

Development Plan Amendment

By the Minister

Port Adelaide Enfield Council Development Plan

Port Adelaide Centre Renewal (Part 2) Development Plan Amendment

For Approval

Declared by the Minister for Planning to be an
approved amendment under Section 26 (8), of the
Development Act 1993



Minister's Signature

11 JUL 2017

Date of Gazette



Government of South Australia

Department of Planning,
Transport and Infrastructure

Approval DPA

Background

The Port Adelaide Centre Renewal (Part 2) Development Plan Amendment (DPA) by the Minister amends the following Development Plan:

- Port Adelaide Enfield Council Development Plan

This DPA was undertaken as a DPA process B which included:

- An Initiation Document was agreed on 30 August 2013.
Subsequent release of the DPA for public and council consultation from 03 November 2016 to 09 January 2017.
- Public Meeting conducted by the Development Policy Advisory Committee (DPAC) Public Meeting Subcommittee on 24 January 2017.

Consultation

A total of 6 public submissions, 1 council submission and 14 agency submissions were received in relation to the DPA during the consultation period. 3 verbal submissions were made at the Public Meeting.

Approval Stage

Based on a review of all submissions and the recommendations of DPAC, the following changes have been made to the Amendment:

- a. Amend *Overlay Map PAdE/17 – Development Constraints* to identify the EPA 400 metre separation distance within Cruickshank's Corner Policy Area 38.
- b. Include the following statement in Cruickshank's Corner and Port Approach Policy Areas Desired Character statements:
"Residential development will respect and consider the impact of nearby industrial land uses, rail, road and shipping infrastructure (freight movement), and where practical consider the application of buffers or design techniques to mitigate interface conflicts."
- c. Amend Cruickshank's Corner Policy Area 38 Desired Character Statement and PDC1 to reflect land uses that are supported within and outside of the 400 metre separation distance, in particular sensitive land uses such as short-term accommodation and residential development.
- d. Amend Cruickshank's Corner PDC5 to:
'Development within the 400 metre separation distance should be constructed in a manner that has no accessible balconies or opening windows.'
- e. Remove the minimum shop floor limit in Cruickshank's Corner Policy Area (PDC1) and include the following sentence in the Desired Character Statement after paragraph four:
'Small shops or groups of shops are encouraged that serve the local population and promote local interests but which are not of a scale that dilutes the Retail Core Policy Area activities.'

f. Amend non-complying list for Cruickshank's Corner Policy area as follows:

*All forms of development located north of the 400 metre separation distance of **Cruickshank's Corner Policy Area 38**, as shown on Overlay Map PAdE/17 – **Development Constraints**, are non-complying, with the following exceptions:*

- *Car park*
- *Community centre*
- *Conference facilities*
- *Indoor Recreation Centre*
- *Office*
- *Recreation facility*
- *Shop or group of shops*
- *Sports ground*
- *Waterfront promenade and associated infrastructure*
- *Waterfront wharf infrastructure including boat launching facilities*
- *Expansion of existing residential development as at 9 July 2004 by up to 50 percent of current area.*

g. Amend Concept Plan Map PAdE/40 Port Approach Policy Area to:

- *building height maximum of five storeys for the entire area*
- *identify a landmark building on the corner of Dock One and the Port Adelaide River*
- *identify a buffer to development immediately south of the Port River Expressway.*

h. Amend Port Approach Policy Area PDC1 by adding the following envisaged uses:

- *Dwelling*
- *Residential flat building*

i. Amend Concept Plan PAdE/28 - Port Adelaide Townscape and Waterfront Development Areas to reflect application of 'Waterfront Development' policies to Cruickshank's Corner, Old Port Reach and Main Street Policy Areas.

Amendment Instructions Table				
Name of Local Government Area: City of Port Adelaide Enfield				
Name of Development Plan: Port Adelaide Enfield Council Development Plan				
Name of DPA: Port Adelaide Centre Renewal (Part 2) DPA				
<p><i>The following amendment instructions (at the time of drafting) relate to the Port Adelaide Enfield Council Development Plan. Development Plan consolidated on 21 April 2016.</i></p> <p><i>Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.</i></p>				
Amendment	Method of Change	Detail what in the Development Plan is to be amended, replaced, deleted or inserted. If applicable, detail what material is to be inserted and where. Use attachments for large bodies of material.	Is Renumbering required (Y/N)	Subsequent Policy cross references
COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): Yes				
Council Wide section				
Hazards – Site Contamination				
1.	Replace	With: <i>Site contamination should be assessed to determine the potential impacts of past industrial activities and landfill practices on the proposed development potential of the land and should be conducted in accordance with National Environment Protection (Assessment of site contamination) Measure 1999 to the Investigation and sampling of sites with potentially contaminated soil.</i>	N	N
ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): Yes				
Regional Centre Zone				
2.	Replace	In PDC1, 'tourist accommodation' with 'tourist development'	N	N
3.	Delete	PDC77	Y	N
Cruickshank's Corner Policy Area 38				
4.	Replace	Cruickshank's Corner Policy Area 38 with the contents of ' Attachment A '	N	N
Port Approach Policy Area 48				
5.	Replace	Objective 1 with: <i>'The development of light industrial and commercial activities with opportunities for tourist infrastructure such as the maritime museum, tourist accommodation, offices, low impact commercial activities, and residential and mixed use development adjacent Dock One.'</i>	N	N

**Port Adelaide Centre Renewal (Part 2) Title of DPA DPA
by the Minister
Amendment Instructions Table**

6.	Replace	In paragraph 1 of the Desired Character statement, replace <i>'third bridge crossing'</i> with <i>'Port River Expressway'</i> .		
7.	Replace	<p>In paragraph 2 of the Desired Character statement, replace:</p> <p><i>'Commercial, office and tourist activities and tourist accommodation will primarily be located south of the third bridge crossing in a high quality, contemporary business park setting taking advantage of the waterfront and view of Dock One Policy Area 39 and McLaren's Wharf Policy Area 44. Buildings to the south of the bridge will range in height from two to four storeys other than a landmark building in the south west corner adjacent Dock One. Buildings to the North of the bridge crossing will range from one to three storeys.'</i></p> <p>With:</p> <p><i>'Opportunities for commercial, office and tourist activities and tourist accommodation will primarily be located south of the Port River Expressway in a high quality, contemporary setting. Medium density residential development and mixed use development will be located along the waterfront of Dock One and the Port Adelaide Riverfront as shown in Concept Plan MapPAde/40 – Port Approach Policy Area, taking advantage of the waterfront and views. Residential development will respect and consider the impact of nearby industrial land uses, rail, road and shipping infrastructure (freight movement), and where practical consider the application of buffers or design techniques to mitigate interface conflicts. Residential and other forms of sensitive development within the policy area should not proceed until the adverse impacts and conflicts of adjacent industrial activities have been suitably addressed. Medium density residential mixed use buildings will range from 3-5 storeys.'</i></p>	N	N
	Add	<p>At the end of new paragraph 2 (see instruction 7 above) of the Desired Character statement:</p> <p><i>'There is opportunity for development of a landmark building at the corner of Dock One and the Port Adelaide River.'</i></p>		
	Add	<p>As new paragraph at the end of the Desired Character statement, add the following text:</p> <p><i>'Development will respect and consider the impact of nearby industrial land uses, rail, road and shipping infrastructure (freight movement), and where practical consider the application of buffers or design techniques to mitigate interface conflicts.'</i></p>	N	N
8.	Add	In PDC1, add <i>'dwelling'</i> and <i>'residential flat building'</i> in the list of envisaged uses	Y	N
9.	Replace	<p>PDC6 with:</p> <p><i>Development to the south of the Port River Expressway should primarily be for residential and mixed use development, commercial, office and tourist activities.</i></p>		

10.	Add	After PDC7, insert the following new PDC: <i>'Development along Dock One and Port Adelaide River waterfronts (south of the Port River Expressway) should consist of:</i> <i>(a) attractive development of between 3 and 5 storeys in height, overlooking Dock One and the Port Adelaide River (south of the Port Expressway)</i> <i>(b) mixed use development consisting of a range of residential, retail or commercial land uses.</i>						
11.	Replace	PDC13 with: <i>Landscaping or other appropriate treatments should be provided between the Port River Expressway and land uses in the southern portion of the policy area to act as a buffer.</i>						
PROCEDURAL MATTERS - Non-complying Development								
12	Replace	<div>The following row:</div> <table><tr><td>All forms of development where located within the Cruickshank's Corner Policy Area 38.</td><td>Except one or more of the following: (a) car park (b) maintenance and redevelopment of the Birkenhead Tavern, but not including accommodation (c) public promenade (d) recreation area (e) shop or group of shops with a gross leasable area of greater than 200 square metres (f) small scale tourism use (g) expansion of an existing use by up to 50 per cent of current area as at 9 July 2004.</td></tr></table> <div>With the row below:</div> <table><tr><td>All forms of development located north of the 400 metre separation distance in Cruickshank's Corner Policy Area 38, as shown on Overlay Map PAdE/17 – Development Constraints</td><td>Except one or more of the following: (a) Car park (b) Community centre (c) Conference facilities (d) Indoor Recreation Centre (e) Office (f) Recreation facility (g) Shop or group of shops (h) Sports ground (i) Waterfront promenade and associated infrastructure (j) Waterfront wharf infrastructure including boat launching facilities (k) Expansion of existing residential development as at 9 July 2004 by up to 50 percent of current area.</td></tr></table>	All forms of development where located within the Cruickshank's Corner Policy Area 38.	Except one or more of the following: (a) car park (b) maintenance and redevelopment of the Birkenhead Tavern, but not including accommodation (c) public promenade (d) recreation area (e) shop or group of shops with a gross leasable area of greater than 200 square metres (f) small scale tourism use (g) expansion of an existing use by up to 50 per cent of current area as at 9 July 2004.	All forms of development located north of the 400 metre separation distance in Cruickshank's Corner Policy Area 38, as shown on Overlay Map PAdE/17 – Development Constraints	Except one or more of the following: (a) Car park (b) Community centre (c) Conference facilities (d) Indoor Recreation Centre (e) Office (f) Recreation facility (g) Shop or group of shops (h) Sports ground (i) Waterfront promenade and associated infrastructure (j) Waterfront wharf infrastructure including boat launching facilities (k) Expansion of existing residential development as at 9 July 2004 by up to 50 percent of current area.	N	N
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PROCEDURAL MATTERS - Public Notification								
13	Replace	The Public Notification section with ' Attachment B '	N	Y				

TABLES				
Amendments required (Yes/No): No				
MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)				
Amendments required (Yes/No): Yes				
Map(s)				
14	Replace	<p>The following extent maps:</p> <ul style="list-style-type: none"> • Council Index Map • Location Map PAdE/17 • Overlay Map PAdE/17 – Transport • Overlay Map PAdE/17 – Development Constraints • Overlay Map PAdE/17 – Heritage • Overlay Map PAdE/17 – Natural Resources • Overlay Map PAdE/17 – Noise and Air Emissions • Overlay Map PAdE/17 – Strategic Transport Routes • Overlay Map PAdE/17 – Affordable Housing • Zones Map PAdE/17 • Policy Area Map PAdE/17 <p>with the contents of ‘Attachment C’</p>	N	N
15	Replace	<p>The following Concept Plan Maps:</p> <ul style="list-style-type: none"> • Concept Plan Map PAdE/27 – Port Adelaide Centre Traffic and Transport • Concept Plan Map PAdE/28 - Port Adelaide Townscape and Waterfront Development Areas • Concept Plan Map PAdE/30 - Cruickshank’s Corner Policy Area • Concept Plan Map PAdE/40 – Port Approach Policy Area <p>with the contents of ‘Attachment D’</p>	N	N

ATTACHMENT A

Cruickshank's Corner Policy Area 38

Cruickshank's Corner Policy Area 38

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this policy area.

OBJECTIVES

- 1 Tourism and commercial development that capitalises on the waterfront setting with links to designated areas of public open space and public waterfront promenade and shore areas.
- 2 The continued operation and promotion of existing maritime uses and essential harbour activities.
- 3 Public access adjacent to the waterfront through the provision of:
 - (a) public open space
 - (b) a public promenade
 - (c) vehicle, pedestrian and cycle linkages.
- 4 The availability of an area of natural grade beach for boating activities.
- 5 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

Development will be primarily of a commercial nature, together with tourist development, conference facilities, community facilities and open space.

Development of and adjacent to the Birkenhead Tavern will take a form, height and scale that respects the heritage nature of that structure. Buildings adjacent the waterfront will face the public promenade and will have a design format and articulation that integrates with the public amenity and heritage of the waterfront area. Development adjacent the Port River Expressway will consist of public car parking and community facilities such as maritime based club rooms with access to the waterfront.

Buildings will vary in height from three to five storeys in locations identified in [Concept Plan Map PAdE/30 – Cruickshank's Corner Policy Area](#) with gradation of building scale and form towards the waterfront.

The public promenade is part of a larger pedestrian and cycling link that will run along the length of the Port River waterfront, linking with **Fletcher's Slip Policy Area 41** as well as connecting to links throughout the Policy Area. The waterfront will be developed for a range of harbour and marine activities.

Opportunities to provide a tourism focus, such as conference facilities and tourism / cultural interpretive facilities that celebrate the maritime, heritage and environmental aspects of the policy area will be explored as part of the medium to longer term development of future desired uses. Small shops or groups of shops are encouraged that serve the local population and promote local interests but which are not of a scale that dilutes the Retail Core Policy Area activities.

The Birkenhead Tavern will be highlighted as a landmark building within the policy area, and will provide a destination and focal point for visitors. Sight lines to and from the Birkenhead Tavern and land mark features across the river will be maintained.

Public car parking provision will serve users and visitors to the area.

Development activities north of the 400 metre separation distance as detailed on [Overlay Map PAdE/17 – Development Constraints](#) will be limited to non-sensitive land uses. Development in this area will be designed to protect occupants from noise and air quality impacts that arise from industrial activities and infrastructure impacts in the vicinity.

Development activities south of the 400 metre separation distance will be designed to take advantage of the waterfront location, view corridors, public space and access to recreational activities.

Development will respect and consider the impact of nearby industrial land uses, rail, road and shipping infrastructure (freight movement), and where practical consider the application of buffers or design techniques to mitigate interface conflicts.

Development will be able to provide protection from predicted increases in sea level as a result of climate change and associated wave effects as well as land subsidence to 2100. A minimum 8-metre wide promenade will be built as an interface between the built form and the water's edge and will be designed with the capacity to incorporate suitable flood protection measures to mitigate future potential impacts. The promenade and the water's edge infrastructure will remain in public ownership to facilitate the implementation of these provisions if required.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the policy area:

- car park
- community centre
- conference facilities
- indoor recreation centre
- office
- recreation facility
- shop or group of shops
- sports ground
- waterfront wharf infrastructure.

Form and Character

2 Development should not be undertaken unless it is consistent with the desired character for the policy area.

3 Development should be in accordance with [Concept Plan Map PAdE/30 - Cruickshank's Corner Policy Area.](#)

4 Development should:

- (a) integrate with adjacent areas and facilitate the provision of public access to the Port Adelaide River
- (b) incorporate landscaping and facilitate the creation of the public promenade along the waterfront.

5 Development within the 400 metre separation distance should be constructed in a manner that has no accessible balconies or opening windows.

6 Development associated with the Birkenhead Tavern should:

- (a) retain the existing built form
- (b) conserve and respect the historic character of the building
- (c) enable the tavern to function as an important destination and facility for the local community and visitors.

7 Public access to the river water level should be facilitated, including opportunities for the launching of small boats.

8 A continuous public promenade for pedestrians and cyclists should be created along the waterfront, where possible, and provide:

- (a) convenient, safe and attractive linkages to adjoining areas

- (b) a minimum 8 metres width
- (c) clearly defined zones for pedestrians and cyclists
- (d) a pedestrian zone adjacent the waterfront and a variety of waterfront experiences
- (e) clearly defined destination nodal points which relate to existing site features or contemporary features created by the development
- (f) pedestrian facilities such as seating, shade and shelter
- (g) a link to **Fletcher's Slip Policy Area 41**
- (h) an opportunity for a pedestrian and cyclist connection between the Port Expressway off-road path and the Elder Road bicycle route, passing under the Port Expressway road and rail bridges.

ATTACHMENT B

Replacement Public Notification Section

Public Notification

Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*.

Further, the following forms of development (except where the development is non-complying) are designated:

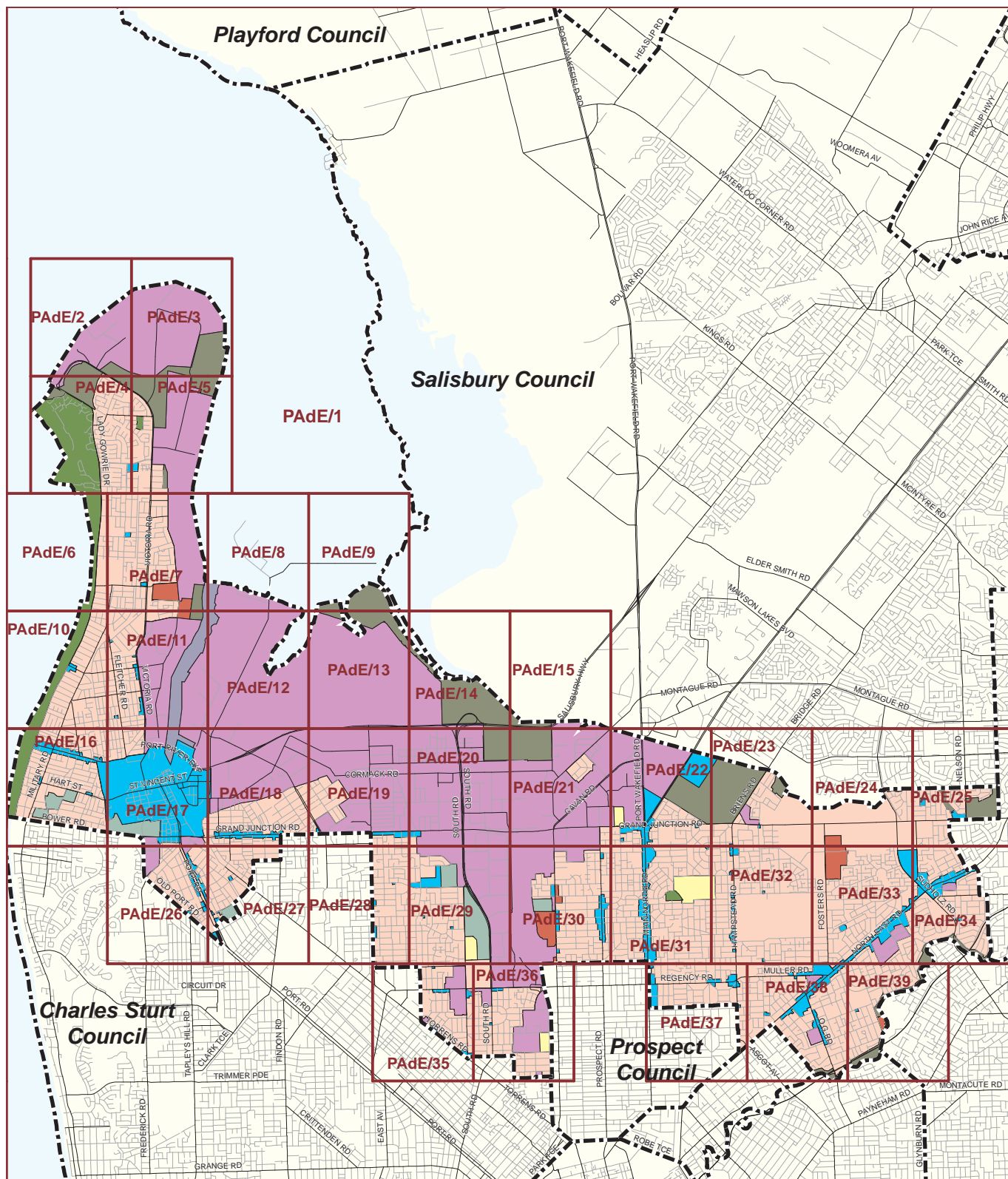
Category 1	Category 2
<p>Advertisements and/or advertising hoardings where the height is not more than 10 metres above natural ground level.</p> <p>All development within any of the following policy areas:</p> <ul style="list-style-type: none"> (a) Cruickshank's Corner Policy Area 38 (b) Dock One Policy Area 39 (c) Fletcher's Slip Policy Area 41 (d) Hart's Mill Policy Area 42 (e) McLaren's Wharf Policy Area 44 (f) North West Policy Area 45 (g) Port Approach Policy Area 48 (h) West Policy Area 53 <p>except where one or more of the following apply:</p> <ul style="list-style-type: none"> (i) the development is proposed to exceed the maximum heights identified within any of the following: <ul style="list-style-type: none"> (A) <u>Concept Plan Map PAdE/30 – Cruickshank's Corner Policy Area</u> (B) <u>Concept Plan Map PAdE/31 – Dock One Policy Area</u> (C) <u>Concept Plan Map PAdE/32 – East End Policy Area</u> (D) <u>Concept Plan Map PAdE/33 – Fletcher's Slip Policy Area</u> (E) <u>Concept Plan Map PAdE/34 – Hart's Mill Policy Area</u> (F) <u>Concept Plan Map PAdE/35 – Mainstreet Policy Area</u> (G) <u>Concept Plan Map PAdE/36 – McLaren's Wharf Policy Area</u> (H) <u>Concept Plan Map PAdE/37 – North West Policy Area</u> (I) <u>Concept Plan Map PAdE/38 – Old Port Reach Policy Area</u> (J) <u>Concept Plan Map PAdE/39 – Port Adelaide State Heritage Area Policy Area</u> (K) <u>Concept Plan Map PAdE/40 – Port Approach Policy Area</u> (L) <u>Concept Plan Map PAdE/45 – West Policy Area</u> 	<p>All development within any of the following policy areas:</p> <ul style="list-style-type: none"> (a) Cruickshank's Corner Policy Area 38 (b) Dock One Policy Area 39 (c) Fletcher's Slip Policy Area 41 (d) Hart's Mill Policy Area 42 (e) McLaren's Wharf Policy Area 44 (f) North West Policy Area 45 (g) Port Approach Policy Area 48 (h) West Policy Area 53 <p>where one or more of the following apply:</p> <ul style="list-style-type: none"> (i) the development is proposed to exceed the maximum heights identified within any of the following: <ul style="list-style-type: none"> (A) <u>Concept Plan Map PAdE/30 – Cruickshank's Corner Policy Area</u> (B) <u>Concept Plan Map PAdE/31 – Dock One Policy Area</u> (C) <u>Concept Plan Map PAdE/32 – East End Policy Area</u> (D) <u>Concept Plan Map PAdE/33 – Fletcher's Slip Policy Area</u> (E) <u>Concept Plan Map PAdE/34 – Hart's Mill Policy Area</u> (F) <u>Concept Plan Map PAdE/35 – Mainstreet Policy Area</u> (G) <u>Concept Plan Map PAdE/36 – McLaren's Wharf Policy Area</u> (H) <u>Concept Plan Map PAdE/37 – North West Policy Area</u> (I) <u>Concept Plan Map PAdE/38 – Old Port Reach Policy Area</u> (J) <u>Concept Plan Map PAdE/39 – Port Adelaide State Heritage Area Policy Area</u> (K) <u>Concept Plan Map PAdE/40 – Port Approach Policy Area</u> (L) <u>Concept Plan Map PAdE/45 – West Policy Area</u> (ii) it involves a telecommunications facility located greater than 30 meters

Category 1	Category 2
<p>(ii) it involves a telecommunications facility located greater than 100 metres from a residential zone</p> <p>(ii) it involves a telecommunication antennae located greater than 30 metres from a residential zone.</p>	<p>and less than 100 metres from a residential zone</p> <p>(ii) it involves a telecommunication antennae located less than 30 metres from a residential zone.</p>

ATTACHMENT C

Replacement:

- Council Index Map
- Location Map PAdE/17
- Overlay Map PAdE/17 – Transport
- Overlay Map PAdE/17 – Development Constraints
- Overlay Map PAdE/17 – Heritage
- Overlay Map PAdE/17 – Natural Resources
- Overlay Map PAdE/17 – Noise and Air Emissions
- Overlay Map PAdE/17 – Strategic Transport Routes
- Overlay Map PAdE/17 – Affordable Housing
- Zones Map PAdE/17
- Policy Area Map PAdE/17



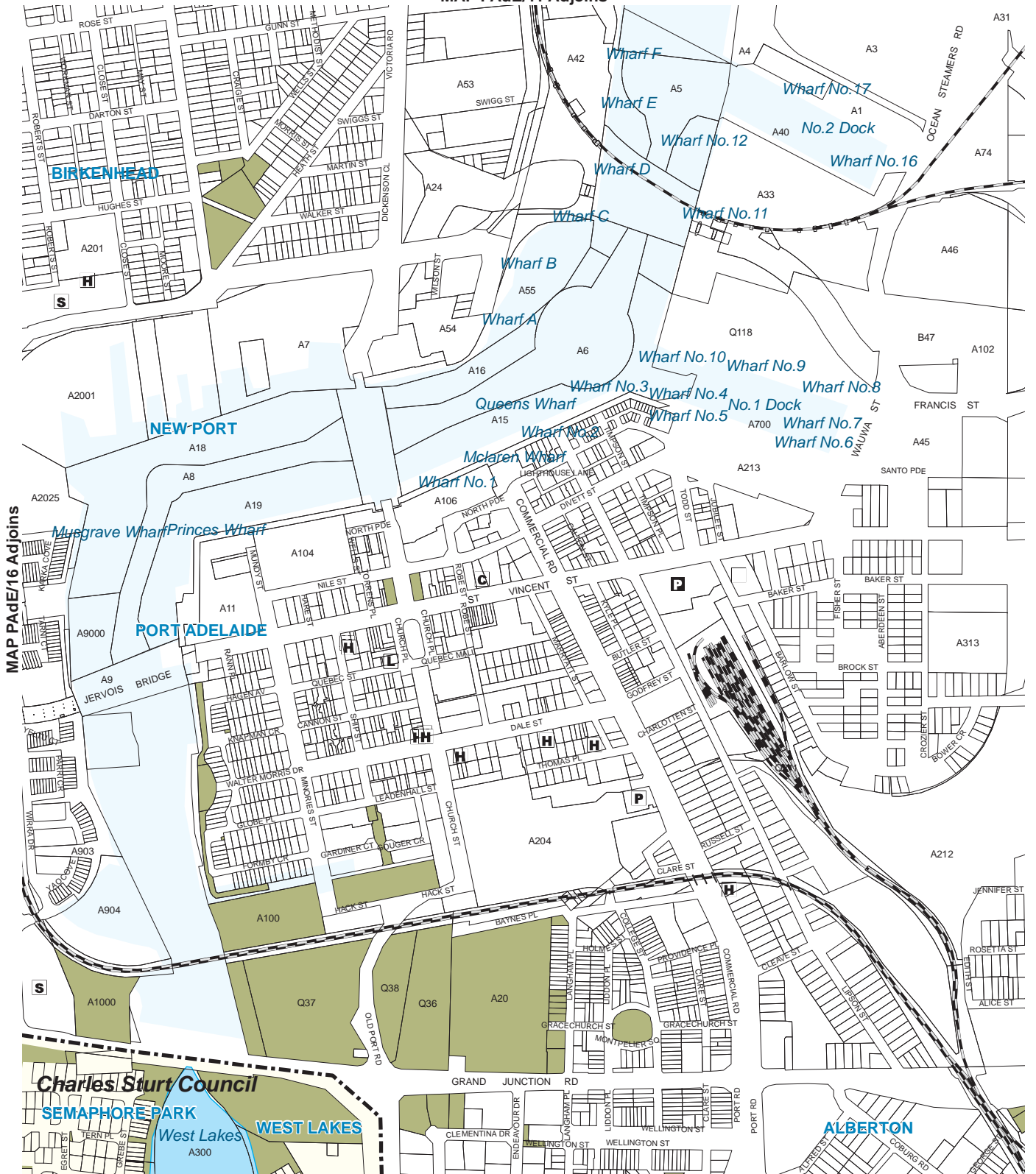
For the purposes of the Development Plan unless otherwise clearly indicated, the zone/policy area/precinct boundaries depicted on or intended to be fixed by Maps PAde/1 to Map PAde/41 inclusive shall be read as conforming in all respects (as the case may require) to the land division boundaries, to the centre line of roads or drain reserves or to the title boundaries, or to imaginary straight lines joining the positions defined by survey or by the measurements shown on the said maps against which the said zone/policy area/precinct boundaries are shown or otherwise indicated.

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Council Index Map

MAP PAdE/11 Adjoins



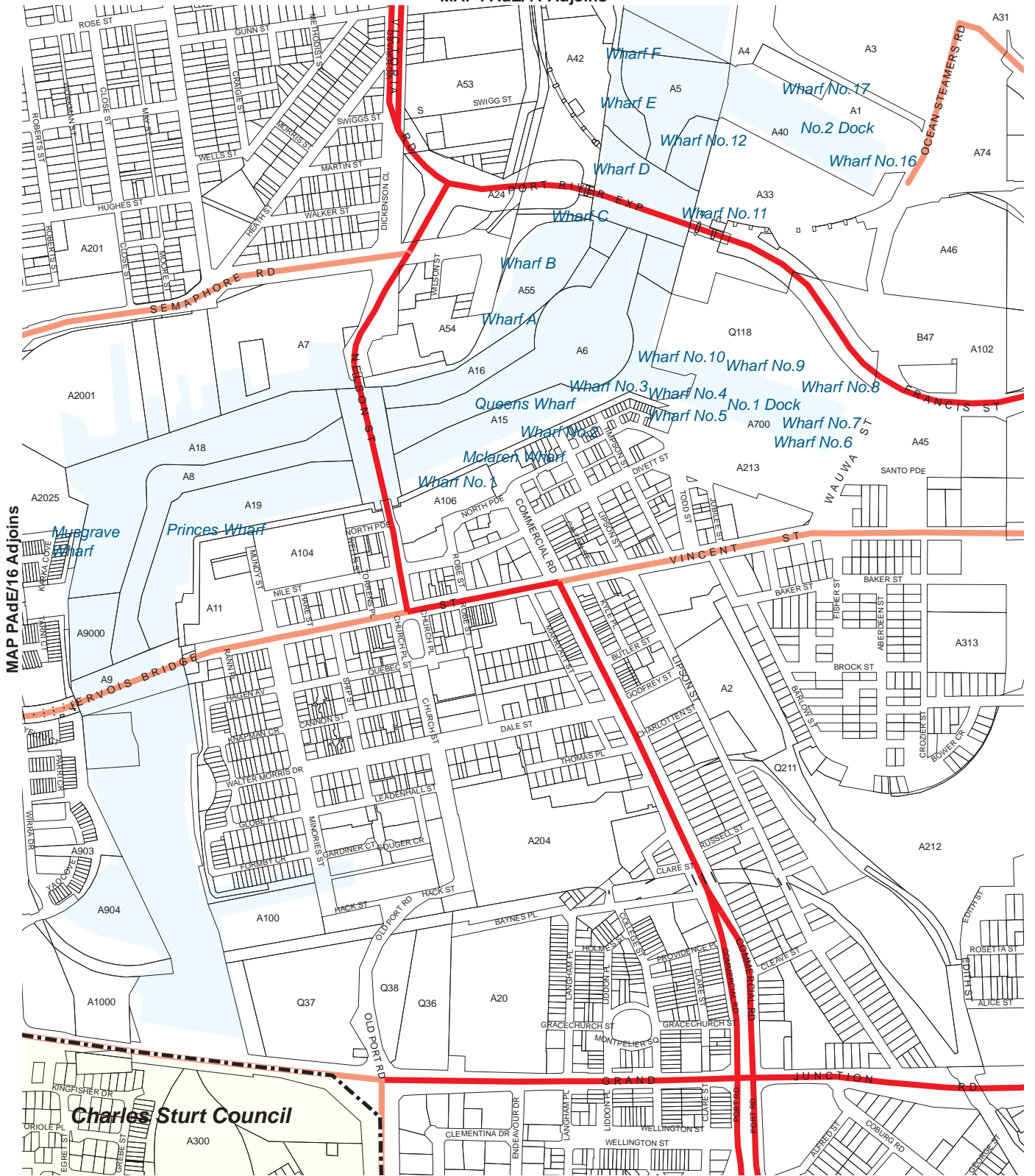
MAP PAdE/26 Adjoins

- S** School
- L** Public Library
- C** Council Office
- P** Post Office
- H** Other Health Services
- P** Police Station
- Railways
- Local Reserves
- Waterbodies
- Development Plan Boundary



Location Map PAdE/17

MAP PAdE/11 Adjoins



MAP PAdE/26 Adjoins



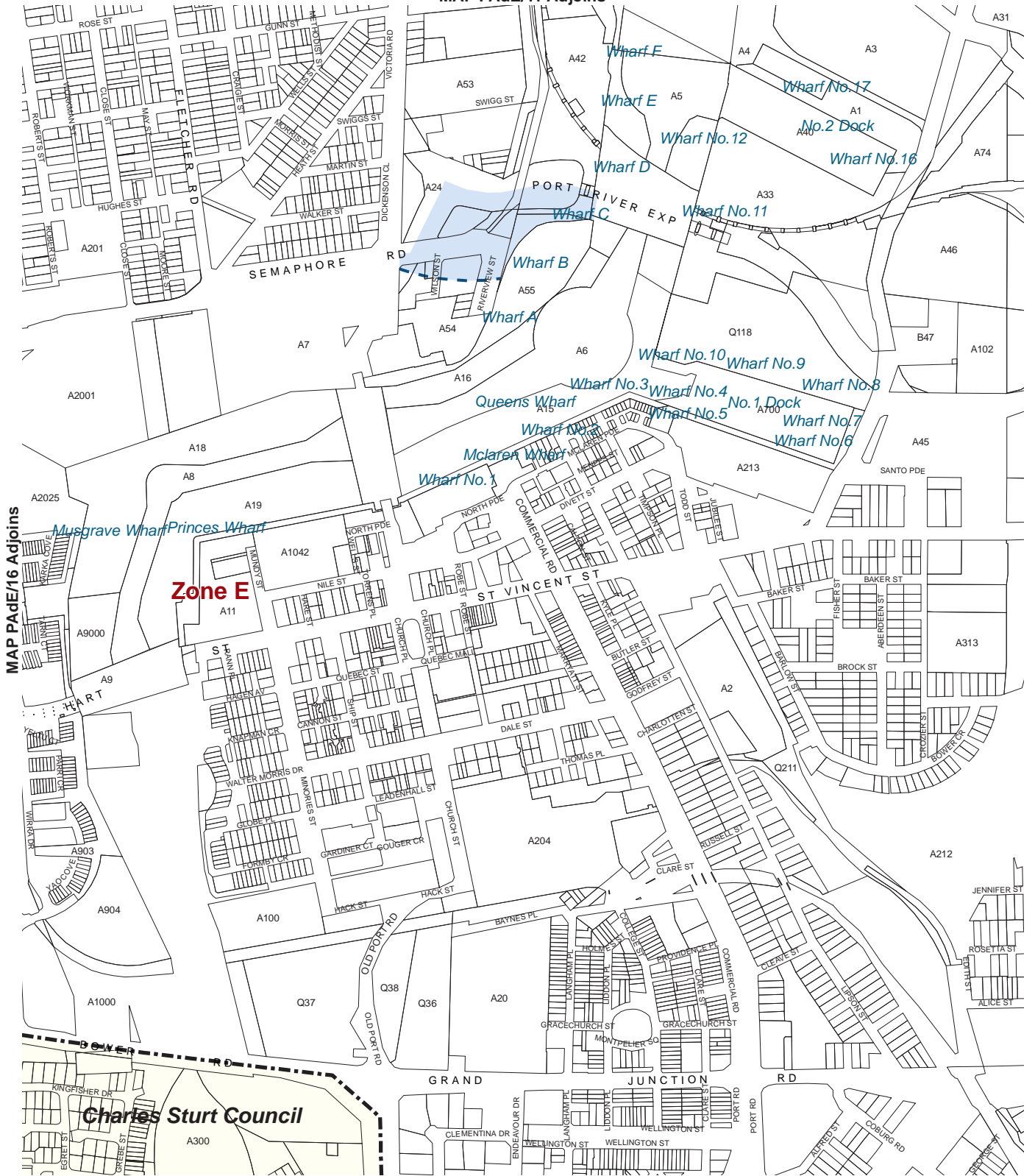
Overlay Map PAdE/17

TRANSPORT

PORT ADELAIDE ENFIELD COUNCIL

- Primary Arterial Roads
- Secondary Arterial Roads
- - - - - Development Plan Boundary

MAP PAdE/11 Adjoins



Airport Building Heights
Zone E All Structures Exceeding 100 metres above existing ground level

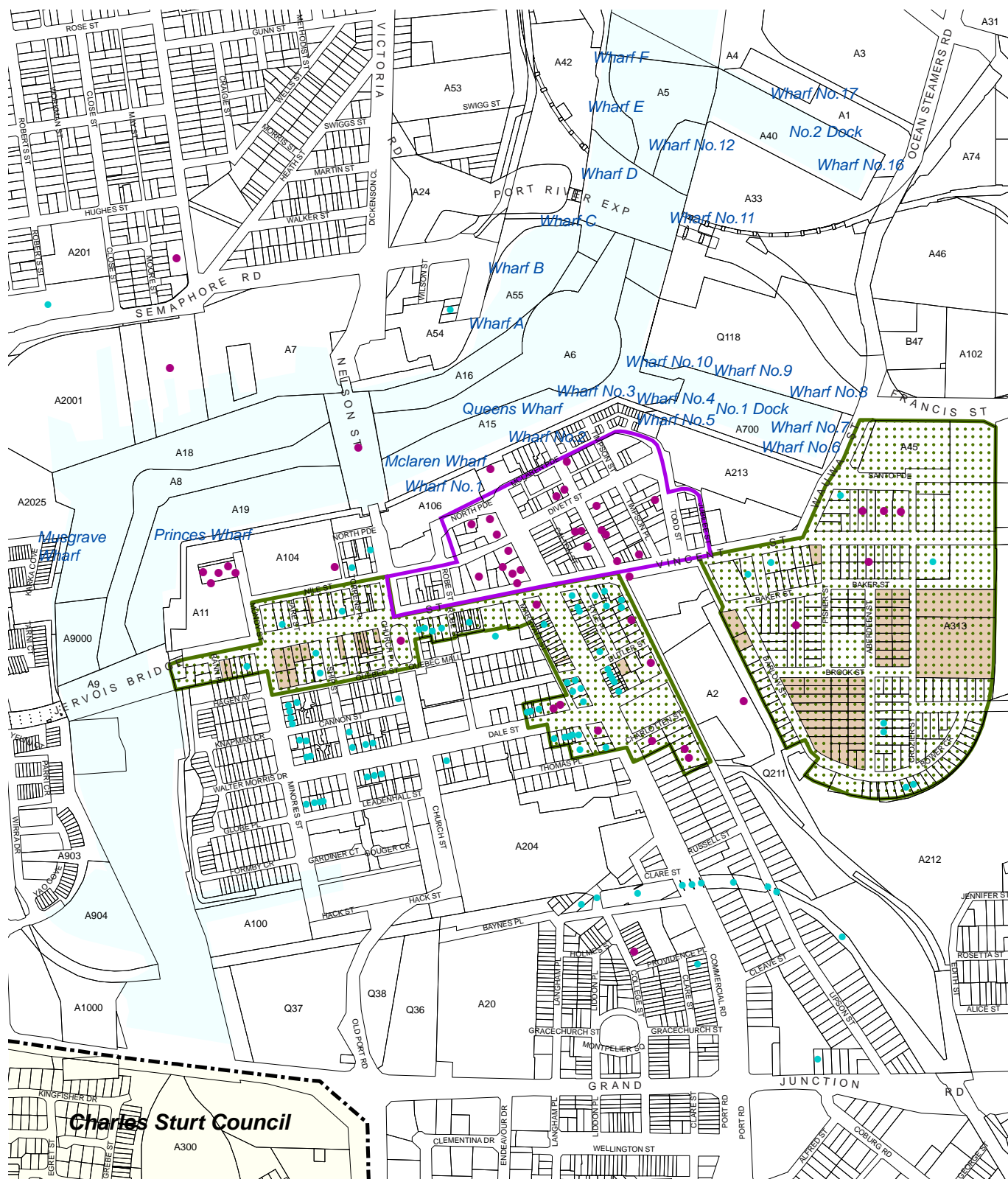


Overlay Map PAdE/17

DEVELOPMENT CONSTRAINTS

PORT ADELAIDE ENFIELD COUNCIL

- Cruckshank's Corner policy area within industry buffer
- 400m separation distance from industry
- Airport Building Heights
- Development Plan Boundary



Heritage points are indicative only.
For further information on State and Local Heritage Places and Contributory Items please refer to the relevant tables within this document.



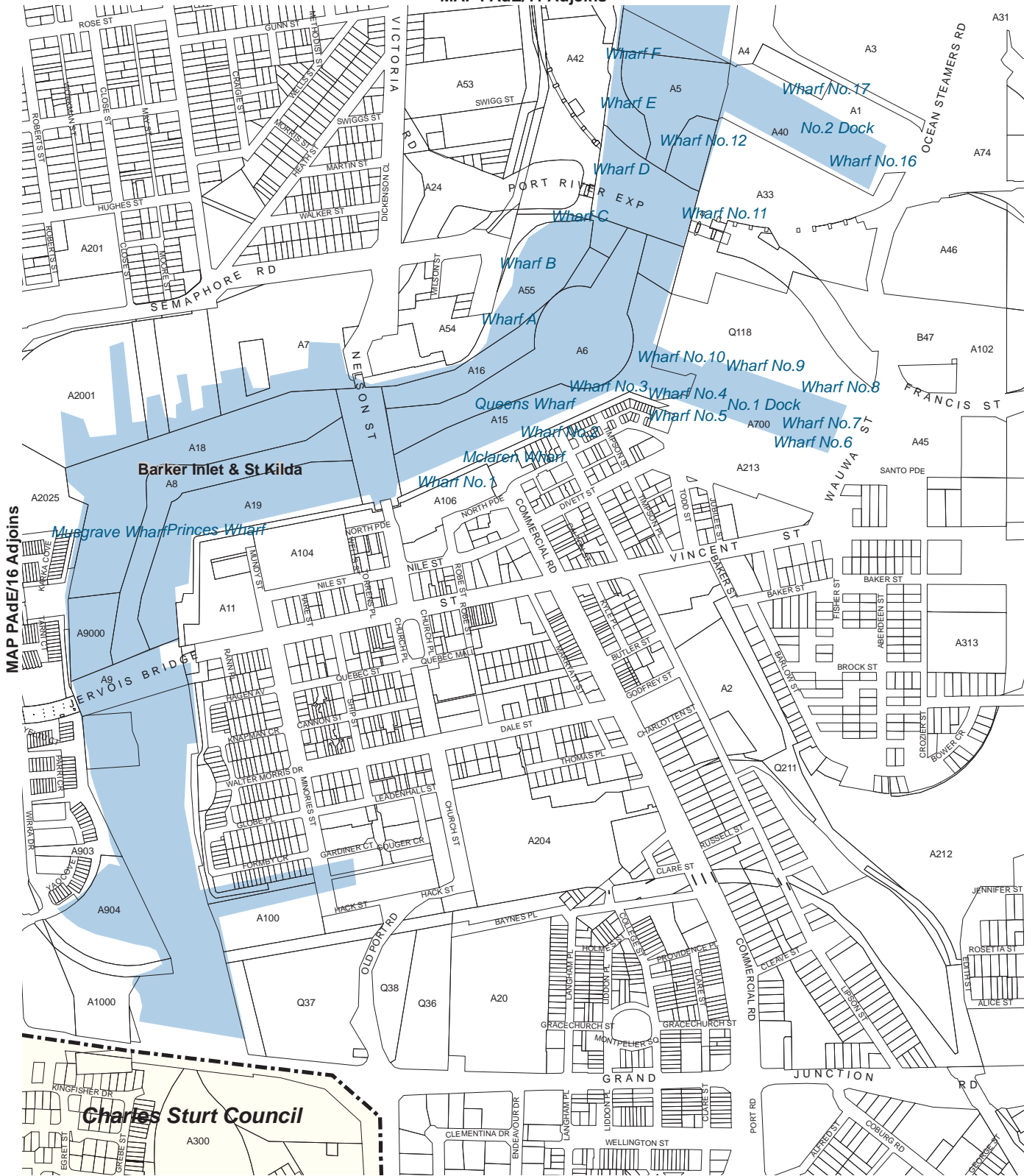
- Local heritage place
- State heritage place
- State Heritage Area
- Historic Conservation Area
- Contributory items
- Development Plan Boundary

Overlay Map PAdE/17

HERITAGE

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/11 Adjoins



MAP PAdE/26 Adjoins



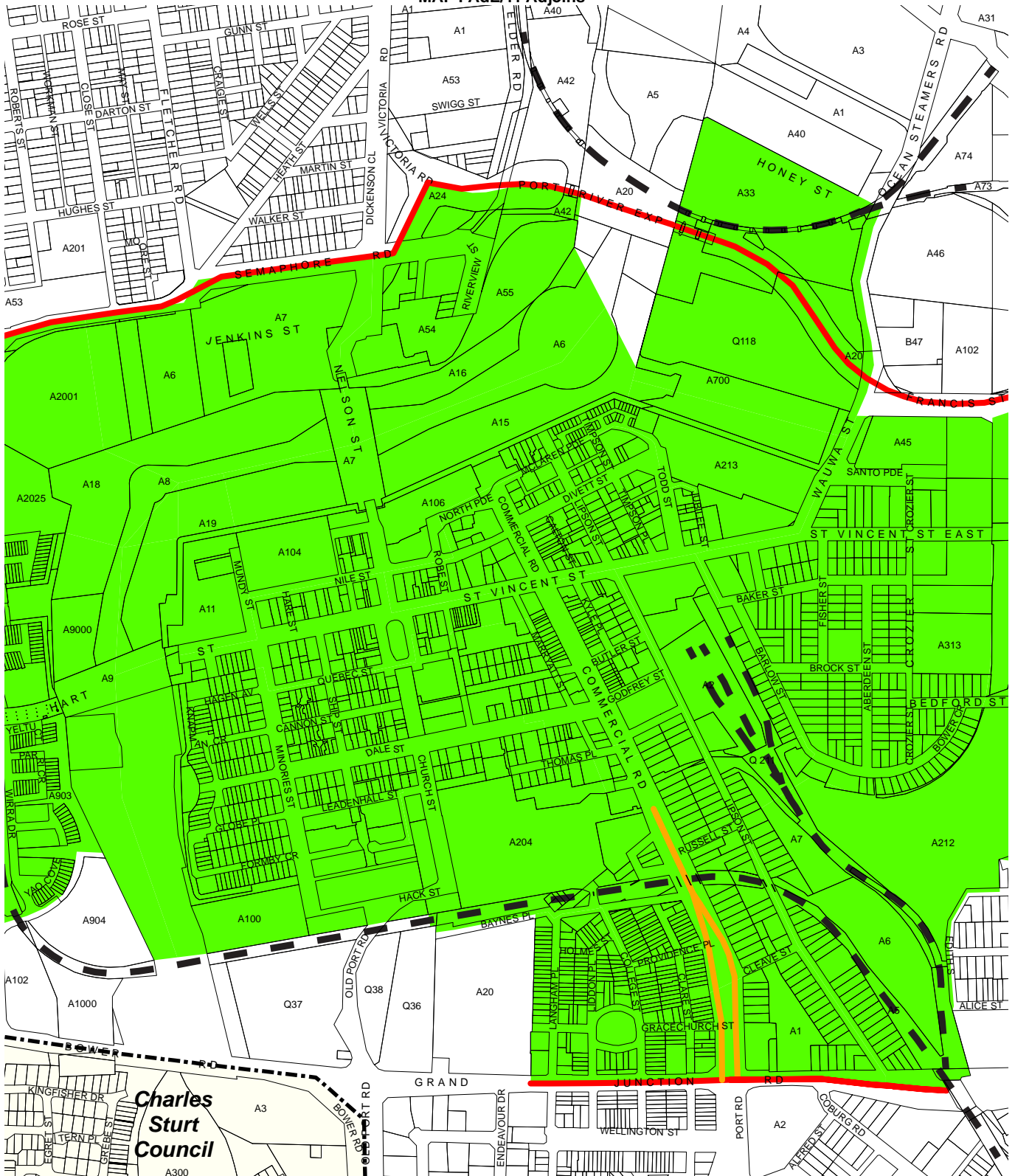
Overlay Map PAdE/17

NATURAL RESOURCES

PORT ADELAIDE ENFIELD COUNCIL






- Wetlands of National Importance
- Development Plan Boundary

MAP PAdE/16 Adjoins



MAP PAdE/16 Adjoins



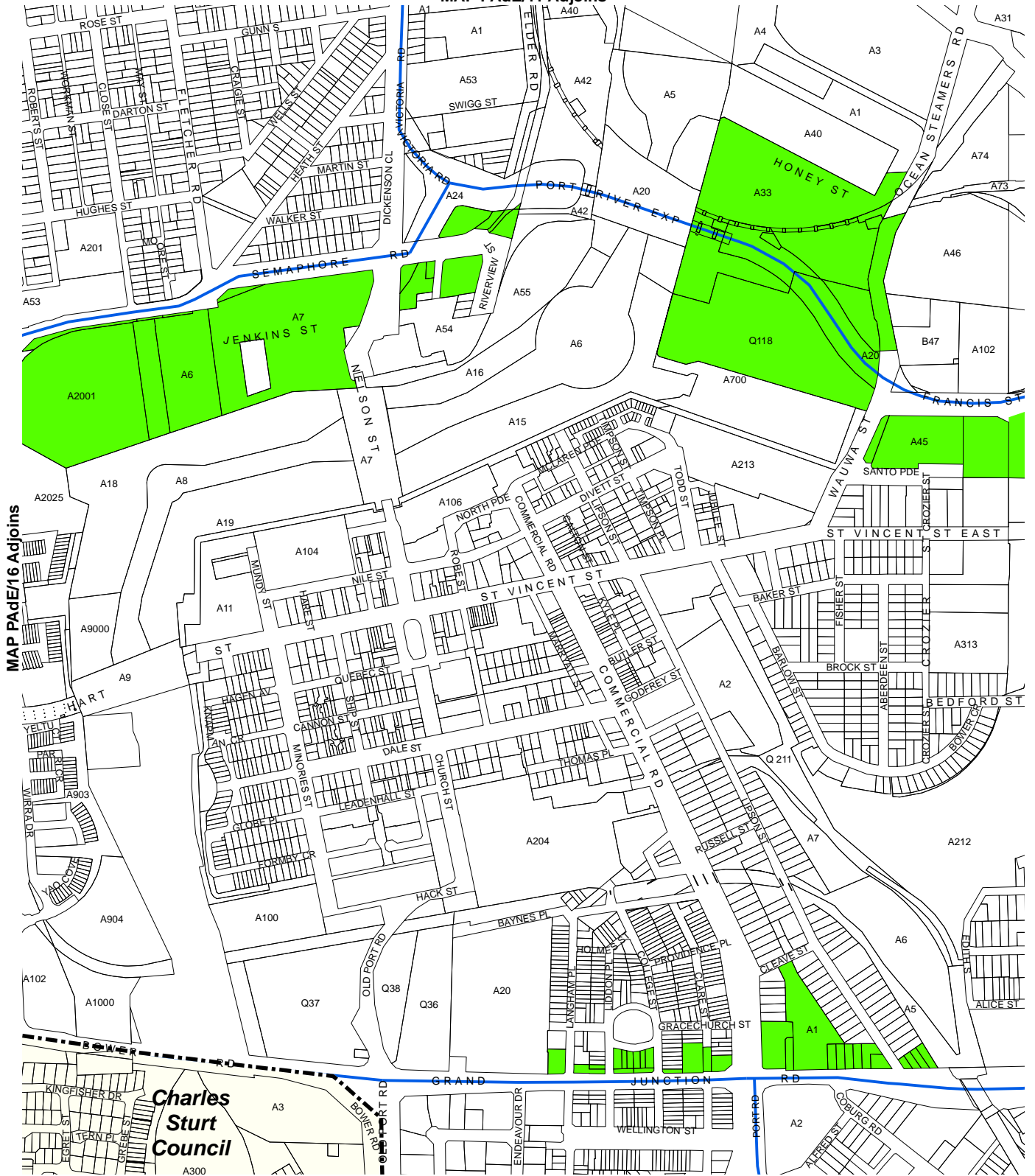
-   Train Line
 Designated Road: type A road
 Designated Road: type B road
 Noise and Air Emissions Designated Area
 Development Plan Boundary

Overlay Map PAdE/17

NOISE AND AIR EMISSIONS

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/11 Adjoins



MAP PAdE/26 Adjoins



PORT ADELAIDE ENFIELD COUNCIL

- 400m separation distance from industry
 Affordable Housing Designated Area
 Development Plan Boundary

The map shows the Port Adelaide area, including the Port Adelaide River, the Port River, and the Straight Line. The map is divided into numbered areas, including 36, 38, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 57, 62, 63, and 65. The map is titled 'Port Adelaide' and 'Charles Sturt Council'.

Policy Area

- 36** Western Regional Park
38 Cruickshank's Corner
39 Dock One
40 East End
41 Fletcher's Slip
42 Hart's Mill
43 Mainstreet
44 McLaren's Wharf
45 North West
46 Old Port Reach
47 Port Adelaide State Heritage Area
48 Port Approach
49 Railways
50 Retail Core

- 51 Southern Approach
52 Southern Gateway
53 West
54 Woolstores
57 Lefevre Peninsula East
62 Portland
63 Queenstown, Alberton, Rosewater
65 Restricted Residential

Policy Area Map PAdE/17

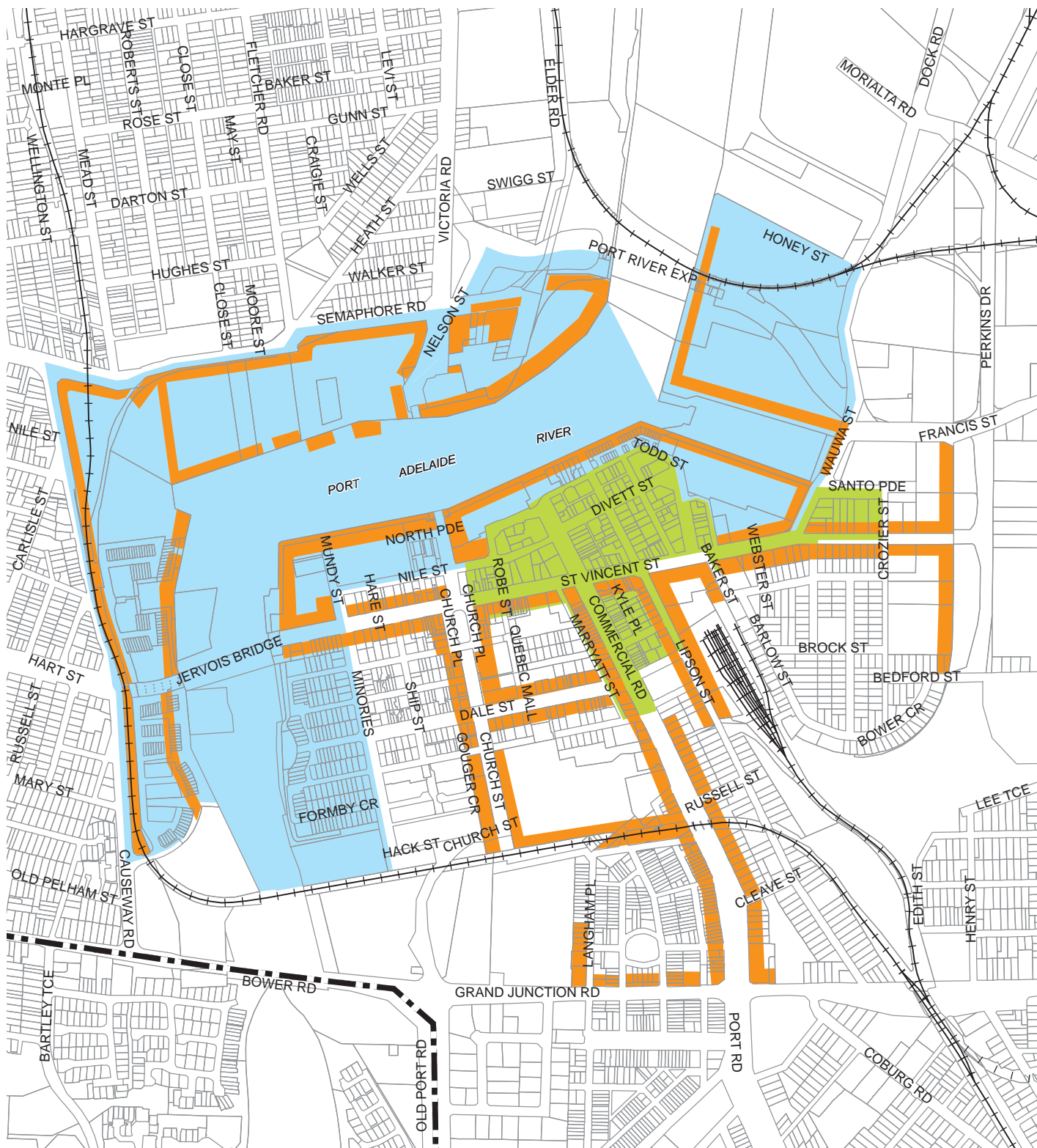
PORT ADELAIDE ENFIELD COUNCIL

Charles Sturt Council

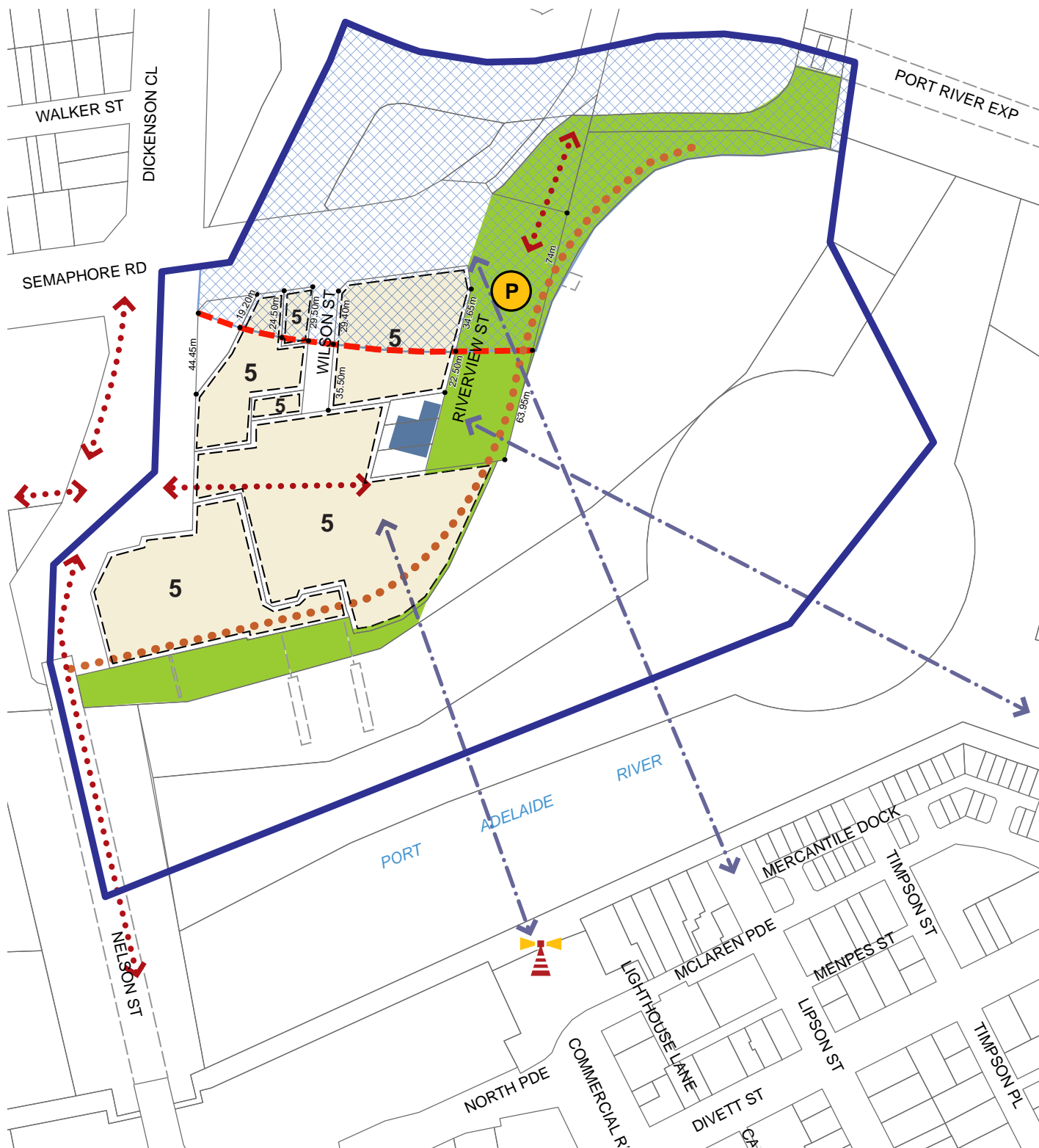
ATTACHMENT D












Replacement:

- Concept Plan Map PAdE/27 – Port Adelaide Centre Traffic and Transport
- Concept Plan Map PAdE/28 – Port Adelaide Townscape and Waterfront Development Areas
- Concept Plan Map PAdE/30 - Cruickshank's Corner Policy Area
- Concept Plan Map PAdE/40 – Port Approach Policy Area Policy Area



Concept Plan Map PAdE/28 **PORT ADELAIDE TOWNSCAPE AND** **WATERFRONT DEVELOPMENT AREAS**



-  Area within 400m separation distance from industry
-  400m separation distance from industry
-  Maximum Building Height (Storeys)
-  Local Heritage Place
-  Public Open Space
-  Public Promenade (Inner Harbour Ring Route)
-  Public Carparking
-  Existing Lighthouse
-  View Corridor
-  Pedestrian/Cycle Link
-  Concept Plan Boundary



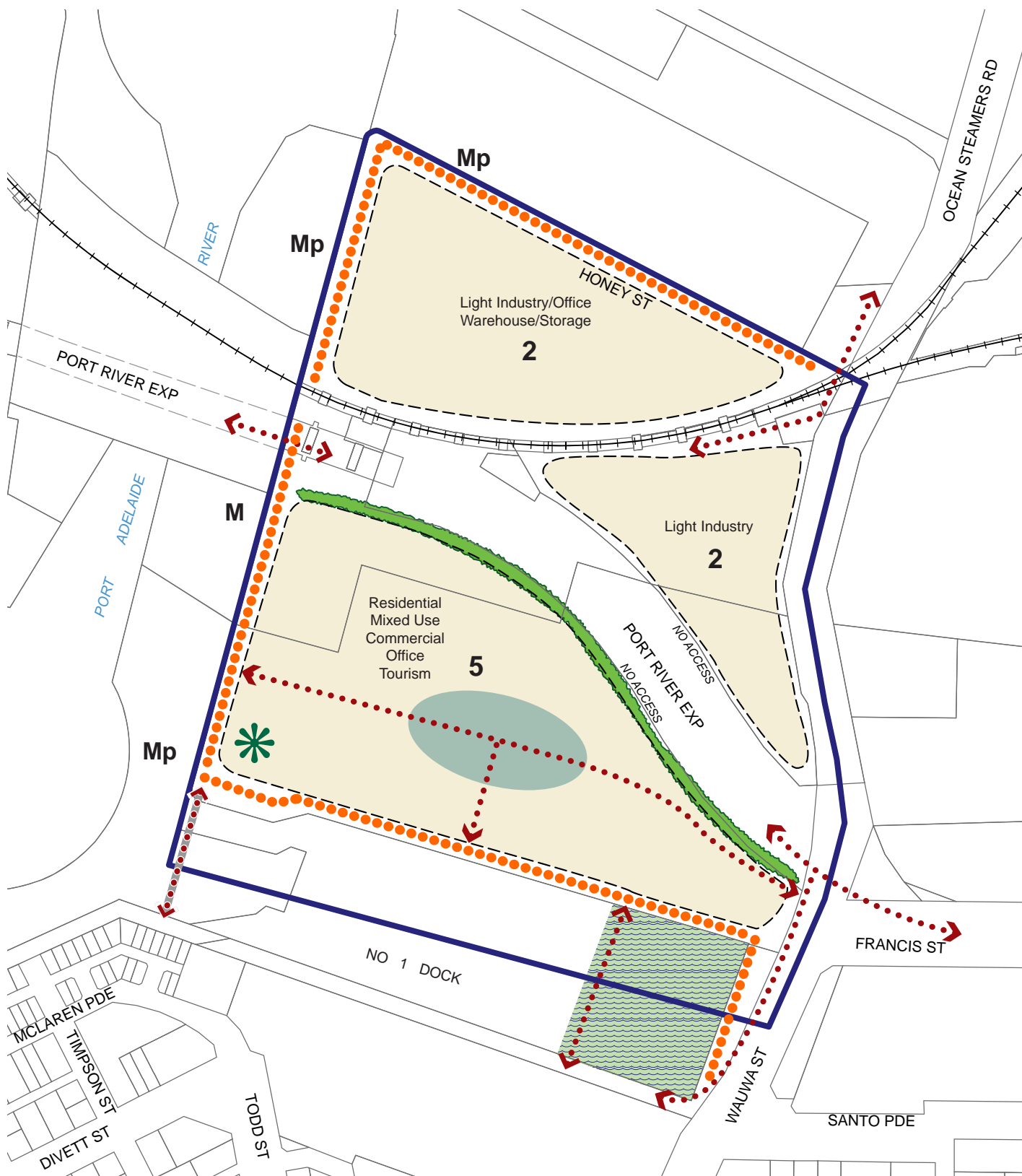
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Concept Plan Map PAdE/30

CRUICKSHANK'S CORNER

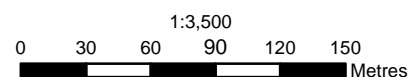
POLICY AREA

PORT ADELAIDE ENFIELD COUNCIL



- Landmark Building
- Public Reserve
- Maximum Building Height (Storeys)
- Over Water Development
- Public Promenade (Inner Harbour Ring Route)
- Mp** Marina with public access
- M** Marina (private use)
- Buffer

- Pedestrian/Cycle Link
- Potential Pedestrian/Cycle Bridge
- Concept Plan Boundary



Concept Plan Map PAdE/40

PORT APPROACH POLICY AREA

PORT ADELAIDE ENFIELD COUNCIL

Development Plan Amendment

By the Minister

Port Adelaide Enfield Council Development Plan

Port Adelaide Centre Renewal (Part 2) Development Plan Amendment

For Consultation



Government of South Australia

Department of Planning,
Transport and Infrastructure

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EXECUTIVE SUMMARY

1. INTRODUCTION

The *Development Act 1993* provides the legislative framework for undertaking amendments to a Development Plan. The *Act* allows either the relevant council or, under prescribed circumstances, the Minister for Planning to amend a Development Plan.

In this case, the Minister is undertaking the amendment because he is of the opinion that the matter is of significant social, economic or environmental importance (Section 24(1)(g) of the *Development Act 1993*).

A Development Plan Amendment (DPA) (this document) explains what policy changes are being proposed and why, and how the amendment process will be conducted.

A DPA consists of:

- Executive Summary (this section)
- Analysis, which may include:
 - Background information
 - Investigations
 - Recommended policy changes
 - Statement of statutory compliance
- References/Bibliography
- Appendices
- The Amendment.

2. NEED FOR THE AMENDMENT

This DPA seeks to enable **Cruickshank's Corner Policy Area 38** within the Regional Centre Zone to be developed in accordance with the Port Adelaide Renewal Project Precinct Plan. The remainder of the Precinct Plan, which sought the revitalisation of the Port Adelaide Region Centre, was implemented through the approval of Port Adelaide Centre Renewal DPA (Part 1) on 9 April 2015. This Part 2 DPA was excised from the first DPA process to enable further consideration of revised policies and envisaged uses for the Cruickshank's Corner Policy Area 38.

The Port Adelaide Precinct Plan (2014), prepared by Renewal SA, consolidated a number of documents for Port Adelaide Centre. It seeks the development of a high quality environment to foster activity, sustainability, economic development and enhancement of maritime heritage and local culture.

The findings of the Precinct Plan require a review of the Development Plan to ensure consistency between the strategic directions and the statutory planning controls.

In September 2010, policy was introduced into Cruickshank's Corner Policy Area 38 restricting development to limit the expansion of existing commercial and hospitality

activities as well as limiting new development to low impact formats such as car parks. This policy was introduced as a result of concerns regarding air quality impacts associated with nearby industrial activities. The operational practices of nearby industries have since been improved or amended, allowing for additional development opportunities to be considered.

This DPA is proposing to review and amend the current development controls including relevant Desired Character Statements, envisaged land uses, building heights and a range of urban design and character policies that are used to guide development in Cruickshank's Corner Policy Area 38.

The DPA also proposes a minor expansion of the Regional Centre Zone - Cruickshank's Corner Policy Area 38, north to the centreline of the Port River Expressway, and following the southern extension to the existing zone boundary. This will rationalise the boundary of the Regional Centre, Industry and Light Industry Zones in keeping with the alignment of the recently completed Port River Expressway / Derrick Bridge.

Cruickshank's Corner Policy Area 38 land has been subject to a range of investigations to ensure that the land is suitable for its proposed purposes and planning policy provides appropriate guidance for its future use by the community.

The DPA also reviews policy for the Port Approach Policy Area 48 (also within the Regional Centre Zone) and, in particular, the provision for mixed uses and medium density residential development along the frontage of Dock One and the Port Adelaide River.

3. AREA / LAND AFFECTED AND AFFECTED DEVELOPMENT PLANS

The area affected is Cruickshank's Corner Policy Area 38 being that land bound by the Port Adelaide River, Nelson Street the Port River Expressway.

The majority of the area is located within the Regional Centre Zone and Cruickshank's Corner Policy Area 38 of the Port Adelaide Enfield Council Development Plan. The affected area also includes that land between the existing Cruickshank's Corner Policy Area 38 and the centreline of the Port River Expressway, which is zoned Industry and Light Industry, and proposed to be rezoned to Regional Centre Zone (including the expansion of Cruickshank's Corner Policy Area 38 into this area).

The affected area is shown in **Figure 1: Area affected by Port Adelaide Centre Renewal DPA Part 2** below.

In addition, the DPA reviews policy for the Port Approach Policy Area 48 and, in particular, the frontage to Dock One and the Port Adelaide River.

4. PROPOSED POLICY CHANGES

The DPA proposes an expansion of the Regional Centre Zone into the Industrial Zone and Light Industrial Zone located north of the existing Cruickshank's Corner Policy Area 38 and south of the Port River Expressway. The area excised from the two industrial zones will be incorporated into the expanded Cruickshank's Corner Policy Area 38 of the Regional Centre Zone.

The DPA also reviews and considers planning policies contained within Cruickshank's Corner Policy Area 38 of the Regional Centre Zone, including the following:

- Desired Character statement
- Envisaged land uses
- Building heights
- Urban design and character policies
- Non-complying uses.

The DPA also proposes to review policy in the Port Approach Policy Area 48 in relation to that area fronting Dock One and the Port Adelaide River with regards to the development of residential and mixed use developments in that area.

5. LEGAL REQUIREMENTS

Prior to the preparation of this DPA, the Minister received advice from a person or persons holding prescribed qualifications pursuant to Section 26(3) of the *Development Act 1993*.

The DPA has assessed the extent to which the proposed amendment:

- accords with the Planning Strategy
- accords with other sections of the Development Plan
- complements the policies in Development Plans for adjoining areas
- satisfies the requirements prescribed by the *Regulations* under the *Development Act 1993*.

6. CONSULTATION

This document is now released for concurrent agency and public consultation for a period of eight weeks.

The organisations and agencies that will be consulted are provided in the Appendix 1. All agency and public submissions made during the consultation phase will be considered by the Development Policy Advisory Committee (DPAC), which is an independent body responsible for conducting the consultation stage of Ministerial DPAs (refer to <http://dpac.sa.gov.au>). The DPAC will hold a public hearing to hear verbal submission at the conclusion of the consultation process. Changes to the DPA may occur as a result of this consultation process.

7. THE FINAL STAGE

When the Development Policy Advisory Committee has considered the comments received and heard all the public submissions, it will provide the Minister for Planning with a report on its findings.

The Minister for Planning will then either approve (with or without changes) or refuse the DPA.

Note: This Executive Summary is for information only and does not form part of the Amendment to the Development Plan.

ANALYSIS

1. BACKGROUND

Like many historical port areas around Australia, the Port Adelaide area is evolving from a shipping and industrial port to a contemporary urban area that also includes a mix of residential, community, retail and tourism land uses.

Over the last decade there have been a number of master plans and studies undertaken for key sites in Port Adelaide. These include:

- Newport Quays Master Plan, 2003
- Port Adelaide Centre Vision and Urban Design Framework, 2006
- Saint Vincent Street and Commercial Road Concept Master Plan Report 2008
- McLaren Wharf and Cruickshank's Corner Master Plan Report, 2010
- Cultural Mapping Report - 2010
- Port Adelaide River Study - January 2011
- Port Adelaide Centre Car Parking & Movement Study - October 2011
- Port Adelaide Master Plan - Review of background documents - April 2012.

Many of these reports are complementary and have similar objectives and findings including the need to create a high quality environment that will foster activity, sustainability, economic development and enhancement of maritime heritage and local culture.

In 2014, Renewal SA updated and consolidated all the aforementioned master planning processes with the release of the Port Adelaide Precinct Plan (the Precinct Plan). The Precinct Plan focuses on the central business area and the waterfront areas of the Port Adelaide Centre (refer to **Figure 2: Study Area and Precincts - Source: Port Adelaide Precinct Plan 2014** for a map of the project area).

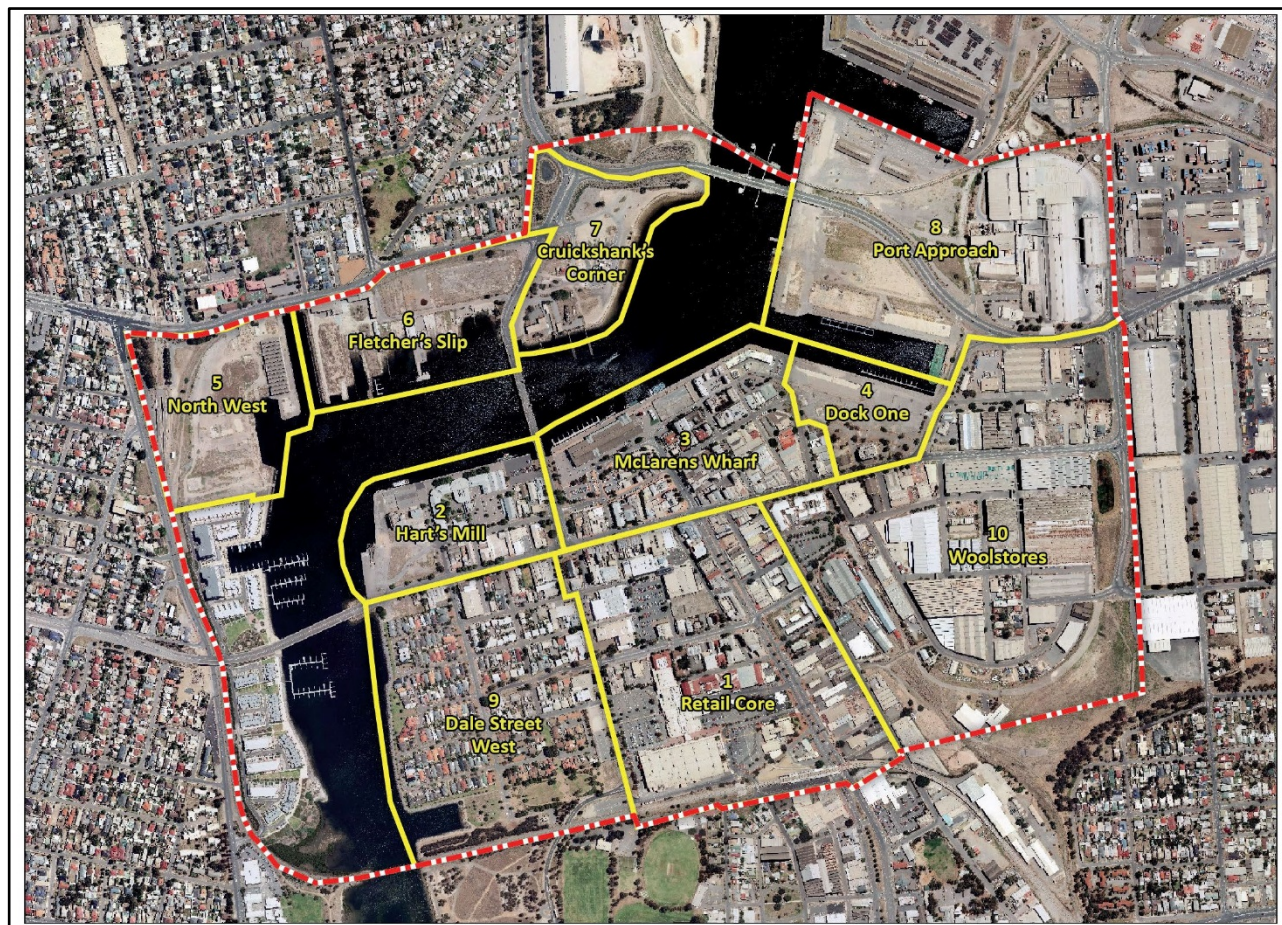


Figure 2: Study Area and Precincts - Source: *Precinct Plan 2014*

The Minister for Planning commenced the Port Adelaide Centre Renewal DPA in 2013 which sought to review the entirety of the Regional Centre Zone and surrounds in light of the Port Adelaide Renewal Project Precinct Plan (the Precinct Plan) and various other strategic studies and investigations undertaken that addressed the area.

Following the public consultation stage, the Minister determined that the DPA should be split into two parts with Cruickshank's Corner Policy Area 38 being considered separately as a second part as a result of a range of concerns identified during consultation. That part of the DPA [subsequently known as Port Adelaide Centre Renewal (Part 1) DPA] which addressed the majority of the Regional Centre Zone (and including the Port Approach Policy Area 48) was progressed and approved by the Minister on 9 April 2015.

This DPA reactivates Part 2 of the DPA to address the outstanding affected area at Cruickshank's Corner Policy Area 38. This includes an extension to the Policy Area to include an area of land between the Zone / Policy Area boundary and the Port River Expressway to rationalise the zone boundary and land uses in this space. The additional land is partially zoned Industry and Light Industry Zones.

The DPA will also seek to update and strengthen policy regarding medium density residential and mixed use developments in the Port Approach Policy Area 48 as it relates to development formats fronting Dock One and the Port Adelaide River. This amendment is being undertaken to better reflect development opportunities of the affected area.

This DPA continues to implement the first priority stages of the Precinct Plan which were addressed as a component of the previously approved Port Adelaide Centre Renewal DPA (Part 1).

2. THE STRATEGIC CONTEXT AND POLICY DIRECTIONS

2.1 Consistency with South Australia's Strategic Plan

South Australia's Strategic Plan outlines a medium to long-term vision for the whole of South Australia. It has two important, complementary roles. Firstly, it provides a framework for the activities of the South Australian Government, business and the entire South Australian community. Secondly, it is a means for tracking progress state-wide, with the targets acting as points of reference that can be assessed periodically.

The DPA supports the following targets of South Australia's Strategic Plan (SASP):

Table: Strategic Plan summary

Strategic plan objective / targets		Response
Objective 1: Our Community		
T1	Urban spaces: Increase the use of public spaces by the community.	The DPA proposes the development and formalisation of linear public space along the Port Adelaide River frontage, providing linkages to existing and similar public space as well as through adjacent areas intended for commercial and hospitality activities. It is anticipated that this will encourage healthy lifestyles and community development.
Objective 2: Our Prosperity		
T38	Business investment: Exceed Australia's ratio of business investment as a percentage of the economy by 2014 and maintain thereafter.	The DPA proposes to amend policy to enable the expansion of existing and development of new commercial developments in an area of land that is underutilised. It also proposes to enable the expansion of an existing hotel and associated short-term stay accommodation. By amending development policies, the DPA is supportive of the targets aimed at increasing economic investment and employment.
T39	Competitive business climate: Maintain Adelaide's rating as the least costly place to set up and do business in Australia and continue to improve our position internationally.	
T47	Jobs: Increase employment by 2% each year from 2010 to 2016.	
T56	Strategic infrastructure: Ensure that the provision of key economic and social infrastructure accommodates population growth.	As a basis for the proposed commercial developments, the DPA process has included a range of investigations to ensure that appropriate strategic infrastructure requirements are identified and provided to support the proposed development directions for the long term.

Source: South Australian Strategic Plan

2.2 Consistency with the Planning Strategy for South Australia

The Planning Strategy is the principal strategic document for land use planning in South Australia. It presents current State Government policy for development and is based on key

economic, social and environmental imperatives. It seeks to guide and coordinate State Government activity in the construction and provision of services and infrastructure that influence the development of South Australia. It also indicates directions for future development to the community, the private sector and local government. *The 30-Year Plan for Greater Adelaide* is the relevant volume of the Planning Strategy that is applicable to this DPA.

The Strategy recognises the affected areas as portions of a larger ‘potential regeneration area’ that makes up the Port Adelaide Regional Centre and which is broadly serviced by transit corridors, and planned mass transit and adjacent both residential and key industrial areas (refer to **Figure 3: Western Adelaide Region - Source: *The 30-Year Plan for Greater Adelaide 2010***).

Objectives, principles, policies and targets of The Strategy that are of particular relevance to this DPA are detailed in **Appendix 1**.

**Port Adelaide Centre Renewal (Part 2) DPA
by the Minister
Analysis**

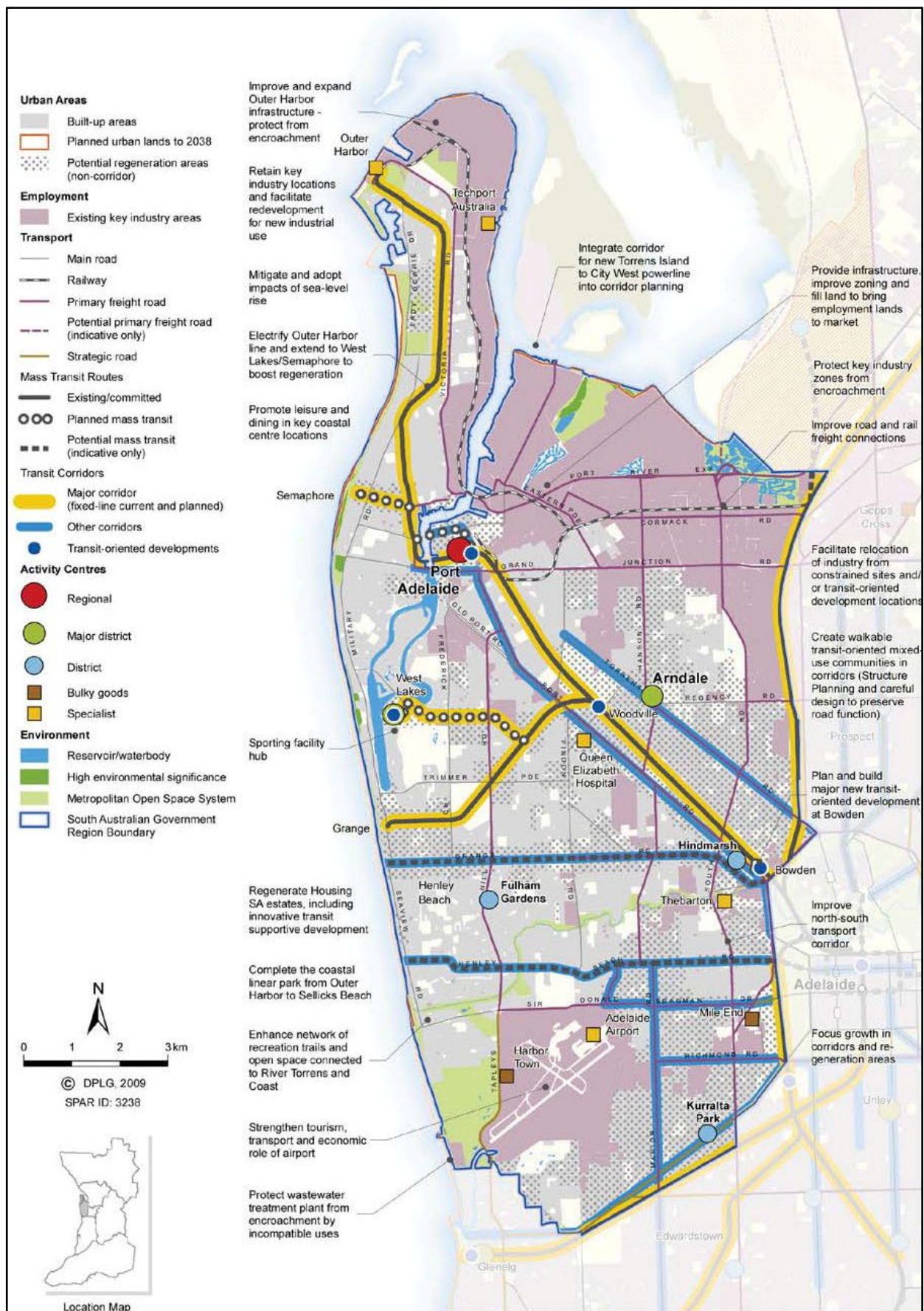


Figure 3: Western Adelaide Region - Source: The 30-Year Plan for Greater Adelaide 2010

2.3 Consistency with other key policy documents

This DPA accords with other key policy documents in the following manner:

- Integrated Transport and Land Use Plan (ITLUP) (2015)
- Strategic Infrastructure Plan for South Australia (2004/05-2014/15)
- City of Port Adelaide Enfield's City Plan 2010-2016
- Strategic Directions Report 2012, City of Port Adelaide Enfield

2.3.1 Integrated Transport and Land Use Plan

The Integrated Transport and Land Use Plan (ITLUP) (July 2015) is a long term plan that seeks to coordinate and integrate land use planning with transport planning for South Australia. It is designed to guide private, local, state and federal government investment into transport for the next 30 years.

Key directions of the ITLUP include:

- an increasing focus on major urban centres and accessibility to these centres
- giving businesses the efficient, reliable transport connections they need to deliver goods and services internally and to interstate and international markets.

The ITLUP solutions and actions relevant to this DPA are as follows:

Public Transport
<ul style="list-style-type: none"> PortLINK – conversion of the Outer Harbor train line to deliver a new tram service to Outer Harbor and Grange and construct new tram lines to West Lakes and Semaphore
Roads
<ul style="list-style-type: none"> Complete the North-South Corridor – Northern Connector, road connection to the Port Grade separate road crossings of the passenger rail line at key locations between Brighton and Elizabeth (including the adjacent freight rail line in the north) such as at Brighton and Oaklands, the rail line at Cross Road, and potentially the Glenelg and PortLINK tram lines at key locations. Preserve the potential for further grade separations to the north of Elizabeth Actively manage the operation and performance of the road network to give priority to movements along key freight and major traffic corridors
Ports, Rail Freight, Airports and Intermodals
<ul style="list-style-type: none"> Improve the rail connection through northern Adelaide into the Port – as part of the North-South Corridor
Cycling and Walking
<ul style="list-style-type: none"> Improve walking and cycling facilities in catchment areas for schools, public transport stations, activity centres and main streets
<ul style="list-style-type: none"> Create safe and convenient walkable environments in and around public transport stations, activity centres, main streets and schools
<ul style="list-style-type: none"> Provide safe crossings of arterial roads
Local Government

- Work with local councils and the Local Government Association to implement local transport strategies to complement land use directions of local Development Plans, with a focus on accessible neighbourhoods, integration with public transport, cycling and walking networks and state freight/major traffic routes:
 - Create safe and convenient walkable neighbourhoods
 - Development of shared use linear paths along waterways, coast and public transport corridors
 - Clearways and kerbside and off-street parking provisions, particularly on high streets and along bike routes
 - Local road, pedestrian and cycle networks to reflect and guide precinct planning for areas being revitalised

Implications for this DPA

The DPA supports these policies by:

- including a Concept Plan for the site to guide and coordinate land use, transport and access, open space, pedestrian / cycling networks to and within the subject area
- maintaining and reinforcing existing policies in relation to transport and access within the Port Adelaide Centre area
- encouraging residential and mixed use activities in proximity to key public transport routes (particularly Port Approach Policy Area 48)

2.3.2 Strategic Infrastructure Plan for SA

The State Infrastructure Plan (2004/05-2014/15) sets out the following strategic priorities for infrastructure under the headings of 'Transport', 'Land', 'Community Services and Housing' and 'Natural Assets':

Transport
<ul style="list-style-type: none"> • Ensure any changes in land use on or near ports and harbours do not preclude current or future transport and harbour activities. • Coordinate the development of urban planning and the transport systems to maximise the economic, social and environmental benefits.
Land
<ul style="list-style-type: none"> • Identify, protect and facilitate the development of a 15 to 20-year supply of suitable industrial land to meet demand. • Ensure that planning for residential developments is more closely integrated with infrastructure and transport planning.
Natural Assets
<ul style="list-style-type: none"> • Develop innovative and environmentally friendly infrastructure solutions in parks and reserves to maximise the benefits from increased tourism. • Establish iconic sites for promoting and interpreting the conservation of natural and cultural heritage.

Implications for this DPA

The DPA seeks to respond to these strategies by:

- introducing policies that will enable appropriate development of a largely vacant site, in particular, the development of new and / or expansion of existing commercial and / or hospitality land use activities and community facilities
- enabling the development of public space that will encourage community use of the Port Adelaide River front and provide linkages through the affected area to adjoining areas

- ensuring that envisaged development does not impact on adjoining industrial activities
- encouraging residential and mixed use activities in proximity to existing and future infrastructure (particularly Port Approach Policy Area 48).

2.3.3 City of Port Adelaide Enfield's City Plan 2010-2016

The City Plan identifies the potential need for a DPA to address the broader Port Adelaide centre and follow the strategic investigations from the Port Renewal Project. This DPA seeks to finalise this rezoning process by addressing the land contained within Cruickshank's Corner Policy Area 38 that was excised from the Port Adelaide Centre Renewal (Part 1) DPA as well as land adjoining to the north.

The City Plan contains a 'Strong and Diverse Economy' Objective that seeks to create an attractive, vibrant and revitalised Port Adelaide Centre, supported by a variety of quality retail, tourist, commercial and residential development.

Implications for this DPA

The DPA continues the work commenced with the Port Adelaide Centre Renewal (Part 1) DPA by assisting with the rejuvenation and improvement of the Port Adelaide Centre in keeping with the key community themes identified in the City Plan.

2.3.4 Strategic Directions Report 2012, City of Port Adelaide Enfield

Section 30 of the *Development Act 1993* requires all metropolitan Councils to prepare a Strategic Directions Report that will:

- address the strategic planning issues within their areas, with particular reference to The 30-Year Plan for Greater Adelaide
- introduce a program of appropriate DPAs to address the identified issues
- set out priorities to achieve:
 - Orderly and efficient development through planning policy
 - Integrated transport and land use planning
 - A balance of physical and social infrastructure.

The current Strategic Directions Report for the City of Port Adelaide Enfield contains a variety of general directions as well as directions specifically targeted at the Port Adelaide Centre. In this regard the Strategic Directions Report identifies the following:

- the Port Adelaide centre is the highest priority site for a Development Plan Amendment
- the practicality of introducing higher density redevelopment is moderate to high
- there are a number of positive factors that may facilitate redevelopment of the centre including good transport links, available building stock, and the recent diversion of truck traffic away from the centre
- the State Heritage Area, over 100 heritage places, existing industrial activities and competition from other centres may be a potential obstacles for redevelopment.

Implications for this DPA

The DPA seeks to respond to the strategic directions of Council by continuing with the Port Adelaide Centre Renewal DPA work in line with the Port Adelaide Centre Renewal Precinct Project.

2.4 Consistency with other Development Plan Amendments

There are no current council-initiated or other Ministerial DPAs that would affect the subject area.

2.5 The State's Planning Policy Library

The South Australian Planning Policy Library (SAPPL) contains a series of standard modules that can be adopted into local development plans. The policy contained in the SAPPL has been prepared in consultation with Government Departments, local Councils and key industry groups. The current version of SAPPL is Version 6.

The Port Adelaide Enfield Council Development Plan was converted to the SAPPL format and structure on 16 February 2012. This introduced relevant Policy modules include those that guide the following matters:

- Design and Appearance
- Hazards
- Interface between land uses
- Medium and High Rise Development (3 or more storeys)

There are no policy amendments (other than cross referencing) proposed for the General Section of the Development Plan.

Implications for this DPA

There are no policy amendments (other than cross referencing) proposed for the General Section of the Port Adelaide Enfield Council Development Plan.

2.6 Adjoining Council Development Plans

The area proposed to be amended by this DPA is contained wholly within the City of Port Adelaide Enfield. It is unlikely that the DPA and the potential future development of the subject land will noticeably affect the adjoining Council areas of the City of Charles Sturt and the City of Salisbury that are located a significant distance away.

2.7 Infrastructure Planning

Being centrally located within an established urban area, the affected area is well serviced in terms of physical infrastructure and services with direct access to mains water, waste water, electricity, information communications, roads and transport etc.

Social infrastructure, such as schools, hospitals, community services etc, are also available in the broader area. However, these services are not considered critical to the development

formats envisaged for the affected area and, as such, their accessibility has not been closely examined as a function of this DPA process.

3. INVESTIGATIONS PREVIOUSLY UNDERTAKEN

The following section provides a summary of the investigations previously undertaken for the 'Area Affected' and how these have informed the DPA. Many of these investigations were undertaken for the broader area that made up the Port Adelaide Centre Renewal (Part 1) DPA but remain relevant for the Part 2 DPA.

3.1 Port Adelaide Master Plan - Review of Background Documents, April 2012

This report involved a review and summary of eighteen key documents that have contributed to shaping the future directions for the Port Adelaide Centre (refer **Appendix 2**).

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

- retaining community values and objectives with a sense of community ownership of the waterfront
- capitalising on, preserving and enhancing the maritime heritage of the port
- highlighting the waterfront with new or improved public spaces and places
- celebrating the anthropological heritage of the Kaurna people
- reflecting existing low-scale, fine-grain character in new development
- improving economic vitality with long-term economic strategies that include diversification of employment opportunities, support for local industries, improving the retail sector (particularly in the retail core) and tapping into the tourism industry
- linking pedestrian and cycle to paths through the Port.

The review provides a number of findings and recommendations that are relevant to this DPA and are considered below and within the investigations and issues section.

Further information on the Port Adelaide Master Plan – Review of Background Documents (2012) can be viewed at:

http://ourport.com.au/content/uploads/2015/04/Jensen_Document_Review_Final_April_2012.pdf

3.2 Port Adelaide Renewal Project Precinct Plan, January 2014

The Port Adelaide Renewal Project Precinct Plan (the Precinct Plan) provides a framework for the incremental transformation and renewal of Port Adelaide into a functioning and sustainable Regional Activity Centre servicing the wider north-western population of Metropolitan Adelaide.

The Precinct Plan brings together a number of master plans and studies undertaken for key sites in Port Adelaide over recent years. It is not a statutory document and does not formally guide or control development. A primary purpose of the Precinct Plan is to inform

amendments to the Port Adelaide Enfield Development Plan via a formal statutory Development Plan Amendment (DPA) process. This DPA represents the next step in the transformation of the statutory planning framework.

In preparing the Precinct Plan a review of thirty eight research, analysis and investigation documents was undertaken (refer **Appendix 3**). Further detail on the Port Adelaide Precinct Plan – January 2014 can be viewed at:

<http://ourport.com.au/content/uploads/2015/02/Port-Adelaide-Precinct-Plan-Jan-2014-low-res1.pdf>

The Precinct Plan has provided the basis for the proposed amendment to the Port Adelaide Enfield Council Development Plan. The Precinct Plan has a 20 year outlook and there are likely to be subsequent reviews of the Development Plan as the area develops over that time. The key findings from the Precinct Plan that are furthered by this DPA are described below and within the investigations and issues section.

3.3 Issues from Precinct Plan and Masterplan

3.3.1 Sea Level Rise, Stormwater and Flooding

The Port Adelaide Enfield Development Plan includes the relevant and up to date policy module for coastal areas and hazards, which has provisions to address localised flooding, sea flood risk and the siting of building near tidal water.

The Port Adelaide Centre Renewal DPA Part 1 investigated sea level rise, stormwater and flooding as it relates to the Regional Centre Zone, including Cruickshank's Corner Policy Area 38 and policy was amended accordingly.

Implications for this DPA

The existing Development Plan is considered to contain appropriate provisions in respect to sea level rise, stormwater and flooding. Therefore no additional policy changes are recommended

3.3.2 Building Heights

The Development Plan currently does not set building height limits for Cruickshank's Corner Policy Area 38.

Policy for the broader Regional Centre Zone generally sets height at three to five storeys and encourages development to be designed to reflect the street wall heights and horizontal elements of adjacent buildings (eg parapet levels, prevailing datum heights etc) to ensure sympathetic design.

The Precinct Plan recommends that building heights on the western banks of the Port Adelaide River (including Cruickshank's Corner Policy Area 38) be set at 3 to 5 storeys, with gradation of building scale and form towards lower scale developments such as the nearby low-scale suburban area and towards the beach area. The proposed building heights have also been selected to:

- ensure the preservation of significant view corridors
- reinforce the primacy of the retail core and the civic plaza of the Regional Centre
- comply with existing benchmarks, queues and datum established by existing built form.

Implications for this DPA

The maximum building heights for Cruickshank's Corner Policy Area 38 will be revised to allow 3 to 5 storey development in accordance with the recommendations of the Precinct Plan. The building heights will be depicted in *Concept Plan Map PAdE/30 – Cruickshank's Corner Policy Area* within the DPA.

3.3.3 Land ownership

The large majority of Cruickshank's Corner Policy Area 38 is under the control of the State Government, via Renewal SA or the Minister for Transport and Infrastructure (refer **Figure 4: Cruickshank's Corner Policy Area 38 - Land ownership and Control** **Source: Department of Planning, Transport and Infrastructure**). This includes existing commercial buildings. The collective ownership of land by the State Government provides widespread opportunity for activation, catalyst developments, public realm upgrades and land based incentive packages. Further, where key ownerships, larger land sizes and underutilised land holdings coincide, opportunities for redevelopment are likely to be greatest.

The affected area also contains three private land ownerships. This includes the Birkenhead Tavern site, which provides opportunity for expansion of established hospitality activities; and two, individually owned, private dwellings.

The land proposed to be affected by policy amendments in the Port Approach Policy Area 48 is also under the control of the State Government, via Renewal SA.



Figure 4: Cruickshanks Corner Policy Area 38 - Land ownership and Control - Source: Department of Planning, Transport and Infrastructure (2015)

3.3.4 Access and Movement

3.3.4.1 Public Transport

The affected area is currently serviced by bus services to boundary roadways, including the Port River Expressway, Semaphore Road and Nelson Street, with the broader Port Adelaide Centre serviced by both bus and rail services. A number of improvements to services are being considered, including the provision of water taxis as a transport option.

In the broader Regional Centre area, improvements to the road and rail networks are anticipated including the potential extension of the tram network and electrification of trains in the long term. However, bus services are provided to the existing major roads of Semaphore Road and Nelson Street which bound the site.

3.3.4.2 Pedestrian and cycle infrastructure

Pedestrian and cycle infrastructure is limited within the Cruickshank's Corner Policy Area 38 and it is generally disconnected from adjoining areas.

The Master Plan and the Precinct Plan places significant emphasis on enhanced pedestrian and cycle connections along the river front to adjacent areas as well as throughout the affected area, they identify a range of potential improvements including the provision of continuous, legible and consistent paths along the waterfront, throughout the Policy Area and with adjacent areas. These pathways should be adequately supported by appropriate infrastructure including lighting, signage, bike parking and seating.

Within the affected area, the (the Plan). The Outer Harbor Greenway Route, which is currently under construction, runs along the Nelson Street boundary of the Policy Area. In addition, the Plan also identifies riverfront access and potential water based taxi opportunities (refer to **Figure 5: Access and Movement Networks - Source: Port Adelaide Renewal Project Precinct Plan 2014**).

No changes are proposed to the Port Approach Policy Area 48 which Concept Plan which identifies a public promenade along the Dock One and Port Adelaide River frontages.

3.3.4.3 Carparking

The recently approved Activity Centres Review DPA included updates to car parking rates for the Port Adelaide regional activity centre and these are considered to remain appropriate. These and the other car parking policies that apply to the affected area are not considered to warrant amendment.

Implications for this DPA

The DPA provides for a public promenade and vehicular around the waterfronts of both Policy Areas 38 and 48.

The existing Development Plan is considered to adequately and appropriately address provision for vehicular movements and parking. No additional policy amendments are considered required as part of this DPA.

Existing land ownership patterns will assist the potential to achieve rejuvenation through coordinated development and land consolidation.

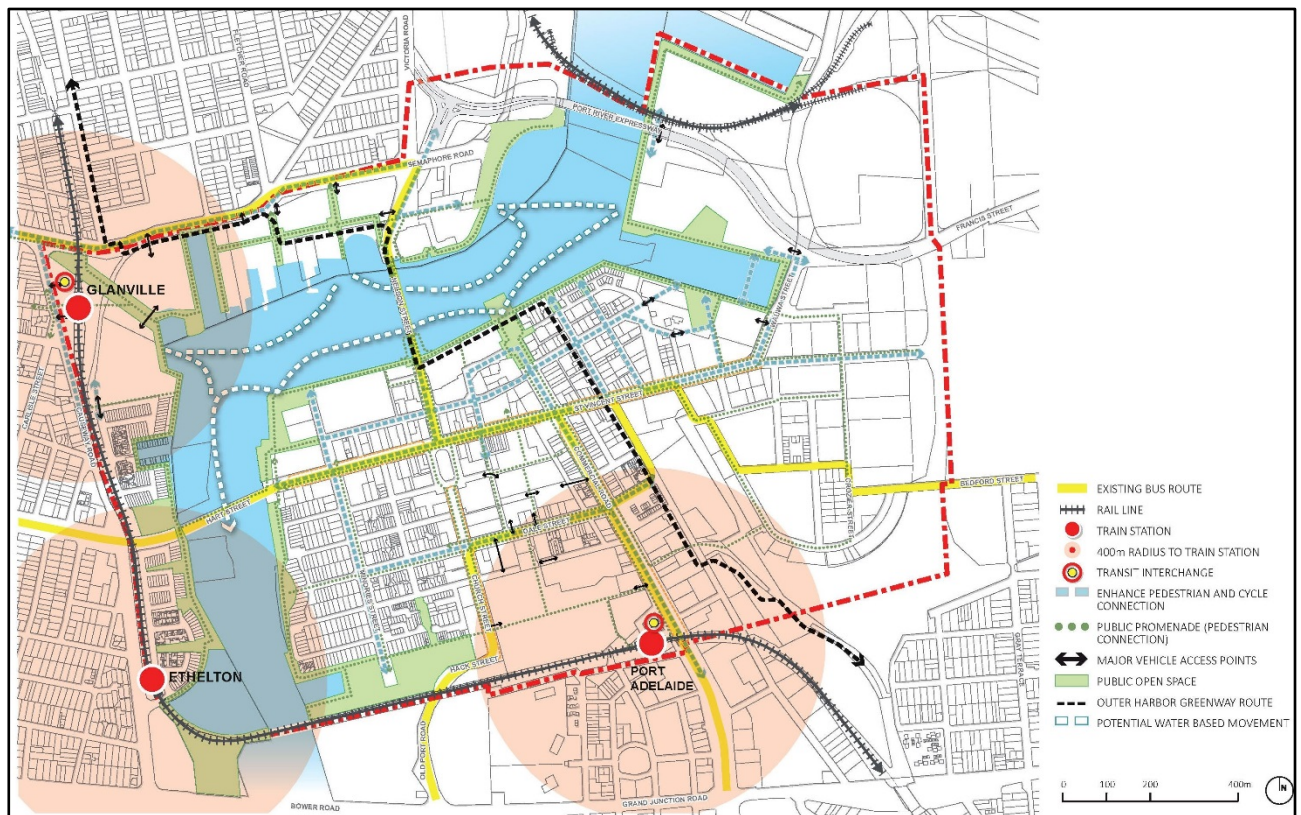


Figure 5: Access and Movement Networks - Source: Port Adelaide Renewal Project Precinct Plan, 2014

3.3.6 Economic development and revitalisation

The Development Plan can be a mechanism that stimulates or deters economic development. Associated studies indicate some common themes that can be relevant to development plan policy for the affected area as well as direct policy restrictions, including:

- diversify land use activity
- a need to intensify development and increase development height
- increase entertainment and dining activities particularly waterfront cafes and restaurants
- a need to create a vibrant and active areas
- promote short-term tourist accommodation
- encourage large employers to relocate to the area and provide a critical mass of people.

Broadly, the approach to the land use composition of the Precinct Plan is to facilitate a 'living Port' with a broad range of facilities, services and opportunities, together with viable infrastructure, to service a critical population mass to enable the sustainable development of the area. The land use framework also seeks to build upon existing land use clusters and themes to build on development and infrastructure strengths.

With regards to Cruickshank's Corner Policy Area 38, the intent is to facilitate mixed uses including hotel and office uses and limit opportunities for 'sensitive' uses (primarily in

proximity to nearby industrial activities). Nonetheless, Cruickshank's Corner Policy Area 38 is intended to provide for a vibrant, commercial and tourist base that also allows for public usage through pedestrian and cycling linkages.

In relation to Port Approach Policy Area 48, policy will be amended to encourage development fronting Dock One to provide for medium density residential and mixed uses (behind the public promenade) and take advantage of the waterfrontage and views across Dock One and to the Port Adelaide River.

Implications for this DPA

The existing Development Plan provisions are generally supportive of a mixture of land uses throughout the Regional Centre, however, the following amendments are proposed to Cruickshank's Corner Policy Area 38 meet the specific site characteristics of the affected area and its role in contributing to the diversification of the Regional Centre:

- a range of land uses including mixed use, commercial, hospitality and tourism developments
- a range of community facilities including a public promenade, public car parking and waterfront wharf infrastructure
- provide for short-term tourist accommodating, including in conjunction with the Birkenhead Tavern
- increase in the expansion of existing developments
- increase the gross leasable floor limit for shops to a minimum of 400 square metres.
- expansion of and / or new commercial developments
- community facilities - eg club rooms
- public open space
- public facilities – eg marine access.
- ensuring new developments foster a high degree of pedestrian activity and opportunities to view and appreciate the waterfront environs
- ensuring that new developments limit economic impacts on adjacent industrial activities.

In relation to Port Approach Policy Area 48, policy will be updated and strengthened to provide for residential and mixed use developments overlooking Dock One. This will be reflected in *Concept Plan Map PAdE/40 – Port Approach Policy Area*.

3.3.7 Gateways, views and landmarks

Two significant view corridors are identified by the Precinct Plan that should be used guide development in Cruickshank's Corner Policy Area 38 to highlight the context and amenity of the broader Centre. These vantage points include views towards the Lighthouse and a line between the Birkenhead Tavern and Number One Dock, towards the wool stores (refer to **Figure 6: Significant Views - Source: Port Adelaide Renewal Project Precinct Plan, 2014**).

The generally under-developed nature of the affected area provides opportunities to deliver contemporary landmark buildings that create new focal points from other areas within the Port whilst also contributing and enhancing the character of the Port area.

The views and vistas identified in the previous studies are generally reflected in the current Development Plan – refer *Concept Plan Maps PAdE/29* and *PAdE/30*.

Implications for this DPA

The existing Development Plan adequately addresses the retention and promotion of important views and vistas. No additional policy amendments are required as part of this DPA, however, some minor updates to *Concept Plan Map PAdE/30* are proposed to promote gateway development at the corner of Semaphore Road and Nelson Street as the key point of entry to the affected area, in accordance with the Precinct Plan.

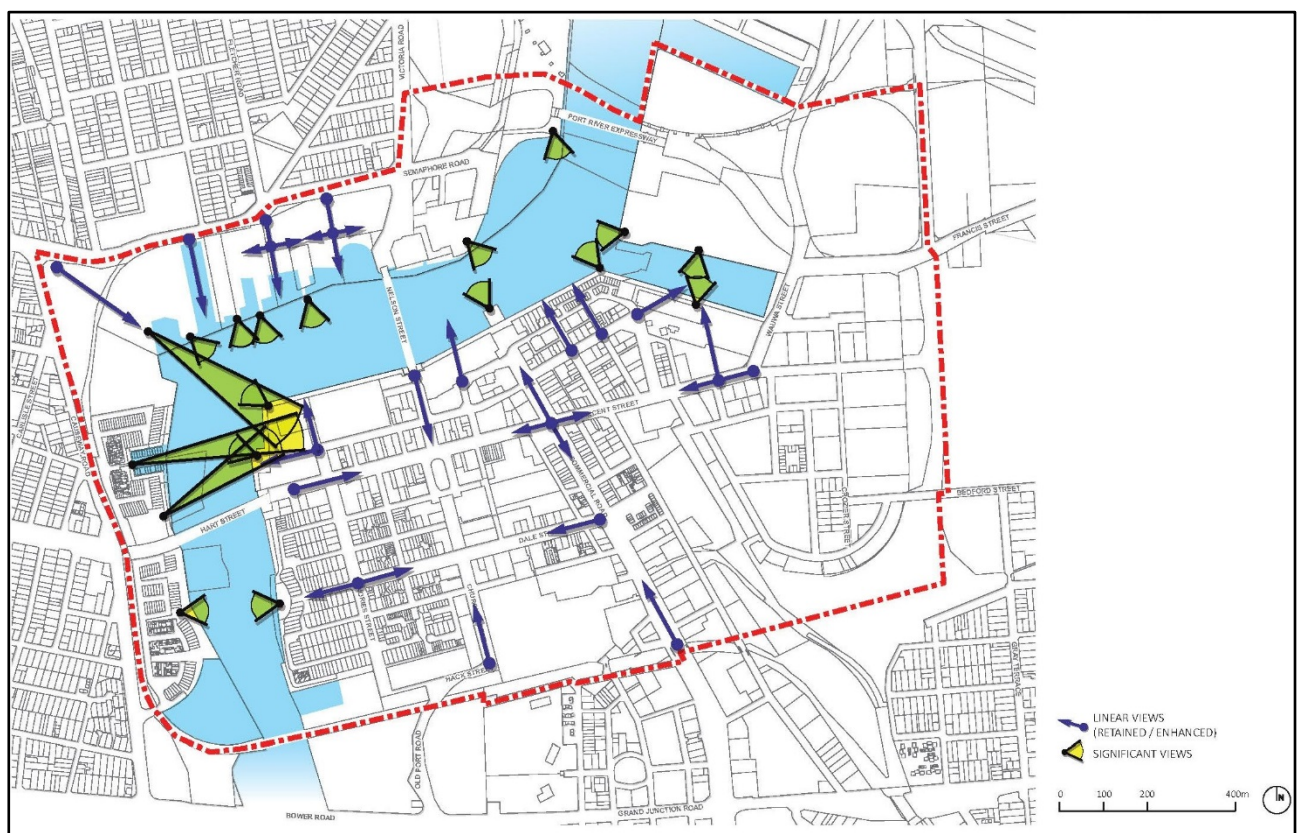


Figure 6: Significant Views - Source: Port Adelaide Renewal Project Precinct Plan, 2014

3.3.8 Public Domain and Open Space

The Precinct Plan seeks to encourage people to utilise and enjoy public spaces and places of Port Adelaide by providing a well-connected system of easily negotiated spaces (refer to **Figure 7: Public Realm and Place - Source: Port Adelaide Renewal Project Precinct Plan, 2014**).

For the Cruickshank's Corner Policy Area 38, the Precinct Plan seeks to encourage a range of harbour, marine and tourism uses in the southern section, with the balance of the site providing opportunities for hospitality and commercial activities, potentially complementing

the marine / tourism precinct. This includes a linear public promenade incorporating the existing beach area.

The affected area is underutilised with limited and disconnected development, poor amenity and traffic dominated boundaries. Public open space is a feature of the area but not legibly linked to adjacent areas. Each of the site's key features - the Port Adelaide River, Cruickshank's Corner Beach, view corridors and its Local Heritage Place (the Birkenhead Tavern) - have the potential to provide a key focal point for the development of the public domain.

There is capacity to identify and create quality public space to anchor community value in the site, attract people and highlight key features. It is recommended that the waterfront be the focus of the regeneration with a focus on a promenade space as well as access to water based activities, particularly the 'beach' area.

No amendments are proposed in relation to policy regarding public space / public promenade fronting Dock One or the Port River in relation to the Port Approach Policy Area 48.

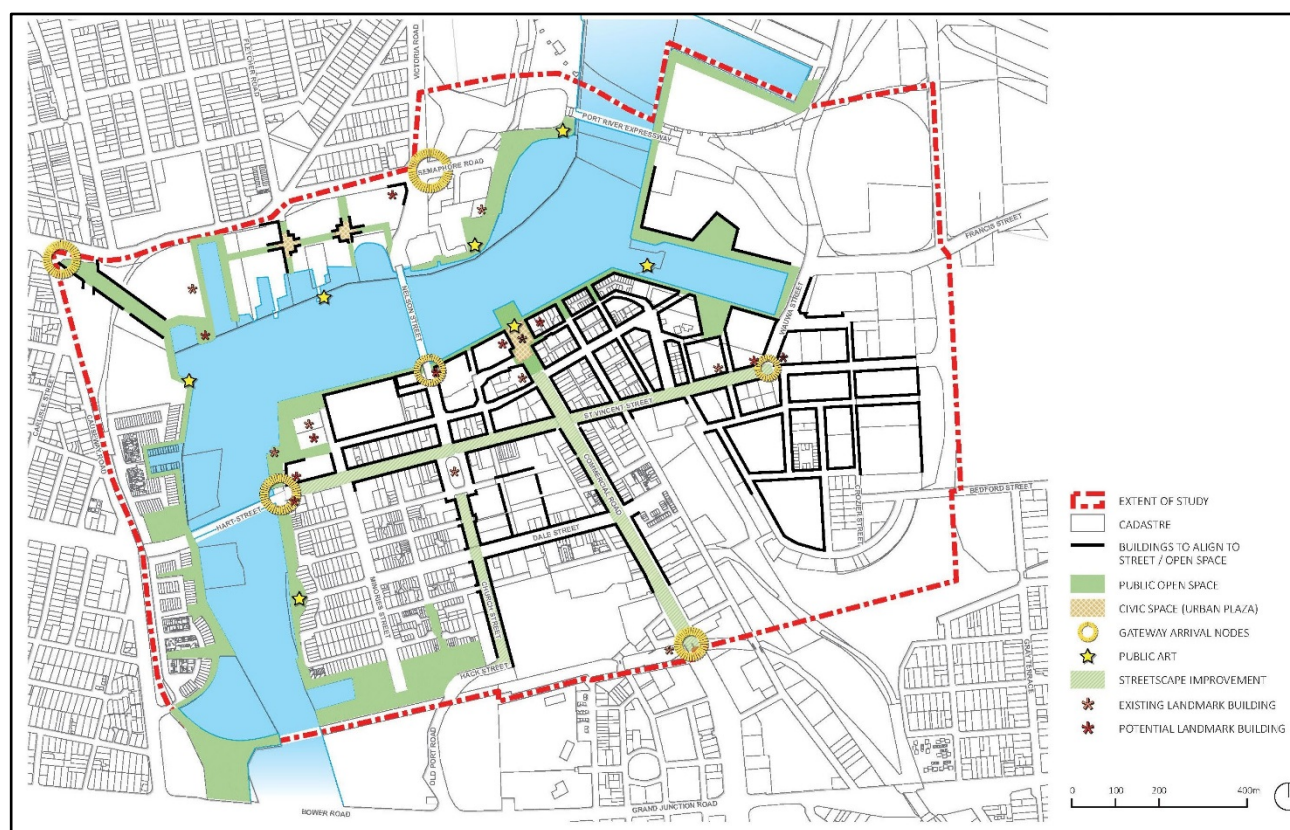


Figure 7: Public Realm and Place - Source: Port Adelaide Renewal Project Precinct Plan, 2014

Implications for this DPA

The existing Development Plan contains a number of policies at the Council-wide level that guide the provision and form of public open spaces. No specific additional policy is required at this level.

The existing Development Plan also contains a concept plan that identifies key open spaces, public spaces, the Inner Harbor Ring Route and significant view corridors. Concept Plan Map PAdE/28 will require a minor update to reflect the continuous promenade along the waterfront of the affected area as recommended by the Precinct Plan.

The DPA supports the strategic priority to develop a public promenade and will review the Desired Character statement and principles of development control to ensure that the role and development of open space is a key feature in the shaping and development of the Policy Area.

The DPA also introduces policies that aim to assist with the rejuvenation of the area, including the activation and linking of the built form with the public space and waterfront area. The DPA contains an amended concept plan that identifies the pedestrian and cycling links.

4. INVESTIGATIONS UNDERTAKEN TO INFORM THIS DPA

4.1 Introduction

Previous investigations and reviews of a number of documents inform the discussion and policy conclusions in this section. These investigations and documents also establish the strategic context and planning policy directions of the DPA, specific to the area affected.

4.2 Existing Zoning

4.2.1 Zoning of the area affected

The Initiation Document seeks that the DPA update the Development Plan to reflect the outcomes of extensive master planning and community consultation processes.

The area affected includes:

- the entirety of Cruickshank's Corner Policy Area 38 within the Port Adelaide Regional Centre Zone
- approximately 1.4 hectares of Light Industry Zoned land north of Cruickshank's Corner Policy Area 38 to the centre line of the Port River Expressway and following the centreline of the Expressway's southern extension to Nelson Street.
- approximately 1.4 hectares of Industry Zoned land north of Cruickshank's Corner Policy Area 38 to the centre line of the Port River Expressway. This land is to be included in Cruickshank's Corner Policy Area 38
- that part of the Port Approach Policy Area 48 which fronts Dock One and the Port Adelaide River.

This expansion to the Cruickshank's Corner Policy Area 38 and amendments to the Port Approach Policy Area 48 are considered to align with the scope of the DPA as set out in the Initiation Document approved by the Minister on 30 August 2013.

The current zoning of the area affected is depicted in **Figure 1**.

4.2.2 Current land uses

- Cruickshank's Corner Policy Area 38

Current policy for Cruickshank's Corner Policy Area 38 places significant emphasis on retaining the land for future development and limiting developments which may otherwise inhibit future opportunities. To reinforce this, all development is identified as non-complying with the exception of those activities which have limited impact (eg car parking); are for public use (eg waterfront activities); or are of limited scale (eg maximum 50 per cent extension of existing development).

These policies were consolidated into the Development Plan in September 2004 as a component of the *Port Waterfront Redevelopment Plan Amendment Report (PAR)*. That PAR not only removed the potential for residential development and other sensitive land uses from the Policy Area but effectively deferred all development in the area pending the resolution of interface issues with industrial activities in the locality.

In the context of the Precinct Plan, it is considered an opportune time to explore potential uses and future development options for Cruickshank's Corner Policy Area 38, including tourism facilities, offices and hospitality based developments.

It is noted that the existing Development Plan provides for affordable housing in Cruickshank's Policy Area. With the review of policy and confirmation that sensitive uses will be deemed non-complying in this area, Overlay Map PAdE/17 – Affordable Housing will be amended to remove this form of development from the affected area.

- Industry and Light Industry Zone

Approximately 1.4 hectares of the affected area is zoned Industry and another 1.4 hectares is zoned Light Industry. A significant portion of these areas are developed as road infrastructure with the remainder undeveloped.

Policy in the Industry Zone envisages land uses in the form of industry, transport distribution and warehouses. Policy in the Light Industry Zone supports light and service industry activities, as well as stores and warehouses.

Both the Industry and Light Industry Zones identify land uses such as community centres, shops, offices (where not in conjunction with envisaged development) and tourist accommodation as non-complying.

- Port Approach Policy Area 48

The southern portion of this Policy Area is generally vacant and undeveloped with the exception of service infrastructure.

Policy introduced as part of the Port Adelaide Centre Renewal DPA (Part 1) primarily provides for the development of non-residential activities including business, tourist, light industry, commercial and office uses in the Port Approach Policy Area 48. Residential development is considered on merit.

This combination of non-sensitive land uses was proposed to provide an additional buffer between the sensitive residential uses proposed in the adjacent Dock One Policy Area 39 (south of Dock One) from existing industry activities to the north of Policy Area 48. However, this DPA seeks to promote a focused area of medium density residential and mixed use developments adjacent waterfront areas at an appropriate distance from industrial activities. Nonetheless, policy guiding sensitive residential uses is proposed to limit such development until key industrial activities in the broader area have ceased and / or relocated to appropriate distances.

4.2.3 Proposed land uses

Cruickshank's Corner Policy Area 38 will remain within the Regional Centre Zone and be expanded to include land to the north to the centreline of the Port Adelaide Expressway.

This area is intended to be developed to provide for non-sensitive uses in a manner that relates to the sites history and context within the broader Regional Centre. In particular the site is proposed to provide for:

- a range of land uses including mixed use, commercial, hospitality and tourism developments
- a range of community facilities including a public promenade, public car parking and waterfront wharf infrastructure
- provide for short-term tourist accommodating, including in conjunction with the Birkenhead Tavern
- increase in the expansion of existing developments
- increase the gross leasable floor limit for shops to a minimum of 400 square metres.
- expansion of and / or new commercial developments
- community facilities - eg club rooms
- public open space
- public facilities – eg marine access.

Such development will be required to be designed in a manner that is cognisant of the immediate and broader context – heritage, maritime links, industrial activities and transport impacts.

Policy for the majority of the Port Approach Policy Area 48 will remain unchanged. However, it will be amended to provide for medium density residential and mixed use developments in that part with frontage to Dock One and the Port River Expressway to take advantage of the views and the public promenade proposed for the area. Such development will be required to ensure that key industrial activities have ceased and / or relocated to limit negative impacts on proposed sensitive land uses.

4.2.4 Impacts upon policy of adjacent areas

Cruickshank's Corner Policy Area 38 is surrounded by the following zones and policy areas:

- Industry Zone
- Light Industry Zone
- Residential Zone
 - Restricted Residential Policy Area 65
 - Lefevre Peninsula East Policy Area 57
- Regional Centre Zone
 - Dock One Policy Area 39
 - Fletcher's Slip Policy Area 41
 - McLaren's Wharf Policy Area 44
 - Port Adelaide State Heritage Area Policy Area 47
 - Port Approach Policy Area 48

In addition, the affected area is bounded on the east by an area 'excluded' from zoning and covering of the Port Adelaide River.

The Port Approach Policy Area 48 is adjacent the following zones and policy areas:

- Light Industry Zone
- Regional Centre Zone
 - Cruickshank's Corner Policy Area 38
 - Dock One Policy Area 39
 - Woolstores Policy Area 54
- Area Excluded from Zoning (Port Adelaide River)

Implications for this DPA

The DPA proposes no amendments to the above with the exception of rezoning land adjacent to the south side of the Port River Expressway / Derrick Bridge.

4.3 Heritage and Historic Conservation

As described in the Port Adelaide Master Plan, the Port's sense of place is founded on four key themes of indigenous heritage, maritime and industrial heritage, dolphin sanctuary and built form.

Recommendations relevant to this DPA include:

- incorporate an appreciation of indigenous culture through public art, landscaping and potentially an interpretive precinct
- highlighting key maritime destinations
- retention of the Port's heritage
- flexibility to facilitate adaptive reuse of heritage places to retain their ongoing value.

The affected area is impacted by a single Local Heritage listing – the Birkenhead Tavern – and in particular: *'the external form of the Hotel, particularly its two storey stone structure and cantilevered balcony to the first floor should be retained'* (City of Port Adelaide Enfield Development Plan (consolidated 21 April 2016) – Table PAdE/8 – Local Heritage Places).

While this listing can impact the nature of redevelopment able to occur on the affected site, it also represents an acknowledgement of the unique environment that exists in Port Adelaide that is, in itself, a key building block in the resurgence of the area.

The remainder of the affected area is not directly affected by heritage listings. This provides greater flexibility for development formats and design as well as site amalgamations. Such development, however, should remain cognisant of sight lines and design context. Development in proximity to the listed site should generate a more fine-grained approach to reuse, infill and modest expansions.

Implications for this DPA

The DPA does not affect the Local Heritage listing of the Birkenhead Tavern in Policy Area 38.

Existing Council-wide policy regarding Heritage and Conservation (including indigenous heritage) provides comprehensive guidance regarding heritage matters.

In summary, this DPA does not propose any changes and / or additions to the Development Plan in respect to the listing of the Local Heritage Place, however, policy regarding the extent of development in relation to the heritage place will be reviewed and expanded to provide greater opportunity and reflect development potential of the site.

Policy amendments to the Port Approach Policy Area 48 will not impact any State or Local Heritage listings.

4.4 Industrial Interface

- Cruickshank's Corner Policy Area 38

The Environment Protection Authority (EPA) provides recommended separation distances between developments that may impact human health from the perspective of noise or air quality (eg dust). The ongoing operation and viability of existing industrial activities also needs to be taken into account when addressing this issue.

Cruickshank's Corner Policy Area 38 is located in proximity to a number of industrial activities. Whilst many of these industries have limited impact beyond their sites, the EPA has confirmed that some will have the potential to affect sensitive land uses, should they be developed within the affected area.

Since approval of the Port Adelaide Centre Renewal DPA (Part 1), the Incitec Pivot factory has ceased storing security sensitive grade materials and is in the process of relocating their entire operations further away from the affected areas. In addition, Adelaide Brighton Cement is currently working through actions in a new EPA-approved Environmental Improvement Plan (EIP). The new EIP aims to improve environmental performance at the site, and includes:

- a review of plant operations to inform options to improve stack emissions
- management of nuisance dust from fugitive dust sources
- modelling and assessment of noise sources and installation of mitigation measures to further reduce noise emissions experienced offsite.

The EIP sets out 18 actions, the potential benefits and timing. The EIP requires that these actions be completed by certain dates with the full completion of the EIP by October 2017.

In addition, the EPA has undertaken additional studies and measures, including monitoring the impacts of nearby industries on the affected area and a preliminary review of the separation distances and operational aspects of these and other industrial activities in the vicinity in light of the proposed development types.

The EPA also recommended, to avoid potential nuisance dust which may be a source of complaint from general industrial operations in the locality, that there be no accessible building openings (such as door, windows or balconies) facing north in the Cruickshank's Corner Policy Area 38.

- Port Approach Policy Area 48

The EPA has also confirmed preliminary in-principle support for medium density residential development and mixed uses fronting Dock One and the Port Adelaide River of the Port Approach Policy Area 48.

Nonetheless, provision is made to ensure that residential and other forms of sensitive development in the Policy Area should not proceed until adverse impacts and conflicts of adjacent industrial activities have been suitably addressed.

It is noted that Incitec Pivot, as one of the key existing industrial land uses, is in the process of relocating to a more suitable area north of Policy Area 48.

Other interface issues such as ambient noise may arise from sources such as strategic transport routes such as the Port River expressway, the freight rail line and bridge (refer 3.1.8 above), other industrial facilities and port handling activities. The EPA has previously identified that the likelihood of this will be high in these locations and this is reflected in *Overlay Map PAdE/17 – Noise and Air Emissions* and *Overlay Map PAdE/17 – Noise and Strategic Transport Routes*. As a consequence, any development in the affected areas should be designed and constructed to adequately attenuate noise from such sources. This will be addressed through new policy to be introduced by this DPA.

Implications for this DPA

Existing Council-wide policy provides comprehensive guidance regarding interface (including noise, air quality etc).

Policy within Cruickshank's Corner Policy Area 38 is proposed to be strengthened regarding interface and limiting development to non-sensitive land uses only. In addition, a new Principle of Development Control is proposed requiring that development be designed and constructed to avoid openings on the northern side of development.

Policy with the Port Approach Policy Area 48 is proposed to be strengthened regarding residential and mixed-use development to the Dock One and Port Adelaide River waterfronts, together with a condition that no sensitive land uses proceed until industrial land uses in the proximity that could cause negative impacts on sensitive land uses have ceased and / or relocated to a safe distance.

Amend *Overlay Map PAdE/17 – Noise and Air Emissions* and *Overlay Map PAdE/17 – Strategic Transport Routes* to account for expansion of Cruickshank's Corner Policy Area 38 of the Regional Centre Zone into the Industry /Light Industry Zones. No amendment is required in relation to the Port Approach Policy Area 48 which already identifies the policy area as a Noise and Air Emissions Designated Area.

The DPA supports the strategic priority to protect sensitive developments from the impacts of industrial activities and does not propose to provide for these forms of development in Cruickshank's Corner Policy Area 38. Likewise, policy also seeks to ensure that existing industries are not economically impacted by new developments in the vicinity.

4.5 Strategic Transport Routes

The Strategic Infrastructure Plan for South Australia identifies the need for strategic transport routes to support the development of the metropolitan area. It states that *"...the quantity of freight moved has increased by 70 per cent during the past two decades and is anticipated to double again from 2002 to 2020."*

The Port Adelaide Enfield Council Development Plan contains a policy module which ensures that strategic transport routes are protected in the future through design guidelines that specify buffer zones, access points and setbacks from the thoroughfare. This map (*Overlay Map PAdE/17 – Strategic Transport Routes*) identifies sections of the affected area which will be subject to these guidelines. The Overlay applies to the affected areas due to their proximity to the Port River Expressway (a primary arterial road) and Semaphore Road (a secondary arterial road), both of which are deemed Strategic Transport Routes. Subject policies guide development to ensure that traffic flows, direct access, infrastructure, bus stops etc are not impeded.

Implications for this DPA

The DPA proposes no amendments to Cruickshank's Corner Policy Area 38 or Port Approach Policy Area 48, however does respond to the policy setting provided in the broader zone.

4.6 Government Redevelopment

The State Government owns approximately 40 hectares of waterfront land in Port Adelaide, including a significant portion of Cruickshank's Corner Policy Area 38 as well as the broader Port Adelaide Centre. Cabinet has appointed Renewal SA to manage this development opportunity and deliver urban infill at this key land holding.

An Expression of Interest (EOI) was released in July 2015 inviting the private sector to nominate their interest in developing whole or portions of the land within a precinct. In addition, proponents were asked to demonstrate their experience, capabilities and capacity to finance, design and deliver the types of developments sought for each area, as articulated in the Precinct Plan.

The six precincts that were included in the EOI are shown in **Figure 8** and contributed to the basis for the Port Adelaide Centre Renewal DPA (Part 1):



Figure 8 – Regional Centre Zones included in Expression of Interest – Source: *Renewal SA 2016*

The EOI process encouraged development submissions to align with the findings of the Precinct Plan, with an emphasis on commercial and hospitality opportunities.

The EOI closed on 1 September 2015 and a number of submissions were received for Cruickshank's Corner Policy Area 38. Shortlisted proponents have been invited to proceed to a subsequent Request for Proposal (RFP) stage or to enter into direct negotiations.

The proposals received for Cruickshank's Corner Policy Area 38 during the EOI process indicated a desire to develop the policy area within a much shorter time frame than originally anticipated by the Precinct Plan. The DPA responds to this initiative as it proposes to update the policy for Cruickshank's Corner Policy Area 38 to reflect the Precinct Plan.

Implications for this DPA

This DPA supports the potential for development that aligns with the Precinct Plan and meets the characteristics of the site by updating policy in terms of preferred land uses, building heights, orientation, design and scale.

4.7 Dolphin Sanctuary and Wetlands of National Significance

The areas affected contains a portion of the Adelaide Dolphin Sanctuary created by the *Adelaide Dolphin Sanctuary Act 2005* which aims to protect the safety and water quality of the aquatic environment. The Act is administered by the Department of Environment, Water and Natural Resources (DEWNR).

The Port River is also a Nationally Significant Wetland and is managed by DEWNR in accordance with the Wetlands Strategy for South Australia.

This DPA is being referred to DEWNR for consideration however, given the limited scope of the DPA, it has been assumed that the DPA will have no direct effect upon the maritime environment. Any future developments proposed for the affected area will be considered and assessed in more detail with regards to their impact on the Dolphin Sanctuary.

Implications for this DPA

The DPA does not directly impact upon the water quality or safety of dolphins in the Port River. No policy change is proposed as a result.

4.8 Consultation with Key Stakeholders

Renewal SA developed the Precinct Plan in consultation with the Port Adelaide Renewal Project Steering Committee that comprised representatives from the City of Port Adelaide Enfield and the local community including local business, arts, Aboriginal and maritime representatives.

The role of the committee was to provide feedback on draft plans and other documents to ensure that they reflected and respected community views, particularly the feedback from the open day that was held in October 2012 and attended by approximately 4,500 people.

While reserving their right for further comment the steering committee has indicated its general support for the intent of the Precinct Plan and its recommendations.

It is considered that the investigations undertaken and directions proposed by the Precinct Plan remain relevant and current as the basis for this DPA.

5. SUMMARY OF RECOMMENDED POLICY CHANGES

The following amendments are proposed to the City of Port Adelaide Enfield Development Plan.

5.1 General Section Amendments

This DPA does not alter the General Section of the City of Port Adelaide Enfield Development Plan apart from:

- Updating all references to the Concept Plans that include reference to Cruickshank's Corner Policy Area 38
- Updating all references to the Concept Plans that include reference to Port Approach Policy Area 48.

5.2 Zoning

This DPA makes the following key changes to the Regional Centre Zone by:

- Expanding the Regional Centre Zone - Cruickshank's Corner Policy Area 38 to include an area of land between the current Zone / Policy Area boundary and the centreline of the Port River Expressway and south along its southern extension to rationalise the zone boundary and land uses in this space. The additional land is partially zoned Industry and Light Industry Zones.
- Amending Principle of Development Control 1 to replace 'tourist accommodation' with 'tourist development' to standardise terminology
- Amending the non-complying development list of exemptions for Cruickshank's Corner Policy Area 38 as follows:
 - Adding short term accommodation - in conjunction or otherwise, with the Birkenhead Tavern
 - Increasing the minimum gross leasable floor area for a shop / group of shops from 200 to 400 square metres
 - Deleting policy that maximised development to 50 per cent of existing uses as at 09 July 2004.
- Amending the Public Notification listing as follows:
 - Identifying all development within Cruickshank's Corner Policy Area 38 as Category 1, except where it exceeds identified building heights, whereupon it will be Category 2.

5.3 Policy Areas

This DPA makes the following key changes to Cruickshank's Corner Policy Area 38:

- Amending the Desired Character statement to provide more detailed guidance regarding desired development outcomes for the affected area, emphasising a range of public and marine activities; the maritime and cultural heritage of the area; the importance of landmark structures and linkages (visual and accessible) with adjacent areas and the broader role of the site as a destination.

- Introducing policy that specifically envisages tourist development, shops, public space, waterfront infrastructure and commercial developments in the affected area.
- Introducing policy that requires building adjacent the Port Adelaide River to have frontage and extensive views to the Port Adelaide River and broader Regional Centre
- Introducing policy to guide building heights between three to five storeys, with lower built form adjacent public spaces.

This DPA makes the following key changes to Port Approach Policy Area 48:

- Amending the Desired Character statement to reflect the provision for medium density residential and mixed use developments to the waterfront of Dock One and Port Adelaide River (in accordance with *Concept Plan PAdE/40 – Port Approach Policy Area*) pending the closure and / or relocation of proximate industrial activities that may negatively impact sensitive development formats
- Adding ‘dwelling’ and ‘residential flat building’ to the list of envisaged uses – in accordance with *Concept Plan PAdE/40 – Port Approach Policy Area*.
- Adding a new Principle of Development Control to provide for medium density residential and mixed use developments to the Dock One and Port Adelaide River waterfronts
- Provide for medium density residential development building height limit of up to four storeys in height.

5.4 Maps

The following maps will be replaced:

- Council Index Map
- Location Map PAdE/17
- Overlay Map PAdE/17 – Transport
- Overlay Map PAdE/17 – Development Constraints
- Overlay Map PAdE/17 – Heritage
- Overlay Map PAdE/17 – Natural Resources
- Overlay Map PAdE/17 – Noise and Air Emissions
- Overlay Map PAdE/17 – Strategic Transport Routes
- Overlay Map PAdE/17 – Affordable Housing
- Zone Map PAdE/17
- Policy Area Map PAdE/17.
- Concept Plan Map PAdE/27 - Port Adelaide Centre Traffic and Transport
- Concept Plan Map PAdE/28 – Port Adelaide Townscape and Waterfront Development Areas
- Concept Plan Map PAdE/30 – Cruickshank’s Corner Policy Area.

- Concept Plan Map PAdE/40 – Port Approach Policy Area

Note that these maps are also being updated as a component of this DPA to reflect planning and development decisions that are unrelated to this DPA such as the development of the Port River Expressway and associated property boundary realignments in proximity to the affected area.

6. STATEMENT OF STATUTORY COMPLIANCE

6.1 Section 26 of the Development Act 1993

Section 26 of the Development Act 1993 prescribes that the DPA must assess the extent to which the proposed amendment:

- (a) accords with the Planning Strategy
- (b) accords with other sections of the Development Plan
- (c) complements the policies in the Development Plans for adjoining areas
- (d) satisfies the requirements prescribed by the Regulations.

6.2 Accords with the Planning Strategy

Relevant strategies from the Planning Strategy are summarised in the Analysis Section of this document. It is the intent of the DPA to support the achievement of the Planning Strategy policies.

6.3 Accords with other sections of the Development Plan

The policies proposed in this DPA are consistent with the format, content and structure of the City of Port Adelaide Enfield.

6.4 Complements the policies in the Development Plans for adjoining areas

The policies proposed in this DPA will not affect the Development Plans for adjoining areas.

6.5 Satisfies the requirements prescribed by the Regulations

The requirements for public consultation (Regulation 11) and the public meeting (Regulation 12) associated with this DPA will be met.

REFERENCES/BIBLIOGRAPHY

- City of Port Adelaide Enfield's City Plan 2010-2016
- Port Adelaide Centre Renewal Development Plan Amendment (Part 1)
- Port Adelaide Enfield Council Development Plan (consolidated 21 April 2016)
- Port Adelaide Master Plan - Review of background documents, April 2012
- Port Adelaide Renewal Project Precinct Plan 2014
- South Australian Planning Policy Library (SAPPL)
- South Australia's Strategic Plan
- Strategic Directions Report 2012, City of Port Adelaide Enfield
- Strategic Infrastructure Plan for South Australia (2004/05-2014/15)
- The Integrated Transport and Land Use Plan (ITLUP)
- The 30-Year Plan for Greater Adelaide (2010).

APPENDICES

Appendix 1

The organisations and agencies that will be consulted are identified below:

- Department of Planning, Transport and Infrastructure (DPTI)
 - Public Transport Operations Division
 - Safety and Service Division
 - Office of Recreation and Sport (ORS)
 - Office of Design and Architecture South Australia (ODASA)
- Department of Justice
 - South Australia Police
 - State Emergency Service
 - SA Metropolitan Fire Service
- Department of Treasury and Finance
- Department of Environment, Water and Natural Resources (DEWNR)
 - Zero Waste
 - Urban Biodiversity Unit
 - Planning and Assessment Unit
 - Water Planning and Management Unit
 - Adelaide and Mount Lofty Ranges Natural Resources Management Board
- Department for Communities and Social Inclusion
- Department for Education and Child Development
- Department of Further Education, Employment, Science and Technology
- Renewal SA
- Department of Primary Industries and Regions
 - Sustainable Resources (Marine Habitat) Aquaculture
- Department of the Premier and Cabinet
 - Aboriginal Affairs and Reconciliation Division
- Department of State Development
- Department of Health and Ageing
- SA Tourism Commission (SATC)
- Environment Protection Authority (EPA)
- City of Port Adelaide Enfield
- SA Water
- SA Power Networks
- Electranet
- APA Group
- Conservation Council of Australia

Appendix 2

Relevant objectives, principles, policies and targets of The 30-Year Plan for Greater Adelaide.

Planning Strategy Policies and Targets		Response
The Economy and Jobs		
Target A	Provide for 282,000 additional jobs during the next 30 years. The regional distribution of additional jobs is: <ul style="list-style-type: none">40,500 in Western Adelaide	The DPA will support these policies and targets by enabling the development of a new commercial precinct. This will provide opportunities for the development or expansion of service sector and hospitality industries; stimulate investment in building and infrastructure; support the economic and community growth of the region; and lead to increased employment opportunities.
	Distribute jobs across Greater Adelaide as: <ul style="list-style-type: none">15,000 in key regeneration areas and in activity centres that are outside corridors44,500 in growth areas128,500 broadly distributed across the region	
Target D	Plan for net growth of at least 2 million square metres of extra employment floor space	
Target M	Plan for 84,900 additional services sector jobs in Greater Adelaide.	
Health and Wellbeing		
Target B	Closely connect new dwellings to local parks within walking range.	The DPA will support this health and wellbeing target by providing for development of public space along the Port Adelaide River front that will also transverse the site, providing linkages with residential and commercial populations.
Transport		
Target B	Prioritise residential and employment growth in areas where transport infrastructure is planned.	The DPA will support these targets by providing for development of new developments in proximity to existing and future transit infrastructure, thereby reducing dependency on the private motor vehicle and greenhouse gases. In addition, the DPA will support Target G by providing for development of a pedestrian and cycleway through and around the affected area, increasing community accessibility.
Target G	Maintain, extend and improve Adelaide's Bikedirect network, including the development of greenways.	
Target E	Minimise the discharge of stormwater, pollution and nutrients to freshwater, coastal and marine environments through the adoption of appropriate water-sensitive urban design (WSUD) and Adelaide Coastal Water Quality Improvement Plan policies and targets into Development Plans.	The DPA will support this Target by providing for new development that aligns with WSUD policies, as set out in the Port Adelaide Enfield Council Development Plan.

Appendix 3

Port Adelaide Master Plan- Review of Background Documents, April 2012

This report involved a review and summary of eighteen key documents that have contributed to shaping the future directions for the Port Adelaide Centre. The documents are:

1. Report for Port Adelaide Centre: Car Parking and Movement Study, 2011 (GHD)
2. City of Port Adelaide Enfield: Port Adelaide River Study, 2011 (GHD)
3. McLaren Wharf and Cruickshank's Corner Precincts: Master Plan Framework 2011, (LMC, City of PAE, GHD, Tract, Village Well)
4. Cultural Mapping and Survey: Port Adelaide Waterfront, 2011 – comprised of numerous parts (Mulloway Studio, Paul Kloeden, Mark Staniforth)
5. McLaren Wharf and Cruickshank's Corner Precincts Master Plan: Strategic Framework Report, 2010 (Land Management Corporation and City of PAE)
6. St Vincent Street + Commercial Road: Concept Plan, 2007 (Oxigen, Jensen Planning + Design, GHD)
7. Port Adelaide Centre: vision + framework, 2006 (Hassell, Gehl, et al)
8. The Port – Newport Quays Master Plan, 2003 (Cox Architects)
9. Port Adelaide Waterfront Redevelopment Consultation on Newport Quays Proposed Development Concept: Key Findings Report, 2002 (Hassell)
10. Community Consultation in the Port Waterfront Development, 2001 (Land Management Corporation)
11. Port Adelaide Centre Review: Strategic Framework, 2001 (Brown & Root)
12. Development Guide: Future of Port Adelaide's Inner Harbour Waterfront, 1994 (Woods Baggot)
13. EPA letter - Reference 39716 dated 13th May, 2010 from Phil Hazell
14. EPA letter - Reference 39716 dated 15th July, 2010 from Susan Churchman
15. EPA letter - Reference 39716 dated 16th August, 2010 from Peter Dolan
16. EPA letter - Reference 39716 dated 22nd September, 2010 from Peter Dolan
17. The 30-Year Plan for Greater Adelaide, 2010 (DPLG)
18. Development Plan consolidated 8 October 2015 (Port Adelaide Enfield Council)

Appendix 4

Adelaide Renewal Project Precinct Plan (2014):

This report involved a review of 38 documents key documents that have contributed to shaping the future directions for the Port Adelaide Centre. The documents are:

1. The 30-Year Plan for Greater Adelaide, 2010 (DLPG)
2. Port Adelaide Enfield Council Development Plan, consolidated 16th February 2012
3. Port Renewal Project Summary of Background Documents 2012 (Jensen Planning and Design)
4. Port Adelaide Master Plan Background Documents April 2012 (Jensen Planning and Design)
5. Port Adelaide Renewal Project – Segmentation Study, January 2013 prepared by Hudson Howells
6. Port Adelaide Renewal Project – Economic Development Strategy, January 2013 prepared by Hudson Howells
7. Community Open Day Summary of Community Ideas (October 2012)
8. City of Port Adelaide Enfield: Port Adelaide River Study, 2011 (GHD)
9. McLaren Wharf and Cruikshank's Corner Precincts: Master Plan Framework, 2011, (LMC, City of PAE, GHD, Tract, Village Well)
10. Report for Port Adelaide Centre: Car Parking and Movement Study, 2011 (GHD)
11. Cultural Mapping and Survey: Port Adelaide Waterfront, 2011 – component parts from Mulloway Studio, Paul Kloeden & Mark Staniforth
12. McLaren Wharf and Cruikshank's Corner Precincts Master Plan: Strategic Framework Report, 2010 (Land Management Corporation and City of PAE)
13. St Vincent Street + Commercial Road: Concept Plan, 2007 (Oxigen, Jensen Planning + Design, GHD)
14. Port Adelaide Centre: vision + framework, 2006 (Hassell, Gehl, et al)
15. Optimum Decision Making Framework and Precinct Level Multi Criteria Analysis, 3 June 2010 by AECOM
16. Port Adelaide Interpretative Trail Concept Report (Revision RE03), September 2010 by Taylor Cullity Lethlean
17. Project Documentation Review dated 16 January 2013 by Moto Projects Pty. Ltd.
18. EPA letter – Reference 31796 dated 13th May 2010 from Phil Hazell
19. EPA letter – Reference 31796 dated 15th July 2010 from Susan Churchman
20. EPA letter – Reference 31796 dated 16th August 2010 from Peter Dolan
21. EPA letter – Reference 31796 dated 22nd September 2010 Peter Dolan
22. The Port – Newport Quays Master Plan, 2003 (Cox Architects)

23. Port Adelaide Waterfront Redevelopment Consultation on Newport Quays Proposed Development Concept: Key Findings Report, 2002 (Hassell)
24. Community Consultation in the Port Waterfront Development, 2001 (Land Management Corporation)
25. Port Adelaide Centre Review: Strategic Framework, 2001 (Brown & Root)
26. Development Guide: Future of Port Adelaide's Inner Harbour Waterfront, 1994 (Woods Bagot)
27. Port Adelaide Ownership Plan provided by Renewal SA
28. Port Adelaide Waterfront Properties inventory provided by Renewal SA
29. Port Waterfront Public Art Framework, June 2007 by Brecknock Consulting Pty. Ltd.
30. Project: North Arm Strategic Scoping Study, 30 April 2012 by Aurecon
31. Report on Port Adelaide Centre – Market Assessment – Stage 1, October 2006 by Jones Lang Lasalle
32. Legislative Council Hansard – Land Uses on LeFevre Peninsula, Parliament House, 20 December 2011, 6 February 2012, 5 June 2012, 8 August 2012, 22 August 2012 and 11 September 2012
33. Port Adelaide Centre Public Domain Manual, Version 2, July 2007 prepared by Hemisphere Design (Aust) Pty Ltd
34. Dale Street Revitalization- PowerPoint prepared by Outerspace Landscape Architects in association with the City of Port Adelaide Enfield
35. Demographic Profile of the District of Ethelton, Port Adelaide and District compiled by Profile id utilizing Australian Bureau of Statistics, Census of Population and Housing data 2006 and 2011.
36. The Portlands Partnership submission, prepared by Boulderstone Hornibrook and Urban Pacific
37. Kaurua Cultural Heritage Survey, July 2007 , prepared by Vivienne Wood in association with Hemisphere Design, the City of Port Adelaide Enfield and GHD Pty Ltd.
38. McLarens Wharf and Cruickshank's Corner Precinct Cultural Heritage Survey dated January 2010 prepared by Australian Cultural Heritage Management (ACHM).

Development Plan Amendment

By the Minister

Port Adelaide Enfield Council Development Plan

Port Adelaide Centre Renewal (Part 2) Development Plan Amendment

The Amendment

For Consultation



Government of South Australia

Department of Planning,
Transport and Infrastructure

Amendment Instructions Table				
Name of Local Government Area: City of Port Adelaide Enfield				
Name of Development Plan: Port Adelaide Enfield Council Development Plan				
Name of DPA: Port Adelaide Centre Renewal (Part 2) DPA				
<p><i>The following amendment instructions (at the time of drafting) relate to the Port Adelaide Enfield Council Development Plan. Development Plan consolidated on 21 April 2016.</i></p> <p><i>Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.</i></p>				
Amendment Instruction Number	Method of Change	Detail what in the Development Plan is to be amended, replaced, deleted or inserted. If applicable, detail what material is to be inserted and where. Use attachments for large bodies of material.	Is Renumbering required	Subsequent Policy cross references requiring update
COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): No				
ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): Yes				
Regional Centre Zone				
1.	Replace	In PDC1, 'tourist accommodation' with 'tourist development'	N	N
Cruickshank's Corner Policy Area 38				
2.	Replace	Cruickshank's Corner Policy Area 38 with the contents of ' Attachment A '	N	N
Port Approach Policy Area 48				
3.	Replace	<p>In paragraph 2 of the Desired Character statement, replace:</p> <p>Commercial, office and tourist activities and tourist accommodation will primarily be located south of the third bridge crossing in a high quality, contemporary business park setting taking advantage of the waterfront and view of Dock One Policy Area 39 and McLaren's Wharf Policy Area 44.'</p> <p>With:</p> <p>"Commercial, office and tourist activities and tourist accommodation will primarily be located south of the third bridge crossing in a high quality, contemporary business park setting. Medium density residential development and mixed use development will be located along the waterfront of Dock One and the Port Adelaide Riverfront as shown in <i>Concept Plan MapPAde/40 – Port Approach Policy Area</i>, taking advantage of the waterfront and views. Residential and other forms of sensitive development within the policy area should not proceed until the adverse impacts and conflicts of adjacent industrial activities have been suitably addressed. Medium density residential mixed use buildings will range from 3-5 storeys."</p>	N	N
4.	Add	In PDC1, add 'dwelling' and 'residential flat building' in the list of envisaged uses	Y	N

**Port Adelaide Centre Renewal (Part 2) DPA
by the Minister
Amendment Instructions Table**

5.	Add	After PDC7, insert the following new PDC: 'Development along Dock One and Port Adelaide River waterfronts should consist of: <div><div>(a) attractive development of between 3 and 5 storeys in height, overlooking Dock One</div><div>(b) mixed use development consisting of a range of residential, retail or commercial land uses</div><div>(c) a public reserve and tourist node along a continuous waterfront promenade.</div></div>			
PROCEDURAL MATTERS Non-complying Development					
1.	Replace	The following row: <div><div>All forms of development where located within the Cruickshank's Corner Policy Area 38.</div><div>Except one or more of the following:<div><div>(a) car park</div><div>(b) maintenance and redevelopment of the Birkenhead Tavern, but not including accommodation</div><div>(c) public promenade</div><div>(d) recreation area</div><div>(e) shop or group of shops with a gross leasable area of greater than 200 square metres</div><div>(f) small scale tourism use</div><div>(g) expansion of an existing use by up to 50 per cent of current area as at 9 July 2004.</div></div></div></div> <div>With the row below: <div><div>All forms of development where located within the Cruickshank's Corner Policy Area 38.</div><div>Except one or more of the following:<div><div>(a) car park</div><div>(b) community centre</div><div>(c) hotel</div><div>(d) conference facilities</div><div>(e) maintenance, redevelopment and expansion of the Birkenhead Tavern</div><div>(f) office</div><div>(g) recreation area</div><div>(h) shop or group of shops with a gross leasable area of 400 square metres or more</div><div>(i) short-stay tourist accommodation</div><div>(j) waterfront promenade and associated infrastructure</div><div>(k) waterfront wharf infrastructure including boat launching facilities.</div></div></div></div></div>		N	N
PROCEDURAL MATTERS Public Notification					
2.	Replace	The Public Notification section with 'Attachment B'		N	Y

TABLES				
Amendments required (Yes/No): No				
MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)				
Amendments required (Yes/No): Yes				
Map(s)				
3.	Replace	<p>The following extent maps:</p> <ul style="list-style-type: none"> • Council Index Map • Location Map PAdE/17 • Overlay Map PAdE/17 – Transport • Overlay Map PAdE/17 – Development Constraints • Overlay Map PAdE/17 – Heritage • Overlay Map PAdE/17 – Natural Resources • Overlay Map PAdE/17 – Noise and Air Emissions • Overlay Map PAdE/17 – Strategic Transport Routes • Overlay Map PAdE/17 – Affordable Housing • Zones Map PAdE/17 • Policy Area Map PAdE/17 <p>with the contents of 'Attachment C'</p>	N	N
4.	Replace	<p>The following Concept Plan Maps:</p> <ul style="list-style-type: none"> • Concept Plan Map PAdE/27 – Port Adelaide Centre Traffic and Transport • Concept Plan Map PAdE/28 - Port Adelaide Townscape and Waterfront Development Areas • Concept Plan Map PAdE/30 - Cruickshank's Corner Policy Area • Concept Plan Map PAdE/40 – Port Approach Policy Area <p>with the contents of 'Attachment D'</p>	N	N

ATTACHMENT A

Replacement Cruickshank's Corner Policy Area 38

Cruickshank's Corner Policy Area 38

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this policy area.

OBJECTIVES

- 1 Tourism and commercial development that capitalises on the waterfront setting with links to designated areas of public open space and public waterfront promenade and shore areas.
- 2 The continued operation and promotion of existing maritime uses and essential harbour activities.
- 3 Public access adjacent to the waterfront through the provision of:
 - (a) public open space
 - (b) a public promenade
 - (c) vehicle, pedestrian and cycle linkages.
- 4 The availability of an area of natural grade beach for boating activities.
- 5 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

Development will be primarily of a commercial nature, together with tourist development, conference facilities, community facilities and open space. Development of and adjacent to the Birkenhead Tavern will take a form, height and scale that respects the heritage nature of that structure. Buildings adjacent the waterfront will face the public promenade and will have a design format and articulation that integrates with the public amenity and heritage of the waterfront area. Development adjacent the Port River Expressway will consist of public car parking and community facilities such as maritime based club rooms with access to the waterfront.

Buildings will vary in height from three to five storeys in locations identified in [Concept Plan Map PAde/30 – Cruickshank's Corner Policy Area](#) with gradation of building scale and form towards the waterfront.

The public promenade is part of a larger pedestrian and cycling link that will run along the length of the Port River waterfront, linking with **Fletcher's Slip Policy Area 41** as well as connecting to links throughout the Policy Area. The waterfront will be developed for a range of harbour and marine activities.

Opportunities to provide a tourism focus, such as short stay accommodation, conference facilities and tourism / cultural interpretive facilities that celebrate the maritime, heritage and environmental aspects of the Policy Area will be explored as part of the medium to longer term development of future desired uses.

The Birkenhead Tavern will be highlighted as a landmark building within the policy area, and will provide a destination and focal point for visitors. Sight lines to and from the Birkenhead Tavern and land mark features across the river will be maintained.

Public car parking provision will serve users and visitors to the area.

Development will respect and consider the impact of nearby industrial land uses, rail and road infrastructure (freight movement) and where practical consider the application of buffers to mitigate interface conflicts.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - community facility
 - conference facilities
 - office
 - public car park

- public waterfront promenade
- shop or group of shops with a gross leasable floor area of 400 square metres or more
- tourism development, including short stay accommodation
- waterfront wharf infrastructure.

Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Development should be in accordance with [Concept Plan Map PAdE/30 - Cruickshank's Corner Policy Area](#)
- 4 Development should:
 - (a) integrate with adjacent areas and facilitate the provision of public access to the Port Adelaide River
 - (b) incorporate landscaping and facilitate the creation of the public promenade along the waterfront.
- 5 Development should be constructed to ensure that no accessible balconies or opening windows face the north/north east direction.
- 6 Development associated with the Birkenhead Tavern should:
 - (a) retain the existing built form
 - (b) conserve and respect the historic character of the building
 - (c) enable the tavern to function as an important destination and facility for the local community and visitors.
- 7 Public access to the river water level should be facilitated, including opportunities for the launching of small boats.
- 8 A continuous public promenade for pedestrians and cyclists should be created along the waterfront, where possible, and provide:
 - (a) convenient, safe and attractive linkages to adjoining areas
 - (b) a minimum 8 metres width
 - (c) clearly defined zones for pedestrians and cyclists
 - (d) a pedestrian zone adjacent the waterfront and a variety of waterfront experiences
 - (e) clearly defined destination nodal points which relate to existing site features or contemporary features created by the development
 - (f) pedestrian facilities such as seating, shade and shelter
 - (g) a link to **Fletcher's Slip Policy Area 41**
 - (h) an opportunity for a pedestrian and cyclist connection between the Port Expressway off-road path and the Elder Road bicycle route, passing under the Port Expressway road and rail bridges.

ATTACHMENT B

Replacement Public Notification Section

Public Notification

Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*.

Further, the following forms of development (except where the development is non-complying) are designated:

Category 1	Category 2
<p>Advertisements and/or advertising hoardings where the height is not more than 10 metres above natural ground level.</p> <p>All development within any of the following policy areas:</p> <ul style="list-style-type: none"> (a) Cruickshank's Corner Policy Area 38 (b) Dock One Policy Area 39 (c) Fletcher's Slip Policy Area 41 (d) Hart's Mill Policy Area 42 (e) McLaren's Wharf Policy Area 44 (f) North West Policy Area 45 (g) Port Approach Policy Area 48 (h) West Policy Area 53 <p>except where one or more of the following apply:</p> <ul style="list-style-type: none"> (i) the development is proposed to exceed the maximum heights identified within any of the following: <ul style="list-style-type: none"> (A) <u>Concept Plan Map PAdE/30 – Cruickshank's Corner Policy Area</u> (B) <u>Concept Plan Map PAdE/31 – Dock One Policy Area</u> (C) <u>Concept Plan Map PAdE/32 – East End Policy Area</u> (D) <u>Concept Plan Map PAdE/33 – Fletcher's Slip Policy Area</u> (E) <u>Concept Plan Map PAdE/34 – Hart's Mill Policy Area</u> (F) <u>Concept Plan Map PAdE/35 – Mainstreet Policy Area</u> (G) <u>Concept Plan Map PAdE/36 – McLaren's Wharf Policy Area</u> (H) <u>Concept Plan Map PAdE/37 – North West Policy Area</u> (I) <u>Concept Plan Map PAdE/38 – Old Port Reach Policy Area</u> (J) <u>Concept Plan Map PAdE/39 – Port Adelaide State Heritage Area Policy Area</u> (K) <u>Concept Plan Map PAdE/40 – Port Approach Policy Area</u> (L) <u>Concept Plan Map PAdE/45 – West Policy Area</u> 	<p>All development within any of the following policy areas:</p> <ul style="list-style-type: none"> (a) Cruickshank's Corner Policy Area 38 (b) Dock One Policy Area 39 (c) Fletcher's Slip Policy Area 41 (d) Hart's Mill Policy Area 42 (e) McLaren's Wharf Policy Area 44 (f) North West Policy Area 45 (g) Port Approach Policy Area 48 (h) West Policy Area 53 <p>where one or more of the following apply:</p> <ul style="list-style-type: none"> (i) the development is proposed to exceed the maximum heights identified within any of the following: <ul style="list-style-type: none"> (A) <u>Concept Plan Map PAdE/30 – Cruickshank's Corner Policy Area</u> (B) <u>Concept Plan Map PAdE/31 – Dock One Policy Area</u> (C) <u>Concept Plan Map PAdE/32 – East End Policy Area</u> (D) <u>Concept Plan Map PAdE/33 – Fletcher's Slip Policy Area</u> (E) <u>Concept Plan Map PAdE/34 – Hart's Mill Policy Area</u> (F) <u>Concept Plan Map PAdE/35 – Mainstreet Policy Area</u> (G) <u>Concept Plan Map PAdE/36 – McLaren's Wharf Policy Area</u> (H) <u>Concept Plan Map PAdE/37 – North West Policy Area</u> (I) <u>Concept Plan Map PAdE/38 – Old Port Reach Policy Area</u> (J) <u>Concept Plan Map PAdE/39 – Port Adelaide State Heritage Area Policy Area</u> (K) <u>Concept Plan Map PAdE/40 – Port Approach Policy Area</u> (L) <u>Concept Plan Map PAdE/45 – West Policy Area</u> (ii) it involves a telecommunications facility located greater than 30 meters and less than 100 metres from a residential zone

(ii) it involves a telecommunications facility located greater than 100 metres from a residential zone

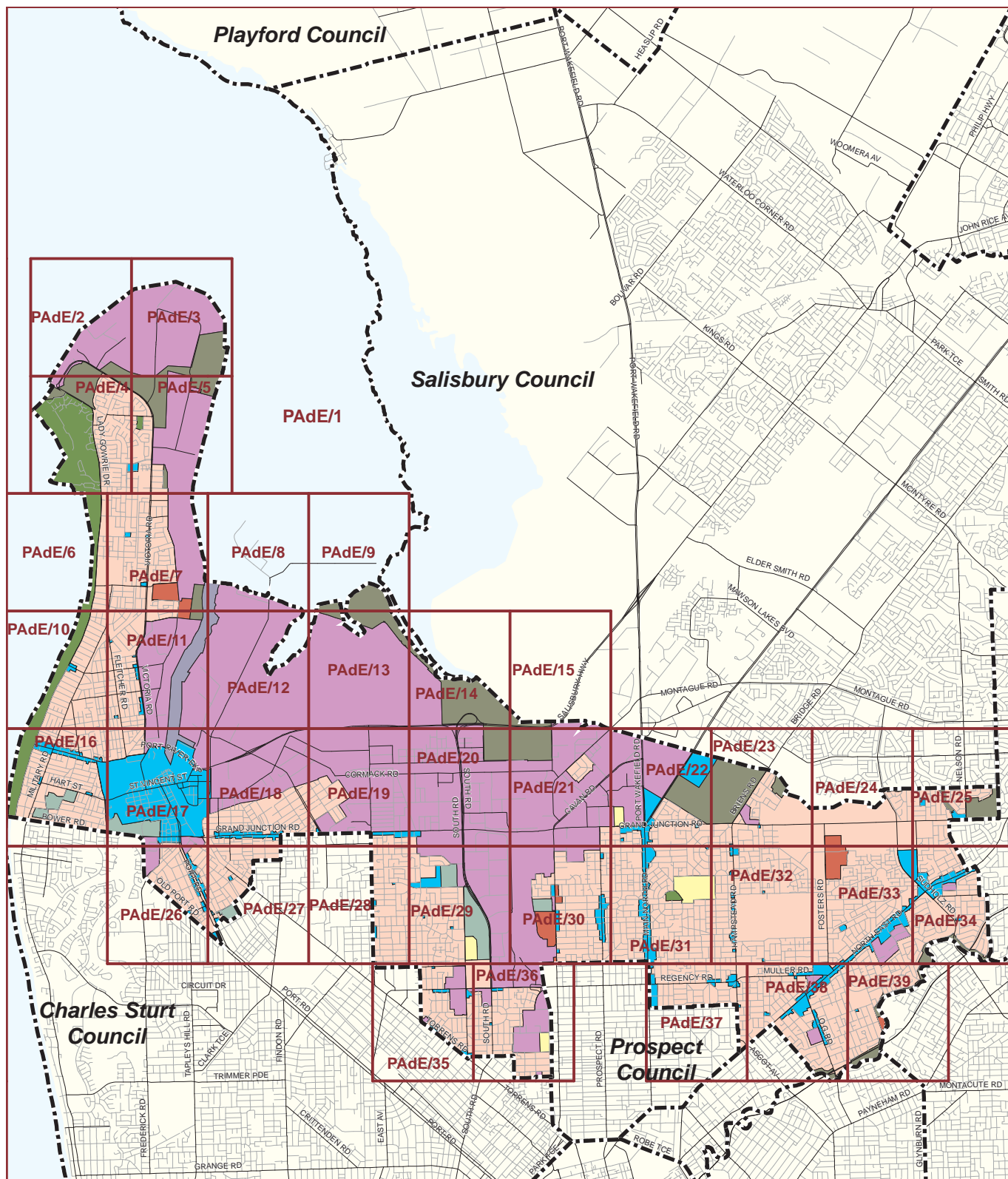
(ii) it involves a telecommunication antennae located greater than 30 metres from a residential zone.

(ii) it involves a telecommunication antennae located less than 30 metres from a residential zone.

ATTACHMENT C

Replacement:

- Council Index Map
- Location Map PAdE/17
- Overlay Map PAdE/17 – Transport
- Overlay Map PAdE/17 – Development Constraints
- Overlay Map PAdE/17 – Heritage
- Overlay Map PAdE/17 – Natural Resources
- Overlay Map PAdE/17 – Noise and Air Emissions
- Overlay Map PAdE/17 – Strategic Transport Routes
- Overlay Map PAdE/17 – Affordable Housing
- Zones Map PAdE/17
- Policy Area Map PAdE/17



For the purposes of the Development Plan unless otherwise clearly indicated, the zone/policy area/precinct boundaries depicted on or intended to be fixed by Maps PAde/1 to Map PAde/41 inclusive shall be read as conforming in all respects (as the case may require) to the land division boundaries, to the centre line of roads or drain reserves or to the title boundaries, or to imaginary straight lines joining the positions defined by survey or by the measurements shown on the said maps against which the said zone/policy area/precinct boundaries are shown or otherwise indicated.

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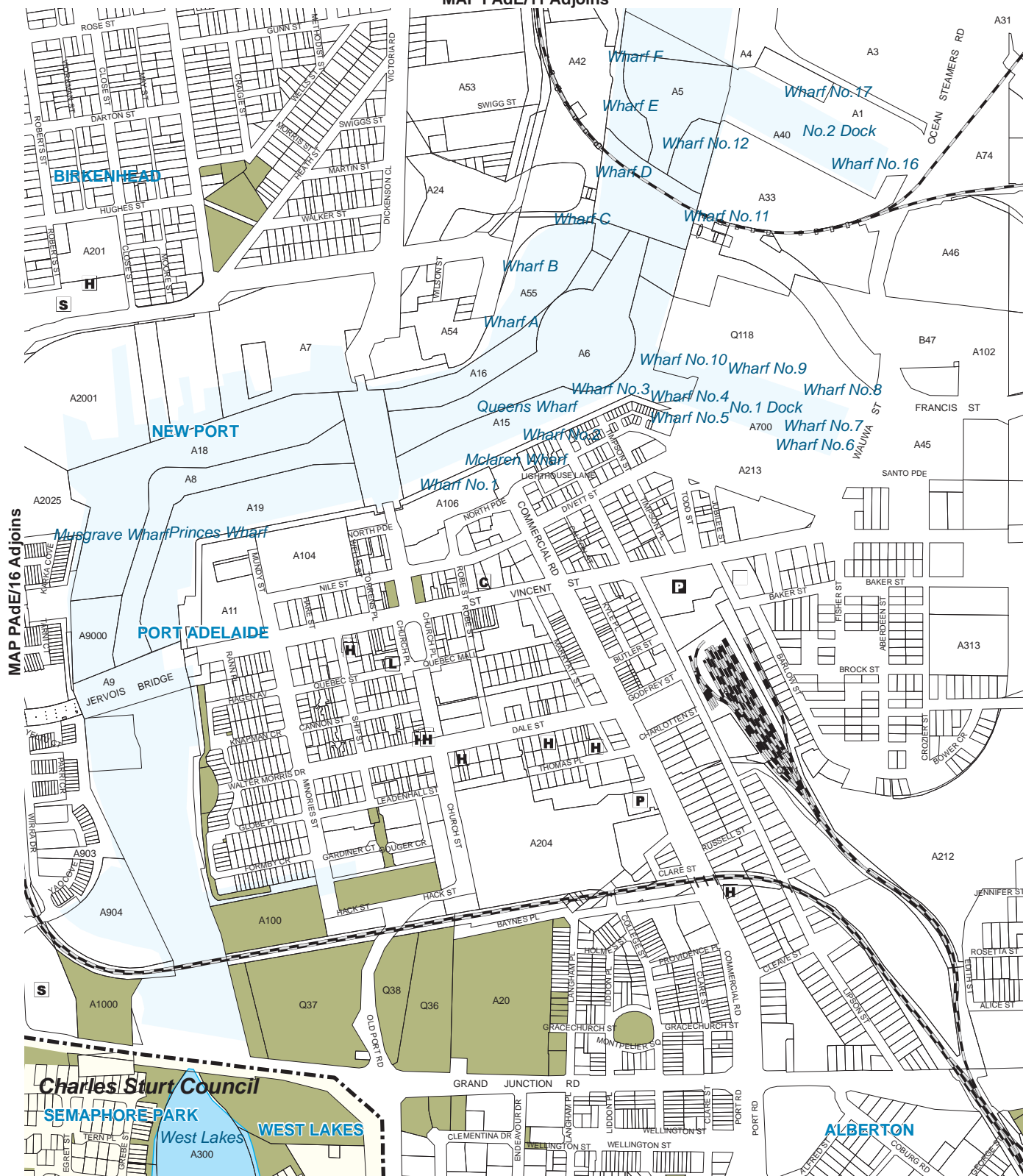
N
10 km

Council Index Map

PORT ADELAIDE ENFIELD COUNCIL

On Public Consultation from 3 November 2016 to 9 January 2017

MAP PAdE/11 Adjoins



MAP PAdE/26 Adjoins

- S** School
- L** Public Library
- C** Council Office
- P** Post Office
- H** Other Health Services
- P** Police Station
- Railways
- Local Reserves
- Waterbodies
- Development Plan Boundary

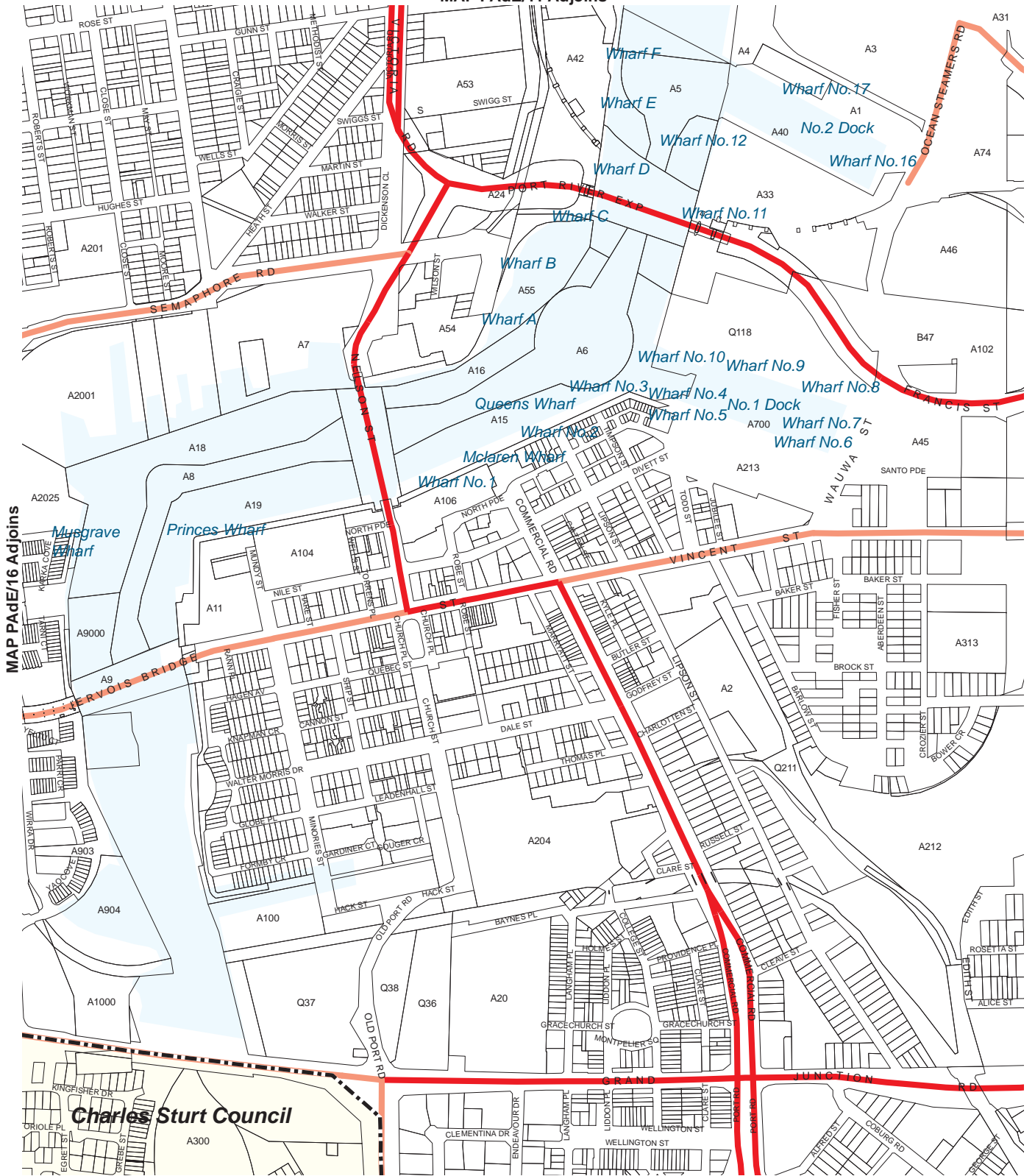


Location Map PAdE/17

PORT ADELAIDE ENFIELD COUNCIL

On Public Consultation from 3 November 2016 to 9 January 2017

MAP PAdE/11 Adjoins



MAP PAdE/26 Adjoins



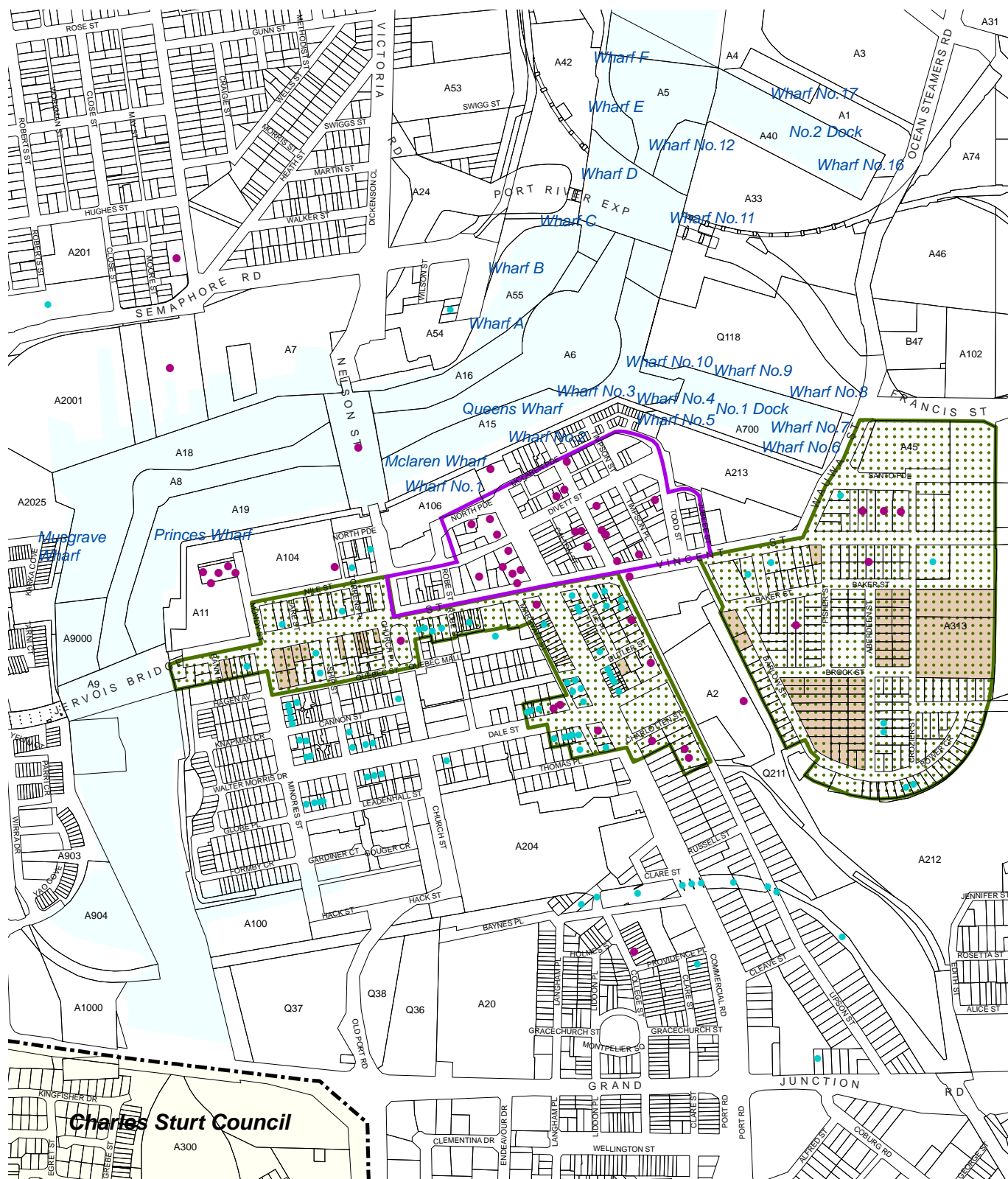
Overlay Map PAdE/17

TRANSPORT

PORT ADELAIDE ENFIELD COUNCIL

On Public Consultation from 3 November 2016 to 9 January 2017

- Primary Arterial Roads
- Secondary Arterial Roads
- - - - - Development Plan Boundary



Heritage points are indicative only.
For further information on State and Local Heritage Places and Contributory Items please refer to the relevant tables within this document.



- Local heritage place
- State heritage place
- State Heritage Area
- Historic Conservation Area
- Contributory items
- Development Plan Boundary

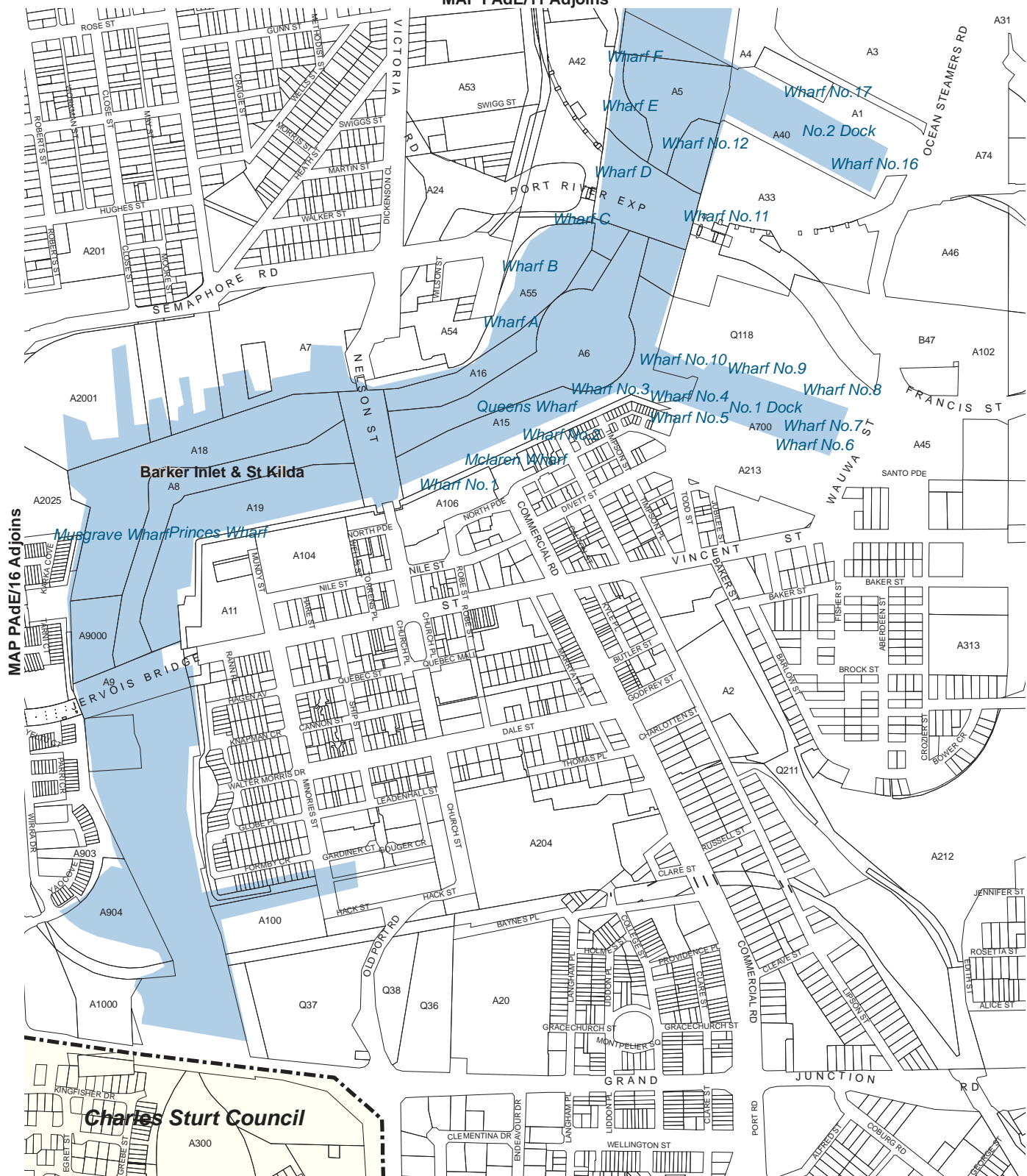
Overlay Map PAdE/17

HERITAGE

PORT ADELAIDE ENFIELD COUNCIL

On Public Consultation from 3 November 2016 to 9 January 2017

MAP PAdE/11 Adjoins



MAP PAdE/26 Adjoins



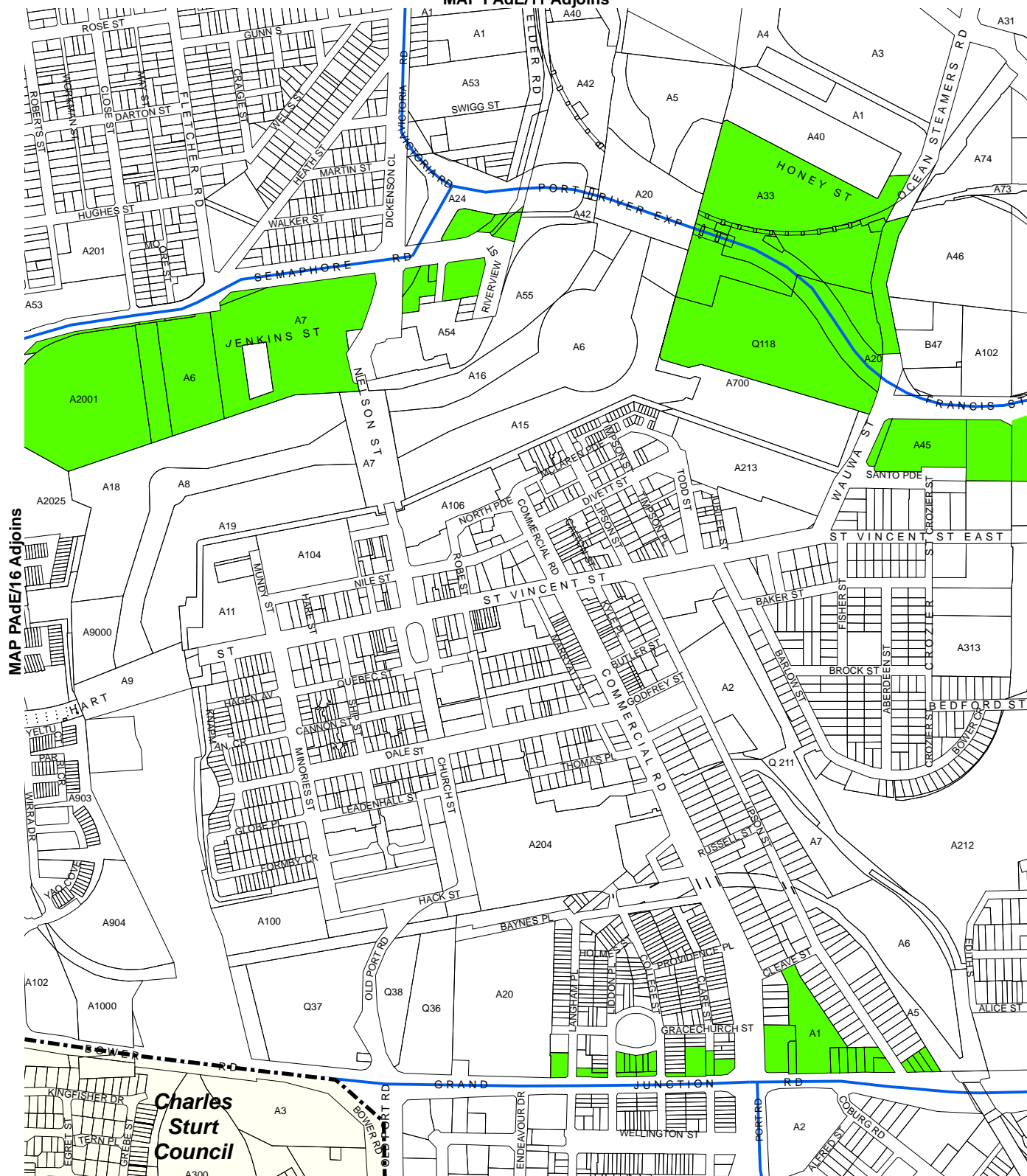
Overlay Map PAdE/17 NATURAL RESOURCES

PORT ADELAIDE ENFIELD COUNCIL

On Public Consultation from 3 November 2016 to 9 January 2017

- Wetlands of National Importance
- Development Plan Boundary

MAP PAdE/11 Adjoins



MAP PAdE/26 Adjoins



Overlay Map PAdE/17

STRATEGIC TRANSPORT ROUTES

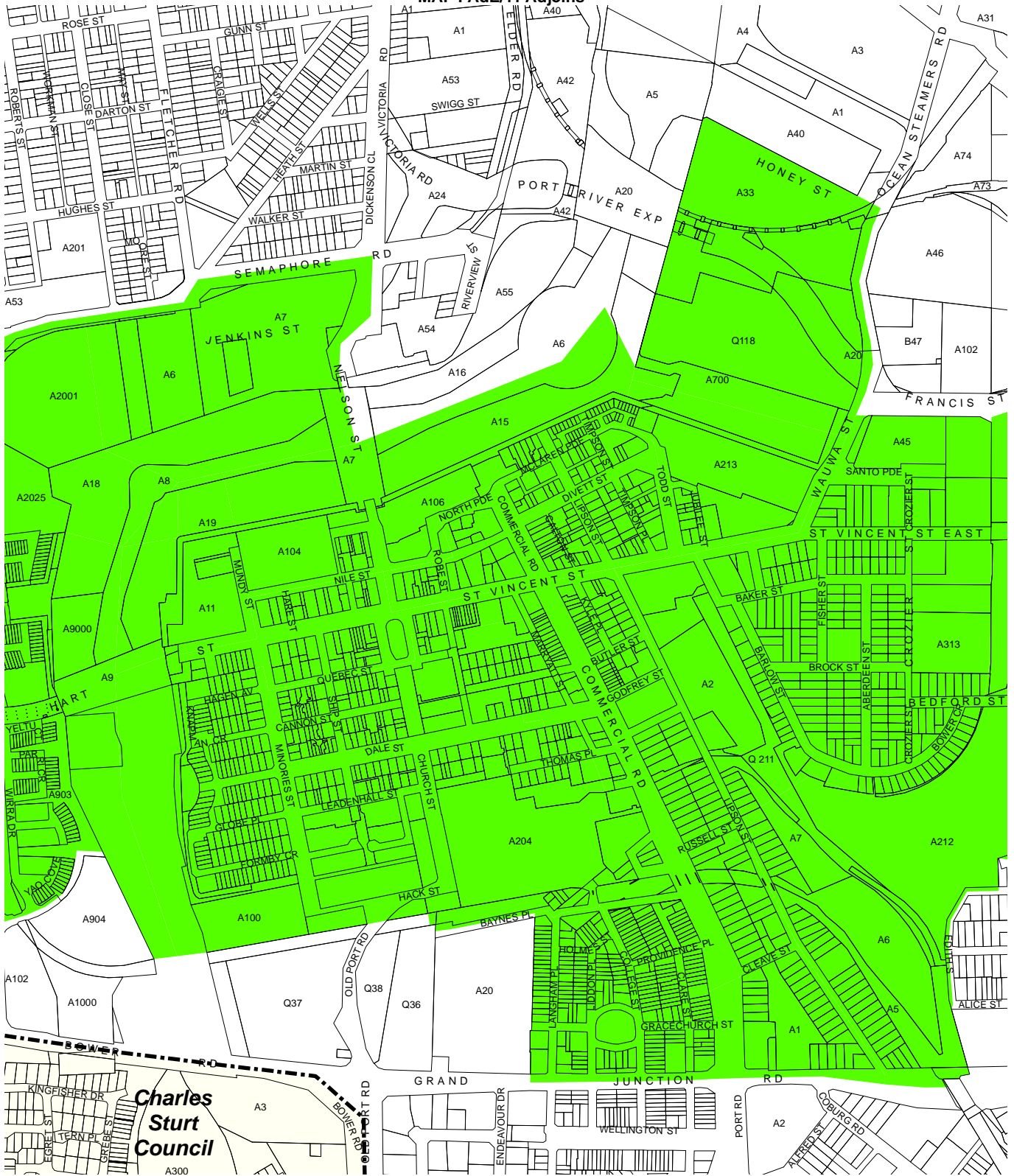
PORT ADELAIDE ENFIELD COUNCIL

On Public Consultation from 3 November 2016 to 9 January 2017

- Strategic Transport Route
- Strategic Transport Routes Designated Area
- Development Plan Boundary

MAP PAdE/11 Adjoins

MAP PAdE/16 Adjoins



MAP PAdE/26 Adjoins



Overlay Map PAdE/17

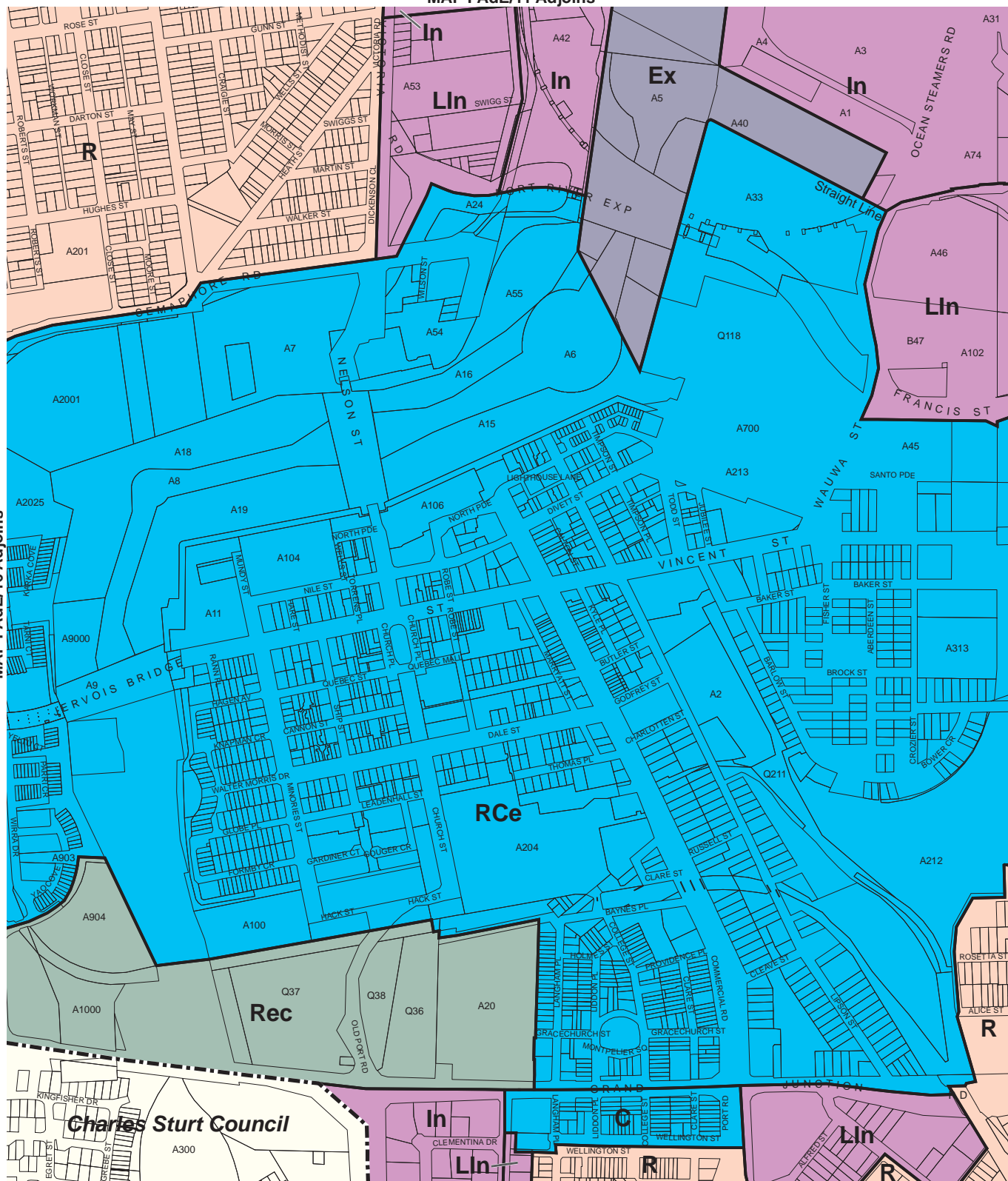
AFFORDABLE HOUSING

PORT ADELAIDE ENFIELD COUNCIL

On Public Consultation from 3 November 2016 to 9 January 2017

- Affordable Housing Designated Area
- Development Plan Boundary

MAP PAdE/16 Adjoins



Lamberts Conformal Conic Projection, GDA94

Zones

- | | |
|-----------|---------------------------|
| C | Commercial |
| Ex | Excluded |
| In | Industry |
| Lin | Light Industry |
| Rec | Recreation |
| RCe | Regional Centre |
| R | Residential |
| | Zone Boundary |
| - - - - - | Development Plan Boundary |

0



500 m

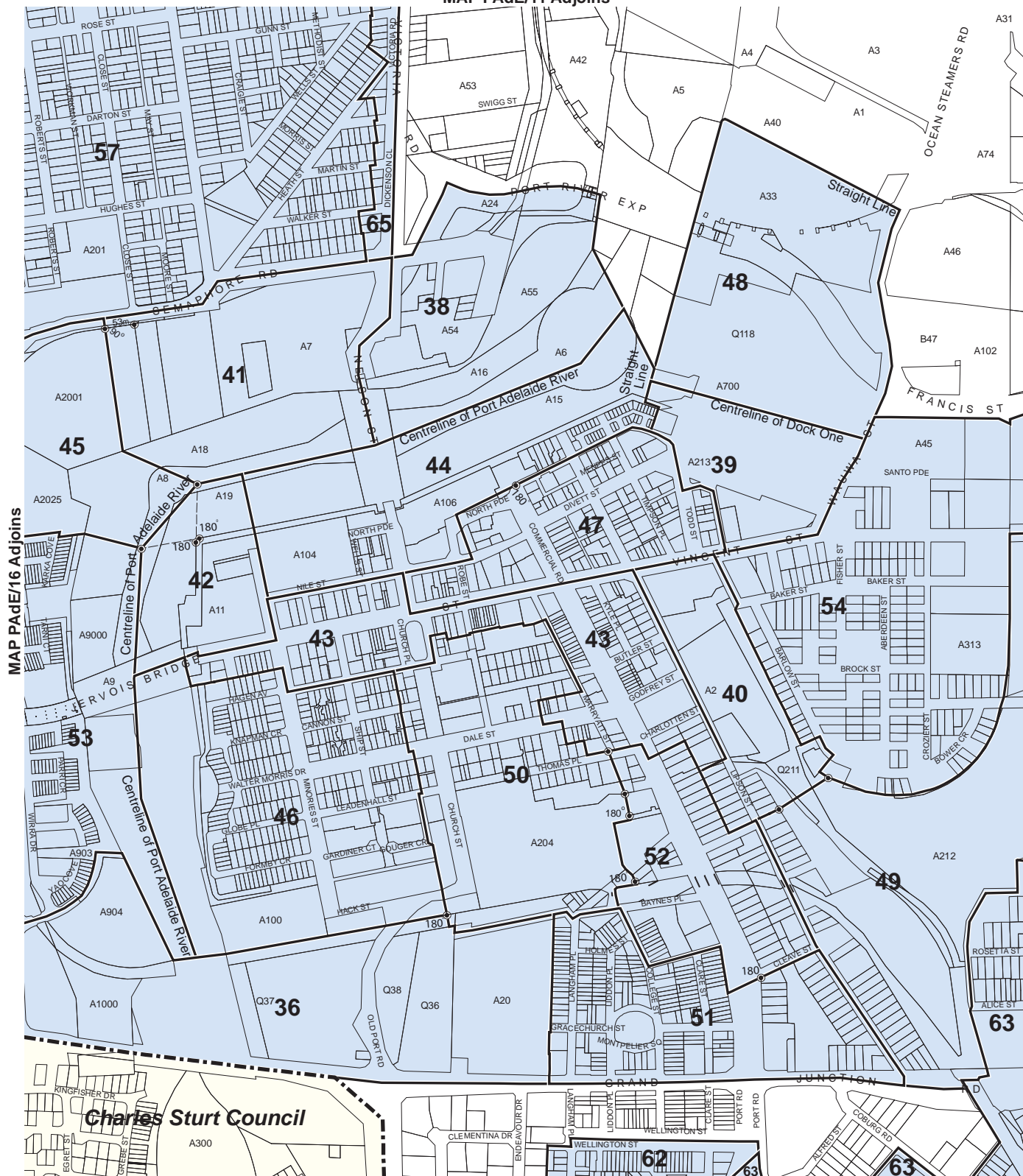


Zone Map PAdE/17

PORT ADELAIDE ENFIELD COUNCIL

On Public Consultation from 3 November 2016 to 9 January 2017

MAP PAdE/11 Adjoins



MAP PAdE/26 Adjoins

Lamberts Conformal Conic Projection, GDA94

Policy Area

- 36 Western Regional Park
- 38 Cruickshank's Corner
- 39 Dock One
- 40 East End
- 41 Fletcher's Slip
- 42 Hart's Mill
- 43 Mainstreet
- 44 McLaren's Wharf
- 45 North West
- 46 Old Port Reach
- 47 Port Adelaide State Heritage Area
- 48 Port Approach
- 49 Railways
- 50 Retail Core

- 51 Southern Approach
- 52 Southern Gateway
- 53 West
- 54 Woolstores
- 57 Lefevre Peninsula East
- 62 Portland
- 63 Queenstown, Alberton, Rosewater
- 65 Restricted Residential



- Policy Area Boundary
- Development Plan Boundary

Policy Area Map PAdE/17

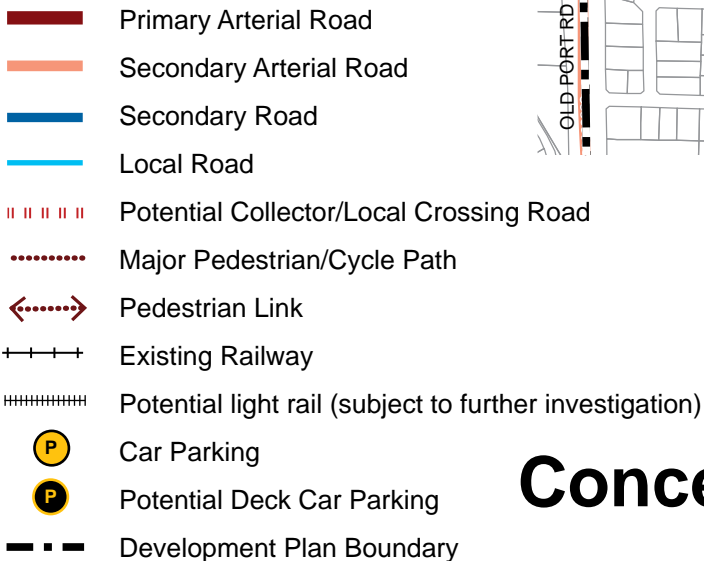
PORT ADELAIDE ENFIELD COUNCIL

On Public Consultation from 3 November 2016 to 9 January 2017

ATTACHMENT D

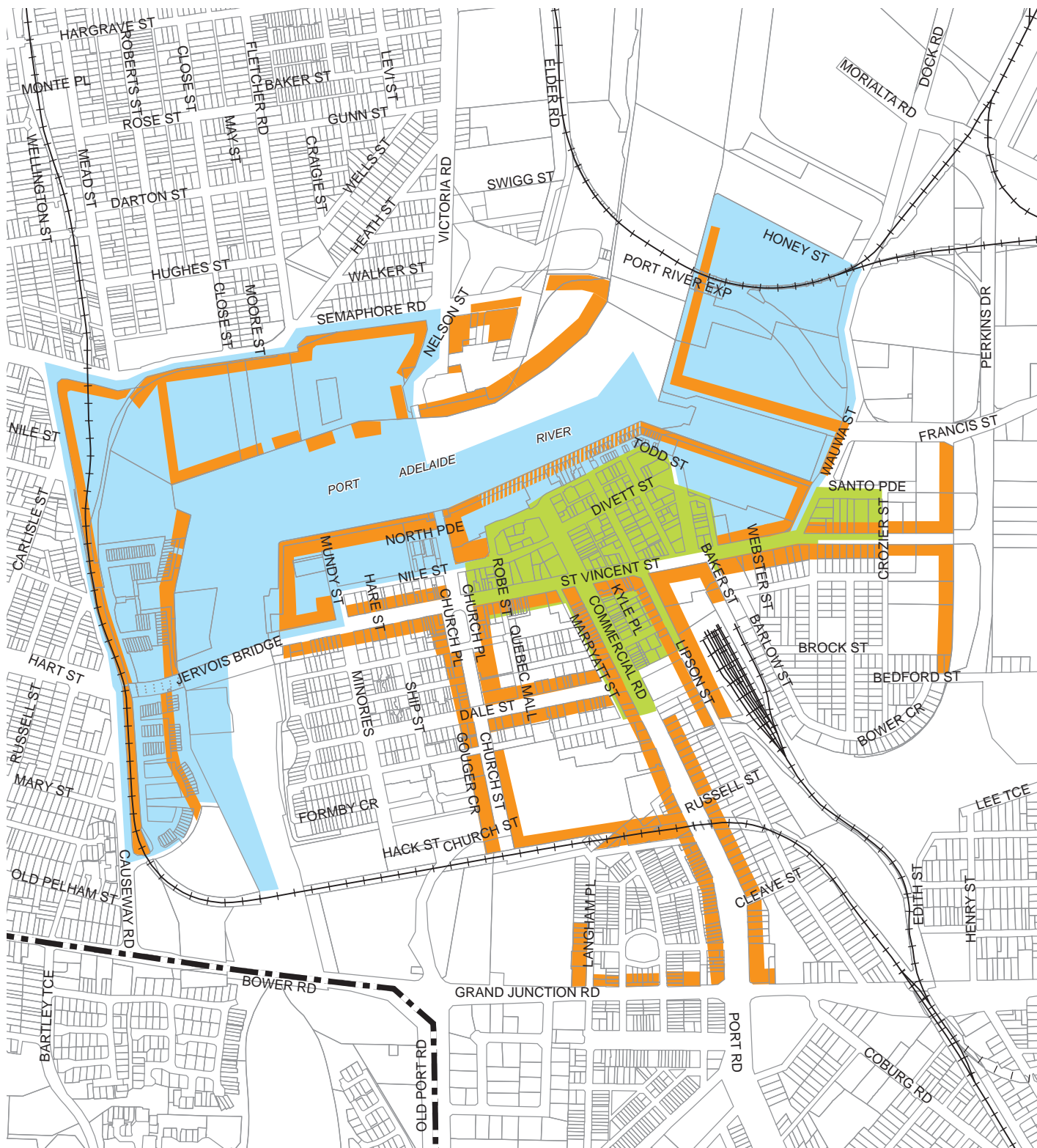
Replacement:

- Concept Plan Map PAdE/27 – Port Adelaide Centre Traffic and Transport
- Concept Plan Map PAdE/28 – Port Adelaide Townscape and Waterfront Development Areas
- Concept Plan Map PAdE/30 - Cruickshank's Corner Policy Area
- Concept Plan Map PAdE/40 – Port Approach Policy Area Policy Area



PORT ADELAIDE ENFIELD COUNCIL

On Public Consultation from 3 November 2016 to 9 January 2017



- Waterfront Development Area
- Area for Townscape Conservation
- Area Requiring Townscape Improvement
- Railway
- Development Plan Boundary



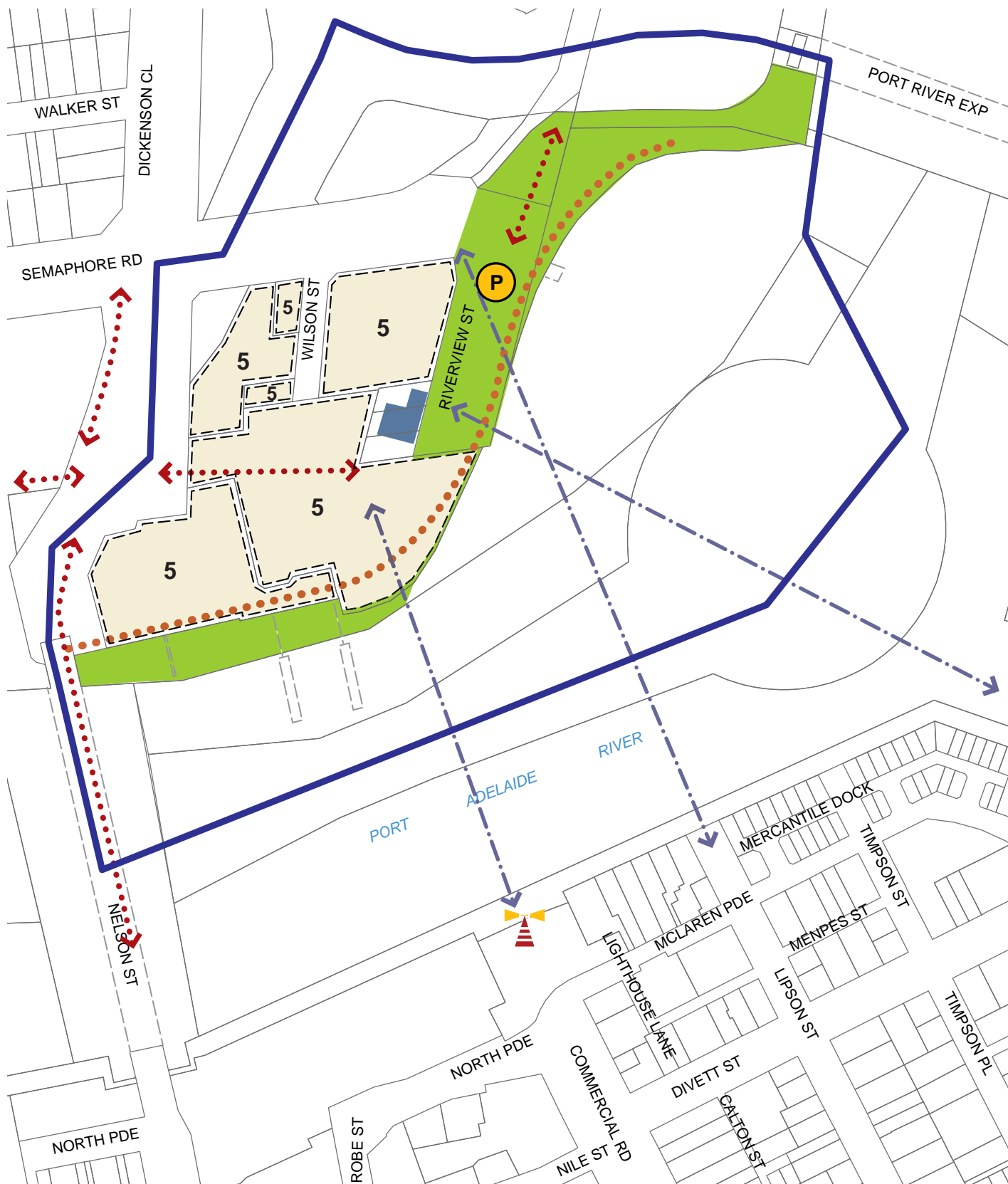
0 150 300 450 600 750 metres

Concept Plan Map PAdE/28

PORT ADELAIDE TOWNSCAPE AND WATERFRONT DEVELOPMENT AREAS

PORT ADELAIDE ENFIELD COUNCIL

On Public Consultation from 3 November 2016 to 9 January 2017



- 5 Maximum Building Height (Storeys)
- Local Heritage Place
- Public Open Space
- Public Promenade (Inner Harbour Ring Route)
- P Public Carparking
- Existing Lighthouse
- View Corridor
- Pedestrian/Cycle Link
- Concept Plan Boundary

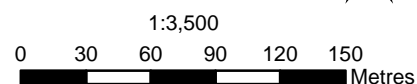
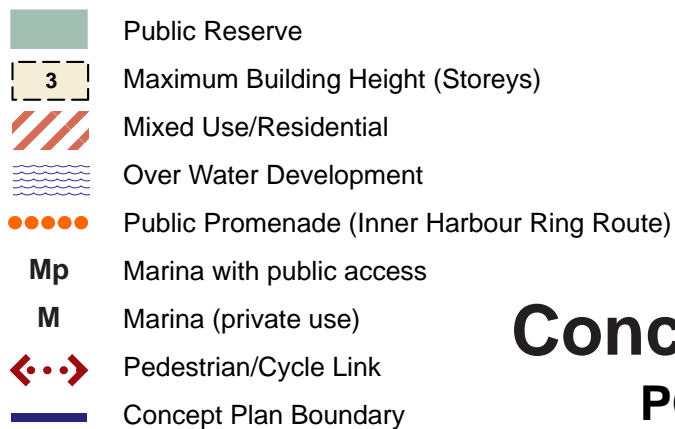


1:3,000
0 30 60 90 120 150 Metres

Concept Plan Map PAdE/30

CRUICKSHANK'S CORNER

POLICY AREA



PORT ADELAIDE ENFIELD COUNCIL

On Public Consultation from 3 November 2016 to 9 January 2017

