

## **Dock One Pty Ltd C/ Future Urban**

Convert the former Department of Marine and Harbours (DMH) Building into a motel, with car parking, and construct 10 overwater tourism suites and associated landings, moorings and floating access pontoons within the Port Adelaide River

**Lot 33 St Vincent Street, Port Adelaide**  
**Lot 213 & 601 Ocean Steamers Road, Port Adelaide**  
**Lot 700 (Port River), Port Adelaide**

040/L030/19

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## **OVERVIEW**

<b>Application No</b>	040/L030/19 (4234)
<b>Unique ID/KNET ID</b>	2019/06549/01
<b>Applicant</b>	Dock One Pty Ltd C/ Future Urban
<b>Proposal</b>	Convert the former Department of Marine and Harbours Building into a motel, with car parking, and construct 10 overwater tourism suites and associated landings, moorings and floating access pontoons within the Port Adelaide River
<b>Subject Land</b>	Lot 33 St Vincent Street, Port Adelaide Lot 213 & 601 Ocean Steamers Road, Port Adelaide Lot 700 (Port River), Port Adelaide
<b>Zone/Policy Area</b>	Regional Centre Zone / Dock One Policy Area
<b>Relevant Authority</b>	SCAP
<b>Lodgement Date</b>	30 May 2019
<b>Council</b>	Port Adelaide Enfield
<b>Development Plan</b>	Consolidated 06 February 2018
<b>Type of Development</b>	Merit
<b>Public Notification</b>	Category 2
<b>Representations</b>	Nil
<b>Referral Agencies</b>	DPTI (Transport), Government Architect, Coastal Protection Board, Port Adelaide Enfield Council
<b>Report Author</b>	Janaki Benson, Senior Planner
<b>RECOMMENDATION</b>	Development Plan Consent subject to conditions and reserved matters

## **EXECUTIVE SUMMARY**

The proposal by Starfish Development seeks the construction of the built form associated with Stage 2A of the Dock 1 Masterplan. In particular, the development involves conversion of the former Department of Marine and Harbours Building into a motel, with car parking, and the of construction 10 overwater tourism suites and associated landings, moorings and floating access pontoons within the Port Adelaide River.

The proposal is a Category 2 form of development, which also requires mandatory referrals to the Government Architect, Coastal Protection Board, the Commissioner of Highways and Port Adelaide Enfield Council.

The development is located within the Regional Centre Zone and Dock 1 Policy Area which supports high density residential development in conjunction with non-residential uses such as a 'motel' and 'tourism development'.

The key planning issues to be addressed relate to the design of the overwater development – some of which is not confirmed at this stage and subject to further design development (i.e. coastal engineering).

The proposal is considered to be consistent with the relevant provisions of the Port Adelaide Development Plan, and on balance is recommended for approval subject to a number of reserved matters and conditions.

## **ASSESSMENT REPORT**

### **1. BACKGROUND**

The State Commission Assessment Panel (SCAP) is the relevant authority in respect of any development within the waterfront Policy Areas of the *Regional Centre Zone* in the City of Port Adelaide Enfield.

#### **1.1 Pre-lodgement**

In June 2016 Starfish P/L was selected by Renewal SA as the preferred proponent for the Dock 1 and Port Approach land holdings. At the request of Renewal SA, in August 2016 a tailored pre-lodgement service commenced to assist with preliminary development option studies and an agreed masterplan for the site.

Starfish engaged in one Technical Meeting and four Design Review sessions where their focus was on the broad configuration of development of the land.

A briefing to the Government Architect and planning staff for the Stage 1 built form was also held on 31 October 2018.

#### **1.2 Fill and site works**

On 6 November 2017 the Minister's delegate approved the fill and site works by Renewal SA for Dock One (DA 040/V033/17). This was to enable the land division 040/D326/17 and proposed redevelopment of the site for residential purposes.

#### **1.3 Land Division - DA 040/D326/17**

At the State Commission Assessment Panel meeting held 7 June 2018 the Panel considered the proposed land division for 6 allotments into 353 allotments and associated works at Dock 1 and Port Approach South and resolved to defer consideration of the development to allow the applicant to explore in more detail a number of issues. In response to this, the applicant made a number of amendments and provided further information, where the item was reconsidered and granted consent at the SCAP meeting held 09 August 2018.

#### **1.4 Built Form - Stage 1 DA 040/L056/18**

At the State Commission Assessment Panel meeting held 20 December 2018, the Panel considered the proposal for the first stage of built form at Dock 1 for the construction of 25 two-storey dwellings, 53 three-storey dwellings and a three-storey residential flat building accommodating 33 dwellings. The SCAP determined to grant planning consent for DA 040/L056/18, subject to reserved matters and conditions.

### **2. DESCRIPTION OF PROPOSAL**

Application details are contained in the ATTACHMENTS.

The proposal seeks to convert the former Department of Marine and Harbours (DMH) building into a motel comprising a restaurant, conference room, gym and 71 rooms (including a community land use a ground – 'Port Harbor Collective') and the construction of ten (10) overwater suites within the Port River for tourist accommodation.

Two (2) murals, building services (gas metre, fire booster etc.), a roof top bar and cinema/external terrace, ground level terrace/timber structure and fencing to St Vincent Street are proposed to support the motel land use. Associated car parking for fifty-five (55) car parks is also to be provided at grade to the east to service the motel building.

The overwater suites comprise 10.4m long x 5m wide x 3.8m high singular 'pods', sitting on their own floating pontoon within the Port River – a 99 year lease agreement between the applicant and Urban Renewal Authority has been secured to allow for this. The suites are to be serviced by a 2.3 metres wide floating walkway, accessed from two points. Ramp access is proposed from Wauwa Street and a new open steel farmed stair structure will provide access from the northern promenade. Two (2) floating 12m x 12m pontoon landings are also proposed at the west and east ends of the floating walkway. At grade open car parking adjacent Wauwa Street will provide ten (10) spaces for the tourists occupying the overwater suites.

A summary of the proposal is as follows:

<b>Land Use Description</b>	Tourist accommodation in the form of a motel (and ancillary community use) and overwater suites
<b>Building Height</b>	Motel – 38.9m Overwater suites – 3.84m
<b>Site Access</b>	Motel – via roads 07 & 08 Overwater suites – via the northern Promenade and Wauwa Street car park
<b>Car and Bicycle Parking</b>	Car Parks – 55 for motel and 10 for water suites Bike Parks – Nil shown, however, applicant confirmed two (2) parks to be provided in the area in front of the motel lobby.
<b>Encroachments</b>	Nil
<b>Staging</b>	Stage 1 – Motel Stage 2 - Motel Car Park Stage 3 – Overwater development

### **3. SITE AND LOCALITY**

#### **3.1 Site Description**

The site consists of four (4) allotments, described as follows:

<b>Lot No</b>	<b>Street</b>	<b>Suburb</b>	<b>Hundred</b>	<b>Title Reference</b>
213	Ocean Steamers Road	Port Adelaide	Port Adelaide	CT 5875/874
601	Ocean Steamers Road	Port Adelaide	Port Adelaide	CT 6028/406
700	n/a - Port River	Port Adelaide	Port Adelaide	CT 6028/407
33	St Vincent Street	Port Adelaide	Port Adelaide	CT 5978/861

Stage 2A comprises two main sites including:

- The land containing the existing Marine Harbours Building and its curtilage; and
- Portion of the Port Adelaide River adjacent Dock 1's northern promenade, along with a strip of land adjacent Wauwa Street to the east for car parking use.

The subject sites were previously used for industrial / shipping related purposes but is currently being prepared for redevelopment, in accordance with the various consents over the site.

#### **3.2 Locality**

The locality is mixed in character, influenced by its development as South Australia's first commercial Port, with residential, industrial, warehouse, retail, public buildings and commercial uses within this locality.

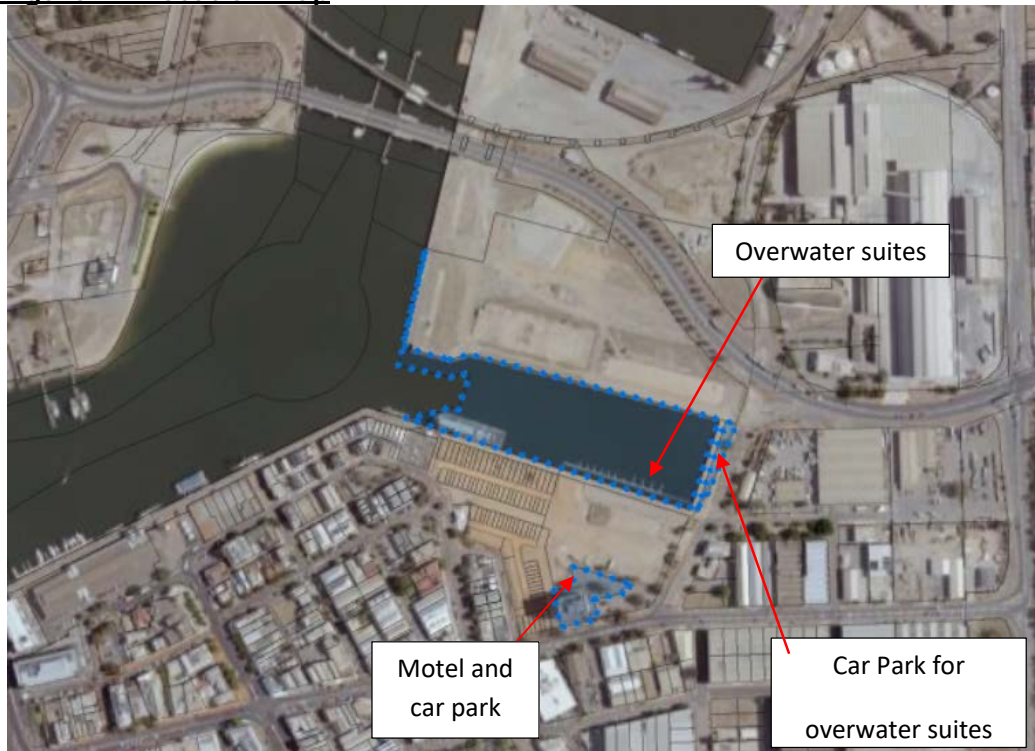
Around the motel site (Stage 2A), St Vincent Street forms the boundary to the south and directly west are residential uses within the State Heritage Area and the vacant



land which forms part of Stage 1 for Dock 1. Vacant land forming part of Stage 2 of the overall masterplan is also located to the north of this site. Further south of the site is the Woolstores Policy Area, where there are a number of former warehouses, many of which are heritage listed. Many of these are vacant or under developed, however some are still used as stores.

The overwater suites are located in the Port Adelaide River inlet, directly adjacent the proposed Dock 1 promenade to the north. The associated ten (10) at-grade car parks for this development are located along Wauwa Street to its east. Existing structures in the Port River in this location (the old landings, moorings piles etc.) are required to be demolished to allow for construction of the overwater development and associated infrastructure.

**Figure 1 - Location Map**



#### 4. COUNCIL COMMENTS or TECHNICAL ADVICE

##### 4.1 Port Adelaide Enfield

###### Stormwater:

*The planning report provides only a basic statement regarding stormwater management for the existing building, and the statement which is provided appears to be generic and gives no consideration to the actual stormwater requirements which have been determined by FYFE as part of the overall land division. An appropriate stormwater management strategy for the proposal should be developed in conjunction with the previous FYFE determinations.*

*It also appears there is an opportunity to incorporate stormwater collection and re-use systems into the overwater suites to reduce mains water demand and help satisfy WSUD planning objectives.*

Traffic:

The car park layout is different to what was approved in the land division. Council have the following concerns about the proposed layout:

- Stacked/tandem parking in the North West. These spaces are also 90 degree spaces accessed from Road 6. These spaces are less than ideal and stacked parking will only work for customers if it is valet parking – is that proposed here?
- Parking spaces where people are likely to reverse out directly into Road 7
- Car park for people with a disability located a long way from the Motel entrance and without a shared space adjacent. It actually looks like the ramp entry blocks any possible ramp for the accessible car park.
- Garbage truck having to travel through Motel car park as part of servicing nearby dwellings on Road 6 and road 8.
- 90 degree carparks on Road 8 and according to GTA on Road 7 too and Road 6 opposite another car park for some apartments.
- Lack of clarity over which are the Motel carparks and which those are for lot 1004 and 1006 future developments. How will car parks be managed to prevent general public from parking there?
- Car parking assessments are based on rates for inner suburban Melbourne motels. These are unlikely to be a true comparison for apartments in Port Adelaide.

Given all the above changes and comments, can GTA provide an updated parking plan for the Motel and Stage 2 with new road layouts and demonstrate the swept paths for delivery and garbage truck and mini bus access to Motel and adjacent dwellings.

Overwater rooms:

- Sewage will be pumped up to main, how and where? Has an easement been established in stage 1? Where will the pipes run?

## 5. STATUTORY REFERRAL BODY COMMENTS

Referral responses are contained in the ATTACHMENTS.

### 5.1 Coast Protection Board

The site is within the Port River and therefore a mandatory referral to the Coast Protection Board was required. The SCAP must have regard to their comments. The following comments were made:

Marine Harbour Building conversion

For compliance with the Board's coastal flooding risk standard (which is consistent with the Port Adelaide Enfield (PAE) Council Development Plan, Regional Centre Zone, Principle of Development Control (PDC) 75): it is required that:

- Development set-back 8 metres or more from the water's edge should be protected against wave effects and not have a site level less than 3.20 metres Australian Height Datum (AHD) or a habitable floor level less than 3.45 metres AHD. Where basement or undercroft car parking is proposed, it shall be designed to provide a sill height of not less than 3.20 metres or a barrier to prevent inundation of the basement or undercroft area. These levels can be reduced where reasoned technical arguments in relation to the effects of land subsidence and wave effects demonstrate that the lower levels provide adequate protection. The form and layout of development should be designed to enable future flood protection against a further 0.7 metres of sea level rise and additional land subsidence by 2100.

*The application information does not include details of existing site and finished floor levels, and it is recommended that the applicant give consideration to the capacity of the redeveloped building to withstand any coastal flooding risk.*

*In the absence of this information it is recommended that a condition be included with any approval to address potential flood hazard, by requiring any mechanical and electrical equipment and power outlets associated with the converted Marine and Harbour building to be made safe from water ingress or raised in accordance with the Board's recommended minimum floor level of 3.45 metres AHD.*

#### Overwater Structures

*For compliance with the Board's coastal flooding hazard risk (which is consistent with the Port Adelaide Enfield (PAE) Council Development Plan, Regional Centre Zone, Principles of Development Control (PDC) 74 and 76): require that:*

- Development within 8 metres of the water's edge should not have a site level less than 3.40 metres Australian Height Datum (AHD) or a habitable floor level less than 3.65 metres AHD. Where basement or undercroft car parking is proposed, it should be designed to provide a sill height of not less than 3.40 metres AHD or a barrier to prevent inundation of the basement or undercroft area. These levels can be reduced where reasoned technical arguments in relation to the effects of land subsidence and wave effects demonstrate that the lower levels provide adequate protection. The form and layout of development should be designed to enable future flood protection against a further 0.7 metres of sea level rise and additional land subsidence by 2100.*
- Over water development should have a floor level of not less than 4.35 metres Australian Height Datum (AHD). Where basement or undercroft car parking is proposed, it should be designed to provide a sill height of not less than 4.10 metres AHD or a barrier to prevent inundation of the basement or undercroft area. These levels can be reduced where reasoned technical arguments in relation to the effects of land subsidence and wave effects demonstrate that the lower levels provide adequate protection.*

*The proposed application indicates that the over water structures will not be affixed to the riverbed and have been designed to float. The applicant has indicated that they are unlikely to flood as they will rise with the sea level therefore the overwater development policy does not need to be considered in this instance.*

*The Board noted this approach and sought further detail on how the proposed over water structures (overwater motel suites, landings, ramps access, stair case and upgraded floating access pontoon) would be interlinked and attached to the river bank infrastructure to demonstrate capacity to withstand storm tide events.*

*The applicant subsequently advised that these issues will be determined during the detailed design phase.*

*The Board accepts this approach but recommends that the proponent engage a consultant with appropriate Coastal Engineering/Coastal Processes expertise at the detailed design stage to consider issues such as:*

- wave amplification in the harbour*
- potential for 'seiching' in the harbour, and*
- local land subsidence to the year 2100*

*It is recommended that a condition be included requiring that the overwater structures have an operational height range that accommodates a 100 year Average*



*Recurrence Interval (ARI) storm tide event factoring in Sea Level Rise to the year 2100 (1.0m).*

*Further to this any electrical/mechanical/hydraulic equipment on the land associated with the overwater structures, within 8 metres of the water's edge, will need to be made safe from water ingress or raised in accordance with the Board's recommended minimum floor level of 3.65 metres AHD.*

#### *Coastal Biodiversity*

*A key policy objective for the Board is the protection of the coastal environment, including seagrasses. A benthic survey of the site and surrounding area impacted by construction works and the development was sought to establish the extent of flora to be impacted for assessment with regards to the Native Vegetation Act. The applicant subsequently commissioned a bathymetric survey of the riverbed directly beneath the surface of the proposed overwater structures and advised that there are no seagrasses growing within this part of the riverbed, as its surface is presently littered with rubbish.*

*The waters adjacent the development site fall within the area covered by the Adelaide Dolphin Sanctuary Act 2005. The object of the Act is to protect the dolphin population and their natural habitat. Contractors should be made aware of the Adelaide Dolphin Act 2005 and that there is a general duty of care to ensure the protection of the dolphin population from direct physical harm including as a result of changes in water quality.*

*All imported substrate material or engineered fill to be used shall be free of weeds and pathogens to ensure that noxious weed or contamination sources are not introduced into the coastal environment.*

*The applicant is reminded of their general environmental duty, as required by Section 25 of the Environment Protection Act 1993, to take all reasonable and practical measures to ensure that the activities on the whole site, including during construction, do not cause environmental harm.*

#### *Coastal Acid Sulfate Soils*

*Coastal Acid Sulfate Soils (CASS) have the potential to cause major habitat loss and degradation due to the release of acid and heavy metal ions into the environment. There is also a threat to development after construction due to deterioration and corrosion due to the disturbance of CASS.*

*The land and water over which the development is situated may have the potential to develop acid sulfate conditions if exposed to oxygen. Any spoil material should be closely monitored and tested for potential CASS and a contingency plan to remediate this action should be put in place, via an appropriate soil expert.*

*The Coast Protection Board has released a set of guidelines which should be followed in areas where acid sulfate soils are likely to occur. These can be found at:*

*[https://www.environment.sa.gov.au/ourplaces/coasts/Coastal\\_hazards/Coastal\\_acid\\_sulfate\\_soils](https://www.environment.sa.gov.au/ourplaces/coasts/Coastal_hazards/Coastal_acid_sulfate_soils)*

#### *Stormwater Impacts*

*The Board seeks to minimise the impact of stormwater discharge to the coast. The stormwater management system associated with the development must be in accordance with recognised engineering best practice to ensure that stormwater*

does not adversely affect the marine environment.

Coast Protection Board Response

The Board has no objection to the proposed development provided the following conditions (or similar) be applied should the application be approved:

*Conditions*

- Mechanical and electrical equipment associated with the converted Marine and Harbour building shall be made safe from water ingress or raised in accordance with the Board's recommended minimum level of 3.45 metres AHD.
- The overwater structures shall have an operational height range that accommodates a 100 year Average Recurrence Interval (ARI) storm tide event and factoring in a potential 1.0m of sea level rise to the year 2100.
- Any electrical/mechanical/hydraulic equipment on the land associated with the overwater structures, will need to be made safe from water ingress or raised in accordance with the Board's recommended minimum floor level of 3.65 metres AHD.
- Any imported fill to be used shall be free of weeds and pathogens to ensure that noxious weed or contamination sources are not introduced into the coastal environment.
- All stormwater design and construction shall be in accordance with recognised engineering best practice to ensure that stormwater does not adversely affect the marine environment.

The Board recommends that the following notes be applied:

*Notes*

- It is recommended that the proponent engage a consultant with appropriate Coastal Engineering/Coastal Processes expertise at the detailed design stage to consider issues such as:
  - wave amplification in the harbour
  - potential for 'seiching' in the harbour, and
  - local land subsidence to the year 2100
- Coastal Acid Sulfate Soils (CASS) have the potential to cause major habitat loss and degradation due to the release of acid and heavy metal ions into the environment. There is also a threat to development after construction due to deterioration and corrosion due to the disturbance of CASS. The land on which the development is situated, including the riverbed, may have the potential to develop acid sulfate conditions if exposed to oxygen. Spoil material should be closely monitored and tested for potential CASS and a contingency plan to remediate this action should be put in place, via an appropriate soil expert. The Coast Protection Board has released a set of guidelines which should be followed in areas where acid sulfate soils are likely to occur. These can be found at: [https://www.environment.sa.gov.au/ourplaces/coasts/Coastal\\_hazards/Coastal\\_acid\\_sulfate\\_soils](https://www.environment.sa.gov.au/ourplaces/coasts/Coastal_hazards/Coastal_acid_sulfate_soils)
- The waters adjacent the development site fall within the area covered by the Adelaide Dolphin Sanctuary Act 2005. The object of the Act is to protect the dolphin population and their natural habitat. Contractors should be made aware of the Adelaide Dolphin Sanctuary Act 2005 and that there is a general duty of care to ensure the protection of the dolphin population from direct physical harm including as a result of changes in water quality.
- The applicant is reminded of their general environmental duty, as required by Section 25 of the Environment Protection Act 1993, to take all reasonable

*and practical measures to ensure that the activities on the whole site, including during construction, do not cause environmental harm.*

## 5.2 Government Architect

The Government Architect (GA) commends the aspiration to develop and revitalise this area of the Port Adelaide as the project has the potential to become the catalyst for creating a platform to stimulate investment, activity and renewal of the Port. The GA also strongly supports the revitalisation of the DMH building that dedicates the majority of the ground floor to public use and the benefit the increased daily population could bring to the precinct.

The GA has however raised a number of technical aspects in regards to the proposed overwater development and matters of clarity around the DMH building conversion. The following matters are considered to warrant further review and resolution prior to consideration by the SCAP in order to achieve a successful design outcome:

- *Review of opportunities for greater permeability of the front terrace wall to St Vincent Street, with the view to provide an active frontage, and engagement with the public realm.*
- *Clarification of the materiality and height requirements of the new solid wall between the car park and ramp to ensure a welcoming and safe environment for all users.*
- *Provision of the landscaping design for the car park including screening strategies for the transformer to support the delivery of the landscape ambitions of the project and a positive contribution to the public realm.*
- *A high quality of external materials suitable for the marine environment supported by a materials schedule and samples board.*
- *Further clarification regarding thresholds between the areas for general public use and guests using the over water development, with a view to maximise community access to the waterfront, ensure adherence with public safety requirements, and afford privacy and security for the guests.*
- *Confirmation of the geometry and size of the ramp access landings, location of air conditioning condensers, and height and number of the existing and proposed concrete pylons are able to accommodate wind- on-tide levels and induced wave movement, in addition to the highest astrological tide.*
- *Clarification of the proposed strategy for water and power reticulation, stormwater and sewer.*
- *An integrated approach to screening of any external services to the over water suites.*
- *Provision of ladders and life safety systems, fire protection requirements, connection details, lighting, and a baggage handling/trolley system to ensure safe and convenient access to the floating walkway.*
- *Clarification with regards to material selection for the over water suites, including consideration of corrosion protection systems and details with the view to ensure a high quality and durable outcome suitable for the marine environment.*
- *Consideration of a servicing and maintenance strategy for all over water elements to ensure long term viability and delivery of a high quality outcome as envisaged.*
- *Confirmation if the car spaces servicing the over water suites are proposed to be covered, cognisant of critical views to the water from Wauwa Street.*

## 5.3 DPTI – Transport

The site proposes to encroach on an area earmarked for road widening and is a mandatory referral to the Commissioner for Highways. The SCAP must have regard to their comments.



The CoH is supportive of the development and recommends the following advisory note in the event of SCAP support:

- *The Metropolitan Adelaide Road Widening Plan currently shows a possible requirement for a strip of land up to 24 metres in width from the St Vincent Street frontage of the development site for future road purposes. However, some land has been acquired at the St Vincent Street/Wauwa Street corner (Lot 34 in Deposited Plan 72075) and no further requirements are currently envisaged. The consent of the CoH under the Metropolitan Adelaide Road Widening Act 1972 is required to all building works on or within 6 metres of the possible requirement shown on the Plan. The applicant should forward the attached form, together with a copy of the approved site plan, to [dpti.luc@sa.gov.au](mailto:dpti.luc@sa.gov.au) for consent purposes. Consent can be anticipated.*

## 6. PUBLIC NOTIFICATION

The application was notified as a Category 2 development pursuant to the Procedural Matters under the *Regional Centre Zone* given the development (roof-top motel addition) will result in a building that exceeds the maximum height of 7 storeys sought within the area identified on *Concept Plan Map PAdE/31- Dock One Policy Area*.

Public notification was undertaken (by directly contacting adjoining owners and occupiers of the land), where no representations were received.

## 7. POLICY OVERVIEW

The subject site is within the *Regional Centre Zone: Dock 1 Policy Area 39* as described within the Port Adelaide Enfield (City) Development Plan Consolidated 06 February 2018.

### 7.1 Dock One Policy Area 39

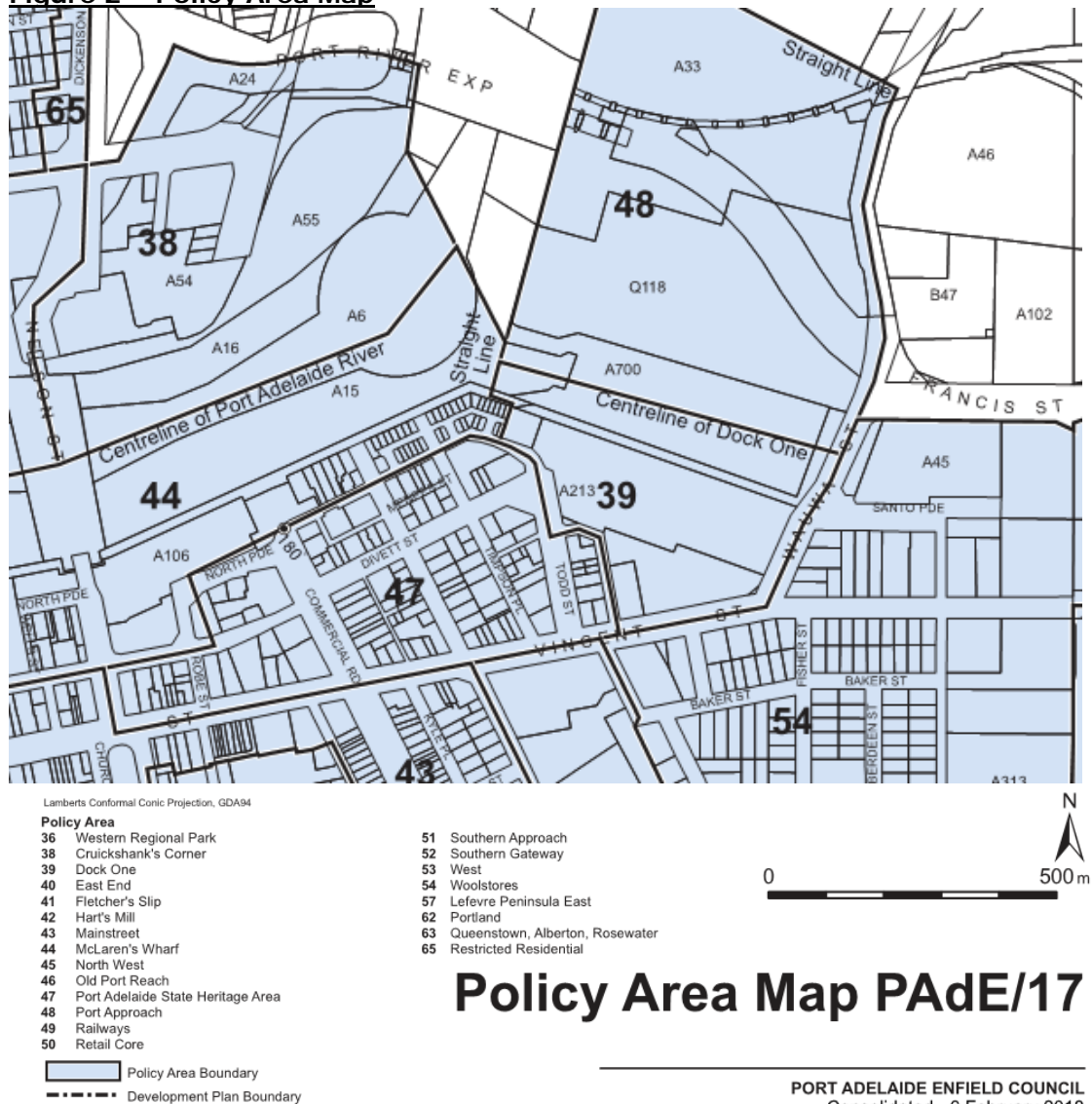
Medium to high density residential development is envisaged that includes mixed uses at ground level to take advantage of the waterfront. Development should be consistent with Concept Plan Map PAdE/31 below. This identifies view corridors, public reserve, landmark building, envisaged heights, over water development etc.

New buildings will vary in height from three to five storeys in locations identified in the Concept Plan. Linear building forms should define the waterfront promenade and provide frequent pedestrian spaces and links which enable public access and provide views to the waterfront. Zero setbacks from streets are envisaged to reflect the character of adjacent heritage areas.

The public reserve will form a node of tourist activity incorporating new small-scale tourist related buildings on the edges of the reserve and a significant maritime themed playground.

A continuous public promenade for pedestrians and cyclists is expected that is consistent with the concept plan and provides convenient, safe and attractive linkages to adjoining areas; and facilitates a direct pedestrian and cyclist connections between i) the northeast corner of the Dock 1 promenade and (ii) the off-road pedestrian and cyclist path on the Port River Expressway Bridge.

**Figure 2 – Policy Area Map**



## 7.2 Zone

The rehabilitation of blighted and underutilised waterfront land is encouraged in the Zone with mixed use development - including medium scale residential development which takes advantage of waterfront views and activities. Residential development should only occur where it can be demonstrated that it is compatible with, and does not prejudice, the operation of non-residential activities within this or adjacent zones.

It is expected that the improvement of the zone's image and amenity should be achieved through upgrading and landscaping of public streets and spaces; reduction of conflicts between incompatible activities; and the reduction of conflicts between vehicular and pedestrian movements.

Development should be sited to provide view lines and reinforce existing vistas indicated on Concept Plans for the Policy Areas and also Map PAdE/29 - Port Adelaide Key Visual Elements.

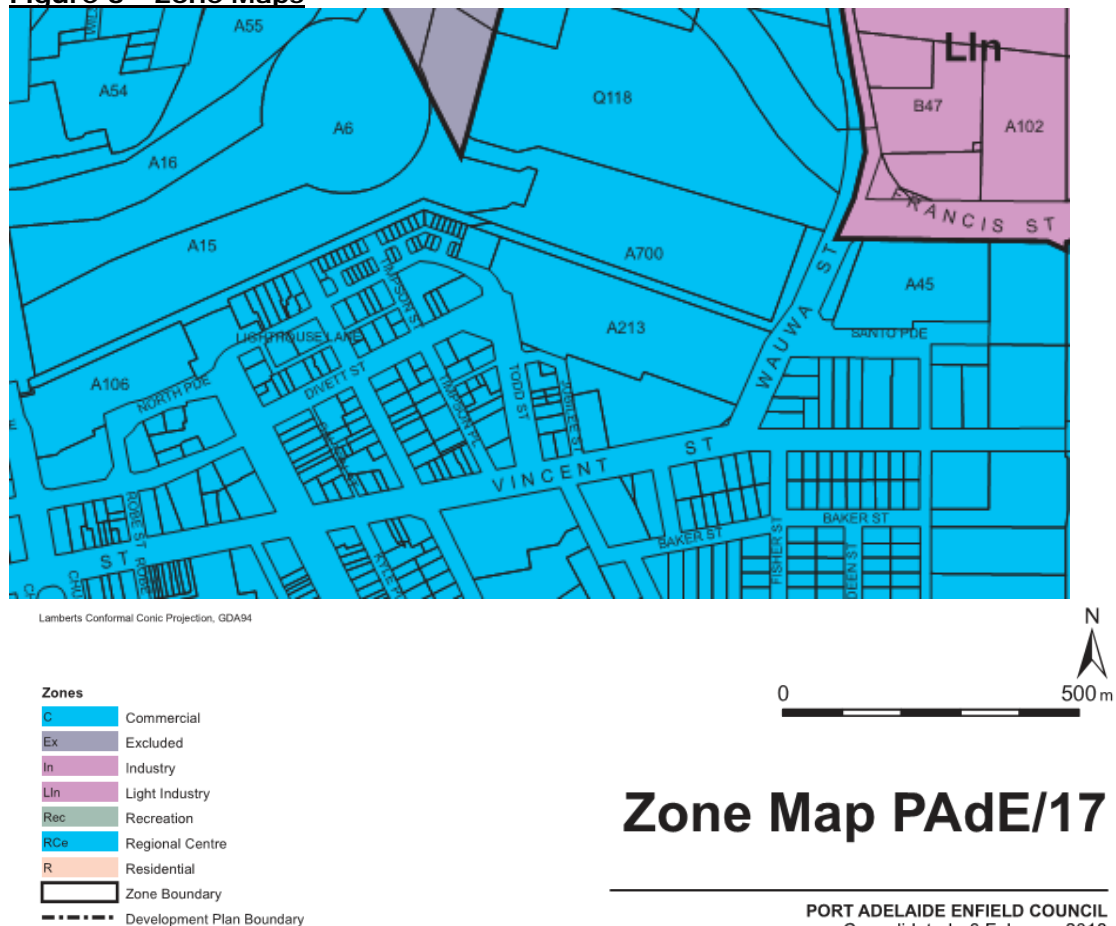
A public promenade of 8 metres which provides an accessible, continuous and connected off-road path, will be shared by pedestrians and cyclists allowing them to safely travel along the waterfront. This will allow for infrastructure provision and flood mitigation.

Land in the zone is at risk of coastal flooding and this risk will increase in the event of future sea level rise due to climate change. Through careful design, opportunities to mitigate such risks as part of future development should be explored. Development set-back 8 metres or more from the water's edge should be protected against wave effects and not have a site level less than 3.20 metres Australian Height Datum (AHD) or a habitable floor level less than 3.45 metres AHD.

Public open space should be provided and designed as an integral part of the overall development and include a variety of forms and have a minimum area of 2000 square metres and designed to ensure that at least 50 per cent of the reserve receives a minimum of 3 hours of direct solar access in mid-winter.

Development should provide sufficient off-street car parking to meet its anticipated parking demand either on the subject land or on another appropriate site within the locality. A lesser amount may be provided where the site is within a designated car parking fund or an agreement is reached with Council for a financial contribution in lieu of a shortfall.

**Figure 3 - Zone Maps**





### 7.3 Council Wide

The Council-Wide section of the Development Plan provides guidance in relation to the following relevant topics:

- Land Use
- Marinas and Maritime Structures
- Signage
- Environmental Factors
- Coastal Areas
- Design and Appearance
- Heritage
- Interface between Land Uses
- Transportation, Access & Car Parking

### 7.4 Overlays

#### 7.4.1 Affordable Housing

The whole of the site and surrounding residential area is located within the Designated Area for affordable housing. Renewal SA was consulted on the application.

#### 7.4.2 Noise and Air Emissions

The whole of the site is located within the Designated Area for noise and air emissions. The EPA has been consulted on the application.

#### 7.4.3 Natural Resources

The Port River is identified as a wetland of national importance.

## 8. PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the Port Adelaide Enfield Development Plan, which are contained in Appendix One.

### 8.1 Land Use

The Desired Character for the *Dock One Policy Area 39* is one that is primarily residential, however 'tourist development' and 'motel' are expressly listed as desired land uses under PDC 1. Objective 1 of the Policy Area (PA) seeks high density residential development in conjunction with non-residential uses at ground floor that take advantage of the waterfront but do not threaten the role of the core centres of other retail policy areas.

To ensure the main street character of St Vincent Street is maintained, development fronting St Vincent Street *'...will incorporate mixed uses including boutique, backpacker or other tourist accommodation at the ground level, and will be designed as fine grained infill development reflective of the St Vincent Street's main street character'*.

This stage of the Dock 1 masterplan seeks non-residential land uses at ground within the Port Adelaide River/along the promenade and St Vincent Street, with tourism development proposed. A community land use at ground within the proposed motel building – 'Port Harbor Collective' – is also proposed and desirable pursuant to PDC 1.

It is considered that the proposal accords with the desired character with tourist and community uses proposed (in conjunction with residential development approved in Stage 1 of the Masterplan (and subsequent future stages).

## 8.2 Design and Appearance

Council Wide Design and Appearance PDCs speak to development that be designed to respond to key features of the prevailing local context within the same zone as the development. Contemporary designs that have regard to height, vertical rhythm, proportions, material use, parapet or balcony height, roof form and pitch, facade articulation and detailing is sought.

The proposed additions to the DMH building to allow for the motel and community land use include:

- Internal alternations;
  - Ground – motel lobby, Port Harbour Collective tenancy and service and plant rooms; and
  - Levels 1-8 – motel rooms with private balconies, serviced by a central corridor;
- External alterations:
  - Service infrastructure including gas metre and fire booster;
  - A grade car park and associated landscaping, accommodating 55 spaces;
  - Murals to east/west elevations;
  - Transformer in the north west corner of the car park, adjacent the junction of Roads 06 and 07;
  - Solid fence and timber pergola structure to St Vincent Street frontage, enclosing a new terrace area;
  - New ramp and retaining wall between the car park to the eastern side of the MHB;
  - New metal balustrades, planter boxes and blade walls to provide separation between the motel rooms and balconies;
  - Openings for new windows to the east and west elevations and metal louvres to the east elevation to provide ventilation to the plant rooms located on each level; and
  - A new extension at level 9 (rooftop) to provide an external terrace, bar and outdoor cinema. The existing east and west orthogonal built form elements of the building are proposed to be extended by one level to incorporate lift and stair access to the new outdoor space on the rooftop with metal cladding aligned with the elements below.

The proposed additions to the DMH building to support the motel and community land uses is supported in principle by the GA. Whilst supported, the GA has recommended review of opportunities for greater permeability of the front terrace wall to St Vincent Street with a view to provide an active frontage and engagement with the public realm. The applicant is reluctant to alter the external appearance of this wall and provided various reasons for this in their response to the GA – see Attachment 5.i *Response to GA RFI and formal referral response*. The materiality and height of the new solid wall between the car park and ramp on the eastern side of the MHB is also unable to be confirmed, as requested by the GA, as the applicant has indicated this access ramp is to be constructed by Renewal SA in its capacity as the vendor and contract arrangements. It's the applicant's understanding that this wall will be applied for Renewal SA in due course (albeit it forms part of this application as shown on the plans).

The architectural detailing and materiality are also considered critical in the opinion of the GA to delivery of a high quality outcome and sensitive adaptive re-use of this landmark building (along with the overwater suites). The proposed material palette for Stage 2A includes brick, timber, aluminium framed windows and doors, metal and timber cladding, steel planters, metal balustrade and clad arbour and artwork with the intent to reflect the fine grained character of the area. While the use of these materials is generally supported, the GA has recommended confirmation is provided of the proposed materiality, longevity and appropriateness (for the marine environment),

maintenance strategy to prolong their external fabric, colour finish and profiles etc. to ensure delivery of the design intent. The applicant has not yet clarified the particular specifications for the finishes and indicated that a samples board will be provided as part of a reserved matter for the review and endorsement of the GA prior to building rules consent being issued for all stages.

The landscaping design for the motel car park area, and to assist with the screening of the transformer, has not yet been provided also (only an indicative plan – see below). The applicant has indicated however that trees are sought to be provided within the car park and a screening treatment to the transformer will occur, where Tract has been engaged to detail this. To this end, it is recommended that SCAP, in the event of support, seek a detailed landscaping plan from Tract as a reserved matter to ensure appropriate landscaping is provided and to support the ambitions of the masterplan.

**Figure 4 - Indicative landscaping**



The overwater suites comprise 10.4m long x 5m wide x 3.8m high singular 'pods', sitting on their own floating pontoon within the Port River, clad with full height metal cladding. Spotted gum timber batten entrance and deck screening elements bookend the metal clad suites.

The suites are to be serviced by a 2.3 metres wide floating walkway, accessed from two points. Ramp access is proposed from Wauwa Street and a new open steel farmed stair structure will provide access from the northern promenade. Two (2) floating 12m x 12m pontoon landings are also proposed at the west and east ends of the floating walkway. The GA supports the new open steel framed stair structure and its location that retains unimpeded views to the north for all private townhouse development fronting the promenade.

**Figure 5 - Steel staircase render and section**



The GA supports the simple form and architectural expression of the pods, notwithstanding the GA is not yet convinced by a number of technical aspects of the overwater development, which include matters including the screening of any external services such as air conditioning, power and water, stormwater and sewer provision, life safety systems (fire protection, lighting etc.), freeboard distance and the number and location of pylons. The applicant has provided some indication of services but only considered indicative at this stage given design development has not proceeded. In particular, three options for the a/c units have been provided by the applicant and the services to the suits are indicated to be 'concealed', notwithstanding SCAP have no details demonstrating how this is to be achieved. The applicant has outlined *'The service connection points (to the mainland) will be installed at the eastern end of Dock One as part of the stage 2 civil development, at the location where the access pontoon ramp connects to the promenade. This will include power/water supply and a vacuum system for waste water. The services will penetrate the wharf wall and be fixed to the underside of the access ramp inside conduits. Conduits will extend through the on water access pontoons to carry the services to each floating suite. This will keep the services completely out of site.'*

This level of detail, together with the Coastal Protection Board (CPB) requirements (see below 8.6.3 *Coastal Protection* below) – that the proponent engage a consultant with appropriate Coastal Engineering/Coastal processes expertise at the detailed design stage - may ultimately impact the design of the overwater development and result in visual impacts not reviewed as part of this planning process.

While it is appreciated full detail design development has not occurred at this stage, early investigation and engagement with a coastal engineer has not occurred yet to

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objection to Stage 1 of the masterplan development as they considered the design to be of a high architectural standard (subject to matters of detail via reserved matters regarding retaining wall heights at the interface).

## **8.5 Traffic Impact, Access and Parking**

A traffic report undertaken by GTA traffic engineers has been provided by the applicant that assesses traffic and parking requirements sought by the Development Plan based on the land uses sought. It also identifies the impact of the proposed development compared to the traffic assessment undertaken for the approved Dock One (Stage 1) development.

Council has requested clarity in relation to traffic matters for this stage of development. These matters, along with the applicant's response, are summarised below and further discussed below where necessary.

<b>Council Comment</b>	<b>Applicant's Response</b>
Stacked/tandem parking to the north-west of the motel site car park is less than ideal and only work for valet.	All the stacked car parks will be used by the motel as valet parking.
GTA's comparison with suburban Melbourne motel are unlikely to be a true comparison for Port Adelaide.	Council has not produced any specialist or technical advice to support its assertion.
Vehicles directly reversing out of proposed car parks abutting Road 07.	The layout of this car park has been reviewed and endorsed by GTA traffic engineers.
Location of disability space to motel entrance and without a shared space adjacent.	The car parking space is adjoined on its southern side by a shared area and the ramp on the eastern side of the motel complies with the National Construction Code.
Concern over new serving arrangements for a Council waste truck via the motel car park.	A right of way in favour of the Council is to be established to allow for waste collection to occur over privately owned land.
Clarity around which car parks will be dedicated to each use – the motel and future uses on lot 1004 and 1006.	Not clarified (however the GTA report shows 5 spaces to the south-east of the car park will be dedicated to the future residential development on lots 1004 and 1006).
90 degree car parks on Road 08.	This arrangement has already been considered and endorsed by Council.

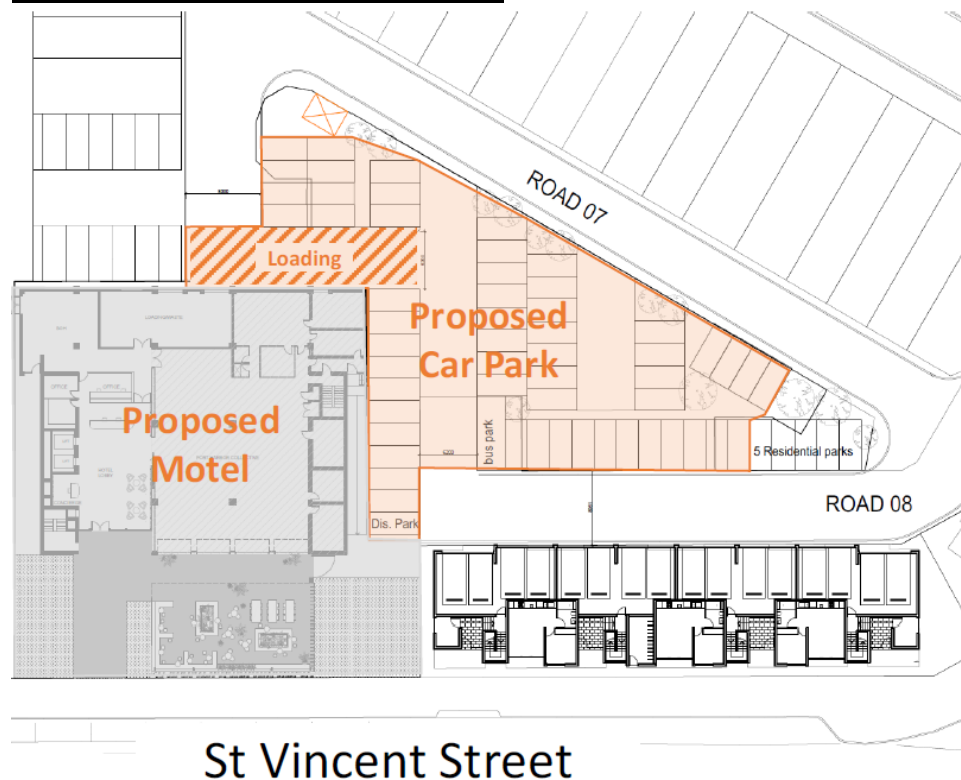
### **8.5.1 Car and Bicycle Parking**

The subject site/s are located in a Designated Area as prescribed in the Port Adelaide Development Plan. As such, there are no parking rates for 'Tourist Accommodation' under *Table PAdE/5A Off-Street Parking* with 'Tourist Accommodation' specifically excluded. There is also no reference to the Policy Area in either of the Off-Street Parking tables in the Development Plan for this use.

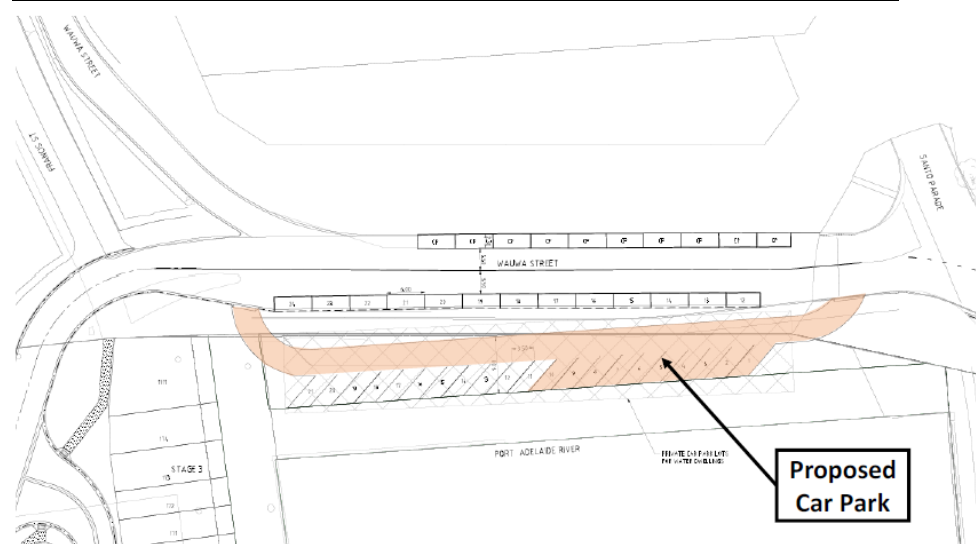
Given the above, GTA considered a motel can operate satisfactorily based on the provision of very little car parking given guests are anticipated to vary their transport mode and motel choice accordingly based on a motel's facilities. Notwithstanding there are no min/max parking rates for 'Tourist Accommodation', 65 parking spaces for the motel/overwater suites are provided

for 81 rooms (and ancillary dining and bar areas). Fifty-five (55) spaces are provided in the proposed car park adjacent the existing MH building and 10 spaces in the off-street area adjacent Wauwa Street, as shown below. The applicant has outlined the parking spaces assigned to the overwater suits will remain uncovered in order to retain the exiting vistas and be designed in accordance with Australian Standard 2890.1.2004 Off Street Car Parking for User Class 2.

**Figure 7 - Proposed Motel Car Park**



**Figure 8 – Proposed Off-Street Parking adjacent Wauwa Street**



GTA have outlined that while employees and guests can arrive by various modes to Port Adelaide including bus, train (new Port Dock station under construction

in proximity), taxi service, walking and cycling etc., the motel will also offer a bus shuttle service to local destinations.

While no parking demands are prescribed by the Development Plan, GTA have compared other similar types of motels from various suburban Quest motels located in the suburbs of Melbourne (given there are very few similar suburban motels operating presently in Adelaide according to GTA to make valid comparisons). Empirical data for suburban motels in Melbourne indicates peak parking demands of 0.5 (weekday) and 0.55 (weekend) parking spaces per room (based on 85% occupancy rate) would mean according to GTA that:

- The peak parking demand could be 35 spaces for weekdays and 38 on the weekend; and
- The provision of 65 spaces for the proposed use (both motel and overwater suites) will therefore accommodate the anticipated peak rate demands based on 69 rooms (85% occupancy of 81 rooms).

While Council has raised concern with GTA's comparison (with suburban Melbourne motels), 'Tourist Accommodation' under *Table PAdE/5A Off-Street Parking* is specifically excluded and therefore no max/min rate is prescribed by the Development Plan and the evidence from GTA in regards to anticipated demand for a motel in this location is considered sound and reasonable.

In regards to bike parking, *Table PAdE/4 – Off Street Bicycle Parking Requirements* prescribes 1 bike park per 40 rooms for a 'motel' use (in this case, 2 bike parks would be required to service the development which proposes 81 rooms in total). The applicant has detailed how this requirement is to be met with 2 bike parking spaces to be provided in the area in front of the motel lobby.

### 8.5.2 Traffic Impact

The Traffic Impact Assessment (TIA) prepared by GTA as part of the land division and built form (Stage 1) for Dock One considered traffic impact for all stages of development – including consideration of 76 apartments for the subject site and predicted 304 trips per day based on 4 trips per apartment per day.

GTA have now advised that based on 81 rooms (including the 10 over water suites) it is predicted to generate 3 trips per room based on a typical occupancy which would equate to 243 trips per day. All of these trips would be via the internal Dock One road network and Wauwa Street. GTA have advised that this would result in a minor reduction in trips for the subject site when compared to the previous consent for Dock One – by approximately 61 trips per day.

Hence, the proposed development will remain within the anticipated traffic demands for Dock One as considered by SCAP as part of the land division and Stage 1 built form applications.

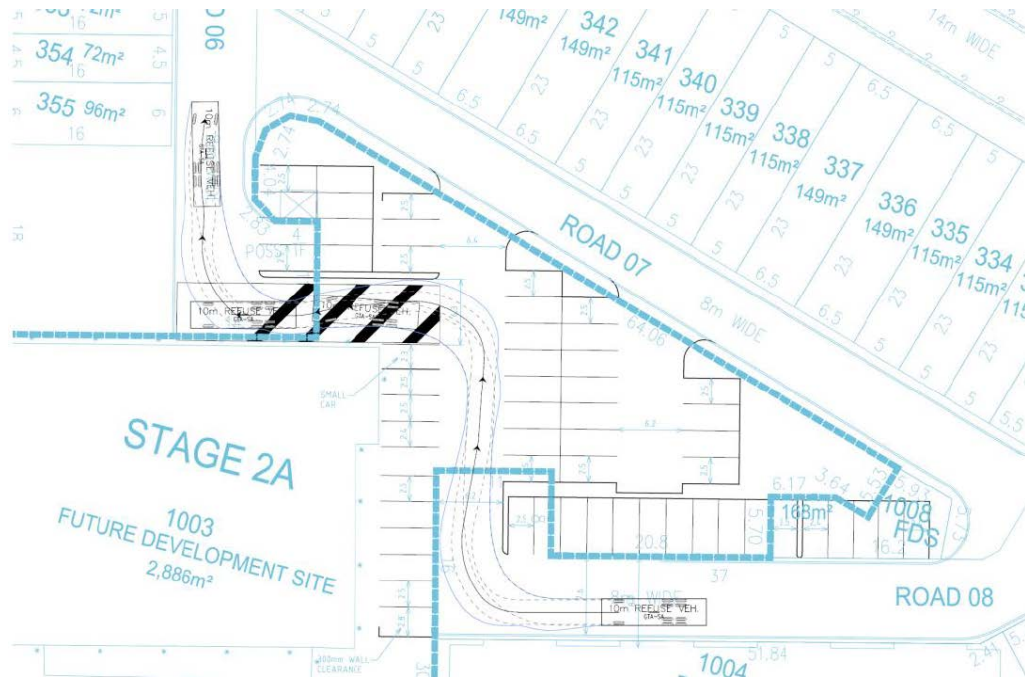
### 8.5.3 Waste Collection and Movement

A loading dock on the northern side of the building is provided to cater for vehicles up to 10 metres (in the Heavy Rigid class) and the proposed motel shuttle bus.

This dock has been designed to cater for these vehicles to enter, park and exit in a forward direction as shown below in Figure 6. It is anticipated that waste collection would occur weekly and linen/food/beverage services would occur between 3-4 times per week.

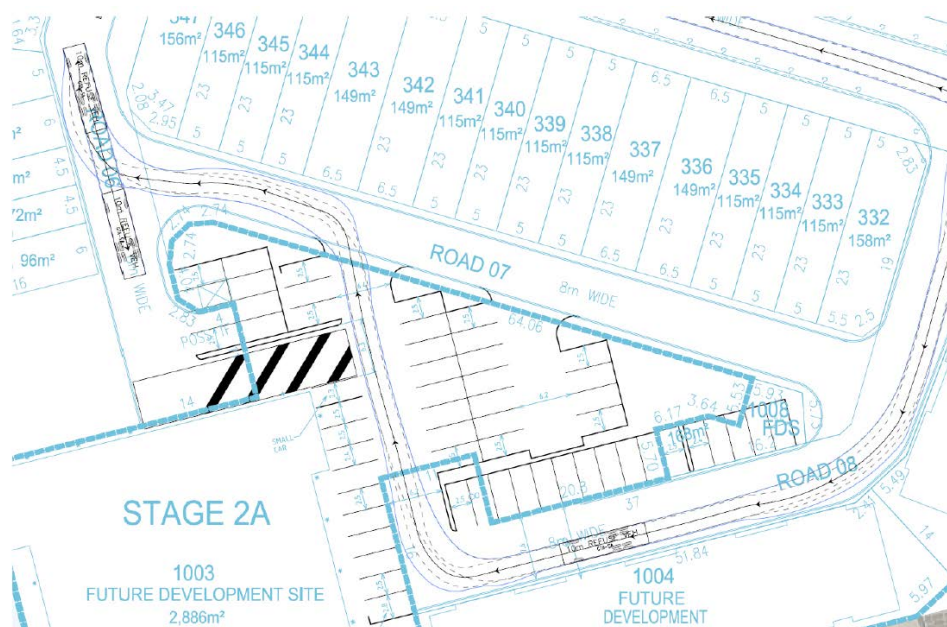
The car park adjacent Wauwa Street for the water suites is anticipated to accommodate deliveries and maintenance to these suites.

**Figure 9 – Turn path for heavy vehicle**



The amended car parking layout (to that proposed at the land division stage) now means that Council waste vehicles will need to traverse through the motel car park site to service nearby dwellings on Roads 6 and 8. Council raised issue and concern with this from a manoeuvring point of view. A swept path diagram has been provided by GTA (Figure 7 below) that shows how a Council waste vehicle will adequately manoeuvre through the site.

**Figure 10 – Turn path for Council waste collection**



## Environmental Factors

### 8.5.4 Crime Prevention

Council Wide policies regarding crime prevention seek design measures such as sightlines, opportunities for passive surveillance, prevention of concealment areas and clear legible building entries be incorporated into building design.

In this case, the development proposes:

- Public access to the pontoon/s and activity along the Promenade via the overwater suites (albeit areas not confirmed);
- A majority of the ground floor of the Motel building dedicated to public use, which is likely to increase the daily population and sense of activity in the precinct;
- Building entrances orientated to public areas and street frontages, with the Motel land use being brought out to the Vincent Street frontage; and
- Balconies and windows that overlook the promenade, public streets and reserves.

Generally, the development will include crime prevention measures as outlined above.

### 8.5.5 Interface and Noise Emissions

An acoustic report undertaken by Sonus acoustic engineers has been commissioned by the applicant. In particular, a music and patron noise assessment for the proposed roof-top bar and cinema area for the motel has occurred. This assessment has been based on:

- Operating hours of the roof-top bar/cinema facility being 7am to midnight, 7 days per week; and
- Up to 200 patrons at any one time.

Based on the noise model of the site, Sonus has predicted that both patron and music noise criteria will be achieved where the following is implemented:

- Music noise levels (including the cinema sound track) are limited within the rooftop area to those shown in Table 3 (below) for each octave band and overall level. The levels are achieved at a distance of 5.0m from the nearest speaker with all speakers operating;
- All speakers are located no higher than 1.0m above rooftop floor level and directed away from the northern boundary; and
- Ensuring that the barriers at roof-top are sealed airtight at all junctions up to the proposed height of 1.8m (or greater).

**Table 3:** Allowable music noise levels in rooftop area.

	Total	Noise Level in Octave Band Centre Frequencies						
		63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz
Highest allowable music noise levels in rooftop area [L <sub>10,15min</sub> , dB(A)]	83	53	59	64	72	79	74	61

In the event of SCAP support, a condition of approval will require the recommendations in the Sonus report (S6171C4) are undertaken to ensure that noise criteria is in accordance with *Interface between Land Uses* PDC 7, 9 & 10 at all existing and future noise sensitive development.



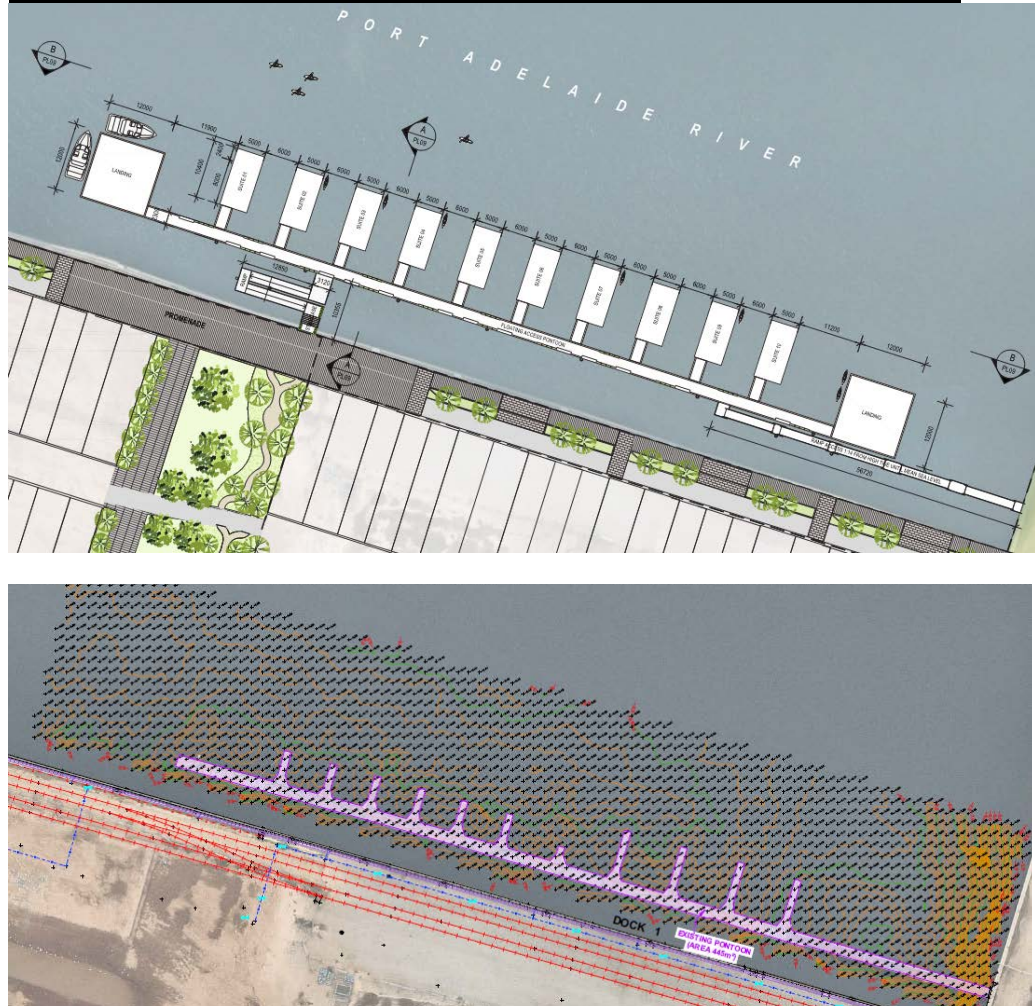
### 8.5.6 Coastal Areas

Council Wide Objs and PDCs under *Coastal Areas* seek the protection of the natural coastal environment and development that can accommodate anticipated changes in sea level and coastal hazards (storm tides, stormwater, coastal erosion, sea rise etc.). Effluent disposal systems should be designed to prevent effluent migration onto the inter-tidal zone and be sited at least 100 metres from either the mean high-water mark at spring tide (adjusted for any subsidence for the first 50 years of the development plus sea level rise of 1 metre) or the nearest boundary of any erosion buffer. Development that maintains and enhances public access to the coast with minimal impact on the environment and amenity is also anticipated.

Given the location of the development (both the motel and over water suits in relation to the Port River), the application was formally referred to the Coastal Protection Board (CPB) and the applicant was requested to provide further details (by the CPB, Council, the GA and SCAP Administration) regarding the existing/proposed structures in the Port River to allow for construction of the overwater development and associated infrastructure. Specifically, the following information was requested by **SCAP**:

- *A scaled plan showing the location of the structures in the Port River to be removed/demolished (including the landings, pontoons, moorings and piles) and the location of the new structures proposed (i.e. piles).*
- *The methods of removal of the existing pontoon and piles. If the piles will be removed then how the process will be managed to meet the requirements of the Environment Protection (Water Quality) Policy 2015? Describe how material will be prevented from re-entering waters - Refer to PIRSA ([https://pir.sa.gov.au/biosecurity/aquatics/biofouling\\_and\\_ballast\\_water/marine\\_pest\\_and\\_disease\\_impacts](https://pir.sa.gov.au/biosecurity/aquatics/biofouling_and_ballast_water/marine_pest_and_disease_impacts)) regarding potential for spreading invasive marine species.*
- *If piles are removed, please provide information regarding the likelihood of mobilising sediment contaminants by a qualified professional assessing sediment quality with the resultant report providing an assessment of the sediment quality and levels of contaminants (including: Tributyltin, copper, lead, zinc, PFAS, sediment size, pH and hydrocarbons). If contaminant levels exceed sediment quality guidelines then please describe how this will be managed to avoid environmental harm.*
- *A deconstruction plan with detail of how the works will be done, what water quality monitoring will be undertaken, and how any pollution liberated from the sediment as part of the deconstruction process will be managed e.g. monitoring during deconstruction must include at a minimum turbidity/total suspended solids, dissolved oxygen and pH.*
- *Confirmation that activities and any maintenance required to be undertaken to the overwater suites are designed to avoid pollution of the waters (i.e. any grey/waste water disposal facilities).*

**Figure 11– Location of Existing and Proposed Overwater Structures**



In response to the above, the applicant has not confirmed what is to be specifically demolished/removed and the associated management of this to demonstrate coastal protection. In the applicant's opinion, *'...the department does not need to know about the methods that are proposed to dismantle and remove the exiting overwater structures for two reasons. First, development plan consent is not required to dismantle or remove the existing overwater structures. Second, a separate development application for building rules consent and development approval will be lodged by the Applicant to lawfully dismantle and remove the existing overwater structures'*. In regards to waste/grey water, the applicant has also outlined *'All grey/water is to be removed via a pipe connected to the sewer'*.

Notwithstanding the applicant's response above, 'demolition' of these existing structures in the Port River is not considered exempt from requiring Development Plan Consent (DPC) pursuant to Schedule 3 of the *Development Regulations 2008*. Given a formal referral under Schedule 8 was required to the CPB, 'demolition' in this case is assessed on its 'merits' and cannot be exempt from requiring DPC. Furthermore, while the lodgement of building rules consent may assess the removal of structures under the Building Code of Australia, it does not outline and govern the management and measures needed to ensure appropriate coastal protection within the Port River (identified as a wetland of national importance and covered by the *Adelaide Dolphin Sanctuary Act 2005*). While the

applicant's responses above have not demonstrated adherence to Council Wide Objs and PDCs under *Coastal Areas* (in regards to the management of demolition), the CPB have raised no objection to the proposal and believe conditions of approval can manage aspects of coastal protection – as detailed below.

The **CPB** requested the following information from the applicant to help inform their referral advice during the assessment process:

- *Further details on how the proposed over water structures (overwater motel suites, landings ramps access, stair case and upgrade floating pontoon) will be interlinked and attached to the river bank infrastructure, including associated design information that demonstrated capacity to withstand storm tide events, factoring in the associated inner harbour wave amplification.*
- *A benthic survey of the site and surrounding area that may be impacted by construction works including calculation of the total benthic area to be impacted by the works, (e.g. shading of seagrass by the structure). The extent of flora to be impacted by the development should be shown on an image and calculated in square metres (this information will also need to be provided for assessment with regards to Native Vegetation Act).*

In response to the above, the applicant outlined that the over water structures will not be fixed to the riverbed and have been designed to float and therefore are unlikely to flood as they will rise with the sea level (and hence the overwater development policy does not need to be considered by the CPB in this instance). The CPB noted this response but sought details to demonstrate the capacity of the over water structures to withstand storm tide events. The applicant subsequently advised that these issues will be determined during the detailed design phase. The CPB accepts this approach but recommends that the proponent engage a consultant with appropriate Coastal Engineering/Coastal processes expertise at the detailed design stage to consider issues such as wave amplification in the harbour, potential for 'seiching' (a standing wave in an enclosed body of water) and local land subsidence to the year 2100.

The CPB have also advised that there is also a threat to the development after construction due to deterioration and corrosion due to the disturbance of Coastal Acid Sulfate Solis (CASS) – due to the release of acid and heavy metal ions into the environment. The land and water over which the development is situated may have the potential to develop acid sulphate conditions if exposed to oxygen according to the CPB. Given this, any spoil materials should be closely monitored and tested by the applicant for potential CASS and a contingency plan to remediate this action put in place via an appropriate soil expert.

Matters regarding stormwater design, imported fill (if required), and water ingress into the converted MHB in relation to floor level have also been discussed in the CPB's referral advice and associated conditions have been recommended to govern these matters. The applicant has confirmed acceptance of these conditions and relevant advisory notes.

In regards to the benthic survey, the applicant commissioned a bathymetric survey of the riverbed directly beneath the surface of the area impacted by the development. This survey indicated that there are no seagrasses growing within this part of the riverbed, as its surface is presently covered with rubbish. Hence, the proposal will not impact upon flora, absent from this location within the Port River.

As outlined above, the **GA** also raised a number of technical aspects in regards to the proposed overwater development which will impact upon the overall design



of the overwater development, which can be viewed under Statutory Comments 5.2 *Government Architect* above. The applicant's response to this has not clarified matters raised by the GA in relation to the type and longevity of materials, threshold of public access to the overwater development, design of infrastructure associated with the proposed overwater development (which may include air conditioning units, electricity, sewerage and water infrastructure along with safety services - ladders, life safety systems, fire protection requirements). Council also requested details regarding the management of sewage and the need for a possible easement to be established to formalise this and any pipes required.

In summary, while the CPB has no objection to the proposed development and has recommended conditions and advisory notes in the event of SCAP support (as seen above under Statutory Comments 5.1 *Coastal Protection Board*), there is some concern over the lack of clarity around the design of the required services/infrastructure, threshold of public access, removal/demolition of the existing structures and the management of this within the Port River.

### **8.5.7 Site Contamination**

Approval was granted in 2017 under Section 49 of the *Development Act, 1993* for site works including excavation and fill works and remediation of the subject land. There is a requirement that a Site Contamination Assessment Report be finalised in response to this application, associated with the future stages of the Dock 1 masterplan.

An environmental auditor has been engaged to undertake these works and the EPA holds a Site Contamination Audit Report (SCAR) and statement (SCAS) for the site identified in the map below as Stage 1 and the green area which forms part of this stage 2A. The site contamination audit for the remaining area (stage 2) is still ongoing according to the EPA. Hence, the site is suitable for its intended use for this stage (2A) of development.

**Figure 12 – SCAR and SCAS Locations**



## 8.6 Signage

The proposed signage strategy was sought from the applicant and recommended by the GA to ensure a co-orientated approach to the development. It has been confirmed that signage is not sought as part of this application however the applicant has advised a small sign will be erected between the parking spaces along Wauwa Street and the edge of the Dock which states that these spaces form part of a private car park. However, this sign's proposed size and location is not yet to be confirmed but likely not 'development' in any event given it's expected to be directional signage under Schedule 3 of the *Development Regulations 2008*.

**Figure 13 – Indicative Signage**



## 9. CONCLUSION

The development of Dock 1 for stage 2A to enable the conversion of the DMH building and construction of 10 overwater tourist suites is supported. The aspiration to develop and revitalise this area of the Port Adelaide is commended as the project has the potential to become the catalyst for creating a platform to stimulate investment, activity and renewal of the Port.

The Government Architect, whilst supportive in principle, is yet to be convinced in relation to a number of technical matters of the overwater development. The Coastal Protection Board, who are also supportive, has also sought conditions that require the applicant demonstrate the capacity of the overwater structures to withstand storm tide events for example via the engagement of a coastal engineer at design development stage. The process and management of the deconstruction of existing structures in the Port River to ensure coastal protection has also not yet been detailed by the applicant.

It is considered that the proposal will deliver a development that is consistent with the envisaged built form and land use within the Regional Centre Zone Dock 1 Policy Area, notwithstanding several details (particularly in regards to the overwater development) are not yet known and subject to further assessment through the recommended reserved matters. To this end, there is some risk that design development and coastal engineering may result in an altered design to that currently presented before the SCAP which is somewhat indicative at this stage.

The development is considered to be consistent with the Development Plan on balance and support is recommended subject to conditions and reserved matters.

## 10. RECOMMENDATION

It is recommended that the State Commission Assessment Panel:

- 1) RESOLVE that the proposed development is NOT seriously at variance with the policies in the Development Plan.



- 2) RESOLVE that the State Commission Assessment Panel is satisfied that the proposal generally accords with the related Objectives and Principles of Development Control of the Port Adelaide Enfield Development Plan.
- 3) RESOLVE to grant Development Plan Consent to the proposal by Starfish Developments Pty Ltd Convert the former Department of Marine and Harbours (DMH) Building into a motel, with car parking, and construct 10 overwater tourism suites and associated landings, moorings and floating access pontoons within the Port Adelaide River at Lot 33 St Vincent Street, Port Adelaide, Lot 213 & 601 Ocean Steamers Road, Port Adelaide, Lot 700 (Port River), Port Adelaide, subject to the following reserved matters and conditions of consent.

## RESERVED MATTERS

1. Pursuant to Section 33(3) of the *Development Act 1993*, the following matters shall be reserved for further assessment, to the satisfaction of the State Commission Assessment Panel (delegated to the Unit Manager - Development Assessment), prior to the granting of Development Approval for:

### Stages 1 and 2:

- 1.1 The height and material of the fence to the St Vincent Street frontage and the materiality and height of the new solid wall between the car park and ramp on the eastern side of the MH Building.
- 1.2 A final detailed schedule of external materials and finishes to the satisfaction of the SCAP in consultation with the Government Architect.
- 1.3 A landscaping plan with a schedule that details the number, location, species and mature height of landscaping within the motel car park to support the ambitions of the Dock 1 masterplan and the screening of the transformer.

### Stages 3:

- 1.4 Evidence from a suitable qualified coastal engineer that demonstrates that:
  - the overwater structures have an operational height range that accommodates a 100 year Average Recurrence Interval (ARI) storm tide event factoring in Sea Level Rise to the year 2100 (1.0m);
  - any electrical/mechanical/hydraulic equipment on the land associated with the overwater structures, within 8 metres of the water's edge, is to be made safe from water ingress or raised in accordance with the Board's recommended minimum floor level of 3.65 metres AHD; and
  - the number, location and height of pylons required to support the overwater development.
- 1.5 A final detailed schedule of external materials and finishes to the satisfaction of the SCAP in consultation with the Government Architect.
- 1.6 The methods of removal of the existing pontoon and piles. If the piles will be removed, how the process will be managed to meet the requirements of the Environment Protection (Water Quality) Policy 2015. Describe how material will be prevented from re-entering waters - Refer to PIRSA ([https://pir.sa.gov.au/biosecurity/aquatics/biofouling\\_and\\_ballast\\_water/marine\\_pest\\_and\\_disease\\_impacts](https://pir.sa.gov.au/biosecurity/aquatics/biofouling_and_ballast_water/marine_pest_and_disease_impacts)) regarding potential for spreading invasive marine species. If piles are removed, please provide information regarding the likelihood of mobilising sediment contaminants by a qualified professional assessing sediment quality with the resultant report providing

an assessment of the sediment quality and levels of contaminants (including: Tributyltin, copper, lead, zinc, PFAS, sediment size, pH and hydrocarbons). If contaminant levels exceed sediment quality guidelines then please describe how this will be managed to avoid environmental harm.

- 1.7 Confirmation that activities and any maintenance required to be undertaken to the overwater suites are designed to avoid pollution of the waters (i.e. any grey/waste water disposal facilities).
- 1.8 Details regarding the thresholds (fencing/security barriers etc.) between the areas for general public use and guests using the overwater development with a view to maximising community access to the waterfront.
- 1.9 Details regarding safety features for the overwater development - ladders, life safety systems, fire protection requirements etc. and the location and appropriate screening of services such as, but not limited to, air conditioning, power and water, stormwater and sewer provision and lighting etc.

## PLANNING CONDITIONS

1. That except where minor amendments may be required by other relevant Acts, or by conditions imposed by this application, the development shall be established in strict accordance with the details and following plans submitted in Development Application No 040/L030/19.

*Reason for condition: to ensure the development is constructed in accordance with endorsed plans and application details.*

2. Operating hours of the roof-top bar/cinema facility are restricted between the hours of 7am to midnight, 7 days per week.

*Reason for condition: to ensure appropriate noise attenuation measures are in place.*

3. Up to 200 patrons at any one time shall be permitted at roof level of the motel.

*Reason for condition: to ensure appropriate noise attenuation measures are in place.*

4. The acoustic attenuation measures recommended in the Sonus report (S6171C4) shall be fully incorporated into the building rules documentation to the reasonable satisfaction of the SCAP. Such acoustic measures shall be made operational prior to the occupation or use of the development (stage 1).

*Reason for condition: to ensure appropriate noise attenuation measures are in place.*

5. All stormwater design and construction shall be in accordance with Australian Standard AS/NZS 3500.3.2015 (Part 3) to ensure that stormwater does not adversely affect any adjoining property or public road.

*Reason for condition: to ensure stormwater infrastructure is designed and constructed to minimise potential for flood risk to adjoining property or public roads associated with stormwater runoff in accordance with the necessary standard.*

6. Waste collection vehicles shall not access the site after 10:00pm on any day, before 7:00am Monday to Saturday or before 9:00am on Sunday.

*Reason for condition: to define the acceptable times of operation for waste collection permitted to be undertaken on the subject land.*

7. Landscaping shown on the approved plans shall be established prior to the operation of the development and shall be maintained and nurtured at all times with any diseased or dying plants being replaced.

*Reason for condition: to ensure appropriate landscaping is provided for the subject land.*

8. A watering system shall be installed at the time landscaping is established and operated so that all plants receive sufficient water to ensure their survival and growth.

*Reason for condition: to ensure landscaping growth and maintenance.*

9. All vehicle car parks, driveways and vehicle entry and manoeuvring areas shall be designed and constructed in accordance with Australian Standards (AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009) and be constructed, drained and paved with bitumen, concrete or paving bricks in accordance with sound engineering practice and appropriately line marked to the reasonable satisfaction of the SCAP prior to the occupation or use of the development.

*Reason for condition: to ensure relevant Australian standards are met.*

10. Mechanical and electrical equipment associated with the converted Marine and Harbour building shall be made safe from water ingress or raised in accordance with the Board's recommended minimum level of 3.45 metres AHD.

*Reason for condition: to ensure mechanical and electrical equipment associated with the converted Marine and Harbour building is made safe from water ingress.*

11. Any imported fill to be used shall be free of weeds and pathogens to ensure that noxious weed or contamination sources are not introduced into the coastal environment.

*Reason for condition: to ensure the protection of coastal waters.*

12. All stormwater design and construction shall be in accordance with recognised engineering best practice to ensure that stormwater does not adversely affect the marine environment.

*Reason for condition: to ensure the protection of coastal waters.*

## ADVISORY NOTES

- a. This consent has been approved in stages:
  - a. Stage 1 – Motel
  - b. Stage 2 - Motel Car Park
  - c. Stage 3 – Overwater development
- b. This Development Plan Consent will expire after 12 months from the date of this Notification, unless final Development Approval from Council has been received within that period or this Consent has been extended by the State Commission Assessment Panel.
- c. The applicant is also advised that any act or work authorised or required by this Notification must be substantially commenced within 1 year of the final Development Approval issued by Council and substantially completed within 3 years of the date of

final Development Approval issued by Council, unless that Development Approval is extended by the SCAP.

- d. The applicant has a right of appeal against the conditions which have been imposed on this Development Plan Consent. Such an appeal must be lodged at the Environment, Resources and Development Court within two months from the day of receiving this notice or such longer time as the Court may allow. The applicant is asked to contact the Court if wishing to appeal. The Court is located in the Sir Samuel Way Building, Victoria Square, Adelaide, (telephone number 8204 0289).
- e. The Metropolitan Adelaide Road Widening Plan currently shows a possible requirement for a strip of land up to 24 metres in width from the St Vincent Street frontage of the development site for future road purposes. However, some land has been acquired at the St Vincent Street/Wauwa Street corner (Lot 34 in Deposited Plan 72075) and no further requirements are currently envisaged. The consent of the CoH under the Metropolitan Adelaide Road Widening Act 1972 is required to all building works on or within 6 metres of the possible requirement shown on the Plan. The applicant should forward the consent form, together with a copy of the approved site plan, to [dpti.luc@sa.gov.au](mailto:dpti.luc@sa.gov.au) for consent purposes. Consent can be anticipated.
- f. It is recommended that the proponent engage a consultant with appropriate Coastal Engineering/Coastal Processes expertise at the detailed design stage to consider issues such as:
  - o wave amplification in the harbour
  - o potential for 'seiching' in the harbour, and
  - o local land subsidence to the year 2100.
- g. Coastal Acid Sulfate Soils (CASS) have the potential to cause major habitat loss and degradation due to the release of acid and heavy metal ions into the environment. There is also a threat to development after construction due to deterioration and corrosion due to the disturbance of CASS. The land on which the development is situated, including the riverbed, may have the potential to develop acid sulfate conditions if exposed to oxygen. Spoil material should be closely monitored and tested for potential CASS and a contingency plan to remediate this action should be put in place, via an appropriate soil expert. The Coast Protection Board has released a set of guidelines which should be followed in areas where acid sulfate soils are likely to occur. These can be found at: [https://www.environment.sa.gov.au/ourplaces/coasts/Coastal\\_hazards/Coastal\\_acid\\_sulfate\\_soils](https://www.environment.sa.gov.au/ourplaces/coasts/Coastal_hazards/Coastal_acid_sulfate_soils)
- h. The waters adjacent the development site fall within the area covered by the Adelaide Dolphin Sanctuary Act 2005. The object of the Act is to protect the dolphin population and their natural habitat. Contractors should be made aware of the Adelaide Dolphin Sanctuary Act 2005 and that there is a general duty of care to ensure the protection of the dolphin population from direct physical harm including as a result of changes in water quality.
- i. The applicant is reminded of their general environmental duty, as required by Section 25 of the Environment Protection Act 1993, to take all reasonable and practical measures to ensure that the activities on the whole site, including during construction, do not cause environmental harm.
- j. A Construction Environment Management Plan (CEMP) shall be prepared in collaboration with the City of Port Adelaide Enfield (Council) and implemented throughout construction in accordance with current industry standards including the Local Nuisance and Litter Control Act 2016, the EPA publications "Handbook for Pollution Avoidance on Commercial and Residential Building Sites – Second Edition"

and, where applicable, "Environmental Management of On-site Remediation" – to minimise environmental harm and disturbance during construction.

- k. The applicant, or any person with the benefit of this consent, must ensure that any consent from other authorities or third parties that may be required to undertake the development, have been granted by that authority prior to the commencement of the development.



Janaki Benson

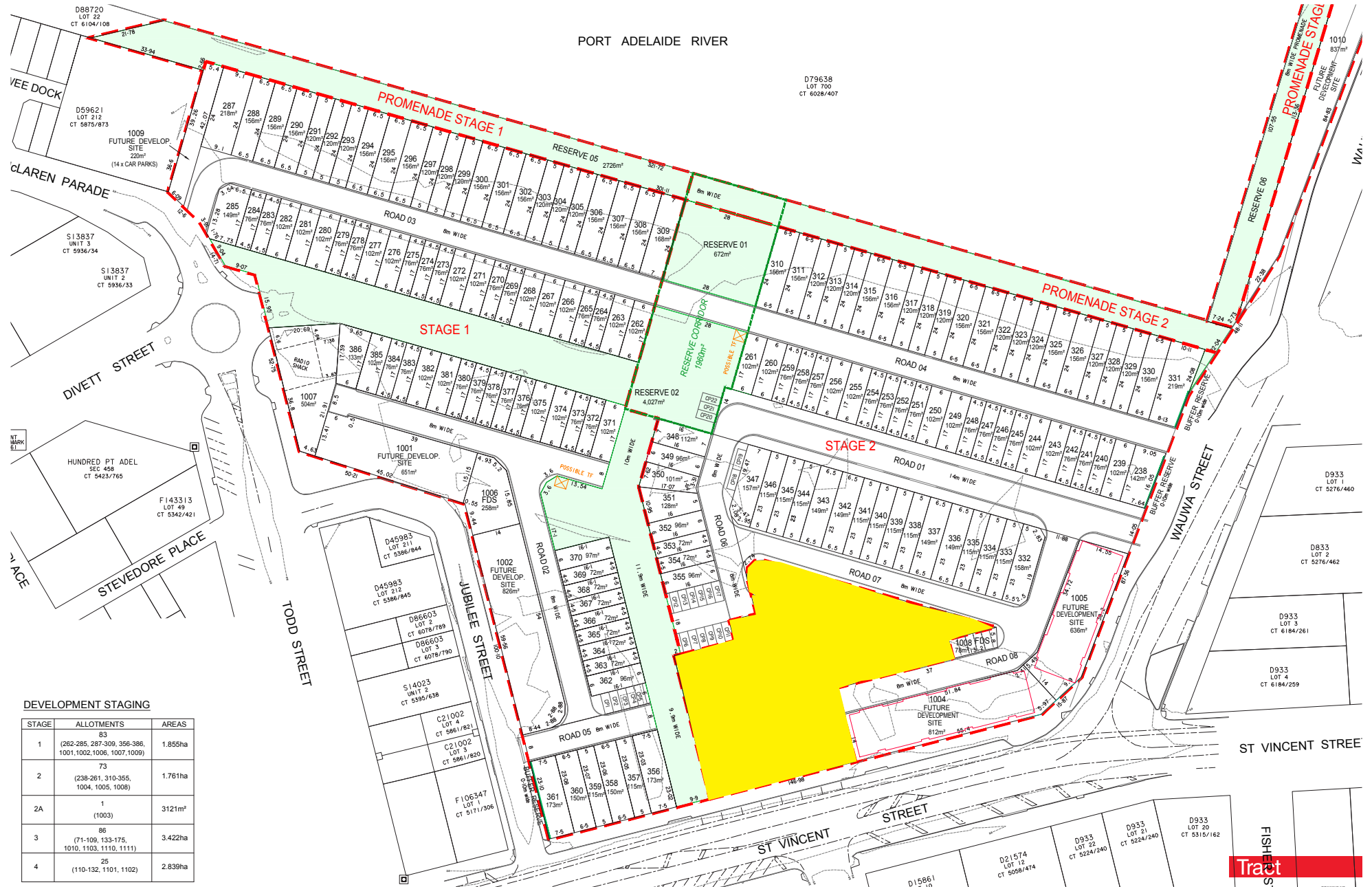
**Senior Planner**

**DEVELOPMENT DIVISION**

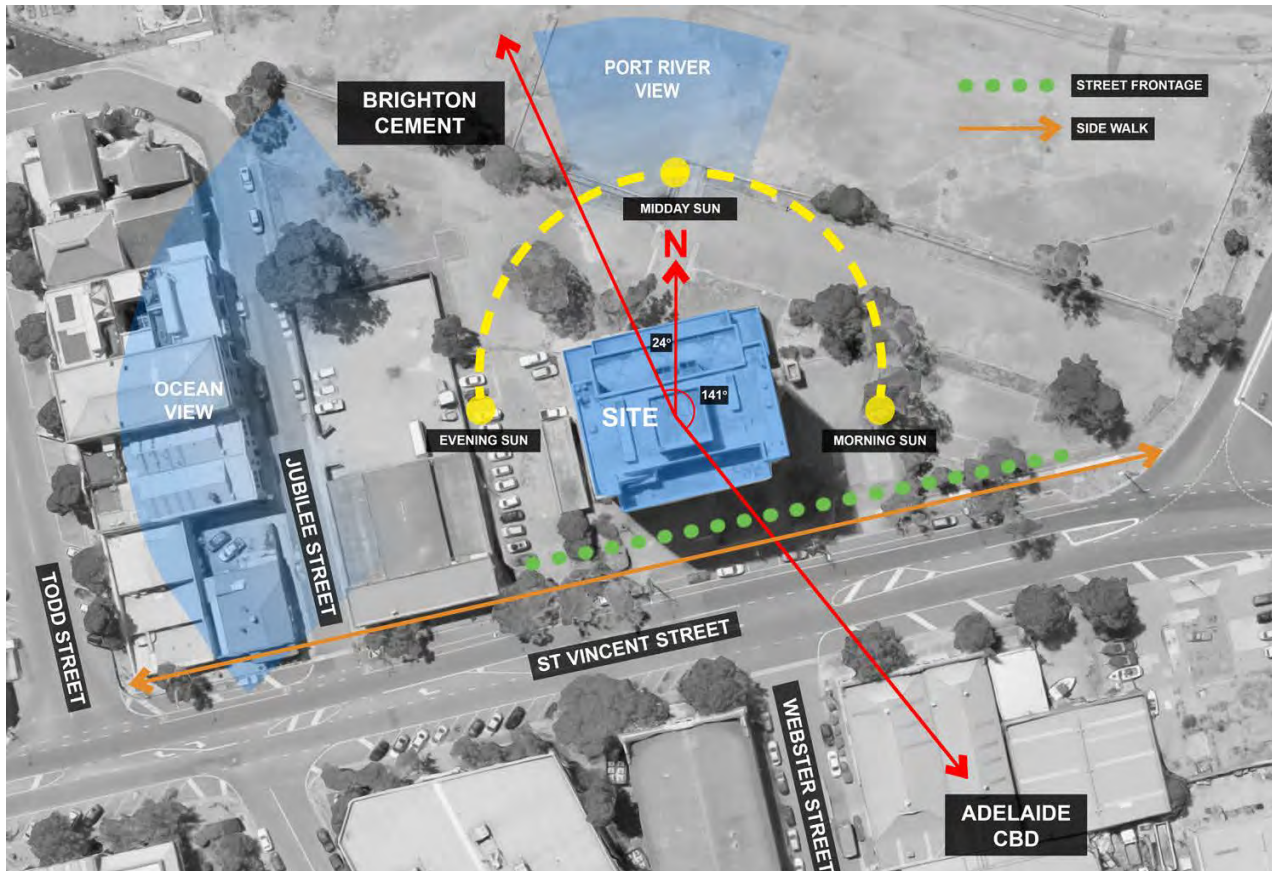
**DEPARTMENT OF PLANNING, TRANSPORT and INFRASTRUCTURE**



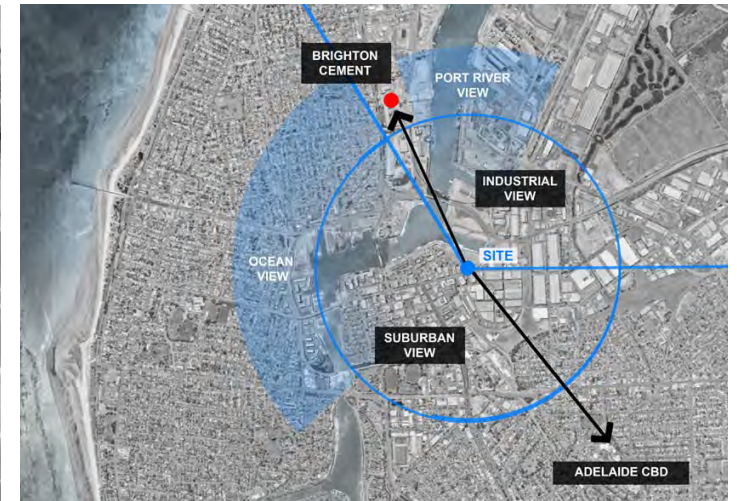
# DOCK ONE MH MOTEL APPROVED PLAN DIVISION



## DOCK ONE MH MOTEL SITE ANALYSIS



SITE : 293 St Vincent Street, Port Adelaide, SA 5015



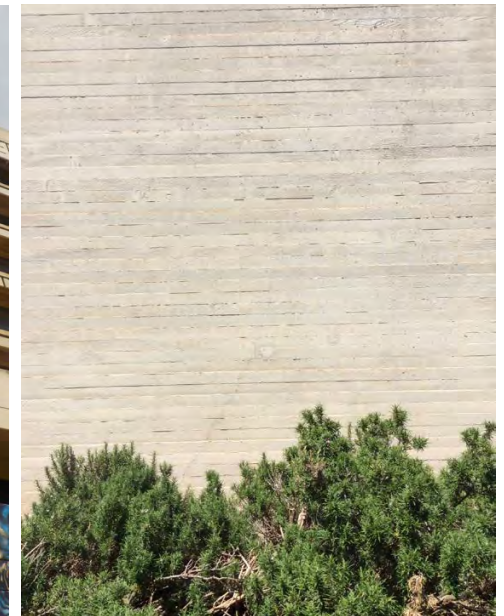
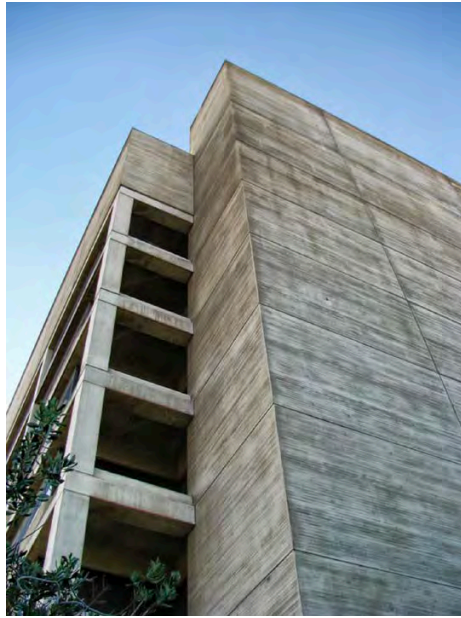


DOCK ONE MH MOTEL  
EXISTING SITE



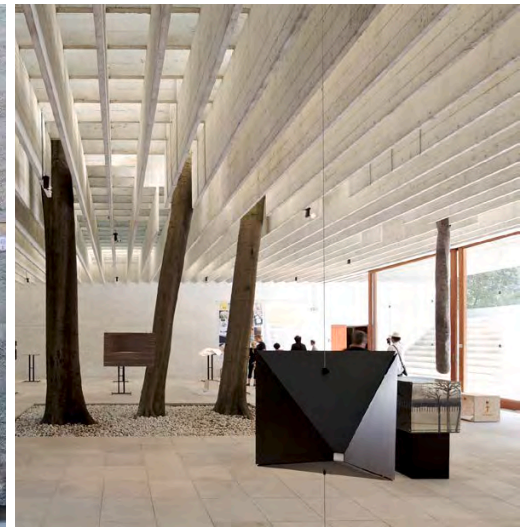
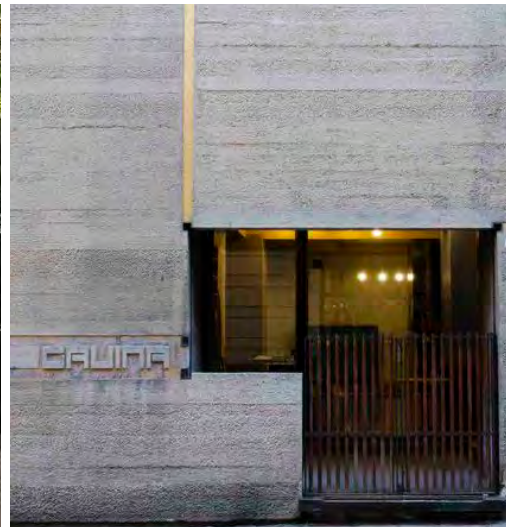


DOCK ONE MH MOTEL  
EXISTING BUILDING



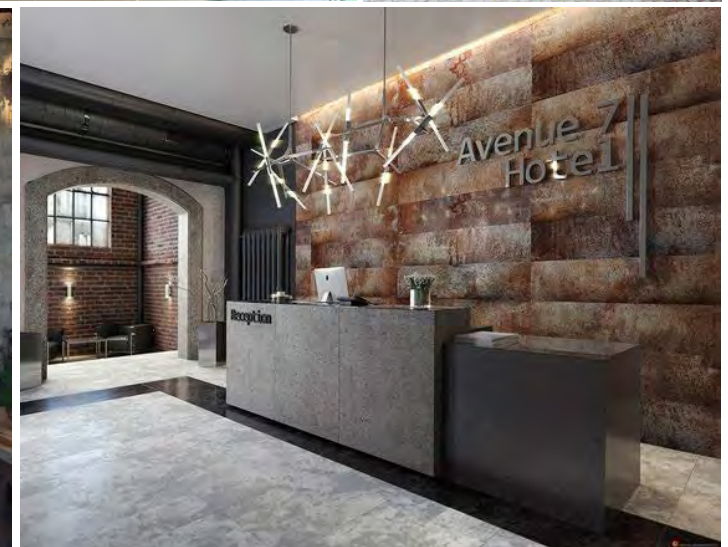
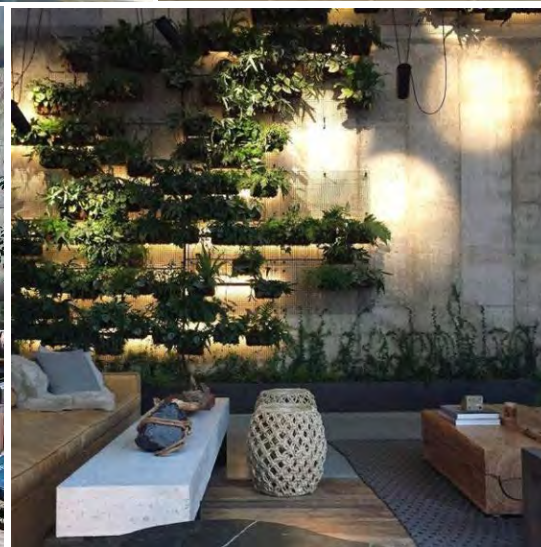


DOCK ONE MH MOTEL  
ARCHITECTURAL EXPRESSION



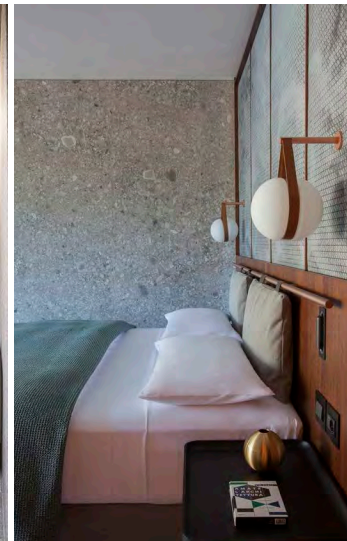


## DOCK ONE MH MOTEL MOTEL LOBBY PRECEDENTS





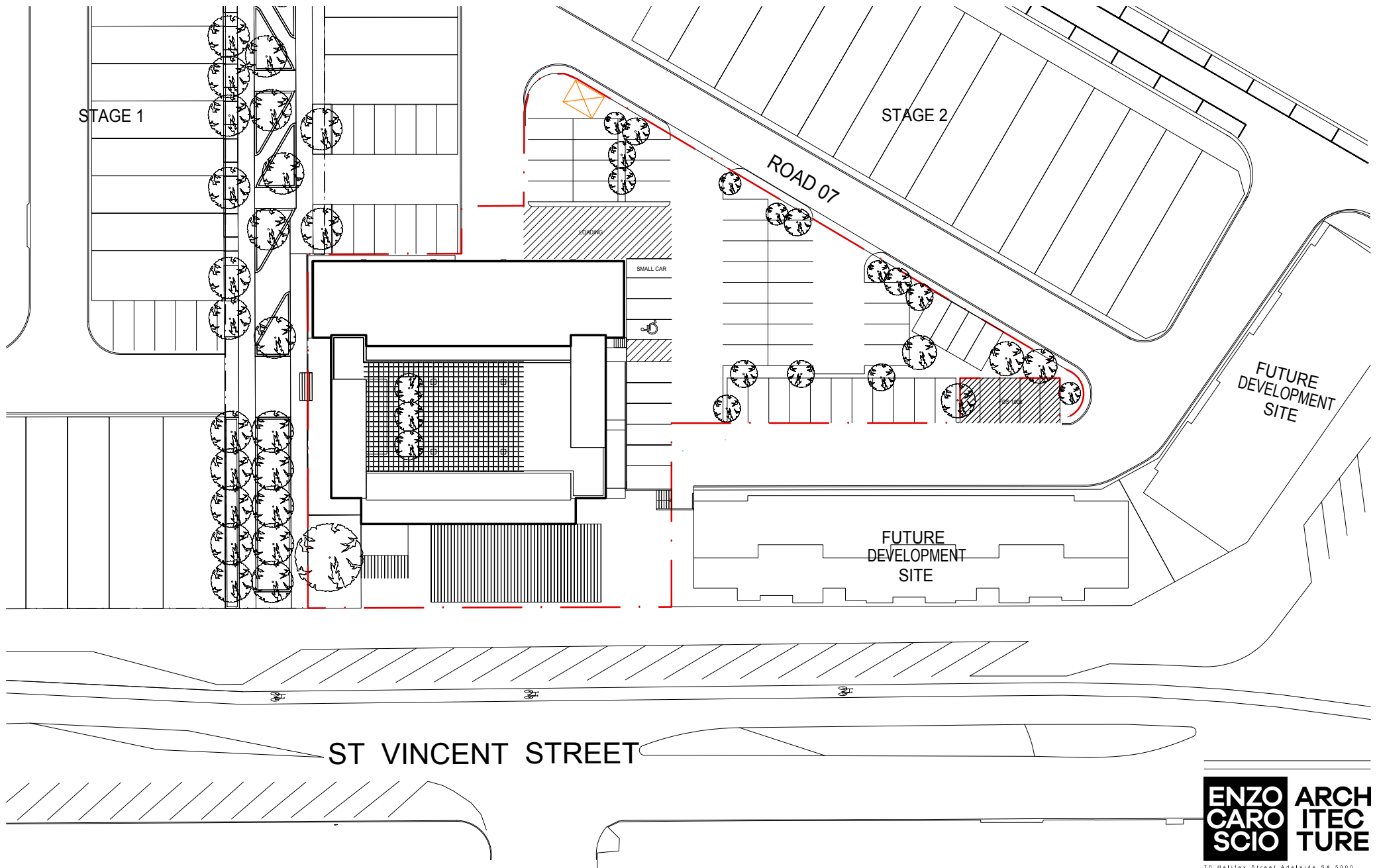
## DOCK ONE MH MOTEL MOTEL ROOM PRECEDENTS





DOCK ONE MH MOTEL  
ROOF TOP BAR LOOK + FEEL





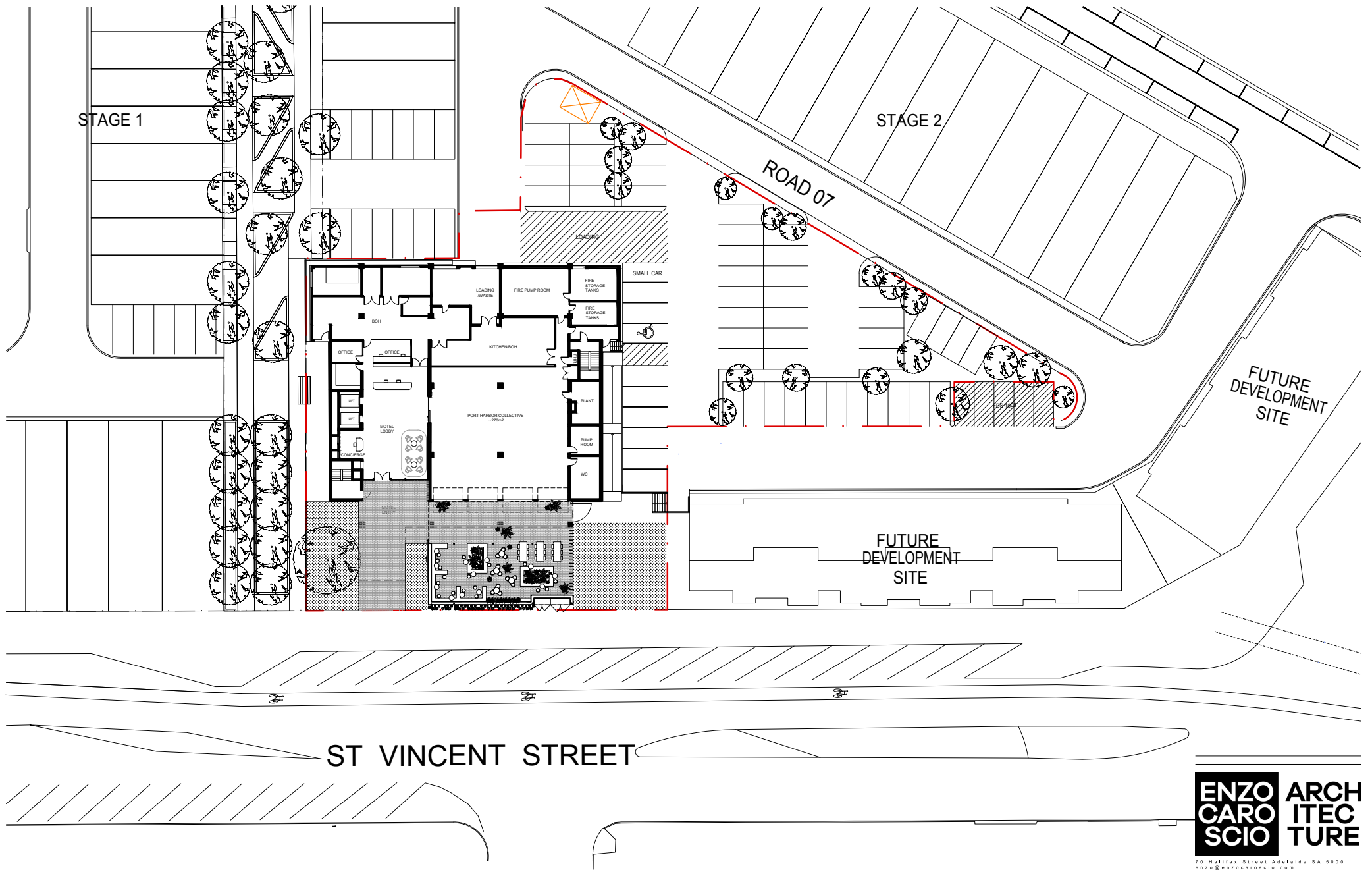
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 enzo@enzocaroscio.com  
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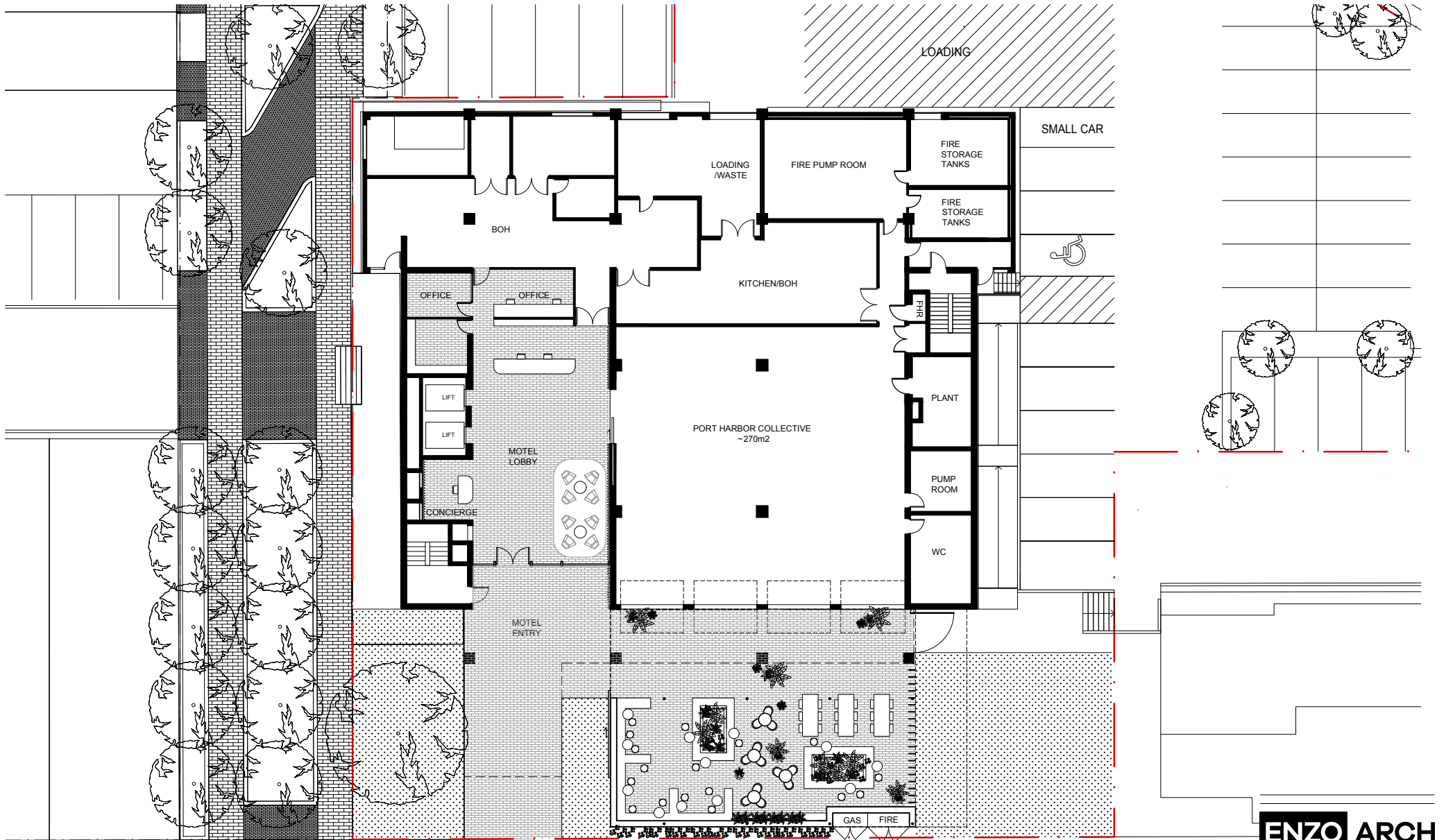
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CLIENT  
STARFISH

PROJECT  
MH MOTEL

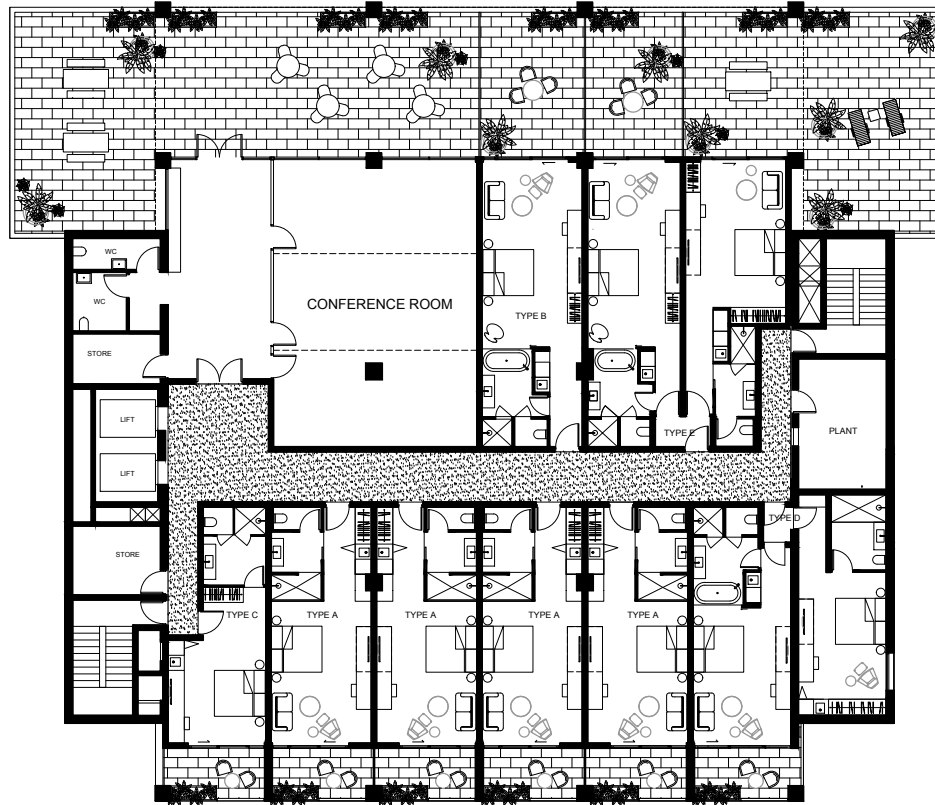
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GROUND FLOOR PLAN

DATE  
17.05.19

SCALE  
1:200 @ A3

PROJECT NO.  
19001

DRAWING NO.  
A2.00



LEVEL 01



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PROJECT  
 MH MOTEL

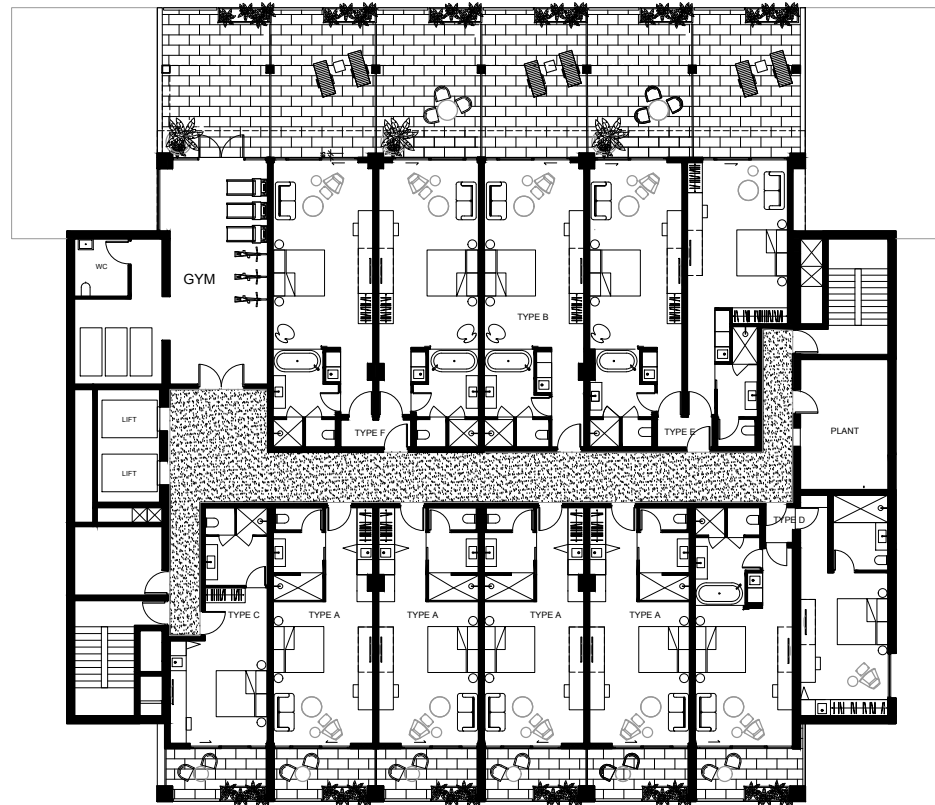
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 LEVEL 01 - PROPOSED

DATE  
 17.05.19

SCALE  
 1:200 @ A3

PROJECT NO.  
 19001

DRAWING NO.  
 A2.01



LEVEL 02



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PROJECT  
MH MOTEL

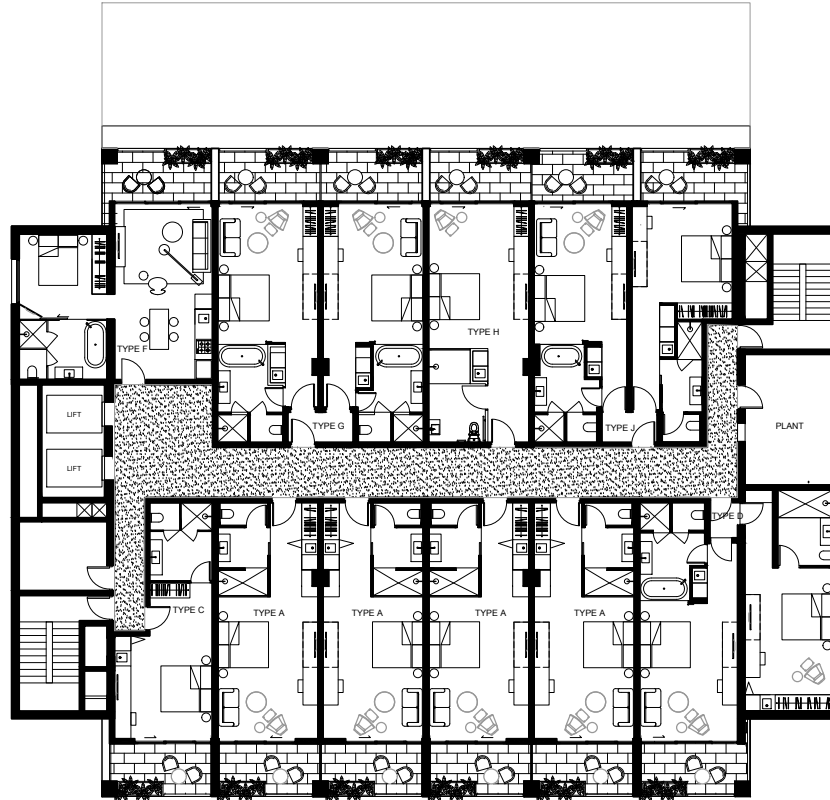
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LEVEL 02 - PROPOSED

DATE  
03.03.17

SCALE  
1:200 @ A3

PROJECT NO.  
19001

DRAWING NO.  
A2.02



LEVEL 03-07



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MH MOTEL

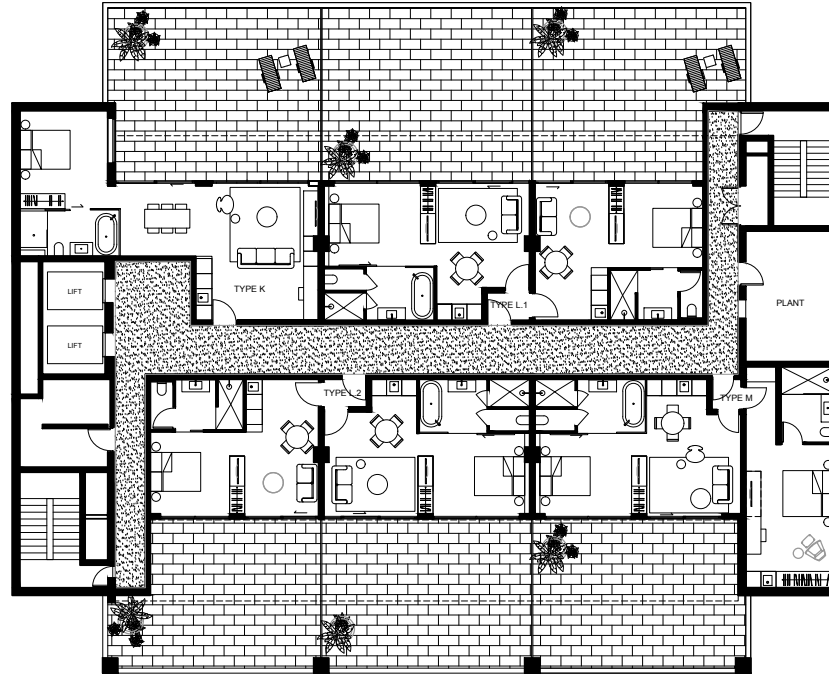
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DATE  
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SCALE  
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PROJECT NO.  
19001

DRAWING NO.  
A2.03



LEVEL 8 PLAN



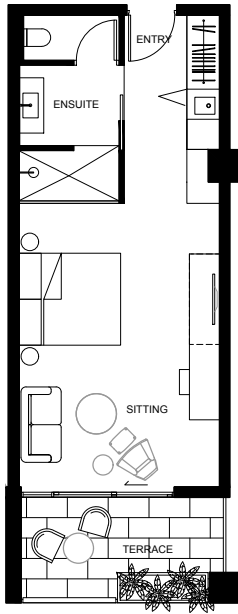
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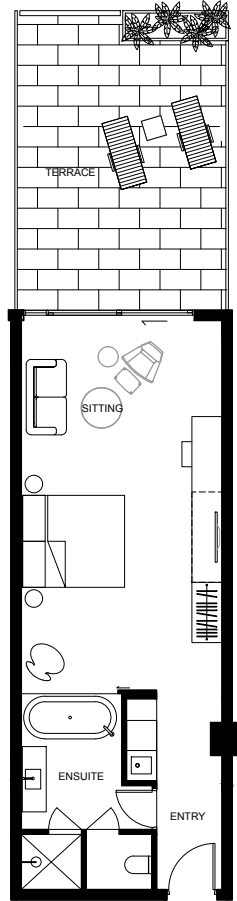
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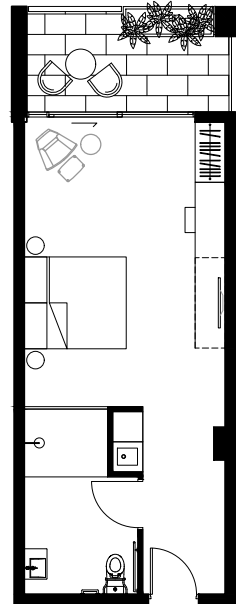




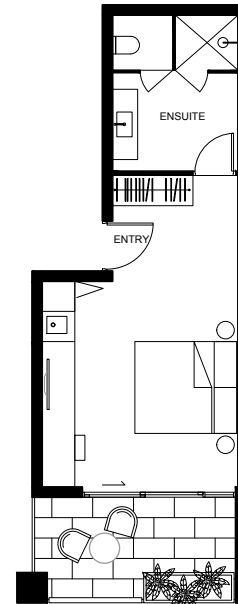
**SUITE TYPE A**  
Area: 38sqm + 8.5sqm Terrace  
Quantity: 28



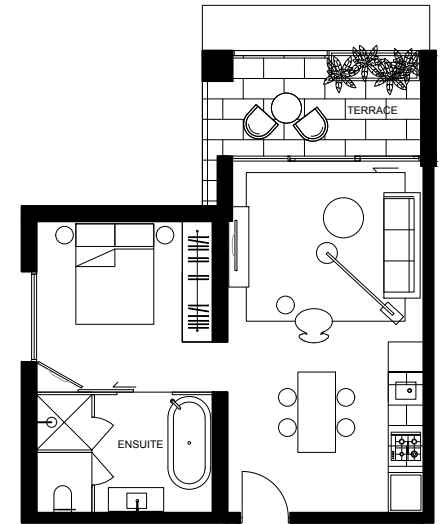
**SUITE TYPE B**  
Area: 46sqm + 24sqm Terrace  
Quantity: 2



**SUITE TYPE H**  
Area: 38sqm + 24sqm Terrace  
Quantity: 5



**SUITE TYPE C**  
Area: 29.5sqm + 8.5sqm Terrace  
Quantity: 7



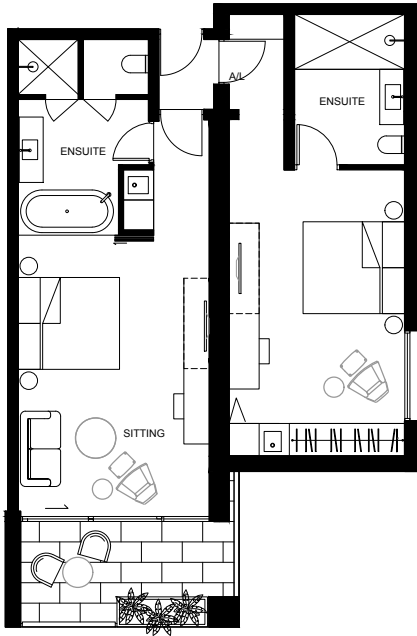
**SUITE TYPE F**  
Area: 49sqm + 8.5sqm Terrace  
Quantity: 7

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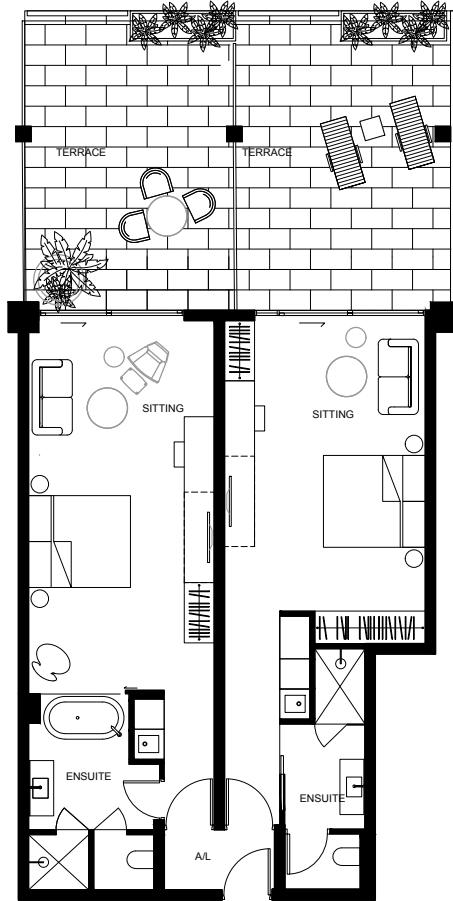
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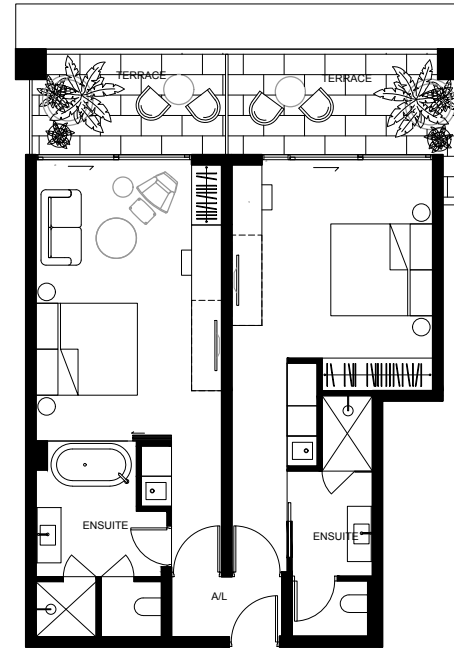
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**SUITE TYPE D - Dual Key**  
Area: 63sqm + 9sqm Terrace  
Quantity: 7



**SUITE TYPE E - Dual Key**  
Area: 78.5 sqm + 48sqm Terrace  
Quantity: 2 (larger balcony on Level 1)



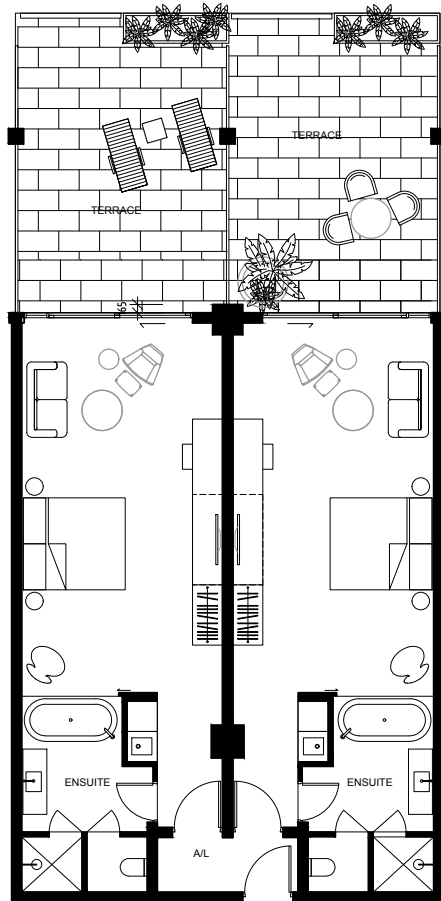
**SUITE TYPE J - Dual Key**  
Area: 67.5sqm + 17sqm Terrace  
Quantity: 5


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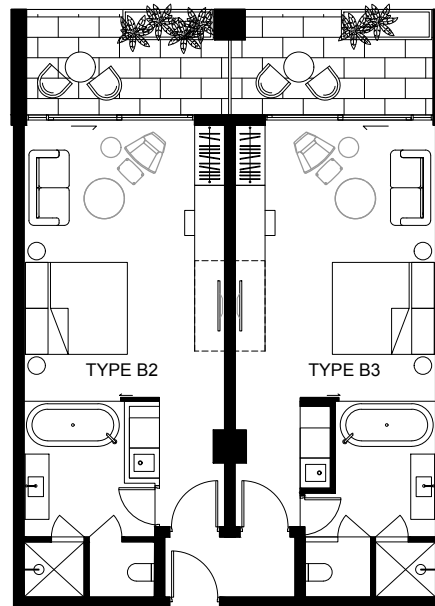
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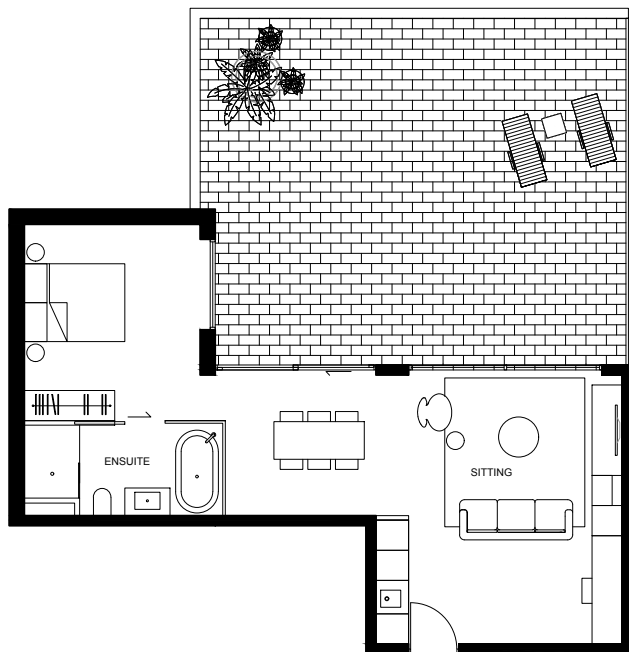
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


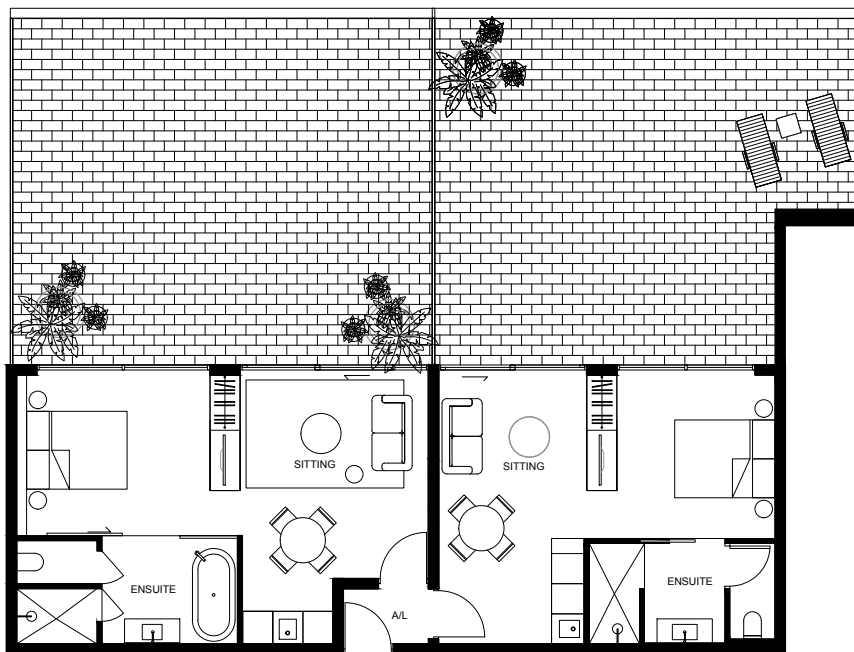

**SUITE TYPE F - Dual Key**  
 Area: 87sqm + 50sqm Terrace  
 Quantity: 1




**SUITE TYPE G - Dual Key**  
 Area: 87sqm + 50sqm Terrace  
 Quantity: 5




**SUITE TYPE K**  
 Area: 57sqm + 57sqm Terrace  
 Quantity: 1

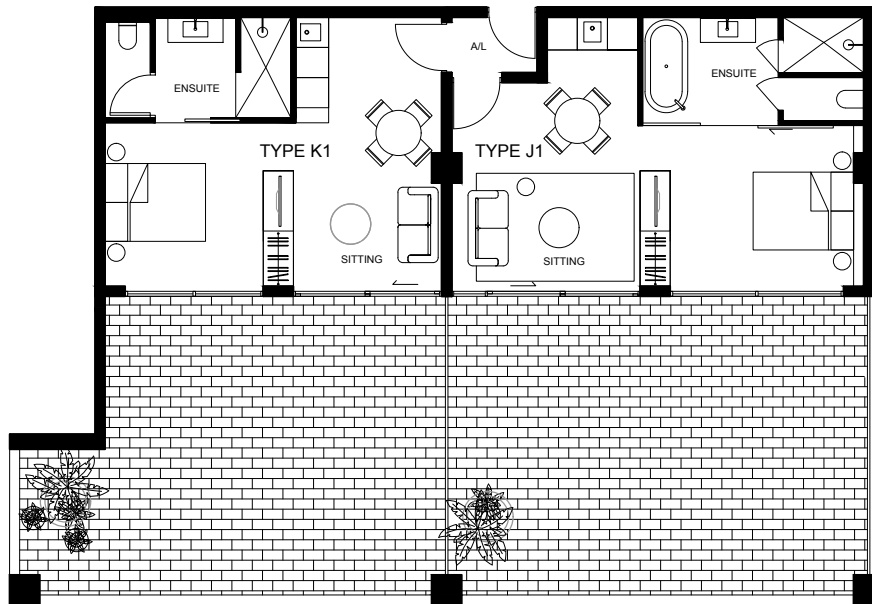




**SUITE TYPE L.1**  
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 Quantity: 1

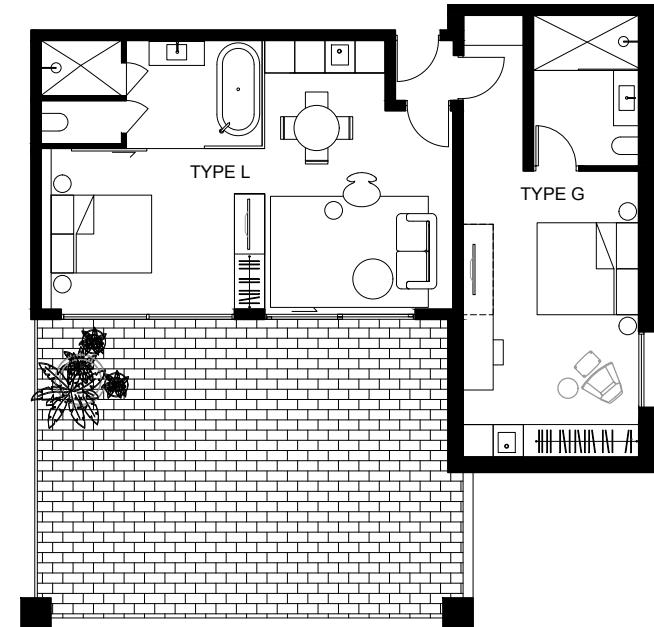
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0 1 2 5  
 DATE 17.05.19 SCALE 1:100 @ A3  
 10m




**SUITE TYPE L.2**  
 Area: 78sqm + 81sqm Terrace  
 Quantity: 1




**SUITE TYPE M**  
 TYPE L: Area: 42sqm + 49.5sqm Terrace  
 Quantity: 1

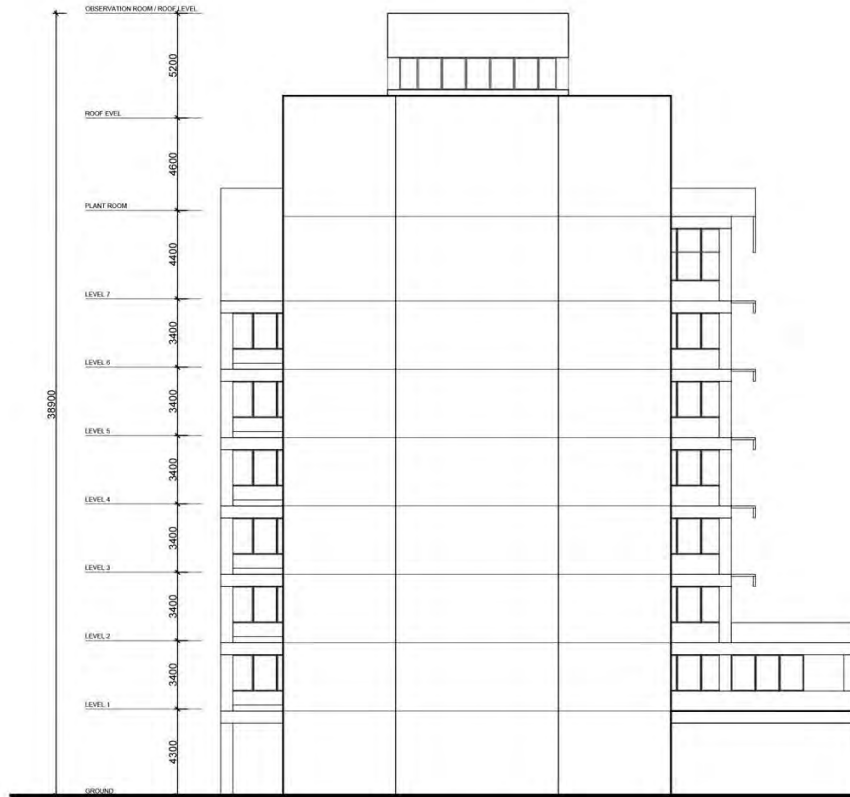
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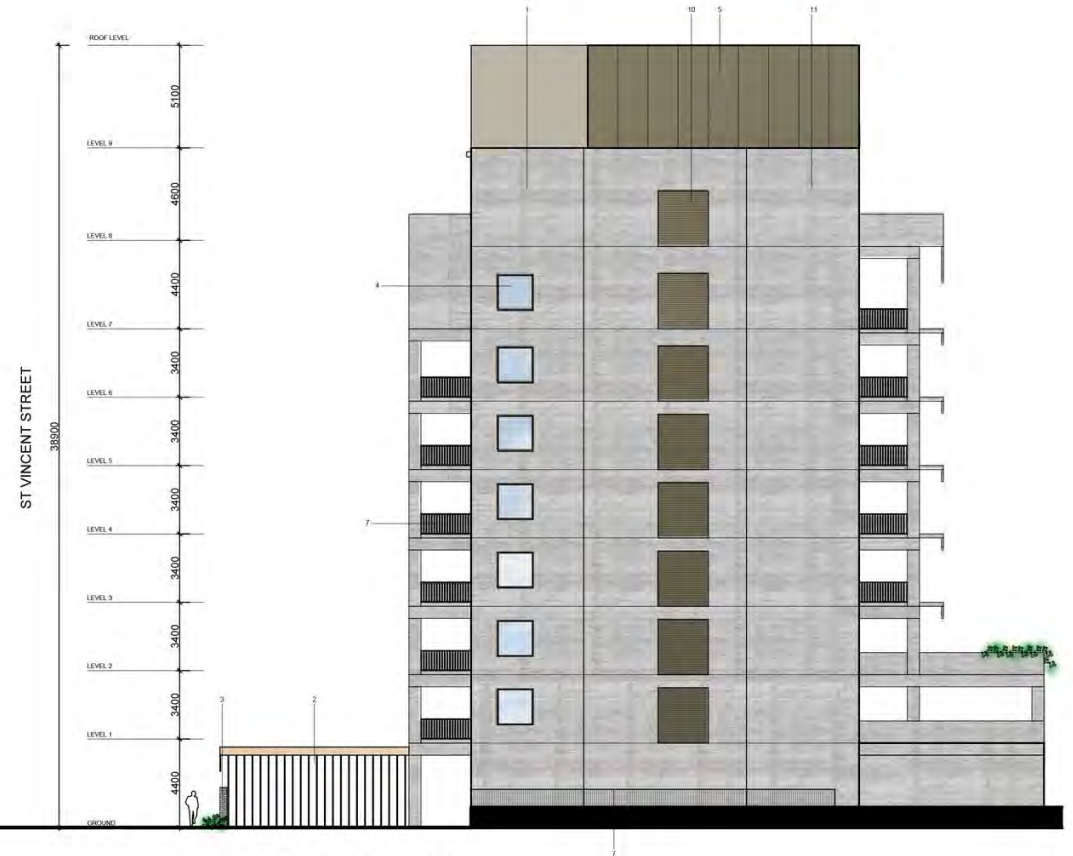


# LEGEND :

1. EXISTING BOARD FORM CONCRETE
2. TIMBER FRAMING
3. BRICK
4. ALUMINIUM FRAMED WINDOWS + DOORS
5. METAL CLADDING
6. MILD STEEL PLANTERS
7. METAL BALUSTRADE
8. METAL CLAD ARBOUR
9. TIMBER SLIDING GATE
10. PLANT ROOM LOUVRES
11. ART



EAST ELEVATION- EXISTING



EAST ELEVATION - PROPOSED

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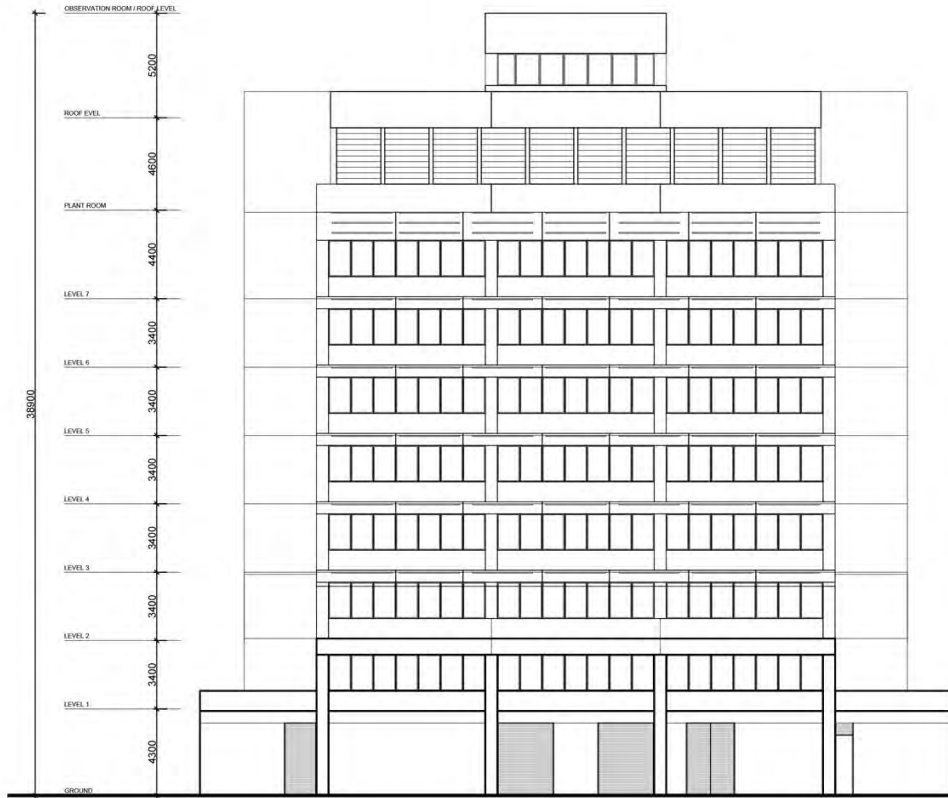
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LEGEND :

1. EXISTING BOARED FORM CONCRETE
2. TIMBER FRAMING
3. BRICK
4. ALUMINIUM FRAMED WINDOWS + DOORS
5. METAL CLADDING
6. MILD STEEL PLANTERS
7. METAL BALUSTRADE
8. METAL CLAD AIRBOUR
9. TIMBER SLIDING GATE
10. PLANT ROOM LOUVRES
11. ART



NORTH ELEVATION - EXISTING



NORTH ELEVATION - PROPOSED

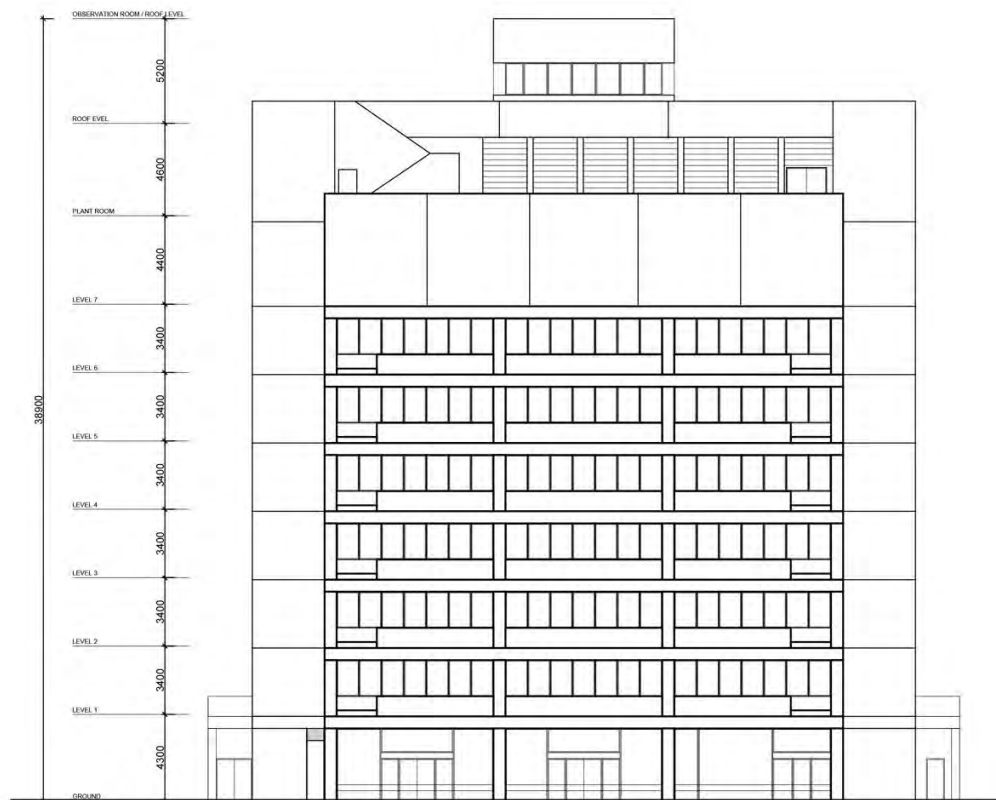
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- LEGEND :
1. EXISTING BOARD FORM CONCRETE
  2. TIMBER FRAMING
  3. BRICK
  4. ALUMINIUM FRAMED WINDOWS + DC
  5. METAL CLADDING
  6. MILD STEEL PLANTERS
  7. METAL BALUSTRADE
  8. METAL CLAD ARBOUR
  9. TIMBER SLUING GATE
  10. PLANT ROOM LOUVER
  11. ART



SOUTH ELEVATION - EXISTING



SOUTH ELEVATION - PROPOSED

**ENZO CARO SCIO ARCHITECTURE**

70 Halifax Street Adelaide SA 5000  
4122 @enzoarchscio.com  
p. 08 5155 6063

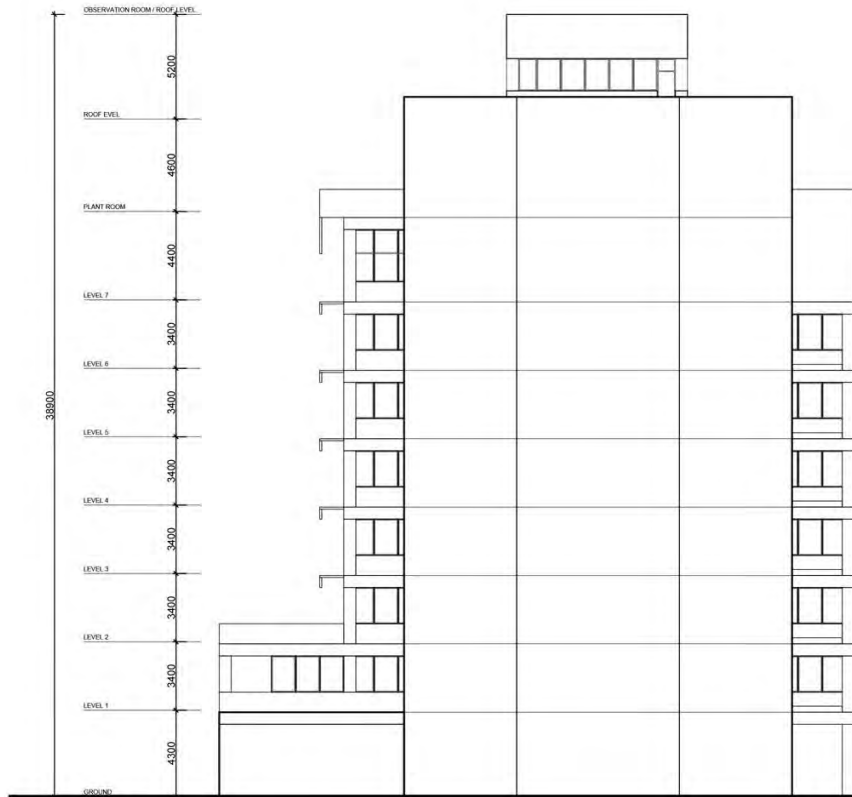
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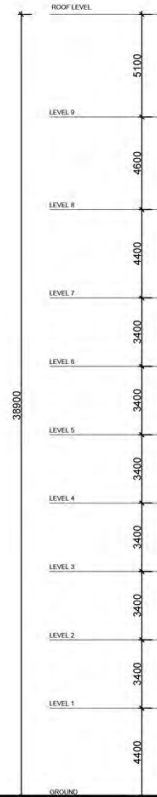
LEGEND :

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6. MILD STEEL PLANTERS
7. METAL BALUSTRADE
8. METAL CLAD ANCHOUR
9. TIMBER SLIDING GATE
10. PLANT ROOM LOUVRES
11. ART



WEST ELEVATION - EXISTING

ST VINCENT STREET



WEST ELEVATION - PROPOSED

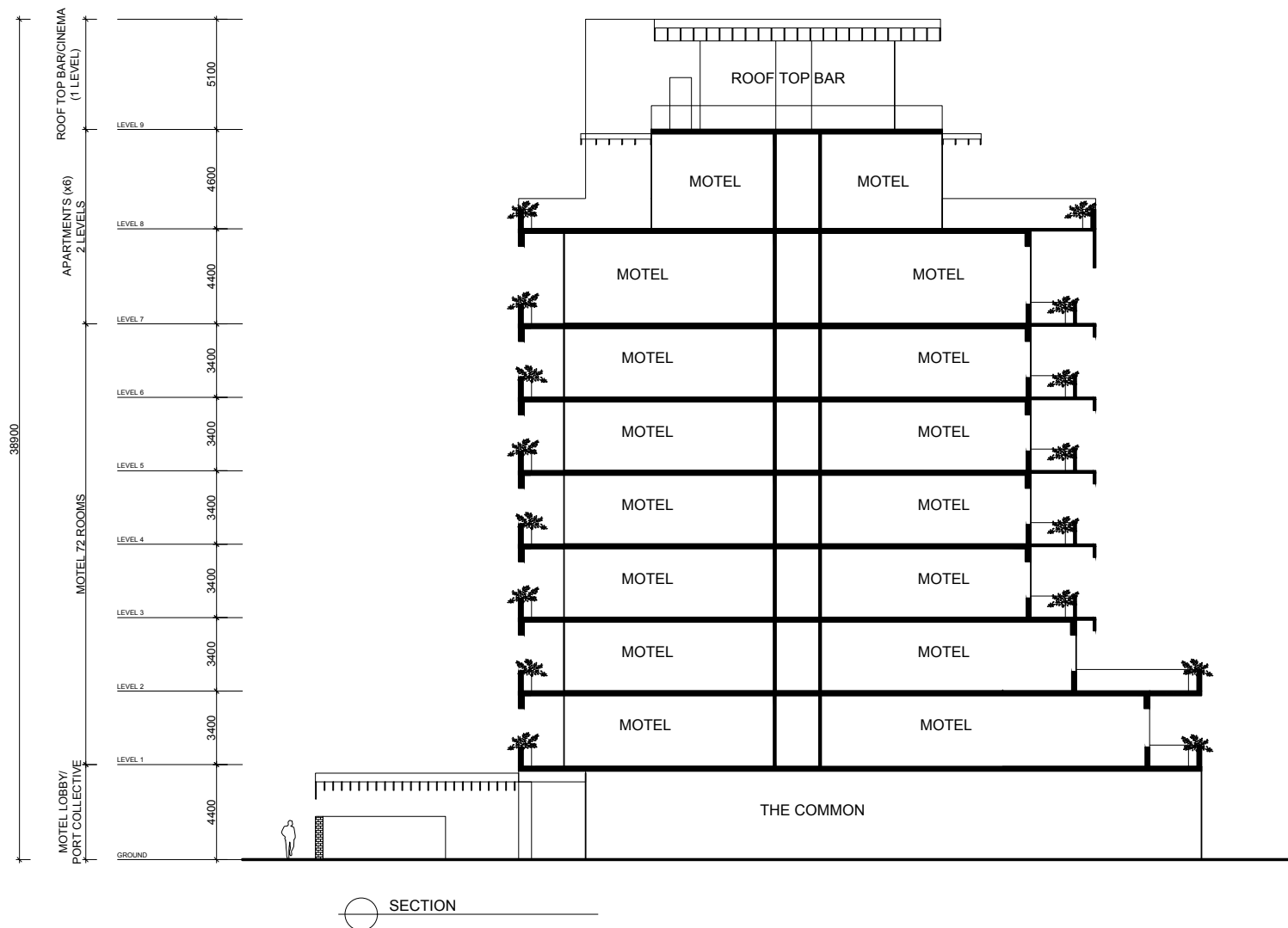
ST VINCENT STREET

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PROJECT  
 MH MOTEL

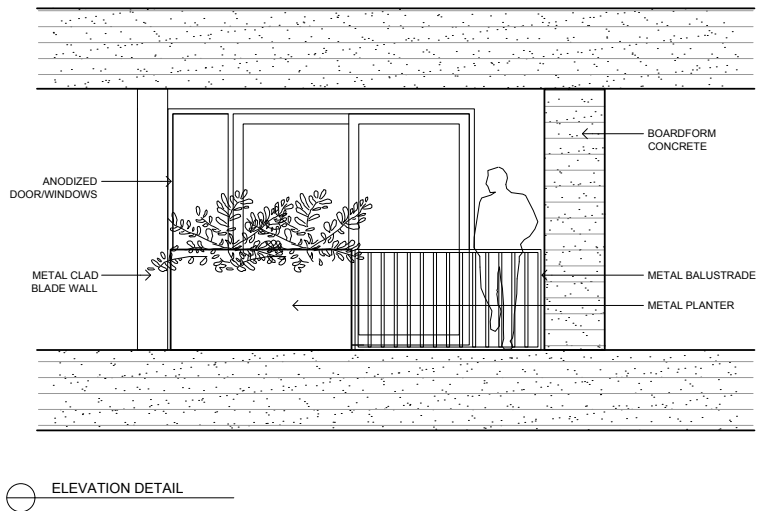
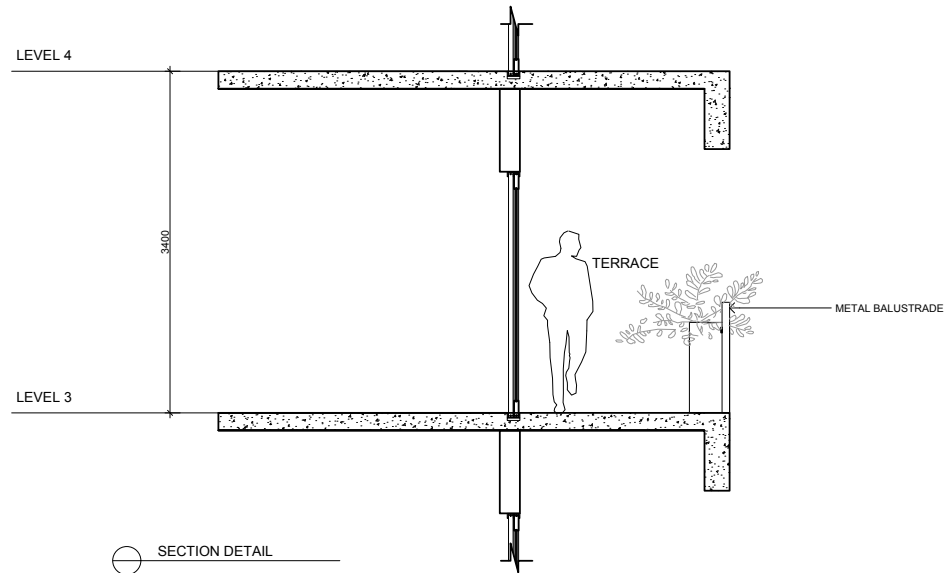
DRAWING  
 SECTION

0 1 2 5  
 DATE 17.05.19 SCALE 1:200 @ A3

PROJECT NO.  
 19001

DRAWING NO.  
 A3.05





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PROJECT  
 MH HOTEL

DRAWING  
 FACADE DETAILS

0 1 2 5  
 DATE 22.02.19 SCALE 1:200 @ A3

10m  
 PROJECT NO. 16008 DRAWING NO. A3.06

DOCK ONE MH MOTEL  
**MODEL VIEWS**





DOCK ONE MH MOTEL  
**GROUND FLOOR COURTYARD  
+ ROOF TOP BAR**





DOCK ONE MH MOTEL  
PERSPECTIVE VIEW





DOCK ONE MH MOTEL  
AERIAL VIEW



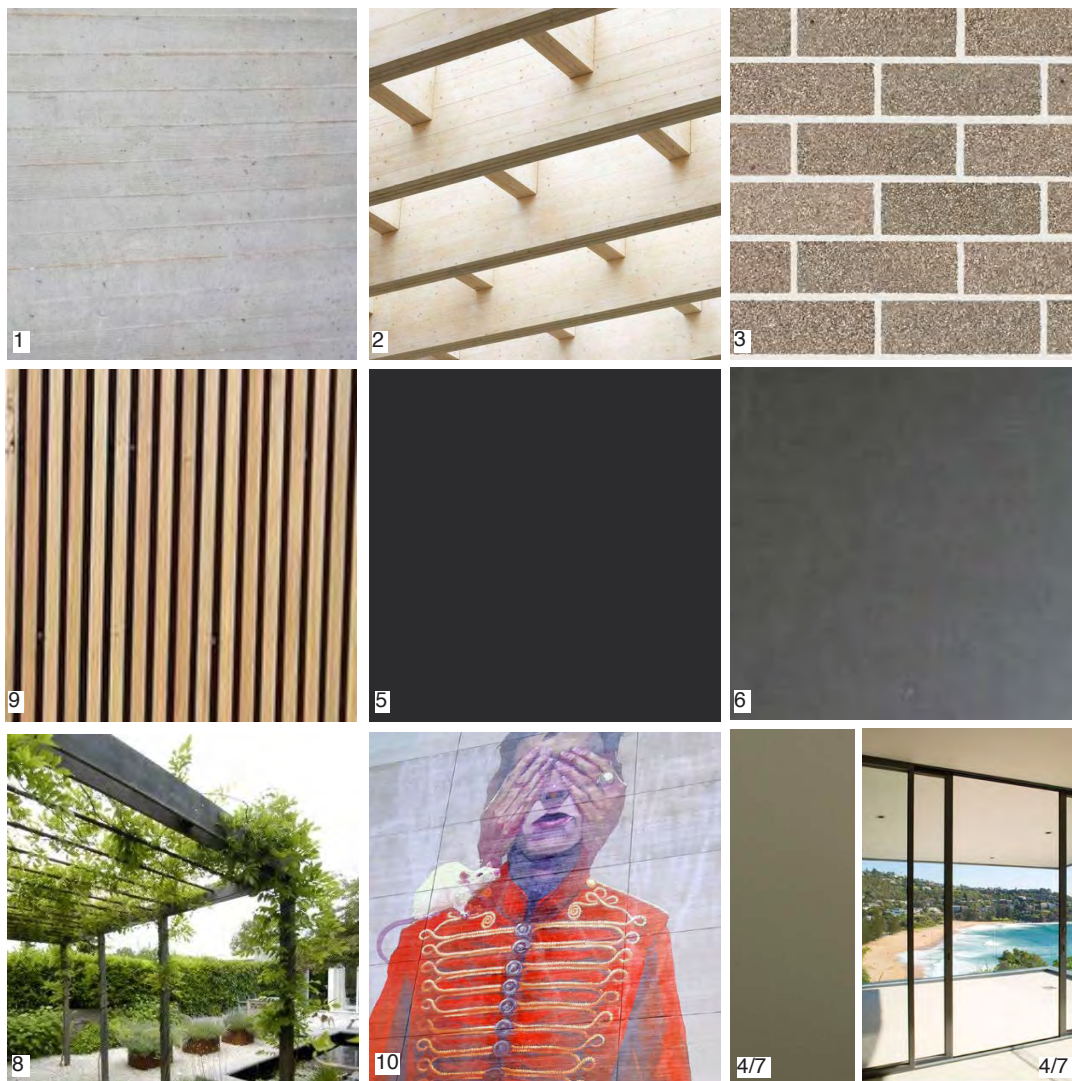


# DOCK ONE MH MOTEL

## MATERIAL BOARD

### EXTERNAL MATERIAL FINISHES

1. EXISTING BOARD FORM CONCRETE
2. TIMBER FRAMING
3. BRICK
4. ALUMINIUM FRAMED WINDOWS + DOORS
5. METAL CLADDING
6. MILD STEEL PLANTERS
7. METAL BALUSTRADE
8. METAL CLAD ARBOUR
9. TIMBER SLIDING GATE
10. ART





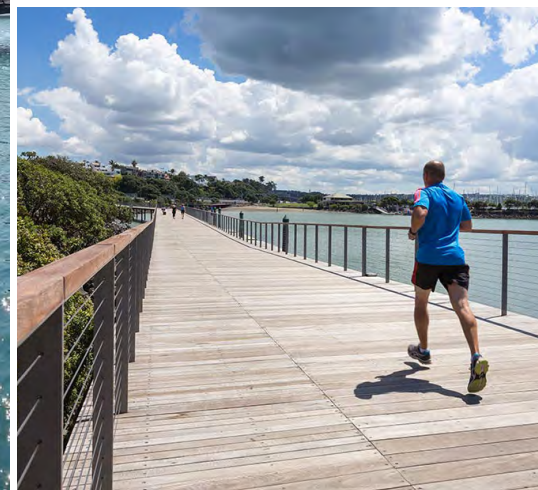
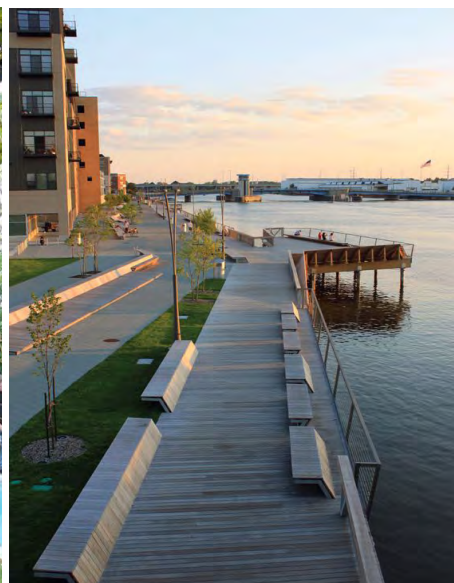
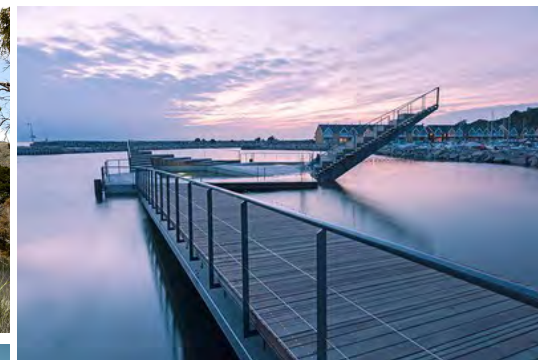
## DOCK ONE | FLOATING HOTEL SUITES, PONTOONS & LANDINGS PORT ADELAIDE

PREPARED FOR : **STARFISH DEVELOPMENTS**  
DESIGN : ALEXANDER BROWN ARCHITECTS  
ISSUE DATE : 24.05.2019  
REVISION: PLANNING APPLICATION [Issue D]

ABA

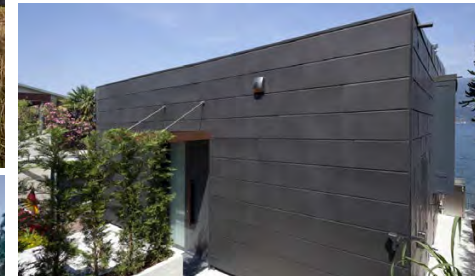


## DOCK ONE FLOATING SUITES CONTEXT PRECEDENTS





## DOCK ONE FLOATING SUITES ARCHITECTURAL EXPRESSION





DOCK ONE FLOATING SUITES  
INTERIOR PRECEDENTS





DOCK ONE FLOATING SUITES  
CONTEXT PLAN



LOCATION PLAN  
1:2000 @ A3





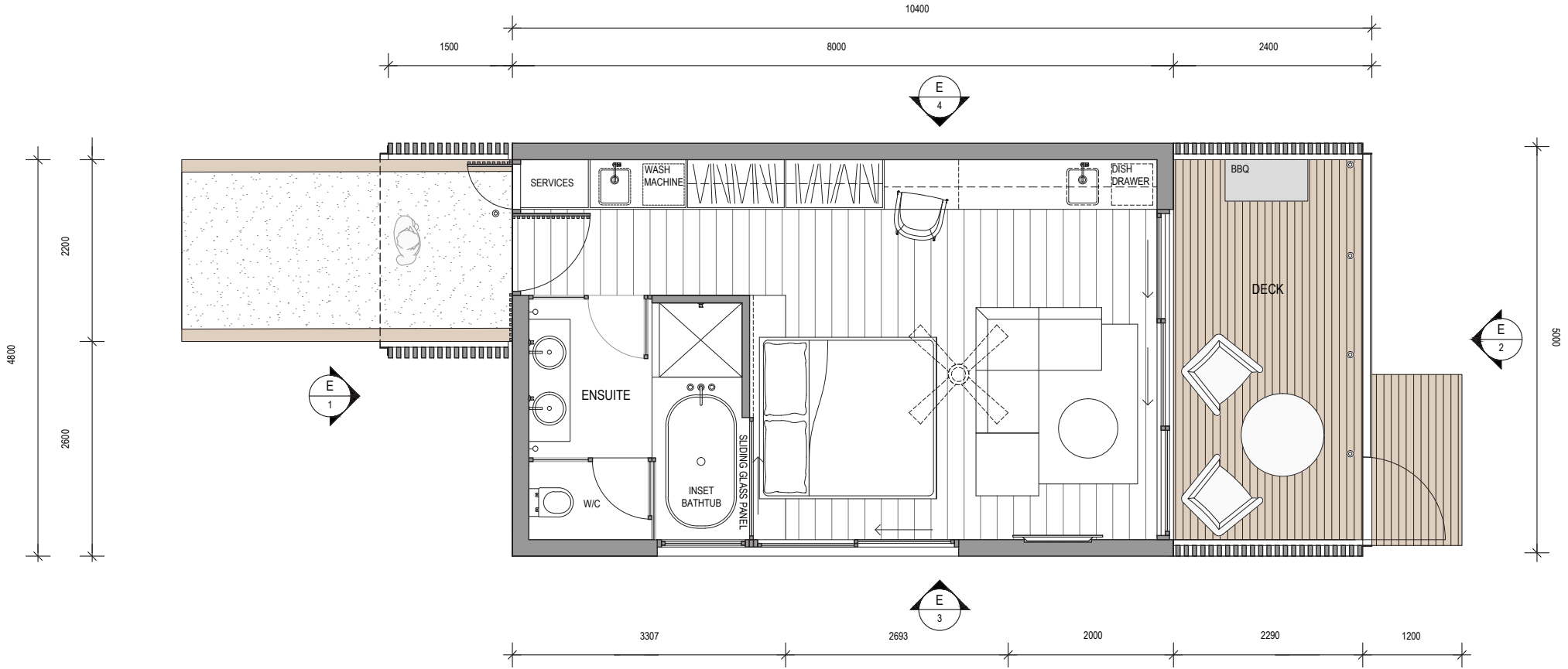
DOCK ONE FLOATING SUITES  
CONTEXT PLAN



SITE PLAN  
1:500 @ A3



DOCK ONE FLOATING SUITES  
INDIVIDUAL FLOOR PLAN

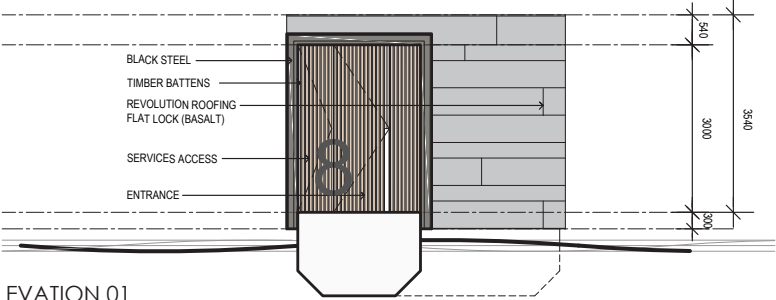


TYPICAL SUITE  
FLOOR PLAN  
1:100 @ A3

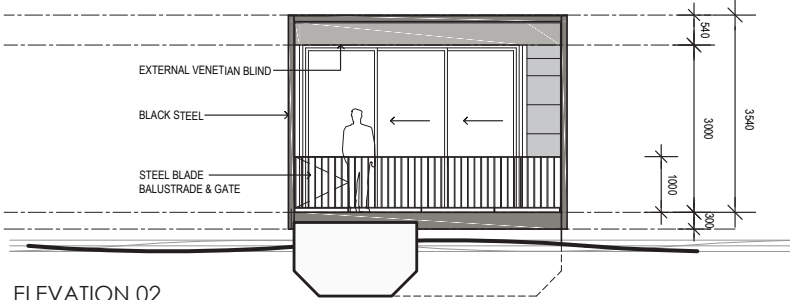




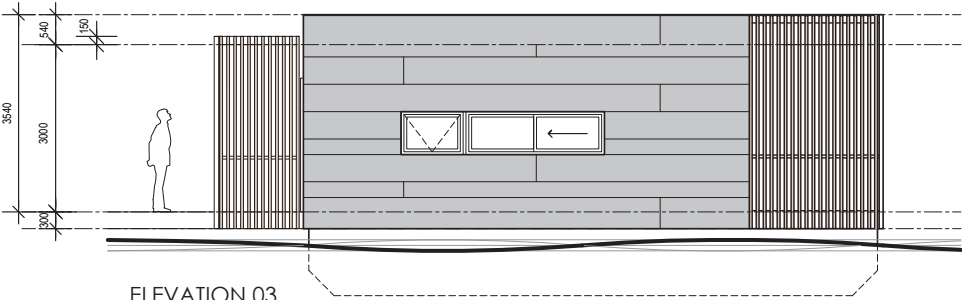
# DOCK ONE FLOATING SUITES ELEVATIONS



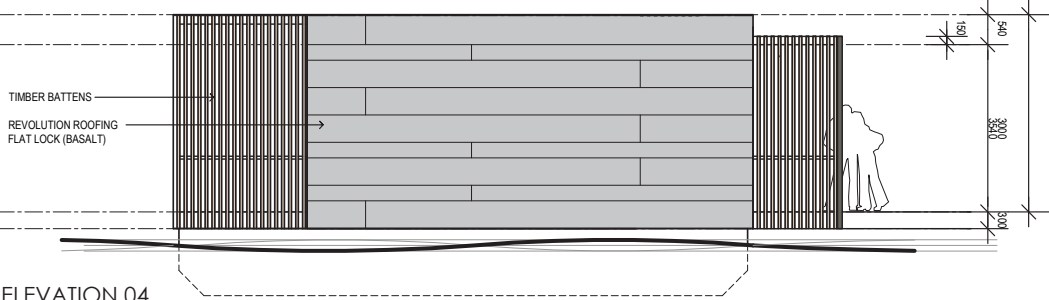
ELEVATION 01  
1:100 @ A3



ELEVATION 02  
1:100 @ A3



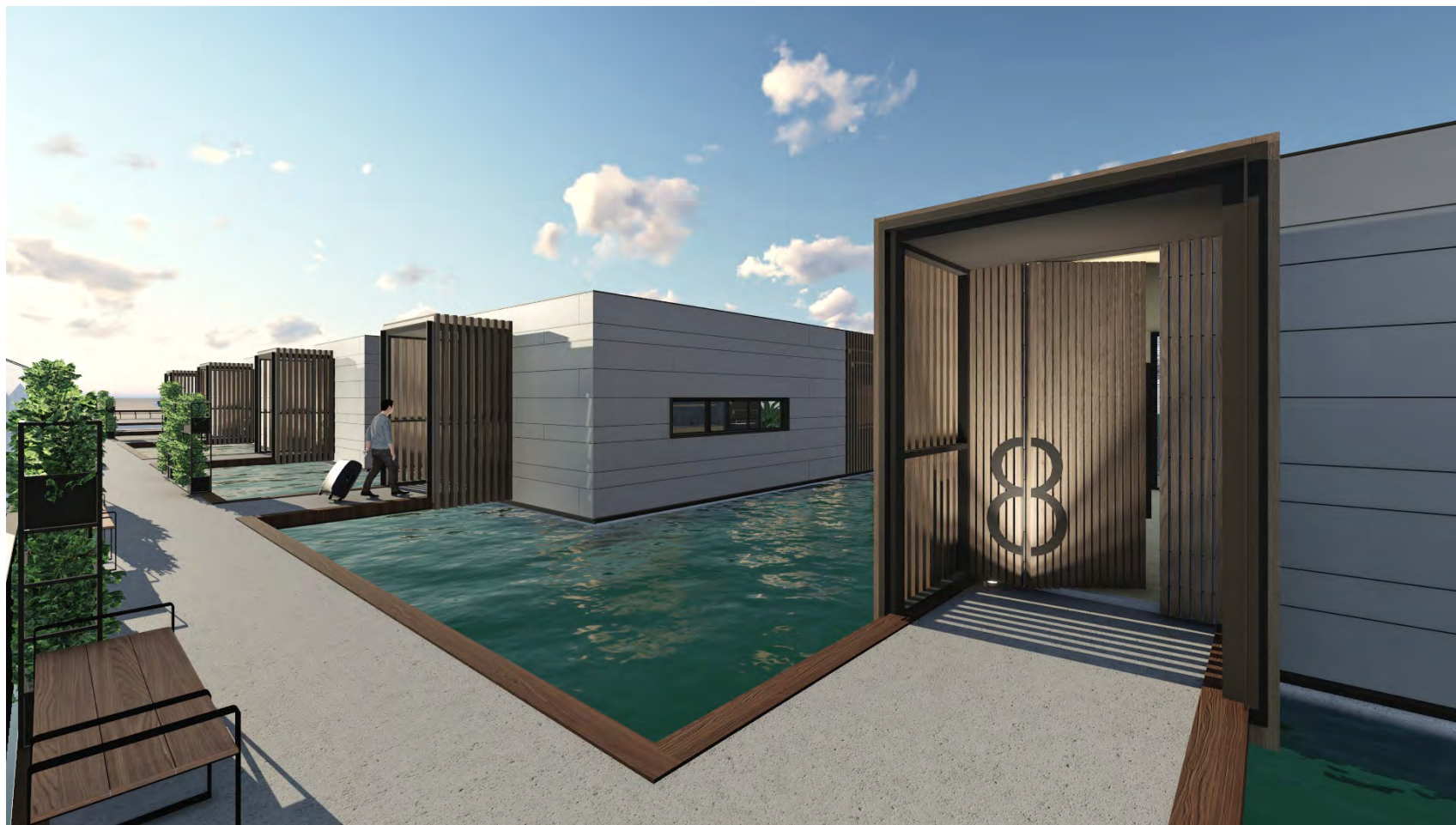
ELEVATION 03  
1:100 @ A3



ELEVATION 04  
1:100 @ A3



DOCK ONE FLOATING SUITES  
EXTERIOR PERSPECTIVE





DOCK ONE FLOATING SUITES  
EXTERIOR PERSPECTIVE





DOCK ONE FLOATING SUITES  
EXTERIOR PERSPECTIVE



DOCK ONE FLOATING SUITES  
EXTERIOR PERSPECTIVE





DOCK ONE FLOATING SUITES  
EXTERIOR PERSPECTIVE





DOCK ONE FLOATING SUITES  
EXTERIOR PERSPECTIVE



DOCK ONE FLOATING SUITES  
INTERIOR PERSPECTIVE





DOCK ONE FLOATING SUITES  
INTERIOR PERSPECTIVE





DOCK ONE FLOATING SUITES  
INTERIOR PERSPECTIVE



DOCK ONE FLOATING SUITES  
INTERIOR PERSPECTIVE





DOCK ONE FLOATING SUITES  
INTERIOR PERSPECTIVE







## PLANNING REPORT

### CONVERSION OF THE FORMER DEPARTMENT OF MARINE AND HARBOURS BUILDING INTO A MOTEL, AND CONSTRUCTION OF 10 OVERWATER SUITES

DOCK ONE, PORT ADELAIDE – STAGE 2A

Prepared for:  
Dock One Pty Ltd

Date:  
26.05.2019



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#### Document Control

Revision	Description	Author	Date
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V2	FINAL	FAB	26/05/19



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## 1. INTRODUCTION

This report relates to a proposal by Dock One Pty Ltd to convert the former Department of Marine and Harbours Building at 293 St Vincent Street, Port Adelaide into a motel, and to construct 10 overwater suites and associated landings, moorings and floating access pontoons within the confines of the Port Adelaide River.

In preparing this report, we have:

- inspected the sites and their surroundings on two occasions;
- identified and subsequently reviewed what we consider to be the relevant provisions of the Port Adelaide Enfield Council Development Plan ('the Development Plan');
- had regard to the approved master plan for Dock One (see Appendix 1);
- examined the compendium of drawings which were prepared by Enzo Caroscio Architecture and Design (see Appendix 2);
- examined the compendium of drawings which were prepared by Alexander Brown Architects (see Appendix 3); and
- considered the findings of GTA Consultants' traffic and parking review (see Appendix 4).

This report contains:

- a brief overview of the history of the project to which the proposal relates;
- our description of the sites, their surroundings and the proposal; and
- our assessment of the proposal against what we consider to be the most relevant provisions of the Development Plan.



## 2. BACKGROUND

This proposal represents the third and final stage (Stage 2A) of the master-planned redevelopment of Dock One.

The land use component of the first stage (Stage 1) was consented to by the State Commission Assessment Panel on Thursday, 20 December 2018.

It involves the construction of 25, two storey dwellings, 53, three storey dwellings and two, three storey residential flat buildings, the latter of which will combine to accommodate a total of 33 dwellings.

The first stage is now well and truly underway but the land use component of the second stage (Stage 2) has not yet been applied for.



### 3. THE SITES

The site of the former Department of Marine and Harbours Building presently consists of one allotment only. The allotment to which we refer:

- remains under the ownership of the Urban Renewal Authority;
- is irregular in shape and more formally described on Deposited Plan 72075 as Allotment 33; and
- has a frontage of 22.8 metres to Wauwa Street on its eastern side, a frontage of 127.8 metres to St Vincent Street on its southern side, a frontage of 38.3 metres to Jubilee Street on its western side and an area of 8,800 square metres or thereabouts.

The former Department of Marine and Harbours Building:

- was most recently used as an office;
- has been vacant for more than two decades;
- faces St Vincent Street;
- is not heritage listed;
- is ten storeys and 38.9 metres tall;
- features two painted murals, one on its eastern façade and one on its western façade; and
- is flanked on its northern and eastern sides by a disused car park which remains accessible via an existing crossover on the northern side of St Vincent Street.

The site of the overwater suites forms part of the Port Adelaide River. The site to which we refer:

- has been secured by Dock One Pty Ltd as part of a 99 year lease agreement between it and the Urban Renewal Authority;
- is presently accessible via the eastern edge of Dock One;
- accommodates a relatively old pontoon, most of which will be removed at the expense of the new landings, moorings and pontoons; and
- does not appear, based on previous advice from the Minister for Environment and Water, to contain the remnants of any registered historic shipwrecks.

#### 4. THE LOCALITY

Whilst inspecting the sites and their surroundings, we noticed, amongst other things, that:

- the former Department of Marine and Harbours Building is located around 100 metres to the east of the State Heritage Area and more than 300 metres to the south of the Port River Expressway;
- there is a two storey, local heritage place (the Colac Hotel) on the south-eastern corner of the T – junction between Wauwa Street and Santo Parade;
- there is a drive-through bottle shop on the southern side of the Colac Hotel;
- there is a single storey, local heritage place on the south-eastern corner of the T – junction between St Vincent and Webster Streets;
- there is a two storey, local heritage place on the south-western (opposite) corner of the T – junction between St Vincent and Webster Streets;
- the locality has a mixed character that is strongly influenced by its development as the State's first commercial port;
- there are commercial, industrial, residential and retail land uses within the locality;
- there are seven parallel parking spaces on the northern side of St Vincent Street, between Wauwa Street to the east and Jubilee Street to the west (no parking controls apply to these spaces); and
- there are two bus stops within 50 metres of the site of the former Department of Marine and Harbours Building.

The sites and their surroundings are shown on the Site Context Plan at Appendix 2.

## 5. THE PROPOSAL

Dock One Pty Ltd seeks development plan consent ('consent') to convert the former Department of Marine and Harbours Building into a motel, and to construct 10 overwater suites and associated landings, moorings and floating access pontoons within the confines of the Port Adelaide River.

The proposal is depicted across the compendiums of drawings at Appendices 2 and 3.

It is also summarised below.

### 5.1 The Former Department of Marine and Harbours Building

The former Department of Marine and Harbours Building will, once converted, contain 71 rooms, including 48 single key rooms and 23 dual key rooms, a restaurant on the ground floor level, a conference room on the first floor level, a gymnasium on the second floor level and a rooftop bar and outdoor cinema.

The particulars of this element of the proposal are summarised below.

#### 5.1.1 Land Use

It is proposed to convert the former Department of Marine and Harbours Building into a motel.

A motel is defined under Schedule 1 of the Development Regulations, 2008 as "a building or group of buildings providing temporary accommodation for more than 5 [sic] travellers, and includes an associated restaurant facility, but does not include a hotel or residential flat building".

(Our underlining for emphasis)

The proposed use does not fall within the definition of a hotel, as the premises will not be licensed as a hotel under the Liquor Licensing Act, 1985, nor does it fall within the definition of a residential flat building, as none of the rooms will be self-contained.

#### 5.1.2 Siting

The siting of the former Department of Marine and Harbours Building will remain the same, as its existing shell is to be retained but not extended in any direction.



### 5.1.3 Floor to Ceiling Heights

The various floor to ceiling heights are summarised in Table 5.1 below.

**Table 5.1: Floor to Ceiling Heights**

Floor Level	Floor to Ceiling Height
Ground Floor Level	4.0 metres
Levels 01 to 06	3.1 metres
Level 07	4.1 metres
Level 08	4.3 metres
Level 09	4.2 metres

### 5.1.4 Building Height

The height of the former Department of Marine and Harbours Building will not change despite the fact that the central observation room is to be replaced by a rooftop bar.

As such, the former Department of Marine and Harbours Building will continue to contain 10 storeys and stand 38.9 metres tall.

### 5.1.5 External Materials

The existing external concrete walls of the former Department of Marine and Harbours Building will remain largely untouched however, the new planter boxes will be made out of steel, the new canopies on the ground and ninth floor levels will be made out of timber, the new balustrades and arbours will be made out of metal, and the new masonry walls on the eastern, southern and western sides of the outdoor dining area will be made out of face brick.

The enclosed sections of the ninth floor level will also be clad in pre-finished sheets of metal.

### 5.1.6 Room Configurations

The various room configurations are summarised in Table 5.2 below.

**Table 5.2: Room Configurations**

Room Type	Quantity	Keys	Beds	Floor Area	Balcony Area
Type A	28	Single	One	38.0 sqm	8.5 sqm
Type B	Two	Single	One	46.0 sqm	24.0 sqm
Type C	Seven	Single	One	29.5 sqm	8.5 sqm
Type D	Seven	Dual	Two	63.0 sqm	9.0 sqm
Type E	Two	Dual	Two	78.5 sqm	48.0 sqm
Type F	Five	Single	One	49.0 sqm	8.5 sqm
Type F	One	Dual	Two	87.0 sqm	50.0 sqm
Type G	Five	Dual	Two	87.0 sqm	50.0 sqm
Type H	Five	Single	One	38.0 sqm	24.0 sqm
Type J	Five	Dual	Two	67.5 sqm	17.0 sqm
Type K	One	Single	One	57.0 sqm	57.0 sqm
Type L.1	One	Dual	Two	78.0 sqm	110.0 sqm
Type L.2	One	Dual	Two	78.0 sqm	81.0 sqm
Type M	One	Dual	Two	42.0 sqm	49.5 sqm

### 5.1.7 Ground Floor Level

The ground floor level will contain:

- a lobby which has been designed to accommodate two offices, two lifts, a baggage room, a concierge desk and seating for guests;
- 'back of house' facilities, including a kitchen and separate waste enclosure;
- a fire pump room, as well as two fire storage tanks;
- a mechanical plant room;
- two stairwells; and
- a restaurant.

The restaurant will:

- be an ancillary and subservient feature of the motel (the fact that it will be accessible via the lobby attests to this);
- be orientated to St Vincent Street;
- have a gross leasable floor area of 270 square metres; and
- come equipped with a water closet and an outdoor dining area, the latter of which will extend to the southern boundary of Allotment 33.

### 5.1.8 Level 01

Table 5.3 below lists the type and number of rooms that will be created on Level 01.

**Table 5.3: Type and Number of Rooms on Level 01**

Room Type	Quantity
Type A	Four
Type B	One
Type C	One
Type D	One
Type E	One
<b>Total Number of Rooms</b>	<b>Eight (six single keys and two dual keys)</b>

Level 01 will also contain a conference room which has been designed to open onto the communal terrace on the northern side of the motel.



### 5.1.9 Level 02

Table 5.4 below lists the type and number of rooms that will be created on Level 02.

**Table 5.4: Type and Number of Rooms on Level 02**

Room Type	Quantity
Type A	Four
Type B	One
Type C	One
Type D	One
Type E	One
Type F	One
<b>Total Number of Rooms</b>	<b>Nine (six single keys and three dual keys)</b>

Level 02 will also contain a gymnasium which has been designed to open onto the communal terrace on the northern side of the motel.

### 5.1.10 Level 03

Table 5.5 below lists the type and number of rooms that will be created on Level 03.

**Table 5.5: Type and Number of Rooms on Level 03**

Room Type	Quantity
Type A	Four
Type C	One
Type D	One
Type F	One
Type G	One
Type H	One
Type J	One
<b>Total Number of Rooms</b>	<b>10 (seven single keys and three dual keys)</b>

#### 5.1.11 Level 04

Table 5.6 below lists the type and number of rooms that will be created on Level 04.

**Table 5.6: Type and Number of Rooms on Level 04**

Room Type	Quantity
Type A	Four
Type C	One
Type D	One
Type F	One
Type G	One
Type H	One
Type J	One
<b>Total Number of Rooms</b>	<b>10 (seven single keys and three dual keys)</b>

#### 5.1.12 Level 05

Table 5.7 below lists the type and number of rooms that will be created on Level 05.

**Table 5.7: Type and Number of Rooms on Level 05**

Room Type	Quantity
Type A	Four
Type C	One
Type D	One
Type F	One
Type G	One
Type H	One
Type J	One
<b>Total Number of Rooms</b>	<b>10 (seven single keys and three dual keys)</b>

### 5.1.13 Level 06

Table 5.8 below lists the type and number of rooms that will be created on Level 06.

**Table 5.8: Type and Number of Rooms on Level 06**

Room Type	Quantity
Type A	Four
Type C	One
Type D	One
Type F	One
Type G	One
Type H	One
Type J	One
<b>Total Number of Rooms</b>	<b>10 (seven single keys and three dual keys)</b>

### 5.1.14 Level 07

Table 5.9 below lists the type and number of rooms that will be created on Level 07.

**Table 5.9: Type and Number of Rooms on Level 07**

Room Type	Quantity
Type A	Four
Type C	One
Type D	One
Type F	One
Type G	One
Type H	One
Type J	One
<b>Total Number of Rooms</b>	<b>10 (seven single keys and three dual keys)</b>



#### 5.1.15 Level 08

Table 5.10 below lists the type and number of rooms that will be created on Level 08.

**Table 5.10: Type and Number of Rooms on Level 08**

Room Type	Quantity
Type K	One
Type L.1	One
Type L.2	One
Type M	One
<b>Total Number of Rooms</b>	<b>Four (one single key and three dual keys)</b>

#### 5.1.16 Level 09

Level 09 will contain a rooftop bar and outdoor cinema, both of which will be ancillary and subservient features of the motel, and accessible via the lifts which form part of the motel's lobby.

#### 5.1.17 Parking

A total of 55 line-marked spaces will be created within the confines of the new car park on the eastern side of the motel.

#### 5.1.18 Access

The new car park will be accessible via approved Roads 07 and 08, both of which have been designed to connect into the western side of Wauwa Street.

#### 5.1.19 Deliveries

A loading dock will be created on the northern side of the motel.

The loading dock has been designed to accommodate heavy rigid vehicles of up to 10.0 metres in length, and to allow vehicles of this nature to be driven onto approved Road 06 in a forward direction.

According to GTA Consultants' traffic and parking review at Appendix 4:

- around three to four deliveries will be received by the motel each and every week; and
- the loading dock will also be able to be used by shuttle buses which have been arranged to take guests to and from local destinations.

#### 5.1.20 Stormwater

Runoff from the motel is intended to be discharged to St Vincent Street in a clean state and at an appropriate rate.

#### 5.1.21 Waste

The waste enclosure on the ground floor level of the motel has been designed to accommodate the requisite type and number of bins.

According to GTA Consultants' traffic and parking review at Appendix 4, these bins will be collected on a weekly basis via the loading dock on the northern side of the motel.

#### 5.1.22 Landscaping

The outdoor dining area belonging to the restaurant, the balconies and terraces on the northern and southern sides of the motel, and the rooftop bar will all feature an assortment of potted plants which will be nurtured on an ongoing basis by the prospective operator of the motel.

#### 5.1.23 Corporate Advertisements

No corporate advertisements are proposed as part of this development application, as an operator has not been secured for the motel.

### 5.2 The Overwater Suites

All 10 of the overwater suites will be affixed to the floating access pontoons and managed by the prospective operator of the motel, as they are intended to form part of the motel's range of accommodation packages.

The particulars of this element of the proposal are summarised below.

#### 5.2.1 Siting

The overwater suites will be set back 6.0 metres from one another and 16.0 metres from the northern edge of the promenade.

#### 5.2.2 Orientation

The overwater suites will be accessible from the south-west and orientated to the north-east.

A clear glazed window will be installed on the south-eastern side of each overwater suite to allow morning sunlight to filter into the core living area.

#### 5.2.3 Floor Area

Each overwater suite will have an internal floor area of 35.0 square metres, and an external timber deck which will be 5.0 metres in length, 2.0 metres in width and 10.0 square metres in area.

#### 5.2.4 Layout

Each overwater suite will contain a kitchen, a living area, a double bed and an ensuite, the latter of which has been designed to accommodate a shower, a bath, a toilet and a double vanity.

Each timber deck has also been designed to accommodate a dining table and a moveable barbeque.

None of the overwater suites will be self-contained, as no washers or dryers will be installed. All linen will be provided, and collected, by the prospective operator of the motel.

#### 5.2.5 Height

Each overwater suite will have a floor to ceiling height of 3.0 metres and an overall building height of 3.6 metres.

#### 5.2.6 External Materials

A handful of contemporary yet robust materials have been selected for the overwater suites.

The materials to which we refer include, but are not necessarily limited to, powdercoated aluminium and steel, stained timber and clear glass.

#### 5.2.7 Access

The overwater suites will be accessible via new floating access pontoons which will connect into, and ramp down from, the northern and western sides of the promenade.

#### 5.2.8 Parking

A total of 21 line-marked car parking spaces will be created on that portion of Allotment 601 which runs parallel to the western side of Wauwa Street.

10 of these spaces will be assigned to the overwater suites.

#### 5.2.9 Ancillary and Subservient Features

Two landings, one on each side of the overwater suites, will be moored to the riverbed. They will be accessible to the promenade via the floating access pontoons and are to be used in association with the overwater suites.

They will, therefore, be ancillary and subservient features of the motel's overwater offering.

#### 5.2.10 Stormwater

The roof and balcony of each overwater suite will be graded to allow runoff to fall into the Port Adelaide River.

#### 5.2.11 Waste

All three forms of waste (putrescibles, recyclables and organics) will be collected on a daily basis by the prospective operator of the motel.

A sewage ejector pump will be installed within each of the overwater suites so that sewage can be pumped back up to the main sewer line.



## 6. PROCEDURAL MATTERS

### 6.1 The Relevant Authority

According to Schedule 10, Clause 6, Subordinate Clause (1) of the Development Regulations, 2008, the State Commission Assessment Panel must assume the role of the relevant authority, as Dock One is located in the City of Port Adelaide Enfield's Regional Centre Zone and the proposal forms part of a master planned development which will cost in excess of \$3,000,000 to complete.

### 6.2 The Relevant Version of the Development Plan

The relevant version of the Development Plan for procedural and assessment purposes was gazetted and subsequently consolidated on Tuesday, 6 February 2018.

Both sites, under this version of the Development Plan, are located in Dock One Policy Area 39 ('PA 39') of the Regional Centre Zone ('the Zone'). They are also located in an area to which the 'Noise and Air Emissions' Overlay applies.

### 6.3 Form of Development

According to the 'Procedural Matters' Section of the Zone, the proposal must be assessed and subsequently determined on its merits by the State Commission Assessment Panel in its capacity as the relevant authority, as the proposed forms of development are neither complying nor non-complying.

### 6.4 Category of Development

According to the 'Procedural Matters' Section of the Zone, all forms of development in PA 39 fall within the ambit of Category 1 development, except where:

- the development is proposed to exceed the maximum heights identified on Concept Plan Map PAdE/31 – Dock One Policy Area ('Map PAdE/31'); or
- it involves a telecommunications facility located greater than 100 metres from a Residential Zone; or
- it involves a telecommunication antenna located greater than 30 metres from a Residential Zone.

Whilst the former Department of Marine and Harbours Building will, once converted, exceed seven storeys in height (the maximum height that is identified on Map PAdE/31), we say that the proposal should still be exempt from any form of public notification because:

- Map PAdE/31 inexplicably fails to take into account the fact that the former Department of Marine and Harbours Building is already greater than seven storeys in height;
- the replacement of the former Department of Marine and Harbours Building with a new building that is seven storeys or less in height does not appear to be encouraged, or even sought for that matter, by the Development Plan, as this Building is depicted as an 'Existing Landmark Building' on Map PAdE/31, and Principle 6 of PA 39 calls for it to be refurbished and subsequently reused for accommodation for tourists;
- the height of the former Department of Marine and Harbours Building will not change in the event that the proposal is consented to; and
- the proposal does not involve a telecommunications facility or a telecommunication antenna.

## 7. ASSESSMENT

Our assessment of the proposal is set out below.

### 7.1 Land Use

The conversion of the former Department of Marine and Harbours Building into a motel, and the construction of 10 overwater suites within the confines of the Port Adelaide River is considered to be entirely consistent with:

- Principle 5 of PA 39 and, by extension, Map PAdE/31, as overwater development of the nature proposed is envisaged within this portion of the Port Adelaide River;
- Principle 6 of PA 39, as it calls for the former Department of Marine and Harbours Building to be refurbished and subsequently reused for accommodation for tourists;
- Objective 4 of the Zone, as it calls for a substantial increase with respect to the provision of accommodation for a wide range of people, including tourists;
- Objective 5 of the Zone, as it calls for a more intense and optimal use of vacant buildings and the inner harbour of the Port Adelaide River;
- Objective 7 of the Zone, as it calls for the further development of tourist facilities related to Port Adelaide's unique maritime and commercial heritage and character, and for the promotion of the Zone as a major tourism destination for the State;
- Principle 1 of the Zone, as motels, restaurants and tourist development are all listed as envisaged uses;
- Principle 10 of the Zone, as it calls for land adjacent to the Port Adelaide River that is not required for port or shipping activities to be progressively redeveloped for a range of uses, including tourism;
- Principle 13 of the Zone, as it calls for tourist development within PA 39 to be primarily situated adjacent to, or within, the Port Adelaide River;
- Principle 48 of the Zone, as it calls for restaurants to be positioned on the ground floor level of buildings in order to activate main roads, such as St Vincent Street;
- Principle 64 of the Zone, as it calls for development to facilitate access from the public promenade to the Port Adelaide River for recreational purposes; and
- Objective 3 of the 'Tourism Development' Module, as it calls for tourist development that enhances the local character, and visual amenity and appeal of the area.

## 7.2 Desired Character

The proposal is also considered to be entirely consistent with the desired character of this part of the Zone insofar as:

- tourist accommodation is envisaged within buildings which face St Vincent Street;
- the restaurant on the ground floor level of the motel will help to create an interesting pedestrian environment along the northern side of St Vincent Street by being active during the day and at night;
- the overwater suites will also help to create an interesting pedestrian environment along the promenade by activating a section of Dock One which is presently dormant and has been for quite some time;
- it will help to revitalise an important section of St Vincent Street, the promenade and the Port Adelaide River itself;
- it will help to celebrate the waterfront by connecting a portion of the Regional Centre with the Port Adelaide River; and
- the proposal forms part of a broad and strategic approach to the future of Dock One, and will help to energise the surrounding area by facilitating iconic development on key sites which support economic growth.

## 7.3 Interface

The Desired Character Statement for the Zone provides guidance with respect to the interface between the former Department of Marine and Harbours Building, and the adjacent local heritage places.

It advises, in part, that *“development including landmark buildings will be designed to carefully manage the interface with heritage buildings, particularly with regard to massing proportions, overshadowing, scale and appearance”*.

The proposed works associated with the former Department of Marine and Harbours Building are unlikely to detract from the setting or value of any of the adjacent local heritage places, as they will not increase the overall height of this Building or alter its external appearance to a significant degree.

Consequently, the extent of shadow that is presently cast by this Building will not be worsened either.

## 7.4 Siting

Principle 67 of the Zone provides guidance with respect to the siting of the overwater suites.

It advises that:

- 67 The development of marinas, restaurants, cafes and other tourism and public recreational uses in appropriately designed structures on the Port Adelaide River and projecting from the waterfront may be developed provided that they do not interfere with harbour activities, the free movement of pedestrians and cyclists along the promenade, nor threaten the role of the core centres in Mainstreet Policy Area 43 and Retail Core Policy Area 50.

(Our underlining for emphasis)



The overwater suites will be positioned in an area of the Port Adelaide River which has been set aside specifically for overwater development (Map PAdE/31 attests to this). Furthermore, the siting of the overwater suites will not interfere with any existing harbour activities, or impede the movement of pedestrians or cyclists along the promenade.

## 7.5 Building Height

Principle 49 of the Zone provides guidance with respect to the height of the motel.

It advises, in part, that:

**49 Buildings should not exceed the number of storeys as indicated on the following relevant concept plan maps:**

**(b) Concept Plan Map PAdE/31 – Dock One Policy Area**

Whilst the former Department of Marine and Harbours Building will, once converted, exceed seven storeys in height (the maximum height that is identified on Map PAdE/31), we do not believe that this numerical departure is insurmountable because, as previously mentioned:

- Map PAdE/31 inexplicably fails to take into account the fact that the former Department of Marine and Harbours Building is already greater than seven storeys in height;
- the replacement of the former Department of Marine and Harbours Building with a new building that is seven storeys or less in height does not appear to be encouraged, or even sought for that matter, by the Development Plan, as this Building is depicted as an ‘Existing Landmark Building’ on Map PAdE/31, and Principle 6 of PA 39 calls for it to be refurbished and subsequently reused for accommodation for tourists; and
- the height of the former Department of Marine and Harbours Building will not change in the event that the proposal is consented to.

## 7.6 Design and Appearance

The Desired Character Statement for the Zone provides guidance with respect to the design and appearance of the former Department of Marine and Harbours Building.

It advises, in part, that *“development envisaged with street frontages will create an interesting pedestrian environment at the ground floor levels through careful building articulation, fenestration, frequent openings in building façades, verandahs, balconies, awnings and other features that provide weather protection”*.

The lobby and restaurant on the ground floor level of the motel will combine to create an interesting pedestrian environment along the northern side of St Vincent Street, as their southern façades will be extensively glazed, and punctuated by large and regular openings.

The canopy on the southern side of the lobby and the roof atop the restaurant’s outdoor dining area will also offer protection from the elements.

## 7.7 Flooding

Principle 76 of the Zone provides guidance with respect to flooding.

It advises that:

- 76**      **Overwater development should have a floor level of not less than 4.35 metres Australian Height Datum (AHD). Where basement or undercroft car parking is proposed, it should be designed to provide a sill height of not less than 4.10 metres AHD or a barrier to prevent inundation of the basement or undercroft area. These levels can be reduced where reasoned technical arguments in relation to the effects of land subsidence and wave effects demonstrate that the lower levels provide adequate protection.**

We do not believe that this is necessary for two reasons.

Firstly, the overwater suites will not be affixed to the riverbed.

Secondly, the overwater suites have been designed to float and, therefore, rise as the sea level rises over time.

They are, therefore, most unlikely to be flooded.

## 7.8 Parking

Principle 21 of the Zone provides guidance with respect to the provision of parking.

It advises, in part, that:

- 21**      **Development should provide sufficient off-street car parking to meet its anticipated parking demand either on the subject land or on another appropriate site within the locality.**

GTA Consultants were commissioned by Dock One Pty Ltd to determine whether or not the anticipated parking demand can be met within the confines of both sites.

Whilst GTA Consultants' findings can be found at Appendix 4, it is most important for the State Commission Assessment Panel to note that:

- the motel and overwater suites will contain, between them, a total of 81 rooms;
- surveys conducted at similar motels interstate revealed that the average peak parking demand on weekdays and weekends equates to 0.44 spaces and 0.4 spaces respectively per room;
- based on the findings of these surveys, the motel and overwater suites, when operating at full capacity, will generate a peak parking demand on weekdays and weekends for 36 spaces and 33 spaces respectively per room; and
- the provision of 65 spaces (55 spaces for the motel and 10 spaces for the overwater suites) will comfortably cater for these peak parking demands.

## 7.9 Access

Principle 30 of the 'Transportation and Access' Module provides guidance with respect to access.

It advises that:

### 30 Development should have direct access from an all-weather public road.

The new car park on Allotment 601 will be accessible via Wauwa Street, which is a sealed, two-way public road.

The new car park on the eastern side of the motel will be accessible via approved Roads 07 and 08, both of which are set to become sealed, two-way public roads as well.

## 7.10 Waste

Principle 6 of the 'Waste' Module provides guidance with respect to the storage of waste.

It advises that:

- 6 Development that involves the production and/or collection of waste and/or recyclable material should include designated collection and storage area(s) that are:
- (a) screened and separated from adjoining areas;
  - (b) located to avoid impacting on adjoining sensitive environments or land uses;
  - (c) designed to ensure that wastes do not contaminate stormwater or enter the stormwater collection system;
  - (d) located on an impervious sealed area graded to a collection point in order to minimise the movement of any solids or contamination of water;
  - (e) protected from wind and stormwater, and sealed to prevent leakage and minimise the emission of odours;
  - (f) stored in such a manner that ensures that all waste is contained within the boundaries of the site until disposed of in an appropriate manner.

The waste enclosure at the northern end of the ground floor level has been designed to accommodate the requisite type and number of bins. It will be screened from the public realm and completely sealed on all four sides. It will also be well-removed from any sensitive receptors.

## 7.11 Passive Surveillance

Principle 40, Clause (d) of the Zone provides guidance with respect to passive surveillance.

It advises that:

### 40 Balconies should:

- (d) contribute to the safety and liveliness of the street by allowing for casual overlooking of public spaces.

The balconies on the southern side of the motel will allow for St Vincent Street to be publicly surveilled, as sought by this Clause.



## 8. CONCLUSION

We have concluded from our assessment of the proposal that it is worthy of consent.

In support of our conclusion, we wish to reiterate that:

- the proposal is envisaged from a land use perspective and will promote this part of the Zone as a major tourism destination for the State;
- the proposal is entirely consistent with the desired character of this part of the Zone;
- the overwater suites will create an exciting and publicly accessible waterfront, as sought by Objective 3 of PA 39;
- the motel and overwater suites will be of a high architectural standard, take advantage of waterfront views, and provide generous views and passages through to the Port Adelaide River, as sought by Principle 13 of PA 39;
- the proposed works associated with the former Department of Marine and Harbours Building are unlikely to detract from the setting or value of any of the adjacent local heritages places, as they will not increase the overall height of this Building or alter its external appearance to a significant degree;
- the siting of the overwater suites will not interfere with any existing harbour activities, or impede the movement of pedestrians or cyclists along the promenade;
- the peak parking demands associated with the motel and overwater suites will be comfortably catered for; and
- stormwater and waste will be collected and disposed of in an environmentally sound manner.

# LETTER

## Transport Engineering

REF: S104130

DATE: 29 May 2019

Dock One Pty Ltd  
431-439 King William Street  
Adelaide SA 5000

Attention: Mr. Patrick Stabile

Dear Patrick,

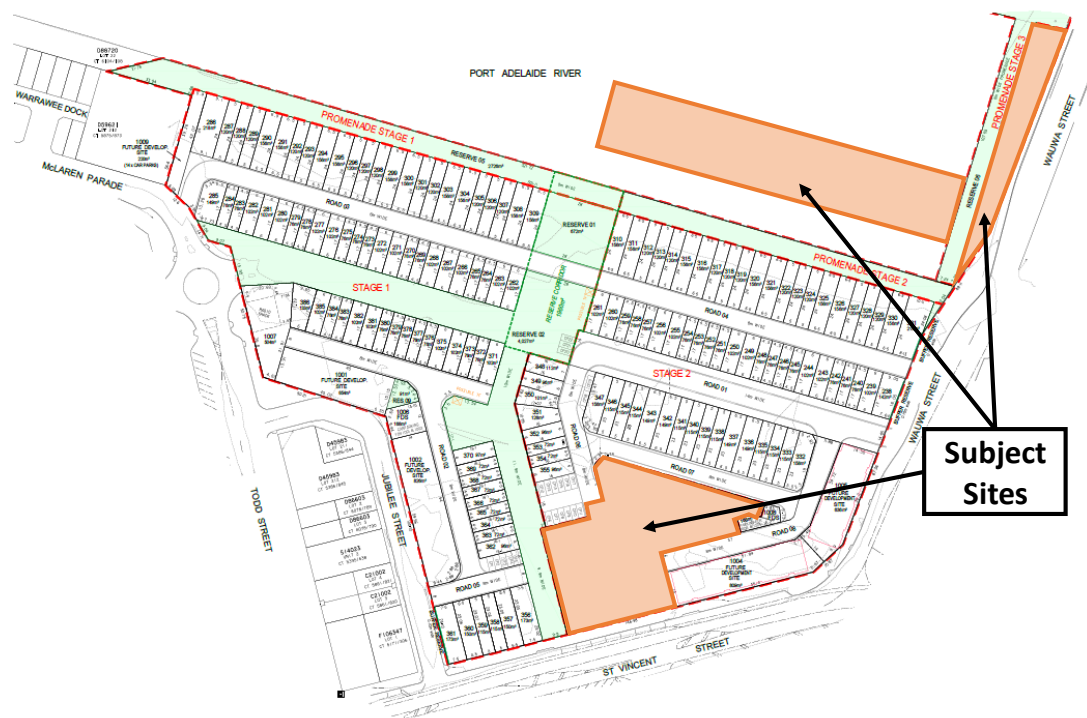
### RE: DOCK ONE – PROPOSED MOTEL – TRAFFIC AND PARKING REVIEW

The existing former Marine and Harbours Building on St Vincent Street in Port Adelaide is proposed to be redeveloped into a motel including rooms in the existing building and 10 rooms in suites located on the Port River adjacent Dock One. This letter provides a Traffic and Parking Review for the proposed motel development located in the Dock One in Port Adelaide, and will identify the impact of the proposed development compared to the traffic assessment undertaken for the approved Dock One development.

### Existing Situation

The subject site is located within the Dock One development site and comprises the former Marine and Harbours Building which was proposed to be redeveloped in the Dock One development. The subject site is shown in Figure 1.

Figure 1: Location of subject sites in Dock One development site



The current Development Consent for Dock One was based on a Transport Impact Assessment for the site prepared by GTA Consultants dated November 2017.

## Proposed Development

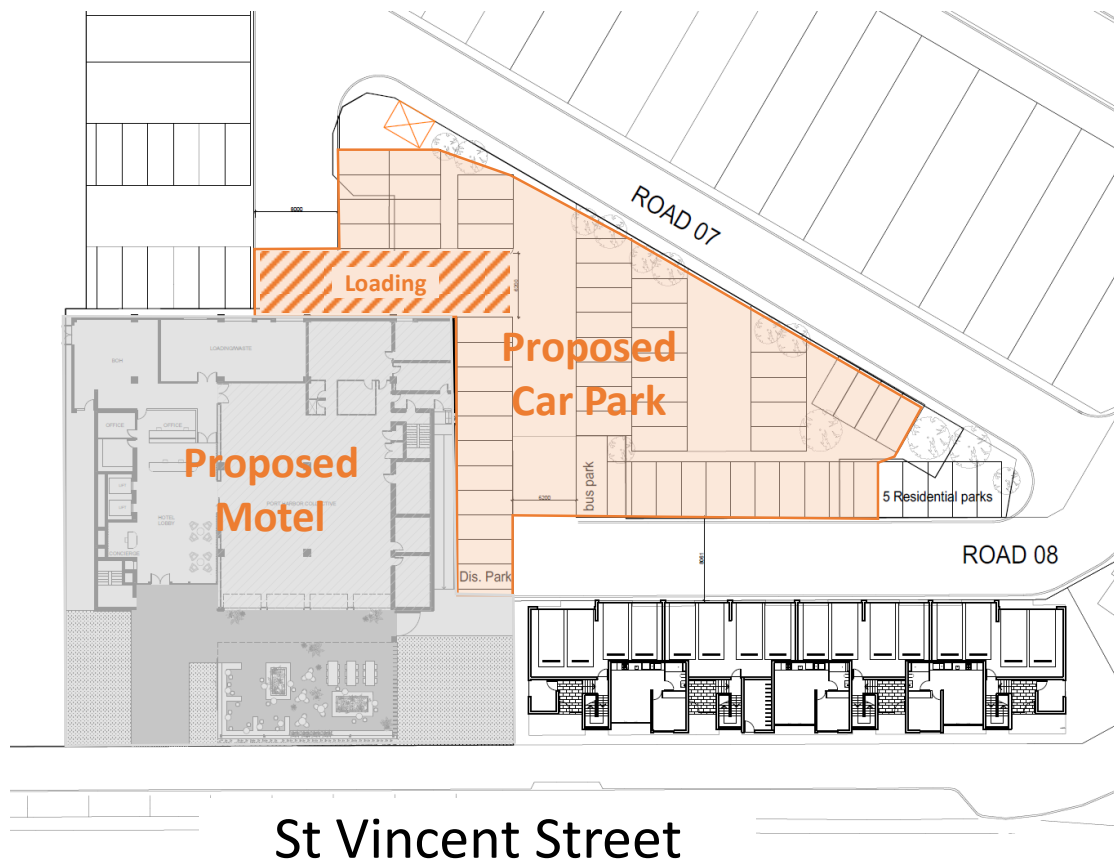
The proposed development will comprise:

- Motel building with 71 rooms and ancillary dining and bar areas;
- Additional 10 rooms located on the water adjacent Dock One;
- 55 car parking spaces in a car park adjacent the existing building;
- Off-street car park adjacent Wauwa Street for the 10 water suites (10 space car park);
- Loading dock for deliveries, waste collection and bus parking;
- Access via Wauwa Street, and/or the internal Dock One road network.

The proposed development is shown in

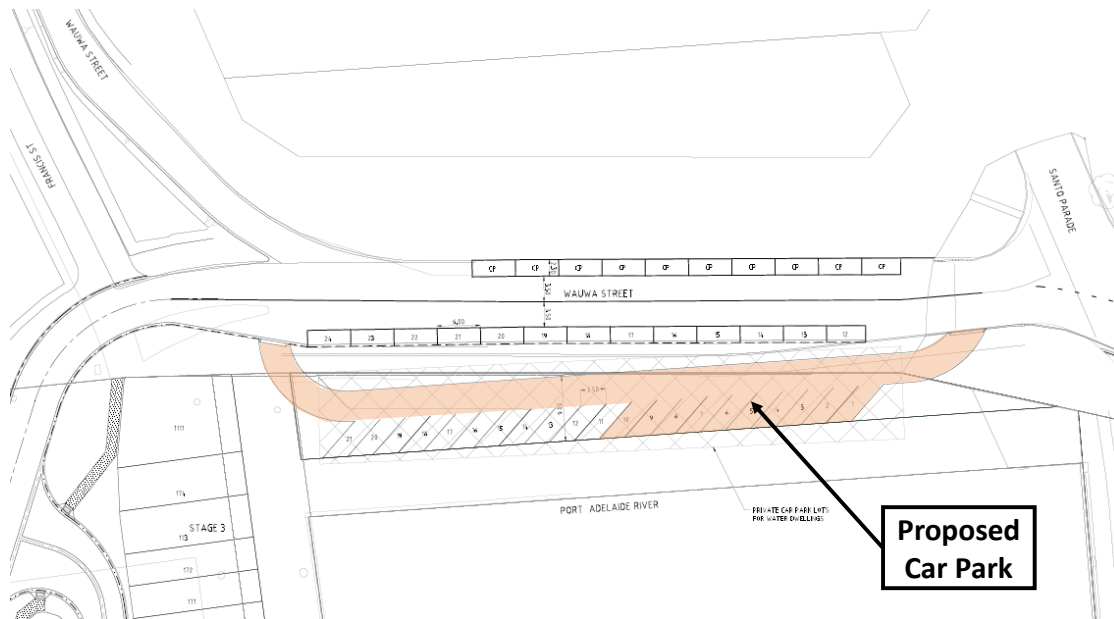
Figure 2 and Figure 3.

**Figure 2: Proposed Motel and Car Park**





**Figure 3: Proposed Off-Street Parking on Wauwa Street**



## Traffic Impact

The Dock One traffic assessment included consideration of 76 apartments for the subject site and predicted 304 trips per day based on 4 trips per apartment per day. Based on 81 rooms (including the 10 water suites) for the proposed development, it is predicted to generate 3 trips per room based on typical occupancy which would equate to 243 trips per day. All of these trips would be via the internal Dock One road network and Wauwa Street.

This would result in a minor reduction in trips for the subject site when compared to the previous development consent for Dock One. There would be a minor reduction in traffic on Road 1/Road 8, Wauwa Street and the Wauwa Street/St Vincent Street intersection of approximately 61 trips per day. Hence, the proposed development will remain within the anticipated traffic demands for Dock One and not adversely impact the operation of the road network as described in the TIA for the current Development Consent.

## Parking Demands

The subject site is located in a Designated Area as defined in the Port Adelaide Development Plan. As such there are no parking rates for Tourist Accommodation listed in *Table PADE/5A Off-Street Vehicle Parking with Tourist Accommodation* specifically excluded. There is also no reference to the Policy Area in either of the Off-Street Parking tables in the Development Plan for tourist accommodation.

Notwithstanding the above, a motel can operate satisfactorily based on the provision of very little parking as guests will vary their transport mode and motel choice accordingly based on a motel's facilities. Constrained parking can be used in central business districts to suppress private vehicle trips and promote use of other transport modes. In this location, employees and guests can arrive by various modes to Port Adelaide including bus, train (new Port Dock station under construction in close proximity), regulated taxi services, car share services, walking and cycling.

The proposed motel will also offer bus shuttle services to local destinations including defence sector in Osborne, which is aimed to be a large component of weekly users of the proposed motel. The bus would provide a 15 minute service to Osborne from the motel, with the frequency to be typically morning and evening services.

It is proposed however to provide 65 parking spaces for the motel with 55 in the car park adjacent the existing building and 10 spaces in an off-street parking area for the water suites (refer to Figure 3). In order to understand how this

compares to other similar types of motels, GTA has reviewed parking demand data from various suburban Quest motels located in the suburbs of Melbourne (not CBD motels). There are very few similar suburban motels operating presently in Adelaide to make valid comparisons (demand will be higher due to lack of options and quality of motels in locations with similar developments). The data from the surveys is shown in Table 1.

The surveys found that the average peak parking demand for total rooms in a motel on a weekday and weekend were 0.44 and 0.4 spaces per room respectively. Considering a total of 81 rooms the peak parking demand could be 36 and 32 spaces for the weekday and weekend peak periods respectively. The provision of 55 spaces for the proposed motel use will accommodate the anticipated peak parking demands based on total rooms.

Data was also collected for parking demands based on actual occupancy which is slightly higher per occupied room at 0.5 and 0.55 spaces per room respectively. It can be assumed that a motel would not typically be above 85% occupancy during normal operating conditions. Based on 85% of rooms being occupied as a typical peak, this would equate to 69 rooms with 35 and 38 parking spaces for the weekday and weekend peak periods respectively.

Based on the above, the proposed parking supply of 65 spaces for the proposed development would suitably cater for parking demands identified for metropolitan motels.

**Table 1: Empirical parking demands for suburban motels**

Location	Rooms	Day of Week	Date	Peak Parking Rate			
				(spaces / occupied unit)		(spaces / total units)	
				Weekday	Weekend	Weekday	Weekend
133 Jolimont Road, East Melbourne	140	Friday		0.27			
Williamstown	40	Fri & Sat	12 & 13-Oct-01	1.03	0.75	0.88	0.75
Chapel St, South Yarra	46	Thu & Fri	13 & 14-Nov-03	0.28			
Chapel St, South Yarra	46	Tue & Sat	2 & 6-Dec-03	0.42	0.57		
South Yarra	40	Tue & Sat	24 & 28-Feb-04	0.54	0.27	0.34	0.25
St Kilda	40	Thu & Sat	24 & 28-Feb-04	0.40	0.64	0.20	0.23
South Yarra	46	Wed & Sat	24 & 28-Feb-04	0.43	0.49	0.43	0.37
Kew	36	Thu & Sat	16 & 18-Mar-06	0.77	0.78		
Chapel St, South Yarra	46	Fri & Sun	17 & 19-Mar-06	0.36	0.38		
Mont Albert	50	Wed & Sat	18 & 22-Mar-06	0.57	0.53		
Kew	74	Tuesday	26-May-09	0.43		0.36	
<b>Average</b>				<b>0.50</b>	<b>0.55</b>	<b>0.44</b>	<b>0.40</b>

## Access and Parking Layout

Access to the proposed car park will be similar to the Development Consent however the proposed car park has been rearranged with appropriate aisles and parking modules for public access. The car park will be designed in accordance with *Australian Standard 2890.1 Off-Street Car Parking* for User Class 2 (applicable for motels) with the following features:

- 90 degree angled parking spaces 2.5 metres wide and 5.4 metres long;
- Aisles 6.2 metres wide (minimum width – wider in some areas);
- Tandem arrangement for 4 spaces (to be allocated for staff parking);
- Disability permit parking space adjacent the main entrance;
- Clearances to walls/fences where required

Access to the proposed apartments in Lot 1004 will not be affected by the proposed development with Road 8 essentially remaining in the approved configuration except for removal of the cul-de-sac and access available through the motel car park back to Road 7 if desired. It is assumed residents of the apartments would use Road 8 to travel to Wauwa Street as it would be the most direct route.

Access to the proposed water suites will be via Wauwa Street and the proposed car park located adjacent Dock One for 10 parking spaces (the car park was proposed as part of the Dock One Development Consent). Access points to Wauwa Street will be included with the proposed car park.

## Loading and Deliveries

The proposed development will provide a loading dock on the northern side of the building to cater for vehicles up to 10 metres in the Heavy Rigid Vehicle class.

The loading dock area will cater for these vehicles to be able to enter, park and exit in a forward direction as shown in Figure 4. It would be expected that deliveries for linen and food/beverage services would occur 3 to 4 times per week, with waste collection typically occurring weekly. The proposed shuttle bus would also use this area for pick-up and set-down of guests to the motel. The shuttle bus would be within the Medium Rigid Vehicle class (up to 8.8 metres) typical of 20 to 25 seat buses.

The proposed development will provide a link across the car park for the Council waste collection vehicle to service dwellings in Road 8, and exit to Road 7. This is shown in Figure 5.

The proposed car park adjacent Wauwa Street for the water suites will accommodate deliveries and maintenance to these suites.

## Pedestrian and Cycling

Pedestrian and cycling access to the proposed motel will be available via the footpath network from St Vincent Street or internally via Wauwa Street/Road 08, or via the proposed reserves within Dock One.

Pedestrian access for the water suites will be available via Wauwa Street, with pedestrian linkage between the motel and water suites via the reserve within Dock One.



Figure 4: Turn path for largest motel heavy vehicle (10 metre HRV class)

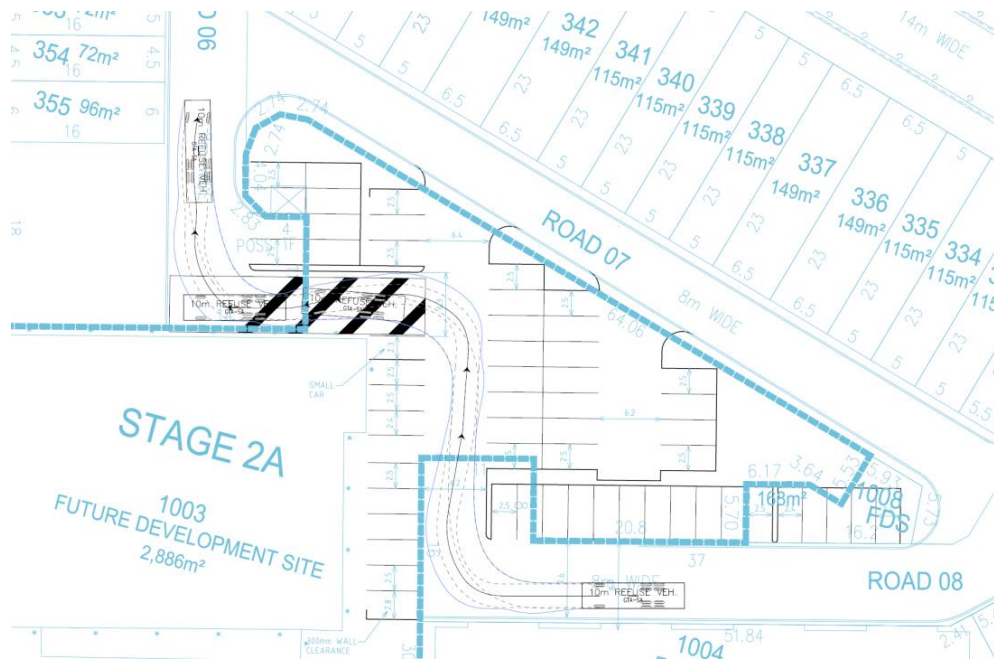
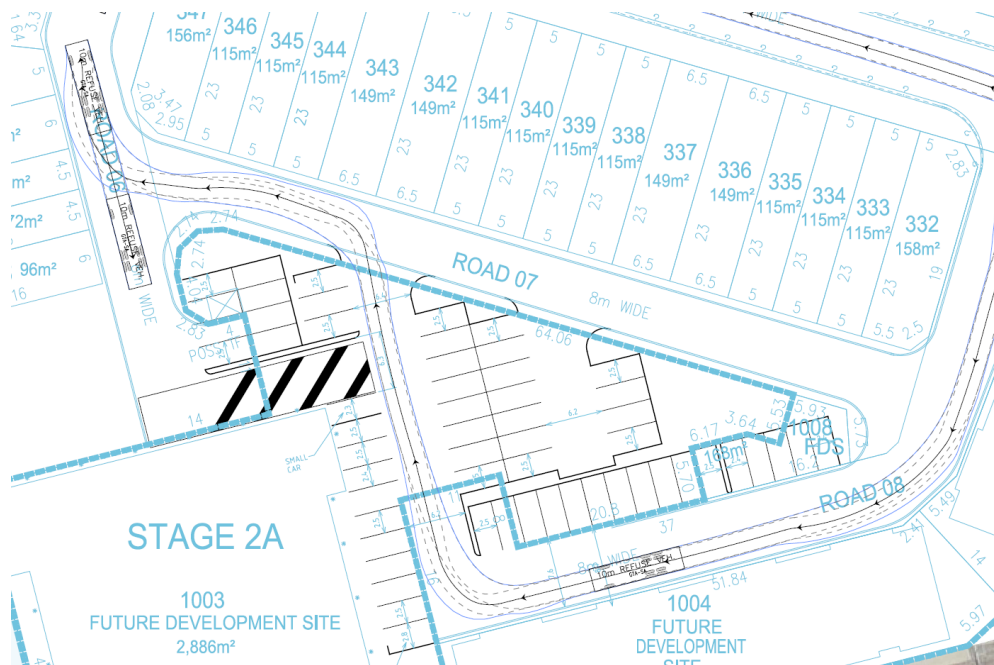


Figure 5: Turn path for Council waste collection vehicle through the site



## Summary

The existing former Marine and Harbors Building on St Vincent Street in Port Adelaide is proposed to be redeveloped into a motel. A traffic and parking review of the proposed development has found the following:

1. The subject site is located on the site of the former Marine and Harbors Building which is part of the Dock One development;
2. The proposed motel will comprise 71 rooms in the existing building, 10 water suites adjacent Dock One and ancillary dining and bar facilities, parking for 65 vehicles across two car parks and a loading dock for deliveries, waste collection and shuttle bus parking;
3. The traffic generation of the proposed development will be less than current Development Consent assumed for Dock One, and will not cause any adverse impact above the traffic demands considered in the Dock One development consent for the proposed road network and adjacent intersections, including Wauwa Street/St Vincent Street intersection;
4. Empirical data for suburban motels in Melbourne (which has many examples compared to Adelaide) indicates peak parking demands of 0.44 parking spaces per room during weekdays.
5. The proposed parking supply will cater for the parking demand anticipated for the proposed development.
6. A shuttle bus is proposed to be provided for guests to provide transport to the Osborne defence precinct where many guests will be expected to work during their stay at the motel. This will reduce parking demands as described above.
7. A loading dock will cater for vehicles up to 10 metres Heavy Rigid Vehicle class, with deliveries expected by smaller vehicles for linen and food to the motel;
8. The proposed car park layout will be designed in accordance with Australian Standard 2890.1:2004 Off-Street Car Parking for User Class 2 which is appropriate for a motel use for both car parking areas;
9. The motel car park will not impact access for Council's waste collection vehicle in Road 8 or residents in the proposed apartments in Lot 1004 on Road 8 as part of the Dock One development. Road 8 will remain in the same configuration except for removal of the cul-de-sac end with access through the car park to Road 7.

Naturally, should you have any questions or require any further information, please do not hesitate to contact me on (08) 8334 3600.

Yours sincerely

**GTA CONSULTANTS**



**Paul Morris**  
**Director**  
*M. TransTraff*

Marine Harbours Building Motel

Music and Patron Noise Assessment

September 2019

S6171C4

sonus.

**Chris Turnbull**

Principal

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**Document Title** : Marine Harbours Building Motel  
Music and Patron Noise Assessment  
**Document Reference** : S6171C4  
**Date** : September 2019  
**Author** : Chris Turnbull, MAAS  
**Reviewer** : Jason Turner, MAAS

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## 1 INTRODUCTION

A music and patron noise assessment has been made of the proposed motel rooftop area at 293 St Vincent Street, Port Adelaide.

The development comprises the refurbishment of the existing building to include a rooftop outdoor area with a bar and cinema.

The closest existing noise sensitive locations are the residences located to the west of the development on Jubilee St, as shown in Appendix A. It is also understood that a subdivision has been approved for the adjacent vacant land with the potential for future residential development.

The assessment considers noise levels at the nearest existing and potential future residences from music and patrons within the outdoor area.

The assessment has been based on:

- *Enzo Caro Scio Architecture* drawings set for “DOCK ONE PORT ADELAIDE STAGE 2A – MH MOTEL & FLOATING HOMES”, job no. “19001”, dated 21 May 2019, revision “PLANNING APPLICATION [A]”;
- Site inspection and noise measurements taken at the site from 28 August to 2 September 2019; and
- Operating hours of the facility being 7am until midnight, 7 days per week.

## 2 CRITERIA

### 2.1 Development Plan

The subject site and potential future residences are located within the *Dock One Policy Area 39* within the *Regional Centre Zone* in the *Port Adelaide Enfield Council Development Plan*<sup>1</sup> (the **Development Plan**). The nearest existing residences on the opposite side of Jubilee St are located within the *Port Adelaide State Heritage Policy Area* in the same zone. The Development Plan has been reviewed and the following provisions considered relevant to the noise assessment.

#### ***General Section – Interface Between Land Uses***

##### ***OBJECTIVES***

- 1 *Development located and designed to minimise adverse impact and conflict between land uses.*
- 2 *Protect community health and amenity from adverse impacts of development.*
- 3 *Protect desired land uses from the encroachment of incompatible development.*

##### ***PRINCIPLES OF DEVELOPMENT CONTROL***

- 1 *Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:*
  - (b) *Noise*
- 2 *Development should be sited and designed to minimise negative impact on existing and potential future land uses desired in the locality.*
- 6 *Non-residential development on land abutting a residential zone should be designed to minimise noise impacts to achieve adequate levels of compatibility between existing and proposed uses.*

##### ***Noise Generating Activities***

- 7 *Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant “Environment Protection (Noise) Policy” criteria when assessed at the nearest noise sensitive premises.*
- 8 *Development with the potential to emit significant noise (e.g. industry) should incorporate noise attenuation measures that prevent noise from causing unreasonable interference with the amenity of noise sensitive premises.*

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<sup>1</sup> Consolidated 6 February 2018.

- 9 Outdoor areas (such as beer gardens or dining areas) associated with licensed premises should be designed or sited to minimise adverse noise impacts on adjacent existing or future noise sensitive development.
- 10 Development proposing music should include noise attenuation measures that achieve the following desired noise levels:

Noise level assessment location	Desired noise level
Adjacent existing noise sensitive development property boundary	<p>Less than 8 dB above the level of background noise (<math>L_{90,15min}</math>) in any octave band of the sound spectrum</p> <p>and</p> <p>Less than 5 dB(A) above the level of background noise (<math>L_{A90,15min}</math>) for the overall (sum of all octave bands) A-weighted level</p>
Adjacent land property boundary	<p>Less than 65dB(Lin) at 63Hz and 70dB(Lin) in all other octave bands of the sound spectrum</p> <p>or</p> <p>Less than 8 dB above the level of background noise (<math>L_{90,15min}</math>) in any octave band of the sound spectrum and 5 dB(A) overall (sum of all octave bands) A-weighted level</p>

Based on the Development Plan provisions, it is proposed to assess patron noise against the goal noise levels of the *Environment Protection (Noise) Policy 2007* and music noise (including the cinema sound track) against Interface between Land Uses Principle of Development Control 10 (above).

## 2.2 Environmental Protection (Noise) Policy

Principle of Development Control 7 from the Development Plan references the *Environment Protection (Noise) Policy 2007* (the **Policy**), which provides goal noise levels to be achieved at residences from activity at a site.

The Policy is based on the World Health Organisation Guidelines to prevent annoyance, sleep disturbance and unreasonable interference on the amenity of an area. Therefore, compliance with the Policy is considered to be sufficient to satisfy all provisions of the Development Plan relating to patron noise.



The Policy provides goal noise levels to be achieved at residences based on the principally promoted land use of the Development Plan Zones in which the noise source (the motel) and the noise receivers (the residences) are located. Based on commercial land uses being principally promoted in the *Port Adelaide State Heritage Policy Area*, as well as the proposed use being a new use in the vicinity of existing residences, the following goal noise levels are provided by the Policy to be achieved at existing residences within the *Port Adelaide State Heritage Policy Area*:

- An average ( $L_{eq}$ ) noise level of 52 dB(A) during the day time (7am to 10pm); and,
- An average ( $L_{eq}$ ) noise level of 45 dB(A) during the night time (10pm to 7am).

With the *Dock One Policy Area* principally promoting residential use, the following goal noise levels are also provided by the Policy for potential future residences:

- An average ( $L_{eq}$ ) noise level of 52 dB(A) during the day time (7am to 10pm); and,
- An average ( $L_{eq}$ ) noise level of 45 dB(A) during the night time (10pm to 7am).

It is noted that the area is part of the *Noise and Air Emissions Overlay* in the Development Plan and therefore residences will need to include measures to reduce noise from mixed use activities. Although higher goal noise levels would be appropriate as a result, this has not been included in this assessment.

When measuring or predicting noise levels for comparison with the Policy, adjustments may be made to the average goal noise levels for each “annoying” characteristic of tone, impulse, low frequency, and modulation of the noise source. The characteristic must be dominant in the existing acoustic environment and therefore the application of a penalty varies depending on the assessment location, time of day, the noise source being assessed, and the predicted noise level. In this circumstance, a 5 dB(A) penalty has been conservatively applied at all locations due to the modulating noise character associated with patrons. This penalty has been included in all subsequent predictions in this report.

### 2.3 Principle of Development Control 10

The *Interface between Land Uses Principle of Development Control 10 (PDC 10)* is consistent with the Environment Protection Authority Guidelines *Music noise from indoor venues and the South Australian Planning System* (the **EPA Guidelines**). The EPA Guidelines provide noise criteria to be met at noise sensitive locations based on the existing acoustic environment, and are designed for venues where music may be played every day until late at night.

To objectively assess music against the Development Plan and the EPA Guidelines, the existing background noise environment was measured at a location representative of the nearest residences to the proposal. Continuous unattended noise measurements were made between 28 August and 2 September 2019. The monitoring location, shown in Appendix A, was selected to represent the background noise level within the vicinity of the site.

Table 1 provides the lowest measured background noise levels ( $L_{90,15min}$ ) measured during the times that music is proposed to be played. Table 1 also provides the resultant allowable music noise levels ( $L_{10,15min}$ ) at the closest dwelling as determined in accordance with the EPA Guidelines.

**Table 1:** Background noise levels and allowable music noise levels at residences.

	Total	Noise Level in Octave Band Centre Frequencies						
		63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz
<b>Lowest measured background noise levels</b> [ $L_{90,15min}$ , dB(A)]	41	23	27	28	34	37	31	15
<b>Highest allowable music noise levels at residences</b> [ $L_{10,15min}$ , dB(A)]	46	31	35	36	42	45	39	23

### 3 PATRON NOISE ASSESSEMENT

#### 3.1 Noise Sources and Activity

The noise levels at the noise sensitive locations from the proposed site activity have been predicted based on a range of previous noise measurements and observations at similar facilities associated with patrons in outdoor areas. The assessed sound power level per patron was 75 dB(A).

The predictions of noise from use of the motel have been based on 200 patrons being within the rooftop bar area in any 15-minute<sup>2</sup> period during the proposed operating hours (7am to midnight).

#### 3.2 Recommendations

Based on the above, no specific acoustic treatment measures beyond the proposed rooftop barriers are required to achieve the goal noise levels of the Policy. However, it should be ensured that the barriers are sealed airtight at all junctions up to the proposed height of 1.8m (or greater).

#### 3.3 Predicted Noise Levels

With the inclusion of the proposed barriers, the predicted average ( $L_{eq,15min}$ ) noise levels from the site are as provided in Table 2. Based on the predictions, the goal noise levels of the Policy will be achieved at all nearby existing and potential future residences.

**Table 2:** Highest predicted average noise levels at residences.

Area	Day		Night	
	Criteria	Prediction	Criteria	Prediction
Existing residences Within the <i>Port Adelaide State Heritage Policy Area</i>	52 dB(A)	41 dB(A)	45 dB(A)	41 dB(A)
Potential future residences Within the <i>Dock One Policy Area</i>	52 dB(A)	44 dB(A)	45 dB(A)	44 dB(A)

As previously stated, a 5 dB(A) penalty has been included in the above predictions due to the modulating noise character associated with patrons.

<sup>2</sup> Default assessment period of the Policy.

## 4 MUSIC NOISE ASSESSEMENT

### 4.1 Noise Model

The noise at the closest residences from music being played within the rooftop outdoor area has been predicted based on the proposed rooftop area layout and barriers, and the locations of potential future residences within the approved subdivision being up to 3-storeys tall.

A 3-dimensional noise model of the site has been developed to predict the music level at the nearby residences which accounts for the effects of distance, weather, terrain and shielding provided by nearby structures such as buildings and barriers.

### 4.2 Recommendations

Based on the noise model of the site, it is predicted that the music noise criteria will be achieved where the following are implemented:

- Ensure the music noise levels (including the cinema sound track) are limited within the rooftop area to those shown in Table 3 for each octave band and overall level. These levels are compatible with the proposed use of the space and are similar to music levels played in other beer gardens. The levels are to be achieved at a distance of 5.0m from the nearest speaker with all speakers operating. Increased coverage of the outdoor area can be achieved with multiple speakers distributed throughout the area.

**Table 3:** Allowable music noise levels in rooftop area.

	Total	Noise Level in Octave Band Centre Frequencies						
		63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz
Highest allowable music noise levels in rooftop area [ $L_{10,15min}$ , dB(A)]	83	53	59	64	72	79	74	61

- Locate all speakers no higher than 1.0m above rooftop floor level, and directed away from the northern boundary.



#### 4.3 Predicted Noise Levels

Based on the above, the following table provides the highest predicted noise level at any nearby residence and the corresponding noise criteria.

**Table 4:** Highest predicted music noise levels at residences.

	Total	Noise Level in Octave Band Centre Frequencies						
		63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz
Highest predicted music noise levels at residences [ $L_{10,15min}$ , dB(A)]	40	21	34	36	39	36	30	23
Highest allowable music noise levels at residences [ $L_{10,15min}$ , dB(A)]	46	31	35	36	42	45	39	23

It is therefore predicted that music within the outdoor area will achieve the music noise criteria determined in accordance with PDC 10 at all nearby residences.

## 6 CONCLUSION

A music and patron noise assessment has been made of the proposed motel rooftop area at 293 St Vincent Street, Port Adelaide.

The assessment considers noise levels at the nearest existing and potential future residences from music and patrons within the outdoor area.

The predicted noise levels from patrons will achieve the relevant requirements of the *Environment Protection (Noise) Policy 2007* subject to the construction of airtight rooftop barriers as proposed.

The predicted noise from the development will achieve the requirements of the *EPA Guidelines Music noise from indoor venues and the South Australian Planning System*, subject to the specific acoustic treatment measures detailed in this report comprising:

- Limiting the speaker noise level within the outdoor rooftop area; and,
- Locating all speakers within the rooftop area at a height no more than 1.0m above floor level.

Therefore, it is considered that the facility has been designed to *minimise adverse impacts, avoid unreasonable interference on amenity, and will not detrimentally affect the locality by way of noise*, thereby achieving the relevant provisions of the Development Plan related to music and patron noise.

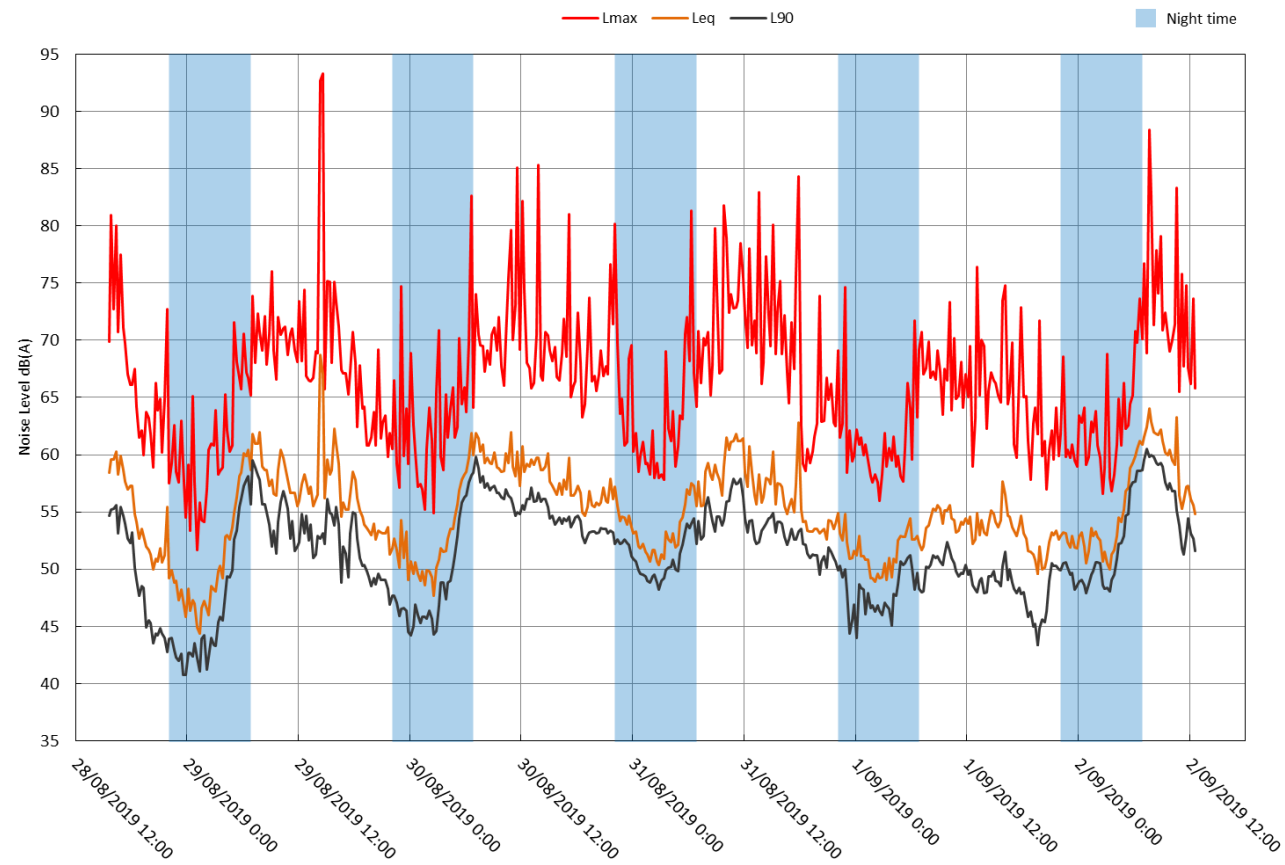
APPENDIX A

*Figure 1: Site locality and nearby residences.*



APPENDIX B

**Figure 2:** Existing Noise Levels 28 August to 2 September 2019.





File No:  
2016/13948/01

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14433645

2 September 2019

Ms Janaki Benson  
Senior Planning Officer  
Planning and Development  
Department of Planning, Transport and Infrastructure  
Level 5, 50 Flinders Street  
Adelaide SA 5000

janaki.benson@sa.gov.au

Dear Ms Benson

For the attention of the State Commission Assessment Panel

## **Dock One, Port Adelaide Stage 2A motel and over water suites**

Further to the referral DA 040/L030/19 received 4 June 2019 and additional information provided on 19 and 30 August 2019 pertaining to the development application at the above address and in my capacity as a statutory referral in the State Commission Assessment Panel, I would like to offer the following comments for your consideration.

The overall masterplan was presented at three Design Review sessions in 2016 and one Desktop Review session in 2017, to a special Design Review panel for the Port Adelaide Renewal projects. Due to the significance of this project for the broader precinct, to ensure consistency of advice, and acknowledging the specialist nature of an over water proposal, a Design Review panel member was invited to provide independent comments on technical aspects to inform this referral letter.

In principle I commend the team's aspiration to develop and revitalise this area of Port Adelaide. The Dock One project as a whole has the potential to become the catalyst for creating a platform to stimulate investment, activity and renewal of the Port, as envisaged by the Precinct Plan. The Dock One masterplan includes a waterfront promenade to the Port Adelaide River, seven clusters of predominantly two and three storey townhouses and two three-storey apartment buildings. A central green spine connects the development from St Vincent Street at the south of the site, through to the waterfront promenade. A key built form feature of this precinct is the existing ten storey former Department of Marine and Harbours (DMH) building located centrally at the south of the site with frontage to St Vincent Street. A State Heritage Policy Area is located to the west of the site, and existing industrial uses are located to the east.

This application is for the adaptive reuse of the DMH building into a motel and the construction of ten over water suites and associated infrastructure. The existing DMH building is a boarded formwork concrete building that features two painted murals on its east and west facades.

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The adaptive reuse of the DMH building includes the Port Harbor Collective, a community initiative intending to create a strong community link to the area at the ground floor level. I strongly support the revitalisation of the DMH building that dedicates the majority of the ground floor to public use and the benefit the increased daily population could bring to the precinct. I also support the retention of this building as an asset and landmark for the new precinct. The ground floor of the DMH building comprises two main functions of the motel lobby and the Port Harbor Collective fronting to St Vincent Street. Services infrastructure including a gas meter and fire booster are proposed with access to St Vincent Street, and are set within a new solid wall that appears to be approximately 1.8 metres tall, enclosing an external terrace. Vertical timber slats are proposed to the east edge of the terrace. A new timber structure is also proposed over the external terrace area. I support the design intent for an open timber pavilion structure as indicated in the precedent images. However, I am not convinced by a tall solid wall as the main ground level presentation to St Vincent Street. I recommend review of opportunities for greater permeability of the front terrace wall to St Vincent Street, with the view to provide an active frontage, engagement with the public realm, and support links of the Port Harbor Collective initiative to the community. A new low wall with open metal balustrade above is located to the east of the existing building between the car park and ramp. I recommend clarification is provided regarding the materiality and height of the new solid wall to ensure a welcoming and safe environment for all users.

Above the ground floor, the existing lift and stair cores of the DMH building within the east and west orthogonal built form elements are proposed to be retained. Levels one to eight comprise motel rooms with north or south orientation, serviced by a central corridor, and private balconies as an extension of these rooms. I support the adaptive reuse of these levels and layouts of the rooms. New metal open balustrades, planter boxes and blade walls are proposed to provide separation between the motel rooms and balconies, which I support in principle. Openings for new windows are proposed to the east and west elevations, and metal louvres are proposed to the east elevation to provide ventilation to the plant rooms located on each level. I support the consolidation of plant services on each level with the view to maintain the balconies free of services. A new extension to the building at level nine (rooftop) provides an external terrace, bar and outdoor cinema with an open timber structure. The existing east and west orthogonal built form elements of the building are proposed to be extended by one level to incorporate lift and stair access to the new outdoor spaces on the rooftop, with metal cladding aligned with the elements below.

I support the proposed additions to the DMH building in principle. In my view, the architectural detailing and materiality are critical to delivery of a high quality outcome and sensitive adaptive reuse of this landmark building in the precinct. To that end, I recommend continued engagement of the architect for this adaptive reuse through the next phases of design development, documentation and construction to ensure delivery of the design intent. I also recommend provision of a materials schedule and samples board to ensure a high quality of external materials suitable for the marine environment, as part of the approval. I anticipate as the design progresses, a signage and branding strategy will be developed. In my view, the signage should be designed and positioned as an integral element of the overall building.

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Vehicle access for the motel car park is proposed from Wauwa Street and Road 08, aligned with the approved land division plan. The applicant has indicated that retaining walls are not required to the car park for the motel. A transformer is proposed to the north west corner of the car park, adjacent the junction of Roads 06 and 07. I recommend provision of the landscaping design for the car park including screening strategies for the transformer to support the delivery of the landscape ambitions of the project and a positive contribution to the public realm.

The proposal includes ten over water suites to the Port Adelaide River, with access from two points adjacent Wauwa Street and the northern promenade. The over water suites are intended to form part of the range of accommodation types managed by the motel operator, which I support. The retention of the over water suites as a public offer rather than private residences is critical to my support, as maximising opportunities for public access to the waterfront was a key element of support for over water development during the Design Review process. I strongly support the ambitions of the project team to provide an innovative concept for tourist accommodation. In my view, however, there are a number of interrelated matters that require further consideration to support successful delivery of the over water suites as intended. I acknowledge the specialist nature of this type of development, and the technical challenges such as tidal levels, services reticulation, public safety, fire protection, and maintenance. In my view, further coastal engineering and specialist construction input should be sought at the earliest opportunity to deliver an integrated outcome that is safe, welcoming and universally accessible.

The individual over water suites are separated, and serviced by a 2.3 metre wide floating walkway that is positioned parallel to the northern promenade of Dock One. Two 12 by 12 metre pontoon landings are proposed at the west and east ends of the floating walkway. Ramp and stair access is proposed from the promenade at two locations. A new open steel framed stair structure is proposed adjacent the Stage 1 central public open space (Reserve 01) and waterfront promenade. The drawings indicate all elements servicing the over water suites are floating, with the exclusion of the new steel stair structure. I support the location of this stair structure that retains unimpeded views to the north for all private townhouse development fronting the promenade. I recommend further clarification is provided regarding thresholds between spaces for general public use and guests using the over water development with a view to maximise community access to the waterfront, ensure adherence with public safety requirements, and also afford privacy and security for the motel patrons. In my view, an opportunity exists for the westernmost over water suite to provide a public function related to the motel, with the view to maintain community access to the large pontoons and reinforce the character of a working dock as a community asset.

I am not yet convinced by a number of technical aspects of the over water development proposal, including the ability to accommodate wind-on-tide levels that exceed the highest astrological tide at this site, and any ship-induced wave movement from nearby transport movements due to the west north west orientation of the dock basin. I request confirmation that the existing and proposed concrete pylons are of sufficient height and number to be able to accommodate these levels and induced wave movement. I also recommend confirmation the geometry and size of the ramp access landings are able to accommodate the tidal level changes, and the proposed strategy for minimising

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any impact of wave action on the suites' durability and occupants' comfort levels.

With regard to services infrastructure, I recommend further clarification of the strategy for water and power reticulation, stormwater and sewer is provided. In my view, the proposed services reticulation strategy is likely to have a significant visual impact on the overall form of the development and is yet to be clearly indicated by the submitted documentation and visualisations. I also recommend consideration is given to the floating walkway with regard to provision of ladders and life safety systems, fire protection requirements, connection details, lighting, and a baggage handling/trolley system to ensure safe and convenient access.

The over water suites are proposed as singular built form elements clad with full height metal cladding. Spotted gum timber batten entrance and deck screening elements bookend the metal clad suite. I support the simple form and architectural expression, however I am concerned by the limited 'freeboard' distance between the water line and the bottom of the metal cladding, and potential weathering and corrosion issues that may affect the appearance of the over water suites in both the short and long term. I recommend further clarification is provided with regard to material selection including consideration of corrosion protection systems and details with the view to ensure a high quality and durable outcome suitable for the marine environment. I also recommend consideration of a servicing and maintenance strategy for all over water elements to ensure long term viability and delivery of a high quality outcome as envisaged. The applicant has confirmed the individual air conditioning condensers will be installed on the northern timber decks. I recommend consideration of the proposed location with regard to water levels, weathering and potential corrosion issues. I also recommend an integrated approach to screening of any external services.

The proposal includes the provision of 21 car spaces for the over water suites accessed from Wauwa Street. I request clarification if the car spaces are proposed to be covered, as this is not yet evident from the documentation. I am of the opinion retention of views to the water from Wauwa Street are critical to the precinct.

The key issues related to this proposal are summarised below. In my view, these matters warrant further review and resolution prior to consideration by the State Commission Assessment Panel in order to achieve a successful design outcome.

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- Review of opportunities for greater permeability of the front terrace wall to St Vincent Street, with the view to provide an active frontage, and engagement with the public realm.
- Clarification of the materiality and height requirements of the new solid wall between the car park and ramp to ensure a welcoming and safe environment for all users.
- Provision of the landscaping design for the car park including screening strategies for the transformer to support the delivery of the landscape ambitions of the project and a positive contribution to the public realm.
- A high quality of external materials suitable for the marine environment supported by a materials schedule and samples board.



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- Further clarification regarding thresholds between the areas for general public use and guests using the over water development, with a view to maximise community access to the waterfront, ensure adherence with public safety requirements, and afford privacy and security for the guests.
- Confirmation the geometry and size of the ramp access landings, location of air conditioning condensers, and height and number of the existing and proposed concrete pylons are able to accommodate wind-on-tide levels and induced wave movement, in addition to the highest astrological tide.
- Clarification of the proposed strategy for water and power reticulation, stormwater and sewer.
- An integrated approach to screening of any external services to the over water suites.
- Provision of ladders and life safety systems, fire protection requirements, connection details, lighting, and a baggage handling/trolley system to ensure safe and convenient access to the floating walkway.
- Clarification with regards to material selection for the over water suites, including consideration of corrosion protection systems and details with the view to ensure a high quality and durable outcome suitable for the marine environment.
- Consideration of a servicing and maintenance strategy for all over water elements to ensure long term viability and delivery of a high quality outcome as envisaged.
- Confirmation if the car spaces servicing the over water suites are proposed to be covered, cognisant of critical views to the water from Wauwa Street.

Yours sincerely



Kirsteen Mackay  
South Australian Government Architect

cc: Belinda Chan ODASA belinda.chan@sa.gov.au

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**Government of South Australia****Coast Protection Board**

17 September 2019

Ref: CPB/056/19

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Janaki Benson  
Planning Officer  
Department of Planning, Transport and Infrastructure  
C/- State Planning Assessment Commission

Via APPIAN

Dear Janaki

<b>Development Application No</b>	040/L030/19
<b>Applicant</b>	Dock One Pty Ltd
<b>Description</b>	Motel (conversion of Marine and Harbours building) and 10 overwater motel suites with associated landings, moorings and floating access pontoons
<b>Location</b>	Port River-Dock One
<b>Development Plan Zone</b>	Regional Centre Zone-Dock One Policy Area
<b>Council</b>	City of Port Adelaide Enfield

I refer to the above development application forwarded to the Coast Protection Board (the Board) in accordance with Section 37 of the *Development Act 1993*. The planning authority must have regard to the Board's advice when making a decision on the proposal.

In accord with part 43 of the Development Regulations, a copy of the decision notification must be forwarded to the Board at the above address.

The following response is provided under delegated authority for the Board, in compliance with the policies within its Policy Document 2012 at:

[http://www.environment.sa.gov.au/about-us/boards-and-committees/Coast\\_Protection\\_Board/Policies\\_strategic\\_plans](http://www.environment.sa.gov.au/about-us/boards-and-committees/Coast_Protection_Board/Policies_strategic_plans)

More information on coastal development assessment and planning policy is contained in the Coastal Planning Information Package at:

<http://www.environment.sa.gov.au/our-places/coasts>

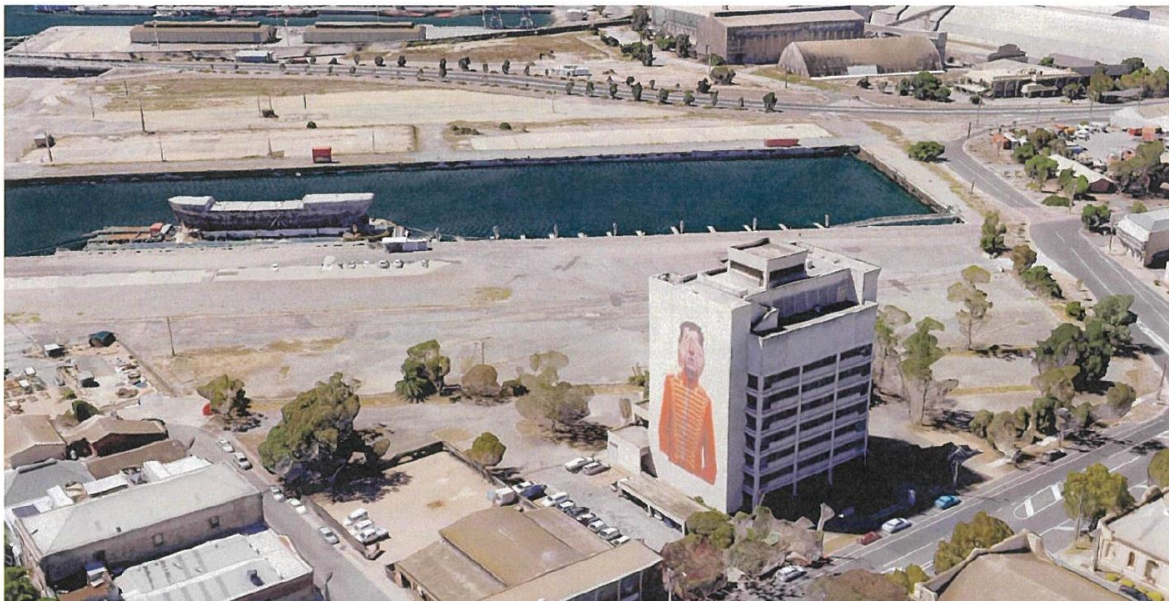
## **Proposal**

The proposal development Dock One-Port Adelaide-Stage 2A development is for a multi-storey Motel (conversion of Marine and Harbours building) and 10 overwater motel suites with associated landings, moorings and floating access pontoons (the overwater structures).





*Figure 1-Location of Proposed Development*



*Figure 2-Existing Site*







In the absence of this information it is recommended that a condition be included with any approval to address potential flood hazard, by requiring any mechanical and electrical equipment and power outlets associated with the converted Marine and Harbour building to be made safe from water ingress or raised in accordance with the Board's recommended minimum floor level of 3.45 metres AHD.

### Overwater Structures

For compliance with the Board's coastal flooding hazard risk (which is consistent with the Port Adelaide Enfield (PAE) Council Development Plan, Regional Centre Zone, Principles of Development Control (PDC) 74 and 76): require that:

- Development within 8 metres of the water's edge should not have a site level less than 3.40 metres Australian Height Datum (AHD) or a habitable floor level less than 3.65 metres AHD. Where basement or undercroft car parking is proposed, it should be designed to provide a sill height of not less than 3.40 metres AHD or a barrier to prevent inundation of the basement or undercroft area. These levels can be reduced where reasoned technical arguments in relation to the effects of land subsidence and wave effects demonstrate that the lower levels provide adequate protection. The form and layout of development should be designed to enable future flood protection against a further 0.7 metres of sea level rise and additional land subsidence by 2100.
- Over water development should have a floor level of not less than 4.35 metres Australian Height Datum (AHD). Where basement or undercroft car parking is proposed, it should be designed to provide a sill height of not less than 4.10 metres AHD or a barrier to prevent inundation of the basement or undercroft area. These levels can be reduced where reasoned technical arguments in relation to the effects of land subsidence and wave effects demonstrate that the lower levels provide adequate protection.

The proposed application indicates that the over water structures will not be affixed to the riverbed and have been designed to float. The applicant has indicated that they are unlikely to flood as they will rise with the sea level therefore the overwater development policy does not need to be considered in this instance.

The Board noted this approach and sought further detail on how the proposed over water structures (overwater motel suites, landings, ramps access, stair case and upgraded floating access pontoon) would be interlinked and attached to the river bank infrastructure to demonstrate capacity to withstand storm tide events.

The applicant subsequently advised that these issues will be determined during the detailed design phase.

The Board accepts this approach but recommends that the proponent engage a consultant with appropriate Coastal Engineering/Coastal Processes expertise at the detailed design stage to consider issues such as:

- wave amplification in the harbour
- potential for 'seiching' in the harbour, and
- local land subsidence to the year 2100

It is recommended that a condition be included requiring that the overwater structures have an operational height range that accommodates a 100 year Average Recurrence Interval (ARI) storm tide event factoring in Sea Level Rise to the year 2100 (1.0m)

Further to this any electrical/mechanical/hydraulic equipment on the land associated with the overwater structures, within 8 metres of the water's edge, will need to be made safe from water ingress or raised in accordance with the Board's recommended minimum floor level of 3.65 metres AHD.

### Coastal Biodiversity

A key policy objective for the Board is the protection of the coastal environment, including seagrasses.

A benthic survey of the site and surrounding area impacted by construction works and the development was sought to establish the extent of flora to be impacted for assessment with regards to the Native Vegetation Act. The applicant subsequently commissioned a bathymetric survey of the riverbed directly beneath the surface of the proposed overwater structures and advised that there are no seagrasses growing within this part of the riverbed, as its surface is presently littered with rubbish.

The waters adjacent the development site fall within the area covered by the *Adelaide Dolphin Sanctuary Act 2005*. The object of the *Act* is to protect the dolphin population and their natural habitat. Contractors should be made aware of the *Adelaide Dolphin Act 2005* and that there is a general duty of care to ensure the protection of the dolphin population from direct physical harm including as a result of changes in water quality.

All imported substrate material or engineered fill to be used shall be free of weeds and pathogens to ensure that noxious weed or contamination sources are not introduced into the coastal environment.

The applicant is reminded of their general environmental duty, as required by Section 25 of the *Environment Protection Act 1993*, to take all reasonable and practical measures to ensure that the activities on the whole site, including during construction, do not cause environmental harm.

### Coastal Acid Sulfate Soils

Coastal Acid Sulfate Soils (CASS) have the potential to cause major habitat loss and degradation due to the release of acid and heavy metal ions into the environment. There is also a threat to development after construction due to deterioration and corrosion due to the disturbance of CASS.

The land and water over which the development is situated may have the potential to develop acid sulfate conditions if exposed to oxygen. Any spoil material should be closely monitored and tested for potential CASS and a contingency plan to remediate this action should be put in place, via an appropriate soil expert.

The Coast Protection Board has released a set of guidelines which should be followed in areas where acid sulfate soils are likely to occur. These can be found at:

[https://www.environment.sa.gov.au/our-places/coasts/Coastal\\_hazards/Coastal\\_acid\\_sulfate\\_soils](https://www.environment.sa.gov.au/our-places/coasts/Coastal_hazards/Coastal_acid_sulfate_soils)

### Stormwater Impacts

The Board seeks to minimise the impact of stormwater discharge to the coast. The stormwater management system associated with the development must be in accordance with recognised engineering best practice to ensure that stormwater does not adversely affect the marine environment.

## Coast Protection Board Response

The Board has no objection to the proposed development provided the following conditions (or similar) be applied should the application be approved:

### Conditions

- Mechanical and electrical equipment associated with the converted Marine and Harbour building shall be made safe from water ingress or raised in accordance with the Board's recommended minimum level of 3.45 metres AHD.
- The overwater structures shall have an operational height range that accommodates a 100 year Average Recurrence Interval (ARI) storm tide event and factoring in a potential 1.0m of sea level rise to the year 2100.
- Any electrical/mechanical/hydraulic equipment on the land associated with the overwater structures, will need to be made safe from water ingress or raised in accordance with the Board's recommended minimum floor level of 3.65 metres AHD.
- Any imported fill to be used shall be free of weeds and pathogens to ensure that noxious weed or contamination sources are not introduced into the coastal environment.
- All stormwater design and construction shall be in accordance with recognised engineering best practice to ensure that stormwater does not adversely affect the marine environment.

The Board recommends that the following notes be applied:

### Notes

- It is recommended that the proponent engage a consultant with appropriate Coastal Engineering/Coastal Processes expertise at the detailed design stage to consider issues such as:
  - wave amplification in the harbour
  - potential for 'seiching' in the harbour, and
  - local land subsidence to the year 2100
- Coastal Acid Sulfate Soils (CASS) have the potential to cause major habitat loss and degradation due to the release of acid and heavy metal ions into the environment. There is also a threat to development after construction due to deterioration and corrosion due to the disturbance of CASS. The land on which the development is situated, including the riverbed, may have the potential to develop acid sulfate conditions if exposed to oxygen. Spoil material should be closely monitored and tested for potential CASS and a contingency plan to remediate this action should be put in place, via an appropriate soil expert. The Coast Protection Board has released a set of guidelines which should be followed in areas where acid sulfate soils are likely to occur. These can be found at:  
[https://www.environment.sa.gov.au/our-places/coasts/Coastal\\_hazards/Coastal\\_acid\\_sulfate\\_soils](https://www.environment.sa.gov.au/our-places/coasts/Coastal_hazards/Coastal_acid_sulfate_soils)
- The waters adjacent the development site fall within the area covered by the *Adelaide Dolphin Sanctuary Act 2005*. The object of the Act is to protect the dolphin population and their natural habitat. Contractors should be made aware of the *Adelaide Dolphin Sanctuary Act 2005* and that there is a general duty of care to ensure the protection of the dolphin population from direct physical harm including as a result of changes in water quality.
- The applicant is reminded of their general environmental duty, as required by Section 25 of the *Environment Protection Act 1993*, to take all reasonable and practical measures to ensure that the activities on the whole site, including during construction, do not cause environmental harm.

## Disclaimer

The Board attaches the following disclaimer to the above advice;

*Based upon current knowledge and information the development and development site is at some risk of coastal erosion and inundation due to extreme tides notwithstanding any recommendations or advice herein, or may be at future risk. Neither erosion nor the effect of sea level change on this can be predicted with certainty. Also, mean sea level may rise by more than the 0.3 metres assumed in assessing this application.*

*Accordingly neither the South Australian Coast Protection Board nor any of its servants, agents or officers accept any responsibility for any loss of life and property that may occur as a result of such circumstances.*

If this application is approved, SCAP should consider including a similar disclaimer in its Decision Notification to the applicant. However, no reference must be made to the Coast Protection Board in SCAP's disclaimer.

Yours sincerely



**Murray Townsend**  
Manager, Coastal Management  
Climate Change Group  
Department for Environment and Water  
Delegate for Coast Protection Board



In reply please quote 2019/00343, Process ID: 585853  
Enquiries to Matthew Henderson  
Telephone 0419 747 010  
E-mail dpti.luc@sa.gov.au



**Government of South Australia**

Department of Planning,  
Transport and Infrastructure

**POLICY, STRATEGY AND  
PROGRAM DEVELOPMENT**

**Transport Assessment and  
Policy Reform**

GPO Box 1533  
ADELAIDE SA 5001

ABN 92 366 288 135

16 August 2019

State Commission Assessment Panel  
C/- Ms Janaki Benson  
Department of Planning, Transport and Infrastructure  
GPO Box 1815  
ADELAIDE SA 5001

Dear Ms Benson

**SCHEDULE 8 - REFERRAL RESPONSE**

<b>Development No.</b>	040/L030/19
<b>Applicant</b>	Dock One P/L
<b>Location</b>	293 St Vincent Street, Port Adelaide
<b>Proposal</b>	Convert the former Department of Marine and Harbours Building into a motel, including a single storey extension to the southern side of the building and together with ancillary car parking.

I refer to the above development application forwarded to the Commissioner of Highways (CoH) in accordance with Section 37 of the *Development Act 1993*. The proposed development involves development adjacent a main road as described above.

The following response is provided in accordance with Section 37(4)(b) of the *Development Act 1993* and Schedule 8 of the *Development Regulations 2008*.

**CONSIDERATION**

The Metropolitan Adelaide Road Widening Plan currently shows a possible requirement for a strip of land from the St Vincent Street frontage of this development site for future road purposes. Further advice is provided below.

It is noted that vehicular access is not proposed direct to/from St Vincent Street to serve this development. Additionally, road works and alterations to St Vincent Street along the development site frontage (in particular the angled car parking shown in the plans referred) are subject to conditions of approval appended to DA 040/D326/17.

**ADVICE**

The CoH is supportive of the proposed development. The following note provides important information for the benefit of the applicant and is required to be included in any approval:

- The Metropolitan Adelaide Road Widening Plan currently shows a possible requirement for a strip of land up to 24 metres in width from the St Vincent Street frontage of the development site for future road purposes. However, some land has been acquired at the

St Vincent Street/Wauwa Street corner (Lot 34 in Deposited Plan 72075) and no further requirements are currently envisaged. The consent of the CoH under *the Metropolitan Adelaide Road Widening Plan Act 1972* is required to all building works on or within 6 metres of the possible requirement shown on the Plan. The applicant should forward the attached form, together with a copy of the approved site plan, to [dpti.luc@sa.gov.au](mailto:dpti.luc@sa.gov.au) for consent purposes. Consent can be anticipated.

Yours sincerely



**A/MANAGER, TRANSPORT ASSESSMENT AND POLICY REFORM**  
for **COMMISSIONER OF HIGHWAYS**

A copy of the decision notification form should be forwarded to [dpti.developmentapplications@sa.gov.au](mailto:dpti.developmentapplications@sa.gov.au)

17 July 2019



Chairperson  
State Commission Assessment Panel  
GPO Box 1815  
ADELAIDE SA 5001

Dear Sir/Madam

<b>Development Application No.:</b>	040/1243/19
<b>Applicant:</b>	Dock One Pty Ltd
<b>Proposal:</b>	Convert the former department of marine and harbours building into a motel and construct ten over water suites and associated landings, moorings and floating access pontoons within the confines of the Port Adelaide River (SCAP 040/L030/19)
<b>Subject Land:</b>	293 St Vincent St PORT ADELAIDE SA 5015 Allotment 1 D 40901 CT Vol 5441 Folio 805 Allotment 213 D 59621 CT Vol 5875 Folio 874 Allotment 33 D 72075 CT Vol 5978 Folio 861 Allotment 601 D 79638 CT Vol 6028 Folio 406

Further to our previous correspondence regarding the above application, for which the Commission is the relevant authority, Council advises that it has considered this matter and provides the following report pursuant to Regulation 38(2) of the *Development Regulations 2008* to assist the Commission in reaching its decision:

- Council makes the following comments

**Stormwater:**

The planning report provides only a basic statement regarding stormwater management for the existing building, and the statement which is provided appears to be generic and gives no consideration to the actual stormwater requirements which have been determined by FYFE as part of the overall land division. An appropriate stormwater management strategy for the proposal should be developed in conjunction with the previous FYFE determinations.

It also appears there is an opportunity to incorporate stormwater collection and re-use systems into the overwater suites to reduce mains water demand and help satisfy WSUD planning objectives.

**Traffic:**

The car park layout is different to what was approved in the land division. Council have the following concerns about the proposed layout:

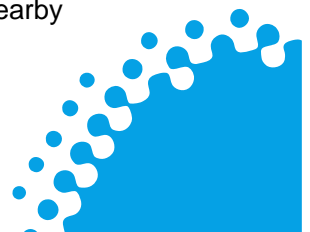
- Stacked/tandem parking in the north west. These spaces are also 90 degree spaces accessed from Road 6. These spaces are less than ideal and stacked parking will only work for customers if it is valet parking – is that proposed here?
- Parking spaces where people are likely to reverse out directly into Road 7
- Car park for people with a disability located a long way from the Motel entrance and without a shared space adjacent. It actually looks like the ramp entry blocks any possible ramp for the accessible car park.
- Garbage truck having to travel through Motel car park as part of servicing nearby dwellings on Road 6 and road 8.

**CIVIC CENTRE**  
163 St Vincent Street,  
Port Adelaide SA 5015  
PO Box 110,  
Port Adelaide SA 5015

**COUNCIL OFFICES**  
Enfield Library  
1 Kensington Crescent, Enfield  
Greenacres Library  
2 Fosters Road, Greenacres

**CONTACT**  
P (08) 8405 6600  
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E [service@cityofpae.sa.gov.au](mailto:service@cityofpae.sa.gov.au)  
[www.cityofpae.sa.gov.au](http://www.cityofpae.sa.gov.au)

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- 90 degree carpark on Road 8 and according to GTA on Road 7 too and Road 6 opposite another car park for some apartments.
- Lack of clarity over which are the Motel carpark and which are those for lot 1004 and 1006 future developments. How will car parks be managed to prevent general public from parking there?
- Car parking assessments are based on rates for inner suburban Melbourne motels. These are unlikely to be a true comparison for apartments in Port Adelaide.

Given all the above changes and comments, can GTA provide an updated parking plan for the Motel and Stage 2 with new road layouts and demonstrate the swept paths for delivery and garbage truck and mini bus access to Motel and adjacent dwellings.

Overwater rooms:

- Sewage will be pumped up to main, how and where? has an easement been established in stage 1? Where will the pipes run?

Council requests an electronic copy of the Decision Notification Form be forwarded to [customer.service@portenf.sa.gov.au](mailto:customer.service@portenf.sa.gov.au) to enable Council to keep its records up to date.

If you have any questions or would like to discuss this matter further please contact me on 8405 6858 or via email at [Russell.fink@cityofpae.sa.gov.au](mailto:Russell.fink@cityofpae.sa.gov.au)

Yours sincerely



Signed .....  
**Russell Fink, Team Leader Planning**  
 17/07/2019





6 September 2019

Ms Janaki Benson  
Senior Planning Officer  
Planning and Land Use Services  
Department of Planning, Transport and Infrastructure  
By email: [janaki.benson@sa.gov.au](mailto:janaki.benson@sa.gov.au)

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E: [info@futureurbangroup.com](mailto:info@futureurbangroup.com)  
ABN: 34 452 110 398

Dear Janaki,

## RE: DEVELOPMENT APPLICATION 040/L030/19

We have been instructed by the Applicant, Dock One Pty Ltd, to respond to the City of Port Adelaide Enfield's referral comments by letter dated Wednesday, 17 July 2019.

Our response is set out below.

### Stormwater

A stormwater management plan has not been prepared for the former Department of Marine and Harbours Building ('the Building'), as this proposal will not alter its footprint in any way.

As for the roof atop the restaurant's outdoor dining area, we can confirm that the Applicant would not object to the imposition of a condition which requires it to demonstrate post receipt of development plan consent that runoff from this structure can be discharged to St Vincent Street in a clean state and at a rate that is deemed to be appropriate by the City of Port Adelaide Enfield ('the Council').

The roof atop each overwater suite has been designed and oriented to allow runoff to gravitate towards the Port River, as one would expect.

### Stacked Car Parking Spaces

Firstly, we can confirm that all eight of the stacked car parking spaces on the eastern side of approved Road 06 will be used by the motel as part of its valet parking service.

Secondly, we are somewhat surprised that the stacked car parking arrangement on the eastern side of approved Road 06 has been called into question by the Council because:

- the Council was made aware of this arrangement during its meeting with the Applicant on Thursday, 14 March 2019 (the Applicant has an email trail which attests to this); and
- this arrangement is shown on the plan of division which was stamped by the Council on Monday, 25 March 2019 (the plan to which we refer is attached for your consideration).

## Approved Road 07

Whilst we acknowledge and appreciate the Council's concerns regarding the need for certain cars to be reversed onto approved Road 07, it is important to keep in mind that:

- the layout of this car park has been reviewed and subsequently endorsed by Mr Paul Morris of GTA Consultants (Mr Morris is a qualified, experienced and independent traffic engineer);
- the Council has not produced any evidence which suggests that these spaces fail to comply with the relevant standard/s; and
- these spaces are arranged in the exact same manner on the plan of division which was stamped by the Council on Monday, 25 March 2019.

## Car Parking Space for People with a Disability

The car parking space for people with a disability is adjoined on its southern side by a shared area, as required by the National Construction Code, and the ramp on the eastern side of the motel, which currently complies with the National Construction Code, provides access to the lobby via the outdoor dining area on the southern side of the restaurant.

## Waste Collection Vehicle

If the Council is concerned that its waste collection vehicle will need to traverse privately owned land in order to collect waste from the dwellings on the western side of approved Road 06, then it should be noted that a right of way in favour of the Council is to be established over the westernmost aisle of this car park.

The purpose of the right of way, which is captured on the enclosed plan of division, is to formalise this access arrangement. The Council should be acutely aware of this, as the right of way was agreed to by both parties (the Applicant and the Council) during the meeting which took place on Thursday, 14 March 2019.

## 90 Degree Car Parking Spaces

Again, these spaces are arranged in the exact same manner on the plan of division which was stamped by the Council on Monday, 25 March 2019. We cannot understand why, therefore, the Council is now raising the arrangement of these spaces as a concern.

## Stage 2 Car Parking Spaces

The five car parking spaces shown on Lot 1008 on the plan of division which was stamped by the Council on Monday, 25 March 2019 form part of Stage 2, not Stage 2A.

## Car Parking Assessment

We stand by Mr Morris' empirical car parking assessment despite the Council's assertion that those rates derived from interstate surveys are *"unlikely to be a true comparison"*, as the Council has not produced any specialist or technical advice to support its assertion.

## **Swept Path Diagrams**

Mr Morris' letter dated Wednesday, 29 May 2019 contains the swept path diagrams which have been requested by the Council.

## **Sewage**

We have been advised by the Applicant that a treatment unit will be placed inside of the Dock so that it can collect and then pump the sewage from the overwater suites to the new civil infrastructure which forms part of Stage 2.

If you have any queries or concerns regarding our response to the Council's comments, please do not hesitate to contact the undersigned.

Yours Sincerely

A handwritten signature in black ink, appearing to read 'Fabian Barone'.

**Fabian Barone**  
Director



28 August 2019

Ms Janaki Benson  
Senior Planning Officer  
Planning and Land Use Services  
Department of Planning, Transport and Infrastructure  
By email: [janaki.benson@sa.gov.au](mailto:janaki.benson@sa.gov.au)

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Dear Janaki,

**RE: DEVELOPMENT APPLICATION 040/L030/19**

We have been instructed by the Applicant, Dock One Pty Ltd, to respond to the Coast Protection Board's request for additional information by letter dated Tuesday, 25 June 2019.

Our response is set out below.

**Overwater Structures**

The manner by which the overwater structures will be interlinked and subsequently affixed to the edge of the Dock will be determined during the detailed design phase, as this is an engineering issue, not a planning issue.

**Benthic Survey**

The Applicant has commissioned Alexander Symonds to carry out a benthic survey of the riverbed directly beneath the surface of the proposed overwater structures.

The benthic survey is attached to our response and shows, amongst other things, that there are no seagrasses growing within this part of the riverbed, as its surface is presently littered with rubbish.

The findings of the benthic survey are unsurprising given that this part of the Port Adelaide River has been specifically earmarked for overwater development. Concept Plan Map PAdE/31 clearly attests to this.

Would you kindly forward our response and the benthic survey to the Coast Protection Board so that it may finalise its assessment of the proposed development.

Yours Sincerely

A handwritten signature in black ink, appearing to read 'Fabian Barone', with a stylized flourish at the end.

**Fabian Barone**  
Director













20 September 2019

Ms Janaki Benson  
Senior Planning Officer  
Planning and Land Use Services  
Department of Planning, Transport and Infrastructure  
By email: [Janaki.benson@sa.gov.au](mailto:Janaki.benson@sa.gov.au)



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ABN: 34 452 110 398

Dear Janaki,

**RE: DEVELOPMENT APPLICATION 040/L030/19**

Thank you for forwarding the Coast Protection Board's referral response to us.

We have reviewed this response and note that the Coast Protection Board *"has no objection to the proposed development provided the following conditions (or similar) be applied."*

The Applicant, Dock One Pty Ltd, has reviewed these conditions and is amenable to them being adopted by the State Commission Assessment Panel in the event that it resolves to grant development plan consent to the proposed development.

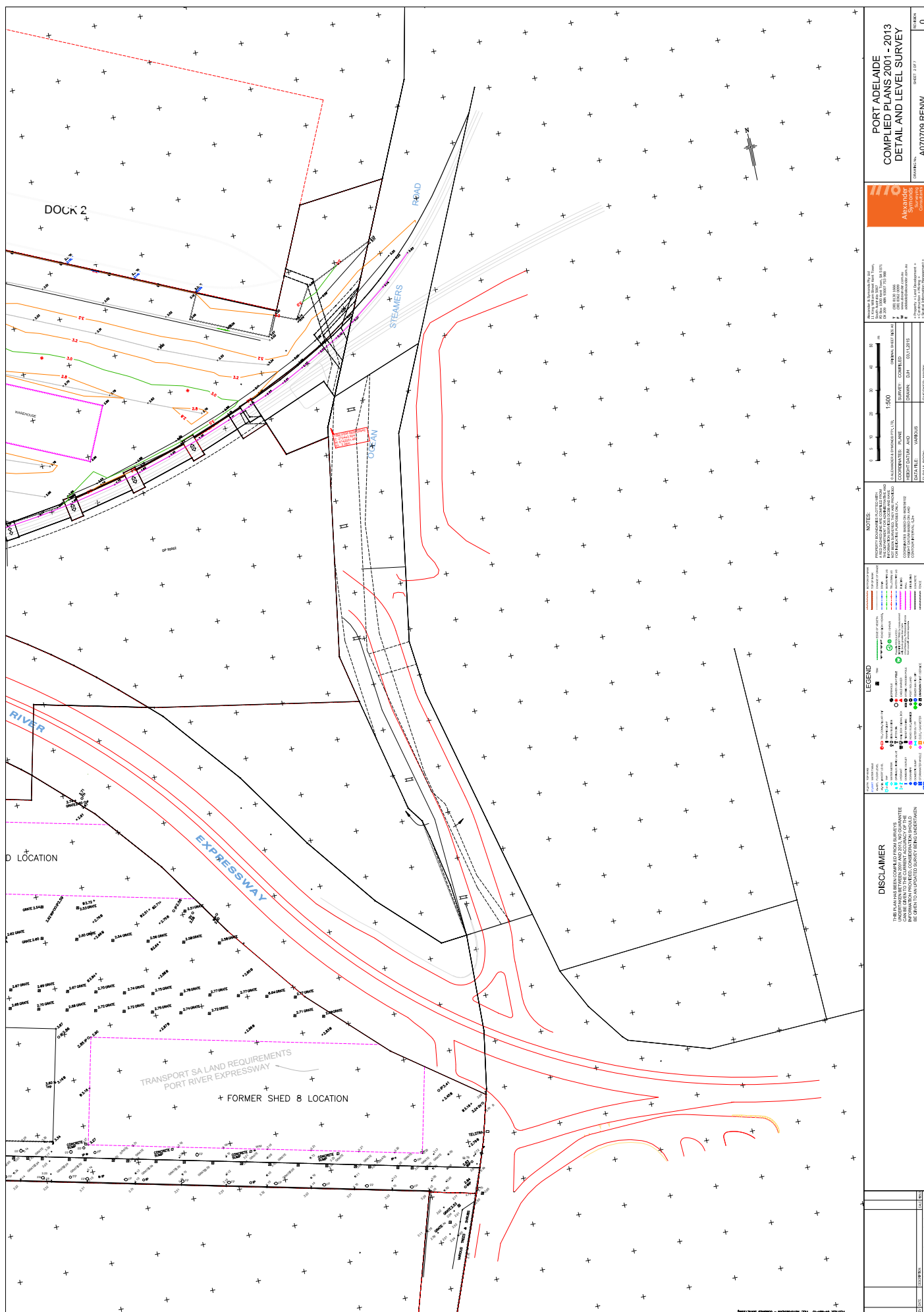
Yours sincerely

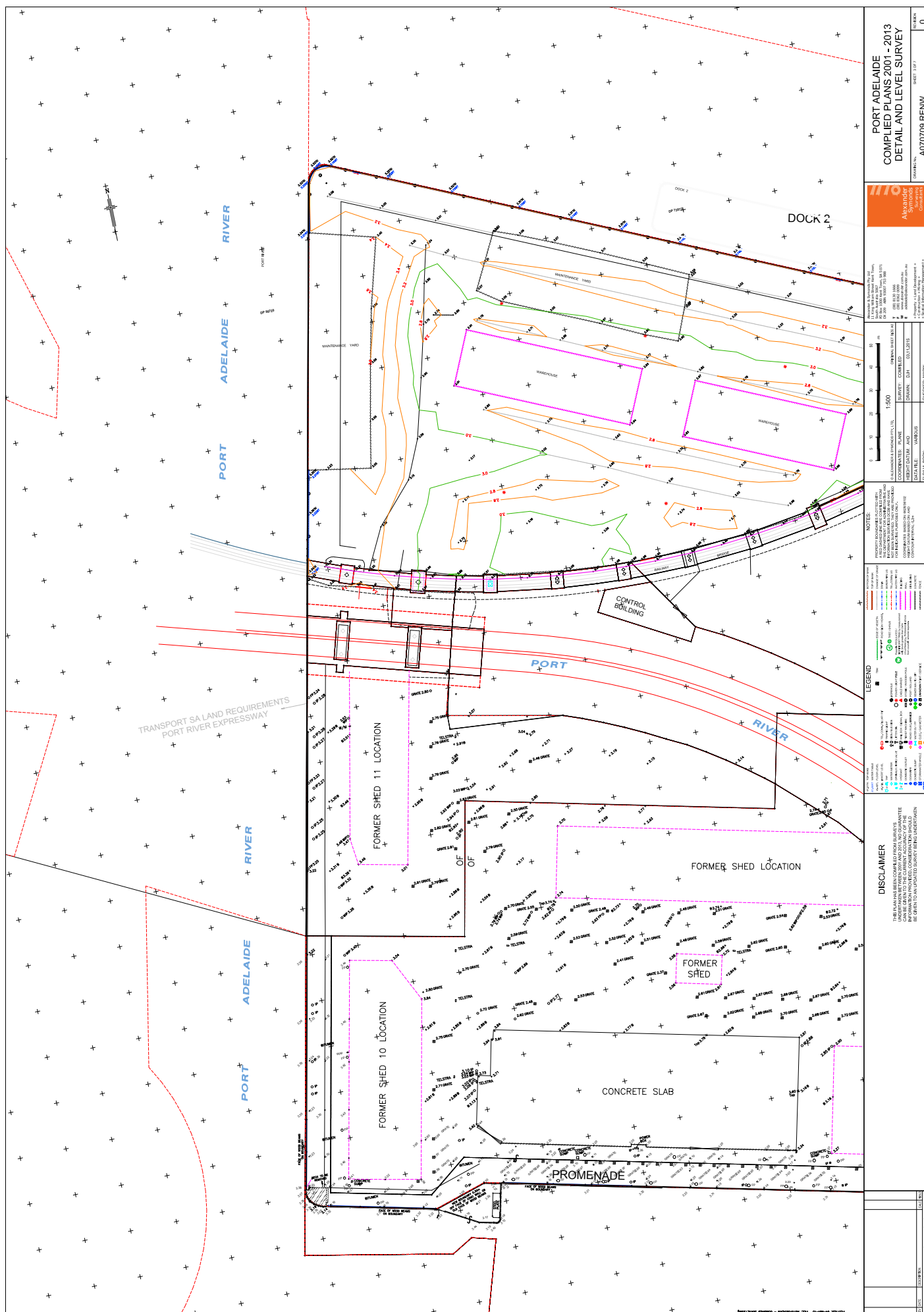
A handwritten signature in black ink, appearing to read 'Fabian Barone', with a stylized flourish at the end.

**Fabian Barone**  
Director









**Benson, Janaki (DPTI)**

---

**From:** Fabian Barone <fabian@futureurbangroup.com>  
**Sent:** Monday, 19 August 2019 4:56 PM  
**To:** Benson, Janaki (DPTI)  
**Subject:** Dock One, Port Adelaide - Response to ODASA

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Janaki,

Our response to the Office for Design and Architecture South Australia ('ODASA') is set out below.

<https://www.dropbox.com/sh/okg12e7l3ldr4ec/AADM0xwnN24EFS84dcZ-JON0a?dl=0>

**Level 9**

The Level 9 Floor Plan is attached to this email. So too is the Roof Plan.

**East – West Section**

An east – west section of the former Department of Marine and Harbours Building was supplied to the State Commission Assessment Panel at the time of lodgement, but a north – south section was not.

We assume, therefore, that ODASA wants a north – south section, not an east – west section.

Drawing A3.07 contains a north – south section of the former Department of Marine and Harbours Building and is attached for ODASA's consideration.

**Retaining Wall**

The Applicant has considered this query and subsequently advised that "the initial concept was provided during the land division application however, our civil engineers have now developed a preliminary concept plan for the roads in Stage 2 (surrounding the motel car park)."

The plan to which the Applicant refers is attached and shows that the car park will essentially be level.

**Overwater Suites**



### *Ramp and Landings*

The dimensions of both ramps and landings are included on Drawing 19.018.PL06, Issue F.

### *Pontoon*

It is clear from Drawing 19.018.PL06, Issue F that the floating access pontoon will be 2.3 metres wide and allow for simultaneous two-way movements to occur.

### *Balustrades*

The Applicant's Private Certifier has confirmed that:

- a 1.0 metre high protection barrier is required on both sides of the ramps which lead to the floating access pontoon; and
- no protection barriers are required as far as the floating access pontoon and landings are concerned.

### *Sections*

The additional sections requested by ODASA are captured on Drawing on 19.018.PL09, Issue F.

### *View Corridor*

The pergola and staircase have been shifted to the south-east of their original location in order to preserve the 'view corridor' between Reserves 01 and 02, and the Promenade.

### *Parking Spaces*

The layout of the 21 parking spaces on Allotment 601 is shown on Drawing 22528-3-0-CV-SK102, Revision B. This Drawing is attached for ODASA's consideration.

### *Washing Machines*

The washing machines and the nearest of the sinks to the main entry doors have been deleted from the individual floor plans, as all linen will be provided, and collected, by the prospective operator of the motel.

### *External Materials*

The external materials that have been selected by the Applicant are shown on Drawing 19.018.PL08, Issue F.

We trust that our response will enable the Government Architect to finalise their referral response.

Regards,

**Fabian Barone**  
Director



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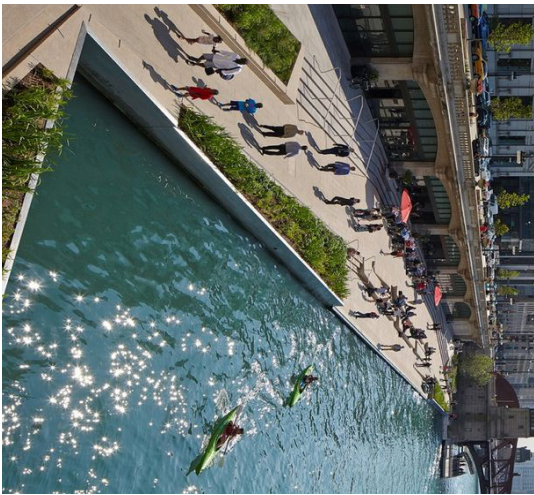
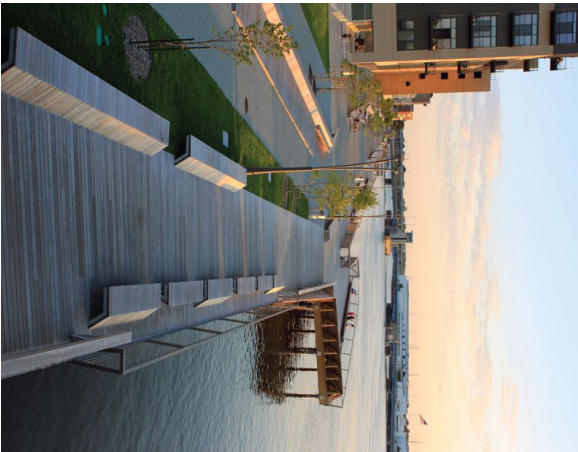
## DOCK ONE | FLOATING HOTEL SUITES, PONTOONS & LANDINGS PORT ADELAIDE

PREPARED FOR : **STARFISH DEVELOPMENTS**  
DESIGN : ALEXANDER BROWN ARCHITECTS  
ISSUE DATE : 15.08.2019  
REVISION: PLANNING APPLICATION [Issue E]

ABA

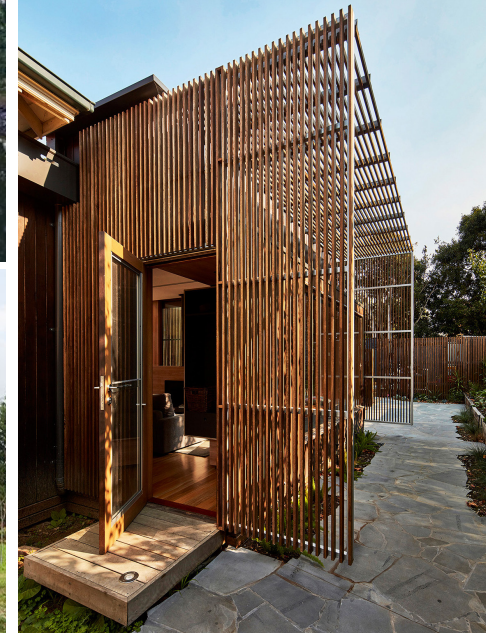


DOCK ONE FLOATING SUITES  
CONTEXT PRECEDENTS



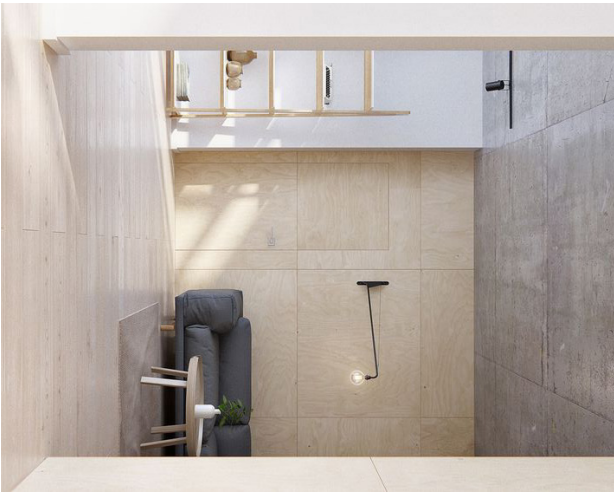


DOCK ONE FLOATING SUITES  
ARCHITECTURAL EXPRESSION





DOCK ONE FLOATING SUITES  
INTERIOR PRECEDENTS





DOCK ONE FLOATING SUITES  
CONTEXT PLAN



LOCATION PLAN  
1:2000 @ A3





DOCK ONE FLOATING SUITES  
CONTEXT PLAN

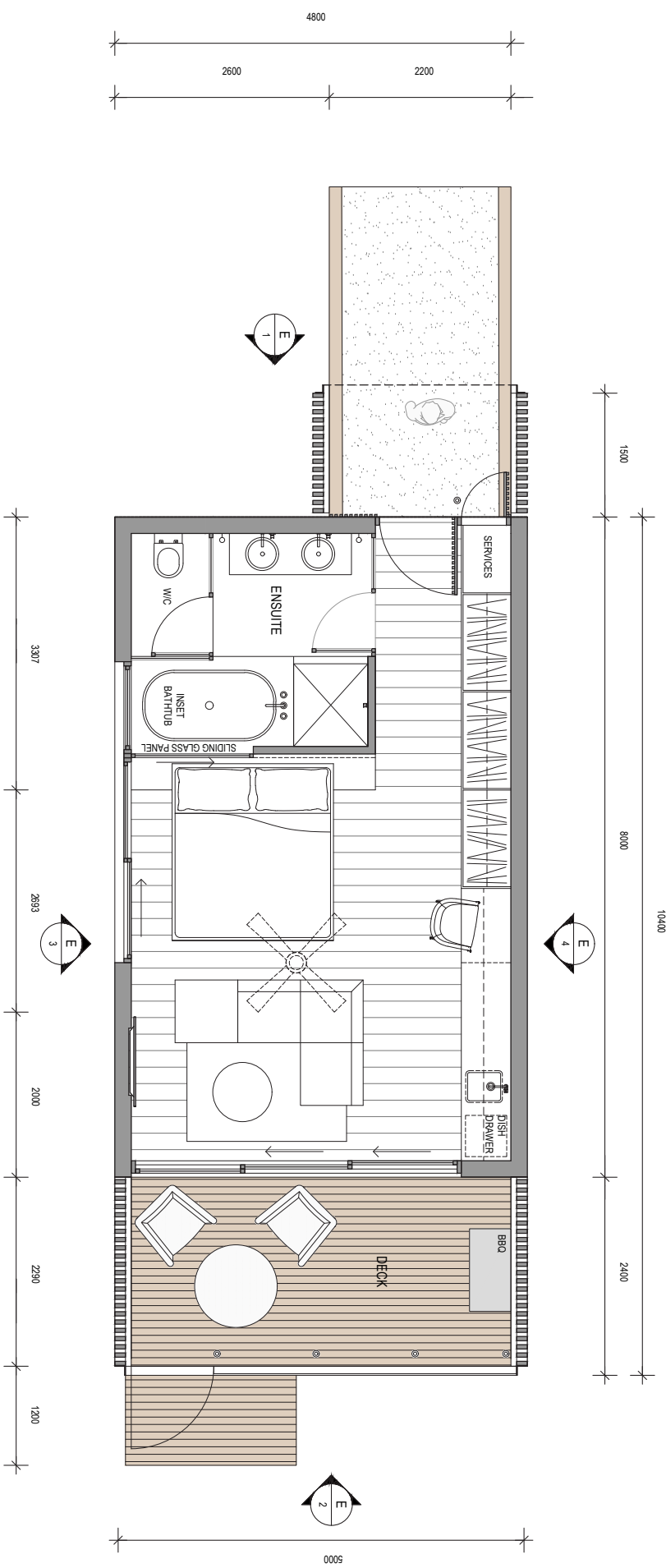


SITE PLAN  
1:500 @ A3





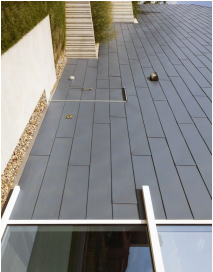
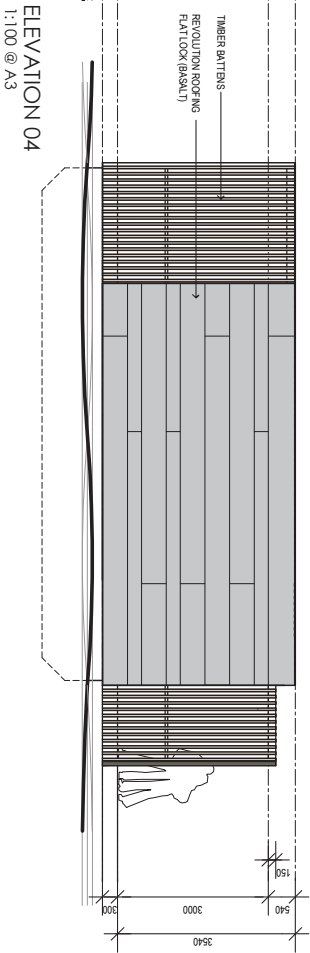
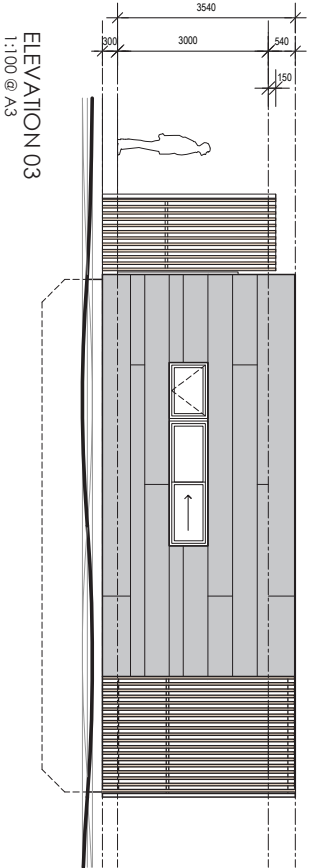
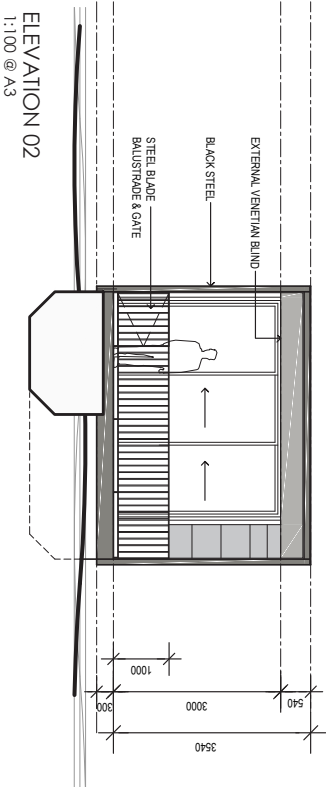
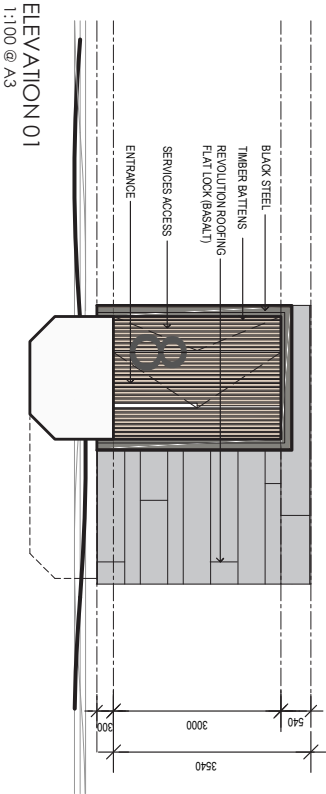
DOCK ONE FLOATING SUITES  
INDIVIDUAL FLOOR PLAN



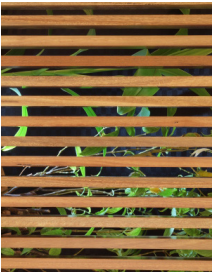
TYPICAL SUITE  
FLOOR PLAN  
1:100 @ A3



DOCK ONE FLOATING SUITES  
ELEVATIONS



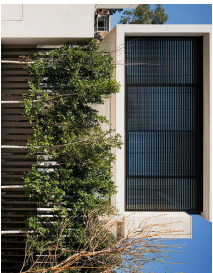
**EXTERNAL CLADDING:**  
REVOLUTION ROOFING FLATLOCK  
COLOUR : BASALT MATT



**EXTERNAL SCREEN:**  
TIMBER BATTEN SCREEN  
SPECIES: SPOTTED GUM



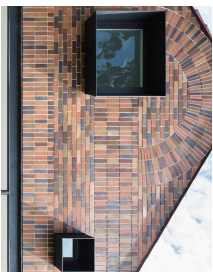
**GLAZING SUITE:**  
POWDER COATED BLACK



**EXTERNAL VENETIAN BLINDS :**  
BLACK

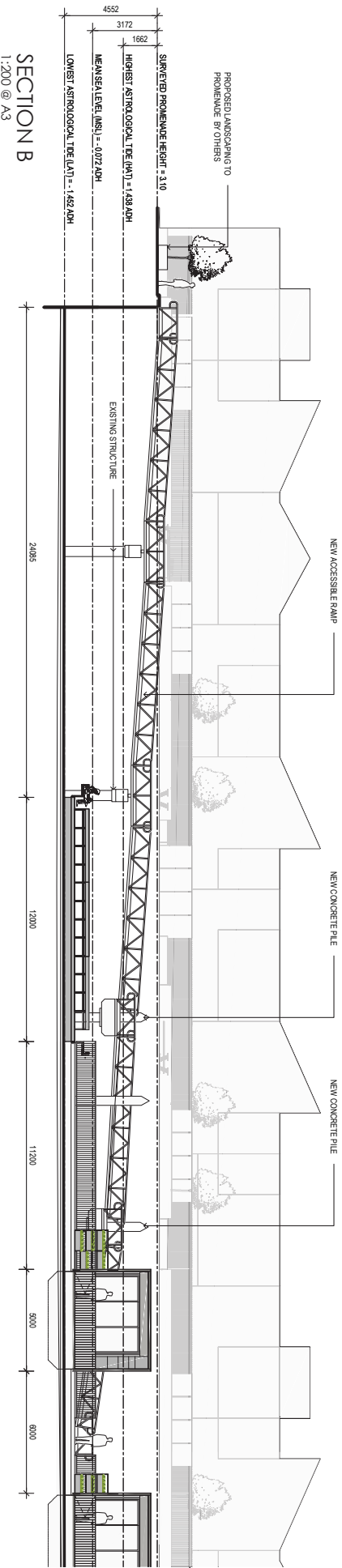
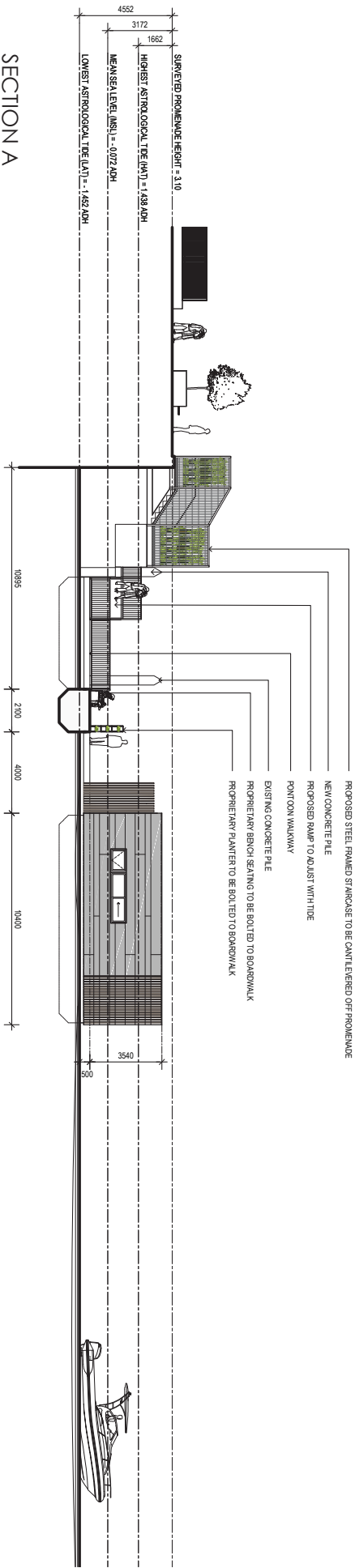


**STEEL BAULTRADE:**  
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POWDERCOATED BLACK

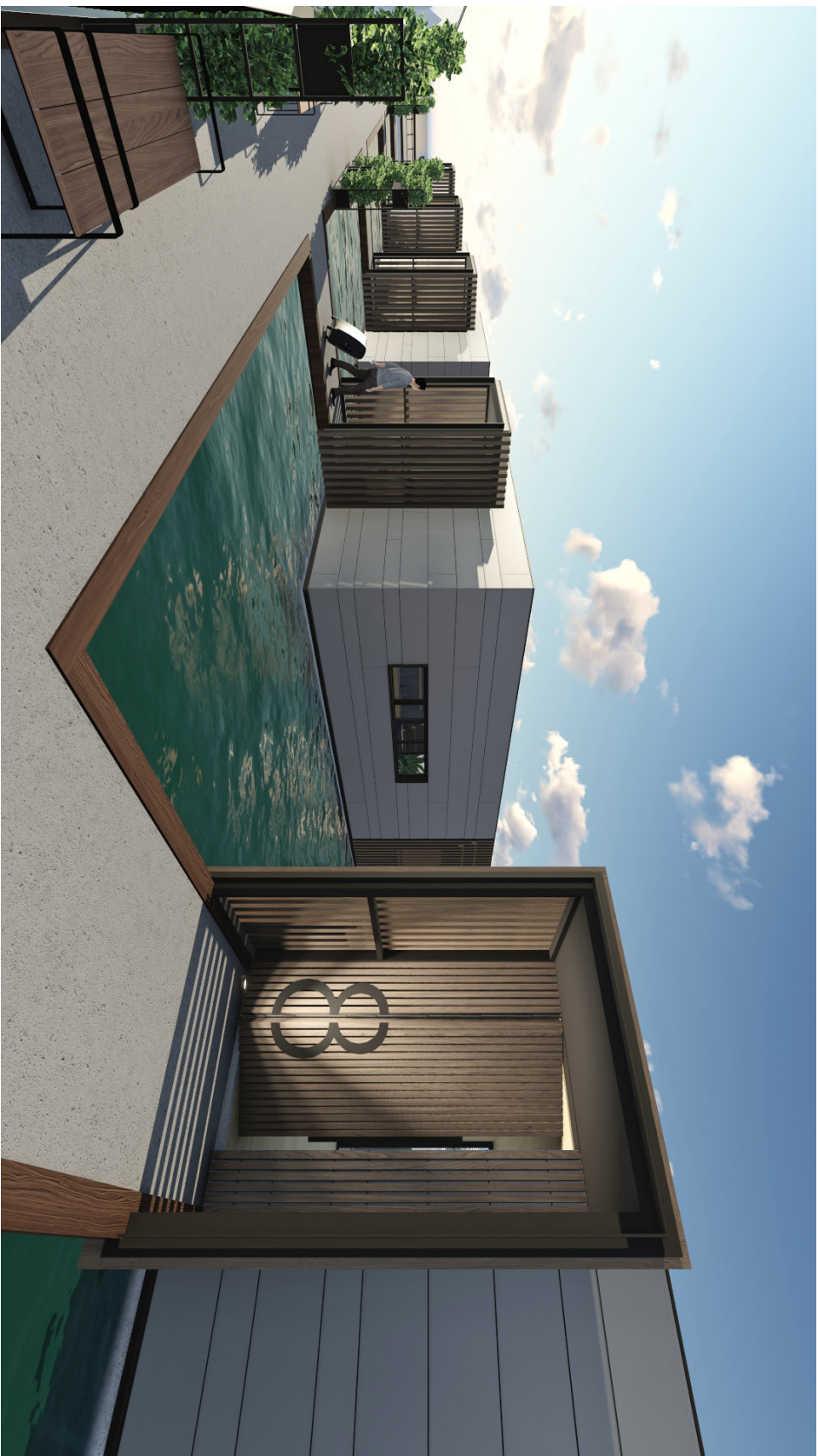


**WINDOW SHADE:**  
FOLDED METAL POWDERCOATED  
BLACK

DOCK ONE FLOATING SUITES  
SECTIONS



DOCK ONE FLOATING SUITES  
EXTERIOR PERSPECTIVE





DOCK ONE FLOATING SUITES  
EXTERIOR PERSPECTIVE



DOCK ONE FLOATING SUITES  
EXTERIOR PERSPECTIVE

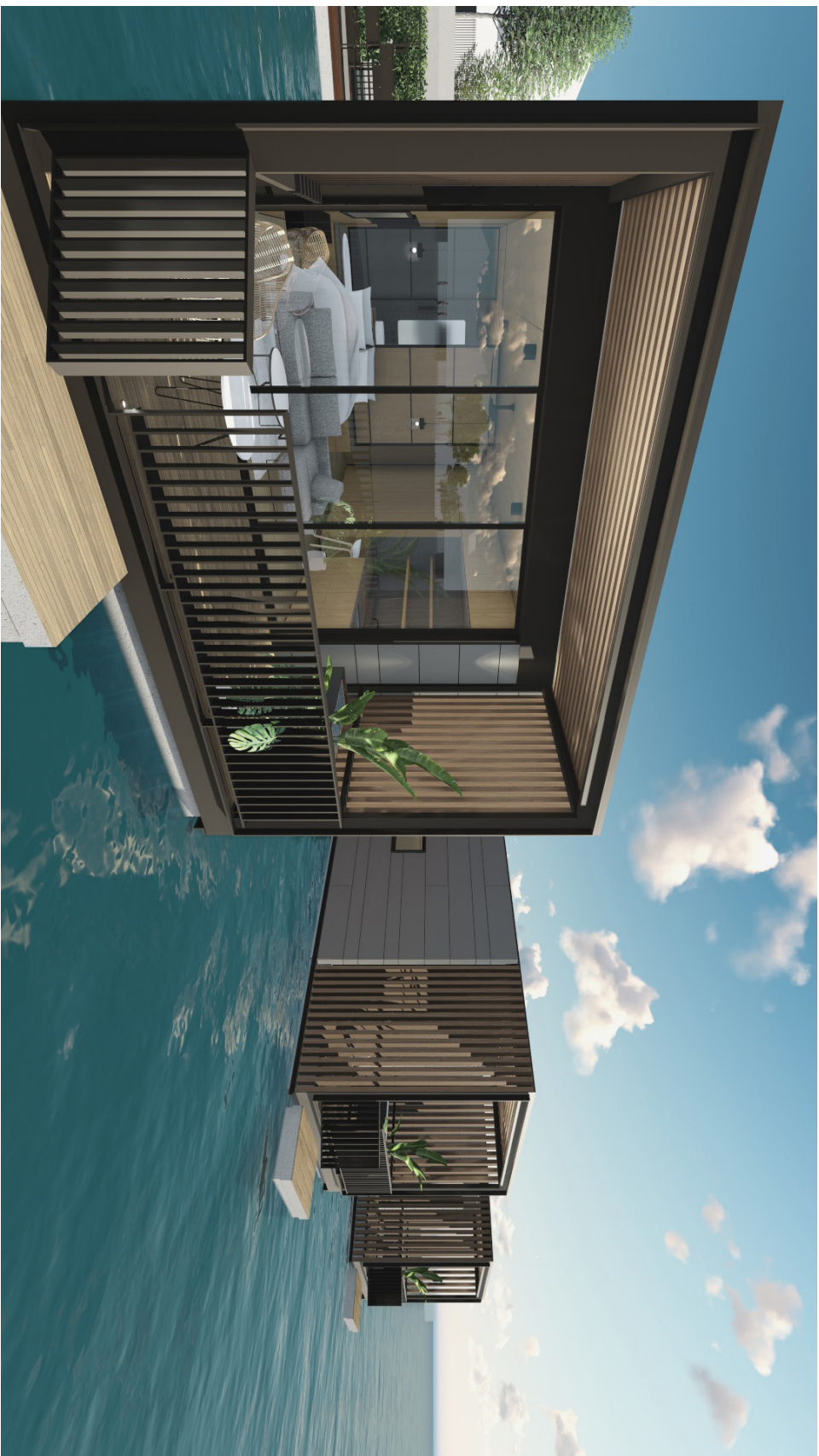




DOCK ONE FLOATING SUITES  
EXTERIOR PERSPECTIVE



DOCK ONE FLOATING SUITES  
EXTERIOR PERSPECTIVE

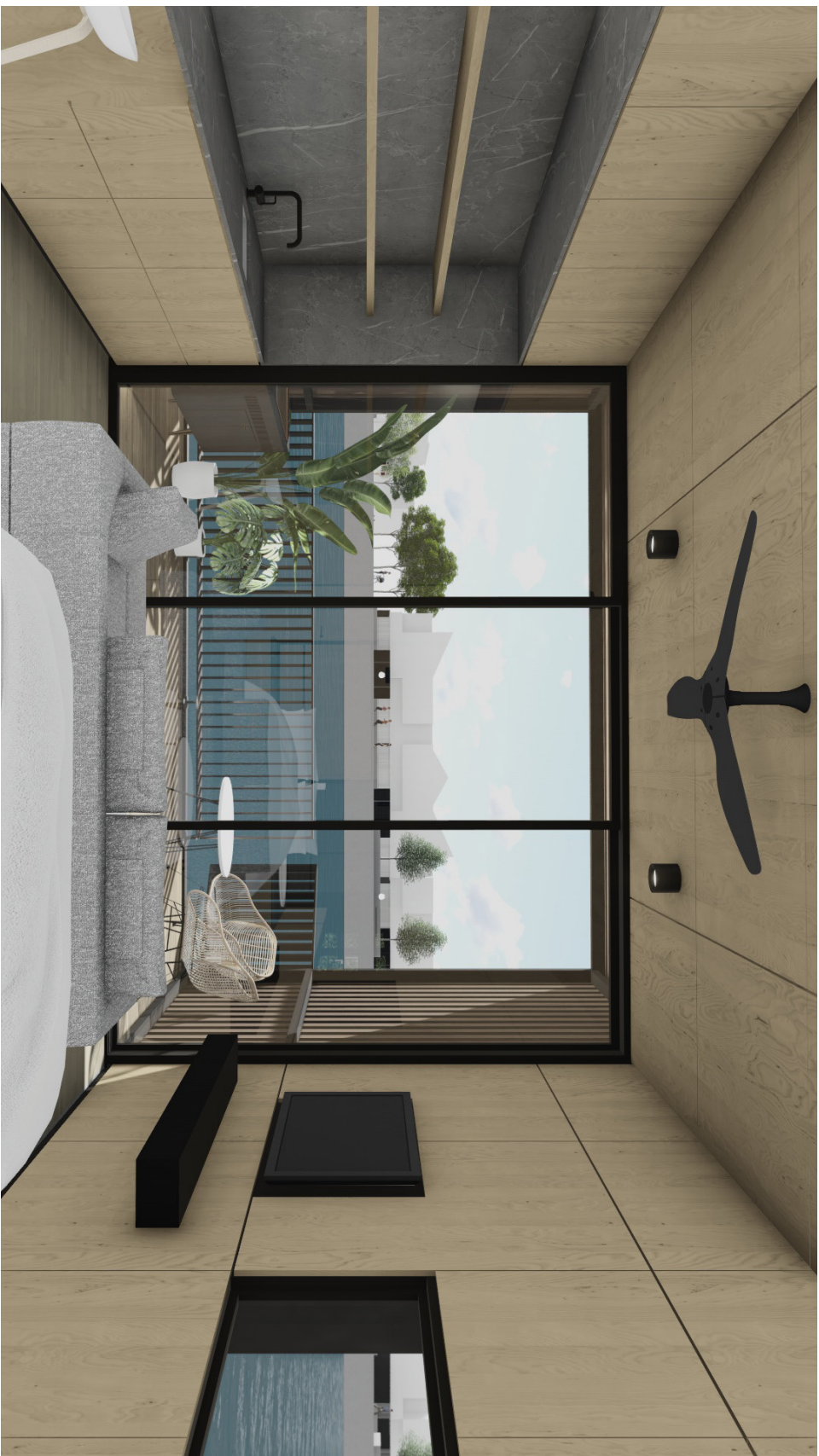




DOCK ONE FLOATING SUITES  
EXTERIOR PERSPECTIVE



DOCK ONE FLOATING SUITES  
INTERIOR PERSPECTIVE





DOCK ONE FLOATING SUITES  
INTERIOR PERSPECTIVE



DOCK ONE FLOATING SUITES  
INTERIOR PERSPECTIVE





DOCK ONE FLOATING SUITES  
INTERIOR PERSPECTIVE



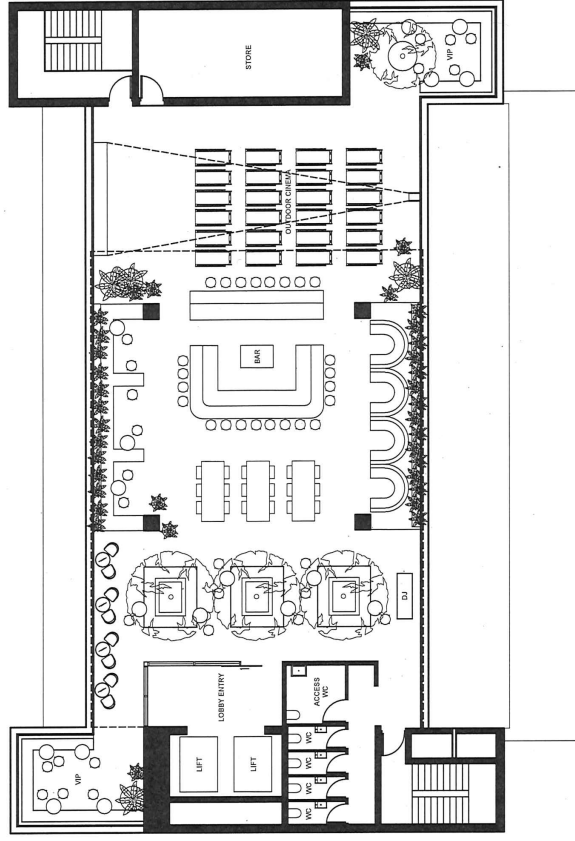
DOCK ONE FLOATING SUITES  
INTERIOR PERSPECTIVE











LEVEL 9 ROOF TOP BAR

**ENZO ARCH**  
**CARO ITEC**  
**SCIO TURE**

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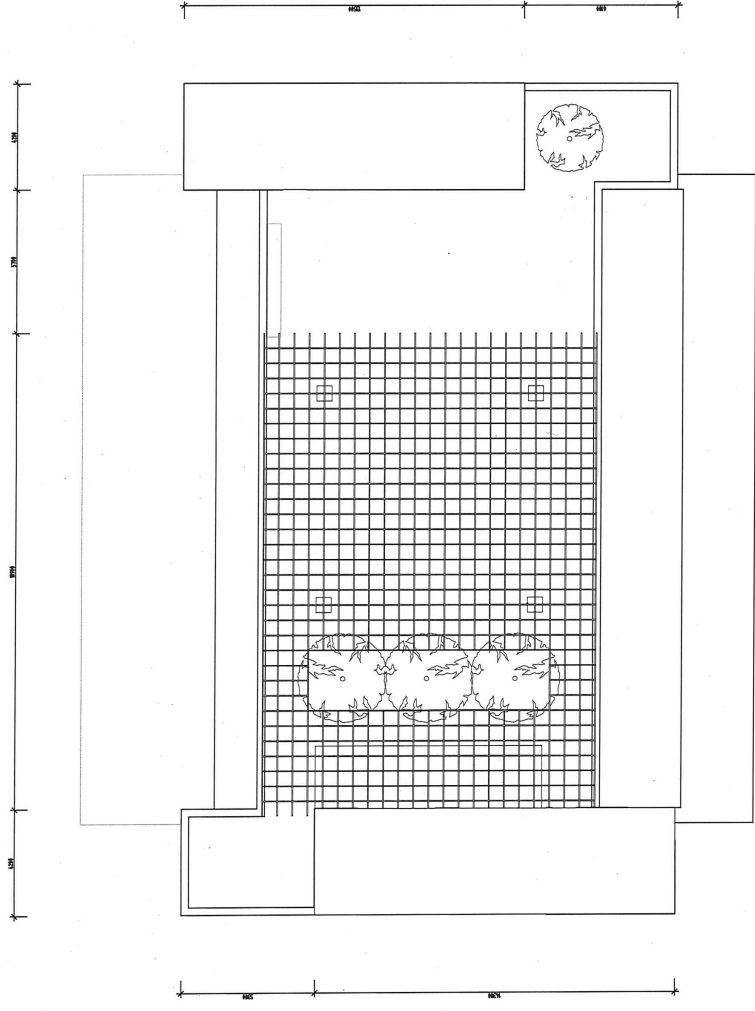
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10m  
17.05.19  
19001  
A2.05

LEVEL 09 - ROOF TOP BAR

MIH HOTEL

STARFISH



ROOF PLAN



**ENZO ARCH**  
**CARO ITEC**  
**SCIO TURE**

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10m

PROJECT NO. 19001

SCALE 1:200 @ A3

DATE 17.06.19

0 1 2 5

ROOF PLAN

MH HOTEL

STARFISH

AZ.06



23 September 2019

Ms Janaki Benson  
Senior Planning Officer  
Planning and Land Use Services  
Department of Planning, Transport and Infrastructure  
By email: [Janaki.benson@sa.gov.au](mailto:Janaki.benson@sa.gov.au)

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ABN: 34 452 110 398

Dear Janaki,

## RE: DEVELOPMENT APPLICATION 040/L030/19

We have been instructed by the Applicant, Dock One Pty Ltd, to respond to the Government Architect's referral response by letter dated Monday, 2 September 2019.

Our response is set out below.

### Outdoor Dining Area

Whilst the Applicant appreciates the Government Architect's desire to increase the permeability of the masonry wall on the southern side of the restaurant's outdoor dining area, it is important to keep in mind that:

- the former Department of Marine and Harbours Building has been vacant for more than two decades;
- the conversion of the former Department of Marine and Harbours Building into a motel will, irrespective of the composition of this wall, reactivate this section of St Vincent Street;
- the southern façade of the motel lobby will be glazed from floor to ceiling;
- the outdoor dining area is situated adjacent to St Vincent Street;
- St Vincent Street is an arterial road which carries in excess of 15,000 vehicles per day;
- this wall has been specifically designed to enhance the prospective patrons' dining experience by shielding the outdoor dining area from air and noise pollution; and
- this wall will be partly concealed by the landscaping that is proposed between it and the northern side of St Vincent Street.

In light of this, the Applicant is reluctant to alter the external appearance of this wall in any way.

### Access Ramp

The solid wall between the at-grade car park and the access ramp does not form part of this development application. Renewal SA must, in its capacity as the Vendor, design, apply for, engineer, and construct, this particular wall at its own expense.

It is our understanding that this wall will be applied for by Renewal SA together with those earthworks pertaining to Stage 2 of the master-planned redevelopment of Dock One.

## **Samples Board**

The Applicant intends to present the requested samples board at the forthcoming SCAP Hearing.

## **Landscaping Plan**

A detailed landscaping plan is currently being prepared for the curtilage of the former Department of Marine and Harbours Buildings, and the car park on its northern and eastern sides.

This plan will be forwarded to you upon completion.

## **Community Access**

The landings which bookend the overwater suites will be accessible to the general public, as sought by the Government Architect.

## **Tidal Forces**

Whilst the Applicant appreciates the Government Architect's concerns in relation to the ability of the overwater development to withstand tidal forces and ship-induced wave movement, this is an engineering issue which must ultimately be addressed during the detailed design phase, and before building rules consent and development approval can be issued.

Notwithstanding this, it is also important to note that the Coast Protection Board "*has no objection to the proposed development*" provided, of course, that its recommended conditions are adopted by the State Commission Assessment Panel.

## **Essential Services**

The essential services (electricity, sewerage and water) will sit beneath the floating access pontoon.

They will not, therefore, be visible from the promenade.

## **Safety**

The Government Architect need not be concerned about the safety or convenience of the floating access pontoon, as it must comply with the National Construction Code and the Disability Discrimination Act in order for building rules consent and development approval to be issued.

## **Freeboard**

An appropriate freeboard height will be determined during the detailed design phase. Further, the materials that have been selected for the overwater suites are expected to withstand the harsh marine environment.

## **Maintenance Strategy**

The overwater suites will be regularly maintained by the prospective operator of the motel in order to prolong their external fabric.



## Air Conditioning Units

Whilst the Applicant appreciates the Government Architect's concerns regarding the location of the individual air conditioning units associated with the overwater suites, it is important to note that the Applicant is reluctant to relocate or screen these units because:

- they do not require development approval to install them on the timber decks (see Schedule 3, Clause (4), Subordinate Clauses (3)(a)(i) of the Development Regulations, 2008);
- they will not be visible from the promenade; and
- they do not want to unnecessarily impede the prospective occupants' right to a reasonable outlook (screening these units will almost certainly do this given the narrowness of the overwater suites).

## Parking Spaces

The parking spaces assigned to the overwater suites will remain uncovered in order to retain the existing vistas.

If you have any queries or concerns regarding our response, please do not hesitate to contact the undersigned.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Fabian Barone', with a stylized flourish at the end.

**Fabian Barone**  
Director

**Benson, Janaki (DPTI)**

---

**From:** Fabian Barone <fabian@futureurbangroup.com>  
**Sent:** Friday, 30 August 2019 10:58 AM  
**To:** Benson, Janaki (DPTI)  
**Cc:** Patrick Stabile  
**Subject:** Dock One, Port Adelaide - Response to DPTI

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Janaki,

We have been instructed by the Applicant, Dock One Pty Ltd, to respond to the Department's request for additional information by email dated Monday, 22 July 2019.

Our response is set out below.

**Noise**

The Applicant has instructed Sonus to assess the proposed rooftop bar/cinema against Principles 9 and 10 of the 'Interface between Land Uses' Module.

We will forward Sonus' assessment to you as soon as it becomes available.

**Landscaping**

Although the configuration of the car park has changed since the overall master plan for Dock One was approved, the Applicant has, to the best of its knowledge, never produced a detailed landscaping plan for this part of the site but remains committed to planting semi-mature trees in, and around, the reconfigured car park.

**Air Conditioning**

Each overwater suite will be fitted with an air conditioning condenser. The air conditioning condensers will be installed on the timber decks. They will not, therefore, be visible from the Promenade.

The air conditioning condensers associated with the motel will be installed within the confines of the internal plant rooms.

## **Signage**

A small sign will be erected between the parking spaces in question and the edge of the Dock which states that these spaces form part of a private car park.

The spaces in question will be sealed with bitumen and then line marked. As part of the line marking exercise, each space will also display the number of the overwater suite to which it relates.

## **Existing Overwater Structures**

With respect, the Department does not need to know about the methods that are proposed to dismantle and remove the existing overwater structures for two reasons.

First, development plan consent is not required to dismantle or remove the existing overwater structures.

Second, a separate development application for building rules consent and development approval will be lodged by the Applicant to lawfully dismantle and remove the existing overwater structures.

## **Grey/Waste Water**

All grey/waste water is to be removed via a pipe connected direct to the sewer.

We trust that our response will enable the Department to finalise its assessment of the proposed development.

Regards,

**Fabian Barone**

Director



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## Benson, Janaki (DPTI)

---

**From:** Patrick Stabile <patrick.stabile@starfishdevelopments.com.au>  
**Sent:** Thursday, 10 October 2019 11:16 AM  
**To:** Benson, Janaki (DPTI)  
**Cc:** Craig McRostie  
**Subject:** MHB - final clarifications  
**Attachments:** private-parking-tow-away-sign-k-1965.png; 2015-11-19 15.13.11.jpg

Hi Janaki,

Thanks for your time earlier. I provide the following clarifications:

- Staging of the DA –
  - 1) Motel building will be first – we have structural works to complete prior to Renewal SA completing the earthworks and retaining walls around the building,
  - 2) Carpark – This can only be done following Renewal SA's works and the stage 2 road works, and finally
  - 3) Overwater development – the services will be linked into stage 2 of the development and thus that will need to be complete prior to the overwater development being installed.
- Bike parks – See attached image of the bike parks that were behind the existing Marine Harbours Building. We have saved several of these and taken a mould of them so they can be replicated. We will be installing these bike racks in the area in front of the motel lobby.
- Carpark signage – the attached sign (or similar) will be installed at the entry to the motel and floating suite carparks.
- Placement of air-conditioning units – Further to Fabian's response, there are only a few locations that the condensers can be placed on the floating suites:
  - o At the front of the building near the front door,
  - o On the roof or attached to the exterior wall of the suite,
  - o Or on the balcony.
    - The first two have design intent ramifications (we want to hide them from public view) in addition to being difficult to access for maintenance purposes. Thus the most unobtrusive place to put the condensers is on the balconies. We are reluctant to screen them as per the Govt. architects request only because, once allowing for the required ventilation, the screen will obstruct the views of the patron to the water from within the dwelling as well as the northern light source.
- Retaining – The same retaining wall style as that approved by SCAP for stage 1 will be used. Requirement for the retaining walls are borne out of level difference (existing level of the MHB building vs Coastal Protection Board requirement for stage 2 land development). We have integrated a DDA compliant ramp and access stairs into the motel design, however Renewal SA are undertaking the earthworks and retaining wall construction (terms as part of Starfish's purchase contract of the land from Renewal SA).
- Carpark landscape plan including screening of the transformer – this is due in from Tract shortly. I will send to you at earliest convenience.
- Energy efficiency – the energy efficiency for the motel is somewhat dictated by the existing building structure and orientation. We have added balconies within the existing floor plans to provide solar shading to living spaces. The water suites have been designed and orientated to face north.

- Reserve matters
  - o Materials board – happy for this to be a reserve matter as discussed.
  - o CPB floating suite items – happy for these items to be reserve matters if required but, as discussed, the relevant Act's cover the BRC/safety requirements that CPB have raised. It would really be a redundant reserve matter.
- Concealed services to floating hotel suites – The service connection points (to the mainland) will be installed at the eastern end of Dock One as part of the stage 2 civil development, at the location where the access pontoon ramp connects to the promenade. This will include power/water supply and a vacuum system for waste water. The services will penetrate the wharf wall and be fixed to the underside of the access ramp inside conduits. Conduits will extend through the on water access pontoons to carry the services to each floating suite. This will keep the services completely out of site.

Regards  
Pat

**Patrick Stabile**

Project Manager  
Starfish Developments

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## Development Plan Provisions

# Coastal Areas

## OBJECTIVES

- 1 The protection and enhancement of the natural coastal environment, including environmentally important features of coastal areas such as mangroves, wetlands, sand dunes, cliff-tops, native vegetation, wildlife habitat shore and estuarine areas.
- 2 Protection of the physical and economic resources of the coast and port activities from inappropriate development.
- 3 Preservation of areas of high landscape and amenity value including stands of vegetation, shores, exposed cliffs, headlands, islands and hill tops, and areas which form an attractive background to urban and tourist areas.
- 4 Development that maintains and/or enhances public access to coastal areas with minimal impact on the environment and amenity.
- 5 Development only undertaken on land which is not subject to or that can be protected from coastal hazards including inundation by storm tides or combined storm tides and stormwater, coastal erosion or sand drift, and probable sea level rise.
- 6 Development that can accommodate anticipated changes in sea level due to natural subsidence and probable climate change during the first 100 years of the development.
- 7 Development which will not require, now or in the future, public expenditure on protection of the development or the environment.
- 8 Management of development in coastal areas to sustain or enhance the remaining natural coastal environment.
- 9 Low intensity recreational uses located where environmental impacts on the coast will be minimal.

## PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be compatible with the coastal environment in terms of built-form, appearance and landscaping including the use of walls and low pitched roofs of non-reflective texture and natural earth colours.

### Environmental Protection

- 2 The coast should be protected from development, including measures for flood, erosion and wave protection that would adversely affect the marine and onshore coastal environment, whether by pollution, erosion, damage or depletion of physical or biological resources, interference with natural coastal processes or any other means.
- 3 Development should not be located in delicate or environmentally-sensitive coastal features such as sand dunes, cliff-tops, wetlands or substantially intact strata of native vegetation.
- 4 Development should not be undertaken where it will create or aggravate coastal erosion, or where it will require coast protection works which cause or aggravate coastal erosion.

- 5 Development should be designed so that solid/fluid wastes and stormwater runoff is disposed of in a manner that will not cause pollution or other detrimental impacts on the marine and on-shore environment of coastal areas.
- 6 Effluent disposal systems incorporating soakage trenches or similar should prevent effluent migration onto the inter-tidal zone and be sited at least 100 metres from whichever of the following requires the greater distance:
  - (a) the mean high-water mark at spring tide, adjusted for any subsidence for the first 50 years of development plus a sea level rise of 1 metre
  - (b) the nearest boundary of any erosion buffer determined in accordance with the relevant provisions in this Development Plan.
- 7 Development that proposes to include or create confined coastal waters, as well as water subject to the ebb and flow of the tide should be designed to ensure the quality of such waters is maintained at an acceptable level.
- 8 Development should be designed and sited so that it does not prevent natural landform and ecological adjustment to changing climatic conditions and sea levels and should allow for the following:
  - (a) the unrestricted landward migration of coastal wetlands
  - (b) new areas to be colonised by mangroves, samphire and wetland species
  - (c) sand dune drift
  - (d) where appropriate, the removal of embankments that interfere with the abovementioned processes.

### **Maintenance of Public Access**

- 9 Development should maintain or enhance public access to and along the foreshore **except where operational requirements at ports render this inappropriate.**
- 10 Development should provide for a public thoroughfare between the development and any coastal reserve.
- 11 **Other than small-scale infill development in a predominantly urban zone or any development associated with the operation of ports, or any development within Dock One Policy Area 39, Fletcher's Slip Policy Area 41, Hart's Mill Policy Area 42, McLaren's Wharf Policy Area 44, North West Policy Area 45, Port Approach Policy Area 48, or West Policy Area 53 development adjacent to the coast should not be undertaken unless it incorporates an existing or proposed public reserve, not including a road or erosion buffer, of at least 50 metres width between the development and the landward toe of the frontal dune or the top edge of an escarpment.**
- 12 If an existing reserve is less than 50 metres wide, the development should incorporate an appropriate width of reserve to achieve a total 50 metres wide reserve.
- 13 **Other than within Dock One Policy Area 39, Fletcher's Slip Policy Area 41, Hart's Mill Policy Area 42, McLaren's Wharf Policy Area 44, North West Policy Area 45, Port Approach Policy Area 48, or West Policy Area 53 or where otherwise specified in a particular zone or policy area, buildings on land abutting coastal reserves should be set back either a distance of 8 metres from any boundary with the reserve or in line with adjacent development, whichever is the greater distance.**
- 14 Development that abuts or includes a coastal reserve should be sited and designed to be compatible with the purpose, management and amenity of the reserve, as well as to prevent inappropriate access to the reserve **and illegal incorporation of reserve land into private land.**



- 15 Development, including marinas and aquaculture, should be located and designed to ensure convenient public access along the waterfront to beaches and coastal reserves is maintained, and where possible enhanced through the provision of one or more of the following:
  - (a) pedestrian pathways and recreation trails
  - (b) coastal reserves and lookouts
  - (c) recreational use of the water and waterfront
  - (d) safe public boating facilities at selected locations
  - (e) vehicular access to points near beaches and points of interest
  - (f) car parking.
- 16 Where a development such as a marina creates new areas of waterfront, provision should be made for public access to, and recreational use of, the waterfront and the water.
- 17 Public access through sensitive coastal landforms, particularly sand dunes, wetlands and cliff faces, should be restricted to defined pedestrian paths constructed to minimise adverse environmental impact.
- 18 Access roads to the coast and lookouts should preferably be spur roads rather than through routes, other than tourist routes where they:
  - (a) do not detract from the amenity or the environment
  - (b) are designed for slow moving traffic
  - (c) provide adequate car parking.
- 19 Development should enhance public access to the beach and foreshore through the provision of bicycle facilities. Bicycle traffic should be encouraged by providing access through road closures and using contraflow lanes where appropriate on one way streets.

### **Hazard Risk Minimisation**

- 20 Development and its site should be protected against the standard sea-flood risk level which is defined as the 1-in-100 year average return interval flood extreme sea level (tide, stormwater and associated wave effects combined), plus an allowance to accommodate land subsidence until the year 2100.
- 21 Development including associated roads and parking areas, other than minor structures unlikely to be adversely affected by flooding, should be protected from sea level rise by ensuring all of the following apply:
  - (a) site levels are at least 0.3 metres above the standard sea-flood risk level
  - (b) building floor levels are at least 0.55 metres above the standard sea-flood risk level
  - (c) there are practical measures available to protect the development against an additional sea level rise of 0.7 metres, plus an allowance to accommodate land subsidence until the year 2100 at the site.
- 22 Buildings to be sited over tidal water or which are not capable of being raised or protected by flood protection measures in future, should have a floor level of at least 1.25 metres above the standard sea-flood risk level.
- 23 Development that requires protection measures against coastal erosion, sea or stormwater flooding, sand drift or the management of other coastal processes at the time of development, or in the future, should only be undertaken if all of the following apply:

- (a) the measures themselves will not have an adverse effect on coastal ecology, processes, conservation, public access and amenity
  - (b) the measures do not nor will not require community resources, including land, to be committed
  - (c) the risk of failure of measures such as sand management, levee banks, flood gates, valves or stormwater pumping, is acceptable relative to the potential hazard resulting from their failure
  - (d) binding agreements are in place to cover future construction, operation, maintenance and management of the protection measures.
- 24 Development should not compromise the structural integrity of any sea wall or levee bank adjacent to the foreshore, or compromise its capacity to protect against coastal flooding and erosion.

## Crime Prevention

### OBJECTIVES

- 1 A safe, secure, crime resistant environment where land uses are integrated and designed to facilitate community surveillance.

### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be designed to maximise surveillance of public spaces through the incorporation of clear lines of sight, appropriate lighting and the use of visible permeable barriers wherever practicable.
- 2 Buildings should be designed to overlook public and communal streets and public open space to allow casual surveillance.
- 3 Development should provide a robust environment that is resistant to vandalism and graffiti by utilisation of:
  - (a) materials that withstand normal hard use
  - (b) standard-sized panels, light globes, panes and fittings to facilitate speedy replacement
  - (c) materials which discourage vandalism and graffiti and avoiding materials susceptible to wilful damage such as:
    - (i) soft-textured wall finishes which can be easily scratched or damaged
    - (ii) large, long areas of light-coloured wall finishes susceptible to graffiti
    - (iii) glass (especially full-length glass) in vulnerable positions, particularly along much used public access routes
    - (iv) tiles or glass below the height of ground-level window sills
    - (v) external copper and lead piping which are vulnerable to theft
    - (vi) flimsy panelling, painted metals, wood posts or fences in public spaces
    - (vii) loose pebbles or rocks in landscaping which could be used as missiles

- (d) colour schemes that limit the impact of graffiti or break up large expanses of blank wall, or incorporate vines to cover bare walls.
- 4 Development should provide lighting in frequently used open spaces, pedestrian areas and other vulnerable parts of centres and residential areas including those:
  - (a) along dedicated cyclist and pedestrian pathways, laneways and access routes
  - (b) around public facilities such as toilets, telephones, bus stops, seating, litter bins, automatic teller machines, taxi ranks and car parks.
- 5 Development, including car park facilities should incorporate signage and lighting that indicate the entrances and pathways to, from and within sites.
- 6 Landscaping should be used to assist in discouraging crime by:
  - (a) screen planting areas susceptible to vandalism
  - (b) planting trees or ground covers, rather than shrubs, alongside footpaths
  - (c) planting vegetation other than ground covers a minimum distance of 2 metres from footpaths to reduce concealment opportunities.
- 7 Site planning, buildings, fences, landscaping, changes of levels, directional signage and other features should clearly differentiate public, communal and private areas.
- 8 Buildings should be designed to minimise and discourage access between roofs, balconies and windows of adjoining dwellings.
- 9 Public toilets should be located, sited and designed:
  - (a) to promote the visibility of people entering and exiting the facility (eg by avoiding recessed entrances and dense shrubbery that obstructs passive surveillance)
  - (b) near public and community transport links and pedestrian and cyclist networks to maximise visibility
  - (c) to avoid features which legitimise loitering, such as seating or public telephones in close proximity
  - (d) using vandal proof lighting on the toilet buildings and nearby.
- 10 Development should avoid pedestrian entrapment spots and movement predictors (eg routes or paths that are predictable or unchangeable and offer no choice to pedestrians).
- 11 Public areas should be provided with sufficient lighting to ensure the safe and secure movement of people and vehicles in accordance with *Australian Standard AS 1158 - Lighting for roads and public spaces* and *Australian Standard AS 4282 - Control of the obtrusive effects of outdoor lighting*.
- 12 Development should provide adequate lighting in public areas through the provision of:
  - (a) graded lighting that reduces the contrast between the lit and surrounding area, enabling people to see outside the lit area
  - (b) consistent lighting to reduce contrast between shadows and illuminated areas
  - (c) vandal-resistant lights
  - (d) lighting which is easy to maintain

- (e) the identification of 'safe routes' with adequate and appropriate lighting which focuses pedestrian activity after dark
  - (f) street lights that illuminate pedestrian routes, possible concealment areas and the road pavement, while avoiding light spill into the windows of adjacent housing
  - (g) lighting that is not obstructed by the mature height of landscaping and other potential impediments.
- 13 Development should be designed so that adequate lines of sight are maintained by:
- (a) avoiding blind corners or sudden changes of grade especially on pathways, stairs or in corridors where movement can be predicted
  - (b) ensuring that barriers along pathways such as landscaping, fences and walls are visually permeable where possible to limit concealment opportunities
  - (c) installing convex security mirrors in spaces or paths where lines of sight are impeded to enable users to identify what is ahead.
- 14 Development that restricts pedestrian movement to a defined path, such as pedestrian overpasses and underpasses, should where possible, be avoided and replaced with safe and appropriately designed level crossings. Where they cannot be avoided they should be designed to incorporate:
- (a) full-length stainless steel mirrors located in the corners of pedestrian tunnels to preserve lines of sight
  - (b) adequate and appropriate lighting in tunnels or underpasses for night-time hours
  - (c) opportunities for escape, communication or help when in danger through comprehensive and legible signage.
- 15 Development should be designed to maximise surveillance in frequently used open space, along pedestrian routes, in centres and residential areas by:
- (a) orientating the fronts and entrances of buildings towards the public street
  - (b) avoiding screens, high walls, carports and landscaping that obscure direct views to public areas
  - (c) placing the entrances of buildings opposite each other across a street, or group entrances of multiple dwelling developments onto a commonly visible area to provide maximum mutual surveillance
  - (d) arranging living areas, windows, access ways and balconies to overlook recreation areas and provide observation points to all areas of a site, particularly entrances and car parks
  - (e) ensuring that parks and public space are designed to:
    - (i) be bound by roads on at least two frontages
    - (ii) be overlooked by development which may provide surveillance
  - (f) maximising the opportunity for people to be observed in foyers of buildings by providing direct access from the street and by placing windows to ensure that the area can be observed before entering
  - (g) ensuring that approaches to entrances are open and sited so as to maximise opportunities for observing people entering or exiting a site
  - (h) optimizing natural surveillance of an entrance, where possible, by existing users.



16 Developments should be designed to promote the legibility of the environment through:

- (a) improving the potential for users to find their way within developments by:
  - (i) ensuring that developments have a limited number of entrances and exits which are adequately lit, sign posted and free from obscuring landscaping
  - (ii) locating main entrances and exits into buildings at the front of a site and in view of the street
  - (iii) ensuring that development provides a secondary entrance or exit which has a direct relationship and link with car parking areas
  - (iv) defining 'safe routes' which are easily identifiable and incorporate adequate lighting, surveillance and lines of sight
  - (v) providing physical and visual links that integrate and connect all parts of the site
- (b) the provision of directional devices that promote legibility including:
  - (i) maps and signs that are located at key entry points on to 'safe routes', and are adequately lit so that they become the focus for pedestrian activity and vehicular movement after dark
  - (ii) maps that are robust, graffiti resistant and, where necessary, readable from vehicles
  - (iii) signage, landmarks or visual symbols which indicate the entrances to and from the site especially from main roads
  - (iv) street names and building identifiers that are clearly marked using reflective material, with numbers located on a kerb, a letter box, or via signage that is maintained free from foliage and other obstructions. Where appropriate, these should be visible day and night with sign posts located at the eye level of car drivers.

## Design and Appearance

### OBJECTIVES

- 1 Development of a high architectural standard that responds to and reinforces positive aspects of the local environment and built form.
- 2 Roads, open spaces, buildings and land uses laid out and linked so that they are easy to understand and navigate.
- 3 The amenity of localities not impaired by the appearance of land, buildings and objects.

### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 The design of a building may be of a contemporary nature and exhibit an innovative style provided the overall form is sympathetic to the scale of development in the locality and with the context of its setting with regard to shape, size, materials and colour.
- 2 Buildings should be designed and sited to avoid creating extensive areas of uninterrupted walling facing areas exposed to public view.
- 3 Buildings should be designed to reduce their visual bulk and provide visual interest through design elements such as:

- (a) articulation
- (b) colour and detailing
- (c) small vertical and horizontal components
- (d) design and placing of windows
- (e) variations to facades.

Where a building is sited on or close to a side boundary, the side boundary wall should be sited and limited in length and height to minimise:

- (a) the visual impact of the building as viewed from adjoining properties
  - (b) overshadowing of adjoining properties and allow adequate sun light to neighbouring buildings.
- 4 Building form should not unreasonably restrict existing views available from neighbouring properties and public spaces.
  - 6 Development should minimise direct overlooking of the habitable rooms and private open spaces of dwellings through measures such as:
    - (a) appropriate site layout and building orientation
    - (b) off-setting the location of balconies and windows of habitable rooms with those of other buildings so that views are oblique rather than direct to avoid direct line of sight
    - (c) building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms
    - (d) screening devices (including fencing, obscure glazing, screens, external ventilation blinds, window hoods and shutters) that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.
  - 5 Transportable buildings and buildings which are elevated on stumps, posts, piers, columns or the like, should have their suspended footings enclosed around the perimeter of the building with brickwork or timber, and the use of verandas, pergolas and other suitable architectural detailing to give the appearance of a permanent structure.
  - 6 The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare.
  - 7 Structures located on the roofs of buildings to house plant and equipment should form an integral part of the building design in relation to external finishes, shaping and colours.
  - 8 Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas.
  - 9 Development should provide clearly recognisable links to adjoining areas and facilities.
  - 10 Buildings, landscaping, paving and signage should have a coordinated appearance that maintains and enhances the visual attractiveness of the locality.
  - 11 Buildings (other than ancillary buildings or group dwellings) should be designed so that their main facade faces the primary street frontage of the land on which they are situated.

- 12 Where applicable, development should incorporate verandas over footpaths to enhance the quality of the pedestrian environment.
- 13 Development should be designed and sited so that outdoor storage, loading and service areas are screened from public view by an appropriate combination of built form, solid fencing and/or landscaping.
- 14 Outdoor lighting should not result in light spillage on adjacent land.
- 15 Balconies should:
  - (a) be integrated with the overall architectural form and detail of the building
  - (b) be sited to face predominantly north, east or west to provide solar access
  - (c) have a minimum area of 2 square metres.
- 16 Services on roofs should be designed and integrated into the structure and design of the building where possible, whilst satisfying the "*Guidelines for Separation Distances*" published under the *Environment Protection Act 1993*.
- 17 Outdoor storage areas and services structures including fire services, pipes, flues, cooling or heating plant or appliances should be screened from public view by landscaping or a fence or enclosure in pre-coloured sheet metal or of materials matching those of the main buildings or by an appropriate combination of solid fencing and landscaping.
- 18 In mixed use and medium and high density residential areas, development facing the street should be designed to provide interesting and pedestrian friendly street frontages by:
  - (a) including features such as frequent doors and display windows, retail shopfronts and / or outdoor eating or dining areas
  - (b) minimising the frontage for fire escapes, service doors, plant and equipment hatches
  - (c) avoiding undercroft, semi-basement or ground floor vehicle parking that is visible from the primary street frontage
  - (d) using colour, vertical and horizontal elements, roof overhangs and other design techniques to provide visual interest and reduce massing.

## Hazards

### OBJECTIVES

- 1 Maintenance of the natural environment and systems by limiting development in areas susceptible to natural hazard risk.
- 2 Development located away from areas that are vulnerable to, and cannot be adequately and effectively protected from the risk of natural hazards.
- 3 Critical community facilities such as hospitals, emergency control centres, major service infrastructure facilities, and emergency service facilities located where they are not exposed to natural hazard risks.
- 4 Development located and designed to minimise the risks to safety and property from flooding.
- 5 Development located to minimise the threat and impact of bushfires on life and property.
- 6 Expansion of existing non-rural uses directed away from areas of high bushfire risk.

- 7 The environmental values and ecological health of receiving waterways and marine environments protected from the release of acid water resulting from the disturbance of acid sulfate soils.
- 8 Protection of human health and the environment wherever site contamination has been identified or suspected to have occurred.
- 9 Appropriate assessment and remediation of site contamination to ensure land is suitable for the proposed use and provides a safe and healthy living and working environment.
- 10 Minimisation of harm to life, property and the environment through appropriate location of development and appropriate storage, containment and handling of hazardous materials.

## **PRINCIPLES OF DEVELOPMENT CONTROL**

- 1 Development should be excluded from areas that are vulnerable to, and cannot be adequately and effectively protected from, the risk of hazards.
- 2 Development located on land subject to hazards as shown on the *Overlay Maps - Development Constraints* should not occur unless it is sited, designed and undertaken with appropriate precautions being taken against the relevant hazards.
- 3 There should not be any significant interference with natural processes in order to reduce the exposure of development to the risk of natural hazards.

### **Flooding**

- 4 Development should not occur on land where the risk of flooding is likely to be harmful to safety or damage property.
- 5 Development should not be undertaken in areas liable to inundation by tidal, drainage or flood waters unless the development can achieve all of the following:
  - (a) it is developed with a public stormwater system capable of catering for a 1-in-100 year average return interval flood event
  - (b) buildings are designed and constructed to prevent the entry of floodwaters in a 1-in-100 year average return interval flood event.
- 6 Development, including earthworks associated with development, should not do any of the following:
  - (a) impede the flow of floodwaters through the land or other surrounding land
  - (b) increase the potential hazard risk to public safety of persons during a flood event
  - (c) aggravate the potential for erosion or siltation or lead to the destruction of vegetation during a flood
  - (d) cause any adverse effect on the floodway function
  - (e) increase the risk of flooding of other land
  - (f) obstruct a watercourse.
- 7 Poorly-drained land should be raised at least 1.3 metres above the highest winter watertable before development takes place.
- 8 Where flood protection measures are provided (e.g. levees or pumping stations) they should be designed such that building sites are not lower than the estimated water level for rainfall or storm tide events, or a combination of these, with an annual probability exceedance of 1 per cent plus 0.3 metre



allowance for sea level rise. Floor levels and sills around underground parking cellars or the like should be at least 0.25 metres above this minimum land level.

- 9 Where flood protection measures are not provided for development situated on low-lying land, building sites and development should be at least 0.25 metres above the minimum flood level.

### **Acid Sulfate Soils**

- 10 Development and activities, including excavation and filling of land, that may lead to the disturbance of potential or actual acid sulfate should be avoided unless such disturbances are managed in a way that effectively avoids the potential for harm or damage to any of the following:
- (a) the marine and estuarine environment
  - (b) natural water bodies and wetlands
  - (c) agricultural or aquaculture activities
  - (d) buildings, structures and infrastructure
  - (e) public health.
- 11 Development, including primary production, aquaculture activities and infrastructure, should not proceed unless it can be demonstrated that the risk of releasing acid water resulting from the disturbance of acid sulfate soils is minimal.
- 12 Development, including excavation and filling of land, that may lead to the disturbance of acid sulfate soils should be managed in a way that minimises the potential for harm to the marine, estuarine and coastal environment, public health or damage to buildings, structures or infrastructure.

### **Site Contamination**

- 13 Development, including land division, should not occur where site contamination has occurred unless the site has been assessed and remediated as necessary to ensure that it is suitable and safe for the proposed use.
- 14 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.

## **Interface between Land Uses**

### **OBJECTIVES**

- 1 Development located and designed to minimise adverse impact and conflict between land uses.
- 2 Protect community health and amenity from adverse impacts of development.
- 3 Protect desired land uses from the encroachment of incompatible development.

### **PRINCIPLES OF DEVELOPMENT CONTROL**

- 1 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:

- (a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants
  - (b) noise
  - (c) vibration
  - (d) electrical interference
  - (e) light spill
  - (f) glare
  - (g) hours of operation
  - (h) traffic impacts.
- 2 Development should be sited and designed to minimise negative impacts on existing and potential future land uses desired in the locality.
  - 3 Development adjacent to a **Residential Zone** should be designed to minimise overlooking and overshadowing of adjacent dwellings and private open space.
  - 4 Residential development adjacent to non-residential zones and land uses should be located, designed and/or sited to protect residents from potential adverse impacts from non-residential activities.
  - 5 Sensitive uses likely to conflict with the continuation of lawfully existing developments and land uses desired for the zone should be designed to minimise negative impacts.
  - 6 Non-residential development on land abutting a residential zone should be designed to minimise noise impacts to achieve adequate levels of compatibility between existing and proposed uses.

### **Noise Generating Activities**

- 7 Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant *Environment Protection (Noise) Policy* criteria when assessed at the nearest existing noise sensitive premises.
- 8 Development with the potential to emit significant noise (e.g. industry) should incorporate noise attenuation measures that prevent noise from causing unreasonable interference with the amenity of noise sensitive premises.
- 9 Outdoor areas (such as beer gardens or dining areas) associated with licensed premises should be designed or sited to minimise adverse noise impacts on adjacent existing or future noise sensitive development.
- 10 Development proposing music should include noise attenuation measures that achieve the following desired noise levels:

Noise level assessment location	Desired noise level
Adjacent existing <i>noise sensitive development</i> property boundary	<p>Less than 8 dB above the level of background noise (<math>L_{90,15min}</math>) in any octave band of the sound spectrum</p> <p>and</p> <p>Less than 5 dB(A) above the level of background noise (<math>LA_{90,15min}</math>) for the overall (sum of all octave bands) A-weighted level</p>

Noise level assessment location	Desired noise level
<i>Adjacent land property boundary</i>	<p>Less than 65dB(Lin) at 63Hz and 70dB(Lin) in all other octave bands of the sound spectrum</p> <p>or</p> <p>Less than 8 dB above the level of background noise (<math>L_{90,15min}</math>) in any octave band of the sound spectrum and 5 dB(A) overall (sum of all octave bands) A-weighted level</p>

## Marinas and Maritime Structures

### OBJECTIVE

- 1 The provision, in appropriate locations, of marinas, pontoons, jetties, piers, wharves and boat moorings that cater for vessels and:
  - (a) maintain public access to the waterfront
  - (b) do not compromise public safety
  - (c) preserve the structural integrity of the marine infrastructure
  - (d) minimise adverse impacts on the natural environment.

### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Marina development should include one or more of the following:
  - (a) wet and dry berthing of boats
  - (b) launching and retrieval of recreational boats and associated trailer and car parking areas
  - (c) access ramps, landings, storage and other structures associated with a marina
  - (d) clubrooms for maritime organisations.
- 2 The design of marinas, berths, channels, fairways, gangways and floating structures should comply with:
  - (a) *Australian Standard AS 3962 Guidelines for design of marinas*
  - (b) *Australian Standard AS 4997 Guidelines for the design of maritime structures.*
- 3 Development should not obstruct or impair:
  - (a) navigation and access channels
  - (b) maintenance activities of marine infrastructure including revetment walls
  - (c) the operation of wharves.

- 4 Safe public access should be provided or maintained to:
  - (a) the waterfront
  - (b) known diving areas
  - (c) jetties, wharves and associated activities.
- 5 Marinas should be designed to:
  - (a) facilitate water circulation and exchange
  - (b) maximise the penetration of sunlight into the water.

## **Tourism Development**

### **OBJECTIVES**

- 1 Environmentally sustainable and innovative tourism development.
- 2 Tourism development that assists in the conservation, interpretation and public appreciation of significant natural and cultural features including State or Local Heritage Places.
- 3 Tourism development that sustains or enhances the local character, visual amenity and appeal of the area.
- 4 Tourism development that protects areas of exceptional natural value, allows for appropriate levels of visitation, and demonstrates an environmental analysis and design response which enhances environmental values.
- 5 Ensure new development, together with associated bushfire management minimise the threat and impact of bushfires on life and property while protecting the environment.

### **PRINCIPLES OF DEVELOPMENT CONTROL**

- 1 Tourism development should have a functional or locational link with its natural, cultural or historical setting.
- 2 Tourism development and any associated activities should not damage or degrade any significant natural and cultural features.
- 3 Tourism development should ensure that its scale, form and location will not overwhelm, over commercialise or detract from the intrinsic natural values of the land on which it is sited or the character of its locality.
- 4 Tourism development should, where appropriate, add to the range of services and accommodation types available in an area.
- 5 Any upgrading of infrastructure to serve tourism development should be consistent with the landscape and the intrinsic natural values of the land and the basis of its appeal.
- 6 Major tourism developments should generally be located within designated areas and existing townships, towns or cities.



## Transportation and Access

### OBJECTIVES

- 1 A comprehensive, integrated, affordable and efficient air, rail, sea, road, cycle and pedestrian transport system that will:
  - (a) provide equitable access to a range of public and private transport services for all people
  - (b) ensure a high level of safety
  - (c) effectively support the economic development of the State
  - (d) have minimal negative environmental and social impacts
  - (e) maintain options for the introduction of suitable new transport technologies.
- 2 Development that:
  - (a) provides safe and efficient movement for all motorised and non-motorised transport modes
  - (b) ensures access for vehicles including emergency services, public infrastructure maintenance and commercial vehicles
  - (c) provides off street parking
  - (d) is appropriately located so that it supports and makes best use of existing transport facilities and networks.
- 3 A road hierarchy that promotes:
  - (a) safe and efficient transportation in an integrated manner throughout the State
  - (b) the exclusion of non-local through-traffic from residential areas.
- 4 Provision of safe, pleasant, accessible, integrated and permeable pedestrian and cycling networks.
- 5 Safe and convenient freight movement throughout the State.
- 6 Encourage non-local through-traffic to utilise primary and secondary arterial roads and major collector roads, rather than minor collector and local streets. Conversely, cyclists should not be discouraged from the use of local streets.
- 7 Encourage and promote the use of waterways for public and private transport in safe and convenient manner that does not interfere with, but complements, traditional port activities and the character of water-related development.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Land Use

- 1 Land uses arranged to support the efficient provision of sustainable transport networks and encourage their use.

## **Movement Systems**

- 2 Development should be integrated with existing transport networks, particularly major rail and road corridors as shown on *Location Maps* and *Overlay Maps - Transport*, and designed to minimise its potential impact on the functional performance of the transport networks.
- 3 Transport corridors should be sited and designed so as to not unreasonably interfere with the health and amenity of adjacent sensitive land uses.
- 4 Roads should be sited and designed to blend with the landscape and be in sympathy with the terrain.
- 5 Land uses that generate large numbers of visitors such as shopping centres and areas, places of employment, schools, hospitals and medium to high density residential uses should be located so that they can be serviced by existing transport networks and encourage walking and cycling.
- 6 Development generating high levels of traffic, such as schools, shopping centres and other retail areas, entertainment and sporting facilities, should incorporate passenger pick-up and set down areas. The design of such areas should ensure interference to existing traffic is minimised and give priority to pedestrians, cyclists and public and community transport users.
- 7 The location and design of public and community transport set-down and pick-up points should
  - (a) maximise safety and minimise the isolation and vulnerability of users
  - (b) provide information such as routes and timetables at each bus stop and train station
  - (c) provide seating that is designed for short-term use only
  - (d) locate bus stops close to buildings and spaces where passive surveillance can occur (ie away from vacant land, lanes, car parks or buildings set-back from the street)
  - (e) locate bus shelters with unobstructed lines of sight to the footpath, street and any nearby buildings
  - (f) design bus shelters to permit people to observe inside the shelter as they approach (eg by constructing shelters with one or two clear perspex walls).
- 8 Development should provide safe and convenient access for all anticipated modes of transport including cycling, walking, public and community transport, and motor vehicles.
- 9 Development at intersections, pedestrian and cycle crossings, and crossovers to allotments should maintain or enhance sightlines for motorists, cyclists and pedestrians to ensure safety for all road users and pedestrians.
- 10 Driveway crossovers affecting pedestrian footpaths should maintain the level of the footpath.
- 11 Development should discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive land uses such as schools.
- 12 Industrial/commercial vehicle movements should be separated from passenger vehicle car-parking areas.
- 13 Development should make sufficient provision on site for the loading, unloading and turning of all traffic likely to be generated.

## **Access**

- 14 Development should have direct access from an all weather public road.
- 15 Development should be provided with safe and convenient access which:

- (a) avoids unreasonable interference with the flow of traffic on adjoining roads
  - (b) accommodates the type and volume of traffic likely to be generated by the development or land use and minimises induced traffic through over-provision
  - (c) is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.
- 16 Development should not restrict access to publicly owned land.
- 17 The number of vehicle access points onto arterial roads shown on *Overlay Maps - Transport* should be minimised, and where possible access points should be:
- (a) minimised wherever possible through the use of internal roads and access to the local road network where this does not erode the amenity of existing and future land uses
  - (b) shared between developments.
- 18 The number of access points for cyclists and pedestrians onto all adjoining roads should be maximised.
- 19 Development with access from roads with existing or projected traffic volumes exceeding 6000 vehicles per day should be sited to avoid the need for vehicles to reverse on to the road.
- 20 Development with access from arterial roads or roads as shown on *Overlay Maps - Transport* should be sited to avoid the need for vehicles to reverse on to the road.
- 21 Driveways, access tracks and parking areas should be designed and constructed to:
- (a) follow the natural contours of the land
  - (b) minimise excavation and/or fill
  - (c) minimise the potential for erosion from run-off
  - (d) avoid the removal of existing vegetation
  - (e) be consistent with *Australian Standard/New Zealand Standard AS/NZS 2890 Parking Facilities*.
- 22 Access and egress points to development should be located and designed so as to:
- (a) minimise traffic hazards and the free flow of traffic on adjoining roads
  - (b) avoid vehicle queuing on public roads
  - (c) avoid the generation of traffic into adjacent residential areas
  - (d) minimise right turn movements onto arterial roads
  - (e) minimise interference with the function of intersections, junctions and traffic control devices.
- 23 The design of the intersection of a road providing access to a development from an arterial road should:
- (a) not compromise the function of the arterial road to distribute traffic at consistent speeds
  - (b) accommodate the safe manoeuvring of heavy commercial vehicles, where appropriate.

### **Access for People with Disabilities**

- 24 Development should be sited and designed to provide convenient access for people with a disability.

- 25 Where appropriate and practical, development should provide for safe and convenient access to the coast and beaches for disabled persons.
- 26 Car park areas should provide a minimum of one space for use by people with a disability for every 25 car parking spaces.
- 27 Parking for people with a disability should be located conveniently to major entrances and ramps and adequately signposted or identified as being for people with a disability only.

## Vehicle Parking

- 28 Development should provide off-street vehicle parking and specifically marked disabled car parking places to meet anticipated demand in accordance with [Table PAdE/5 - Off Street Vehicle Parking Requirements](#).
- 29 Development should be consistent with:
  - (a) *Australian Standard AS 2890 Parking Facilities or Australian/New Zealand Standard AS/NZS 2890 Parking facilities*
  - (b) *Australian Standard AS 1742 Manual of uniform traffic control devices*
  - (c) *Australian Standard AS 1428 Design for access and mobility.*
- 30 Vehicle parking areas should be sited and designed in a manner that will:
  - (a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development
  - (b) include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network
  - (c) not inhibit safe and convenient traffic circulation
  - (d) result in minimal conflict between customer and service vehicles
  - (e) avoid the necessity to use public roads when moving from one part of a parking area to another
  - (f) minimise the number of vehicle access points to public roads
  - (g) avoid the necessity for backing onto public roads
  - (h) where reasonably possible, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points
  - (i) not dominate the character and appearance of a centre when viewed from public roads and spaces
  - (j) provide landscaping that will shade and enhance the appearance of the vehicle parking areas through the incorporation of trees that will grow to a height greater than 2.4 metres (unless it can be demonstrated that planting conditions will prevent trees from attaining such a height) and shrubbery and bushes not exceeding 60 centimetres in height
  - (k) have regard to the amount, type and timing of movement generated by the use.
- 31 Vehicle parking areas should be designed to reduce opportunities for crime by:



- (a) maximising the potential for passive surveillance by ensuring they can be overlooked from nearby buildings and roads
  - (b) incorporating walls and landscaping that do not obscure vehicles or provide potential hiding places
  - (c) being appropriately lit
  - (d) incorporating clearly identified and legible pedestrian routes
  - (e) maximising lines of sight between parking spaces and pedestrian exits and between parking spaces and pay booths.
- 32 Where parking areas are not obviously visible or navigated, signs indicating the location and availability of vehicle parking spaces associated with businesses should be displayed at locations readily visible to customers.
  - 33 Parking areas that are likely to be used during non daylight hours should provide illuminated entrance and exit points and site lighting in accordance with *Australian Standard AS 1158 Lighting for roads and public places*, directed and shaded in a manner that will not cause nuisance to adjacent properties or users of the car park.
  - 34 Parking areas should be sealed or paved in order to minimise dust and mud nuisance.
  - 35 To assist with stormwater detention and reduce heat loads in summer, vehicle parking areas should include soft (living) landscaping.
  - 36 Parking areas should be line-marked to indicate parking bays, movement aisles and direction of traffic flow.
  - 37 The gradient of the car parking areas should not be steeper than 1-in-20.

### Overlays

## Affordable Housing Overlay

Refer to the [Map Reference Tables](#) for a list of maps that relate to this overlay. The following policies apply to the 'designated area' marked on the relevant *Overlay Map(s) – Affordable Housing*.

### INTERPRETATION

Where the Objectives and/or Principles of Development Control that apply in relation to this overlay are in conflict with the relevant General Objectives and/or Principles of Development Control in the Development Plan, the overlay will prevail.

### OBJECTIVES

- 1 Affordable housing that is integrated into residential and mixed use development.
- 2 Development that comprises a range of affordable dwelling types that caters for a variety of household structures.

## **PRINCIPLES OF DEVELOPMENT CONTROL**

- 1 Development comprising 20 or more dwellings should include a minimum of 15 per cent affordable housing unless the development is to occur in stages and it can be demonstrated that any shortfall in affordable housing from any stage of development will be accommodated in another stage or stages.

## Noise and Air Emissions Overlay

Refer to the [Map Reference Tables](#) for a list of maps that relate to this overlay. The following policies apply to the 'designated area' marked on the relevant *Overlay Map(s) – Noise and Air Emissions*.

### INTERPRETATION

Where the Objectives and / or Principles of Development Control that apply in relation to this overlay are in conflict with the relevant General Objectives and/or Principles of Development Control in the Development Plan, the overlay will prevail.

### OBJECTIVES

- 1 Protect community health and amenity from adverse impacts of noise and air emissions.

### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Noise and air quality sensitive development located adjacent to high noise and/or air pollution sources should:
  - (a) shield sensitive uses and areas through one or more of the following measures:
    - (i) placing buildings containing less sensitive uses between the emission source and sensitive land uses and areas
    - (ii) within individual buildings, place rooms more sensitive to air quality and noise impacts (e.g. bedrooms) further away from the emission source
    - (iii) erecting noise attenuation barriers provided the requirements for safety, urban design and access can be met
  - (b) use building design elements such as varying building heights, widths, articulation, setbacks and shapes to increase wind turbulence and the dispersion of air pollutants provided wind impacts on pedestrian amenity are acceptable
  - (c) locate ground level private open space, communal open space and outdoor play areas within educational establishments (including childcare centres) away from the emission source.

## Strategic Transport Routes Overlay

Refer to the [Map Reference Tables](#) for a list of maps that relate to this overlay. The following policies apply to the 'designated area' marked on the relevant *Overlay Map(s) – Strategic Transport Routes*.

### INTERPRETATION

Where the Objectives and/or Principles of Development Control that apply in relation to this overlay are in conflict with the relevant General Objectives and/or Principles of Development Control in the Development Plan, the overlay will prevail.

### OBJECTIVES

- 1 Development that recognises the importance of strategic transport routes and does not impede traffic flow or create hazardous conditions for pedestrians, cyclists or drivers of vehicles, including emergency services vehicles.

### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development adjacent to a strategic transport route should:
  - (a) avoid the provision of parking on the main carriageway
  - (b) be accessible via service roads, where possible, that provide:
    - (i) parking off the main carriageway
    - (ii) a buffer from the main carriageway for pedestrian and cycle activity
  - (c) not impede the potential for overhead cabling and associated infrastructure to be established in an existing or proposed tram corridor.
- 2 Vehicular site access should not be provided along the main street frontage where an alternative access is available.
- 3 Development adjacent kerbside bus stops should be set back to provide sufficient space for indented bus bays with associated hard stand area, shelter and a minimum 1.2 metre wide continuous accessible path behind the bus shelter.

## Regional Centre Zone

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

### OBJECTIVES

- 1 A centre representing the primary focus for business and commercial services for the region, outside the central business district of Adelaide, providing a full range of shopping, administrative, cultural, community, entertainment, education, religious and recreational facilities, and public and private office development.



- 2 A centre providing a focus for public transport interchanges and networks.
- 3 Development of a visually and functionally cohesive and integrated regional centre.
- 4 A substantial increase in the number of residential dwellings, resident population and provision of accommodation and services for a wide range of people and household types, including the provision of affordable housing for low to moderate income households.
- 5 A more intense optimal use of vacant and under-utilised land, buildings and the inner harbour of the Port Adelaide River.
- 6 A centre accommodating a range of medium rise residential development including medium to high density in conjunction with non residential development.
- 7 The further development of tourism, cultural and recreational facilities related to Port Adelaide's unique maritime and commercial heritage and character, and promotion of the zone as a major State tourism destination.
- 8 The conservation and enhancement of items and areas of significance to the zone's unique maritime and commercial heritage, townscape, waterscape and landscape character.
- 9 The reinforcement of those parts of the zone which have distinctive and valued architectural and townscape characters with compatibly designed new buildings, where their scale, height, mass, setbacks and materials enhance the character of the zone.
- 10 The temporary use of vacant or under-developed land which is not likely to be the subject of long term development in the short term.
- 11 The establishment of a safe and convenient pedestrian movement network within the zone, incorporating pedestrian access along streets, safe road crossings, malls, arcades and squares, waterfront promenades and paths, together with increased public access to the waterfront and appropriate links to areas adjoining the zone.
- 12 The improvement of the zone's image and amenity through:
  - (a) upgrading and landscaping of public streets and spaces
  - (b) reduction of conflicts between incompatible activities
  - (c) reduction of conflicts between vehicular and pedestrian movements.
- 13 The establishment of strategically located and accessible car parks to serve Centre users and visitors.
- 14 The establishment of an accessible, continuous and connected off-road path, shared by pedestrians and cyclists to safely travel along the waterfront which connect to surrounding bicycle routes, residential areas, shops, schools, train stations, transport hubs, museums, markets and other tourist attractions.
- 15 The rehabilitation of blighted and underutilised waterfront land.
- 16 Development that contributes to the desired character of the zone.

## **DESIRED CHARACTER**

Port Adelaide was South Australia's first commercial Port. The zone captures and celebrates this history while embracing new ideas, innovation and development and supporting a vibrant, creative and sustainable community.

The heritage of the Port Adelaide Centre will be valued in its revitalisation, focusing on active main streets, waterfront promenades and the Port Adelaide River.

The centre will be an easily accessible regional centre within metropolitan Adelaide offering lively cafes, shops and pubs together with residential, commercial, tourism, cultural and leisure activities providing rich and rewarding experiences.

Investment in commercial enterprise and residential activity will provide an attractive opportunity to live, work and play in a unique environment.

Additionally, development will be cognisant that Port Adelaide and its surrounding region comprises of a number of key habitats including the Adelaide Dolphin Sanctuary, the Barker Inlet and the St Kilda Wetlands.

Residential development will be cognisant of existing non residential land uses within the zone and the proximity of major industries in the nearby zones. Residential development in this zone may require appropriate separation distances, building design and other measures to ensure compatibility with existing non residential land uses.

Development including landmark buildings will be designed to carefully manage the interface with heritage buildings, particularly with regard to massing proportions; overshadowing, scale and appearance. Development will also be cognisant of the overall variation in heights and perceived heights of adjacent buildings and structures, not just solely as a measurement of the number of storeys but also in their design and context.

It is acknowledged that land in the zone is at risk of coastal flooding and this risk will increase in the event of future sea level rise due to climate change. Through careful design, opportunities to mitigate such risks as part of future development should be explored.

The centre will be a collection of pedestrian friendly and inspirational spaces to explore, savour and enjoy, allowing locals and visitors alike to soak up the unique atmosphere, a melting pot of historic quality and new found confidence.

Development envisaged with street frontages will create an interesting pedestrian environment at the ground floor levels through careful building articulation, fenestration, frequent openings in building facades, verandas, balconies, awnings and other features that provide weather protection. An '**Inner Harbour Ring Route**', illustrated within relevant concept plan maps, in the form of an accessible, continuous and connected off-road path, will be shared by pedestrians and cyclists allowing them to safely travel along the waterfront. The off-road path will connect to surrounding bicycle routes, residential areas, shops, schools, train stations, transport hubs, museums, markets and other tourist attractions.

A strategic approach to the centre's future will energise the area and facilitate iconic development on key sites that support economic and residential growth.

The Port Adelaide Centre will:

- (a) celebrate the waterfront, with the centre actively connecting with the Port Adelaide River
- (b) feature enhanced city streets, with green space, trees and street furniture
- (c) support a diverse community that respects its indigenous heritage
- (d) promote the Port's history, with the history of the area brought alive to frame a modern, progressive city
- (e) provide a welcome for visitors, and a family friendly destination providing a range of experiences
- (f) facilitate coming and going, as an easily accessible centre and tourist destination

- (g) ensure a city for people, with promenades and streets for people to stroll, pause and enjoy.

## PRINCIPLES OF DEVELOPMENT CONTROL

### Land Use

- 1 The following forms of development are envisaged in the zone within suitable policy areas:
  - affordable housing
  - bank
  - child care centre
  - civic centre
  - coastal protection works
  - community centre
  - consulting room
  - department store
  - dwelling in conjunction with non-residential development
  - educational establishment
  - emergency services facility
  - entertainment facility
  - hospital
  - hotel
  - indoor games centre
  - library
  - motel
  - motor repair station
  - office
  - place of worship
  - playing field
  - pre-school
  - residential flat building in conjunction with non-residential development
  - restaurant
  - shop
  - special event
  - supermarket
  - swimming pool
  - tourist development.
- 2 Development listed as non-complying is generally inappropriate.
- 3 High-density residential development, including affordable housing, and development comprising a variety of residential and non-residential uses should not prejudice the operation of existing or future retail activity within the zone.

### Form and Character

- 4 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 5 Development should be designed and sited to promote linkages between the various developments within the centre and adjoining main roads.
- 6 Facilities within the centre should be sited and designed with a view to promoting after-hours use to reinforce the centre as the focus of social activity in the region.
- 7 Development should occur in accordance with the following concept plan maps:

- (a) [Concept Plan Map PAdE/27 - Port Adelaide Centre Traffic and Transport](#)

- (b) [Concept Plan Map PAdE/28 - Port Adelaide Townscape and Waterfront Development Areas](#)
  - (c) [Concept Plan Map PAdE/29 - Port Adelaide Key Visual Elements](#)
  - (d) [Concept Plan Map PAdE/30 - Cruickshank's Corner Policy Area](#)
  - (e) [Concept Plan Map PAdE/31 - Dock One Policy Area](#)
  - (f) [Concept Plan Map PAdE/32 - East End Policy Area](#)
  - (g) [Concept Plan Map PAdE/33 - Fletcher's Slip Policy Area](#)
  - (h) [Concept Plan Map PAdE/34 - Hart's Mill Policy Area](#)
  - (i) [Concept Plan Map PAdE/35 - Mainstreet Policy Area](#)
  - (j) [Concept Plan Map PAdE/36 - McLaren's Wharf Policy Area](#)
  - (k) [Concept Plan Map PAdE/37 - North West Policy Area](#)
  - (l) [Concept Plan Map PAdE/38 - Old Port Reach Policy Area](#)
  - (m) [Concept Plan Map PAdE/39 - Port Adelaide State Heritage Area Policy Area](#)
  - (n) [Concept Plan Map PAdE/40 - Port Approach Policy Area](#)
  - (o) [Concept Plan Map PAdE/41 - Railways Policy Area](#)
  - (p) [Concept Plan Map PAdE/42 - Retail Core Policy Area](#)
  - (q) [Concept Plan Map PAdE/43 - Southern Approach Policy Area](#)
  - (r) [Concept Plan Map PAdE/44 - Southern Gateway Policy Area](#)
  - (s) [Concept Plan Map PAdE/45 - West Policy Area](#)
  - (t) [Concept Plan Map PAdE/46 - Woolstores Policy Area](#)
- 8 Development should be located, staged and designed such that vacant or under utilised land and buildings are redeveloped or reused for more appropriate uses.
- 9 The consolidation of compatible uses should be achieved through:
- (a) the provision of shared car parking and service areas
  - (b) provision of pedestrian arcades and paths.
- 10 Land adjacent to the Port Adelaide River not required for port or shipping activities should be progressively redeveloped for a range of the following uses where consistent with the intent for each policy area:
- (a) community uses
  - (b) medium and higher density residential uses
  - (c) recreation
  - (d) tourism



- (e) office
  - (f) retail.
- 11 Recreational and tourism development, such as the following, should be developed on the Port Adelaide River in locations where boating and harbour activities can be undertaken safely and conveniently:
    - (a) marinas
    - (b) maritime museum uses
    - (c) ferry services
    - (d) water taxis.
  - 12 Residential development adjacent the rail corridor as shown on [Concept Plan Map PAdE/32 - East End Policy Area](#), [Concept Plan Map PAdE/40 - Port Approach Policy Area](#), [Concept Plan Map PAdE/41 - Railways Policy Area](#), [Concept Plan Map PAdE/43 - Southern Approach Policy Area](#), [Concept Plan Map PAdE/44 - Southern Gateway Policy Area](#), [Concept Plan Map PAdE/45 - West Policy Area](#) and [Concept Plan Map PAdE/46 - Woolstores Policy Area](#), should have regard to existing and possible future noise sources with respect to site layout, orientation, design and construction to ensure a safe and comfortable residential environment and to minimise conflict with existing non-residential activities.
  - 13 Tourist development should be primarily situated adjacent to, and on the Port Adelaide River and associated public promenade within the following policy areas:
    - (a) **Dock One Policy Area 39**
    - (b) **East End Policy Area 40**
    - (c) **Fletcher's Slip Policy Area 41**
    - (d) **Hart's Mill Policy Area 42**
    - (e) **Mainstreet Policy Area 43**
    - (f) **McLaren's Wharf Policy Area 44**
    - (g) **North West Policy Area 45**
    - (h) **Port Adelaide State Heritage Area Policy Area 47**
    - (i) **Port Approach Policy Area 48**
    - (j) **West Policy Area 53.**
  - 14 Major shops and groups of shops should be concentrated within the **Mainstreet Policy Area 43** and within the **Retail Core Policy Area 50.**
  - 15 Residential accommodation at medium and higher densities should be encouraged within suitable parts of the zone and especially adjacent to the Port Adelaide River and within those policy areas which encourage such development.
  - 16 Residential development should only occur where it can be demonstrated that it is compatible with, and does not prejudice, the operation of non-residential activities within this or adjacent zones.
  - 17 Public open space should be:

- (a) provided in a variety of forms including a publicly accessible waterfront promenade, public reserves and public plazas
  - (b) designed as an integral part of the overall development proposed for each policy area.
- 18 Public reserves should be designed to ensure that at least 50 per cent of the reserve receives a minimum of 3 hours of direct solar access in mid winter.
- 19 Public reserves, plazas, promenades and other open space should be designed to include public art and clearly defined nodal points which relate to existing site features and contemporary features and interpretative elements.
- 20 Development should provide for and facilitate pedestrian access between compatible adjoining developments through one or more of the following:
  - (a) arcades
  - (b) courtyards
  - (c) malls
  - (d) paths through parking areas.
- 21 Development should provide sufficient off-street car parking to meet its anticipated parking demand either on the subject land or on another appropriate site within the locality. The provision of lesser amounts of car parking may be appropriate where:
  - (a) the site is located within the designated area of a gazetted car parking fund established under the *Development Act 1993*
  - (b) an agreement is reached between the Council and the applicant for a financial contribution in lieu of the shortfall of required car parking spaces at a contribution rate per car parking space in accordance with the gazetted car parking fund.
- 22 Car parking areas, including decked car parking, should not:
  - (a) intrude upon, or interrupt the continuity of built-form desired along major street frontages in the zone
  - (b) detract from areas of architectural or townscape value.
- 23 Multi-level car parks should:
  - (a) be designed as buildings that contribute to the built form character within the policy area in which they are located
  - (b) take account of the desired character of adjacent policy areas, particularly within the:
    - (i) **Port Adelaide State Heritage Area Policy Area 47**
    - (ii) **Woolstores Policy Area 54**
  - (c) include ground level uses adjacent to street frontages, such as:
    - (i) office
    - (ii) shop
    - (iii) tourist development.

- 24 Development should be compatible with and reinforce the rich, historical and highly urbanised townscapes within the zone.
- 25 Development should respect, but not mimic, existing 19th century building forms and townscapes of significance.
- 26 Development within the areas for '**Townscape Conservation**' shown on [Concept Plan Map PAdE/28 - Port Adelaide Townscape and Waterfront Development Areas](#) should conserve and enhance the existing 19th and early 20th century building forms.
- 27 Buildings should be situated close to or abutting street frontages, particularly on corner sites, to reinforce the prevailing townscape character within the zone.
- 28 Development should be sited to ensure that original grid street layouts within the centre are retained and wherever possible, re-established.
- 29 Large landscaped or other open areas should not be developed fronting on to Commercial Road and St Vincent Street.
- 30 Development should be sited to provide view lines and reinforce existing vistas indicated on [Concept Plan Map PAdE/29 - Port Adelaide Key Visual Elements](#).

The view corridors should:

- (a) take the form of one or more of the following:
  - (i) public road reservations
  - (ii) public reserves
  - (iii) wider spaces between buildings
- (b) incorporate pedestrian linkages
- (c) have a minimum width of 17.5 metres if identified as a major view corridor
- (d) have a minimum width of 12 metres if identified as a minor view corridor.
- 31 The siting, form and scale of buildings on corner sites should be designed to:
  - (a) increase the presence of built form on street intersections
  - (b) address both street frontages
  - (c) minimise unusable open space on the street frontages.
- 32 Development abutting St Vincent Street, Commercial Road, Church Place and Dale Street, public spaces and pedestrian malls indicated on [Concept Plan Map PAdE/29 - Port Adelaide Key Visual Elements](#) should have facades of no less than two storeys.
- 33 Free-standing advertisements should have a maximum height of 10 metres above natural ground level, but only if such a height is consistent with the height and scale of adjoining buildings and the objectives and/or desired character of the zone and/or policy areas.
- 34 Street furniture, including lighting, advertisements, advertising hoardings, litter bins, seats, bicycle parking facilities and bollards, should be designed and located so as to complement the townscape character of the policy area and respond to its maritime locality.

- 35 Development should be designed to minimise undesirable microclimatic and solar access effects on other land or buildings, including effects of patterns of wind, temperature, daylight, sunlight, glare and shadow.
- 36 Materials incorporated in development should reflect, and reinforce, the historic, maritime character of the zone wherever practicable.
- 37 Landscaping and vegetation should achieve a balance between the use of indigenous and exotic plants and trees.
- 38 Development should incorporate a high degree of architectural quality with building design adequately addressing:
  - (a) compatibility in terms of form and scale with existing buildings and the desired character statement of the relevant policy area
  - (b) interest and diversity
  - (c) public domain interface
  - (d) a high quality streetscape
  - (e) building height
  - (f) massing and proportion
  - (g) facade articulation
  - (h) elements such as eaves, sun shading devices, entries and balconies.
- 39 Roof designs should:
  - (a) contribute to the overall design and performance of buildings
  - (b) be integrated into the overall facade and composition of buildings
  - (c) be articulated by breaking down mass in order to relate to the context of surrounding buildings
  - (d) screen air conditioning and building services plants from ground level public views
  - (e) minimise their visibility from adjacent buildings.
- 40 Balconies should:
  - (a) be designed to provide all apartments with private open space thereby promoting the enjoyment of outdoor living for apartment residents
  - (b) be functional and responsive to the environment
  - (c) be integrated into the overall architectural form and detail of residential flat buildings
  - (d) should contribute to the safety and liveliness of the street by allowing for casual overlooking of public spaces.
- 41 Overlooking from upper level windows, external balconies, terraces and decks into habitable rooms (all rooms excluding bathrooms, laundries and hallways) and the useable private open spaces of other dwellings should be minimised by:



- (a) building layout
  - (b) location and design of windows and balconies
  - (c) screening devices
  - (d) landscaping
  - (e) adequate building separation.
- 42 Direct views from upper level habitable windows (all rooms excluding bathrooms, laundries and hallways), decks, balconies, patios and terraces into habitable windows or usable open space of other dwellings should be minimised and restricted by either:
- (a) permanently fixed translucent glazing in the part of the window below 1.5 metres above floor level
  - (b) window sill heights of 1.5 metres above floor level
  - (c) permanently fixed external screens to at least 1.5 metres above floor level and no more than 25 per cent transparent
  - (d) external screens including wing walls, planter boxes, solid or translucent panels or perforated panels or trellises which have a maximum 25 per cent openings.
- 43 Windows and balconies within a residential flat building should be designed to prevent overlooking of more than 50 per cent of the usable private open space of a lower level dwelling within the building.
- 44 Entertainment venues should be sited and/or designed to prevent unreasonable interference with the amenity of the local environment.
- 45 Solar access to apartments within residential flat buildings of four or more storeys should be achieved by incorporating the following principles into the design of the building:
- (a) use open plan apartments where possible in east/west alignments as well as south facing blocks to provide for flow through ventilation
  - (b) maximise the number of corner apartments to maximise solar access.
- 46 Dwellings should minimise the need for mechanical heating and cooling, by:
- (a) providing an internal day living area with a north facing window where possible
  - (b) locating, sizing and shading windows to reduce summer heat loads and permit entry of winter sun
  - (c) allowing for cross ventilation to enable cooling breezes to reduce internal temperatures in summer.
  - (d) Ceiling heights should be sufficient to allow adequate daylight into living areas.

47 Private open space should be provided at the following rates:

Parameter	Minimum Private Open Space (square metres)
Ground level or roof top space	Minimum dimension 3 metres.
Upper level balconies or terraces	Minimum dimension 2.5 metres.
Detached, semi-detached, row or group dwelling with a site area over 250 square metres	<p>At least 20 per cent of the site area.</p> <p>Balconies, roof patios, etc. can comprise part of this area provided the area of each balcony, roof patio, etc is 10 square metres or greater.</p> <p>One part of the space is directly accessible from a habitable room (all rooms excluding bathrooms, laundries and hallways), and has an area equal or greater than 10 per cent of the site area.</p>
Dwellings on sites less than 250 square metres	<p>At least 35 square metres.</p> <p>Balconies, roof patios, etc. can comprise part of this area provided the greater area of each balcony, roof patio, etc is 8 square metres or greater.</p> <p>One part of the space is directly accessible from a habitable room (all rooms excluding bathrooms, laundries and hallways), and has an area of 16 square metres with a minimum dimension of 4 metres and a maximum gradient of 1-in-10.</p>
Residential flat building	At least 8 square metres per dwelling is required as total private open space.

48 Development adjacent to the public promenade, public plazas, public reserves, main roads and edges of public spaces should be designed to:

- (a) maintain an active interface through architectural detail and interest in skyline and pedestrian levels
- (b) provide active street frontages at ground level with land uses such as cafes, restaurants, local shops and home offices that contribute to the vibrancy and diversity of the area
- (c) maintain the continuity of streetscape with streets and public spaces defined by consistent building frontages at the street alignment
- (d) maximise solar access and limit overshadowing of these areas
- (e) protect the amenity of residents at ground level

- (f) protect pedestrian amenity
  - (g) provide for varied and attractive building elevations.
- 49 Buildings should not exceed the number of storeys as indicated on the following relevant concept plan maps:
- (a) [Concept Plan Map PAdE/30 - Cruickshank's Corner Policy Area](#)
  - (b) [Concept Plan Map PAdE/31 - Dock One Policy Area](#)
  - (c) [Concept Plan Map PAdE/32 - East End Policy Area](#)
  - (d) [Concept Plan Map PAdE/33 - Fletcher's Slip Policy Area](#)
  - (e) [Concept Plan Map PAdE/34 - Hart's Mill Policy Area](#)
  - (f) [Concept Plan Map PAdE/35 - Mainstreet Policy Area](#)
  - (g) [Concept Plan Map PAdE/36 - McLaren's Wharf Policy Area](#)
  - (h) [Concept Plan Map PAdE/37 - North West Policy Area](#)
  - (i) [Concept Plan Map PAdE/38 - Old Port Reach Policy Area](#)
  - (j) [Concept Plan Map PAdE/39 - Port Adelaide State Heritage Area Policy Area](#)
  - (k) [Concept Plan Map PAdE/40 - Port Approach Policy Area](#)
  - (l) [Concept Plan Map PAdE/41 - Railways Policy Area](#)
  - (m) [Concept Plan Map PAdE/42 - Retail Core Policy Area](#)
  - (n) [Concept Plan Map PAdE/43 - Southern Approach Policy Area](#)
  - (o) [Concept Plan Map PAdE/44 - Southern Gateway Policy Area](#)
  - (p) [Concept Plan Map PAdE/45 - West Policy Area](#)
  - (q) [Concept Plan Map PAdE/46 - Woolstores Policy Area](#)
- For the purpose of this principle, undercroft car parking constructed partially or wholly below finished ground level with a ceiling height less than 1.5 metres above finished ground level, and plant rooms on top of buildings, is not included as a storey. Any car parking floors constructed wholly above finished ground level are regarded as a 'storey'. A storey does not include an attic of no more than 50 per cent of the building footprint, a mezzanine, roof top plant or mechanical equipment.
- 50 Landmark buildings should be appropriately designed with facade treatments and distribution of mass, setbacks and ground level articulation/uses.
- 51 Landmark buildings should be at an appropriate scale at ground level to create a pleasant, comfortable and well-proportioned pedestrian environment at a human scale.
- 52 Landmark buildings should be designed to:
- (a) preserve a pleasant pedestrian environment
  - (b) create consistent building frontages at the street, plaza or promenade alignment

- (c) assist to deflect wind downdrafts from penetrating to street level plazas and promenades.
  - (d) be exemplary in their design quality and enhance the locality with architectural elements characteristic of the Port Adelaide, heritage buildings and waterfront environment.
- 53 Development should be contextual and respond to both the existing and desired future character of the locality, with particular regard to scale, massing, composition, architectural expression and materials.
- 54 Development should reinforce a continuous built-form edge to frame the street with active uses at ground level, such as shops, cafes and restaurants to improve vibrancy and safety for pedestrians.
- 55 Residential development should generally be located above ground level unless it is designed to provide for passive surveillance of public spaces. Lobbies for apartments should have a high degree of visual permeability.
- 56 Development should provide for pedestrian comfort by:
- (a) interfacing at a pedestrian scale at the street level
  - (b) creating a well-defined and continuity of frontage
  - (c) contributing to the interest, vitality and security of the pedestrian environment
  - (d) minimising micro climatic impacts ( particularly wind tunnelling and downward drafts) and providing shelter in the form of canopies, verandas trees or the like
  - (e) maintaining a sense of openness to the sky from street level
  - (f) bringing daylight to the street, particularly in the Spring and Autumn months.
- 57 Buildings along main streets should reinforce a fine-grained rhythm with frequent entries at ground floor level that promote the streetscape character.
- 58 While buildings should not be limited to the height of adjacent buildings, they should be designed to reflect the street wall heights and horizontal elements of adjacent buildings by:
- (a) reinforcing the prevailing datum heights, including parapet levels, balconies or distinguishing elements such as verandas and canopies at the street level; and
  - (b) reinforcing a distinction of levels below and above prevailing horizontal elements through architectural expression.
- 59 Development should encourage and facilitate the provision of a continuous pedestrian and cyclist **'Inner Harbour Ring Route'** including connections to nearby bicycle routes, schools and stations as shown on following concept plan maps:
- (a) [Concept Plan Map PAdE/30 - Cruickshank's Corner Policy Area](#)
  - (b) [Concept Plan Map PAdE/31 - Dock One Policy Area](#)
  - (c) [Concept Plan Map PAdE/33 - Fletcher's Slip Policy Area](#)
  - (d) [Concept Plan Map PAdE/34 - Hart's Mill Policy Area](#)
  - (e) [Concept Plan Map PAdE/35 - Mainstreet Policy Area](#)
  - (f) [Concept Plan Map PAdE/36 - McLaren's Wharf Policy Area](#)



- (g) [Concept Plan Map PAdE/37 - North West Policy Area](#)
- (h) [Concept Plan Map PAdE/38 - Old Port Reach Policy Area](#)
- (i) [Concept Plan Map PAdE/40 - Port Approach Policy Area](#)
- (j) [Concept Plan Map PAdE/45 - West Policy Area](#).

60 Where required, waterfront development should be designed and sited to allow for future potential flood mitigation measures such as the creation of sea walls or levees that will provide protection from stormwater and seawater flooding in a consistent and integrated manner.

## **Vehicle Parking**

61 Vehicle parking should be provided in accordance with the rates set out in [Table PAdE/5 - Off Street Vehicle Parking Requirements](#) or [Table PAdE/5A - Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever applies).

## **Waterfront Development**

- 62 The following Principles of Development Control apply to the waterfront development area shown on [Concept Plan Map PAdE/28 - Port Adelaide Townscape and Waterfront Development Areas](#). They are additional to those expressed for the **Regional Centre Zone** and those expressed for the whole of the Council area.
- 63 Development should create and enhance a public promenade with a minimum width of 8 metres along the waterfront that achieves:
- (a) continuous public pedestrian and cyclist access
  - (b) convenient, safe and attractive linkages between sections in areas of high pedestrian or cycle traffic and in front of key tourism uses
  - (c) allowance for infrastructure provision and flood mitigation including a sea wall or levee.
- 64 Where appropriate development should provide and facilitate access from the public promenade, shown in [Concept Plan Map PAdE/27 - Port Adelaide Centre Traffic and Transport](#), to the water for fishing and other recreational activities.
- 65 Parts of the waterfront adjacent to the public promenade shown in [Concept Plan Map PAdE/27 - Port Adelaide Centre Traffic and Transport](#) should be made available for:
- (a) active public uses for tourist related and harbour activities
  - (b) the use of small river craft and tourist boats.
- 66 Public promenades, plazas and reserves should incorporate public art and remnant port related archaeological or industrial infrastructure items which are easily identifiable and fully integrated into the public environment.
- 67 The development of marinas, restaurants, cafes and other tourism and public recreational uses in appropriately designed structures on the Port Adelaide River and projecting from the waterfront may be developed provided they do not interfere with harbour activities, the free movement of pedestrians and cyclists along the promenade, nor threaten the role of the core centres in **Mainstreet Policy Area 43** and **Retail Core Policy Area 50**.
- 68 Marinas, wharfs, jetties, piers or boat moorings should:
- (a) provide permanent and temporary docking facilities for residents and the public

- (b) provide moorings suitable to a variety and varying sizes of watercraft and vessels
  - (c) provide a visually stimulating environment
  - (d) add vitality and maritime activity to waterfront areas
  - (e) provide a continuation (literal or thematic) of the historic maritime uses of the Port
  - (f) maintain a strong link and physical integration between the Port Adelaide River and land based public reserves, plazas, promenades and other public and private features comprising the waterfront
  - (g) integrate with development built directly on or over the river
  - (h) avoid or minimise any negative impacts on:
    - (i) natural riverine ecology and processes
    - (ii) dolphin safety within the dolphin sanctuary area
    - (iii) riverine or other water quality.
  - (i) ensure that any mechanical and electrical equipment and power outlets are safe from flooding or raised to a level not lower than 3.65 metres Australian Height Datum (AHD).
- 69 Marinas, wharfs, jetties, piers or boat mooring facilities and associated development should, where appropriate, provide for:
- (a) serviced moorings to allow for floating retail activity
  - (b) functional requirements of public transport and water navigation including berthing and wharf facilities for ferry and water taxi stopping points that are coordinated with land based services
  - (c) modal interface with land-based public and private transport services and infrastructure
  - (d) connection to shore-based service requirements and support facilities such as boat repair and servicing, amenities, accommodation and shelter structures.
- 70 Public promenades should accommodate, where appropriate:
- (a) wharf infrastructure
  - (b) street furniture
  - (c) alfresco dining
  - (d) landscaping.
- 71 Public plazas and public reserves should be provided adjacent to the pedestrian promenade to provide for larger outdoor public events and gathering spaces adjacent to the waterfront in accordance with concept plans for all policy areas within the zone.
- 72 Public reserves, other than those located within the **Fletcher's Slip Policy Area 41**, should have a minimum area of 2000 square metres.
- 73 Public plazas should have a minimum of 1500 square metres other than where a public plaza abuts a promenade, where the area of the promenade should be inclusive in the calculation of the area (for the length that the promenade abuts the plaza).

- 74 Development within 8 metres of the waters edge should not have a site level less than 3.40 metres Australian Height Datum (AHD) or a habitable floor level less than 3.65 metres AHD. Where basement or undercroft car parking is proposed, it should be designed to provide a sill height of not less than 3.40 metres AHD or a barrier to prevent inundation of the basement or undercroft area. These levels can be reduced where reasoned technical arguments in relation to the effects of land subsidence and wave effects demonstrate that the lower levels provide adequate protection. The form and layout of development should be designed to enable future flood protection against a further 0.7 metres of sea level rise and additional land subsidence by 2100.
- 75 Development set-back 8 metres or more from the water's edge should be protected against wave effects and not have a site level less than 3.20 metres Australian Height Datum (AHD) or a habitable floor level less than 3.45 metres AHD. Where basement or undercroft car parking is proposed, it shall be designed to provide a sill height of not less than 3.20 metres or a barrier to prevent inundation of the basement or undercroft area. These levels can be reduced where reasoned technical arguments in relation to the effects of land subsidence and wave effects demonstrate that the lower levels provide adequate protection. The form and layout of development should be designed to enable future flood protection against a further 0.7 metres of sea level rise and additional land subsidence by 2100.
- 76 Over water development should have a floor level of not less than 4.35 metres Australian Height Datum (AHD). Where basement or undercroft car parking is proposed, it should be designed to provide a sill height of not less than 4.10 metres AHD or a barrier to prevent inundation of the basement or undercroft area. These levels can be reduced where reasoned technical arguments in relation to the effects of land subsidence and wave effects demonstrate that the lower levels provide adequate protection.
- 77 Building depth should enable views for apartments and promote natural ventilation where possible.
- 78 Development should be sited to take advantage of waterfront views and activities.
- 79 Road types and road reserve widths should be provided in accordance with the tables below ([Table A - Road Classification and Purpose](#) and [Table B - Design of Streets and Roads in the Waterfront Area](#)). Lesser widths may be appropriate depending on the form of the development proposed and its interconnection with existing adjoining roads:

**Table A - Road Classification and Purpose:**

Road classification	Purpose of road
Major Collector	To collect traffic from the minor collector roads and distribute it to the arterial roads. Major collector roads should be short lengths with divided carriageways.
Minor Collector Street	To collect traffic from local streets and distribute it to major collector roads.
Local Street	To provide access to residential neighbourhoods and individual allotments.

**Table B - Design of Streets and Roads in the Waterfront Area:**

Road type	Maximum 24-hour traffic volume (vehicles)	Road reserve width (metres)	Recommended carriageway width (metres)
Bus Route (Major Collector)	Over 3000	23.2 (including bike lanes)	7 (carriageway takes into account provision for parallel car parking provided both sides)
Bus Route (Minor Collector)	1500-3000	20.2	7 (carriageway takes into account provision for parallel car parking provided both sides)
Major Collector	Over 3000	19.2 (22 with bike lanes)	6
Minor Collector	1500-3000	16.1	7.5
Local Street	500-1500	15	7
Local Street with rear lane access	0-1500	14 (provides for indented car parking)	5.5

- 80 Local public roads may be developed at a width less than that prescribed above, but not less than 12.4 metres provided that the road:
- (a) services no greater than 500 vehicles per day
  - (b) is no greater than 60 metres in length
  - (c) has a carriage width of no less than 5 metres
  - (d) is not contiguous with a road of lesser dimension described in the above table.
- 81 No access place or lane (as defined in [Table PAdE/6 - Road Hierarchy and Function](#)) less than 12.4 metres wide are to be provided in the waterfront area as public roads, but may be provided as part of a community title. Any dwelling served by an access lane should also have a frontage to a public road.
- 82 Development of detached, semi-detached or row dwellings should provide on-street parking at the rate of 0.3 spaces per dwelling within the following policy areas:
- (a) **Cruickshank's Corner Policy Area 38**
  - (b) **Dock One Policy Area 39**
  - (c) **Fletcher's Slip Policy Area 41**
  - (d) **McLaren's Wharf Policy Area 44**



- (e) **North West Policy Area 45**
  - (f) **Old Port Reach Policy Area 46**
  - (g) **Port Approach Policy Area 48**
  - (h) **West Policy Area 53.**
- 83 Garages or carports with direct access and facing the primary street should be avoided. Where there is no practical alternative to their location they should:
- (a) not dominate the streetscape
  - (b) not dominate views of the dwelling from the street
  - (c) provide for adequate on-site car parking.
- 84 Car parking and access ways should not dominate the site and should be screened from view from the street.
- 85 Above ground car parking should not be visible from primary street frontages or public places.
- 86 Half basement or undercroft car parking should be:
- (a) integrated into the building form
  - (b) screened and landscaped where ventilation is required for half basement parks
  - (c) located and designed to enable residential and other land uses to address streets at footpath level.
- 87 Rear court parking should not be visible from the street.
- 88 Development along the waterfront should comprise bold, robust architectural forms with articulated and modelled facades which may incorporate pitched roofs, balconies, verandas, and other design elements and materials which reflect the character of older maritime/industrial buildings nearby.
- 89 The design scale and form of new buildings should integrate with the design, form and scale of adjacent heritage buildings, using design elements reflecting maritime themes associated with typical port operations.
- 90 Development should encourage and facilitate the provision of a continuous '**Major Pedestrian/Cycle Path**' and '**Inner Harbour Ring Route**' public promenade including connections to nearby bicycle routes, schools and stations as shown on the following concept plan maps:
- (a) [Concept Plan Map PAdE/27 - Port Adelaide Centre Traffic and Transport](#)
  - (b) [Concept Plan Map PAdE/36 - McLaren's Wharf Policy Area.](#)
- 91 Vehicle access to the waterfront should be avoided, except for use by emergency and service vehicles.

## **Dock One Policy Area 39**

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

## OBJECTIVES

- 1 Medium to high density residential development that includes mixed uses at ground floor level that:
  - (a) take advantage of and are compatible with the waterfront
  - (b) do not threaten the role of core centre activities in **Mainstreet Policy Area 43** and in **Retail Core Policy Area 50**.
- 2 Development compatible with the adjoining **Historic Conservation Areas** and **Port Adelaide State Heritage Area Policy Area 47**.
- 3 The creation of an exciting, publicly accessible and visible waterfront environment.
- 4 The development of small craft mooring facilities for the use of:
  - (a) residential apartments on the former dock
  - (b) public and commercial use.
- 5 Development that contributes to the desired character of the policy area.

## DESIRED CHARACTER

Development will be of a primarily residential nature except at ground level facing the waterfront promenade, where mixed use development can occur provided it does not dilute core centre activities in **Mainstreet Policy Area 43** and in **Retail Core Policy Area 50**. Work from home uses, such as ancillary home office activities, are considered appropriate if compatible with the residential amenity and the Port area.

The public reserve will form a node of tourist activity incorporating new small-scale tourist related buildings on the edges of the reserve and a significant maritime themed playground.

Development fronting St Vincent Street will incorporate mixed uses including boutique, backpacker or other tourist accommodation at the ground level fronting St Vincent Street, and will be designed as fine grained infill development reflective of the St Vincent Street's main street character.

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

New buildings will vary in height from three to five storeys in locations identified in [Concept Plan Map PAdE/31 - Dock One Policy Area](#). Zero setbacks from streets are envisaged to reflect the character of adjacent heritage areas.

## PRINCIPLES OF DEVELOPMENT CONTROL

### Land Use

- 1 The following forms of development are envisaged in the policy area:
  - affordable housing
  - dwelling
  - public place
  - recreation area

- residential flat building
- restaurant
- shop
- tourist accommodation.

### **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/31 - Dock One Policy Area](#).
- 4 Development should provide for:
  - (a) an attractive medium density residential environment adjacent the waterfront
  - (b) a public reserve and tourism node along a continuous waterfront promenade.
- 5 Overwater development should:
  - (a) be limited to the areas identified on [Concept Plan Map PAdE/31 - Dock One Policy Area](#)
  - (b) provide a major view line along the length of Dock one between Cruickshank's Corner and the State Heritage listed Woolstores.
- 6 The existing former Department of Marine and Harbours building should be refurbished, or replaced and used for tourist and/or residential accommodation or for commercial use.
- 7 A continuous public promenade for pedestrians and cyclists should be created that:
  - (a) is developed in accordance with [Concept Plan Map PAdE/31 - Dock One Policy Area](#)
  - (b) provides convenient, safe and attractive linkages to adjoining areas
  - (c) facilitates a direct pedestrian and cyclist connection between:
    - (i) the northeast corner of the Dock 1 promenade
    - (ii) the off-road pedestrian and cyclist path on the Port Expressway bridge.
- 8 New buildings should:
  - (a) respect the form, scale and design of the historic townscapes immediately adjacent
  - (b) utilise contemporary architecture, which is innovative, functional and attractive
  - (c) achieve a high level of pedestrian amenity.
- 9 Linear building forms should define the waterfront promenade and provide frequent pedestrian spaces and links which:
  - (a) enable public access
  - (b) provide views to the waterfront.
- 10 Development should have zero street and corner setbacks.
- 11 The following types of advertisements should not be erected:
  - (a) pylon signs

- (b) sky signs
  - (c) roof signs.
- 12 Public car parking areas servicing shops or offices and car parking required for taller residential/mixed use buildings should:
- (a) be provided off-street and within buildings
  - (b) ensure that the car park is well-screened from surrounding areas.
- 13 Development should:
- (a) be of a high architectural standard
  - (b) take advantage of waterfront views
  - (c) provide generous views and passages through to the Port Adelaide River