

Vintage Properties Pty Ltd – Cedar Woods

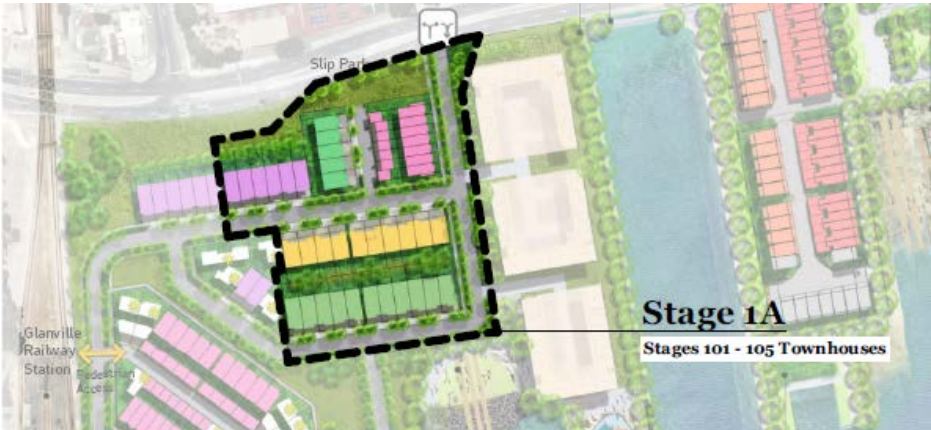
Built form for Stage 1A (101-105) comprising 39 two-storey row dwellings and associated land division (creating 41 allotments, including 2 large allotments for future development)

Semaphore Road and Causeway Road, Newport

040/D046/19

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| | |
|----------------------------|--|
| Application No | 040/D046/19 |
| Unique ID/KNET ID | 2019/03684/01 |
| Applicant | Vintage Properties Pty Ltd (Subsidiary of Cedar Woods) |
| Proposal | Built form for Stage 1A (101-105) comprising 39 two-storey row dwellings and associated land division (creating 41 allotments, including 2 large allotments for future development) |
| Subject Land | Semaphore Road and Causeway Road, Newport |
| Zone/Policy Area | Regional Centre Zone – North West Policy Area 45 |
| Relevant Authority | State Commission Assessment Panel |
| Lodgement Date | 08 March 2019 |
| Council | Port Adelaide Enfield |
| Development Plan | 6 February 2018 |
| Type of Development | Merit |
| Public Notification | Category 1 |
| Referral Agencies | Coastal Protection Board, DPTI – Mark Maintenance, Public Transport Division & Public Transport Division, Coastal Protection Board, Government Architect, State Heritage Unit, Shipwrecks, DECD – Education and Child Development, SA Water Corporation, Environmental Protection Authority, City of Port Adelaide-Enfield |
| Report Author | Janaki Benson – Senior Planner |
| RECOMMENDATION | Development Plan & Land Division Consent subject to conditions |

EXECUTIVE SUMMARY

The subject site is located on the south-eastern side of the intersection of Causeway Road and Semaphore Road in New Port and bound by the Port River to the east. The applicant seeks development plan and land division consent for the first stage of built form for the Cedar Woods development (Stage 1A), comprising 39 two-storey dwellings and associated land division (creating 41 allotments, including 2 large allotments for future development).

The proposal is a Category 1 form of development that triggers referrals to Coastal Protection Board, DPTI – Mark Maintenance, Public Transport Division & Public Transport Division, Government Architect, State Heritage Unit, Shipwrecks, DECD – Education and Child Development, SA Water Corporation, Coastal Protection Board, Environmental Protection Authority, City of Port Adelaide-Enfield.

The development is located within the Regional Centre Zone and North West Policy Area 45 which supports medium to high density residential development in conjunction with small scale mixed use activities.

The key planning issues to be addressed relate to the street interface with Road 6, internal elevations between Stages 103 & 104, shortfall of seven (7) off-street car parks and the absence of 'mixed-activities' with the wholly residential land use proposed.

The State Commission Assessment Panel (SCAP) considered a precursor application by Cedar Woods (DA 040/D189/18) at its meeting held 18 August 2018 for the super lot land division (5 into 18 allotments). SCAP determined to grant consent for this application, subject to conditions.

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

ASSESSMENT REPORT

1. BACKGROUND

1.1 Strategic Context

In October 2011 the State Government announced its intention to develop a new masterplan for Port Adelaide and to guide the development of the area through Renewal SA. An extensive community and stakeholder engagement process informed the master planning process. Renewal SA released the Port Adelaide Renewal Project Precinct Plan in January 2014.

In April 2015, the Minister for Planning approved the Port Adelaide Centre Renewal Part 1 Development Plan Amendment, the purpose of which was to implement the key aims and objectives of the Port Adelaide Renewal Project Precinct Plan by introducing new policy intended to:

- increase employment opportunities
- increase population growth
- increase vitality of the historic Port Adelaide business district and waterfront areas
- an overall reduction in building heights while recommending locations for key 'landmark' sites, where building heights will range from 3 to 5 storeys.

1.2 Pre-Lodgement Process

The project was presented once to the Design Review Panel as part of an overall masterplan for North West Fletcher's Slip Precincts. An informal meeting with DPTI Planning, ODASA staff and the Associate Government Architect was also held May 2018, where the project team provided an update on the progress of the project.

1.3 Previous Development Applications/Approvals

The following applications have recently been granted planning consent or are under assessment by the State Commission Assessment Panel (SCAP):

- 040/W015/18 – Demolition and site remediation;
- 040/D189/18 – Super lot land division;
- 040/L058/18 – Erect 1.8m construction fencing with advertising signage and six (6) 5m high banner poles with advertising;
- 040/2159/18 – Temporary office (sales centre), alterations to State Heritage Place, car park line marking and advertisements;
- 040/G015/19 – Land Division (1 into 2 – vesting of DPTI railway land into Cedar Woods development); and
- 040/G016/19 – Land Division (4 into 7 – create titles to divest the wharf infrastructure to Renewal SA).

2. DESCRIPTION OF PROPOSAL

Application details are contained in the ATTACHMENTS.

The proposal consists of the built form for Stage 1A (101-105) of the Cedar Woods development, comprising 39 two-storey row dwellings and associated land division (creating 41 allotments, including 2 large allotments for future development) as follows:

- Stage 101:
 - seven, two-storey row dwellings with ancillary detached carports and fencing;
 - land division to create seven residential allotments;

- Stage 102:
 - five, two-storey row dwellings with garages under the main roof and fencing;
 - land division to create five residential allotments;
- Stage 103:
 - twelve, two-storey row dwellings with garages under the main roof and fencing;
 - land division to create twelve residential allotments;
- Stage 104:
 - nine, two-storey row dwellings with garages under the main roof and fencing;
 - land division to create nine residential allotments;
- Stage 105:
 - six, two-storey row dwellings with garages under the main roof and fencing;
 - land division to create six residential allotments;
- Reserve:
 - 253m².

Figure 1 – Stage 1A Built Form Area



Figure 2 - Development Site and Staging

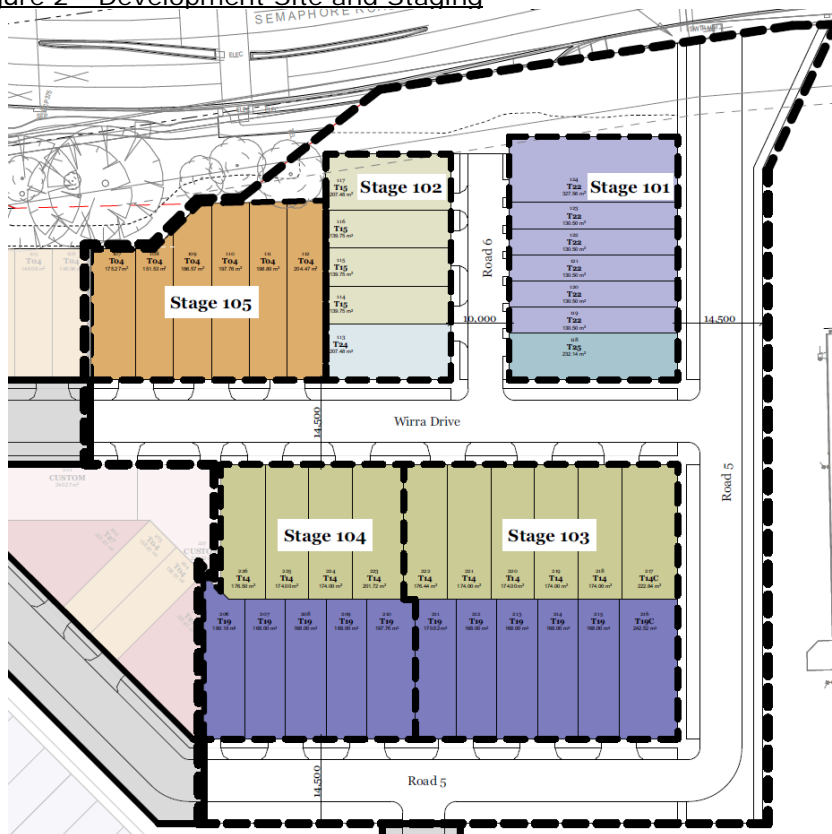


Figure 3 – Proposed Plan of Division



Table 1 – Summary of Stages

Stage 101

| Lot | Dwelling Type | Height | | POS | | Car Parking | |
|-----|---------------|--------|--------------------|-----------------------|-------------------------|-------------|----------|
| | | DP max | Proposed (storeys) | DP Min m ² | Proposed m ² | DP min | Proposed |
| 118 | T25 | 3-5 | 2 | 35 | 46.7 | 2 | 1 |
| 119 | T22 | 3-5 | 2 | 35 | 30.6 | 2 | 1 |
| 120 | T22 | 3-5 | 2 | 35 | 35.8 | 2 | 1 |
| 121 | T22 | 3-5 | 2 | 35 | 33.2 | 2 | 1 |
| 122 | T22 | 3-5 | 2 | 35 | 36 | 2 | 1 |
| 123 | T22 | 3-5 | 2 | 35 | 30.2 | 2 | 1 |
| 124 | T22 | 3-5 | 2 | 35 | 95.9 | 2 | 1 |

Stage 102

| Lot | Dwelling Type | Height | | POS | | Car Parking | |
|-----|---------------|--------|--------------------|-----------------------|-------------------------|-------------|----------|
| | | DP max | Proposed (storeys) | DP Min m ² | Proposed m ² | DP min | Proposed |
| 113 | T24 | 3-5 | 2 | 35 | 54.2 | 2 | 2 |
| 114 | T15 | 3-5 | 2 | 35 | 39 | 2 | 2 |
| 115 | T15 | 3-5 | 2 | 35 | 39 | 2 | 2 |
| 116 | T15 | 3-5 | 2 | 35 | 38 | 2 | 2 |
| 117 | T15 | 3-5 | 2 | 35 | 78 | 2 | 2 |

Stage 103

| Lot | Dwelling Type | Height | | POS | | Car Parking | |
|-----|---------------|--------|--------------------|-----------------------|-------------------------|-------------|----------|
| | | DP max | Proposed (storeys) | DP Min m ² | Proposed m ² | DP min | Proposed |
| 217 | T14C | 3-5 | 2 | 35 | 60 | 2 | 2 |
| 218 | T14 | 3-5 | 2 | 35 | 60 | 2 | 2 |
| 219 | T14 | 3-5 | 2 | 35 | 60 | 2 | 2 |
| 220 | T14 | 3-5 | 2 | 35 | 60 | 2 | 2 |
| 221 | T14 | 3-5 | 2 | 35 | 60 | 2 | 2 |
| 222 | T14 | 3-5 | 2 | 35 | 60 | 2 | 2 |
| 223 | T14 | 3-5 | 2 | 35 | 70 | 2 | 2 |
| 224 | T14 | 3-5 | 2 | 35 | 60 | 2 | 2 |
| 225 | T14 | 3-5 | 2 | 35 | 60 | 2 | 2 |
| 226 | T14 | 3-5 | 2 | 35 | 60 | 2 | 2 |

Stage 104

| Lot | Dwelling Type | Height | | POS | | Car Parking | |
|-----|---------------|--------|--------------------|-----------------------|-------------------------|-------------|----------|
| | | DP max | Proposed (storeys) | DP Min m ² | Proposed m ² | DP min | Proposed |
| 206 | T13 | 3-5 | 2 | 35 | 56.6 | 2 | 2 |
| 207 | T13 | 3-5 | 2 | 35 | 50 | 2 | 2 |
| 208 | T13 | 3-5 | 2 | 35 | 50 | 2 | 2 |
| 209 | T13 | 3-5 | 2 | 35 | 53.3 | 2 | 2 |
| 210 | T13 | 3-5 | 2 | 35 | 61 | 2 | 2 |
| 211 | T13 | 3-5 | 2 | 35 | 58 | 2 | 2 |
| 212 | T13 | 3-5 | 2 | 35 | 55 | 2 | 2 |
| 213 | T13 | 3-5 | 2 | 35 | 50 | 2 | 2 |
| 214 | T13 | 3-5 | 2 | 35 | 50 | 2 | 2 |
| 215 | T13 | 3-5 | 2 | 35 | 52 | 2 | 2 |
| 216 | T13 | 3-5 | 2 | 35 | 80 | 2 | 2 |

Stage 105

| Lot | Dwelling Type | Height | | POS | | Car Parking | |
|------------|---------------|--------|--------------------|-----------------------|-------------------------|-------------|----------|
| | | DP max | Proposed (storeys) | DP Min m ² | Proposed m ² | DP min | Proposed |
| 107 | T04 | 3-5 | 2 | 35 | 37.3 | 2 | 2 |
| 108 | T04 | 3-5 | 2 | 35 | 35.5 | 2 | 2 |
| 109 | T04 | 3-5 | 2 | 35 | 62.9 | 2 | 2 |
| 110 | T04 | 3-5 | 2 | 35 | 75.4 | 2 | 2 |
| 111 | T04 | 3-5 | 2 | 35 | 81.9 | 2 | 2 |
| 112 | T04 | 3-5 | 2 | 35 | 83.5 | 2 | 2 |

3. SITE AND LOCALITY

3.1 Site Description

The site consistent the following allotments:

| Lot No | Street | Suburb | Hundred | Title Reference |
|---------------------|----------------|----------|---------------|-----------------|
| Lot 100 in FP 31067 | Causeway Road | New Port | Port Adelaide | CT 5860/133 |
| Lot 2001 DP 73728 | Semaphore Road | New Port | Port Adelaide | CT 6018/785 |
| Lot 1 FP 20117 | Semaphore Road | New Port | Port Adelaide | CT 5808/856 |
| Sec 1203 HP 105800 | Semaphore Road | New Port | Port Adelaide | CT 5455/1 |

The subject site is located to the south-east of the intersection of Causeway Road, and Semaphore Road within the area named New Port, Hundred of Port Adelaide. The subject land comprises a portion of each of the allotments identified in the above table.

To the north the subject land is bounded by Semaphore Road, to the east the site abuts an existing warehouse building and the Port River, to the south is the existing New Port Quays residential development, and the western boundary of the site runs parallel to the Outer Harbour Rail Line and the Glanville Railway Station. The land is an irregular shape, comprising an area of approximately 7.8 hectares. This stage of development in particular is located in the north-east portion of the site and comprises an area of 9451m².

The land is currently vacant but has historically been used for a variety of ship building activities and as such contains various boat slips for berthing and mooring in the Port River.

There is one vehicle access point to this stage of development, which includes access from Semaphore Road to the north-east.

3.2 Locality

The locality is considered to comprise of:

- A portion of the residential areas to the north of Semaphore Road opposite the site
- The adjacent warehouse, slip and a portion of the Port River to the east of the subject site
- The New Port Quays residential development to the south
- The Outer Harbour Railway line and Causeway Road to the west of the site
- A portion of the residential areas to the west of the site beyond Causeway Road

The character of the locality is still heavily influenced by the area's historic role as the inner harbour port, with much of the waterfront land and buildings historically being utilised for ship building, repairs and industrial activity. Many of these original port activities are still reflected in the nature of land in the locality and existing structures, warehouses, slips and wharfs.

Presently, the locality is characterised predominately by residential uses comprising of a range of types, heights, and forms, including the long-established residential areas to the north and west which comprise predominately of detached single storey housing, and the more recent residential development to the south which comprises of a mix of higher density residential apartments and row dwellings, with some ground floor retail use.

Causeway and Semaphore Roads are DPTI maintained secondary arterial roads. These two roads are also designated as Strategic Transport Routes (refer to Overlay Map PAdE/16).

The locality comprises a number heritage places including:

- Dwelling at 25 Castle Street, Glanville (south-west of site in the Glanville residential area)
- Mead Street Row Houses (north of site)
- Le Fevre Primary School buildings (north of site)
- The Cumberland Hotel (west of site)
- The Fletcher's Slip precinct including the former Fletcher's and Dunnikier slipways sites and associated structures (east of site)
- Former Naval Drill Hall HMAS Encounter (north-east of site)
- Historic Conservation Area (north-west of site)

Other key features of the locality include:

- The Le Fevre Peninsula Primary School (opposite site to the north)
- Glanville Railway Station and Outer Harbour Railway Line
- The shared use pedestrian and cycle network along the northern and eastern boundary of the subject land

Figure 1 – Site and Location Map

4. COUNCIL COMMENTS or TECHNICAL ADVICE

4.1 Port Adelaide Enfield

Council provided comment on the application on 26 April 2019. The comments are shown below:

Dwelling Design:

Council is satisfied with the design of the proposed dwellings in relation to the quantitative and qualitative criteria, as outlined in the Development Plan. It is however unclear what colour the roofs are, thus factoring in heat mapping, Council recommends that all roofs should be of a light colour.

Considering the proximity of the river and ocean, it is noted that some dwellings to the south that were built approximately 10 years ago have experience significant weathering and deterioration in relation to parts of the external cladding. Prior to approval SCAP should be satisfied, potentially via conditioning, that the non-masonry portions of the dwellings will be treated in such a way that can satisfactory withstand the weathering effects of the area.

Stormwater:

To review this application further, the applicant needs to provide additional information regarding the proposed stormwater design for the overall development, which was outlined in Council's letter to SCAP dated 12 September 2018 as part of the super lot land division 040/D189/18 (Council ref: 040/1533/18). The applicant had previously submitted some level of information regarding stormwater management as part of the super-lot Land Division, but Council's City Assets Department raised a number of dot point questions that remain outstanding.

Traffic Comments:

Council requires the following updates, which may be conditioned:

- 3 x 3 corner cut offs required with Road 5 and Wirra Drive
- 2 x 2 corner cut off with road 6 and Wirra Drive
- Pavement bars to be provided on 90 degree bend of road 5 and road 5
- The driveway crossovers for double driveways should be 7.5 metres (our specification says 8m but 7.5 metres acceptable) at the kerb (5.5 metres at the property boundary) and for single driveways 5 metres at kerb (3 metres at the property boundary) in a accordance with Council specifications
- Figure 11 of the traffic report (15 November 2018) shows that a carpark cannot fit opposite road 6 to accommodate for manoeuvring – this is to be designated no stopping anytime.

The applicant provided a response to the above comments on 17 June 2019 and is summarised below:

Dwelling Design

- Acknowledged compliance with Council's Development Plan policies. With respect to roof colours, at this stage, we can't commit to confirming colours. Council's notes will be considered at a later date.
- The proposed building materials are considered to be acceptable and appropriate to their locality.
- We have no objections if Council's position is expressed as an advisory note on the Decision Notification Form.

Stormwater

- This is noted, as this formed part of the superlot development application as agreed at that time they are detailed design items relevant to the superlot Development application.
- Further details will be addressed once the detailed design commences which is expected to commence shortly.
- We have no objections if Council's position is expressed as an advisory note on the Decision Notification Form.

Traffic

- Following on from the comments on corner cut-offs we have had GTA undertake a review (letter attached) of both car and pedestrian sightlines. Based on their review we have included a corner cut-off (2 x 2) on lot 118 at the intersection of Road 5 and Wirra Drive. An amended land division plan has also been included.
- Based on the review undertaken by GTA for both Pedestrian and Vehicles no corner cut-off amendment is required elsewhere including the intersection of Road 6 and Wirra drive.
- The other elements raised are detailed design elements to be captured as part of the super lot detailed design. They are noted and will be provided to the engineer.

The applicant has provided a response to Council's comments below:

| ITEM | AUTHORITY COMMENT | CEDAR WOODS COMMENT |
|---|---|---|
| <p>1</p> <p>Dwelling Design</p> | <p><i>Council is satisfied with the design of the proposed dwellings in relation to the quantitative and qualitative criteria, as outlined in the Development Plan. It is however unclear what colour the roofs are, thus factoring in heat mapping, Council recommends that all roofs should be of a light colour.</i></p> <p><i>Considering the proximity of the river and ocean, it is noted that some dwellings to the south that were built approximately 10 years ago have experience significant weathering and deterioration in relation to parts of the external cladding. Prior to approval SCAP should be satisfied, potentially via conditioning, that the non-masonry portions of the dwellings will be treated in such a way that can satisfactory withstand the weathering effects of the area.</i></p> | <p><i>Acknowledged compliance with Council's Development Plan policies. With respect to roof colours, at this stage, we can't commitment to confirming colours. Council's notes will be considered at a later date.</i></p> <p><i>The proposed building materials are considered to be acceptable and appropriate to their locality. We have no objections if Council's position is expressed as an advisory note on the Decision Notification Form.</i></p> |
| <p>Stormwater:</p> | <p><i>To review this application further, the applicant needs to provide additional information regarding the proposed stormwater design for the overall development, which was outlined in Council's letter to SCAP dated 12 September 2018 as part of the super lot land division 040/D189/18 (Council ref: 040/1533/18). The applicant had previously submitted some level of information regarding stormwater management as part of the super-lot Land Division, but Council's City Assets Department raised a number of dot point questions that remain outstanding.</i></p> | <p><i>This is noted, as this formed part of the superlot development application as agreed at that time they are detailed design items relevant to the Superlot Development application.</i></p> <p><i>Further details will be addressed once the detailed design commences which is expected to commence shortly.</i></p> <p><i>We have no objections if Council's position is expressed as an advisory note on the Decision Notification Form.</i></p> |
| <p>Traffic Comments:</p> | <p><i>Council requires the following updates, which may be conditioned:</i></p> <ul style="list-style-type: none"> - <i>3 x 3 corner cut offs required with Road 5 and Wirra Drive</i> - <i>2 x 2 corner cut off with road 6 and Wirra Drive</i> - <i>Pavement bars to be provided on 90 degree bend of road 5 and road 5</i> - <i>The driveway crossovers for double driveways should be 7.5 metres (our specification says 8m but 7.5 metres acceptable) at the kerb (5.5 metres at the property boundary) and for single driveways 5 metres at kerb (3 metres at the property boundary) in a accordance with Council specifications Figure 11 of the traffic report (15 November 2018) shows that a carpark cannot fit opposite road 6 to accommodate for manoeuvring – this is to be designated no stopping anytime</i> | <p><i>Following on from the comments on corner cut-offs we have had GTA undertake a review (letter attached) of both car and pedestrian sightlines. Based on their review we have included a corner cut-off (2 x 2) on lot 118 at the intersection of Road 5 and Wirra Drive. An amended land division plan has also been included.</i></p> <p><i>Based on the review undertaken by GTA for both Pedestrian and Vehicles no corner cut-off amendment is required elsewhere including the intersection of Road 6 and Wirra drive.</i></p> <p><i>The other elements raised are detailed design elements</i></p> |

| | | |
|--|--|--|
| | | <p><i>to be captured as apart of the super lot detailed design. They are noted and will be provided to the engineer.</i></p> |
|--|--|--|

Council has reviewed the updated GTA report and has outlined:

They have reviewed the GTA report and appreciate that vehicle sightlines may be met without corner cut-offs, however it is unusual to permit this and Council consider that for pedestrians we should be insisting for a 1.0 m by 1.2 metre corner cut off on all properties at each intersection (like they have shown for the Road 6 intersection with Wirra Drive).

5. STATUTORY REFERRAL BODY COMMENTS

Referral responses are contained in the ATTACHMENTS.

5.1 Shipwrecks, DEW

DEW is a mandatory referral in accordance with Item 17 – Historic shipwrecks – within Schedule 8 of the *Development Regulations 2008*. The State Commission Assessment Panel must have **regard** to this advice.

Advice from DEW was received 28 March 2019 and while no concerns were raised, a recommended advisory note is sought in the event of SCAP support in regards to ensuring care is taken during site works, particularly along the former banks of the Port River and Hawker Creek to avoid impacts to any potential historic shipwreck remains.

5.2 Coast Protection Board

The Coast Protection Board is a mandatory referral in accordance with Schedule 8 of the *Development Regulations 2008*. The State Commission Assessment Panel must have **regard** to this advice.

The Coast Protection Board (CPB) provided advice on the application on 29 April 2019 and made comments, including:

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

Conditions

- *Minimum building site and finished floor levels of 3.2 and 3.45 metres, Australian Height Datum (AHD), respectively, are required to address coastal flooding hazard risks. If any mechanical and electrical equipment and power outlets are to be provided as part of the development, they should be safe from flooding and raised in accordance with the Boards recommended floor level of 3.45 metres AHD.*
- *The development must be capable, by reasonably practical means, of being protected, adapted or raised to withstand a further 0.7 metres of sea level rise. For this to be achieved, the site must either be raised an additional 0.7 metres now or there must be sufficient distance between future residential development and the waterfront to allow for future protection works to be constructed and the safe access of any associated vehicles and plant equipment.*

- *All imported substrate material or engineered fill to be used shall be free of weeds and pathogens to ensure that noxious weed or contamination sources are not introduced into the coastal environment.*
- *The stormwater management system associated with the development must be designed in such a way so as to minimise pollution, scouring, erosion or result in marine sedimentation impacts.*
- *A publicly accessible waterfront promenade, should also be maintained to enhance the major pedestrian and cycling linkage along the waterfront, linking the existing waterfront residential development directly to the south with Semaphore Road to the north.*

The Board recommends that the following notes be applied:

Notes

- *The land over which the development is situated may have the potential to develop acid sulfate conditions if exposed to oxygen. The Coast Protection Board has released a set of guidelines which should be followed in areas where acid sulfate soils are likely to occur. These can be found at: http://www.environment.sa.gov.au/about-us/boards-and-committees/Coast_Protection_Board/Coastal_acid_sulfate_soils*
- *The Board understands the existing top of the wharf at the south east corner of the site is 3.15m AHD, which is below the Board's recommended levels. The wharf should prevent landward erosion due to wave forces (bow waves and inner harbour wave action).*
- *The waters adjacent the development site fall within the area covered by the Adelaide Dolphin Sanctuary Act 2005. The object of the Act is to protect the dolphin population and their natural habitat. Contractors should be made aware of the Adelaide Dolphin Sanctuary Act 2005 and that there is a general duty of care to ensure the protection of the dolphin population from direct physical harm including as a result of changes in water quality.*
- *The applicant is reminded of their general environmental duty, as required by Section 25 of the Environment Protection Act 1993, to take all reasonable and practical measures to ensure that the activities on the whole site, including during construction, do not cause environmental harm.*
- *The proposed residential development should minimise any potential impacts on state heritage places. The applicant should seek the advice of the Heritage Branch of the Department for Environment, and Water to ensure heritage issues are addressed.*

While the above conditions and advisory notes are recommend, the CPB have also noted in referral advice that *the application information indicates that the proposal will be developed in accordance with conditions 2 and 5 imposed upon a previous Development Application 040/W015/18-Demolition and Site Remediation works on the subject land, to minimise risk from flooding by preventing the entry of floodwaters.*

The proposal meets the board's flooding hazard policy for this application by meeting the recommended site levels and floor levels. The application information also demonstrates that land outside the area (within 8 metres of the water's edge) of this application will be in accordance with the boards requirements of the previous DA relating to site levels associated with potential wave effects. Development Application 040/W015/18-Demolition and Site Remediation works.

The applicant has provided a response to CPB's comments below:

| ITEM | AUTHORITY CONDITION | CEDAR WOODS COMMENT |
|-------------|--|--|
| 1 | <i>Minimum building site and finished floor levels of 3.2 and 3.45 metres, Australian Height Datum (AHD), respectively, are required to address coastal flooding hazard risks.</i> | <p><i>This condition has been addressed as apart of the Site Remediation and Demolition Development Application already approved.</i></p> <p><i>All building heights meet the requirements listed in this condition.</i></p> <p><i>Subsequently we request that this condition be removed as it has been dealt with via a prior application and the site levels shown on the drawings meet this requirement.</i></p> <p><i>It should also be noted that the development application as lodged complies with relevant Development Plan policy. Therefore, there is no need for a planning condition. The levels can be enforced without the need for a condition.</i></p> |
| 2 | <i>If any mechanical and electrical equipment and power outlets are to be provided as part of the development, they should be safe from flooding and raised in accordance with the Boards recommended floor level of 3.45 metres AHD.</i> | <i>This noted. No need to place this advice as a planning condition.</i> |
| 3 | <i>The development must be capable, by reasonably practical means, of being protected, adapted or raised to withstand a further 0.7 metres of sea level rise. For this to be achieved, the site must either be raised an additional 0.7 metres now or there must be sufficient distance between future residential development and the waterfront to allow for future protection works to be constructed and the safe access of any associated vehicles and plant equipment.</i> | <p><i>This is noted however this has been dealt with as a part of the prior approved remediation and demolition application.</i></p> <p><i>This application is required to be completed prior to site townhouses works commencing.</i></p> |
| 4 | <i>All imported substrate material or engineered fill to be used shall be free of weeds and pathogens to ensure that noxious weed or contamination sources are not introduced into the coastal environment.</i> | <i>As per item 3</i> |
| 5 | <i>The stormwater management system associated with the development must be designed in such a way so as to minimise pollution, scouring, erosion or result in marine sedimentation impacts.</i> | <i>As per item 3</i> |
| 6 | <i>A publicly accessible waterfront promenade, should also be maintained to enhance the major pedestrian and cycling linkage along the waterfront, linking the existing waterfront residential development directly to the south with Semaphore Road to the north.</i> | <i>As per item 3</i> |

Given the above, the recommended conditions by the CPB are not considered necessary as they have been demonstrated to be met. The proposed dwellings are setback 30 metres

or more from the water's edge and do not incorporate basements or underground car parking areas. Each dwelling will have a site level of 3.20 metres AHD or higher and a habitable floor level of 3.45 metres AHD or higher.

5.3 Transport Assessment and Policy Reform, DPTI

The Transport Assessment and Policy Reform of DPTI is a mandatory referral in accordance with Schedule 8 of the *Development Regulations 2008*. The State Commission Assessment Panel must have **regard** to this advice.

DPTI provided advice on the application on 24 May 2019 and indicated the Commissioner of Highways does not object to the proposal and made the following comments:

- *The application proposes further subdivision of proposed Allotments 1000, 1002 and 1004 in DA 040/D189/18. The plan of division will be assessed via new roads in DA 040/D189/18, one of which forms a junction with Semaphore Road (an arterial road under the care, control and management of the CoH. It is noted that the new junction is subject to conditions applied by the State Commission Assessment Panel (SCAP) in DA 040/D189/18. Furthermore, direct access to/from Semaphore Road is not proposed, nor are any vehicle access points proposed to the eastern frontage of Allotments 118-114 (inclusive) where they might result in vehicular conflict adjacent the junction with Semaphore Road.*

Non-Statutory Advice

5.4 State Heritage Unit, DEWNR

The State Heritage Unit (SHU) is a referral in accordance with Regulation 29 of the *Development Act 1993*. The SHU provided advice on the application on 30 April 2019 and made comments, including:

The proposed development is considered to be acceptable in relation to the above State Heritage place for the following reason/s.

- *Shed 26 was removed from the South Australian State Heritage Register on 18 April 2019 and therefore there is no longer a State heritage place adjacent the subject site to be subdivided.*

5.5 Government Architect

The Government Architect (GA) is an informal referral body. The Government Architect commends the proposal aspirations to develop and revitalise the area and create a catalyst to stimulate development, activity and renewal of the Port. To ensure the most successful design outcome is achieved the GA has recommended that the State Commission Assessment Panel may like to consider particular aspects of the project, which would benefit from protection as part of the planning permission, such as:

- *Clarification of the nominated finished floor levels with the design level nominated in the earlier approved site remediation proposal, associated planning conditions regarding flood mitigation, and any built form implications such as the retaining walls and interface conditions with the adjoining reserve and existing street levels.*
- *Future flexibility and adaptability of the carport areas as a useable outdoor space and genuine extension of the rear courtyards of Stage 101 through the provision of level surface garage slabs.*
- *Review of material variation of garage doors to Stage 101 to improve the street presentation by activating the street and providing additional passive surveillance.*
- *Provision of solar shading to the north and west elevations.*
- *Clarification of location of air conditioning condensers.*

- *Review of built form articulation of the rear elevations of Stages 103 and 104 with the view to reflect the articulated street facing elevations.*
- *Clarification of the proposed landscape strategy for the public realm and thresholds to the allotments with the view to ensure a whole site strategy to the site, internal planning and landscaping, and an integrated design outcome.*
- *Demonstration of required soil depth zones to ensure the feasibility of the landscape ambition for the masterplan is realised.*
- *A high quality of external materials supported by a materials schedule and physical samples board.*

The applicant has provided a response to ODASA's comments below:

| ITEM | AUTHORITY COMMENT – 9th May 2019 | CEDAR WOODS COMMENT |
|-------------|--|--|
| 1 | <p><i>I am reviewing the referral material for the Port Adelaide Waterfront built form application and have a query regarding levels.</i></p> <p><i>The planning report (page 25) states each dwelling will have a site level of AHD 3.2 metres or higher and a habitable floor level of AHD 3.45 metres or higher. The approved site remediation drawings indicate the site design level of AHD 3.2 metres.</i></p> <p><i>Condition 5 for the site remediation works says the development must be capable, by reasonably practical means, of being protected, adapted or raised to withstand a further 0.7 metre of sea level rise.</i></p> <p><i>The built form application drawings indicate FFL levels that vary across the site, typically FFL 3.91-3.995 at the southern townhouses of stages 103 and 104, to around FFL 4.1 to the northern townhouses of stages 103 and 104, and rise to FFL 4.16 at the most northern portion of the site.</i></p> <p><i>We would like to request confirmation if the FFL levels are equivalent to the AHD levels and if so are there any implications for the height of retaining walls and interface with the surrounding reserve and existing street levels.</i></p> | <p><i>We confirm there has been no change from the original intent / extent (nor have retaining wall heights increased) compared to the previously approved retaining walls in the site demolition and remediation approval.</i></p> <p><i>Dwellings sit higher, because of the crest in the site. The reasoning for this crest was based on ODASA advice to reduce the height of retaining walls on boundaries.</i></p> |
| ITEM | AUTHORITY COMMENT – 22nd May 2019 | CEDAR WOODS COMMENT |
| 2 | <p><i>Clarification of the nominated finished floor levels with the design level nominated in the earlier approved site remediation proposal, associated planning conditions regarding flood mitigation, and any built form implications such as the retaining walls and interface conditions with the adjoining reserve and existing street levels.</i></p> | <p><i>As per item 1 above</i></p> |
| 3 | <p><i>Future flexibility and adaptability of the carport areas as a useable outdoor space and genuine extension of the rear courtyards of Stage 101 through the provision of level surface garage slabs.</i></p> | <p><i>This is noted, and will be reviewed as apart of the detailed design of the townhouse.</i></p> <p><i>We have no objections ODASA's opinion is expressed as an advisory note on the Decision Notification Form</i></p> |
| 4 | <p><i>Review of material variation of garage doors to Stage 101 to improve the street presentation by activating</i></p> | <p><i>This is noted however Stage 102 has been designed with</i></p> |

| | | |
|----|---|--|
| | <i>the street and providing additional passive surveillance</i> | <i>balconies that overlook Road 6 to provide passive surveillance.</i> |
| 5 | <i>Provision of solar shading to the north and west elevations</i> | <i>The north facing dwellings have substantial balconies as private open space to supplement their backyards</i> |
| 6 | <i>Clarification of the location of air conditioning condensers</i> | <i>Air conditioning condensers will not be placed on balconies. The current proposed location is on the roof screened by a parapet.</i> |
| 7 | <i>Review of built form articulation of the rear elevations of Stage 103 and 104 with the view to reflect the articulated street facing elevations.</i> | <i>We believe that the built form articulation to the rear of the dwellings is suitable.</i> |
| 8 | <i>Clarification of the proposed landscape strategy for the public realm and thresholds to the allotments with the view to ensure a whole site strategy to the site, internal planning and landscaping, and an integrated design outcome.</i> | <i>The proposed landscaping for the public realm and allotments is being undertaken by one landscape architect to ensure a consistent approach and ensuring the design intent flows through the allotment design and public realm.</i> <i>We believe and agree that this synergy is important.</i> <i>Currently this is being developed by TCL and is being addressed as apart of the approved Superlot Development Application.</i> |
| 9 | <i>Demonstration of required soil depth zones to ensure the feasibility of the landscape ambition for the masterplan is realised</i> | <i>As per item 8 above</i> |
| 10 | <i>A high quality of external materials supported by a materials schedule and physical sample boards.</i> | <i>The proposed building materials are considered to be acceptable and appropriate to their locality.</i> <i>We have included a materials pallet in the planning submission.</i> |

ODASA has reviewed the applicant's response above and has indicated:

This email is in reference to the applicant's response document regarding issues raised in the Government Architect's referral letter dated 22 May 2019.

We acknowledge confirmation of the following items:

- No amendments have been made to the design levels or retaining wall heights from the previous site demolition and remediation approval.*
- The air conditioning condensers will not be placed on balconies, and will be placed on the townhouse roofs, screened by parapets.*

We remain of the views expressed in the original referral letter with regards to the following items:

- Future flexibility and adaptability of the carport areas as a usable outdoor space and genuine extension of the rear courtyards of Stage 101 through the provision of level surface garage slabs.*
- Review of material variation of garage doors to Stage 101 to improve the street presentation by activating the street and providing additional passive surveillance,*

acknowledging the upper level balconies provide additional passive surveillance to Road 6.

- *Provision of solar shading to the north and west elevations.*
- *Review of built form articulation of the rear elevations of Stages 103 and 104 with the view to reflect the articulated street facing elevations.*
- *Clarification of the proposed landscape strategy for the public realm and thresholds to the allotments with the view to ensure a whole site strategy to the site, internal planning and landscaping, and an integrated design outcome.*
- *Demonstration of required soil depth zones to ensure the feasibility of the landscape ambition for the masterplan is realised.*
- *A high quality of external materials supported by a materials schedule and physical samples board.*

5.6 DPTI – Mark Maintenance

No comment.

5.7 DECD – Education and Child Development

No comment.

5.8 SA Water Corporation

SA water provided advice 03 April 2019 that outlines it is necessary for the developer to satisfy the following requirements:

- The financial requirements of SA Water shall be met for the provision of water supply and sewerage services.
- The augmentation requirements of SA Water shall be met.
- The necessary easements shall be vested to SA Water.
- If a connection/s off an existing main is required, an investigation will be carried out to determine if the connection/s to your development will be costed as standard or non-standard.

5.9 Environment Protection Authority (EPA)

The EPA is a referral body in accordance with Regulation 29 Advice. The EPA provided advice on 28 March 2019 and made the following comment:

- *For a summary of the records held by the EPA for this site, refer to the EPA's advice for Development Application 040/D189/18 (EPA Reference 34405). No additional records have been received by the EPA since that time.*

EPA Advice for DA 040/D189/18:

- The EPA holds a current notification of the commencement of a site contamination audit by an auditor accredited by the EPA under Part 10A of the Environment Protection Act 1993, dated 3 August 2016.
- The auditor has provided interim audit advice prior to the completion of the audit, to support the remediation strategy for a portion of the audit site identified as Stage 1 and 2. The auditor had advised that the expected audit completion date is 31 December 2019.
- The EPA advises that actual or potential harm to underground water would be addressed in the interim audit advice (and completed site contamination audit report).
- The EPA recommends that the planning authority considered the outcomes of the interim audit advice and require a completed site contamination audit

report stating that the site is suitable for the proposed use prior to occupation of the site.

6. PUBLIC NOTIFICATION

The application is a Category 1 development pursuant to the Regional Centre Zone's Procedural Matters. No public notification was required.

7. POLICY OVERVIEW

The subject site is located with the Regional Centre Zone and the North West Policy Area 45 as described in the Port Adelaide Enfield Council Development Plan Consolidated 6 February 2018. Relevant planning policies are contained in Appendix One and summarised below.

7.1 Policy Area

The Desired Character for the North West Policy Area 45 is for the development of medium to high-density residential development based on transit-oriented development principles.

A diverse range of housing types and heights are envisioned with variation in heights from 5 storeys centrally, to 3 storeys at the interface with adjoining policy areas and zones. The policy area seeks bold contemporary building designs.

A high degree of pedestrian and cyclist accessibility and movement is desired with the edges of the policy area being designed as shared spaces promoting safe pedestrian/cyclist usage.

The objectives and policies of the Policy Area are primarily focused on supporting the development in accordance with the desired character statement and Concept Plan Maps PAdE/37 North West Policy Area & PAdE/27 Port Adelaide Centre Traffic and Transport.

7.2 Zone

The Desired Character for the Regional Centre Zone is as an economic and residential growth area, which will accommodate innovation and development of commercial enterprise and residential activity in a manner which is compatible with the areas historic context. The zone places emphasis the conservation of the zones unique maritime character and environment and the rehabilitation of blighted and underutilised waterfront land.

The Zone policies support pedestrian and cyclist accessibility along the waterfront through the provision of a shared use off-road path referred to as the 'Inner Harbour Ring Route'. Policies speak to the provision of an 8-metre separation between development and the waterfront to accommodate the ring route and future flood mitigation works.

The risk of coastal flooding for the zone is acknowledged within the policy and careful design to mitigate risk is encouraged through minimum site levels to allow for protection against wave action and sea level rise in the order of 0.7 metres by the year 2100. It also seeks to ensure that, where required, space is provided for flood mitigation measures.

7.3 Council Wide

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

- Land Division
- Land Use
- Design and Appearance
- Quantitative Provisions
 - Street Boundary Setbacks
 - Private Open Space
 - Visual Privacy
 - Overshadowing
 - Site Coverage
 - Site Facilities and Storage
- Landscaping, Fences and Walls
- Transportation Impact, Access and Car Parking
- Environmental Factors
 - Crime Prevention
 - Energy Efficiency
 - Site Contamination

The relevant provisions and an assessment of the proposed development against them is set out in sections 8.1 – 8.7.3 of this report.

7.4 Overlays

7.4.1 Affordable Housing

The proposal is subject to the affordable housing overlay.

7.4.2 Noise and Air Emissions

This site is located within the designated area for the Noise and Air Emissions Overlay, and as such requires assessment against *Minister's Specification SA 78B for Construction Requirements for the Control of External Sound*.

7.4.3 Strategic Transport Routes

The Development Plan seeks that development located within this overlay recognises the importance of strategic transport routes and does not impede traffic flow or create hazardous conditions for pedestrians, cyclists or drivers of vehicles, including emergency services vehicles.

8. PLANNING ASSESSMENT

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

8.1 Land Division

Council Wide Land Division objectives seek land division that creates allotments appropriate for their intended use. In this case, the thirty-nine (39) residential allotments and two (2) super lots proposed are considered to be of a size, shape, orientation and grade to accommodate the dwellings sought and allow for further division for residential development in regards to the two (2) super lots.

The thirty-nine (39) residential allotments range in size from 131m² up to 223m². The Development Plan does not prescribe a minimum allotment size and frontage for particular dwelling types but rather seeks that allotments created in a land division are capable of being suitable for their intended use and provide a variety of allotment sizes.

Given this application also seeks planning consent for the dwellings associated with the thirty-nine (39) residential allotments, the assessment of the built form elements have demonstrated the suitability for the various allotment sizes and their frontages.

With the two (2) super lots ranging from 1072m²-1102m², it is clear that these allotments are capable of being divided further and meet relevant Development Plan criteria. In particular, the proposed super lots ensure future residential allotments are capable of having a frontage to a proposed public road, have appropriate outlook and orientation and are connected to mains waste water disposal systems as sought by Council Wide PDC 2.

Excessive cut and fill is not required for this proposal. Bench and site levels, along with retaining walls, have previously been considered and established as part of Development Application 040/W015/18 for remediation works. For compliance with the CPB's coastal flooding risk standard, the fill platform on the seaward side of the site was conditioned to achieve a minimum building site level elevation of 3.4 metres to Australian Height Datum (AHD). For the remainder of the site, a minimum building site level elevation of 3.2 metres AHD is required.

8.2 Land Use

The Desired Character for the *North West Policy Area 45* is one that is primarily residential, where 'dwelling' is expressly listed as a desired land use under PDC 1. Objective 2 of the policy area seeks '*...medium to high density residential development and small scale mixed use activities including some small scale tourist accommodation contributing to the vitality of the area*'.

While the built form associated with Stage 1 does not propose small scale mixed use activities or tourist accommodation, with a wholly residential development sought, the proposed super lot plan of division (including indicative built form) for Cedar Woods in DA 040/D189/18 to support the land use scheme currently before SCAP was presented and granted consent at its meeting held 25 October 2018.

It is considered that the proposal generally accords with the desired character in any event with a density of residential development anticipated (56.4 dwellings per hectare – excluding roads) and one that is designed to provide a range of housing types (2 and 3 bedroom dwellings).

8.3 Design and Appearance

PDC 18 of *Policy Area 45* prescribes that development should be robust and bold in character, with articulated linear modelled facades and building forms, to take advantage of the waterfront view. *Regional Centre Zone* PDCs 38 and 39 anticipate development incorporate a high degree of architectural quality with interest and diversity, public domain interface, building height, massing and proportion and façade articulation. Balconies and roof designs should contribute to the overall design and composition of buildings.

The built form is separated into five clusters of dwellings and comprises 39 two-storey dwellings. The Government Architect (GA) has indicated support for the design intent for a unique waterfront development that is considered contemporary and contextual response. The GA has outlined through materiality, proportion and roof form, the historic and industrial character of Port Adelaide is referenced. However, the architectural detailing and materiality are critical, in the opinion of the GA, to delivery of a high quality outcome.

The proposed material palette for all dwellings forming part of Stage 1A includes brickwork, render and metal cladding, with the intent to reflect the fine grain character

of the area. The GA supports these materials in principle but has recommend consideration of materials finishes including full bricks to achieve a genuine material presentation that responds to the contextual references. Council, as part of their comments, also requested the applicant confirm the colour of the roofs for energy efficient purposes.

The applicant has considered the above comments and has outlined the roof colour/s is yet to be selected and that they believe the proposed building materials to be acceptable and appropriate to their locality. In any event, a condition of approval will seek a physical materials sample board to SCAP's satisfaction, in consultation with the GA, to ensure a high quality of external materials is realised.

Stage 101

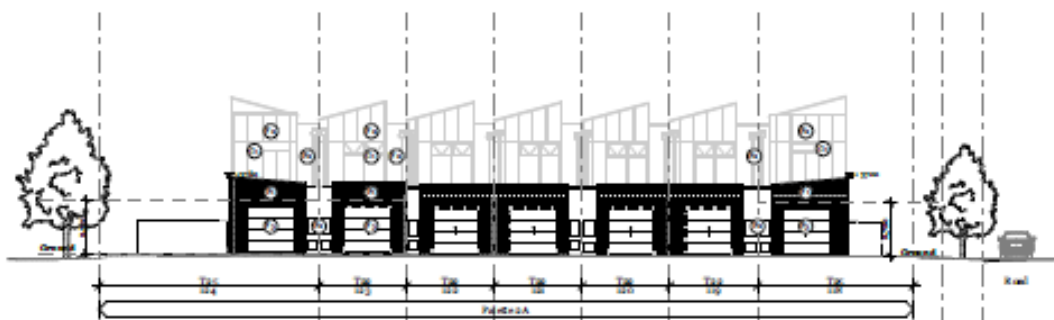


The row dwellings forming part of this cluster comprise two (2) bedroom homes with free-standing carports, accessed via the rear/Road 6.

The GA has indicated support for the contemporary design response for the seven (7), two (2) storey row-dwellings proposed for this stage given the materiality, proportion and roof form sought. However, consideration of the provision of level surface carport slabs to allow for future flexibility and adaptability of this structure as a useable outdoor space was recommended by the GA. The applicant has confirmed that consideration of level slabs is to be reviewed at the detailed design stage but cannot be confirmed at this point.

Road 6 is to act as the 'back end' for the dwellings and will be somewhat dominated with solid metal garaging, not resulting in an overly pedestrian friendly street interface – see *Figure 4* below. To improve the street presentation to the rear of this Stage 101/Road 6, consideration of material variation of garage doors to semi-transparent or perforated materials has been suggested by the GA. The applicant has noted this suggestion, however they consider this amendment not necessary given '*...Stage 102 has been designed with balconies that overlook Road 6 to provide passive surveillance*'.

Figure 4 – Street Interface with Road 6



Confirmation regarding the location of air conditioning condensers was also requested by the GA to ensure these are not intended to be placed on balconies. The applicant has confirmed that the air conditioning condensers will not be placed on balconies. The current proposed location is on the roof screened by a parapet and therefore deemed appropriate as they will be screened from public view.

Stage 102



The row dwellings forming part of this cluster comprise five (5), two-storey dwellings with two (2) bedrooms and single-width garages accessed via Road 6.

The GA has indicated support for the provision of natural light and ventilation to all habitable rooms and inclusion of additional windows to the end dwellings to further improve daylight access and articulation of the end facades.

Stages 103 & 104



** Portion of Stage 104*



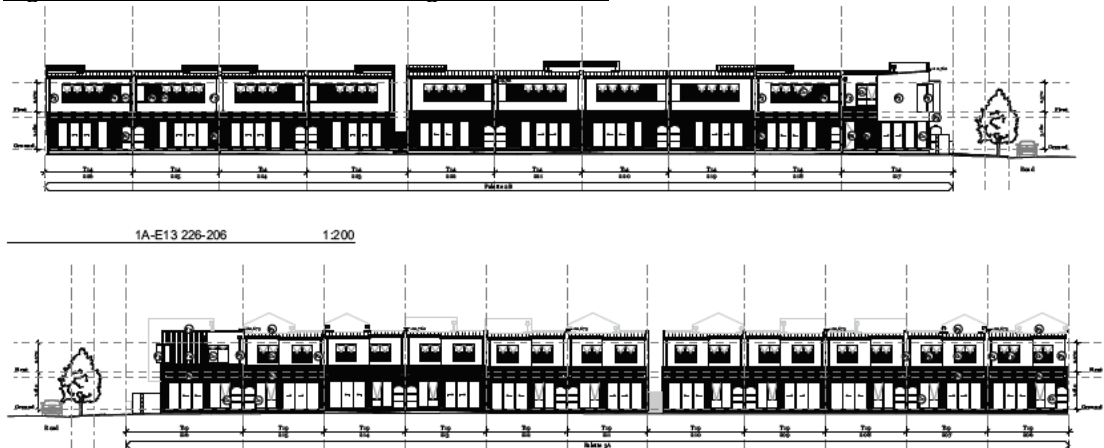
** Portion of Stage 103*

This stage comprises twenty-one (21), two-storey, three (3) bedroom row dwellings. Single-width garages are provided off their respective frontages (Wirra Drive and Road 5).

The GA has also indicated support for the provision of natural light and ventilation to all habitable rooms and inclusion of additional windows to the end dwellings to further

improve daylight access and articulation of the end facades. Further, while support for the built form articulation provided to the street facing elevations is given, the GA has raised concern with the presentation of the dwellings to the rear 'internal' elevations (when viewed from the private open space areas) and lack of built form articulation – see *Figure 5* below.

Figure 5 - Rear Elevations for Stages 103 & 104



While further consideration of built form articulation of these rear 'internal' elevations with a view to reflect the articulated street elevations has been recommended, the applicant has indicated that they consider the built form articulation to the rear of the dwellings suitable. Although the rear elevations of the row dwellings will provide little visual relief with a mostly unbroken mass/façade, these elevations are deemed acceptable on balance. The dwellings in these stages will provide a reasonable level of 'outdoor' amenity with generous sized balconies (12m²) to their respective front elevations as well as limited outlook to these 'internal' elevations from most areas within the dwelling (obscure glazing to rear upper level windows for example) albeit the amenity within the POS areas is not considered ideal.

The provision of useable POS to the front yards of the north facing dwellings in these two stages has also been suggested by the GA given the shadow diagrams indicate the rear yards will be in shade during the winter months. As discussed below (under Section 8.4.4. *Overshadowing*), those dwellings on the northern side associated with stages 103 & 104 will not be provided with access to direct sunlight to ground level POS in line with CW PDC 9 and 11 under *Overshadowing*. However, these dwellings are provided with habitable room windows and generous sized balconies (12m²) that in fact do provide POS at first floor that face north. This will allow direct access to sunlight to POS areas for a majority of the day on 21 June to these dwellings albeit ground level POS will be in shadow at the height of winter.

Stage 105



The row dwellings forming part of this cluster comprise six (6), two (2) storey dwellings with three (3) bedrooms and single-width garages accessed via Wirra Drive.

The GA has indicated support for the provision of natural light and ventilation to all habitable rooms and inclusion of additional windows to the end dwellings to further improve daylight access and articulation of the end facades.

8.4 Quantitative Provisions

8.4.1 Street Boundary Setbacks

Council Wide PDC 20 seeks dwellings should be setback from site boundaries to contribute to the desired character of the area and provide adequate visual privacy by separating habitable rooms away from pedestrian and vehicle movement. Dwelling setbacks from side and rear boundaries should be progressively increased as the height of the building increases to minimise the visual impact and overshadowing of buildings from adjoining properties. Garages and carports should be setback in line or 0.5 metres behind the associated dwelling's main face.

The setbacks in the development propose:

- Front - 2.53 metres and up to 4 metres;
- Garages - more than 0.5m behind the main face of the associated dwelling at 5.5-6.5 metres;
- Carports – located on the rear boundary or 480mm off;
- Side – the row-dwelling walls abut each other (other than between lots 210-211 and 223-224);
- Rear – varies but range between 5m-13 metres; and
- Secondary Street - range from 1m-3.4 metres.

Given the site's location, the development and its front setbacks are considered acceptable and will create its own character along with allowing for landscaping to front yards.

The garages are located behind the main face of the dwelling and will preclude them dominating the streetscape frontage as desired. Three (3) of the six (6) carports in Stage 101 however are located on the boundary but the remaining three (3) are to be setback 480mm. The minor departure in setback for the carports is not considered detrimental to the scheme (acknowledging the overall presentation of these to Road 06 is not ideal).

Side and rear setbacks are also considered acceptable and will ensure visual and overshadowing impacts are reasonable.

8.4.2 Private Open Space

Regional Centre Zone PDC 47 prescribes Private Open Space (POS) be provided at the following rates:

- Ground level or roof top space - minimum dimension 3 metres.
- Upper level balconies or terraces - minimum dimension 2.5 metres.
- Dwellings on sites less than 250 square metres
 - At least 35 square metres.
 - Balconies, roof patios, etc. can comprise part of this area provided the greater area of each balcony, roof patio, etc. is 8 square metres or greater.

- o One part of the space is directly accessible from a habitable room (all rooms excluding bathrooms, laundries and hallways), and has an area of 16 square metres with a minimum dimension of 4 metres and a maximum gradient of 1-in-10.

All dwellings, excluding those on lots 119, 121 and 123, meet the minimum POS area of 35m², along with having direct access to POS from a living area (see *Table 1 – Summary of Stages* for the specific calculation for each dwelling). The 1.8m²-4.8m² shortfall for the three lots that fail to provide 35m² (119, 121 and 123) are considered negligible given the size and dimension of the POS areas (at least 16m² and with a minimum dimension of 4 metres) is expected to meet the needs of the occupants - 2 bedroom homes.

8.4.3 Visual Privacy

Zone PDC 41 and 42 anticipates development should minimise direct overlooking from upper level windows and balconies to habitable room windows and private open spaces. Fixed screens, obscure glazing or window sills up to 1.5 metres above the upper finish floor level should be provided to prevent direct views.

In this case, the applicant has outlined:

- Balconies will face towards respective streets and therefore not overlook private open space areas;
- Upper level 'side' windows will have a sill height that is at least 1.5 metres above the internal floor level; and
- Rear facing upper level windows that directly overlooking useable POS of other dwellings will comprises permanently fixed obscure glazing to a height of 1.5 metres.

Given the above, the proposal meets the relevant policies and will ensure privacy will be maintained between dwellings.

8.4.4 Overshadowing

Council Wide PDC 9 under *Design and Appearance* seeks the design and location of buildings should ensure direct winter sunlight is available to adjacent dwellings. Particular consideration should be given to windows of habitable rooms and ground level private open space. POS should receive at least 2 hours of direct sunlight between 9am and 3pm on 21 June (the height of winter) to at least the smaller of 35m² or half of the 'existing' ground level open space.

DKO Architects have prepared shadow diagrams by the proposed development on June 21 at 9am, 10am, 11am, 12 midday, 1pm, 2pm and 3pm and is summarised below.

Stage 101

The Private Open Space (POS) area for the dwellings in this stage are provided at ground in the 'middle' of these east-west facing allotments, with the garages located to the west and dwellings to the east. This configuration ensures a minimum of 2 hours of direct sunlight for these dwellings' POS between 12 midday and 2pm as desired. The habitable room windows to the eastern elevation will also have access to at least 3 hours of direct sunlight, during the morning.

Stage 102

The POS for the dwellings in this stage are located at ground, on the western side of the dwellings. The shadow diagrams show that the POS areas will have direct access to sunlight between 12 midday and 2pm, with some yards in this block to the north having in excess of 2 hours. The habitable room windows to the eastern elevation will also have access to at least 3 hours of direct sunlight, during the morning.

Stages 103 and 104

Northern Side

Given the north-south orientation of these allotments, the two-storey dwellings prevent direct access to sunlight to ground POS at the height of winter between 9am-3pm. The habitable room windows and balconies at first level however to the northern elevation will allow access to direct sunlight for a majority of the day.

Southern Side

The POS areas associated with these allotments will receive direct access to sunlight for over 2 hours between 10am-2pm albeit access will be limited at periods between these times. The habitable room windows however to the rear elevation for these dwellings will have access to direct sunlight for a majority of the day given their northern orientation.

Stage 105

Dwellings in this stage will receive access to direct sunlight to POS and habitable room windows on 21 June for a majority of the day given their north-south orientation.

As outlined above, all dwellings (excluding those dwellings on the northern side associated with stages 103 & 104) will be provided with access to direct sunlight in line with CW PDC 9 and 11 under *Overshadowing*. While the dwellings on the northern side associated with stages 103 & 104 fail to adhere to PDC 9 and 11, these dwellings are provided with habitable room windows and generous sized balconies (12m²) at first floor that face north. This will allow direct access to sunlight for a majority of the day on 21 June to these dwellings and deemed acceptable.

8.4.5 Site Coverage

Council Wide PDC 28 does not prescribe a maximum site coverage requirement but rather specifics site coverage should be 'limited' to ensure sufficient space is provided for:

- Pedestrian and vehicle access and vehicle parking;
- Domestic storage;
- Outdoor clothes drying;
- A rainwater tank;
- Private open space and landscaping;
- Front, side and rear boundary setbacks that contribute to the desired character of the area; and
- Convenient storage of household waste and recycling receptacles.

It is considered that the proposed site coverage for the dwellings in Stage 1A is will allow for the above criteria to be met are therefore proposed site coverage is deemed acceptable.

8.4.6 Site Facilities and Storage

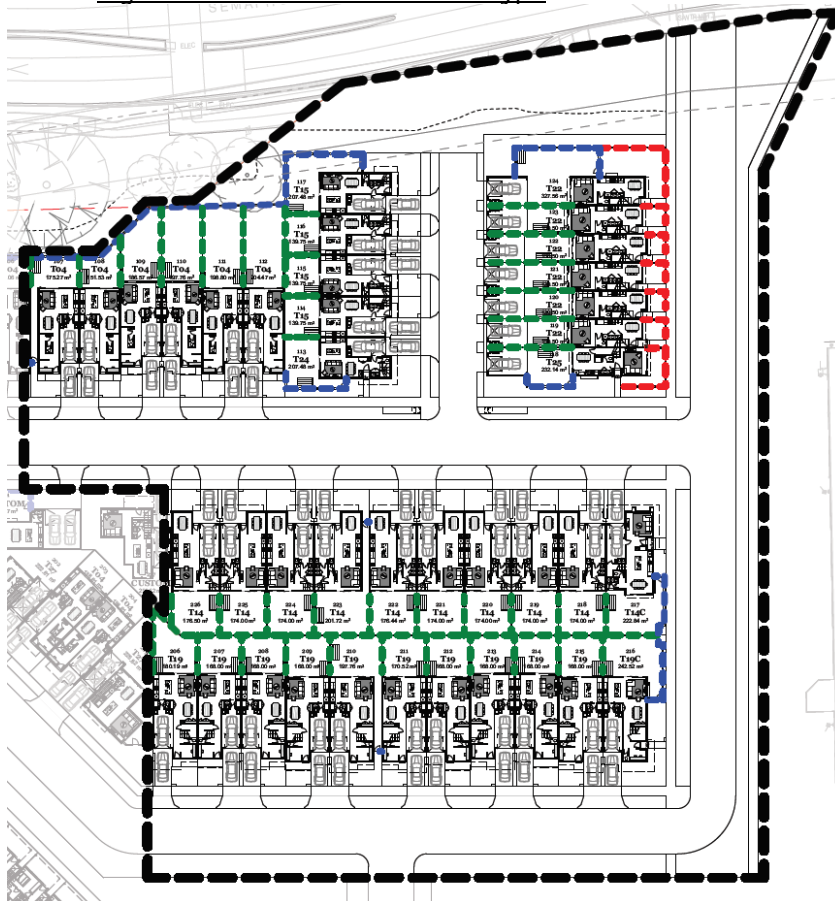
CW PDC 37 under *Site Facilities and Storage* prescribes that dwellings with less than 50m² of ground level POS should incorporate an area of not less than 8 cubic metres per dwelling (other than food and clothing) either within non-habitable spaces within the dwelling or in a garage carport or outbuilding.




While a majority of the dwellings are provided with 50m² of POS or more (excluding 11 of the 39 allotments), the applicant has confirmed all dwellings in any event are to be provided with 8 cubic metres of storage in the dwellings or associated garage and therefore adheres to CW PDC 37.

8.4.7 Landscaping, Fencing and Walls

CW PDCs under *Landscaping, Fences and Walls* prescribes development should be enhanced by the incorporation of landscaping and fences and walls should enhance the attractiveness of the development.

Figure 6 – Fence Location and Type



| Fencing Legend | | |
|---|---------|---|
|  | Fence 1 | 1200 high fencing: powdercoated steel sections, render on masonry (plinths and mailboxes) |
|  | Fence 2 | 1800 high fencing: render on masonry, powdercoated steel sections |
|  | Fence 3 | 1800 high standard interlot colorbond fencing |

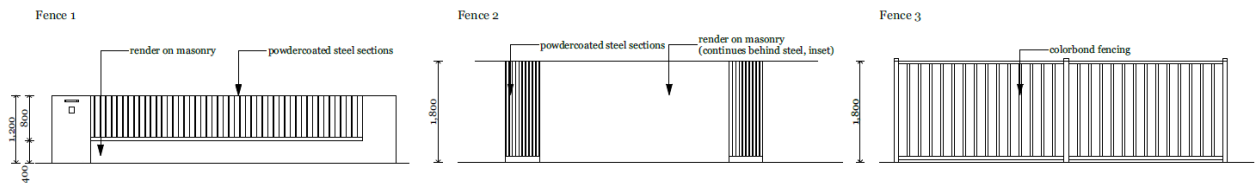


Figure 6 above indicates the location, height and type of fencing through Stage 1A.

All fencing visible from the public realm will either comprise 1.2m high powder-coated steel sections on a rendered masonry plinth or 1.8 metre high rendered masonry fencing with powder-coated steel sections as shown above. The use of standard interlot 1.8m high Colorbond fencing will be for rear yard areas only.

The GA sought clarity in their referral advice regarding the nominated floor levels with the design level nominated in the earlier approved site remediation application in regards to flood mitigation and any built form implications to result such as the retaining walls and their interface with reserves and street levels. The applicant has confirmed that there has been no change from the original intent / extent (nor have retaining wall heights increased) compared to the previously approved retaining walls in the site demolition and remediation approval.

It is considered that the design of retaining walls and fences, that will allow views over the public realm, will be compatible with the development and be an attractive feature within the locality.

Clarification regarding the landscaping strategy, including proposed soil depths, was also sought by the GA to ensure a whole site strategy and integrated design outcome with the public realm landscaping works. The applicant has advised that the proposed landscaping for the public realm and allotments is being undertaken by one landscape architect to ensure a consistent approach and to ensure the design intent is realised. The landscape masterplan (to show road reserve treatments, street tree locations, design for open space reserves and verge finishes etc.) is currently being developed by TCL and is being addressed as a part of the approved superlot development application (Council conditions 18, 19 and 20).

In any event, a condition of approval will seek the landscaping masterplan (which also shows the integrated landscaping approach on the proposed allotments) be provided for SCAPs consideration and endorsement prior to construction of the dwellings.

8.5 Heritage

Policies of the Heritage Places section and the *Regional Centre Zone* reinforce the importance that development is compatible and sympathetic to nearby heritage places and historical context.

The site is located in proximity to historic shipwrecks, and is sited in an important historic setting within the inner harbour port of Port Adelaide.

The direction received in relation to shipwrecks through the required statutory referral is supportive but seeks that care is exercised in any excavation works to avoid impacts of historic shipwreck remains, should they be encountered.

In regards to the proximity of the development to State heritage place, namely the Fletchers Slip Precinct, it is noted that this proposal for land division and 39 dwellings does not directly impact on the setting or context of this nearby heritage item given the separation distance. Advice from the State Heritage Unit of DEW, as part of Section 29 referral advice, has also indicated no concern for the proposed development.

8.6 Traffic Impact, Access and Parking

GTA Traffic Consultants have completed an assessment of parking and refuse collection arrangements for proposed Stage 1A (101-105). The report by GTA has had regard to the previously developed Transport Impact Assessment (TIA) developed for the super-lot application.

A subsequent report from GTA, regarding sightline assessment, was also provided in response to Council's formal comments.

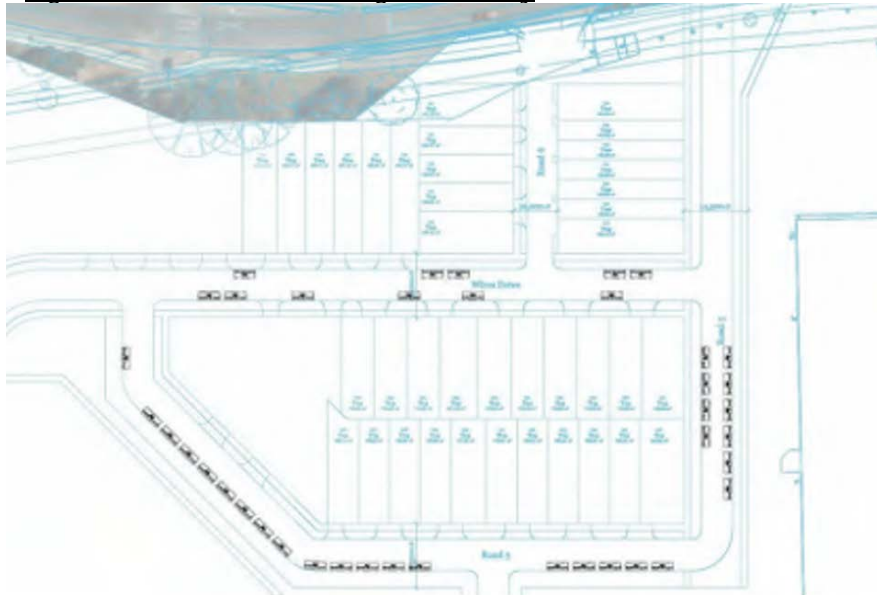
Car Parking

This stage seeks the construction of 39 row dwellings. The Development Plan parking requirements set out in Table PAdE/5 prescribes that 2 off-street spaces be provided for a row dwelling and on-street parking should be provided at a rate of 1 space per 3 dwellings.

Based on a total of 39 dwellings, Stage 1A generates a demand of 78 off-street spaces and 13 on-street parking spaces. In this case, 32 of the dwellings provide 2 off-street spaces with 7 dwellings (forming part of stage 101) only provide 1 off-street space via a rear carport, resulting in a theoretical shortfall of 7 spaces.

GTA have outlined that 43 surplus on-street car parking spaces were identified as part of the super-lot development application and will ensure adequate provision for overflow for the 7-space off-street shortfall within or in proximity to Stages 101-105. With a surplus of 43 on-street car parking spaces, the resultant theoretical shortfall still provides 36 on-street spaces within the North Western Precinct - see *Figure 7* below.

Figure 7 – On-Street Parking Availability



Furthermore, GTA considered that the accessibility of the North Western Precinct will contribute to a lower parking demand within the precinct. North Western Precinct is located in a well serviced public transport corridor, less than 200 metres from Glanville train station and bus interchange, providing services to Port Adelaide, Adelaide CBD and North Haven. The site is also less than 1 kilometre from Semaphore shopping precinct, which is considered within walking and cycling distance by GTA.

While there is a 7-space shortfall of off-street parking, based on the above availability of on-street parking, the overall provision of on and off street parking is considered acceptable.

Road and Parking Layout

GTA have outlined that the residential parking layout has been designed in accordance with Australian Standard/New Zealand Standard for Off Street Car parking (AS/NZS2890.1:2004 and AS/NZS2890.1.6:2009) with:

- A 3.5 metre wide crossover serving allotment 117, exceeding the minimum requirement of 3m;
- Shared crossovers servicing two separate dwellings are 5.5 metres wide;
- Individual dwellings have crossovers 3 metres wide;
- Access/egress into the each allotment to be in accordance with the minimum available manoeuvring space for vehicles entering/exiting from the respective frontage/garage opening;
- Pedestrian sight lines at intersections and bends within this stage are consistent with the previously approved road layout and the Australian Standard requirements. The recent sightline desktop assessment undertaken by GTA has revealed the property boundary of allotment 118 is to be amended to provide the corner cut off to ensure the intersection meets the sightline requirements for the relevant design speeds without being impacted by fences/structures built along the property boundaries (the plan of division has also been amended to reflect this); and
- Access to dwellings in stage 101 (rear carports form Road 6) is suitable with the available aisle width from the property boundary to the adjacent kerb meeting the minimum apron width for a 2.4m wide garage door opening.

Refuse Collection

Under stage 1a, GTA have confirmed that the refuse collection vehicle will access the site via Semaphore Road, negotiating the internal road network to complete collection.

A swept path assessment of a 10m Refuse Vehicle circulating around the internal road network has been provided within the GTA report and also considered as part of the TIS in the super-lot application. These diagrams show that truck manoeuvring will be available in accordance with the relevant Australian/New Zealand Standards.

8.7 Environmental Factors

8.7.1 Crime Prevention

Council Wide policies regarding crime prevention seek design measures such as sightlines, opportunities for passive surveillance, prevention of concealment areas and clear legible building entries be incorporated into building design. In this case, all dwellings in this stage have a direct frontage to a public road and incorporate:

- Balconies and ground/upper level street facing windows that will provide outlook and surveillance over public spaces;
- Dwelling entries that will be clearly visible from the respective public street;
- No or low level fencing (1.2 metres) at the primary street frontage; and
- Road and allotment layouts that limit concealment areas.

It is considered that the built form proposed has been designed to include adequate crime prevention measures as outlined above.

8.7.2 Energy Efficiency

Council Wide Objectives and Principles of Development Control seek development be sited and designed to conserve energy and minimise waste.

As outlined (under 8.4.4 *Overshadowing* above), all dwellings (excluding those dwellings on the northern side associated with stages 103 & 104) will be provided with access to direct sunlight in line with CW PDC 9 and 11 under *Overshadowing*. While the dwellings on the northern side associated with stages 103 & 104 fail to adhere to PDC 9 and 11 in regards to access to light, these dwellings are provided with habitable room windows and generous sized balconies (12m²) at first floor that face north. This will allow direct access to sunlight for a majority of the day on 21 June to these dwelling's balconies.

In regards to solar panels, photovoltaic panels are not proposed as part of this application. The roof orientation and pitches however will allow for the future inclusion of panels.

8.7.3 Site Contamination

Development, should not occur where site contamination has occurred unless the site has been assessed and remediated as necessary to ensure that it is suitable and safe for the proposed use (Hazards, PDC 23).

A Site Remediation Plan was prepared by Tierra Environment as part of Development Application 040/W015/18 which detailed the status of contaminated soils, groundwater, soil vapour, and the remediation status. This report was prepared based on information obtained through site investigations undertaken by Tierra Environment in 2016 and 2017. The report confirmed that

previous uses of the site has caused contamination and that remediation works are required prior to the development of the site for sensitive use.

A site remediation/audit report is currently being prepared by an appointed EPA Auditor, post completion of the remediation works, to confirm that the site is suitable for the intended future use. A condition was attached to that consent for Development Application O40/W015/18 which requires the final auditors report be prepared and provided to the SCAP.

Specific advice provided by the EPA relating to this application recommends that the SCAP considered the outcomes of the interim audit advice and require a completed site contamination audit report stating that the site is suitable for the proposed use prior to occupation of the site.

8.7.4 Noise

The development will need to comply with the requirements of the Ministers Specification SA 78B for the control of internal/external sound (February 2013), as the subject site is located within the Noise and Air Emissions Overlay Maps in the Development Plan. This is in addition to any requirements of the National Construction Code. A condition to this effect has been recommended to ensure noise appropriate mitigation measures within the dwellings.

9. CONCLUSION

The proposed development for the first built form stage to enable medium density residential development is supported, as it will rejuvenate the area and increase resident population in Port Adelaide.

Notwithstanding some shortfalls including the carport/garage door interface with Road 6, amenity from within POS areas for Stages 103 & 104, absence of 'small scale' non-residential activities and shortage of seven (7) off-street car parks, the Development meets a number of Council's relevant Development Plan provisions. Furthermore, referral agencies have all indicated their general support for the proposed built form and associated land division, subject to conditions.

It is considered that the overall development will deliver a good quality development that is consistent with the envisaged built form within the *Regional Centre Zone/North West Policy Area 45*. The development is considered to be consistent with the Development Plan and on balance support is recommended.

10. RECOMMENDATION

It is recommended that the State Commission Assessment Panel:

- 1) RESOLVE that the proposed development is NOT seriously at variance with the policies in the Development Plan.
- 2) RESOLVE that the State Commission Assessment Panel is satisfied that the proposal generally accords with the related Objectives and Principles of Development Control of the Port Adelaide-Enfield Council Development Plan.
- 3) RESOLVE to grant Development Plan Consent and Land Division Consent to the proposal by Cedar Woods for the built form for stage 1A (101-105) comprising 39 two-storey row dwellings and associated land division, (creating 41 allotments, including 2 large allotments for future development) at Semaphore Road and Causeway Road, Newport, subject to the following conditions of consent.

PLANNING CONDITIONS

Land Use Consent

1. That except where minor amendments may be required by other relevant Acts, or by conditions imposed by this application, the development shall be established in strict accordance with the details and following plans submitted in Development Application No 040/D046/19.
2. All vehicle car parks, driveways and vehicle entry and manoeuvring areas shall be designed and constructed in accordance with Australian Standards (AS/NZS 2890.1:2004 and AS/NZS 2890.6.2009) and be constructed, drained and paved with bitumen, concrete or paving bricks in accordance with sound engineering practice and appropriately line marked to the reasonable satisfaction of the State Commission Assessment Panel prior to the occupation or use of the development.
3. The applicant shall submit a detailed landscaping plan to the reasonable satisfaction of the State Commission Assessment Panel prior to the commencement of site works.
4. Landscaping shown on the approved plans shall be established prior to the operation of the development and shall be maintained and nurtured at all times with any diseased or dying plants being replaced.
5. All stormwater design and construction shall be in accordance with Australian Standard AS/NZS 3500.3:2015 (Part 3) to ensure that stormwater does not adversely affect any adjoining property or public road.
6. Prior to Development Approval for superstructure works, the applicant shall submit a final detailed schedule of external materials and finishes in consultation with the Government Architect to the reasonable satisfaction of the State Commission Assessment Panel.
7. Prior to Development Approval for superstructure works, the applicant shall submit a statement by a suitably qualified professional that demonstrates that the land is suitable for its intended use (or can reasonably be made suitable for its intended use) to the reasonable satisfaction of the State Commission Assessment Panel.
8. The internal noise levels for all dwellings shall comply with the requirements of the Ministers Specification SA 78B for the control of internal/external sound and the Environment Protection (Noise) Policy 2007.
9. Privacy screening to upper level windows shall be established in accordance with the details in UPRS Report dated 04 March 2019, prior to occupation of the dwellings and maintained to the State Commission Assessment Panel's satisfaction at all times.

LAND DIVISION CONDITIONS

Land Division Consent

10. The financial requirements of the SA Water Corporation shall be met for the provision of water supply and sewerage services. SA Water H0083526.
11. The augmentation requirements of the SA Water Corporation shall be met.
12. The necessary easements shall be granted to the SA Water Corporation free of cost.
13. A final plan complying with the requirements for plans as set out in the Manual of Survey Practice Volume 1 (Plan Presentation and Guidelines) issued by the Registrar

General to be lodged with the State Commission Assessment Panel for Land Division Certificate purposes.

Council Conditions

14. Prior to Section 51 Clearance being issued, the final plan of division requires the following updates to the satisfaction with SCAP in consultation with the City of Port Adelaide Enfield Council:
- a. 3 x 3 corner cut offs required with Road 5 and Wirra Drive;
 - b. 2 x 2 corner cut off with road 6 and Wirra Drive; AND
 - c. The driveway crossovers for double driveways should be amended to 7.5 metres at the kerb and to 5.5 metres at the property boundary. For single driveways, 5 metres at kerb is required and 3 metres at the property boundary in accordance with Council specifications.

ADVISORY NOTES

Land Division Notes

- a. An investigation will be carried out to determine if the connection/s to your development will be costed as standard or non-standard.
- b. The development must be substantially commenced or application for certificate made within 12 months of the date of the operative authorisation, unless this period has been extended by the State Commission Assessment Panel.
- c. The applicant is also advised that the final land division certificate must be obtained from the State Commission Assessment Panel to complete the development within 3 years of the date of the Notification unless this period is extended by the State Commission Assessment Panel.
- d. The applicant has a right of appeal against the conditions which have been imposed on this Development Plan Consent or Development Approval. Such an appeal must be lodged at the Environment, Resources and Development Court within two months from the day of receiving this notice or such longer time as the Court may allow. The applicant is asked to contact the Court if wishing to appeal. The Court is located in the Sir Samuel Way Building, Victoria Square, Adelaide, (telephone number 8204 0289).

Land Use Notes

- e. This Development Plan Consent will expire after 12 months from the date of this Notification, unless final Development Approval from Council has been received within that period or this Consent has been extended by the State Commission Assessment Panel.
- f. The applicant is also advised that any act or work authorised or required by this Notification must be substantially commenced within 1 year of the final Development Approval issued by Council and substantially completed within 3 years of the date of final Development Approval issued by Council, unless that Development Approval is extended by the Council.
- g. The applicant has a right of appeal against the conditions which have been imposed on this Development Plan Consent. Such an appeal must be lodged at the Environment, Resources and Development Court within two months from the day of receiving this notice or such longer time as the Court may allow. The applicant is asked to contact the Court if wishing to appeal. The Court is located in the Sir Samuel Way Building, Victoria Square, Adelaide, (telephone number 8204 0289).

- h. All Council, utility or state-agency maintained infrastructure (i.e. roads, kerbs, drains, crossovers, footpaths etc.) that is demolished, altered, removed or damaged during the construction of the development shall be reinstated to Council, utility or state agency specifications. All costs associated with these works shall be met by the proponent.
- i. If work is being undertaken on or near the boundary, the applicant should ensure that the boundaries are clearly defined, by a Licensed Surveyor, prior to the commencement of any building work.
- j. The applicant is reminded of their obligations under the Local Nuisance and Litter Control Act 2016 and the Environment Protection Act 1993, in regard to the appropriate management of environmental impacts and matters of local nuisance. For further information about appropriate management of construction site, please contact the Port Adelaide Enfield Council.
- k. All external lighting of the site, including car parking areas and buildings, shall be designed, located, shielded and constructed to conform to Australian Standards
- l. The air conditioning units shall be suitably screened so as not to be readily visible externally to the satisfaction of the State Commission Assessment Panel.
- m. A Construction Environment Management Plan (CEMP) shall be prepared in collaboration with the City of Port Adelaide Enfield (Council) and implemented throughout construction in accordance with current industry standards including the Local Nuisance and Litter Control Act 2016, the EPA publications "Handbook for Pollution Avoidance on Commercial and Residential Building Sites – Second Edition" and, where applicable, "Environmental Management of On-site Remediation" – to minimise environmental harm and disturbance during construction. The management plan should incorporate, without being limited to, the following matters:
 - o timing, staging and methodology of the construction process and working hours;
 - o traffic management strategies;
 - o control and management of construction noise, vibration, dust and mud;
 - o management of infrastructure services during construction and re-establishment of local amenity and landscaping;
 - o stormwater and groundwater management during construction;
 - o site security, fencing and safety and management of impacts on local amenity for residents, traffic and pedestrians;
 - o disposal of construction waste, any hazardous waste and refuse in an appropriate manner according to the nature of the waste;
 - o protection and cleaning of roads and pathways; and
 - o overall site clean-up.

Coastal Protection Notes

- n. The land over which the development is situated may have the potential to develop acid sulfate conditions if exposed to oxygen. The Coast Protection Board has released a set of guidelines which should be followed in areas where acid sulfate soils are likely to occur. These can be found at: http://www.environment.sa.gov.au/about-us/boards-and-committees/Coast_Protection_Board/Coastal_acid_sulfate_soils.
- o. The Board understands the existing top of the wharf at the south east corner of the site is 3.15m AHD, which is below the Board's recommended levels. The wharf should prevent landward erosion due to wave forces (bow waves and inner harbour wave action).

- p. The waters adjacent the development site fall within the area covered by the Adelaide Dolphin Sanctuary Act 2005. The object of the Act is to protect the dolphin population and their natural habitat. Contractors should be made aware of the Adelaide Dolphin Sanctuary Act 2005 and that there is a general duty of care to ensure the protection of the dolphin population from direct physical harm including as a result of changes in water quality.
- q. The applicant is reminded of their general environmental duty, as required by Section 25 of the Environment Protection Act 1993, to take all reasonable and practical measures to ensure that the activities on the whole site, including during construction, do not cause environmental harm.

State Heritage Unit Notes

- r. Any changes to the proposal for which planning consent is sought or granted may give rise to heritage impacts requiring further consultation with the Department for Environment and Water, or an additional referral to the Minister for Environment and Water. Such changes would include for example (a) an application to vary the planning consent, or (b) Building Rules documentation that incorporates differences from the proposal as documented in the planning application.
- s. The relevant planning authority is requested to inform the applicant of the following requirements of the Heritage Places Act 1993.
 - (a) If an archaeological artefact believed to be of heritage significance is encountered during excavation works, disturbance in the vicinity shall cease and the SA Heritage Council shall be notified.
 - (b) Where it is known in advance (or there is reasonable cause to suspect) that significant archaeological artefacts may be encountered, a permit is required prior to commencing excavation works. For further information, contact the Department for Environment and Water.
- t. The relevant planning authority is requested to inform the applicant of the following requirements of the Aboriginal Heritage Act 1988.
 - (a) If Aboriginal sites, objects or remains are discovered during excavation works, the Aboriginal Heritage Branch of the Aboriginal Affairs and Reconciliation Division of the Department of the Premier and Cabinet (as delegate of the Minister) should be notified under Section 20 of the Aboriginal Heritage Act 1988.

Shipwrecks Notes

- u. During site remediation works, due care should be exercised during any excavation works, particularly along the former banks of the Port River and Hawker Creek, to avoid impacts to any potential historic shipwreck remains that may be buried within reclaimed land.

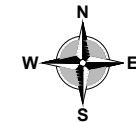


Janaki Benson
Senior Planner
INNER METRO DEVELOPMENT ASSESSMENT
DEPARTMENT OF PLANNING, TRANSPORT and INFRASTRUCTURE

Development No. 040/D046/19
City of Port Adelaide Enfield

Proposed Plan of Division
Allotments 1002, 1003 & 1004
in Dev. No. 040 / D189 / 18
Hundred of Port Adelaide
in the area named
NEW PORT

PT C'ST 5808/856, 6018/785, 5455/1, 5860/133



1:500 @ A2

AMENDED PLAN
17.06.2019

Denotes party wall easement to be created on LTO plan.

See title for existing easement R details.

| | |
|----------------------------|--------------------|
| No. of proposed allotments | 41 |
| Reserve | 253m ² |
| Total area | 9451m ² |

Contour interval n/a (flat)

****Not to be used for detailed engineering design.****

Dimensions and areas are subject to survey.

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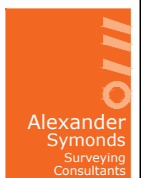
Glenn Ian Hordacre
LICENSED SURVEYOR

| | |
|-----------|------------------|
| REF: | A099816.0001 |
| DWG NO.: | A099816PROP1A(D) |
| REVISION: | D |
| RHF | 17.06.2019 |

Alexander & Symonds Pty Ltd
11 King William Street Kent Town,
South Australia 5067
PO Box 1000 Kent Town, SA 5071
DX 209 ABN 93007 753 988

T (08) 8130 1666
F (08) 8362 0099
W www.alexander.com.au
E adelaide@alexander.com.au

+ Property + Land Development +
+ Construction + Mining +
+ Spatial Information Management +



ROAD

SEMAPHORE

Dev. No. 040 / D189 / 18

0.1m WIDE RESERVE IN
Dev. No. 040 / D189 / 18

RESERVE
253m²

STAGE 102

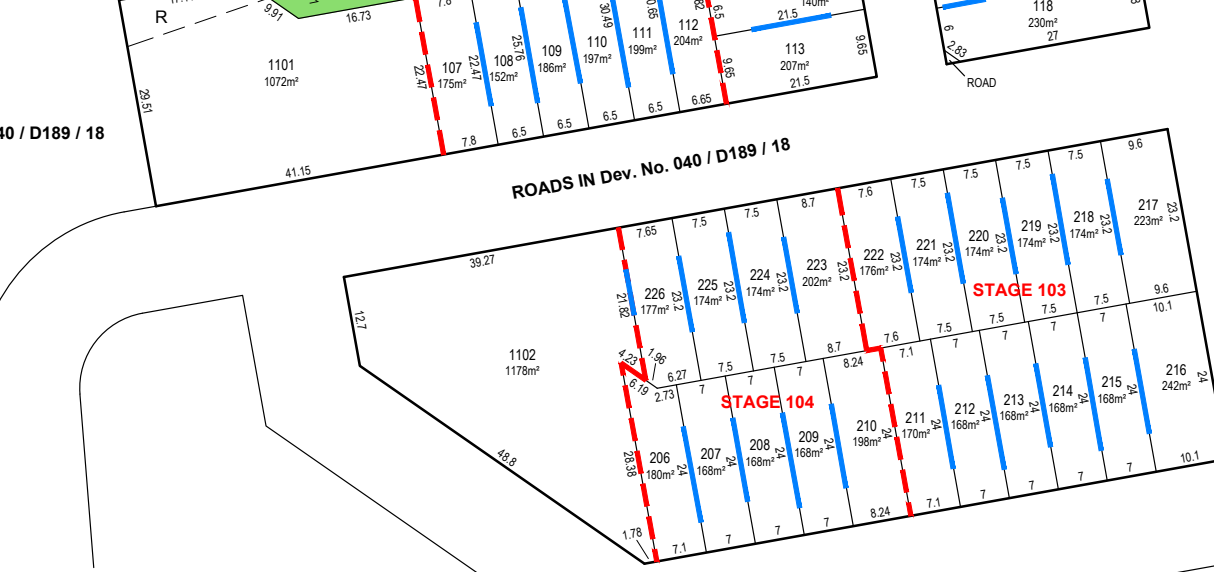
STAGE 101

ROADS IN Dev. No. 040 / D189 / 18

STAGE 103

STAGE 104

Dev. No. 040 / D189 / 18



Port Adelaide Waterfront Semaphore Road New Port, SA 5015

Stage 1A - Town Planning Issue
26/06/2019

| Stage 1A Town Planning Drawing Index | | | |
|--------------------------------------|-----------|-----|----------------------------------|
| | Layout ID | Rev | Layout Name |
| TP Site Series | TP001 | - | Illustrative Masterplan |
| TP Master Plans | TP201 | - | MP Lot Plan |
| | TP202 | - | 1A Fencing Plan |
| TP Stage 1A | TP301 | - | 1A Ground Floor Plan |
| | TP302 | - | 1A Level 1 Plan |
| | TP303 | - | 1A Roof Plan |
| | TP304 | - | 1A Streetscapes/Elevations 01-08 |
| | TP305 | - | 1A Streetscapes/Elevations 09-14 |
| | TP306 | - | 1A Artists Impression |
| | TP307 | - | 1A Artists Impression |
| | TP308 | - | 1A Artists Impression |
| | TP309 | - | 1A Shadows - 0900 1000 |
| | TP310 | - | 1A Shadows - 1100 1200 |
| | TP311 | - | 1A Shadows - 1300 1400 |
| | TP312 | - | 1A Shadows - 1500 |



| Rev. | Date | By | Ckd | Description |
|------|----------|----|-----|-------------------|
| - | 05/03/19 | JW | KC | FOR TOWN PLANNING |
| A | 26/06/19 | LL | KC | FOR TOWN PLANNING |

DKO Architecture (Vic) Pty Ltd
Suite 2/112 New Quay Promenade
Deakin, VIC 3088
T +61 3 8661 6000
info@dko.com.au
www.dko.com.au
ABN: 6442379595

DKO

| | | | |
|-----------------|--------------------------------------|----------------|--------------|
| Project Name | PA Waterfront | Project Number | 11295 |
| Project Address | Semaphore Road, New Port, SA 5015 | Drawing Name | Title Page |
| Client | Cedar Woods Properties | Scale | |
| | | Date | 26/06/2019 |
| | | Drawing Number | TP001 |
| | | Revision | - |

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Stage 1A
Stages 101 - 105 Townhouses

| Rev. | Date | By | Ckd | Description |
|------|----------|----|-----|-------------------|
| - | 05/09/19 | JW | KC | FOR TOWN PLANNING |
| A | 26/06/19 | LL | KC | FOR TOWN PLANNING |

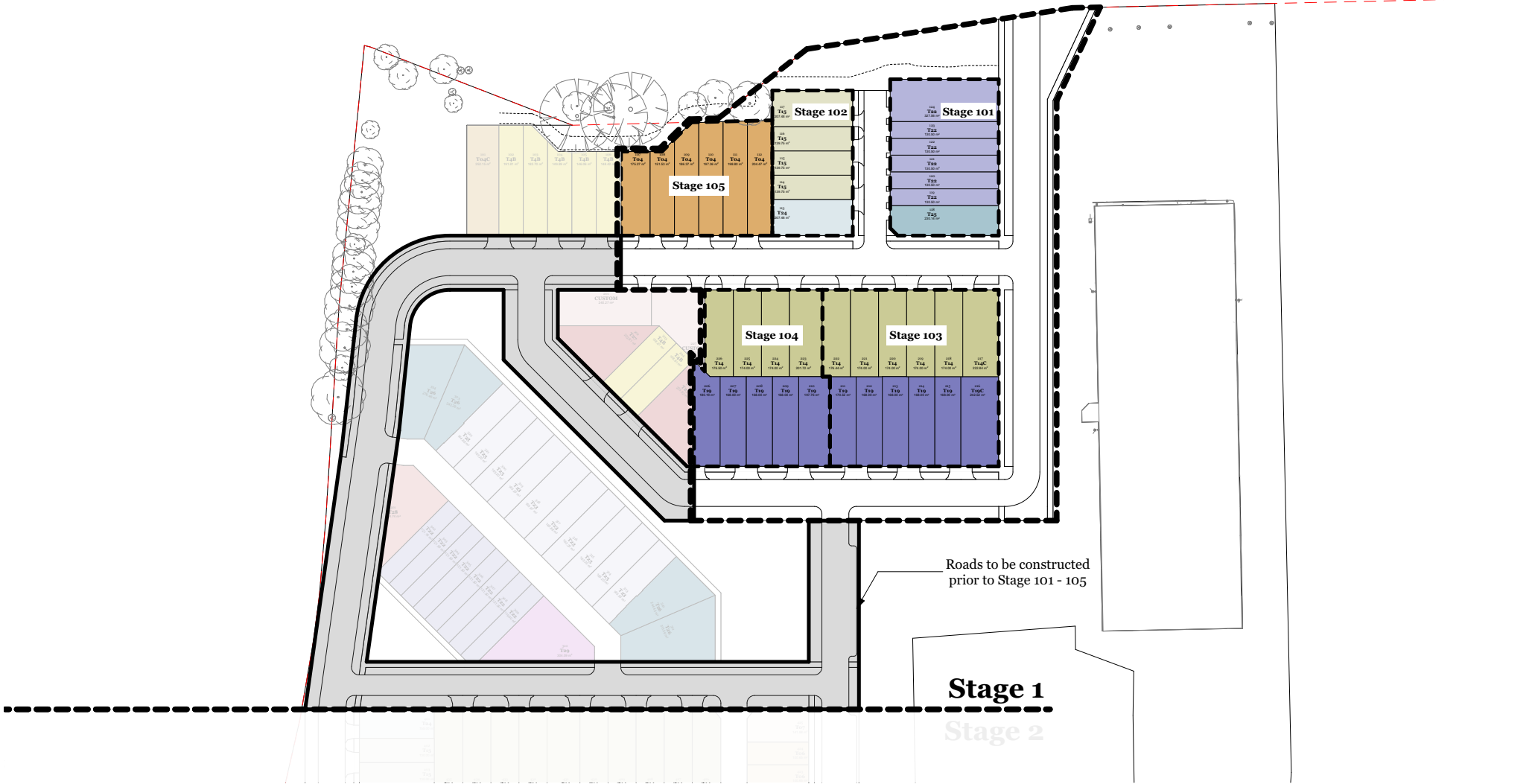
DKO Architecture (Vic) Pty Ltd
Suite 2/112 New Quay Promenade
Dunkeld, VIC 3088
T +61 3 8661 6000
info@dko.com.au
www.dko.com.au
ABN: 64 42 979 959



| | | | | | | | |
|--------------|------------------------|-----------------|--------------------------------------|----------------|------------|-------------------------|-------------|
| Project Name | PA Waterfront | Project Address | Semaphore Road, New Port, SA 5015 | Project Number | 11295 | Illustrative Masterplan | 11295/01 A1 |
| Client | Cedar Woods Properties | Drawing Number | TP101 | Scale | 20/06/2019 | Revision | - |

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| Stage 1A Townhouse Lot Schedule | | | |
|---------------------------------|---------------|-------------|-----------|
| Bedrooms | Zone Category | Colour Code | Yield |
| 2 | T15 | | 4 |
| 2 | T22 | | 6 |
| 2 | T25 | | 1 |
| 3 | T04 | | 6 |
| 3 | T14 | | 10 |
| 3 | T19 | | 11 |
| 3 | T24 | | 1 |
| | | | 39 |



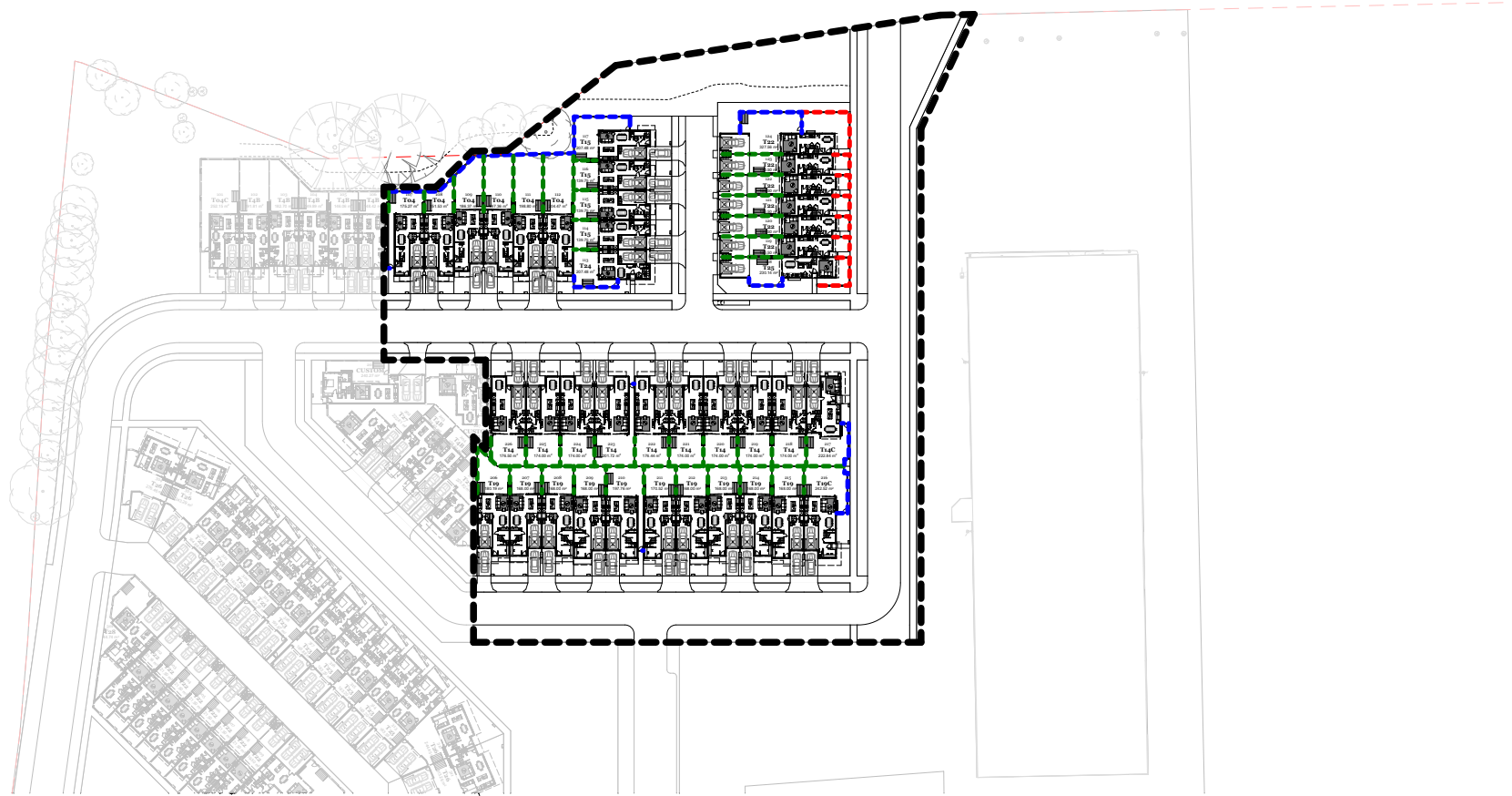
Stage 1 Lot Plan 1:500

| Rev. | Date | By | Ckd | Description |
|------|----------|----|-----|-------------------|
| - | 05/09/19 | JW | KC | FOR TOWN PLANNING |
| A | 26/06/19 | LL | KC | FOR TOWN PLANNING |

DKO Architecture (Vic) Pty Ltd
 Suite 2/112 New Quay Promenade
 Docklands, VIC 3008
 T +61 3 8661 6600
 info@dko.com.au
 www.dko.com.au
 ABN: 64429791916



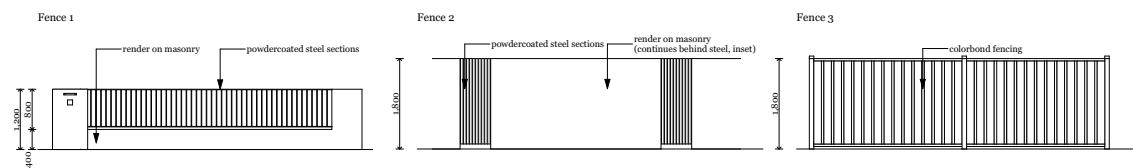
| | | | |
|-----------------|--------------------------------------|----------------|--------------|
| Project Name | PA Waterfront | Project Number | 11295 |
| Project Address | Semaphore Road, New Port, SA 5015 | Drawing Name | MP Lot Plan |
| Client | Cedar Woods Properties | Scale | 1:2000 A1 |
| | | Date | 26/06/2019 |
| | | Drawing Number | TP201 |
| | | Revision | - |



Stage 1A - Fencing Plan

1:500

| Fencing Legend | |
|----------------|--|
| | Fence 1 1200 high fencing: powdercoated steel sections, render on masonry (plinths and mailboxes) |
| | Fence 2 1800 high fencing: render on masonry, powdercoated steel sections |
| | Fence 3 1800 high standard interlot colorbond fencing |



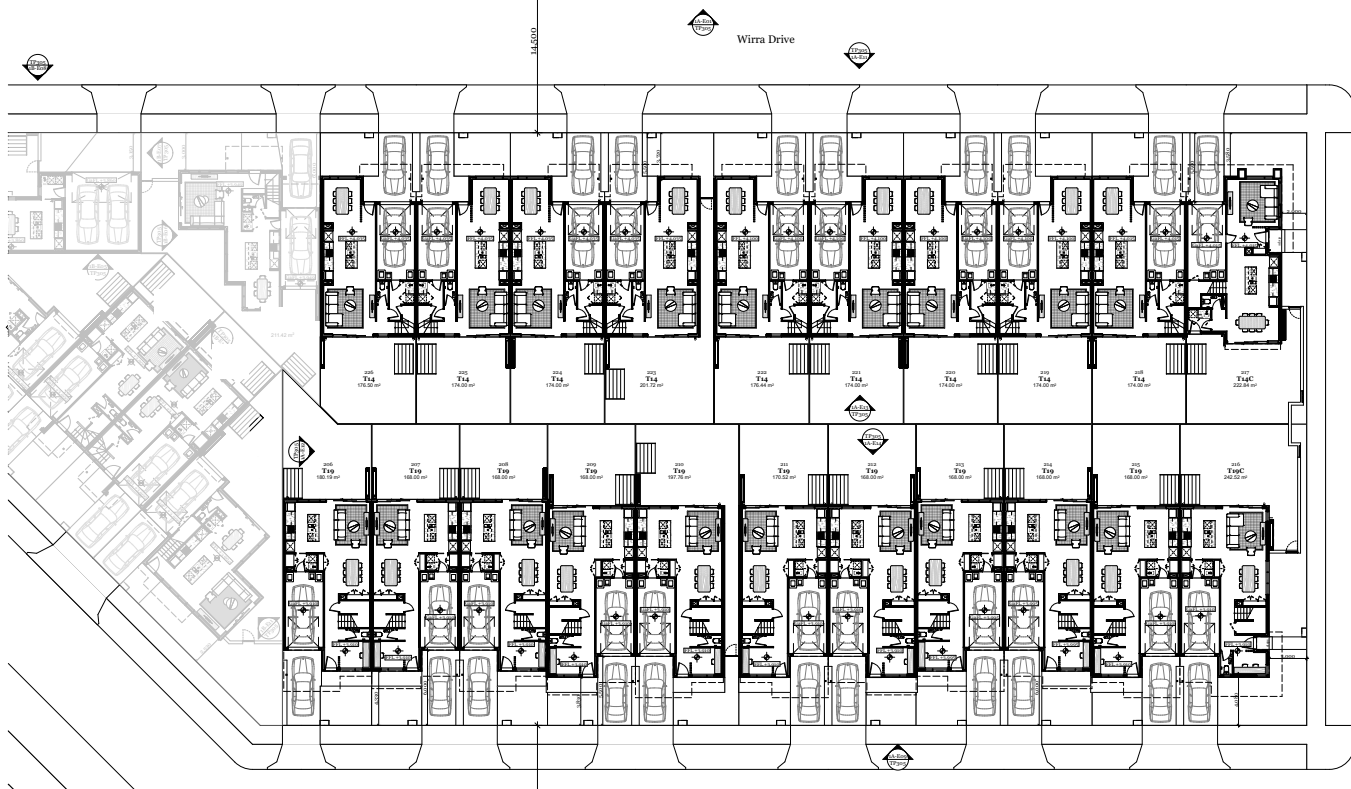
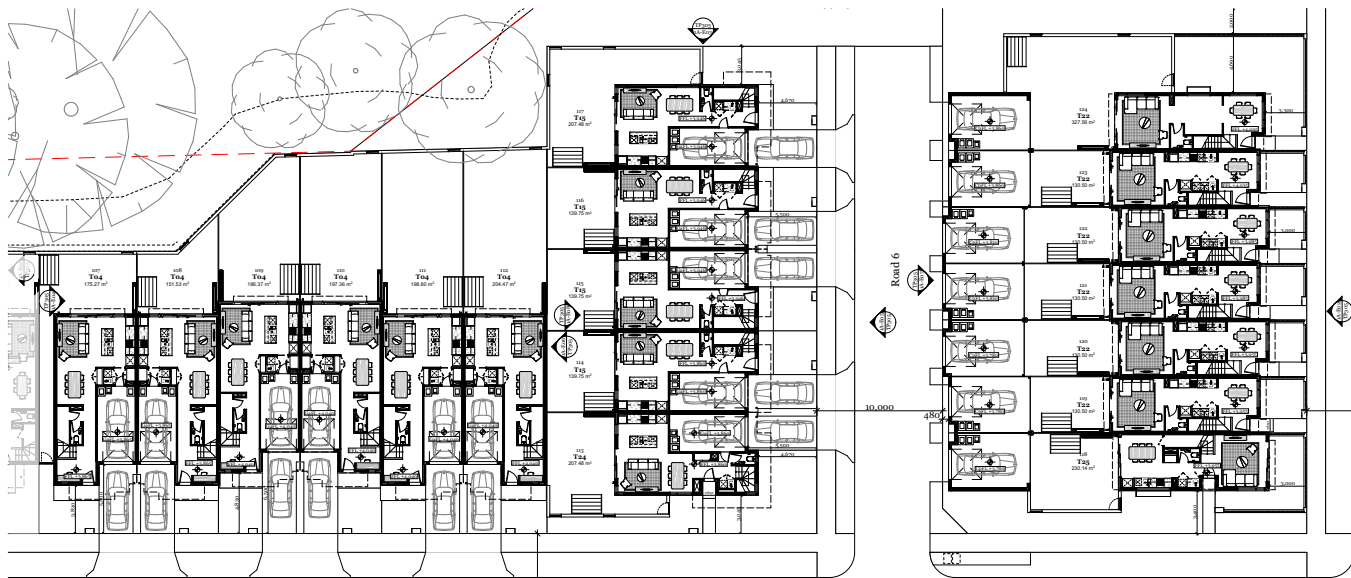
| Rev. | Date | By | Ckd | Description |
|------|----------|----|-----|-------------------|
| - | 05/05/19 | JW | KC | FOR TOWN PLANNING |
| A | 26/06/19 | LL | KC | FOR TOWN PLANNING |

DKO Architecture (Vic) Pty Ltd
 Suite 2/112 New Quay Promenade
 Docklands, VIC 3008
 T +61 3 8661 6600
 info@dko.com.au
 www.dko.com.au
 ABN: 64429797616



| | | | |
|-----------------|--------------------------------------|----------------|-----------------|
| Project Name | PA Waterfront | Project Number | 11295 |
| Project Address | Semaphore Road, New Port, SA 5015 | Drawing Name | 1A Fencing Plan |
| Client | Cedar Woods Properties | Scale | 1:2000 A1 |
| | | Date | 26/06/2019 |
| | | Drawing Number | TP202 |
| | | Revision | - |

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| Lot No | 107 | 108 | 109 | 110 | 111 | 112 | 113 | 114 | 115 |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| House Type | T04 | T04 | T04 | T04 | T04 | T04 | T04 | T04 | T04 |
| Lot Area (m ²) | 175.3 | 151.5 | 184.4 | 197.4 | 198.8 | 204.5 | 207.5 | 139.8 | 139.8 |
| Ground Floor Area (excluding garage) (m ²) | 64.2 | 64.2 | 64.2 | 64.2 | 64.2 | 64.2 | 52.2 | 52.1 | 52.1 |
| Ground Floor Area (including garage) (m ²) | 81.8 | 81.8 | 81.8 | 81.8 | 81.8 | 81.8 | 71.8 | 71.7 | 71.7 |
| First floor area (m ²) | 75.7 | 75.7 | 75.7 | 75.7 | 75.7 | 75.7 | 62.7 | 62.7 | 62.7 |
| Garage area (m ²) | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 |
| Total floor area (excluding garage) (m ²) | 139.9 | 139.9 | 139.9 | 139.9 | 139.9 | 139.9 | 114.9 | 114.9 | 114.9 |
| Total floor area (including garage) (m ²) | 159.5 | 159.5 | 159.5 | 159.5 | 159.5 | 159.5 | 134.5 | 134.4 | 134.4 |
| Site coverage | 52% | 42% | 37% | 46% | 46% | 47% | 42% | 52% | 52% |
| Total Private Open Space (m ²) | 73.5 | 51.2 | 83.0 | 94.0 | 98.4 | 101.9 | 119.1 | 51.5 | 51.5 |
| - S.P.O.S. (m ²) | 38.8 | 37.8 | 46.1 | 77.1 | 85.0 | 88.0 | 45.1 | 35.2 | 35.2 |
| - Other Ground P.O.S. (m ²) | 34.7 | 13.4 | 36.9 | 16.9 | 13.4 | 14.0 | 74.0 | 16.3 | 16.3 |

| Lot No | 116 | 117 | 118 | 119 | 120 | 121 | 122 | 123 | 124 |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| House Type | T05 | T05 | T05 | T05 | T05 | T05 | T05 | T05 | T05 |
| Lot Area (m ²) | 139.8 | 207.5 | 230.1 | 130.5 | 130.5 | 130.5 | 130.5 | 130.5 | 277.6 |
| Ground Floor Area (excluding garage) (m ²) | 52.1 | 52.1 | 54.3 | 53.2 | 53.2 | 53.2 | 53.2 | 53.2 | 53.2 |
| Ground Floor Area (including garage) (m ²) | 71.7 | 71.7 | 84.2 | 82.4 | 82.4 | 82.4 | 82.4 | 82.4 | 82.4 |
| First floor area (m ²) | 68.7 | 68.7 | 68.0 | 57.6 | 57.6 | 57.6 | 57.6 | 57.6 | 57.6 |
| Garage area (m ²) | 19.6 | 19.6 | 29.9 | 29.3 | 29.3 | 29.3 | 29.3 | 29.3 | 29.3 |
| Total floor area (excluding garage) (m ²) | 100.8 | 100.8 | 112.3 | 110.8 | 110.8 | 110.8 | 110.8 | 110.8 | 110.8 |
| Total floor area (including garage) (m ²) | 120.4 | 120.4 | 142.3 | 140.0 | 140.0 | 140.0 | 140.0 | 140.0 | 140.0 |
| Site coverage | 52% | 40% | 39% | 42% | 42% | 42% | 42% | 42% | 42% |
| Total Private Open Space (m ²) | 51.5 | 118.0 | 146.0 | 45.0 | 48.1 | 48.1 | 48.1 | 45.8 | 48.0 |
| - S.P.O.S. (m ²) | 35.2 | 52.2 | 44.3 | 28.3 | 33.8 | 30.6 | 33.8 | 28.3 | 31.0 |
| - Other Ground P.O.S. (m ²) | 16.3 | 65.8 | 101.6 | 17.2 | 14.3 | 17.2 | 14.3 | 17.2 | 19.5 |

| Lot No | 206 | 207 | 208 | 209 | 210 | 211 | 212 | 213 | 214 |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| House Type | T06 | T06 | T06 | T06 | T06 | T06 | T06 | T06 | T06 |
| Lot Area (m ²) | 180.2 | 168.0 | 168.0 | 168.0 | 197.8 | 170.5 | 168.0 | 168.0 | 168.0 |
| Ground Floor Area (excluding garage) (m ²) | 71.1 | 71.1 | 71.1 | 71.1 | 71.1 | 71.1 | 71.1 | 71.1 | 71.1 |
| Ground Floor Area (including garage) (m ²) | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 |
| First floor area (m ²) | 84.7 | 84.7 | 84.7 | 84.7 | 84.7 | 84.7 | 84.7 | 84.7 | 84.7 |
| Garage area (m ²) | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 |
| Total floor area (excluding garage) (m ²) | 155.7 | 155.7 | 155.7 | 155.7 | 155.7 | 155.7 | 155.7 | 155.7 | 155.7 |
| Total floor area (including garage) (m ²) | 175.3 | 175.3 | 175.3 | 175.3 | 175.3 | 175.3 | 175.3 | 175.3 | 175.3 |
| Site coverage | 58% | 45% | 42% | 41% | 53% | 42% | 42% | 42% | 42% |
| Total Private Open Space (m ²) | 70.1 | 59.3 | 59.3 | 60.8 | 61.1 | 61.7 | 60.8 | 59.3 | 59.3 |
| - S.P.O.S. (m ²) | 52.3 | 42.0 | 42.0 | 45.5 | 53.6 | 46.0 | 45.5 | 42.0 | 42.0 |
| - Other Ground P.O.S. (m ²) | 17.8 | 17.3 | 17.3 | 15.3 | 7.5 | 15.7 | 15.3 | 17.3 | 17.3 |
| - Balcony (m ²) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Lot No | 215 | 216 | 217 | 218 | 219 | 220 | 221 | 222 | 223 |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| House Type | T07 | T07 | T07 | T07 | T07 | T07 | T07 | T07 | T07 |
| Lot Area (m ²) | 168.0 | 242.5 | 222.8 | 174.0 | 174.0 | 174.0 | 174.0 | 174.0 | 207.7 |
| Ground Floor Area (excluding garage) (m ²) | 71.1 | 71.5 | 71.6 | 67.9 | 67.9 | 67.9 | 67.9 | 67.9 | 67.9 |
| Ground Floor Area (including garage) (m ²) | 90.7 | 91.1 | 91.2 | 87.5 | 87.5 | 87.5 | 87.5 | 87.5 | 87.5 |
| First floor area (m ²) | 84.7 | 84.5 | 87.9 | 86.8 | 86.8 | 86.8 | 86.8 | 86.8 | 86.8 |
| Garage area (m ²) | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 |
| Total floor area (excluding garage) (m ²) | 155.7 | 156.0 | 157.7 | 154.7 | 154.7 | 154.7 | 154.7 | 154.7 | 154.7 |
| Total floor area (including garage) (m ²) | 175.3 | 175.6 | 175.3 | 174.3 | 174.3 | 174.3 | 174.3 | 174.3 | 174.3 |
| Site coverage | 42% | 46% | 52% | 57% | 58% | 57% | 57% | 58% | 53% |
| Total Private Open Space (m ²) | 60.8 | 133.9 | 130.0 | 81.0 | 81.0 | 81.0 | 81.0 | 82.1 | 107.4 |
| - S.P.O.S. (m ²) | 45.5 | 48.1 | 40.5 | 52.0 | 52.0 | 52.0 | 52.0 | 52.7 | 60.5 |
| - Other Ground P.O.S. (m ²) | 15.3 | 72.6 | 53.2 | 18.1 | 18.1 | 18.1 | 18.1 | 18.4 | 36.2 |
| - Balcony (m ²) | 0.0 | 0.0 | 17.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 |

| Lot No | 224 | 225 | 226 |
|--|-------|-------|-------|
| House Type | T08 | T08 | T08 |
| Lot Area (m ²) | 174.0 | 174.0 | 174.0 |
| Ground Floor Area (excluding garage) (m ²) | 67.9 | 67.9 | 67.9 |
| Ground Floor Area (including garage) (m ²) | 87.5 | 87.5 | 87.5 |
| First floor area (m ²) | 86.8 | 86.8 | 86.8 |
| Garage area (m ²) | 19.6 | 19.6 | 19.6 |
| Total floor area (excluding garage) (m ²) | 154.7 | 154.7 | 154.7 |
| Total floor area (including garage) (m ²) | 174.3 | 174.3 | 174.3 |
| Site coverage | 57% | 58% | 57% |
| Total Private Open Space (m ²) | 61.0 | 81.0 | 61.6 |
| - S.P.O.S. (m ²) | 52.0 | 52.0 | 52.0 |
| - Other Ground P.O.S. (m ²) | 18.1 | 18.1 | 18.6 |
| - Balcony (m ²) | 11.0 | 11.0 | 11.0 |

Stage 1A - Ground Floor Plan 1:200

Rev. Date By Ckd Description
 - 05/05/19 JW KC FOR TOWN PLANNING
 A 26/06/19 LL KC FOR TOWN PLANNING

DKO Architecture (Vic) Pty Ltd
 Suite 2/112 New Quay Promenade
 Docklands, VIC 3008
 T +61 3 8661 6000
 info@dko.com.au
 www.dko.com.au
 ABN: 64421978948

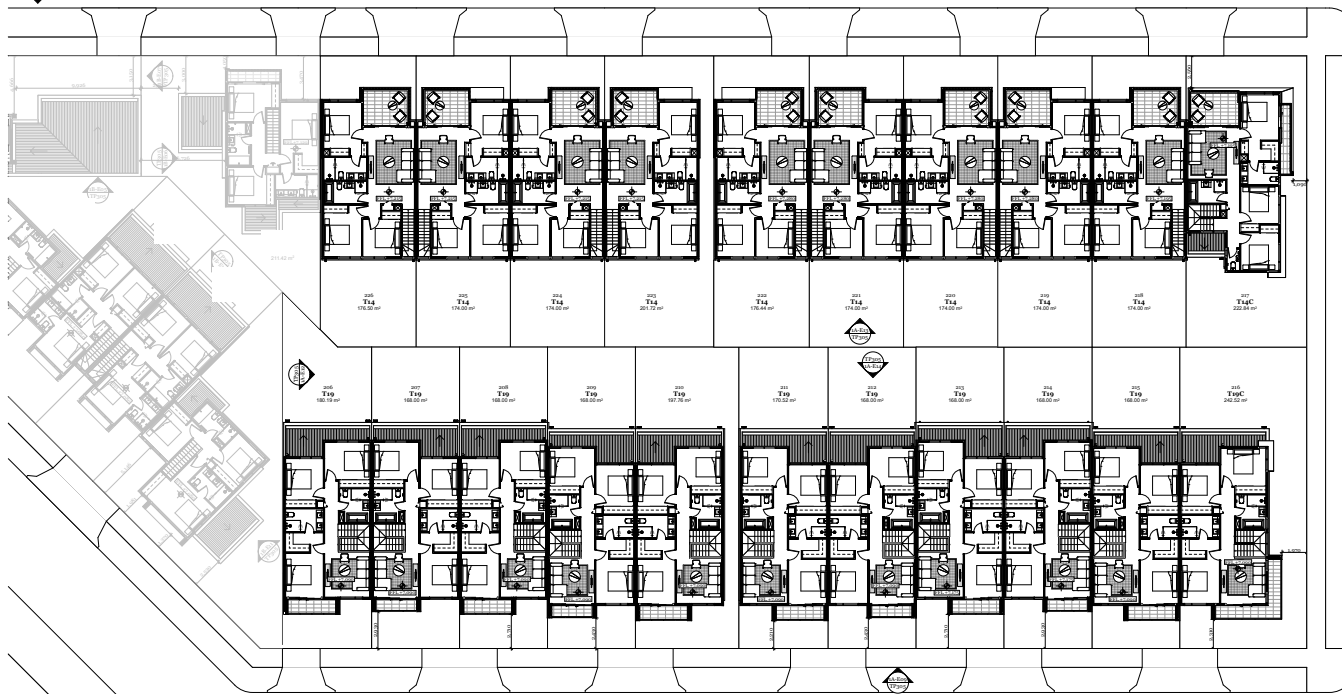
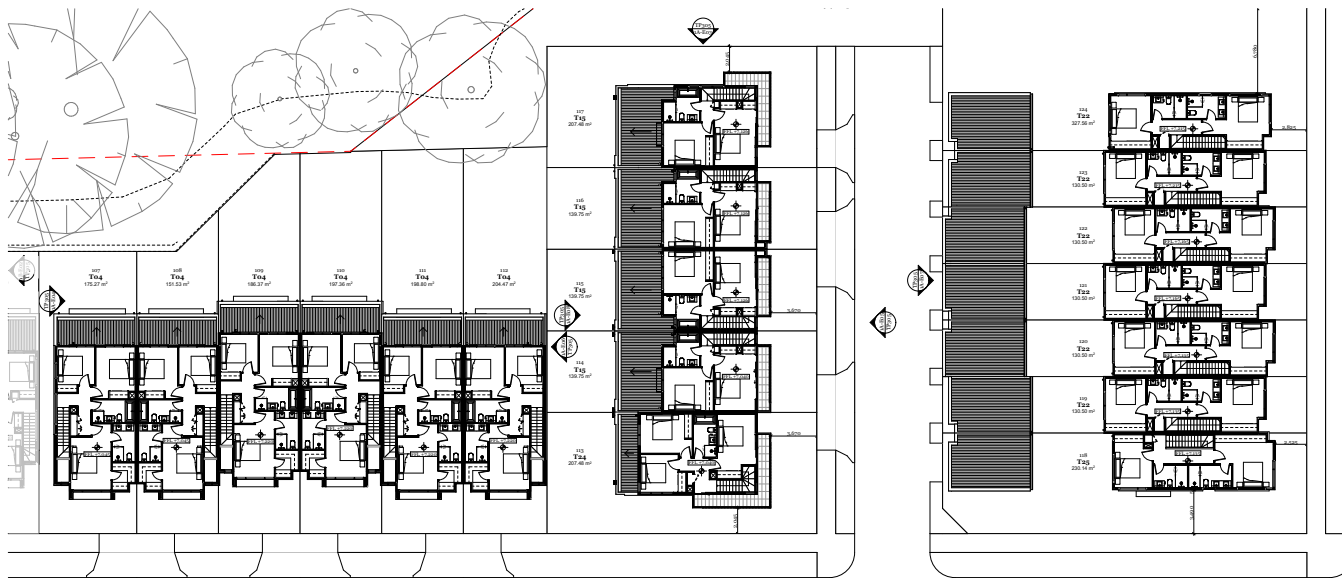


Project Address PA Waterfront
 Semaphore Road,
 New Port, SA 5015

Project Number 11295
 1A Ground Floor Plan
 1:200/1A
 26/06/2019

Client Cedar Woods Properties
 Drawing Number TP301
 Revision

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| Lot No. | 107 | 108 | 109 | 110 | 111 | 112 | 113 | 114 | 115 |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| House Type | 104 | 104 | 104 | 104 | 104 | 104 | 104 | 104 | 104 |
| Lot Area (m ²) | 175.3 | 151.5 | 184.4 | 197.4 | 198.8 | 204.5 | 207.5 | 139.8 | 139.8 |
| Ground Floor Area (excluding garage) (m ²) | 64.2 | 64.2 | 64.2 | 64.2 | 64.2 | 64.2 | 52.2 | 52.1 | 52.1 |
| Ground Floor Area (including garage) (m ²) | 81.8 | 81.8 | 81.8 | 81.8 | 81.8 | 81.8 | 71.8 | 71.7 | 71.7 |
| First floor area (m ²) | 75.7 | 75.7 | 75.7 | 75.7 | 75.7 | 75.7 | 62.7 | 62.7 | 62.7 |
| Garage area (m ²) | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 |
| Total floor area (excluding garage) (m ²) | 139.9 | 139.9 | 139.9 | 139.9 | 139.9 | 139.9 | 114.9 | 114.9 | 114.9 |
| Total floor area (including garage) (m ²) | 159.5 | 159.5 | 159.5 | 159.5 | 159.5 | 159.5 | 134.5 | 134.4 | 134.4 |
| Site coverage | 50% | 49% | 51% | 48% | 49% | 47% | 42% | 51% | 51% |
| Total Private Open Space (m ²) | 73.5 | 51.2 | 83.0 | 94.0 | 98.4 | 101.9 | 119.1 | 51.5 | 51.5 |
| - S.P.O.S. (m ²) | 38.8 | 37.8 | 46.1 | 77.1 | 85.0 | 88.0 | 45.1 | 35.2 | 35.2 |
| - Other Ground P.O.S. (m ²) | 34.7 | 13.4 | 36.9 | 16.9 | 13.4 | 14.0 | 74.0 | 16.3 | 16.3 |

| Lot No. | 116 | 117 | 118 | 119 | 120 | 121 | 122 | 123 | 124 |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| House Type | 115 | 115 | 125 | 122 | 122 | 122 | 122 | 122 | 122 |
| Lot Area (m ²) | 139.8 | 207.5 | 230.1 | 130.5 | 130.5 | 130.5 | 130.5 | 130.5 | 130.5 |
| Ground Floor Area (excluding garage) (m ²) | 52.1 | 52.1 | 54.3 | 53.2 | 53.2 | 53.2 | 53.2 | 53.2 | 53.2 |
| Ground Floor Area (including garage) (m ²) | 71.7 | 71.7 | 84.2 | 82.4 | 82.4 | 82.4 | 82.4 | 82.4 | 82.4 |
| First floor area (m ²) | 65.7 | 65.7 | 68.0 | 67.6 | 67.6 | 67.6 | 67.6 | 67.6 | 67.6 |
| Garage area (m ²) | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 |
| Total floor area (excluding garage) (m ²) | 100.8 | 100.8 | 112.3 | 110.8 | 110.8 | 110.8 | 110.8 | 110.8 | 110.8 |
| Total floor area (including garage) (m ²) | 120.4 | 120.4 | 142.3 | 140.3 | 140.3 | 140.3 | 140.3 | 140.3 | 140.3 |
| Site coverage | 52% | 49% | 50% | 47% | 47% | 47% | 47% | 47% | 47% |
| Total Private Open Space (m ²) | 51.5 | 118.0 | 146.0 | 45.0 | 48.1 | 48.1 | 48.1 | 45.8 | 48.0 |
| - S.P.O.S. (m ²) | 35.2 | 52.2 | 44.3 | 28.3 | 33.8 | 30.6 | 33.8 | 28.3 | 31.0 |
| - Other Ground P.O.S. (m ²) | 16.3 | 65.8 | 101.6 | 17.2 | 14.3 | 17.2 | 14.3 | 17.2 | 19.5 |

| Lot No. | 206 | 207 | 208 | 209 | 210 | 211 | 212 | 213 | 214 |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| House Type | 119 | 119 | 119 | 119 | 119 | 119 | 119 | 119 | 119 |
| Lot Area (m ²) | 180.2 | 168.0 | 168.0 | 168.0 | 179.8 | 170.5 | 168.0 | 168.0 | 168.0 |
| Ground Floor Area (excluding garage) (m ²) | 71.1 | 71.1 | 71.1 | 71.1 | 71.1 | 71.1 | 71.1 | 71.1 | 71.1 |
| Ground Floor Area (including garage) (m ²) | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 |
| First floor area (m ²) | 84.7 | 84.7 | 84.7 | 84.7 | 84.7 | 84.7 | 84.7 | 84.7 | 84.7 |
| Garage area (m ²) | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 |
| Total floor area (excluding garage) (m ²) | 155.7 | 155.7 | 155.7 | 155.7 | 155.7 | 155.7 | 155.7 | 155.7 | 155.7 |
| Total floor area (including garage) (m ²) | 175.3 | 175.3 | 175.3 | 175.3 | 175.3 | 175.3 | 175.3 | 175.3 | 175.3 |
| Site coverage | 58% | 61% | 62% | 61% | 53% | 62% | 61% | 62% | 61% |
| Total Private Open Space (m ²) | 70.1 | 59.3 | 59.3 | 60.8 | 89.1 | 61.7 | 60.8 | 59.3 | 59.3 |
| - S.P.O.S. (m ²) | 52.3 | 42.0 | 42.0 | 45.5 | 53.6 | 46.0 | 45.5 | 42.0 | 42.0 |
| - Other Ground P.O.S. (m ²) | 17.8 | 17.3 | 17.3 | 15.3 | 35.6 | 15.7 | 15.3 | 17.3 | 17.3 |
| - Balcony (m ²) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Lot No. | 215 | 216 | 217 | 218 | 219 | 220 | 221 | 222 | 223 |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| House Type | 119 | 119c | 118c | 118 | 114 | 114 | 114 | 114 | 114 |
| Lot Area (m ²) | 168.0 | 242.5 | 222.8 | 174.0 | 174.0 | 174.0 | 174.0 | 174.0 | 207.1 |
| Ground Floor Area (excluding garage) (m ²) | 71.1 | 71.5 | 71.6 | 67.9 | 67.9 | 67.9 | 67.9 | 67.9 | 67.9 |
| Ground Floor Area (including garage) (m ²) | 90.7 | 91.1 | 91.2 | 87.5 | 87.5 | 87.5 | 87.5 | 87.5 | 87.5 |
| First floor area (m ²) | 84.7 | 84.5 | 87.9 | 86.8 | 86.8 | 86.8 | 86.8 | 86.8 | 86.8 |
| Garage area (m ²) | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 |
| Total floor area (excluding garage) (m ²) | 155.7 | 156.0 | 155.7 | 154.7 | 154.7 | 154.7 | 154.7 | 154.7 | 154.7 |
| Total floor area (including garage) (m ²) | 175.3 | 175.6 | 175.3 | 174.3 | 174.3 | 174.3 | 174.3 | 174.3 | 174.3 |
| Site coverage | 62% | 46% | 52% | 57% | 58% | 57% | 57% | 58% | 53% |
| Total Private Open Space (m ²) | 60.8 | 133.9 | 130.0 | 81.0 | 81.0 | 81.0 | 81.0 | 82.1 | 107.4 |
| - S.P.O.S. (m ²) | 45.5 | 48.1 | 40.5 | 52.0 | 52.0 | 52.0 | 52.0 | 52.7 | 60.5 |
| - Other Ground P.O.S. (m ²) | 15.3 | 72.6 | 52.2 | 18.1 | 18.1 | 18.1 | 18.1 | 18.4 | 36.2 |
| - Balcony (m ²) | 0.0 | 0.0 | 17.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 |

| Lot No. | 224 | 225 | 226 |
|--|-------|-------|-------|
| House Type | 114 | 114 | 114 |
| Lot Area (m ²) | 174.0 | 174.0 | 174.0 |
| Ground Floor Area (excluding garage) (m ²) | 67.9 | 67.9 | 67.9 |
| Ground Floor Area (including garage) (m ²) | 87.5 | 87.5 | 87.5 |
| First floor area (m ²) | 86.8 | 86.8 | 86.8 |
| Garage area (m ²) | 19.6 | 19.6 | 19.6 |
| Total floor area (excluding garage) (m ²) | 154.7 | 154.7 | 154.7 |
| Total floor area (including garage) (m ²) | 174.3 | 174.3 | 174.3 |
| Site coverage | 57% | 58% | 57% |
| Total Private Open Space (m ²) | 61.0 | 81.0 | 61.6 |
| - S.P.O.S. (m ²) | 52.0 | 52.0 | 52.0 |
| - Other Ground P.O.S. (m ²) | 18.1 | 18.1 | 18.6 |
| - Balcony (m ²) | 11.0 | 11.0 | 11.0 |

Stage 1A - Level 1 Plan 1:200

Rev. Date By Ckd Description
 - 05/09/19 JW KC FOR TOWN PLANNING
 A 26/06/19 LL KC FOR TOWN PLANNING

DKO Architecture (Vic) Pty Ltd
 Suite 2/112 New Quay Promenade
 Docklands, VIC 3008
 T +61 3 8861 6600
 info@dko.com.au
 www.dko.com.au
 ABN: 64442978948

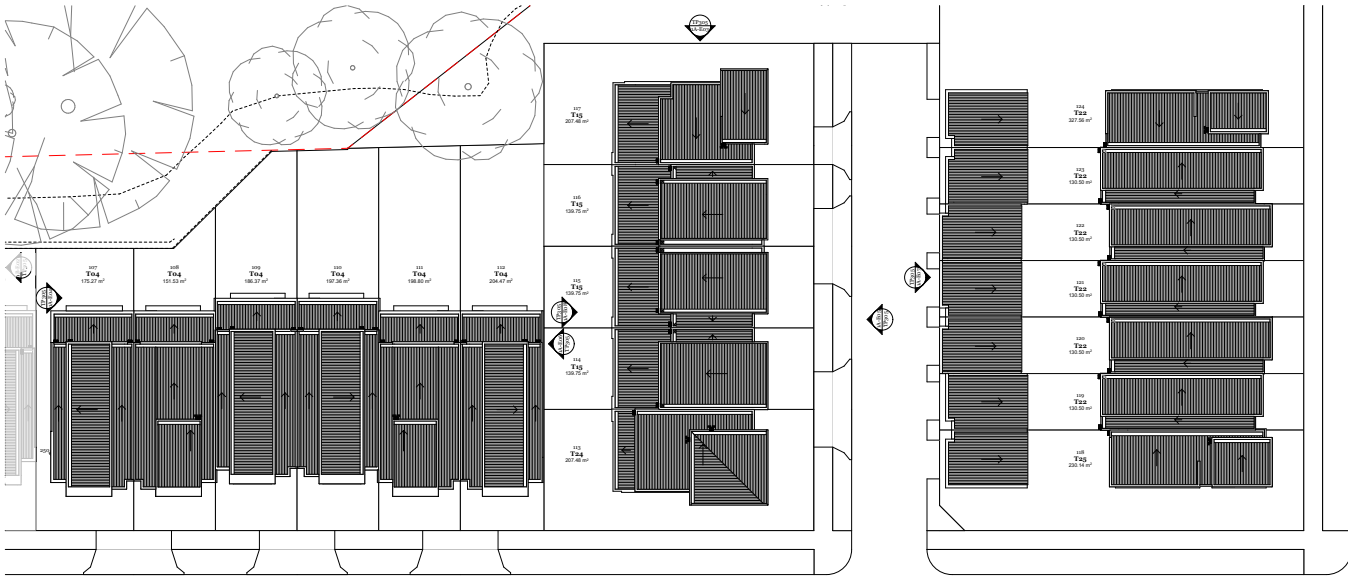


Project Address PA Waterfront
 Semaphore Road,
 New Port, SA 5015

Project Number 11295
 Drawing Name 1 Level 1 Plan
 Scale 1:200
 Date 26/06/2019

Client Cedar Woods Properties
 Drawing Number TP302
 Revision

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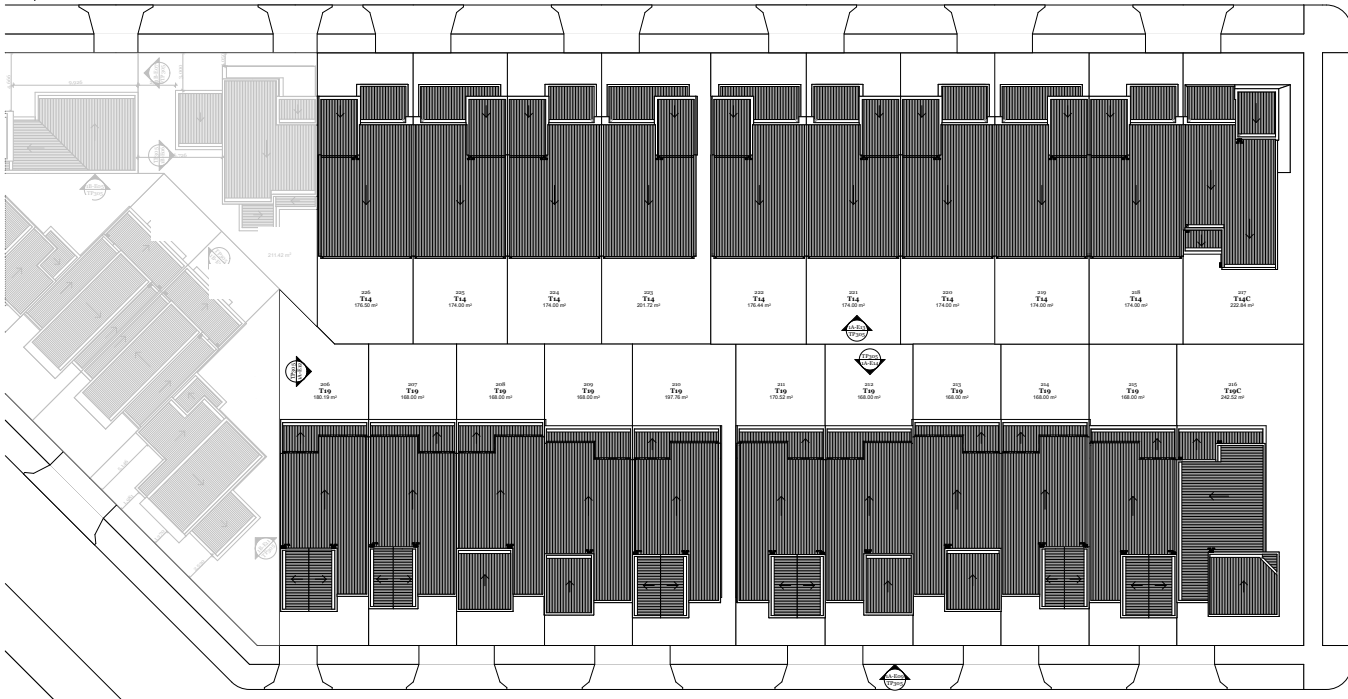
| Lot No. | 107 | 108 | 109 | 110 | 111 | 112 | 113 | 114 | 115 |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| House Type | T97 | T98 | T99 | T100 | T101 | T102 | T103 | T104 | T105 |
| Lot Area (m ²) | 175.3 | 151.5 | 184.4 | 197.4 | 198.8 | 204.5 | 207.5 | 139.8 | 139.8 |
| Ground Floor Area (excluding garage) (m ²) | 64.2 | 64.2 | 64.2 | 64.2 | 64.2 | 64.2 | 52.2 | 52.2 | 52.2 |
| Ground Floor Area (including garage) (m ²) | 81.8 | 81.8 | 81.8 | 81.8 | 81.8 | 81.8 | 71.8 | 71.7 | 71.7 |
| First floor area (m ²) | 75.7 | 75.7 | 75.7 | 75.7 | 75.7 | 75.7 | 62.7 | 62.7 | 62.7 |
| Garage area (m ²) | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 |
| Total floor area (excluding garage) (m ²) | 139.9 | 139.9 | 139.9 | 139.9 | 139.9 | 139.9 | 114.9 | 114.9 | 114.9 |
| Total floor area (including garage) (m ²) | 159.5 | 159.5 | 159.5 | 159.5 | 159.5 | 159.5 | 134.5 | 134.4 | 134.4 |
| Site coverage | 52% | 42% | 37% | 48% | 48% | 47% | 42% | 42% | 37% |
| Total Private Open Space (m ²) | 73.5 | 51.2 | 83.0 | 94.0 | 98.4 | 101.9 | 119.1 | 51.5 | 51.5 |
| - S.P.O.S (m ²) | 38.8 | 37.8 | 46.1 | 77.1 | 85.0 | 88.0 | 45.1 | 35.2 | 35.2 |
| - Other Ground P.O.S (m ²) | 34.7 | 13.4 | 36.9 | 16.9 | 13.4 | 14.0 | 74.0 | 16.3 | 16.3 |

| Lot No. | 116 | 117 | 118 | 119 | 120 | 121 | 122 | 123 | 124 |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| House Type | T106 | T107 | T108 | T109 | T110 | T111 | T112 | T113 | T114 |
| Lot Area (m ²) | 139.8 | 207.5 | 230.1 | 130.5 | 130.5 | 130.5 | 130.5 | 130.5 | 127.6 |
| Ground Floor Area (excluding garage) (m ²) | 52.1 | 52.1 | 54.3 | 53.2 | 53.2 | 53.2 | 53.2 | 53.2 | 53.2 |
| Ground Floor Area (including garage) (m ²) | 71.7 | 71.7 | 84.2 | 82.4 | 82.4 | 82.4 | 82.4 | 82.4 | 82.4 |
| First floor area (m ²) | 65.7 | 48.7 | 58.0 | 57.6 | 57.6 | 57.6 | 57.6 | 57.6 | 57.6 |
| Garage area (m ²) | 19.6 | 19.6 | 29.9 | 29.3 | 29.3 | 29.3 | 29.3 | 29.3 | 29.3 |
| Total floor area (excluding garage) (m ²) | 100.8 | 100.8 | 112.3 | 110.8 | 110.8 | 110.8 | 110.8 | 110.8 | 110.8 |
| Total floor area (including garage) (m ²) | 120.4 | 120.4 | 142.3 | 140.0 | 140.0 | 140.0 | 140.0 | 140.0 | 140.0 |
| Site coverage | 52% | 40% | 40% | 42% | 42% | 42% | 42% | 42% | 37% |
| Total Private Open Space (m ²) | 51.5 | 118.0 | 146.0 | 45.0 | 48.1 | 48.1 | 48.1 | 45.8 | 40.4 |
| - S.P.O.S (m ²) | 35.2 | 52.2 | 44.3 | 28.3 | 33.8 | 30.6 | 33.8 | 28.3 | 31.0 |
| - Other Ground P.O.S (m ²) | 16.3 | 65.8 | 101.6 | 17.2 | 14.3 | 17.5 | 14.3 | 17.5 | 19.5 |

| Lot No. | 206 | 207 | 208 | 209 | 210 | 211 | 212 | 213 | 214 |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| House Type | T115 | T116 | T117 | T118 | T119 | T120 | T121 | T122 | T123 |
| Lot Area (m ²) | 180.2 | 148.0 | 148.0 | 148.0 | 148.0 | 170.5 | 148.0 | 148.0 | 148.0 |
| Ground Floor Area (excluding garage) (m ²) | 71.1 | 71.1 | 71.1 | 71.1 | 71.1 | 71.1 | 71.1 | 71.1 | 71.1 |
| Ground Floor Area (including garage) (m ²) | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 |
| First floor area (m ²) | 84.7 | 84.7 | 84.7 | 84.7 | 84.7 | 84.7 | 84.7 | 84.7 | 84.7 |
| Garage area (m ²) | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 |
| Total floor area (excluding garage) (m ²) | 155.7 | 155.7 | 155.7 | 155.7 | 155.7 | 155.7 | 155.7 | 155.7 | 155.7 |
| Total floor area (including garage) (m ²) | 175.3 | 175.3 | 175.3 | 175.3 | 175.3 | 175.3 | 175.3 | 175.3 | 175.3 |
| Site coverage | 58% | 45% | 42% | 42% | 42% | 53% | 42% | 42% | 42% |
| Total Private Open Space (m ²) | 70.1 | 59.3 | 59.3 | 60.8 | 61.1 | 61.7 | 60.8 | 59.3 | 59.3 |
| - S.P.O.S (m ²) | 52.3 | 42.0 | 42.0 | 45.5 | 53.6 | 46.0 | 45.5 | 42.0 | 42.0 |
| - Other Ground P.O.S (m ²) | 17.8 | 17.3 | 17.3 | 15.3 | 8.5 | 15.7 | 15.3 | 17.3 | 17.3 |
| - Balcony (m ²) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Lot No. | 215 | 216 | 217 | 218 | 219 | 220 | 221 | 222 | 223 |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| House Type | T124 | T125 | T126 | T127 | T128 | T129 | T130 | T131 | T132 |
| Lot Area (m ²) | 168.0 | 242.5 | 222.8 | 174.0 | 174.0 | 174.0 | 174.0 | 174.0 | 207.3 |
| Ground Floor Area (excluding garage) (m ²) | 71.1 | 71.5 | 71.6 | 67.9 | 67.9 | 67.9 | 67.9 | 67.9 | 67.9 |
| Ground Floor Area (including garage) (m ²) | 90.7 | 91.1 | 91.2 | 87.5 | 87.5 | 87.5 | 87.5 | 87.5 | 87.5 |
| First floor area (m ²) | 84.7 | 84.5 | 87.9 | 86.8 | 86.8 | 86.8 | 86.8 | 86.8 | 86.8 |
| Garage area (m ²) | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 |
| Total floor area (excluding garage) (m ²) | 155.7 | 156.0 | 155.7 | 154.7 | 154.7 | 154.7 | 154.7 | 154.7 | 154.7 |
| Total floor area (including garage) (m ²) | 175.3 | 175.6 | 175.3 | 174.3 | 174.3 | 174.3 | 174.3 | 174.3 | 174.3 |
| Site coverage | 62% | 46% | 52% | 57% | 58% | 57% | 57% | 58% | 53% |
| Total Private Open Space (m ²) | 60.8 | 133.9 | 130.0 | 81.0 | 81.0 | 81.0 | 81.0 | 82.1 | 107.4 |
| - S.P.O.S (m ²) | 45.5 | 48.1 | 40.5 | 52.0 | 52.0 | 52.0 | 52.0 | 52.7 | 60.5 |
| - Other Ground P.O.S (m ²) | 15.3 | 72.6 | 53.2 | 18.1 | 18.1 | 18.1 | 18.1 | 18.4 | 36.2 |
| - Balcony (m ²) | 0.0 | 0.0 | 0.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 |

| Lot No. | 224 | 225 | 226 |
|--|-------|-------|-------|
| House Type | T133 | T134 | T135 |
| Lot Area (m ²) | 174.0 | 174.0 | 174.5 |
| Ground Floor Area (excluding garage) (m ²) | 67.9 | 67.9 | 67.9 |
| Ground Floor Area (including garage) (m ²) | 87.5 | 87.5 | 87.5 |
| First floor area (m ²) | 86.8 | 86.8 | 86.8 |
| Garage area (m ²) | 19.6 | 19.6 | 19.6 |
| Total floor area (excluding garage) (m ²) | 154.7 | 154.7 | 154.7 |
| Total floor area (including garage) (m ²) | 174.3 | 174.3 | 174.3 |
| Site coverage | 57% | 50% | 57% |
| Total Private Open Space (m ²) | 81.0 | 81.0 | 81.6 |
| - S.P.O.S (m ²) | 52.0 | 52.0 | 52.0 |
| - Other Ground P.O.S (m ²) | 18.1 | 18.1 | 18.6 |
| - Balcony (m ²) | 11.0 | 11.0 | 11.0 |



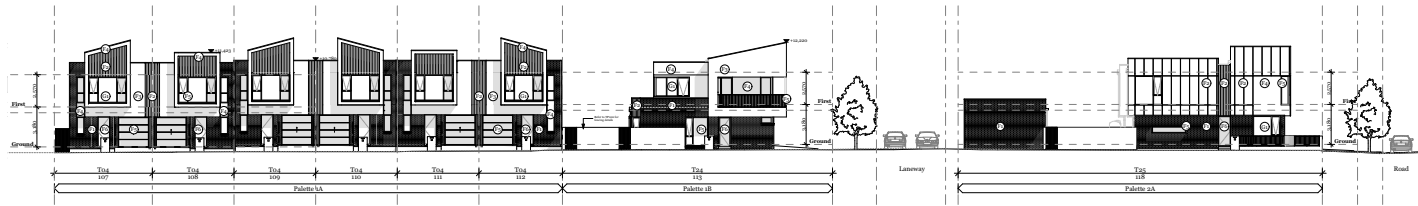
Stage 1A - Roof Plan 1:200

| Rev. | Date | By | Ckd | Description |
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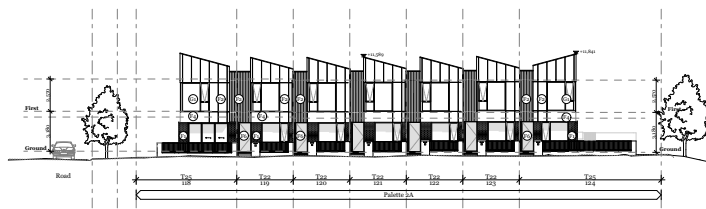
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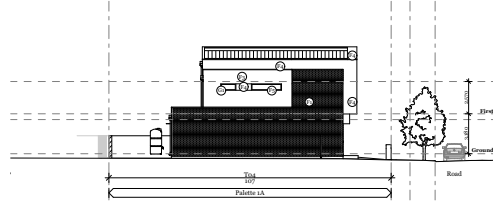
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|-----------------|--------------------------------------|----------------|--------------|
| Project Address | Sempshire Road, New Port, SA 5045 | Drawing Name | 1A Roof Plan |
| Client | Cedar Woods Properties | Scale | 1:200 (A1) |
| | | Date | 26/06/2019 |
| | | Drawing Number | TP303 |
| | | Revision | |



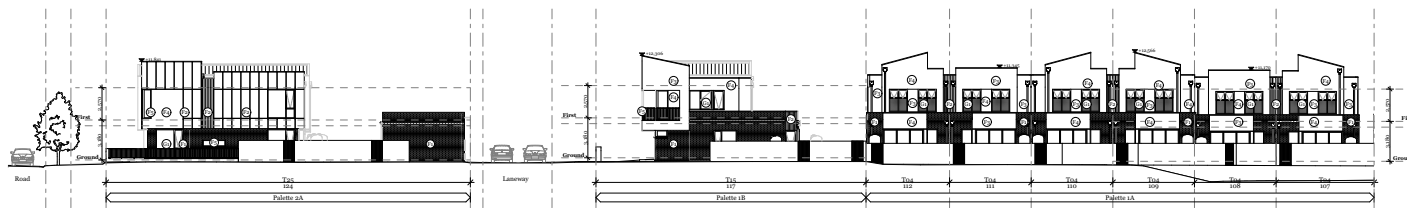
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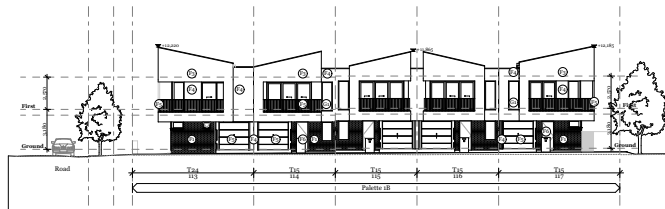
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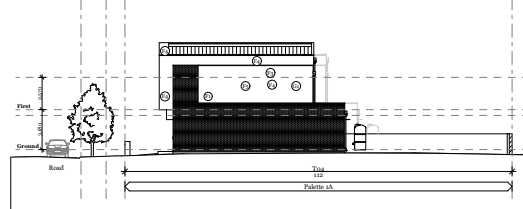
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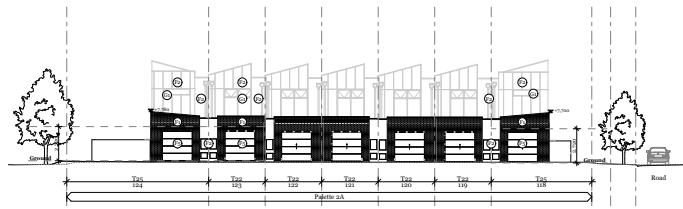
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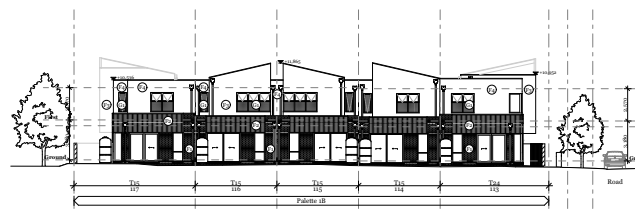
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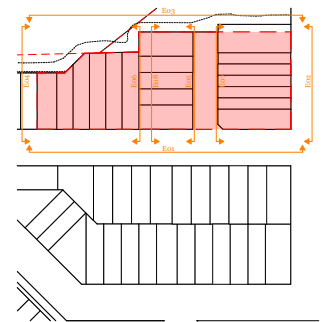
1A-E06 112 1:200



1A-E07 124-118 1:200



1A-E08 117-113 1:200



Palette 1A

| | |
|-------------------------|-------------------------|
| (F1) Masonry | (F1) Masonry |
| (F2) Cladding | (F2) Cladding |
| (F3) Light Render/Paint | (F3) Light Render/Paint |
| (F4) Dark Render/Paint | (F4) Dark Render/Paint |
| (F5) Powdercoat | (F5) Powdercoat |
| (F6) Accent | (F6) Accent |
| (G1) Clear Glazing | (G1) Clear Glazing |
| (G2) Obscure Glazing | (G2) Obscure Glazing |

Palette 1B

Palette 2A

| | |
|-------------------------|-------------------------|
| (F1) Masonry | (F1) Masonry |
| (F2) Cladding | (F2) Cladding |
| (F3) Light Render/Paint | (F3) Light Render/Paint |
| (F4) Dark Render/Paint | (F4) Dark Render/Paint |
| (F5) Powdercoat | (F5) Powdercoat |
| (F6) Accent | (F6) Accent |
| (G1) Clear Glazing | (G1) Clear Glazing |
| (G2) Obscure Glazing | (G2) Obscure Glazing |

Palette 2B

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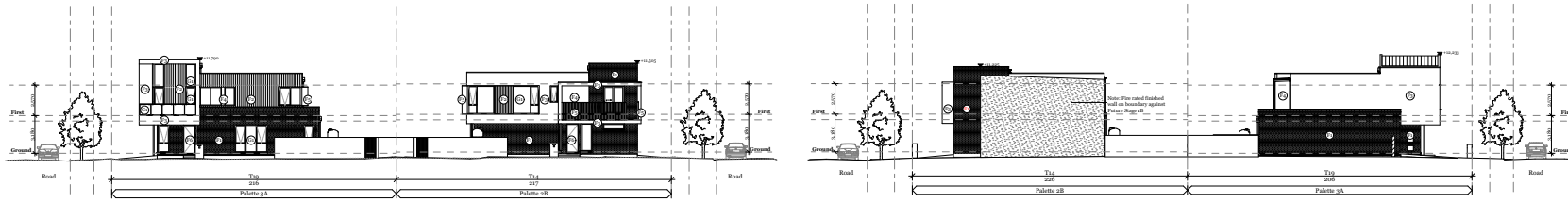
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|-----------------|--------------------------------------|----------------|---------------------------------|
| Project Name | PA Waterfront | Project Number | 11295 |
| Project Address | Semaphore Road, New Port, SA 5015 | Drawing Name | 1A Streetscape/Elevations 01-08 |
| Client | Cedar Woods Properties | Scale | 1:200 (A1) |
| | | Date | 26/06/2019 |
| | | Drawing Number | TP304 |
| | | Revision | - |



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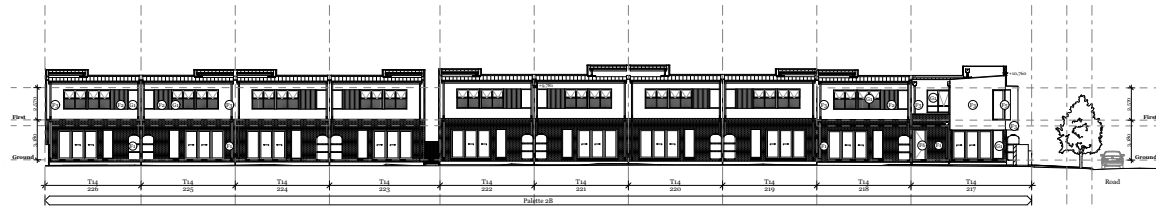


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1A-E12 226+206 1:200



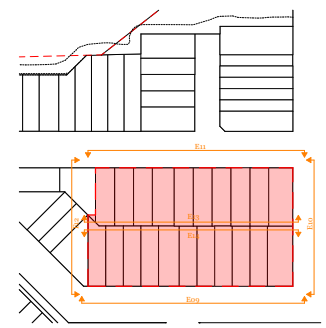
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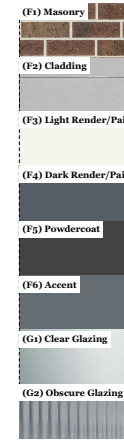
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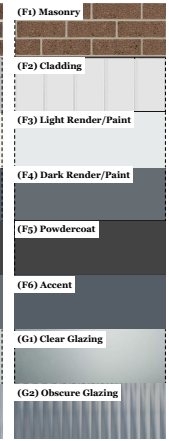
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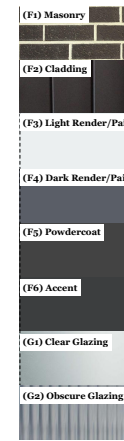
Palette 2A



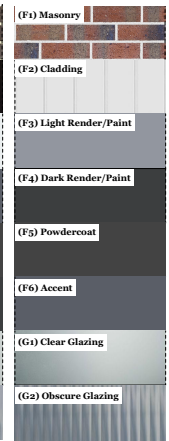
Palette 2B



Palette 3A



Palette 3B



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| Project Name | PA Waterfront | Project Number | 1195 |
| Project Address | Semaphore Road, New Port, SA 5015 | Drawing Name | 1A Streetcapes/Elevations 09-14 |
| Client | Cedar Woods Properties | Scale | 1:200(1A) 20/06/2019 |
| | | Drawing Number | TP305 |
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Type 19 Townhouses - Lots 211 - 216



Type 14 Townhouses - Lots 217 - 222

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| Project Name | PA Waterfront | Project Number | 11295 |
| Project Address | Semaphore Road, New Port, SA 5015 | Drawing Name | 1A Artists Impression |
| Client | Cedar Woods Properties | Scale | 1:2000(A) |
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| | | Revision | - |

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Type 25 & Type 22 Townhouses - Lots 118-124



Type 24 & Type 15 Townhouses - Lots 113-117

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| Project Name | PA Waterfront | Project Number | 11295 |
| Project Address | Semaphore Road, New Port, SA 5015 | Drawing Name | 1A Artists Impression |
| Client | Cedar Woods Properties | Scale | 1:2000 A1 |
| | | Date | 26/06/2019 |
| | | Drawing Number | TP307 |
| | | Revision | |



Type 04 Townhouses - Lots 107-112

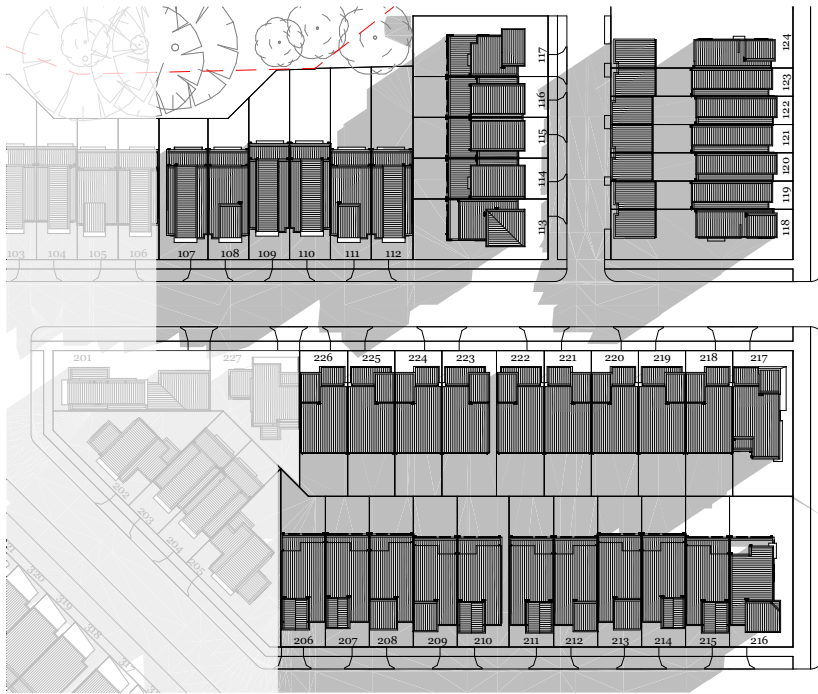
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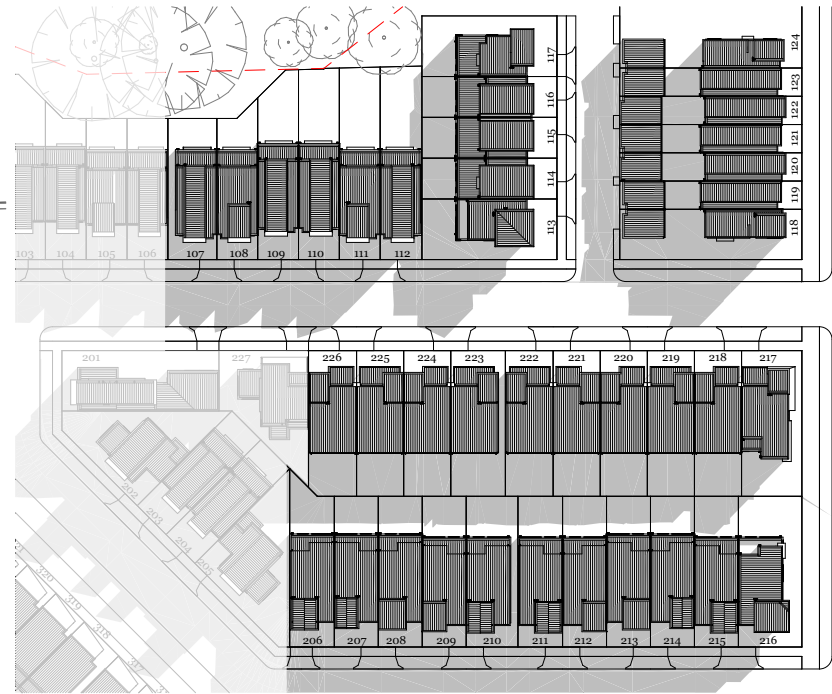
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| Project Address | Semaphore Road, New Port, SA 5015 | Drawing Name | 1A Artists Impression |
| Client | Cedar Woods Properties | Scale | 1:2000(A) |
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| | | Revision | |



Shadow Diagrams 0900 1:400



Shadow Diagrams 1000 1:400



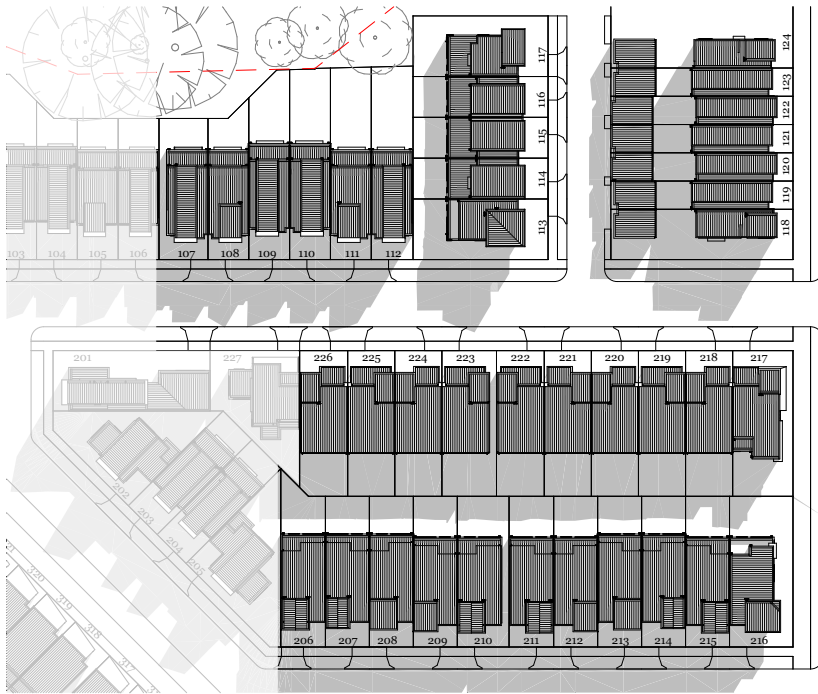
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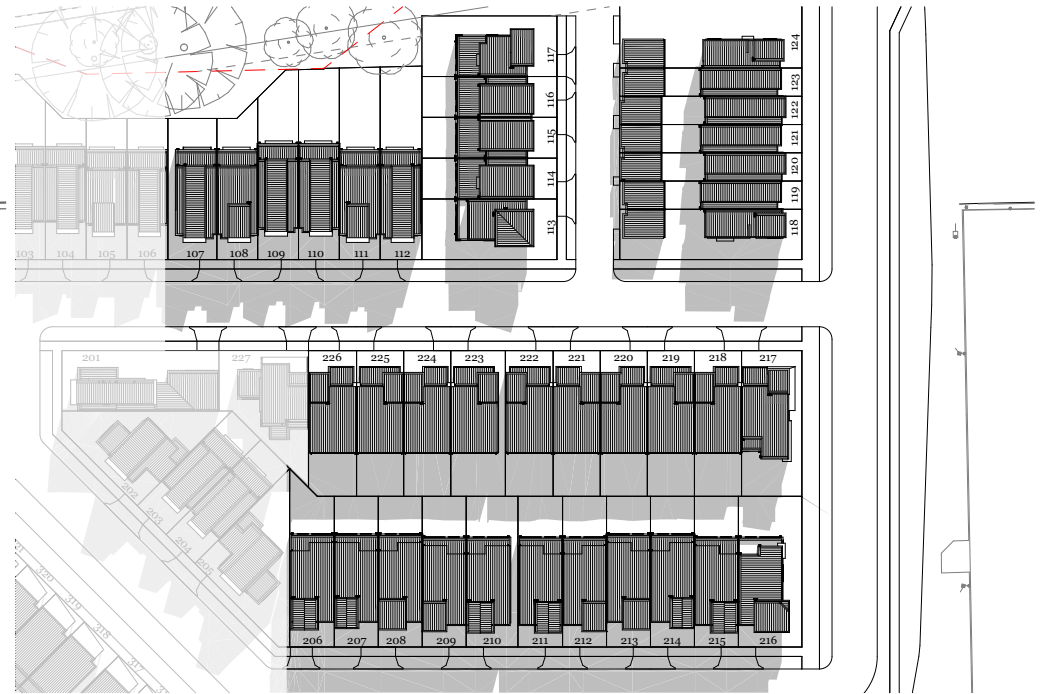
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| Project Address | Semaphore Road, New Port, SA 5015 | Drawing Name | LA Shadows - 0900 1000 |
| Client | Cedar Woods Properties | Scale | 1:2000(A) |
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| | | Revision | - |



Shadow Diagrams 1100 1:400



Shadow Diagrams 1200 1:400



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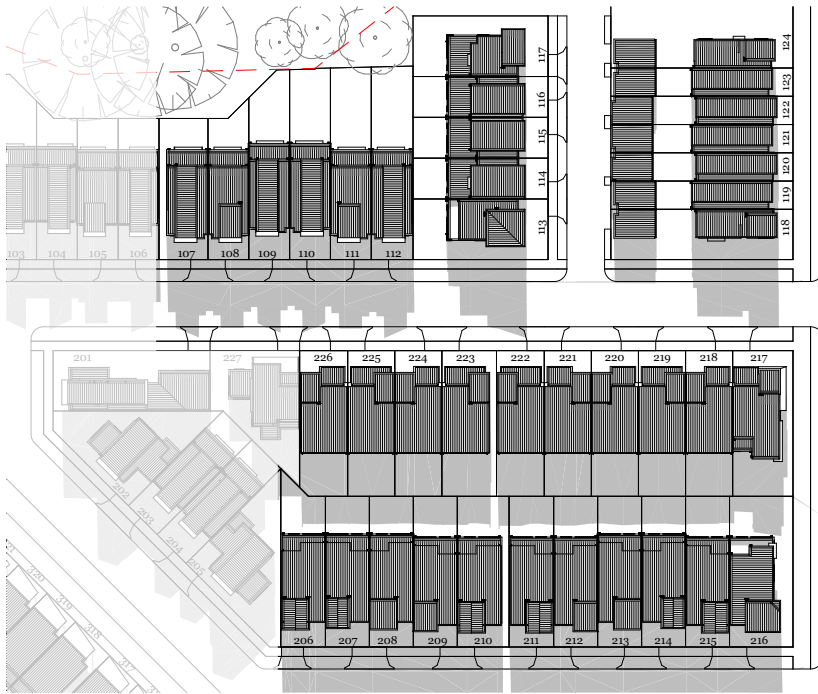


Project Name PA Waterfront
 Project Address Semaphore Road,
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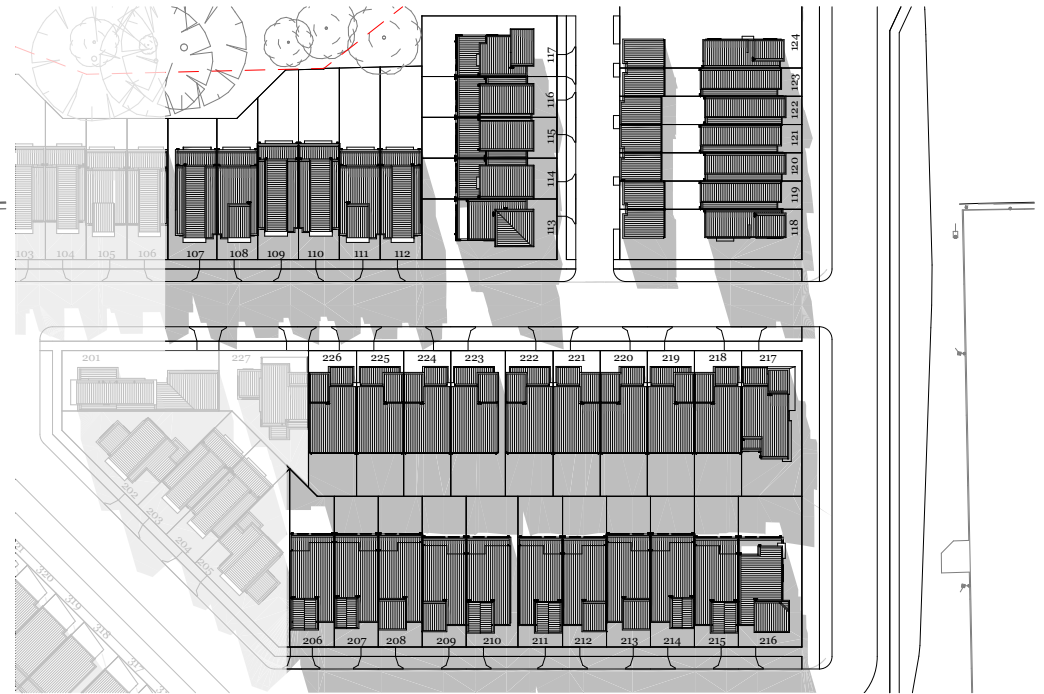
Client Cedar Woods Properties

Project Number 11295
 Drawing Name LA Shadows - 1100 1200
 Scale 1:2000(A)
 Date 26/06/2019

Drawing Number **TP310**
 Revision



Shadow Diagrams 1300 1:400



Shadow Diagrams 1400 1:400



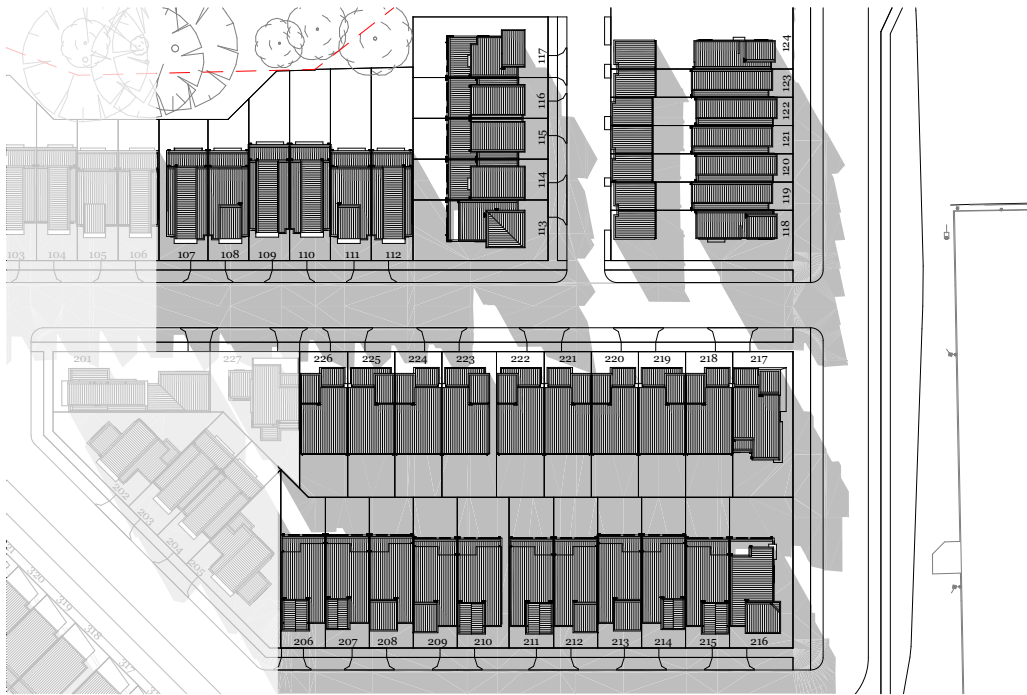
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| Project Address | Semaphore Road, New Port, SA 5015 | Drawing Name | IA Shadows - 1300 1400 |
| Client | Cedar Woods Properties | Scale | 1:2000(A) |
| | | Date | 26/06/2019 |
| | | Drawing Number | TP311 |
| | | Revision | - |



Shadow Diagrams 1500 1:400



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| Project Address | Semaphore Road, New Port, SA 5015 | Drawing Name | IA Shadows - 1500 |
| Client | Cedar Woods Properties | Scale | 1:2000(A) |
| | | Date | 26/06/2019 |
| | | Drawing Number | TP312 |
| | | Revision | - |



2017-0362
04 March 2019

Vintage Properties Pty Ltd – Cedar Woods
Stage 1A (101-105) – Built Form
Planning Statement



Planning Report

04 March 2019

| | |
|-----------------------------------|--|
| Lead consultant | URPS |
| Prepared for | Vintage Properties Pty Ltd a wholly owned subsidiary of Cedar Woods |
| Consultant Project Manager | Grazio Maiorano, Director Phil Harnett, Associate Suite 12/154 Fullarton Road (cnr Alexandra Ave) Rose Park, SA 5067 Tel: (08) 8333 7999 Email: grazio@urps.com.au |
| URPS Ref | 2017-0362 |

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| 7.3 | Attachment 3 | 32 |
| 7.4 | Attachment 4 | 33 |
| 7.5 | Attachment 5 | 34 |
| 7.6 | Attachment 6 | 35 |



Executive Summary

| Vintage Properties Pty Ltd – Cedar Woods – Stage 101-105 Built Form | |
|---|---|
| Applicant | Vintage Properties Pty Ltd a wholly owned subsidiary of Cedar Woods |
| Description of land | <ul style="list-style-type: none">• Lot 1, FP 20117 within Certificate of Title 5808/856.• Section 1203, HP 105800 within Certificate of Title 5455/1.• Lot 2001 in DP 73728 within Certificate of Title 6018/785.• Lot 100 in FP 31067 within Certificate of Title 5860/133. |
| Ownership | Vintage Property Pty Ltd Minister for Transport and Infrastructure (lot 100 only) |
| Site area | 9,451m ² |
| Council | City of Port Adelaide Enfield |
| Development Plan | Port Adelaide Enfield Council Development Plan (consolidated 6 February 2018) |
| Zone | Regional Centre Zone |
| Policy Area | North West Policy Area 45 |
| Current land use | Vacant |
| Description of development | <ul style="list-style-type: none">• Land Division to create 41 allotments (including 2 large allotments for future development).• 39 two-storey row dwelling each with associated garage.• Development to be completed in 5 stages. |
| Assessment Pathway | Merit |
| Public notification | Category 1 |
| Relevant Authority | State Commission Assessment Panel |
| Referrals | <ul style="list-style-type: none">• Government Architect or Associated Government Architect.• City of Port Adelaide Enfield. |
| Related applications | <ul style="list-style-type: none">• 040/W015/18 – Demolition and Site Remediation• 040/D189/18 – Super Lot Land Division• 040/L058/18 - Erect 1.8m high construction fencing with advertising signage and six (6) 5m high banner poles with advertising• 040/2159/18 - Temporary office (sales centre), alterations to State Heritage Place, car park line marking and advertisements. |
| Contact person | Mr Grazio Maiorano |



1.0 Introduction

URPS has been engaged by Vintage Property Pty Ltd, a wholly owned subsidiary of Cedar Woods Properties, to provide this planning statement in support of the proposed Stage 1A built form at Port Adelaide.

Vintage Property/Cedar Woods Properties intend to lodge subsequent applications for further residential development in the near future.

Together with this report I enclose:

- Certificates of Title (**Attachment 1**).
- Plan of Division prepared by Alexander Symonds Surveying Consultants, Revision C dated 26.02.2019 (**Attachment 2**).
- Architectural Plans prepared by DKO Architects dated 22/02/2019 (**Attachment 3**).
- Indicative landscaping for Dwelling Types (**Attachment 4**).
- Parking and Refuse Collection Assessment undertaken by GTA Consultants dated 15 November 2018 (**Attachment 5**).
- Stormwater drainage letter from WGA (Wallbridge Gilbert Aztec) dated 26 October 2018 (**Attachment 6**).

A description of the proposal, its land and locality and an appraisal of the proposal's performance against the most pertinent planning provisions, is set out within this report.



2.0 Subject Land and Locality

2.1 Subject Land

The subject land includes the following allotments:

- Lot 1, FP 20117 within Certificate of Title 5808/856.
- Section 1203, HP 105800 within Certificate of Title 5455/1.
- Lot 2001 in DP 73728 within Certificate of Title 6018/785.
- Lot 100 in FP 31067 within Certificate of Title 5860/133.

Certificates of Title form **Attachment 1**.

The land is irregular in shape reflecting the combination of the various allotments.

The land is vacant and has previously been used for ship building and repairs. As such, the locality contains various boat slips (piers) where boats were berthed or moored within the Port Adelaide River.

The following applications have recently been granted planning consent on the land or are being considered by the State Planning Commission.

| Development Application Number | Description | Status |
|--------------------------------|---|----------------------------------|
| 040/W015/18 | Demolition and Site Remediation | Development Plan Consent Granted |
| 040/D189/18 | Super Lot Land Division | Development Plan Consent Granted |
| 040/L058/18 | Erect 1.8m high construction fencing with advertising signage and six (6) 5m high banner poles with advertising | Development Plan Consent Granted |
| 040/2159/18 | Temporary office (sales centre), alterations to State Heritage Place, car park line marking and advertisements. | Development Plan Consent Granted |



2.2 Locality

The land forms portion of the north-western corner of Port Adelaide's Regional Centre Zone. Causeway Road and Semaphore Road form the zone boundaries with the Residential Zone beyond. Port Adelaide's Town Centre is situated south-east of the subject land, opposite the Port Adelaide River. Various land uses exist throughout the wider locality including a variety of residential forms, educational establishments, industrial and commercial land uses, predominantly within the nearby Town Centre.

The land has excellent access to a range of services and public transport and is ideal for future residential development. The Outer Harbor railway line and the Glanville Railway and Bus Station are situated at the western edge of the subject land. Two bridges span the Port Adelaide River near the subject land. These bridges form extensions of Nelson Street and St Vincent/Hart Street.

The "Illustrative Masterplan" prepared by DKO Architects shows the position of the proposal in relation to its locality on **Image 1** below.

Image 1: "Illustrative Masterplan" prepared by DKO Architects





3.0 Proposed Development

The proposed development is divided into 5 subsequent stages and will be developed as such. The development proposed for each stage is shown below and correlates directly with the proposed plan of division (**Attachment 2**) and the architectural plans (**Attachment 3**).

| Stage | Proposed Development |
|------------------|---|
| Stage 101 | <ul style="list-style-type: none">• Land division to create 7 residential allotments.• 7 two-storey, 2 bedroom row dwellings.• Ancillary detached carports.• Associated fencing. |
| Stage 102 | <ul style="list-style-type: none">• Land division to create 5 residential allotments.• 4 two-storey, 2 bedroom row dwellings with garages under main roof.• 1 two-storey, 3 bedroom row dwelling with garage under main roof.• Associated fencing. |
| Stage 103 | <ul style="list-style-type: none">• Land division to create 12 residential allotments.• 12 two-storey, 3 bedroom row dwellings with garages under main roof.• Associated fencing. |
| Stage 104 | <ul style="list-style-type: none">• Land division to create 9 residential allotments.• 9 two-storey, 3 bedroom row dwellings with garages under main roof.• Associated fencing. |
| Stage 105 | <ul style="list-style-type: none">• Land division to create 6 residential allotments.• 6 two-storey, 3 bedroom row dwellings with garages under main roof.• Associated fencing. |
| Reserve | <ul style="list-style-type: none">• 253 square metres of public open space to provide clearance from existing street trees. |



4.0 Procedural Matters

4.1 Zone and Policy Area

The subject land is located within Regional Centre Zone (the Zone) of the Port Enfield Council Development Plan (consolidated 6 February 2018). The site is also located within the North West Policy Area 45 (PA 45).

4.2 Assessment Pathway

Dwellings and garages are neither “complying” nor “non-complying” in the Regional Centre Zone. The proposal will therefore be assessed on its “merits”.

4.3 Public Notification Category

All development within PA 45 is Category 1 for public notification purposes.

While there are exceptions to this, those exceptions relate to development that exceeds prescribed building heights, involves a telecommunications facility within 100 metres of a residential zone or involves a telecommunications antennae greater than 30 metres from a residential zone. The proposed development does not involve one these exceptions and is Category 1.

4.4 Relevant Authority

Schedule 10 of the Development Regulations 2008 prescribes particular development to be decided by the State Commission Assessment Panel.

Clause 5 of Schedule 10 states that any development within Policy Area 45 – North West will be assessed by the State Commission Assessment Panel. As such the State Planning Commission is the relevant authority in this circumstance.

4.5 Referrals

4.5.1 Historic Shipwrecks (Not Required)

The proposal is not situated within 500 metres of a historic shipwreck. As such, the proposal does not need to be referred to Historic Shipwrecks.

4.5.2 The Coast Protection Board (Not Required)

“Coastal land” as defined by Schedule 8 of the Development Regulations 2008 includes:

- Land situated in a zone or area defined in the relevant Development Plan where the name of the zone or area includes the word “Coast” or “Coastal”, or which indicates or suggests in some other way that the zone or area is situated on the coast.
- Land situated in an area that, in the opinion of the relevant authority, comprises an urban area within 100 metres of the coast measured mean high water mark on the sea shore at spring tide.



The land is situated within the Regional Centre Zone which does not comprise the word “coast” or “coastal”. The land is situated within 100 metres of the Port Adelaide River however this is not the “sea shore”.

On this basis, the proposal does not appear to be “coastal land” with respect to the Development Plan unless Principles 74, 75 and 76 of the zone, which relate to sea level rise, are considered sufficient enough to suggest the land is situated on the coast.

4.5.3 Department of Planning, Transport and Infrastructure (Not Required)

In relation to an arterial road, the proposal will not:

- Create new road junction on an arterial road.
- Alter an existing access.
- Change the nature of movement through an existing access.
- Encroach within a road widening setback.
- Involve advertising within 100 metres of a signalised intersection or pedestrian actuated crossing.

As such, the proposal does not need to be referred to the Department of Planning, Transport and Infrastructure.

4.5.4 State Heritage Unit (Not Required)

The proposal is not considered to directly or materially affect a State Heritage place because:

- The closest part of the proposal will be approximately 150 metres away from the nearest State Heritage Place, “The Fletcher’s Slip Precinct”.
- The proposal will not be viewed in the same context as nearby heritage places.
- The closest part of the proposal to the “The Fletcher’s Slip Precinct” is separated by a large warehouse type building which does not have heritage value.
- The proposed form of development is envisaged in the locality as discussed further within this report.
- No part of the proposal will exceed 2 storeys in height.

As such, referral is not required to the minister administering the Heritage Places Act 1993.

4.5.5 Government Architect of Associate Government Architect (Required)

The proposal is situated within the City of Port Adelaide Enfield and the Regional Centre Zone for which the State Planning Commission (previously the Development Assessment Commission) is the relevant authority. As such, the proposal must be referred to the Government Architect or Associated Government Architect for “**Regard**” only and for a **period of 8 weeks**.

4.5.6 City of Port Adelaide Enfield (Required).

The State Planning Commission must give the City of Port Adelaide Enfield **6 weeks** to provide a report.



5.0 Development Assessment

On my consideration of the relevant Port Adelaide Enfield Council Development Plan, the following matters are most relevant to the application:

- Zone.
- North West Policy Area 45.
- Land Division.
- Site Areas and Frontages.
- Design and Appearance.
- Setbacks.
- Site Coverage.
- Private Open Space.
- Site Storage and Facilities.
- Visual Privacy.
- Overshadowing.
- Car Parking.
- Hazards.
- Site Contamination.
- Orderly and Sustainable Development.
- Heritage.

5.1 Zone

Objectives 4, 5 and 6 of the Regional Centre Zone are as follows:

Regional Centre Zone

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.

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 Desired Character of the Zone states:



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

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.

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 Port Adelaide Centre will:

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

The proposed development is the first stage of residential development on the land and thus the first residential component of the overall development. This is depicted on the "Illustrative Masterplan" prepared by DKO Architects (Image 1 above).

In accordance with the objectives and desired character of the zone, the proposal will:

- Substantially increase the number of dwellings and the resident population.
- Intensify the use of the land which is currently underutilised.
- Rehabilitate the underutilised waterfront.
- Provide an attractive place to live work and play in close proximity to the Port Adelaide River and Port Adelaide Centre.
- Improve the zones amenity.
- Provide residential development designed to account for flood risk.

On this basis, the proposal will satisfy the key objectives and the desired character of the zone. The development will contribute to the enhancement of the Port Adelaide Centre by increasing the resident population which in turn supports the local economy and enhances vibrancy throughout the wider locality.



5.2 North West Policy Area 45

Objectives 1 and 2 within PA 45 state:

Objective 1 The creation of the active gateway to the Port River Waterfront from the North West.

Objective 2 Development of medium to high density residential and small scale mixed use activities including some small scale tourist accommodation contributing to the vitality of the area. (underlining added)

The desired character within PA 45 states:

The policy area will accommodate medium to high density residential development forming a gateway to the Port River waterfront from the west with strong vistas to link with Semaphore Road.

A diverse range of housing types will be developed based around transit oriented development principles.

The policy area does not provide a numeric figure to distinguish medium and high density. However, Medium Density Policy Area 73 of the Residential Zone states that medium density development translates to net densities of between 35 and 70 dwellings per hectare. Furthermore, 'The 30-Year Plan for Greater Adelaide' provides the following density standards:

- Low Density = fewer than 35 dwelling units per hectare.
- Medium Density = 35 to 70 dwelling units per hectare.
- High Density = More than 70 dwelling units per hectare.

The proposed development, excluding roads, will provide an average density of 56.4 dwellings per hectare which is consistently considered "medium density" and satisfies the density guidelines prescribed by the objectives and desired character of the policy area. The proposed density of the proposal is explained in the table below.

| Stage | Area (square metres) | Number of Dwellings | Density (dwellings per hectare) |
|--------------|----------------------|---------------------|---------------------------------|
| Stage 101 | 1,212.20 | 7 | 57.7 |
| Stage 102 | 834.21 | 5 | 59.9 |
| Stage 103 | 2,180.32 | 12 | 55 |
| Stage 104 | 1,608.17 | 9 | 55.9 |
| Stage 105 | 1,114.40 | 6 | 53.8 |
| Total | 6,974.72 | 39 | 56.4 |



Furthermore, in accordance with the desired character, the proposal will include a diverse range of housing types which have different allotment sizes, 2 or 3 bedrooms, different on-site garage arrangements and different internal layouts. This variety will be increased as other stages of the wider development further contribute to a broader range of dwellings.

Principles 4 and 21 within PA 45 state:

Principle 4 Development should be consistent with Concept Plan Map PAdE/37 - North West Policy Area.

Principle 21 Development should provide a fully integrated design from streetscapes, public plazas and public promenade through to private residential spaces.

Concept Plan Map PAdE/37 – North West Policy Area is pictured below in **Image 2**.

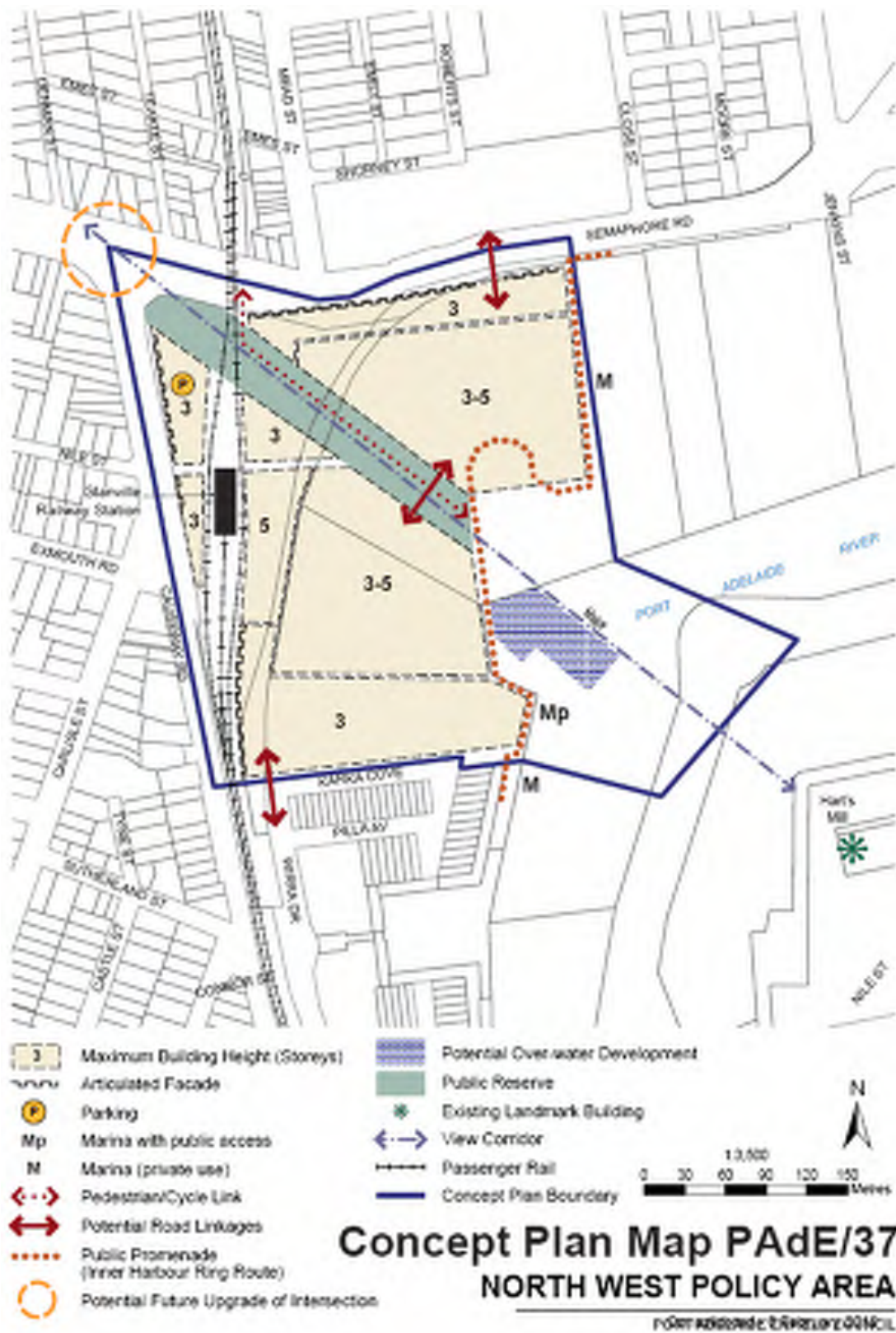
The following key features of the concept plan will be integrated into the overall development as depicted on the “Illustrative Masterplan” prepared by DKO Architects (Image 1 above):

- Pedestrian and Cycle Links.
- Road linkages within the development and to the existing road network.
- Public promenade.
- Public Reserves.
- View Corridors.
- The existing passenger railway line.

The proposed development achieves the key features of the Concept Plan.



Image 2: Concept Plan Map PAdE/37 – North West Policy Area.





5.3 Land Division

The proposal includes land division to create 41 allotments and “Reserve” land over 5 stages. Proposed allotments 1101 and 1102 will be the subject of further residential development in the future.

The proposed plan of division forms **Attachment 2**.

As per the plan of division, particular allotments comprise easements that denote party walls. This is required given the type of dwellings proposed on respective allotments, row dwellings which by their very nature have “party walls”.

General Section, Land Division Objectives 1 and 2 state:

1 Land division that occurs in an orderly sequence allowing efficient provision of new infrastructure and facilities and making optimum use of existing underutilised infrastructure and facilities.

2 Land division that creates allotments appropriate for the intended use.

General Section, Land Division Principle 2 states:

2 Land should not be divided if any of the following apply:

- (a) **the size, shape, location, slope or nature of the land makes any of the allotments unsuitable for the intended use**
- (b) **any allotment will not have a frontage to one of the following:**
 - (i) an existing road
 - (ii) **a proposed public road**
 - (iii) access to a public road via an internal roadway in a plan of community division
- (c) **the intended use of the land is likely to require excessive cut and/or fill**
- (d) **it is likely to lead to undue erosion of the subject land or land within the locality**
- (e) **the wastewater treatment plant to which subsequent development will be connected does not have sufficient capacity to handle the additional wastewater volumes and pollutant loads generated by such development**
- (f) the area is unsewered and cannot accommodate an appropriate onsite wastewater disposal system within the allotment that complies with (or can comply with) the relevant public and environmental health legislation applying to the intended use(s)
- (g) **any allotments will straddle more than one zone or policy area.**

The proposal will satisfy the Objectives and Principles above. In particular:

- The proposed allotments are of a size, shape, location and slope that is suitable for their intended residential use. This is demonstrated by the proposed built form.
- All allotments will have frontage to a public road as proposed.



- The land is reasonably flat and will not require excessive cut and/or fill.
- The proposed land division and subsequent residential development will not lead to undue erosion.
- The land division will occur in an orderly sequence that allows for the efficient provision of new infrastructure.
- No proposed allotments will straddle more than one zone or policy area.

5.4 Site Areas and Frontages

Site areas range from 131 square metres up to 328 square metres (excluding lots 1101 and 1102). This diversity of allotment sizes contributes to a range of dwellings types for a variety of demands. It also provides different price points for allotments meaning that some will be more affordable than others.

The zone and policy area does not provide minimum site area or frontage guidelines. Instead, site area is guided by density, private open space, site coverage, car parking and general design guidelines. As discussed throughout this report, the proposal ensures the following:

- A medium density of 56.4 dwellings per hectare (excluding the area of roads).
- Each dwelling is provided with at least 35 square metres of private open space that is directly accessible from a living room and of a suitable gradient.
- Each dwelling has a site coverage that is suitable to its associated allotment.
- Each dwelling has an appropriate number of on-site car parking spaces.
- The design and internal layout of each dwelling is appropriate.

For these reasons, the proposed allotment sizes are appropriate to the locality.

Proposed allotment frontages to associated public roads range from 4.5 metres up to 11.3 metres (excluding lots 1101 and 1102). Once again, the design of the proposed dwellings is appropriate to respective allotment frontages. In addition, the proposed frontage arrangements ensure sufficient on-street vehicle parking as confirmed by the GTA Consultants parking assessment.

5.5 Design and Appearance

5.5.1 Architectural Quality and Building Design

Principle 18 of the Policy Area states:

18 Development should be robust and bold in character, with articulated linear modelled facades and building forms, to take advantage of the waterfront views.

Each set of row dwellings provides a uniform design character with strong vertical lines leading up to varied roof projections that are either flat or pitched. **Images 3** and **4** below show the attractive facades. These will be supported by a mix of materials and finishes as discussed further below.

Image 3: Type 19 Townhouses. Lots 211 – 216.



Image 4: Type 14 Townhouses. Lots 217 – 222.



Principles 38 and 39 of the zone state:

38 Development should incorporate a high degree of architectural quality with building design adequately addressing:

- (a) compatibility in terms of form and scale with existing buildings and the desired character statement of the relevant policy area
- (b) interest and diversity
- (c) public domain interface
- (d) a high quality streetscape
- (e) building height
- (f) massing and proportion
- (g) facade articulation
- (h) elements such as eaves, sun shading devices, entries and balconies.

39 Roof designs should:

- (a) contribute to the overall design and performance of buildings



- (b) **be integrated into the overall facade and composition of buildings**
- (c) **be articulated by breaking down mass in order to relate to the context of surrounding buildings**
- (d) **screen air conditioning and building services plants from ground level public views**
- (e) **minimise their visibility from adjacent buildings.**

The proposed buildings will not be viewed against existing buildings because the land is currently vacant and distanced from nearby buildings. Notwithstanding this, each dwelling will be two-storey with a scale which is consistent with residential development throughout the wider locality, particularly fronting Karka Cove as pictured below in **Image 5**.

Furthermore, proposed facades will be articulated and integrated into each other with proportionate design features that provide interest and diversity for the length of each row dwelling terrace.

Image 5: Karka Cove.



5.5.2 Building Height

Principle 19 of the policy area states:

19 Development should incorporate buildings with heights in accordance with Concept Plan Map PAdE/37 - North West Policy Area.

Concept PlanMap PAdE/37 indicates that development on the subject land should have a maximum building height of up to 3-5 storeys.



All of the proposed dwellings will be two-storey however will have protruding design elements that increase the maximum building height up to 8.2 metres (the equivalent of a 3 storey building) while remaining proportionate. The design elements are cohesive yet provide varied roof lines and interesting architecture within each streetscape.

The proposed building height, and number of storeys, is considered appropriate. Particularly when considering the height and scale of existing development throughout the wider locality.

5.5.3 Surveillance by design

General Section, Residential Development Principles 5 and 6 state:

5 Where a dwelling has direct frontage to a street the dwelling should be designed to provide surveillance and address the street.

6 Entries to dwellings should be clearly visible from the streets that they front to enable visitors to identify a specific dwelling easily.

All proposed dwellings will have direct frontage to a public road. The proposal satisfies Principles 5 and 6 by way of the following:

- Dwellings within stages 102, 103 and 104 will all have upper level street facing balconies which provide outlook to public spaces for casual surveillance. This is particularly important with respect to dwellings within Stage 102 as they front a no-through road.
- Dwellings within stages 101 and 105 will all have ground and upper-level street facing windows which allow outlook to public areas for casual surveillance.
- Proposed public streets have been designed to minimise areas that are hidden from view or may allow for discreet vandalism or crime.
- Each dwelling will have an entry that is clearly visible from the respective public street.

5.5.4 External Materials and Finishes

Principle 36 of the zone states:

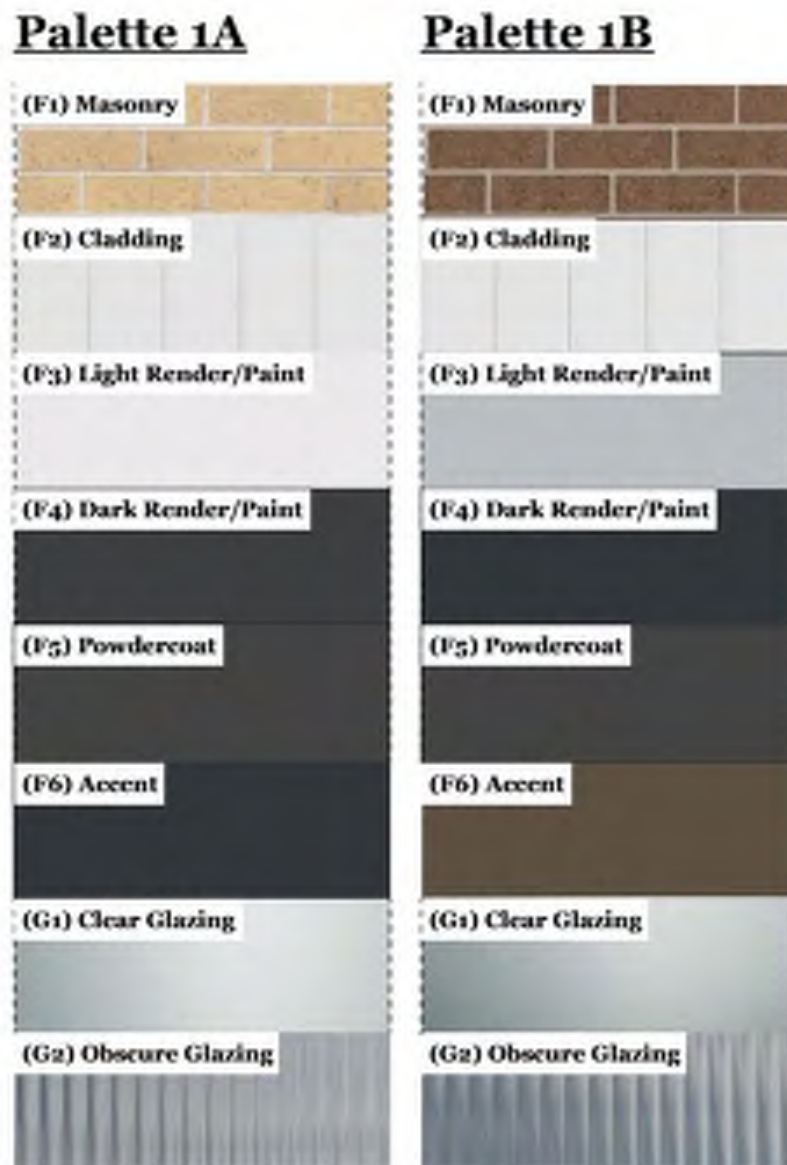
36 Materials incorporated in development should reflect, and reinforce, the historic, maritime character of the zone wherever practicable.

Materials of a “historic maritime character” are considered to range from stone, brick, iron, steel and timber. The proposed development will incorporate a mix of 3 different external material and colour palettes as pictured in **Image 6** below.

Notably, each material and finish complements the other and comprises a variety of brick, render and timber finishes, primarily in brown, white and grey shades. The selected materials and finishes are considered appropriate to the proposal.



Image 6: Material and Colour palettes.





Palette 2A



Palette 2B





5.6 Setbacks

The zone and policy area does not provide numeric guidelines relative to dwelling setbacks from respective property boundaries. However, Principle 27 of the zone states:

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

General Section, Residential Development Principle 20 states:

20 Dwellings should be set back from allotment or site boundaries to:

- (a) **contribute to the desired character of the area**
- (b) **provide adequate visual privacy by separating habitable rooms (all rooms excluding bathrooms, laundries and hallways) from pedestrian and vehicle movement.**

Due to its size, the development will create its own vibrant character with a pleasant living environment for its occupants and attractive streetscapes. To ensure this, proposed dwellings will be setback from road frontages to accommodate landscaped front gardens that soften and complement the streetscape and the proposed row dwellings.

The Desired Character of the zone states:

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.

Proposed setbacks combined with excellent design achieve an interesting pedestrian environment as per the Desired Character of the zone.

General Section, Residential Development Principle 21 states:

21 Dwelling setbacks from side and rear boundaries should be progressively increased as the height of the building increases to:

- (a) **minimise the visual impact of buildings from adjoining properties**
- (b) **minimise the overshadowing of adjoining properties.**

Many of the dwellings do not have side setbacks given that they are row dwellings with walls abutting each other. However, where applicable side and rear boundary setbacks progressively increase from ground to upper level or are articulated in a way that ultimately minimises visual bulk and impact to provide an appropriate design that does not overwhelm proposed streetscapes or neighbouring amenity. The proposal satisfies the intent of Principle 21.



5.7 Site Coverage

General Section, Residential Development Principle 28 states:

28 Site coverage should be limited to ensure sufficient space is provided for:

- (a) **pedestrian and vehicle access and vehicle parking**
- (b) **domestic storage**
- (c) **outdoor clothes drying**
- (d) **a rainwater tank**
- (e) **private open space and landscaping**
- (f) **front, side and rear boundary setbacks that contribute to the desired character of the area**
- (g) **convenient storage of household waste and recycling receptacles.**

Proposed site coverage varies from one dwelling to the next however will range from 27% up to 67%. The zone and policy area do not prescribe a numeric site coverage provision but rather provides a qualitative measure as per Principle 28 above.

As discussed throughout this report, each dwelling satisfies the following:

- Suitable domestic storage space (8 cubic metres per dwelling).
- Suitable space for outdoor clothes drying and a water tank.
- Private open space provision in accordance with the Development Plan (minimum 35 square metres).
- Appropriate front, side and rear boundary setbacks.
- Discreet bin storage that is convenient for occupants.

The car parking shortfall for the 2 bedroom dwellings situated on lots 118, 119, 120, 121, 122, 123 and 124 will be explained further within this report.

5.8 Private Open Space

Principle 47 of the zone states that dwellings on a site less than 250 square metres should have at least 35 square metres of private open space, 8 square metres of which can comprise a balcony. Furthermore, 16 square metres of the private open space should:

- Be directly accessible from a habitable room.
- Have an area of 16 square metres with a minimum dimension of 4 metres and a maximum gradient of 1 in 10.

Each proposed dwelling satisfies these guidelines as demonstrated by the plans prepared by DKO Architecture (**Attachment 3**). Total areas of Private Open Space are also shown on the plans.



In addition, indicative landscaping plans for particular dwellings types form **Attachment 4**.

5.9 Site Facilities and Storage

General Section, Residential Development Principle 37 states:

37 Dwellings with less than 50 metres of ground level private open space should incorporate an area of not less than 8 cubic metres per dwelling for the storage of goods other than food and clothing either:

- (a) **in the dwelling** (only within non-habitable spaces such as bathrooms, laundries and hallways)
- (b) **in a garage, carport, or outbuilding**
- (c) **within an on-site communal facility.**

Dwellings on allotments 119, 120, 121, 122 and 123 will have marginally less than 50 square metres of ground level private open space however wide garages enable ample covered storage space. All dwellings within the proposal will have 8 cubic metres of storage in the dwelling or associated garage in accordance with Principle 37.

5.10 Visual Privacy

Zone principle 41 states:

41 Overlooking from upper level windows, external balconies, terraces and decks into habitable rooms (all rooms excluding bathrooms, laundries and hallways) and the useable private open spaces of other dwellings should be minimised by:

- (a) **building layout**
- (b) **location and design of windows and balconies**
- (c) **screening devices**
- (d) **landscaping**
- (e) **adequate building separation.**

Each dwelling will abut its neighbour and therefore only the dwellings on the outer side of each row will have side facing windows.

Balconies will face towards respective streets to enhance casual surveillance as explained above. No rear facing balconies are proposed to enhance the privacy of all private open space areas to each dwelling.

On this basis, each dwelling has been designed to provide privacy in accordance with Principle 41.

Zone principle 42 states:

42 Direct views from upper level habitable windows (all rooms excluding bathrooms, laundries and hallways), decks, balconies, patios and terraces into habitable windows or usable open space of other dwellings should be minimised and restricted by either:



- (a) permanently fixed translucent glazing in the part of the window below 1.5 metres above floor level
- (b) window sill heights of 1.5 metres above floor level
- (c) permanently fixed external screens to at least 1.5 metres above floor level and no more than 25 per cent transparent
- (d) external screens including wing walls, planter boxes, solid or translucent panels or perforated panels or trellises which have a maximum 25 per cent openings.

Where overlooking usable open space, dwellings on the outer side of each row will have side facing windows with a sill height that is at least 1.5 metres above the internal floor level.

Rear facing windows that directly overlook the useable open space of other dwellings will comprise permanently fixed obscured glazing to a height of 1.5 metres. This glazing will still allow sunlight into respective rooms however will prevent direct overlooking from upper levels.

The proposal will also comply with Principle 42.

5.11 Overshadowing

DKO Architects has prepared shadow diagrams that present the shadow cast by the proposed development on June 21 (winter solstice) at 9am, 10am, 11am, 12 midday, 1pm, 2pm and 3pm.

General Section, Residential Development Principles 10 and 11 state:

10 Development should ensure that north-facing windows to habitable rooms (all rooms excluding bathrooms, laundries and hallways) of existing dwelling(s) on the same allotment, and on adjacent allotments, receive at least 3 hours of direct sunlight over a portion of their surface between 9.00 am and 5.00 pm on the 21 June.

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.

It is noted that these provisions relate to the north facing windows and ground level open space of existing buildings. Notwithstanding this, any north facing windows to habitable rooms will receive at least 3 hours of direct sunlight. Furthermore, the dwellings proposed within stages 101, 102 and 105 will receive at least 2 hours of sunlight to their private open space areas.

Given the orientation of dwellings within stages 103 and 104, much of the private open spaces will be overshadowed on 21 June. This is acceptable for the following reasons:

- The shadow diagrams present the worst case scenario. The extent of overshadowing will decrease through other times of the year, particularly within autumn, summer and spring.



- Dwellings on lots 206, 207, 208, 209, 210, 211, 212, 213, 214, 215 and 216 all receive at least 2 hours of sunlight during particular times of the day on June 21.
- Dwellings on lots 217, 218, 219, 220, 221, 222, 223, 224, 225 and 226 all have north facing balconies which would not be overshadowed at all despite the time of year.
- Each allotment will have ready access to public open space that will not be overshadowed and is situated within a walkable distance.

5.12 Car Parking

Table PAdE/5 guides that 2 car parking spaces should be provided per row dwelling regardless of occupancy or the number of bedrooms. GTA Consultants have undertaken a Parking and Refuse Collection Assessment which forms **Attachment 5**.

All dwellings satisfy Table PAdE/5 other than the 2 bedrooms dwellings situated on lots 118, 119, 120, 121, 122, 123 and 124. These dwellings will be provided with 1 covered on-site car parking space each. An on-site car parking shortfall for these allotments is acceptable for the following reasons:

- The dwellings on lots 118, 119, 120, 121, 122, 123 and 124 will only have 2 bedrooms. These dwelling will therefore have fewer occupants compared to the other 3 bedroom dwellings proposed.
- Each dwelling is provided with suitable bicycle storage and has good pedestrian and bicycle linkages. This means that future occupants can reasonably use bicycles rather than a car.
- All parts of the proposed development are within 200 metres of the Glanville Railway Station and public bus services. This means that the proposal has excellent, walkable access to a range of public transportation nodes.
- The land is situated within the Regional Centre Zone and is close to the main streets of Port Adelaide and Semaphore, all of which provide a range of services and shopping facilities. As such, future occupants will not need to travel far for essential goods and services.
- On-street parking will be available directly in front of each of the proposed dwellings on lots 118, 119, 120, 121, 122, 123 and 124. Furthermore a total of 40 on-street parking spaces will be accommodated within the surrounding road network. This easily satisfies Development Plan guidelines providing 27 more on-street spaces than guided.
- The reduced car parking provision provides a more affordable housing option compared to other proposed dwellings whilst also ensuring a variety of dwelling types to suit a variety of needs which is encouraged by the zone and policy area.

The proposed car parking arrangements are considered appropriate.



5.13 Hazards

5.13.1 Wave Effects

Zone Principle 75 states:

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 proposed dwellings are setback 30 metres or more from the water's edge and do not comprise basements or undercroft car parking areas. In accordance with Principle 75, each dwelling will have a site level of 3.20 metres AHD or higher and a habitable floor level of 3.45 metres AHD or higher.

Please note that the State Commission Assessment Panel applied the following conditions upon Development Application 040/W015/18 (Demolition and Site Remediation works on the subject land).

2. For compliance with the Board's coastal flooding risk standard, the fill platform on the seaward side must achieve a minimum building site level elevation of 3.4 metres to Australian Height Datum (AHD). This minimises coastal flooding hazard risks (maximum tide and storm surge combined) and allows for 0.3 metres of sea level rise. For the remainder of the site, a minimum building site level elevation of 3.2 metres AHD is required. This 0.2 metre difference discounts the allowance for "run up" that applies for works on the water front.

a. The proposed bulk earthworks plan (sheet no. SK211) appears to show the fill platform on the seaward side as being approximately 3.2 metres AHD (the spot heights are difficult to read). If so, the levels need adjusting to ensure the building site levels adjacent the waterfront achieves a minimum 3.4 metres AHD.

5. The development must be capable, by reasonably practical means, of being protected, adapted or raised to withstand a further 0.7 metres of sea level rise. For this to be achieved, the site must either be raised an additional 0.7 metres now or there must be sufficient distance between future residential development and the waterfront to allow for protection works to be constructed and the safe access of any associated vehicles and plant equipment.

5.13.2 Flooding

General Section Hazards Objective 4 states:

4 Development located and designed to minimise the risks to safety and property from flooding.

General Section Hazards Principle 5 states:

5 Development should not be undertaken in areas liable to inundation by tidal, drainage or flood waters unless the development can achieve all of the following:



- (a) it is developed with a public stormwater system capable of catering for a 1-in-100 year average return interval flood event
- (b) buildings are designed and constructed to prevent the entry of floodwaters in a 1-in-100 year average return interval flood event. (underlining added)

General Section Hazards Principle 6 states:

6 Development, including earthworks associated with development, should not do any of the following:

- (a) impede the flow of floodwaters through the land or other surrounding land
- (b) increase the potential hazard risk to public safety of persons during a flood event
- (c) aggravate the potential for erosion or siltation or lead to the destruction of vegetation during a flood
- (d) cause any adverse effect on the floodway function
- (e) increase the risk of flooding of other land
- (f) obstruct a watercourse. (underlining added)

The proposal will be developed in accordance with conditions 2 and 5 (referenced above) imposed upon Development Application 040/W015/18 (Demolition and Site Remediation works on the subject land) so as to minimise risk from flooding by preventing the entry of floodwaters.

In addition, WGA (Wallbridge Gilbert Aztec) has provided a letter (**Attachment 6**) which supplements their Stormwater Review Report. This will ensure that the proposal is developed with a public stormwater system capable of catering for a 1 in 100 year average return interval flood event and that buildings will be designed to prevent the entry of floodwaters.

5.14 Site Contamination

General Section Hazards Principle 23 states:

Principle 23 Development, including land division, should not occur where site contamination has occurred unless the site has been assessed and remediated as necessary to ensure that it is suitable and safe for the proposed use. (underlining added)

The land has been assessed with respect to site contamination. Contamination has been identified and Development Application 040/W015/18 (Demolition and Site Remediation works on the subject land) has been approved for remediation works.

Following the remediation works, the subject land will be suitable for the proposed residential development of the land which will not commence until site remediation works are completed and the land is deemed safe.



5.15 Orderly and Sustainable Development

General Section Orderly and Sustainable Development Objectives 3 and 4 state:

3 Development that does not jeopardise the continuance of adjoining authorised land uses.

4 Development that does not prejudice the achievement of the provisions of the Development Plan.

The proposal will facilitate:

- A substantial increase in the number of residential dwellings and resident population.
- Medium density residential development.
- Row dwellings which are envisaged within the zone and policy area.
- The improvement of the lands amenity.

The proposed land division and its future development will not jeopardise the continuance of adjoining authorised land uses. Furthermore, the proposal will not affect the use and function of the Port Adelaide River.

5.16 Heritage

The subject land does not comprise a state or local heritage place, however is adjacent 230 – 246 Semaphore Road, Birkenhead which contains “The Fletcher’s Slip Precinct”, a State Heritage Place.

The heritage place includes the site of the original (1851) Fletcher’s Slip and the remaining portion of the Dunnikier Slip (1867) and associated structures. The precinct is significant as the site of the first commercial slip, shipbuilding and repair premises in Port Adelaide. Its most significant period of operation was between 1851 and 1987. The slips and associated buildings represent the longest serving site in Port Adelaide and the state (SA Heritage Register).

Various other state, local and contributory heritage items are also situated within the locality as presented on **Image 7** below.



Image 7: State, Local and Contributory Heritage Items



General Section, Heritage Places Principle 2 states:

- 2 **Development of a State or Local Heritage Place should retain those elements contributing to its heritage value, which may include (but not be limited to):**
- (a) principal elevations
 - (b) important vistas and views to and from the place
 - (c) setting and setbacks
 - (d) building materials
 - (e) outbuildings and walls
 - (f) trees and other landscaping elements
 - (g) access conditions (driveway form/width/material)
 - (h) architectural treatments
 - (i) **the use of the place. (underlining added)**

The proposal does not involve demolition or alteration of a heritage place and will not affect the context in which a heritage place is situated. This is largely because of the separation distance between the proposal and nearby heritage places.

For these reasons we are of the opinion that the development will not directly affect a state heritage place or materially affect the context within which a state heritage place is situated. As such, the proposal does not require referral to the relevant minister as per Schedule 8 of the Development Regulations 2008.



6.0 Summary and Conclusion

The proposal involves the development of underutilised land for a residential purpose that will contribute to the gentrification of Port Adelaide. Such residential development is specifically encouraged by the zone and policy area and will:

- Substantially increase the number of dwellings and the resident population of Port Adelaide. In turn, this will contribute to the revitalisation of Port Adelaide.
- Provide medium density residential development on land which is currently underutilised.
- Provide an attractive place to live, work and play in close proximity to the Port Adelaide River and Port Adelaide Centre.
- Provide allotments of a size, shape, location and slope that are suitable for their intended residential use and with frontage to a proposed public road.
- Provide architecturally designed dwellings each of which:
 - > Have attractive and articulated facades.
 - > Comprise a mix of external materials and finishes.
 - > Have sufficient private open space that is directly accessible from a living room and of a suitable gradient.
 - > Provide site coverage that is suitable to its associated allotment with adequate space for storage, clothes drying and provision of a water tank.
 - > Provide an appropriate number of on-site car parking spaces.
 - > Provide casual surveillance of respective streetscapes.
 - > Are designed to account for flood risk.

The proposed development is consistent with the objectives and provisions of the Regional Centre Zone and North West Policy Area 45. The proposed development therefore warrants Development Plan Consent.

Please contact either of the undersigned on (08) 8333 7999 if you have any queries.

Yours sincerely

Grazio Maiorano
Director

Phil Harnett
Associate



7.0 Attachments

7.1 Attachment 1

The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.



Registrar-General

Certificate of Title - Volume 5455 Folio 1

Parent Title(s) CT 4345/76, CT 4345/77
Dealing(s) VE 8294217
Creating Title
Title Issued 03/10/1997
Edition 4
Edition Issued 18/04/2012

REAL PROPERTY ACT, 1856



Estate Type

FEE SIMPLE

Registered Proprietor

URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land

SECTIONS 1203, 1204 AND 1206
HUNDRED OF PORT ADELAIDE
IN THE AREA NAMED NEW PORT

Easements

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED A TO THE MINISTER FOR INFRASTRUCTURE (T 1071141)
SUBJECT TO FREE AND UNRESTRICTED RIGHT(S) OF WAY OVER THE LAND MARKED B AND F

Schedule of Dealings

NIL

Notations

Dealings Affecting Title

NIL

Priority Notices

NIL

Notations on Plan

NIL

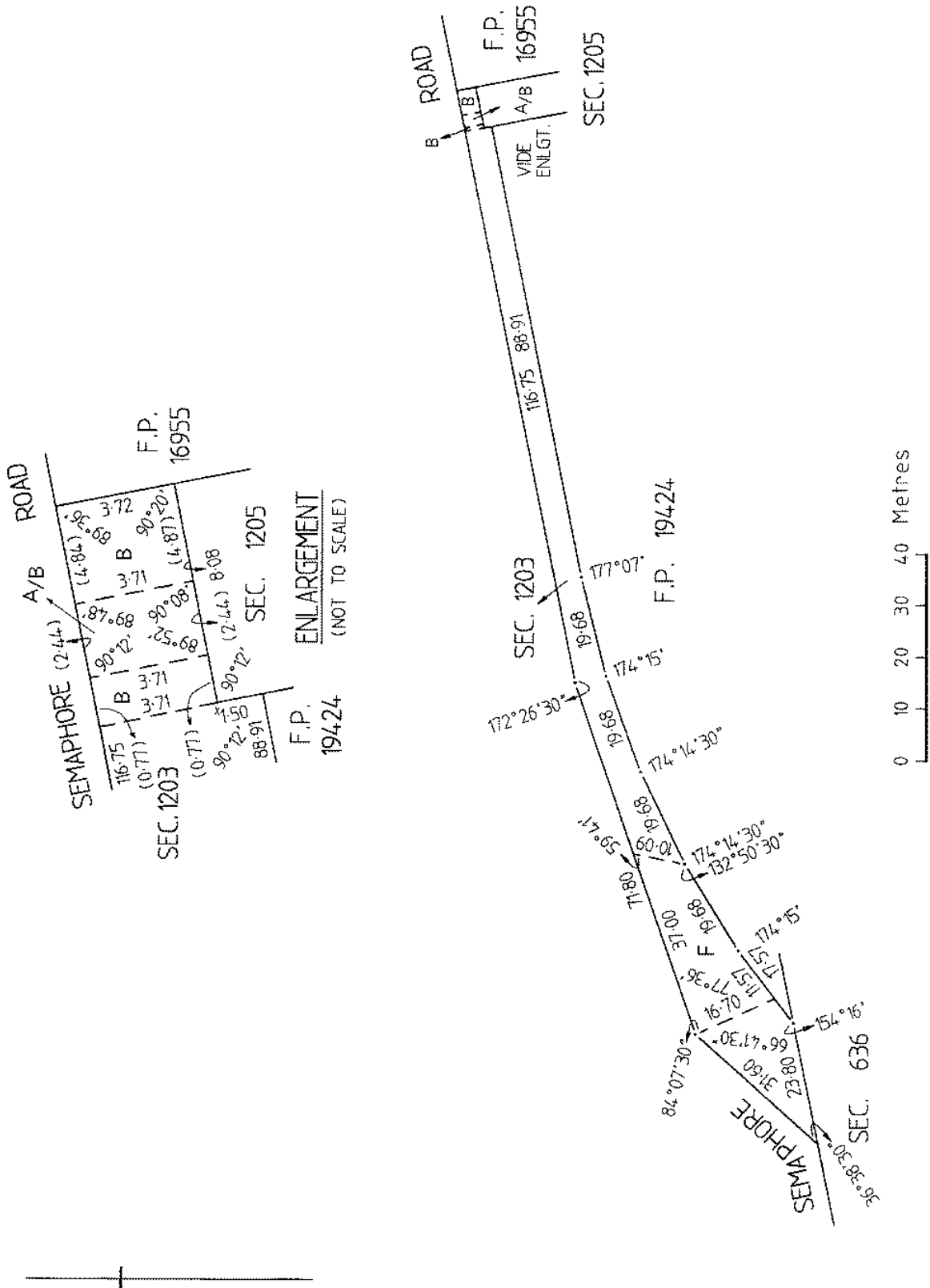
Registrar-General's Notes

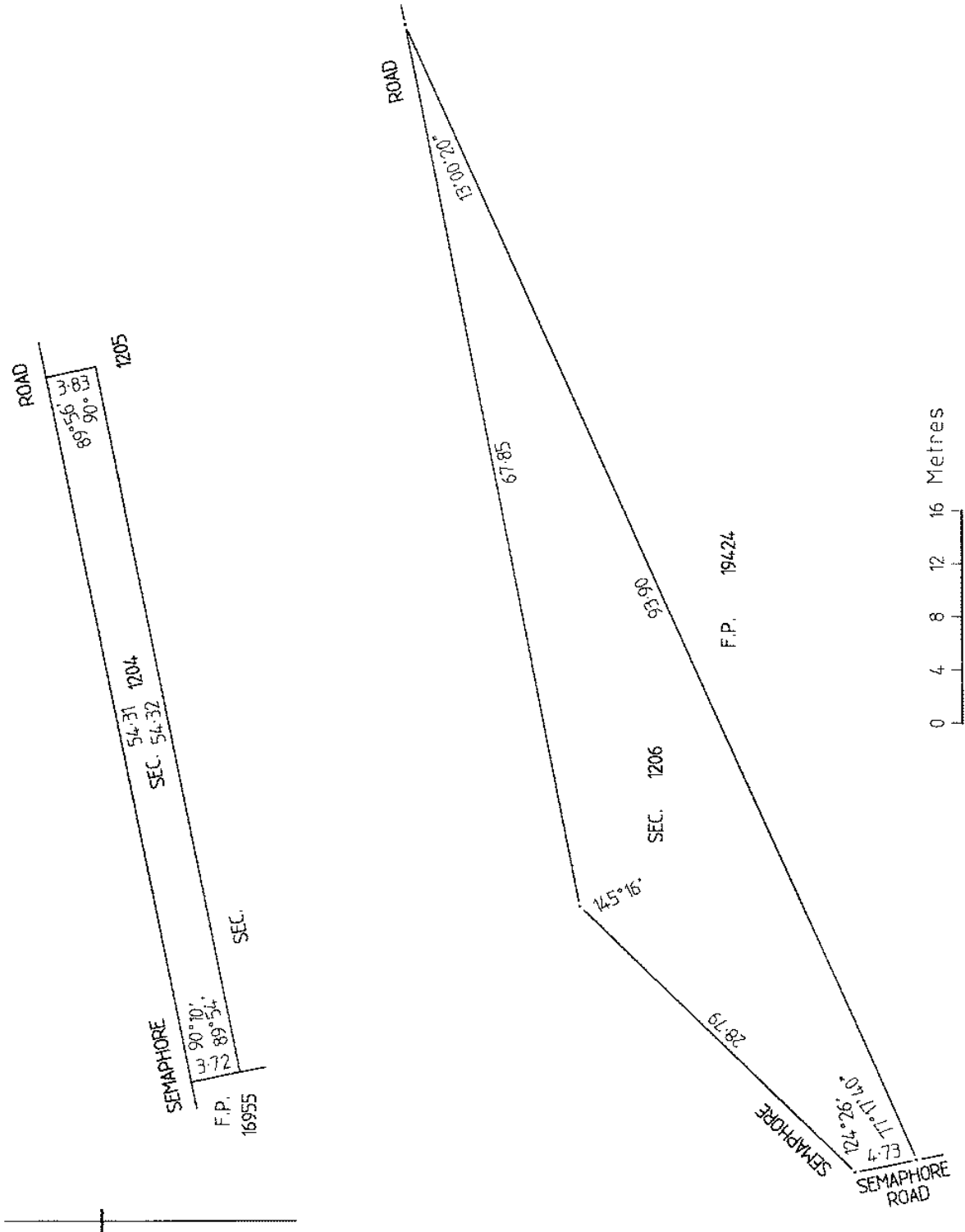
APPROVED FX46452

Administrative Interests

NIL

* Denotes the dealing has been re-lodged.





The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.



Registrar-General

Certificate of Title - Volume 5808 Folio 856

Parent Title(s) CT 4321/461
Dealing(s) CONVERTED TITLE
Creating Title
Title Issued 20/09/2000
Edition 4
Edition Issued 18/04/2012



Estate Type

FEE SIMPLE

Registered Proprietor

URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land

ALLOTMENT 1 FILED PLAN 20117
IN THE AREA NAMED NEW PORT
HUNDRED OF PORT ADELAIDE

Easements

NIL

Schedule of Dealings

NIL

Notations

Dealings Affecting Title

NIL

Priority Notices

NIL

Notations on Plan

NIL

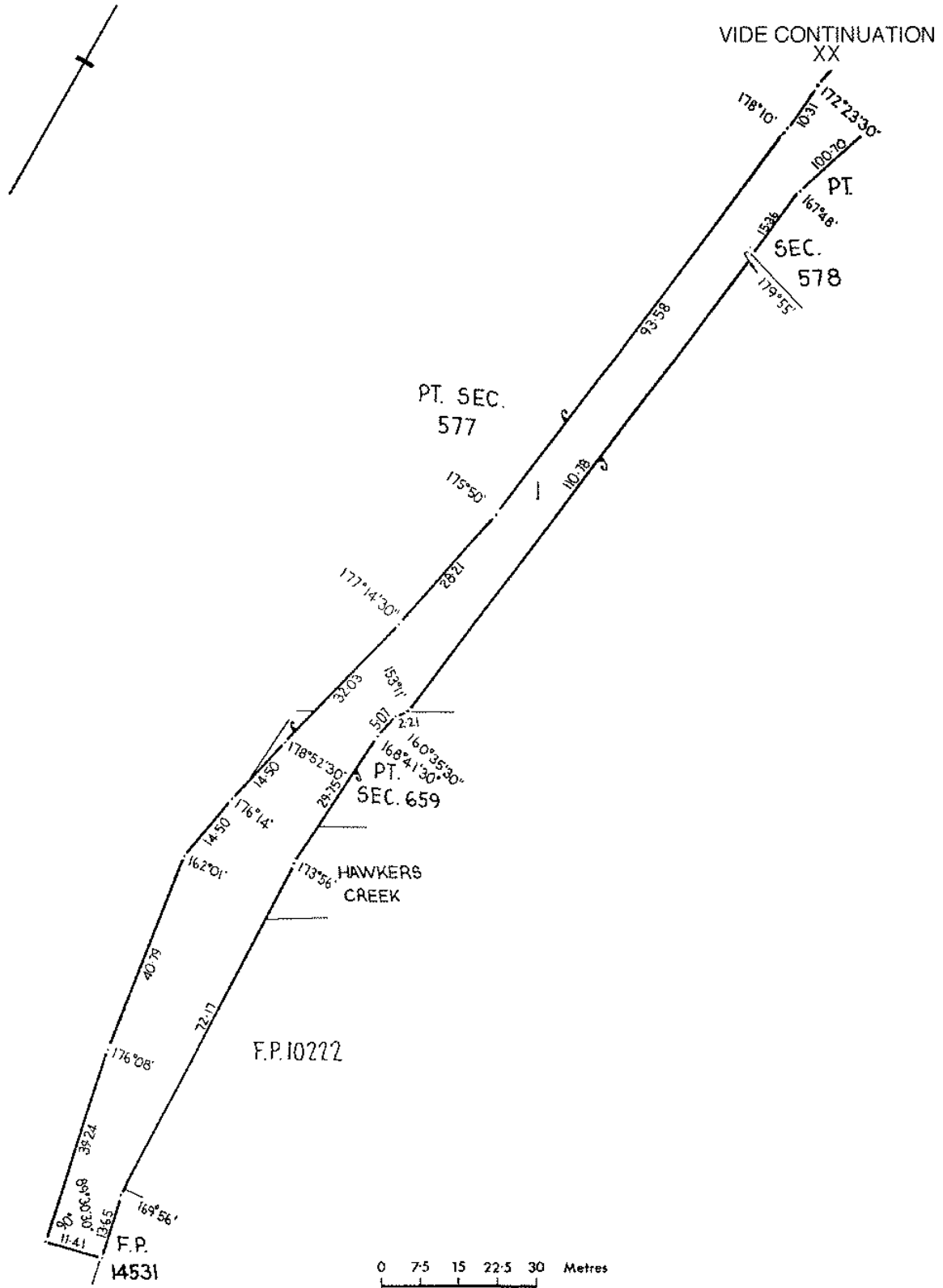
Registrar-General's Notes

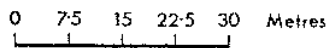
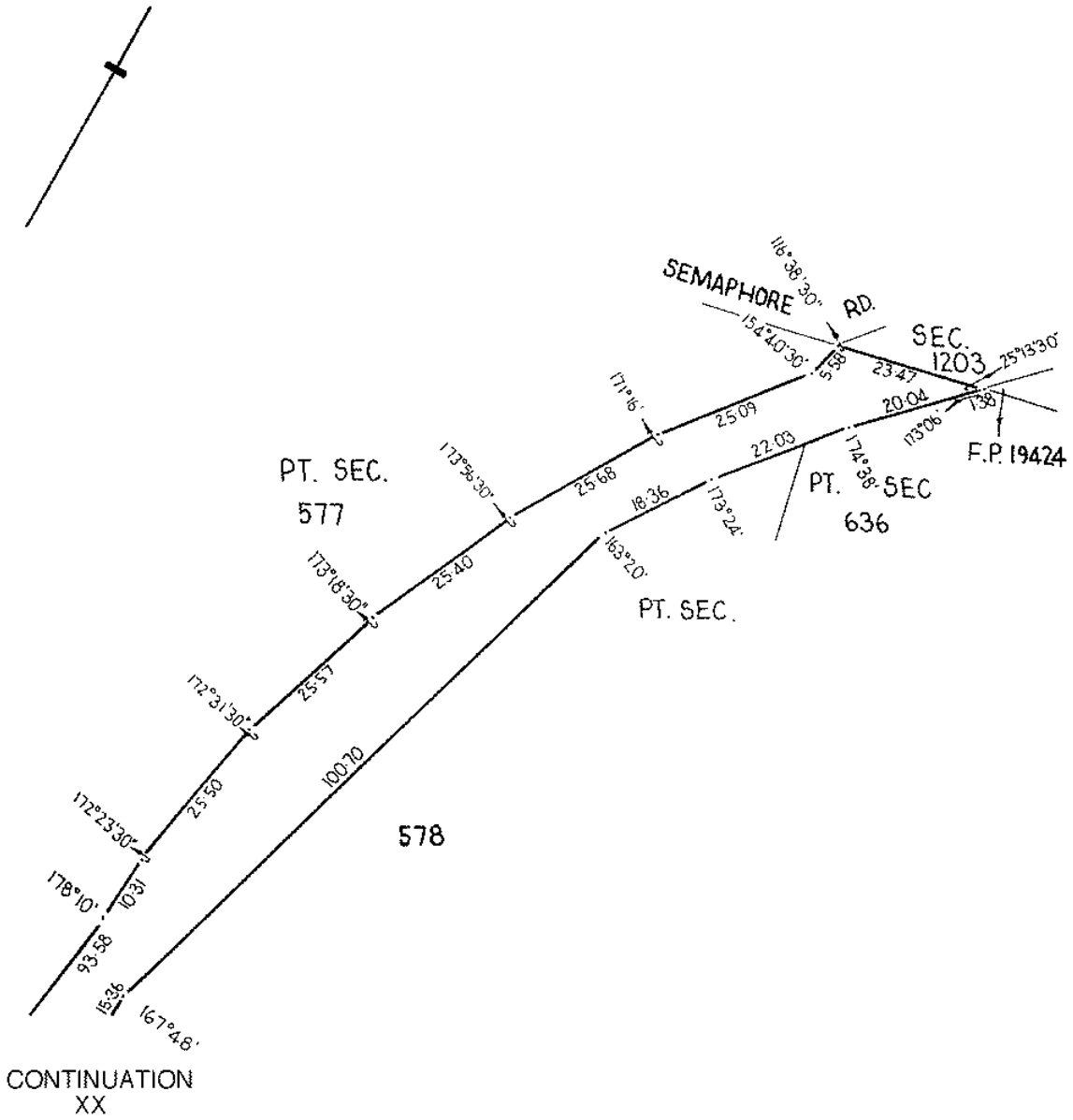
NIL

Administrative Interests

NIL

* Denotes the dealing has been re-lodged.





The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.



Registrar-General

Certificate of Title - Volume 5860 Folio 133

Parent Title(s) CT 5424/357
Dealing(s) TG 9147729
Creating Title
Title Issued 24/11/2001
Edition 3
Edition Issued 02/08/2012

REAL PROPERTY ACT, 1856



Estate Type

FEE SIMPLE

Registered Proprietor

MINISTER FOR TRANSPORT AND INFRASTRUCTURE
OF ADELAIDE SA 5000

Description of Land

ALLOTMENT 100 FILED PLAN 31067
IN THE AREAS NAMED GLANVILLE AND NEW PORT
HUNDRED OF PORT ADELAIDE

Easements

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED A AND B TO DISTRIBUTION LESSOR CORPORATION
(SUBJECT TO LEASE 8890000) (TG 9147729)

Schedule of Dealings

NIL

Notations

Dealings Affecting Title

NIL

Priority Notices

NIL

Notations on Plan

NIL

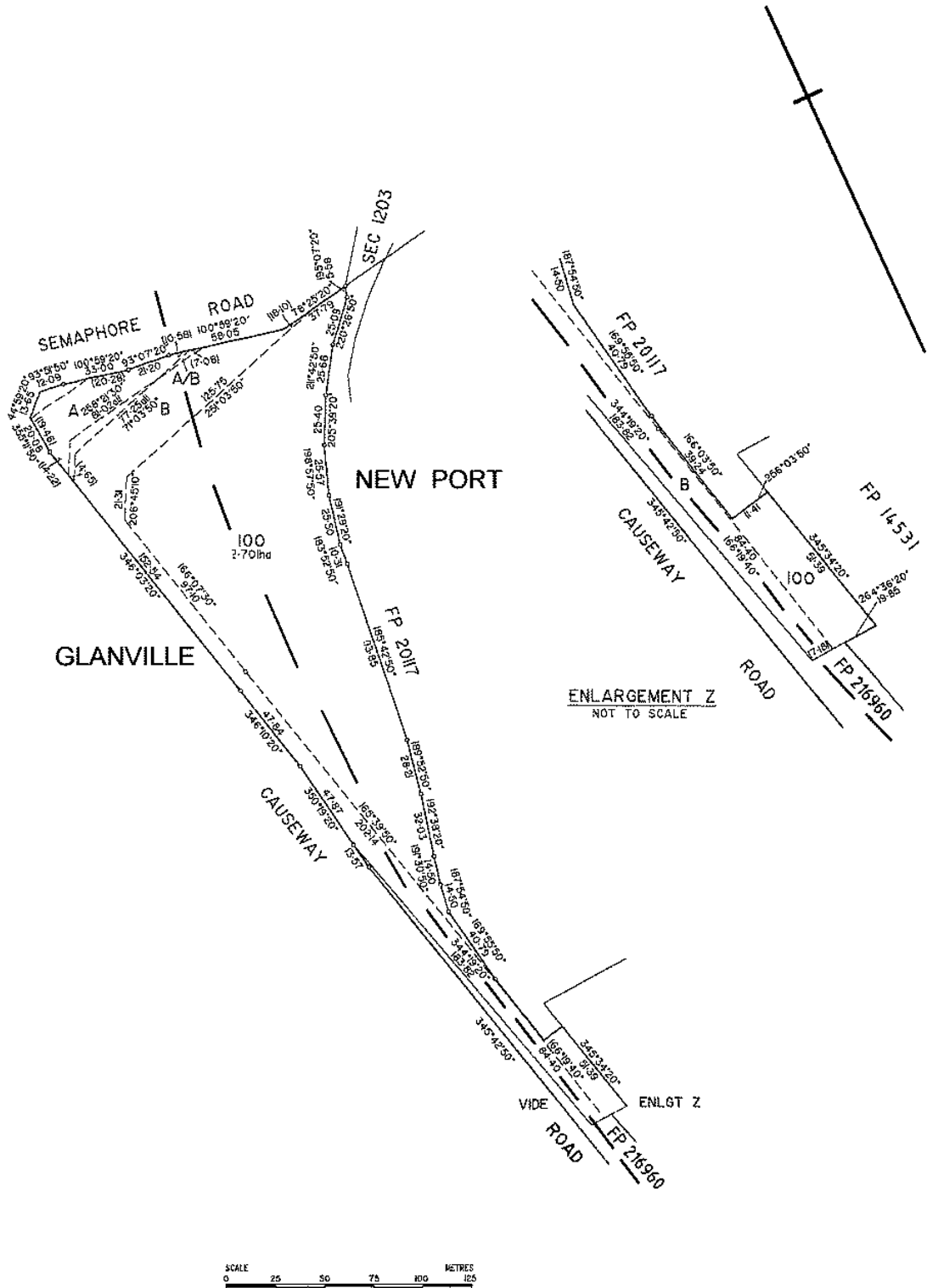
Registrar-General's Notes

AMENDMENT TO DIAGRAM VIDE 93/2005

Administrative Interests

NIL

* Denotes the dealing has been re-lodged.



The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.



Registrar-General

Certificate of Title - Volume 6018 Folio 785

Parent Title(s) CT 5995/240
Dealing(s) RTC 11023712
Creating Title
Title Issued 18/09/2008
Edition 2
Edition Issued 18/04/2012



Estate Type

FEE SIMPLE

Registered Proprietor

URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land

ALLOTMENT 2001 DEPOSITED PLAN 73728
IN THE AREA NAMED NEW PORT
HUNDRED OF PORT ADELAIDE

Easements

TOGETHER WITH FREE AND UNRESTRICTED RIGHT(S) OF WAY OVER PORTION OF ALLOTMENT 2002 IN DP 73728 AND PORTION OF ALLOTMENT 2013 IN DP 78414 MARKED A

TOGETHER WITH FREE AND UNRESTRICTED RIGHT(S) OF WAY OVER THE LAND MARKED F ON DP 73728 APPURTENANT ONLY TO THE LAND MARKED D ON DP 73728

Schedule of Dealings

NIL

Notations

Dealings Affecting Title

NIL

Priority Notices

NIL

Notations on Plan

NIL

Registrar-General's Notes

NIL

Administrative Interests

NIL

* Denotes the dealing has been re-lodged.

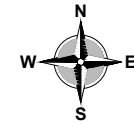


7.2 Attachment 2

Development No. 040 / D / 18
City of Port Adelaide Enfield

Proposed Plan of Division
Allotments 1002, 1003 & 1004
in Dev. No. 040 / D189 / 18
Hundred of Port Adelaide
in the area named
NEW PORT

PT C'ST 5808/856, 6018/785, 5455/1, 5860/133



1:500 @ A2

— Denotes party wall easement to be created on LTO plan.

See title for existing easement R details.

| | |
|----------------------------|--------------------|
| No. of proposed allotments | 41 |
| Reserve | 253m ² |
| Total area | 9451m ² |

Contour interval n/a (flat)

****Not to be used for detailed engineering design.****

Dimensions and areas are subject to survey.

© ALEXANDER & SYMONDS PTY. LTD. Original Sheet Size A2

Glenn Ian Hordacre
LICENSED SURVEYOR

| | |
|-----------|------------------|
| REF: | A099816.0001 |
| DWG NO.: | A099816PROP1A(C) |
| REVISION: | C |
| RHF | 26.02.2019 |

Alexander & Symonds Pty Ltd
11 King William Street Kent Town,
South Australia 5067
PO Box 1000 Kent Town, SA 5071
DX 209 ABN 93007 753 988

T (08) 8130 1666
F (08) 8362 0099
W www.alexander.com.au
E adelaide@alexander.com.au

+ Property + Land Development +
+ Construction + Mining +
+ Spatial Information Management +



ROAD

SEMAPHORE

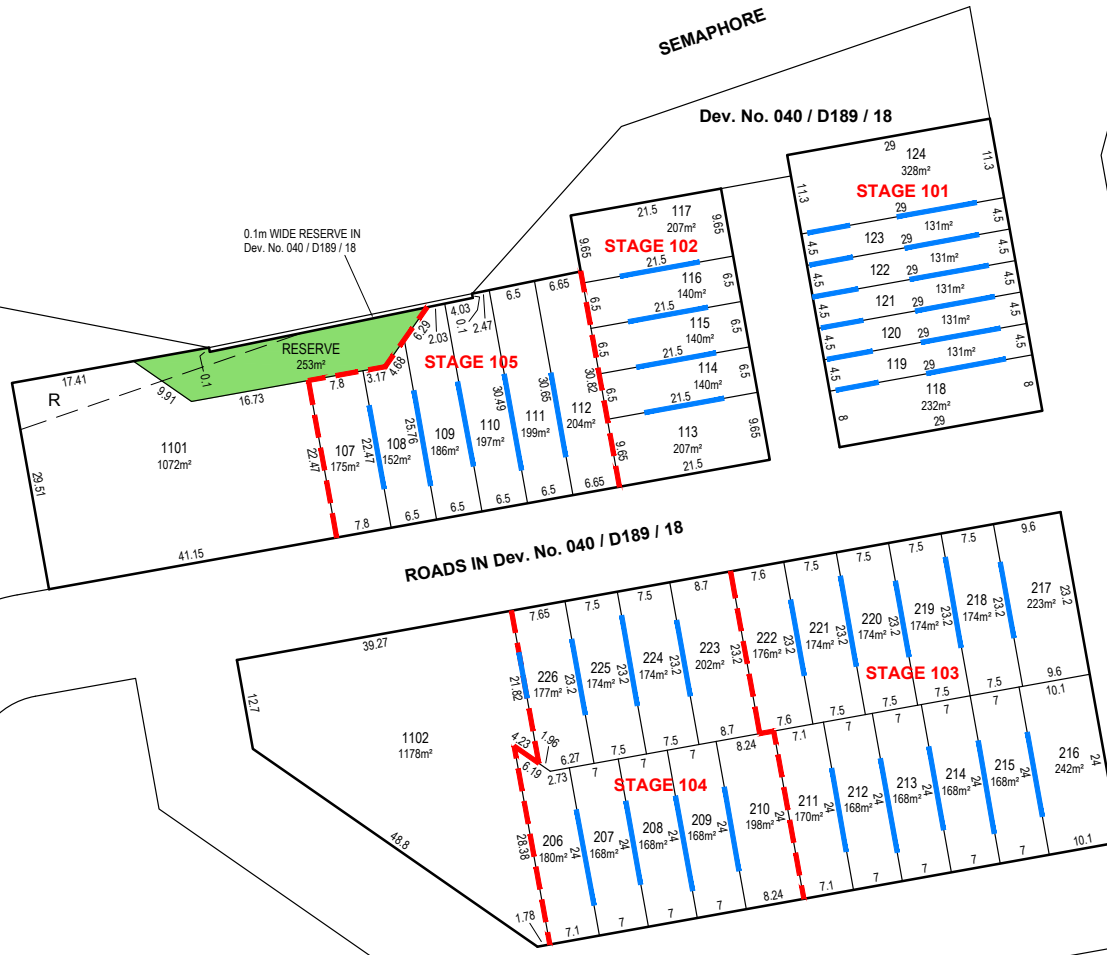
Dev. No. 040 / D189 / 18

0.1m WIDE RESERVE IN
Dev. No. 040 / D189 / 18

RESERVE
253m²

ROADS IN Dev. No. 040 / D189 / 18

Dev. No. 040 / D189 / 18





7.3 Attachment 3

REF: S139480

DATE: 15 November 2018

Cedar Woods Properties Ltd
25 Grenfell Street
ADELAIDE SA 5000

Attention: Mr. Gillies Wilson

Dear Gillies,

RE: NORTH WESTERN PRECINCT, STAGE TH101-105 – SEMAPHORE ROAD, NEW PORT

GTA has completed an assessment of the Stage TH101-105 plans of the proposed North Western Precinct residential development located on Semaphore Road in New Port. The assessment has considered parking and refuse collection arrangements in accordance with the previously developed Transport Impact Assessment (TIA) of the residential super lots. The assessment has been undertaken based on the plans prepared by DKO Architecture (Plan No TP201, dated 8 November 2018) and the GTA Transport Impact Assessment (reference S1394810, dated 11 October 2018).

Stage TH101-105 Proposal

Stage TH101-105 of the development includes the provision of 39 residential allotments, incorporating 11 two bedroom and 28 three bedroom townhouses. The proposed Stage TH101-105 allotments are outlined in Figure 1. The dwellings located within 'Stage 101' will be rear serviced with access provided via Road 6, with the remaining dwellings being serviced by their respective frontage roads.

Figure 1: Stage TH101-105 Ground Floor Plan



Car Parking Assessment

The subject site is located within the North West Policy Area 45 and is identified as a Regional Centre Zone. Stage TH101-105 provides a mixture of row, semi-detached, detached dwellings and apartments. The following Development Plan parking requirements for dwellings apply:

| | |
|-------------------------------|------------------------------|
| <i>Detached dwelling</i> | <i>2 spaces per dwelling</i> |
| <i>Semi-detached dwelling</i> | <i>2 spaces per dwelling</i> |
| <i>Row dwelling</i> | <i>2 spaces per dwelling</i> |

Within the Regional Centre Policy Area, on-street parking should be provided at the following rate

| | |
|--------------------------|--------------------------------|
| <i>On-Street Parking</i> | <i>1 space per 3 dwellings</i> |
|--------------------------|--------------------------------|

Based on a total of 39 dwellings, the Stage TH101-105 generates a Development Plan parking requirement of 78 off-street spaces and 13 on-street parking spaces.

A total of 32 dwellings provide 2 off-street parking spaces per dwelling and 7 dwellings only provide 1 parking space, resulting in a theoretical shortfall of 7 parking spaces.

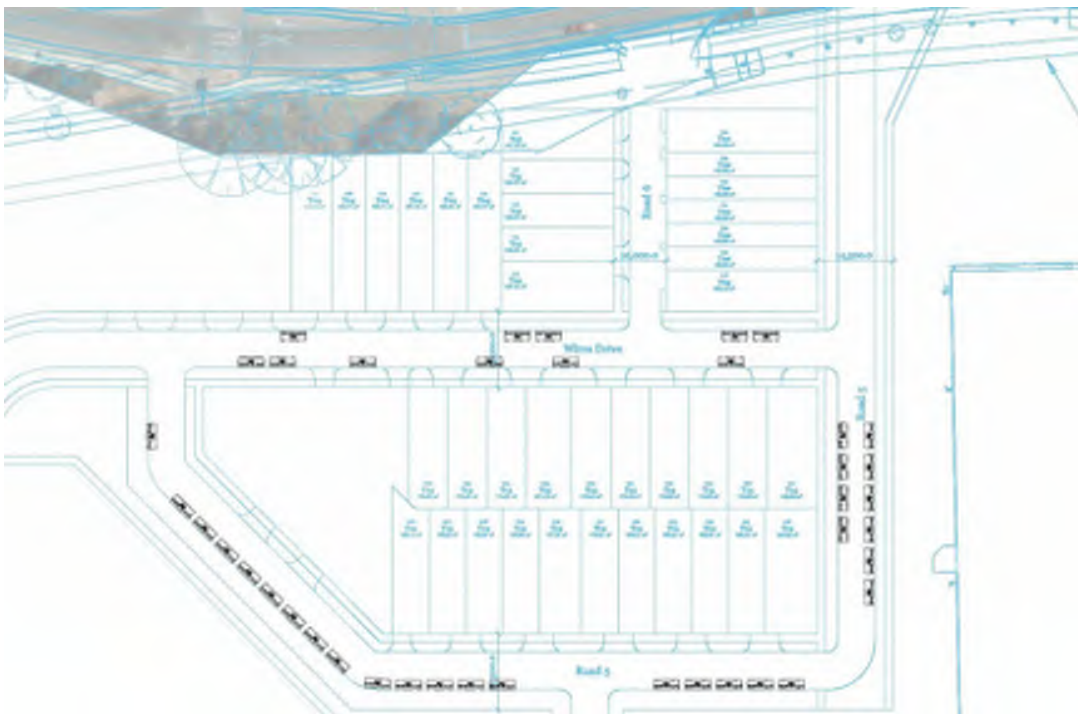
Within, or in close proximity to Stage TH101-105, the road network is able to accommodate a total of 40 on-street parking spaces, far exceeding the Development Plan requirement. Figure 2 outlines the on-street parking available in proximity to Stage TH101-105.

As part of the prior Superlot Development Application 43 surplus on street car parking spaces were proposed. The resultant theoretical shortfall of 7 spaces still provides a surplus of 36 on-street spaces within the North Western Precinct.

GTA considers that the accessibility of the North Western Precinct will contribute to a lower parking demand within the precinct. As a result, a number of the 2-bedroom units are likely to generate demand for only one car parking space. Some may also only be occupied by 1 person. North Western Precinct is located in a well serviced public transport corridor, less than 200 metres from Glanville train station and bus interchange, providing services to Port Adelaide, Adelaide CBD and North Haven. The site is also less than 1 kilometre from Semaphore shopping precinct, which is easily within walking and cycling distance.

Therefore, based on the above and the available on-street parking in the vicinity of the dwellings, the overall provision of on and off-street parking is considered to be adequate.

Figure 2: Stage TH101-105 On-Street Parking Provision



Street Layout

To support the parking assessment and provision, cross-section designs have been developed for the streets and laneways to be incorporated as part of the development. The proposed street network will include:

- A 14.5 metre collector road linking Wirra Drive and Semaphore Road providing a 7.2m wide carriageway, on-street parking, two 1.5m footpaths and landscaping verges.
- A 14.5 metre local road providing a 7.2m wide carriageway, on street parking, two 1.5m footpaths and tree landscaping verges.
- A 10 metre laneway with waste collection area with a 6.0m carriageway, 1.5m footpath and 2m verge on one side.

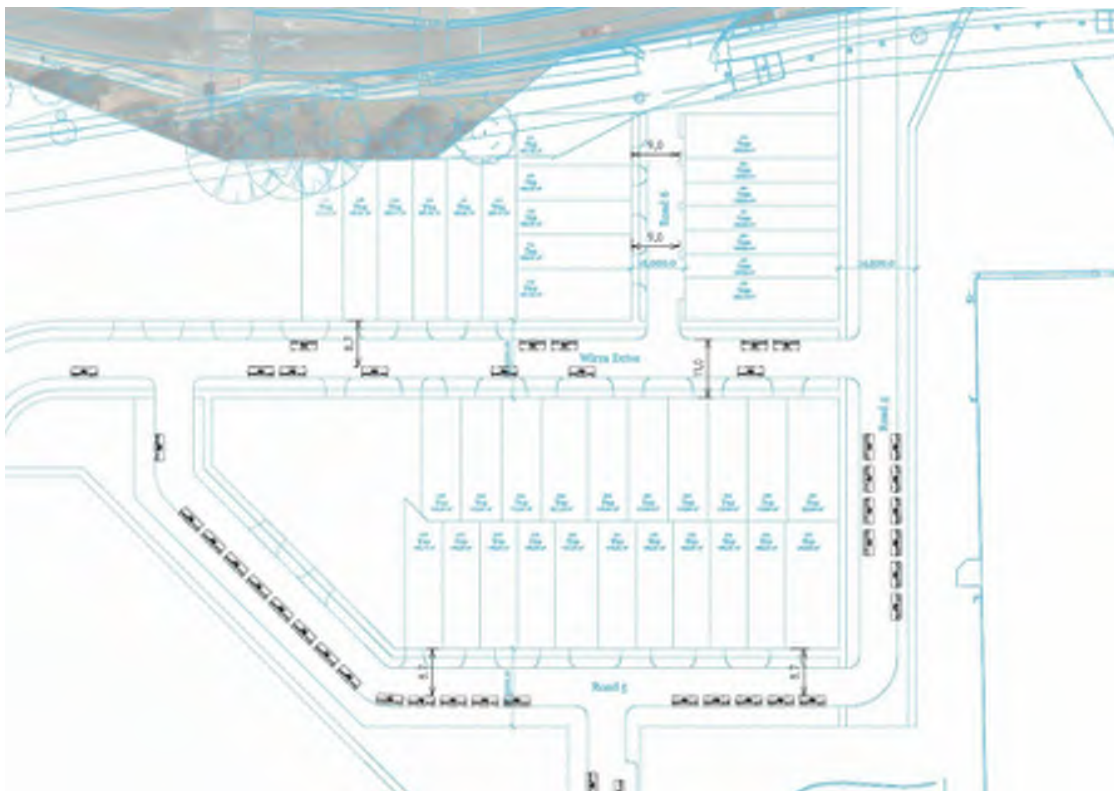
The cross sections associated with Stage TH101-105 are consistent with that outlined within the within the previously completed TIA report and included as Appendix B.

Residential Road and Parking Layout Review

The residential 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). The key requirements are as follows:

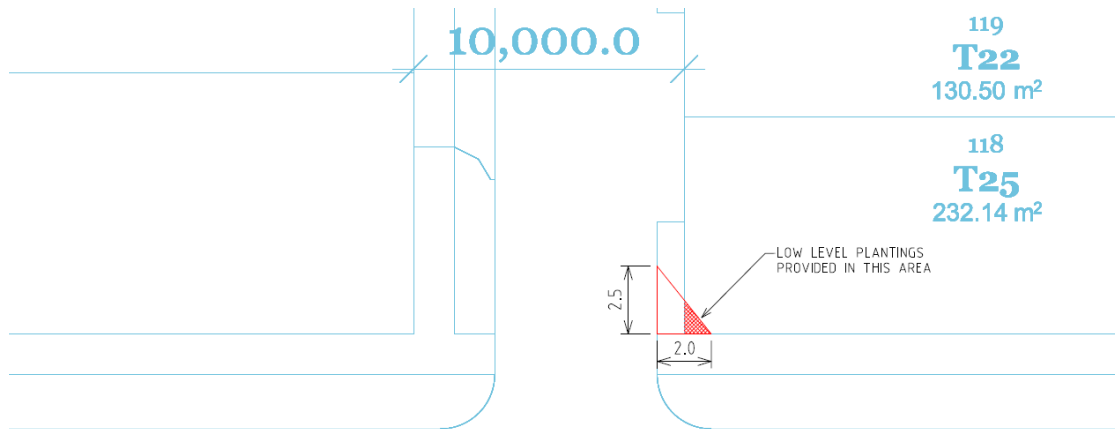
- The crossover servicing dwelling 117 is currently shown to be 3.5m wide, exceeding the minimum requirement of 3.0m.
- Shared crossovers servicing two separate dwellings are currently shown as 5.5m wide. Within the individual dwellings the driveways are each shown as 3m wide. This is in accordance with the standard for combined driveways and individual property driveways.
- Access to allotments located within 'Stage 102', 'Stage 103', 'Stage 104' and 'Stage 105' will be via direct access to their respective road frontage. Figure 3 outlines the available width for a vehicle to manoeuvre into/out of the allotments, taking into account the on-street car parking. Based on the below, the minimum available manoeuvring space for vehicles entering from the respective frontage road is 8.7m, which far exceeds the minimum width requirement for a minimum 2.4m wide garage opening.

Figure 3: Available Vehicle Manoeuvring Space



- Pedestrian sightlines at the intersection of Road 6 and Wirra Drive are partially impacted by the property boundary, as illustrated in Figure 4. As part of the landscaping plan, the impacted area is to comprise of low level plantings which will maintain sight lines between vehicles and pedestrians at this location. Pedestrian and vehicle sightlines at the remaining intersections and bends within Stage TH101-105 are consistent with the previously approved road layout and the Australian Standard requirements.

Figure 4: Wirra Drive/Road 6 Pedestrian Sightline – Low Level Plantings



Wirra Drive

- Access to Stage 101 allotments is to be provided via rear access from Road 6. The available aisle width from the property boundary to the adjacent kerb is measured to be 7.0m, which meets the minimum apron width for a 2.4m wide garage door opening. GTA has undertaken a swept path assessment of a B85 vehicle accessing a single garage as per the minimum dimensions as outlined within AS2890.1:2004. Figure 5 and Figure 6 outline a B85 vehicle entering and exiting the allotments respectively.

Figure 5: Stage 101 Rear Access – 2.4m Garage Opening Entry

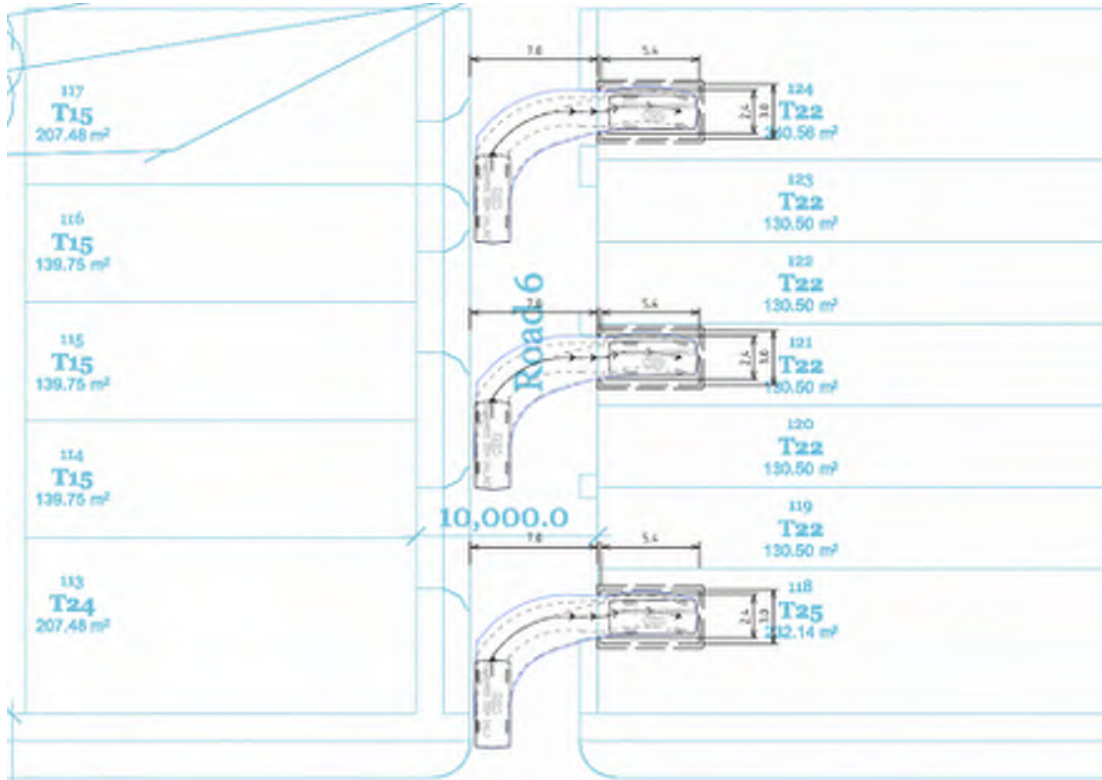
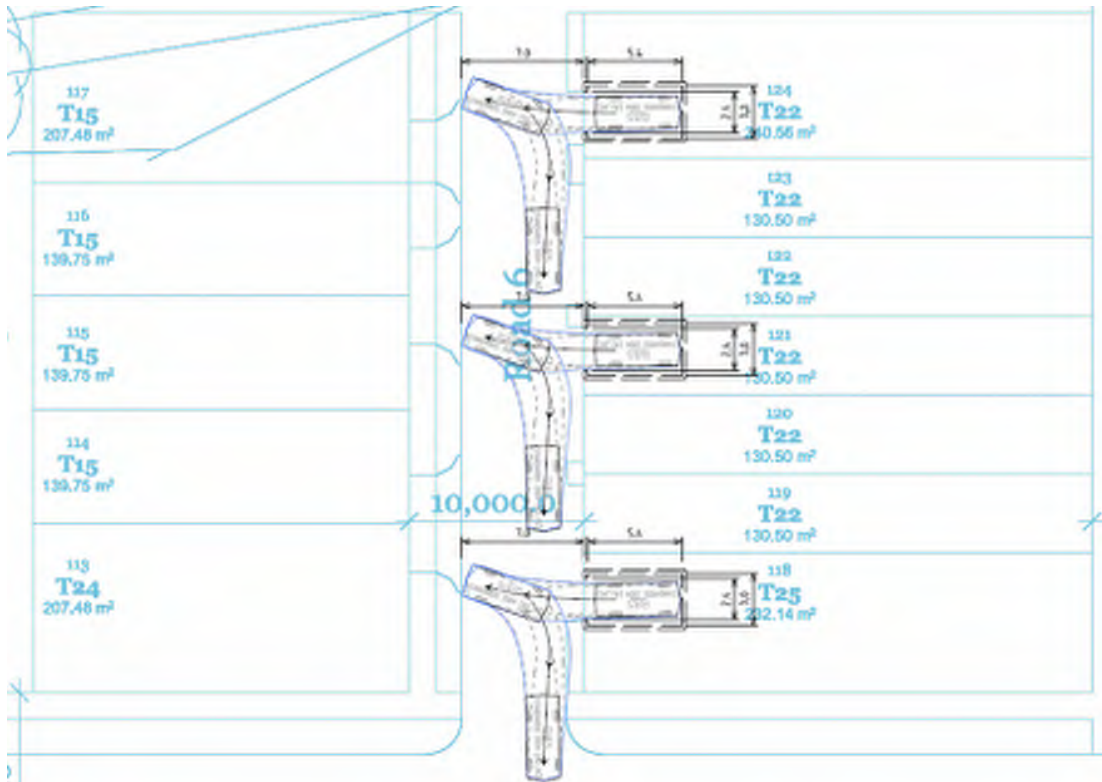


Figure 6: Stage 101 Rear Access – 2.4m Garage Opening Exit



Refuse Collection

Refuse vehicles accessing Stage TH101-105 will access and circulate around the site as previously outlined within the TIA. Under Stage 1 of the development, the refuse collection vehicle will access the site via Semaphore Road, traversing

the internal road network to complete refuse collection. A swept path assessment of a 10.0m Refuse Vehicle circulating around the internal road network is outlined in Figure 7 and Figure 8.

Figure 7: 10.0m Refuse Vehicle Clockwise Circulation

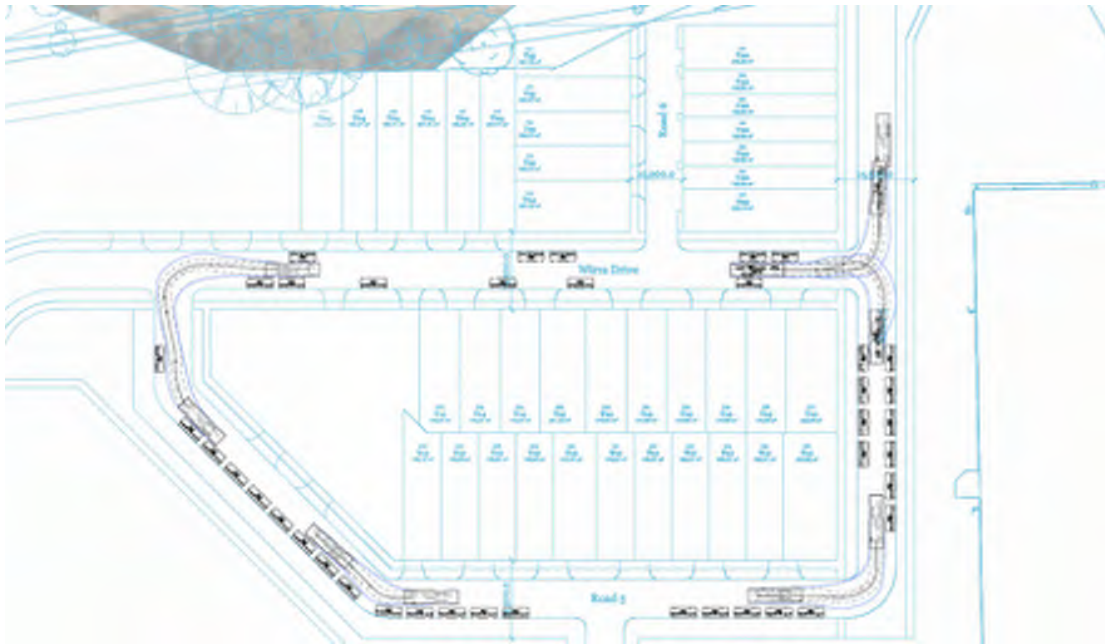
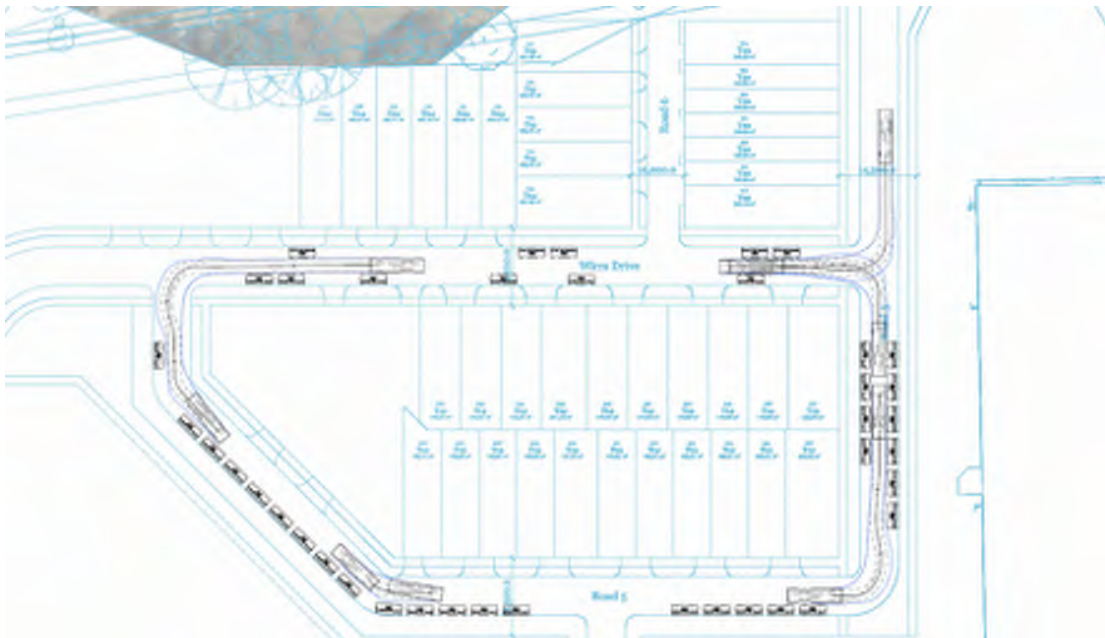


Figure 8: 10.0m Refuse Vehicle Anti-Clockwise Circulation



Refuse vehicles accessing the dwellings located on Road 6 will enter in either a forward or reverse gear, undertake collection on the western/eastern side of Road 6, and then exit back onto Wirra Drive. During collection periods, the bins for each of the dwellings will be wheeled to designated locations on each side of the road. Figure 9 and Figure 10 outline forward entry, reverse exit for the western side collection and Figure 11 and Figure 12 outline reverse entry, forward exit for the eastern side collection. A 10.0m Refuse Vehicle has been assessed, indicating that the vehicle can access the lane without impacting on the on-street parking provision.

Figure 9: Road 6 10.0m Refuse Vehicle Forward Entry

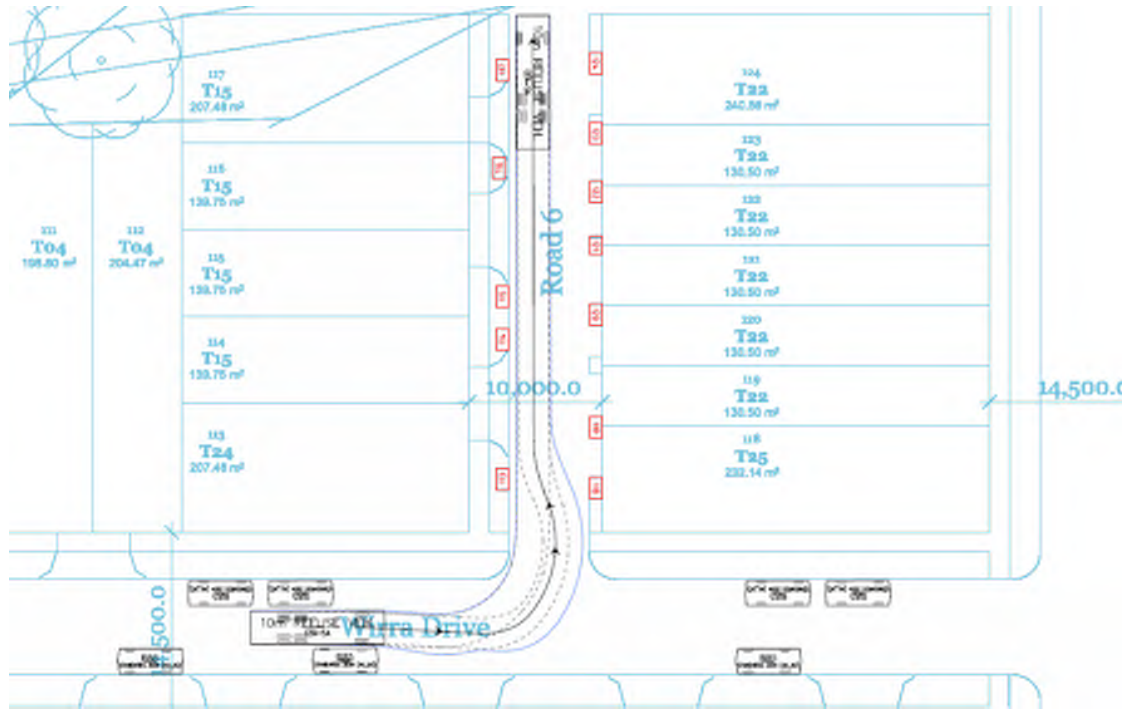


Figure 10: Road 6 10.0m Refuse Vehicle Reverse Exit

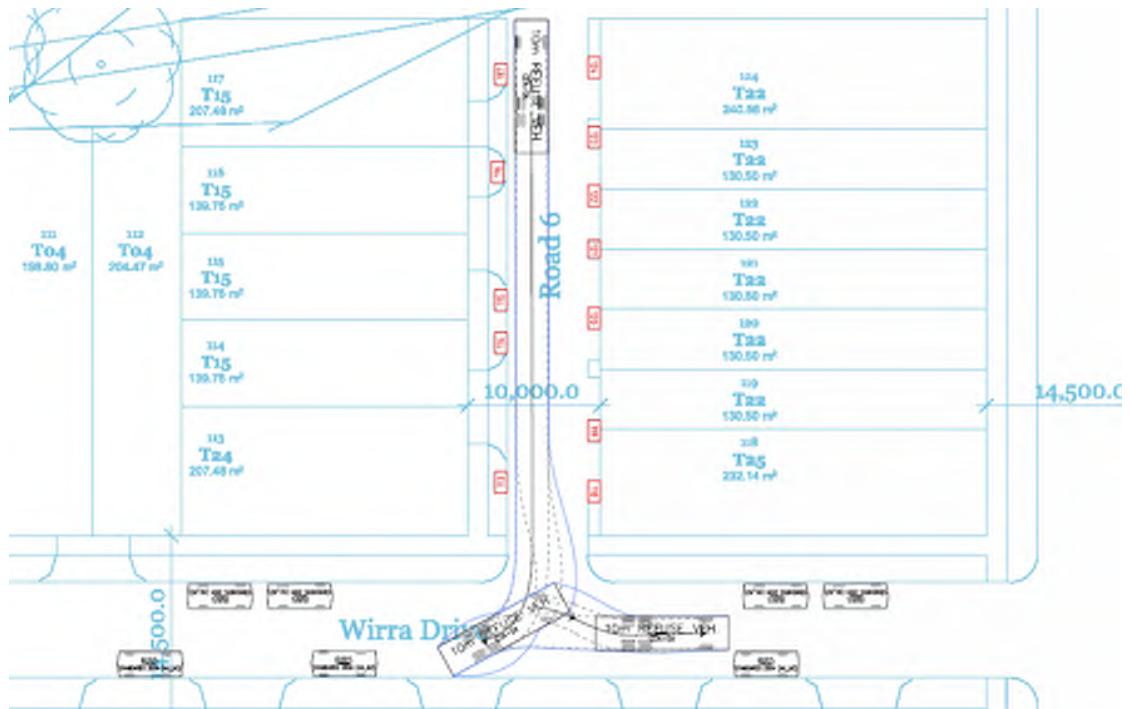


Figure 11: Road 6 10.0m Refuse Vehicle Reverse Entry

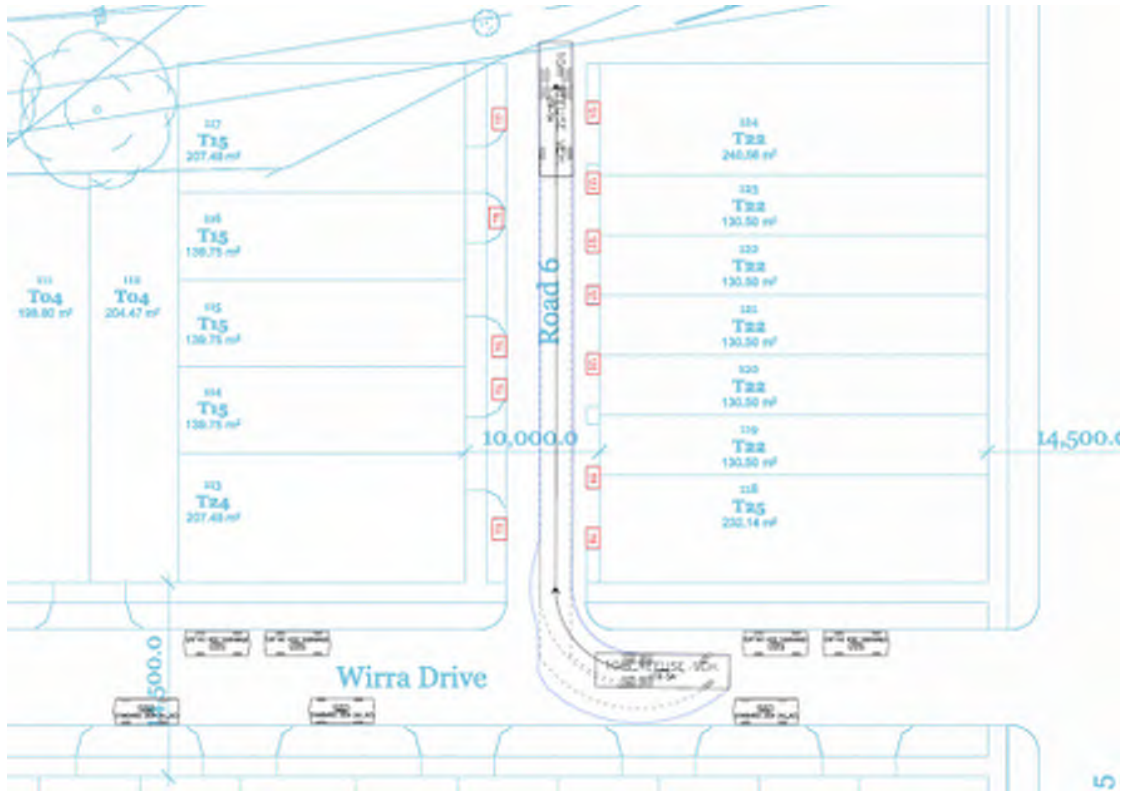
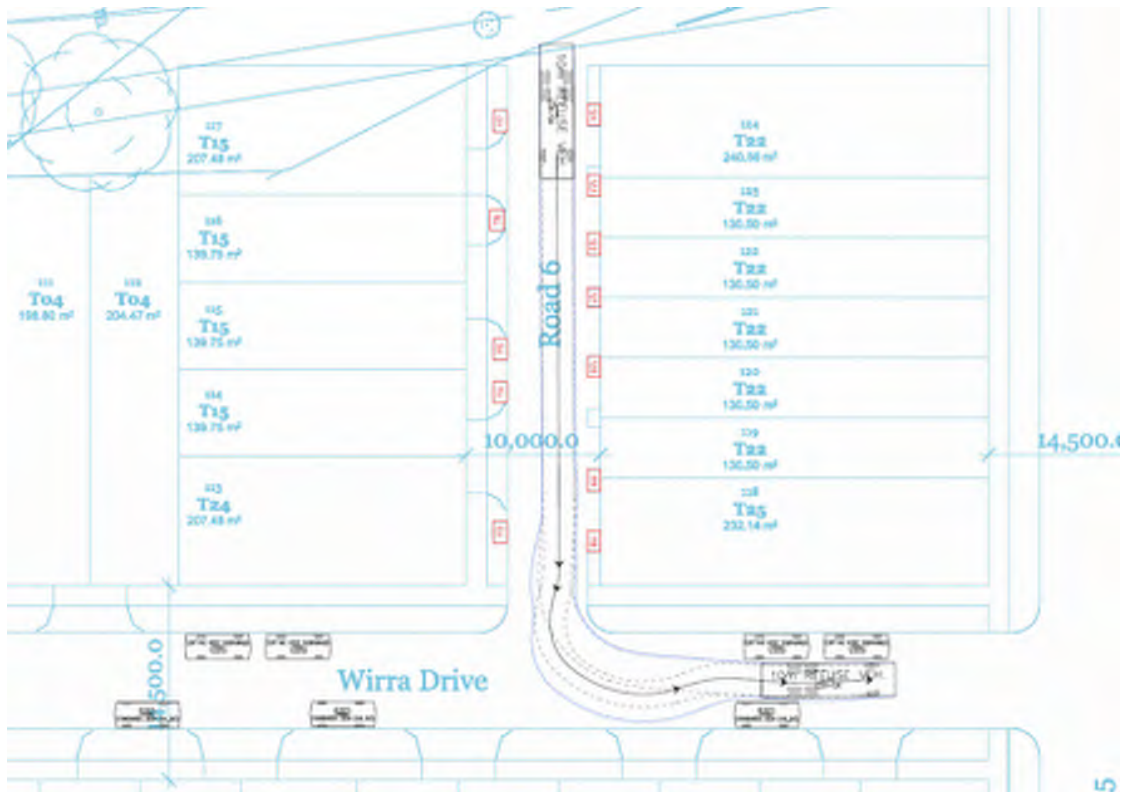


Figure 12: Road 6 10.0m Refuse Vehicle Forward Exit



Conclusion

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

- The site has been designated as the North Western precinct within the North West Policy Area 45 and is identified as a Regional Centre Zone.
- Stage TH101-105 of the development provides a total of 39 residential dwellings incorporating 11 two bedroom townhouses and 28 three bedroom townhouses.
- The site generates a Development Plan parking requirement of 78 off-street spaces and 13 on-street spaces.
- The proposed supply of on and off street parking spaces is considered to be appropriate for the development as it is located in a well serviced public transport corridor, less than 200 metres from Glanville train station and bus interchange, is within walking and cycling distance of Semaphore and has adequate on-street parking for the adjacent dwellings.
- The residential parking layout is generally consistent with the Australian Standards, with some minor changes which can be accomplished within detailed design.
- Refuse collection is to occur as per the previously prepared TIA.

Should you have any questions or require any further information, please do not hesitate to contact me in our Adelaide office on (08) 8334 3600.

Yours sincerely

GTA CONSULTANTS



Paul Froggatt
Associate Director

Cedar Woods Properties Ltd
220 Fullarton Road
GLENSIDE SA 5065
Attention: Gillies Wilson

26th October 2018
Project No. ADL151540

Dear Gillies,

NORTH WEST PRECINCT DEVELOPMENT – ALLOTMENT STORMWATER DRAINAGE

Wallbridge Gilbert Aztec (WGA) have been engaged by Vintage Property Pty Ltd (c/o Cedar Woods Properties Ltd) to complete a stormwater assessment review and provide master planning guidance for the proposed North West Precinct (NWP) development.

A Stormwater Review Report (151540 rp002 Rev C) has previously been prepared for the site. As part of the modelling completed for this report, there were several different catchment types considered for the model.

The catchment area composition assumed for the residential allotments was

- 80% paved (impervious);
- 10% supplementary paved; and
- 10% grassed (pervious) area.

Based on the preliminary Town Planning Issue provided by DKO on 28th August 2018, the townhouses proposed within Stage 1A appear to be within the assumptions of the previously prepared Stormwater Report.

In addition, as the catchment characteristics are consistent with the Stormwater Report, the preliminary stormwater network designed would have sufficient capacity to convey runoff from the allotments.

Yours faithfully

Ryan Byrne
for
WALLBRIDGE GILBERT AZTEC

KV:rb

File No:
2016/13948/01

22 May 2019

Ref No:
14029501

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

janaki.benson@sa.gov.au

Dear Ms Benson

For the attention of the State Commission Assessment Panel

North West Precinct, Port Adelaide Stage 1A land division and built form

Further to the referral DA 040/D046/19 received 20 March 2019 pertaining to the development application at the above address and in my capacity as a statutory referral in the State Commission Assessment Panel, I would like to offer the following comments for your consideration.

The project was presented once to the Design Review panel as part of an overall masterplan for North West and Fletcher's Slip Precincts, chaired by then Associate Government Architect Nick Tridente. An informal meeting with DPTI Planning, ODASA staff and the Associate Government Architect was also held on 17 May 2018 where the project team provided an update on the progress of the project. I acknowledge a number of amendments have been made to the proposal to address issues and concerns raised in the Design Review session.

In principle, I commend the team's aspiration to develop and revitalise this area of Port Adelaide. This project has the potential to become the catalyst for creating a platform to stimulate investment, activity and renewal of the Port, as envisaged by the Precinct Plan.

The proposed built form and allotment layout for Stage 1A reflect the earlier approved Superlot Land Division (DA 040/D189/18) and Demolition and Site Remediation (DA 040/W015/18) proposals. The built form is separated into five clusters of dwellings, and comprises 39 two-storey townhouses. The design intent is for a unique waterfront residential development that is a contemporary, contextual response to the historic and industrial character of Port Adelaide through materiality, proportion and roof form which I support. In my view, the architectural detailing and materiality are critical to delivery of a high quality outcome. To that end, I recommend continued engagement of the original architect through the next phases of design development, documentation and construction to ensure delivery of the design intent.

Level 1
26-28 Leigh Street
Adelaide SA 5000

GPO Box 1533
Adelaide SA 5001

DX 171

T- +61(0)8 8402 1884
E- odasa@sa.gov.au



File No:
2016/13948/01

Ref No:
14029501

I request clarification of the nominated finished floor levels with the design level nominated in the earlier approved site remediation proposal, associated planning conditions regarding flood mitigation, and any built form implications such as the retaining walls and interface conditions with the adjoining reserve and existing street levels.

Stage 101 comprises seven townhouses with eastern frontage to the new public Road 5. The two-bedroom townhouses are two storeys tall with a single detached garage to the rear of each allotment, with access from the west via Road 6. I support the design intent for a contemporary response to the unique qualities of the Port through variation in materiality, proportion and roof form. I support the provision of natural light and ventilation to all habitable rooms, however I recommend development of an integrated approach to passive design and solar shading elements, with particular attention to the north and west elevations. I recommend clarification of the locations of the air conditioning condensers, noting I do not support the location of air conditioning condensers on private balconies due to adverse impact on the amenity of the balconies and the street. I recommend consideration of an integrated approach to screening of services. I am also of the opinion that the project should ensure future flexibility and adaptability of the carport areas as a useable outdoor space and genuine extension of the rear courtyard through the provision of level surface garage slabs. I also recommend consideration of material variation of garage doors to Road 6 to improve the street presentation by activating the street and providing additional passive surveillance through use of semi-transparent or perforated materials.

Stage 102 comprises five two-storey two-bedroom townhouses with the main address and vehicle access from the east/Road 6. Stage 105 comprises six two-storey three-bedroom townhouses with vehicle access from the south/Wirra Drive. Car parking is proposed as a stacked arrangement with one internal garage space and an additional external parking space within the allotment. I support the provision of natural light and ventilation to all habitable rooms and inclusion of additional windows to the end townhouses of Stages 102 and 105 to further improve daylight access and articulation of the end facades.

Stages 103 and 104 comprise 21 two-storey three-bedroom single aspect townhouses with north south orientation. Car parking is proposed as a stacked arrangement, with one internal garage space and an additional external parking space within the allotment. I support the provision of natural light and ventilation to all habitable rooms and inclusion of additional windows to the east end townhouses to further improve daylight access and articulation of the end facades. I also support the built form articulation provided to the street facing elevations. However, I am concerned by the presentation of the townhouses to the rear/private open space and lack of built form articulation. I recommend further consideration of built form articulation of these rear elevations with the view to reflect the articulated street facing elevations. I also recommend provision of useable private open space to the front yards of the north facing townhouses of Stages 103 and 104 as the shadow diagrams indicate the rear yards will be in shade during the winter months.

Level 1
26-28 Leigh Street
Adelaide SA 5000

GPO Box 1533
Adelaide SA 5001

DX 171

T- +61(0)8 8402 1884
E- odasa@sa.gov.au



File No:
2016/13948/01

Ref No:
14029501

The visualisations and illustrative masterplan drawing indicate landscaping to the new street network, however this is not yet demonstrated on the overall floor plans. I recommend clarification of the proposed landscape strategy for the public realm and thresholds to the allotments with the view to ensure a whole site strategy to the site, internal planning and landscaping, and an integrated design outcome. I also recommend further demonstration of required soil depth zones to ensure the feasibility of the landscape ambition for the masterplan is realised.

The proposed material palette for Stage 1A includes a number of materials including brickwork, render and metal cladding with the intent to reflect the fine grain character of the area which I support in principle. However, I recommend consideration of material finishes including full bricks to achieve a genuine material presentation that responds to the contextual references.

To ensure the most successful design outcome is achieved the State Commission Assessment Panel may like to consider particular aspects of the project, which would benefit from protection as part of the planning permission, such as:

- Clarification of the nominated finished floor levels with the design level nominated in the earlier approved site remediation proposal, associated planning conditions regarding flood mitigation, and any built form implications such as the retaining walls and interface conditions with the adjoining reserve and existing street levels.
- Future flexibility and adaptability of the carport areas as a useable outdoor space and genuine extension of the rear courtyards of Stage 101 through the provision of level surface garage slabs.
- Review of material variation of garage doors to Stage 101 to improve the street presentation by activating the street and providing additional passive surveillance.
- Provision of solar shading to the north and west elevations.
- Clarification of location of air conditioning condensers.
- Review of built form articulation of the rear elevations of Stages 103 and 104 with the view to reflect the articulated street facing elevations.
- Clarification of the proposed landscape strategy for the public realm and thresholds to the allotments with the view to ensure a whole site strategy to the site, internal planning and landscaping, and an integrated design outcome.
- Demonstration of required soil depth zones to ensure the feasibility of the landscape ambition for the masterplan is realised.
- A high quality of external materials supported by a materials schedule and physical samples board.

Level 1
26-28 Leigh Street
Adelaide SA 5000

GPO Box 1533
Adelaide SA 5001

DX 171

T- +61(0)8 8402 1884
E- odasa@sa.gov.au

Yours sincerely



Kirsteen Mackay
South Australian Government Architect

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





29 April 2019
Ref: CPB/033/19

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

Level 4, 81-91 Waymouth St
Adelaide SA 5000

GPO Box 1047
Adelaide SA 5001
Australia

Contact Officer: Kym Gerner
Ph: 8124 4485
Email: kym.gerner2@sa.gov.au
www.environment.sa.gov.au

Via EDALA

Dear Janaki

| | |
|-----------------------------------|-------------------------------|
| Development Application No | 040 D046 19 |
| Applicant | Cedar Woods |
| Description | Land Division and Land Use |
| Location | Semaphore Road, Newport |
| Development Plan Zone | Regional Centre Zone |
| Council | City of Port Adelaide Enfield |

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

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

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

http://www.environment.sa.gov.au/about-us/boards-and-committees/Coast_Protection_Board/Policies_strategic_plans

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

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

Proposal

The proposed development is for both land division (creating 37 additional allotments-4 into 41) and land use-39 two storey row dwellings.

It is noted that the relevant land has been the subject a number of previous applications including:

- land division application (4 into 18) referred to the Board-DA 040 D189 18.
- land division application (4 into 7) referred to the Board-DA 040 G016 19.
- demolition and site remediation works on the subject land-DA 040/W015/18



Figure 1-Location plan

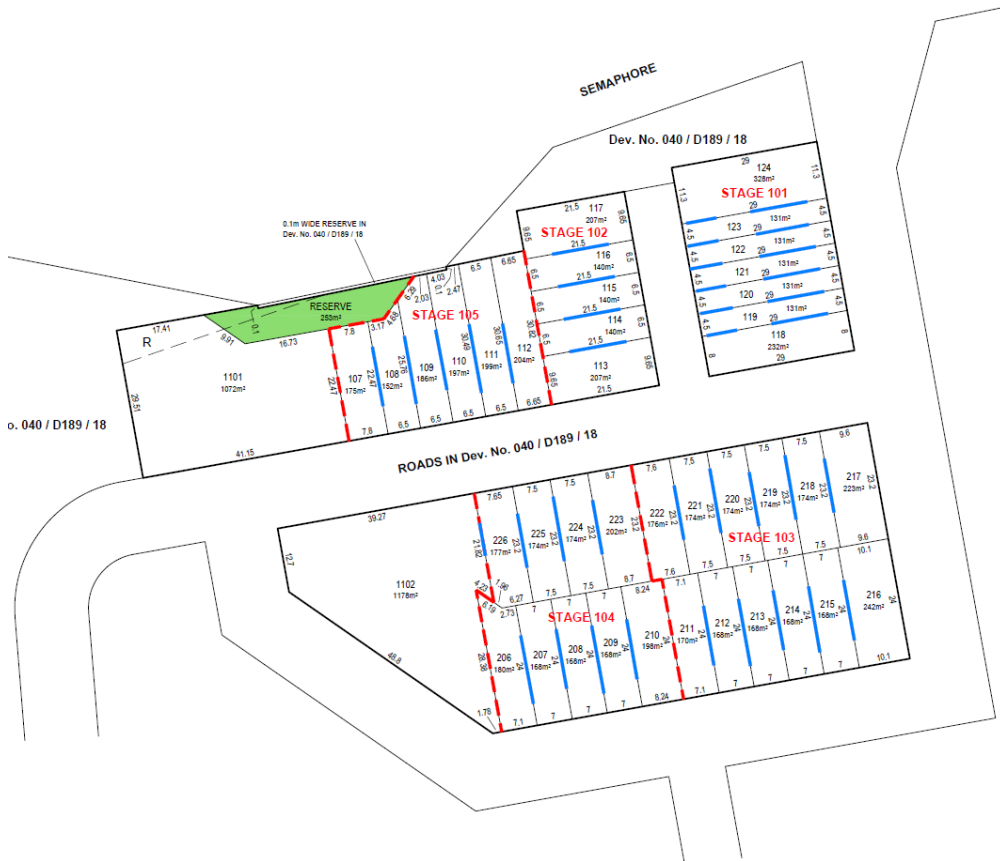


Figure 2-Proposed Land Division

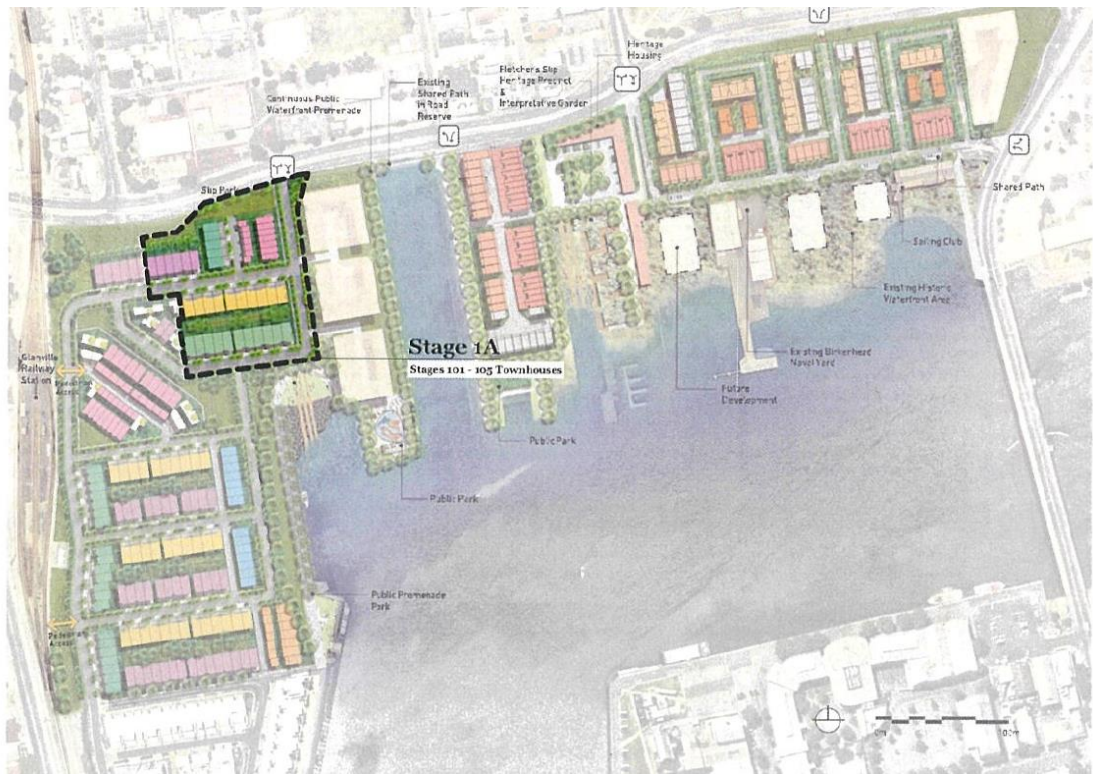


Figure 3-Proposed housing layout



Figure 4-Proposed housing designs

Coastal Flooding Hazard Risks

The Board will seek to minimise the exposure of new and existing development to risk of damage from coastal hazards and risks to development on the coast (Board Policy 1.4 (b)).

For compliance with the Board's coastal flooding risk standard (which is consistent with the Port Adelaide Enfield (PAE) Council Development Plan, Regional Centre Zone, Principles of Development Control (PDC) 74 and 75) require:

- 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. This minimises coastal flooding hazard risks and allows for 0.3 metres of sea level rise.
- Development within 8 metres of the water's edge should must also be protected from "wave effects" by either raising portion of the site seaward of any future residential development to 3.4 metres AHD or via some other design measure.

Board Policy also requires that the development is capable, by reasonably practical means, of being protected, adapted or raised to withstand a further 0.7 metres of sea level rise. For this to be achieved, the site must either be raised an additional 0.7 metres now or there must be sufficient distance between future residential development and the waterfront to allow for future protection works to be constructed and the safe access of any associated vehicles and plant equipment.

The proposed dwellings are setback 30 metres or more from the water's edge and do not incorporate basements or underground car parking areas. Each dwelling will have a site level of 3.20 metres AHD or higher and a habitable floor level of 3.45 metres AHD or higher.

The application information also indicates that the proposal will be developed in accordance with conditions 2 and 5 (outlined below) imposed upon a previous Development Application 040/W015/18-Demolition and Site Remediation works on the subject land, to minimise risk from flooding by preventing the entry of floodwaters.

- 2. For compliance with the Board's coastal flooding risk standard, the fill platform on the seaward side must achieve a minimum building site level elevation of 3.4 metres to Australian Height Datum (AHD). This minimises coastal flooding hazard risks (maximum tide and storm surge combined) and allows for 0.3 metres of sea level rise. For the remainder of the site, a minimum building site level elevation of 3.2 metres AHD is required. This 0.2 metre difference discounts the allowance for "run up" that applies for works on the water front.
 - a. The proposed bulk earthworks plan (sheet no. SK211) appears to show the fill platform on the seaward side as being approximately 3.2 metres AHD. If so, the levels need adjusting to ensure the building site levels adjacent the waterfront achieves a minimum 3.4 metres AHD.**
- 5. The development must be capable, by reasonably practical means, of being protected, adapted or raised to withstand a further 0.7 metres of sea level rise. For this to be achieved, the site must either be raised an additional 0.7 metres now or there must be sufficient distance between future residential development and the waterfront to allow for protection works to be constructed and the safe access of any associated vehicles and plant equipment.*

It is also required that any mechanical and electrical equipment and power outlets are to be provided as part of the development, they should be safe from flooding and raised in accordance with the Boards recommended floor level of 3.45 metres AHD.

The proposal meets the board's flooding hazard policy for this application by meeting the recommended site levels and floor levels. The application information also demonstrates that land outside the area (within 8 metres of the water's edge) of this application will be in accordance with the boards requirements of the previous DA relating to site levels associated with potential wave effects. Development Application 040/W015/18-Demolition and Site Remediation works.

Coastal Erosion Hazard Risk

The Board will seek to minimise the exposure of new and existing development to risk of damage from coastal hazards and risks to development on the coast (Board Policy 1.4 (b))

The Board understands the existing top of the wharf at the south east corner of the site is 3.15m AHD, which is below the Board's recommended levels. Also, that section of the wharf is understood to be in poor condition. The Board has recently provided advice to Renewal SA, who are commissioning an upgrade that section of the wharf with a supporting rock revetment seawall.

The wharf should prevent landward erosion due to wave forces (bow waves and inner harbour wave action).

Coastal Biodiversity

A key policy objective for the Board is to protect coastal biodiversity. The protection of the coastal environment, while important to protect coastal flora and fauna and maintain sustainable coastal ecosystems, also reduces coastal hazard risks to property (e.g. preventing sand drift, erosion and flooding hazard risks etc.).

The Board will seek to ensure that the siting and design of development on the coast minimises its impact on the environment, heritage and visual amenity of the coast (Board Policy 1.4 (e)).

The waters adjacent the development site fall within the area covered by the *Adelaide Dolphin Sanctuary Act 2005*. The object of the *Act* is to protect the dolphin population and their natural habitat.

Contractors should be made aware of the *Adelaide Dolphin Act 2005* and that there is a general duty of care to ensure the protection of the dolphin population from direct physical harm including as a result of changes in water quality.

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

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

Stormwater Impacts

The Board seeks to minimise the impact of stormwater discharge to the coast. The stormwater management system associated with the development must be designed in such a way so as to minimise pollution, scouring, erosion or result in marine sedimentation impacts.

WGA (Wallbridge Gilbert Aztec) has provided a letter which supplements their Stormwater Review Report. This will ensure that the proposal is developed with a public stormwater system capable of catering for a 1 in 100 year average return interval flood event and that buildings will be designed to prevent the entry of floodwaters.

Coastal Acid Sulphate Soils

Coastal Acid Sulfate Soils (CASS) have the potential to cause major habitat loss and degradation due to the release of acid and heavy metal ions into the environment. There is also a threat to development after construction due to deterioration and corrosion due to the disturbance of CASS. The land over which the development is situated may have the potential to develop acid sulfate conditions if exposed to oxygen.

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

http://www.environment.sa.gov.au/ourplaces/coasts/Coastal_hazards/Coastal_acid_sulfate_soils.

Public Access to the Coast

A publicly accessible waterfront promenade, should also be maintained to enhance the major pedestrian and cycling linkage along the waterfront, linking the existing waterfront residential development directly to the south with Semaphore Road to the north.

Coastal Heritage

The Board will seek to ensure that the siting and design of development on the coast minimises its impact on the environment, heritage and visual amenity of the coast (Board Policy 1.4 (e)).

The Fletcher's Slip Precinct, including the former Fletcher's and Dunnikier slipway sites and associated structures, is a state heritage place and is located adjacent the proposed development site.

The proposed residential development should minimise any potential impacts on state heritage places. The applicant should seek the advice of the Heritage Branch of the Department for Environment, and Water to ensure heritage issues are addressed.

Coast Protection Board Response

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

Conditions

- Minimum building site and finished floor levels of 3.2 and 3.45 metres, Australian Height Datum (AHD), respectively, are required to address coastal flooding hazard risks.

- If any mechanical and electrical equipment and power outlets are to be provided as part of the development, they should be safe from flooding and raised in accordance with the Boards recommended floor level of 3.45 metres AHD.
- The development must be capable, by reasonably practical means, of being protected, adapted or raised to withstand a further 0.7 metres of sea level rise. For this to be achieved, the site must either be raised an additional 0.7 metres now or there must be sufficient distance between future residential development and the waterfront to allow for future protection works to be constructed and the safe access of any associated vehicles and plant equipment.
- All imported substrate material or engineered fill to be used shall be free of weeds and pathogens to ensure that noxious weed or contamination sources are not introduced into the coastal environment.
- The stormwater management system associated with the development must be designed in such a way so as to minimise pollution, scouring, erosion or result in marine sedimentation impacts.
- A publicly accessible waterfront promenade, should also be maintained to enhance the major pedestrian and cycling linkage along the waterfront, linking the existing waterfront residential development directly to the south with Semaphore Road to the north.

The Board recommends that the following notes be applied:

Notes

- The land over which the development is situated may have the potential to develop acid sulfate conditions if exposed to oxygen. The Coast Protection Board has released a set of guidelines which should be followed in areas where acid sulfate soils are likely to occur. These can be found at: http://www.environment.sa.gov.au/about-us/boards-and-committees/Coast_Protection_Board/Coastal_acid_sulfate_soils
- The Board understands the existing top of the wharf at the south east corner of the site is 3.15m AHD, which is below the Board's recommended levels. The wharf should prevent landward erosion due to wave forces (bow waves and inner harbour wave action).
- The waters adjacent the development site fall within the area covered by the *Adelaide Dolphin Sanctuary Act 2005*. The object of the Act is to protect the dolphin population and their natural habitat. Contractors should be made aware of the *Adelaide Dolphin Sanctuary Act 2005* and that there is a general duty of care to ensure the protection of the dolphin population from direct physical harm including as a result of changes in water quality.
- The applicant is reminded of their general environmental duty, as required by Section 25 of the *Environment Protection Act 1993*, to take all reasonable and practical measures to ensure that the activities on the whole site, including during construction, do not cause environmental harm.
- The proposed residential development should minimise any potential impacts on state heritage places. The applicant should seek the advice of the Heritage Branch of the Department for Environment, and Water to ensure heritage issues are addressed.

Disclaimer

The Board attaches the following disclaimer to the above advice;

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

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

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

Yours sincerely



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



Heritage South Australia

Economic and Sustainable
Development Group

Level 8
81-91 Waymouth Street
Adelaide SA 5000

GPO Box 1047
Adelaide SA 5001
Australia
DX138

Ph: +61 8 8124 4960
Fax: +61 8 8124 4980

www.environment.sa.gov.au

Ref: SH/26499D
Date: 30 April 2019

Secretary - Ms Alison Gill
State Commission Assessment Panel
GPO Box 1815
Adelaide 5001
Attention: Janaki Benson

Dear Ms Benson

**DESCRIPTION: DEVELOPMENT MATERIALLY AFFECTING CONTEXT OF A STATE HERITAGE PLACE:
SHED 26 SITED IN FORMER GOVERNMENT DOCKYARD, PROPERTY NO.176109; LAND NO.123998
(FORMERLY GLANVILLE DOCKYARD) - 4 ALLOTMENTS INTO 41 ALLOTMENTS - SEMAPHORE
ROAD/CAUSEWAY ROAD, NEW PORT**

Application number: 040/D046/19
Referral received: 20/03/2019
State heritage place: Shed 26 sited in former Government Dockyard, Property No.176109;
Land No.123998 (formerly Glanville Dockyard), Lot 2001 Semaphore
Road NEW PORT

The above application has been referred to the Minister for Environment and Water in accordance with Regulation 29 of the *Development Act 1993* as development that directly affects a State heritage place or, in the opinion of the relevant authority, materially affects the context within which a State heritage place is situated.

The proposed development is considered to be acceptable in relation to the above State heritage place for the following reason/s.

- Shed 26 was removed from the South Australian State Heritage Register on 18 April 2019 and therefore there is no longer a State heritage place adjacent the subject site to be subdivided.

General notes

1. Any changes to the proposal for which planning consent is sought or granted may give rise to heritage impacts requiring further consultation with the Department for Environment and Water, or an additional referral to the Minister for Environment and Water. Such changes would include for example (a) an application to vary the planning consent, or (b) Building Rules documentation that incorporates differences from the proposal as documented in the planning application.
2. In accordance with Regulation 43 of the *Development Regulations 2008*, please send the Department for Environment and Water a copy of the Decision Notification.
3. The relevant planning authority is requested to inform the applicant of the following requirements of the *Heritage Places Act 1993*.
 - (a) If an archaeological artefact believed to be of heritage significance is encountered during excavation works, disturbance in the vicinity shall cease and the SA Heritage Council shall be notified.

(b) Where it is known in advance (or there is reasonable cause to suspect) that significant archaeological artefacts may be encountered, a permit is required prior to commencing excavation works.

For further information, contact the Department for Environment and Water.

4. The relevant planning authority is requested to inform the applicant of the following requirements of the *Aboriginal Heritage Act 1988*.
 - (a) If Aboriginal sites, objects or remains are discovered during excavation works, the Aboriginal Heritage Branch of the Aboriginal Affairs and Reconciliation Division of the Department of the Premier and Cabinet (as delegate of the Minister) should be notified under Section 20 of the *Aboriginal Heritage Act 1988*.

Any enquiries in relation to this application should be directed to Michael Queale on telephone (08) 8207 7711 or e-mail michael.queale@sa.gov.au.

Yours sincerely

A handwritten signature in black ink, appearing to read 'MQ', followed by a horizontal flourish and a period.

Michael Queale
Senior Heritage Conservation Architect
Department for Environment and Water
as delegate of the
MINISTER FOR ENVIRONMENT AND WATER

In reply please quote 2019/00273, Process ID: 568027
Enquiries to Matthew Henderson
Telephone 0419 747 010
E-mail dpti.luc@sa.gov.au



Government of South Australia

Department of Planning,
Transport and Infrastructure

POLICY, STRATEGY AND
PROGRAM DEVELOPMENT

Transport Assessment and
Policy Reform

GPO Box 1533
Adelaide SA 5001

ABN 92 366 288 135

24 May 2019

The Presiding Member
State Commission Assessment Panel
GPO Box 1815
ADELAIDE SA 5001

Dear Ms Fogarty

SCHEDULE 8 - REFERRAL RESPONSE

| | |
|-----------------|---------------------------|
| Development No. | 040/D046/19 |
| Applicant | Cedar Woods |
| Location | Semaphore Road, New Port |
| Proposal | Land Division (4 into 41) |

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

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

CONSIDERATION

The application proposes further subdivision of proposed Allotments 1000, 1002 and 1004 in DA 040/D189/18. The plan of division will be accessed via new roads shown in DA 040/D189/18, one of which forms a junction with Semaphore Road (an arterial road under the care, control and management of the CoH. It is noted that the new junction is subject to conditions applied by the State Commission Assessment Panel (SCAP) in DA 040/D189/18. Furthermore, direct access to/from Semaphore Road is not proposed, nor are any vehicle access points proposed to the eastern frontage of Allotments 118 – 124 (inclusive) where they might result in vehicular conflict adjacent the junction with Semaphore Road.

ADVICE

The Commissioner of Highways does not object to the proposed plan of division.

Yours sincerely

A handwritten signature in blue ink, appearing to be 'RB' followed by a flourish.

MANAGER, TRANSPORT ASSESSMENT AND POLICY REFORM
for COMMISSIONER OF HIGHWAYS

#13955695



03 April 2019 SA Water
Level 6, 250 Victoria Square
ADELAIDE SA 5000
Ph (08) 7424 1119

Our Ref: Inquiries Craig Stanway
H0083526 Telephone 7424 1837

The
Chairman
State
Commission
Assessment Panel
50 Flinders
St
ADELAIDE
SA 5000

Dear
Sir/Madam

PROPOSED LAND DIVISION APPLICATION NO: 040/D046/19 AT NEW PORT

In response to the abovementioned proposal, I advise that pursuant to Section 33 of the Development Act it is necessary for the developer to satisfy this Corporation's requirements, which are listed below.

The financial requirements of SA Water shall be met for the provision of water supply and sewerage services.

The augmentation requirements of SA Water shall be met.

The necessary easements shall be vested to SA Water.

If a connection/s off an existing main is required, an investigation will be carried out to determine if the connection/s to your development will be costed as standard or non-standard.

Yours faithfully

Craig Stanway
for MANAGER LAND DEVELOPMENT & CONNECTIONS



Ref: DA-040-D-046-19
Date: 28 Mar 2019

State Commission Assessment Panel
GPO Box 1815
ADELAIDE SA 5001

Heritage South Australia

Economic and Sustainable
Development Group

Level 8
81-91 Waymouth Street
Adelaide SA 5000

GPO Box 1047
Adelaide SA 5001
Australia
DX138

Ph: +61 8 8124 4960
Fax: +61 8 8124 4980

www.environment.sa.gov.au

Dear Sir/Madam

**DESCRIPTION: SITE REMEDIATION AND DEMOLITION WORKS AT
SEMAPHORE AND CAUSEWAY ROADS, NEWPORT**

Application number: 040/D046/19
Referral received: 22/03/2019

The above application has been referred to the Minister for Environment and Water in accordance with Clause 17(1) of Schedule 8 of the *Development Regulations 2008* as development to be undertaken within 500 m of a historic shipwreck or historic relic within the meaning of the *Historic Shipwrecks Act 1981*, other than development within the River Murray Floodplain Area.

There are several registered historic shipwrecks to the south of the development site. The majority of these are associated with the Jervis Basin Ships Graveyard and their exact locations are known. The closest of these, the wooden hulk *Fitzjames*, is recorded approximately 600 m from the development site (Attachment 1). However, the actual location of the remains of this vessel is unknown and may be much closer to the development site than mapping shows. Historical records indicate that the vessel was lost at "the end of Cable Company Wharf, Jervis Basin, Port Adelaide. It is thought that the *Fitzjames* has been covered by land reclamation works.

In addition to the *Fitzjames*, there are records of a further 50 vessels being lost in Port Adelaide or the Port River. Of those, the location of 28 are known and will not be affected by this proposed development. Of the remaining 22 vessels, most were lost either at North Arm, off Outer Harbour or en route to another regional port. Some were deliberately scuttled or broken up.

It is considered that only one registered shipwreck has potential to be in or near the development site. This is the remains of the brig *Lady Wellington*, lost in 1838 when it was "too close to facilitate unloading, grounded and broke its back on a mud flat." The location is not recorded but in 1838 the Port River was completely undeveloped and the location could be anywhere along its length, including within what is currently reclaimed land.

Furthermore, the above assessment relates only to shipwrecks that have been registered on the Register of Historic Shipwrecks. Given the historically high use of this section of the Port River, there is also potential for unregistered historic shipwrecks to be present. This would also include vessels that may have been abandoned on river banks and then covered by land reclamation works. The development site is close to the historical channel of Hawker Creek, which may also have been used to house or abandon vessels. A review of historical maps of the port shows the extent of waterfront modifications (Attachment 2).

To summarise, there are no registered shipwrecks known to be in the development site, although two vessels – the *Fitzjames* and the *Lady Wellington* – may be within reclaimed land.

The land reclamation works along the river front may also have claimed other unknown vessels, but this is unknown at present.

Subject to the recommendation set out below, the proposed development is considered to be acceptable in relation to historic shipwrecks for the following reasons:

- The development site is greater than 500 m from the mapped location of the nearest historic shipwreck site (although the actual location of the site is unknown and may be much closer than mapped).
- The development does not impact upon any known historic shipwreck remains or historic relics within the meaning of the *Historic Shipwrecks Act 1981*.

Recommendation

A. The following advice should be into any consent or approval:

Advisory note 1: During site remediation works, due care should be exercised during any excavation works, particularly along the former banks of the Port River and Hawker Creek, to avoid impacts to any potential historic shipwreck remains that may be buried within reclaimed land.

General notes

1. Any changes to the proposal for which planning consent is sought or granted may give rise to historic shipwreck impacts requiring further consultation with the Department for Environment and Water, or an additional referral to the Minister for Environment and Water. Such changes would include for example an application to vary the planning consent where impacts to the sea floor or subsurface dunes are proposed.
2. The Panel is requested to inform the applicant of the following requirements of the *Historic Shipwrecks Act 1981*:
 - (a) If an article believed to be the remains of a ship, part of a ship or an article associated with a ship is encountered during any excavation works, disturbance in the vicinity shall cease and Department for Environment and Water shall be notified.
 - (b) Where it is known in advance (or there is reasonable cause to suspect) that a historic shipwreck, part of a historic shipwreck or articles associated with a historic shipwreck may be encountered, and where works may damage or destroy, interfere with or remove such articles, a permit is required prior to commencing excavation works.

For further information, contact the Department for Environment and Water.

Yours sincerely



Rick Bullers
Senior Maritime Heritage Officer
 DEPARTMENT FOR ENVIRONMENT AND WATER
 as sub-delegate of the
MINISTER FOR ENVIRONMENT AND WATER

Attachments

1. Map of registered Historic Shipwrecks in relation to the development area;
2. Selection of historical maps showing changes to the river banks; and
3. Shipwreck Legislation Guidelines for Development Applications



26 April 2019

Chairperson
State Commission Assessment Panel
GPO Box 1815
ADELAIDE SA 5001

Dear Sir/Madam

Development Application No.: 040/0617/19
Applicant: Cedar Woods Properties Ltd
Proposal: Torrens Title Land Division 040/D046/19, with dwellings, creating forty one allotments from four Semaphore Rd NEW PORT SA 5015
Subject Land: Allotment 100 F 31067 CT Vol 5860 Folio 133
Allotment 1 F 20117 CT Vol 5808 Folio 856
Allotment 2001 D 73728 CT Vol 6018 Folio 785

Further to our previous correspondence regarding the above application, for which the Commission is the relevant authority, Council advises that it has considered this matter and provides the following report pursuant to Regulation 38(2) of the Development Act, 1993 to assist the Commission in reaching its decision:

- Council makes the following comments

Dwelling Design:

Council is satisfied with the design of the proposed dwellings in relation to the quantitative and qualitative criteria, as outlined in the Development Plan. It is however unclear what colour the roofs are, thus factoring in heat mapping, Council recommends that all roofs should be of a light colour.

Considering the proximity of the river and ocean, it is noted that some dwellings to the south that were built approximately 10 years ago have experienced significant weathering and deterioration in relation to parts of the external cladding. Prior to approval SCAP should be satisfied, potentially via conditioning, that the non-masonry portions of the dwellings will be treated in such a way that can satisfactorily withstand the weathering effects of the area.

Stormwater:

To review this application further, the applicant needs to provide additional information regarding the proposed stormwater design for the overall development, which was outlined in Council's letter to SCAP dated 12 September 2018 as part of the super lot land division 040/D189/18 (Council ref: 040/1533/18). The applicant had previously submitted some level of information regarding stormwater management as part of the super-lot Land Division, but

Council's City Assets Department raised a number of dot point questions that remain outstanding.

Traffic Comments:

Council requires the following updates, which may be conditioned:

- 3 x 3 corner cut offs required with Road 5 and Wirra Drive
- 2 x 2 corner cut off with road 6 and Wirra Drive
- Pavement bars to be provided on 90 degree bend of road 5 and road 5
- The driveway crossovers for double driveways should be 7.5 metres (our specification says 8m but 7.5 metres acceptable) at the kerb (5.5 metres at the property boundary) and for single driveways 5 metres at kerb (3 metres at the property boundary) in a accordance with Council specifications
- Figure 11 of the traffic report (15 November 2018) shows that a carpark cannot fit opposite road 6 to accommodate for manoeuvring – this is to be designated no stopping anytime

If you have any queries regarding this matter, please contact Russell Fink on telephone 84056858.

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

Yours faithfully



Signed

Russell Fink, Team Leader Planning

26/04/2019

REF: S139480

DATE: 14 June 2019

Cedar Woods
220 Fullarton Road
GLENSIDE SA 5065

Attention: Mr. Gillies Wilson

Dear Gillies,

RE: NORTH WESTERN PRECINCT – ROAD 5, ROAD 6 AND WIRRA DRIVE SIGHTLINE ASSESSMENT

We refer to your request to undertake a sightline assessment at the proposed intersections between the proposed Wirra Drive and Road 5 and Road 6. The desktop sightline assessment was undertaken in accordance with Austroads “*Guide to Road Design – Part 4A: Unsignalised and Signalised Intersections*”.

Road 5/Wirra Drive Intersection Assessment

Due to the location of the intersection, sight distance to the north will be clear to the Semaphore Road intersection. Sight distance to the south will be limited by the curve within Road 5. The inner radius of the bend to the south and the intersection to the north will limit driver speeds at these locations, and thus the operating speed will be lower than the posted speed limit of 50km/h.

As such, GTA has assessed the sight distance requirements for a design speed of 35km/h, to account for vehicle speeds through the bend to the south and vehicles entering the site from the Semaphore Road intersection to the north. This is considered to be conservative as it is anticipated that vehicles will be entering the site from Semaphore Road at a lower speed, with the radius of the bend to the south limiting vehicle speeds. The sight distance requirements from Austroads Part 4A based on the relevant design speeds are as follows:

35km/h Design Speed

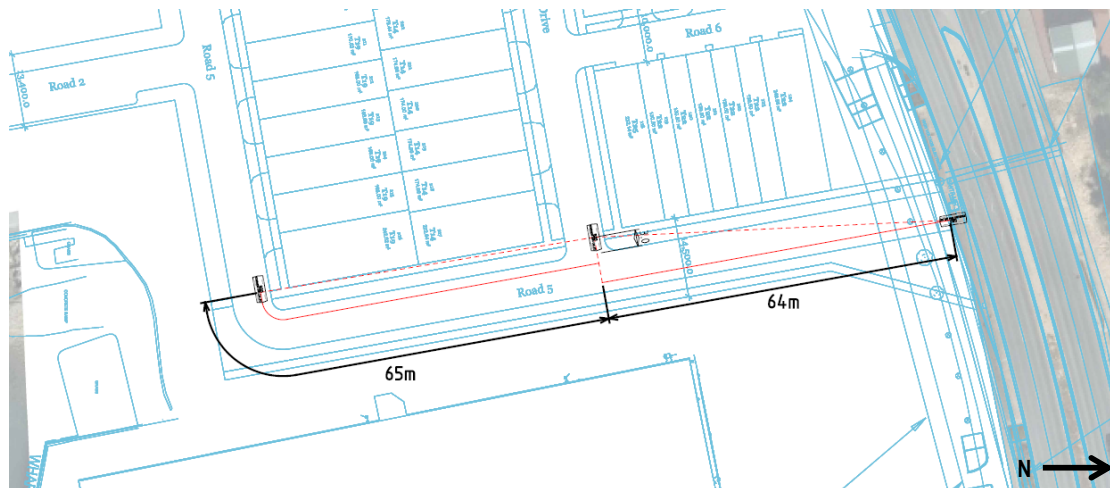
Safe Intersection Sight Distance (SISD) 62m

Minimum Gap Sight Distance (MGSD) 49m

The available sight distance at the Road 5/Wirra Drive intersection is outlined in Figure 1. The desktop review indicates approximately 65m and 64m of sight distance will be available to the north and south respectively, exceeding the SISD and MGSD requirements for a 35km/h design speed.

Therefore, based on the desktop assessment, the intersection meets the sightline requirements for a 35km/h design speed, without being impacted by fences/structures built along the property boundaries.

Figure 1: Road 5/Wirra Drive Driver Sightlines



Road 6/Wirra Drive Intersection Assessment

The Road 6/Wirra Drive intersection is located in close proximity to the Road 5/Wirra Drive intersection, minimising the available sight distance to the east, as well as reducing vehicle speeds as they enter Wirra Drive. It is anticipated that vehicles entering Wirra Drive from Road 5 will be at speeds in the order of 20km/h. Sight distance to the west will be unrestricted to the Wirra Drive curve located in close proximity to Glanville railway station.

As such, GTA has assessed the sight distance requirements for a design speed of 20km/h to the east and a design speed of 60km/h (posted speed limit plus 10km/h) to the west. The sight distance requirements from Austroads Part 4A based on the relevant design speeds are as follows:

20km/h Design Speed

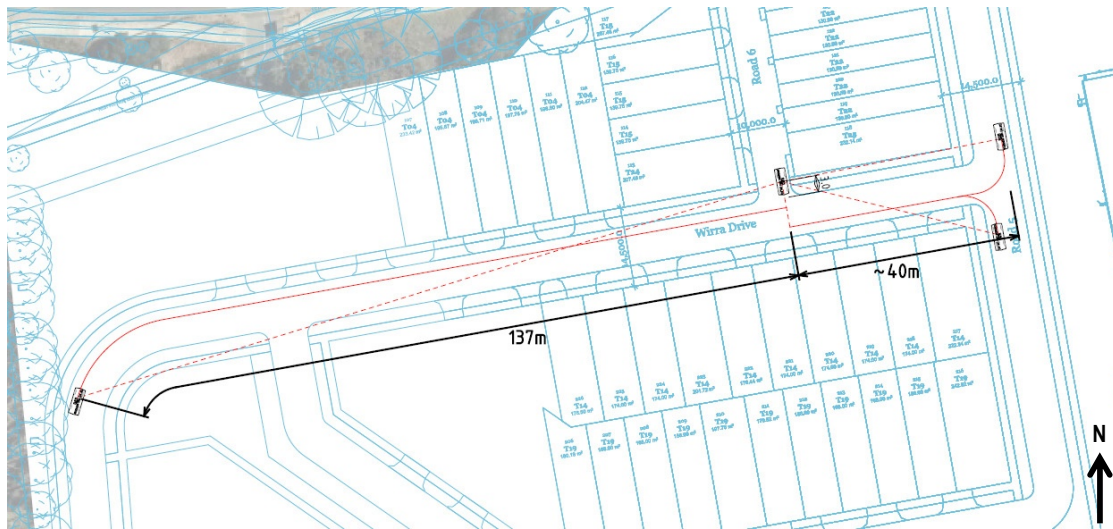
| | |
|---|-----|
| Safe Intersection Sight Distance (SISD) | 32m |
| Minimum Gap Sight Distance (MGSD) | 28m |

60km/h Design Speed

| | |
|---|------|
| Safe Intersection Sight Distance (SISD) | 123m |
| Minimum Gap Sight Distance (MGSD) | 83m |

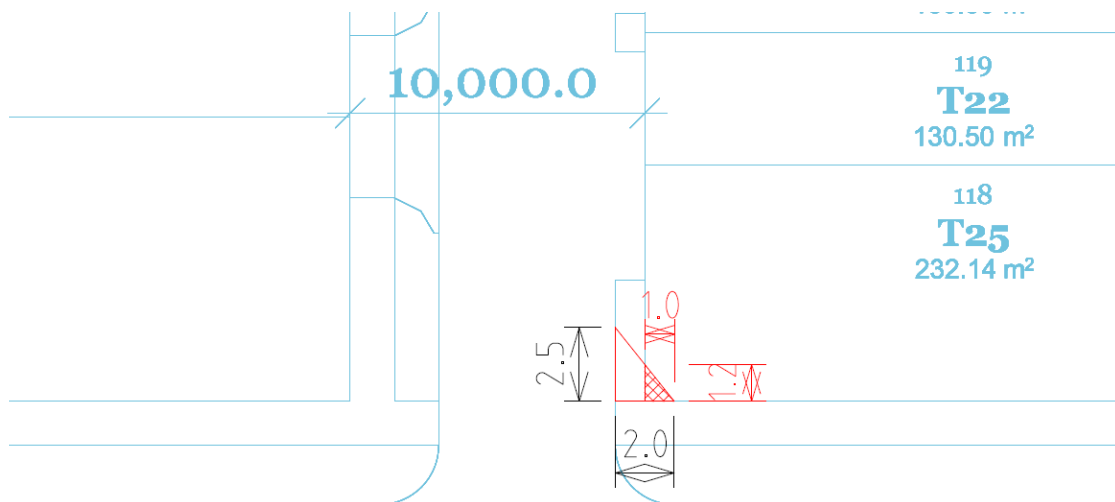
The available sight distance at the Road 6/Wirra Drive intersection is outlined in Figure 2. The desktop review indicates approximately 40m and 137m of sight distance will be available to the east and west respectively. This exceeds the SISD and MGSD requirements for a 20km/h design speed to the east and 60km/h design speed to the west, without being impacted by fences/structures along the property boundaries.

Figure 2: Road 6/Wirra Drive Driver Sightlines



It is understood that the property boundary lines associated with Allotment 118 are to provide a 1.0m wide by 1.2m wide corner cut off to accommodate the pedestrian sight play requirements, as shown in Figure 3.

Figure 3: Wirra Drive/Road 6 Pedestrian Sightline – Low Level Plantings



Wirra Drive

Therefore, based on the desktop assessment and the understanding that property boundary of Allotment 118 is to be amended to provide the corner cut off, the intersection meets the sightline requirements for the relevant design speeds, without being impacted by fences/structures built along the property boundaries.

Conclusion

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

1. The location of the Road 5/Wirra Drive intersection is anticipated to limit vehicle speeds due to the curve located to the south of the intersection and the Semaphore Road intersection to the north. Therefore, sightlines have been assessed based on a 35km/h design speed. Approximately 65m and 64m of sight distance is available to the north and south respectively, exceeding the SISD and MGSD requirements.
2. The location of the property boundaries and fences/structures built along the boundary, based on a desktop assessment, are not anticipated to impact on the sightline requirements for the Road 5/Wirra Drive intersection for a 35km/h design speed.
3. The location of the Road 6/Wirra Drive intersection is anticipated to reduce vehicle speeds into Wirra Drive to in the order of 20km/h. Sight lines to the west are unrestricted to the curve located on Wirra Drive in close proximity to Glanville railway station. Therefore, sightlines have been assessed based on a 20km/h design speed to the east and a 60km/h design speed to the west. Approximately 40m and 137m of sight distance is available to the east and west respectively, exceeding the SISD and MGSD requirements for the relevant design speeds.
4. It is understood that the property boundary of Allotment 118 is to be modified to provide a corner cut off of approximately 1.0m wide by 1.2m long to meet the pedestrian sight splay requirements.
5. Following the adjustment of Allotment 118 boundary, the location of the property boundaries and fences/structures built along the boundary, based on a desktop assessment, are not anticipated to impact on the driver or pedestrian sightline requirements for the Road 6/Wirra Drive intersection for the relevant design speeds.

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

Yours sincerely

GTA CONSULTANTS



Paul Froggatt
Associate Director

ODASA RESPONSE

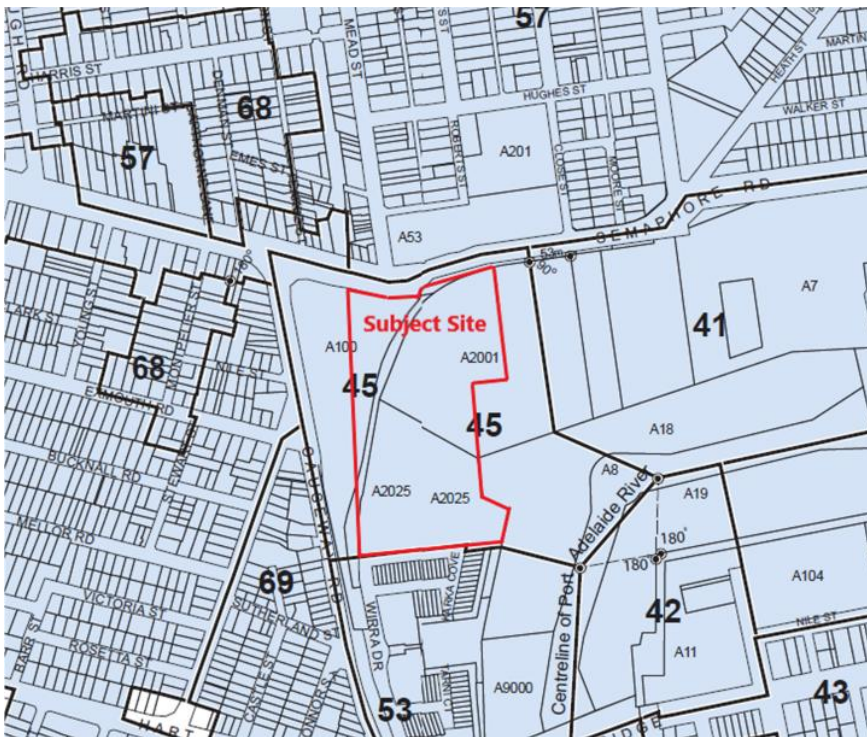
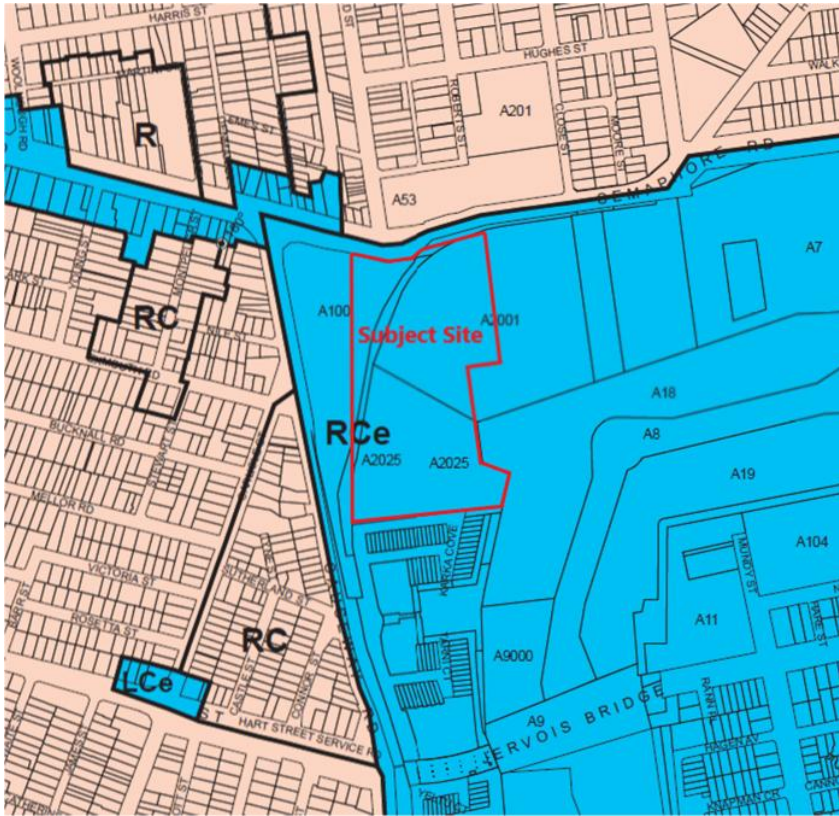
| ITEM | AUTHORITY COMMENT – 9 th May 2019 | CEDAR WOODS COMMENT |
|------|---|--|
| 1 | <p>I am reviewing the referral material for the Port Adelaide Waterfront built form application and have a query regarding levels. The planning report (page 25) states each dwelling will have a site level of AHD 3.2 metres or higher and a habitable floor level of AHD 3.45 metres or higher.</p> <p>The approved site remediation drawings indicate the site design level of AHD 3.2 metres.</p> <p>Condition 5 for the site remediation works says the development must be capable, by reasonably practical means, of being protected, adapted or raised to withstand a further 0.7 metre of sea level rise.</p> <p>The built form application drawings indicate FFL levels that vary across the site, typically FFL 3.91-3.995 at the southern townhouses of stages 103 and 104, to around FFL 4.1 to the northern townhouses of stages 103 and 104, and rise to FFL 4.16 at the most northern portion of the site.</p> <p>We would like to request confirmation if the FFL levels are equivalent to the AHD levels and if so are there any implications for the height of retaining walls and interface with the surrounding reserve and existing street levels.</p> | <p>We confirm there has been no change from the original intent / extent (nor have retaining wall heights increased) compared to the previously approved retaining walls in the site demolition and remediation approval.</p> <p>Dwellings sit higher, because of the crest in the site. The reasoning for this crest was based on ODASA advice to reduce the height of retaining walls on boundaries.</p> |
| ITEM | AUTHORITY COMMENT – 22 nd May 2019 | CEDAR WOODS COMMENT |
| 2 | Clarification of the nominated finished floor levels with the design level nominated in the earlier approved site remediation proposal, associated planning conditions regarding flood mitigation, and any built form implications such as the retaining walls and interface conditions with the adjoining reserve and existing street levels. | As per item 1 above |
| 3 | Future flexibility and adaptability of the carport areas as a useable outdoor space and genuine extension of the rear courtyards of Stage 101 through the provision of level surface garage slabs. | <p>This is noted, and will be reviewed as apart of the detailed design of the townhouse.</p> <p>We have no objections ODASA's opinion is expressed as an advisory note on the Decision Notification Form</p> |
| 4 | Review of material variation of garage doors to Stage 101 to improve the street presentation by activating the street and providing additional passive surveillance | This is noted however Stage 102 has been designed with balconies that overlook Road 6 to provide passive surveillance. |
| 5 | Provision of solar shading to the north and west elevations | The north facing dwellings have substantial balconies as private open space to supplement their backyards |
| 6 | Clarification of the location of air conditioning condensers | Air conditioning condensers will not be placed on balconies. The current proposed location is on the roof screened by a parapet. |
| 7 | Review of built form articulation of the rear elevations of Stage 103 and 104 with the view to reflect the articulated street facing elevations. | We believe that the built form articulation to the rear of the dwellings is suitable. |
| 8 | Clarification of the proposed landscape strategy for the public realm and thresholds to the allotments with the view to ensure a whole site strategy to the site, internal planning and landscaping, and an integrated design outcome. | <p>The proposed landscaping for the public realm and allotments is being undertaken by one landscape architect to ensure a consistent approach and ensuring the design intent flows through the allotment design and public realm.</p> <p>We believe and agree that this synergy is important.</p> <p>Currently this is being developed by TCL and is being addressed as apart of the approved Superlot Development Application.</p> |
| 9 | Demonstration of required soil depth zones to ensure the feasibility of the landscape ambition for the masterplan is realised | As per item 8 above |
| 10 | A high quality of external materials supported by a materials schedule and physical sample boards. | <p>The proposed building materials are considered to be acceptable and appropriate to their locality.</p> <p>We have included a materials pallet in the planning submission.</p> |

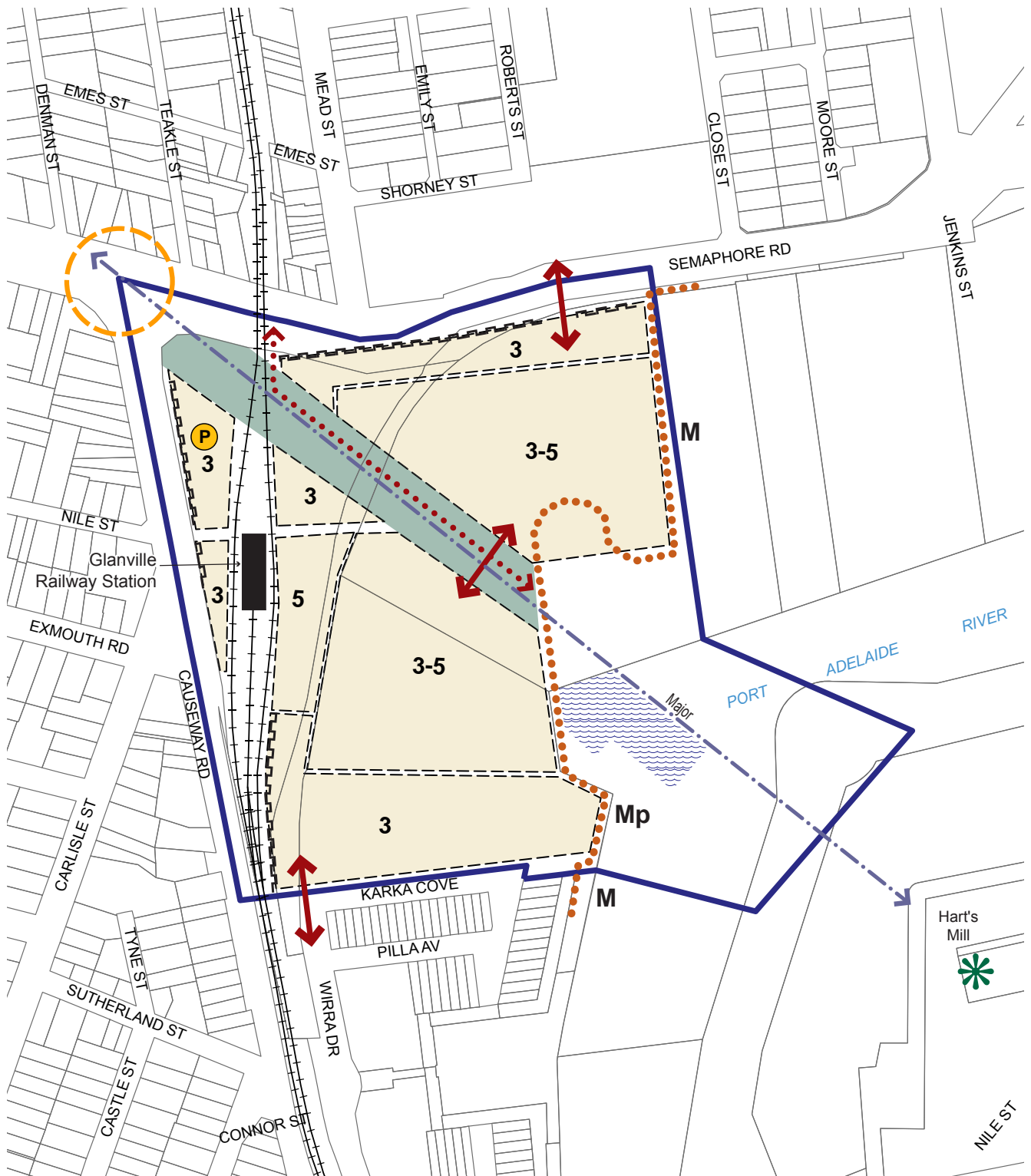
COAST PROTECTION BOARD RESPONSE

| ITEM | AUTHORITY CONDITION | CEDAR WOODS COMMENT |
|------|--|--|
| 1 | <p>Minimum building site and finished floor levels of 3.2 and 3.45 metres, Australian Height Datum (AHD), respectively, are required to address coastal flooding hazard risks.</p> | <p>This condition has been addressed as apart of the Site Remediation and Demolition Development Application already approved.</p> <p>All building heights meet the requirements listed in this condition.</p> <p>Subsequently we request that this condition be removed as it has been dealt with via a prior application and the site levels shown on the drawings meet this requirement.</p> <p>It should also be noted that the development application as lodged complies with relevant Development Plan policy. Therefore, there is no need for a planning condition. The levels can be enforced without the need for a condition.</p> |
| 2 | <p>If any mechanical and electrical equipment and power outlets are to be provided as part of the development, they should be safe from flooding and raised in accordance with the Boards recommended floor level of 3.45 metres AHD.</p> | <p>This noted,. No need to place this advice as a planning condition.</p> |
| 3 | <p>The development must be capable, by reasonably practical means, of being protected, adapted or raised to withstand a further 0.7 metres of sea level rise. For this to be achieved, the site must either be raised an additional 0.7 metres now or there must be sufficient distance between future residential development and the waterfront to allow for future protection works to be constructed and the safe access of any associated vehicles and plant equipment.</p> | <p>This is noted however this has been dealt with as apart of the prior approved remediation and demolition application.</p> <p>This application is required to be completed prior to site townhouses works commencing.</p> |
| 4 | <p>All imported substrate material or engineered fill to be used shall be free of weeds and pathogens to ensure that noxious weed or contamination sources are not introduced into the coastal environment.</p> | <p>As per item 3</p> |
| 5 | <p>The stormwater management system associated with the development must be designed in such a way so as to minimise pollution, scouring, erosion or result in marine sedimentation impacts.</p> | <p>As per item 3</p> |
| 6 | <p>A publicly accessible waterfront promenade, should also be maintained to enhance the major pedestrian and cycling linkage along the waterfront, linking the existing waterfront residential development directly to the south with Semaphore Road to the north.</p> | <p>As per item 3</p> |

COUNCIL REPONSE

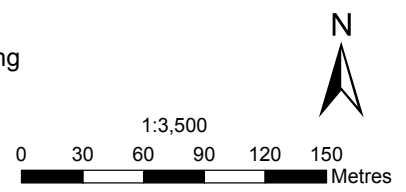
| ITEM | AUTHORITY COMMENT | CEDAR WOODS COMMENT |
|-----------------------------|--|---|
| 1 Dwelling Design | <p>Council is satisfied with the design of the proposed dwellings in relation to the quantitative and qualitative criteria, as outlined in the Development Plan. It is however unclear what colour the roofs are, thus factoring in heat mapping, Council recommends that all roofs should be of a light colour.</p> <p>Considering the proximity of the river and ocean, it is noted that some dwellings to the south that were built approximately 10 years ago have experience significant weathering and deterioration in relation to parts of the external cladding. Prior to approval SCAP should be satisfied, potentially via conditioning, that the non-masonry portions of the dwellings will be treated in such a way that can satisfactory withstand the weathering effects of the area.</p> | <p>Acknowledged compliance with Council's Development Plan policies. With respect to roof colours, at this stage, we can't commitment to confirming colours. Council's notes will be considered at a later date. .</p> <p>The proposed building materials are considered to be acceptable and appropriate to their locality.</p> <p>We have no objections if Council's position is expressed as an advisory note on the Decision Notification Form.</p> |
| Stormwater: | <p>To review this application further, the applicant needs to provide additional information regarding the proposed stormwater design for the overall development, which was outlined in Council's letter to SCAP dated 12 September 2018 as part of the super lot land division 040/D189/18 (Council ref: 040/1533/18). The applicant had previously submitted some level of information regarding stormwater management as part of the super-lot Land Division, but Council's City Assets Department raised a number of dot point questions that remain outstanding.</p> | <p>This is noted, as this formed part of the superlot development application as agreed at that time they are detailed design items relevant to the Superlot Development application.</p> <p>Further details will be addressed once the detailed design commences which is expected to commence shortly.</p> <p>We have no objections if Council's position is expressed as an advisory note on the Decision Notification Form.</p> |
| Traffic Comments: | <p>Council requires the following updates, which may be conditioned:</p> <ul style="list-style-type: none"> - 3 x 3 corner cut offs required with Road 5 and Wirra Drive - 2 x 2 corner cut off with road 6 and Wirra Drive - Pavement bars to be provided on 90 degree bend of road 5 and road 5 - The driveway crossovers for double driveways should be 7.5 metres (our specification says 8m but 7.5 metres acceptable) at the kerb (5.5 metres at the property boundary) and for single driveways 5 metres at kerb (3 metres at the property boundary) in a accordance with Council specifications Figure 11 of the traffic report (15 November 2018) shows that a carpark cannot fit opposite road 6 to accommodate for manoeuvring – this is to be designated no stopping anytime | <p>Following on from the comments on corner cut-offs we have had GTA undertake a review (letter attached) of both car and pedestrian sightlines. Based on their review we have included a corner cut-off (2 x 2) on lot 118 at the intersection of Road 5 and Wirra Drive. An amended land division plan has also been included.</p> <p>Based on the review undertaken by GTA for both Pedestrian and Vehicles no corner cut-off amendment is required elsewhere including the intersection of Road 6 and Wirra drive.</p> <p>The other elements raised are detailed design elements to be captured as apart of the super lot detailed design. They are noted and will be provided to the engineer.</p> |





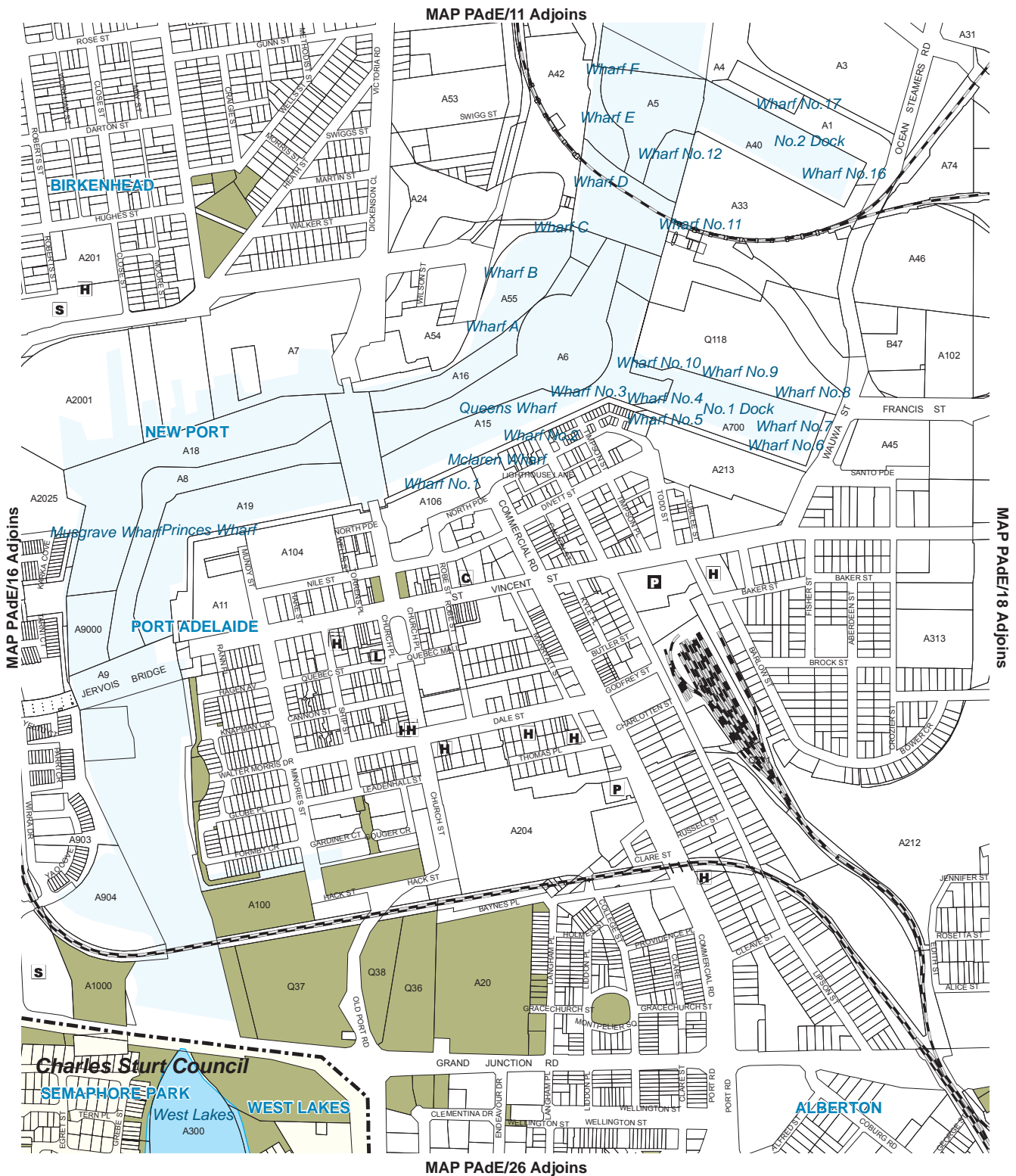
- 3 Maximum Building Height (Storeys)
- Articulated Facade
- P Parking
- Mp** Marina with public access
- M** Marina (private use)
- Pedestrian/Cycle Link
- Potential Road Linkages
- Public Promenade (Inner Harbour Ring Route)
- Potential Future Upgrade of Intersection

- Potential Over-water Development
- Public Reserve
- Existing Landmark Building
- View Corridor
- Passenger Rail
- Concept Plan Boundary



Concept Plan Map PAdE/37

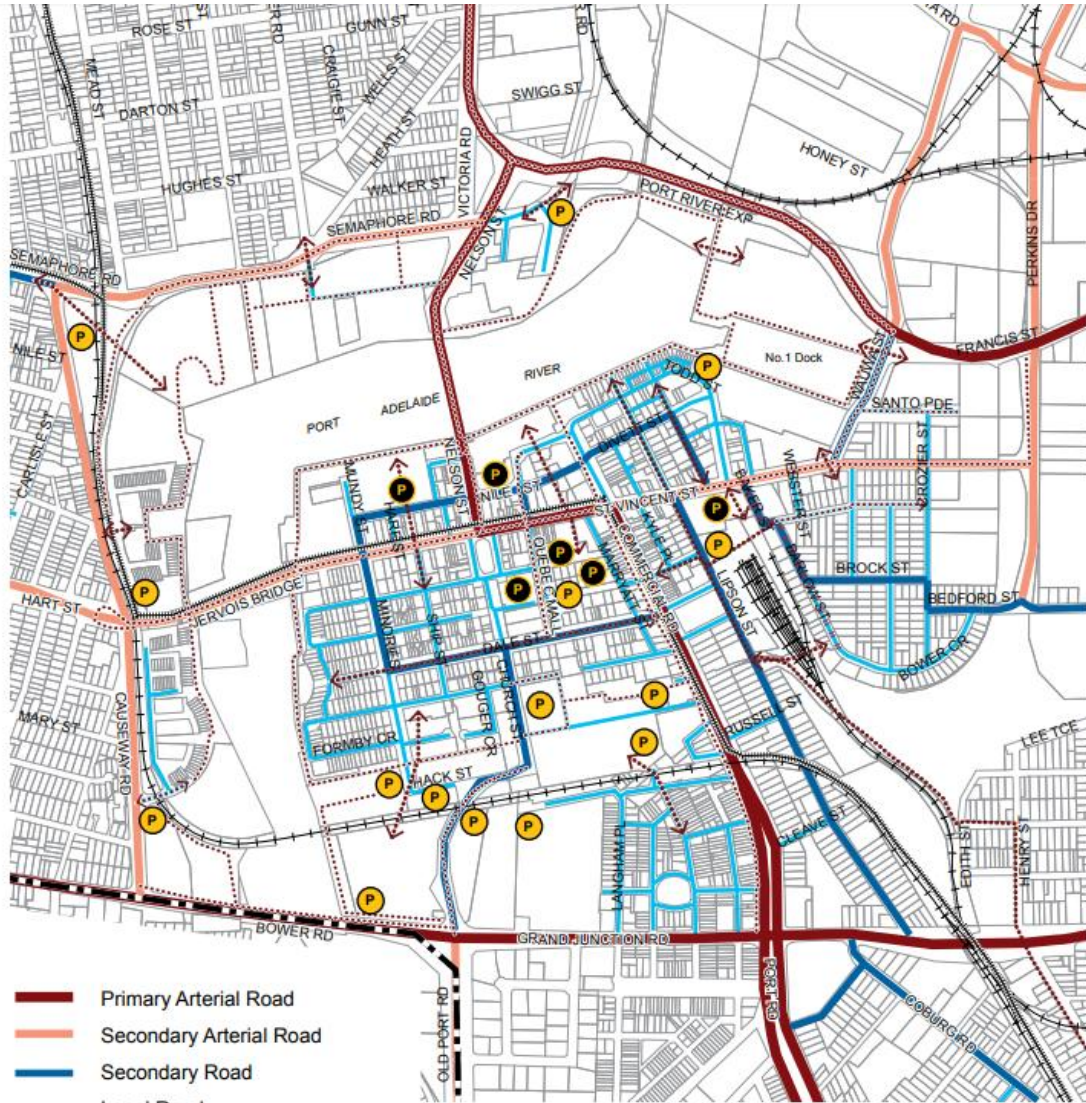
NORTH WEST POLICY AREA



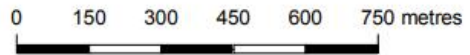
- S School
- L Public Library
- C Council Office
- P Post Office
- H Other Health Services
- P Police Station
- Railways
- Local Reserves
- Waterbodies
- Development Plan Boundary



Location Map PAdE/17



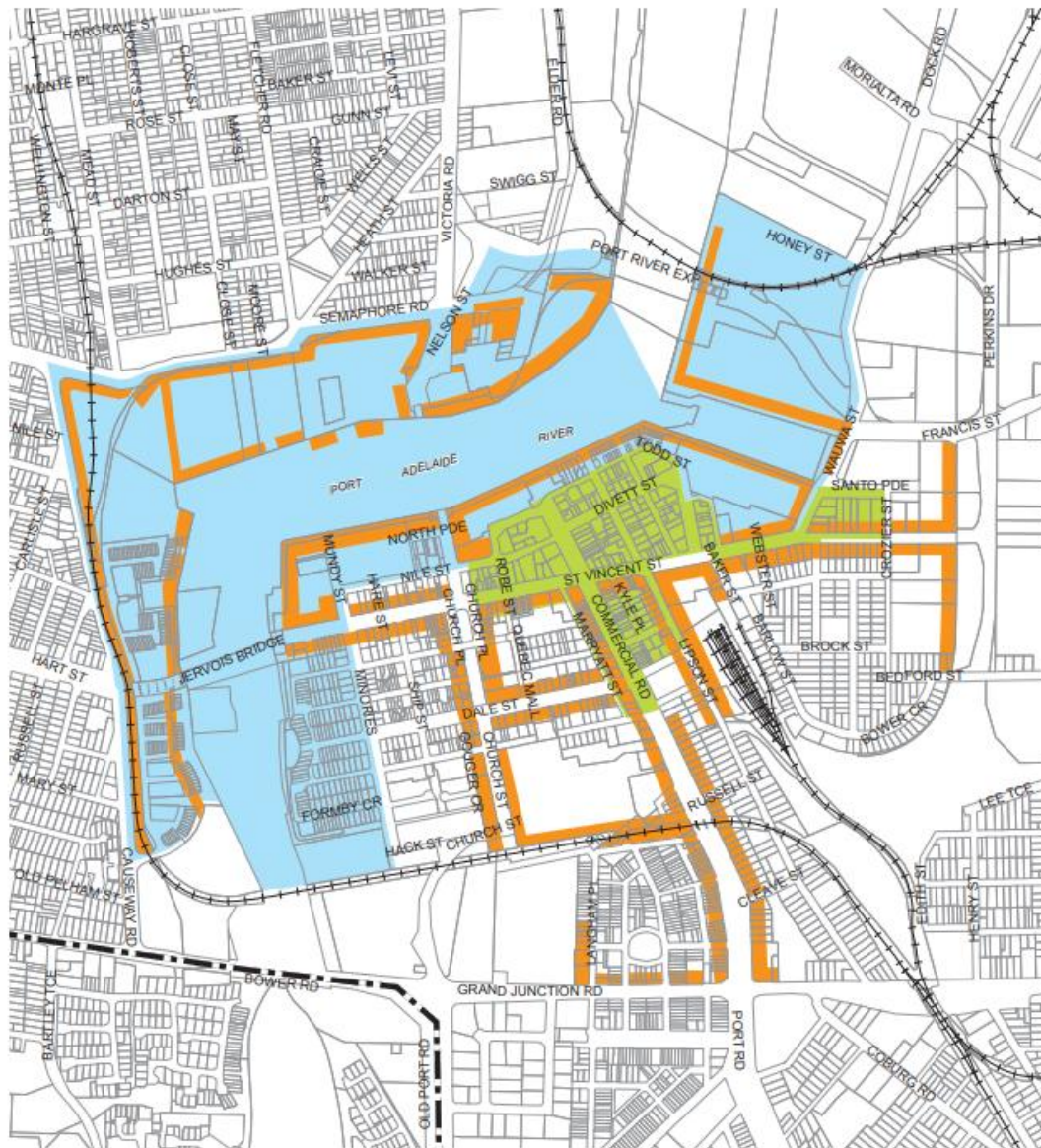
- Primary Arterial Road
- Secondary Arterial Road
- Secondary Road
- Local Road
- Potential Collector/Local Crossing Road
- Major Pedestrian/Cycle Path
- Pedestrian Link
- Existing Railway
- Potential light rail (subject to further investigation)
- P Car Parking
- P Potential Deck Car Parking
- Development Plan Boundary



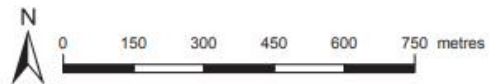
Concept Plan Map PAdE/27

PORT ADELAIDE CENTRE TRAFFIC AND TRANSPORT

PORT ADELAIDE ENFIELD COUNCIL
Consolidated - 6 February 2018



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



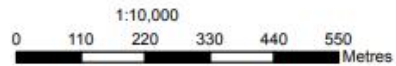
Concept Plan Map PAdE/28

PORT ADELAIDE TOWNSCAPE AND WATERFRONT DEVELOPMENT AREAS

PORT ADELAIDE ENFIELD COUNCIL
Consolidated - 6 February 2018



- Town Square
- Street Frontage where development should incorporate facades not less than 2 storeys in height
- ✱ Existing Landmark Building
- Possible sites for new Landmark Buildings
- ↔ View Corridor
- Major Gateway
- Development Plan Boundary



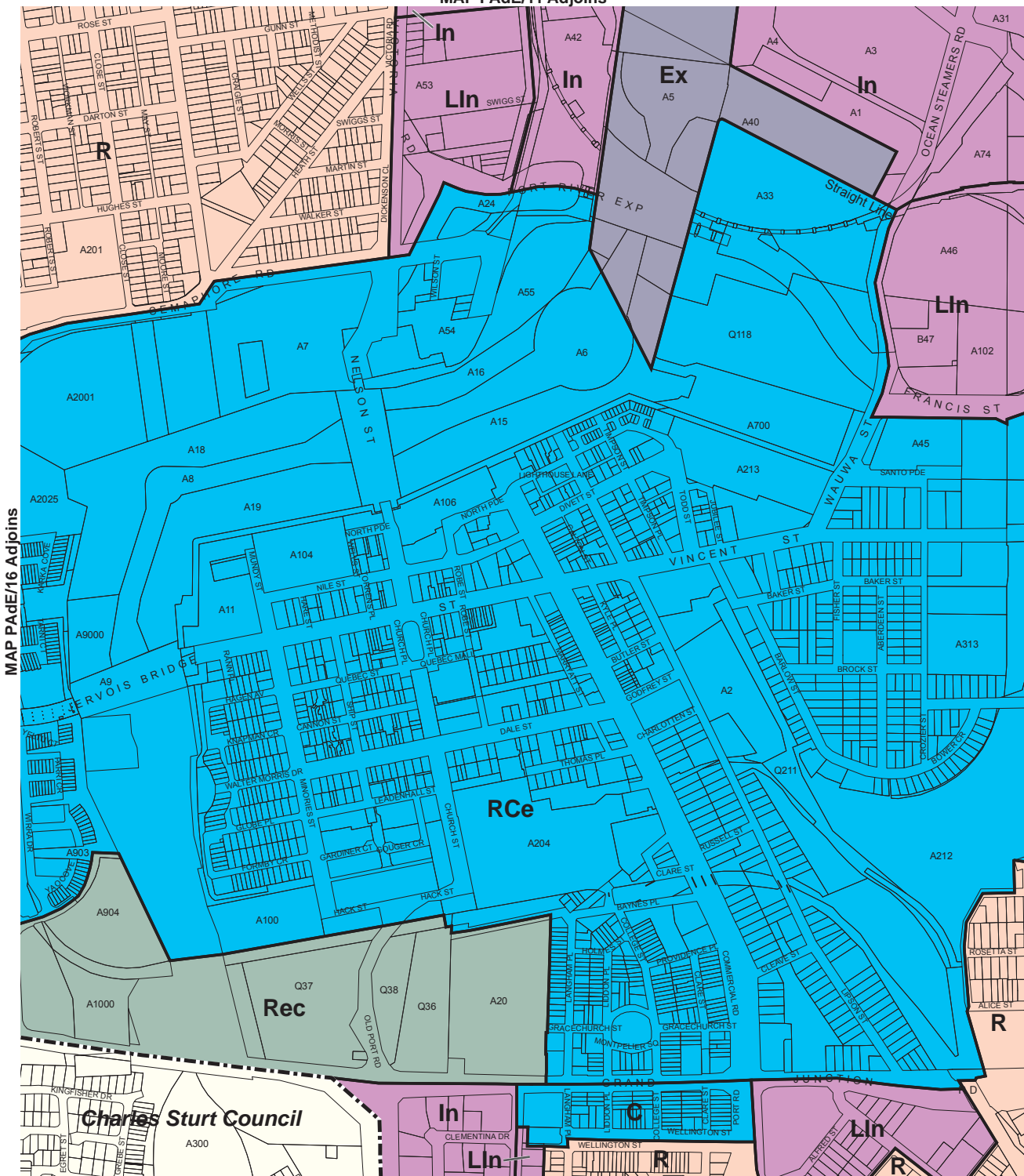
Concept Plan Map PAdE/29

PORT ADELAIDE

KEY VISUAL ELEMENTS

PORT ADELAIDE ENFIELD COUNCIL
Consolidated - 6 February 2018

MAP PAdE/11 Adjoins



MAP PAdE/16 Adjoins

MAP PAdE/18 Adjoins

MAP PAdE/26 Adjoins

Lamberts Conformal Conic Projection, GDA94

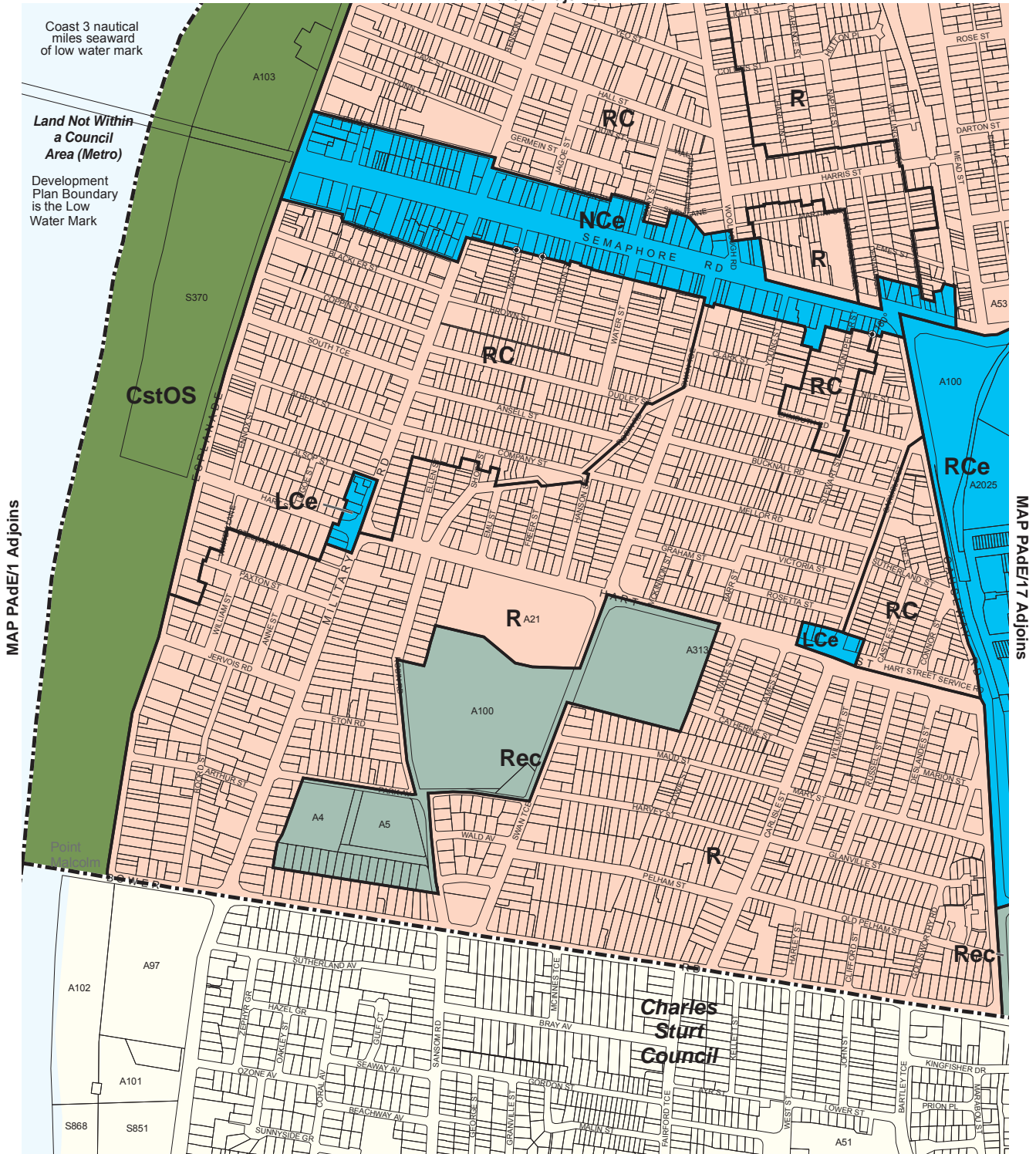
- Zones**
- Commercial
 - Excluded
 - Industry
 - Light Industry
 - Recreation
 - Regional Centre
 - Residential
 - Zone Boundary
 - Development Plan Boundary



Zone Map PAdE/17

PORT ADELAIDE ENFIELD COUNCIL
Consolidated - 6 February 2018

MAP PAdE/10 Adjoins



MAP PAdE/1 Adjoins

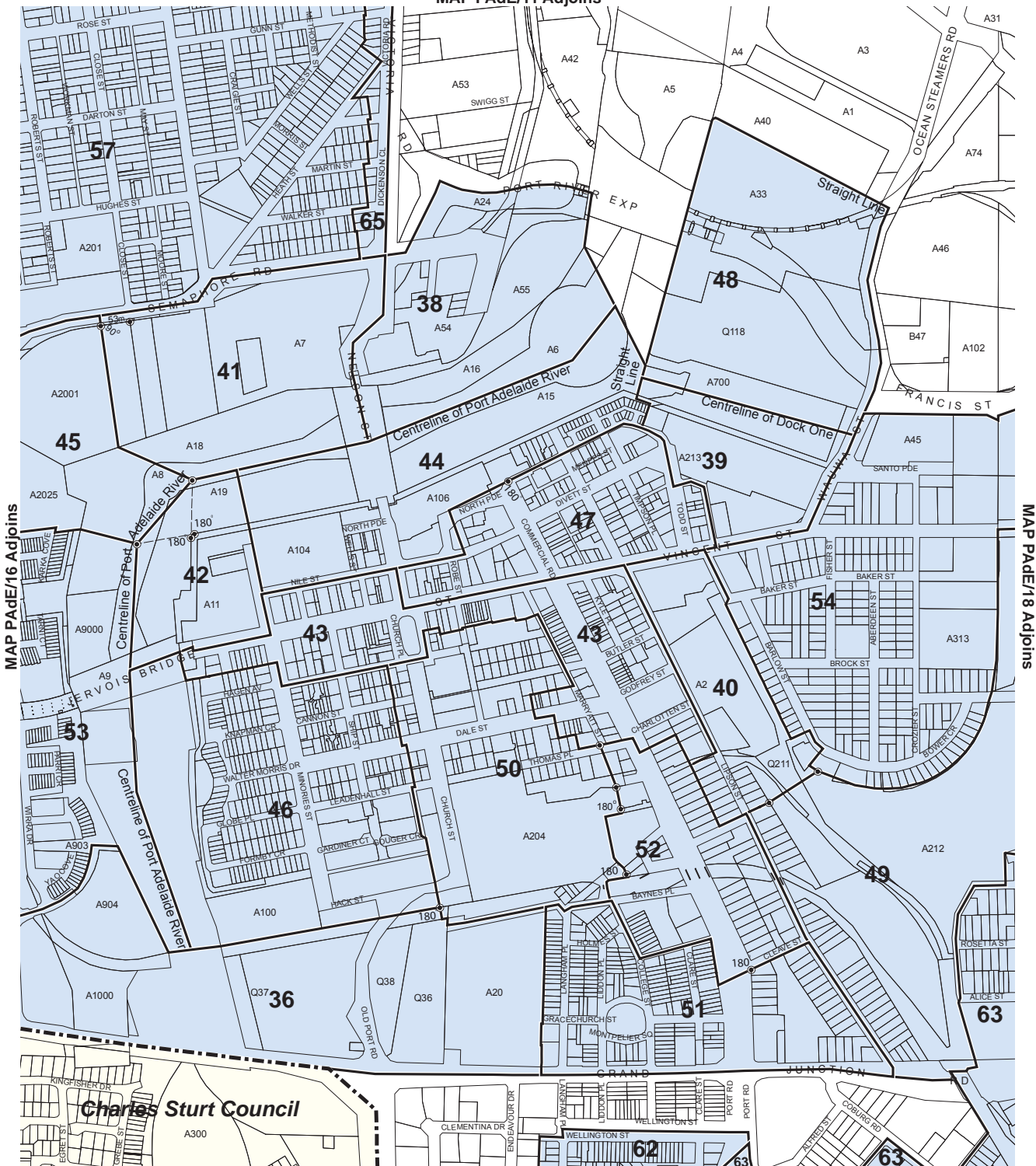
Lamberts Conformal Conic Projection, GDA94

- Zones**
- CstOS Coastal Open Space
 - LCe Local Centre
 - NCe Neighbourhood Centre
 - Rec Recreation
 - RCe Regional Centre
 - R Residential
 - RC Residential Character
 - Zone Boundary
 - Development Plan Boundary



Zone Map PAdE/16

MAP PAdE/11 Adjoins



MAP PAdE/26 Adjoins

Lamberts Conformal Conic Projection, GDA94

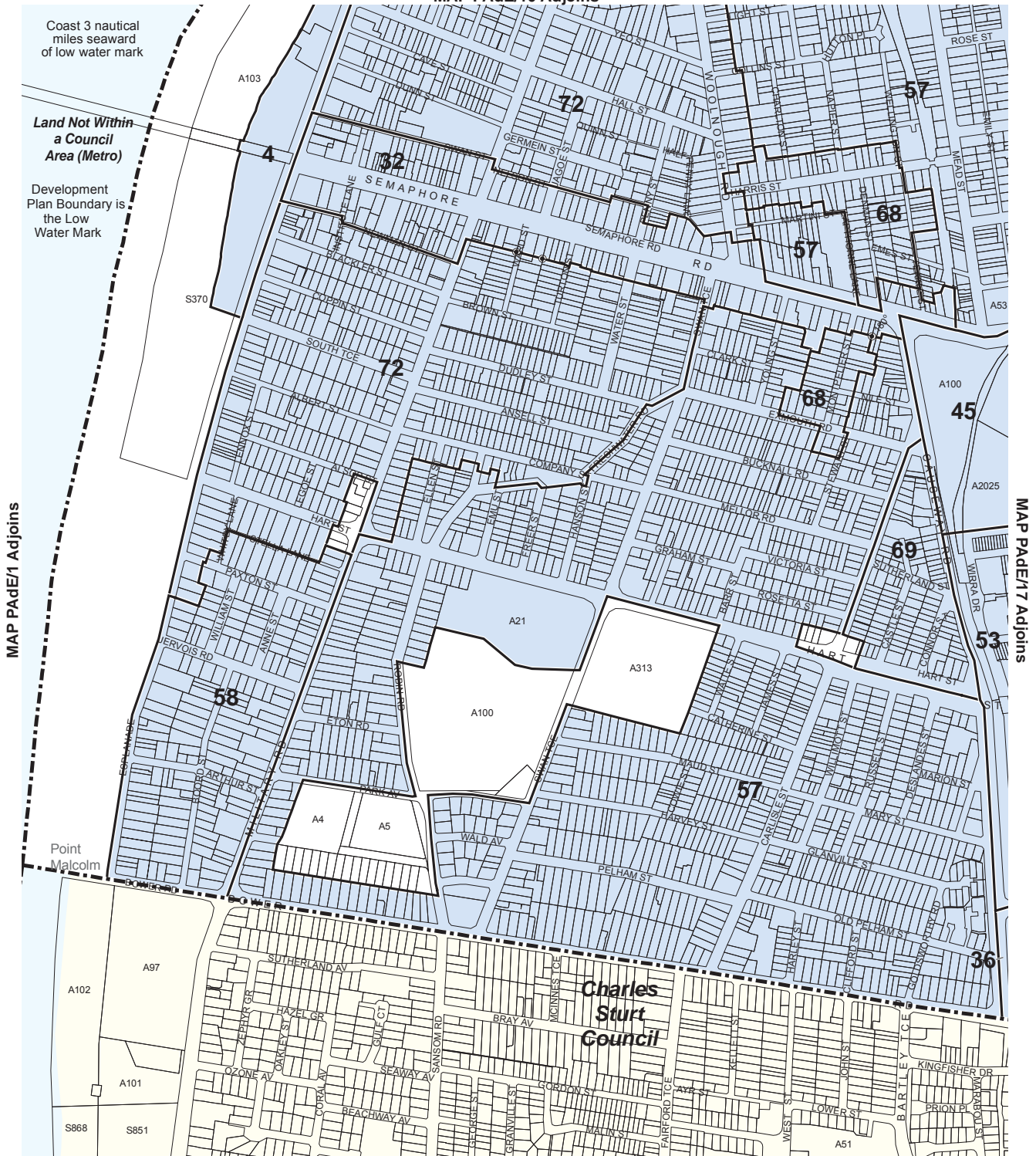
Policy Area

- 36 Western Regional Park
- 38 Cruickshank's Corner
- 39 Dock One
- 40 East End
- 41 Fletcher's Slip
- 42 Hart's Mill
- 43 Mainstreet
- 44 McLaren's Wharf
- 45 North West
- 46 Old Port Reach
- 47 Port Adelaide State Heritage Area
- 48 Port Approach
- 49 Railways
- 50 Retail Core
- 51 Southern Approach
- 52 Southern Gateway
- 53 West
- 54 Woolstores
- 57 Lefevre Peninsula East
- 62 Portland
- 63 Queenstown, Alberton, Rosewater
- 65 Restricted Residential

- Policy Area Boundary
- Development Plan Boundary

Policy Area Map PAdE/17

MAP PAdE/10 Adjoins



Coast 3 nautical miles seaward of low water mark

Land Not Within a Council Area (Metro)

Development Plan Boundary is the Low Water Mark

MAP PAdE/1 Adjoins

MAP PAdE/17 Adjoins

MAP PAdE/1 Adjoins

Lamberts Conformal Conic Projection, GDA94

Policy Area

- 32 Semaphore Road
- 36 Western Regional Park
- 4 Activity Focus
- 45 North West
- 53 West
- 57 Lefevre Peninsula East
- 58 Lefevre Peninsula West
- 68 Exeter
- 69 Glanville (East of Carlisle Street)
- 72 Semaphore/Largs



0 500m

Policy Area Map PAdE/16

- Policy Area Boundary
- Development Plan Boundary

MAP PAdE/10 Adjoins

BIRKENHEAD

Land Not Within a Council Area (Metro)

MAP PAdE/1 Adjoins

MAP PAdE/17 Adjoins



MAP PAdE/1 Adjoins



0 500m

- S** School
- L** Public Library
- P** Post Office
- H** Hospital
- Railways
- Local Reserves
- Conservation Park
- Development Plan Boundary

Location Map PAdE/16

MAP PAdE/10 Adjoins

Land Not Within a Council Area (Metro)

MAP PAdE/1 Adjoins

MAP PAdE/17 Adjoins



MAP PAdE/1 Adjoins

N

0

500m

Overlay Map PAdE/16 TRANSPORT

- Secondary Arterial Roads
- Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL
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MAP PAdE/10 Adjoins

Land Not Within a Council Area (Metro)

MAP PAdE/1 Adjoins

MAP PAdE/17 Adjoins





MAP PAdE/1 Adjoins

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

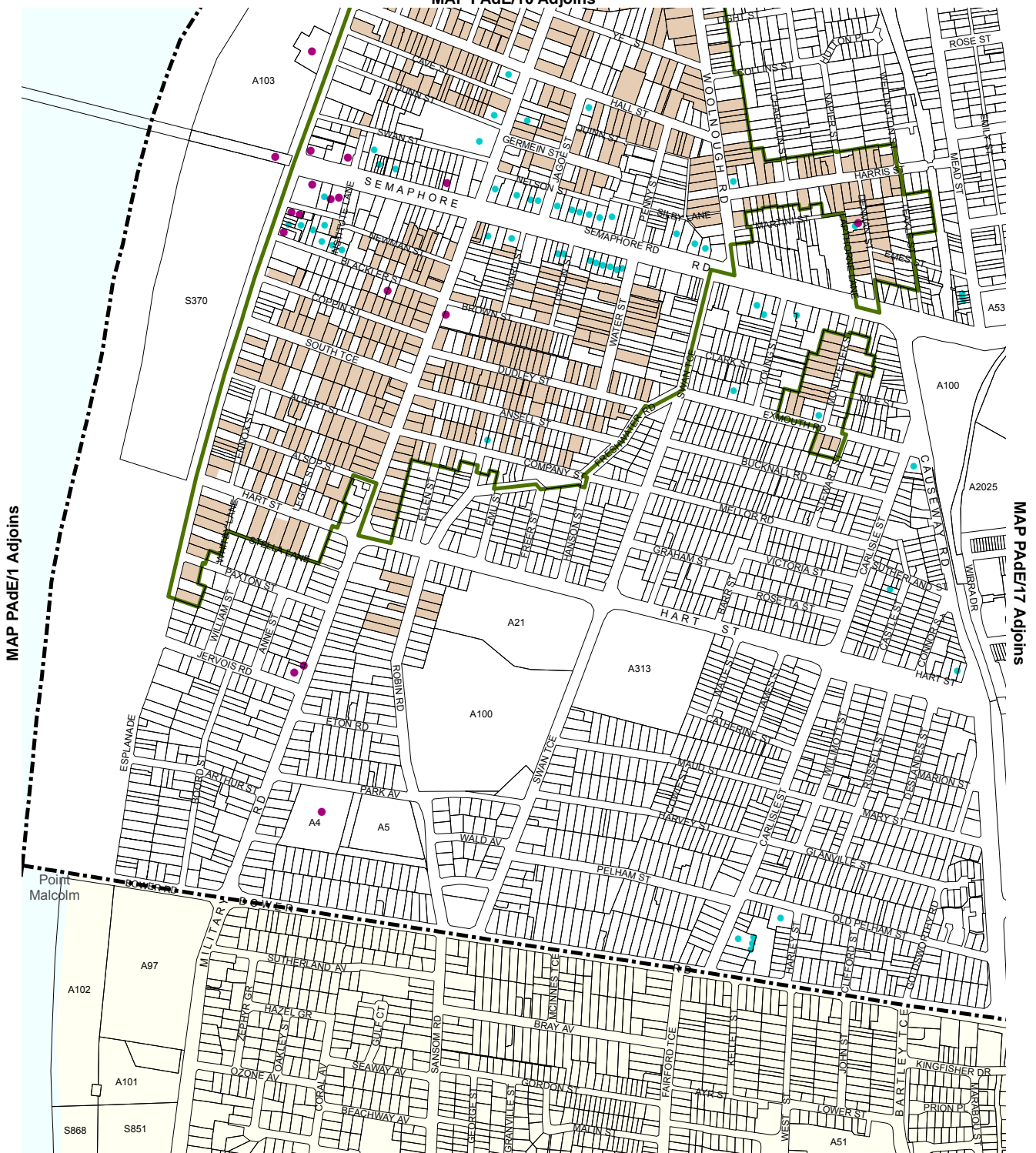


Overlay Map PAdE/16 DEVELOPMENT CONSTRAINTS

-  Airport Building Heights
-  Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL
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MAP PAdE/10 Adjoins



MAP PAdE/1 Adjoins

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



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

Overlay Map PAdE/16

HERITAGE

MAP PAdE/10 Adjoins

Land Not Within a Council Area (Metro)

MAP PAdE/1 Adjoins

MAP PAdE/17 Adjoins







MAP PAdE/1 Adjoins



0

500m



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

Overlay Map PAdE/16

NOISE AND AIR EMISSIONS

PORT ADELAIDE ENFIELD COUNCIL
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MAP PAdE/10 Adjoins

Land Not Within a Council Area (Metro)

MAP PAdE/1 Adjoins

MAP PAdE/17 Adjoins



MAP PAdE/1 Adjoins

Charles Sturt Council



0 500m

Overlay Map PAdE/16

STRATEGIC TRANSPORT ROUTES

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

PORT ADELAIDE ENFIELD COUNCIL
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MAP PAdE/10 Adjoins

Land Not Within a Council Area (Metro)

MAP PAdE/1 Adjoins

MAP PAdE/17 Adjoins



MAP PAdE/1 Adjoins



0

500m

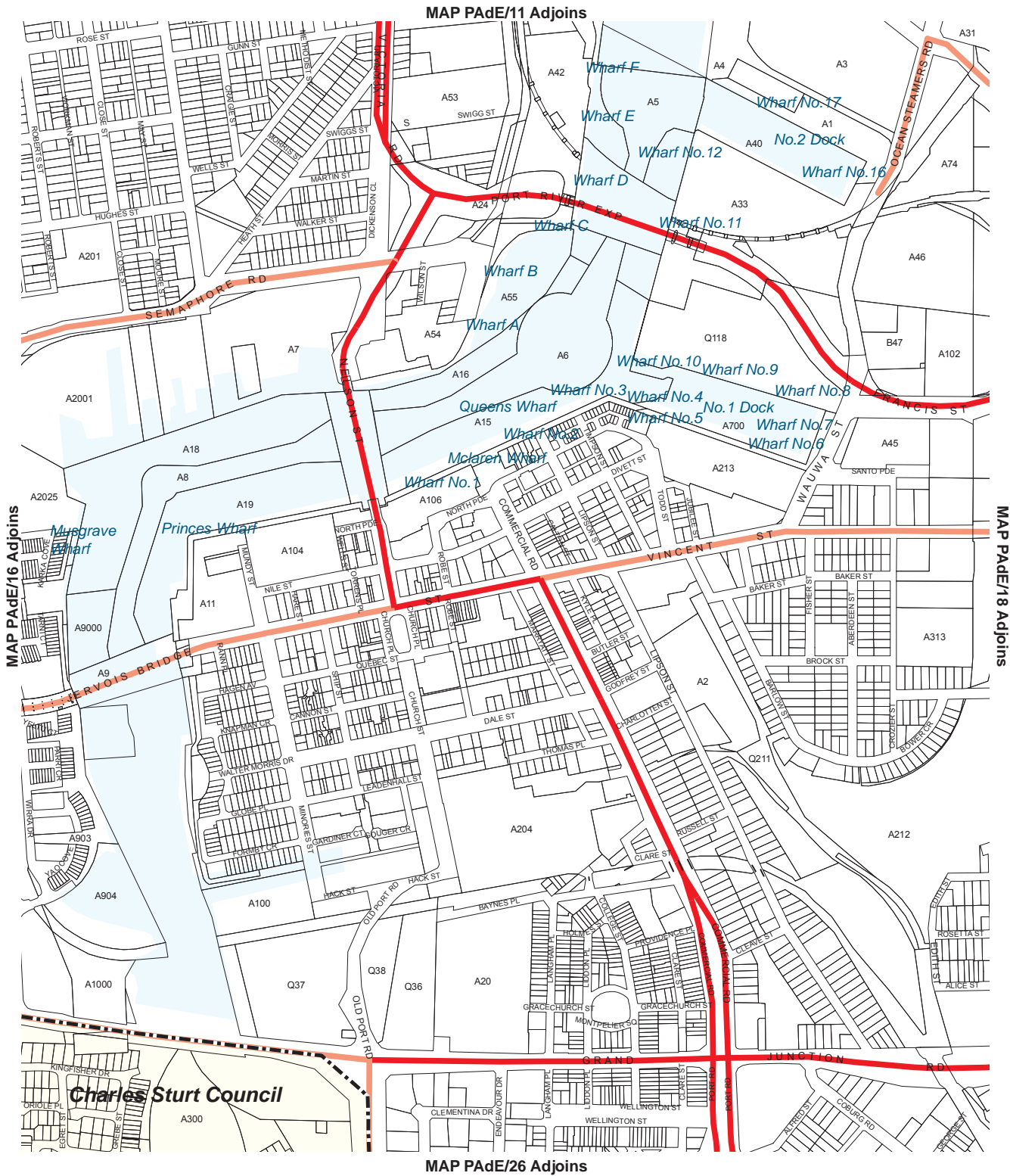


Overlay Map PAdE/16

AFFORDABLE HOUSING

- Affordable Housing Designated Area
- Development Plan Boundary

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MAP PAdE/16 Adjoins

MAP PAdE/18 Adjoins

MAP PAdE/11 Adjoins

MAP PAdE/26 Adjoins

Charles Sturt Council



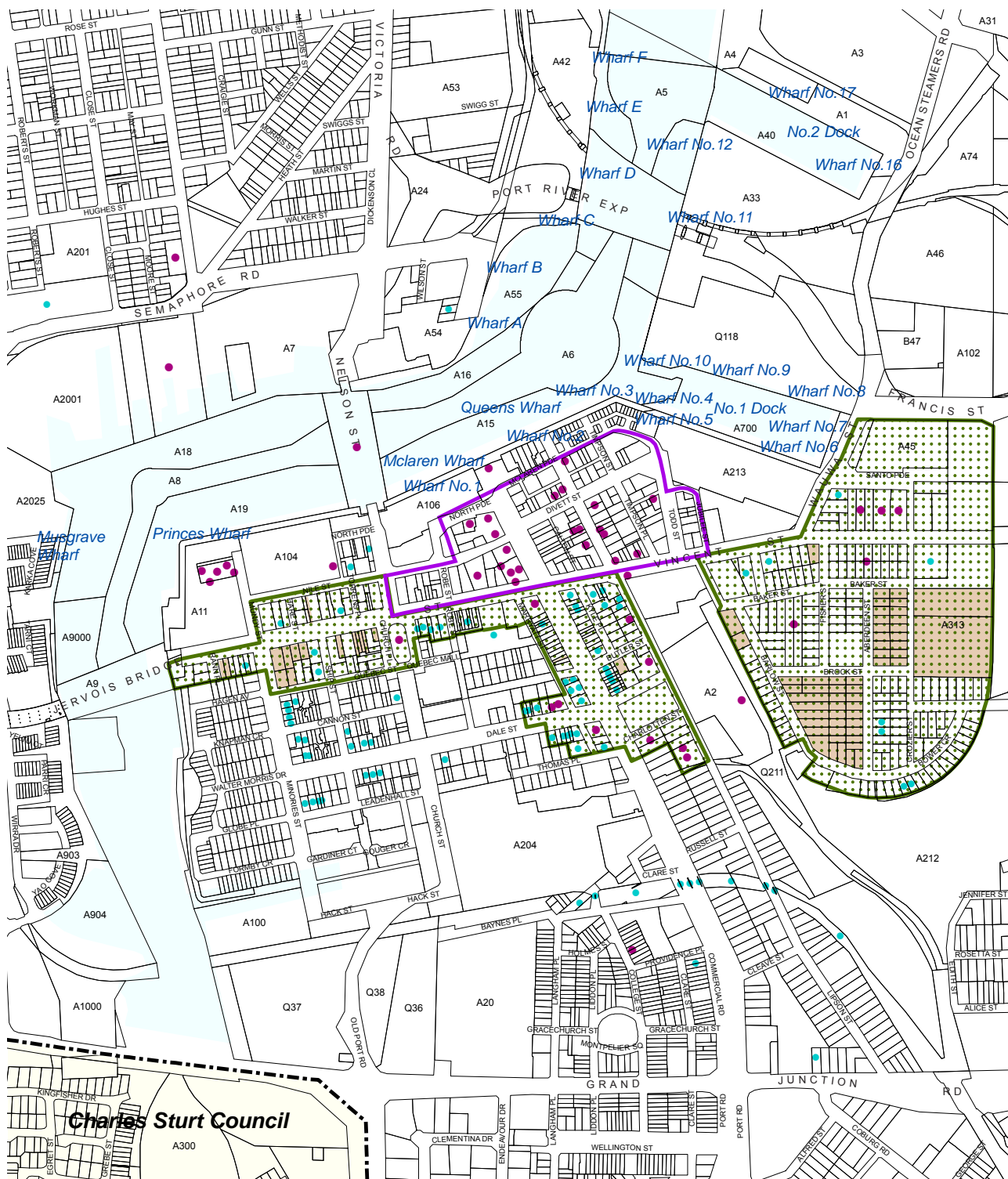
0 500 m

Overlay Map PAdE/17

TRANSPORT

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

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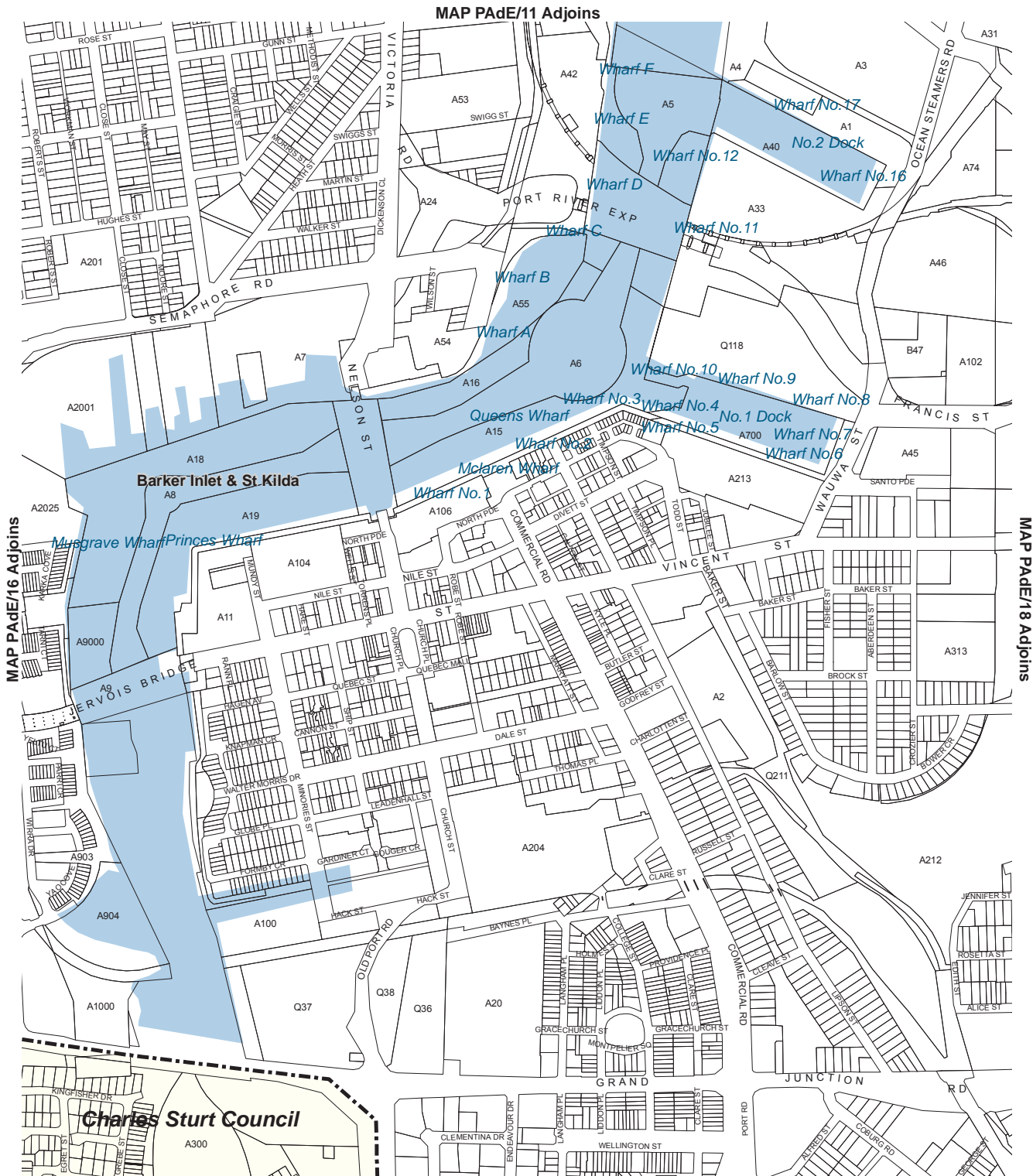
Heritage points are indicative only.
 For further information on State and Local Heritage Places and Contributory Items please refer to the relevant tables within this document.



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

Overlay Map PAdE/17

HERITAGE

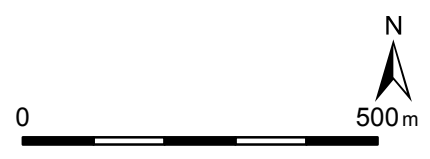
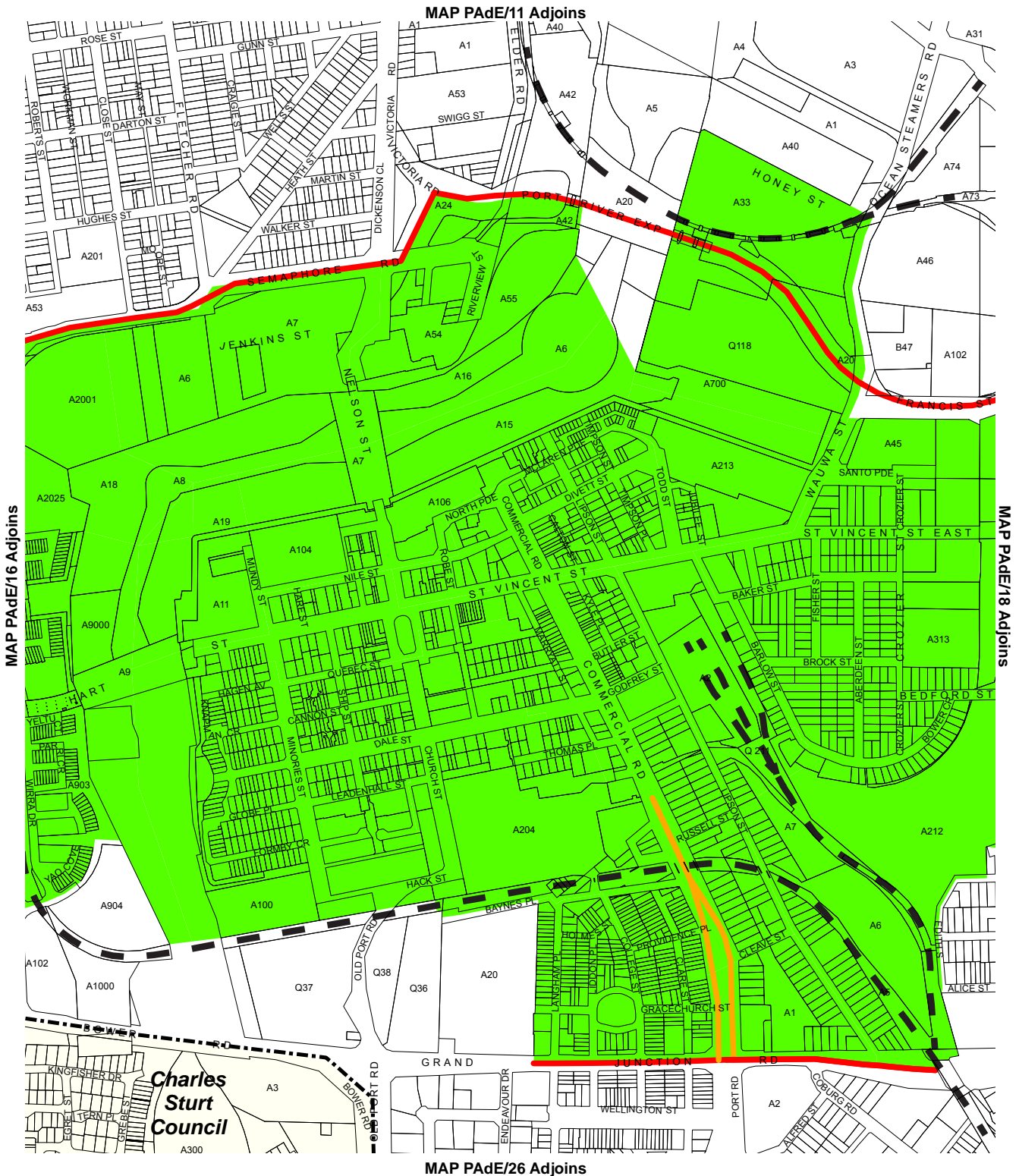


Overlay Map PAdE/17

NATURAL RESOURCES

- Wetlands of National Importance
- Development Plan Boundary

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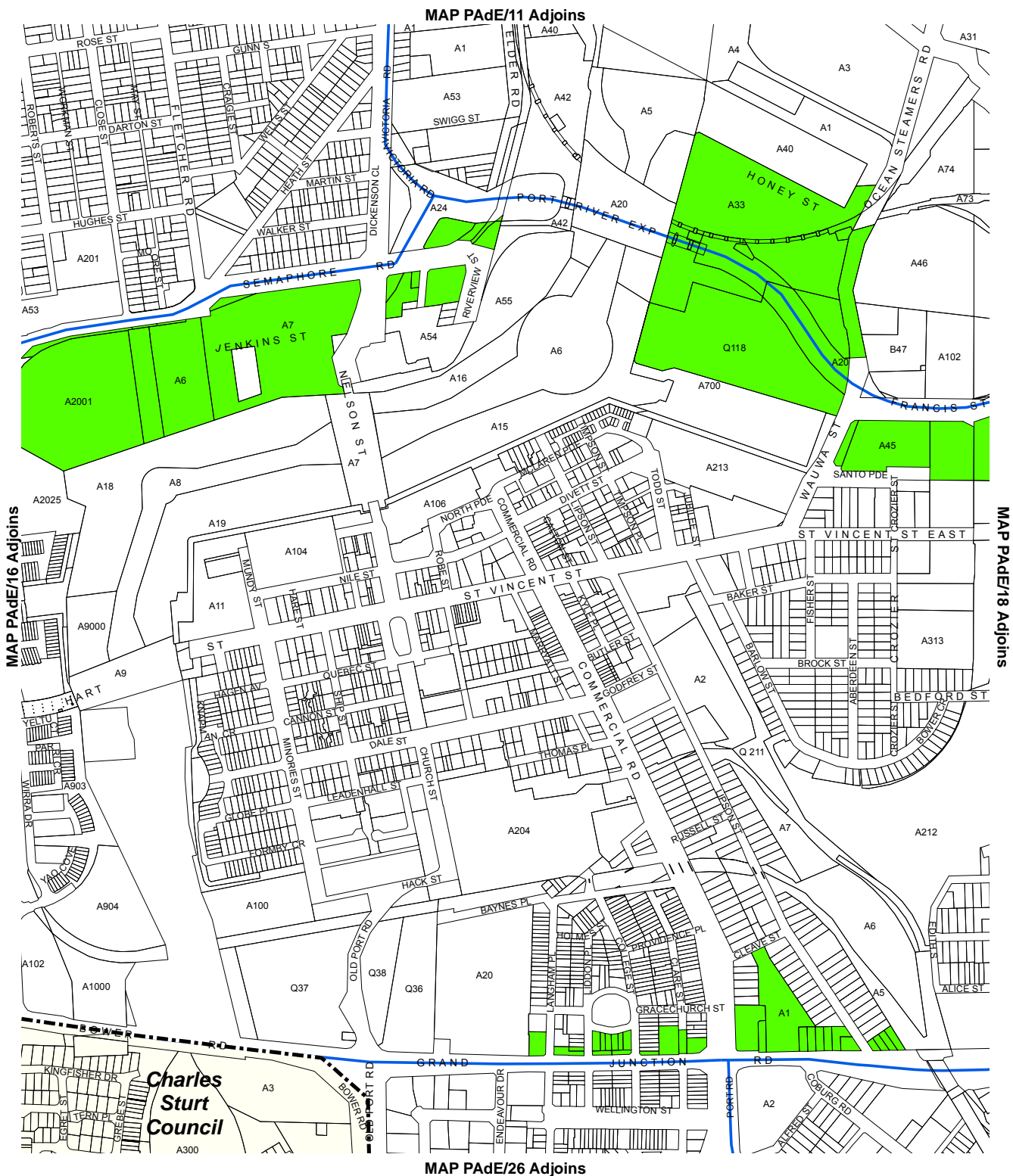


- Train Line
- Designated Road: type A road
- Designated Road: type B road
- Noise and Air Emissions Designated Area
- Development Plan Boundary

Overlay Map PAdE/17

NOISE AND AIR EMISSIONS

PORT ADELAIDE ENFIELD COUNCIL
Consolidated - 6 February 2018



MAP PAdE/11 Adjoins

MAP PAdE/16 Adjoins

MAP PAdE/18 Adjoins

MAP PAdE/26 Adjoins

Charles Sturt Council



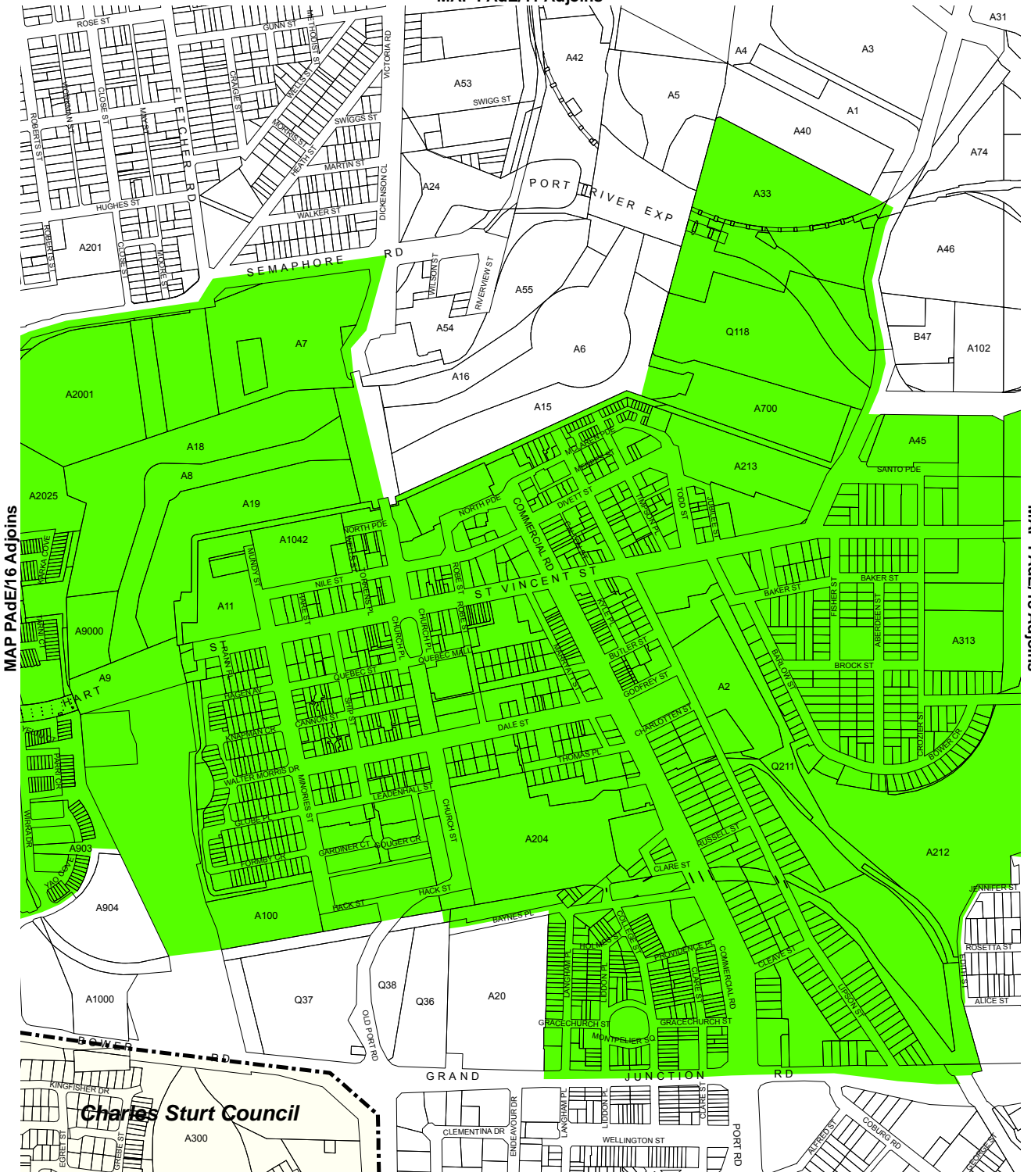
Overlay Map PAdE/17

STRATEGIC TRANSPORT ROUTES

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

PORT ADELAIDE ENFIELD COUNCIL
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MAP PAdE/11 Adjoins

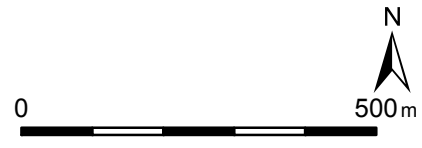


MAP PAdE/16 Adjoins

MAP PAdE/18 Adjoins

Charles Sturt Council

MAP PAdE/26 Adjoins



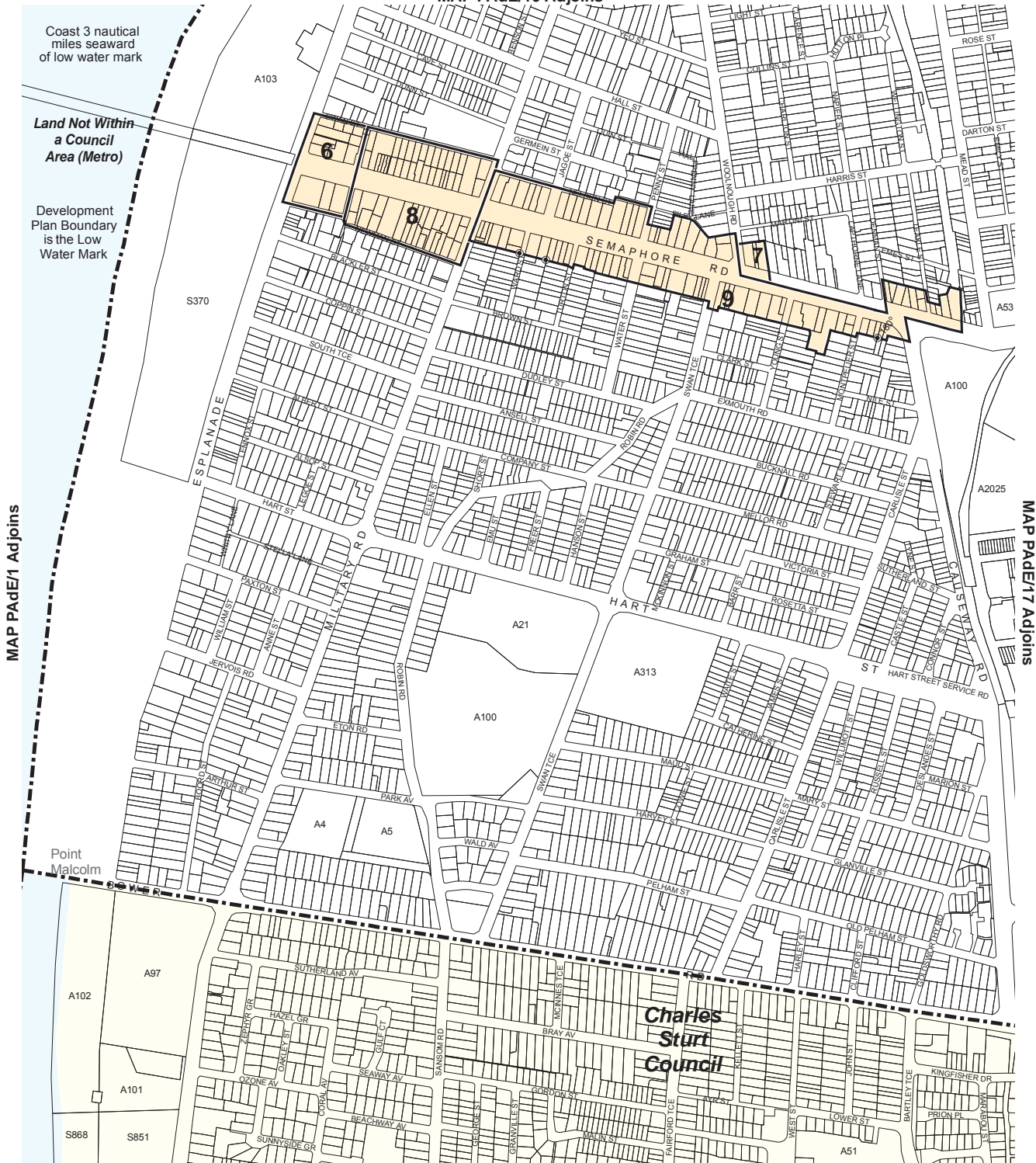
Overlay Map PAdE/17

AFFORDABLE HOUSING

- Affordable Housing Designated Area
- Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL
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MAP PAdE/10 Adjoins



Coast 3 nautical miles seaward of low water mark

Land Not Within a Council Area (Metro)

Development Plan Boundary is the Low Water Mark

MAP PAdE/1 Adjoins

MAP PAdE/7 Adjoins

MAP PAdE/1 Adjoins

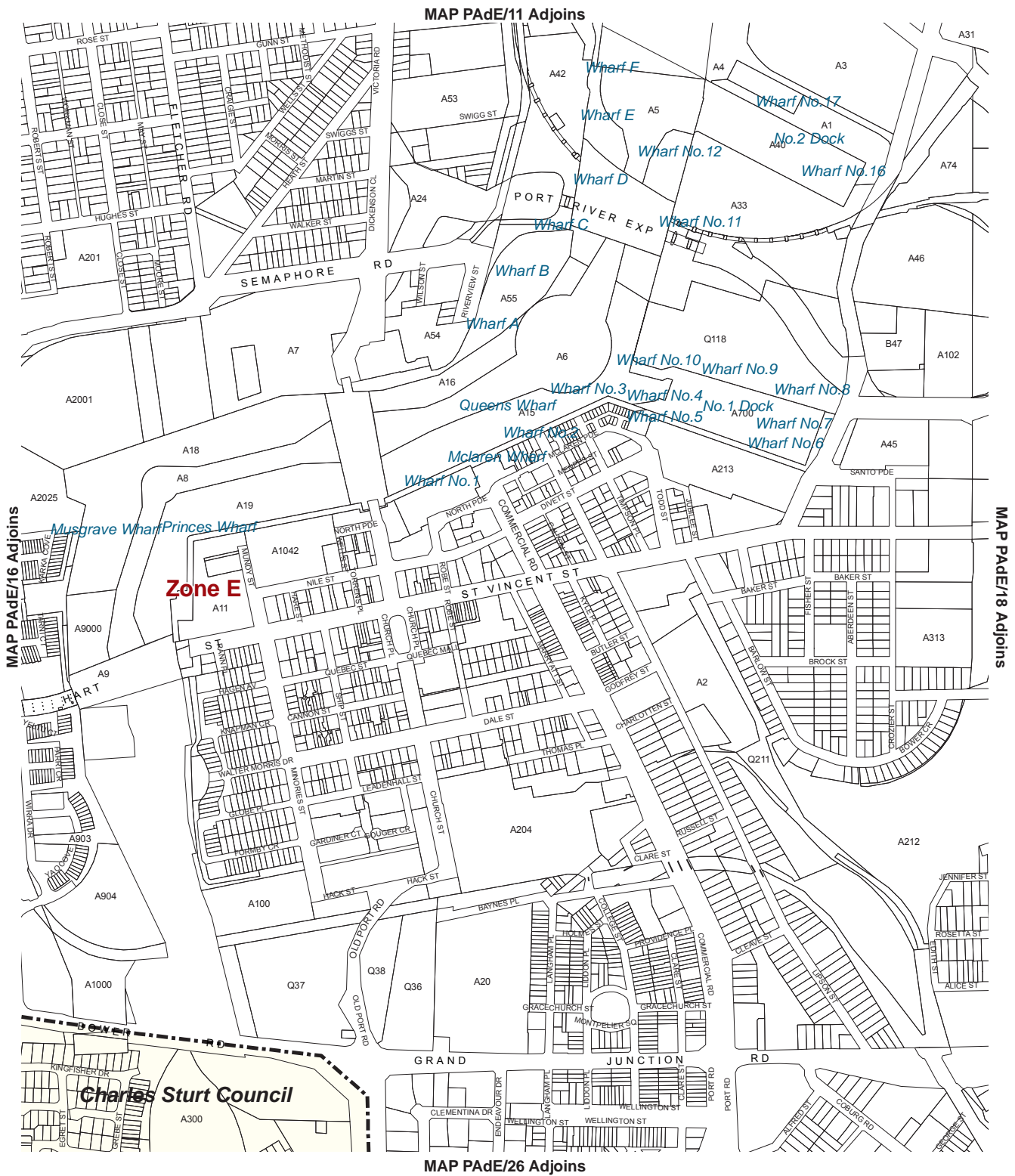
Lamberts Conformal Conic Projection, GDA94

- Precinct**
- 6 Community Focus
 - 7 Local Shopping
 - 8 Major Shopping
 - 9 Mixed Use



Precinct Map PAdE/16

- Precinct Boundary
- Development Plan Boundary



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



Overlay Map PAdE/17

DEVELOPMENT CONSTRAINTS

- Airport Building Heights
- Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL
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General Section

Coastal Areas

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

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

Environmental Protection

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

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

Maintenance of Public Access

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

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

Hazard Risk Minimisation

- 20 Development and its site should be protected against the standard sea-flood risk level which is defined as the 1-in-100 year average return interval flood extreme sea level (tide, stormwater and associated wave effects combined), plus an allowance to accommodate land subsidence until the year 2100.
- 21 Development including associated roads and parking areas, other than minor structures unlikely to be adversely affected by flooding, should be protected from sea level rise by ensuring all of the following apply:
- (a) site levels are at least 0.3 metres above the standard sea-flood risk level
 - (b) building floor levels are at least 0.55 metres above the standard sea-flood risk level
 - (c) there are practical measures available to protect the development against an additional sea level rise of 0.7 metres, plus an allowance to accommodate land subsidence until the year 2100 at the site.
- 22 Buildings to be sited over tidal water or which are not capable of being raised or protected by flood protection measures in future, should have a floor level of at least 1.25 metres above the standard sea-flood risk level.
- 23 Development that requires protection measures against coastal erosion, sea or stormwater flooding, sand drift or the management of other coastal processes at the time of development, or in the future, should only be undertaken if all of the following apply:
- (a) the measures themselves will not have an adverse effect on coastal ecology, processes, conservation, public access and amenity
 - (b) the measures do not nor will not require community resources, including land, to be committed

- (c) the risk of failure of measures such as sand management, levee banks, flood gates, valves or stormwater pumping, is acceptable relative to the potential hazard resulting from their failure
- (d) binding agreements are in place to cover future construction, operation, maintenance and management of the protection measures.

24 Development should not compromise the structural integrity of any sea wall or levee bank adjacent to the foreshore, or compromise its capacity to protect against coastal flooding and erosion.

Erosion Buffers

25 Development should be set back a sufficient distance from the coast to provide an erosion buffer (in addition to a public reserve) which will allow for at least 100 years of coastal retreat for single buildings or small scale developments, or 200 years of coastal retreat for large scale developments (ie new townships) unless either of the following applies:

- (a) the development incorporates appropriate private coastal protection measures to protect the development and public reserve from the anticipated erosion
- (b) the council is committed to protecting the public reserve and development from the anticipated coastal erosion.

26 Where a coastal reserve exists or is to be provided it should be increased in width by the amount of any required erosion buffer. The width of an erosion buffer should be based on the following:

- (a) the susceptibility of the coast to erosion
- (b) local coastal processes
- (c) the effect of severe storm events
- (d) the effect of a 0.3 metres sea level rise over the next 50 years on coastal processes and storms
- (e) the availability of practical measures to protect the development from erosion caused by a further sea level rise of 0.7 metres per 50 years thereafter.

27 Development should not occur where essential services cannot be economically provided and maintained having regard to flood risk and sea level rise, or where emergency vehicle access would be prevented by a 1-in-100 year average return interval flood event, adjusted for 100 years of sea level rise.

Land Division

28 Land in coastal areas should only be divided if:

- (a) it or the subsequent development and use of the land will not adversely affect the management of the land, adjoining land or the coast
- (b) sand dunes, wetlands and substantially intact strata of native vegetation are maintained or consolidated within single allotments.

29 Land division in coastal areas outside of designated urban or settlement zones should not increase either of the following:

- (a) the number of allotments abutting the coast or a reserve
- (b) the number of allotments, including community title allotments and those that incorporate rights of way, with direct access to the coast or a reserve.

- 30 Land should not be divided for commercial, industrial or residential purposes unless a layout can be achieved whereby roads, parking areas and development sites on each allotment are at least 0.3 metres above the standard sea-flood risk level, unless the land is, or can be provided with appropriate coastal protection measures.

Protection of Economic Resources

- 31 Development should be sited, designed and managed so as not to conflict with or jeopardise the continuance of an existing aquaculture development.

Development in Appropriate Locations

- 32 Development along the coast should be in the form of infill in existing developed areas or concentrated into appropriately chosen nodes and not be in a scattered or linear form.
- 33 Development of a kind or scale (eg commercial or large-scale retail) that does not require a coastal location and would not significantly contribute to the community's enjoyment of the coast should not be located in coastal areas.
- 34 Formal recreational, tourist, marina and similar developments should be in nodes, appropriately located and spaced along the coast.

Design and Appearance

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 The design of a building may be of a contemporary nature and exhibit an innovative style provided the overall form is sympathetic to the scale of development in the locality and with the context of its setting with regard to shape, size, materials and colour.
- 2 Buildings should be designed and sited to avoid creating extensive areas of uninterrupted walling facing areas exposed to public view.
- 3 Buildings should be designed to reduce their visual bulk and provide visual interest through design elements such as:
 - (a) articulation
 - (b) colour and detailing
 - (c) small vertical and horizontal components
 - (d) design and placing of windows
 - (e) variations to facades.
- 4 Where a building is sited on or close to a side boundary, the side boundary wall should be sited and limited in length and height to minimise:
 - (a) the visual impact of the building as viewed from adjoining properties
 - (b) overshadowing of adjoining properties and allow adequate sun light to neighbouring buildings.
- 5 Building form should not unreasonably restrict existing views available from neighbouring properties and public spaces.
- 6 Development should minimise direct overlooking of the habitable rooms and private open spaces of dwellings through measures such as:
 - (a) appropriate site layout and building orientation
 - (b) off-setting the location of balconies and windows of habitable rooms with those of other buildings so that views are oblique rather than direct to avoid direct line of sight
 - (c) building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms

- (d) screening devices (including fencing, obscure glazing, screens, external ventilation blinds, window hoods and shutters) that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.
- 6 Transportable buildings and buildings which are elevated on stumps, posts, piers, columns or the like, should have their suspended footings enclosed around the perimeter of the building with brickwork or timber, and the use of verandas, pergolas and other suitable architectural detailing to give the appearance of a permanent structure.
- 7 The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare.
- 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.
- 9 Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas.
- 10 Development should provide clearly recognisable links to adjoining areas and facilities.
- 11 Buildings, landscaping, paving and signage should have a coordinated appearance that maintains and enhances the visual attractiveness of the locality.
- 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.
- 13 Where applicable, development should incorporate verandas over footpaths to enhance the quality of the pedestrian environment.
- 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.
- 15 Outdoor lighting should not result in light spillage on adjacent land.
- 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.
- 17 Services on roofs should be designed and integrated into the structure and design of the building where possible, whilst satisfying the "Guidelines for Separation Distances" published under the *Environment Protection Act 1993*.
- 18 Outdoor storage areas and services structures including fire services, pipes, flues, cooling or heating plant or appliances should be screened from public view by landscaping or a fence or enclosure in pre-coloured sheet metal or of materials matching those of the main buildings or by an appropriate combination of solid fencing and landscaping.
- 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.

Building Setbacks from Road Boundaries

- 20 The setback of buildings from public roads should:
- (a) be similar to, or compatible with, setbacks of buildings on adjoining land and other buildings in the locality
 - (b) contribute positively to the streetscape character of the locality
 - (c) not result in or contribute to a detrimental impact upon the function, appearance or character of the locality.
- 21 Except where specified in a zone, policy area or precinct, the setback of development from **street frontages** should reflect the setbacks of the adjoining buildings and other buildings in the locality.
- 22 Development, **including required car parking and landscaping**, likely to encroach within a road widening setback under the *Metropolitan Adelaide Road Widening Plan Act 1972* should be set back sufficiently from the boundary required for road widening.

Petrol Filling Stations

- 23 Petrol filling stations should:
- (a) have a frontage to a public road of not less than 30 metres
 - (b) not be developed within 60 metres of an intersection or junction affecting a controlled access road
 - (c) provide driveway crossovers:
 - (i) at no more than two crossovers per road frontage
 - (ii) that are sited at least 9 metres away from other vehicular access points on the site
 - (iii) with a maximum width along the kerb of 9 metres
 - (iv) that have an angle between the centreline of the crossing and the road alignment of at least 60 degrees
 - (d) provide a kerb or barrier, or both, along the allotment boundary to prevent vehicles leaving or entering the site except by the vehicular crossings
 - (e) provide a hard paved surface to driveways, service and car parking areas.

Hazards

OBJECTIVES

- 1 Maintenance of the natural environment and systems by limiting development in areas susceptible to natural hazard risk.
- 2 Development located away from areas that are vulnerable to, and cannot be adequately and effectively protected from the risk of natural hazards.
- 3 Critical community facilities such as hospitals, emergency control centres, major service infrastructure facilities, and emergency service facilities located where they are not exposed to natural hazard risks.
- 4 Development located and designed to minimise the risks to safety and property from flooding.
- 5 Development located to minimise the threat and impact of bushfires on life and property.
- 6 Expansion of existing non-rural uses directed away from areas of high bushfire risk.
- 7 The environmental values and ecological health of receiving waterways and marine environments protected from the release of acid water resulting from the disturbance of acid sulfate soils.
- 8 Protection of human health and the environment wherever site contamination has been identified or suspected to have occurred.
- 9 Appropriate assessment and remediation of site contamination to ensure land is suitable for the proposed use and provides a safe and healthy living and working environment.
- 10 Minimisation of harm to life, property and the environment through appropriate location of development and appropriate storage, containment and handling of hazardous materials.

PRINCIPLES OF DEVELOPMENT CONTROL

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

Flooding

- 4 Development should not occur on land where the risk of flooding is likely to be harmful to safety or damage property.
- 5 Development should not be undertaken in areas liable to inundation by tidal, drainage or flood waters unless the development can achieve all of the following:
 - (a) it is developed with a public stormwater system capable of catering for a 1-in-100 year average return interval flood event
 - (b) buildings are designed and constructed to prevent the entry of floodwaters in a 1-in-100 year average return interval flood event.

- 6 Development, including earthworks associated with development, should not do any of the following:
 - (a) impede the flow of floodwaters through the land or other surrounding land
 - (b) increase the potential hazard risk to public safety of persons during a flood event
 - (c) aggravate the potential for erosion or siltation or lead to the destruction of vegetation during a flood
 - (d) cause any adverse effect on the floodway function
 - (e) increase the risk of flooding of other land
 - (f) obstruct a watercourse.
- 7 Poorly-drained land should be raised at least 1.3 metres above the highest winter watertable before development takes place.
- 8 Where flood protection measures are provided (e.g. levees or pumping stations) they should be designed such that building sites are not lower than the estimated water level for rainfall or storm tide events, or a combination of these, with an annual probability exceedance of 1 per cent plus 0.3 metre allowance for sea level rise. Floor levels and sills around underground parking cellars or the like should be at least 0.25 metres above this minimum land level.
- 9 Where flood protection measures are not provided for development situated on low-lying land, building sites and development should be at least 0.25 metres above the minimum flood level.

Bushfire

- 10 Buildings and structures should be located away from areas that pose an unacceptable bushfire risk as a result of one or more of the following:
 - (a) vegetation cover comprising trees and/or shrubs
 - (b) poor access
 - (c) rugged terrain
 - (d) inability to provide an adequate building protection zone
 - (e) inability to provide an adequate supply of water for fire-fighting purposes.
- 11 Buildings and structures should be designed and configured to reduce the impact of bushfire through designs that reduce the potential for trapping burning debris against the building or structure, or between the ground and building floor level in the case of transportable buildings.
- 12 Extensions to existing buildings, outbuildings and other ancillary structures should be sited and constructed using materials to minimise the threat of fire spread to habitable buildings in the event of bushfire.
- 13 Buildings and structures should be designed and configured to reduce the impact of bushfire through using designs that reduce the potential for trapping burning debris against the building or structure, or between the ground and building floor level in the case of transportable buildings.
- 14 Land division should be designed to:
 - (a) minimise the danger to residents, other occupants of buildings and fire fighting personnel
 - (b) minimise the extent of damage to buildings and other property during a bushfire

- (c) ensure each allotment contains a suitable building site that is located away from vegetation that would pose an unacceptable risk in the event of bushfire
 - (d) ensure provision of a fire hazard separation zone isolating residential allotments from areas that pose an unacceptable bushfire risk by containing the allotments within a perimeter road or through other means that achieve an adequate separation.
- 15 Vehicle access and driveways to properties and public roads created by land division should be designed and constructed to facilitate safe and effective operational use for fire-fighting, other emergency vehicles and residents.
- 16 Olive orchards should be located and developed in a manner that minimises their potential to fuel bushfires.

Salinity

- 17 Development should not increase the potential for, or result in an increase in, soil and water salinity.
- 18 Preservation, maintenance and restoration of locally indigenous plant species should be encouraged in areas affected by dry land salinity.
- 19 Irrigated horticulture and pasture should not increase groundwater-induced salinity.

Acid Sulfate Soils

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

Site Contamination

- 23 Development, including land division, should not occur where site contamination has occurred unless the site has been assessed and remediated as necessary to ensure that it is suitable and safe for the proposed use.
- 24 Site contamination should be assessed to determine the potential impacts of past industrial activities and landfill practices on the proposed development potential of the land and should be conducted in accordance with National Environment Protection (Assessment of site contamination) Measure 1999 to the investigation and sampling of sites with potentially contaminated soil.

Containment of Chemical and Hazardous Materials

- 25 Hazardous materials should be stored and contained in a manner that minimises the risk to public health and safety and the potential for water, land or air contamination.
- 26 Development that involves the storage and handling of hazardous materials should ensure that these are contained in designated areas that are secure, readily accessible to emergency vehicles, impervious, protected from rain and stormwater intrusion and other measures necessary to prevent:
 - (a) discharge of polluted water from the site
 - (b) contamination of land
 - (c) airborne migration of pollutants
 - (d) potential interface impacts with sensitive land uses.
- 27 Water contaminated due to chemicals and materials storage should be contained within a bund, and disposed of to the sewer subject to the approval of SA Water or transported by an authorised carrier and disposed of at an approved waste depot.
- 28 Material likely to contaminate water or soils should be stored within a bunded compound/storage area which:
 - (a) is designed and constructed to enable sufficient cleaning
 - (b) incorporates appropriate signage to indicate the chemical types held within the storage area
 - (c) is designed and located to be secured from public access
 - (d) has sufficient capacity
 - (e) incorporates walls and floors which are of impervious construction to retain the materials being stored
 - (f) incorporates a waste retaining sump, holding tank or pumping sump either within or draining the bunded compound/area and of sufficient size to contain any spills and wash down material.
- 29 Bunding or containment facilities should:
 - (a) have adequate capacity to contain spills of stored materials
 - (b) have walls and floors of impervious construction to retain the materials being stored
 - (c) include a waste retaining sump, holding tank or pumping sump that is capable of containing any spills or materials
 - (d) provide adequate access for the removal of waste or spilt materials
 - (e) be protected and secured from public access and identified through appropriate signage.

Landslip

- 30 Land identified as being at risk from landslip should not be developed.
- 31 Development, including associated cut and fill activities, should not lead to an increased danger from land surface instability or to the potential of landslip occurring on the site or on surrounding land.
- 32 Development on steep slopes should promote the retention and replanting of vegetation as a means of stabilising and reducing the possibility of surface movement or disturbance.

- 33 Development in areas susceptible to landslip should:
- (a) incorporate split level designs to minimise cutting into the slope
 - (b) ensure that cut and fill and heights of faces are minimised
 - (c) ensure cut and fill is supported with engineered retaining walls or are battered to appropriate grades
 - (d) control any erosion that will increase the gradient of the slope and decrease stability
 - (e) ensure the siting and operation of an effluent drainage field does not contribute to landslip
 - (f) provide drainage measures to ensure surface stability is not compromised
 - (g) ensure natural drainage lines are not obstructed.

Heritage Places

OBJECTIVES

- 1 The conservation of State and Local Heritage Places.
- 2 The continued use, or adaptive re-use of State and Local Heritage Places that supports the conservation of their cultural significance.
- 3 Conservation of the setting of State and Local Heritage Places.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 A heritage place spatially located on *Overlay Maps - Heritage* and more specifically identified in [Table PAdE/9 - State Heritage Places](#) or in [Table PAdE/8 - Local Heritage Places](#) or listed within the [South Australian Heritage Register established under the Heritage Places Act 1993](#), should not be demolished, destroyed or removed, in total or in part, unless either of the following apply:
 - (a) that portion of the place to be demolished, destroyed or removed is excluded from the extent of the places identified in the *Table(s)*
 - (b) the structural condition of the place represents an unacceptable risk to public or private safety.
- 2 Development of a State or Local Heritage Place should retain those elements contributing to its heritage value, which may include (but not be limited to):
 - (a) principal elevations
 - (b) important vistas and views to and from the place
 - (c) setting and setbacks
 - (d) building materials
 - (e) outbuildings and walls
 - (f) trees and other landscaping elements
 - (g) access conditions (driveway form/width/material)
 - (h) architectural treatments
 - (i) the use of the place.
- 3 Development of a State or Local Heritage Place should be compatible with the heritage value of the place.
- 4 Original unpainted plaster, brickwork, stonework, or other masonry of existing State or Local Heritage Places should be preserved, unpainted.
- 5 New buildings should not be placed or erected between the front street boundary and the facade of existing State or Local Heritage Places.
- 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.
- 7 The introduction of advertisements and signage to a State or Local Heritage Place should:
- (a) be placed on discrete elements of its architecture such as parapets and wall panels, below the canopy, or within fascias and infill end panels and windows
 - (b) not conceal or obstruct historical detailing of the heritage place
 - (c) not project beyond the silhouette or skyline of the heritage place
 - (d) not form a dominant element of the place
 - (e) comply with the guidelines regarding advertisements in [Table PAdE/3 - Conservation Design Guidelines](#).
- 8 The division of land adjacent to or containing a State or Local Heritage Place should occur only where it will:
- (a) create an allotment pattern that maintains or reinforces the integrity of the heritage place and the character of the surrounding area
 - (b) create an allotment or allotments of a size and dimension that can accommodate new development that will reinforce and complement the heritage place and the zone or policy area generally
 - (c) be of a size and dimension that will enable the siting and setback of new buildings from allotment boundaries so that they do not overshadow, dominate, encroach on or otherwise impact on the setting of the heritage place
 - (d) provide an area for landscaping of a size and dimension that complements the landscape setting of the heritage place and the landscape character of the locality
 - (e) enable the State or Local Heritage Place to have a curtilage of a size sufficient to protect its setting.
- 9 Development of a State or Local Heritage Place, or development on land adjacent to a State or Local Heritage Place should conserve, maintain, enhance and reinforce the historic character of individual buildings and/or the existing streetscape character by exhibiting architectural and roof-form designs, street frontage widths, front and side boundary set-backs, materials, colours, fences and landscape settings which complement and give prominence to historic buildings or their detailing, and should have regard to the provisions of design guidelines in [Table PAdE/3 - Conservation Design Guidelines](#).

Infrastructure

OBJECTIVES

- 1 Infrastructure provided in an economical and environmentally sensitive manner.
- 2 Infrastructure, including social infrastructure, provided in advance of need.
- 3 Suitable land for infrastructure identified and set aside in advance of need.
- 4 The visual impact of infrastructure facilities minimised.
- 5 The efficient and cost-effective use of existing infrastructure.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not occur without the provision of adequate utilities and services, including:
 - (a) electricity supply
 - (b) water supply
 - (c) drainage and stormwater systems
 - (d) waste disposal
 - (e) effluent disposal systems
 - (f) formed all-weather public roads
 - (g) telecommunications services
 - (h) social infrastructure, community services and facilities
 - (i) gas services.
- 2 Development should only occur where it provides, or has access to, relevant easements for the supply of infrastructure.
- 3 Development should incorporate provision for the supply of infrastructure services to:
 - (a) be located within common service trenches where practicable
 - (b) facilitate current and future development.
- 4 Development should not take place until adequate and coordinated drainage of the land is assured.
- 5 Development in urban areas should not occur without provision of an adequate reticulated domestic quality mains water supply and an appropriate waste treatment system.
- 6 In areas where no reticulated water supply is available, buildings whose usage is reliant on a water supply should be equipped with an adequate and reliable on-site water storage system.
- 7 Urban development should not be dependent on an indirect water supply.

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- 8 Electricity infrastructure should be designed and located to minimise its visual and environmental impacts.
- 9 In urban areas, electricity supply serving new development should be installed underground.
- 10 Utilities and services, including access roads and tracks, should be sited on areas already cleared of native vegetation. If this is not possible, their siting should cause minimal interference or disturbance to existing native vegetation and biodiversity.
- 11 Utility buildings and structures should be grouped with non-residential development where possible.
- 12 Development in proximity to infrastructure facilities should be sited and be of a scale to ensure adequate separation to protect people and property.

Interface between Land Uses

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:
 - (a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants
 - (b) noise
 - (c) vibration
 - (d) electrical interference
 - (e) light spill
 - (f) glare
 - (g) hours of operation
 - (h) traffic impacts.
- 2 Development should be sited and designed to minimise negative impacts on existing and potential future land uses desired in the locality.
- 3 Development adjacent to a **Residential Zone** should be designed to minimise overlooking and overshadowing of adjacent dwellings and private open space.
- 4 Residential development adjacent to non-residential zones and land uses should be located, designed and/or sited to protect residents from potential adverse impacts from non-residential activities.
- 5 Sensitive uses likely to conflict with the continuation of lawfully existing developments and land uses desired for the zone should be designed to minimise negative impacts.
- 6 Non-residential development on land abutting a residential zone should be designed to minimise noise impacts to achieve adequate levels of compatibility between existing and proposed uses.

Noise Generating Activities

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

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

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

Air Quality

- 11 Development with the potential to emit harmful or nuisance-generating air pollution should incorporate air pollution control measures to prevent harm to human health or unreasonable interference with the amenity of sensitive uses within the locality.
- 12 Chimneys or exhaust flues associated with commercial development (including cafes, restaurants and fast food outlets) should be designed to ensure they do not cause a nuisance or health concerns to nearby sensitive receivers by:
 - (a) incorporating appropriate treatment technology before exhaust emissions are released to the atmosphere
 - (b) ensuring that the location and design of chimneys or exhaust flues maximises dispersion and takes into account the location of nearby sensitive uses.

Marinas and Maritime Structures

OBJECTIVE

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

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Marina development should include one or more of the following:
 - (a) wet and dry berthing of boats
 - (b) launching and retrieval of recreational boats and associated trailer and car parking areas
 - (c) access ramps, landings, storage and other structures associated with a marina
 - (d) clubrooms for maritime organisations.
- 2 The design of marinas, berths, channels, fairways, gangways and floating structures should comply with:
 - (a) *Australian Standard AS 3962 Guidelines for design of marinas*
 - (b) *Australian Standard AS 4997 Guidelines for the design of maritime structures.*
- 3 Development should not obstruct or impair:
 - (a) navigation and access channels
 - (b) maintenance activities of marine infrastructure including revetment walls
 - (c) the operation of wharves.
- 4 Safe public access should be provided or maintained to:
 - (a) the waterfront
 - (b) known diving areas
 - (c) jetties, wharves and associated activities.
- 5 Marinas should be designed to:
 - (a) facilitate water circulation and exchange
 - (b) maximise the penetration of sunlight into the water.

Natural Resources

OBJECTIVES

- 1 Retention, protection and restoration of the natural resources and environment.
- 2 Protection of the quality and quantity of South Australia's surface waters, including inland, *marine and estuarine* and underground waters.
- 3 The ecologically sustainable use of natural resources including water resources, including *marine waters*, ground water, surface water and watercourses.
- 4 Natural hydrological systems and environmental flows reinstated, and maintained and enhanced.
- 5 Development consistent with the principles of water sensitive design.
- 6 Development sited and designed to:
 - (a) protect natural ecological systems
 - (b) achieve the sustainable use of water
 - (c) protect water quality, including receiving waters
 - (d) reduce runoff and peak flows and prevent the risk of downstream flooding
 - (e) minimise demand on reticulated water supplies
 - (f) maximise the harvest and use of stormwater
 - (g) protect stormwater from pollution sources.
- 7 Storage and use of stormwater which avoids adverse impact on public health and safety.
- 8 Native flora, fauna and ecosystems protected, retained, conserved and restored.
- 9 Restoration, expansion and linking of existing native vegetation to facilitate habitat corridors for ease of movement of fauna.
- 10 Minimal disturbance and modification of the natural landform.
- 11 Protection of the physical, chemical and biological quality of soil resources.
- 12 Protection of areas prone to erosion or other land degradation processes from inappropriate development.
- 13 Protection of the scenic qualities of natural and rural landscapes.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be undertaken with minimum impact on the natural environment, including air and water quality, land, soil, biodiversity, and scenically attractive areas.
- 2 Development should ensure that South Australia's natural assets, such as biodiversity, water and soil, are protected and enhanced.

- 3 Development should not significantly obstruct or adversely affect sensitive ecological areas such as creeks, wetlands, estuaries and significant seagrass and mangrove communities.
- 4 Development should be appropriate to land capability and the protection and conservation of water resources and biodiversity.
- 5 Unavoidable stormwater and effluent outfalls discharged across a beach should do so at beach level from properly constructed pipes or channels.

Water Sensitive Design

- 6 Development should be designed to maximise conservation, minimise consumption and encourage re-use of water resources.
- 7 Development should not take place if it results in unsustainable use of surface or underground water resources.
- 8 Development should be sited and designed to:
 - (a) capture and re-use stormwater, where practical
 - (b) minimise surface water runoff
 - (c) prevent soil erosion and water pollution
 - (d) protect and enhance natural water flows
 - (e) protect water quality by providing adequate separation distances from watercourses and other water bodies
 - (f) not contribute to an increase in salinity levels
 - (g) avoid the water logging of soil or the release of toxic elements
 - (h) maintain natural hydrological systems and not adversely affect:
 - (i) the quantity and quality of groundwater
 - (ii) the depth and directional flow of groundwater
 - (iii) the quality and function of natural springs.
- 9 Water discharged from a development site should:
 - (a) be of a physical, chemical and biological condition equivalent to or better than its pre-developed state
 - (b) not exceed the rate of discharge from the site as it existed in pre-development conditions.
- 10 Development should include stormwater management systems to protect it from damage during a minimum of a 1-in-100 year average return interval flood.
- 11 Development should have adequate provision to control any stormwater over-flow runoff from the site and should be sited and designed to improve the quality of stormwater and minimise pollutant transfer to receiving waters.
- 12 Development should include stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure the carrying capacities of downstream systems are not overloaded.

- 13 Development should include stormwater management systems to minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system.
- 14 Stormwater management systems should not create conditions conducive to the breeding of vectors of disease and nuisance pests.
- 15 Stormwater management systems should preserve natural drainage systems, including the associated environmental flows.
- 16 Stormwater management systems should:
 - (a) maximise the potential for stormwater harvesting and re-use, either on-site or as close as practicable to the source
 - (b) utilise, but not be limited to, one or more of the following harvesting methods:
 - (i) the collection of roof water in tanks designed in accordance with the average rainfall for the area and roof size
 - (ii) the discharge to open space, landscaping or garden areas, including strips adjacent to car parks
 - (iii) the incorporation of detention and retention facilities
 - (iv) aquifer recharge
 - (c) take into account the safety of children and other likely users
 - (d) minimise impacts on the useability of public open space
 - (e) incorporate Gross Pollutant Traps installed at inlets to all basins and wetlands to remove gross pollutants
 - (f) where used for temporary detention, comprise surcharge systems that avoid inundation from events more frequent than a 1-in-1 year average return interval flood event.
- 17 Major drainage systems should be designed to accommodate existing upstream flows.
- 18 Where it is not practicable to detain or dispose of stormwater on site, only clean stormwater runoff should enter the public stormwater drainage system.
- 19 Retention basins designed for the permanent retention of stormwater should be designed to:
 - (a) a minimum depth that avoids the proliferation of reeds
 - (b) incorporate rails or barriers along hard edges where required to maintain public safety
 - (c) provide visual interest if located in public open space
 - (d) function as landscape features.
- 20 Artificial wetland systems, including detention and retention basins, should be sited and designed to:
 - (a) ensure public health and safety is protected
 - (b) minimise potential public health risks arising from the breeding of mosquitoes
 - (c) function as a landscape feature.

- 21 All land and development should be capable of being properly drained to a legal point of discharge.
- 22 Areas for the washing and cleaning of vehicles, plant and/or other equipment and wastewater should be contained and/or bunded and disposed of to exclude the entry of external surface stormwater runoff.
- 23 Wastewater from vehicle washing and cleaning areas should be drained to either a treatment device (such as sediment traps and/or a coalescing plate oil separator) with subsequent disposal to sewer; or a holding tank which can be emptied as required by an authorised liquid waste contractor.

Water Catchment Areas

- 24 Development should ensure watercourses and their beds, banks, wetlands and floodplains are not damaged or modified and are retained in their natural state, except where modification is required for essential access or maintenance purposes.
- 25 No development should occur where its proximity to a swamp or wetland will damage or interfere with the hydrology or water regime of the swamp or wetland.
- 26 A wetland or low-lying area providing habitat for native flora and fauna should not be drained, except temporarily for essential management purposes to enhance environmental values.
- 27 Along watercourses, areas of remnant native vegetation, or areas prone to erosion, that are capable of natural regeneration should be fenced off to limit stock access.
- 28 Development such as cropping, intensive animal keeping, residential, tourism, industry and horticulture, that increases the amount of surface run-off should include a strip of land at least 20 metres wide measured from the top of existing banks on each side of a watercourse that is:
 - (a) fenced to exclude livestock
 - (b) kept free of development, including structures, formal roadways or access ways for machinery or any other activity causing soil compaction or significant modification of the natural surface of the land
 - (c) revegetated with locally indigenous vegetation comprising trees, shrubs and other groundcover plants to filter run-off so as to reduce the impacts on native aquatic ecosystems and to minimise soil loss eroding into the watercourse.
- 29 Development resulting in the depositing of an object or solid material in a watercourse or floodplain or the removal of bank and bed material should not:
 - (a) adversely affect the migration of aquatic biota
 - (b) adversely affect the natural flow regime
 - (c) cause or contribute to water pollution
 - (d) result in watercourse or bank erosion
 - (e) adversely affect native vegetation upstream or downstream that is growing in or adjacent to a watercourse.
- 30 The location and construction of dams, water tanks and diversion drains should:
 - (a) occur off watercourse
 - (b) not take place in ecologically sensitive areas or on erosion-prone sites
 - (c) provide for low flow by-pass mechanisms to allow for migration of aquatic biota
 - (d) not negatively affect downstream users

- (e) minimise in-stream or riparian vegetation loss
- (f) incorporate features to improve water quality (eg wetlands and floodplain ecological communities)
- (g) protect ecosystems dependent on water resources.

31 Irrigated horticulture and pasture should not increase groundwater-induced salinity.

32 Development should comply with the current *Environment Protection (Water Quality) Policy*.

Biodiversity and Native Vegetation

33 Development should retain existing areas of native vegetation and where possible contribute to revegetation using locally indigenous plant species.

34 Development should be designed and sited to minimise the loss and disturbance of native flora and fauna, including marine animals and plants, and their breeding grounds and habitats.

35 The provision of services, including power, water, effluent and waste disposal, access roads and tracks should be sited on areas already cleared of native vegetation.

36 Native vegetation should be conserved and its conservation value and function not compromised by development if the native vegetation does any of the following:

- (a) provides an important habitat for wildlife or shade and shelter for livestock
- (b) has a high plant species diversity or includes rare, vulnerable or endangered plant species or plant associations and communities
- (c) provides an important seed bank for locally indigenous vegetation
- (d) has high amenity value and/or significantly contributes to the landscape quality of an area, including the screening of buildings and unsightly views
- (e) has high value as a remnant of vegetation associations characteristic of a district or region prior to extensive clearance for agriculture
- (f) is growing in, or is characteristically associated with a wetland environment.

37 Native vegetation should not be cleared if such clearing is likely to lead to, cause or exacerbate any of the following:

- (a) erosion or sediment within water catchments
- (b) decreased soil stability
- (c) soil or land slip
- (d) deterioration in the quality of water in a watercourse or surface water runoff
- (e) a local or regional salinity problem
- (f) the occurrence or intensity of local or regional flooding.

38 Development that proposes the clearance of native vegetation should address or consider the implications that removing the native vegetation will have on the following:

- (a) provision for linkages and wildlife corridors between significant areas of native vegetation
- (b) erosion along watercourses and the filtering of suspended solids and nutrients from run-off

- (c) the amenity of the locality
 - (d) bushfire safety
 - (e) the net loss of native vegetation and other biodiversity.
- 39 Where native vegetation is to be removed, it should be replaced in a suitable location on the site with locally indigenous vegetation to ensure that there is not a net loss of native vegetation and biodiversity.
- 40 Development should be located and occur in a manner which:
- (a) does not increase the potential for, or result in, the spread of pest plants, or the spread of any non-indigenous plants into areas of native vegetation or a conservation zone
 - (b) avoids the degradation of remnant native vegetation by any other means including as a result of spray drift, compaction of soil, modification of surface water flows, pollution to groundwater or surface water or change to groundwater levels
 - (c) incorporates a separation distance and/or buffer area to protect wildlife habitats and other features of nature conservation significance.
- 41 Development should promote the long-term conservation of vegetation by:
- (a) avoiding substantial structures, excavations, and filling of land in close proximity to the trunk of trees and beneath their canopies
 - (b) minimising impervious surfaces beneath the canopies of trees
 - (c) taking other effective and reasonable precautions to protect both vegetation and the integrity of structures and essential services.
- 42 Horticulture involving the growing of olives should be located at least:
- (a) 500 metres from:
 - (i) a national park
 - (ii) a conservation park
 - (iii) a wilderness protection area
 - (iv) the edge of a substantially intact stratum of native vegetation greater than 5 hectares in area
 - (b) 50 metres from the edge of stands of native vegetation 5 hectares or less in area.
- 43 Horticulture involving the growing of olives should have at least one locally indigenous tree that will grow to a height of at least 7 metres sited at least every 100 metres around the perimeter of the orchard.

Soil Conservation

- 44 Development should not have an adverse impact on the natural, physical, chemical or biological quality and characteristics of soil resources.
- 45 Development should be designed and sited to prevent erosion.
- 46 Development should take place in a manner that will minimise alteration to the existing landform.
- 47 Development should minimise the loss of soil from a site through soil erosion or siltation during the construction phase of any development and following the commencement of an activity.

Orderly and Sustainable Development

OBJECTIVES

- 1 Orderly and economical development that creates a safe, convenient and pleasant environment in which to live.
- 2 Development occurring in an orderly sequence and in a compact form to enable the efficient provision of public services and facilities.
- 3 Development that does not jeopardise the continuance of adjoining authorised land uses.
- 4 Development that does not prejudice the achievement of the provisions of the Development Plan.
- 5 Development abutting adjoining Council areas having regard to the policies of that Council's Development Plan.
- 6 Urban development located only in zones designated for such development.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not prejudice the development of a zone for its intended purpose.
- 2 Land outside of townships and settlements should primarily be used for primary production and conservation purposes.
- 3 Urban development should form a compact extension to an existing built-up area.
- 4 Ribbon development should not occur along the coast, water frontages or arterial roads shown in *Overlay Maps - Transport*.
- 5 Development should be located and staged to achieve the economical provision of public services and infrastructure, and to maximise the use of existing services and infrastructure.
- 6 Where development is expected to impact upon the existing infrastructure network (including the transport network), development should demonstrate how the undue effect will be addressed.
- 7 Vacant or underutilised land should be developed in an efficient and co-ordinated manner to not prejudice the orderly development of adjacent land.
- 8 Development should be undertaken in accordance with the following Concept Plan Maps:
 - (a) [Concept Plan Map PAdE/1 - North Haven Marina](#)
 - (b) [Concept Plan Map PAdE/2 - Barker Inlet Wetlands](#)
 - (c) [Concept Plan Map PAdE/3 - Gilles Plains District Centre](#)
 - (d) [Concept Plan Map PAdE/4 - Greenacres District Centre](#)
 - (e) [Concept Plan Map PAdE/5 - Sefton Park District Centre](#)
 - (f) [Concept Plan Map PAdE/6 - Port Adelaide Stormwater Management](#)
 - (g) [Concept Plan Map PAdE/7 - Gillman](#)

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- (h) [Concept Plan Map PAdE/8 - Angle Park Light Industry Zone](#)
- (i) [Concept Plan Map PAdE/9 - State Sports Park Precinct](#)
- (j) [Concept Plan Map PAdE/10 - State Sports Park Impervious Areas](#)
- (k) [Concept Plan Map PAdE/11 - Islington Land Use and Interface](#)
- (l) [Concept Plan Map PAdE/12 - Islington Access and Movement](#)
- (m) [Concept Plan Map PAdE/13 - Oakden Mixed Land Use Arrangement](#)
- (n) [Concept Plan Map PAdE/14 - Lefevre Peninsula/Barker Inlet](#)
- (o) [Concept Plan Map PAdE/15 - Blair Athol Neighbourhood Centre](#)
- (p) [Concept Plan Map PAdE/16 - Broadview Neighbourhood Centre](#)
- (q) [Concept Plan Map PAdE/17 - Enfield Neighbourhood Centre](#)
- (r) [Concept Plan Map PAdE/18 - Grand Junction Road Neighbourhood Centre](#)
- (s) [Concept Plan Map PAdE/19 - Hampstead Gardens Neighbourhood Centre](#)
- (t) [Concept Plan Map PAdE/20 - Klemzig Neighbourhood Centre](#)
- (u) [Concept Plan Map PAdE/21 - Northgate Neighbourhood Activity Centre](#)
- (v) [Concept Plan Map PAdE/22 - Pauls Drive Neighbourhood Centre](#)
- (w) [Concept Plan Map PAdE/23 - The Parks Neighbourhood Centre](#)
- (x) [Concept Plan Map PAdE/24 - Windsor Gardens Neighbourhood Centre](#)
- (y) [Concept Plan Map PAdE/25 - Alberton Oval Recreation Zone](#)
- (z) [Concept Plan Map PAdE/26 - Western Regional Park Recreation Zone](#)
- (aa) [Concept Plan Map PAdE/27 - Port Adelaide Centre Traffic and Transport](#)
- (bb) [Concept Plan Map PAdE/28 - Port Adelaide Townscape and Waterfront Development Areas](#)
- (cc) [Concept Plan Map PAdE/29 - Port Adelaide Key Visual Elements](#)
- (dd) [Concept Plan Map PAdE/30 - Cruickshank's Corner Policy Area](#)
- (ee) [Concept Plan Map PAdE/31 - Dock One Policy Area](#)
- (ff) [Concept Plan Map PAdE/32 - East End Policy Area](#)
- (gg) [Concept Plan Map PAdE/33 - Fletcher's Slip Policy Area](#)
- (hh) [Concept Plan Map PAdE/34 - Hart's Mill Policy Area](#)
- (ii) [Concept Plan Map PAdE/35 - Mainstreet Policy Area](#)
- (jj) [Concept Plan Map PAdE/36 - McLaren's Wharf Policy Area](#)
- (kk) [Concept Plan Map PAdE/37 - North West Policy Area](#)

- (ll) [Concept Plan Map PAdE/38 - Old Port Reach Policy Area](#)
- (mm) [Concept Plan Map PAdE/39 - Port Adelaide State Heritage Area Policy Area](#)
- (nn) [Concept Plan Map PAdE/40 - Port Approach Policy Area](#)
- (oo) [Concept Plan Map PAdE/41 - Railways Policy Area](#)
- (pp) [Concept Plan Map PAdE/42 - Retail Core Policy Area](#)
- (qq) [Concept Plan Map PAdE/43 - Southern Approach Policy Area](#)
- (rr) [Concept Plan Map PAdE/44 - Southern Gateway Policy Area](#)
- (ss) [Concept Plan Map PAdE/45 – West Policy Area](#)
- (tt) [Concept Plan Map PAdE/46 - Woolstores Policy Area](#)
- (uu) [Concept Plan Map PAdE/47 - Northgate Land Use and Access](#)
- (vv) [Concept Plan Map PAdE/48 - Boarding Houses](#)
- (ww) [Concept Plan Map PAdE/49 - Residential East](#)
- (xx) [Concept Plan Map PAdE/50 - Gepps Cross Gateway](#)
- (yy) [Concept Plan Map PAdE/51 - Northfield Land Use and Access.](#)

Siting and Visibility

OBJECTIVES

- 1 Protection of scenically attractive areas, particularly natural, and coastal landscapes.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be sited and designed to minimise its visual impact on:
 - (a) the natural, rural or heritage character of the area
 - (b) areas of high visual or scenic value, particularly rural and coastal areas
 - (c) views from the coast, near-shore waters, public reserves, tourist routes and walking trails
 - (d) the amenity of public beaches.
- 2 Buildings should be sited in unobtrusive locations and, in particular, should:
 - (a) be grouped together
 - (b) where possible be located in such a way as to be screened by existing vegetation when viewed from public roads.
- 3 Buildings and structures should be designed to minimise their visual impact in the landscape, in particular:
 - (a) the profile of buildings should be low and the rooflines should complement the natural form of the land
 - (b) the mass of buildings should be minimised by variations in wall and roof lines and by floor plans which complement the contours of the land
 - (c) large eaves, verandas and pergolas should be incorporated into designs so as to create shadowed areas that reduce the bulky appearance of buildings.
- 4 The nature of external surface materials of buildings should not detract from the visual character and amenity of the landscape.
- 5 The number of buildings and structures on land outside of urban areas should be limited to that necessary for the efficient management of the land.
- 6 Development should be screened through the establishment of landscaping using locally indigenous plant species:
 - (a) around buildings and earthworks to provide a visual a screen as well as shade in summer, and protection from prevailing winds
 - (b) along allotment boundaries to provide permanent screening of buildings and structures when viewed from adjoining properties and public roads
 - (c) along the verges of new roads and access tracks to provide screening and minimise erosion.

Overlay Section

Affordable Housing Overlay

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

INTERPRETATION

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

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

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

Noise and Air Emissions Overlay

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

INTERPRETATION

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

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

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

Strategic Transport Routes Overlay

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

INTERPRETATION

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

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

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

Zone Section

Regional Centre Zone

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

OBJECTIVES

- 1 A centre representing the primary focus for business and commercial services for the region, outside the central business district of Adelaide, providing a full range of shopping, administrative, cultural, community, entertainment, education, religious and recreational facilities, and public and private office development.
- 2 A centre providing a focus for public transport interchanges and networks.
- 3 Development of a visually and functionally cohesive and integrated regional centre.
- 4 A substantial increase in the number of residential dwellings, resident population and provision of accommodation and services for a wide range of people and household types, including the provision of affordable housing for low to moderate income households.
- 5 A more intense optimal use of vacant and under-utilised land, buildings and the inner harbour of the Port Adelaide River.
- 6 A centre accommodating a range of medium rise residential development including medium to high density in conjunction with non residential development.
- 7 The further development of tourism, cultural and recreational facilities related to Port Adelaide's unique maritime and commercial heritage and character, and promotion of the zone as a major State tourism destination.
- 8 The conservation and enhancement of items and areas of significance to the zone's unique maritime and commercial heritage, townscape, waterscape and landscape character.
- 9 The reinforcement of those parts of the zone which have distinctive and valued architectural and townscape characters with compatibly designed new buildings, where their scale, height, mass, setbacks and materials enhance the character of the zone.
- 10 The temporary use of vacant or under-developed land which is not likely to be the subject of long term development in the short term.
- 11 The establishment of a safe and convenient pedestrian movement network within the zone, incorporating pedestrian access along streets, safe road crossings, malls, arcades and squares, waterfront promenades and paths, together with increased public access to the waterfront and appropriate links to areas adjoining the zone.
- 12 The improvement of the zone's image and amenity through:
 - (a) upgrading and landscaping of public streets and spaces
 - (b) reduction of conflicts between incompatible activities
 - (c) reduction of conflicts between vehicular and pedestrian movements.
- 13 The establishment of strategically located and accessible car parks to serve Centre users and visitors.

- 14 The establishment of an accessible, continuous and connected off-road path, shared by pedestrians and cyclists to safely travel along the waterfront which connect to surrounding bicycle routes, residential areas, shops, schools, train stations, transport hubs, museums, markets and other tourist attractions.
- 15 The rehabilitation of blighted and underutilised waterfront land.
- 16 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

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

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

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

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

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

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

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

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

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

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

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

The Port Adelaide Centre will:

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

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

Form and Character

- 4 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 5 Development should be designed and sited to promote linkages between the various developments within the centre and adjoining main roads.
- 6 Facilities within the centre should be sited and designed with a view to promoting after-hours use to reinforce the centre as the focus of social activity in the region.
- 7 Development should occur in accordance with the following concept plan maps:
 - (a) [Concept Plan Map PAdE/27 - Port Adelaide Centre Traffic and Transport](#)
 - (b) [Concept Plan Map PAdE/28 - Port Adelaide Townscape and Waterfront Development Areas](#)
 - (c) [Concept Plan Map PAdE/29 - Port Adelaide Key Visual Elements](#)
 - (d) [Concept Plan Map PAdE/30 - Cruickshank's Corner Policy Area](#)
 - (e) [Concept Plan Map PAdE/31 - Dock One Policy Area](#)
 - (f) [Concept Plan Map PAdE/32 - East End Policy Area](#)
 - (g) [Concept Plan Map PAdE/33 - Fletcher's Slip Policy Area](#)
 - (h) [Concept Plan Map PAdE/34 - Hart's Mill Policy Area](#)
 - (i) [Concept Plan Map PAdE/35 - Mainstreet Policy Area](#)
 - (j) [Concept Plan Map PAdE/36 - McLaren's Wharf Policy Area](#)
 - (k) [Concept Plan Map PAdE/37 - North West Policy Area](#)
 - (l) [Concept Plan Map PAdE/38 - Old Port Reach Policy Area](#)
 - (m) [Concept Plan Map PAdE/39 - Port Adelaide State Heritage Area Policy Area](#)
 - (n) [Concept Plan Map PAdE/40 - Port Approach Policy Area](#)
 - (o) [Concept Plan Map PAdE/41 - Railways Policy Area](#)
 - (p) [Concept Plan Map PAdE/42 - Retail Core Policy Area](#)
 - (q) [Concept Plan Map PAdE/43 - Southern Approach Policy Area](#)
 - (r) [Concept Plan Map PAdE/44 - Southern Gateway Policy Area](#)
 - (s) [Concept Plan Map PAdE/45 - West Policy Area](#)
 - (t) [Concept Plan Map PAdE/46 - Woolstores Policy Area](#)
- 8 Development should be located, staged and designed such that vacant or under utilised land and buildings are redeveloped or reused for more appropriate uses.
- 9 The consolidation of compatible uses should be achieved through:
 - (a) the provision of shared car parking and service areas
 - (b) provision of pedestrian arcades and paths.

- 10 Land adjacent to the Port Adelaide River not required for port or shipping activities should be progressively redeveloped for a range of the following uses where consistent with the intent for each policy area:
 - (a) community uses
 - (b) medium and higher density residential uses
 - (c) recreation
 - (d) tourism
 - (e) office
 - (f) retail.

- 11 Recreational and tourism development, such as the following, should be developed on the Port Adelaide River in locations where boating and harbour activities can be undertaken safely and conveniently:
 - (a) marinas
 - (b) maritime museum uses
 - (c) ferry services
 - (d) water taxis.

- 12 Residential development adjacent the rail corridor as shown on [Concept Plan Map PAdE/32 - East End Policy Area](#), [Concept Plan Map PAdE/40 - Port Approach Policy Area](#), [Concept Plan Map PAdE/41 - Railways Policy Area](#), [Concept Plan Map PAdE/43 - Southern Approach Policy Area](#), [Concept Plan Map PAdE/44 - Southern Gateway Policy Area](#), [Concept Plan Map PAdE/45 - West Policy Area](#) and [Concept Plan Map PAdE/46 - Woolstores Policy Area](#), should have regard to existing and possible future noise sources with respect to site layout, orientation, design and construction to ensure a safe and comfortable residential environment and to minimise conflict with existing non-residential activities.

- 13 Tourist development should be primarily situated adjacent to, and on the Port Adelaide River and associated public promenade within the following policy areas:
 - (a) **Dock One Policy Area 39**
 - (b) **East End Policy Area 40**
 - (c) **Fletcher's Slip Policy Area 41**
 - (d) **Hart's Mill Policy Area 42**
 - (e) **Mainstreet Policy Area 43**
 - (f) **McLaren's Wharf Policy Area 44**
 - (g) **North West Policy Area 45**
 - (h) **Port Adelaide State Heritage Area Policy Area 47**
 - (i) **Port Approach Policy Area 48**
 - (j) **West Policy Area 53.**

- 14 Major shops and groups of shops should be concentrated within the **Mainstreet Policy Area 43** and within the **Retail Core Policy Area 50**.
- 15 Residential accommodation at medium and higher densities should be encouraged within suitable parts of the zone and especially adjacent to the Port Adelaide River and within those policy areas which encourage such development.
- 16 Residential development should only occur where it can be demonstrated that it is compatible with, and does not prejudice, the operation of non-residential activities within this or adjacent zones.
- 17 Public open space should be:
 - (a) provided in a variety of forms including a publicly accessible waterfront promenade, public reserves and public plazas
 - (b) designed as an integral part of the overall development proposed for each policy area.
- 18 Public reserves should be designed to ensure that at least 50 per cent of the reserve receives a minimum of 3 hours of direct solar access in mid winter.
- 19 Public reserves, plazas, promenades and other open space should be designed to include public art and clearly defined nodal points which relate to existing site features and contemporary features and interpretative elements.
- 20 Development should provide for and facilitate pedestrian access between compatible adjoining developments through one or more of the following:
 - (a) arcades
 - (b) courtyards
 - (c) malls
 - (d) paths through parking areas.
- 21 Development should provide sufficient off-street car parking to meet its anticipated parking demand either on the subject land or on another appropriate site within the locality. The provision of lesser amounts of car parking may be appropriate where:
 - (a) the site is located within the designated area of a gazetted car parking fund established under the *Development Act 1993*
 - (b) an agreement is reached between the Council and the applicant for a financial contribution in lieu of the shortfall of required car parking spaces at a contribution rate per car parking space in accordance with the gazetted car parking fund.
- 22 Car parking areas, including decked car parking, should not:
 - (a) intrude upon, or interrupt the continuity of built-form desired along major street frontages in the zone
 - (b) detract from areas of architectural or townscape value.
- 23 Multi-level car parks should:
 - (a) be designed as buildings that contribute to the built form character within the policy area in which they are located
 - (b) take account of the desired character of adjacent policy areas, particularly within the:

- (i) **Port Adelaide State Heritage Area Policy Area 47**
 - (ii) **Woolstores Policy Area 54**
- (c) include ground level uses adjacent to street frontages, such as:
- (i) office
 - (ii) shop
 - (iii) tourist development.
- 24 Development should be compatible with and reinforce the rich, historical and highly urbanised townscapes within the zone.
- 25 Development should respect, but not mimic, existing 19th century building forms and townscapes of significance.
- 26 Development within the areas for 'Townscape Conservation' shown on [Concept Plan Map PAdE/28 - Port Adelaide Townscape and Waterfront Development Areas](#) should conserve and enhance the existing 19th and early 20th century building forms.
- 27 Buildings should be situated close to or abutting street frontages, particularly on corner sites, to reinforce the prevailing townscape character within the zone.
- 28 Development should be sited to ensure that original grid street layouts within the centre are retained and wherever possible, re-established.
- 29 Large landscaped or other open areas should not be developed fronting on to Commercial Road and St Vincent Street.
- 30 Development should be sited to provide view lines and reinforce existing vistas indicated on [Concept Plan Map PAdE/29 - Port Adelaide Key Visual Elements](#).
- The view corridors should:
- (a) take the form of one or more of the following:
 - (i) public road reservations
 - (ii) public reserves
 - (iii) wider spaces between buildings
 - (b) incorporate pedestrian linkages
 - (c) have a minimum width of 17.5 metres if identified as a major view corridor
 - (d) have a minimum width of 12 metres if identified as a minor view corridor.
- 31 The siting, form and scale of buildings on corner sites should be designed to:
- (a) increase the presence of built form on street intersections
 - (b) address both street frontages
 - (c) minimise unusable open space on the street frontages.

Port Adelaide Enfield Council
Zone Section
Regional Centre Zone

- 32 Development abutting St Vincent Street, Commercial Road, Church Place and Dale Street, public spaces and pedestrian malls indicated on [Concept Plan Map PAdE/29 - Port Adelaide Key Visual Elements](#) should have facades of no less than two storeys.
- 33 Free-standing advertisements should have a maximum height of 10 metres above natural ground level, but only if such a height is consistent with the height and scale of adjoining buildings and the objectives and/or desired character of the zone and/or policy areas.
- 34 Street furniture, including lighting, advertisements, advertising hoardings, litter bins, seats, bicycle parking facilities and bollards, should be designed and located so as to complement the townscape character of the policy area and respond to its maritime locality.
- 35 Development should be designed to minimise undesirable microclimatic and solar access effects on other land or buildings, including effects of patterns of wind, temperature, daylight, sunlight, glare and shadow.
- 36 Materials incorporated in development should reflect, and reinforce, the historic, maritime character of the zone wherever practicable.
- 37 Landscaping and vegetation should achieve a balance between the use of indigenous and exotic plants and trees.
- 38 Development should incorporate a high degree of architectural quality with building design adequately addressing:
 - (a) compatibility in terms of form and scale with existing buildings and the desired character statement of the relevant policy area
 - (b) interest and diversity
 - (c) public domain interface
 - (d) a high quality streetscape
 - (e) building height
 - (f) massing and proportion
 - (g) facade articulation
 - (h) elements such as eaves, sun shading devices, entries and balconies.
- 39 Roof designs should:
 - (a) contribute to the overall design and performance of buildings
 - (b) be integrated into the overall facade and composition of buildings
 - (c) be articulated by breaking down mass in order to relate to the context of surrounding buildings
 - (d) screen air conditioning and building services plants from ground level public views
 - (e) minimise their visibility from adjacent buildings.
- 40 Balconies should:
 - (a) be designed to provide all apartments with private open space thereby promoting the enjoyment of outdoor living for apartment residents
 - (b) be functional and responsive to the environment

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

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

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

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

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

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

- (a) [Concept Plan Map PAdE/30 - Cruickshank's Corner Policy Area](#)
- (b) [Concept Plan Map PAdE/31 - Dock One Policy Area](#)
- (c) [Concept Plan Map PAdE/32 - East End Policy Area](#)

- (d) [Concept Plan Map PAdE/33 - Fletcher's Slip Policy Area](#)
- (e) [Concept Plan Map PAdE/34 - Hart's Mill Policy Area](#)
- (f) [Concept Plan Map PAdE/35 - Mainstreet Policy Area](#)
- (g) [Concept Plan Map PAdE/36 - McLaren's Wharf Policy Area](#)
- (h) [Concept Plan Map PAdE/37 - North West Policy Area](#)
- (i) [Concept Plan Map PAdE/38 - Old Port Reach Policy Area](#)
- (j) [Concept Plan Map PAdE/39 - Port Adelaide State Heritage Area Policy Area](#)
- (k) [Concept Plan Map PAdE/40 - Port Approach Policy Area](#)
- (l) [Concept Plan Map PAdE/41 - Railways Policy Area](#)
- (m) [Concept Plan Map PAdE/42 - Retail Core Policy Area](#)
- (n) [Concept Plan Map PAdE/43 - Southern Approach Policy Area](#)
- (o) [Concept Plan Map PAdE/44 - Southern Gateway Policy Area](#)
- (p) [Concept Plan Map PAdE/45 - West Policy Area](#)
- (q) [Concept Plan Map PAdE/46 - Woolstores Policy Area](#).

For the purpose of this principle, undercroft car parking constructed partially or wholly below finished ground level with a ceiling height less than 1.5 metres above finished ground level, and plant rooms on top of buildings, is not included as a storey. Any car parking floors constructed wholly above finished ground level are regarded as a 'storey'. A storey does not include an attic of no more than 50 per cent of the building footprint, a mezzanine, roof top plant or mechanical equipment.

- 50 Landmark buildings should be appropriately designed with facade treatments and distribution of mass, setbacks and ground level articulation/uses.
- 51 Landmark buildings should be at an appropriate scale at ground level to create a pleasant, comfortable and well-proportioned pedestrian environment at a human scale.
- 52 Landmark buildings should be designed to:
 - (a) preserve a pleasant pedestrian environment
 - (b) create consistent building frontages at the street, plaza or promenade alignment
 - (c) assist to deflect wind downdrafts from penetrating to street level plazas and promenades.
 - (d) be exemplary in their design quality and enhance the locality with architectural elements characteristic of the Port Adelaide, heritage buildings and waterfront environment.
- 53 Development should be contextual and respond to both the existing and desired future character of the locality, with particular regard to scale, massing, composition, architectural expression and materials.
- 54 Development should reinforce a continuous built-form edge to frame the street with active uses at ground level, such as shops, cafes and restaurants to improve vibrancy and safety for pedestrians.
- 55 Residential development should generally be located above ground level unless it is designed to provide for passive surveillance of public spaces. Lobbies for apartments should have a high degree of visual permeability.

- 56 Development should provide for pedestrian comfort by:
- (a) interfacing at a pedestrian scale at the street level
 - (b) creating a well-defined and continuity of frontage
 - (c) contributing to the interest, vitality and security of the pedestrian environment
 - (d) minimising micro climatic impacts (particularly wind tunnelling and downward drafts) and providing shelter in the form of canopies, verandas trees or the like
 - (e) maintaining a sense of openness to the sky from street level
 - (f) bringing daylight to the street, particularly in the Spring and Autumn months.
- 57 Buildings along main streets should reinforce a fine-grained rhythm with frequent entries at ground floor level that promote the streetscape character.
- 58 While buildings should not be limited to the height of adjacent buildings, they should be designed to reflect the street wall heights and horizontal elements of adjacent buildings by:
- (a) reinforcing the prevailing datum heights, including parapet levels, balconies or distinguishing elements such as verandas and canopies at the street level; and
 - (b) reinforcing a distinction of levels below and above prevailing horizontal elements through architectural expression.
- 59 Development should encourage and facilitate the provision of a continuous pedestrian and cyclist '**Inner Harbour Ring Route**' including connections to nearby bicycle routes, schools and stations as shown on following concept plan maps:
- (a) [Concept Plan Map PAdE/30 - Cruickshank's Corner Policy Area](#)
 - (b) [Concept Plan Map PAdE/31 - Dock One Policy Area](#)
 - (c) [Concept Plan Map PAdE/33 - Fletcher's Slip Policy Area](#)
 - (d) [Concept Plan Map PAdE/34 - Hart's Mill Policy Area](#)
 - (e) [Concept Plan Map PAdE/35 - Mainstreet Policy Area](#)
 - (f) [Concept Plan Map PAdE/36 - McLaren's Wharf Policy Area](#)
 - (g) [Concept Plan Map PAdE/37 - North West Policy Area](#)
 - (h) [Concept Plan Map PAdE/38 - Old Port Reach Policy Area](#)
 - (i) [Concept Plan Map PAdE/40 - Port Approach Policy Area](#)
 - (j) [Concept Plan Map PAdE/45 - West Policy Area](#).
- 60 Where required, waterfront development should be designed and sited to allow for future potential flood mitigation measures such as the creation of sea walls or levees that will provide protection from stormwater and seawater flooding in a consistent and integrated manner.

Vehicle Parking

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

Waterfront Development

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

- (ii) dolphin safety within the dolphin sanctuary area
 - (iii) riverine or other water quality.
 - (i) ensure that any mechanical and electrical equipment and power outlets are safe from flooding or raised to a level not lower than 3.65 metres Australian Height Datum (AHD).
- 69 Marinas, wharfs, jetties, piers or boat mooring facilities and associated development should, where appropriate, provide for:
- (a) serviced moorings to allow for floating retail activity
 - (b) functional requirements of public transport and water navigation including berthing and wharf facilities for ferry and water taxi stopping points that are coordinated with land based services
 - (c) modal interface with land-based public and private transport services and infrastructure
 - (d) connection to shore-based service requirements and support facilities such as boat repair and servicing, amenities, accommodation and shelter structures.
- 70 Public promenades should accommodate, where appropriate:
- (a) wharf infrastructure
 - (b) street furniture
 - (c) alfresco dining
 - (d) landscaping.
- 71 Public plazas and public reserves should be provided adjacent to the pedestrian promenade to provide for larger outdoor public events and gathering spaces adjacent to the waterfront in accordance with concept plans for all policy areas within the zone.
- 72 Public reserves, other than those located within the **Fletcher's Slip Policy Area 41**, should have a minimum area of 2000 square metres.
- 73 Public plazas should have a minimum of 1500 square metres other than where a public plaza abuts a promenade, where the area of the promenade should be inclusive in the calculation of the area (for the length that the promenade abuts the plaza).
- 74 Development within 8 metres of the waters edge should not have a site level less than 3.40 metres Australian Height Datum (AHD) or a habitable floor level less than 3.65 metres AHD. Where basement or undercroft car parking is proposed, it should be designed to provide a sill height of not less than 3.40 metres AHD or a barrier to prevent inundation of the basement or undercroft area. These levels can be reduced where reasoned technical arguments in relation to the effects of land subsidence and wave effects demonstrate that the lower levels provide adequate protection. The form and layout of development should be designed to enable future flood protection against a further 0.7 metres of sea level rise and additional land subsidence by 2100.
- 75 Development set-back 8 metres or more from the water's edge should be protected against wave effects and not have a site level less than 3.20 metres Australian Height Datum (AHD) or a habitable floor level less than 3.45 metres AHD. Where basement or undercroft car parking is proposed, it shall be designed to provide a sill height of not less than 3.20 metres or a barrier to prevent inundation of the basement or undercroft area. These levels can be reduced where reasoned technical arguments in relation to the effects of land subsidence and wave effects demonstrate that the lower levels provide adequate protection. The form and layout of development should be designed to enable future flood protection against a further 0.7 metres of sea level rise and additional land subsidence by 2100.

- 76 Over water development should have a floor level of not less than 4.35 metres Australian Height Datum (AHD). Where basement or undercroft car parking is proposed, it should be designed to provide a sill height of not less than 4.10 metres AHD or a barrier to prevent inundation of the basement or undercroft area. These levels can be reduced where reasoned technical arguments in relation to the effects of land subsidence and wave effects demonstrate that the lower levels provide adequate protection.
- 77 Building depth should enable views for apartments and promote natural ventilation where possible.
- 78 Development should be sited to take advantage of waterfront views and activities.
- 79 Road types and road reserve widths should be provided in accordance with the tables below ([Table A - Road Classification and Purpose](#) and [Table B - Design of Streets and Roads in the Waterfront Area](#)). Lesser widths may be appropriate depending on the form of the development proposed and its interconnection with existing adjoining roads:

Table A - Road Classification and Purpose:

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

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

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

- 80 Local public roads may be developed at a width less than that prescribed above, but not less than 12.4 metres provided that the road:
- (a) services no greater than 500 vehicles per day
 - (b) is no greater than 60 metres in length
 - (c) has a carriage width of no less than 5 metres
 - (d) is not contiguous with a road of lesser dimension described in the above table.

- 81 No access place or lane (as defined in [Table PAdE/6 - Road Hierarchy and Function](#)) less than 12.4 metres wide are to be provided in the waterfront area as public roads, but may be provided as part of a community title. Any dwelling served by an access lane should also have a frontage to a public road.
- 82 Development of detached, semi-detached or row dwellings should provide on-street parking at the rate of 0.3 spaces per dwelling within the following policy areas:
- (a) **Cruickshank's Corner Policy Area 38**
 - (b) **Dock One Policy Area 39**
 - (c) **Fletcher's Slip Policy Area 41**
 - (d) **McLaren's Wharf Policy Area 44**
 - (e) **North West Policy Area 45**
 - (f) **Old Port Reach Policy Area 46**
 - (g) **Port Approach Policy Area 48**
 - (h) **West Policy Area 53.**
- 83 Garages or carports with direct access and facing the primary street should be avoided. Where there is no practical alternative to their location they should:
- (a) not dominate the streetscape
 - (b) not dominate views of the dwelling from the street
 - (c) provide for adequate on-site car parking.
- 84 Car parking and access ways should not dominate the site and should be screened from view from the street.
- 85 Above ground car parking should not be visible from primary street frontages or public places.
- 86 Half basement or undercroft car parking should be:
- (a) integrated into the building form
 - (b) screened and landscaped where ventilation is required for half basement parks
 - (c) located and designed to enable residential and other land uses to address streets at footpath level.
- 87 Rear court parking should not be visible from the street.
- 88 Development along the waterfront should comprise bold, robust architectural forms with articulated and modelled facades which may incorporate pitched roofs, balconies, verandas, and other design elements and materials which reflect the character of older maritime/industrial buildings nearby.
- 89 The design scale and form of new buildings should integrate with the design, form and scale of adjacent heritage buildings, using design elements reflecting maritime themes associated with typical port operations.
- 90 Development should encourage and facilitate the provision of a continuous '**Major Pedestrian/Cycle Path**' and '**Inner Harbour Ring Route**' public promenade including connections to nearby bicycle routes, schools and stations as shown on the following concept plan maps:

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

(b) [Concept Plan Map PAdE/36 - McLaren's Wharf Policy Area](#).

91 Vehicle access to the waterfront should be avoided, except for use by emergency and service vehicles.

North West Policy Area 45

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

OBJECTIVES

- 1 The creation of the active gateway to the Port River Waterfront from the north west.
- 2 Development of medium to high density residential and small scale mixed use activities including some small scale tourist accommodation contributing to the vitality of the area.
- 3 The provision of public recreation areas, including a publicly accessible waterfront promenade, for uses such as walking and cycling.
- 4 Buildings up to 5 storeys high designed to:
 - (a) act as portals to frame views into and out of the inner harbour
 - (b) have an architectural quality that recognises their prominent role in the urban identity of this area and the north western metropolitan area more generally.
- 5 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area will accommodate medium to high density residential development forming a gateway to the Port River waterfront from the west with strong vistas to link with Semaphore Road. Public recreation areas will be created in the form of a linear public open space spine linking Semaphore Road to the waterfront, a waterfront promenade and a public event space. The linear public open space represents a significant sightline from Semaphore Road and Causeway Road to Hart's Mill and may include soft landscaped areas.

A diverse range of housing types will be developed based around transit oriented development principles. Buildings will transition in height from low scale three (3) storey development at the interface with adjoining policy areas and zones, up to a maximum height of five (5) storeys centrally within the core of the precinct, adjacent Glanville Station. Buildings will be bold and contemporary in design while referencing the local character and maritime setting. Development will be sited to take advantage of views across the waterfront and to create an attractive facade to Causeway Road. Housing to the west of the railway line will demonstrate strong design connectivity to the adjacent suburban areas.

A linear linkage space will reinforce a view corridor from Semaphore Road through to the waterfront promenade and to Hart's Mill. The space will have active edges and will be designed as a shared space promoting safe and convenient pedestrian/cyclist circulation through the development site.

In those parts of the North West Policy Area adjacent to the West Policy Area, a complementary mix of uses including small scale retailing, cafes and restaurants are also envisaged providing a connection and vitality between both policy areas.

A high degree of pedestrian activity will be maintained throughout the policy area with a particular focus on the waterfront promenade and linkages to Semaphore Road. Pedestrian activity will be encouraged to link with adjoining policy areas and Semaphore Road to the north, in accordance with [Concept Plan Map PAde/27 - Port Adelaide Centre Traffic and Transport](#).

Potential future access to the policy area off Causeway Road will be limited to a single access point.

The use of the promontory west of Fletcher Dock as an event space will provide further activation of the precinct. This space could include a café, restaurant, performance platform and soft landscaped spectator areas.

The remaining 'saw tooth' building west of Fletcher's Slip provides a short term opportunity for dry boat storage and/or recreational use and possible longer term loft apartments and/or cultural use.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area, directed to the public plaza and overwater development site:
 - affordable housing
 - dwelling
 - marina berth
 - office
 - personal service establishment
 - public place
 - recreation area
 - residential flat building
 - restaurant
 - shop
 - tourist development.
- 2 A diverse range and distribution of housing types should be developed.

Form and Character

- 3 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 4 Development should be consistent with [Concept Plan Map PAdE/37 - North West Policy Area](#).
- 5 Development should create a vibrant environment through the incorporation of a public plaza and an active street level frontage.
- 6 Small-scale retail and commercial development should:
 - (a) be located on the ground floor of multi storey residential flat buildings adjacent to the public plaza
 - (b) have a minimum floor to ceiling height of 3 metres to facilitate non-residential development at ground level.
- 7 The total retail, office and commercial gross leasable floor space throughout the policy area should be in the order of 3000 square metres.
- 8 Development for the purposes of an overwater landing should:
 - (a) be located as indicated on [Concept Plan Map PAdE/37 - North West Policy Area](#)
 - (b) form a continuation of the public plaza shown on [Concept Plan Map PAdE/37 - North West Policy Area](#)
 - (c) be publicly accessible for its entire length

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- (d) where adjacent to the pier, be sited so it does not interrupt the full view corridor created from Semaphore Road/Causeway Road intersection along the public plaza through to the Hart's Mill complex.
- 9 Residential development incorporating buildings with heights in excess of three storeys fronting the public promenade should be designed to provide opportunity for public activities, including outdoor dining, provision of seating and shade.
- 10 Development with frontages to areas of the public domain including promenades, plazas and public reserves should be designed, sited and of a height to achieve a human scale and to maximise solar access to the public areas.
- 11 Multistorey development should accommodate mixed uses at ground floor level if such uses:
 - (a) take advantage of and are compatible with the waterfront
 - (b) do not threaten the role of the core centre activities within **Mainstreet Policy Area 43** and within **Retail Core Policy Area 50**.
- 12 The ground level of all over-water development should be used for non-residential purposes including retail, tourism and commercial uses.
- 13 The area to the west of the railway line should be developed as a mixed use transport hub to service the local residential community.
- 14 A continuous public promenade for pedestrians and cyclists should be created along the waterfront, where possible, and provide:
 - (a) convenient, safe and attractive linkages to adjoining areas
 - (b) a minimum 8 metres width to cater for areas of high pedestrian usage
 - (c) pedestrian and cyclist paths varying in width according to anticipated functional use and demand
 - (d) clearly defined zones for pedestrians and cyclists
 - (e) the pedestrian zone adjacent the waterfront and a variety of waterfront experiences
 - (f) clearly defined destination nodal points which relate to existing site features or contemporary features created by the development
 - (g) pedestrian facilities such as seating, shade and shelter
 - (h) connections for cyclists to the Mead Street bicycle route, the Semaphore Road bicycle route, Glanville Station and the Carlisle Street bicycle route
 - (i) a pedestrian and cyclist connection to the **Fletcher's Slip Policy Area 41** promenade
 - (j) continuation with the **West Policy Area 53** promenade
 - (k) an extension along the northern side of the proposed over-water finger development where appropriate.
- 15 A new public plaza should be integrated into the residential development along the view corridor towards the Port Adelaide River and include the following design attributes:
 - (a) active surrounding edges
 - (b) shade and shelter for pedestrians

- (c) a clearly defined cyclist zone
 - (d) feature lighting that provides a safe pedestrian space at night.
- 16 Vehicle access should primarily be via Semaphore Road and adjoining **West Policy Area 53**.
 - 17 Vehicle access to the waterfront should be avoided, except for use by emergency and service vehicles.
 - 18 Development should be robust and bold in character, with articulated linear modelled facades and building forms, to take advantage of the waterfront views.
 - 19 Development should incorporate buildings with heights in accordance with [Concept Plan Map PAdE/37 - North West Policy Area](#).
 - 20 Advertisements and/or advertising hoardings should not be detrimental to the character of residential development but should contribute to an active plaza recognisable as a local and visitor destination.
 - 21 Development should provide a fully integrated design from streetscapes, public plazas and public promenade through to private residential spaces.
 - 22 Intensively landscaped buffers should be established along the eastern side of the railway line to provide residents with adequate noise protection and should not impact upon the sight lines for trains.

Concept Plan Maps