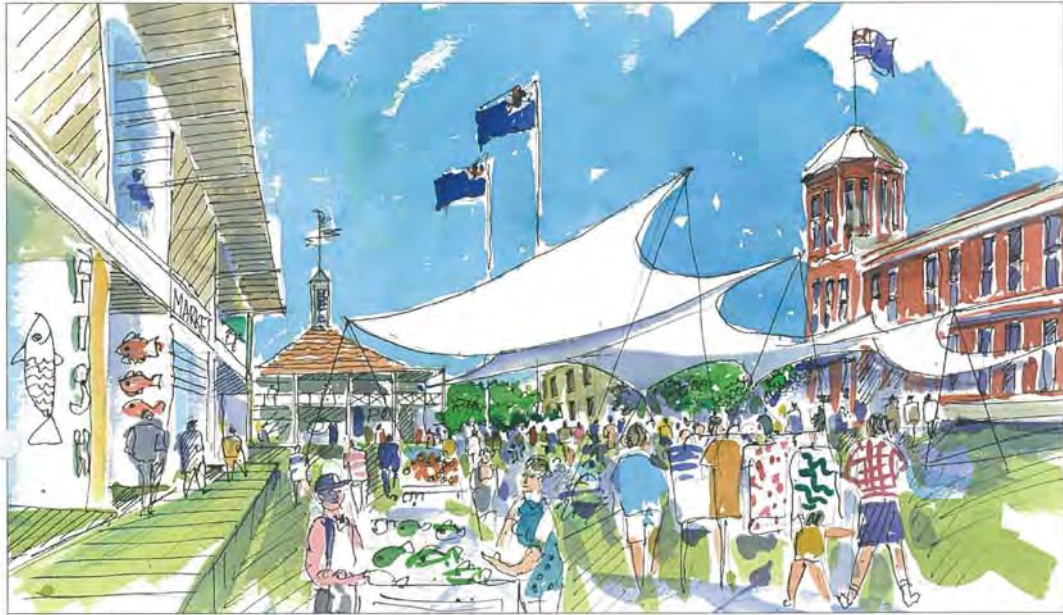
Careful attention will be given to making Mc Laren Wharf a "must visit" destination. By thinking of it as a 'destination' there is an opportunity to create a stronger gateway that will attract people from other parts of Adelaide down Commercial Street directly to the waterfront.

The substantial collection of heritage buildings used for residential, commercial and industrial purposes and their strong relationship to the port and the rail facilities that served the area provide the necessary fundamentals and components for this type of branding. The termination of Commercial Street on the waterfront - now an easily ignored lighthouse square - could become the focus and soul of a revitalised Mc Laren Wharf.

Because there is an excess of open space in this area, there is an opportunity for the Land Management Corporation to review existing activities and stakeholdings to determine their relationship with the McLarens Wharf from an economic, social, community and political perspective and to determine their fit within the new Port Adelaide structure.

Our masterplan recommends that new buildings be constructed around the proposed square including a new fish and growers' market. These markets could sell seafood, fresh local produce and wine and create an authentic Port Adelaide experience. A food hall market is proposed to the east of Black Diamond Square.





Enhanced open plazas for festive occasions and markets



New buildings could be added further east to encourage more activity on the waterfront. By creating strong visual links back to St Vincent Street and the core heritage centre beyond, waterfront activity can complement and regenerate activity in the Old Port Centre.

An integrated transport strategy will be developed for this area that includes public and private transport. One possibility would be to introduce a tram or light rail down Commercial Street that terminates at Black Diamond Square. This would draw visitors into the heart of the Port from the City of Adelaide.

A carparking strategy is also required to ensure that sufficient convenient parking is available close to potential attractions.

Our strategy for the rebirth of Port Adelaide and to establish it as a core "destination" in South Australia will:

- Assess opportunities that Port Adelaide has to offer in its existing form, those elements that should remain and those that need to be replaced
- Identify areas requiring revitalisation that will complement the thrust of the strategy
- Identify new enterprises and attractions to provide the diversity of attraction required to attract both initial and repeat visitation.

Interim initiatives to revitalise Port Adelaide could include:

- A new maritime museum on the waterfront
- An upgrading strategy for the National Rail Museum
- Implementation of the foreshore walkway system
- A rail connection through to the waterfront
- Acquiring strategic buildings in the town centre
- Initiate streetscape enhancement programs
- Instituting new site management controls
- Cleaning up activities along the water's edge
- Negotiations to takeover the large shed on the waterfront
- Bringing the fish markets back to the Port and complementing them with a "fresh food at the Port" initiative
- Developing an interim minor events program to draw attention to the Port's new focus

In any development envisaged for the McLaren Wharf precinct, strong linkages will be established between the heritage and cultural amenities of the precincts at either end of the wharf area, as well as to the regenerated commercial sector of the Old Port business district. This is integral to the cohesiveness and the long-term, successful outcome of the project.



SCALE 1:2000



FERRY LINK

RESTAURANT AND TOURIST SHOPS

HART'S MILL LANDMARK ICON
ARTS CENTRE - STUDIO WORKSHOPS

HERITAGE SQUARE



When Captain John Hart constructed the Port Adelaide icon known as Hart's Mill it represented to the early settlers of South Australia and especially to the residents of Port Adelaide, the realised potential of the industrial age. It presented as a beacon celebrating an era of unprecedented growth and commercial success. In Hart's Mill lies a story of where Port Adelaide once was in the halcyon days when it operated as a vibrant and busy port. Today it stands as the quintessential icon of where the Port of Adelaide will be positioned in the future.

The results of our market research indicate that a substantial opportunity exists to develop a mixed tourist, cultural, recreational, business campus, maritime and residential environment of considerable character and diversity on this site. It will capitalise on the precinct's extensive access to the waterfront and its proximity to the central Port Adelaide area. Hart's Mill Point will be directly accessed from Mundy Street which has a direct link to St Vincent Street.

The disused Hart's Mill is probably the most recognisable icon in Port Adelaide. The historic building elements of the tall flour mill will remain dominant within the Hart's Mill Point precinct and be integrated with new development which will be mostly three stories in height. Robust architectural forms with articulated and modelled facades and pitched roofs will create an exciting new architecture that reflects the character of the older maritime industrial buildings nearby.

SCALE 1:2000





- 18 Townhouses
- 8 Terrace houses
- 60 Two bedroom walk-up apartments
- 15 Three bedroom walk-up apartments
- 45 One bedroom lifted apartments
- 60 Two bedroom lifted apartments
- 26 Three bedroom lifted apartments

The precinct has a generous proportion of open space with interlinked roadways and generous pathway easements that reinforce vistas across the Port Adelaide River at the projections of Mundy and Nile Streets.

A mix of marina, tourism and recreation facilities will be promoted along the waterfront promenades linking with the historic maritime buildings and former Kangaroo Island ferry terminal.

The use of architectural tree planting such as spotted gums in granite sand and other graphic plantings in the form of squares and promenades will help develop Hart's Mill Point into an area of considerable character. Detailed attention to streetscape has been our key focus, maintaining and enhancing as much of the existing significant heritage and port character as possible and optimising links between adjoining regions and the Port. A high level of residential amenity is proposed to meet the needs of a broad and eclectic community. Careful attention to the design of typical residential neighbourhoods and an architecture that will be intimate and of a human scale will ensure the creation of an environment that is compatible with the heritage character of this precinct.





In addition to the residential environment, it may be possible to create an office campus that can be readily linked to the marina and waterfront and to the related facilities of Hart's Mill Point. The main components could include low rise contemporary buildings of three to four storeys set along the waterfront, embracing its unique heritage and marine orientated environment. The old Adelaide Milling Company building could be integrated into the campus and used to accommodate its meeting and public amenity areas.

Hart's Corner has exciting design features and innovations. Its maritime and heritage character combined with its potential for new eclectic mixed-use activities will ensure a unified coherent living environment is realised. Harts Mill Point itself will become via an intended water taxi service to Newport Quays, the linkage between the old and the new.

View from River to proposed Restaurant and Commercial Complex adjacent Hart's Mill



SCALE 1:2000





LIGHT INDUSTRIAL ZONE



Situated in the heart of THE PORT and ideally wedged between a new expressway and established rail links, the new Port Approach Business Park has the world at its doorstep. It offers an opportunity for enterprises to tap into a market developed as a direct result of THE PORT initiative. It also presents enormous opportunities for businesses to take advantage of its strategic location with excellent rail, road, sea and air links in very close proximity.

TRANSPORT INTERCHANGE AND SERVICE



The proposed Third River Crossing will divide the Port Approach Precinct into three distinct land packages and create a barrier between the industrial areas to the north and the Business Park to the south. Access is proposed to each sector via a junction onto Ocean Steamers Road.

LANDSCAPED BUFFER TO NEW EXPRESSWAY



Whilst the proposed heavy vehicle by-pass and rail link will accelerate the physical, economic, environmental and social future of Port Adelaide and THE PORT, it also provides an opportunity to shift the focus of port related industrial activities away from the centre into a dedicated general industries and business park. This precinct has been identified as appropriate for a Bunnings warehouse style of development and it has also been recommended as suitable for bio-tech industries along with campus style accommodation.

PUBLIC PLAZA



Furthermore, the physical constraints and perception of the barrier will provide some protection to THE PORT from industrial activities in the north. Development of the industrial and business park needs to occur in a sensitive and attractive way so as to ensure that industry does not inconvenience adjoining premises or nearby residential developments.

BUSINESS AND TECHNOLOGY PARK

It is anticipated that the site on the southern side of the Third River Crossing will support a commercial business park that will be orientated mainly towards small and medium scale organisations.

BUSINESS CAMPUS



It is anticipated that some 29,000 square metres of net office space will be developed fronting Dock One, with extensive waterfrontages and views towards the McLaren Wharf. Buildings will range in height from two to four levels and are designed as a number of separate buildings that are readily linked into the marine theme and closely related to the other facilities of THE PORT.



SCALE 1:2000





LIGHT INDUSTRIAL



BUSINESS PARK

The Business Park, Light Industrial Incubator and Transport Hub will offer 22,000 square metres of Light Industrial space and a further 29,000 square metres of Office Technology Park.

Campus style buildings have been located along the harbourside boardwalk and around the major pedestrian square on the northern side of the development. Open spaces between the campus modules are extensively landscaped and can be used for recreational purposes. Carparking areas, loading docks and service areas will be screened from public view and will not detract from the amenity of the area. Mature landscaping to the edges of the Third River Crossing will ensure that the noise and visual affects of this element do not affect the quality of the business park environment.

Along the waterfront there will be strong edges and a consistent urban treatment that will result in a sense of activity and excitement. The new campus structures along the wharf will be light and rhythmic in design and will facilitate an exciting interaction between the enclosed and open spaces.

A general light industries precinct will be established to the north of the Third River Crossing. This will facilitate the relocation of many of the light industries currently scattered throughout the Port Adelaide region in a contemporary industrial park.

Buildings will generally be one to three levels, appropriately sited to maximise their waterfront locations and with extensive landscaping to provide a buffer against the Third River Crossing. Adequate areas for carparking, manoeuvring, loading and unloading will be provided and the whole development will be designed so that no industry presents a threat to its adjoining neighbours or the nearby residential precincts.

A transport interchange has been designed for the triangular site located between the Third River Crossing on and off ramps and the railway reserve. This development will provide fuel and maintenance facilities together with vehicle clearing. A fast food facility will also be provided.

Port Approach will cater for the essential seaport industries and will become an exciting waterfront business park.

This development, like the balance of the Port Adelaide rejuvenation project, will be designed as a benchmark by which others will strive to follow. The virtues of its strategic location will be enhanced by contemporary architecture of the highest order.

Enterprises looking to set themselves apart from their competitors and who wish to operate within a functional, contemporary business community will be easily drawn to the attributes demonstrable within the Port Approach Business Park.



CONSORTIUM CREDIBILITY



Wharf Eight and Nine Sydney

Multiplex Constructions is Australia's largest privately owned construction company and the country's largest builder of commercial projects with an outstanding track record in Waterfront Projects.

Founded in 1962, the Group has offices in all mainland states of Australia and operates international offices in London, New Zealand, Singapore, Malaysia and Dubai. It has a substantial and growing business in South Australia.

Multiplex, one of the largest housing contractors in Australia is currently involved in more than \$1.5 billion dollars worth of development projects and the subdivision of more than 4500 residential lots.



Townsville Museum Old

Urban Construct has a firsthand knowledge of the property market in South Australia. As a new generation of developers, it brings freshness and energy, with almost M\$200 of low and high rise residential accommodation currently under construction. Urban Construct has contributed more than 850 residences to the Adelaide market in the past three years and a further \$750m of residential projects is planned for the next three years in both the Adelaide CBD and the wider metropolitan area.

Recently, Urban Construct has diversified its operations to include hotel management, with the incorporation of Pacific Hotels Corporation, manager of The Embassy, North Terrace, Adelaide.



Geraldton Museum WA

C+BUS brings financial certainty to the project. This is a partnership between employers and employees in the construction and building industries and is the largest industry superannuation fund in Australia with more than \$3 billion in assets. As a public offer fund it is responsible for funding the retirement of its members from both inside and outside the building and construction industries.

C+BUS has a strategic asset allocation of 21% (\$800m) dedicated towards property investment. C+BUS directly invests in properties offering development opportunity. Part of the property allocation is also invested in commercial, retail and industrial property across the country.



Great Sandy Bay Development



King Street Wharf Redevelopment Sydney NSW

Fremantle Maritime Museum WA



Fremantle Waterfront Masterplan WA





National Wine Centre Adelaide SA



Finger Wharf Redevelopment Woolloomoo NSW

Cox Architects is one of Australia's most prominent architectural, planning and urban architecture companies with offices in Perth, Sydney, Brisbane, Melbourne and Canberra, Beijing and Dubai.

It specialises in public, commercial, retail, tourism, stadia, education, housing, health and conservation. The group offers planning, urban design, architecture and interior design.

CONSULTANTS

Colliers Jardine - Marketing and Real Estate

Price Waterhouse Coopers - Financial

Brown & Root - Infrastructure, Maritime, Traffic Engineering

Ove Arup - Environmental, Water Engineering

Rider Hunt - Cost Planning

Woodhead International - Local Architect, Heritage

Tract - Landscape

Macro Plan - Market Research, Demographic Studies

Urbis - Statutory Planners, Social & Community Consultation

Nigel Hopkins - Communications

Hamra Management - Public Relations

Advertising Directions Co'ee - Marketing



Townhouses Cotteloe Waterfront WA



Akuna Bay Marina Kuring-gai National Park NSW

Camerons Cove Balmain NSW



National Maritime Museum Sydney NSW

