

## APPLICATION ON NOTIFICATION –

<b>Applicant:</b>	Neville Smith Group C/ INTRO Design
<b>Development Number:</b>	040/W053/18
<b>Nature of Development:</b>	Construction of a nine (9) level mixed use building comprising basement, ground level retail and reception/lobby areas, retirement living accommodation at upper levels, multi-level car parking and roof top plant
<b>Subject Land:</b>	Fisherman's Wharf – North Parade, Port Adelaide SA
<b>Development Plan:</b>	City of Port Adelaide Enfield
<b>Zone / Policy Area:</b>	Regional Centre Zone / McLaren's Wharf Policy Area 44
<b>Contact Officer:</b>	Janaki Benson
<b>Phone Number:</b>	08 8343 2339
<b>Consultation Start Date:</b>	03 October 2018
<b>Consultation Close Date:</b>	5pm 16 October 2018
<p><b>During the notification period, hard copies of the application documentation can be viewed at the Department of Planning, Transport and Infrastructure, Level 5, 50 Flinders St, Adelaide, during normal business hours. Application documentation may also be viewed during normal business hours at the local Council office (if identified on the public notice).</b></p>	

Written representations must be received by the close date (indicated above) and can either be posted, hand-delivered or emailed to the State Commission Assessment Panel.

### **Any representations received after the close date will not be considered.**

Postal Address:

The Secretary  
State Commission Assessment Panel  
GPO Box 1815  
ADELAIDE SA 5001

Street Address:

Development Division  
Department of Planning, Transport and Infrastructure  
Level 5, 50 Flinders Street  
ADELAIDE

Email Address: [scapreps@sa.gov.au](mailto:scapreps@sa.gov.au)

Fax Number: (08) 8303 0753

# DEVELOPMENT APPLICATION FORM

PLEASE USE BLOCK LETTERS

**COUNCIL:** PORT ADELAIDE ENFIELD

**APPLICANT:** NEVILLE SMITH GROUP  
C/O- INTRO DESIGN PTY LTD

Postal Address: \_\_\_\_\_  
PO BOX 207, RUNDLE MALL, ADELAIDE, SA 5000

**Owner:** \_\_\_\_\_

Postal Address: \_\_\_\_\_

**BUILDER:** \_\_\_\_\_

Postal Address: \_\_\_\_\_

\_\_\_\_\_  
 Licence No: \_\_\_\_\_

## CONTACT PERSON FOR FURTHER INFORMATION

Name: ANTHONY GATTI

Telephone: 0402424403 [work] 84100453 [Ah]

Fax: \_\_\_\_\_ [work] \_\_\_\_\_ [Ah]

**EXISTING USE:** MARKET

## FOR OFFICE USE

Development No: \_\_\_\_\_

Previous Development No: \_\_\_\_\_

Assessment No: \_\_\_\_\_

<input type="checkbox"/> Complying	Application forwarded to DA
<input type="checkbox"/> Non Complying	Commission/Council on
<input type="checkbox"/> Notification Cat 2	/ /
<input type="checkbox"/> Notification Cat 3	Decision: _____
<input type="checkbox"/> Referrals/Concurrences	Type: _____
<input type="checkbox"/> DA Commission	Date: / /

	Decision required	Fees	Receipt No	Date
Planning:	_____	_____	_____	_____
Building:	_____	_____	_____	_____
Land Division:	_____	_____	_____	_____
Additional:	_____	_____	_____	_____
<b>Development Approval</b>				

**DESCRIPTION OF PROPOSED DEVELOPMENT:** CONSTRUCTION OF AN 8-STOREY RETIREMENT LIVING APARTMENT BUILDING INCORPORATING 72 APARTMENTS, 2 RETAIL/CAFE TENANCIES AND ANCILLARY CAR PARKING

**LOCATION OF PROPOSED DEVELOPMENT:** \_\_\_\_\_

House No: \_\_\_\_\_ Lot No: \_\_\_\_\_ Street: NORTH PARADE Town/Suburb: PORT ADELAIDE

Section No [full/part] 202/110276 Hundred: PORT ADELAIDE Volume: 6162 Folio: 67

Section No [full/part] \_\_\_\_\_ Hundred: \_\_\_\_\_ Volume: \_\_\_\_\_ Folio: \_\_\_\_\_

## LAND DIVISION:

Site Area [m<sup>2</sup>] \_\_\_\_\_ Reserve Area [m<sup>2</sup>] \_\_\_\_\_ No of existing allotments \_\_\_\_\_

Number of additional allotments [excluding road and reserve]: \_\_\_\_\_ Lease: YES ☐ NO ☐

**BUILDING RULES CLASSIFICATION SOUGHT:** \_\_\_\_\_ Present classification: \_\_\_\_\_

If Class 5,6,78 or 9 classification is sought, state the proposed number of employees: Male: \_\_\_\_\_ Female: \_\_\_\_\_

If Class 9a classification is sought, state the number of persons for whom accommodation is provided: \_\_\_\_\_

If Class 9b classification is sought, state the proposed number of occupants of the various spaces at the premises: \_\_\_\_\_

**DOES EITHER SCHEDULE 21 OR 22 OF THE DEVELOPMENT REGULATIONS 2008 APPLY?** YES ☐ NO ☒

**HAS THE CONSTRUCTION INDUSTRY TRAINING FUND ACT 2008 LEVY BEEN PAID?** YES ☐ NO ☒

**DEVELOPMENT COST** [do not include any fit-out costs]: \$ \$30,000,000

I acknowledge that copies of this application and supporting documentation may be provided to interested persons in accordance with the Development Regulations 2008.

**SIGNATURE:** ASG

Dated: 28 / 08 / 2018

intro.com.co

# FISHERMAN'S WHARF RETIREMENT LIVING

NORTH PARADE //  
PORT ADELAIDE //

AUGUST 2018



Activating human space

# INTRO

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# 01 INTRODUCTION

Intro has prepared this report on behalf of Neville Smith Group Pty Ltd (the Applicant), providing planning advice pertaining to the proposed construction of a retirement living development with ancillary car parking and retail tenancies at ground floor located at North Parade, Port Adelaide.

The subject land fronts McLaren's Wharf with its street address at Nelson Street, Port Adelaide. The development proposal represents an opportunity to deliver a high quality mixed use, multi-level building located in a strategically important area of the City of Port Adelaide.

In undertaking the project design, the Applicant has commissioned the following sub-consultants to provide specialist advice:

Architecture:	Intro Design
Town Planning:	Intro Design
Traffic Engineering:	GTA Consultants
Acoustic Engineering:	Resonate Consultants
Wind Impact:	Vipac
Heritage	Hosking Willis Architects

In forming my opinions herein, I confirm that I have viewed the proposal plans prepared by Intro Design, have attended the subject land and locality and considered the relevant provisions of the Port Adelaide Enfield Council Development Plan (consolidated - 6 February 2018).

## 02 SUBJECT LAND AND LOCALITY

### 02.1 SUBJECT LAND

The subject land is located at North Parade, Port Adelaide. The subject land is bounded to the north by the Port Adelaide River, east by the Fishermans Wharf, south by North Parade, and the west by the Quest Hotel Apartments.

The subject land is more particularly described with the following Certificate of Title:

ALLOTMENT	DEPOSITED PLAN	VOLUME/FOLIO	HUNDRED
202	110276	6162/67	Port Adelaide

The Certificates of Title forms Appendix 01 of this Planning Statement.

The subject land displays a total site area of 9,460sqm.

The subject site comprises the Fishermen's Wharf Market building, Wharf Shed 1 which was granted Development Approval for demolition by the Development Assessment Commission on the 26 November 2016 (Development Number 040/W038/16) and for which approval remains valid.

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At grade parking ancillary to the Fishermen's Wharf Building is also provided along the southern and western boundaries. Vehicular access to the subject site is via a cross-over from the south-western side of the Robe Street - North Parade roundabout. One-way egress to Nelson Street is also available via the Quest Apartments car park. Access is guaranteed by easement over the Quest egress driveway.

The subject land is generally flat and exhibits no pronounced fall in gradient. The following aerial photograph depicts the subject land:



FIGURE 02.1: SUBJECT SITE

## 02.2 LOCALITY

The subject land, is located to the north-west of the junction of North Parade and Robe Streets that is formed by a round-about. The subject site is bound by the Quest Hotel Apartments to the west, McLaren Wharf and Port Adelaide River to the north, the eastern portion of the Fisherman's Wharf Market Building (approved for incremental demolition to facilitate the development of the precinct) to the east and at-grade car parking to the south.

The broader locality is depicted in Figure 02.2 below.



SITE LOCALITY

- North:** McLaren's Wharf flanks the south side of the Port Adelaide River and incorporates a recreation reserve and pedestrian access;
- West:** Quest Apartment Hotel presents a western frontage to Nelson Street and comprises a five storey, 104 key serviced apartment building with landscaping and at grade car parking to the rear of site (adjacent the subject site). Nelson Street traverses the Port Adelaide River over the Birkenhead Bridge directly north of Quest.
- South:** Across North Parade on the western side of Robe Street, a six-storey building newly completed building. The building will comprise two floors of public car parking, located above ground floor retail and office tenancies to be occupied by Defense Industry workers. Further offices will occupy the upper floors. Access to the upper levels of car parking is off Robe Street.

On Nile Street further south are consulting rooms.

A two-storey residential flat building occupies the corner of Nile Street and Nelson Street.

Port Adelaide Enfield Council Offices are located further to the east.

#### ....South

Further east along North Parade the broader locality features the land uses below.

- an at-grade car parking lot with trees planted to the perimeter
- 27 North Parade – the One & All Sailing Ship and Boat hire office a single-storey cream brick 1970s building with the western portion of the allotment vacant
- 29 North Parade – The Old Telegraph Station – a two-storey mid-Victorian Italianate bluestone building (constructed in 1868) currently used as an office. The Old Telegraph Station is a State Heritage Place.
- 30 Commercial Road – On the corner of North Parade and Commercial Road is the former Port Adelaide Customs House (constructed in 1879), a two-storey Victorian Italianate building with a prominent tower facing the river. The Customs House is a State Heritage Place.

To the south of the Customs House, on the corner of Commercial Road and Nile Street is the former Port Adelaide Institute (constructed in 1859), a two-storey Victorian Italianate building. The Port Adelaide Institute is a State Heritage Place.

#### East

Directly to the east of the subject site, contained within the same apartment is the Fisherman's Wharf Market Building flanks the waterfront and extends some 90 metres further east beyond the subject site. Beyond the market building site is Lighthouse Square featuring the Port Adelaide Lighthouse – a State Heritage Place and Wharf No.2 with a small public park. Vacant land faces the eastern edge of Lighthouse Square.

#### South East

The Lighthouse Inn – a hotel is located on the south-eastern corner of Commercial Road and McLaren Parade.

Generally, the area across North Parade to the south of the subject site forms a State Heritage Area as nominated in the Port Adelaide Enfield (Council) Development Plan's Heritage Overlay Map (PAdE/17).

The Fishermen's Wharf Market sheds located on the subject allotment both on and extending east of the subject site were granted Development Approval for demolition by the Development Assessment Commission on the 26 November 2016.

The western portion of North Parade streetscape has been landscaped with London Plane trees, sparingly underplanted with rosemary and flax lilies by The City of Port Adelaide Enfield. This planting has been undertaken as part of a reinvigoration of the McLaren Wharf Area. Over the coming years, the London Planes will grow into large specimens, 15 to 30 metres high and 15 to 20 metres wide, providing a distinct character and leafy amenity of North Parade.

The locality is further described in the Heritage Impact Assessment that forms Appendix 03 of this report and is depicted in the following photographs:



PHOTOGRAPH 1: CAR PARKING TO THE SOUTH OF SITE AS VIEWED FROM THE ROBE STREET - NORTH PARADE ROUNDABOUT



PHOTOGRAPH 2: TO THE SOUTH OF THE SUBJECT SITE ARE THE FORMER PORT ADELAIDE CUSTOMS HOUSE AND OLD TELEGRAPH STATION, BOTH OF WHICH ARE STATE HERITAGE PLACES.





PHOTOGRAPH 3: VIEW ACROSS LIGHTHOUSE SQUARE TO THE WEST. FISHERMAN'S WHARF MARKET BUILDING APPROVED FOR DEMOLITION IS IN THE BACKGROUND.



PHOTOGRAPH 4: VIEW OF THE QUEST APARTMENTS AND SUBJECT SITE FROM BIRKENHEAD BRIDGE.



PHOTOGRAPH 5: VIEW TO THE NORTH-WEST FROM COMMERCIAL ROAD, SHOWING THE SUBJECT ALLOTMENT IN THE CONTEXT OF ADJACENT STATE HERITAGE PLACES.

The subject site is well-serviced with public transport. The following public transport facilities are provided in close proximity to the site:

- on Nelson Street, 100 metres walk to the east, a north-bound bus stop services routes linking the site to Semaphore, Outer Harbour, West Lakes and Adelaide via Port Road or Torrens Road and North Adelaide.
- within 150 metres to the south of the subject site, near the junction of Robe Street and St Vincent Street, is an east and south bound bus stop with serviced by further bus routes connecting Le Fevre Peninsula to Grange and Henley Beach as well as Findon and finally Adelaide via Arndale Central, Brompton and North Adelaide.
- Less than 900 metres (a 12-minute walk) to the south along Commercial Road is Port Adelaide Railway station on the Outer Harbour - Adelaide train line.
- Services to the Port Dock Station in St Vincent Street have recently been reinstated providing an additional service in close proximity.

Nelson Street, a primary arterial road is located approximately 50 metres west of the subject site, beyond the Quest Apartment building. Whilst Nelson Street is a major arterial road, the site is somewhat protected from traffic noise and emissions of particulates by the Quest Apartment building which forms a buffer from the road.

Directly across Nelson Street is access to the newly established Port Adelaide Loop Path, an off-road sealed path for walking, jogging and cycling looping around the Port River frontage crossing the river at St Vincent Street Bridge and the Birkenhead Bridge along Nelson Street. The new Hart's Mill playground and barbeque space is situated less than 400 metres (a 6-minute walk) to the west along this shared cycle and footpath.

# 03

## PROPOSED DEVELOPMENT

The particular elements of the proposal are detailed within the plans prepared by Intro Design dated October 2017, which form Appendix 02 of this planning statement.

The proposal consists of the construction of an eight level retirement living facility (plus basement), with a total of 72 dwellings, ancillary car parking, retail spaces, storage and communal open space with plant located internally to ensure a clean roofline.

The proposed development particularly comprises the following land uses:

### BASEMENT

- 21 car parking spaces

### GROUND FLOOR

- reception and lobby spaces to the north;
- two retail tenancies totaling 232sqm along the waterfront promenade;
- refuse spaces;
- 20 car parks; and
- secure bicycle parking

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### LEVEL 0.5

- 17 car parking spaces

### LEVEL 1

- 21 car parking spaces

### MEZZANINE LEVEL

- four x 2 bedroom dwellings
- storage cage room comprising 406sqm of floor area
- services spaces comprising 250sqm of floor area
- 20 car parking spaces

### LEVEL 2

- ten dwellings (two x 3-bedroom dwellings and eight x 2-bedroom dwellings)
- recreation rooms of 140sqm
- communal outdoor open space of 415sqm

### LEVELS 3-5

- twelve dwellings per floor (two x 3-bed dwellings and ten x 2-bed dwellings)

### LEVELS 6-7

- eleven dwellings per floor (three x 3-bed dwellings and eight x 2-bed dwellings)

In total the proposed development incorporates 58 two-bedroom retirement living apartments, 14 three-bedroom residential apartments and 99 car parking spaces within a residential flat building.

A lifestyle deck of 415sqm is proposed on the west of Level 2 which will provide shared amenity to the residential apartments. All dwellings will additionally be provided with their own private open space on private terraces or balconies.

## 03.1 TRAFFIC AND PARKING

### CAR PARKING

A total of 99 car parking spaces will be located within the building across 4 levels.

The basement car parking area will provide surplus car parking and will be accessed independently via an entry on the southern side of the building. The car parking over the remaining three levels are ancillary to the subject proposed apartments and will be accessed via existing at-grade parking to the west.

### VEHICLE ACCESS

Vehicle access to the proposed building will be via an existing crossover off the Robe Street - North Parade roundabout and the existing at-grade car park to the south and west of the building that serves the Quest Hotel apartments immediately to the west of the site.

### BICYCLE FACILITIES

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Secure bicycle parking spaces will be provided in a bicycle storage area located in the car parking area.

### LOADING AREAS

Refuse collection will occur within a the pedestrian link to the south-eastern corner of the building. A private refuse collection vehicle and other delivery vehicles will enter in a forward direction and reverse into the loading area within the . Bins would be wheeled from the nearby bin storage room to the loading area for collection. The refuse vehicle will exit to Robe Street/ North Parade in a forward direction.

Bollarding will allow pedestrian connectivity through to the wharf promenade whilst restricting access to cars.

A Traffic and Car Parking Management Plan prepared by GTA Consultants comprises **Appendix 04** of this statement.

### PEDESTRIAN FACILITIES

A generous segmented suspended canopy will extend from the northern facade over the waterfront promenade providing shade and shelter to pedestrians along this exposed edge and to also accommodate outdoor dining at this location as required in the future by ground floor tenants (subject to appropriate Council permits).

Pedestrian linkages will be provided along the eastern edge of the subject site to connect the wharf with Robe Street and North Parade. This linkage forms part of a larger master plan for the precinct and will be reinforced by the future development of the adjacent site to the east.

## 03.2 WASTE MANAGEMENT

The development shall consist of residential apartments and two commercial tenancies.

### ESTIMATED GARBAGE AND RECYCLING GENERATION

Based on State Guidelines (Zero Waste SA, 2014), the likely volumes would be:

- General Waste – 4,590L/week (or 1,850L/week compacted)
- Dry Recycling – 3,160L/week (or 2,150L/week partially compacted)
- Food waste – 1,600L/week (uncompacted).

There is adequate space assigned on site to accommodate the above quantities of waste for weekly or fortnightly collection.

### COLLECTION SERVICES

A private waste contractor shall provide waste services for both the residential and commercial components of the development.

A private contractor shall be engaged to collect commercial waste. The operator shall choose a waste collection provider, negotiate a service agreement, and pay for these services.

### 03.3 ENVIRONMENTAL NOISE ASSESSMENT

Cognitive of the site's proximity to Birkenhead Bridge and the Port Adelaide River, Resonate Consultants have been engaged to provide an Environmental Noise Assessment to ensure that the proposed building will offer a high amenity for occupants with minimal noise impacts from the locality. Resonate Consultants' assessment and advice is provided within **Appendix 05** of this report.

### 03.4 HERITAGE IMPACT ASSESSMENT

Hosking Willis Architecture have been engaged to prepared a Heritage Impact Assessment for the proposed development given its proximity to a numbers of both State and Local Heritage Items and the historic locality. Hosking Willis' assessment is provided within **Appendix 03** of this report and concludes that the proposed development "*will not diminish the heritage value of the adjacent state heritage-listed places*".



# 04 PLANNING ASSESSMENT

This planning assessment will consider the relevant provisions determined to be most pertinent to the proposed development.

## 04.1 NATURE OF DEVELOPMENT

The subject site is located at North Parade, Port Adelaide. The site is contained within in the McLaren's Wharf Policy Area 44 of the Regional Centre Zone pursuant to the Port Adelaide Enfield Council Development Plan (consolidated - 6 February 2018) (The Development Plan).

Adjacent the subject site are three State Heritage Places:

<b>29 North Parade</b>	The Old Telegraph Station – a two-storey mid-Victorian Italianate bluestone building (constructed in 1868) currently used as an office.
<b>30 Commercial Road</b>	On the corner of North Parade and Commercial Road is the Former Port Adelaide Customs House (constructed in 1879) – a two-storey Victorian Italianate building with a prominent tower facing the river.
<b>Commercial Road</b>	Port Adelaide Lighthouse

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The particular details of the proposed development are referenced in the preceding chapter. For ease of assessment I recommend that the nature of the proposed development be described as to:

*construct a 7-storey (plus basement) retirement living accommodation comprising 58, two-bedroom apartments and 14, three-bedroom apartments, ancillary car parking spaces as well as 21 surplus car parking spaces.*

The proposed development is not prescribed as complying nor as non complying within the Development Plan and should be assessed on its merits as a consent form of development.

## 04.2 PUBLIC NOTIFICATION

Procedural Matters of the Regional City Zone prescribes all development that exceeds the 5-storey height nominated for the site in Concept Plan Map PAdE/36 as Category 2 within the Zone, other than where it is identified as a non-complying form of development. The proposal satisfies this criterion and hence should navigate the Category 2 public notification process.

## 04.3 RELEVANT PROVISIONS

The following provisions are considered to be relevant to the assessment of the proposal.

### 04.3.1 LAND USE

#### COUNCIL WIDE - ORDERLY AND SUSTAINABLE DEVELOPMENT

<b>Objective 1:</b>	<b>Orderly and economical development that creates a safe, convenient and pleasant environment in which to live.</b>
<b>Objective 2:</b>	<b>Development occurring in an orderly sequence and in a compact form to enable the efficient provision of public services and facilities.</b>
<b>PDC 6:</b>	<b>Vacant or underutilised land should be developed in an efficient and co-ordinated manner to not prejudice the orderly development of adjacent land.</b>

The proposed development represents one part of an overall masterplan for the Port Adelaide Riverfront Precinct prepared for the applicant by Woods Bagot in 2015 to reinvigorate the area with a mix of landuses and reinforce Historic Port Adelaide's connection to the waterfront. Following the construction of Quest to the west of the site, the development introduces active land uses in an area that is currently underutilised. The site locality benefits from proximity to public services and facilities as well as restaurants, pubs and shops of Port Adelaide.

Setbacks from the east have allowed for a landscaped pedestrian space which will provide a pleasant amenity to the proposed development as well as the existing and future development within the locality.

## REGIONAL CENTRE ZONE

**Objective 3:** Development of a visually and functionally cohesive and integrated regional centre.

The proposed development is of primarily a residential nature with retail or cafe tenancies facing out onto the northern promenade. The land uses are all compatible and envisaged at this location and the built form is of an industrial, wharf-like language thus representing the history of the Port.

**Objective 14:** The rehabilitation of blighted and under utilised waterfront land.

The waterfront land is currently occupied by the Fisherman's Wharf Market Shed which effectively cuts off view and access lines through to the river front for a distance of approximately 150 metres. Its partial demolition and redevelopment of the land will deliver greater access to the river front from the residential and office locality to the south.

**Objective 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.

The delivery of attractive apartments to the senior part of the population. The proposed development delivers a mix of apartment sizes in a location which will present exceptional lifestyle in the coming years.

**Objective 5:** A more intense optimal use of vacant and under-utilised land, buildings and the inner harbour of the Port Adelaide River.

**Objective 6:** A centre accommodating a range of medium rise residential development including medium to high density in conjunction with non residential development.

The medium-rise height of the building with its slim tower form atop a podium optimises the use of the land bringing residents into the area which will help to contribute to the reinvigoration of the historic Port Adelaide area. The incorporation of active uses fronting the promenade will ensure interest and amenity.

**PDC 1** The following forms of development are envisaged in the zone within suitable policy areas:  
..... • hotel ..... • residential flat building in conjunction with non-residential development • restaurant  
• shop

The proposed development represents a residential flat building in conjunction with non-residential development a land use which is envisaged within the zone.

**PDC 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.

The layout of the building positions the residential uses above street level minimising the noise impacts between potential entertainment facilities and evening revelry at street level upon the apartments. Further, adequate car parking is provided such that the development is not typically expected to generate on-street parking demand.

## MCLAREN'S WHARF POLICY AREA 44

**Objective 1:** Mixed tourism, retail, office, recreational, educational and residential development of diverse character which capitalises on its access to the waterfront.

**PDC 1:** The following forms of development are envisaged in the policy area: hotel.....residential flat building..... restaurant.....shop.....tourist development.

**PDC 4:** Shops other than markets should generally be small-scale primarily serving tourists and future residents.

The land uses proposed of residential with small-scale shops or restaurant tenancies at promenade level will serve tourists and the growing residential and working population within the greater precinct.

**PDC 5:** Development overlooking the Port Adelaide River should include medium density to high density residential development.

The proposed development incorporates land uses which will contribute to a senior living residential development of appropriate density on the McLaren's Wharf waterfront. The subject site is of high amenity with uncompromised views and sunlight across the north across the Port River. Cognisant of South Australia's aging population whereby an increase of 17,500 seniors population (those aged over 65 years) is anticipated within Greater Metropolitan Adelaide Area the proposed development aims to service this growing demand for age-appropriate housing. The proposal makes optimal use of a site such as this which is well serviced with public open space, public transport, shops, restaurants and facilities.

The proposed commercial space has the potential to be used for a range of land uses. Nominally a small restaurant and/or shop are envisaged to provide vitality to the waterfront promenade.

The proposed land uses are envisaged by the Zone and Policy Area and are entirely compatible with adjacent land uses. Accordingly, the scheme satisfies the aforementioned McLaren's Wharf Policy Area 44 and Regional Centre Zone provisions pertaining to land use.

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### 04.3.2 FORM AND CHARACTER

#### REGIONAL CENTRE ZONE

**Objective 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.

The building proposed, references maritime heritage elements in its facade treatment of exposed steel trusses to the upper tower. A pic perf screen veiling the car park is to depict a historic Port scene on the eastern elevation facing the pedestrian link.

**Objective 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.

The, mass, form and scale of the development does not compromise the development at the locality to the south. The building is physically separated from the historic built form by both the at-grade car park and North Parade to the south, such that the increased height sits comfortably in the context without affecting the prominence of the historic streetscape to the south east. The materials such as red brick and steel complement the character of the locality. The setback of the tower element behind the podium facade also attenuates the perceived scale of the building from the immediate surrounds.

**Objective 16:** Development that contributes to the desired character of the zone.

**PDC 4:** Development should not be undertaken unless it is consistent with the desired character for the zone.

## DESIRED CHARACTER OF THE ZONE

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

The proposed development adds greatly to the locality, improving its mix of uses through the significant injection of residents at a location that is well serviced with shopping, community facilities and open space within walking distance. Residential and retail land uses are specifically envisaged for the Policy Area.

The proposed building makes distinct architectural references to the industrial nature of Port Adelaide. These are interpreted through materiality such as exposed steel cross-bracing echoing the bridge structures along the Port River, a



podium clad in recycled brick as well as extensive cladding with the appearance of weathered steel.

The setback of the proposed building from the wharf to maintained that of the existing Fisherman's Wharf Market building on the site. The built form makes a strong landmark statement to the riverfront at a location where, cognisant of large separation distances between the subject site and adjacent land uses, microclimatic impacts on the locality will be minimal.

The subject site's position within the Development Plan's Concept Plan PAde/36 is depicted in Figure 05.1 below. The site's interface with the Inner Harbour Ring Route is the primary consideration in order for development to achieve its role in the Concept Plan promoted by the Development Plan.

The retail or restaurant tenancies opening to the waterfront will further vitalise the promenade at this location and have the potential to create a destination for those using the waterfront loop for recreation. Further, a suspended canopy provides improved pedestrian amenity and a sheltered space along the Inner Harbour Ring Route.

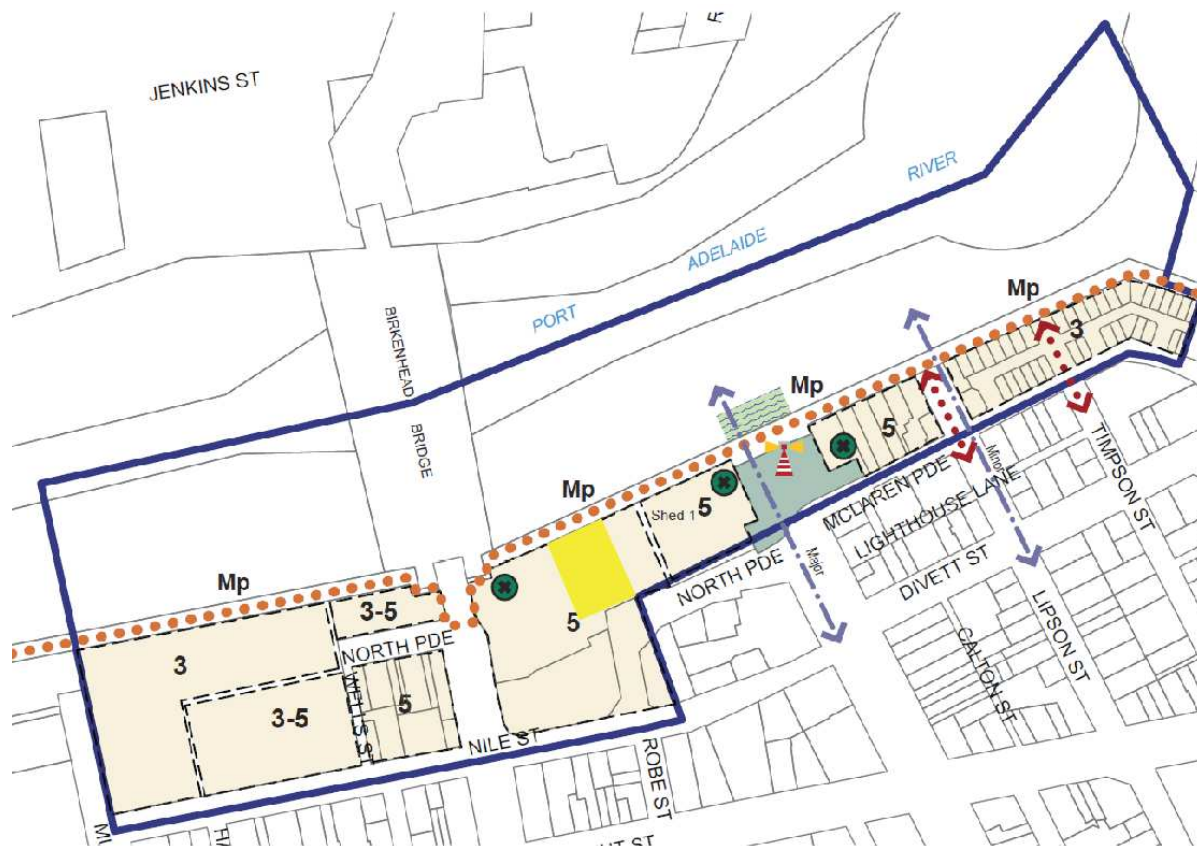


FIGURE 05.1 – SUBJECT SITE MARKED IN YELLOW WITHIN CONCEPT PLAN PADE/36 OF THE DEVELOPMENT PLAN.

**PDC 5:** Development should be designed and sited to promote linkages between the various developments within the centre and adjoining main roads.

**PDC 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.

Incorporating residential land uses within the locality will foster evening activation of the locality. The acoustic treatment within the building further takes into consideration existing and potential out-of-hours entertainment activity within the locality.

**PDC 7:** Development should occur in accordance with the following concept plan maps:  
(j) Concept Plan Map PAde/36 - McLaren's Wharf Policy Area

The 8-storey building forms a step up from the 5-storey Quest Apartments to the west and the six-storey office building to

the south, creating a strong waterfront presence. The site is removed from the urban plaza earmarked by the development plan and thus forms a backdrop for future development adjacent the plaza. The facade treatment of the building creates a distinct podium-tower delineation in both articulation and materiality. The lower element successfully ties in with the wharf vernacular whilst, by contrast, the upper levels form a lighter and more contemporary element. The building is considered a compatible addition to the locality in both built form and land use. Its development will make a significant contribution to achieving the Desired Character of the McLaren Wharf Policy Area.

**PDC 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.

The subject site is currently occupied by the Fisherman's Wharf Market Building and is under utilised making it a natural site for redevelopment.

**PDC 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.

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Surplus car parking is proposed in the building's basement which, is proposed to be used by adjacent land uses subject to future arrangements.

**PDC 14:** 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.

**PDC 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.

The higher density retirement living proposed for the waterfront site satisfies PDC 14 for the Zone. A combination of acoustic treatments and vertical separation of the apartments from the street will ensure compatibility with harbour activity as well as the envisaged conviviality within the central locality.

**PDC 24:** Development should be compatible with and reinforce the rich, historical and highly urbanised townscapes within the zone.

As discussed, the building is considered to be a compatible addition to the locality in both built form and land use.

**PDC 27:** Buildings should be situated close to or abutting street frontages, particularly on corner sites, to reinforce the prevailing townscape character within the zone.

The subject site primarily addresses the waterfront and is built to the boundary at this location.

**PDC 28:** Development should be sited to ensure that original grid street layouts within the centre are retained and wherever possible, re-established.

The siting of the building allows for shared access down the east of the site through to North Parade and Robe Street, providing some permeability to the locality. Access to the waterfront will be vastly improved through the demolition of the market shed that forms a barrier to the water.

**PDC 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.

The configuration of the site and upper-level setbacks from the south and east ensure that the solar access on surrounding buildings will be not be unreasonably impacted. The surrounding public realm will remain a comfortable environment with the future planting of canopy trees in tandem with suspended pedestrian canopies to the northern edge of the building providing shade and shelter to the pedestrian environment.

The setback of the tower element from the podium facade combined with pedestrian canopies will interrupt down-draughts and support a comfortable pedestrian environment.

- PDC 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.

A large proportion of glazing to the promenade and returning around the western facade provides a desirably active edge for cafes, restaurants or local shops. The suspended canopies at this location will further improve pedestrian amenity. The building's design also satisfies PDC 48 for the Zone with a well-considered treatment that breaks up the mass and references the Port's history with industrial vernacular of brick and exposed steel trusses.

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- PDC 49:** Buildings should not exceed the number of storeys as indicated on the following relevant concept plan maps:
- (g) Concept Plan Map PAdE/36 - McLaren's Wharf 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.

The proposed eight-storey development exceeds the five-storeys indicated on Concept Plan Map PAdE/36 - McLaren's Wharf Policy Area. For the following reasons, this additional height will not compromise, but in fact support the outcomes for the Policy Area desired by the Development Plan:

- the building is adequately setback from the Lighthouse Square such that once the land intervening is developed as envisaged in the Concept Plan, the proposed built form will not be visible from this public plaza;
- once the Policy Area is developed as envisaged to a height of five storeys, the proposed building will be visible from Birkenhead Bridge and across the Port River as well as from the portion of the State Heritage Policy Area south-east of the site along Robe Street and North Parade. Beyond these vantage points, only glimpses of the tower element will be gained from public realm;
- the facade treatment and delineation of a podium element creates a comfortable and appropriate form from the promenade;
- given the site orientation, there will be no solar impacts on the promenade or other key public areas;
- the built form makes an addition to the skyline that complements the character of the Port and embodies an optimism for its sensitive rejuvenation;
- the tower element incorporates light-coloured finishes to the south, and has the south-western portion subtracted reducing the bulk of the upper levels; and
- the intensity of the site development will optimise the capacity for people to reside in the locality and activate the street life and stimulate the precinct's economy thereby fostering its revitalisation.

- PDC 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.

The reception for the retirement living faces out onto the waterfront promenade and is glazed and highly-permeable. The reception will be internally lit and manned at all hours to meet the security and service needs of the residents. Under canopy lighting will additionally be provided to the surrounds as well as lighting to the pedestrian link to the east of the building.

**PDC 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.

The proposed retail or cafe uses and reception uses coupled with the canopy elements will provide an active interface and passive surveillance to the waterfront. The building's footprint is rectilinear with no recesses for concealment.

Pedestrian canopies will be provided to both provide pedestrian shelter and act as a solar shading device to the ground floor tenancies.

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Upper level setbacks from the east and west will maintain a sense of openness to the sky from street level from Robe and Nelson Streets. The proposed building does not have a direct frontage to either of these streets and is setback 7 metres from the street. London Plane trees are planted in the Council verge directly to the north of the North Parade-Robe Terrace roundabout. Over the coming years, these will form a soft, deciduous canopy of more than 10 metres in height that will both soften immediate views of the proposed building and improve pedestrian amenity through summer shading and the interruption of wind impacts.

#### MCLAREN'S WHARF POLICY AREA 44

**Objective 2:** The development of an effective visual and physical connection between the traditional centre of Port Adelaide and the waterfront areas.

North-south connectivity through the locality to the waterfront is particularly poor largely due to the uninterrupted mass of the Fishermen's Wharf Market shed. The alignment of the proposed building will introduce a new visual connection to the waterfront by way of a laneway along the Robe Street axis. This lane will serve as pedestrian access to the waterfront as well as service access for the building. Vehicular movement along this lane will be restricted through the use of removable bollards.



**Objective 4:** Development that contributes to the desired character of the policy area.

**DESIRED CHARACTER**

The policy area will be the cornerstone identity of the Port Adelaide Waterfront, comprising an appealing location and a gateway leading people to the Port Adelaide River. The termination of Commercial Street at the Waterfront, Lighthouse Square, will be the focus of the policy area, with tourism activities, markets and small scale retailing located around the Square.

Buildings to the east of Nelson Street will be of a mixed use nature, and of a height, scale and architectural form that reinforce the waterfront character and protect and respect the historic character of development in adjacent policy areas.

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

Buildings adjacent to Lighthouse Square will contain mixed uses, and be of a height, scale and architectural form that reinforce and emphasise the policy area as a focus for activity in Port Adelaide. These buildings will be landmark buildings of high architectural design and greater scale and intensity to form the focus of the policy area.

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Buildings throughout the precinct will provide a continuous built form to all major thoroughfares and create strong visual links to the rich architectural heritage of the adjacent State Heritage Area and individual heritage places.

An integrated transport network for this area will involve both public and private transport. A high degree of pedestrian activity and amenity will occur throughout the policy area with particular focus on the waterfront promenade. Pedestrian activity will be encouraged to link with adjoining policy areas. Off street parking areas including multi-level decks accessed from Nile Street will support traders and visitors.

.....

Envisaged land-uses in the policy area include a range of tourism development, recreation and education uses as well as residential accommodation that overlooks the Port Adelaide River. Expansion of civic and community facilities from adjacent policy areas are also suitable.

.....

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

**PDC 3** Development should be consistent with Concept Plan Map PAde/36 - McLaren's Wharf Policy Area.

The combination of land uses proposed being residential and cafes are specifically envisaged within the Policy Area.

The proposed multi-level building will meet the aspects of the McLaren's Wharf Policy Area's Desired Character Statement above by providing outstanding architectural design of a scale that achieves the desired intensity of population, provides a cafe or retail elements at ground floor level fostering an active street front and has car parking incorporated sensitively into the lower levels and basement. The facade treatment of the car parking adequately disguises the

A new north-south pedestrian linkage is to be provided to the waterfront along the east of the building. This will greatly improve the overall permeability of the locality. Weather protection is provided through the inclusion of a canopy above the ground floor reception and retail frontages to the waterfront.

### 04.3.3 DESIGN AND APPEARANCE

#### COUNCIL WIDE

**Objective 1:** Development of a high architectural standard that responds to and reinforces positive aspects of the local environment and built form.

**Objective 3:** The amenity of localities not impaired by the appearance of land, buildings and objects.

**PDC 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.

The proposed building is considered to have high aesthetic merit with appropriate references to the wharf vernacular and a robust materiality. The building will provide an extremely high standard of residential amenity with features specifically designed to cater for the aging population.

**Objective 2:** Roads, open spaces, buildings and land uses laid out and linked so that they are easy to understand and navigate.

The proposed building has its primary frontage to the Port Adelaide River ensuring that the retail or cafe tenancies have the highest amenity outlook. Paving treatment is proposed to run from the roundabout and north through the eastern laneway which will provide a naturally implied way-finding mechanism to the building's reception and cafes.

**PDC 2:** Buildings should be designed and sited to avoid creating extensive areas of uninterrupted walling facing areas exposed to public view.

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**PDC 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.

The glazing to the northern facade of the ground floor returns around the east and west facades further activating these edges. The facades to the car parking area are to be clad in 'pic' perf featuring a culturally relevant artistic expression. Overall, the facades are attenuated to maintain visual interest at all edges.

The combination of recycled red bricks, precast concrete, exposed metal framing, timber and perforated play against each other to provide interest and texture in the built form. The colour palette is in-keeping with the traditional built form along the river. The building's mass is broken down into distinct podium and tower elements which are both further divided into framed components. Further, the placement of windows and balconies creates a varied rhythm across the building.

**PDC 5:** Building form should not unreasonably restrict existing views available from neighbouring properties and public spaces.

Given that the footprint of the proposed building is on that of the Fishermen's Market Building, there are no existing views that will be unreasonably compromised as a result of the subject development. By removing the market building, framed views will be availed along Robe Street north to the waterfront and across the Port Adelaide River.

**PDC 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.

The proposed retirement living building has a configuration that minimises overlooking impacts and incorporates dividing timber screens between dual balconies. The building is located more than 15 metres east of the Quest Hotel Apartments

and more than 35 metres north of the commercial building currently under construction. This is considered to be adequate to maintain privacy between buildings. In all cases, living rooms are set behind balconies further improving the privacy levels of internal spaces.

**PDC 7: The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare.**

The material palette provided in Appendix 02 of this report demonstrates that the bulk of the materials used in the proposed building will not be highly reflective. The glazing will be cast in part shadow in most cases reducing light reflection from the windows.

**PDC 8: 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.**

As required, the plant on the roof of the building will be centrally located and surrounded with slat screening which is integrated into the design of the building.

**PDC 9: Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas.**

**PDC 10: Development should provide clearly recognisable links to adjoining areas and facilities.**

**PDC 11: Buildings, landscaping, paving and signage should have a coordinated appearance that maintains and enhances the visual attractiveness of the locality.**

Landscape architectural treatments such as differentiated paving will be utilised to reinforce the pedestrian link between Robe Street and the main entry points along the waterfront. This link will be lit 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.

**PDC 12: 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.**

The subject site is an internal portion of a larger landholding and does not face either North Parade or Robe Street directly. The waterfront promenade can be regarded as the primary street frontage in this instance. By viewing this as the primary frontage, a pedestrian and cyclist-centric view is established and this prioritises the activation of the waterfront and allows for a north-south pedestrian link of high landscape amenity and safety.

**PDC 13: Where applicable, development should incorporate verandas over footpaths to enhance the quality of the pedestrian environment.**

Suspended canopies are incorporated on the northern facade to provide shelter to the pedestrian environment.

**PDC 14: 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.**

The refuse storage and service areas are incorporated into the ground floor car parking area and are screened from public view. These refuse area can be accessed via the east laneway of the western car parking area which will have restricted vehicular access.

**PDC 16: 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.

The balconies comply with Council Wide PDC 16 above. All balconies are north, east or west facing and are more than 9 square metres in area. Further, they are well-integrated into the overall design of the of the proposed building.

- PDC 19:** 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.

The proposed development achieves all of the above requirements set out in the Council Wide - Design and Appearance provisions. Importantly, it should be noted that it is not considered that the subject site has a direct street frontage. In order to achieve access to the waterfront site, undercroft car parking is proposed to be accessed via the existing at-grade car park to the south of the site and on the same allotment. The pic perf screen, proposed to sheath the car park will have artistic merit and local relevance.

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## COUNCIL WIDE - MEDIUM AND HIGH RISE DEVELOPMENT - DESIGN AND APPEARANCE

- PDC 6:** Materials and finishes should be selected to be durable and age well to minimise ongoing maintenance requirements. This may be achieved through the use of materials such as masonry, natural stone, prefinished materials that minimise staining, discolouring or deterioration, and avoiding painted surfaces particularly above ground level.

An external finishes legend forms part of the Architectural Package in Appendix 02. Cognisant of the waterfront location, all materials and finishes have been specifically selected for durability. The precast concrete panels will be prefinished, colour impregnated concrete in white, grey and bronze (such as Nawkaw or similar). Window framing will be black anodised and the exposed metal framing will be powdercoated. Other elements such as glass, alucabond (or similar), aluminium alloy and brick are robust and will have low maintenance requirements as is important at high levels in a marine location such as this.

- PDC 7:** Balconies should be integrated into the overall architectural form and detail of the development and should:
- (a) utilise sun screens, pergolas, louvres and openable walls to control sunlight and wind
  - (b) be designed and positioned to respond to daylight, wind, and acoustic conditions to maximise comfort and provide visual privacy
  - (c) allow views and casual surveillance of the street while providing for safety and visual privacy of nearby living spaces and private outdoor areas
  - (d) be of sufficient size, particularly depth, to accommodate outdoor seating.

Balconies are integrated into the overall architectural form: the north facing balconies sit within the facade whilst the east and west facing balconies on Levels 3 to 7 sit within a black feature frame and have timber sun and privacy screens to provide sun shading and privacy to internal and balcony areas. All balconies have a minimum dimension of 2.2 metres and are of an adequate area to accommodate outdoor seating and dining.

## COUNCIL WIDE - MEDIUM AND HIGH RISE DEVELOPMENT - STREET INTERFACE

- PDC 8:** Development facing the street should be designed to provide attractive, high quality and pedestrian friendly street frontage(s) by:
- (a) incorporating active uses such as shops or offices, prominent entry areas for multi-storey buildings (where it is a common entry), habitable rooms of dwellings, and areas of communal public realm with public art or the like where consistent with the Zone and / or Policy Area provisions;

- (c) designing building façades that are well articulated by creating contrasts between solid elements (such as walls) and voids (for example windows, doors and balcony openings)
- (d) positioning services, plant and mechanical equipment (such as substations, transformers, pumprooms and hydrant boosters, car park ventilation) in discreet locations, screened or integrated with the façade
- (e) ensuring ground, semi-basement and above ground parking does not detract from the streetscape
- (f) minimising the number and width of driveways and entrances to car parking areas to reduce the visual dominance of vehicle access points and impacts on pedestrian areas

The building integrates active frontages of shops or cafes and the building reception that are built to the northern frontage with a pedestrian canopy and expansive glazing to the frontage.

The car parking element on the southern extent of the building will be clad in a pic perf aluminium panelling depicting an historic Port Adelaide maritime panorama which will be backlit at night to highlight the image. There will be a basement vehicular entry to the southern elevation and another for the remaining car parking levels on the western elevation accessed via existing at grade car parking. A pedestrian link will be provided from the North Parade footpath interface which will prioritise pedestrian movement through the site and as viewed from North Parade and Robe Street.

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All mechanical equipment will be located within the car park envelope and on rooftop plant and will not be visible from the public realm.

**PDC 9:** Common areas and entry points of the ground floor level of buildings should be designed to enable surveillance from public land to the inside of the building at night.

**PDC 10:** Entrances to multi-storey buildings should:

- (a) be oriented towards the street
- (b) be visible and clearly identifiable from the street, and in instances where there are no active or occupied ground floor uses, be designed as a prominent, accentuated and welcoming feature
- (c) provide shelter, a sense of personal address and transitional space around the entry
- (d) provide separate access for residential and non-residential land uses
- (e) be located as close as practicable to the lift and/or lobby access
- (f) avoid the creation of potential areas of entrapment.

**PDC 11:** To contribute to direct pedestrian access and street level activation, the finished ground level of buildings should be no more than 1.2 metres above the level of the footpath, except for common entrances to apartment buildings which should be at ground level or universally accessible.

All pedestrian entries including the main building entrance have clear lines of site from the waterfront promenade into the building. The reception will be attended 24 hours per day, 7 days per week providing passive surveillance out onto the waterfront public realm at all hours. The primary entrance to the residential component of the building is orientated to the waterfront promenade and reception is accessed from beneath a suspended canopy, beyond which is the lift access.

The entries to the ground floor elements of the building will be at finished at pavement level to ensure convenient universal access.

## REGIONAL CENTRE ZONE

**PDC 25:** Development should respect, but not mimic, existing 19th century building forms and townscapes of significance.

**PDC 36:** Materials incorporated in development should reflect, and reinforce, the historic, maritime character of the zone wherever practicable.

The proposed built form is contemporary but employs materiality and architectural expression that references the historic maritime character of the zone. These references specifically include the pic perf imagery shrouding the car park, the



heavy timber doors and the exposed industrial cross-bracing.

- PDC 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.

As depicted in the north and east site elevations, the building's parapet height references that overall height of the commercial office building under construction to the south west of the site.

The horizontal articulation of the building also references that of the Quest Hotel to the west.

The building's articulation and architectural expression is best read in the 3D renders included at the end of Appendix 02. The prominent brick lower levels reference the historic townscape scale in a material featured throughout historic Port Adelaide.

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#### 04.3.4. WATERFRONT DEVELOPMENT

##### REGIONAL CENTRE ZONE

- PDC 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.

The proposed development aligns directly with PDC 10 for the Regional Centre Zone above.

- PDC 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.

The proposed development will facilitate improved north-south pedestrian and cyclist linkages through the site along the eastern edge of the building to North Parade.

- PDC 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.

The building is to be setback by 10 metres from the waters edge. The site is currently at approximately 3.15 metres AHD. The ground floor level of the building comprising retail and reception areas will be sited at more than 3.3 metres AHD. Further, the car parking area is to have a sill height of 3.20 metres or more and suitable barriers at the entry and egress

points to prevent inundation of the basement car park.

The building's future-proofing plan includes a sacrificial floor level. Should sea level rises compromise the ground floor plate in the coming decades, the building is designed such that the floor of the retail or cafe and lobby tenancies can be artificially raised in line with raising the wharf

**PDC 78:** Development should be sited to take advantage of waterfront views and activities.

The building's orientation intentionally turns to face the waterfront with vehicular access located away from the promenade. Active and occupied land uses will enjoy waterfront views at every level of the building.

#### MCLAREN 'S WHARF POLICY AREA 44

**PDC 11** Buildings should be sited so as to create a variety of interesting pleasant and useful public spaces along the waterfront.

**PDC 12** 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.

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The ground floor retail or cafe uses proposed will provide additional activation to the waterfront with an additional access point provided from North Parade to the south which will open up to a useful space to rest amongst landscaping. The retail and cafe tenancies will be complementary to the overall Riverfront Loop offering a place to pause and meet.

#### 04.3.5 CONSERVATION AND HERITAGE

##### MCLAREN'S WHARF POLICY AREA 44

**PDC 10** New buildings should respect the form, scale and design of the historic townscapes immediately south of the area and create contemporary architecture which is innovative, functional and attractive. Architectural themes evocative of the area's maritime and industrial heritage should be incorporated.

The podium element of the proposed building incorporates recycled brick which complements the western facade materiality of the State Heritage building to the south. This materiality is continued through to the lower portion of the apartments to provide cohesion to the overall scheme and built fabric leading into the new public thoroughfare to the east of the building that features in the precinct masterplan.

#### COUNCIL-WIDE - MEDIUM AND HIGH RISE DEVELOPMENT

**Objective 1:** Medium and high rise development that provides housing choice and employment opportunities.

**Objective 2:** Residential development that provides a high standard of amenity and adaptability for a variety of accommodation and living needs.

**Objective 4:** Development that integrates built form within high quality landscapes to optimize amenity, security and personal safety for occupants and visitors.

The proposed development will deliver high quality residential product specifically designed for independent living for seniors in two bedroom, three bedroom and penthouse sizes with centralised secure cage storage enabling greater flexibility of accommodation needs.

The lifestyle deck proposed for Level 2 will incorporate landscaping for a community gardens, outdoor dining and putting green.

**Objective 5:** Development that enhances the public environment, provides activity and interest at street level and a high quality experience for residents, workers and visitors by:

- (a) enlivening building edges
- (b) creating attractive, welcoming, safe and vibrant spaces
- (c) improving public safety through passive surveillance
- (d) creating interesting and lively pedestrian environments
- (e) integrating public art into the development where it fronts the street and public spaces
- (f) incorporating generous areas of high quality fit for purpose landscaping.

The mixed use building proposed will improve the vitality of the surrounding public realm by providing active frontages to the waterfront promenade with a clear continuous building edge. An interesting pedestrian environment will be integrated along the eastern side of the building and will incorporate a high quality paved surface that integrates with the historic Port Adelaide scene displayed in the pic perf screen surrounding the car parking elements. This lane will also be provided with lighting 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 to ensure visibility and legibility of the area and to assist with way finding to the building's primary access.

#### 04.3.6 SUPPORTED ACCOMMODATION AND HOUSING FOR SENIORS

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### COUNCIL WIDE - SUPPORTED ACCOMMODATION AND HOUSING FOR SENIORS

**Objective 1:** Provision of well designed supported accommodation for community groups with special needs.

**PDC 1:** Supported accommodation and housing for seniors (including nursing homes, hostels, retirement homes, retirement villages, residential care facilities and special accommodation houses) should be:

- (a) located within walking distance of essential facilities such as convenience shops, health and community services and public and community transport
- (b) located where on-site movement of residents is not unduly restricted by the slope of the land
- (c) sited and designed to promote interaction with other sections of the community, without compromising privacy
- (d) of a scale and appearance that reflects the residential style and character of the locality
- (e) provided with public and private open space and landscaping.

The subject site is ideally located for high-amenity housing for seniors as daily needs are all accommodated within walking distance. It is located within a 400-metre walking distance of:

- three grocery stores;
- one chemist;
- one newsagency;
- one discount store;
- bus stops;
- Port Adelaide Civic Centre and Community Arts Centre;
- playground;
- pubs and restaurants;
- many allied health professionals and GP offices; and
- health clubs and gyms.

Generous public open space is provided by way of the Lighthouse Square to the east and the public reserve adjacent Hart's Mill to the west all linked to the site with a dedicated waterfront promenade and cycleway. Overall, this is a location which fosters active living.

**PDC 2:** Supported accommodation and housing for seniors should be designed to provide safe, secure, attractive, convenient and comfortable living conditions for residents that include:

- (a) internal communal areas and private spaces
- (b) useable recreation areas for residents and visitors, including visiting children
- (c) spaces to accommodate social needs and activities, including social gatherings, internet use, gardening, keeping pets, preparing meals and doing personal laundry
- (d) storage areas for items such as boats, trailers and caravans
- (e) mail boxes and waste disposal areas within easy walking distance of all units.

A common lifestyle deck and recreational rooms will provide a social space for residents to engage with each other and guests, including children. The space includes a communal kitchen, bar, toilets, gardens, wireless internet, and rooms of a variety of sizes and configurations to cater for gatherings large and small. Laundries are provided within each apartment.

Further, each dwelling is provided with its own private balcony or terrace. Storage for large items such as boats, trailers and caravans are not provided in the development, and dedicated off-site storage of these items would occur as desired by residents.

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Waste storage receptacles are located within close proximity of the lift access. Waste and recycling chutes are incorporated with access from all levels should they be required. Mail boxes are to be accommodated within the reception area at ground floor.

**PDC 3:** Access roads within supported accommodation and housing for seniors developments should:

- (a) not have steep gradients
- (b) provide convenient access for emergency vehicles, visitors and residents
- (c) provide space for manoeuvring cars and community buses
- (d) include kerb ramps at pedestrian crossing points
- (e) have level-surface passenger loading areas.

The proposed building can be conveniently accessed by emergency vehicles and community buses from the level shared access way to the east of the building. Vehicular access along this passage can be restricted by way of temporary bollards with access provided by building management or Council as required. Details of these access arrangements can be discussed in more detail with Council.

**PDC 4** Car parking associated with supported accommodation and housing for seniors should:

- (a) be conveniently located on site within easy walking distance of resident units
- (b) be adequate for residents, service providers and visitors
- (c) include covered and secure parking for residents' vehicles
- (d) have slip-resistant surfaces with gradients not steeper than 1-in-40
- (e) allow ease of vehicle manoeuvrability
- (f) be designed to allow the full opening of all vehicle doors
- (g) minimise the impact of car parking on adjacent residences owing to visual intrusion and noise
- (h) be appropriately lit to enable safe and easy movement to and from vehicles.

All car parking is to be secure and undercover and will meet all safety and manoeuvrability requirements. A Traffic Impact Car Parking Assessment Report has been prepared by GTA Consultants that confirms compliance (see Appendix 03).

- PDC 5:** Supported accommodation should include:
- (a) ground-level access or lifted access to all units
  - (b) an interesting and attractive outlook from units and communal areas for all residents including those in wheelchairs
  - (c) adequate living space allowing for the use of wheelchairs with an attendant
  - (d) storage for items such as small electric powered vehicles and other personal items, including facilities for recharging small electric powered vehicles.

Glazed balustrades will ensure that all residents will have optimised outlooks at both sitting and standing height across the Port Harbour and Historic Town Centre and surrounds.

Generous 1.8-metre wide corridors are incorporated throughout the residential levels.

A centralised cage storage area will provide suitable facility for both the storage and charging of small electric powered vehicles. This storage area can be accessed via the lift and platform lift.

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### 04.3.7 MEDIUM TO HIGH SCALE RESIDENTIAL DEVELOPMENT

#### COUNCIL WIDE - RESIDENTIAL DEVELOPMENT

- Objective 1:** Safe, convenient, pleasant and healthy-living environments that meet the full range of needs and preferences of the community.
- Objective 2:** An increased mix in the range and number of dwelling types available within urban boundaries to cater for changing demographics, particularly smaller household sizes, housing for seniors and supported accommodation.
- Objective 3:** Higher dwelling densities in areas close to centres, public and community transport and public open spaces.
- Objective 4:** The regeneration of selected areas identified at zone and/or policy area levels.
- Objective 5:** Affordable housing and housing for seniors provided in appropriate locations.

The proposed development provides new, higher-density models for living at a high-amenity location, particularly catering for smaller, senior households and will kickstart the regeneration of the Port thus delivering Residential Development Objectives 1 to 5 as listed above.

#### COUNCIL WIDE - OVERSHADOWING

- PDC 11:** Development should ensure that ground-level open space of existing buildings receives direct sunlight for a minimum of two hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:
- (a) half of the existing ground-level open space
  - (b) 35 square metres of the existing ground-level open space (with at least one of the area's dimensions measuring 2.5 metres).
- Development should not increase the overshadowed area by more than 20 per cent in cases where overshadowing already exceeds these requirements.

Due to reasonable separation of the building from dwellings to the south-east across North Parade, the impacts on solar access to their south-facing private open space within the locality will be minor and is envisaged to comply with PDC 11 above.



## COUNCIL WIDE - RESIDENTIAL DEVELOPMENT - PRIVATE OPEN SPACE

- PDC 31:** Where a building comprises one or more dwellings located above ground level, provision should be made for:
- (a) 25 square metres of communal open space per above-ground dwelling
  - (b) private open space for each above ground dwelling in accordance with the table below:

Site area of dwelling (square metres)	Minimum area of private open space (square metres)	Minimum dimension of private open space (metres)
Less than 250	8	2

- PDC 32:** Private open space should not include driveways, effluent drainage areas, rubbish bin storage, sites for rainwater tanks and other utility areas, and common areas such as parking areas and communal open space in residential flat buildings and group dwellings, and should have a minimum dimension of:
- (a) 2.5 metres for ground level or roof-top private open space
  - (b) 2 metres for upper level balconies or terraces.

- PDC 33:** Balconies should make a positive contribution to the internal and external amenity of residential buildings and should be sited adjacent to the main living areas, such as the living room, dining room or kitchen, to extend the dwelling's living space.

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Private terraces or balconies are to be provided to all dwellings and will be accessed directly from living areas. All apartments will be provided with more than 9sqm of private open space with minimum dimensions greater than 2.2 metres. The north-facing balconies will also provide solar shading to the north-facing fenestration over the summer months.

## COUNCIL WIDE - RESIDENTIAL DEVELOPMENT - NOISE

- PDC 46:** The number of dwellings sharing a common internal pedestrian entry within a residential flat building should be minimised to limit noise generation in internal access ways.
- PDC 47:** External noise and light intrusion to bedrooms should be minimised by separating or shielding these rooms from:
- (a) active communal recreation areas, parking areas and vehicle access ways
  - (b) service equipment areas and fixed noise sources on the same or adjacent sites.
- PDC 48:** Development should be designed and sited to meet ambient and internal noise levels required by the current Environment Protection (Noise) Policy.

Up to 10 apartments will share a common internal pedestrian corridor from the lift core.

Resonate Consultants have conducted an Acoustic Assessment which forms Appendix 05 of this report. The construction specifications will follow the acoustic treatment recommendations pertaining to external walls, windows and external doors within their report to ensure suitable noise levels are not exceeded within the living spaces.

The report confirms that the mechanical plant required will be able to meet the relevant criteria by adopting standard mitigation measures. The location of the majority of plant on rooftop enclosed behind screens will satisfy the relevant noise requirements of the Environment Protection (Noise) Policy for sensitive noise receivers within the locality.

## COUNCIL WIDE - MEDIUM AND HIGH RISE DEVELOPMENT - ADAPTABILITY

- PDC 19:** Multi-storey buildings should include a variety of internal designs that will facilitate adaptive reuse, including the conversion of ground floor residential to future commercial use (i.e. by including floor to ceiling heights suitable for commercial use).

The floor to ceiling height proposed is more than 2.7 metres: a height which is suitable for commercial use meaning that the building could be adaptively reused for a range of uses in the future.

## COUNCIL WIDE - MEDIUM AND HIGH RISE DEVELOPMENT - SITE FACILITIES AND STORAGE

**PDC 25:** Dwellings should provide a covered storage area of not less than 8 cubic metres in one or more of the following areas:

- (a) in the dwelling (but not including a habitable room)
- (b) in a garage, carport, outbuilding or an on-site communal facility and be conveniently located and screened from view from streets and neighbouring properties.

A combination of walk-in robes and pantries provide storage space to all penthouse apartments and exceed the minimum criteria stipulated within PDC 25 above.

The remaining 55, two and three bedroom apartments have approximately 3m<sup>3</sup> of storage per dwelling. In addition, storage cages are centrally provided on the Mezzanine Level. 55 storage cages of 9m<sup>3</sup> each can be comfortably be accommodated in the allocated space and the configuration will be further resolved as part of Development Approval documentation. Additionally, above-bonnet cages can be included within the car parking areas to provide up to 50 additional 2m<sup>3</sup> units of storage should the demand be proven.

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Overall, the proposed dwellings will meet the storage requirements of PDC 25 pertaining to Medium and High Rise Development above.

**PDC 26:** Development should provide a dedicated area for the on-site collection and sorting of recyclable materials and refuse, green organic waste and wash-bay facilities for the ongoing maintenance of bins. This area should be screened from view from public areas so as to not detract from the visual appearance of the ground floor.

A waste collection area is incorporated at the ground floor level and can be accessed from the lobby as well as the east and west sides of the building where the bins can be wheeled around to the collection point by building management. Waste collection will occur by a private contractor at a designated collection point to the east of the building on a weekly basis.

## REGIONAL CENTRE ZONE

**PDC 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.

Timber privacy screens will be provided to the north and south sides of the east and west-facing balconies which will prevent overlooking of the adjacent balconies and terraces. Elsewhere, the orientation of the apartments precludes overlooking onto balconies below.

**PDC 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.

The L-shaped configuration of the upper levels optimises the solar access to the open-plan apartments. All apartments have a north, west or east aspect for desirable solar access throughout.

**PDC 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.

**PDC 77:** Building depth should enable views for apartments and promote natural ventilation where possible.

The building configuration, including the use of balconies and generous ceiling height and window and door openings, facilitates passive solar design and cross-ventilation.

The buildings' doors, windows and other openings will be draught-proofed in order to achieve a high level of environmental performance and insulation from external noise.

#### 04.3.8 COUNCIL WIDE - CRIME PREVENTION

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

**PDC 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.

**PDC 2:** Buildings should be designed to overlook public and communal streets and public open space to allow casual surveillance.

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The proposed development will incorporate a comprehensive range of active and passive surveillance strategies. All public and car parking areas will be well lit to enable facial recognition so that people can see and interact with one another.

The reception for the residential component of the development faces directly onto the waterfront promenade and will be attended at all hours providing passive surveillance over the waterfront area.

All lighting will be in line with Australian Standard AS 1158 - Lighting for roads and public spaces and Australian Standard AS 4282 - Control of the obtrusive effects of outdoor lighting.

The buildings have been designed to maximize the visual connections between the internal spaces with outdoor areas. For instance, residential apartments have external views and provide passive surveillance the public realm. The building design eliminates isolated external nooks, eliminating opportunities for hiding or entrapment. All entry points to the building will be clearly identified by the architecture, lighting and signage.

The proposal will create a 'legible environment', by integrating the architecture, landscaping, interior design, lighting and signage. This will provide clear paths of travel to ensure that wayfinding is made simple. The wayfinding strategy has been developed as an integral part of the overall design process, and embedded into the proposed built form.

Providing clearly defined paths of travel to and from all entrances has been a central component of the proposal. The main public entrance fronts the waterfront promenade and is directly accessible from the public realm. Vehicular routes will be clearly delineated and distinguished from pedestrian pathways and zones through the use of distinctive paving, lighting, surface textures and kerbs.

Having regard to the commentary above, it is considered that the proposal achieves the intent of the Crime Prevention through Urban Design provisions of the Development Plan.

**PDC 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.

The building is constructed of durable and robust materials at ground floor level including precast concrete and recycled red brick. Whilst full height glazing will be provided to the ground level at the northern edge of the building, this is considered desirable in order to maximise activation at this frontage. These panes of glass will be limited in size for ease of replacement.

**PDC 5:** Development, including car park facilities should incorporate signage and lighting that indicate the entrances and pathways to, from and within sites.

In addition to lighting, signage will be used to indicate the car park entry points, differentiating the private car park from the basement parking spaces.

**PDC 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.

**PDC13:** 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

Landscaping is proposed along the eastern edge of the building. This can comprise a combination of climbers and ground covers to retain lines of site and yet discourage vandalism of the painted concrete wall. In the event of vandalism, the wall can be cleaned and affordable repainted as necessary. A Landscape Plan at a later stage in Development Plan Consent Phase to link in with an overall masterplan taking into consideration possible future development scenarios along the promenade on the Fisherman's Wharf Building site.

Balustrading to edges of the basement car park ramp will be visually permeable and integrated with the overall landscape design approach.

### 05.3.9 LANDSCAPING

#### REGIONAL CENTRE ZONE

**PDC 37:** Landscaping and vegetation should achieve a balance between the use of indigenous and exotic plants and trees.

- PDC 16** Development should provide adequate landscaping within each site, and landscaped public spaces where appropriate. At the waterfront, a durable paved, carefully detailed, continuous and well finished public promenade should be provided. Particular care should be taken to ensure that the landscape interface between this area and the adjoining Historic Conservation Area is compatible with the heritage value of that policy area.

A landscape design can be provided as part of the Development Approval package. The final design for the pedestrian linkages is to be created with input from Port Adelaide Enfield Council in order to comply with the above provisions within the Development Plan. A combination of high-quality paving features, climbers, trees, native rush and shade tolerant flowering plants requiring little maintenance in a coastal environment will combine to form a high amenity area with character distinct to the precinct.

#### 04.3.10 ENVIRONMENTAL

##### COUNCIL WIDE - MEDIUM AND HIGH RISE DEVELOPMENT - ENVIRONMENTAL

- PDC 20:** Multi-storey buildings should:
- (a) minimise detrimental micro-climatic and solar access impacts on adjacent land or buildings, including effects of patterns of wind, temperature, daylight, sunlight, glare and shadow
  - (b) incorporate roof designs that enable the provision of photovoltaic cells and other features that enhance sustainability (including landscaping).
- PDC 21:** Green roofs (which can be a substitute for private or communal open space provided they can be accessed by occupants of the building) are encouraged for all new residential commercial or mixed use buildings.
- PDC 22:** Development of 5 or more storeys, or 21 metres or more in building height (excluding the rooftop location of mechanical plant and equipment), should be designed to minimise the risk of wind tunnelling effects on adjacent streets by adopting one or more of the following:
- (a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street
  - (b) substantial verandas around a building to deflect downward travelling wind flows over pedestrian areas
  - (c) the placement of buildings and use of setbacks to deflect the wind at ground level.

The building proposed includes podium and tower elements. The tower is substantially pulled back from the south-western corner to accommodate a terraced area used as communal open space for the residents and visitors. A suspended canopy to the waterfront facade are included to protect the pedestrian amenity at this edge. The orientation of the eastern pedestrian walkway will be afforded protection from prevailing south-westerly winds in winter and northerly winds in summer.

- PDC 23:** Deep soil zones should be provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies.

One way of achieving this is in accordance with the following table:

Site area	Minimum deep soil area	Minimum dimension	Tree/ deep soil zones
<300m <sup>2</sup>	10m <sup>2</sup>	1.5 metres	1 small tree / 10m <sup>2</sup> deep soil
300-1500m <sup>2</sup>	7% site area	3 metres	1 medium tree / 30m <sup>2</sup> deep soil
>1500m <sup>2</sup>	7% site area	6 metres	1 large or medium tree / 60m <sup>2</sup> deep soil
Tree size and site area definitions			
Small tree	< 6 metres mature height and < less than 4 metres canopy spread		
Medium tree	6-12 metres mature height and 4-8 metres canopy spread		
Large tree	12 metres mature height and > 8 metres canopy spread		
Site area	The total area for development site, not average area per dwelling		

- PDC 24:** Deep soil zones should be provided with access to natural light to assist in maintaining vegetation health.

Landscaping with deep soil zones is envisaged along the pedestrian link to the east of the site and will comprise groundcovers and low strappy leafed plants in tandem with trees with raised canopies adjacent to the car park facade. This landscaping plan will be further resolved as part of the master planning process for the future development on the site directly to the east currently occupied by the Fisherman's Wharf Market Shed and will incorporate opportunities for outdoor dining. Details will be resolved in consultation with the City of Port Adelaide Enfield Urban Design team.



#### 04.3.11 MOVEMENT

##### COUNCIL WIDE - RESIDENTIAL DEVELOPMENT - CAR PARKING AND ACCESS

- PDC 51:** On-site parking should be provided having regard to:
- (a) the number, nature and size of proposed dwellings
  - (b) proximity to centre facilities, public and community transport within walking distance of the dwellings
  - (c) the anticipated mobility and transport requirements of the likely occupants, particularly groups such as aged persons
  - (d) availability of on-street car parking
  - (e) any loss of on-street parking arising from the development (eg an increase in number of driveway crossovers).
- PDC 52:** Parking areas servicing more than one dwelling should be of a size and location to:
- (a) serve users, including pedestrians, cyclists and motorists, efficiently, conveniently and safely
  - (b) provide adequate space for vehicles to manoeuvre between the street and the parking area
  - (c) reinforce or contribute to attractive streetscapes.

Undercroft car parking will be provided at a rate of one per unit. In addition, five of the basement level car parking will be provided as surplus to the development. As the site is in close proximity to the services associated with Port Adelaide Region Centre, car parking supply on site is considered to be ample.

No additional driveway crossovers will be required as a result of the subject development and numbers of on-street car parking spaces are to be retained.

A Traffic Impact and Car Parking Assessment has been prepared by GTA Consultants and is included within Appendix 04 of this report confirming that all traffic arrangements on site allow for safe and efficient movement and car parking on site.

- PDC 53:** On-site visitor parking spaces for group and multiple dwellings and residential flat buildings should be sited and designed to:
- (a) serve users efficiently and safely
  - (b) not dominate internal site layout
  - (c) be clearly defined as visitor spaces not specifically associated with any particular dwelling
  - (d) ensure they are not sited behind locked garages and are accessible to visitors at all times.

Bicycle storage will be provided to residents within the caged storage area on the Mezzanine Level which is accessed via the lobby and lifts. Given the senior profile of occupants, a lower than average bicycle ownership is envisaged in the building. There is also space within the car parking areas to accommodate bicycle parking should demand be proven.

##### COUNCIL WIDE - TRANSPORTATION AND ACCESS

- Objective 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.

As discussed within the Traffic Impact and Car Parking Assessment in **Appendix 04** adequate access to the building is available via the east and west areas for emergency vehicles. Off-street parking provided is surplus to requirements.

Further, the subject site is well serviced by both public and active transport infrastructure.

- Objective 4:** Provision of safe, pleasant, accessible, integrated and permeable pedestrian and cycling networks.

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

## **COUNCIL WIDE - TRANSPORTATION AND ACCESS - CYCLING AND WALKING**

**PDC 16:** Cycling and pedestrian networks should be designed to be permeable and facilitate direct and efficient passage to neighbouring networks and facilities.

Intense residential land use at this location will capitalise on the available bus routes accessible within 200 metres of the site as well as the dedicated pedestrian and cycle loop directly adjacent to the site. The development will create an additional north-south link, both visual and physical, to the Robe Street alignment and linking in with the desired Pedestrian Cycle Link depicted within the Concept Plan Map PAdE/35 of the Main Street Policy Area within the Development Plan.

## **COUNCIL WIDE - TRANSPORTATION AND ACCESS - ACCESS**

**PDC 31:** 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.

Vehicular access to the proposed development is via an existing private at-grade car park which will create minimal interference with the flow of traffic on adjoining roads.

## **COUNCIL WIDE - TRANSPORTATION AND ACCESS - VEHICLE PARKING**

**PDC 44:** 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.

Based on empirical car parking studies, GTA Consultants in their Traffic Impact Assessment comprising Appendix 04 of this report advise that the car parking provision for the development is surplus to requirements.

**PDC 45:** 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.

**PDC 55:** Undercroft garaging of vehicles should occur only where:

- (a) the overall height and bulk of the development does not adversely impact on streetscape character or the amenity of adjacent properties
- (b) vehicles can safely exit from the site without compromising pedestrian safety or causing conflict with other vehicles
- (c) driveway gradients provide for safe and functional entry and exit
- (d) driveways and adjacent walls, fencing and landscaping are designed to provide adequate sightlines from vehicles to pedestrians using the adjacent footpath
- (e) openings into undercroft garage areas are designed to integrate with the main building so as to minimise visual impact
- (f) landscaping, mounding and/or fencing is incorporated to improve its presentation to the street and to adjacent properties
- (g) the overall streetscape character of the locality is not adversely impaired (eg visual impact, building bulk, front setbacks relative to adjacent development).

The Traffic Impact and Car Parking Assessment in combination with the Heritage Impact Assessment prepared by Hosking Willis Architects confirms that the development meets with the above Council Wide PDCs 45 and 55.

## REGIONAL CENTRE ZONE

**Objective 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.

**Objective 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.

The development supports the objectives of the zone by upgrading, activating and linking the pedestrian movement network within the locality whilst significantly increasing public access to the waterfront. All landuses are those which are envisaged within the zone and policy area. Noise sensitive land uses are located from level 2 above which will provide further acoustic separation from street level activity below thus minimising the possibility of conflicts.

**PDC 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.

**Objective 61:** Vehicle parking should be provided in accordance with the rates set out in .... Table PAdE/5A - Off Street Vehicle Parking Requirements for Designated Areas....

The retail component of the development requires 7 car parking spaces are provided as set out in the applicable Table PAdE/5A of the Development Plan. 21 car parking spaces within the basement level provide ample capacity to meet these needs.

**PDC 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.

The setbacks of the car parking from the street front ensure that the podium element does not form an imposing presence on the streetscape and detract from the historic townscape to the south. This opinion is reinforced in the Heritage Impact Assessment provided by Hosking Willis Architects provided for your consideration in Appendix 03 of this report.

**PDC 84:** Car parking and access ways should not dominate the site and should be screened from view from the street.

**PDC 85:** Above ground car parking should not be visible from primary street frontages or public places.

**PDC 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.

The basement car park entrance to the south will be partially screened from view from the street by landscaping, including additional trees that can be accommodated within the verge north-west of the North Parade-Robe Street roundabout inside the site boundary. The site configuration means that the north of the site is the primary frontage. Master planning has subsequently limited car parking to the southern extent of the building in order to activate the northern facade as much as possible.

Cognisant of the heritage value of the Port Adelaide State Heritage Area to the south of the subject site, the undercroft car parking has been carefully integrated into the building envelope and will be veiled in pic perf with a design that depicts a historical maritime panorama of Port Adelaide providing further historical reference to the historic townscape.

Landscaping will be additionally provided around the perimeter of the car park to soften the built form wherever space permits. The car park will be set behind existing streetscaping including London Planes that, once established, will form substantial canopies reaching 15-20 metres in height and provide effective visual separation between the proposed car park levels and the State Heritage Townscape to the south.

# 05 CONCLUSIONS

It is concluded that the proposal is an appropriate development within the McLaren Wharf Policy Area of the Regional Centre Zone, for the following reasons:

- the proposed land uses and intensity thereof reflect the advocated land use direction within the specific provisions of the Policy Area and the relevant Desired Character Statement and provisions of the Zone and Policy Area and will kickstart the revitalisation of the well-served locality;
- the proposed retirement living component of the mixed use building will meet the demand of a growing demographic within the State with housing stock of exceptionally high amenity;
- the building form, addressing the waterfront reflects the advocated policy direction within the Policy Area and Zone which is primarily to activate the waterfront and reinvigorate the locality;
- whilst it is acknowledged that, at 8 storeys, the proposed building is of a height greater than that envisaged at this location the height is considered appropriate for the locality due to the following factors:
  - » the subject site has an internal position within the greater allotment and is set back from the boundary with North Parade by 7.5 metres;
  - » the buildings directly to the west and south of the proposed built form are of 5 and 6.5 storeys respectively meaning that the eight-storey height proposed will not be readily perceived from within the locality to the south or west, nor will it impact on the amenity of adjacent land uses;
  - » once the adjacent sites to the east are developed, the building will not be visible from Lighthouse Square;
  - » substantial landscaping and building canopies will ensure that a successful human scale is achieved in the pedestrian links to the north, east and south of the building.
  - » the building makes a bold and robust statement to the Port River and is of a scale that forms an appropriately scaled edge relative to the breadth of the river;
  - » the upper storey elements are configured to reduce the potential for overshadowing and overshadowing impacts on potential development to the south east of the site;and
  - » the scale of the development enables a critical residential density to be achieved in order to successfully activate the locality and broader Port Adelaide.
- the development will substantially improve the visual and active connections between the waterfront and the historic townscape to the south by providing a generous 8-metre wide landscaped public link running along the eastern edge of the subject building to be developed in consultation with Port Adelaide Enfield Council;
- the proposed material palette is robust and sympathetic to the historic built form appearance within the locality, referencing the historic wharf vernacular through the architectural expression;
- an appropriate waste management solution which separate waste streams at the source, and ensures collection can occur in accordance with council guidelines has been provided. All bin collection will be dealt with through the use of a private contractor;
- the proposed development utilises appropriate facade materials, window fixtures and fittings to ensure that the acoustic environment will be in accordance with the relevant criteria;
- the subject land is located in proximity to highly frequented public transport routes, with the proposal incorporating an appropriate quantum of on-site car parking and secure bicycle storage;
- CPTED has been considered throughout the layout of the building, and the proposal satisfies the relevant criteria;
- the proposed development will not adversely affect wind conditions at and around the subject land.

It is for the reasons discussed herein that the proposal is considered to display sufficient merit and warrants Development Plan consent being granted.

APPENDIX

01





# Title Register Search

## LANDS TITLES OFFICE, ADELAIDE

For a Certificate of Title issued pursuant to the Real Property Act 1886

REGISTER SEARCH OF CERTIFICATE OF TITLE \* VOLUME 5585 FOLIO 354 \*

COST : \$25.00 (GST exempt )	PARENT TITLE : CT 5204/228 & OTHERS
REGION : EMAIL	AUTHORITY : RTC 8555310
AGENT : BTPL BOX NO : 000	DATE OF ISSUE : 14/10/1998
SEARCHED ON : 08/02/2013 AT : 11:00:06	EDITION : 3
CLIENT REF QUEST - FAB	

### REGISTERED PROPRIETOR IN FEE SIMPLE

FISHERMEN'S WHARF MARKETS PTY. LTD. OF LEVEL 1/193 WEST TERRACE ADELAIDE  
SA 5000

### DESCRIPTION OF LAND

ALLOTMENT 106 DEPOSITED PLAN 50895  
IN THE AREA NAMED PORT ADELAIDE  
HUNDRED OF PORT ADELAIDE

### EASEMENTS

SUBJECT TO THE EASEMENT OVER THE LAND MARKED A TO THE MINISTER FOR  
INFRASTRUCTURE (LAND GRANT VOL.2549 FOLIO 186)

SUBJECT TO A FREE AND UNRESTRICTED RIGHT OF WAY OVER THE LAND MARKED D

SUBJECT TO THE EASEMENT FOR WATER SUPPLY PURPOSES AS PROVIDED FOR BY  
SECTION 223 1g (1) OF THE REAL PROPERTY ACT 1886 OVER THE LAND MARKED H

SUBJECT TO THE EASEMENT FOR DRAINAGE PURPOSES AS PROVIDED FOR BY SECTION  
223 1g (2) OF THE REAL PROPERTY ACT 1886 OVER THE LAND MARKED J

### SCHEDULE OF ENDORSEMENTS

11616738 MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA

### NOTATIONS

DOCUMENTS AFFECTING THIS TITLE

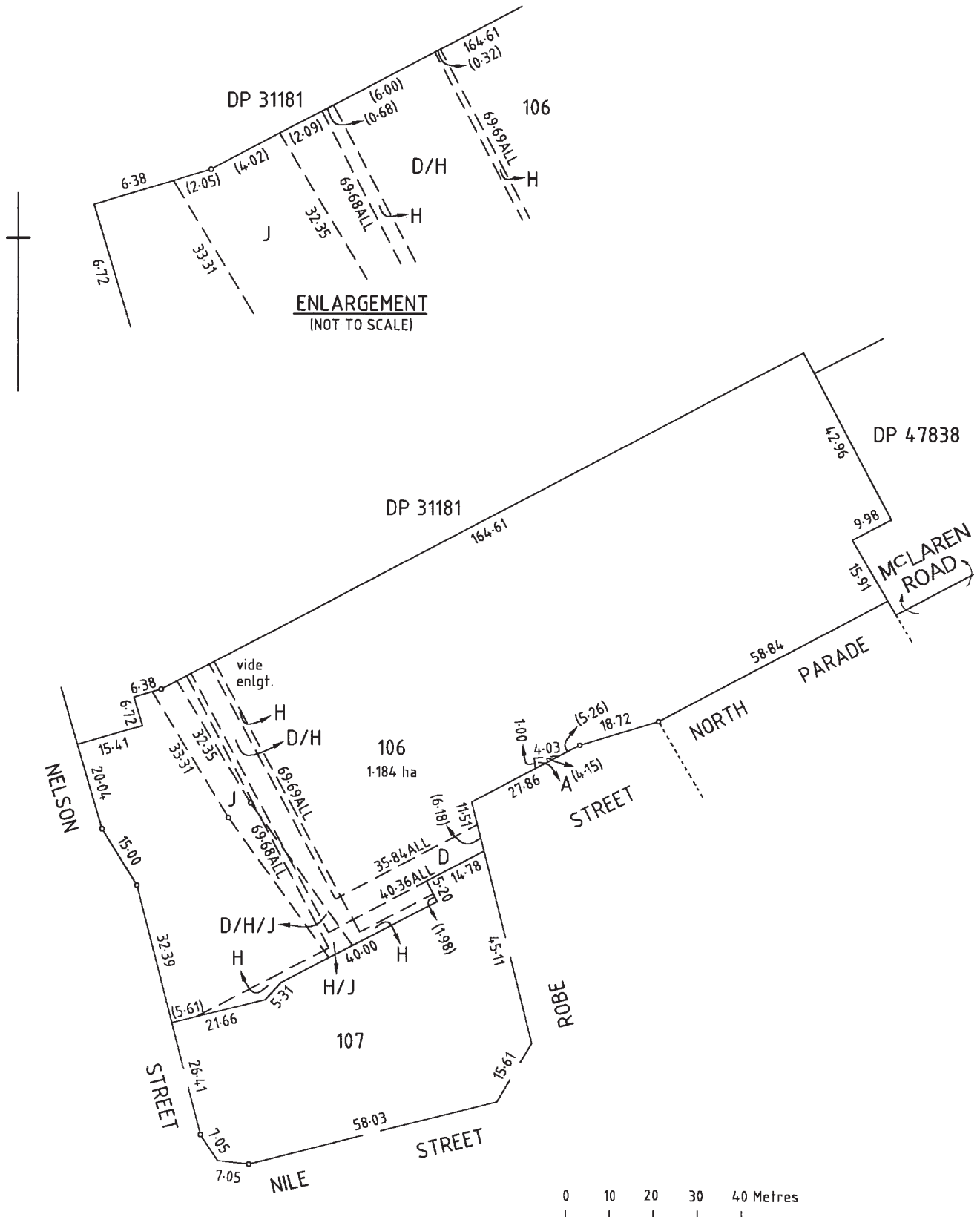
NIL

### REGISTRAR-GENERAL'S NOTES

APPROVED FILED PLAN NO UNIQUE IDENTIFIER FX39778

END OF TEXT.





APPENDIX

02

SHEET LIST SK SERIES

NUMBER	TITLE	REV	DATE
SK00	TITLE	A	AUGUST 2018
SK01	SITE PLAN	A	AUGUST 2018
SK10	GROUND FLOOR PLAN	A	AUGUST 2018
SK11	BASEMENT	A	AUGUST 2018
SK12	LEVEL 1	A	AUGUST 2018
SK13	MEZZANINE	A	AUGUST 2018
SK14	LEVEL 2	A	AUGUST 2018
SK15	TYPICAL LEVELS 3-5	A	AUGUST 2018
SK16	PENTHOUSE LEVEL 6	A	AUGUST 2018
SK17	PENTHOUSE LEVEL 7	A	AUGUST 2018
SK18	ROOF	A	AUGUST 2018
SK50	SITE ELEVATIONS	A	AUGUST 2018
SK51	SITE ELEVATIONS	A	AUGUST 2018
SK52	NORTH ELEVATION	A	AUGUST 2018
SK53	EAST ELEVATION	A	AUGUST 2018
SK54	SOUTH ELEVATION	A	AUGUST 2018
SK55	WEST ELEVATION	A	AUGUST 2018
SK60	SECTIONS	A	AUGUST 2018
SK100	RENDER	A	AUGUST 2018
SK101	3D 1 - NE	A	AUGUST 2018
SK102	3D 3 - Promenade	A	AUGUST 2018
SK103	3D 4 - Bridge Far	A	AUGUST 2018
SK104	3D 5 - Rear East	A	AUGUST 2018
SK105	3D 6 - Rear West	A	AUGUST 2018
SK106	3D 7 - Quest Lane	A	AUGUST 2018

FISHERMAN'S WHARF INDEPENDENT LIVING  
PORT ADELAIDE  
AUGUST 2017



INTRO

Level 11 | 44 Wymouth St | Adelaide | SA 5000  
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DRAWING  
TITLE

DRAWING NUMBER  
SK00

PROJECT  
FISHERMAN'S WHARF - INDEPENDENT  
LIVING  
CLIENT

PROJECT NO.  
17026

REVISION  
A

NTS / as indicated

DATE  
23.08.2018

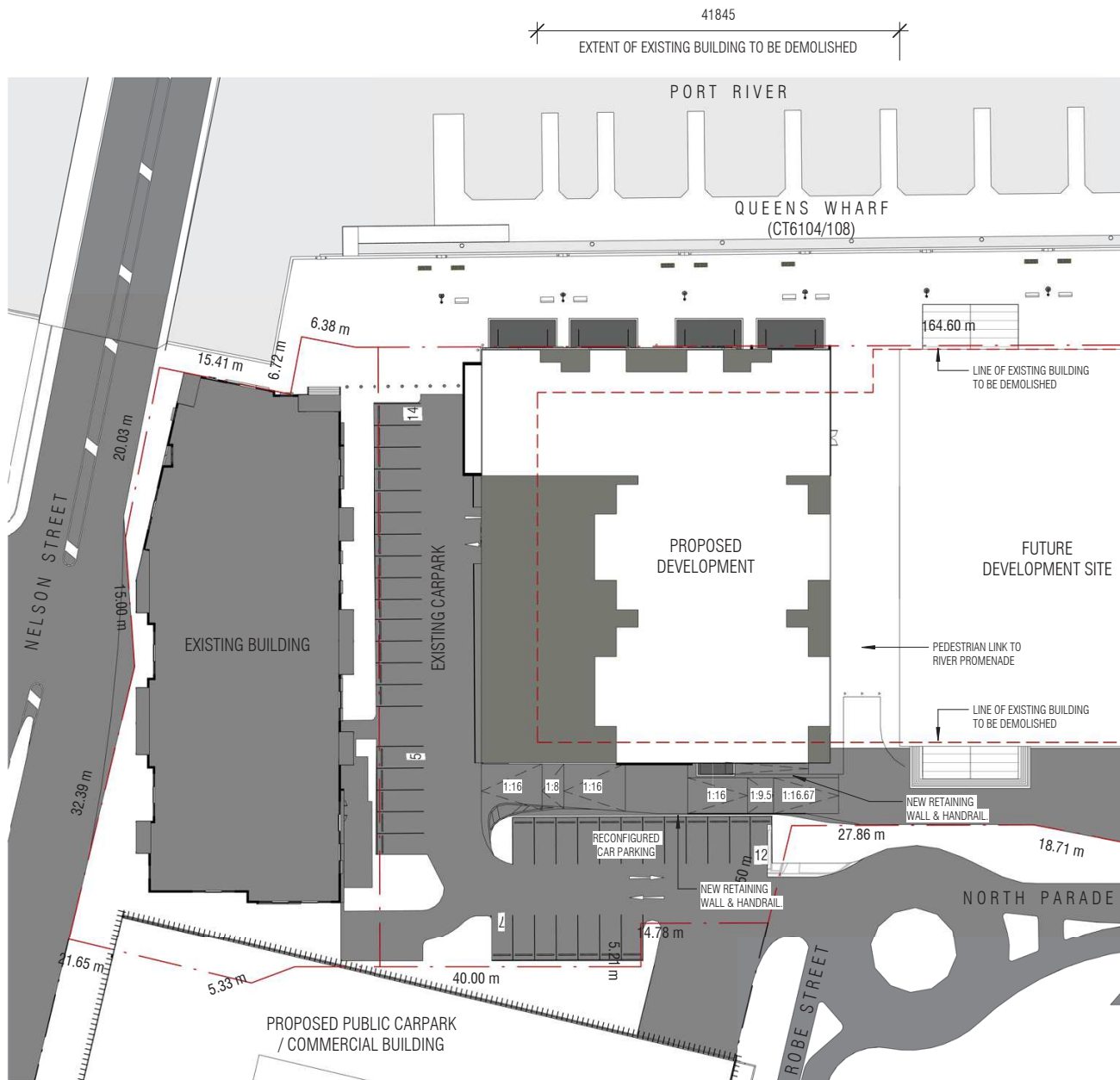
ISSUED FOR DEVELOPMENT APPROVAL

APARTMENT SUMMARY				
	TOTAL	2 BED	3 BED	PENT
GROUND	0			
LEVEL 1	4	4		
LEVEL 2	10	8	2	
LEVEL 3	12	10	2	
LEVEL 4	12	10	2	
LEVEL 5	12	10	2	
LEVEL 6	11	8		3
LEVEL 7	11	8		3
TOTAL	72	58	8	6

#### BUILDING GFA SUMMARY (BALC, INC.)

GROUND	-	1926m <sup>2</sup>
LEVEL 01	-	1926m <sup>2</sup>
MEZZ	-	668m <sup>2</sup>
LEVEL 02	-	1926m <sup>2</sup>
LEVEL 03	-	1338m <sup>2</sup>
LEVEL 04	-	1338m <sup>2</sup>
LEVEL 05	-	1338m <sup>2</sup>
LEVEL 06	-	1379m <sup>2</sup>
LEVEL 07	-	1325m <sup>2</sup>

TOTAL GFA =13,164m<sup>2</sup>



## SITE PLAN SK

1 : 500

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DRAWING  
SITE PLAN

DRAWING NUMBER  
SK01

SCALE @ A3  
As  
Indicated

PROJECT  
FISHERMAN'S WHARF - INDEPENDENT  
LIVING  
CLIENT

PROJECT NO.  
17026

REVISION  
A

DATE  
23.08.2018

ISSUED FOR DEVELOPMENT APPROVAL

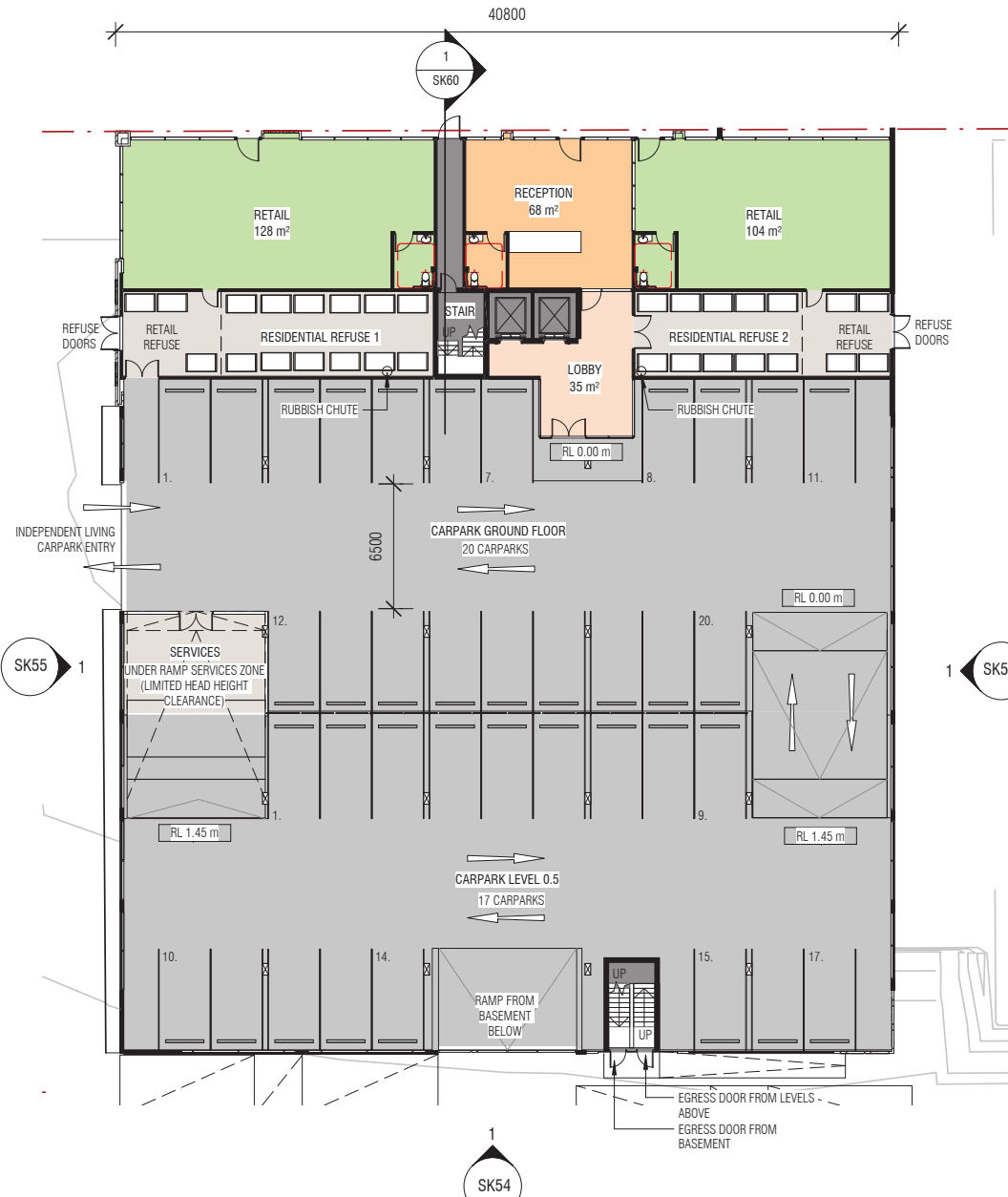


APARTMENT SUMMARY				
	TOTAL	2 BED	3 BED	PENT
GROUND	-	0		
LEVEL 1	-	4		
LEVEL 2	-	10	2	
LEVEL 3	-	12	10	
LEVEL 4	-	12	10	
LEVEL 5	-	12	10	
LEVEL 6	-	11	8	3
LEVEL 7	-	11	8	3
TOTAL	-	72	58	6

#### BUILDING GFA SUMMARY (BALC. INC.)

GROUND	-	1926m <sup>2</sup>
LEVEL 01	-	1926m <sup>2</sup>
MEZZ	-	668m <sup>2</sup>
LEVEL 02	-	1926m <sup>2</sup>
LEVEL 03	-	1338m <sup>2</sup>
LEVEL 04	-	1338m <sup>2</sup>
LEVEL 05	-	1338m <sup>2</sup>
LEVEL 06	-	1379m <sup>2</sup>
LEVEL 07	-	1325m <sup>2</sup>

TOTAL GFA = 13,164m<sup>2</sup>



## GROUND FLOOR

1 : 250

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DRAWING  
GROUND FLOOR PLAN

DRAWING NUMBER  
SK10

SCALE @ A3  
As  
Indicated

PROJECT  
FISHERMAN'S WHARF - INDEPENDENT  
LIVING  
CLIENT

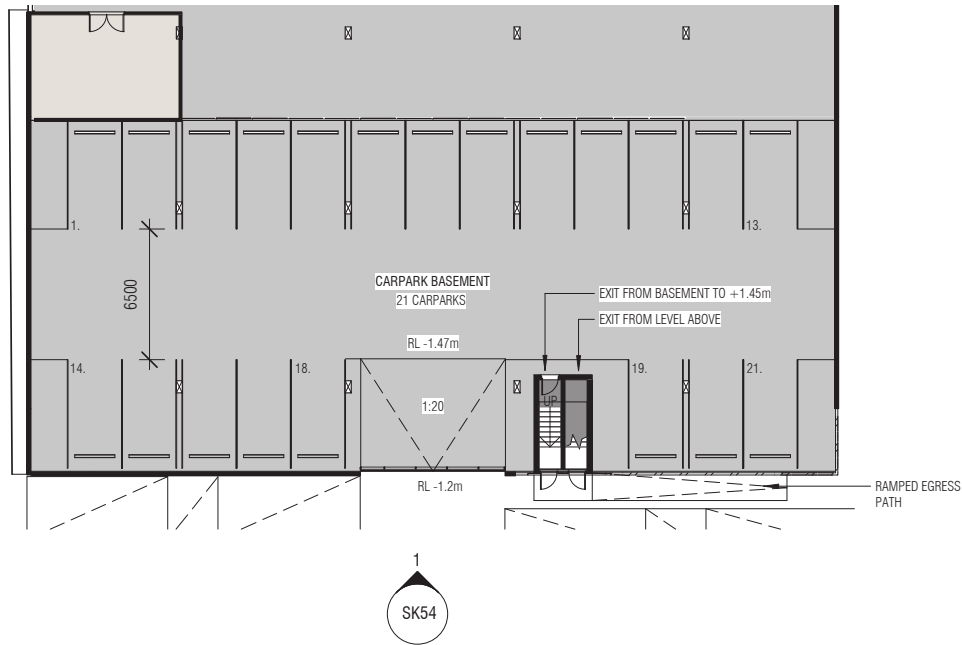
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17026

REVISION  
A

DATE  
23.08.2018

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BASEMENT  
1 : 250

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DRAWING  
BASEMENT

DRAWING NUMBER  
SK11

SCALE @ A3  
1 : 250

PROJECT  
FISHERMAN'S WHARF - INDEPENDENT  
LIVING  
CLIENT

PROJECT NO.  
17026  
REVISION  
A

DATE  
FOR INFORMATION

FOR INFORMATION

APARTMENT SUMMARY				
	TOTAL	2 BED	3 BED	PENT
GROUND	-	0		
LEVEL 1	-	4		
LEVEL 2	-	10	2	
LEVEL 3	-	12	2	
LEVEL 4	-	12	2	
LEVEL 5	-	12	2	
LEVEL 6	-	11	8	3
LEVEL 7	-	11	8	3
TOTAL	-	72	58	6

#### BUILDING GFA SUMMARY (BALC. INC.)

GROUND	-	1926m <sup>2</sup>
LEVEL 01	-	1926m <sup>2</sup>
MEZZ	-	668m <sup>2</sup>
LEVEL 02	-	1926m <sup>2</sup>
LEVEL 03	-	1338m <sup>2</sup>
LEVEL 04	-	1338m <sup>2</sup>
LEVEL 05	-	1338m <sup>2</sup>
LEVEL 06	-	1379m <sup>2</sup>
LEVEL 07	-	1325m <sup>2</sup>

TOTAL GFA = 13,164m<sup>2</sup>

#### CARPARKING SUMMARY

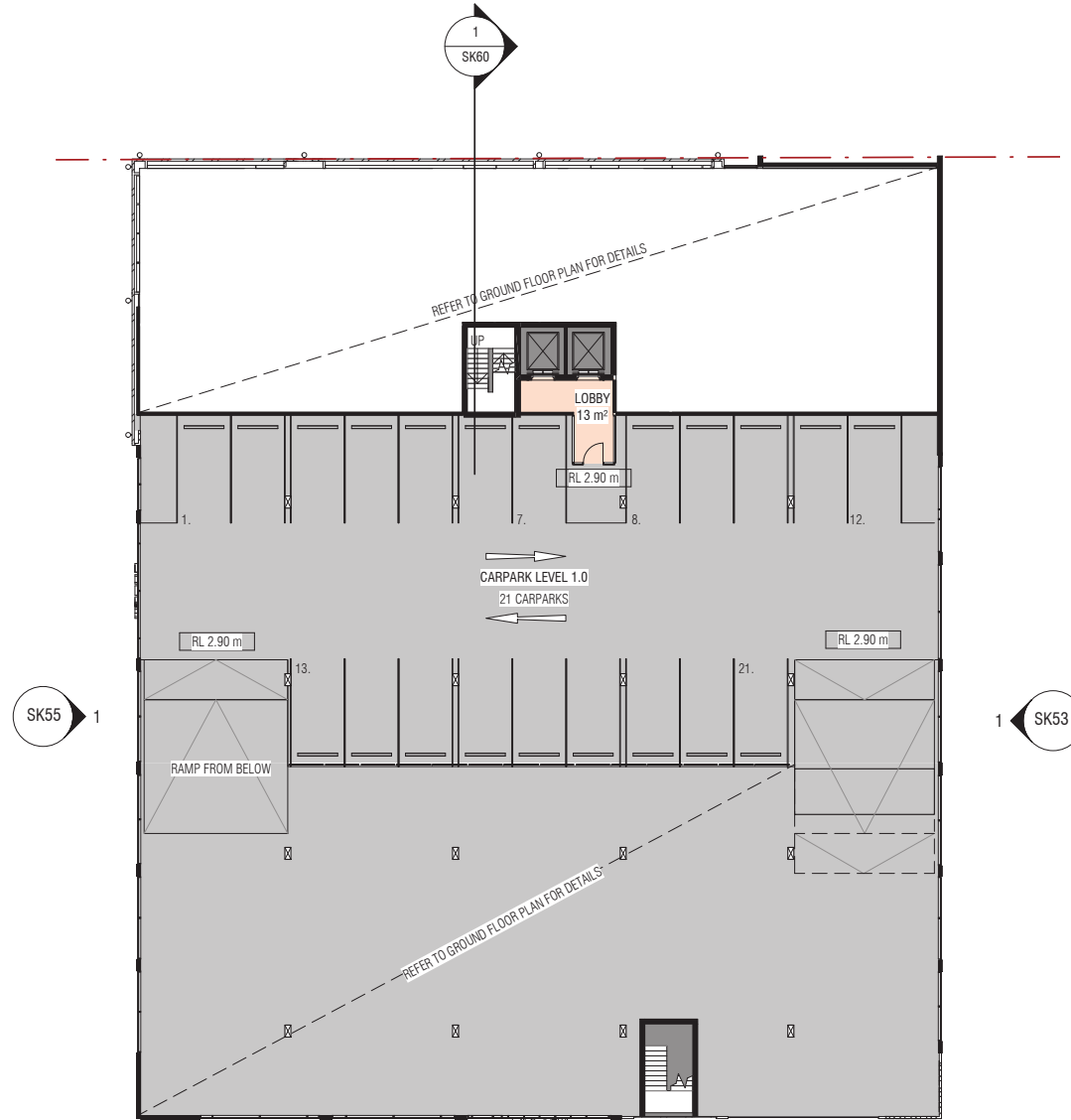
1 PER UNIT  
2 PER PENTHOUSE

78 REQUIRED

78 SPACES PROVIDED  
(excluding basement)

SURPLUS OF 0

BASEMENT = 21 ADDITIONAL SPACES



CP LEVEL 1  
1 : 250

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DRAWING  
LEVEL 1

DRAWING NUMBER  
SK12

SCALE @ A3  
As  
Indicated

PROJECT  
FISHERMAN'S WHARF - INDEPENDENT  
LIVING  
CLIENT

PROJECT NO.  
17026  
REVISION  
A

DATE  
23.08.2018

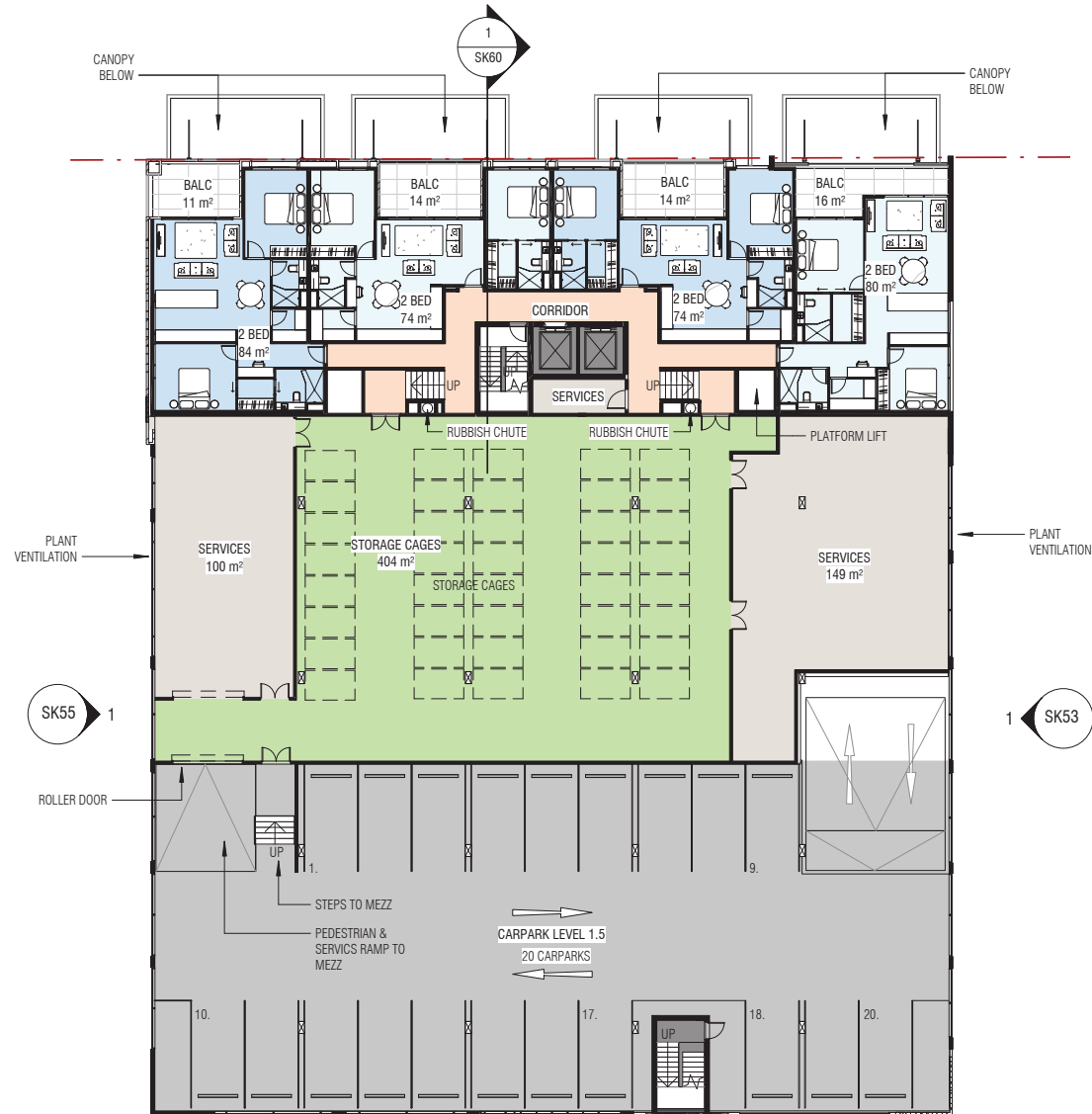
ISSUED FOR DEVELOPMENT APPROVAL

APARTMENT SUMMARY				
	TOTAL	2 BED	3 BED	PENT
GROUND	0			
LEVEL 1	4	4		
LEVEL 2	10	8	2	
LEVEL 3	12	10	2	
LEVEL 4	12	10	2	
LEVEL 5	12	10	2	
LEVEL 6	11	8		3
LEVEL 7	11	8		3
TOTAL	72	58	8	6

#### BUILDING GFA SUMMARY (BALC. INC.)

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LEVEL 01	-	1926m <sup>2</sup>
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LEVEL 04	-	1338m <sup>2</sup>
LEVEL 05	-	1338m <sup>2</sup>
LEVEL 06	-	1379m <sup>2</sup>
LEVEL 07	-	1325m <sup>2</sup>

TOTAL GFA = 13,164m<sup>2</sup>



## LEVEL 01 / MEZZANINE

1 : 250

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DRAWING  
MEZZANINE

DRAWING NUMBER  
SK13

SCALE @ A3  
As  
Indicated

PROJECT  
FISHERMAN'S WHARF - INDEPENDENT  
LIVING  
CLIENT

PROJECT NO.  
17026

REVISION  
A

DATE  
23.08.2018

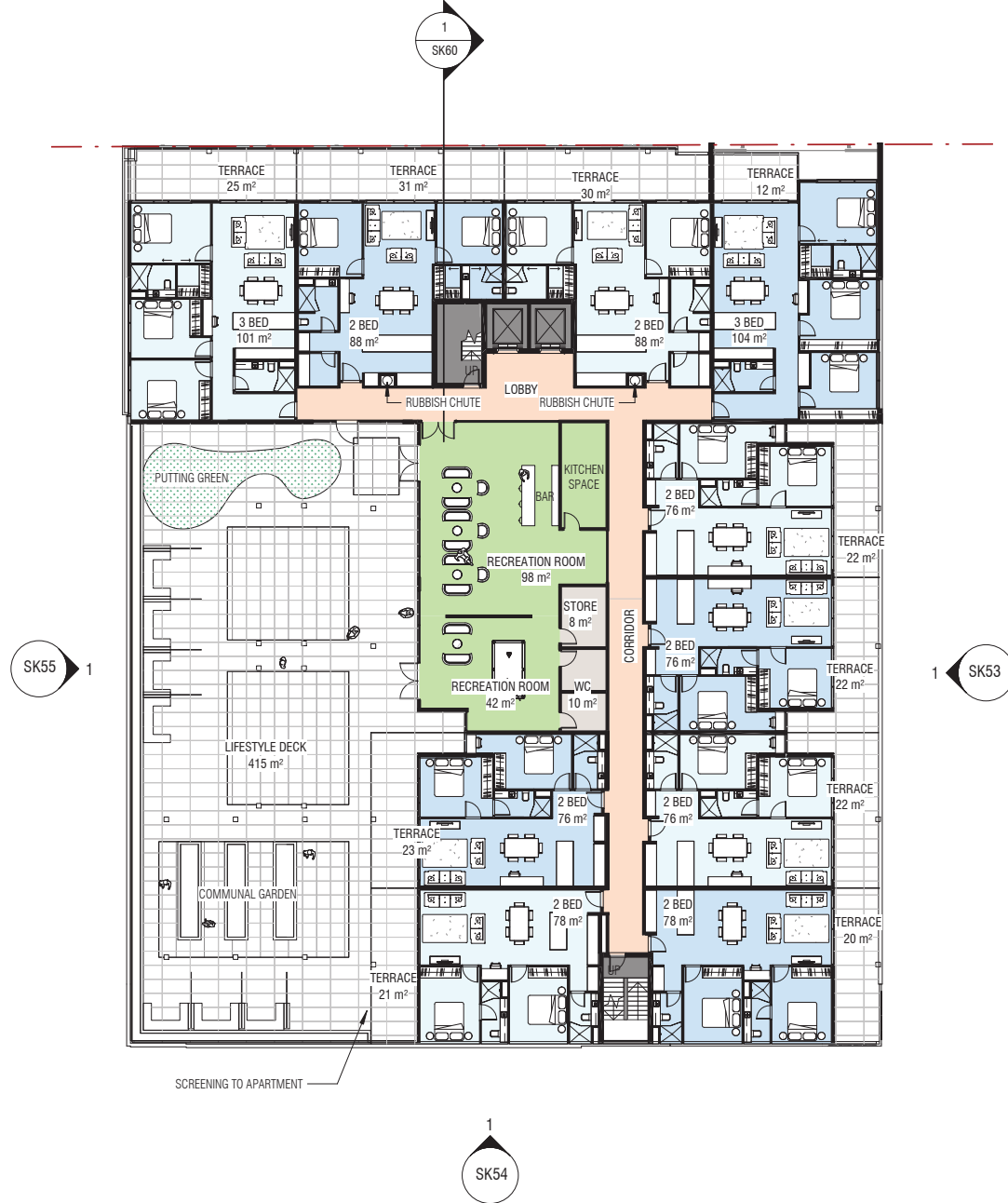
ISSUED FOR DEVELOPMENT APPROVAL

APARTMENT SUMMARY				
	TOTAL	2 BED	3 BED	PENT
GROUND	0			
LEVEL 1	4	4		
LEVEL 2	10	8	2	
LEVEL 3	12	10	2	
LEVEL 4	12	10	2	
LEVEL 5	12	10	2	
LEVEL 6	11	8		3
LEVEL 7	11	8		3
TOTAL	72	58	8	6

#### BUILDING GFA SUMMARY (BALC. INC.)

GROUND	1926m <sup>2</sup>
LEVEL 01	1926m <sup>2</sup>
MEZZ	668m <sup>2</sup>
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LEVEL 04	1338m <sup>2</sup>
LEVEL 05	1338m <sup>2</sup>
LEVEL 06	1379m <sup>2</sup>
LEVEL 07	1325m <sup>2</sup>

TOTAL GFA = 13,164m<sup>2</sup>



LEVEL 2  
1 : 250

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DRAWING  
LEVEL 2

DRAWING NUMBER  
SK14

SCALE @ A3  
As  
Indicated

PROJECT  
FISHERMAN'S WHARF - INDEPENDENT  
LIVING  
CLIENT

PROJECT NO.  
17026

REVISION  
A

DATE  
23.08.2018

2.5 5 12.5 25



ISSUED FOR DEVELOPMENT APPROVAL

APARTMENT SUMMARY				
	TOTAL	2 BED	3 BED	PENT
GROUND	0			
LEVEL 1	4	4		
LEVEL 2	10	8	2	
LEVEL 3	12	10	2	
LEVEL 4	12	10	2	
LEVEL 5	12	10	2	
LEVEL 6	11	8		3
LEVEL 7	11	8		3
TOTAL	72	58	8	6

#### BUILDING GFA SUMMARY (BALC. INC.)

GROUND	-	1926m <sup>2</sup>
LEVEL 01	-	1926m <sup>2</sup>
MEZZ	-	668m <sup>2</sup>
LEVEL 02	-	1926m <sup>2</sup>
LEVEL 03	-	1338m <sup>2</sup>
LEVEL 04	-	1338m <sup>2</sup>
LEVEL 05	-	1338m <sup>2</sup>
LEVEL 06	-	1379m <sup>2</sup>
LEVEL 07	-	1325m <sup>2</sup>

TOTAL GFA = 13,164m<sup>2</sup>



**TYPICAL LEVELS 3 - 5**  
1 : 250

# INTRO

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DRAWING  
**TYPICAL LEVELS 3-5**

DRAWING NUMBER  
**SK15**

SCALE @ A3  
**As Indicated**

PROJECT  
**FISHERMAN'S WHARF - INDEPENDENT LIVING**  
CLIENT

PROJECT NO.  
**17026**

REVISION  
**A**

DATE  
**23.08.2018**

ISSUED FOR DEVELOPMENT APPROVAL

APARTMENT SUMMARY				
	TOTAL	2 BED	3 BED	PENT
GROUND	0			
LEVEL 1	4	4		
LEVEL 2	10	8	2	
LEVEL 3	12	10	2	
LEVEL 4	12	10	2	
LEVEL 5	12	10	2	
LEVEL 6	11	8		3
LEVEL 7	11	8		3
TOTAL	72	58	8	6

#### BUILDING GFA SUMMARY (BALC. INC.)

GROUND	-	1926m <sup>2</sup>
LEVEL 01	-	1926m <sup>2</sup>
MEZZ	-	668m <sup>2</sup>
LEVEL 02	-	1926m <sup>2</sup>
LEVEL 03	-	1338m <sup>2</sup>
LEVEL 04	-	1338m <sup>2</sup>
LEVEL 05	-	1338m <sup>2</sup>
LEVEL 06	-	1379m <sup>2</sup>
LEVEL 07	-	1325m <sup>2</sup>

TOTAL GFA =13,164m<sup>2</sup>



## PENTHOUSE LEVEL 6

1 : 250

# INTRO

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DRAWING  
PENTHOUSE LEVEL 6

DRAWING NUMBER  
SK16

SCALE @ A3  
As  
Indicated

PROJECT  
FISHERMAN'S WHARF - INDEPENDENT  
LIVING  
CLIENT

PROJECT NO.  
17026

REVISION  
A

DATE  
23.08.2018

ISSUED FOR DEVELOPMENT APPROVAL

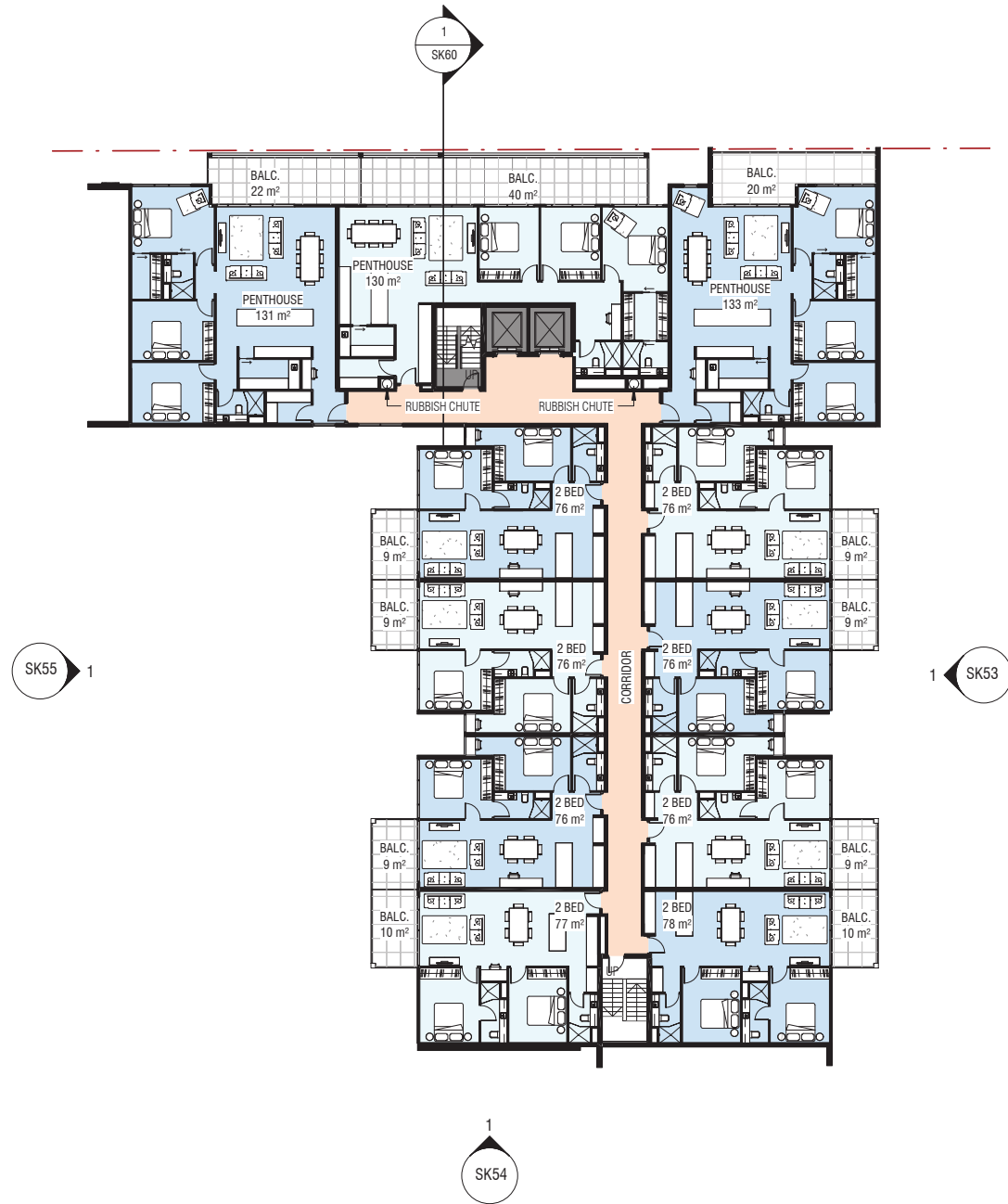


APARTMENT SUMMARY				
	TOTAL	2 BED	3 BED	PENT
GROUND	0			
LEVEL 1	4	4		
LEVEL 2	10	8	2	
LEVEL 3	12	10	2	
LEVEL 4	12	10	2	
LEVEL 5	12	10	2	
LEVEL 6	11	8		3
LEVEL 7	11	8		3
TOTAL	72	58	8	6

#### BUILDING GFA SUMMARY (BALC. INC.)

GROUND	-	1926m <sup>2</sup>
LEVEL 01	-	1926m <sup>2</sup>
MEZZ	-	668m <sup>2</sup>
LEVEL 02	-	1926m <sup>2</sup>
LEVEL 03	-	1338m <sup>2</sup>
LEVEL 04	-	1338m <sup>2</sup>
LEVEL 05	-	1338m <sup>2</sup>
LEVEL 06	-	1379m <sup>2</sup>
LEVEL 07	-	1325m <sup>2</sup>

TOTAL GFA = 13,164m<sup>2</sup>



## PENTHOUSE LEVEL 7

1 : 250

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DRAWING  
PENTHOUSE LEVEL 7

DRAWING NUMBER  
SK17

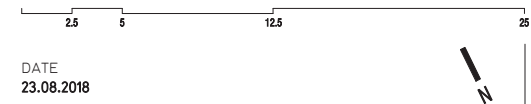
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LIVING  
CLIENT

PROJECT NO.  
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DRAWING  
ROOF

DRAWING NUMBER  
SK18

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1 : 250

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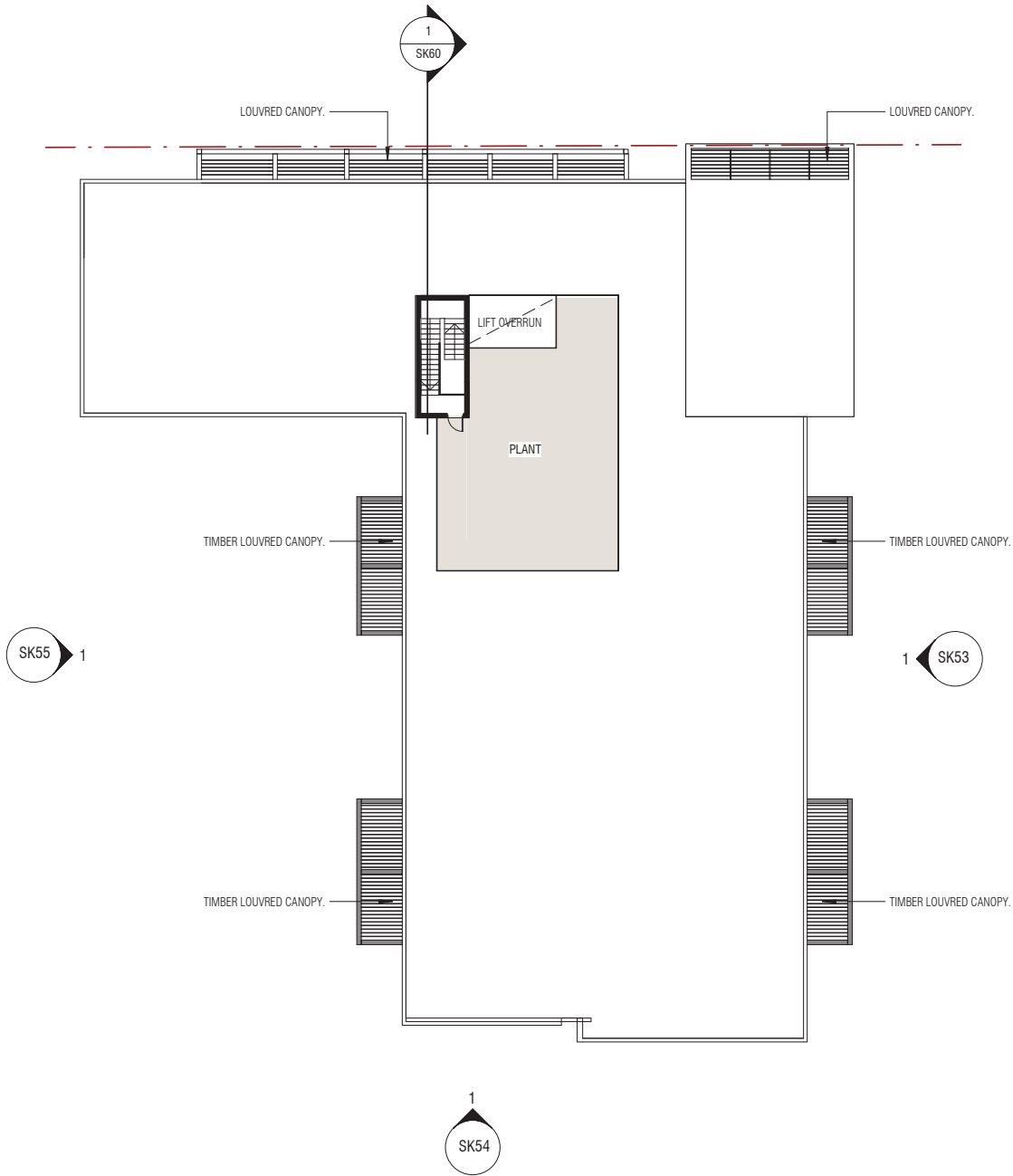
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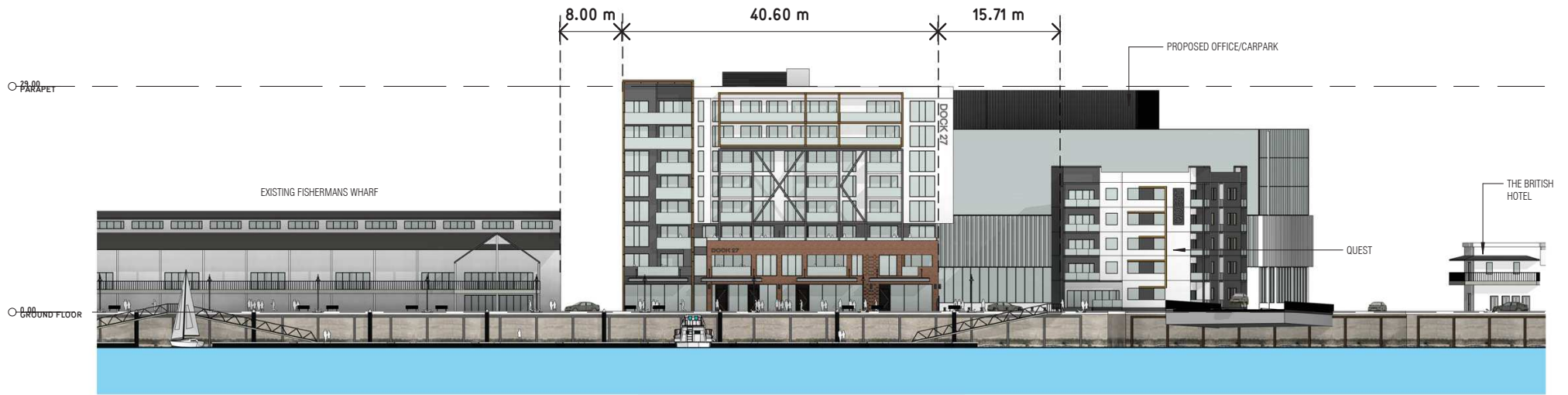
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ROOF  
1 : 250



## SITE ELEVATION - NORTH

1 : 500



## SITE ELEVATION - EAST

1 : 500

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DRAWING  
SITE ELEVATIONS

DRAWING NUMBER  
SK50

SCALE @ A3  
1 : 500

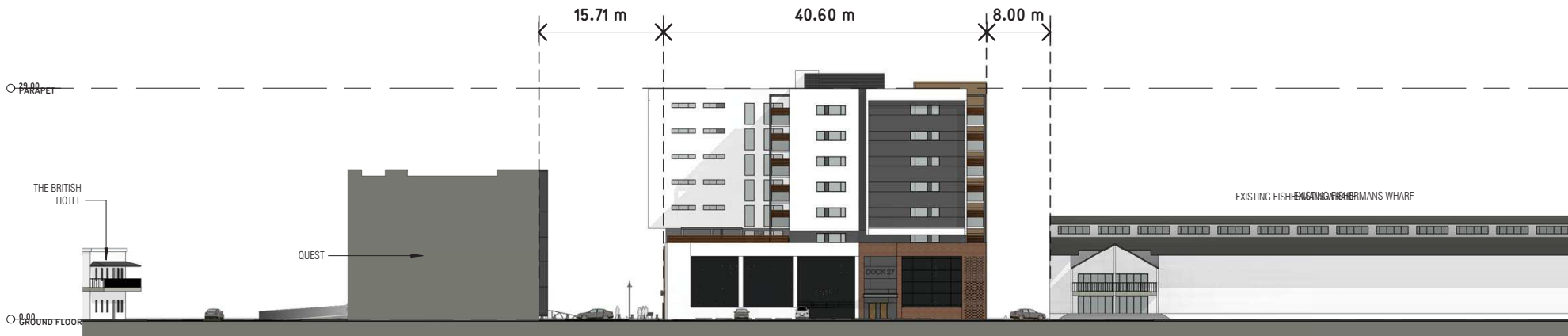
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CLIENT

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## SITE ELEVATION - SOUTH

1 : 500



## SITE ELEVATION - WEST

1 : 500

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DRAWING  
SITE ELEVATIONS

DRAWING NUMBER  
SK51

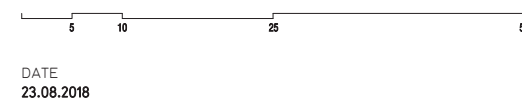
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1 : 500

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LIVING  
CLIENT

PROJECT NO.  
17026















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EXTERNAL FINISHES LEGEND

- 
1. SEMI FRAMELESS GLASS BALUSTRADE
- 
2. RECYCLED RED BRICK
- 
3. PRECAST CONCRETE PANEL - PAINTED WHITE
- 
4. PRECAST CONCRETE PANEL - PAINTED GREY
- 
5. PRECAST CONCRETE PANEL - BRONZE TINTED FINISH
- 
6. EXPOSED METAL FRAMING - PAINTED BLACK
- 
7. EXPOSED METAL FRAMING - PAINTED BRONZE
- 
8. SOLID TIMBER BARN DOORS
- 
9. BLACK ANODISED ALUMINIUM FRAMED GLAZING
- 
10. TIMBER PRIVACY SCREEN
- 
11. SLAT PLANT SCREENING
- 
12. PERFORATED 'PIC' PERF
- 
13. BUILDING SIGNAGE
- 
14. CANOPY - CHARCOAL CLADDING



NORTH ELEVATION SK  
1 : 250

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DRAWING  
NORTH ELEVATION  
  
DRAWING NUMBER  
SK52

SCALE @ A3  
As  
Indicated















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CLIENT

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23.08.2018

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EXTERNAL FINISHES LEGEND

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EAST ELEVATION SK  
1 : 250

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DRAWING  
EAST ELEVATION

DRAWING NUMBER  
SK53

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EXTERNAL FINISHES LEGEND

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1. SEMI FRAMELESS GLASS BALUSTRADE
2. RECYCLED RED BRICK
3. PRECAST CONCRETE PANEL - PAINTED WHITE
4. PRECAST CONCRETE PANEL - PAINTED GREY
5. PRECAST CONCRETE PANEL - BRONZE TINTED FINISH
6. EXPOSED METAL FRAMING - PAINTED BLACK
7. EXPOSED METAL FRAMING - PAINTED BRONZE
8. SOLID TIMBER BARN DOORS
9. BLACK ANODISED ALUMINIUM FRAMED GLAZING
10. TIMBER PRIVACY SCREEN
11. SLAT PLANT SCREENING
12. PERFORATED PIC PERF
13. BUILDING SIGNAGE
14. CANOPY - CHARCOAL CLADDING



SOUTH ELEVATION SK  
1 : 250

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DRAWING  
SOUTH ELEVATION

DRAWING NUMBER  
SK54

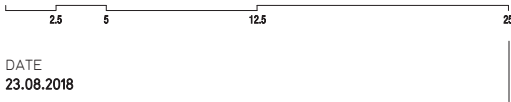
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LIVING  
CLIENT

PROJECT NO.  
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EXTERNAL FINISHES LEGEND

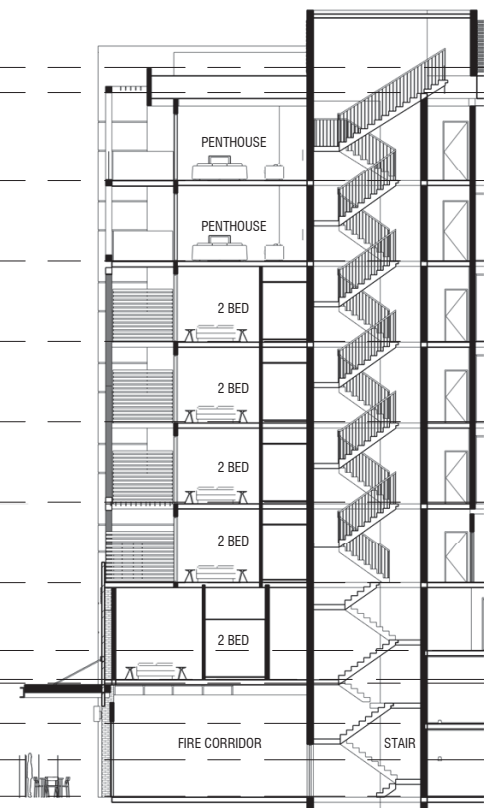
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1. SEMI FRAMELESS GLASS BALUSTRADE
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4. PRECAST CONCRETE PANEL - PAINTED GREY
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5. PRECAST CONCRETE PANEL - BRONZE TINTED FINISH
- 
6. EXPOSED METAL FRAMING - PAINTED BLACK
- 
7. EXPOSED METAL FRAMING - PAINTED BRONZE
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8. SOLID TIMBER BARN DOORS
- 
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- 
10. TIMBER PRIVACY SCREEN
- 
11. SLAT PLANT SCREENING
- 
12. PERFORATED PVC PERF
- 
13. BUILDING SIGNAGE
- 
14. CANOPY - CHARCOAL CLADDING



WEST ELEVATION SK  
1 : 250



SECTION A-A  
1 : 200



SECTION B-B  
1 : 200

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DRAWING  
SECTIONS

DRAWING NUMBER  
SK60

SCALE @ A3  
1 : 200

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DRAWING  
 RENDER

DRAWING NUMBER  
 SK100

SCALE @ A3

PROJECT  
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 LIVING**  
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DRAWING  
3D 1 - NE

DRAWING NUMBER  
SK101

PROJECT  
**FISHERMAN'S WHARF -  
INDEPENDENT LIVING**  
PROJECT NUMBER  
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DRAWING  
**3D 3 - Promenade**

DRAWING NUMBER  
**SK102**

PROJECT  
**FISHERMAN'S WHARF -  
INDEPENDENT LIVING**  
PROJECT NUMBER  
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DRAWING  
**3D 4 - Bridge Far**

DRAWING NUMBER  
**SK103**

PROJECT  
**FISHERMAN'S WHARF -  
 INDEPENDENT LIVING**  
 PROJECT NUMBER  
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DRAWING  
 3D 5 - Rear East

DRAWING NUMBER  
 SK104

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 FISHERMAN'S WHARF - INDEPENDENT  
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DRAWING  
3D 6 - Rear West

DRAWING NUMBER  
SK105

PROJECT  
FISHERMAN'S WHARF -  
INDEPENDENT LIVING  
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# 1 Quest Carpark

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DRAWING  
 3D 7 - Quest Lane

DRAWING NUMBER  
 SK106

PROJECT  
 FISHERMAN'S WHARF - INDEPENDENT  
 LIVING  
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APPENDIX

04





# Fisherman's Warf Independent Living Units Queens Warf, Port Adelaide Transport Impact Assessment

**Client //** Intro Design Pty Ltd  
**Office //** SA  
**Reference //** S150480  
**Date //** 27/08/2018

# Fisherman's Warf Independent Living Units

## Queens Warf, Port Adelaide

### Transport Impact Assessment


Issue: A 27/08/2018

Client: Intro Design Pty Ltd

Reference: S150480

GTA Consultants Office: SA

#### Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A	27/08/18	Draft	Timothy Jones	David Kwong	David Kwong	



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# 1. Introduction

## 1.1 Background

A development application is currently being sought for a proposed independent living complex on land located at the Queens Wharf in Port Adelaide. The proposed development incorporates a 7-storey complex, comprising of 72 Independent Living Units, two ground floor retail tenancies and off-street car parking.

GTA Consultants was commissioned by Intro Design Pty Ltd to undertake a transport impact assessment of the proposed development.

## 1.2 Purpose of this Report

This report sets out an assessment of the anticipated transport implications of the proposed development, including consideration of the following:

- i existing traffic and parking conditions surrounding the site
- ii parking demand likely to be generated by the proposed development
- iii suitability of the proposed parking in terms of supply (quantum) and layout
- iv traffic generation characteristics of the proposed development
- v proposed access arrangements for the site
- vi transport impact of the development proposal on the surrounding road network.

## 1.3 References

In preparing this report, reference has been made to the following:

- o Port Adelaide Enfield Development Plan, consolidated 6 February 2018
- o Australian Standard/ New Zealand Standard, Parking Facilities, Part 1: Off-Street Car Parking AS/NZS 2890.1:2004
- o Australian Standard, Parking Facilities, Part 2: Off-Street Commercial Vehicle Facilities AS 2890.2:2002
- o Australian Standard / New Zealand Standard, Parking Facilities, Part 6: Off-Street Parking for People with Disabilities AS/NZS 2890.6:2009
- o plans for the proposed development prepared by Intro Design Pty Ltd
- o various technical data as referenced in this report
- o other documents as nominated.

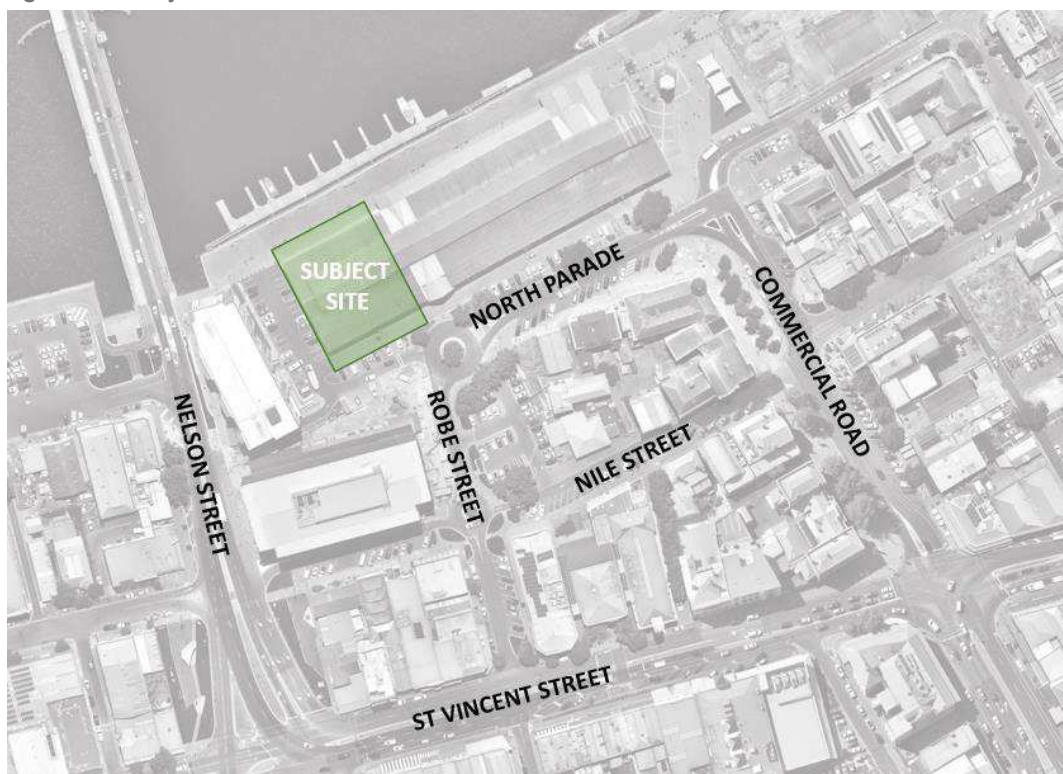
## 2. Existing Conditions

### 2.1 Subject Site

The subject site is located on the Queens Wharf in Port Adelaide. The site of approximately 2,300m<sup>2</sup> and is located on the corner of the North Parade/Robe Street roundabout. The site is located within a Regional Centre zone and is currently occupied by the Fisherman's Warf Markets.

The surrounding properties include a mix of commercial, office and residential land uses. The location of the subject site and the surrounding environs is shown in Figure 2.1.

**Figure 2.1: Subject Site and its Environs**



(PhotoMap courtesy of NearMap Pty Ltd)

### 2.2 Road Network

#### 2.2.1 Adjoining Roads

##### North Parade

North Parade is a two-way road aligned in an approximate east/west direction. It is configured with an 8.5-metre-wide carriageway with one lane in each direction, set within a 20 metre wide road reserve (approx.). 60 degree angled parking is located on the southern side and a bus zone is located on the northern side of North Parade. Sealed pedestrian paths are available on either side of North Parade adjacent the subject site.

## Robe Street

Robe Street is a two-way road aligned in an approximate north/south direction. It is configured with a 5.6-metre-wide carriageway (approx.) with one lane in each direction, set within a 16.4 metre wide road reserve (approx.). Sealed pedestrian paths are available on either side of Robe Street in the vicinity of the subject site.

## Commercial Road

Commercial Road is a two-way road aligned in an approximate north/south direction. In the vicinity of the subject site, it is configured with an 8.8-metre-wide carriageway with one travel lane in each direction, set within a 39 metre wide road reserve (approx.). 60 degree angle parking and parallel parking is available on the eastern and western sides of Commercial Road respectively. Based on data available from Location SA, Commercial Street is estimated to carry approximately 2,100 vehicles per day in the vicinity of the subject site.

## Local Roads

Other local roads within the vicinity of the site include Nile Street.

## 2.2.2 Crash Data

Crash data on the most recent five-year period available (2012-2016) has been sourced from DPTI. Figure 2.2 shows that no incidents have been recorded on North Parade or Robe Street in the vicinity of the subject site.

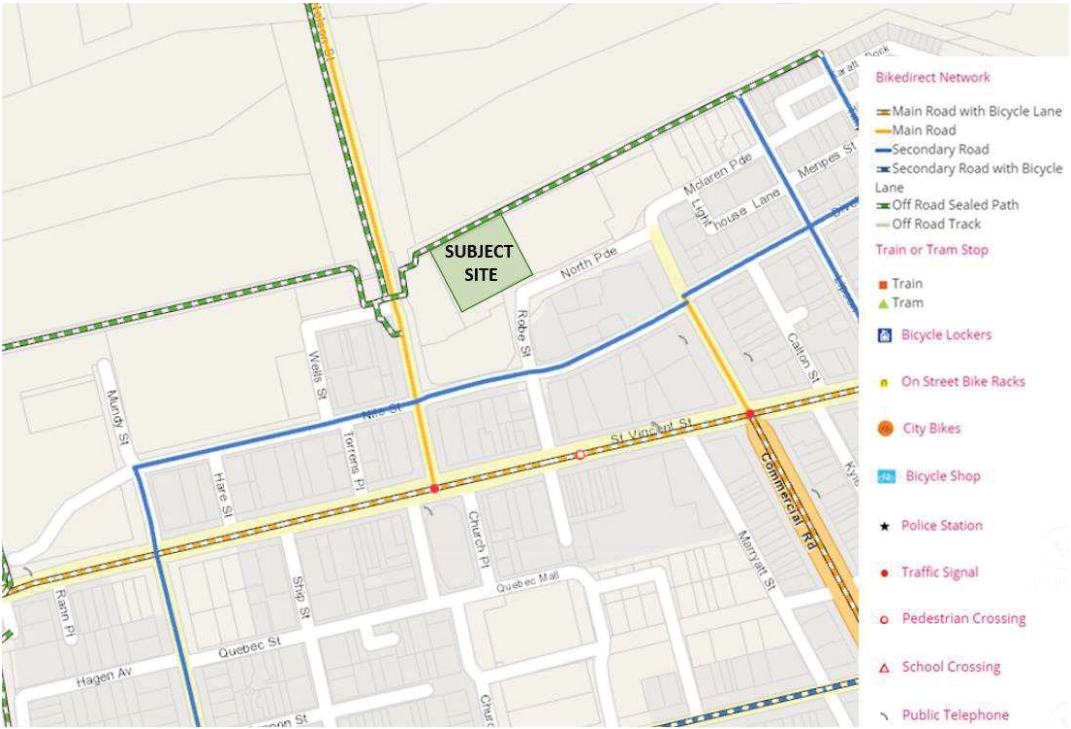
Figure 2.2: Crash Data (2012 – 2016)







Figure 2.4: Cycling Infrastructure



(Reproduced from CycleInstead Website)

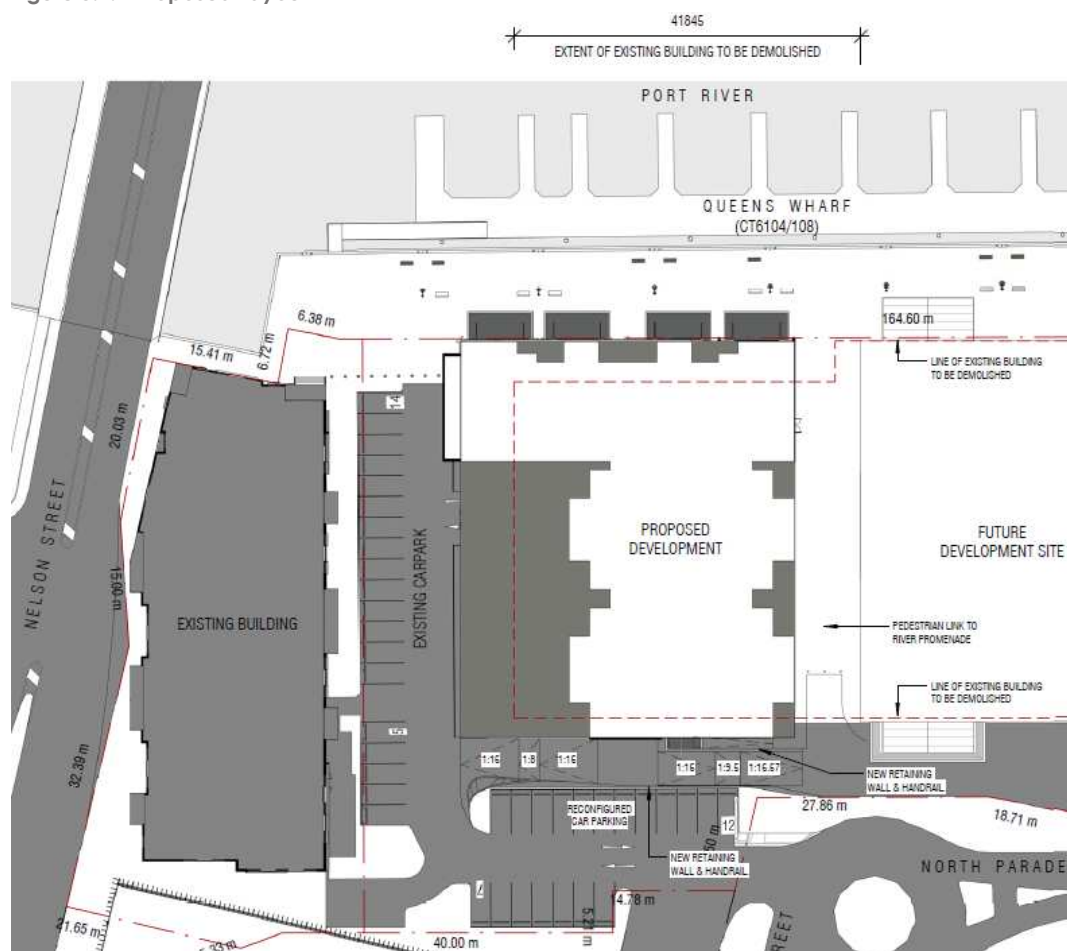


## 3. Development Proposal

### 3.1 Land Uses

The proposal includes the construction of 7 storey building comprising of 72 Independent Living Units, two retail tenancies (totalling 232sq.m) and associated car parking. The proposed site layout is shown in Figure 3.1.

**Figure 3.1: Proposed Layout**



### 3.2 Car Parking

A total of 99 car parking for the proposal is to be provided via a multi-level car park, with 78 spaces accessed via the ground floor and 21 spaces accessed via the basement car park. It is understood that 72 of the car parking spaces are to be allocated to the independent living units.

### 3.3 Vehicle Access

Vehicle access is to be provided via the existing connections of the Fisherman's Warf and Quest apartments on Robe Terrace and North Parade.

### 3.4 Pedestrian Facilities

Pedestrian connections are provided between the building accesses and the existing pedestrian infrastructure.

### 3.5 Loading Areas

Loading by vehicles up to an 8.8m MRV can be accommodated within the proposed loading area located on the south eastern side of the proposed development.

## 4. Car Parking

### 4.1 Development Plan Car Parking Requirements

The proposed development is located in McLaren's Wharf Area 44 within the Regional Centre Zone, meeting the condition for a 'Designated Area'. Car parking rates in Table PAdE/5 and 5A of the City of Port Adelaide Enfield Development Plan that are applicable to the proposed development are as follows:

<i>Residential accommodation for seniors and people with disabilities (excluding nursing home)</i>	<i>One space per residential unit; and</i> (a) <i>One individually accessible car parking space per two units for visitor car parking</i> (b) <i>Provision being made for the parking of boats, trailers and caravans in a secure area at a rate not less than one such space per 6 independent living units</i>
<i>Non-residential development excluding tourist accommodation (Designated Area)</i>	<i>3 spaces per 100 square metres of gross leasable floor area</i>

Based on the above rates an assessment of the Development Plan car parking requirements is set out in Table 4.1.

**Table 4.1: Development Plan Car Parking Assessment**

Description	Size	Development Plan Parking Rate	Development Plan Parking Requirement
Independent Living Units	72 Independent Living Units	1 space per unit	72 spaces
Visitor Parking (a)		1 visitor space per 2 units	36 spaces
Shop	232 sq.m	3 spaces per 100 sq.m	7 spaces
<b>Total</b>			<b>115 spaces</b>

Table 4.1 anticipates the development proposal has a Development Plan requirement of 115 spaces, incorporating 72 resident, 36 visitor spaces and 7 retail parking spaces.

However, the provision of visitor parking spaces is considered to be high for the nature of the proposed development. Therefore, further consideration of the likely parking demands anticipated for this site is discussed in the following sections.

### 4.2 Empirical Assessment

Parking rates have been sourced for the Independent Living Units from the Roads and Maritime Services of New South Wales (formerly RTA) in the "Guide to Traffic Generating Developments" published in 2002 (henceforth referred to as the RTA Guide). The applicable rates for the independent living units for visitors are as follows;

<i>Units</i>	<i>1 space per 5 units (visitors).</i>
--------------	----------------------------------------

This is considered to be appropriate for the proposed development and is a typically accepted industry standard rate for visitor parking.

The proposed development provides a minimum of 1 parking space per Independent Living Unit. Therefore, based on the above empirical rates for the visitor parking spaces of the independent living units, and the retail (shop) Development Plan rates, the empirical car parking requirements is set out in Table 4.2.

**Table 4.2: Empirical Car Parking Assessment**

Description	Size	Empirical Parking Rate	Empirical Parking Requirement
Independent Living Units	72 Independent Living Units	1 space per unit	72 spaces
Visitor Parking (a)		1 visitor space per 5 units	15 spaces
Shop	232 sq.m	3 spaces per 100 sq.m	7 spaces
<b>Total</b>			<b>94 spaces</b>

Based on the above, the empirical assessment anticipates that the development proposal has a parking requirement of 94 parking spaces.

### 4.3 Adequacy of Parking Supply

Based upon the above discussions and analysis, the proposed on-site car parking provision of 99 car parking spaces will be more than capable of accommodating the peak parking demands likely to be generated by the development (94 spaces).

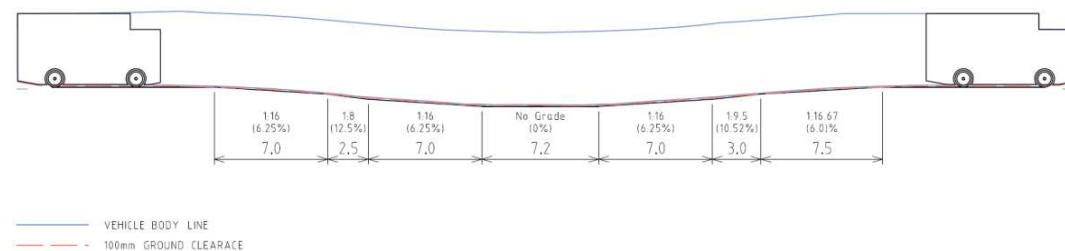
### 4.4 Car Parking Layout

The parking layout has been designed in accordance with Australian Standard/New Zealand Standard for Off Street Car parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009).

Some key features are as follows:

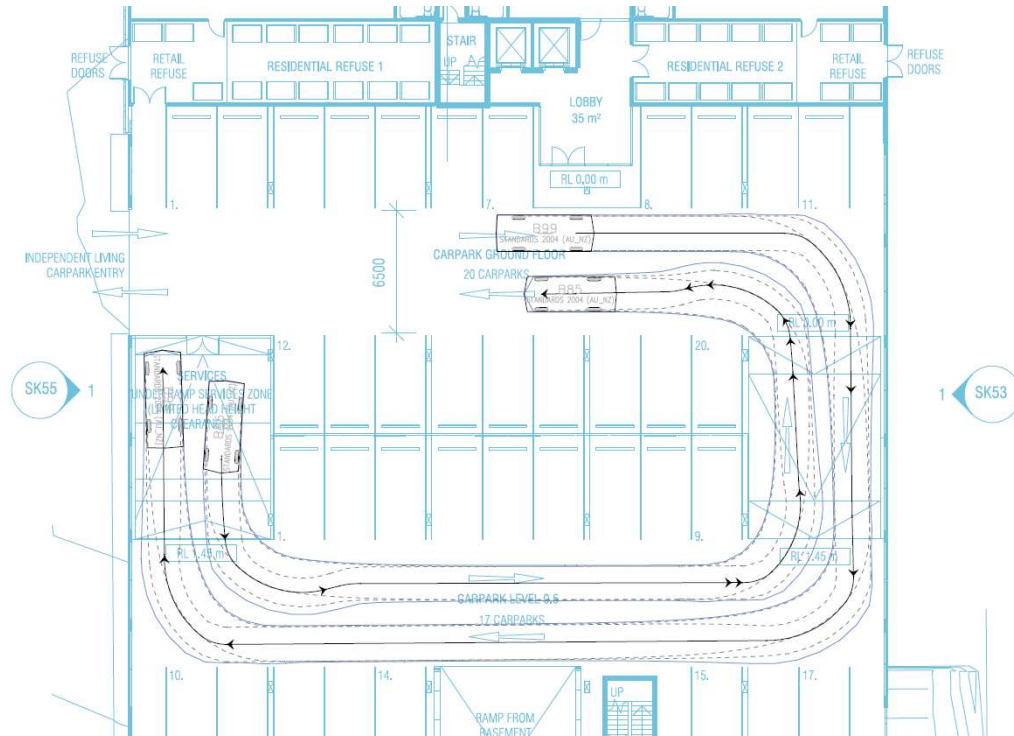
- Parking spaces are to be 2.7m wide and 5.4m long, set within a minimum 6.5m wide parking aisle, exceeding the requirements for a User Class 1 and 3 parking facilities
- Internal level transition ramp grades have been designed in accordance with Australian Standard/New Zealand Standard for Off Street Car parking (AS/NZS2890.1:2004)
- The ramp to the basement has been assessed using the vertical simulation function of Autoturn software. The ground clearance of the vehicle has been assessed in accordance with Australian Standard/New Zealand Standard for Off Street Commercial Vehicle Facilities (AS/NZS2890.2:2002). Vehicles up to an 8.8m MRV can utilise the basement ramp without impacting on the ground clearance.

**Figure 4.1: 8.8m MRV Ground Clearance Check**



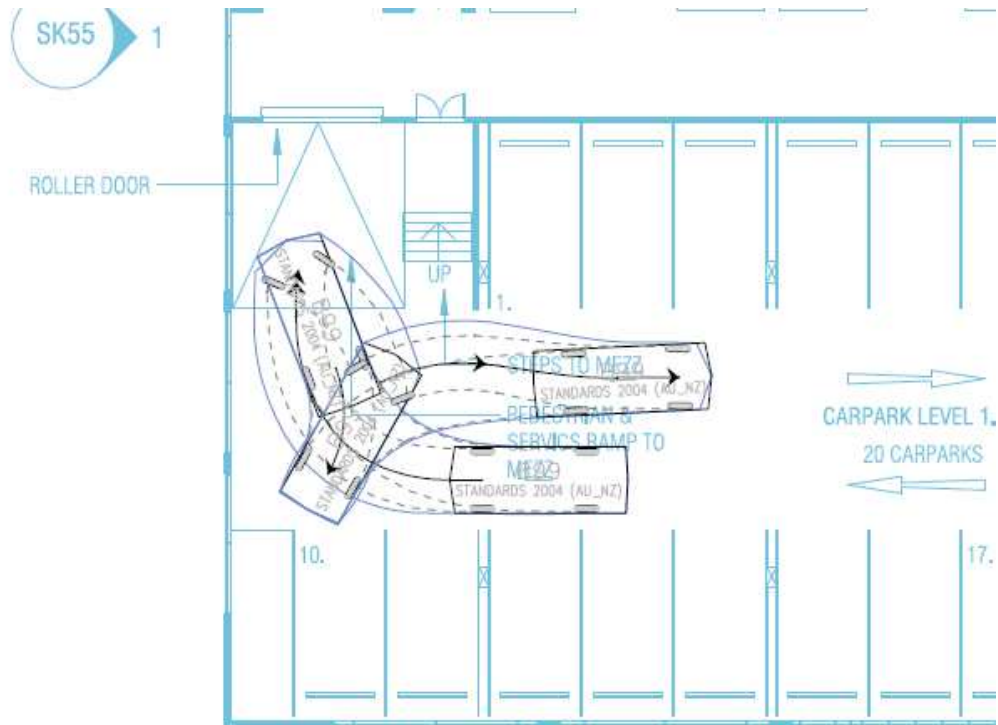
- Column and walls are located outside of the design envelope
- Minimum head height clearance of 2.2m is to be provided throughout the car park
- The proposed level transition ramps can accommodate simultaneous movements for a B99 and B85, as shown in Figure 4.2.

Figure 4.2: Simultaneous B99 and B85 Vehicle Movements



- The pedestrian/services ramp located on the Mezzanine level can be used as the turn-around provision for vehicles, as shown in Figure 4.3.

Figure 4.3: B99 Turn-around Provision



## 5. Sustainable Transport Infrastructure

---

### 5.1 Bicycle End of Trip Facilities

Bicycle parking rate for Independent Living Units or Residential accommodation for seniors and people with disabilities (excluding nursing home) is not specified within the Development Plan. Due to the nature of this development, bicycle parking demand is typically low. Bicycle parking/storage can be provided within the Mezzanine storage area if required.

GTA recommends that the requirement for bicycle parking be monitored and if a demand for bicycle parking is found, there is adequate space available within the Mezzanine storage area or car parking area to accommodate bicycle parking.

### 5.2 Walking and Cycling Network

Pedestrian footpaths are present on existing road network surrounding the subject site and along the Warf. The proposed development provides connections to the exiting walking and cycling network.

### 5.3 Public Transport

The site is accessible by public transport as discussed in Section 2.3.1.

## 6. Loading Facilities

### 6.1 Development Plan Requirements

Principle of Development Control (PDC) 13 of the Transportation and Access section of the Development Plan states the following:

*Development should make sufficient provision on site for the loading, unloading and turning of all traffic likely to be generated.*

### 6.2 Proposed Loading and Refuse Collection Arrangements

It is proposed that loading and waste collection associated with the site will be collected outside of peak periods by refuse vehicles up to an 8.8m MRV in length. Loading/refuse collection will occur in the adjacent the south-eastern corner of the building, with vehicles accessing the area via the one-way basement roadway. Refuse vehicles will enter the site in a forward direction, then manoeuvre into the loading area, and exit in a forward direction.

A swept path assessment of the site for an 8.8m MRV entering the loading area, light vehicles travelling past a loading vehicle and loading vehicle egress are shown in Figure 6.1, Figure 6.2, and Figure 6.3 respectively.

**Figure 6.1: 8.8m MRV Loading Ingress**

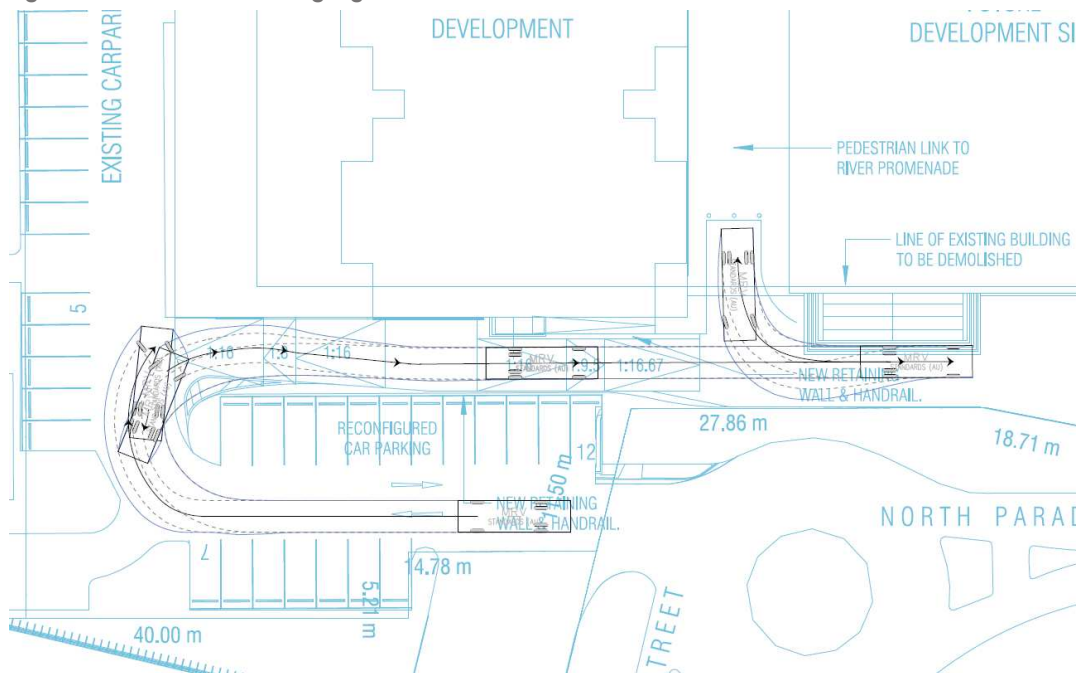




Figure 6.2: B99 Access Past Loading Vehicle

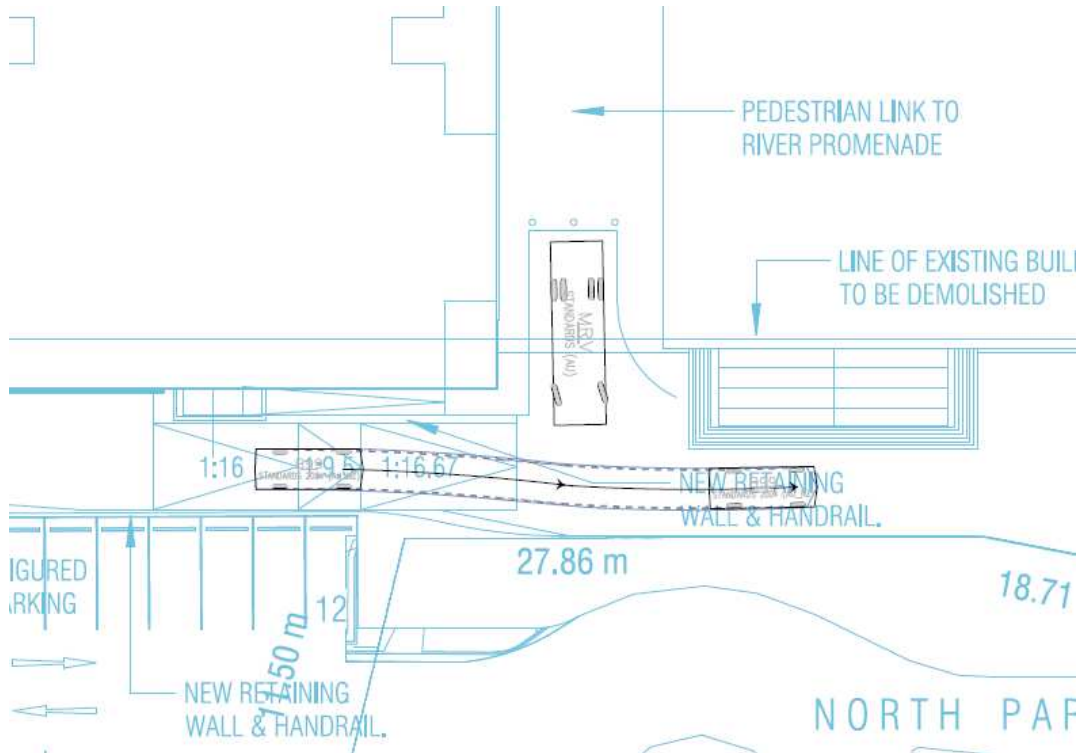
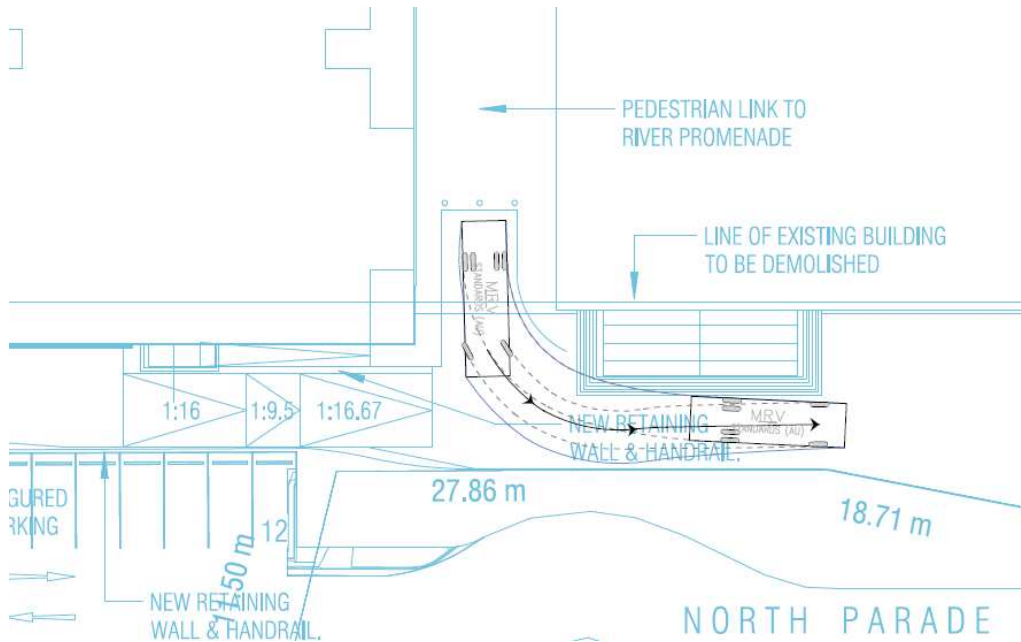


Figure 6.3: MRV Loading Egress



## 7. Traffic Impact Assessment

### 7.1 Traffic Generation

#### 7.1.1 Design Rates

Traffic generation rates have been sourced from the Roads and Maritime Services of New South Wales (formerly RTA) in the "Guide to Traffic Generating Developments" published in 2002. The applicable rates for the development are as follows;

<b>Independent Living Units</b>	Peak Hour	0.2 trips per dwelling
	Daily Trips	2 trips per dwelling
<b>Retail (Specialty shops)</b>	Peak Hour	5.6 trips per 100 sq.m
	Daily Trips	55.5 trips per 100 sq.m

Estimates of peak hour and daily traffic volumes resulting from the proposal are set out in Table 7.1.

**Table 7.1: Traffic Generation Estimates**

Use	Size	Design Generation Rates		Traffic Generation Estimates	
		Peak Hour	Daily	Peak Hour	Daily
Independent Living Units	72 Units	0.2 trips per dwelling	2 trips per dwelling	14 vehicle movements per hour	144 vehicle movements per day
Retail	232 sq.m	5.6 trips per 100 sq.m	55.5 trips per 100 sq.m	13 vehicle movements per hour	129 vehicle movements per day
<b>Total</b>				27 vehicle movements per hour	273 vehicle movements per day

Table 7.1 indicates that the site could potentially generate 27 vehicle movements in a peak hour with 273 vehicle movements over the entire day.

### 7.2 Traffic Impact

The additional traffic generated by the proposed development during the peak hour and daily periods are considered to be low and is not expected to compromise the safety or function of the surrounding road network.

## 8. Conclusion

Based on the analysis and discussions presented within this report, the following conclusions are made:

- i The proposed supply of 99 spaces is considered to be appropriate as it exceeds the empirical parking requirement of 94 parking spaces.
- ii The proposed parking layout is consistent with the dimensional requirements as set out in the Australian/New Zealand Standards for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009).
- iii Given the nature of the proposed development, it is recommended that the provision for bicycle facilities be monitored and facilities installed if there is any bicycle parking demand. Bicycle parking/storage can be provided within the Mezzanine storage area or car parking area if required.
- iv Loading and refuse collection is anticipated to occur outside of peak periods, with a loading/collection vehicle up to an 8.8m MRV in length.
- v The site is expected to generate up to 27 and 273 vehicle movements in any peak hour and daily respectively.
- vi The additional traffic generated by the proposed development is considered to be low and is not expected to compromise the safety or function of the surrounding road network.

#### Melbourne

A Level 25, 55 Collins Street  
MELBOURNE VIC 3000  
PO Box 24055  
MELBOURNE VIC 3000  
P +613 9851 9600  
E melbourne@gta.com.au

#### Sydney

A Level 16, 207 Kent Street  
SYDNEY NSW 2000  
P +612 8448 1800  
E sydney@gta.com.au

#### Brisbane

A Ground Floor, 283 Elizabeth Street  
BRISBANE QLD 4000  
GPO Box 115  
BRISBANE QLD 4001  
P +617 3113 5000  
E brisbane@gta.com.au

#### Canberra

A Level 4, 15 Moore Street  
CANBERRA ACT 2600  
P +612 6263 9400  
E canberra@gta.com.au

#### Adelaide

A Level 5, 75 Hindmarsh Square  
ADELAIDE SA 5000  
PO Box 119  
RUNDLE MALL SA 5000  
P +618 8334 3600  
E adelaide@gta.com.au

#### Perth

A Level 2, 5 Mill Street  
PERTH WA 6000  
PO Box 7025, Cloisters Square  
PERTH WA 6850  
P +618 6169 1000  
E perth@gta.com.au





## **Port Adelaide Independent Living Development**


### **Planning Stage Acoustic Report**

A180278RP1 Revision 0

Wednesday, 15 August 18



## Document Information

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<b>Client</b>	106 Nelson St Pty Ltd	
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<b>Project Number</b>	A180278	
<b>Author</b>	Nick Henrys Team Leader—Acoustics SA p+61 8 8155 5888 m+61 481 882 689 nick.henrys@resonate-consultants.com	
<b>Reviewed by</b>	Jon Cooper	

## Revision Table

Report revision	Date	Comments
0	15 August 2018	First Issue

## Glossary

A-weighting	A spectrum adaption that is applied to measured noise levels to represent human hearing. A-weighted levels are used as human hearing does not respond equally at all frequencies.
Characteristic	Associated with a noise source, means a tonal, impulsive, low frequency or modulating characteristic of the noise that is determined in accordance with the Guidelines for the use of the Environment Protection (Noise) Policy (Noise EPP) to be fundamental to the nature and impact of the noise.
Continuous noise level	A-weighted noise level of a continuous steady sound that, for the period over which the measurement is taken using fast time weighting, has the same mean square sound pressure as the noise level which varies over time when measured in relation to a noise source and noise-affected premises in accordance with the Noise EPP
Day	Between 7 am and 10 pm as defined in the Noise EPP
dB	Decibel—a unit of measurement used to express sound level. It is based on a logarithmic scale which means a sound that is 3 dB higher has twice as much energy. We typically perceive a 10 dB increase in sound as a doubling of that sound level.
dB(A)	Units of the A-weighted sound level.
Indicative noise level	Indicative noise level determined under clause 5 of the Noise EPP.
$L_{90}$	Noise level exceeded for 90 % of the measurement time. The $L_{90}$ level is commonly referred to as the background noise level.
$L_{eq}$	Equivalent Noise Level—Energy averaged noise level over the measurement time.
$L_{max}$	The maximum instantaneous noise level.
Night	Between 10.00 p.m. on one day and 7.00 a.m. on the following day as defined in the Noise EPP
Noise source	Premises or a place at which an activity is undertaken, or a machine or device is operated, resulting in the emission of noise
Building envelope	means those parts of a building's fabric that separate an internal <i>habitable room</i> from the exterior of the building. Reference to <i>building envelope</i> includes parts of a <i>building envelope</i> —From SA 78B.
Designated sound source	means a sound source identified in a council Development Plan—From SA 78B.
Facade sound reduction	means the reduction in external to internal sound level provided by the <i>building envelope</i> —From SA 78B.
$R_w$	Weighted Sound Reduction Index—means a measure of the sound attenuation performance of a building element, measured in controlled conditions in a laboratory—From SA 78B.
$R_w+C_{tr}$	means a weighted sound reduction index with spectrum adaptation placing greater emphasis on low frequency performance—From SA 78B.
Sound Exposure Category (SEC)	means the degree to which a <i>habitable room</i> within a building is likely to be affected by external sound received by the <i>building envelope</i> —From SA 78B.

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## 1 Introduction

This report outlines the preliminary external noise intrusion and environmental noise emission assessment for the proposed mixed use development at Port Adelaide. It details the indicative acoustic requirements and recommended conceptual construction requirements for this proposed development.

The acoustic requirements are based on:

- The Port Adelaide Enfield Council Development Plan
- Minister's Specification SA 78B *Construction Requirements for the Control of External Sound*
- The SA Environmental Protection (Noise) Policy 2007 (the Noise EPP).

The main acoustic issues addressed in this report are:

- facade construction to control external noise from traffic and other sources
- environmental noise emissions from external mechanical plant and vehicle movements associated with the development.

## 2 Proposed development

The proposed development consists of ground floor retail premises, 72 independent living apartments over seven levels, recreation space including a 'lifestyle deck', and car parking for 78 vehicles.

The proposed site is located to the south of the Port River at Queens Wharf, as shown in Figure 1 below.

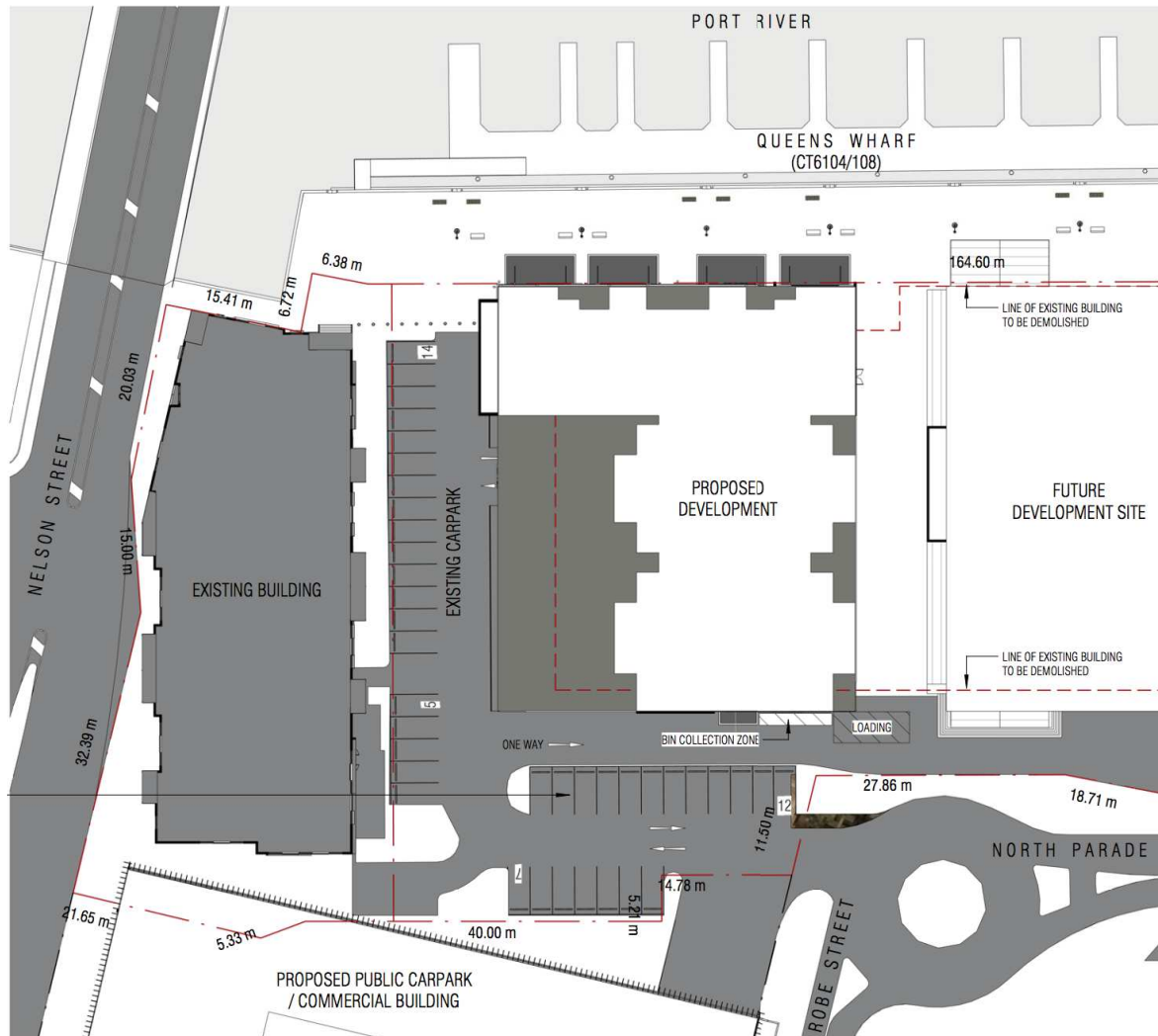


Figure 1: Proposed site location

## 3 Development plan

The proposed development is located within the Port Adelaide Enfield Council Area and the development needs to have regard to the Council Development Plan.

The proposed site and surrounding area is located in the Regional Centre zone, McLaren's Wharf Policy Area 44. A mixture of tourism, retail, office, recreational, educational and residential development is promoted in this policy area.

The *Desired Character* section of the Regional Centre zone includes the following text:

*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.*

There are no relevant Principles of Development Control (PDCs) relating to noise for the above zone. However, the following council wide PDCs apply:

### Interface between land uses

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

- (a) ...
- (b) noise;
- (c) vibration;
- (d) ...

**4** Residential development adjacent to a non-residential land use or zone or within a non-residential zone should be located, designed and sited in a manner which:

- (d) protects residents from any adverse effects of non-residential activities; and
- (e) minimises negative impact on existing and potential future land uses considered appropriate in the locality.

...

**5** Sensitive land uses which are likely to conflict with the continuation of lawfully existing developments and land uses considered appropriate for the zone should not be developed.

**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.

### Noise and air emissions overlay

The site is also located in a 'Designated Area' in the Noise and Air Emissions overlay in the Development Plan. Relevant Objectives and Principles of Development Control for sites affected by the overlay are:

**Objective 1:** Protect community health and amenity from adverse impacts of noise and air emissions.

**PDC 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.

Application of Minister's Specification SA 78B *Construction Requirements for the Control of External Sound* is required at Building Consent stage. Reference to SA 78B is made in this assessment to demonstrate that the proposed development can comply with the above PDCs relating to noise ingress.

## 4 Environmental Protection (Noise) Policy

The noise goals in the Noise EPP are based on the zoning of the development and the closest noise affected premises in the relevant development plan. The land uses primarily promoted by the zones are used to determine the environmental noise criteria with the indicative noise factors shown in Table 1.

**Table 1 Excerpt from Noise EPP—Table 2(subclause(1)(b))**

Land use category	Indicative noise factor dB(A)	
	Day (7 am to 10 pm)	Night (10 pm to 7 am)
Rural living	47	40
Residential	52	45
Rural industry	57	50
Light industry	57	50
Commercial	62	55
General industry	65	55
Special industry	70	60

As noted in Section 3, the development is located in the Regional Centre zone (McLaren's Wharf Policy Area 44) where both commercial and residential land use is promoted. Environmental noise criteria are therefore the average of indicative noise factors for Commercial and Residential land use categories.

In accordance with Part 5 of the Noise EPP, the relevant criteria for this development will be the relevant indicative noise factors less 5 dB(A). The application of Part 5 results in the following environmental noise criteria:

Day: 52 dB(A)  
Night: 45 dB(A)

Penalties can also be applied to a noise source for a variety of characteristics, such as impulsive, low frequency, modulating or tonal characters. For a characteristic penalty to be applied to a noise source it must be fundamental to the impact of the noise and dominate the overall noise impact. Application of the characteristic penalty is discussed in the noise emission assessment.

We note that under Part 5, Clause 20(6) of the Noise EPP, exceedance of the recommended criterion does not necessarily mean action is required under the Noise EPP. Some of the following matters should be considered when considering action:

- the amount by which the criterion is exceeded (in dB(A))
- the frequency and duration for which the criterion is exceeded
- the ambient noise that has a noise level similar to the predicted noise level
- the times of occurrence of the noise source
- the number of persons likely to be adversely affected by the noise source and whether there is any special need for quiet.

## 5 Environmental noise assessment

Noise sources associated with the proposed development include external mechanical plant and vehicle movements.

### 5.1 Mechanical Plant

It is expected that noise emissions from external mechanical plant can meet the relevant criteria in Section 0 with standard mitigation measures, for example location of significant plant items away from noise sensitive receivers where practicable, the use of low-noise plant, and/or acoustic screens.

### 5.2 Vehicle movements

As noted in Section 2 above, the proposed development includes parking for 78 vehicles, with the main carpark entry from a lane to the rear (south) of the site. The nearest noise sensitive receivers to the carpark access are the Quest Hotel and commercial building at 21-25 Nile Street.

The majority of vehicle movements are expected to be within the daytime (7am to 10pm) period. We expect that up to 50 vehicle movements (more than half of the car park capacity) within a worst-case 15 minute period during the daytime; and up to 10 vehicles within 15 minutes during the night time, will result in noise levels less than the relevant criteria at neighbouring noise sensitive sites.

Heavy commercial vehicles (HCV) associated with refuse collection and delivery to commercial tenancies are also required. In a worst case 15 minute period only one HCV is expected. We recommend that any heavy vehicle movements are limited to the daytime hours of 7am to 10pm where practicable.

Based on the above, noise emissions from vehicles associated with the proposed development are expected to comply with the daytime and night time noise criteria.

## 6 Minister's Specification SA 78B

The proposed site is not within the vicinity of any designated transport corridors within the *Noise and Air Emissions Overlay* of the Port Adelaide Enfield Development Plan. The relevant SA 78B provisions are therefore those that relative to mixed land use areas.

### 6.1 Ambient noise level measurements

Resonate measured noise levels at the site on 11 July 2018, between 2pm and 3pm. and have previously measured noise levels in the area, during the afternoon peak traffic hour, in relation to the adjacent Quest Hotel development.

Noise from traffic on Nelson Street was observed to be the dominant source of external noise at the time of both measurements. A daytime noise level of up to 60 dB(A)  $L_{eq}$  and a night time noise level of up to 55 dB(A)  $L_{eq}$  can be expected at the most exposed façade of the proposed development.

Based on the above external noise levels, we expect that the acoustic requirements for Sound Exposure Category (SEC) 1, as required by SA 78B for developments in mixed land use areas and detailed below, will be sufficient to control internal noise to acceptable levels within the proposed apartments.

### 6.2 Acoustic requirements

The appropriate sound insulation ratings for the different relevant SECs based on the *Deemed to Satisfy Provisions* of SA 78B are outlined in Table 2.

**Table 2 Minimum acoustic requirements for habitable rooms**

SEC	Building element	Location	Acoustic rating
1	External walls	All habitable rooms	$R_W + C_{tr} \geq 45$
	Windows & external glass doors	Refer to Table 3	
2	Ground floor	All habitable rooms	$R_W + C_{tr} \geq 50$
	External walls	All habitable rooms	$R_W + C_{tr} \geq 50$
	Windows & external glass doors	Refer to Table 3	
	External doors other than glass doors	All habitable rooms	$R_W \geq 27$
	Roof and ceiling	Bedrooms	$R_W + C_{tr} \geq 35$
3	Ground floor	All habitable rooms	$R_W + C_{tr} \geq 50$
	External walls	All habitable rooms	$R_W + C_{tr} \geq 50$
	Windows & external glass doors	Refer to Table 3	
	External doors other than glass doors	All habitable rooms	$R_W \geq 30$
	Roof and ceiling	Bedrooms	$R_W + C_{tr} \geq 40$
		All other habitable rooms	$R_W + C_{tr} \geq 35$
4	Ground floor	All habitable rooms	$R_W + C_{tr} \geq 50$
	External walls	All habitable rooms	$R_W + C_{tr} \geq 50$
	Windows & external glass doors	Refer to Table 3	
	External doors other than glass doors	All habitable rooms	$R_W \geq 30$

SEC	Building element	Location	Acoustic rating
	Roof and ceiling	Bedrooms	$R_W + C_{tr} \geq 45$
		All other habitable rooms	$R_W + C_{tr} \geq 40$
5	Outside the scope of the <i>Deemed to Satisfy Provisions</i>		

The sound insulation ratings for windows and external glass doors are outlined in Table 3 based on the area of the window/glass door divided by floor area of the room.

**Table 3 Minimum acoustic requirements for windows and external glass doors ( $R_W + C_{tr}$ )**

Room	Area of window and external glass doors as a percentage of the floor area of the room	Designated sound exposure category				
		1	2	3	4	5
Bedroom and attached non-habitable rooms	Not more than 20%	25	28	31	34	*
	More than 20% but not more than 40%	28	31	34	37 <sup>(1)</sup>	*
	More than 40% but not more than 60%	31	34	37 <sup>(1)</sup>	*	*
	More than 60% but not more than 80%	34	37 <sup>(1)</sup>	*	*	*
	More than 80%	37	*	*	*	*
Habitable rooms (other than bedrooms and enclosed kitchens) and attached non-habitable rooms	Not more than 20%	22	25	28	31	*
	More than 20% but not more than 40%	25	28	31	34	*
	More than 40% but not more than 60%	28	31	34	*	*
	More than 60% but not more than 80%	31	34	*	*	*
	More than 80%	34	*	*	*	*

Notes: (1) An  $R_W + C_{tr}$  37 rating is not specified in SA 78B; however, it is appropriate considering the incremental increase in ratings and SEC levels and the  $R_W + C_{tr}$  37 rating specified for SEC 1 bedrooms with a window area of more than 80% of the floor area.

\* Windows and external glass doors are outside the scope of the Deemed-to-Satisfy provisions.

## 6.3 Construction requirements

### 6.3.1 External walls

The external cladding material has not been finalised at this stage. Based on the Deemed-to-Satisfy provisions of SA 78B, the following constructions are appropriate:

- The construction techniques that are suitable for use in external applications specified in **Table 2 of Specification F5.2** of the NCC; or

#### $R_W + C_{tr}$ 45 (SEC 1)

- One row of 90mm studs at 600mm centres with –
  - resilient steel channels fixed to the outside of the studs; and
  - 9.5mm hardboard or 9mm fibre cement sheeting or 11mm fibre cement weatherboards fixed to the outside of the channels; and

- 75mm thick glass or mineral wool insulation with a density of  $11\text{kg/m}^3$  or 75mm thick polyester insulation with a density of  $14\text{ kg/m}^3$ , positioned between the studs; and
- two layers of 16mm fire-protective grade plasterboard fixed to the inside face of the studs.
- One row of 90mm studs at 600mm centres with –
  - resilient steel channels fixed to the outside of the studs; and
  - one layer of 19mm board cladding fixed to the outside of the channels and 6mm fibre cement sheets fixed to the inside of the channels; and
  - 75mm thick glass or mineral wool insulation with a density of  $11\text{kg/m}^3$  or 75mm thick polyester insulation with a density of  $14\text{ kg/m}^3$ , positioned between the studs; and
  - two layers of 16mm fire-protective grade plasterboard fixed to the inside face of the studs.

The above constructions are intended as examples of suitable systems. Alternative walls systems may be used where it can be demonstrated that the system meets the required rating.

## 6.3.2 External windows and doors

Indicative external window and door constructions are shown below in Table 4. Finalised constructions will be determined based on the window and floor areas of each habitable room. Note that acoustically equivalent constructions (such as thermal double glazing) can be adopted; however, the constructions are provided as a guide as to the types of constructions required.

**Table 4 Indicative window and door constructions**

Window or door construction	$R_w + C_{tr}$
<b>Window construction</b>	
3mm thick monolithic or laminated glass with sliding or double hung type opening	22
3mm thick monolithic or laminated glass with awning type opening	25
6mm thick monolithic or laminated glass with sliding or double hung type opening	28
6mm thick monolithic or laminated glass with awning type opening	31
10mm thick monolithic or laminated glass with awning type opening	34
<b>Door construction</b>	
5mm or 6mm thick monolithic or laminated glass sliding door	28
5mm or 6mm thick monolithic or laminated glass side-hung door	31
10mm thick monolithic or laminated glass sliding door	31
10mm thick monolithic or laminated glass side-hung door	34
40mm thick solid core door, side hinged	30



All openable windows and doors should have the following or acoustically equivalent seals:

- sliding doors are to have:
  - Schlegel Q-Lon T-Slot seals on the lock and mullion
  - Schlegel Fin-Seal on the rails
- windows awning style with rubber compression seals around the perimeter such as Schlegel Q-Lon T-Slot seals, or sliding with seals as indicated for the sliding doors
- hinged doors are to have:
  - high quality rubber contact seals for the head and the jambs acoustically equivalent to Kilargo IS1212/1515 or Raven RP120/150
  - dropdown seal at the bottom acoustically equivalent to Kilargo IS8090si or Raven RP38.

### **6.3.3 Roof and ceiling**

There are no minimum construction requirements for roof and ceiling in SEC 1.



# 1 Quest Carpark

**INTRO**

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DRAWING  
 3D 7 - Quest Lane

DRAWING NUMBER  
 SK106

PROJECT  
 FISHERMAN'S WHARF - INDEPENDENT  
 LIVING  
 CLIENT

PROJECT NO.  
 17026

REVISION  
 A

NTS / as indicated

DATE  
 23.08.2018

ISSUED FOR DEVELOPMENT APPROVAL



# Heritage Impact Assessment



## Fishermen's Wharf Independent Living

Lot 202, North Parade, Port Adelaide

**Hosking Willis Architecture**  
Level 1, 121 South Terrace, Adelaide

(08) 8212 3089  
<http://www.hoskingwillis.com.au>

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## 1.0 Introduction

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### 1.1 Objectives of the Report

The objective of this report, for the proposed Fisherman's Wharf Independent Living at Lot 202 North Parade, Port Adelaide, is to review and assess the heritage impact of the proposed development on the adjacent heritage places and Port Adelaide State Heritage Area.

The following tasks have been undertaken in order to develop an understanding of the place and to inform the statement:

- Inspection of the site and context to define and understand the extent of heritage listed places affected by the development.
- Brief review of the history of the site.
- Inspection of the surrounding heritage listed places.
- Review of the surrounding heritage listed places to understand their heritage value.
- Review of the design of the proposed development and liaison with the client to understand the design objectives.
- Review of relevant Port Adelaide Enfield Council Development Plan provisions.
- Assessment of the impact of the proposed development on the adjacent state heritage place against the provisions of the Port Adelaide Enfield Council Development Plan – 6 February, 2018.
- Preparation of this Heritage Impact Statement.

### 1.2 Design Drawings

The following drawings prepared by Intro Design have been reviewed:

**Fishermen's Market Independent Living, Port Adelaide  
Project No: 17026 Revision -**

Drawings:

- SK00 Title
- SK01 Site Plan
- SK10 Ground Floor Plan
- SK11 Basement
- SK12 Level 1
- SK13 Mezzanine
- SK14 Level 2
- SK15 Typical Levels 3-5
- SK16 Penthouse Level 6
- SK17 Penthouse Level 7
- SK18 Roof
- SK50 Site Elevations
- SK51 Site Elevations
- SK52 North Elevation
- SK53 East Elevation
- SK54 South Elevation
- SK55 West Elevation
- SK60 Section
- SK100 Render
- SK101 3D 1 – NE
- SK102 3D 3 – Promenade

- SK103 3D 4 – Bridge Far
- SK104 3D 5 – Rear East
- SK105 3D 6 – Rear West
- SK106 3D 7 – Quest Lane

### 1.3 Existing Heritage Context

The site is part of the existing Fishermen's Wharf Market and is bounded by the Queens Wharf and car parks to the west and south.

There are a number of State Heritage listed places adjacent the site. These include:

- Birkenhead Bridge [Metal Double Bascule] (ID 14348).
- Former South Neptune Island (originally Port Adelaide) Lighthouse (ID 10313).
- Former Port Adelaide Telegraph Station, 29 North Parade, Port Adelaide (ID 10927).
- Former Port Adelaide Customs House, 30 Commercial Road, Port Adelaide (ID 10882).
- Former Port Adelaide Institute (sometime Custom House) (ID 10949).
- Port Adelaide Enfield Council (ID 10931).
- Port Adelaide State Heritage Area.

The Birkenhead Bridge is located to the west of the subject site with a modern, multi-storey development (Quest Hotel) between the site and the bridge. There are clear views to and from the State Heritage Place and the subject site. The Former South Neptune Island Lighthouse is located to the east of the site separated by the existing Fisherman's Wharf Market.

The former Port Adelaide Telegraph Station and the Port Adelaide Customs House are located within the State Heritage Area to the south east of the site separated by North Parade.

Several structures that are not individually listed are located to the east of the proposed carpark, and include a former Waterworks Office and Residence, former Waterworks Workshop and Store, a Former Telephone Exchange, and a former Mercantile Marine Office. These lie within the Port Adelaide State Heritage Area, the boundary of which runs along North Parade and Robe Street. As such, the un-listed buildings are afforded some degree of heritage protection. The Port Adelaide Enfield Council Development Plan, consolidated 6 February, 2018, identifies the extent of the State Heritage Area and the State Heritage Places on Overlay Map PAdE/17 Heritage.

Refer to Section 4.0 for a more detailed discussion of the heritage value of the properties listed above.

### 1.4 Location of the Place

The subject site is located at Lot 202 North Parade Port Adelaide. It is bounded by the Queens Wharf, the Fishermen's Wharf Markets and the Quest Hotel.

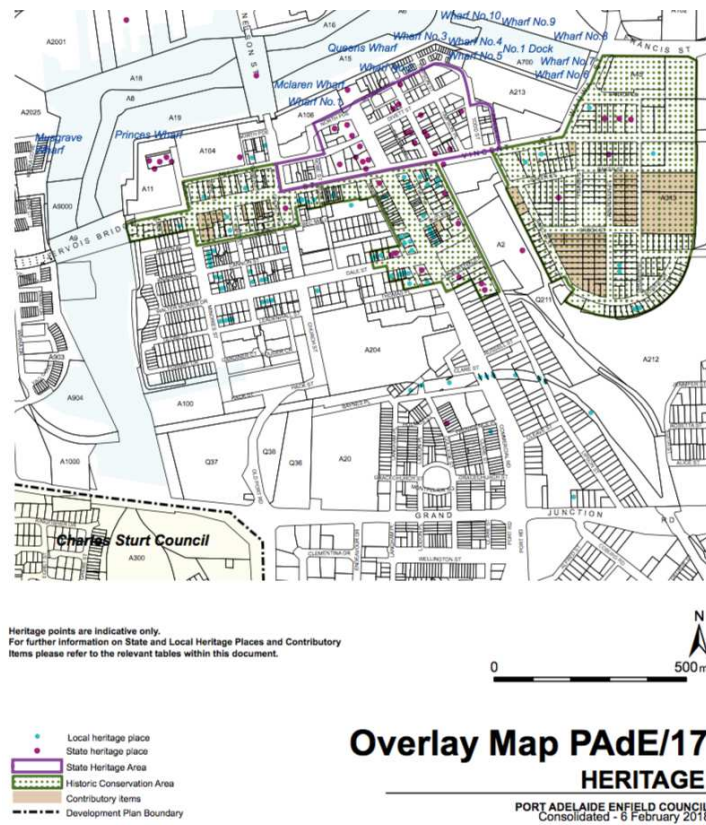
Open lot car parking is located on the western and southern sides of the site and along North Parade.

### 1.5 Zoning and Surrounding Locality

The site is located within the Regional Centre Zone as described on Port Adelaide Enfield Council Zone Map PAdE/17 of the current Development Plan, consolidated 6 February, 2018. The site is located within Policy Area 44 Port Adelaide State Heritage Area and is abutted to the south by the Port Adelaide State Heritage Area.

### 1.6 Amendments to Proposed Design

During this process the heritage outcomes have been amended in consultation with Intro and the property owner.



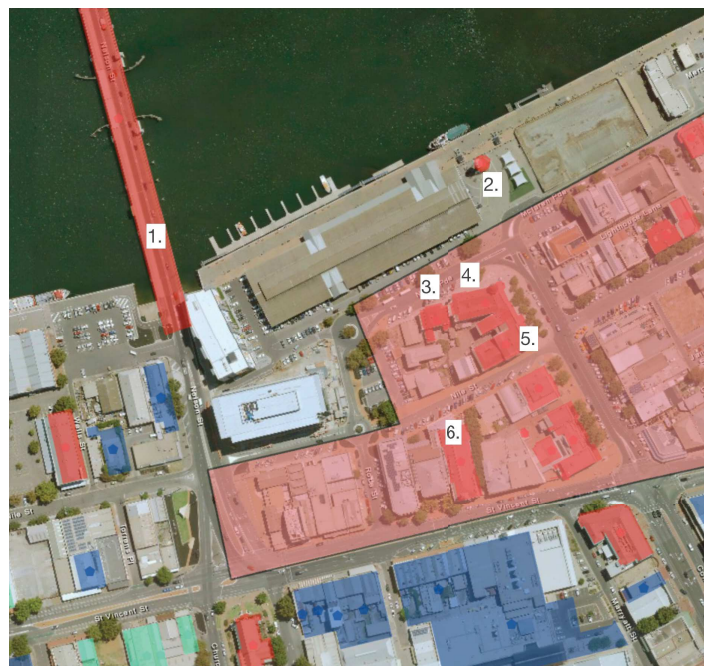
**Figure 1: Overlay Map PAdE/17 Heritage**

Source: Port Adelaide Enfield Council Development Plan. 6 February, 2018



**Figure 2: Site Plan, Fishermen's Wharf Independent Living, Port Adelaide**

Source: maps.sa.gov.au. July, 2018



**Figure 3: Adjacent Heritage listed places, Port Adelaide**

Source: location.sa.gov.au. July, 2018

1. Birkenhead Bridge; 2. Former South Neptune Island Lighthouse; 3. Former Port Adelaide Telegraph Station; 4. Former Port Adelaide Customs House; 5. Former Port Adelaide Institute; 6. Port Adelaide Enfield Council.

## 2.0 Historical Overview

---

### 2.1 Historical Overview

Adelaide's port was initially (1836) a primitive landing place on the Port Creek (later Port Adelaide River), about two kilometres upstream of the present Birkenhead Bridge. Conditions for landing both goods and passengers at this original Port Adelaide were very poor, and the site became known as 'Port Misery'. After four years a new landing place 'New Port' was established by the South Australian Company, at the northern end of what is now Port/Commercial Road.

The newly located port developed rapidly, with the construction of docks and basins. The river channel was widened and deepened, with the dredged silt being used for the reclamation of the adjacent swampy land. By the 1850s many substantial buildings were established in areas adjacent to the waterfront, and in 1855 Port Adelaide was declared a corporate town.

As the Port developed, links with Adelaide became more formalised, with a government- owned railway from Port Adelaide to the capital opening in 1856.

The 1860s was a period of intense development and growth for Port Adelaide, as it was for South Australia generally. The products of successful mining ventures and of agricultural industries (especially wheat and wool) were important exports for Port Adelaide during this time.

A major flood in 1865 caused great damage in many areas, when high tides and strong winds forced the river water over the levee bank. This highlighted the need for land reclamation, which had been ongoing since the 1840s and continued into the 1870s, and resulted in the raising of ground levels against many buildings. Waterfront changes during the twentieth century involved the upgrading of the wharves, including the development of an outer harbour (1908), and the construction of the Birkenhead Bridge (opened 1940) which provided improved vehicular connection to Birkenhead and Outer Harbour.

Settlement and industry expanded throughout the district during the 1900s, but Port Adelaide's historic core saw little change. The site allowed for large areas of waterfront development along the river, without the need to clear established buildings. In 1975 a committee was established to oversee the redevelopment of central Port Adelaide. This led to the development of the regional shopping centre south of St Vincent Street and shifted the focus away from Port Adelaide's historic core.

### 2.2 Site Development

The current site includes land reclaimed from the river in the 1950s. The original site was a narrower strip of land located between North Parade and the river, partially owned by the South Australian Government and partially owned by the SA Company. By 1878 timber piling had been extended along the entire length of North Parade and the government had constructed a custom house (on the government reserve on the south side of North Parade), bond store and sheds.

In 1856 the South Australian Government leased the Queen's Wharf to Fox Lloyd and Co. for a period of 21 years and in 1883 the old sheds were demolished. In 1894 it was reported that a 144 x 41ft galvanised shed was to be erected at a cost of £600. In the 1910's the Harbors Act 1913 was passed allowing the government to take control of all privately owned harbors (with owners being remunerated) and coming under the control of the South Australian Harbors Board.



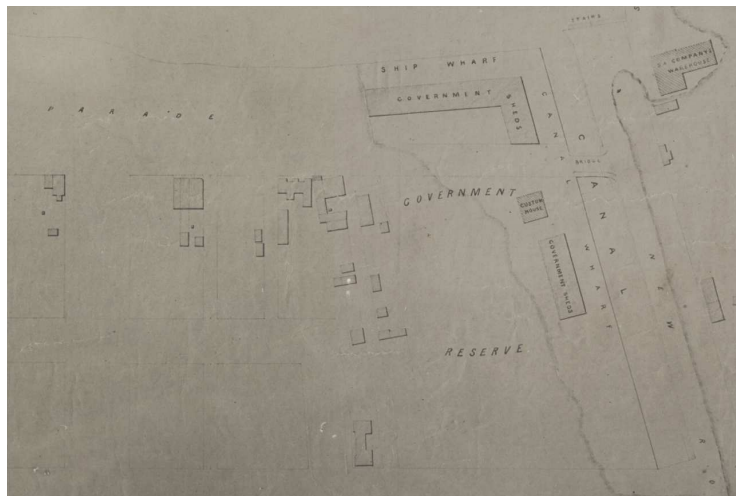
In the 1930s significant works were undertaken in the Port to address transit storage with a large cargo shed of 500x100ft was erected at the No. 1 Dock (Berth 5). Relatively soon after, in the late 1940s and early 1950s, this shed was demolished along with the timber wharves to make way for a new concrete wharf (which also resulted in the realignment of the wharf edge) and transit shed. Cargo Shed No. 1 was completed in 1953, the construction of which resulted in the realignment of the wharf's edge.

Following the development of shipping containers in the 1950s and the concentration of this industry in the Ports of Sydney and Melbourne, Port Adelaide was no longer a busy hub. The development of Outer Harbor in the 1970s meant that by this time Cargo Shed No. 1 was now redundant.

Once it was realised that the Port had lost its position as a major centre a vision to retain the inner port as a living museum was developed. The South Australian Maritime Museum took over several buildings in the historic harbour including Cargo Shed No. 1. At this time a thirty metre section of the shed was demolished and the Port Adelaide Lighthouse was installed.

In 1994 the land was sold and the Fishermen's Wharf Market was converted to its current use. This phase of development included the demolition of the amenities block and the installation of mezzanines. Roofed balconies were added and glazed entries were also added to the east, south and north.

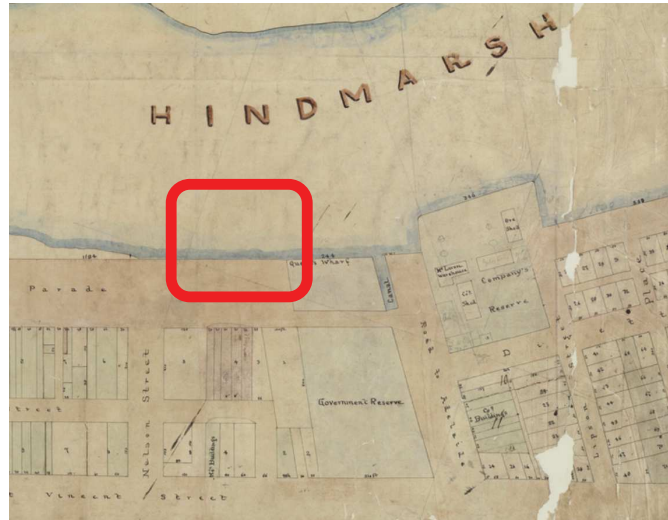
The site was nominated for State Heritage Listing in October 2015 but following a Heritage Assessment Report by Swanbury Penglase, was not included on the State Heritage Register.



**Figure 4:** G.S.Kingston Map of Port Adelaide. 1840.

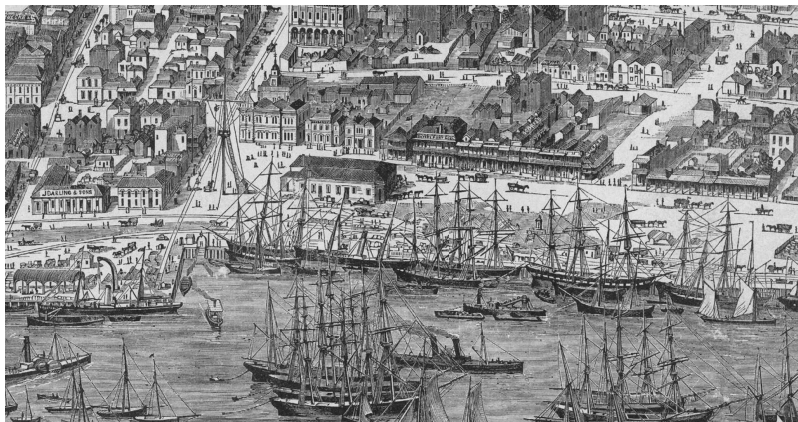
Source: *Mortlock Collection, State Library of South Australia, 'BRG 42/120/21]*





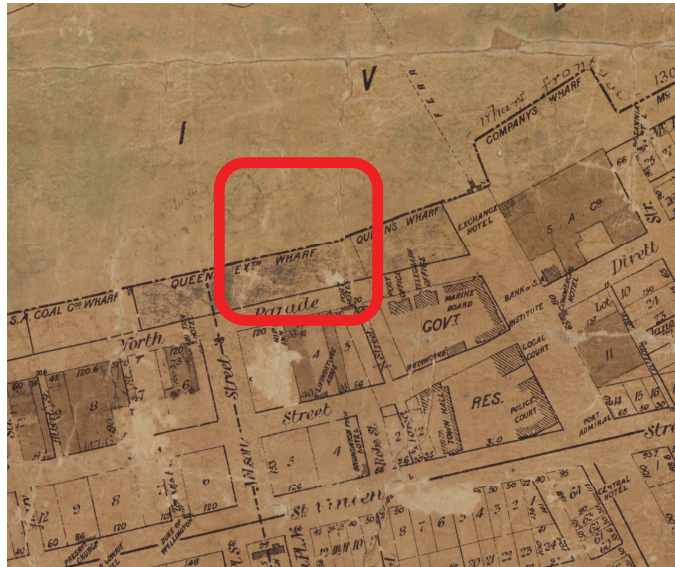
**Figure 5:** Plan of Allotments in Port Adelaide, 1850.

Source: *Mortlock Collection, State Library of South Australia, [BRG 42/119/48]*



**Figure 6:** Extract of Bird's eye view of Port Adelaide, *Illustrated Adelaide News*, May, 1879.

Source: *Subject site and adjacent building considered in this report are identified Mortlock Collection, State Library of South Australia, [B 7760]*



**Figure 7:** Extract from Survey plan of Port Adelaide, 1887.

Source: State Library of South Australia. [BRG 42/120/24]

## 2.3 Historic photographs

The following photographs show the development of the heritage listed buildings around the site from the time of settlement until recent times.

The photographs selected have focused on the development of the heritage listed properties adjacent.



**Figure 8:** Port Adelaide Post Office, 1862.

View of the post Office prior to the construction of the Telegraph Station to the let in 1868

Source: Mortlock Collection, State Library of South Australia, B 9037.



**Figure 9: Port Adelaide Customs House, 1878.**

Source: *Mortlock Collection, State Library of South Australia, B 10769.*



**Figure 10: Port Adelaide Post Office, Telegraph Station & Customs House, 1879.**

Source: *Mortlock Collection, State Library of South Australia, B 10738.*





B 19969

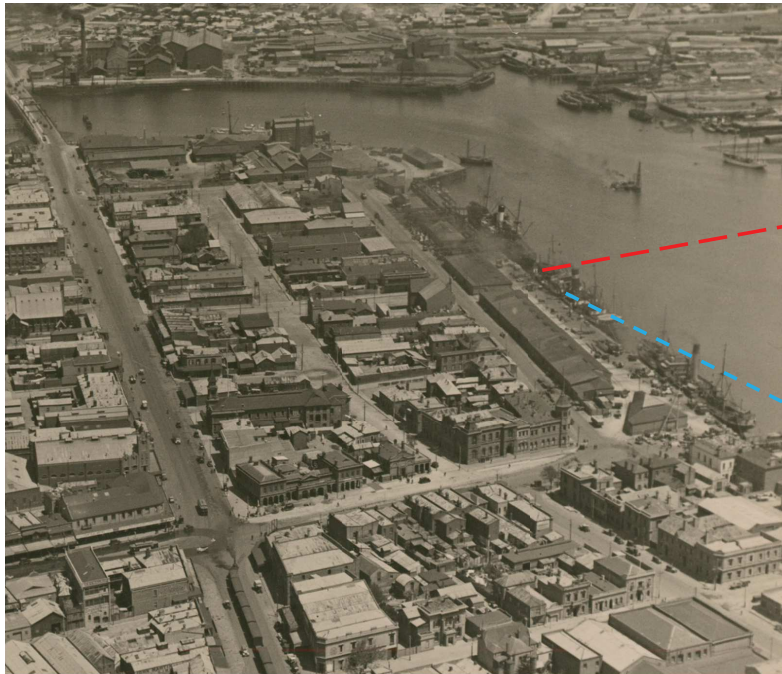
**Figure 11: Port Adelaide Lighthouse, 1890.**

Source: *Mortlock Collection, State Library of South Australia, B 19969*



**Figure 12: Port Adelaide Customs House and Institute, 1927.**

Source: *Mortlock Collection, State Library of South Australia, B 4429*



**Figure 13: Aerial view of Port Adelaide, 1929.**

The Customs House and Institute facing Commercial Road and the Waterworks buildings facing Nile Street are clearly visible, as is the Telephone Exchange in the middle of the site. The Town Hall is the large building on the left hand side of Nile Street.

The dashed red line shows the approximate location of the Birkenhead Bridge and the dashed blue line indicates the current wharf edge.

Source: *Mortlock Collection, State Library of South Australia, [B 10870].*



PRG 1642/13/454

**Figure 14: Birkenhead Bridge, 1947.**

Source: *Mortlock Collection, State Library of South Australia, B 19969*



**Figure 15:** Aerial Photo Port Adelaide showing Birkenhead Bridge, 1968.

Source: *Mortlock Collection, State Library of South Australia, B 69538.*



## 3.0 Site Context

---

### 3.1 Introduction

A survey of the site context was undertaken in July 2018. The survey was limited to visual observation and documentary evidence, without physical intervention to any fabric.

### 3.2 Description

The site for the proposed Fishermen's Market Independent Living currently contains part of the Fishermen's Wharf Market. Several mature trees line the North Parade boundary and the southern corner adjacent a roundabout in Robe Street.

The site is essentially level, with minimal falls and is directly adjacent the river.

State heritage listed places are located as identified in Figure 3.

### 3.3 Current Photographs

The following photographs of the site were taken in July, 2018. Photographs of specific buildings adjacent the site are contained in Section 4.



**Figure 16: View of Lot 202, North Parade, Port Adelaide**

Photograph taken from Nile Street looking North. Arrow indicates location of subject site.

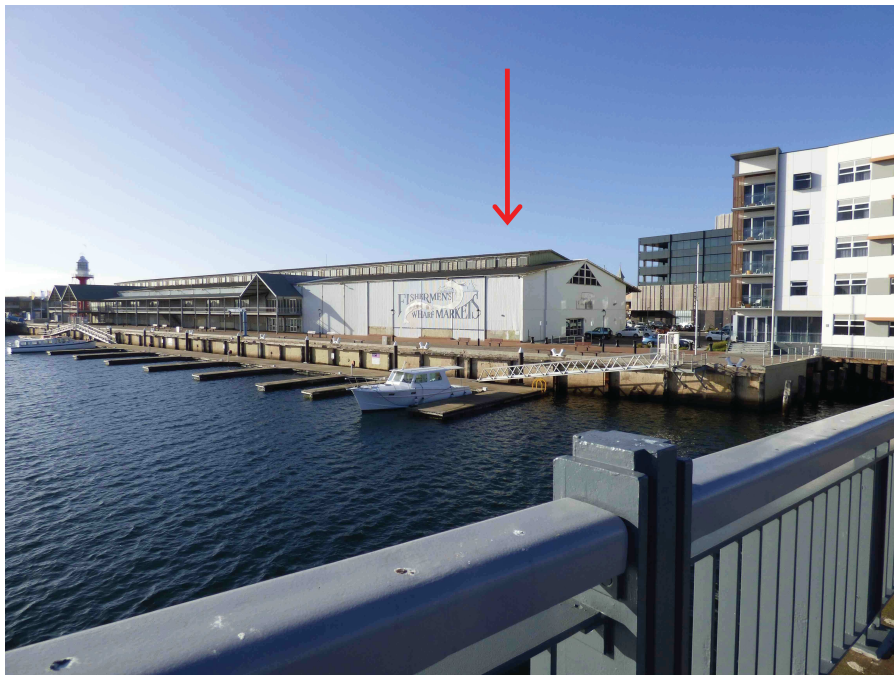
Source: Hosking Willis Architecture, July 2018.



**Figure 17: View of Lot 202, North Parade, Port Adelaide**

Photograph taken from the corner of Robe Street and North Parade looking west. Arrow indicates location of subject site.

Source: Hosking Willis Architecture, July 2018.



**Figure 18: View of Lot 202, North Parade, Port Adelaide**

Photograph taken from the Birkenhead Bridge looking south east.

Source: Hosking Willis Architecture, July 2018.



**Figure 19: Lot 202, North Parade, Port Adelaide**

Photograph taken from the northern side of the Port River looking east towards the subject site.

Source: *Hosking Willis Architecture, July 2018.*

### 3.4 Heritage Integrity

The site is currently part of the Fishermen's Market Wharf and is not listed as Heritage Place.

### 3.5 Description of the Proposal

The proposed Fishermen's Wharf Independent Living project is located between the Queen's Wharf, the new Quest Hotel to the East and the Robe Street and North Parade intersection to the South. It will replace the western end of the current Fishermen's Market Building.

The new development will require the partial demolition of the western end of the existing Fishermen's Market building which is not listed as a Heritage Place. No heritage listed properties are proposed for demolition as part of the proposed development.

The new structure will accommodate 72 apartments and 99 carparks over eight storeys. Two retail spaces are included facing the wharf at ground level. Of the 99 carparks 21 are provided in a basement car park which is accessed via separate entrance from the south. The entrance to the retail spaces and apartments is from the wharf while the carpark for residents is accessed from the west, currently a car park. A 'lifestyle deck' is proposed above the car park on the western side.

The proposed development has been designed with an eight metre separation between the retained portion of the Fishermen's market and the residential building. The development will be 15.71 metres from the existing Quest Hotel, not including the balcony projections.

Materials proposed include recycled red brick, precast concrete in white, grey and bronze, steel painted black and bronze, timber, black anodised framed glazing, perforated screening to the car parking and a charcoal metal cladding to the canopies.

The north elevation includes a brick plinth for the two first storeys with glazed shop fronts to the ground floor. Coloured concrete is used to create vertical proportions to the western and eastern ends of this elevation. Structural steel is articulated and set away from the concrete façade to visually express the structure of the building in an industrial manner. This is a deliberate reference to the nature of the Birkenhead Bridge adjacent.

The south and east elevation utilises mostly concrete with steel and timber detailing to the



balconies. The carpark is built to the development boundary and includes concrete, brick and perforated steel screens.

The west elevation consists of the same design language as the east with a brick and concrete plinth for the first two storeys with the 'lifestyle deck' located on top of this stopping where the apartments to the north protrude over the lower plinth.

There are no significant landscaping works proposed, with the wharf directly to the north, existing car parking to the west and south. No landscaping has been noted for the space created between the proposed building and the remaining portion of the Fishermen's Market shed, however it is understood that these spaces will be developed to provide safe and pleasant pedestrian environments.



**Figure 20: Proposed Fishermen's Market Independent Living, Port Adelaide**

3D View taken from the Birkenhead Bridge.

Source: *Intro Design, August 2017.*



**Figure 21: Proposed Fishermen's Market Independent Living, Port Adelaide**

3D View taken from the Birkenhead Bridge.

## 4.0 Review of Adjacent Heritage Places

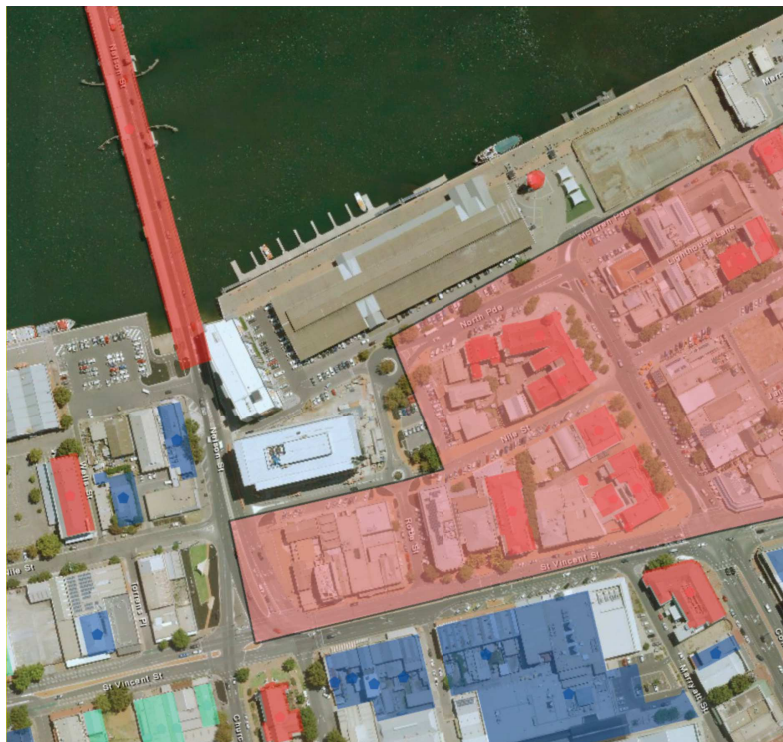
### 4.1 General

The concept of heritage value assists in identifying and assessing the qualities that make a place or object of value to the community. An understanding of the nature and degree of that value indicates where constraint is required with future work, and conversely, introduces flexibility by identifying aspects that can be developed with greater freedom.

Heritage value encompasses all the values or meanings that a place may have to people beyond its utilitarian value, and can refer to the criteria under Section 16 of the Heritage Places Act (1993) for state heritage places, and Section 23(4) of the Development Act 1993 for local heritage places. A place can be designated as a place of state or local heritage value if it meets one of the criteria listed in the relevant Act.

The following section reviews the statement of heritage value and extent of listing for the heritage places adjacent the development site at Fishermen's Wharf; identifies their relationship with the development site, and assesses the impact of the proposed development on the identified heritage value of the individual places.

The following data relating to the state heritage places has been taken from the State Heritage Unit, Department for Environment Water and Natural Resources, property files for each property.



**Figure 22: Fishermen's Wharf Market site**

State Heritage listed properties shown red, extent of State Heritage Area shown pink, Local Heritage Places shown blue.

Source: *maps.sa.gov.au*. July, 2018

## 4.2 Review of Heritage Places and Assessment of Individual Impact

The Port Adelaide Enfield Development Plan identifies a number of properties immediately opposite or in close proximity to the subject site, with some of these located within the State Heritage Area.

### 4.2.1 Birkenhead Bridge [Metal Double Bascule]



**Figure 23: Birkenhead Bridge**

Source: Hosking Willis Architecture, July 2018

Address	Birkenhead
Heritage Status	State Heritage Place
SA Heritage Register ID and listing date	14348 4 March, 1993
Heritage Number	1217
Policy Area/Zone	Policy Areas 41, 38, 44 of the Regional Centre Zone
Certificate of Title	CT 0000/0000, CT 6104/95, D88720 A7
Use	Bridge

#### History and Description

The bridge across the Gawler Reach of the Port River was considered a necessity for some time prior to its construction and after first proposing its location as a continuation of Commercial Road it was decided to locate it with Nelson Street and extend this over the river. The contract for the bridge was let in 1937-38 for a price of £150,000. When completed the cost had increased to £167,000 and was officially opened by the Governor Sir Malcolm Barclay-Harvey, on the 14<sup>th</sup> of December 1940.

#### Statement of Heritage Value

The Birkenhead Bridge across the Gawler Reach of the Port River was completed in 1940. It is significant for being Australia's first double bascule bridge. The only other opening bridge remaining in South Australia (in 1999) is the vertical lift span bridge at Paringa on the River Murray.



**Relationship with Proposed Development**

The proposed development is located to the east of the Birkenhead Bridge separated from the Bridge by the Quest Hotel and open car parking.

**Impact of Fishermen's Market Independent Living on Heritage Value**

The proposed development will have no physical impact on the fabric and identified heritage value of the Birkenhead Bridge. The history of the Birkenhead Bridge is in its fabric, its design and its vital role as part of Port Adelaide and LeFevre Peninsula. It will retain its ability to demonstrate its association with the development of Port Adelaide and its function connecting both sides of the port.

The architectural significance of the Bridge will not be impacted by the development. The development does not affect its significance as the first double bascule bridge in Australia or its ability to provide a physical connection between the two sides of the Port.

The proposed development will not inhibit the ability of the Birkenhead Bridge to be an easily recognisable landmark in the precinct. The Birkenhead Bridge is primarily viewed along the southern edge of the waterfront and on approach from the north and south along Nelson Street. Views from the east already contain multi-storey buildings (within them) including the Quest Hotel which is situated between the proposed development and the Birkenhead Bridge and has already impacted and changed the surrounding views and vistas of the site.

The Birkenhead Bridge's significance is primarily in its design as a double bascule bridge, it's continued use and that it was the first bridge of its kind in Australia. The proposed development will not change this nor the physical context within which this is understood.

The proposed development will not impact on the heritage value or integrity of the Birkenhead Bridge.

#### 4.2.2 Former South Neptune Island (originally Port Adelaide) Lighthouse



**Figure 24: former South Neptune Island Lighthouse**

Source: Hosking Willis Architecture, July, 2018

Address	Black Diamond Square, Port Adelaide
Heritage Status	State Heritage Place
SA Heritage Register ID and listing date	10313 24 July, 1980
Heritage Number	1237
Policy Area/Zone	McLaren's Wharf, Regional Centre Zone
Certificate of Title	CT 5445/53 D47838 Q106
Use	Museum (managed by the South Australian Maritime Museum)

##### History and Description

The former South Neptune Island Lighthouse was originally located near the mouth of the Port River following a succession of lightships that had operated in the same location since 1840. The lantern was first used on 1 January 1869 and was visible from 14 miles away. The platform constructed to house the lighthouse also included lighthouse keepers' quarters, a storehouse and boat stowage.

In 1874 a new lantern was ordered from England which included a new lens and clockwork mechanism and as a result an additional 12 metres was added to the height of the existing tower. This also necessitated additional structure to be installed to deal with the extra weight. When this work was completed the new beacon was 37 metres above high water mark and could be seen near the bottom of the Gulf of St Vincent. This work was complete by February 1875.

By 1899 the lighthouse was suffering structural damage from an earlier storm in 1896 and the movement of the seabed due to the migration of the navigation channel southwards.

In 1901 it was dismantled and its components were used in two different locations. The lantern was used at Wonga Shoal near Semaphore, and later lost in an accident, and the steel structure was relocated to South Neptune Island with a new lantern.

The steel structure remained in use on South Neptune Island until 1985 when it was deactivated, disassembled and moved to its current location in the Port.

### **Statement of Heritage Value**

This wrought iron latticework lighthouse was originally erected at the entrance to the Port River in 1869. In 1901 it was moved to South Neptune Island and was returned to Port Adelaide in 1986. It is significant as South Australia's oldest extant wrought iron lighthouse and one of the oldest lighthouses remaining in the State.

It is particularly significant as an example of engineering technology which enabled prefabricated lighthouse structures to be erected offshore (eg Cape Jaffa) and in this case, for the lighthouse to be moved from its original location and re-used on one of the State's more remote islands.

### **Relationship with Proposed Development**

The Former South Neptune Island Lighthouse is located to the eastern end of the Fishermen's Market Shed and is separated from the subject site by that structure.

#### **Impact of Fishermen's Market Independent Living on Heritage Value**

The proposed development will have no physical impact on the fabric and identified heritage value of the former South Neptune Island Lighthouse. The history of the former South Neptune Lighthouse is embedded in its fabric, its design as a portable structure and its connection with the Port. Its immediate physical setting and its use as a museum attraction will be retained.

The architectural significance of the Former South Neptune Island Lighthouse will not be impacted by the proposed development. The State Heritage Place remains significant as one of the oldest lighthouses in the state, and its design, which enabled prefabrication and then its relocation, will remain unchanged.

The proposed development will not inhibit the ability of the Former South Neptune Island Lighthouse to be an easily recognisable landmark in the precinct. It is primarily viewed from Black Diamond Square and when travelling north along Commercial Road. It is also viewed from the Port River. There are currently no views from the subject site to the Former South Neptune Island Lighthouse. The proposed development will be included in the wider vistas of the Lighthouse from the Birkenhead Bridge but is sufficiently separated to not have any detrimental impact.

The proposed building is clearly contemporary in form and the facades are well articulated, with clean horizontal and vertical lines and shadowing. The proposed forms do not attempt to replicate the style of the original buildings adjacent or the Former South Neptune Island Lighthouse.

The proposed development will be separated from the Former South Neptune Island Lighthouse by the remaining Fishermen's Market Shed which will also help mitigate visual impact.

The proposed development will not impact on the heritage value or integrity of the former South Neptune Island Lighthouse.

### 4.2.3 Former Port Adelaide Telegraph Station



**Figure 25: Former Port Adelaide Telegraph Station, 29 North Parade**

Source: Hosking Willis Architecture, May 2018

Address	29 North Parade, Port Adelaide
Heritage Status	State Heritage Place
SA Heritage Register ID and listing date	10927 24 July, 1980
Heritage Number	1774
Policy Area	Port Adelaide State Heritage Area
Certificate of Title	CT 5446/55 D47220 A102
Use	Former commercial offices

#### History and Description

Within 11 years of the establishment of telegraphic communications within the colony the Port Adelaide office had outgrown three previous spaces, an office within the railway station, a wooden hut adjacent the wharf and the former customs house, and required a new building. A government owned site was identified adjacent the newly completed Port Adelaide Post Office and plans for the new Telegraph Station were prepared in 1866.

The former Telegraph Station was constructed in 1867 to the design of Thomas English Architect, Commissioner of Public Works and was built by Thomas Tapson and Carl Neische for £2500.

It is a symmetrical two storey building with a high central portion and two lower wings. It is built of Dry Creek stone originally accommodating living quarters on the first floor, consisting of five bedrooms and two living rooms, while the ground floor consisted of offices, dining room, kitchen and wash house.

#### Statement of Heritage Value

This building is historically significant given its close association with the early history of Port Adelaide and the establishment of communications between the Port and Adelaide. The building reflects the rapid progress that was being made within the colony at this time.

The former Telegraph Station is the oldest building on the site and reinforces the nature of the government reserve which was established on this site c1839 coinciding with the establishment of the new port in October 1840.

### **Relationship with Proposed Development**

The former Telegraph Station is located on North Parade to the south east of the proposed development separated by North Parade and the Mercantile Marine building (not heritage listed but within the State Heritage Area).

### **Impact of Fishermen's Wharf Independent Living on Heritage Value**

The proposed Fishermen's Wharf Independent Living development will have no physical impact on the fabric and identified heritage value of the Former Port Adelaide Telegraph Station. The building will continue to demonstrate its association with the establishment of communications between Adelaide and the Port and the rapid development of the colony.

As the oldest building on the site, the history and role of the Telegraph Station of the government reserve will continue to be demonstrated.

The history of the building is embedded in its fabric and it will retain its architectural significance.

The former Telegraph Station makes a significant contribution to the streetscape of North Terrace and is a landmark building on the southern side of the street. The proposed development will not inhibit the ability of the building to be an easily recognisable landmark in the precinct.

The former Telegraph Station is viewed from the east and west along North Parade and from the northern footpath. It is most readily viewed from North Parade directly opposite. Views from the east have been compromised with the construction of the new hotel on Nelson Street and the construction of the new office building to the west of the site. This has meant that contemporary developments are visible in the background and has already had an impact on the setting of the former Telegraph Station.

The new development will have a visual impact on views along North Parade; however, will blend with the backdrop created by the other contemporary developments in the immediate area.

The proposed building is clearly contemporary in form and the facades are well articulated, with clean horizontal and vertical lines and shadowing. The proposed forms do not attempt to replicate the style of the original buildings adjacent, and the relationship of the Former Telegraph Station with the adjacent heritage places will be maintained.

The proposed development will not impact on the heritage value or integrity of the Former Telegraph Station.

#### 4.2.4 Former Port Adelaide Customs House



**Figure 26: former Port Adelaide Customs House**

Source: Hosking Willis Architecture, May, 2018

Address	30 Commercial Road, Port Adelaide
Heritage Status	State Heritage Place
SA Heritage Register ID and listing date	10882 26 November, 1981
Heritage Number	2963
Policy Area	Port Adelaide State Heritage Area
Certificate of Title	CT 5585/358 D50895 A110
Use	Former commercial office space

#### History and Description

The Port Adelaide Customs House, constructed in 1878-79 to the design of the Colonial Architect, reflects the role of Government in the development and control of the Port. It is one of the most dominant public buildings at Port Adelaide. The building retained its original use until 1987 when a new Customs House was constructed. This building was the major Customs House in South Australia, and was the most important because of the quantity of products that were imported through Port Adelaide. The scale and style of the building reflects this pre-eminence. Architecturally, the building is an excellent example of mid Victorian Classical Revival public building style. It is technologically noteworthy for the use of timber footings required because of the infill necessary in forming the port. Despite the removal of some internal walls the interior reflects the changes in office use and management since the time when the building was first opened. The siting of the Customs House with its dominant corner location and orientation towards the harbour make it a major element in the Port Adelaide streetscape.

#### Statement of Heritage Value

The former Port Adelaide Customs House is an excellent example of mid Victorian Classical revival public architecture. It is noted within the McDougall & Vines Conservation Management Plan for the site, that it is technologically noteworthy because of the timber footings used to deal



with the infill created when forming the port itself. The corner location and prominent location within the port also make it an important streetscape element within the state heritage area.

### **Relationship with Proposed Development**

The proposed development is located to the south west of the subject site, separated by North Parade and the former Telegraph Station and the Mercantile Marine Office.

#### **Impact of Fishermen's Market Independent Living on Heritage Value**

The proposed development will have no physical impact on the fabric and identified heritage value of the former Port Adelaide Customs House. The history of the Customs House is embedded in its fabric, the economic and social history of Port Adelaide, and its connection with the waterfront. Its immediate physical setting will be retained. It will retain its ability to demonstrate its association with the development of Port Adelaide and its function as a port.

The architectural significance of the Customs House will not be impacted by the proposed development. The Customs House will remain an excellent example of mid Victorian Classical Revival public architecture. Its composition, rich exterior forms and detail will be retained, as will its dominant corner location and streetscape contribution.

The proposed development will not inhibit the ability of the Customs House to be an easily recognisable landmark in the precinct. The former Customs House is viewed in the approaches from the south along Commercial Road and from the corner of McLaren Parade and Commercial Road. It is most readily viewed from North Parade directly opposite and adjacent the South Neptune Lighthouse. Views from the east have been compromised with the construction of the new hotel on Nelson Street and the construction of the new office building to the west of the site. This has meant that contemporary developments are visible in the background and has already had an impact on the setting of the former Customs House.

The proposed building is clearly contemporary in form and the facades are well articulated, with clean horizontal and vertical lines and shadowing. The proposed forms do not attempt to replicate the style of the original buildings adjacent, and the relationship of the Customs House with the adjacent heritage places will be maintained.

The proposed development will not impact on the heritage value or integrity of former Port Adelaide Customs House.

#### 4.2.5 Former Port Adelaide Institute



**Figure 27: Former Port Adelaide Institute**

Source: Hosking Willis Architecture, May, 2018

Address	30 Commercial Road, Port Adelaide
Heritage Status	State Heritage Place
SA Heritage Register ID and listing date	10949 24 March, 1983
Heritage Number	2964
Policy Area	Port Adelaide State Heritage Area
Certificate of Title	CT 5585/358 D50895 A110
Use	Former commercial office space

#### History and Description

The Port Adelaide Institute Building forms the southern section of the Customs House complex and was constructed on the site of the old No. 4 Bonded Store between 1874-1876. It cost £4500, was built by Cleave and Williams and designed by Colonial Architect R.G. Thomas. Funds for the construction were raised by the public with a notable contribution from David Bower a prominent member of the institute and Port Adelaide.

The building is Victorian Italianate in style and constructed from both Tea Tree Gully and Dry Creek stone. It also used red gum timber for footings given the soil conditions and infill at the port. There were multiple entrances into the building with two from Commercial Road and two from Nile Street. It is Victorian Italianate revival in appearance and originally contained reading room, library, museum, lecture-hall, committee room and curators room, librarians residence.

This building was physically separate from the former Customs House until 1885 when an addition was constructed to the Customs House. They were then internally connected in 1959 when the Customs Department took over the Institute Building.

#### Statement of Heritage Value

The Port Adelaide Institute is historically significant as one of the most notable Institutes of the colonial period. Founded in 1859 at the third attempt, the Institute moved into this purpose-built two storey building in 1876. The size of the building suggests the Institute's former significance. It incorporated reading rooms, a residence for the librarian, a book bindery, probably the second public art gallery in the Colony (1880) and one of the earliest museums (1872). As well as sustaining a substantial library, the Institute also organised lectures, classes and other educational activities. In 1900 it had the most subscribers of any Institute library outside of Adelaide. Its general museum became a nautical museum in 1933, and was believed to be the oldest such museum in Australia when incorporated into the SA Maritime Museum in the 1980s. The Institute moved out in 1959 and the building was incorporated into the adjacent Custom House until 1987, when the Customs vacated both buildings. [HB 9/2007]

### **Relationship with Proposed Development**

This place is located to the south east of the proposed development separated by North Parade, The Former Telegraph Station and Former Customs House.

### **Impact of Fishermen's Wharf Independent Living on Heritage Value**

The proposed development will have no physical impact on the fabric and identified heritage value of the former Port Adelaide Institute. The building will continue to demonstrate its association with a number of prominent South Australians, its impressive architectural design, and its importance as one of the most notable Institutes developed in South Australia in the late 1800's.

The Former Institute will remain an important visual element in a section of Commercial Road that contains a high proportion of heritage buildings, and its contribution to that streetscape will remain unaltered.

The former Institute is an easily recognisable landmark in the precinct. It is viewed as it is approached from the south along Commercial Road, which will remain unaltered. The proposed development will not be visible in that view catchment.

The building also forms an important vista visible at the western end of Divett Street. The proposed development will not be visible in the background of that vista.

The proposed building is clearly contemporary in form and the facades are well articulated, with clean horizontal and vertical lines and shadowing. The proposed forms do not attempt to replicate the style of the original buildings adjacent, and the relationship of the former Institute with the adjacent heritage places will be maintained.

The proposed development will not impact on the heritage value or integrity of former Port Adelaide Institute.

#### 4.2.6 Port Adelaide Enfield Council Offices (former Port Adelaide Town Hall)



**Figure 28: Port Adelaide Enfield Council**

Source: Hosking Willis Architecture, July 2018

Address	163 St Vincent Street, Port Adelaide
Heritage Status	State Heritage Place
SA Heritage Register ID and listing date	10931 24 July, 1980
Heritage Number	1776
Policy Area	Port Adelaide State Heritage Area
Certificate of Title	CT 5574/819 F3915 A38
Use	Civic Building

##### History and Description

The former Town Hall was opened on the 29<sup>th</sup> of August 1866, and was large enough to accommodate 1000 people. It was designed by architects Woods and Wright and constructed by F Reynolds. The foundation stone was laid on the 10<sup>th</sup> of June 1865 and it was formally opened on the 29<sup>th</sup> of August 1866. The clock was imported from London and arrived in 1867.

It is an imposing, symmetrical structure with clock tower and belfry which addresses St Vincent Street. It was also constructed of dry creek masonry with rendered quoins and plinth with a single central entrance from St Vincent Street. Additions to the Town Hall were undertaken in 1884 to accommodate the Mayor, reception rooms and staff quarters.

These 1884 additions address Nile Street and are of a similar style, though more restrained, to the original Town Hall.

**Statement Heritage Value**

Captain Thomas Lipson administered Port Adelaide for some years after settlement due to his positions as Harbour Master, Chief Naval Officer, Collector of Customs and Master of the local Trinity House. In 1855 the citizens of Port Adelaide petitioned the Government for corporate statue which was granted in December 1855. The construction of the Town Hall in 1866 is clearly linked to the development of Port Adelaide and its continued use by the council reinforces this.

**Relationship with Proposed Development**

The former Town Hall is located to the south east of the proposed development on the southern side of Nile Street.

**Impact of Fishermen's Wharf Independent Living on Heritage Value**

The proposed development will have no physical impact on the fabric and identified heritage value of the Port Adelaide Town Hall. The history of the Town Hall is embedded in its fabric, the economic and social history of Port Adelaide, and the importance of Port Adelaide in the development of the colony. Its immediate physical setting will be retained.

The proposed development is located on the northern side of North Parade, north west of the rear of the Town Hall. The rear façade, facing Nile Street, is a two storey late Victorian structure with relatively simple arched windows and rendered decoration. This façade does not have the detail or level of visual significance as the front elevation of the building facing St Vincent Street.

The rear façade of the Town Hall will remain an important visual element in Nile Street, which is a narrow one way street. In that view the rear of the Town Hall forms a significant component of the two storey built form to the south side of Nile Street. Its contribution to that streetscape will remain unaltered.

When viewed from the west along Nile Street, the Town Hall will remain a prominent feature of the streetscape with the proposed development not visible. It will be visible in the background behind the Town Hall when viewed from east but not dominate the view given the other contemporary developments adjacent.

The proposed building is clearly contemporary in form and the facades are well articulated, with clean horizontal and vertical lines. The proposed forms do not attempt to replicate the style of the original buildings adjacent, and the relationship of the Town Hall with the adjacent heritage places will be maintained.

The proposed development will not impact on the heritage value or integrity of the Town Hall.

**4.2.7 Local Heritage Places**

There are two Local Heritage Places located to the west of the subject site, The British Hotel located at 13 North Parade and a dwelling located at 13 Nile Street.

The British Hotel is separated from the Subject Site by the new government office building and the Quest Hotel and is only seen in the same view corridors when travelling south along the Birkenhead Bridge. Given this view has already been changed by these new developments and, the proposed development will have no further impact on the current setting of the Local Heritage Place.

The dwelling is primarily viewed from Nile Street with the modern developments already visible in the background and as such the proposed development will have no further adverse effect on the setting of this place.



## 5.0 Assessment of Proposed Development

### 5.1 Relevant Policy

The Port Adelaide Enfield Council Development Plan provides the relevant statutory control for the development of sites adjacent state and local heritage places. Specific Heritage and Conservation objectives and principles are contained within the Development Plan.

The objectives and policies ensure that any development retains the heritage value and setting of a heritage place and ensures that its built form contribution to the locality is maintained. The objectives and policies guide development of sites adjacent heritage places to ensure that their context is not compromised and that appropriate development and conservation is undertaken.

Development should generally facilitate continued or adaptive re-use and utilise materials, finishes, setbacks, scale and other built form qualities that are complementary to the heritage place.

Development affecting State and Local heritage places requires development approval.

#### 5.1.1 Council Wide Policy – Heritage Places

With regard to Heritage Places, the relevant broader Council-wide sections of the Port Adelaide Council Development Plan (consolidated 6 February, 2018) are included below. Each policy statement is followed by a comment assessing the impact of the proposed development on each of the relevant provisions.

**Objective 3:** Conservation of the setting of State and Local Heritage Places.

#### Comment

The proposed development will be constructed on part of the current Fishermen's Wharf site retaining the existing open car parks to the west and south. There are no State or Local Heritage Places on the subject site which is also located outside the boundary of the State Heritage Area.

The proposed development will conserve the built-form setting of the adjacent State Heritage places and improve the appearance of the existing site. To the east of the subject site, the broader setting of the places will remain unchanged.

The proposed development will impact on the broader setting of the heritage places in different ways. This impact will largely be noticed as people move along North Parade and across the Birkenhead Bridge. As the site is approached across the Birkenhead Bridge the adjacent heritage places will be viewed with the new development in the foreground. Those heritage places are already obscured by the existing Fishermen's Market Shed and the modern multi-storey developments adjacent.

As the site is approached from the east along North Parade, adjacent heritage places will be viewed with the proposed development in the background. The state heritage places will remain the primary objects in the setting when viewed from this direction.

Refer to Section 5 above for the discussion on the impact on the heritage value of the individual places.

**Principle 6:** Development that materially affects the context within which the heritage place is situated should be compatible with the heritage place. It is not necessary to replicate historic detailing, however design elements that should be compatible include, but are not limited to:

- (a) scale and bulk

- (b) width of frontage
- (c) boundary setback patterns
- (d) proportion, form and composition of design elements such as rooflines, openings, fencing and landscaping
- (e) colour and texture of external materials.

**Comment**

The proposed development will be developed to the north west of the State Heritage Places and will affect the broader context within which those places are located.

The design has been carefully considered to respond to the height of the adjacent state heritage places by including a plinth form that references the scale and bulk of those buildings and the two-storey building scale generally within the State Heritage Area.

The articulation of the proposed forms also references the width of frontage and proportions of the heritage places addressing North Parade with concrete framing, brick building plinth and perforated screens on the south eastern corner. The proportion of glazing has been reduced in the southern and eastern facades and will make reference to the punched, vertical proportions of the adjacent heritage places, through the vertical proportions of the openings and screening to the parking levels. The expressed vertical elements will articulate the façade and the play of light and shade. Horizontal building lines are emphasised to visually reduce the height of the development.

The proposed development addresses the wharf to the north with car parking and residential uses visible from the south. The building will become part of the built fabric viewed in the background of the State Heritage Places. While the proposed development is a separate structure, when viewed from the east with the heritage places in the foreground it will blend with the other modern buildings to create a built backdrop of compatible materials.

The materials, colours and textures of the proposed development, especially the steel and brick details, reference the materials traditionally used in the port.

**5.1.2 Regional Centre Zone**

The Port Adelaide Enfield Council Development Plan includes the subject site in the Regional Centre Zone.

With regard to the subject site, the following comments are considered relevant:

**Objective 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.

**Comment**

The proposed development is sufficiently separated from the State Heritage Area and the State Heritage Places by North Parade and the Fishermen's Market shed. As such, the proposed development will ensure the existing heritage value of those places.

The proposed development will not adversely affect the State Heritage Area.

**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...*

*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...*

#### **Comment**

The proposed development will provide additional residential accommodation within the heart of Port Adelaide. This in turn will support the development of a vibrant and sustainable community. The development has been designed to carefully manage the transition between the State Heritage Area and surrounding sites, and responds to the proportions and scale of other recent development.

### **Principles of Development Control**

**Principle 24:** Development should be compatible with and reinforce the rich, historical and highly urbanised townscapes within the zone.

#### **Comment**

The proposed development is designed to reinforce the historic townscape by referencing materials and finishes found within the State Heritage Area and to activate an area of the wharf that is currently underutilised.

It is located on a part of the site that is furthest from the State Heritage Area, adjacent an already developed area of land between the historic townscape and the Birkenhead Bridge, this allows for the modern developments to provide a distant background for the historic townscape when viewed from within the Heritage Area.

The new development will result in an increased intensity of use, and greater urbanisation of the heart of Port Adelaide.

**Principle 25:** Development should respect, but not mimic, existing 19<sup>th</sup> century building forms and townscapes of significance.

#### **Comment**

The design of the proposed development has been carefully considered to respond to the height of the adjacent state heritage places by including a plinth form that references the scale and bulk of those buildings nearby and within the State Heritage Area.

The articulation of the proposed forms also references the width of frontage and proportions of the heritage places addressing North Parade and Nile Street with concrete framing and brick plinths and perforated screens on the south eastern corner. While there is a high proportion of glazing, vertical forms have been referenced in the overall design with concrete used to frame and break up the larger façade. The development as proposed will make reference to the punched, vertical proportions of the adjacent heritage places, through the vertical proportions of the openings and screening to the parking levels. The expressed vertical elements will articulate the façade and the play of light and shade.

The design is contemporary in appearance and form and does not attempt to mimic 19<sup>th</sup> century building forms.

**Principle 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.

#### Comment

Refer to comments below regarding the desired character statement for Policy Area 44 McLaren's Wharf.

### 5.1.3 Policy Area 44 McLaren's Wharf

The Port Adelaide Enfield Council Development Plan includes the subject site in Policy Area 47, within the Regional Centre zone: Port Adelaide State Heritage Area .

With regard to the subject site, the following comments are considered relevant:

**Objective 2:** The development of an effective visual and physical connection between the traditional centre of Port Adelaide and the waterfront areas.

#### Comment

The proposed development is located to the west of the traditional centre of the port and it will be located with other contemporary multi-storey developments. The subject site contains a market shed which blocks views and vistas from the historic centre to the wharf. The proposal includes opening up the site with pedestrian links between the remaining part of the shed and the proposed development. This will allow pedestrian access from North Parade to the wharf where there previously was none.

**Objective 4:** Development that contributes to the desired character of the policy area.

#### Desired Character Statement

*The policy area will be the cornerstone identity of the Port Adelaide Waterfront, comprising an appealing location and a gateway leading people to the Port Adelaide River. The termination of Commercial Street at the Waterfront, Lighthouse Square, will be the focus of the policy area, with tourism activities, markets and small scale retailing located around the Square.*

*Buildings to the east of Nelson Street will be of a mixed use nature, and of a height, scale and architectural form that reinforce the waterfront character and protect and respect the historic character of development in adjacent policy areas.*

*Buildings developed along the waterfront will create strong visual links back to St Vincent Street and the core of the heritage centre beyond. Buildings and spaces will be sympathetic in scale and form with the rich architectural heritage of existing buildings in and adjacent to the policy area.*

*Buildings adjacent to Lighthouse Square will contain mixed uses, and be of a height, scale and architectural form that reinforce and emphasise the policy area as a focus for activity in Port Adelaide.*

*These buildings will be landmark buildings of high architectural design and greater scale and intensity to form the focus of the policy area...*

*Buildings throughout the precinct will provide a continuous built form to all major thoroughfares and create strong visual links to the rich architectural heritage of the*

*adjacent State Heritage Area and individual heritage places...*

#### **Comment**

The proposed development is of contemporary design providing a considered architectural marker on entry to the Port from the Birkenhead Bridge. Small retail outlets at ground level facing the wharf and residential accommodation adjacent the Fishermen's Market will provide a mix of uses. These uses will encourage activity within the policy area and encourage people to move towards the River.

The building is of a scale and architectural form that references maritime detailing, especially the north façade, and provides a plinth which references the scale of the historic buildings nearby on all elevations. The proposed development is of a greater scale and intensity to the State Heritage Area, and will be a landmark building in the policy area.

Materials proposed include concrete, a solid material referencing masonry, steel detailing and brickwork which reference the architectural heritage of the adjacent State Heritage Area. The development will continue development along North Parade and Queen's Wharf and will create a strong visual link to recent developments.

### **Principles of Development Control**

#### **Form and Character**

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

#### **Comment**

The proposed development is of contemporary design providing a considered architectural landmark on entry to the Port from the Birkenhead Bridge.

The building is of a scale and architectural form that references the verticality and proportions of the heritage places adjacent with a plinth which references the scale of these buildings and includes maritime detailing, especially on the north façade.

Materials proposed include concrete, a solid material referencing masonry, steel detailing and brickwork creating a visual link to the State Heritage Area adjacent and other heritage places within the policy area.

As indicated above, the development is consistent with the vision of the desired character statement and will reinforce the waterfront character and protect the historic character of the policy area.

**Principle 9:** Development should take advantage of waterfronts views and provide generous views and passages through to Port Adelaide River from the **Port Adelaide State Heritage Area Policy Area 47**.

#### **Comment**

The proposed development is located at the western end of the Fishermen's Market Shed and will provide additional pedestrian access from North Parade (the northern boundary of the State Heritage Area) and the River. While quite tall compared to the existing built fabric it will promote and enhance access to the wharf at ground level and provides height where it has already been developed within the policy area. The development will maximize views across the Port River and over the State Heritage Area.

**Principle 10:** New buildings should respect the form, scale and design of the historic townscapes immediately south of the area and create contemporary architecture which is innovative, functional and attractive. Architectural themes evocative of the area's maritime and industrial heritage should be incorporated.

**Comment**

The proposed development is of contemporary design providing a considered architectural landmark on entry to the port from the Birkenhead Bridge. Small retail at ground level facing the wharf and residential accommodation adjacent the Fishermen's Market providing a mix of uses.

The building is of a scale and architectural form that references the verticality and proportions of the heritage places with a plinth which references the scale of these buildings and includes maritime detailing especially on the north façade.

Materials proposed include concrete, a solid material referencing masonry, steel detailing and brickwork creating a visual link to the State Heritage Area adjacent and other heritage places within the policy area.

The proposed building form is innovative for the Port Adelaide context, references traditional building forms and adjacent structures, and will make an attractive and enticing contribution to the public space along the River front. The expressed steel forms are evocative of the maritime and industrial heritage of the area and interprets those themes in a contemporary manner.

## 5.2 Assessment Summary

The design intent for the proposed development at Lot 202 North Parade, Port Adelaide, is to deliver contemporary Independent Living units within a multi-storey development. Car parking for residents and retail spaces are also provided.

The proposal has been designed to a considered architectural standard in a clearly contemporary manner that references historic forms and details without replicating them. The design intent is to complement the existing heritage places and general character of Port Adelaide by referencing a heritage palette and selected construction details.

The design proposed combines materials, finishes, and colours on a contemporary form that is complementary to the fabric and character of the adjacent historic buildings. Although the scale of the proposed development exceeds that of the nearby heritage buildings, the careful articulation and modulation of the facades will reduce the visual bulk and mass of the structure. The proposed development is of a similar scale to recently completed building to the south and east.

The development will be located close to State Heritage Places and the State Heritage Area. The impact of the new building has been considered to minimise adverse impact on these places.

The proposed development will not have any physical impact on any of the heritage listed properties near the site. The setting of several of the properties will be affected, in that the proposed development will impact on views of those places. That impact will be in the form of new built forms in the backdrops of current views.

It is therefore considered that the development at the subject site will not detract from the heritage value of the adjacent and nearby state heritage listed properties.



### **5.3 Conclusion of Heritage Impact**

We have reviewed the drawings prepared by Intro and considered the likely visual impacts of the proposed development on the heritage value of the adjoining heritage listed places

We have also considered the requirements for heritage places contained within the Port Adelaide Enfield Development Plan, and conclude that the proposed Fishermen's Wharf Independent Living development will not diminish the heritage value of the adjacent state heritage listed places.