

Precision Group C/- Masterplan

The Redevelopment of the existing Port Canal Shopping Centre – partial demolition of the shopping centre and ancillary structures, construction of retail and commercial tenancies, food court, mall entranceways, canopies, service lanes, loading docks, and associated car parking

200 Commercial Road Port Adelaide

040/W018/17

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Hardy Milazzo image

OVERVIEW

Application No	040/W018/17
Unique ID/KNET ID	2017/09718/01
Applicant	Precision Group C/- Masterplan
Proposal	The Redevelopment of the existing Port Canal Shopping Centre – partial demolition of the shopping centre and ancillary structures, construction of retail and commercial tenancies, food court, mall entranceways, canopies, service lanes, loading docks, and associated car parking
Subject Land	200 Commercial Road, Adelaide
Zone/Policy Area	Regional Centre Zone - Retail Core Policy Area 50 PAde/17
Relevant Authority	State Commission Assessment Panel pursuant to Schedule 10, (6) – Port Adelaide Centre Zone of the <i>Development Regulations 2008</i>
Lodgement Date	21.04.2017
Council	Port Adelaide Enfield Council
Development Plan	Port Adelaide Enfield Development Plan Consolidated 21 April 2016
Type of Development	Merit
Public Notification	Category 1
Referral Agencies	Government Architect
Report Author	Yasmine Alliu – Planning Officer
RECOMMENDATION	Development Plan Consent subject to conditions

EXECUTIVE SUMMARY

The subject land is within the Retail Core Policy Area of the Regional Centre Zone. It is considered that the proposal is an acceptable use of the subject land as retail, commercial and business uses are principally envisaged in the Zone and Policy Area. The revitalisation of the site has the potential to increase the resident and visitor population to the area.

The applicant has a previous Development Plan consent from the Development Assessment Commission (with conditions) for the site being Stage 2 (040/W030/16). The applicant is now seeking to obtain consent for an alternative proposal with a new mall that would adjoin the northern face and part of the eastern façade of the existing shopping centre that contains Coles and Kmart, which are to be retained. The northern part of the existing mall and ancillary structures will be demolished. The applicant considers the alternative proposal addresses previous concerns raised by the referral agencies regarding pedestrian linkages, access and safety, car parking and integration with the adjoining street networks.

The proposal is consistent with relevant policy directions regarding building height/scale, articulation, materiality, as well as the majority of relevant technical matters (such as waste management and noise). The proposal's response to key policy directions regarding design and appearance and crime prevention are also considered to be acceptable.

On balance it is considered that the application sufficiently accords with relevant policies in the Port Adelaide Enfield Council Development Plan and warrants Development Plan Consent subject to conditions.

ASSESSMENT REPORT

1. BACKGROUND

The applicant has had previous consents from Port Adelaide Enfield Council for Stage 1 building extensions and alterations to the existing shopping centre including single storey mall and parking area changes – consent 30 June 2014 and a variation 18 May 2016. There is also a Development Plan consent (27 October 2016) from the Development Assessment Commission (with conditions) for Stage 2 (040/W030/16).

1.1 Strategic Context

The South Australian Government is committed to supporting the revitalisation of the Port Adelaide Regional Centre and help create a more vibrant and prosperous Port community.

On 9 April 2015 the Port Adelaide Centre Renewal Part 1 Development Plan Amendment (DPA) supports initiatives of the Port Adelaide Renewal Project Precinct Plan as prepared by Renewal SA. Also on 9 April 2015 the *Development Regulations 2008* were amended to:

- make the Development Assessment Commission (DAC) the planning authority in respect of development in the Regional Centre Zone where the total amount to be applied to any work, when all stages of the development are completed, exceeds \$3 million
- establish a referral to the Government Architect for developments exceeding \$3 million in value in the Regional Centre Zone to provide design advice for which the DAC must have regard.

The Pre-lodgement Service is also made available to proponents of development exceeding \$3 million in value within the Regional Centre Zone.

1.2 Pre-Lodgement Process

The proponent engaged in the pre-lodgement service for the previous application but chose not to engage in the service for this new application.

2. DESCRIPTION OF PROPOSAL

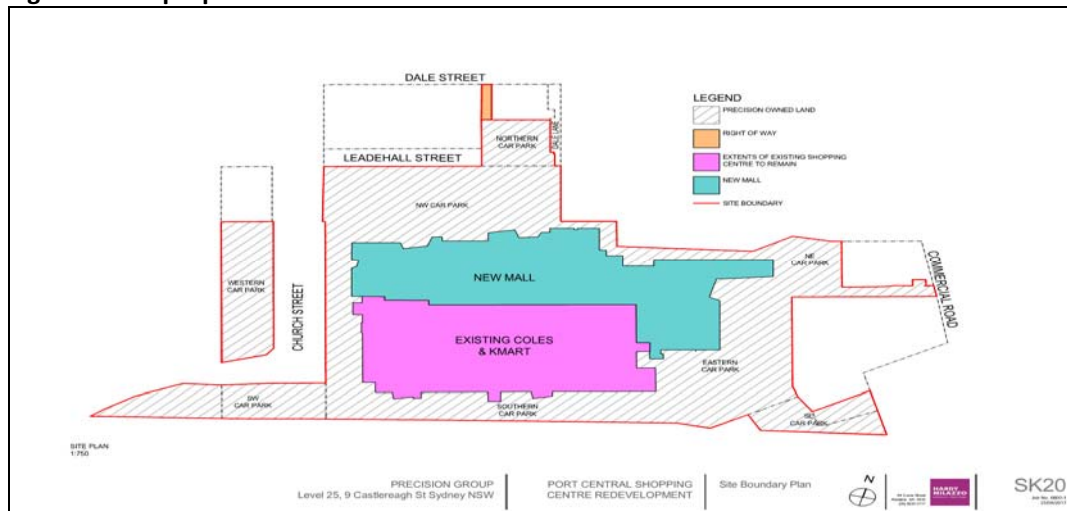
Application details are contained in the ATTACHMENTS.

A summary of the proposal is as follows:

- Demolition of existing mall and structures
- Construction of shopping centre with internal links to existing shops
- Construction of building facades that comprise new entrance points and canopies
- Alterations to streetscape design for enhanced pedestrian links
- Alterations to car parking areas to accommodate new shopping development
- New east/ west connection between Leadenhall Street and Thomas Place
- Coles/Kmart building to be retained

Land Use Description	<i>Shops - Retail Mall</i>
Building Height	<i>Canopy height ranges from 10.4m -13.2m at the highest point Building height generally ranges from 8.8 – 10.2m</i>
Description of levels	<i>Ground Level (New Mall)</i> <ul style="list-style-type: none"> • Tenancies – Mini/Major - 1763m²- Specialties - 6870m² • Kiosk-140m² • Mall area • Toilets <i>Existing Coles /Kmart-13361m²</i> <i>First floor -2939m²</i> <ul style="list-style-type: none"> • 24 hour gym • medical centre • childcare centre – and outdoor area with screening
Tenancy Floor Area	<i>Total = 25063m² Expansion area in this proposal is 9163m²</i>
Site Access	<i>Via Church Street – Thomas Place College Street, Commercial Road and Old Port Road</i>
Car and Bicycle Parking	<i>Existing 981 car parks</i> <i>Proposed – on site 912 (excludes 12 spaces allocated for Uniting Care Wesley)</i> <i>Bicycle parks - 50</i> <i>Additional parking on Leadenhall Street</i> <i>Rearrangement and reorientation of existing parking on Church Street</i> <i>Shade sails proposed over portions of the car park</i>
Council Agreement	<i>Car parking on Church Street and Leadenhall Street</i>
Materials	<i>Painted precast concrete with red brick cladding to match existing, black steel framing, standing seam steel roof cladding (white), aluminium framed glazing to new mall entrances, full height glazing, terrazzo tiling to mall floors timber screening and shade sails. stained plywood soffit lining</i>

Figure 1 -The proposal



3. SITE AND LOCALITY

3.1 Site Description

The site comprises the following allotments:

Lot No	Section	Street	Suburb	Hundred	Title
204	DP 56117	Commercial Road	Port Adelaide	Port Adelaide	6125/347
2	DP 34488	Dale Street	Port Adelaide	Port Adelaide	6125/333
321	DP 18177	Church Street	Port Adelaide	Port Adelaide	6115/416
50	DP 36763	Leadenhall Street	Port Adelaide	Port Adelaide	5795/69
2	DP 34488	Dale Street	Port Adelaide	Port Adelaide	5102/147
Portion of lot 2	DP 34488	Dale Street	Port Adelaide	Port Adelaide	5102/146
Portion of lot 3	DP 34488	Dale Street	Port Adelaide	Port Adelaide	5102/151
Portion of lot 1	DP 34488	Dale Street	Port Adelaide	Port Adelaide	6125/350
56	FP 142397	Clare Street	Port Adelaide	Port Adelaide	6115/426
205	DP 56117	Commercial Road	Port Adelaide	Port Adelaide	6125/339
319	DP 18177	Church Street	Port Adelaide	Port Adelaide	6115/415
50	DP 47267	Church Street	Port Adelaide	Port Adelaide	6115/427

The subject land is flat, irregular in shape and is currently occupied by the Port Canal Shopping Centre and associated car parking. It has an overall site area of approximately 5.4 hectares with frontages to Church Street, Dale Lane, Leadenhall Street and Thomas Place. Access to the site is via Commercial Road, Church Street, Leadenhall Street, Thomas Place, Old Port Road and College Street.

3.2 Locality

The locality has an eclectic character resulting from an array of land uses and buildings.

The dominant land use and buildings are the existing Port Canal Shopping Centre which comprises a large footprint of single storey buildings including Coles and Kmart, and at-grade open lot car parking areas. The Weston Milling complex to the immediate north east of the site is also a dominant feature of the locality. This comprises tall silos and warehouse buildings which have a clear industrial character. To the east towards Commercial Road is Customs House.



View towards Commercial Road entry



View from western car park to centre



View towards Western Milling from Kmart



View from Church Street across car park

A laneway (Dale Lane), owned and managed by the City of Port Adelaide Enfield (Council) adjoins the eastern boundary of the site. This provides a pedestrian link between the Port Canal Shopping Centre and Dale Street with the Port Mall shopping centre slightly further north. It is approximately 3 metres wide. To the south east of the site is the Anglicare mixed use development.

Directly north of the site is the Uniting Care Wesley Port Adelaide Inc. Northwest of the site is the Port Adelaide Central Mission and car park. There are a number of heritage listed buildings that front Dale Street to the north. The southern edge of the Port Adelaide State Heritage Area lies further north along St Vincent Street but is well separated from the subject land.

The site extends beyond the boundaries of the existing Port Canal shopping facility to include the southern portion of Leadenhall Street. There is an easement ensuring rights of way marked D for Mission Properties Pty Ltd and E for the Port Adelaide Wesley Centre.

4. COUNCIL COMMENTS or TECHNICAL ADVICE

4.1 Port Adelaide Enfield Council

Although the City of Port Adelaide Enfield is not a statutory referral agency, the application was referred to Council's administration for comment. The response included the following:

- Council Staff have been in discussions with shopping centre representatives to develop an agreed concept design for proposed upgrade work and licences predominantly associated with land situated in Church Street. The letter from Council's CEO dated 5 April 2017 (as included in the application documentation) includes the in-principle arrangements.
- Council considers the proposal to be generally consistent with the land use intent of the Regional Centre Zone and is broadly supportive of the further economic growth and investment that the proposal would generate for the Port Adelaide Centre.
- Council Staff have recently identified the existence of a Land Management Agreement (LMA) between the former Corporation of the City of Port Adelaide and Mission Properties relating to a portion of the subject land. Council Staff will further discuss with the Precision Group any necessary arrangements that may be required to ensure LMA obligations are addressed in association with the current proposal.

In relation to traffic management, Council considers that some further work is required – in regard to traffic calming devices, pedestrian crossings and general dimensions - (as addressed in more detail in the attached Traffic Assessment and email by Council's Traffic Engineering Staff). This is discussed later in this report in the Traffic section 8.5.

In relation to stormwater management, a stormwater management plan is required for review and approval – and a condition attached to the recommendation of this report.

5. STATUTORY REFERRAL BODY COMMENTS

Referral responses are contained in the ATTACHMENTS.

5.1 Government Architect

The Government Architect is a mandatory referral in accordance with Schedule 8 of the Development Regulations 2008. The Commission must have regard to this advice. In this instance the Associate Government Architect (AGA) responded to referral of the application.

The AGA supports the following:

- the ambition to create a renewed retail centre that has the potential to contribute to the revitalisation of wider Port Adelaide Area and be a precedent that demonstrates opportunities by new policy directions
- the architectural expression which manages the height and scale of the development
- the red brick materiality that relates to the Port Adelaide context
- the inclusion of high level glazing that assists in reducing the extent of solid walling
- the general presence of the ground level tenancies to the public realm and first floor tenancies that support out of hours activities
- the provision of entry statements and clear sightlines to the mall from various approaches
- the shade sails providing pedestrian amenity
- the northern pedestrian links on the western and eastern side of the Uniting Care Wesley building

The AGA recommends that the following be provided as conditions or reserve matters

- Modelling to assess and demonstrate management of solar loads on glazed elements. The AGA is comfortable with modelling of glazing performance being undertaken at the time of Building Rules Consent.
- Provision of a developed scheme for the laneways on the east and west sides of Uniting Care Wesley, informed by Crime Prevention through Environmental Design principles, pedestrian amenity and a lighting and landscape strategy. The AGA is comfortable with the approach to apply a Condition to the consent regarding the final design details of the proposed pedestrian link.
- A materials sample board is still required to confirm delivery of high quality selections.

These concerns have either been addressed further in this report or where necessary been included as a condition attached to the recommendation of this report.

6. PUBLIC NOTIFICATION

The application is a Category 1 development pursuant to Clause 6(1) (h) of Part 1 of Schedule 9 of the Development Regulations 2008 (the Regulations).

7. POLICY OVERVIEW

The subject site is within the Retail Core Policy Area of the Regional Centre Zone as described within the Port Adelaide Enfield Council Development Plan Consolidated 21 April 2016 as per Figure 2 below.

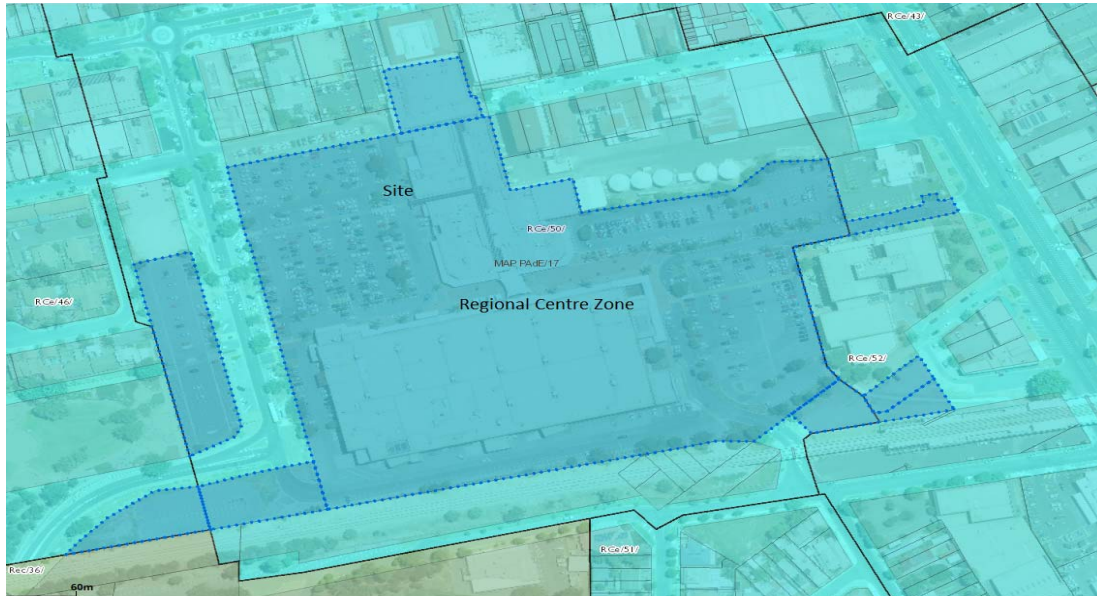


Figure 2 – Zoning Map

7.1 Zone

The Regional Centre Zone is an expansive zone of some 4 square kilometres straddling the Inner Harbour of the Port River. It is divided into 17 Policy Areas.

In covering a large and diverse area (accommodating the retail core within which the subject site is located but also the Port Adelaide State Heritage Area, industrial areas to the east towards the suburb of Rosewater) the zone provides high level guidance with respect to land use in favour of allowing its Policy Areas to provide finer grained guidance on this. Zone policy does, however, explicitly contemplate and envisage development that increases the resident population in pursuit of revitalisation and vibrancy.

Zone policy provides quite detailed guidance regarding the design and appearance of development. In summary, this is to the effect that new development should conserve and enhance the maritime and commercial heritage of the area through material selection, form and scale (including roof form), access and movement.

7.2 Policy Area

The focus of guidance provided by policy within the Retail Core Policy Area is on land use. Specifically, the Policy Area seeks the further development and consolidation of major supermarkets, discount department stores, shops, offices, community facilities and consulting rooms as well as medium to high density residential development above ground level (so long as this does not prejudice retail activities).

The Policy Area also seeks:

- rationalisation of vehicular access, car parking areas and major pedestrian movement paths to provide a safer, more efficient, attractive and vibrant environment
- conservation and enhancement of historic townscapes and buildings, especially along Dale Street (although historic warehouses along Thomas Place are also explicitly mentioned as worthy of retention and adaptation).

7.3 Council Wide

Relevant Council-wide provisions provide generic guidance with respect to crime prevention, energy efficiency, hazards (including, most notably, flooding and site contamination), infrastructure, regulated trees and access.

7.4 Overlays

7.4.1 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*.

8. PLANNING ASSESSMENT

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

8.1 Quantitative Provisions

	Development Plan Guideline	<div><div></div><div></div><div></div><div></div><div></div></div> Proposed	Existing	Guideline Achieved	Comment
Site Area	N/A	5.4 hectares 25,063m ² total 9,163m ² expansion retail floor area Total 25063m ² 320m ² outdoor area	Gross Leasable Floor Area 15,900m ²	YES <input type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	N/A The lettable areas for the tenancies will increase overall to 25,063m ²
Building Height	5 storeys	Height = 2 storeys for the majority of the building To the top of the highest entry canopy 13.2m Lift overrun – 10.4m	Single storey	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	the highest point being the entry canopy at 13.2m which equates to roughly to a 4 storey building which is within the prescribed parameters
Land Use	Shopping centre	Redevelopment of existing shopping mall	Shopping mall	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	
Car Parking	Refer to Traffic Section	912- all car parking	981	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	Reduced car parking - still meets provisions

Bicycle Parking	Refer to Traffic Section	50	minimal	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	This applies to the expansion of 9,163m ²
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8.2 Land Use and Character

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

8.2.1 Land Use

Supermarkets and discount department stores, together with associated specialty shops, consulting rooms, offices and community service facilities, concentrated to form the retail and commercial core of the Regional Centre Zone, are explicitly envisaged within the Retail Core Policy Area.

The proposed redevelopment increases lettable area, by 9163m² from the previous approval. The applicant notes that the final tenancy mix is yet to be resolved. However, the new design allows for the current tenancies to be accommodated in the proposal. The proposed expansion of the retail floor space within the Retail Core Policy Area is therefore generally appropriate.

8.3 Design and Appearance

Both the Council Wide and the Zone provide a policy framework which imparts guidance about the form of development envisaged for the Regional Centre Zone. The policies suggest a high degree of architectural quality, façade articulation, materiality that reflects and reinforces the historic or maritime character wherever possible and compatibility in terms of form and scale with existing buildings.

This scheme is located centrally within the site and adjoins the existing Coles and Kmart building. The redevelopment as per the previous iteration is not visible from any main street frontages. The proposed built form is primarily a mix of single storey construction with two - 2 storey components comprising commercial tenancies medical centre and 24hr gym) and a childcare centre. The revised proposal includes a reduced footprint and retains its architectural expression. It is not dissimilar to the Stage 2 application approved previously.

The new proposal which has a contemporary presentation generally aligns with the established parapet height of the existing buildings. Materials to be used are full height glazing, red brick, painted precast and expressed black steel framing. The AGA considers the proposal manages the resulting bulk and scale and supports the inclusion of the high level glazing that assists in reducing the extent of solid walling. The high level glazing, large skylights and elevated roof elements provide natural light into the internal mall area.

The level 1 commercial tenancy areas have a separate lift/foyer entry and separate egress stair entry. The new mall entries are defined by double height glazed entrances capped with folded roof elements. These entry statements are supported by the AGA. Principle of Development Control 39 (Regional Centre Zone) supports roof designs that are articulated by breaking down massing in order to relate to the context of surrounding buildings. The entrance canopies provide visual interest where an extensiveness of existing flat roof elements prevails from the abutting buildings as well as the existing Coles and Kmart. The canopies which project out to 10 metres in depth also provide shading to the north face glazing.

The clear sightlines to the mall from various viewpoints is supported. The AGA supports the presence of ground level tenancies that present to the public realm provide an active interface during business hours and passive surveillance.

Shade sails in the car park provide weather protection for patrons of the shopping centre through the north-western car park. The inclusion of trees and low level landscaping breaks up the expanse of bitumen car park.

Principle of Development Control 53 (Regional Centre Zone) emphasises the importance of contextual development that responds to existing and desired future character. There are sufficient facade treatments to the building that take their design cues from the localised architectural elements of the industrial buildings. The scheme has some nautical elements e.g. the car park shades sails and materiality that references the port.

Principle of Development Control 56 (Regional Centre Zone) speaks of landmark buildings specifically contributing to the interest, vitality and security of the pedestrian environment. Referencing the AGA's comments and a number of planning provisions, the proposed design and appearance is considered satisfactory. However, a materials sample board is still required to confirm delivery of high quality selections.

8.3.1 Setbacks

The Retail Core Policy area does not provide guidance on setbacks nor does the zone unless it is to enhance the existing distinctive architectural character. There are no distinctive character/heritage buildings within the immediate locality to influence the design. The proposed development expands slightly beyond the current parameters of the existing shopping mall and encroaches into the associated existing car park area but not beyond the boundaries of the site.

8.3.2 Landscaping

The applicant has provided a landscaping scope of works/planting schedule. Existing trees will be retained and reused where possible. A variety of trees, shrubs, grasses and climbers have been nominated. The climber, Star Jasmine will be used as screening in part around the perimeter of the new proposal. A number of paving/surface treatments are also shown and there is an intention to provide street furniture where suitable (outdoor table and chairs).

Water Sensitive Urban design treatments such as raingardens and inlets and wells to street trees will be utilised.

The tree species nominated in the car parking areas will assist in providing shade and add to the amenity of development site.

The plan also identifies that there will be public artworks to be added to the entrances to provide visual interest to the various building access points.

The landscaping plan/planting schedule is acceptable and meets the general provisions. The amenity of the development will be enhanced through suitable plantings and other landscaping works.

8.4 Building Height

Concept Plan Map PAdE/42 – Retail Core Policy Area provides guidance with respect to building heights. It identifies 5 storeys as the maximum envisaged height. The proposal is predominantly single storey with a first floor with two - 2 storey components on the north-western and south-eastern corners. The height of the proposed development at its highest point comprises the eastern entry point and overhead canopy at 13.2 metres in height. The lift overruns have a nominal height of 10.4 metres and sit below the canopy heights. Aesthetically the entry canopies dominate the facades. The proposal sits well within the prescribed height guidelines.

8.5 Traffic Impact, Access and Parking

Traffic Impact

The Traffic Impact Assessment provided by GTA Consultants does not identify any upgrades to the existing or future transportation systems as requested by Council as the proposal is for an alternative design to a previous application given Planning Consent, rather it analyses the parking assessment, loading facilities and the potential for increased traffic generation.

Council believe that Church Street is likely to be impacted significantly with the increase in traffic generated due to further activation from the redevelopment and the segregated car parking layout which does not allow ease of circulation through the whole of the site. Whilst circulation appears compartmentalised the site has enough access points from the surrounding road network to enter into and exit the various car parking areas adequately. The provision of two-way access through to Thomas Place provides additional access into and from the site.

Leadenhall Street will be restricted to left in and left out only. The applicant's traffic consultant suggests that this will lessen potential impacts on traffic flow through Church Street.

The analysis by GTA of the increased traffic generation identifies that the proposed expansion would generate an additional 70 trips during the Saturday peak (to/from) the centre and 55 trips during the Thursday peak. Any additional trips to/from the site should be low given the number of access points to/from the site. This increase as per GTAs report would have minimal impact with respect to the existing road network.

Vehicle Access

Access to the site is via Leadenhall Street to the north and Commercial Road to the east. There is two way access through to Thomas Place from the northern car park to the western end of Thomas Place, i.e. a shared street. Access to the southern and south eastern portion of the site is through College Street. There are three (3) crossovers via Church Street to the west into the shopping centre.

The proposed development is considered to have sufficient provision for onsite loading and unloading with the existing loading bays and the addition of three (3) new loading bays. The new loading bays are located between the central and north-western entrance, the south eastern corner and the eastern side. GTA notes that Leadenhall Street will need to be modified to accommodate entry of a 12.5m Heavy Rigid vehicle to be able to access the new Loading Bay (notated as Loading Bay 1). This modification would be party of Councils upgrade to Church Street. Loading Bay 2 will accommodate 19m semi-trailer

vehicles. Loading Bay 3 at the eastern end will be accessible for 8.8m Medium Rigid Vehicle (MRV). The new compactor on the western side of the site will be accessed by an 8.8m MRV from Church Street.

The applicants report states the loading bays have been located to avoid conflict with the pedestrians and domestic vehicle movements and at the same time to be conveniently located to the tenancies they serve. The ability of these vehicle to access the site and leave the site is demonstrated in GTAs Traffic Report and appears adequate.

Pedestrian Access

There are four new entrances proposed. They are the first floor gym entry, north-western entry, a central entry, and the eastern entry. This new layout allows for a north-south corridor through the existing Dale Lane and creates a new walkway/thoroughfare on the western side of the Uniting Care Wesley Building, the creation of an east/west pedestrian link along Leadenhall Street. Dale Lane - is a public laneway linking the shopping centre with the other retail precincts within the locality that comprise the Regional Centre Zone. There is a line of sight from Dale Street to the northern central entrance to the subject site.

Any transition area that serves to provide a footpath through the car park is at a gradient in accordance with the relevant standards to provide suitable pedestrian access.

Pedestrian Linkages

The Retail Core Policy Area 50 speaks of important links to the rest of the Port Adelaide Centre through effective, quality pedestrian linkages, improved visual legibility, vehicle circulation, car parking and public transport. The following provisions support this:

PDC 20 Development should provide for and facilitate pedestrian access between

compatible adjoining developments through one or more of the following:

(a) arcades (c) malls (d) paths through parking areas.

PDC 7 Improved pedestrian linkages both throughout the policy area and with adjacent policy areas.

The current layout of the shopping centre prevents vehicle and pedestrian linkages through Thomas Place and Leadenhall Street, from the central part of the centre through the car park to Dale Street and from the eastern side of the centre through the car park to the Port Adelaide Railway Station.

The provision of new pedestrian linkages are provided within the proposal. The applicant has incorporated the comments given with the previous development and this informs the proposed layout.

The linkages proposed are:

- A pedestrian link from the eastern entrance that connects to the Port Adelaide Railway in the eastern corner adjacent the site. This is an improvement to what exists currently. The Council has asked for the width of the proposed pedestrian path adjacent the railway station to be increased from 1 metre to 1.5m; however this land is owned by DPTI and is part of the rail reserve.

- The western entrance aligns with the existing pedestrian crossing to Church Street. The proposal provides a wombat crossing within the car park aisle to facilitate safe pedestrian movement to the western side of Church Street.
- The provision of a direct link from Dale Lane creating a north-south pedestrian link to the central entry of the shopping centre. The AGA sees Dale Lane as a major axial link between the Port Canal Shopping Centre and the Port Mall as intrinsic to its success, therefore, the future quality and amenity of the lane is important.
- A new western pedestrian link from Dale Street to the Shopping Centre on the west side of the Uniting Wesley Care building.

A portion of Dale Lane identified as a thoroughfare extends across the western end of Thomas Place. Council has indicated that the applicant may be granted rights of way over that thoroughfare given the provision of an east-west link and its connection into the surrounding pedestrian network.

The applicant acknowledges that whilst Dale Lane is outside the scope of the redevelopment site, it is their intent to work closely with Council on the future redevelopment of this urban space. The proposed laneway link on the west side of Uniting Wesley Care has an indicative design which will form the basis of the landscape design. The AGA considers the success of the northern pedestrian links relies on an authentic realization that delivers a safe and welcoming public space.

The new layout proposes safe and convenient pedestrian movement from the four entrances across the whole of the site that incorporates separated pedestrian paths and dedicated pedestrian links where possible with emphasis on minimising any potential conflict from traffic. The proposed links are an improvement on what exists currently.

Both the AGA and Council have requested further information from the applicant to provide more detail given the limited information on these pedestrian links. A condition has been recommended regarding the final details the Dale Lane linkages.

Parking

Parking breakdown		
Church Street West	35	Council owned car parks – 67
Church Street East	16	
Leadenhall Street	16	
Uniting Care Wesley Spaces 12 excluded from calculation		
Precision (applicant) owned	845	845+67 = 912

VEHICLE PARKING RATES TABLES

TABLE 1: Non-residential development excluding tourist accommodation

Location of development	Desired minimum number of vehicle parking spaces	Maximum number of vehicle parking spaces
All Designated Areas (unless otherwise stated)	3 spaces per 100 square metres of gross leasable floor area	6 spaces per 100 square metres of gross leasable floor area
Floor area	Parking rate based on Floor area	Proposed – inc 14 disability spaces
GLFA 25,063m ²	3.38 spaces per 100m ²	912 spaces provided

The Regional Centre Zone falls within a designated parking area. These vehicle parking rates apply except where the zone provisions require a lesser rate of parking. The minimum parking rate is 3 spaces per 100m² of Gross Leasable Floor area (GLFA). The maximum car parking rate is 6 spaces per 100m². The parking calculation in this case has been based on a total GLFA of 25,063m² which equates to a parking rate of approximately 3.38 spaces per 100m². As per GTAs report whatever rate is adopted the parking rate as per the development plan can be satisfied. The site would provide 912 car spaces. Existing car parks currently are 981 car parks. The reconfiguration would reduce the car parking numbers but not significantly.

Council's Technical Services Department Staff consider that the parking as proposed can fit with Council's other requirements for Church Street. The current shopping centre plans suggest these spaces will shift slightly eastwards leaving more room for improving the road and verge. Council's proposal will remove angle parking on the western side of Church St which will also free up space.

There are 24 existing right angled car parks located within the titled boundaries of Leadenhall Street. As part of the reconfiguration of the parking layout 16 spaces will be relocated from Leadenhall Street to within the car parking area – 8 spaces will remain wholly within Leadenhall Street and 8 spaces partially located within the title.

The portion of Thomas Place and Leadenhall Street will form part of the car park aisle (and is in the ownership of the applicant). This portion will have a raised threshold to delineate the difference between public and private land.

Additional parking on Leadenhall Street which is Council owned will require some form of easement /lease between the applicant and Council. Council is currently in discussion with the applicant regarding this. The formation of a prospective car parking license agreement will allow portions of car parking on Church Street to be leased by the applicant. The applicant states that the use and function of these spaces will not be compromised. The agreement with Council also extends to opening a portion of Dale Lane allowing direct vehicle access to the site from Thomas Place.

The 12 car parks to be allocated to the Port Adelaide Wesley Centre are to be relocated by private agreement between the applicant and the Port Adelaide Enfield Council.

The locality is well serviced with two different public transit modes, buses and trains with the nearby Port Adelaide train station to the south of the site. Therefore the proposal is considered to have adequately addressed the Development Plan requirements for car parking.

Bicycle Parking

Type of development	Employee parking spaces	Security level	Visitor /shopping parking space	Security level
Shop	1 per 300 square metres gross floor area	1	1 per 500 square metres gfa over 1000 square metres gfa	3

Fifty (50) bicycle parks have been proposed and are to be located at the main entries. GTA calculates the parking rate on the expansion of 9163m². Using the above table, 30 employee bicycle parks and 18 visitor parks would be required. The bicycle parking provided is sufficient to meet the Development Plan requirements.

8.6 Environmental Factors

8.6.1 Crime Prevention

The applicant proposes the following CPTED initiatives in an effort to respond to the range of policies dealing with surveillance, sightlines and vandalism. A condition regarding the provision of appropriate lighting is also recommended. The following CPTED initiatives are proposed:

- Walkway areas are to be lit and visually permeable to allow passive surveillance throughout the site
- The site orientation and pedestrian access ways are easily legible and identified
- Landscaping proposed throughout the site will also assist with crime prevention through limiting opportunities for concealment – it will be predominantly low lying along pathways and adjacent the car park.

The tenancies located above ground level on the first floor have the potential to provide for passive surveillance of the public spaces below. These tenancies also provide increased activation to out of hour's activity. There are adequate glazed areas at ground level in some of the tenancies that would overlook the car park providing passive surveillance to the pedestrian flow from the car park through to the centre.

8.6.2 Noise Emissions

An acoustic report has been prepared by Resonate Acoustics in regard to the potential noise from the loading dock located at the eastern end near Customs House, and residential receivers located further afield at 1 Gouger Crescent with 18 Leadenhall Street potentially affected by the central loading dock. The rear loading dock has the potential to impact 74-76 Dale Street (the Anglicare development). The closest noise affected receptors are located on both Leadenhall Street and Dale Street with 75 metres to the nearest residential receptor and 35 metres to the nearest commercial receptor. The majority of tenants would use the loading dock during the day.

The report states that the noise emissions from the operation would comply with the relevant environmental noise criteria on the basis of the following:

- The truck will be turned off on arrival at the loading dock and not left idling
- Pallet jacks only in the loading dock with no forklift activity for loading docks except the Church Street dock
- Compactors in all loading docks except the Central loading dock
- Broadband reversing alarms on all trucks/plant reversing in loading docks

Therefore the loading docks will be able to operate within the Development Plan and Noise Environment Protection Policy noise requirements.

8.6.3 Waste Management

All food and organic waste generated by the Port Canal Shopping Precinct will be cleared via a 6 day collection frequency. Bins/compactors will be stored in a ground level Bin Waste room and outside in loading areas to provide easy access for trucks. Compactors will be serviced weekly or fortnightly. The bins will be managed by the cleaners/facility manager. Collection points will be in close proximity to waste collection areas. Recycling bins will be serviced 3 times per week. A maximum of 3 trucks would visit the site daily and would attend outside of business hours as the site is not located within a residential area.

The capacity of the waste generation rates will not be fully known until the site is fully operational and the maximum tenancy is known. Veolia has provided bin sizes based on similar sites that they are currently servicing. There is already an operational waste management system in place for the existing facility. However, the increase in retail area will provide additional tenancies and therefore an updated waste management plan is required.

It is therefore recommended that any consent granted the proposal be subject to a condition.

8.6.4 Energy Efficiency

The proposal does not include specific measures aimed at energy and water efficiency. This shall however be assessed through the Building Rules assessment stage.

8.6.5 Overshadowing

No issue is held with respect to the shadow that will be cast by the proposed building due to it being predominantly single storey and the absence of sensitive land uses surrounding the subject site.

8.6.6 Site Contamination

It is considered that there is negligible risk of the proposed development creating a pathway between potential contaminants and people due to the fact that no sensitive uses are proposed at ground level. Also the proposed development is being built on a site already used for the purpose. This being the case, it is considered that construction activities only need protection in this context and to this end it is recommended that a condition of consent requiring implementation of practices that accord with Environment Protection Authority guidelines and practices be imposed on any consent granted the proposal.

8.7 Infrastructure and Services

A draft stormwater drainage plan has been provided as part of the proposal which went through some amendments to satisfy Council. It is noted that the proposal is for the redevelopment of an existing shopping centre which has predominantly impervious roof/hardstand areas. As such, any increase in stormwater flows arising from the proposal are considered to be negligible. Further amendments requested by Council have been recommended in a condition for the applicant to address.

The air conditioning plant is not shown. A condition satisfying screening requirements of the plant is required.

8.8 Signage

Apart from the main northern (central), eastern and western entrances which shows the name of the shopping centre mounted on the glass façade there appears to be no other façade or free standing signage, other than the existing Coles and Kmart signage on the rear of the existing development. The applicant has noted that tenancy signage will require a separate consent as part of a future development application.

The entrance glass façade signage proposed varies from 6.9 to 7.4 and 8.8 metres above natural ground level. This satisfies the height provision of being not more than 12 metres above natural ground level and not above roof level. The signage for both entries comprises non-illuminated static letters forming the words Port Canal and is consistent with the policies in the Regional Centre Zone and Retail Core Policy Area.

9 CONCLUSION

The land use is appropriate within the Retail Core Policy Area of the Regional Centre Zone. The primary concerns with the proposal are its adequate response to design and appearance, pedestrian linkages, height and scale, car parking and on-site delivery movements, landscaping, and crime prevention.

The redevelopment and expansion of the Port Canal Shopping Centre in this proposal has meant the existing car parking area has had to be reconfigured and whilst there is a reduction in car parking, the car parking provision still exceeds the minimum Development Plan requirements for the proposed land use. Bicycle parking is adequate.

There is sufficient visual interest and articulation to provide a satisfactory architectural design outcome and functionality in the proposal. This proposal responds more positively to the AGAs consideration for functional pedestrian connectivity through the site and the provision of activation at ground retail level. However, further design detail is to be provided through a condition.

Complete resolution and satisfaction of technical matters can, it is considered, be addressed by way of conditions. In conclusion, it is considered that, on balance, the proposal warrants Development Plan Consent, subject to conditions.

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 to grant Development Plan Consent to the proposal by Precision Group for the Redevelopment of an existing Port Canal Shopping Centre at 200 Commercial Road, Port Adelaide subject to the following conditions of consent.

PLANNING CONDITIONS

1. That except where minor amendments may be required by other relevant Acts, or by conditions imposed by this application, the development shall be established in strict accordance with the details and following plans submitted in Development Application No 040/W018/17.

Hardy Milazzo Architects – Job No – 6800-1	DWG NOS	DATE
Cover Sheet	SK01	29/3/2017
Location and Context Plan	SK02	29/3/2017
Site Plan	SK03	4/08/2017
Demolition Plan	SK04	29/3/2017
Ground Floor Plan	SK05	4/08/2017
First Floor Plan	SK06	29/3/2017
Elevations	SK07	29/3/2017
Context Elevations	SK08	29/3/2017
Sections	SK09	29/3/2017
Perspectives	SK10	29/3/2017
Perspectives	SK11	29/3/2017
Context Perspectives	SK12	29/3/2017
Indicative Materials and Finishes	SK13	29/3/2017
Site Boundary Plan	SK20	23/08/17
Planting Schedule – Designwell	DWG 101 REV A	3/3/2017
Pedestrian Link to Station	SK14	31/07/2017
Shade Sails	SK15	31/10/2017
Existing Leadenhall Street Parking	SK16	10/08/2017
Sun Shade Section Summer	SK17	10/08/2017
Sun Shade Section Winter	SK18	10/08/2017
Sun Shade Section Equinox	SK19	10/08/2017
Site Boundary Plan	SK20	23/08/2017

- Planning Report Redevelopment of an existing Shopping Centre for precision Group prepared by Masterplan April 2017
 - Submission for Waste Collection Services prepared by Veolia Environmental Services May 2016
 - Port Canal Shopping Centre Assessment of loading dock noise prepared by Resonate Acoustics 21 April 2017 Reference: A15707RP2 Revision B
 - Traffic Impact Assessment Port Canal Shopping Centre Expansion, Port Adelaide prepared by GTA Consultants 9 August 2017.
 - Letter from Masterplan dated 10 August 2017 – Response to Request for Additional Information
 - Letter from Masterplan dated 10 August 2017 – Response to Additional Council Queries
2. Mechanical plant or equipment shall be designed, sited to minimise noise impact on adjacent premises or properties. The noise level associated with the combined operation of plant and equipment such as air conditioning, ventilation and refrigeration systems when assessed at the nearest existing or envisaged noise sensitive location in or adjacent to the site shall not exceed 50 dB(A) during daytime (7.00am to 10.00pm) and 40 dB(A) during night time (10.00pm to 7.00am) at the most affected residence when measured and adjusted in accordance with the relevant environmental noise legislation except where it can be demonstrated that a high background noise exists.

3. That the air conditioning or air extraction plant or ducting shall be screened such that no nuisance or loss of amenity is caused to residents and users of properties in the locality to the reasonable satisfaction of the State Commission Assessment Panel.
4. A Construction Environment Management Plan (CEMP) shall be prepared and implemented in accordance with current industry standards – including the EPA publication “Environmental Management of On-site Remediation” - to minimise environmental harm and disturbance during construction. The management plan must incorporate, without being limited to, the following matters:
 - a. air quality, including odour and dust
 - b. surface water including erosion and sediment control
 - c. soils, including fill importation, stockpile management and prevention of soil contamination
 - d. groundwater, including prevention of groundwater contamination
 - e. noise
 - f. occupational health and safety

For further information relating to what Site Contamination is, refer to the EPA Guideline: *'Site Contamination – what is site contamination?'*

www.epa.sa.gov.au/pdfs/guide_sc_what.pdf A copy of the CEMP shall be provided to the State Commission Assessment Panel prior to the commencement of site works.

5. All vehicle car parks, driveways and vehicle entry and manoeuvring areas shall be designed and constructed in accordance with the relevant Australian Standards and be constructed, drained and paved with bitumen, concrete or paving bricks in accordance with sound engineering practice and appropriately line marked.
6. The applicant shall provide a Traffic Impact Statement for the pedestrian crossings provided as part of the development.
7. Bicycle parks Bicycle parking facilities should be designed and constructed in accordance with AS 2890.3 and applicable Austroads guidelines.
8. Final details of a developed scheme shall be provided to the satisfaction of the State Commission Assessment Panel in consultation with the Government Architect for the laneway pedestrian link on the eastern and western sides of the Uniting Care Wesley building, informed by CTED principles, pedestrian amenity, lighting and landscape strategy.
9. Modelling for glazing performance shall be provided to assess and demonstrate management of the solar loads to the satisfaction of the State Commission Assessment Panel in consultation with the Government Architect and shall be provided at the same times as Building Rules Consent.
10. A materials sample board to confirm delivery of high quality selections shall be provided to the satisfaction of the State Commission Assessment Panel in consultation with the Government Architect.
11. All materials and goods shall be loaded and unloaded within the boundaries of the subject land.
12. The landscaping scheme shown on the Planting Schedule DWG 101 REV A dated 3/3/2017 by Designwell for Hardy Milazzo shall be established prior to occupation of the development and shall be nurtured and maintained, with any dead or dying plants to be replaced.

13. The applicant shall provide final Engineering documentations that demonstrate how surface runoff from all paved, open and roof areas will be managed for all events up to and including a 1:100 year A.R.I. storm. Details of existing and proposed site levels, stormwater inlet pits, site grading and any boundary retaining structures (including overall height and level at top and bottom of retaining walls) should be provided.

Calculations and supporting documentation to confirm:

- a. Post development flows are limited to pre development flows for all rainfall events up to and including 100yr ARI. Existing and proposed catchments should be checked to ensure there is not a significant change in stormwater flows to the different existing pipe networks.
 - b. Sufficient pits and pipes are provided such that no nuisance stormwater ponding above the surface will not occur during minor storm events (e.g. 10 yr ARI)
 - c. Sufficient underground storage should be provided for the sump pump system at the loading dock to cater for at least a 10yr 2hr storm duration. Site grading should ensure only stormwater runoff from the recessed loading dock enter the sump system. Finished floor levels and overflow paths should be provided to minimise the risk of water inundating the building in the event the trench grate/rising main is blocked.
14. All new stormwater pits shall be fitted with at source gross pollutant control (i.e. Ecosol RSF100 or similar). Where practical, pits should be constructed as bottomless 'soakage' pits with overflows connected into the proposed and existing pipe networks. Details shall be provided on plans.
15. That further design detail shall be developed in consultation with the City of Port Adelaide Enfield Council for the western most north/south pedestrian access to Dale Street and for the shared pedestrian/car space connecting Leadenhall St, Thomas Place and the north/south running pedestrian access ways, as included in the additional GTA Traffic response. The design detail shall be to the satisfaction of the State Commission Assessment Panel.
16. A Waste Management Plan shall be developed and implemented that details the proposed waste management practices to be adopted for the use and operation of this development. The plan shall cover three phases of the development, namely:
- resource recovery during demolition;
 - waste minimisation and resource recovery during construction; and
 - resource recovery during occupation or use of the Development including proposed methods of recycling of all recyclable materials.

A copy of this plan shall be provided to the City of Port Adelaide Enfield and the State Commission Assessment Panel prior to the commencement of superstructure works.

17. All external lighting of the site, including car parking areas and buildings, shall be designed, located, shielded and constructed to conform to Australian Standards.
18. That the development and the site shall be maintained in a serviceable condition and operated in an orderly and tidy manner at all times.
19. Graffiti shall be removed within five (5) business days of the graffiti becoming known or visible with the timely removal of graffiti being the responsibility of the operators of the development.

ADVISORY NOTES

- a. The development must be substantially commenced within 12 months of the date of this Notification, unless this period has been extended by the State Commission Assessment Panel.
- b. The authorisation will lapse if not commenced within 12 months of the date of this Notification.
- c. The applicant is also advised that any act or work authorised or required by this Notification must be completed within 3 years of the date of the Notification unless this period is extended by the Commission.
- d. The applicant has a right of appeal against the conditions which have been imposed on this Development Plan Consent or Development Approval.
- e. 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.
- f. 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).
- g. That no additional signs shall be displayed upon the subject land other than those identifying the parking area access points and those shown on the approved plans. If any further signs are required, these shall be the subject of a separate application.
- h. It should be noted that the Port Adelaide Enfield Council's standard requirements are that post development stormwater discharge flow rates are not to exceed pre-development flow rates for all rain events up to and including a 1% AEP (100 year ARI). Council requires stormwater quality improvements given that the majority of the site is car parking. Water Sensitive Urban Design techniques should be implemented. Water retention and reuse should also be included in the design.



Yasmine Alliu

PLANNING OFFICER

DEVELOPMENT DIVISION

DEPARTMENT OF PLANNING, TRANSPORT and INFRASTRUCTURE

DEVELOPMENT PLAN POLICY PROVISIONS

The Objectives and Principles of Development Control in the Port Adelaide Enfield Council Development Plan most relevant to the assessment of the application are outlined as follows. These are contained in the Development Plan (Consolidated- 21 April 2016).

REGIONAL CENTRE 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.

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

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.

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.

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 accommodation.*

2 *Development listed as non-complying is generally inappropriate.*

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:*
 (p) *Concept Plan Map PAdE/42 - Retail Core Policy Area*

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.*

14 *Major shops and groups of shops should be concentrated within the **Mainstreet Policy Area 43** and within the **Retail Core Policy Area 50.***

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.

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.*

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.

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.

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.*

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

(m) [Concept Plan Map PAdE/42 - Retail Core Policy Area](#)

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.

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.

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.

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).

RETAIL CORE POLICY AREA

Objectives

1 An area where major supermarkets and discount department stores, together with associated specialty shops, consulting rooms, offices and community service facilities are concentrated to form the retail and commercial core of the **Regional Centre Zone**.

3 The further development and consolidation of shops, offices, community facilities and consulting rooms.

4 The rationalisation of vehicular access, car parking areas and major pedestrian movement paths to provide a safer, more efficient, more attractive and more vibrant environment.

7 Improved pedestrian linkages both throughout the policy area and with adjacent policy areas.

8 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area will be an active and vibrant area for the shopping and administrative needs of the Port Adelaide Centre and surrounding areas.

It will feature a revitalised and reinvigorated tenancy mix of retail and commercial uses with residential development above active ground floor uses in appropriate locations

further supporting the area's economic viability, vibrancy and safety. Significant expansion of the retail floor space within Port Adelaide will be achieved through redevelopment of underutilised sites within the Retail Core.

The area will provide important links to the rest of the Port Adelaide Centre through effective, quality pedestrian linkages, improved visual legibility, vehicle circulation, car parking and public transport.

The grid street pattern will be re-established with Church Street and Dale Street functioning as major, active streets. These and other cross centre streets such as Robe Street, Quebec Street and Cannon

Street will provide an attractive, functional and pedestrian friendly public domain and connect this policy area and the adjacent waterfront policy areas. They will support active ground level uses in abutting development and provide rationalised vehicular movement and access arrangements.

New development will be sited to respect the grid street pattern, with buildings built to street boundaries and designed to respect the heritage character of the Port Adelaide Centre. It will provide active ground level uses and provide ground level verandas over footpaths and public walkways.

The interface between shopping areas north and south of Dale Street will be improved by increased activation, incorporating retail frontages along Dale Street and by improving pedestrian and vehicle movement.

Decked car parking with active ground floor uses will be provided in convenient locations for customers, visitors, business operators and residents and rationalise vehicle movement and the location of parking.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- community facility*
- consulting room*
- dwelling in conjunction with shop or office*
- entertainment facility*
- hall*
- indoor recreation centre*
- library*
- office*
- recreation area*
- residential flat building in association with non-residential use at ground level*
- residential flat building in conjunction with shop or office*
- shop.*

2 Shops, restaurants, cafes and similar uses which generate pedestrian activity should be located along pedestrian routes, with more passive activities located above these or in areas of less significance to the pedestrian network.

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 in accordance with Concept Plan Map PAdE/42 - Retail Core Policy Area.

5 Commercial uses should be compatible with a predominantly pedestrian based shopping environment.

8 Pedestrian links should be established, maintained and improved between policy areas.

9 Development should enhance and not impede the establishment of two north-south pedestrian malls/linkages along Robe Street and the existing walkway between Dale Street and Thomas Place.

11 Direct vehicular access to car parking areas or service areas should not be provided from Church Place, or across pedestrian malls.

15 Development should maintain and re-establish where necessary, the relative continuity of built form situated abutting or close to major street frontages and public pedestrian malls.

16 Development should incorporate buildings with heights in accordance with Concept Plan Map PAdE/42 – Retail Core Policy Area .

17 Advertisements should not be located above roof level.

COUNCIL-WIDE / GENERAL POLICY

Centres and Retail Development

OBJECTIVES

*1 Shopping, administrative, cultural, community, entertainment, educational, religious and recreational facilities located in integrated centre zones and the **Mixed Use (Islington) Zone**.*

2 Centre development that ensures rational, economic and convenient provision of goods and services and provides:

- (a) a focus for community life*
- (b) safe, permeable, pleasant and accessible walking and cycling networks.*

3 The provision of a safe pedestrian environment within centre development, which gives high priority to pedestrians, public and community transport.

5 Centres developed in accordance with a hierarchy based on function, so that each type of centre provides a proportion of the total requirement of goods and services commensurate with its role.

6 The hierarchy of centres within the area of metropolitan Adelaide is as follows:

- Central Business District of the City of Adelaide*
- Regional Centre*
- District Centre*
- Neighbourhood Centre*
- Local Centre.*

7 The central business district of the City of Adelaide providing the principal focus for the economic, social and political life of metropolitan Adelaide and the State.

8 Centre and retail development of a size and type that will not demonstrably impede the current and future commercial viability of a centre zone.

9 Retail development having regard to:

- (a) its location and operational compatibility with adjoining and/or surrounding land uses including the nature of the goods and materials to be stocked, and the noise levels of vehicles and plant used on, and servicing, the site
- (b) its effect on adjacent residential development
- (c) the increased use of local and arterial roads
- (d) the adequacy of vehicular access and car parking.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development within centres should:

- (a) integrate facilities within the centre
- (b) allow for the multiple use of facilities and the sharing of utility spaces
- (c) allow for the staging of development within the centre
- (d) be integrated with public and community transport
- (e) be of a scale and nature consistent with their location and role within the centre hierarchy
- (f) have regard to the needs for any future expansion of the centre
- (g) be attractive, with a unified design of buildings that produce a close relationship between land uses
- (h) comprise of materials compatible with the natural features of the site and adjacent buildings
- (i) facilitate acceptable micro-climatic conditions and degree of exposure in designing and orienting buildings and car parking areas, and locating landscaping within and on the periphery of the centre.

2 Development within centres should be designed to be compatible with adjoining areas. This should be promoted through landscaping, screen walls, centre orientation, location of access ways, buffer strips and transitional use areas.

3 Development within centres should provide:

- (a) public spaces such as malls, plazas and courtyards
- (b) street furniture, including lighting, signs, litter bins, seats and bollards, that is sited and designed to complement the desired character
- (c) unobtrusive facilities for the storage and removal of waste materials
- (d) public facilities including toilets, infant changing facilities for parents, seating, litter bins, telephones and community information boards
- (e) access for public and community transport and sheltered waiting areas for passengers
- (f) lighting for pedestrian paths, buildings and associated areas
- (g) a single landscaping theme
- (h) safe and secure bicycle parking.

4 A single architectural theme should be established within centres through:

- (a) constructing additions or other buildings in a style complementary to the existing shopping complex
- (b) renovating the existing shopping complex to complement new additions and other buildings within the centre
- (c) employing a signage theme.

7 Development within centres should be designed to incorporate a diversity of uses to promote safety and security by:

- (a) encouraging the use of outdoor areas such as public plazas
- (b) provision of areas to accommodate street vendors and entertainers

- (c) provision for ground-level after-hours uses such as cafés located on key pedestrian routes through centres and at the edge of centres
- (d) encourage after hours commercial uses including restaurants and theatres at street level with glass openings facing on to pedestrian routes
- (e) designing footpaths to allow free movement and a range of footpath activities including outdoor cafés, seating, street vendors and entertainers
- (f) ensuring that congregation areas are adequately lit and located in areas which may be easily monitored
- (g) provision of defined activity areas for groups who may otherwise be alienated by the centre including youth and the elderly
- (h) provision of service areas which can be locked or fenced after hours when not in use.

8 Outdoor dining should:

- (a) be located outside the associated premises
- (b) provide sufficient setbacks, such as from kerbs and property boundaries, and clearances, such as from buildings
- (c) be located in an area safe for patrons where the security of the building is not compromised
- (d) ensure the dining area is set back from the building line at street intersections
- (e) ensure unimpeded pedestrian flow through free and uninterrupted pedestrian paths
- (f) ensure wheelchair access to pedestrian ramps is not compromised.

9 Structures associated with outdoor dining should:

- (a) be of high quality design and form an integral part of the streetscape
- (b) not restrict public access
- (c) not detract or restrict views of significant sightlines, buildings and landmarks.

Retail Development

13 A shop or group of shops should be located:

- (a) within a centre zone or **Mixed Use (Islington) Zone** if having a gross leasable area of 250 square metres or greater
- (b) within any centre zone, the **Mixed Use (Islington) Zone** or the **Commercial Zone** where it is in the form of a bulky goods outlet
- (c) within a local activity centre or the neighbourhood activity centre of the **Suburban Neighbourhood Zone**.

Crime Prevention

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development should be designed to maximise surveillance of public spaces through the incorporation of clear lines of sight, appropriate lighting and the use of visible permeable barriers wherever practicable.

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

3 Development should provide a robust environment that is resistant to vandalism and graffiti by utilisation of:

- (a) materials that withstand normal hard use
- (b) standard-sized panels, light globes, panes and fittings to facilitate speedy replacement
- (c) materials which discourage vandalism and graffiti and avoiding materials susceptible to wilful damage such as:
 - (i) soft-textured wall finishes which can be easily scratched or damaged
 - (ii) large, long areas of light-coloured wall finishes susceptible to graffiti
 - (iii) glass (especially full-length glass) in vulnerable positions, particularly along much used public access routes
 - (iv) tiles or glass below the height of ground-level window sills
 - (v) external copper and lead piping which are vulnerable to theft
 - (vi) flimsy panelling, painted metals, wood posts or fences in public spaces
 - (vii) loose pebbles or rocks in landscaping which could be used as missiles
- (d) colour schemes that limit the impact of graffiti or break up large expanses of blank wall, or incorporate vines to cover bare walls.

4 Development should provide lighting in frequently used open spaces, pedestrian areas and other vulnerable parts of centres and residential areas including those:

- (a) along dedicated cyclist and pedestrian pathways, laneways and access routes
- (b) around public facilities such as toilets, telephones, bus stops, seating, litter bins, automatic teller machines, taxi ranks and car parks.

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

6 Landscaping should be used to assist in discouraging crime by:

- (a) screen planting areas susceptible to vandalism
- (b) planting trees or ground covers, rather than shrubs, alongside footpaths
- (c) planting vegetation other than ground covers a minimum distance of 2 metres from footpaths to reduce concealment opportunities.

7 Site planning, buildings, fences, landscaping, changes of levels, directional signage and other features should clearly differentiate public, communal and private areas.

9 Public toilets should be located, sited and designed:

- (a) to promote the visibility of people entering and exiting the facility (eg by avoiding recessed entrances and dense shrubbery that obstructs passive surveillance)
- (b) near public and community transport links and pedestrian and cyclist networks to maximise visibility
- (c) to avoid features which legitimise loitering, such as seating or public telephones in close proximity
- (d) using vandal proof lighting on the toilet buildings and nearby.

10 Development should avoid pedestrian entrapment spots and movement predictors (eg routes or paths that are predictable or unchangeable and offer no choice to pedestrians).

11 Public areas should be provided with sufficient lighting to ensure the safe and secure movement of people and vehicles in accordance with Australian Standard AS 1158 - Lighting for roads and public spaces and Australian Standard AS 4282 - Control of the obtrusive effects of outdoor lighting.

12 Development should provide adequate lighting in public areas through the provision of:

- (a) graded lighting that reduces the contrast between the lit and surrounding area, enabling people to see outside the lit area

- (b) consistent lighting to reduce contrast between shadows and illuminated areas
- (c) vandal-resistant lights
- (d) lighting which is easy to maintain
- (e) the identification of 'safe routes' with adequate and appropriate lighting which focuses pedestrian activity after dark
- (f) street lights that illuminate pedestrian routes, possible concealment areas and the road pavement, while avoiding light spill into the windows of adjacent housing
- (g) lighting that is not obstructed by the mature height of landscaping and other potential impediments.

13 Development should be designed so that adequate lines of sight are maintained by:

- (a) avoiding blind corners or sudden changes of grade especially on pathways, stairs or in corridors where movement can be predicted
- (b) ensuring that barriers along pathways such as landscaping, fences and walls are visually permeable where possible to limit concealment opportunities
- (c) installing convex security mirrors in spaces or paths where lines of sight are impeded to enable users to identify what is ahead.

14 Development that restricts pedestrian movement to a defined path, such as pedestrian overpasses and underpasses, should where possible, be avoided and replaced with safe and appropriately designed level crossings. Where they cannot be avoided they should be designed to incorporate:

- (a) full-length stainless steel mirrors located in the corners of pedestrian tunnels to preserve lines of sight
- (b) adequate and appropriate lighting in tunnels or underpasses for night-time hours
- (c) opportunities for escape, communication or help when in danger through comprehensive and legible signage.

15 Development should be designed to maximise surveillance in frequently used open space, along pedestrian routes, in centres and residential areas by:

- (a) orientating the fronts and entrances of buildings towards the public street
- (b) avoiding screens, high walls, carports and landscaping that obscure direct views to public areas
- (c) placing the entrances of buildings opposite each other across a street, or group entrances of multiple dwelling developments onto a commonly visible area to provide maximum mutual surveillance
- (d) arranging living areas, windows, access ways and balconies to overlook recreation areas and provide observation points to all areas of a site, particularly entrances and car parks
- (e) ensuring that parks and public space are designed to:
 - (i) be bound by roads on at least two frontages
 - (ii) be overlooked by development which may provide surveillance
- (f) maximising the opportunity for people to be observed in foyers of buildings by providing direct access from the street and by placing windows to ensure that the area can be observed before entering
- (g) ensuring that approaches to entrances are open and sited so as to maximise opportunities for observing people entering or exiting a site
- (h) optimizing natural surveillance of an entrance, where possible, by existing users.

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

- (a) improving the potential for users to find their way within developments by:
 - (i) ensuring that developments have a limited number of entrances and exits which are adequately lit, sign posted and free from obscuring landscaping

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

Landscaping, Fences and Walls

OBJECTIVES

- 1 The amenity of land and development enhanced with appropriate planting and other landscaping works, using locally indigenous plant species where possible.
- 2 Functional fences and walls that enhance the attractiveness of development.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should incorporate open space and landscaping and minimise hard paved surfaces in order to:
 - (a) complement built form and reduce the visual impact of larger buildings (eg taller and broader plantings against taller and bulkier building components)
 - (b) enhance the appearance of road frontages
 - (c) screen service yards, loading areas, outdoor storage areas, processing facilities and operational areas
 - (d) minimise maintenance and watering requirements
 - (e) enhance and define outdoor spaces, including car parking areas
 - (f) maximise shade and shelter
 - (g) assist in climate control within and around buildings
 - (h) minimise heat absorption and reflection
 - (i) maintain privacy
 - (j) maximise stormwater re-use
 - (k) complement existing vegetation, including native vegetation
 - (l) contribute to the viability of ecosystems and species
 - (m) promote water and biodiversity conservation
 - (n) establish buffers to adjacent development and areas.
- 2 Non-residential development should incorporate a minimum 10 per cent landscaping of the total site area.
- 3 Landscaping should:
 - (a) include the planting of locally indigenous species where appropriate
 - (b) be oriented towards the street frontage

(c) result in the appropriate clearance from powerlines and other infrastructure being maintained.

4 Landscaping should not:

- (a) unreasonably restrict solar access to adjoining development*
- (b) cause damage to buildings, paths, the structural integrity of adjacent development and other landscaping from root invasion, soil disturbance or plant overcrowding*
- (c) introduce pest plants*
- (d) increase the risk of bushfire*
- (e) remove opportunities for passive surveillance*
- (f) increase leaf fall in watercourses*
- (g) increase the risk of weed invasion.*

5 Existing substantial vegetation should be retained and incorporated within landscaping of development where practicable.

6 The landscaping of parks, streets, public and private car parks and private property should promote safety and security by ensuring that landscape features do not restrict opportunities for surveillance, impair lines of sight or result in opportunities for concealment.

7 Landscaping should:

- (a) provide low to medium shrub planting with a maximum height of 1 metre, or taller trees, the stems of which are not obscured by foliage below 1.8 metres in height*
- (b) avoid vegetation which obscures paths, building entrances and exits, or windows*
- (c) incorporate shrubs which are appropriately spaced to avoid clumping and retain lines of sight and opportunities for surveillance*
- (d) avoiding dense planting in corners and behind walls to reduce opportunities for concealment*
- (e) incorporate vegetation with repelling characteristics such as thorns, spikes or nettles to deter access to ground-floor windows or other areas that need to be protected*
- (f) give consideration to the mature height and spread of landscaping in order to preserve the lines of sight of pedestrian and cyclist pathways*
- (g) incorporate low maintenance vegetation to promote an area as occupied and well maintained.*

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.*

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.*

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 *Development should not prejudice the development of a zone for its intended purpose*
- 2 *Vacant or underutilised land should be developed in an efficient and co-ordinated manner to not prejudice the orderly development of adjacent land.*
- 3 *Development should be undertaken in accordance with the following Concept Plan Maps: (f) [Concept Plan Map PAdE/42 - Retail Core Policy Area](#)*

Transportation and Access

OBJECTIVES

- 2 *Development that:*
 - (a) *provides safe and efficient movement for all motorised and non-motorised transport modes*
 - (b) *ensures access for vehicles including emergency services, public infrastructure maintenance and commercial vehicles*
 - (c) *provides off street parking*
 - (d) *is appropriately located so that it supports and makes best use of existing transport facilities and networks*

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

Movement Systems

- 8 Development should provide safe and convenient access for all anticipated modes of transport including cycling, walking, public and community transport, and motor vehicles.
- 1 Industrial/commercial vehicle movements should be separated from passenger vehicle car-parking areas.
- 13 Development should make sufficient provision on site for the loading, unloading and turning of all traffic likely to be generated.

Cycling and Walking

- 2 Development should ensure that a permeable street and path network is established that encourages walking and cycling through the provision of safe, convenient and attractive routes with connections to adjoining streets, paths, open spaces, schools, public transport stops and activity centres.
- 19 Developments (such as centre, office, commercial or industrial developments that are likely to give rise to a demand for cyclist facilities) should encourage and facilitate cycling as a mode of transport by incorporating end-of-journey facilities including:
 - showers, changing facilities, and secure sheltered lockers
 - legible signage indicating the location of bicycle facilities
 - secure bicycle parking facilities provided at the rate set out in [Table PAdE/4 - Off Street Bicycle Parking Requirements](#) and located so they are:
 - 100 metres from Security Level 1 facilities described in AS 2890.3 Parking facilities - Bicycle parking facilities
 - 30 metres from Security Level 2 facilities described in AS 2890.3 Parking facilities - BICYCLE parking facilities.
- 20 Pedestrian facilities and networks should be designed and provided in accordance with relevant provisions of the Australian Standards and Austroads Guidelines.

Access

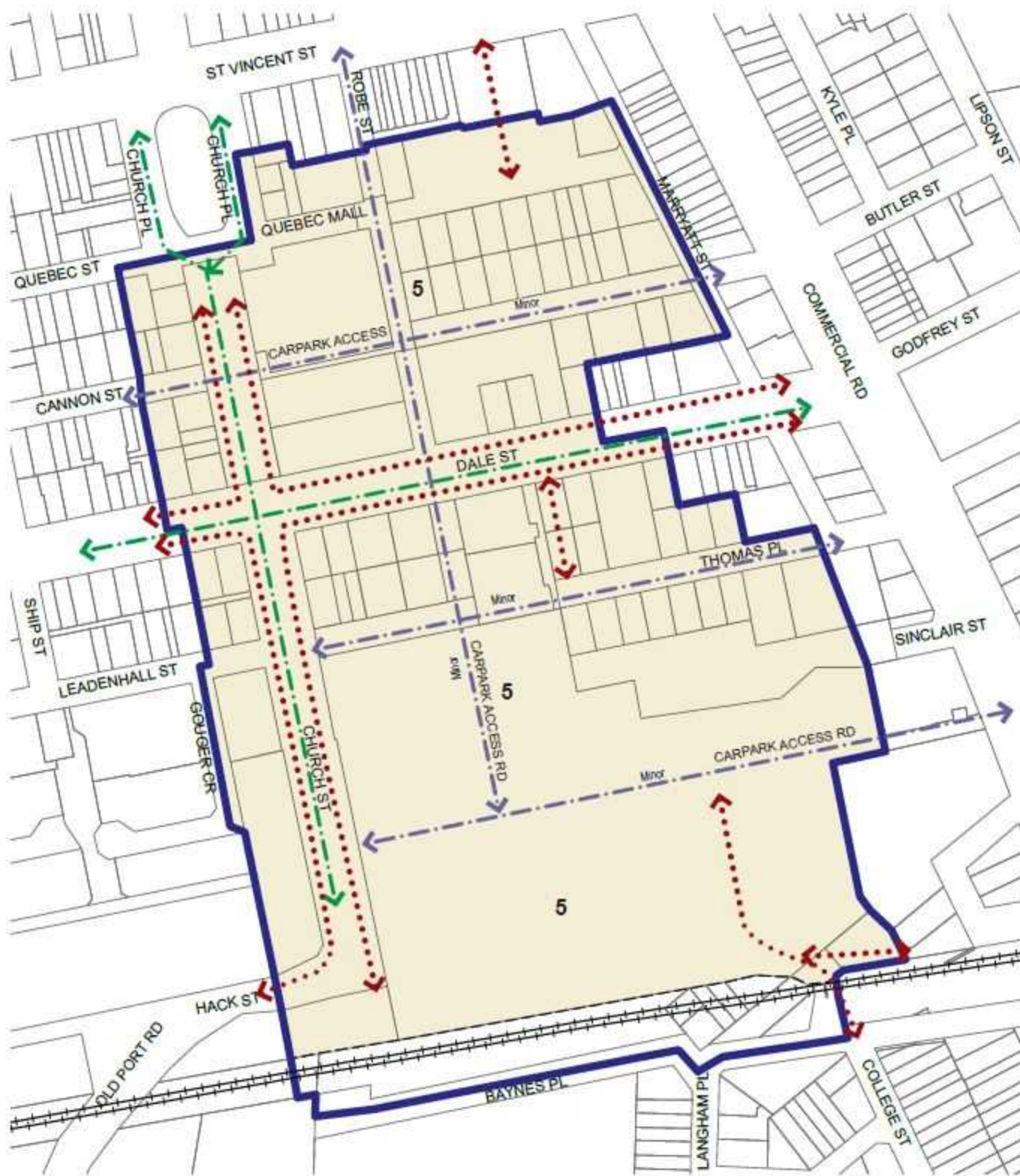
- 3 Development should be provided with safe and convenient access which:
 - (a) avoids unreasonable interference with the flow of traffic on adjoining roads
 - (b) accommodates the type and volume of traffic likely to be generated by the development or land use and minimises induced traffic through over-provision
 - (c) is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.
- 4 Vehicle parking areas should be sited and designed in a manner that will:
 - (a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development
 - (b) include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network
 - (c) not inhibit safe and convenient traffic circulation
 - (d) result in minimal conflict between customer and service vehicles

- (e) *avoid the necessity to use public roads when moving from one part of a parking area to another*
 - (f) *not dominate the character and appearance of a centre when viewed from public roads and spaces*
 - (g) *provide landscaping that will shade and enhance the appearance of the vehicle parking areas through the incorporation of trees that will grow to a height greater than 2.4 metres (unless it can be demonstrated that planting conditions will prevent trees from attaining such a height) and shrubbery and bushes not exceeding 60 centimetres in height)*
 - (h) *have regard to the amount, type and timing of movement generated by the use*
- 5 *Vehicle parking areas should be designed to reduce opportunities for crime by:*
- (a) *maximising the potential for passive surveillance by ensuring they can be overlooked from nearby buildings and roads*
 - (b) *incorporating walls and landscaping that do not obscure vehicles or provide potential hiding places*
 - (c) *being appropriately lit*
 - (d) *incorporating clearly identified and legible pedestrian routes*
 - (e) *maximising lines of sight between parking spaces and pedestrian exits and between parking spaces and pay booths.*

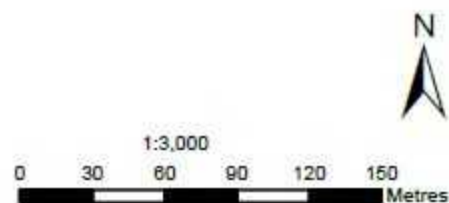
Waste

OBJECTIVES

- 1 *Development that, in order of priority, avoids the production of waste, minimises the production of waste, reuses waste, recycles waste for reuse, treats waste and disposes of waste in an environmentally sound manner.*

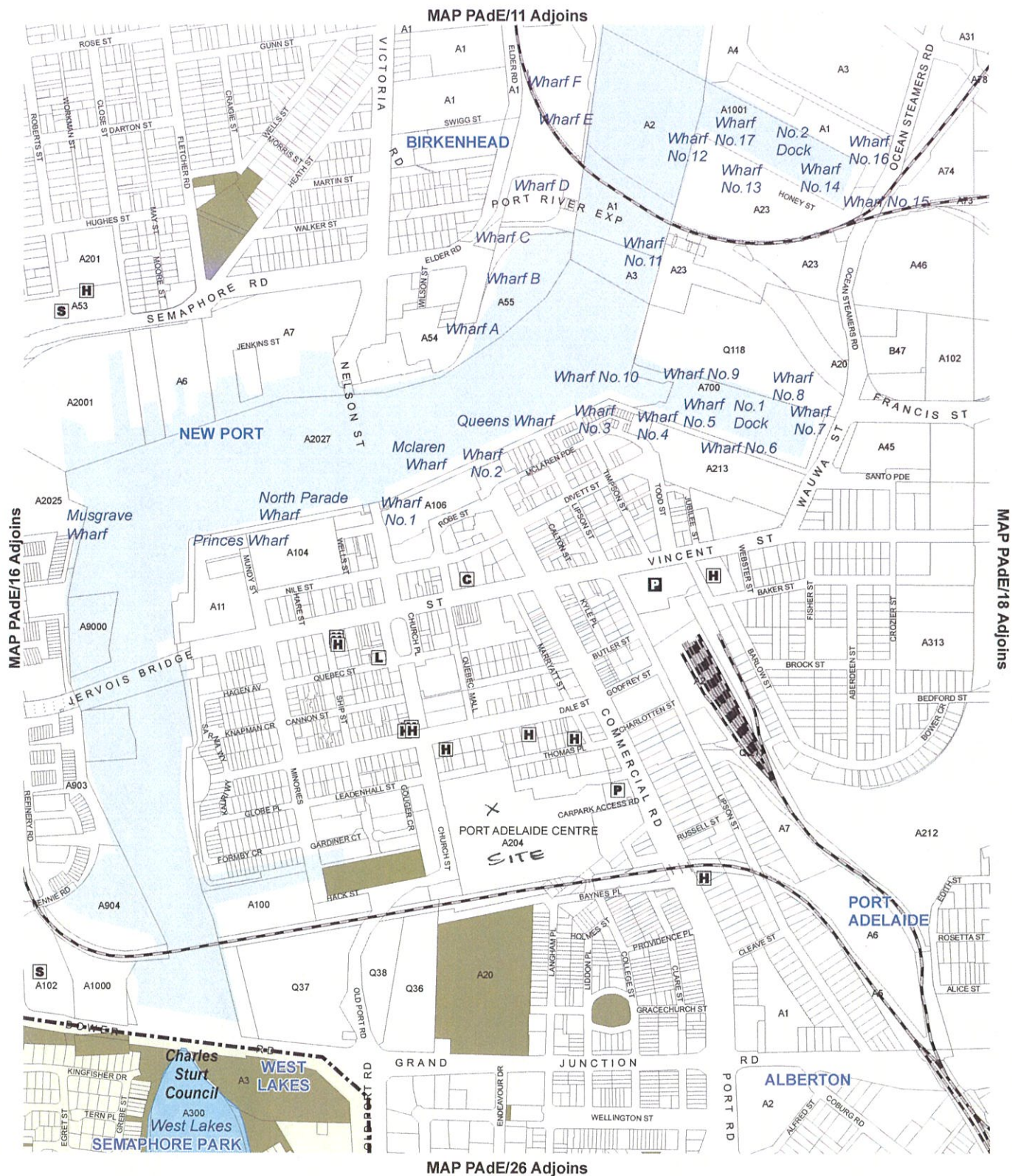


- 3 Maximum Building Height (Storeys)
- ⋯→ Pedestrian/Cycle Link
- - -> View Corridor
- - -> Revitalised Streets
- Passenger Rail
- Concept plan Boundary

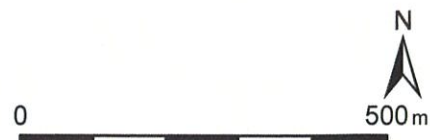


Concept Plan Map PAdE/42

RETAIL CORE POLICY AREA



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

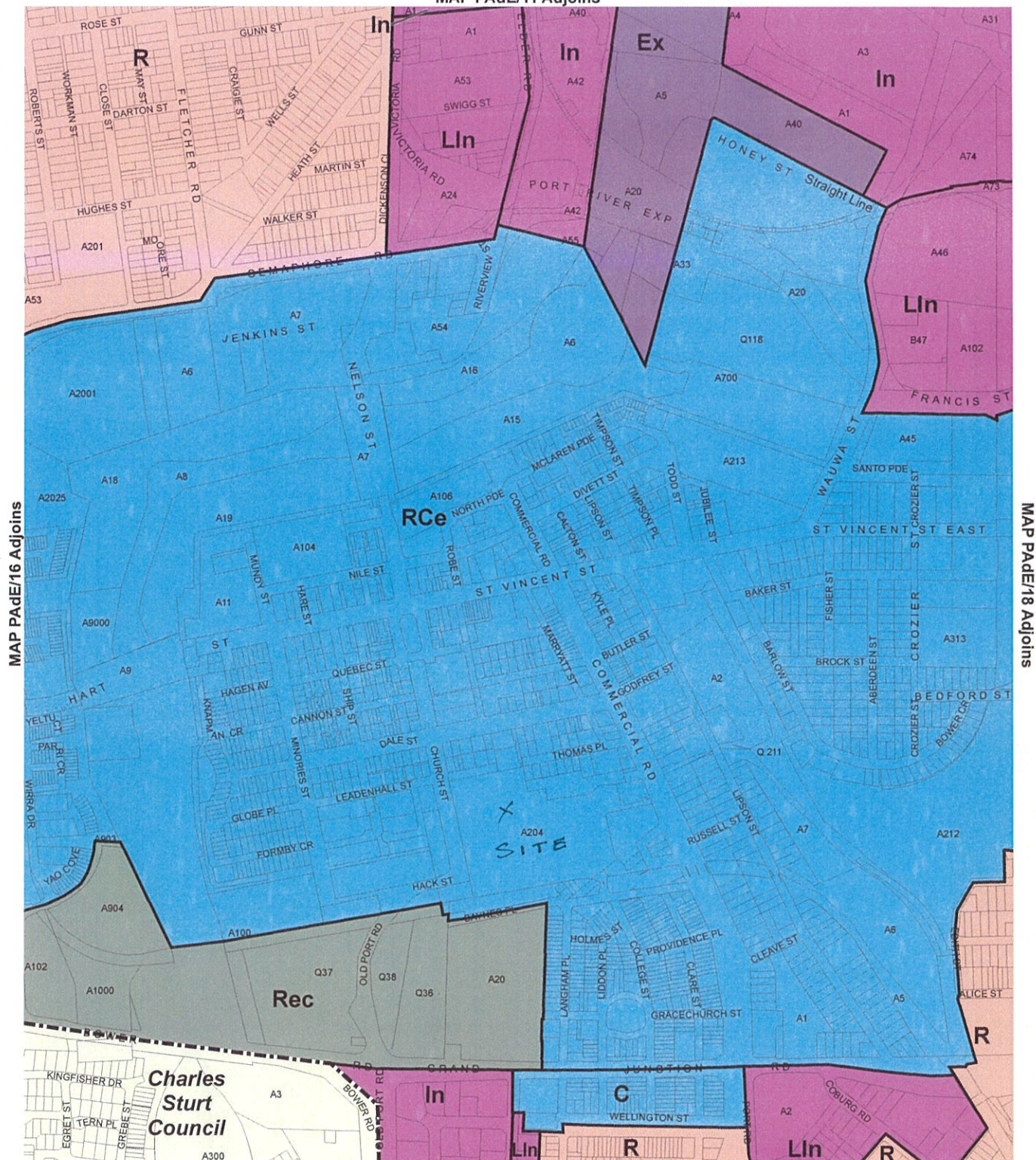


Location Map PAdE/17

PORT ADELAIDE ENFIELD COUNCIL

Consolidated - 21 April 2016

MAP PAdE/11 Adjoins



MAP PAdE/26 Adjoins

Lamberts Conformal Conic Projection, GDA94

Zones

- Commercial
- Excluded
- Industry
- Light Industry
- Recreation
- Regional Centre
- Residential

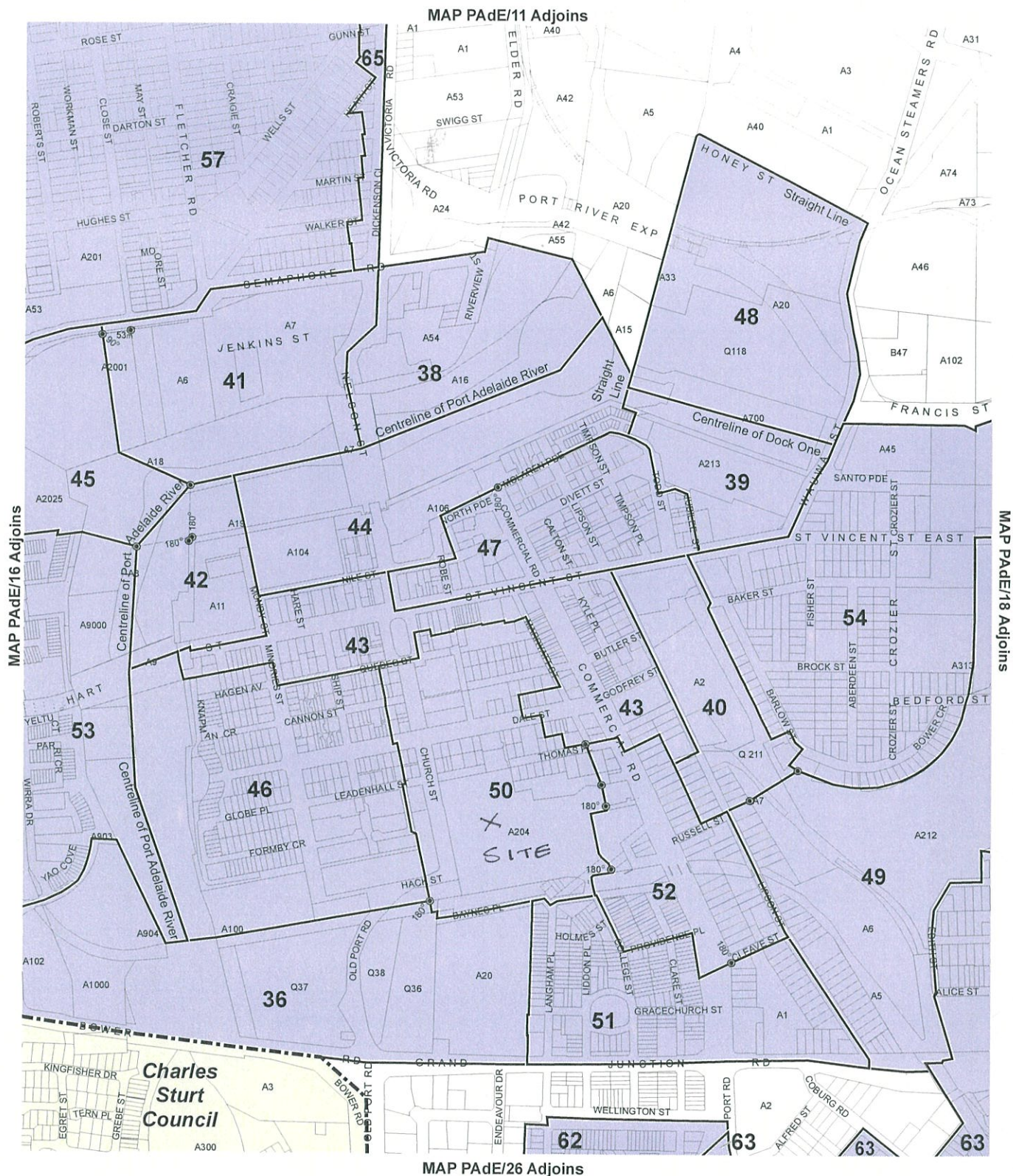
- Zone Boundary
- Development Plan Boundary

0 500m

Zone Map PAdE/17

PORT ADELAIDE ENFIELD COUNCIL

Consolidated - 21 April 2016



Lamberts Conformal Conic Projection, GDA94

Policy Area

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

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

- Policy Area Boundary
- Development Plan Boundary



Policy Area Map PAdE/17

PORT ADELAIDE ENFIELD COUNCIL

Consolidated - 21 April 2016

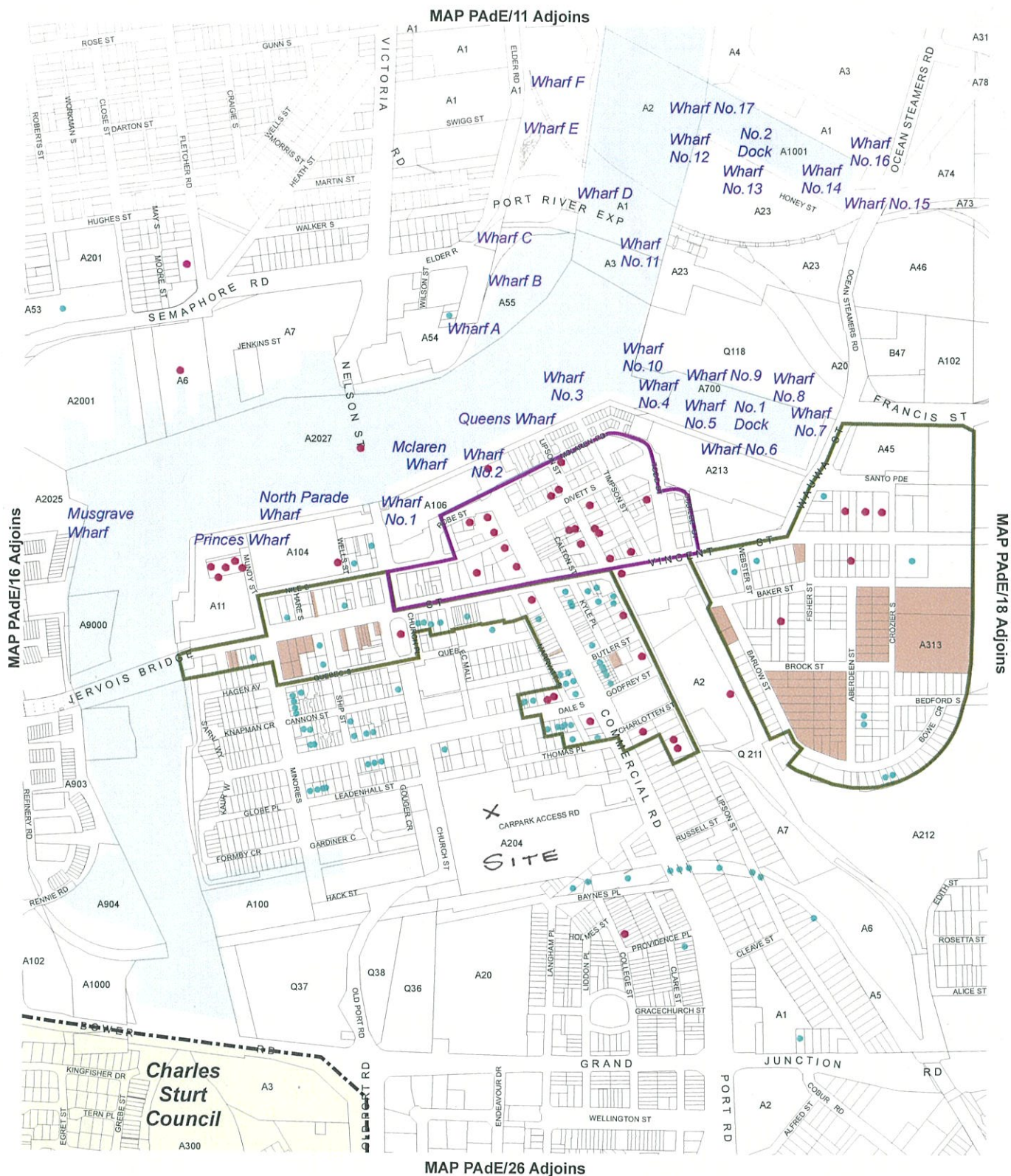


Table PAdE/5A - Off Street Vehicle Parking Requirements for Designated Areas

Interpretation

- 1 The vehicle parking rates table applies to Designated Areas listed below except where:
 - (a) any applicable condition(s) is/are not met
 - (b) the zone provisions require a lesser amount of on-site vehicular parking spaces than the amount determined using the vehicle parking rates table below.

Designated Areas

- 2 The following are Designated Areas:

Designated Area	Conditions
Regional Centre	None
District Centre Zone	Any part of the development is located in accordance with at least one of the following: <ol style="list-style-type: none"> (a) within 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service⁽²⁾ (b) within 400 metres of a bus interchange⁽¹⁾ that is part of a high frequency public transit service⁽²⁾ (c) within 400 metres of an O-Bahn interchange⁽¹⁾ (d) within 400 metres of a passenger rail station⁽¹⁾ that is part of a high frequency public transit service⁽²⁾ (e) within 400 metres of a passenger tram station⁽¹⁾ (f) within 400 metres of the Adelaide Parklands.
Local Centre	
Neighbourhood Centre Zone	
Suburban Neighbourhood Zone - Neighbourhood Activity Centre shown on Concept Plan Map PAdE/21 - Northgate Neighbourhood Activity Centre	

⁽¹⁾ Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles

⁽²⁾ A high frequency public transit service is a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm.

Applicable off-street vehicular parking requirements

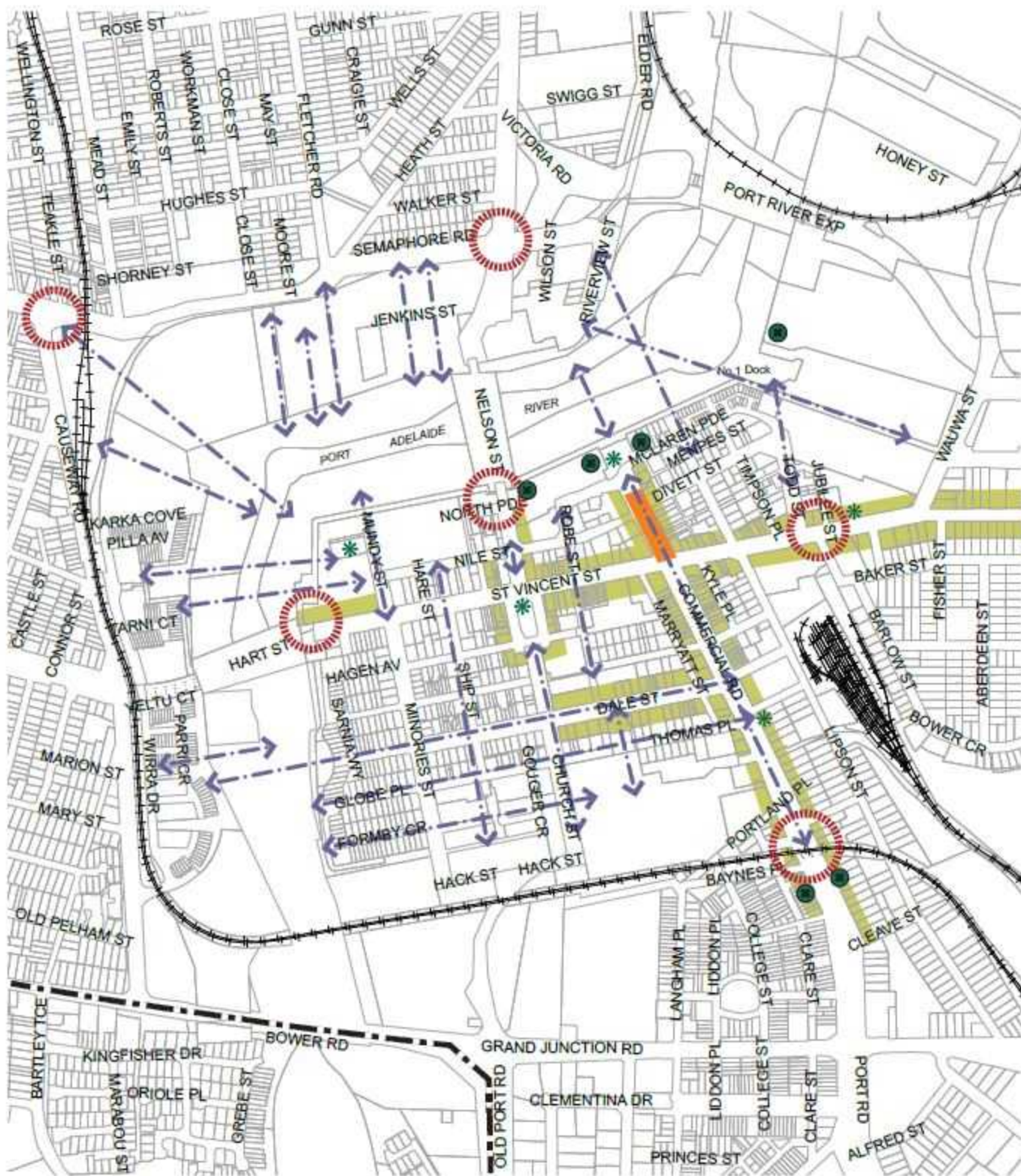
- 3 Development should provide off-street vehicle parking in accordance with the table(s) below. A lesser number of parking spaces may be provided based on the nature of the development and parking condition in the wider locality including (but not limited to) the following:
 - (a) the development is a mixed use development with integrated (shared) parking where the respective peak parking demands across the range of uses occurs at different times
 - (b) the development is sited in a locality where the respective peak demands for parking for the range of uses (existing and proposed) occurs at different times and suitable arrangements are in place for the sharing of adjoining or nearby parking areas
 - (c) the development involves the retention and reuse of a place of heritage value, where the provision of on-site parking is constrained

- (d) suitable arrangements are made for any parking shortfall to be met elsewhere or by other means (including a contribution to a car parking fund)
- (e) generous on-street parking and/or public parking areas are available and in convenient proximity, other than where such parking may become limited or removed by future loss of access, restrictions, road modifications or widening
- (f) the site of the development is located within distances specified in the conditions applicable to Designated Areas for at least two different public transit modes.

VEHICLE PARKING RATES TABLES

TABLE 1: Non-residential development excluding tourist accommodation

Location of development	Desired minimum number of vehicle parking spaces	Maximum number of vehicle parking spaces
All <i>Designated Areas</i> (unless otherwise stated)	3 spaces per 100 square metres of gross leasable floor area	6 spaces per 100 square metres of gross leasable floor area



- 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



1:10,000
0 110 220 330 440 550 Metres

Concept Plan Map PAdE/29

PORT ADELAIDE

KEY VISUAL ELEMENTS

PORT ADELAIDE ENFIELD COUNCIL
Consolidated - 21 April 2016



DRAWINGS

SK01	COVER SHEET
SK02	LOCATION AND CONTEXT PLAN
SK03	SITE PLAN
SK04	DEMOLITION PLAN
SK05	GROUND FLOOR PLAN
SK06	FIRST FLOOR PLAN
SK07	ELEVATIONS
SK08	CONTEXT ELEVATIONS
SK09	SECTIONS
SK10	PERSPECTIVES
SK11	PERSPECTIVES
SK12	CONTEXT PERSPECTIVES
SK13	MATERIAL AND FINISHES

PRECISION GROUP
Level 25, 9 Castlereagh St Sydney NSW

PORT CENTRAL SHOPPING
CENTRE REDEVELOPMENT

Cover Sheet

44 Currie Street
Adelaide SA 5000
(08) 8205 0111

HARDY MILAZZO
architecture + interior design

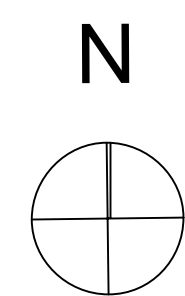
SK01
Job No. 6800-1
29/03/2017

LEGEND

- CARPARK
- PROPOSED MALL
- EXISTING MALL
- MAIN ROAD
- SECONDARY ROAD
- PEDESTRIAN LINK
- SHOP FRONTAGE
- SURROUNDING BUILDINGS
- BUS STOP
- PEDESTRIAN CROSSING
- RAILWAY LINE



LOCATION AND CONTEXT PLAN
1:2000



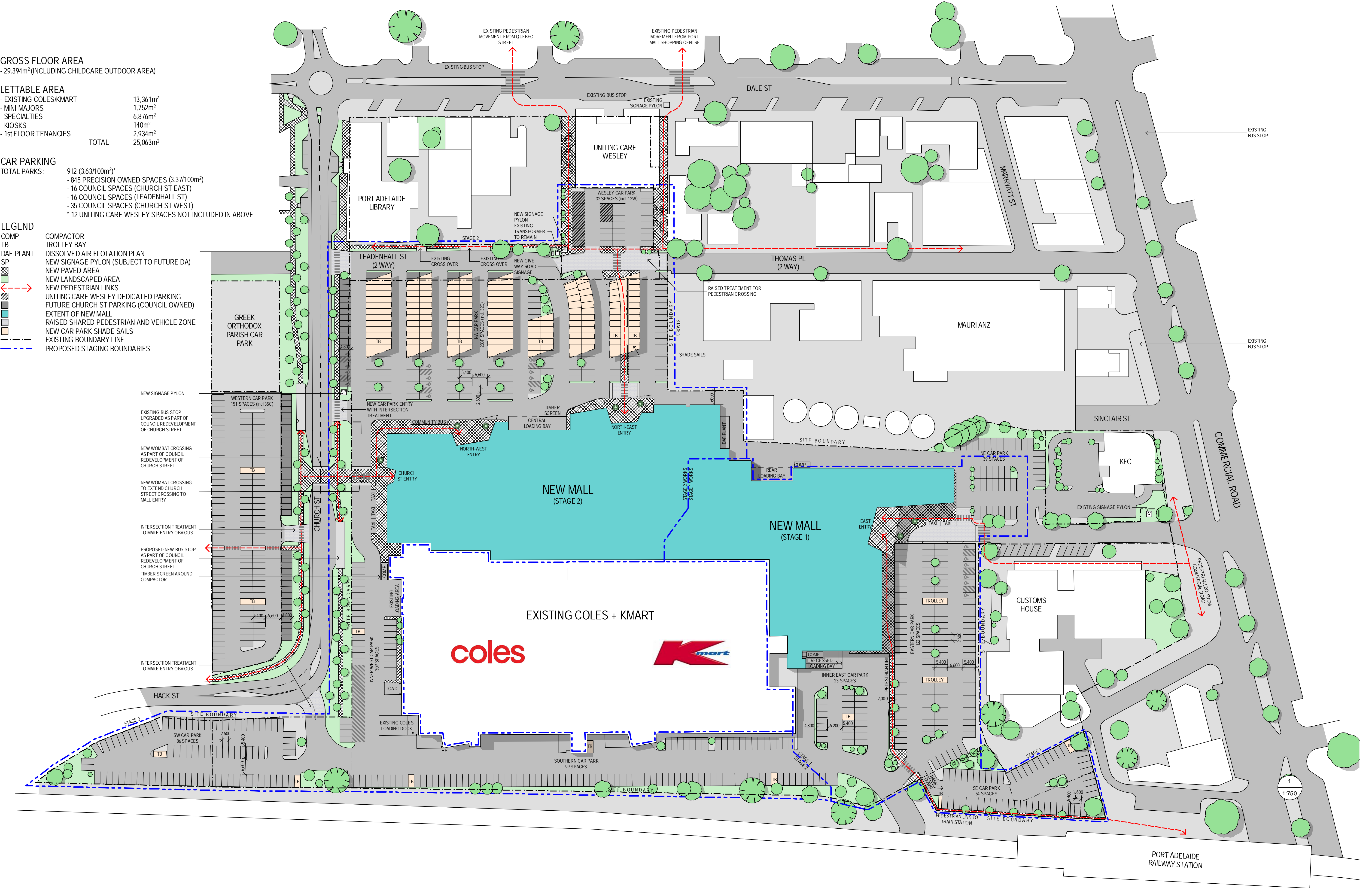
GROSS FLOOR AREA
- 29,394m² (INCLUDING CHILDCARE OUTDOOR AREA)

LETTABLE AREA

- EXISTING COLES/KMART	13,361m ²
- MINI MAJORS	1,752m ²
- SPECIALTIES	6,876m ²
- KIOSKS	140m ²
- 1st FLOOR TENANCIES	2,934m ²
TOTAL	25,063m ²

CAR PARKING
TOTAL PARKS: 912 (3.63/100m²)*
- 845 PRECISION OWNED SPACES (3.37/100m²)
- 16 COUNCIL SPACES (CHURCH ST EAST)
- 16 COUNCIL SPACES (LEADENHALL ST)
- 35 COUNCIL SPACES (CHURCH ST WEST)
* 12 UNITING CARE WESLEY SPACES NOT INCLUDED IN ABOVE

- LEGEND
- COMP COMPACTOR
 - TB TROLLEY BAY
 - DAF PLANT DISSOLVED AIR FLotation PLAN
 - SP NEW SIGNAGE PYLON (SUBJECT TO FUTURE DA)
 - NEW PAVED AREA
 - NEW LANDSCAPED AREA
 - NEW PEDESTRIAN LINKS
 - UNITING CARE WESLEY DEDICATED PARKING
 - FUTURE CHURCH ST PARKING (COUNCIL OWNED)
 - EXTENT OF NEW MALL
 - RAISED SHARED PEDESTRIAN AND VEHICLE ZONE
 - NEW CAR PARK SHADE SAILS
 - EXISTING BOUNDARY LINE
 - PROPOSED STAGING BOUNDARIES

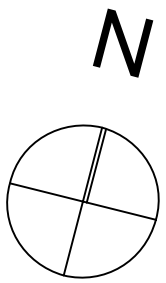


SITE PLAN
1:750

PRECISION GROUP
Level 25, 9 Castlereagh St Sydney NSW

PORT CENTRAL SHOPPING
CENTRE REDEVELOPMENT

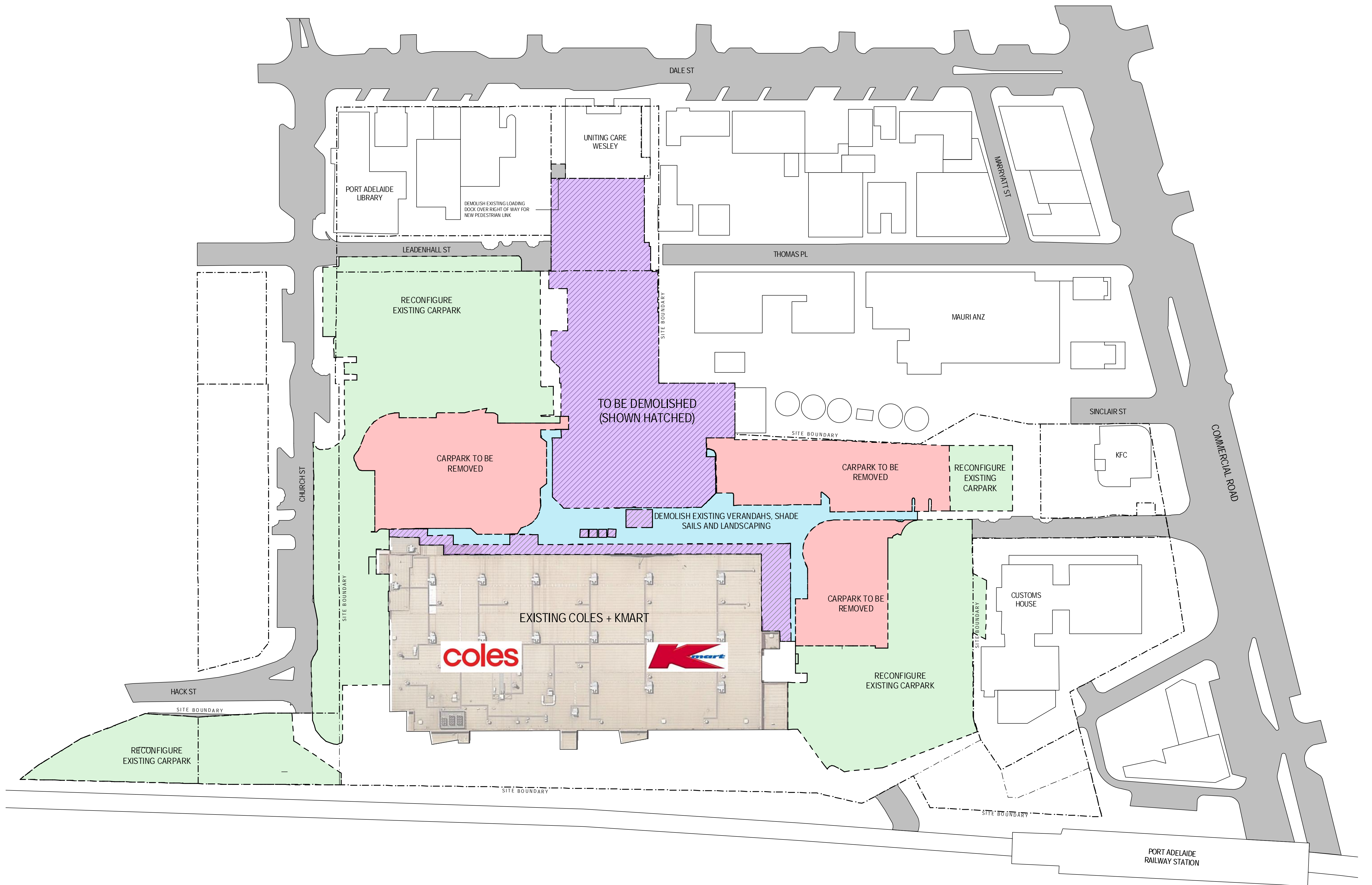
Site Plan



44 Currie Street
Adelaide SA 5000
(08) 8205 0111



SK03
Job No. 6800-1
11/04/2017

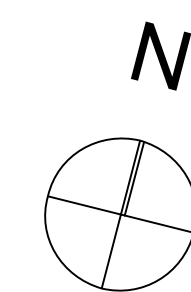


DEMOLITION PLAN
1:750

PRECISION GROUP
Level 25, 9 Castlereagh St Sydney NSW

PORT CENTRAL SHOPPING
CENTRE REDEVELOPMENT

Demolition Plan



44 Currie Street
Adelaide SA 5000
(08) 8205 0111



SK04
Job No. 6800-1
29/03/2017

STAGING AREAS

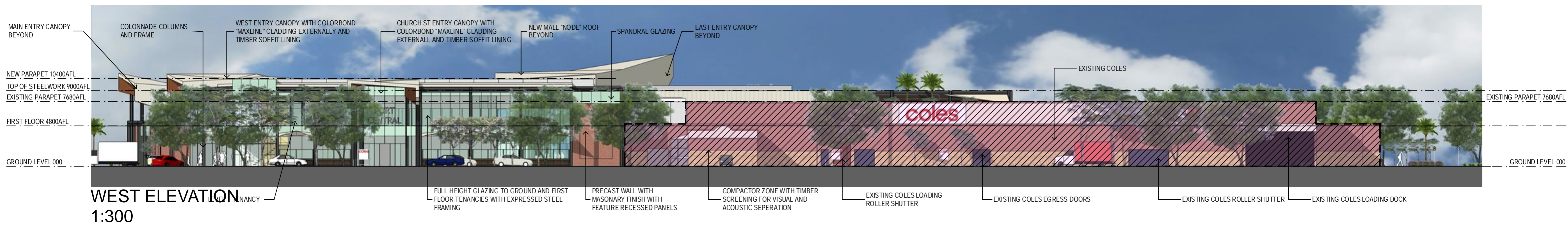
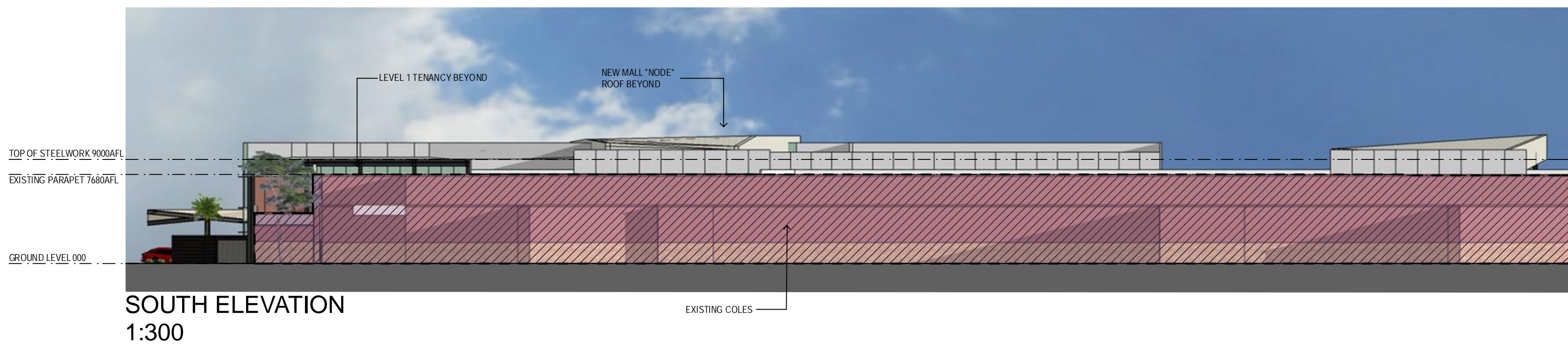
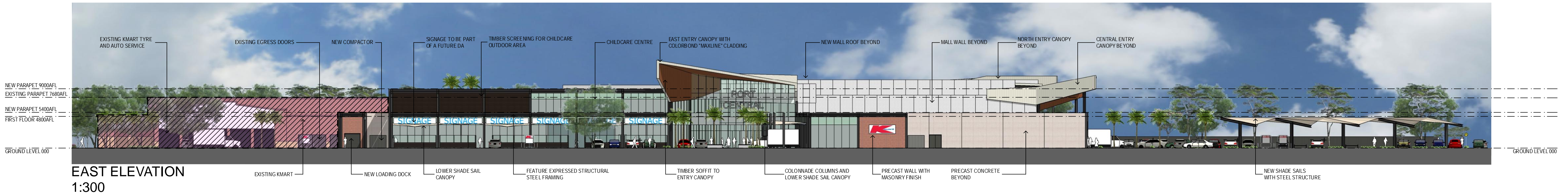
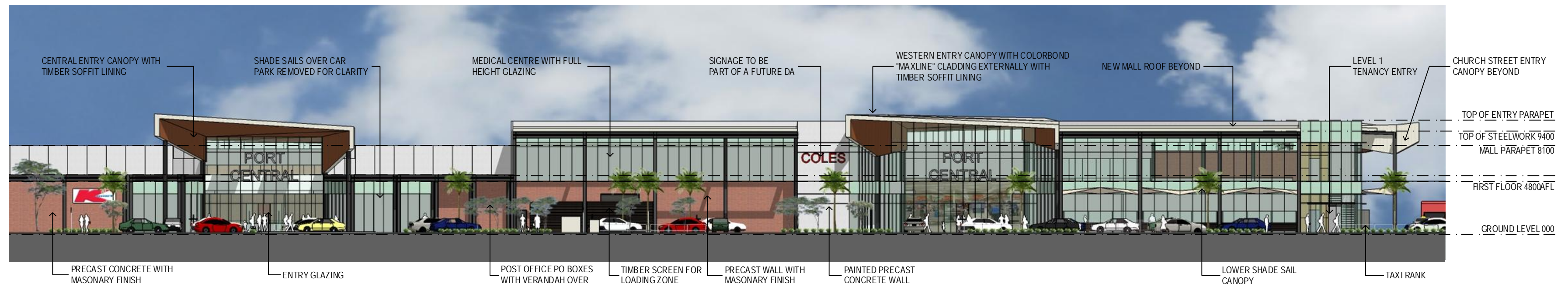
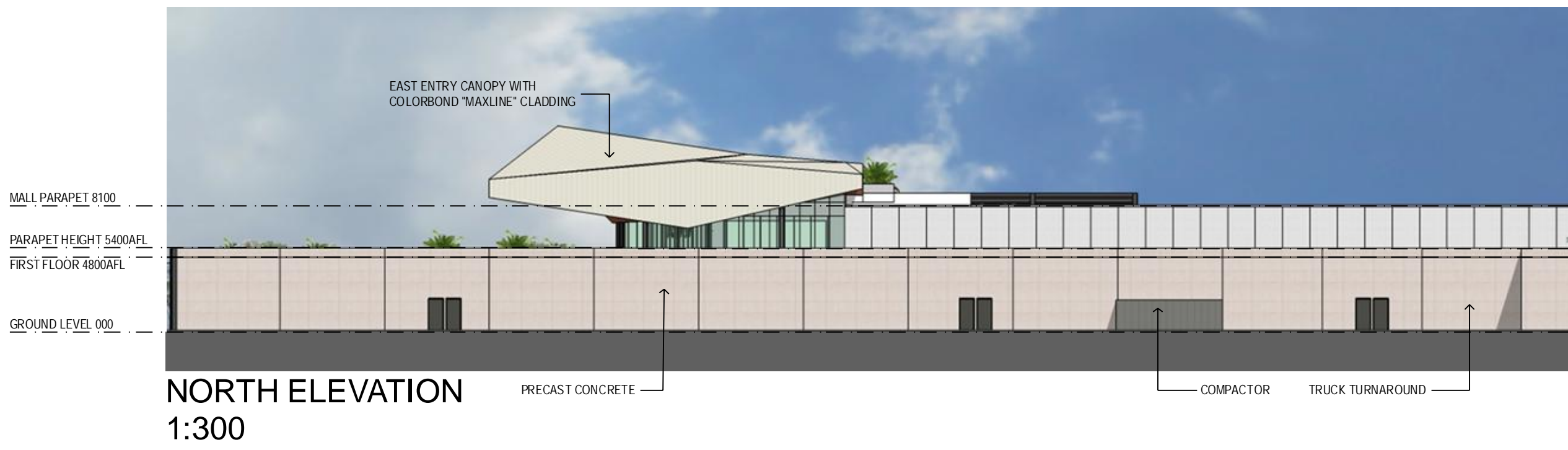
TENANCIES AS PART OF STAGE 1

TENANCIES AS PART OF STAGE 2



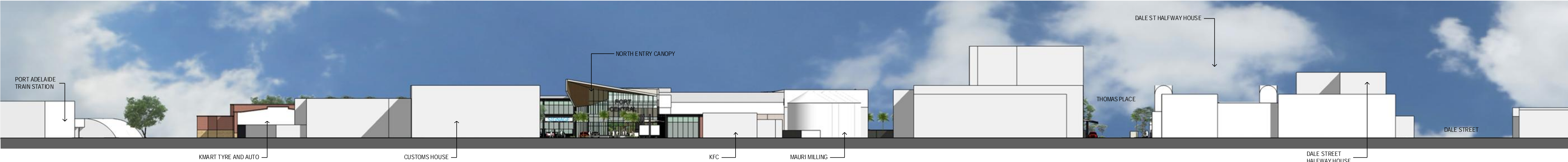
FIRST FLOOR PLAN
1:500







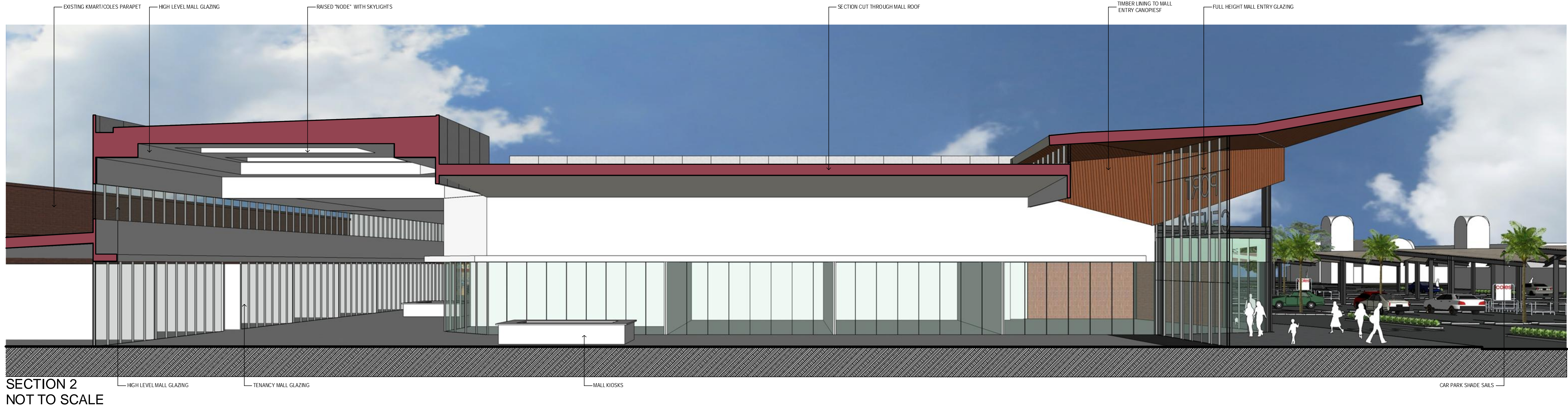
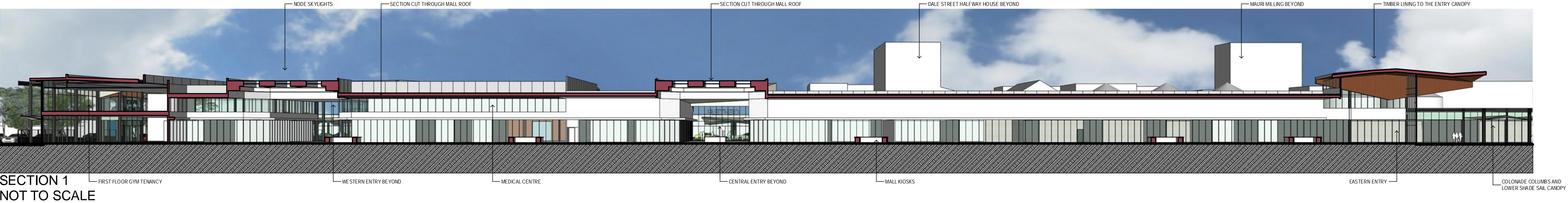
DALE STREET (NORTH) ELEVATION
1:500



COMMERCIAL ROAD (EAST) ELEVATION
1:500



CHURCH STREET (WEST) ELEVATION
1:500





EAST ENTRY



DALE LANE PEDESTRIAN LINK



EASTERN RESTAURANTS



CHURCH STREET ENTRY



LEADENHALL STREET



WESTERN ENTRY & FIRST FLOOR GYM



CENTRAL ENTRY



GYM ENTRY AND OUTDOOR EATING

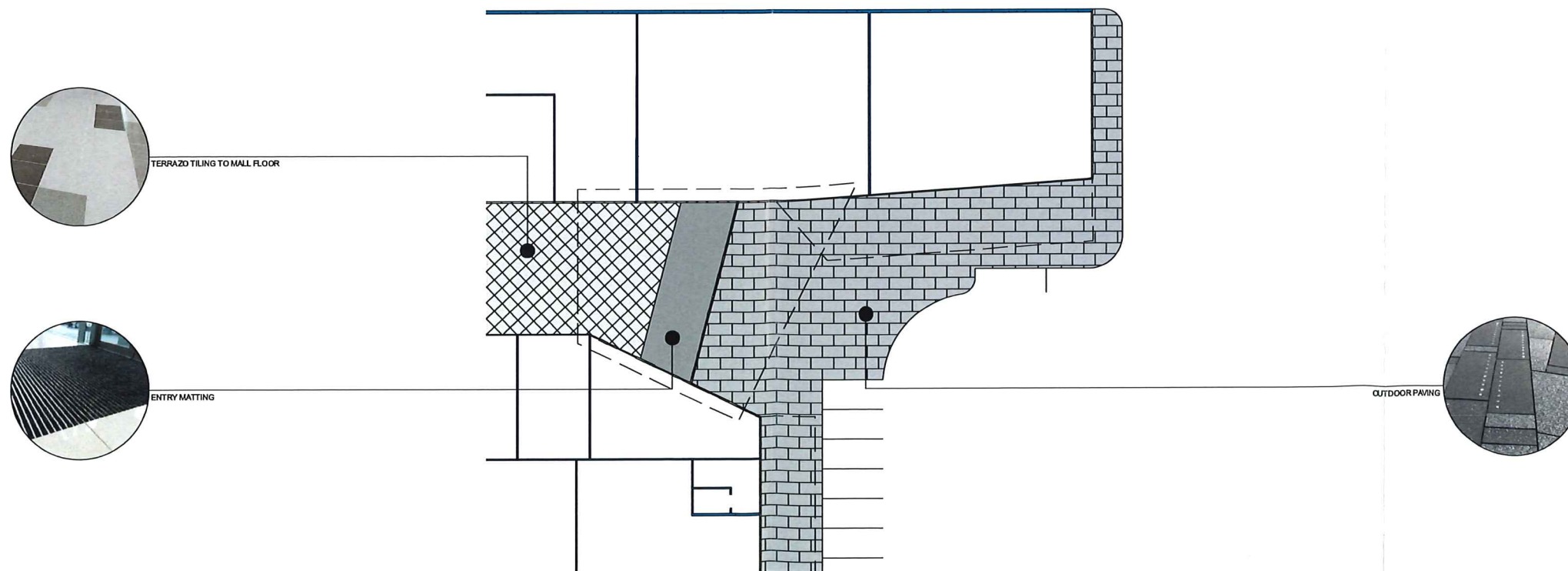
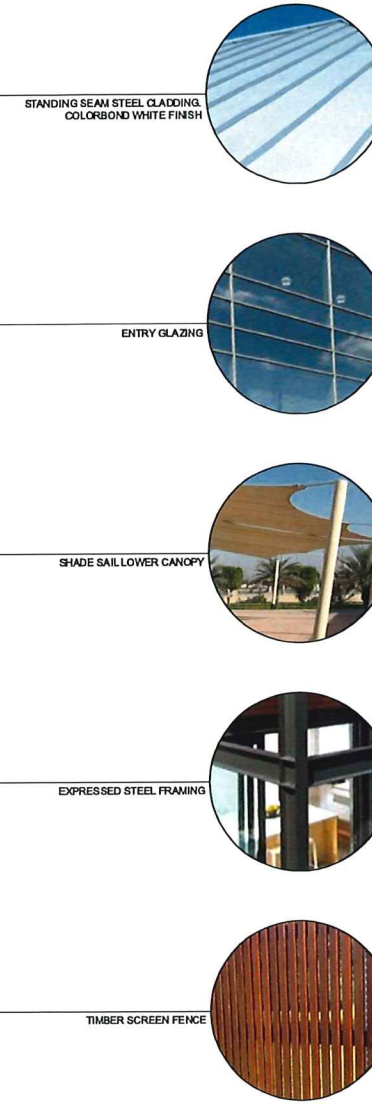
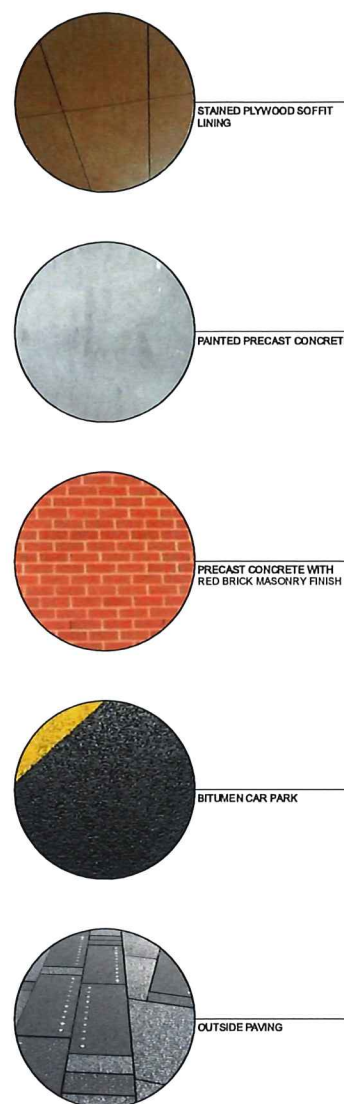


CENTRAL ENTRY



PEDESTRIAN LINK TO CENTRAL ENTRY







PEDESTRIAN LINK TO TRAIN STATION 1:500

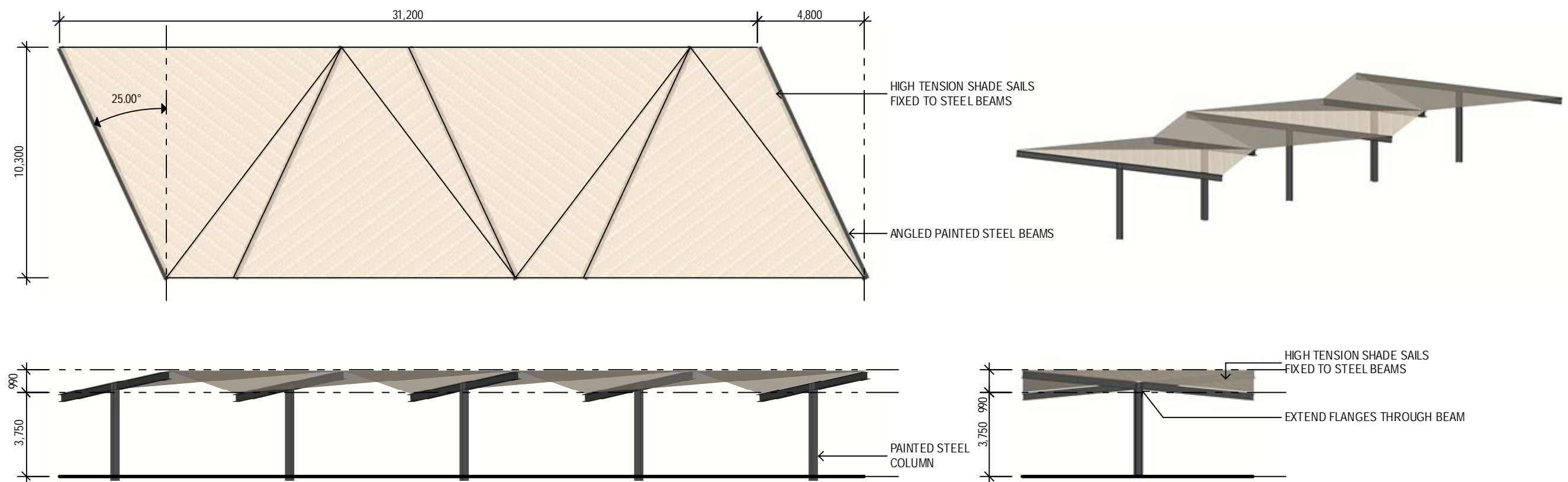
PRECISION GROUP
Level 25, 9 Castlereagh St Sydney NSW

PORT CENTRAL SHOPPING
CENTRE REDEVELOPMENT

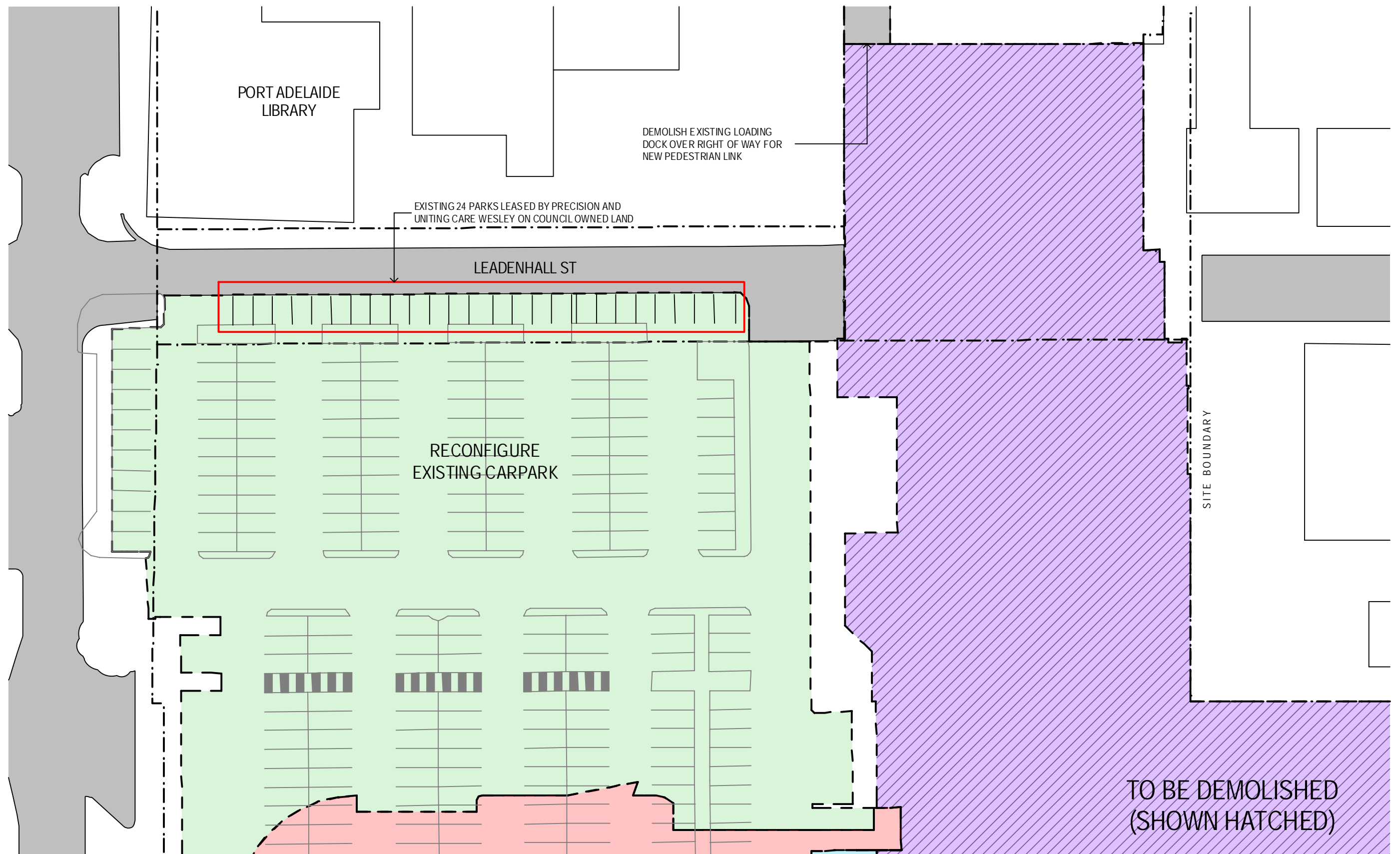
Pedestrian Link to Station

44 Currie Street
Adelaide SA 5000
(08) 8205 0111
HARDY MILAZZO
architecture + interior design

SK14
Job No. 6800-1
31/07/2017

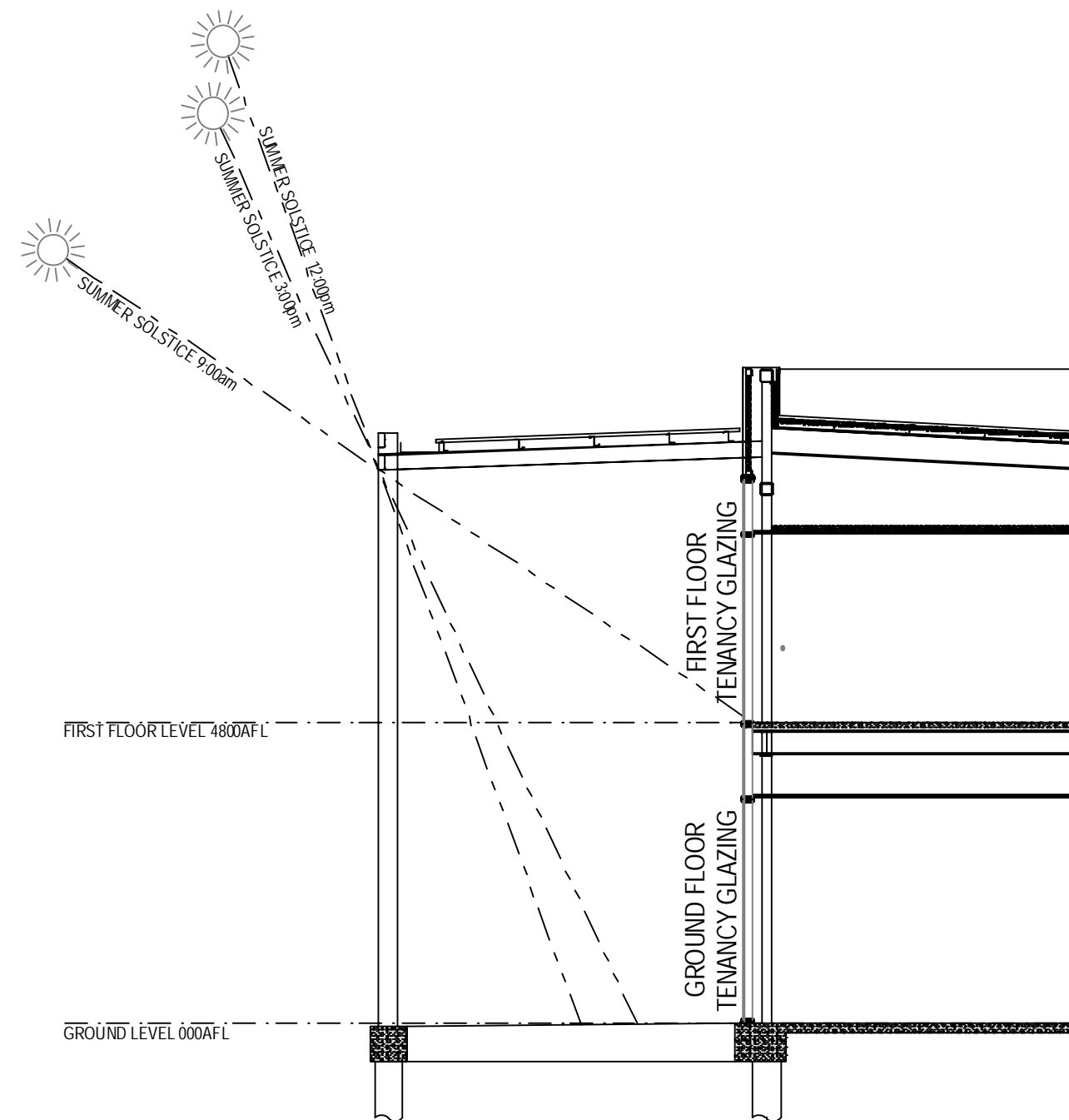


SHADE SAIL DETAILS
1:200

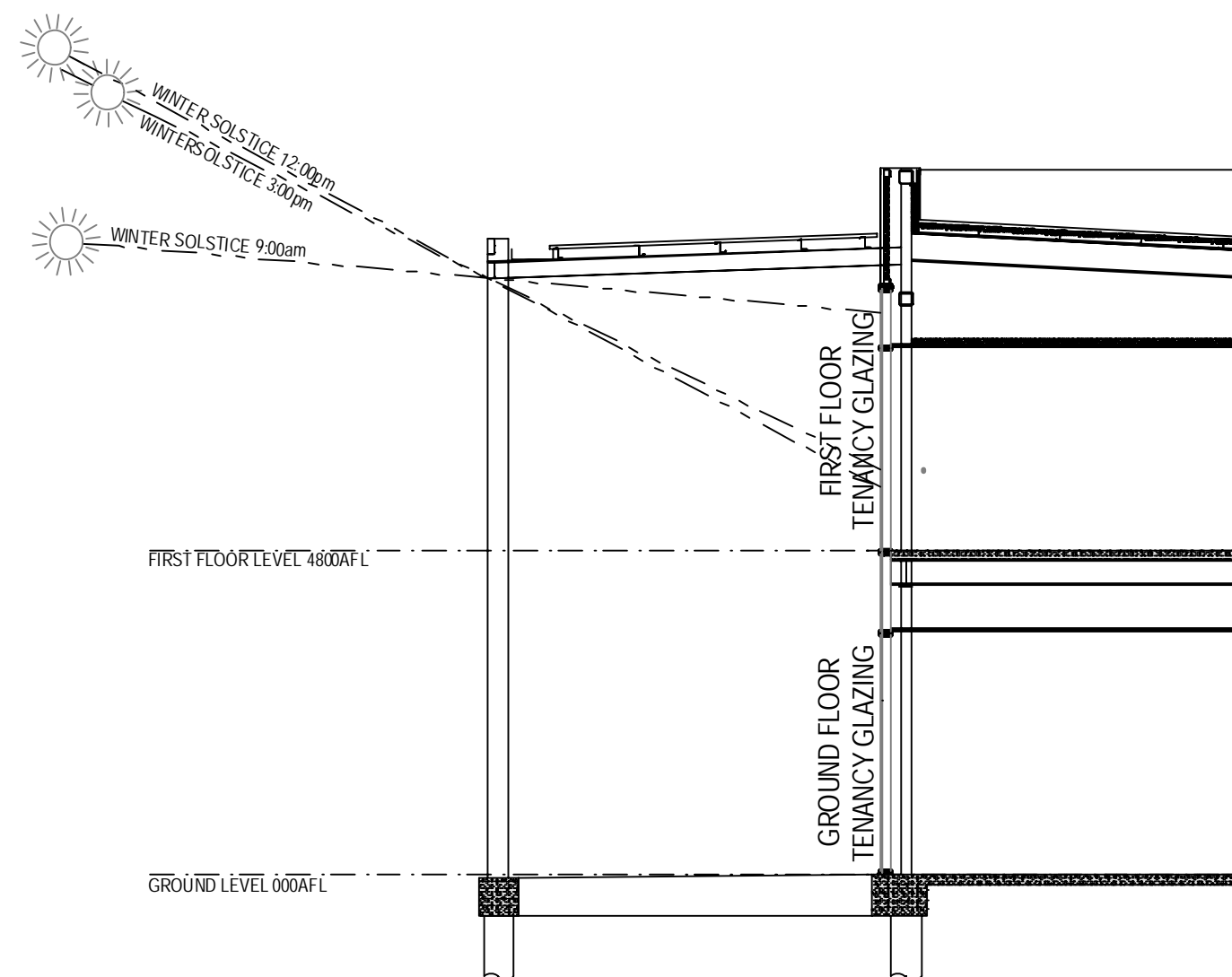


EXISTING LEADENHALL ST PARKING

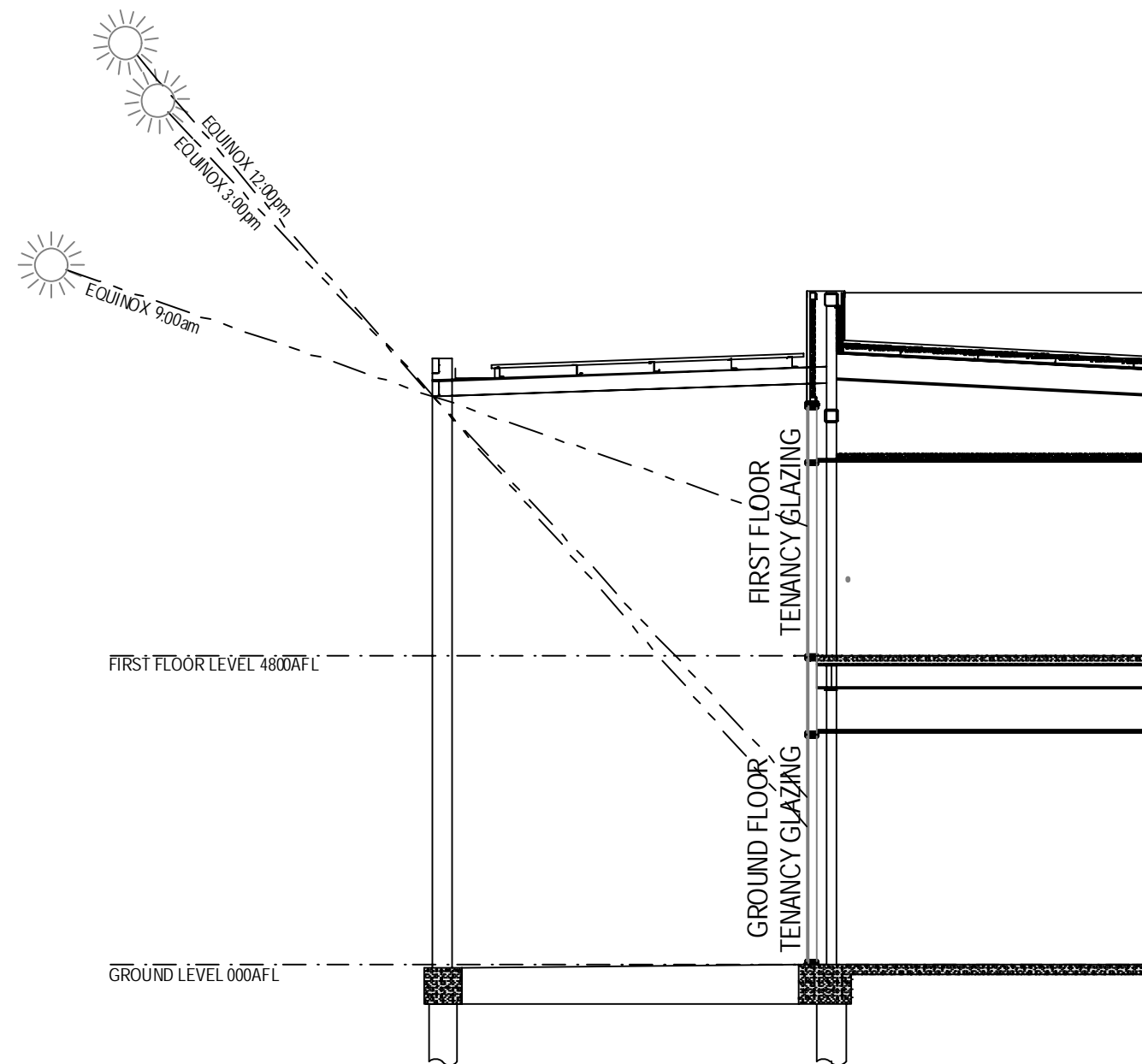
1:500



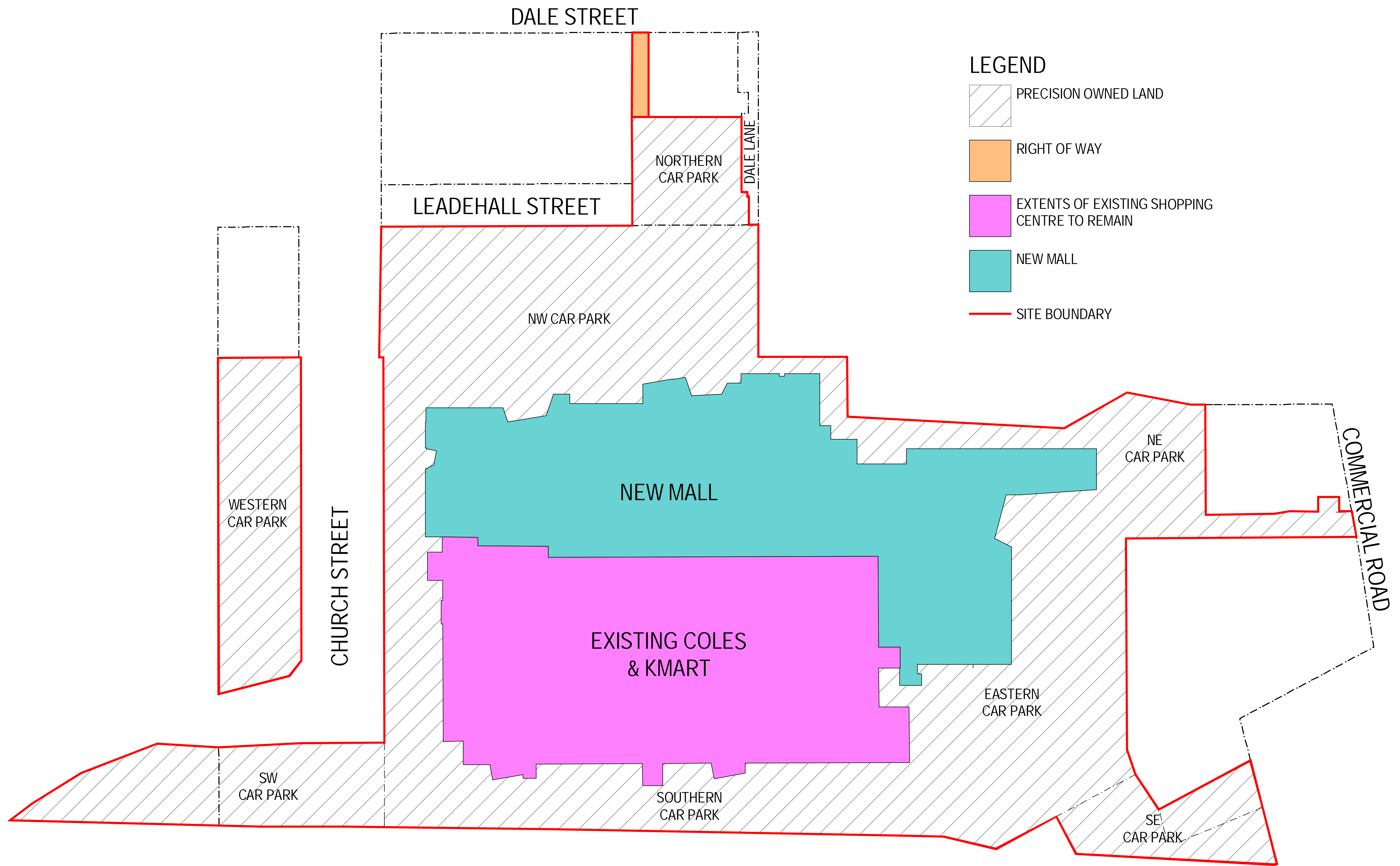
22 DECEMBER - SUN SHADING



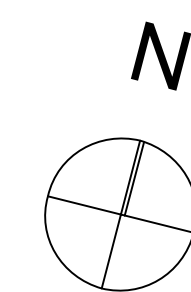
22 WINTER - SUN SHADING



22 MARCH - SUN SHADING

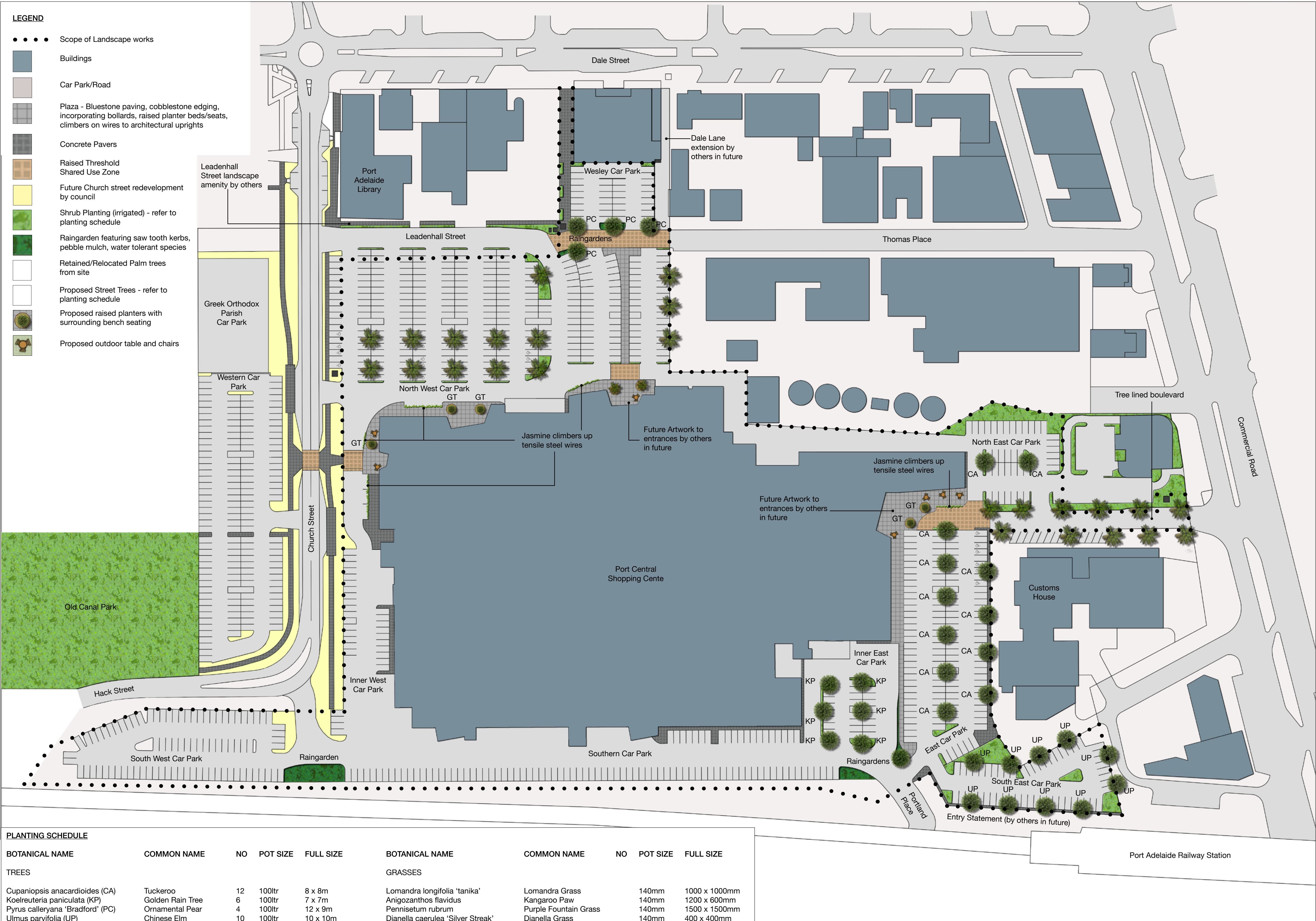


SITE PLAN
1:750



LEGEND

- • • • Scope of Landscape works
- Buildings
- Car Park/Road
- Plaza - Bluestone paving, cobblestone edging, incorporating bollards, raised planter beds/seats, climbers on wires to architectural uprights
- Concrete Pavers
- Raised Threshold Shared Use Zone
- Future Church street redevelopment by council
- Shrub Planting (irrigated) - refer to planting schedule
- Raingarden featuring saw tooth kerbs, pebble mulch, water tolerant species
- Retained/Relocated Palm trees from site
- Proposed Street Trees - refer to planting schedule
- Proposed raised planters with surrounding bench seating
- Proposed outdoor table and chairs



PLANTING SCHEDULE

BOTANICAL NAME	COMMON NAME	NO	POT SIZE	FULL SIZE	BOTANICAL NAME	COMMON NAME	NO	POT SIZE	FULL SIZE
TREES					GRASSES				
Cupaniopsis anacardioides (CA)	Tuckeroo	12	100ltr	8 x 8m	Lomandra longifolia 'tanika'	Lomandra Grass	140mm	1000 x 1000mm	
Koelreuteria paniculata (KP)	Golden Rain Tree	6	100ltr	7 x 7m	Anigozanthos flavidus	Kangaroo Paw	140mm	1200 x 600mm	
Pyrus calleryana 'Bradford' (PC)	Ornamental Pear	4	100ltr	12 x 9m	Pennisetum rubrum	Purple Fountain Grass	140mm	1500 x 1500mm	
Ulmus parvifolia (UP)	Chinese Elm	10	100ltr	10 x 10m	Dianella caerulea 'Silver Streak'	Dianella Grass	140mm	400 x 400mm	
Gleditsia triacanthos 'continental' (GT)	Honey-Locust	5	100ltr	9 x 5m	Isolepis nodosa	Knobby Club Rush	140mm	600 x 600mm	
		Total: 37							
SHRUBS					CLIMBERS				
Acacia cognata 'Limelight'	Dwarf Acacia	140mm	1000 x 1500mm		Trachelospermum jasminoides	Star Jasmine	140mm	500 x 500mm	
Callistemon 'Little John'	Calistemon	140mm	1500 x 1500mm						
Carpobrotus glaucescens	Pig Face	140mm	400 x 2000mm						
Hardenbergia violacea	Purple Coral Pea	140mm	1000 x 3000mm						
Leucophyta brownii	Cushion Bush	140mm	600 x 1000mm						
Myoporum parvifolium 'Purpurea'	Creeping Boobialla	140mm	1500 x 100mm						
Rosmarinus officinalis 'Blue Lagoon'	Rosemary	140mm	1500 x 1000mm						

NOTES

SURFACES

- Concrete Pavers
- Bluestone Modular Format Pavers
- Cobblestone Edging
- Bitumised Road Surface
- Coloured Bitumen to Shared Use Zone
- Resin Bound Pebble to Trees
- Pebble/Bar Mulch to Shrub Beds

FURNITURE

- Street furniture constructed from timber and steel
- Bollards concrete/stainless steel

WSUD TREATMENTS

- Inlets & wells to Street Trees
- Sawtooth Kerbs to Raingardens

TREES

- Existing trees retained/reused where possible

PROJECT: PORT CENTRAL SHOPPING CENTRE MASTERPLAN, SA

CLIENT: PRECISION GROUP
C/O HARDY MILAZZO



JOB NO: S-17-02
DWG NO: 101
REVISION: A
DATE: 03/03/2017
SCALE: 1:750 @ A1



DEVELOPMENT APPLICATION FORM

COUNCIL: PORT ADELAIDE ENFIELD

APPLICANT: PRECISION GROUP

Postal Address: C/- MASTERPLAN SA
33 CARRINGTON STREET ADELAIDE SA 5000

OWNER: PORT CANAL SHOPPING CENTRE PTY LTD OF CARE PRECISION GROUP

Postal Address: LEVEL 25/9 CASTLEREAGH STREET SYDNEY NSW 2000

BUILDER: TBA

Postal Address: _____

Licence No: _____

CONTACT PERSON FOR FURTHER INFORMATION:

Name: GREG VINCENT - MASTERPLAN SA PTY LTD

Telephone: 8193 5600

Facsimile: 8221 6001

Mobile: 0413 832 603

EXISTING USE:

SHOPPING CENTRE

FOR OFFICE USE

Development No: _____

Previous Development No: _____

Assessment No: _____

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

	Decision	Fees	Receipt No	Date
Planning:	YES			
Building:				
Land Division:				
Additional:				
Dev Approval:				

DESCRIPTION OF PROPOSED DEVELOPMENT:

PARTIAL DEMOLITION OF SHOPPING CENTRE AND ANCILLARY STRUCTURES, CONSTRUCTION OF RETAIL AND COMMERCIAL TENANCIES, FOOD COURT, MALL, ENTRANCEWAYS, CANOPIES, SERVICE LANE, LOADING DOCKS, CAR PARKING AND ASSOCIATED FACILITIES

LOCATION OF PROPOSED DEVELOPMENT:

House No: 200 Lot No: _____ Street: COMMERCIAL ROAD Town/Suburb: PORT ADELAIDE

Section No (full/part): _____ Hundred: _____ Volume: VARIOUS Folio: _____

Section No (full/part): _____ Hundred: _____ Volume: _____ Folio: _____

LAND DIVISION:

Site Area (m²): _____ Reserve Area (m²): _____ No of Existing Allotments: _____

Number of Additional Allotments - (Excluding Road and Reserve): _____ Lease: YES: ☐ NO: ☐

BUILDING RULES CLASSIFICATION SOUGHT:

If Class 5, 6, 7, 8 or 9 classification is sought, state the proposed number of employees: _____ Female: _____ Male: _____

If Class 9a classification is sought, state the number of persons for whom accommodation is required: _____

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

DOES EITHER SCHEDULE 21 OR 22 OF THE DEVELOPMENT REGULATIONS 2008 APPLY?

YES: ☐ NO: ☒

HAS THE CONSTRUCTION INDUSTRY TRAINING FUND ACT 1993 LEVY BEEN PAID?

YES: ☐ NO: ☒

DEVELOPMENT COST (Do not include any fit-out costs): \$32.5 MILLION

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

SIGNATURE: _____

Dated: 12 APRIL 2017

FOR AND ON BEHALF OF PRECISION GROUP

DEVELOPMENT REGULATIONS 2008

**Form of Declaration
(Schedule 5, Clause 2A)**

To: Development Assessment Commission
From: Precision Group
Date of Application: 12 April 2017

Location of Proposed Development:

House Number:	<u>200</u>	Lot Number:	
Street:	<u>Commercial Road</u>	Town/Suburb:	<u>Port Adelaide</u>
Section No (full/part):		Hundred:	
Volume:	<u>6125</u>	Folio:	<u>347</u>
Volume:	<u>6125</u>	Folio:	<u>333</u>
Volume:	<u>6115</u>	Folio:	<u>416</u>
Volume:	<u>5795</u>	Folio:	<u>69</u>
Volume:	<u>5102</u>	Folio:	<u>151</u>
Volume:	<u>6115</u>	Folio:	<u>426</u>
Volume:	<u>6125</u>	Folio:	<u>339</u>

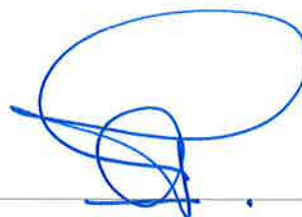
Nature of Proposed Development:

Partial Demolition of shopping centre and ancillary structures, construction of retail and commercial tenancies, food court, mall, entranceways, canopies, service lane, loading docks, car parking and associated facilities

I, Cameron Thomson being a representative on behalf of the applicant for the development described above, declare that the proposed development will involve the construction of a building which would, if constructed in accordance with the plans submitted, not be contrary to the regulations prescribed for the purposes of Section 86 of the *Electricity Act 1996*. I make this declaration under Clause 2A(1) of Schedule 5 of the *Development Regulations 2008*.

12 April 2017

Date



Signed

Note 1

This declaration is only relevant to those development applications seeking authorisation for a form of development that involves the construction of a building (there is a definition of 'building' contained in Section 4(1) of the *Development Act 1993*), other than where the development is limited to:

- an internal alteration of a building; or
- an alteration to the walls of a building but not so as to alter the shape of the building.

Note 2

The requirements of Section 86 of the *Electricity Act 1996* do not apply in relation to:

- a fence that is less than 2.0 m in height; or
- a service line installed specifically to supply electricity to the building or structure by the operator of the transmission or distribution network from which the electricity is being supplied.

Note 3

Section 86 of the *Electricity Act 1996* refers to the erection of buildings in proximity to powerlines. The regulations under this Act prescribe minimum safe clearance distances that must be complied with.

Note 4

The majority of applications will not have any powerline issues, as normal residential setbacks often cause the building to comply with the prescribed powerline clearance distances. Buildings/renovations located far away from powerlines, for example towards the back of properties, will usually comply.

Particular care needs to be taken where high voltage powerlines exist; where the development:

- is on a major road;
- commercial/industrial in nature; or
- built to the property boundary.

Note 5

Information brochures 'Powerline Clearance Guide' and 'Building Safely Near Powerlines' have been prepared by the Technical Regulator to assist applicants and other interested persons. Copies of these brochures are available from Council and the Office of the Technical Regulator. The brochures and other relevant information can also be found at www.technicalregulator.sa.gov.au

Note 6

In cases where applicants have obtained a written approval from the Technical Regulator to build the development specified above in its current form within the prescribed clearance distances, the applicant is able to sign the form.

13 April 2017

Development Assessment Commission
Level 5, 50 Flinders Street
Adelaide SA 5000

Attention: Mr Jason Bailey

Dear Mr Bailey

**Re: Development Application for the
Redevelopment of the Existing Shopping Centre at
200 Commercial Road, Port Adelaide**

MasterPlan SA Pty Ltd act on behalf of the applicant, Precision Group.

Please find enclosed a development application prepared on behalf of the Precision Group for the 'partial demolition of the shopping centre and ancillary structures, construction of retail and commercial tenancies, food court, mall, entranceways, canopies, service lane, loading docks, and associated car parking' at 200 Commercial Road, Port Adelaide.

Enclosed with this development application is the following documentation:

- a completed Development Application Form;
- a completed Office of the Technical Regulator Power Line Declaration;
- a copy of the relevant Certificates of Title;
- three sets of scaled plans and one set of A3 plans; and
- traffic, acoustic and waste management reports prepared by suitably qualified engineers and consultants.

Please note, the Acoustic Report will be forwarded under a separate cover (anticipate no later than Wednesday 19 April 2017).



Please forward an invoice for the payment of the necessary development application fees so that we can arrange for the payment by our client.

If any additional information is required, please do not hesitate to contact the MasterPlan office on 8193 5600.

Yours sincerely

Greg Vincent
MasterPlan SA Pty Ltd

enc: Documents as Listed.

cc: Precision Group, Att: Michael Gillett.
Podia, Att: Cameron Thomson.
Hardy Milazzo, Att: Geoffrey Hodge.



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 5795 Folio 69

Parent Title(s)	CT 4401/162
Dealing(s) Creating Title	CONVERTED TITLE
Title Issued	02/08/2000
Edition	1
Edition Issued	02/08/2000

REAL PROPERTY ACT, 1886



Estate Type

FEE SIMPLE

Registered Proprietor

CITY OF PORT ADELAIDE ENFIELD
OF PO BOX 110 PORT ADELAIDE SA 5015

Description of Land

ALLOTMENT 50 DEPOSITED PLAN 36763
IN THE AREA NAMED PORT ADELAIDE
HUNDRED OF PORT ADELAIDE

Easements

SUBJECT TO RIGHT(S) OF WAY AND EASEMENT(S) OVER THE LAND MARKED D.E AND G (RTD 7470735)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED F FOR DRAINAGE PURPOSES TO THE COUNCIL FOR THE AREA (RTD 7470735)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED A TO THE ETSA CORPORATION (RTD 7470735)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED C TO THE AUSTRALIAN AND OVERSEAS TELECOMMUNICATIONS CORPORATION LTD. (RTD 7470735)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED B AND H TO THE MINISTER FOR INFRASTRUCTURE (RTD 7470735)

SUBJECT TO RIGHT(S) OF WAY OVER THE LAND MARKED Z (RTD 7470735)

Schedule of Dealings

NIL



Notations

Dealings Affecting Title

NIL

Priority Notices

NIL

Notations on Plan

NIL

Registrar-General's Notes

CONVERTED TITLE WITH NEXT DEALING LODGE CT 4401/162

Administrative Interests

NIL

* Denotes the dealing has been re-lodged.



Cost

\$37.25



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 6115 Folio 416

Parent Title(s) CT 5096/470
Dealing(s) Creating Title DDA 11976699
Title Issued 31/07/2013
Edition 1
Edition Issued 31/07/2013

REAL PROPERTY ACT, 1886



Estate Type

FEE SIMPLE

Registered Proprietor

CIRCE PROPERTIES PTY. LTD. (ACN: 055 420 418)
OF C/- PRECISION GROUP GPO BOX 4250 SYDNEY NSW 2001

Description of Land

ALLOTMENT 321 DEPOSITED PLAN 18177
IN THE AREA NAMED PORT ADELAIDE
HUNDRED OF PORT ADELAIDE

Easements

SUBJECT TO SERVICE EASEMENT(S) OVER THE LAND MARKED B FOR DRAINAGE PURPOSES TO THE COUNCIL FOR THE AREA (223LG RPA)

Schedule of Dealings

Dealing Number	Description
8703551	MORTGAGE TO NATIONAL AUSTRALIA BANK LTD.
8703552	MORTGAGE TO NATIONAL AUSTRALIA BANK LTD.
9440875	MORTGAGE TO NATIONAL AUSTRALIA BANK LTD.
11418253	CAVEAT BY ADELAIDE CENTRAL PLAZA PTY. LTD.

Notations

Dealings Affecting Title



NIL

Priority Notices

NIL

Notations on Plan

NIL

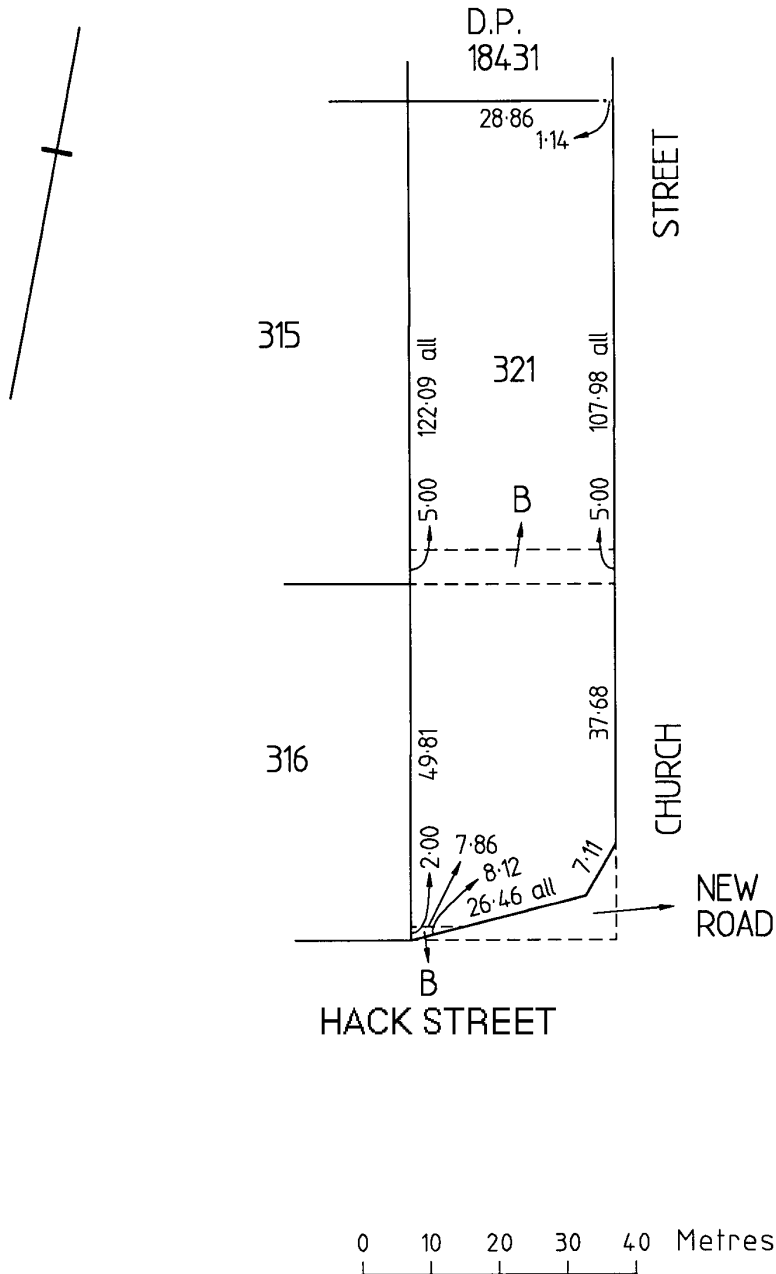
Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G194/1996
AMENDED TITLE WITH NEXT DEALING LODGE CT 5096/470

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 6125 Folio 333

Parent Title(s) CT 5173/859
Dealing(s) DDA 12038803
Creating Title
Title Issued 27/11/2013
Edition 1
Edition Issued 27/11/2013

REAL PROPERTY ACT, 1886



Estate Type

FEE SIMPLE

Registered Proprietor

MISSION PROPERTIES PTY. LTD. (ACN: 055 420 472)
OF C/- PRECISION GROUP GPO BOX 4250 SYDNEY NSW 2001

Description of Land

ALLOTMENT 2 DEPOSITED PLAN 34488
IN THE AREA NAMED PORT ADELAIDE
HUNDRED OF PORT ADELAIDE

Easements

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED G (RE 7328812)
SUBJECT TO EASEMENT(S) OVER THE LAND MARKED D TO THE AUSTRALIAN & OVERSEAS
TELECOMMUNICATIONS CORPORATION LTD. (RE 7328813)
SUBJECT TO EASEMENT(S) OVER THE LAND MARKED E TO THE ELECTRICITY TRUST OF SOUTH AUSTRALIA
(RE 7328814)
SUBJECT TO PARTY WALL RIGHT(S) OVER THE LAND MARKED B (RE 7328811A)
TOGETHER WITH PARTY WALL RIGHT(S) OVER THE LAND MARKED A (RE 7328811)
TOGETHER WITH RIGHT(S) OF WAY OVER THE LAND MARKED Z (RTD 7470735)
TOGETHER WITH FREE AND UNRESTRICTED RIGHT(S) OF WAY OVER THE LAND MARKED C
TOGETHER WITH RIGHT(S) OF WAY AND EASEMENT(S) OVER THE LAND MARKED P AND M (RTD 7470735)

Schedule of Dealings



Dealing Number	Description
7328818	AGREEMENT UNDER PLANNING ACT, 1982 PURSUANT TO SECTION 61(2) FOR DEVELOPMENT
7416716	AMENDMENT OF AGREEMENT 7328818
8703549	MORTGAGE TO NATIONAL AUSTRALIA BANK LTD.
8703554	MORTGAGE TO NATIONAL AUSTRALIA BANK LTD.
9440873	MORTGAGE TO NATIONAL AUSTRALIA BANK LTD.
11418268	CAVEAT BY ADELAIDE CENTRAL PLAZA PTY. LTD.
11879785	LEASE TO MICK LUCAS & SON PTY. LTD. COMMENCING ON 1/4/2013 AND EXPIRING ON 31/3/2016

Notations

Dealings Affecting Title

NIL

Priority Notices

NIL

Notations on Plan

NIL

Registrar-General's Notes

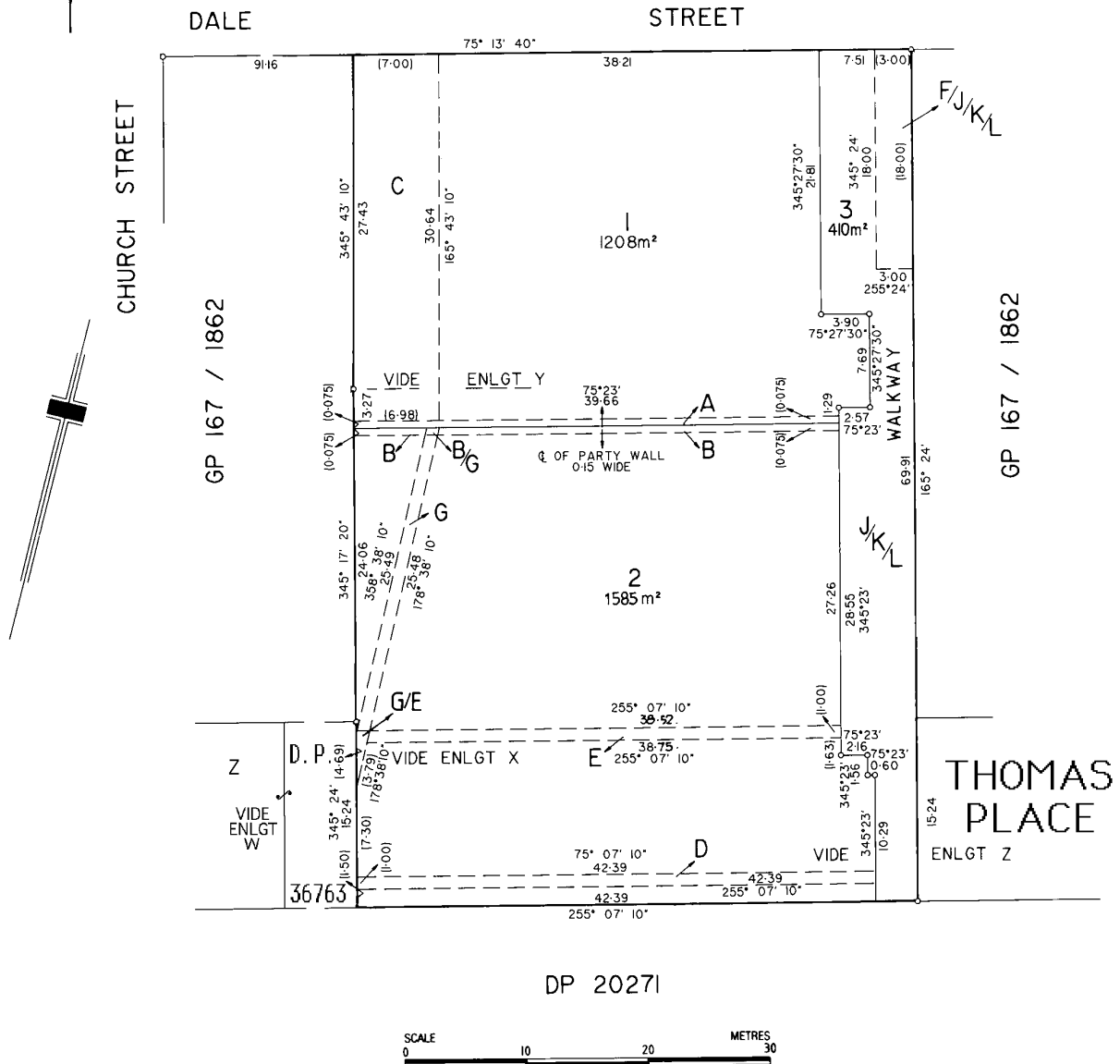
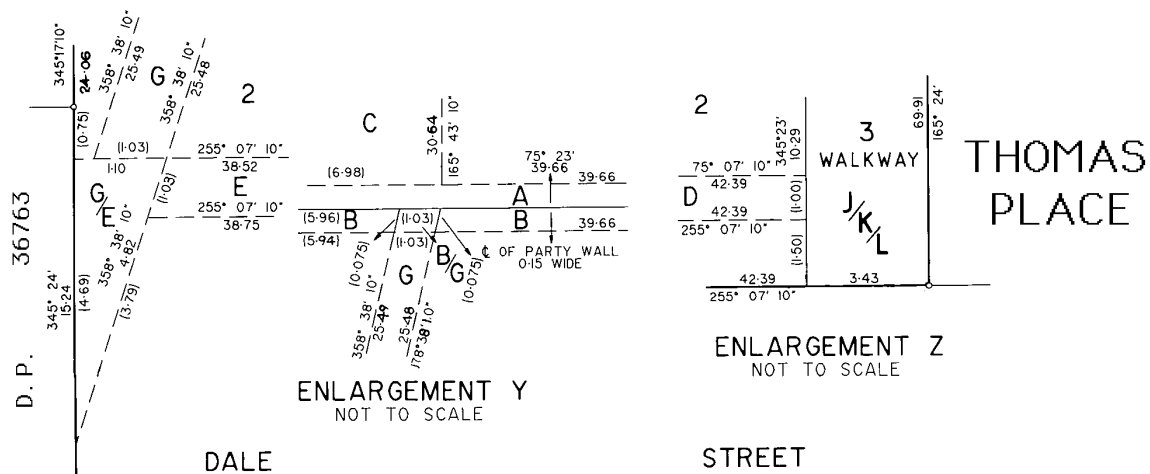
AMENDED TITLE WITH NEXT DEALING LODGE CT 5173/859

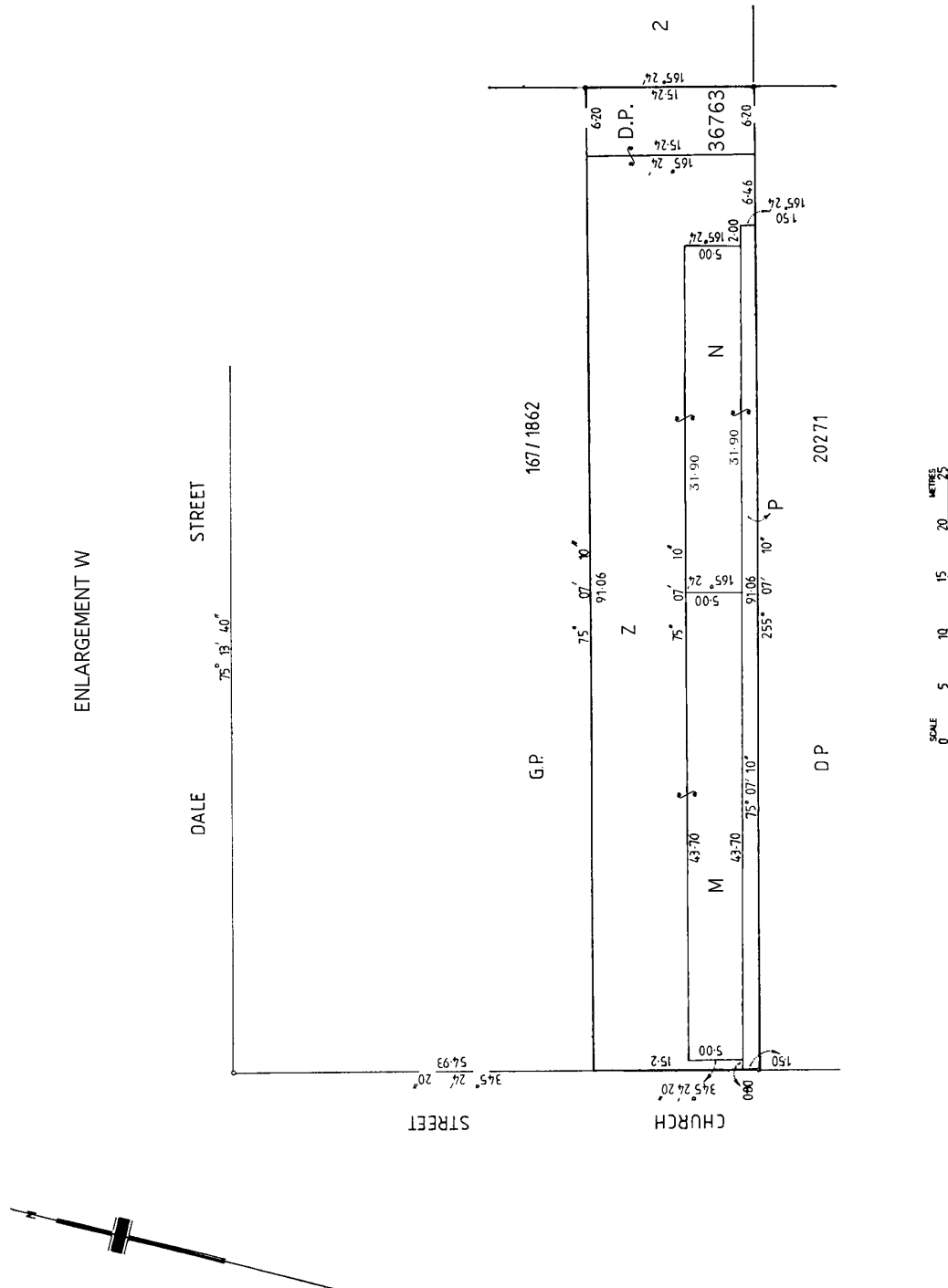
Administrative Interests

NIL

* Denotes the dealing has been re-lodged.

ENLARGEMENT X
NOT TO SCALE







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 6125 Folio 347

Parent Title(s) CT 6012/548
Dealing(s) DDA 12038803
Creating Title
Title Issued 27/11/2013
Edition 5
Edition Issued 28/02/2016

REAL PROPERTY ACT, 1886



Estate Type

FEE SIMPLE

Registered Proprietor

PORT CANAL SHOPPING CENTRE PTY. LTD. (ACN: 055 420 490)
OF CARE PRECISION GROUP LEVEL 25/9 CASTLEREAGH STREET SYDNEY NSW 2000

Description of Land

ALLOTMENT 204 DEPOSITED PLAN 56117
IN THE AREA NAMED PORT ADELAIDE
HUNDRED OF PORT ADELAIDE

Easements

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED D TO DISTRIBUTION LESSOR CORPORATION (SUBJECT TO LEASE 8890000) (TG 7273152)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED H (RE 7656579)

SUBJECT TO RIGHT(S) OF WAY OVER THE LAND MARKED Q (RE 7656576)

SUBJECT TO FREE AND UNRESTRICTED RIGHT(S) OF WAY OVER THE LAND MARKED Y

SUBJECT TO RIGHT(S) OF WAY AND EASEMENT(S) OVER THE LAND MARKED T AND X (RE 7656575 AND RTC 9440880 RESPECTIVELY)

SUBJECT TO SERVICE EASEMENT(S) OVER THE LAND MARKED S FOR SEWERAGE PURPOSES TO SOUTH AUSTRALIAN WATER CORPORATION (223LG RPA)

SUBJECT TO SERVICE EASEMENT(S) OVER THE LAND MARKED G AND P FOR DRAINAGE PURPOSES TO THE COUNCIL FOR THE AREA (223LG RPA)

TOGETHER WITH EASEMENT(S) OVER THE LAND MARKED M (RE 7656577)



TOGETHER WITH RIGHT(S) OF WAY OVER THE LAND MARKED Z ON DP 36763 (RTD 7470735)

TOGETHER WITH FREE AND UNRESTRICTED RIGHT(S) OF WAY OVER THE LAND MARKED L

TOGETHER WITH RIGHT(S) OF WAY AND EASEMENT(S) OVER THE LAND MARKED M (RE 7656577)

Schedule of Dealings

Dealing Number	Description
7708984	ENCUMBRANCE TO KENTUCKY FRIED CHICKEN PTY. LTD.
8703550	MORTGAGE TO NATIONAL AUSTRALIA BANK LTD.
8703553	MORTGAGE TO NATIONAL AUSTRALIA BANK LTD.
9440877	MORTGAGE TO NATIONAL AUSTRALIA BANK LTD.
11418226	CAVEAT BY ADELAIDE CENTRAL PLAZA PTY. LTD.
11710539	LEASE TO KMART AUSTRALIA LTD. COMMENCING ON 6/1/2011 AND EXPIRING ON 5/1/2017 OF PORTION (HYPERMART H IN GP 383/1991)
11710540	LEASE COMMENCING ON 6/1/2011 AND EXPIRING ON 5/1/2017 OF AN EASEMENT OVER PORTION OF C.T.6012/547
11930400	LEASE TO CENTRAL ADELAIDE LOCAL HEALTH NETWORK INC. COMMENCING ON 1/4/2012 AND EXPIRING ON 31/3/2017 OF PORTION (TENANCY 16 IN GP 759/1992)
12080266	LEASE TO FRIENDLY SOCIETY MEDICAL ASSOCIATION LTD. COMMENCING ON 1/10/2013 AND EXPIRING ON 30/9/2018 OF PORTION (SHOP 12 AND SHOP 12C IN GP 183/1998)
12179934	LEASE TO AUSTRALIAN POSTAL CORPORATION COMMENCING ON 20/4/2014 AND EXPIRING ON 19/4/2019 OF PORTION (TENANCY 8 AND TENANCY 8A IN GP 759/92)

Notations

Dealings Affecting Title

NIL

Priority Notices

NIL

Notations on Plan

NIL

Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G171/1987
PLAN FOR LEASE PURPOSES VIDE G183/1998
PLAN FOR LEASE PURPOSES VIDE G383/1991
PLAN FOR LEASE PURPOSES VIDE G426/1987
PLAN FOR LEASE PURPOSES VIDE G438/1997
PLAN FOR LEASE PURPOSES VIDE G451/1994
PLAN FOR LEASE PURPOSES VIDE G598/2001
PLAN FOR LEASE PURPOSES VIDE G7/1999
PLAN FOR LEASE PURPOSES VIDE G759/1992
AMENDED TITLE WITH NEXT DEALING LODGE CT 6012/548
APPROVED FILED PLAN FOR LEASE PURPOSES FX53137

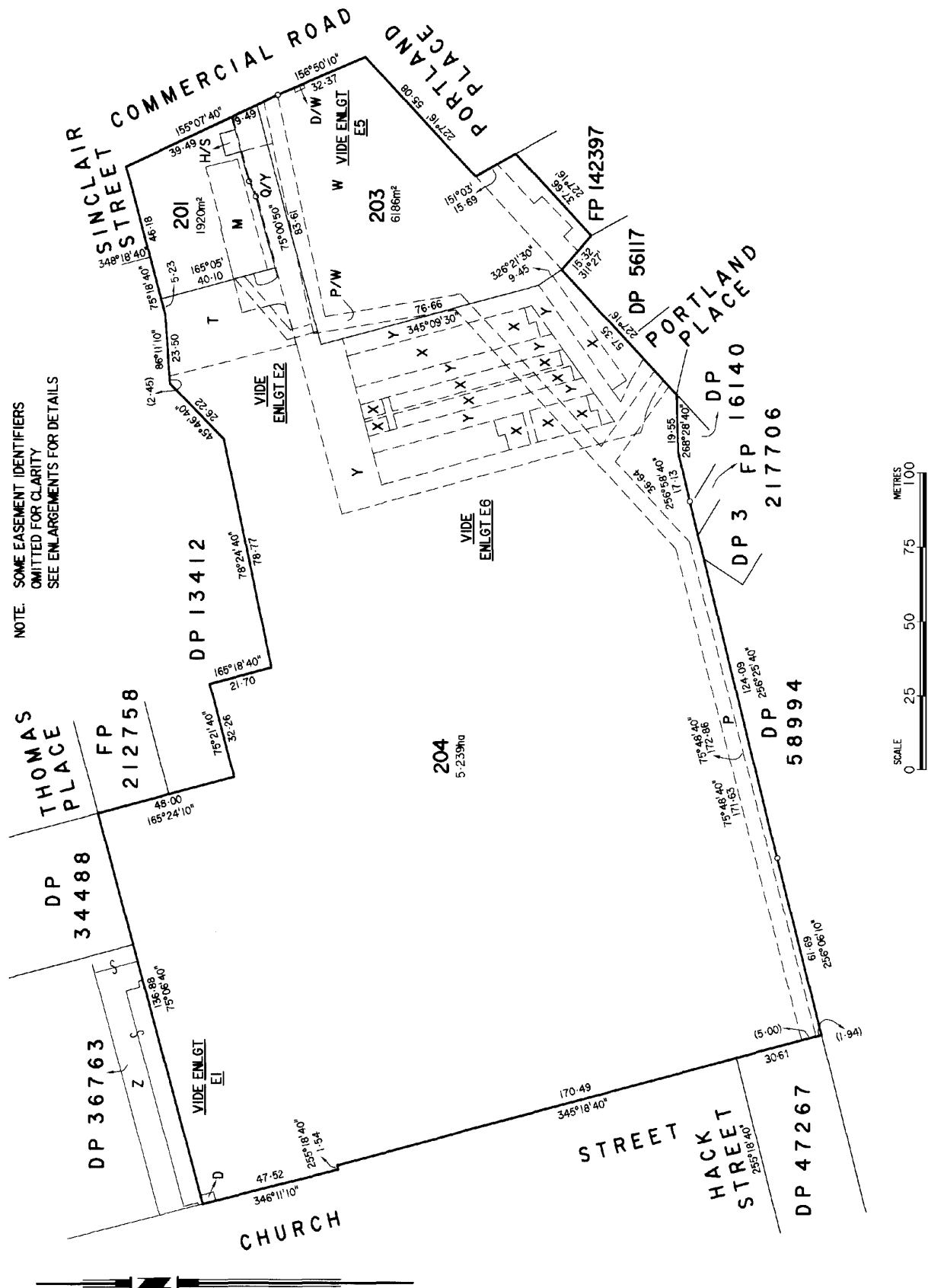


APPROVED FILED PLAN FOR LEASE PURPOSES FX53853
APPROVED FILED PLAN FOR LEASE PURPOSES FX59704
NEW EDITION CREATED DUE TO EXPIRATION OF LEASE

Administrative Interests

NIL

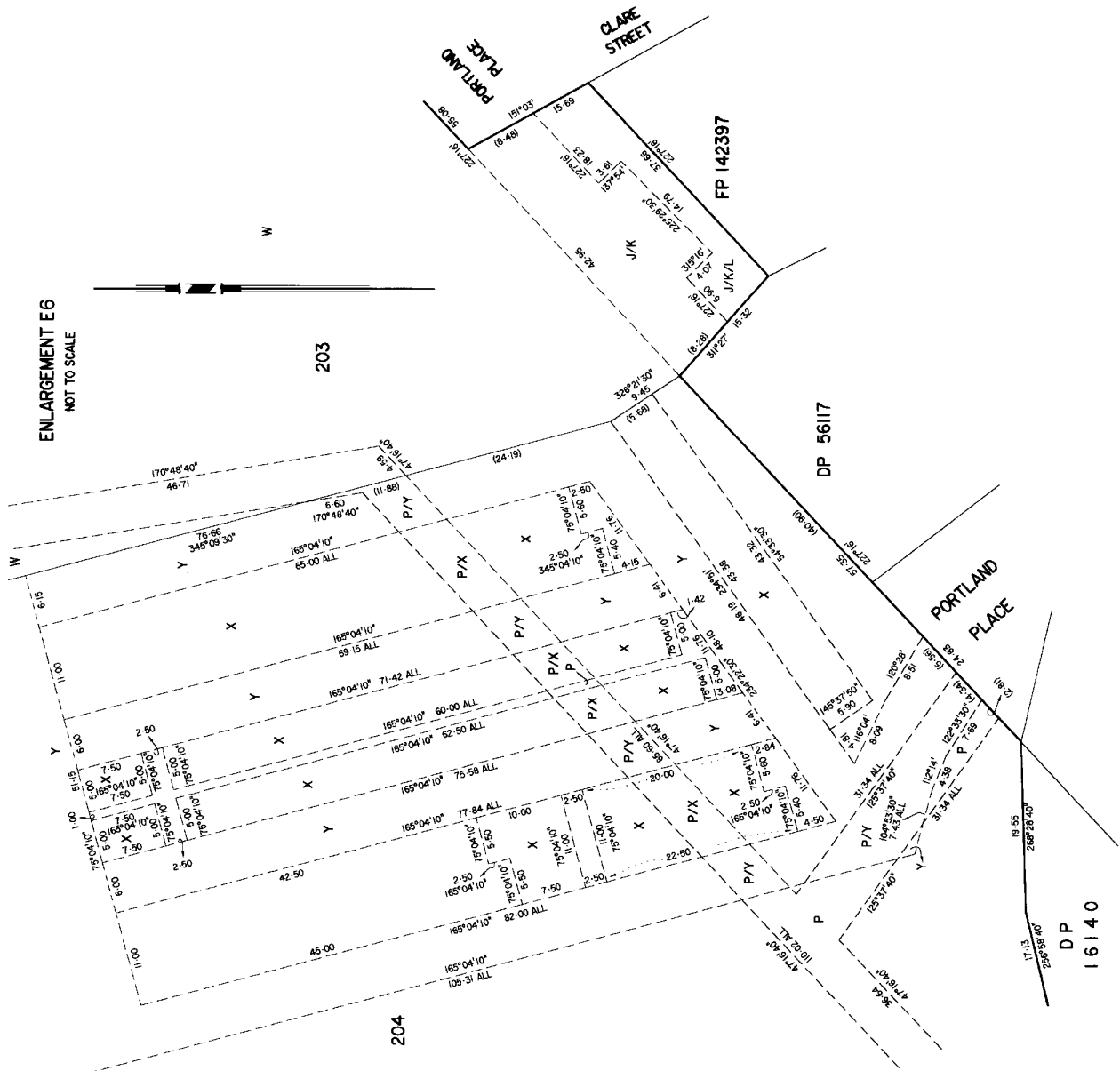
* Denotes the dealing has been re-lodged.

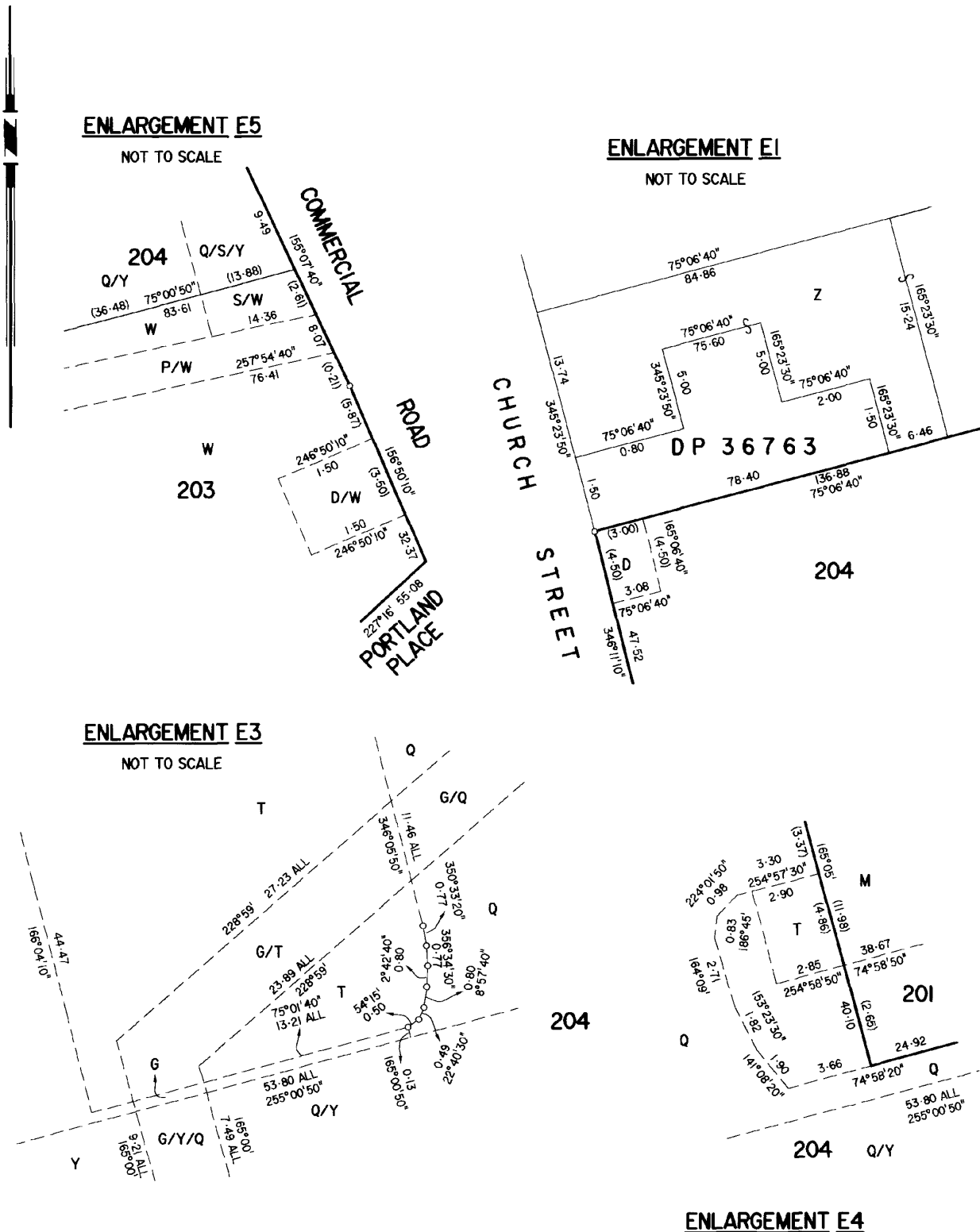




Register Search
13/05/2016 10:25AM
14882
20160513002824
\$37.25









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 5102 Folio 151

Parent Title(s)	CT 4396/740, CT 4396/741
Dealing(s) Creating Title	RTD 7298316, RE 7328815, RE 7328816, RE 7328817
Title Issued	23/12/1992
Edition	1
Edition Issued	23/12/1992

REAL PROPERTY ACT, 1886



Estate Type

FEE SIMPLE (THOROUGHFARE)

Registered Proprietor

CITY OF PORT ADELAIDE ENFIELD
OF PO BOX 110 PORT ADELAIDE SA 5015

Description of Land

ALLOTMENT (THOROUGHFARE) 3 DEPOSITED PLAN 34488
IN THE AREA NAMED PORT ADELAIDE
HUNDRED OF PORT ADELAIDE

BEING A WALKWAY (PURSUANT TO SECTION 223LE OF THE REAL PROPERTY ACT)

Easements

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED J ON DP 34488 TO THE ELECTRICITY TRUST OF SOUTH AUSTRALIA (RE 7328815)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED L ON DP 34488 TO THE AUSTRALIAN & OVERSEAS TELECOMMUNICATIONS CORPORATION LTD. (RE 7328816)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED F ON DP 34488 FOR GAS SUPPLY PURPOSES TO THE SOUTH AUSTRALIAN GAS CO. LTD. (RE 7328817)

SUBJECT TO SERVICE EASEMENT(S) OVER THE LAND MARKED K ON DP 34488 FOR SEWERAGE PURPOSES TO SOUTH AUSTRALIAN WATER CORPORATION (223LG RPA)

SUBJECT TO SERVICE EASEMENT(S) OVER THE LAND MARKED K ON DP 34488 FOR WATER SUPPLY PURPOSES TO SOUTH AUSTRALIAN WATER CORPORATION (223LG RPA)

Schedule of Dealings



NIL

Notations

Dealings Affecting Title

NIL

Priority Notices

NIL

Registrar-General's Notes

NIL

Administrative Interests

NIL



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 6115 Folio 426

Parent Title(s) CT 5358/183
Dealing(s) DDA 11976699
Creating Title
Title Issued 31/07/2013
Edition 1
Edition Issued 31/07/2013

REAL PROPERTY ACT, 1886



Estate Type

FEE SIMPLE

Registered Proprietor

CIRCE PROPERTIES PTY. LTD. (ACN: 055 420 418)
OF C/- PRECISION GROUP GPO BOX 4250 SYDNEY NSW 2001

Description of Land

ALLOTMENT 56 FILED PLAN 142397
IN THE AREA NAMED PORT ADELAIDE
HUNDRED OF PORT ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
8703551	MORTGAGE TO NATIONAL AUSTRALIA BANK LTD.
8703552	MORTGAGE TO NATIONAL AUSTRALIA BANK LTD.
9440875	MORTGAGE TO NATIONAL AUSTRALIA BANK LTD.
11418253	CAVEAT BY ADELAIDE CENTRAL PLAZA PTY. LTD.

Notations

Dealings Affecting Title



NIL

Priority Notices

NIL

Notations on Plan

NIL

Registrar-General's Notes

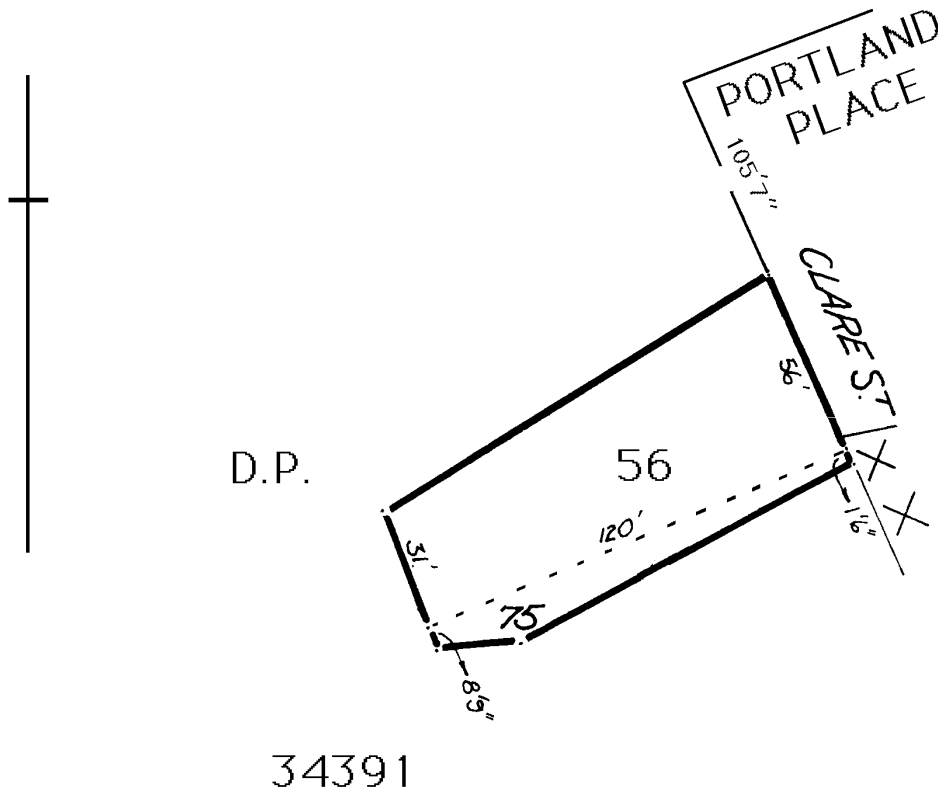
NIL

Administrative Interests

NIL



THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 3849/167 LAST PLAN REF: D.P. 3



DISTANCES ARE IN FEET AND INCHES
FOR METRIC CONVERSION
1 FOOT = 0.3048 METRES
1 INCH = 0.0254 METRES

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION



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 6125 Folio 339

Parent Title(s) CT 5902/727
Dealing(s) DDA 12038803
Creating Title
Title Issued 27/11/2013
Edition 1
Edition Issued 27/11/2013

REAL PROPERTY ACT, 1886



Estate Type

FEE SIMPLE

Registered Proprietor

PORT CANAL SHOPPING CENTRE PTY. LTD. (ACN: 055 420 490)
OF C/- PRECISION GROUP GPO BOX 4250 SYDNEY NSW 2001

Description of Land

ALLOTMENT 205 DEPOSITED PLAN 56117
IN THE AREA NAMED PORT ADELAIDE
HUNDRED OF PORT ADELAIDE

Easements

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED J TO THE AUSTRALIAN & OVERSEAS
TELECOMMUNICATIONS CORPORATION LTD. (RTD 7315734)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED K FOR WATER SUPPLY PURPOSES TO THE MINISTER
FOR INFRASTRUCTURE (RTD 7315734)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED K FOR SEWERAGE PURPOSES TO THE MINISTER FOR
INFRASTRUCTURE (RTD 7315734)

TOGETHER WITH RIGHT(S) OF WAY OVER THE LAND MARKED N APPURTENANT ONLY TO THE LAND MARKED
M (GRO NO. 277 BOOK 109)

TOGETHER WITH FREE AND UNRESTRICTED RIGHT(S) OF WAY OVER THE LAND MARKED L

Schedule of Dealings

Dealing Number	Description
8703550	MORTGAGE TO NATIONAL AUSTRALIA BANK LTD.



8703553	MORTGAGE TO NATIONAL AUSTRALIA BANK LTD.
9440877	MORTGAGE TO NATIONAL AUSTRALIA BANK LTD.
11418226	CAVEAT BY ADELAIDE CENTRAL PLAZA PTY. LTD.

Notations

Dealings Affecting Title

NIL

Priority Notices

NIL

Notations on Plan

NIL

Registrar-General's Notes

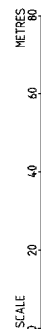
PLAN FOR LEASE PURPOSES VIDE G366/2002

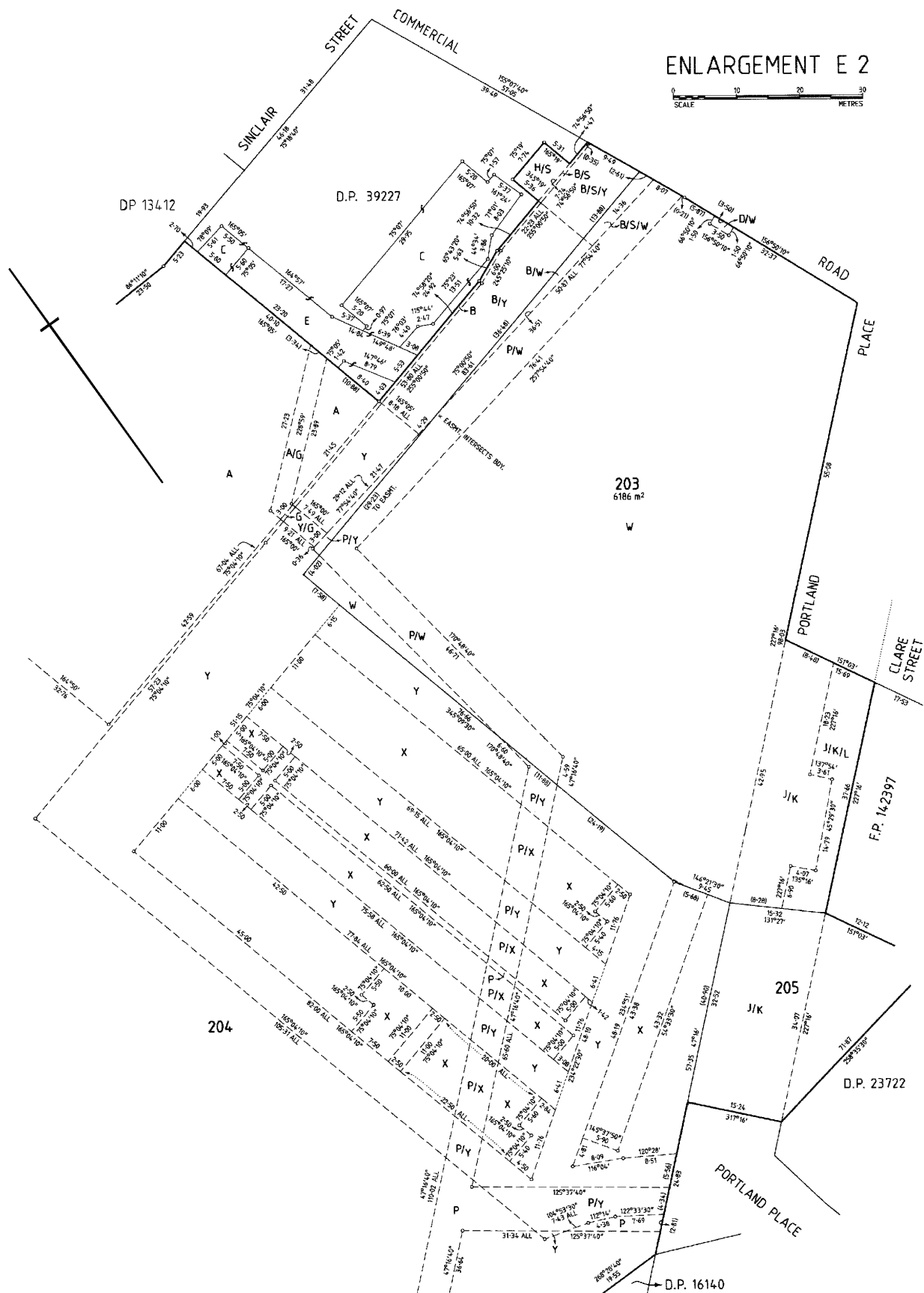
Administrative Interests

NIL



Register Search
08/12/2016 09:00AM
14882
20161208000888
\$83.25





PREFIX

R T

7470735



DP.
S.P.

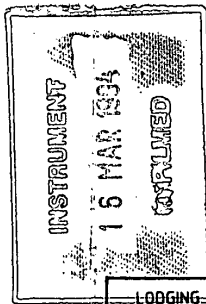
36763

REGISTRAR-GENERAL'S OFFICE
DEPARTMENT OF LANDS

PLAN LODGEMENT FORM

*RECEIVED
23 MAR 1993
11:12 AM*

23 MAR 1993	TIME	10 -
FEES	<input checked="" type="checkbox"/> YES	\$
PLAN EXAMINATION		N.P.
PLAN DEPOSIT		
NEW C.T. TO ISSUE		
POSTAGE		



Lodging Party to complete
all Blocks below

OFFICE USE ONLY	
PLAN DEPOSITED OR ACCEPTED FOR FILING	
Initial <i>pl</i> <i>6</i>	Date <i>22/4</i>
NEW CERTIFICATE(S) OF TITLE ISSUED	
Vol.	Folio(s)
Date	

LOGGING PARTY	
CALDER CALDER	
Address for service of Notices	
130 ROSE TCE	
WAYVILLE SA 5034	
PURPOSE OF PLAN (Outer boundary strata, transfer, redesignation, grant of easement, correction of data, Part IV Appln etc.)	
ROADS (OPENING & CLOSING) ACT 1991	
CERTIFICATES OF TITLES PRODUCED	
References	References
7 CCT?	NEW CERTIFICATE OF TITLES ISSUED
	Vol. 4401
	Page 162
	1 MAR 1993
INSTRUCTIONS (Strike out if not applicable)	
Supply print(s) of the plan, when accepted and deliver to:	
7 NEW C.T. TO ISSUE 25/93	
CT 2012/949	
1 for LOT 50 in DP 36763	
1 bul. for CT 5080/220	
1 bul. for CT 5102/144	
1 bul. for CT 5102/145	
1 bul. for CT 4801/718	
1 bul. for CT 289/100	
1 bul. for CT 1813/155	

ULP1.

DIAGRAM ~~AMENDMENT~~ INSTRUCTIONS

Please prepare a ULP1 diagram for:-

① LOT 200 in GP 167/1862 (CT 4301/718)

Together over plot Lot 50 in DP 36763 marked Z

- MARK Z.

② PT LOT 201 in GP 167/1862 (CT 289/100)

Together over plot Lot 50 in DP 36763 marked Z

- MARK Z.

③ PT LOT 201 in GP 167/1862 (CT 1813/155)

Together over plot Lot 50 in DP 36763 marked Z

- MARK Z.

SERIES NO.

AUTHORISATION

ULP1

DIAGRAM ~~AMENDMENT~~ INSTRUCTIONS

④ ULP1 diag for CT 4072/949

Together over pt ~~and~~ Lot 50 in DP 36763 marked 2

- MARK 2

⑤ ULP1 diag for CT 4072/950

Together over pt Lot 50 in DP 36763 marked 2

- MARK 2

⑥ ULP1 diag for CT 4041/927

Together over pt Lot 50 in DP 36763 marked 2

- MARK 2

SERIES NO. 7470735

AUTHORISATION



CLOSED ROAD TITLE CERTIFICATE
(PURSUANT TO SECTION 26 OF THE ROADS (OPENING AND CLOSING) ACT 1991)

CERTIFICATE(S) OF
TITLE/CROWN
LEASE(S) AFFECTED

Nil

CLOSED ROAD
DESCRIPTION

Portion of public road (Leadenhall Street) dividing allotments 200 to 205 (inclusive) in GRO Plan 167 of 1862 from allotment 101 in Deposited Plan 20271 and shown as closed road comprising ~~portion of~~ allotment 50 on Deposited Plan 36763 *Done* ✓

REGISTERED
PROPRIETOR(S)

THE CORPORATION OF THE CITY OF PORT ADELAIDE of PO Box 110 Port Adelaide 5015 ✓

EASEMENT(S)

The land in the closed road is subject to easements set forth in Appendix A ✓

INSTRUCTIONS

In accordance with Section 28(3) of the Act, a new Certificate of Title is to issue for the whole of the land now comprising allotment 50 in Deposited Plan 36763 ✓

CERTIFIED CORRECT *just*

DATED THIS 25th DAY OF May 1993.

But Lurray
SURVEYOR-GENERAL

K. May
MINISTER OF ENVIRONMENT
AND LAND MANAGEMENT

APPENDIX A

EASEMENTS IN DEPOSITED PLAN 36763

The land in the closed road is:

- (1) subject to an easement to ~~The~~ Electricity Trust of South Australia for electricity supply purposes as set forth in Appendix B. ✓
- (2) subject to an easement to the Minister of Public Infrastructure for sewerage purposes over the whole of the land marked 'B'. ✓
- (3) subject to an easement to the Minister of Public Infrastructure for water supply purposes over the whole of the land marked 'H'. ✓

~~Telstra.~~ { (4) subject to an easement to the Australian and Overseas Telecommunications Corporation Ltd for telecommunications purposes over the whole of the land marked 'C'. ✓

- (5) ✓ subject to an easement to ~~The~~ Corporation of the City of Port Adelaide for drainage purposes over portion of the land marked 'F'.

row (6) Subject to the following right of way to Comport Properties Pty Ltd ✓
(hereinafter with successors and assigns referred to as Grantee) of 1 Davenport Terrace, Hilton 5033: full and free unrestricted right and liberty of entry, egress and regress for the Grantee and its servants, agents, contractors, lessees, licensees, invitees, customers, visitors and other persons authorised by the Grantee from time to time and at all times hereafter to pass and repass for all purposes on foot with or without shopping trolleys and either with or without motor vehicles or other carriages laden or unladen over portion of allotment 50 in Deposited Plan 36763 marked 'Z' appurtenant to the whole of the land contained in Certificate of Title Volume 5080 ✓
Folio 220.

row (7) Subject to the following right of way to The Corporation of the City ✓
of Port Adelaide of 163 St Vincent Street Port Adelaide 5015: full and free unrestricted right and liberty of entry, egress and regress to and for the proprietor or proprietors for the time being taking or deriving title under or through this instrument, so long as he or they shall remain such proprietors and to and for his and their tenants, servants, agents, workmen, and visitors to pass and repass for all purposes on foot with or without shopping trolleys and either with or without motor vehicles or other carriages laden or unladen over that portion of allotment 50 in Deposited Plan 36763 marked 'Z' appurtenant to the whole of the land contained in Certificates of Title Volume 4301 Folio 718 ✓ Volume 289 Folio 100 ✓ and Volume 1813 Folio 155. ✓

- ✓ (8) Subject to the following right of way to Port Adelaide Central Mission Incorporated of 56 Dale Street Port Adelaide 5015: full and free unrestricted right and liberty of entry, egress and regress to and for the proprietor or proprietors for the time being taking or deriving title under or through this instrument, so long as he or they shall remain such proprietors and to and for his and their tenants, servants, agents, workmen, and visitors to pass and repass for all purposes on foot with or without shopping trolleys and either with or without motor vehicles or other carriages laden or unladen over that portion of allotment 50 in Deposited Plan 36763 marked 'Z' appurtenant to the whole of the land contained in Certificate of Title Volume 4072 Folio 949. ✓
- row
- (9) Subject to the following right of way to State Government Insurance Commission of 211 Victoria Square, Adelaide 5000: full and free unrestricted right and liberty of entry, egress and regress to and for the proprietor or proprietors for the time being taking or deriving title under or through this instrument, so long as he or they shall remain such proprietors and to and for his and their tenants, servants, agents, workmen, and visitors to pass and repass for all purposes on foot with or without shopping trolleys and either with or without motor vehicles or other carriages laden or unladen over that portion of allotment 50 in Deposited Plan 36763 marked 'Z' appurtenant to the whole of the land contained in Certificates of Title Volume 4072 Folio 950 and Volume 4041 Folio 927. ✓
- row
- (10) Subject to the following right of way to Mission Properties Pty Ltd (hereinafter with successors and assigns referred to as Grantee) of 1 Davenport Terrace, Hilton 5033: full and free unrestricted right and liberty of pedestrian access from time to time and at all times for the Grantee and its servants, agents, contractors, lessees, licensees, invitees, customers and other persons authorised by the Grantee to pass and repass for all purposes on foot with or without shopping trolleys and to stand and park shopping trolleys on that portion of allotment 50 in Deposited Plan 36763 marked 'G' appurtenant to the whole of the land contained in Certificate of Title Volume 5102 Folio 144. ✓
- row
over G
- ?

- row & easmt over D*
- (11) Subject to the following right of way to Mission Properties Pty Ltd ✓
(hereinafter with successors and assigns referred to as Grantee) of 1
Davenport Terrace, Hilton 5033: full and free unrestricted right
and liberty of entry, egress and regress for the Grantee and its
servants, agents, contractors, lessees, licensees, invitees, customers,
visitors and other persons authorised by the Grantee from time to
time and at all times hereafter to pass and repass for all purposes
on foot with or without shopping trolleys and either with or without
motor vehicles or other carriages laden or unladen and to stand and
park motor vehicles or other carriages on that portion of allotment
50 in Deposited Plan 36763 marked 'D' appurtenant to the whole of
the land contained in Certificate of Title Volume 5102 Folio 144. ✓
- row over Z*
- (12) Subject to the following right of way to Mission Properties Pty Ltd ✓
(hereinafter with successors and assigns referred to as Grantee) of 1
Davenport Terrace, Hilton 5033: full and free unrestricted right
and liberty of entry, egress and regress for the Grantee and its
servants, agents, contractors, lessees, licensees, invitees, customers,
visitors and other persons authorised by the Grantee from time to
time and at all times hereafter to pass and repass for all purposes
on foot with or without shopping trolleys and either with or without
motor vehicles or other carriages laden or unladen over that portion
of allotment 50 in Deposited Plan 36763 marked 'Z' appurtenant to
the whole of the land contained in Certificate of Title Volume 5102
Folio 144. ✓
- row & easmt over E*
- (13) Subject to the following right of way to Port Adelaide Wesley Centre ✓
(hereinafter with successors and assigns referred to as Grantee) of
70 Dale Street, Port Adelaide 5015: full and free unrestricted right
and liberty of entry, egress and regress for the Grantee and its
servants, agents, contractors, lessees, licensees, invitees, customers,
visitors and other persons authorised by the Grantee from time to
time and at all times hereafter for all purposes and either with or
without motor vehicles or other carriages laden or unladen and to
stand and park motor vehicles or other carriages on that portion of
allotment 50 in Deposited Plan 36763 marked 'E' appurtenant to the ✓
whole of the land contained in Certificate of Title Volume 5102
Folio 145. ✓

- (14) Subject to the following right of way to Port Adelaide Wesley Centre (hereinafter with successors and assigns referred to as Grantee) of 70 Dale Street, Port Adelaide 5015: full and free unrestricted right and liberty of entry, egress and regress for the Grantee and its servants, agents, contractors, lessees, licensees, invitees, customers, visitors and other persons authorised by the Grantee from time to time and at all times hereafter to pass and repass for all purposes on foot with or without shopping trolleys and either with or without motor vehicles or other carriages laden or unladen over that portion of allotment 50 in Deposited Plan 36763 marked 'Z' appurtenant to the whole of the land contained in Certificate of Title Volume 5102 Folio 145.

APPENDIX B

**DESCRIPTION OF EASEMENT REFERRED TO IN CERTIFICATE
FOR THE WHOLE OF THE LAND MARKED 'A' IN DEPOSITED
PLAN 36763** ✓

SUBJECT nevertheless to an easement to The ELECTRICITY TRUST OF SOUTH AUSTRALIA its successors and assigns and its and their respective servants agents and licencees and all others authorised by them or any of them at all times hereafter and from time to time full and free right liberty power and authority:

1. To enter upon and to pass either with or without motor or other vehicles laden or unladen along or over the subject land
2. To construct and lay:
 - (1) under the surface of the subject land ducts pipes conductors and other works ;and
 - (2) on the surface of the subject land incidental or ancillary works (including without limiting the generality of the foregoing manholes and cable markers) for the transmission of electricity and to inspect repair alter remove and replace the same
3. From time to time to break the surface of dig open up and use the subject land for the purposes hereof
4. To transmit electricity by means of such works.

ROADS (OPENING & CLOSING) ACT 1991**1. PLANS SECTION** *Note: Memorial prepared for O/S re Sec 25(2)***a) Disposition of Public Road(s) being closed:**

? Govt. Rd. ☐ New Rd. ☐ (Road Plan No.) **Yes No**
 Public Rd. ☒ (Notn. No.) & are Rights Extinguished ? ☐ ☐
 or Other.....
 NUA ☐ (G.R.O. Mem No. Bk.) & are Rights Extinguished ? ☐ ☐

b) NUA

(i) Have the Old System been notified ? ☐ ☐
 (ii) Are there any R.P.A. titles with dominants rights over the NUA Public Rd(s) ? ☐ ☐

c) RIGHTS

Full rights search indexed and filed in Drafters Section ?

If yes what is it indexed under ? *No 210 in drafters***NO RIGHTS EXIST!**

* Leadenhall street was found not to be public. Unfortunately confirmation has already been taken place, so this plan must be processed. TGO-2 Plans Section (sign.) 12/11/1993
 PT Adelaide council have been notified. They are to declare the remaining portion PUBLIC!

2. AMENDMENTS SECTION**a) Manual Title(s) for Public Road(s) (Amendments Section to note)**.....
 NUA.....

Note:
 Include
 Authority for
 Public Road
 for each Title.

b) TATS Title(s) for Public Road(s) (See Drafters Instruction 3)**c) Titles with Dominant Rights or Easements (Amendments Section to note)**
 (TATS & Manual Titles : Rights extinguished by virtue of Section 25 of the Road Act.)

Amendments Section Noted (sign.) 16/12/1993

TGO-2 Plans Section (sign.) 12/11/1993

3. DRAFTERS SECTION FOR ISSUE OF NEW TITLES**a) TATS Titles with Dominant Rights to be extinguished by issuing a new title.**Vol. Fol. (Whole/Portion extinguished) Image to Amend ? ☐ ☐Vol. Fol. (Whole/Portion extinguished) Image to Amend ? ☐ ☐Vol. Fol. (Whole/Portion extinguished) Image to Amend ? ☐ ☐**b) TATS Titles for Public Roads : Balance title(s) to issue ?** ☐ ☐

Give Details

c) MANUAL Titles for Public Roads : Balance title(s) to issue ? ☐ ☐

Give Details

Section 3 prepared by :
 (sign.)

/ / 19

ROAD PLAN CHECKLIST

Prepare RTD ☒

Preliminary Plan ☒

Print of Plan ☐

Public Road vide

declared gaz. 28/8/1980 19/8/1980 GRO BK 539
15/2/1973 RG notice 12/2/1973 P. 121
P. 111

Duplicate CT for Road

Duplicate CT/CL for Merger

New separate CT to issue

Rights Yes ☐ See attached sheet

No ☒

OLD SYSTEM RIGHT SEARCH
TO BE CARRIED OUT.

Other approvals required ☐


Plan Approved ☒

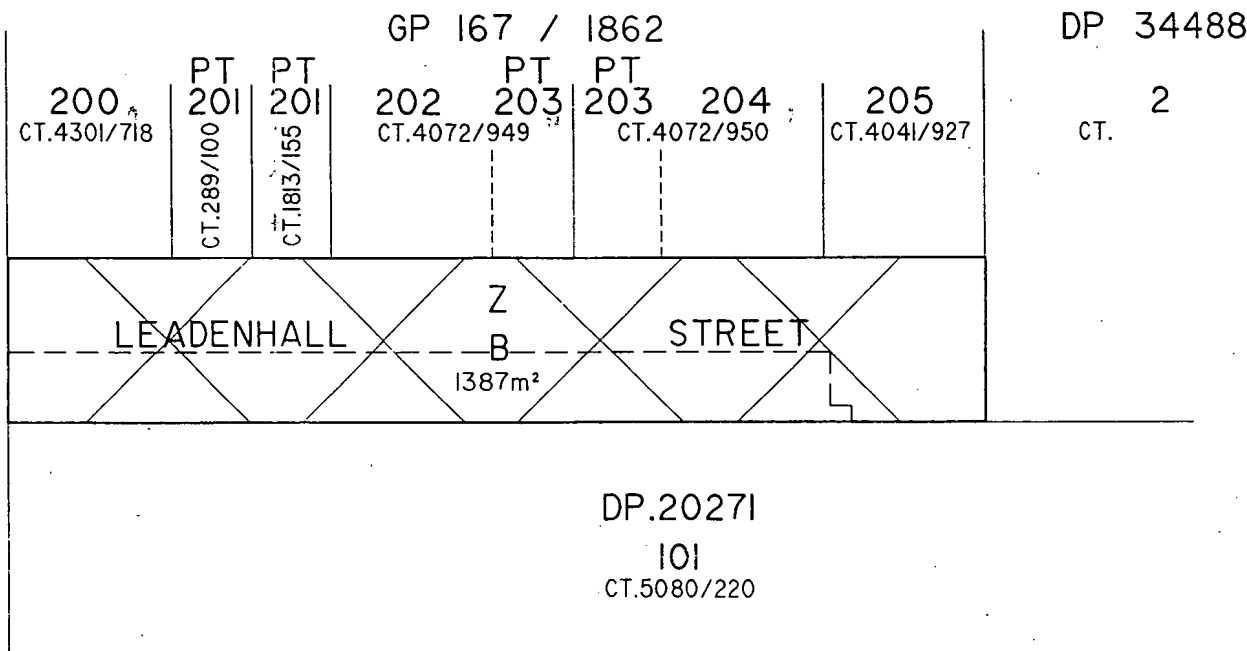
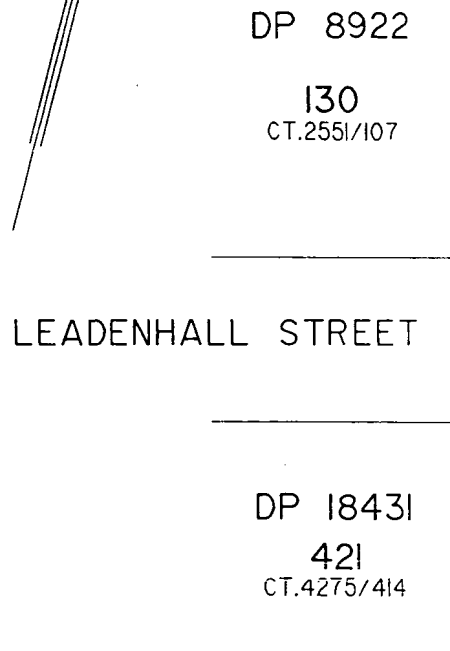
Print to Roads ☒

Confirmed/Deposited ☒

Closed Road Title Certificate ☒

Remarks

Leadenhall street being closed in DP36763 was not declared
public by the above GRO, another portion was declared public
by the above memorial. Pt Adelaide council have
been advised.
Init.  Date 25/5/93
Dmm



PRELIMINARY PLAN

CITY OF PORT ADELAIDE
HUNDRED OF PORT ADELAIDE
PROPOSED ROAD OPENING AND CLOSING
ADJOINING LOTS 200,201,202,203,204 & 205 IN GP.167/1862
AND LOT 101 IN DP.20271

I HEREBY CERTIFY THAT THE PORTION OF ROADS TO BE CLOSED
LETTERED B HEREON ARE PUBLIC ROADS WITHIN THE
MEANING OF SECTION 3 OF THE ROADS (OPENING AND CLOSING)
ACT, 1991.

Declared
GOVT ROAD
15/2/93

R. J. Juxford
LICENSED SURVEYOR

PORTION MARKED Z HEREON IS TO BE SUBJECT TO
A RIGHT OF WAY FOR ACCESS FOR ADJOINING
OWNERS AND ANY OTHER EASEMENTS THAT MAY
BE REQUIRED.

ROAD TO BE CLOSED LETTERED B
B...COUNCIL TO RETAIN TITLE

PROPOSAL CERTIFIED CORRECT AS TO INTENT.

DATED 2 / 10 / 1992 *[Signature]* CEO

SCALE

1 : 500

CALDER CALDER & ASSOCIATES PTY LTD
LICENSED SURVEYORS A.C.N. 007 803 269
130 ROSE TERRACE, WAYVILLE 5034 Ph.2721822 Fax.2725007
PI367 4B-183 AI205.DWG

[Signature]

REAL PROPERTY ACT, 1886



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.



Certificate of Title - Volume 6125 Folio 350

Parent Title(s)	CT 5173/860			
Creating Dealing(s)	DDA 12038804			
Title Issued	27/11/2013	Edition	2	Edition Issued 29/06/2016

Estate Type

FEE SIMPLE

Registered Proprietor

UNITINGCARE WESLEY PORT ADELAIDE INC.
OF 70 DALE STREET PORT ADELAIDE SA 5015

Description of Land

ALLOTMENT 1 DEPOSITED PLAN 34488
IN THE AREA NAMED PORT ADELAIDE
HUNDRED OF PORT ADELAIDE

Easements

SUBJECT TO PARTY WALL RIGHT(S) OVER THE LAND MARKED A (RE 7328811)
SUBJECT TO FREE AND UNRESTRICTED RIGHT(S) OF WAY OVER THE LAND MARKED C
TOGETHER WITH EASEMENT(S) OVER THE LAND MARKED G (RE 7328812)
TOGETHER WITH PARTY WALL RIGHT(S) OVER THE LAND MARKED B (RE 7328811A)
TOGETHER WITH RIGHT(S) OF WAY OVER THE LAND MARKED Z (RTD 7470735)
TOGETHER WITH RIGHT(S) OF WAY AND EASEMENT(S) OVER THE LAND MARKED N (RTD 7470735)

Schedule of Dealings

Dealing Number	Description
8090326	LEASE TO MISSION PROPERTIES PTY. LTD. COMMENCING ON 24/11/1992 AND EXPIRING ON 24/11/2091 OF PORTION (ENCLOSED STORAGE AREA E IN GP 108/1996)
8703548	MORTGAGE OF LEASE 8090326 TO NATIONAL AUSTRALIA BANK LTD.
9440879	MORTGAGE OF LEASE 8090326 TO NATIONAL AUSTRALIA BANK LTD.
10554047	CAVEAT BY GE PERSONAL FINANCE PTY. LTD. OVER PORTION (OFFICE 2 IN GP 71/2003)
11418269	CAVEAT BY ADELAIDE CENTRAL PLAZA PTY. LTD. OVER LEASE 8090326 OVER PORTION

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL



Notations on Plan NIL

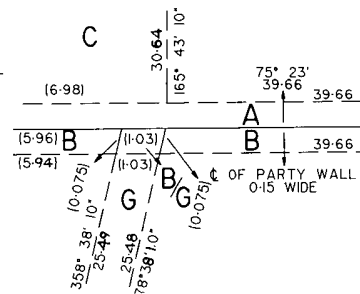
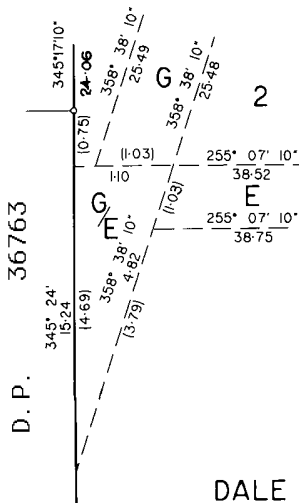
Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G108/1996
PLAN FOR LEASE PURPOSES VIDE G502/1992
PLAN FOR LEASE PURPOSES VIDE G71/2003
APPROVED FILED PLAN FOR LEASE PURPOSES FX50010
NEW EDITION CREATED DUE TO EXPIRATION OF LEASE

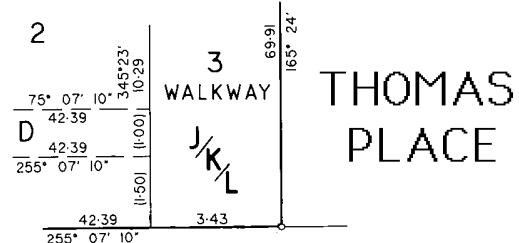
Administrative Interests NIL



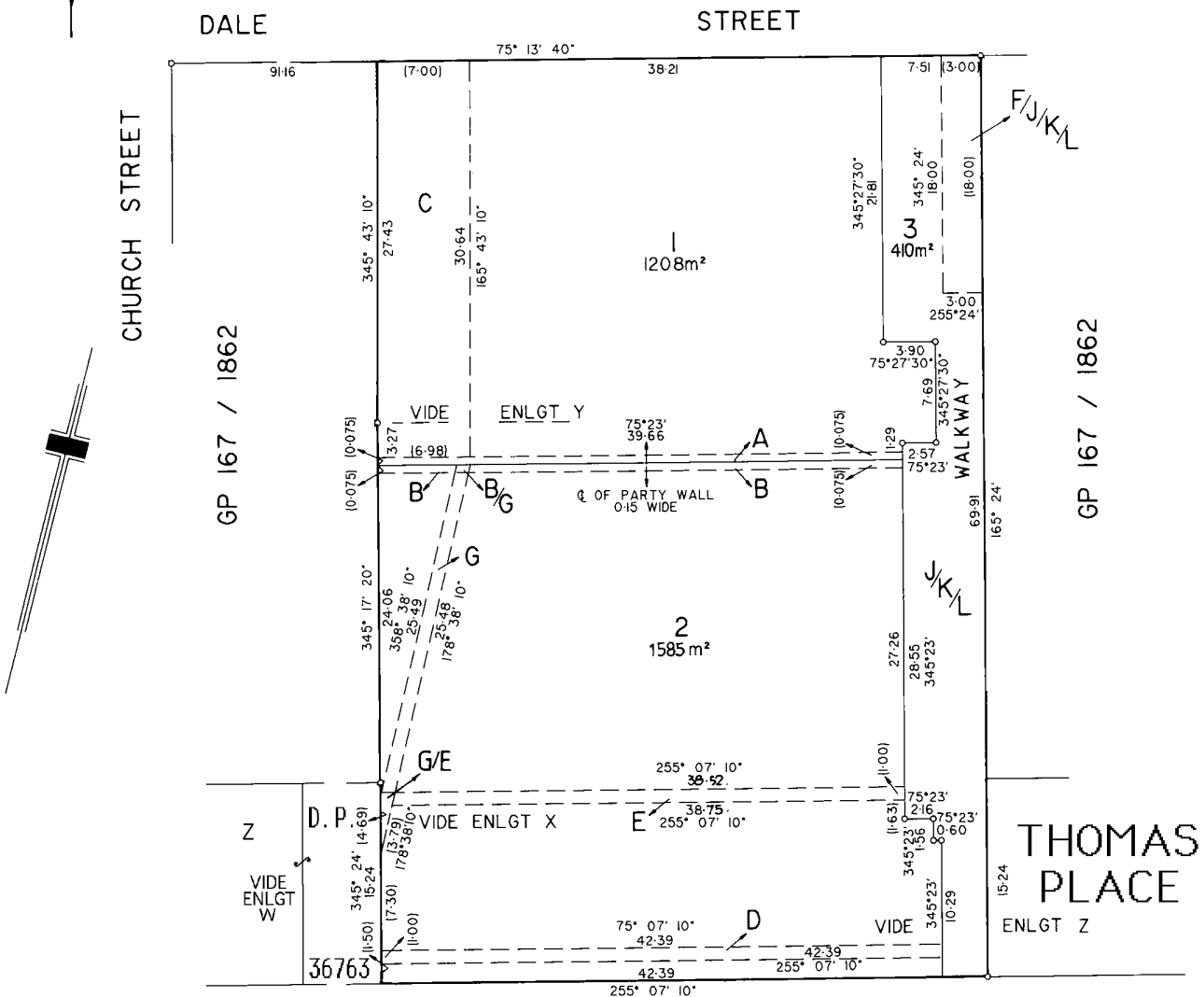
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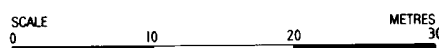
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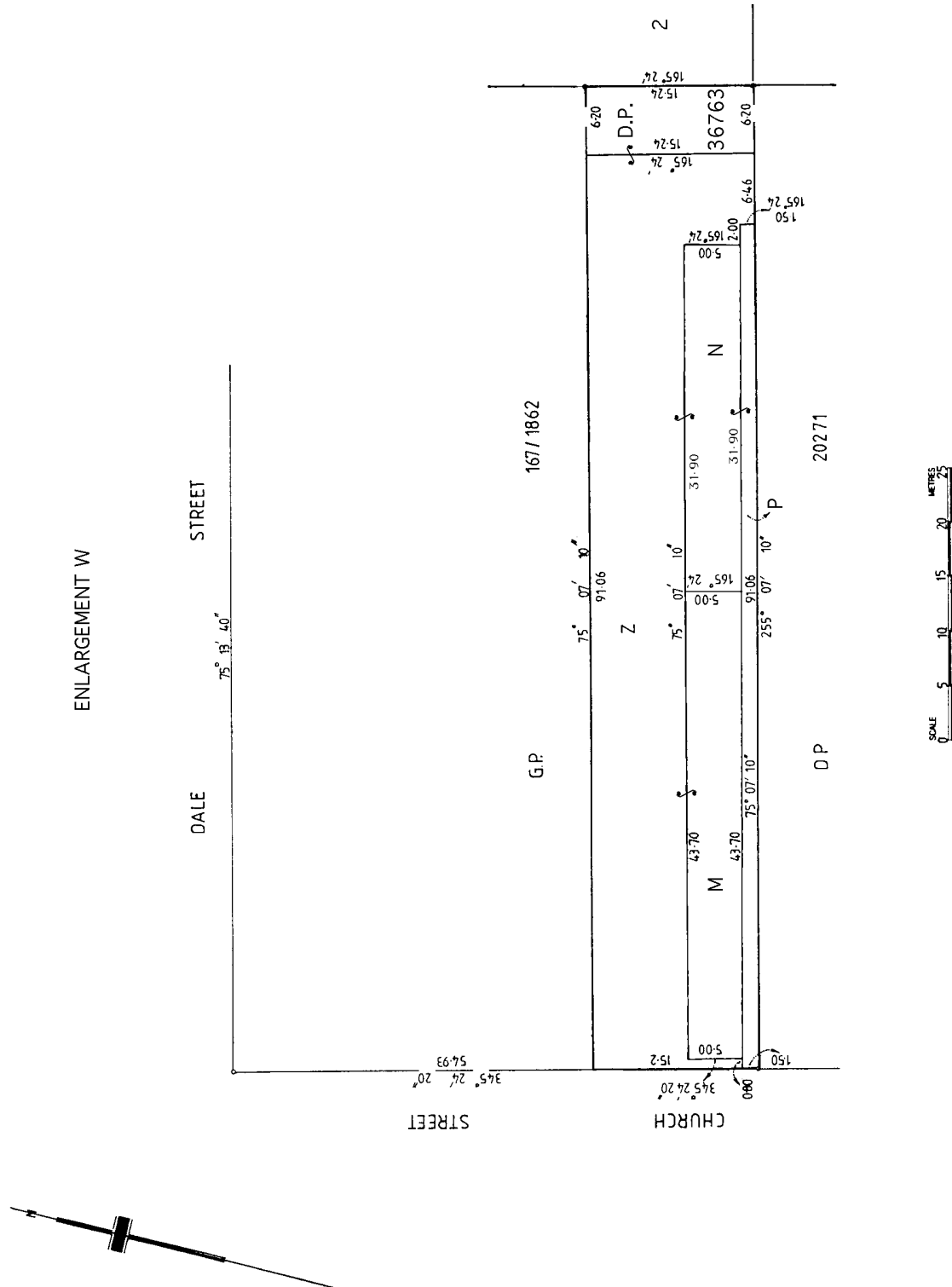


ENLARGEMENT Z NOT TO SCALE



DP 20271





23 August 2017

Department of Planning, Transport and Infrastructure
Planning and Development
Strategic Development Assessment
Level 5, 50 Flinders Street
ADELAIDE SA 5000

Attention: Yasmine Alliu, Planning Officer

Dear Yasmine

**Re: Response to additional Council Queries
Development Application 040/W018/17**

Further to our correspondence on the 10 August 2017, Council have raised some further queries through our client.

Specifically, Council have sought:

1. Clarification of the extent of the site, noting the proposed improvements to the right of way for a pedestrian thoroughfare on the western side of the Uniting Care Wesley building fronting Dale Street.
2. Further details regarding pedestrian access suitability on the east-west link being created between Leadenhall Street and Thomas Place, noting pedestrians are required to traverse of vehicle transition zone.
3. Confirmation of the acceptance of the proposed storm water treatment for water quality improvement across the site.

In respect to the first point please find **attached** a copy of the adjacent Certificate of Title - Volume 6125 Folio 350 and an updated site plan SK20 prepared by Hardy Milazzo designating the Right of Way as part of the site for the purpose of the development application.

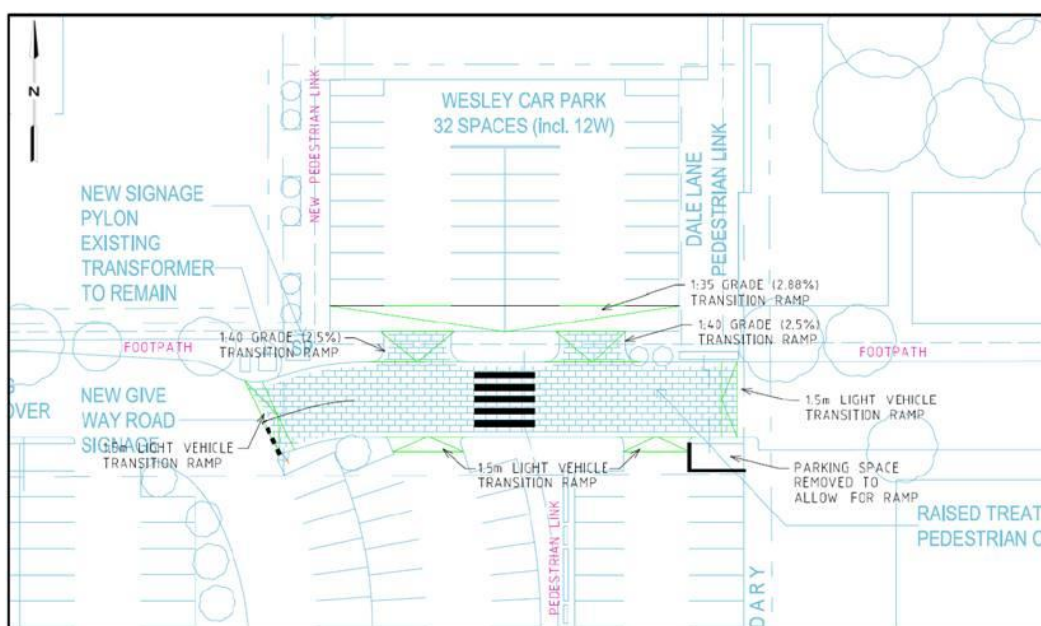
The extent of the site as described in our Planning Report should be amended to include the portion of Allotment 1 Deposited Plan 34488 marked C which is registered as a Right of Way in favour of our client's land.



In respect to the second point, please find below an extract from an email provided by GTA Consultants which advises that the vehicle transition zones were specifically designed to comply with AS/NZS 2890.1:2004 (Section 3.3 Clause (d)). The transition zones were specifically designed to comply with the cross falls for footpaths and accordingly are considered suitable for pedestrians.

Hi Greg,

I refer to your query from Council relating to the cross falls associated with the northern transitions of the proposed raised treatment as per figure below:



You will note that the northern transition comprises a 1:40 grade followed by a 1:35 grade within the Wesley car park

The cross falls have been specifically designed to be at 1:40 across the section adjacent to the pedestrian footpath as this is the gradient acceptable for pedestrians and complies with AS/NZS 2890.1:2004 (Section 3.3 Clause (d)). The 1:35 grade is intended to match back to at-grade while still maintaining appropriate cross fall to enable parking spaces to be provided in accordance with AS/NZS 2890.1:2004 within this zone.

I trust this satisfies your queries and addresses the potential pedestrian related concerns with regard to the cross falls.

Please do not hesitate to contact me should you have any further queries.

Regards

David Kwong



In respect to the third point W&G and Associates have confirmed that they received written email correspondence confirming the acceptability of the proposed Storm Water Drainage Plan on 29 September 2015. The circumstance of the site have not significantly changed since the receipt of this advice and accordingly there is no justifiable basis that a different design for water quality improvements would be warranted. Please find below an extract from the email chain provided by Colin Hill of W&G and Associates.

From: Nathan Wicker [<mailto:nathan.wicker@portenf.sa.gov.au>]
Sent: Tuesday, 29 September 2015 9:01 AM
To: Colin Hill <CHill@wga.com.au>
Cc: Loreto Taglienti <LTaglienti@wga.com.au>; Aaron Wood <aaron.wood@portenf.sa.gov.au>
Subject: RE: Port Canal Shopping Centre - Stormwater Quality Measures

Colin,

Providing at source gross pollutant control (i.e. Ecosol RSF100 or similar) to any new pits seems to be a good compromise having discussed the various issues

Regards,

Nathan Wicker
Technical Services
City of Port Adelaide Enfield
Phone: 08 8405 6824
Email: nathan.wicker@portenf.sa.gov.au
PO Box 110 Port Adelaide SA 5015
163 St. Vincent Street, Port Adelaide SA 5015
Website: www.portenf.sa.gov.au
Please send large files +6mb to my dropbox [<https://sftp.portenf.sa.gov.au/filedrop/~QZxGpA>]

From: Colin Hill [<mailto:CHill@wga.com.au>]
Sent: Thursday, 24 September 2015 12:00 PM
To: Aaron Wood; Nathan Wicker
Cc: Loreto Taglienti
Subject: Port Canal Shopping Centre - Stormwater Quality Measures

Nathan,

As discussed this morning (and further to my earlier discussions with Aaron), please find attached a preliminary site plan showing the extent of new building works proposed re-development of the Shopping Centre. We are still in the concept design phase and wanted some direction in regard to the stormwater quality measures expected by Council.



The existing site does not appear to have any GPT etc and currently connects into Council's drain in Church St. The re-development of the site will involve an overall increase in roof area (and a subsequent decrease in asphalt pavement) and as such the stormwater quality will actually improve. There is a large area of car park that will remain "as is".

Can you please review and give me a call to discuss further.

Regards,

Colin Hill SENIOR CIVIL ENGINEER

BE Civil (Hons), MIEAust

WALLBRIDGE & GILBERT

60 Wyatt Street, Adelaide SA 5000

PHONE 08 8223 7433

MOBILE 0422 994 420

WEB www.wallbridgeandgilbert.com.au

Structural Civil Environmental Geotechnical Traffic+Transport

Adelaide | Darwin | Melbourne | Perth | Whyalla

Please contact me if you have any queries regarding the above responses to Councils queries.

Yours sincerely

Greg Vincent

MasterPlan SA Pty Ltd

enc: Drawing SK20, Prepared by Hardy Milazzo Architects.
Certificate of Title Volume 6125 Folio 350.
DP 34488.
Email Chain from Colin Hill at W&G.

cc: Precision Group.
Hardy Milazzo Architects.
Podia Pty Ltd.
GTA Consultants.

10 August 2017

Department of Planning, Transport and Infrastructure
Planning and Development
Strategic Development Assessment
Level 5, 50 Flinders Street
ADELAIDE SA 5000

Attention: Yasmine Alliu, Planning Officer

Dear Yasmine

Re: Response to Request for Additional Information

I refer to your request for additional information issued by email on 7 July 2017.

Please find below and attached details in response to the matters identified in the email correspondence.

DPTI Staff Comments

Could you please clarify the following in terms of square metres:

- *Mini/Majors – what are these exactly;*
- *Specialties – again;*
- *Kiosks; and*
- *1st floor tenancies.*

Response: Please refer to the proposal plans, specifically drawing number SK03. A table of areas is included on the site plan specifying the gross floor area, lettable area and car parking. The table was also included on page five of the planning report prepared and submitted with the application documents. I have repeated the table below for convenience.



PORT CANAL SHOPPING CENTRE TENANCIES	LETTABLE AREAS
Existing Coles/Kmart	13,361 square metres
Mini Majors	1,752 square metres
Specialties	6,876 square metres
Kiosks	140 square metres
1 st Floor Tenancies	2,934 square metres
Total	25,063 square metres

The final tenancy agreements with the proposed mini-majors are yet to be finalised and accordingly it would be premature to specify the specific tenant.

1. *Are the shade sails in the car park now part of this application?*

Response: Yes, the shade sails over the northern car parking area form part of the development application. The shade sails form part of the weather protection for patrons of the shopping centre and add to the architectural expressions and theme reflecting on the heritage of the Port Adelaide Area and their location is illustrated on drawing SK03. (Please refer to new drawing SK15 for details of the proposed shade sails).

2. *Will the National Pharmacies, Australia Post, the Reject Shop and the Bendigo Bank remain as tenancies in the new proposal?*

Response: The final tenancy mix has yet to be resolved, however the design provides the opportunities for all current tenancies to be accommodated in the new building.

3. *You have said there are 16 car spaces on Leadenhall Street ...where are they located... I can only find 8 spaces... if you could indicate the location of the Council car parks as stated on the site plan by Hardy Milazzo.*

Response: For clarification, there are 24 existing right angled car parking spaces located within the title boundaries that accommodate Leadenhall Street. The proposed redevelopment seeks to rearrange the car parking layout to create a more convenient access and as a result relocate 16 spaces from wholly within Leadenhall Street to elsewhere within the revised car parking layout. (Please refer to drawing SK16 showing the existing car parking spaces).

I can confirm that eight car parking spaces will remain wholly within the boundaries of the Leadenhall Street title boundaries, while eight car parking spaces will be partially located within the Leadenhall Street title (Drawing SK03 shows the re-orientated eight car parking spaces within Leadenhall Street).



4. *Bicycle parks – where are they?*

Response: Drawing SK03 has been amended to identify the location of the proposed bicycle parking racks. Racks have been positioned adjacent the main entries, providing for a total capacity of 50 bicycles.

5. *Review pedestrian access – as stated in Councils comments – again as per the previous application to show pedestrian access to the train station – reiterating Council - this is still disjointed in the plans supplied.*

Response: Pedestrian access routes have been carefully considered across the site having regard to comments from the previous development applications approved on the subject land.

The proposed development establishes four new entrances to the shopping centre. A primary northern, a secondary north western, a primary western and primary eastern entrance. The demolition of the existing northern mall has created the opportunity to enhance the north-south pedestrian corridor through the use of the existing Dale Lane thoroughfare on the western side of the Uniting Care Wesley, creation of a new thoroughfare on the eastern side of the Uniting Care Wesley Building, and the creation of an east west pedestrian link along Leadenhall Street and Thomas Place between Commercial Road and Church Street.

A separated pedestrian path links the primary northern entrance through the new car park to the Dale Lane thoroughfare and the western thoroughfare (via Right of Way) to the identified north-south pedestrian links in Council's Development Plan. The design and layout of the pedestrian linkages enhances pedestrian movement and directs them towards the primary northern entrance.

It is considered that the design does not require a dedicated pedestrian link to the north-western entrance, in that it is located close to the existing footpath in Church Street and to incorporate a separated pedestrian path serving this entrance would result in the significant loss of car parking which on balance is preferred to an additional pedestrian link.

The location of the western entrance aligns with the existing pedestrian crossing to Church Street, which together with the proposed wombat crossing within the car park aisle provided safe and convenient movement to and from the car parking spaces on the western side of Church Street.

The proposed pedestrian path from the Railway Station provides a direct and convenient link along the southern boundary of the site through to the proposed eastern entrance of the shopping centre.

Noting that the eastern end of the link to the railway station is located outside of the site of the development, our client looks forward to working with both Council and DPTI on an integrated design solution at the eastern end to complete the link.



6. *Swept paths of HRV and semi-trailer access and egress routes to loading bays across the site*

Response: Please refer to the **attached** updated Traffic Impact Assessment illustrating the swept paths for service and delivery vehicles across the site.

7. *The portion between Thomas Place and Leadenhall Street – Dale Lane that is being opened for direct vehicle access ... [Sic]*

Response: The portion of land between Thomas Place and Leadenhall Street is primarily freehold land which will form part of the car park aisle network and will be retained in private ownership associated with the shopping centre. It is not intended to vest this land as part of the public street network.

It should be noted that Leadenhall Street is also freehold land, not a public street, held as a title by Council with associated easements and encumbrances.

A portion of Dale Lane, identified as a thoroughfare, extends across the western end of Thomas Place. Our client has had discussions with Council and given the benefits that arise through opening the east-west link, Council has indicated a receptiveness to granting the required rights of way over this portion of Dale Lane in favour of the Shopping Centre.

The car park aisle over this portion of land between Thomas Place and Leadenhall Street has been designed as a raised threshold to clearly delineate the difference between public road and private land.

8. *Are the two new loading bays at the northern end of the proposed new malls?*

Response: Three new loading bays are proposed to service the development:

- one between the new northern and north western entrances to service a proposed new mini major;
- one in the south-eastern corner of the site to accommodate a proposed mini major; and
- one on the northern side of the Stage 1 works for specialty tenancies.

The design and layout of the loading bays have been carefully considered to ensure that they meet the servicing requirement of the shopping centre.



9. *Need a perspective of the landscaping and pedestrian links - the connections to Dale Lane (showing both sides of the road) - and the pathway from the Railway Station to the Shopping Centre in the eastern sector (the view shown in the perspectives looks across the car park and doesn't show the links)*

Response: Please find **attached** an indicative perspective of the proposed new landscaping and urban design treatment for the new western pedestrian link.



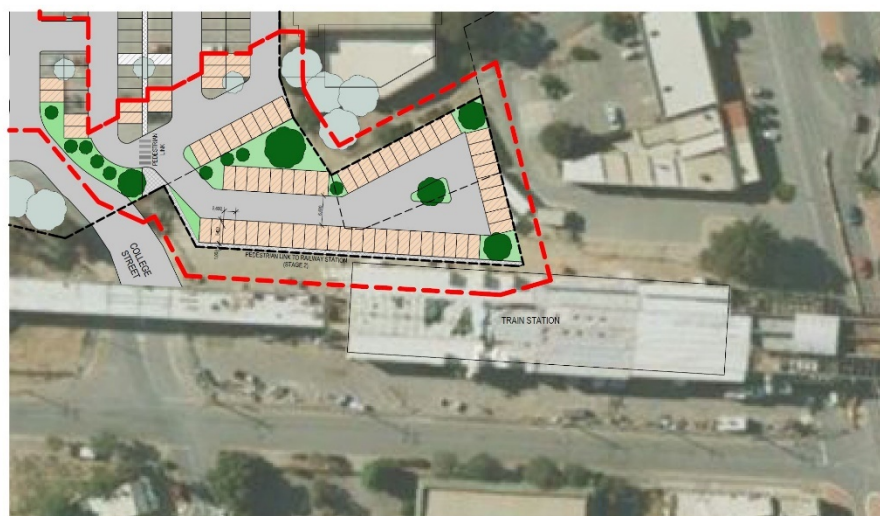
The link through the car park will be the subject of further design development and accordingly, we respectfully request that the final details and landscaping of this link be the subject of a condition of consent.

Landscaping of the Dale Lane link is required as a partnership between Council and the owners of the shopping centre, noting that pedestrian link is on Council land, outside the site of the proposed development.

In terms of the pedestrian link to the Railway Station please find **attached** an enlargement of that link in lieu of a perspective.



Figure 1: Proposed Pedestrian Link



SK11 Site Plan - Pedestrian Link 1:500

Figure 2: Approved Pedestrian Link

Council Comments

Council Staff speak of the existence of a Land Management Agreement between the former Corporation of the City of Port Adelaide and Mission Properties relating to a portion of the subject land. Council has notified us that it will further discuss with the Precision Group any necessary arrangements that may be required to ensure LMA obligations are addressed in association with the current proposal.



Response: Council and the Precision Group have had lengthy discussions regarding the nature of the Land Management Agreement. The Land Management Agreement registered over Lot 2 in Deposited Plan 34488 has no direct impact on the proposed development and has little remaining relevance given that the land had been previously developed in accordance with the approval and land divided and transferred in accordance with the Annexure.

Traffic

10. *Given the majority of the site is car parking Council requires stormwater quality improvements - WSUD techniques should be implemented including water retention in the design.*

Response: It should be noted that the majority of the site is currently hard paved surfaces connected to the existing storm water network. Having regard to the state of existing development, it is considered unreasonable, where there is the existing extent of site coverage to require significant improvements to water quality.

Wallbridge and Gilbert Engineers in consultation with Council identified that no new Gross Pollutant Traps were necessary, however all new grated inlet pits or side entry pits would be fitted with a litter basket or similar to improve water quality.

Accordingly, the client would be prepared to accept a condition of consent reinforcing the note on the **attached** Storm Water Drainage Design Plan (please refer to **attached** Civil Plan WAD150254, Sheet CSK100B).

11. *Inconsistencies in the traffic report to be reviewed and updated*

Response: Please find **attached** an updated Traffic Impact Assessment Report and replacement of inconsistent plans.

12. *Council requires a detailed TIA report in order to;*

- *Assess the adequacy of the existing or future transportation system to accommodate additional traffic generated by a proposed development.*
- *Assist in determining what improvements may be required to transport infrastructure (e.g. roadways, pathways, public transport and traffic facilities, parking etc.) to maintain a satisfactory level of service for the proposed land use development and the broad community*



Response: The proposed Traffic Impact Assessment does not identify any requirements for upgrades to the existing or future transportation system to accommodate additional traffic. The proposed development is the redesign of a previously approved two stage development of the site where there were no requirements for any upgrades to the surround street network.

The proposed development has been designed around the Council's re-development of Church Street, in consultation with Council to integrate the car parking access with the upgrade to the Council's street infrastructure.

The pedestrian crossings and entrances to the shopping centre have been designed to link closely with the proposed indented bus stops on Church Street and the Railway Station promoting the use of public transport to and from the site.

The improved pedestrian interconnectivity with land to the north of Dale Street provides for the shared use of car parking throughout the centre.

The proposed design accommodates a community bus stop adjacent the north-western entrance and delineated taxi ranks adjacent both the eastern and western entrances.

Accordingly, we submit that the design of the proposed shopping centre more than adequately responds to the level of service and accessibility for the broader community.

13. *Council previously questioned the designation of Thomas Place as a shared street and instead sought a pedestrian crossing on a raised platform and clearly designated paths from the access laneways to the shopping centre.*

Response: The vehicular link between Thomas Place and Leadenhall Street has been designed as a raised threshold to clearly delineate between private land and public roads. It is not intended as a shared Street and any reference has been deleted from the respective plans.

The access laneways end at the footpaths of Thomas Place and Leadenhall Street linking to a new defined footpath linking the footpaths of Leadenhall Street and Thomas Place. A zebra crossing links the designated north-south pedestrian path through the car park to the footpath on the northern side of Thomas Place/Leadenhall Street to provide a single pedestrian connection across the vehicle access aisle.

14. *Response to Additional Matters expressed in Council comments*

Response: The proposal plans illustrate Council's adopted design for Church Street including the location of the bus stops and traffic calming.



Car parking has been provided in accordance with and exceeds the minimum rates for on-site car parking identified in the Development Plan.

The re-aligned on-street car parking spaces within Church Street form part of the Church Street upgrade proposed by Council and as a result the spaces within the road reserve, accessed from the Precision owned land will be the subject of a licence to occupy by the Precision Group. While the on-site car parking requirement does not rely upon these spaces to meet the relevant Development Plan rates, these parking spaces will form part of the overall car parking available for use of the shopping centre patrons

The car parking layout for the south-western corner of the site represents an extension to the existing car parking in that location and is conveniently accessed along the Church Street footpath to the Western entry of the Shopping Centre.

The bus stop locations on Church Street are those proposed by Council in their design for the Church Street upgrade.

Disabled parking spaces have been provided for in accordance with the Building Code of Australia (refer to GTA TIA).

All associated traffic control devices are identified on the proposal plans.

Government Architects Comments

15. *Modelling to assess and demonstrate management of solar loads on glazed elements (due to the extent of full height glazing).*

Response: The proposed design incorporates extensive shading the north facing glazing with canopies projecting up to 10 metres in depth over the two-storey high glazed entrances and expressed steel frame canopies over with a depth in the order of 5.0 metres over the two-storey high glazed windows.

The attached sun shade cross sections demonstrate the effectiveness of the shading across the northern elevations throughout the day at the Summer Solstice, Winter Solstice and Equinox.

Part J of the National Construction Code also requires the buildings glazing performance to be demonstrated at the time of Building Rules consent and accordingly we submit that it is more appropriate for any modelling to be undertaken at the time of Building Rules Consent, noting that from a passive perspective the proposed design seeks to maximise the shade of the façade at times of peak heat loading.

16. *Provision of a developed scheme for the laneways on the east and west sides of the Uniting Care Wesley, informed by Crime Prevention Through Environmental Design principles, pedestrian amenity and a lighting and landscape strategy. (There is limited information on this)*



Response: Please refer to point 10 above. Dale Lane is outside the scope of the development site and it is the intent of the Precision Group to work closely with Council on the future redevelopment of this urban space.

The proposed laneway link to the western side of Uniting Care Wesley has an indicative design (illustrated above) which will form the basis of the landscape design. Our client welcomes a condition of consent requiring the final design details of this pedestrian link to be to the satisfaction of the State Planning Commission.

17. *A high quality of external materials supported by the provision of a materials samples board.*

Response: Please refer to drawing number SK013 which illustrates the indicative materials and finishes of the proposed development that are consistent with those approved as part of the previous approval for the land.

Please contact me if you have any queries regarding the response described above or the attached additional information supplied.

Yours sincerely

Greg Vincent
MasterPlan SA Pty Ltd

enc: Drawing SK16 – Existing Leadenhall Street Car Parking (New) dated 1 August 2017.
Drawing SK03 – Site Plan (Replacement) dated 4 August 2017.
Drawing SK05 – Ground Floor Plan (Replacement) dated 4 August 2017.
Drawing SK15 – Shade Sails (New) dated 31 July 2017.
Drawing SK14 – Pedestrian Link to Station (New) dated 31 July 2017.
Drawing SK17 – Sun Shade Section Summer (New) dated 1 August 2017.
Drawing SK18 – Sun Shade Section Winter (New) dated 1 August 2017.
Drawing SK19 – Sun Shade Section Equinox (New) dated 1 August 2017.
Civil Plan WAD150254, Sheet CSK100B prepared by W&G dated 26 June 2017.
Revised GTA Traffic Impact Assessment dated 9 August 2017.

cc: Precision Group.
Hardy Milazzo Architects.
Podia Pty Ltd.
GTA Consultants.

PLANNING REPORT

**Redevelopment of an Existing
Shopping Centre for Precision Group**



Prepared by
MasterPlan SA Pty Ltd
ABN 30 007 755 277, ISO 9001:2015 Certified
33 Carrington Street, Adelaide SA 5000
Telephone: 8193 5600, masterplan.com.au

April 2017



1.0 INTRODUCTION

MasterPlan SA Pty Ltd has been engaged by Precision Group to review the proposal plans and prepare a planning report to accompany an application for the redevelopment of the existing shopping centre at 200 Commercial Road, Port Adelaide.

The following technical reports and documentation have informed our opinions in respect to this application:

- Traffic Impact Assessment;
- Acoustic Report; and
- Waste Management Report.

2.0 BACKGROUND

Development Plan Consent was granted to application 040/W030/16 for the redevelopment of an existing shopping centre on 27 October 2016. This application involved two stages of development, both having been granted planning consent.

A Development Authorisation (for Stage 1) was granted by Council, being the relevant authority, on the 30 June 2014 by way of DA 040/0628/14, and the nature of the proposal was to undertake *"building extensions and alterations to existing shopping centre including single storey mall and parking area changes."* A variation application was subsequently lodged and comprised minor alterations to the existing approval. This was granted Development Plan Consent by Council on 18 May 2016.

Precision Group lodged an additional application for a second stage of works to further expand upon the existing authorisation for Stage 1. Subsequent amendments to the *Development Regulations 2008* (Regulations) meant the relevant authority for Stage 2 reverted assessment to the Development Assessment Commission (DAC). Stage 2 was assessed by the DAC in accordance with Schedule 10, Part 6 of the Regulations, where the DAC are the relevant authority when estimated development costs are in excess of \$3 million.

Prior to lodgement of Stage 2, Precision Group had detailed conversations with ODASA which included an initial start-up meeting, a preliminary lodgement panel (PLP) meeting and three Design Review Panel meetings.

During the assessment of Stage 2 the application was referred to the Government Architect through the Office of Design + Architecture SA (ODASA) under Schedule 8 of the *Development Regulations 2008*.



The Government Architect provided constructive feedback and expressed concern regarding pedestrian links and the use of better design to address such issues. The application was then granted Development Plan Consent on 27 October 2017.

Considering opportunities to better develop the site, Precision Group accordingly seek to obtain consent for an alternative proposal. The design addresses previous concerns raised by referral agencies regarding pedestrian access and safety, car parking and the integration with adjoining street networks.

3.0 SUBJECT SITE AND LOCALITY

3.1 Subject Site

The subject land is irregular in shape and currently contains the existing Port Canal Shopping Centre which is provided with frontages to Church Street, Dale Lane, Leadenhall Street, Thomas Place and Commercial Road. The subject land comprises of an area approximately 5.4 hectares. The subject land comprises of the following allotments:

- Allotment 204 of Filed Plan 56117 in the area named Port Adelaide, Hundred of Port Adelaide as contained within Certificate of Title Volume 6125, Folio 347;
- Allotment 2 of Deposited Plan 56117 in the area named Port Adelaide, Hundred of Port Adelaide as contained within Certificate of Title Volume 6125, Folio 333;
- Allotment 321 of Deposited Plan 18177 in the area named Port Adelaide, Hundred of Port Adelaide as contained within Certificate of Title Volume 6115, Folio 416;
- Allotment 50 of Deposited Plan 36763 in the area named Port Adelaide, Hundred of Port Adelaide as contained within Certificate of Title Volume 5795, Folio 69 (known as Leadenhall Street, owned by City of Port Adelaide Enfield Council);
- portion of Allotment 2 of Deposited Plan 34488 in the area named Port Adelaide, Hundred of Port Adelaide as contained within Certificate of Title Volume 5102, Folio 147;
- portion of Allotment 2 of Deposited Plan 34488 in the area named Port Adelaide, Hundred of Port Adelaide as contained within Certificate of Title Volume 5102, Folio 146;
- portion of Allotment (thoroughfare) 3 of Deposited Plan 34488 in the name of Port Adelaide, Hundred of Port Adelaide as contained within Certificate of Title Volume 5102, Folio 151 (Dale Lane); and
- portion of Church Street, located between Leadenhall Street and Hack Street.



The site's existing structure is single storey, although has the appearance and bulk of a two storey building. The existing buildings comprise a range of commercial tenants that include Coles, Kmart, National Pharmacies, Australian Post, The Reject Shop and Bendigo Bank. The subject site provides goods and services for the locality and general area of Port Adelaide. The existing built form comprises a total gross lease floor area of 15,900 square metres and 981 car park spaces.

The subject site extends beyond the boundaries of the existing Port Canal shopping facility and will comprise additional parking on Leadenhall Street. Specifically, the subject site extends to the southern portion of Leadenhall Street. There is an easement ensuring rights of way on the southern portion of Leadenhall Street marked D and E. CT 5795/69 indicates that land marked D is subject to rights of way for Mission Properties Pty Ltd and its servants, agents, contractors, lessees, licensees, invitees, customers and visitors authorised by the grantee. CT 5795/69 indicates that land marked E is subject to rights of way for Port Adelaide Wesley Centre and its servants, agents, contractors, lessees, licensees, invitees, customers and visitors authorised by the grantee.

Prior discussion and correspondence with Council has led to the formation of a prospective car parking licence agreement between Council and the applicant, of which concerns car parking on Church Street. The agreement allows portions of car parking on Church Street to be leased by the applicant. On this basis, the subject site extends beyond the western boundaries of the shopping centre facility and into Church Street. Whilst a rearrangement and reorientation of existing parking on Church Street will form part of this application, the use and function of these spaces will not be compromised. There is an existing drainage easement on Church Street shown in CT 6115/416, of which is owned by Council. This easement will be unaffected.

The agreement with Council also covers the administration process involved with 'opening' a portion of Dale Lane allowing for the direct vehicle access to the site from Thomas Place. The applicants have agreed to all costs and conditions prescribed within Council's agreement. Subsequently the plans and documentation provided in this application represents the built form prescribed in the agreement. Therefore, the southern portion of Dale Lane further forms part of the development subject site.

3.2 Locality

The existing shopping centre is located in the Regional Centre Zone and Retail Core Policy Area 50 of the Port Adelaide Enfield Development Plan (consolidated 21 April 2016). There are existing pedestrian and transport links, and numerous access points for vehicles.

There are no heritage items in the locality that could influence design. Neighbouring land uses to the Port Canal Shopping Centre are predominately retail. The locality is well serviced with alternative modes of transportation such as bus stops and a train station located to the south of the site. The locality provides an abundance of on-street and off-street parking to support retail and commercial land uses.



Thomas Place and Leadenhall Street are separated by an existing retail mall which prevents vehicle and pedestrian linkage. The streetscape is therefore limited by the street's existing built form, of which poses restrictions on pedestrian access and way finding.

Dale Lane is a public laneway linking the existing northern entrance of the shopping centre with the other retail precincts of the Regional Centre Zone. The laneway provides a pedestrian link through to Dale Street with various street widths resulting from ranging property setbacks to the east and west. This provides a line of sight from Dale Street to the northern entrance of the subject site.

4.0 PROPOSAL

4.1 Plans and Documentation

The proposed development is detailed on the following plans as prepared by Hardy Milazzo and Design Well:

- SK01 – Cover Sheet (dated 29/3/2017);
- SK02 - Location & Contextual Plan (dated 29/3/2017);
- SK03 – Site Plan (dated 11/4/2017);
- SK04 – Demolition Plan (dated 29/3/2017);
- SK05 – Ground Floor Plan (dated 11/4/2017);
- SK06 – First Floor Plan (dated 29/3/2017);
- SK07 – Elevations (dated 29/3/2017);
- SK08 – Context Elevations (dated 29/3/2017);
- SK09 – Sections (dated 29/3/2017);
- SK10 – Perspectives (dated 29/3/2017);
- SK11 – Perspectives (dated 29/3/2017);
- SK12 – Context Perspectives (dated 29/3/2017);
- SK13 – Indicative Material and Finishes (dated 29/3/2017); and
- DWG 101 REV A - Planting Schedule (dated 3/3/2017).



In summary, the proposed redevelopment includes the following components:

- demolition of existing mall and ancillary structures;
- construction of shopping centre with internal links to existing shops;
- construction of building facades that comprise new entrance points and canopies;
- alterations to streetscape design for enhanced pedestrian links; and
- alterations to car parking areas to accommodate new shopping development.

On this basis, we consider the nature of development to comprise:

"Partial demolition of shopping centre and ancillary structures, construction of retail and commercial tenancies, food court, mall, entranceways, canopies, service lane, loading docks, and associated car parking."

4.2 Land Use

The range of tenancies and associated land uses will provide the locality with a diversity in retail, commercial and social settings. The following table lists the existing and proposed tenancies associated with the proposed use of the site:

PORT CANAL SHOPPING CENTRE TENANCIES		LETTABLE AREAS
Existing Coles/Kmart		13,361 square metres
Mini Majors		1,752 square metres
Specialties		6,876 square metres
Kiosks		140 square metres
1 st Floor Tenancies		2,934 square metres
Total		25,063 square metres

The centre will include a 24-hour gym, medical centre and childcare centre at the first floor.



4.3 Built Form/Site Area/Setbacks

The gross floor area including the outdoor area of the childcare centre is 29,394 square metres. This area comprises the existing Coles and Kmart centre, kiosks and shopping tenancies. The height of the centre is two storeys. The additional facility will be setback no less than 6.0 metres from the site's closest boundary (north eastern boundary). The building's overall setbacks are designed to obscure views from land outside the subject site, whilst maintaining sightlines with active pedestrian throwaways.

4.4 Materials and Finishes

The proposed development is to be constructed of precast concrete panelling, exhibiting a red brick finish to exterior walls to match existing, stained plywood soft fit lining and aluminium framed glazing to the new mall entrances, steel cladding, timber screening and shade sails. The use of soft materials gives the building a smooth finish and overall appearance.

4.5 Car Parking

The table below exemplifies the difference in existing gross floor area and car parking with the proposed:

PORT CANAL SHOPPING CENTRE	EXISTING	PROPOSED
Gross Retail Floor Area	15,900 m ²	29,394 m ²
Car Parking	981	912

Areas of existing car parking are proposed to be reconfigured to accommodate the proposed built form and associated pedestrian linkages. Leadenhall and Church Street currently provide on-street car parking that services the patrons of the existing shopping centre and these spaces are also being reconfigured to provide an integrated parking arrangement within the boundary of the subject site. There are currently 981 car parks and the proposal will reduce this number to 912 car parking spaces.

The following table outlines the total number and location of all car parking and associated ownership:

PORT CANAL SHOPPING CENTRE CAR PARKING	PROPOSED
Precision owned	845 car park spaces
Council owned (Church Street East)	16 car park spaces
Council owned (Church Street West)	35 car park spaces
Council owned (Leadenhall Street)	16 car park spaces



The existing car parks in Leadenhall Street afforded to the Port Adelaide Wesley Centre are to be relocated by private agreement between the parties to an alternate portion of the site to allow for the reconfiguration and benefit of integration of the car parking areas. As the proposed land use is an extension to the existing use on the land and is not sensitive or adjacent incompatible uses such as residential, there are no parking overflows into adjacent properties anticipated. All car parking proposed is consistent with Council's standards and guidelines.

4.6 Pedestrian Linkages

The design seeks to activate walking corridors on the west and eastern side of the Uniting Care Wesley building. An agreement with Council to open Dale Lane has been administrated to facilitate the use of this space as a pedestrian corridor. The section of vehicle thoroughfare between Leadenhall Street and Thomas Place has been designed as a raised threshold for shared pedestrian and vehicle movement, and incorporates pedestrian signage connecting the separated pedestrian path within the northern car park to the main new entrance of the shopping centre additions with the north south pedestrian links on either side of the United Care Wesley site. Similar controls are proposed on Church Street with a wombat crossing and in the south-eastern portion of the site with pedestrian crossings facilitating access and pedestrian use. All pedestrian links are consistent with the Development Plan's Concept Plan Map PAdE/42 – Retail Core Policy Area.

4.7 Loading Bays

The car parking configuration has been designed to allow adequate manoeuvrability for trucks and unrestricted access to each loading bay. The loading bays have been located to avoid contact with pedestrians and domestic vehicle movements while balancing the need to be conveniently located to the retail tenancies they serve. A new loading bay is positioned between the designated walking paths and pedestrian links to mitigate adverse interaction between heavier vehicles and pedestrians.

4.8 Waste Management

The car parking configurations reinforce waste management procedures that ensure ease of access to all loading bays. The location of each loading bay ensures minimal interaction between pedestrians and waste trucks is achieved.

4.9 Landscaping

The proposed landscaping comprises mature plantings and low level groundcovers such as shrubs. Landscaping has been largely utilised in the car parking areas to soften the hardstand environment and provide additional site amenities, and is supplemented by shade sail canopies to provide shade to the car parking areas.



Proposed trees include Tuckeroo's, Golden Rain Tree, Ornamental Pear, Chinese Elm and Honey-Locust. Proposed shrubs comprise of dwarf acacia, callistemon, pig face, purple coral pea, cushion bush, creeping boobialla and rosemary. Proposed grasses include lomandra grass, kangaroo paw, purple fountain grass, dianella grass and knobby club rush.

5.0 PROCEDURAL MATTERS

5.1 Relevant Authority

In accordance with Schedule 10, Part 6 of the *Development Regulations 2008* (Regulations) the Development Assessment Commission (DAC) is the relevant authority in this case given the estimated development costs are in excess of \$3 million.

5.2 Statutory Referrals

Clause 25A in Schedule 8 of the *Regulations* identifies that the development application is required to undertake statutory referral to the Government Architect through the Office of Design + Architecture SA (ODASA). No other statutory referrals should be triggered by way of this application.

5.3 Public Notification

The procedural matters for the Regional Centre Zone in the Port Adelaide Enfield Council Development Plan is silent for categorisation of a shopping centre development. Accordingly, we revert to Schedule 9 of the Regulations, which assigns public notice categories for development proposed to be undertaken. In this case, Schedule 9, Part 1, 6(1)(h) outlines that any kind of development within a Regional Centre Zone as delineated within the relevant Development Plan is assigned as a Category 1 form of development for public notification purposes. We note the subject land is not adjacent to land in another zone. On this basis, no public consultation will be necessary in the processing of this application.

6.0 PLANNING ASSESSMENT

The relevant planning issues to be addressed are:

- land use;
- design and appearance;
- traffic, parking and access;
- pedestrian links and sightline streets; and
- interface between land uses.



6.1 Land Use

The Regional Centre Zone seeks to promote business and commercial services for the wider region that are outside the central business district of Adelaide. These services include shopping, administrative, cultural, community, entertainment, and a range of similar facilities. The proposal effectively aligns with the zone's objectives and the principles of development control concerning desired land uses.

The proposal further satisfies the provisions of Policy Area 50. The policy area desires supermarkets and department stores to act as the retail and commercial core of the overall zone. The development comprises retail and commercial tenancies suitable to accommodate hospitality and community services, including a 24-hour gym, childcare centre and a medical centre. On this basis, the proposal entirely aligns with the requirements and provisions of the policy area.

The proposed use will enhance the function and maintenance of the Regional Centre Zone, Retail Core Policy Area 50 and the predominant retail activities in the locality. The proposal focusses on strong design principles that will largely improve existing services and cater for the wider locality.

6.2 Design and Appearance

The zone desires two storey development in the centre, and accordingly a first floor has been included in sections of the shopping centre, enhancing pedestrian surveillance over the north and western car parking areas. The overall size and bulk of the proposal has been designed to display a seamless two storey development across the entire building. The building is appropriately setback from adjacent properties and has a limited exposure to local street fronts.

The design of the building aligns with the Development Plan's General Section – Design and Appearance objectives and principles. The proposal is of a high architectural standard, provides coherent building and land linkages for efficient navigation, and the design will enhance the appearance of the wider locality. The two storey design is sympathetic to the scale of development in the locality with articulation proposed in the form of setback, picturesque façades and visual finishes utilising a range of materials.

Concept Plan Map PAdE/42 – Retail Core Policy Area depicts a view corridor along Leadenhall Street and Thomas Place. Adopting strong design principles provides the locality the opportunity for future development fronting Leadenhall Street and Thomas Place as a direct result of the orientation of the proposed new shopping centre additions and car parking configuration. The proposal has opened this area significantly for safer pedestrian use and more adaptable spaces for future development.

The proposal successfully aligns with the desired provisions of the zone regarding design and architecture. These principles seek to promote a high standard of architectural design through visually, functional and cohesive development that integrates with the locality.



The shopping centre redevelopment will incorporate a palette of colours and materials to complement the existing contextual setting and enhance its visual environment. These materials and finishes include curtain window entry glazing, standing seam steel cladding with white finishes, stained plywood soft fit lining on the exterior entrance, precast concrete for exterior walls with pre-cast red brick walls and terrazzo tiling interior finishes with ranging outdoor paving design, materials and patterns. These finishes will aid in articulating the appearance of existing and proposed built forms.

The materials and finishes canvases the strong architectural elements implemented into the design of the development. The use of window glazing provides for efficient solar access and weather resistant design elements. The northern car park walking paths and pedestrian links incorporate shade sails for weather protection and architectural context.

6.3 Traffic, Parking and Access

GTA Consultants has provided an assessment of the traffic, access and parking arrangements.

The centre and the surrounding locality are well served by existing modes of public transport (bus and train) while the existing road network provides excellent access opportunities for patron and service vehicles.

As per Table PAdE/5A in the Development Plan for parking requirements, car parking rates within the Regional Centre Zone are between a minimum of 3 spaces per 100 square metres and a maximum of 6 spaces per 100 square metres of floor area. When considering the completed development, car parking will be provided at a rate of 3.37 spaces per 100 square metres, exceeding the Development Plan requirements for minimum on-site car parking.

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

- the proposed development will expand the current approved shopping centre by 9,163 square metres of gross leasable floor space (totalling 25,063 square metres for the whole centre), and provide a new left in, left out access point to Commercial Road;
- an additional access to the shopping centre is proposed via Thomas Place. The western end of Thomas Place will operate as a shared street, slowing vehicle speeds approaching the shopping centre while providing pedestrian connectivity between the shopping centre and Dale Lane;
- the Leadenhall Street access will be modified to accommodate left turn in/left turn out movements, which is subject to road upgrade on Church Street;



- the proposed development will provide 845 parking spaces at a rate of 3.37 parking spaces per 100 square metres. This satisfies the minimum parking rate of 3 parking spaces per 100 square metres and does not exceed 6 parking spaces per 100 square metres based on the Council's Development Plan car parking rate;
- the proposed parking layout is consistent with the dimensional requirements as set out in the Australian/New Zealand Standards for Off-Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009);
- the loading area at the east of the site can accommodate vehicles up to an MRV with ingress/egress directly via Commercial Road;
- the loading area at the west of the site can accommodate vehicles up to an MRV with ingress/egress directly via Church Street;
- the loading facilities at the north-west of the site can suitably accommodate vehicles up to a 12.5 metre HRV with ingress/egress via Commercial Road;
- the loading facility at the south-east corner of the site has been designed to accommodate vehicles up to a 19 metre semi-trailer with ingress via Commercial Road and Baynes Place, and egress via Church Street;
- the compactor at the west of the site can accommodate vehicles up to an MRV with ingress/egress directly via Church Street; and
- the number of additional trips to/from the site is consistent with recent approvals for the subject site.

We concur with the findings of the traffic impact assessment and find that the proposed development therefore accords with the Development Plan provisions for vehicle movement and car parking.

A focus in accommodating future development and street activation along Leadenhall Street and Thomas Place was prevalent throughout the design stage of this development. Concept Plan Map PAdE/42 – Retail Core Policy Area reinforces the need to maintain this area as a view corridor. The evidence outlined in the traffic impact assessment indicates that Leadenhall Street and Thomas Place will not be compromised as a result of this development. United Care Wesley and Precision Group have been in close negotiation to ensure the guiding design principles in the Development Plan are not compromised.

The proposal focusses on an enhanced pedestrian experience, safe traffic movements and adaptive design to accommodate future development that aligns with the provision and concept plan maps of the Development Plan.



6.4 Pedestrian Links and Sightline Streets

The General Section – Transportation and Access suggest that land uses generating high numbers of visitors such as shopping centres should encourage active transportation modes such as walking and cycling. The proposed design of the shopping centre additions has developed links that provide safe and convenient access for visitors and pedestrians. The design and orientation has focused specifically on pedestrian link and view corridors stipulated in the concept plans of the Development Plan. These links envisage laneway activation along the two north south pedestrian links from Dale Street (both lanes siding the Uniting Care Wesley building) as well as re-establishing an east west pedestrian link and view corridor along the northern side of Thomas Place and Leadenhall Street.

The design aims at capitalising on the orientation of Dale Lane and the second walking corridor (to the west of the Uniting Care Wesley building) to enhance the pedestrian link and view corridors that lead to the subject land. An agreement with Council to allow vehicle access from Thomas Place across Dale Lane has been administered to facilitate the better use of this area as a pedestrian corridor and allow for east west connectivity together with a view corridor previous obstructed by the existing shopping mall. Further traffic controls have been proposed in conjunction with Council's consent to ensure safe links along the view corridor of Thomas Place and Leadenhall Street. Where these streets and corridors connect, at the northern section of the subject land are proposed signs and road crossings to ensure convenient pedestrian access and safe vehicle movements.

The Government Architects highlighted in the previous application the lack of functional pedestrian connectivity and the need for activating building façades. In response, the proposal has included entrance points to the northern wall of the shopping centre, exemplifying strong design principles and pedestrian connectivity.

These entrance points enhance the building's façade, pedestrian links and connect with the Dale Street pedestrian link and view corridor depicted in the Concept Plan Map PAdE/42 – Retail Core Policy Area regarding key visual elements in the Development Plan.

The documentation shows a carefully designed pedestrian link that follows the suggested design depicted in the Development Plan's Concept Plan Map PAdE/42 – Retail Core Policy Area. Paths along the northern car park have been widened for convenient and safe passage from Dale Street. These paths have been designed to allow visitors easy passage into and through the shopping facility with approachable building facades that are open in nature and conveniently sited.



The proposal seeks to promote a visual corridor along Thomas Place and Leadenhall Street as stipulated in the Concept Plan Map PAdE/42 – Retail Core Policy Area of the Development Plan. Pedestrian friendly walking paths promote a safe and open streetscape for active movement and safer vehicle use. On-street parking has been negotiated between Precision Group, Council and United Care Wesley. This has ensured that the streetscape is adaptive and pedestrian friendly. This provides future development the opportunity to utilise this space and enhance the pedestrian experience for the wider locality.

The south-eastern shopping entrance will include an open and wide pedestrian link that allows safe travel and convenient access. The building's façade will be approachable, visual and setback appropriately for ease of travel. These designed linkages seek to align with the provisions of the Development Plan that encourage active transport, safety, and convenient access for all forms of transport and centre visitors. The orientation of the built structures will allow pedestrians a means of travel that is convenient and enhances their overall experience.

6.5 Acoustic Report

The Acoustic Report prepared by Resonate outlines details that the proposed development would result in no impact upon the surrounding locality from an acoustic perspective (please refer to the attachments for the Acoustic Report and assessment).

6.6 Waste Management Report

A Waste Management Plan has been provided by Veolia and will show all servicing and waste will be disposed of appropriately and in an environmentally sensitive manner (please refer to the attachments for the Waste Management Report and assessment).

6.7 Landscaping

The landscaping proposed provides site characteristics that promote an enhanced visual environment that softens harder designed areas. The landscaping comprises tree species and ground plantings that are visually appealing. The proposed landscaping creates an inviting setting and enhances the pedestrian experience significantly. These elements align with the provisions of the General Section – Landscaping, Fences and Walls that foster development with enhanced amenities through plantings and landscaping works that utilise ranging plant species (please refer to DWG 101 REV A - Planting Schedule for a schedule of plantings and the proposed configuration of trees, shrubs, grasses and vegetation).



7.0 CONCLUSION

On balance the proposal will enhance the visual environment whilst fostering economic and orderly development. The proposed design demonstrates a high architectural standard, a focus on the pedestrian experience and enhanced amenities for the wider locality. The proposal is an appropriate form of development within the Regional Centre Zone and has substantial planning merit including:

- the development aligns with the desired character of the zone;
- the design better responds to the concerns raised by referral agencies in previous applications associated with the site;
- the proposal incorporates agreements with Council to open Dale Lane and lease car parking spaces on Church Street, thereby ensuring better use of the public realm for patrons and the locality; and
- the technical reports associated with acoustics, waste management and traffic conclude that the proposal complies with relevant standards and guidelines, warranting favourable consideration by the relevant authority.

We consider the merits of this proposal satisfies the provisions of the Development Plan and therefore warrants planning consent.

Greg Vincent MPIA
B/A in Planning

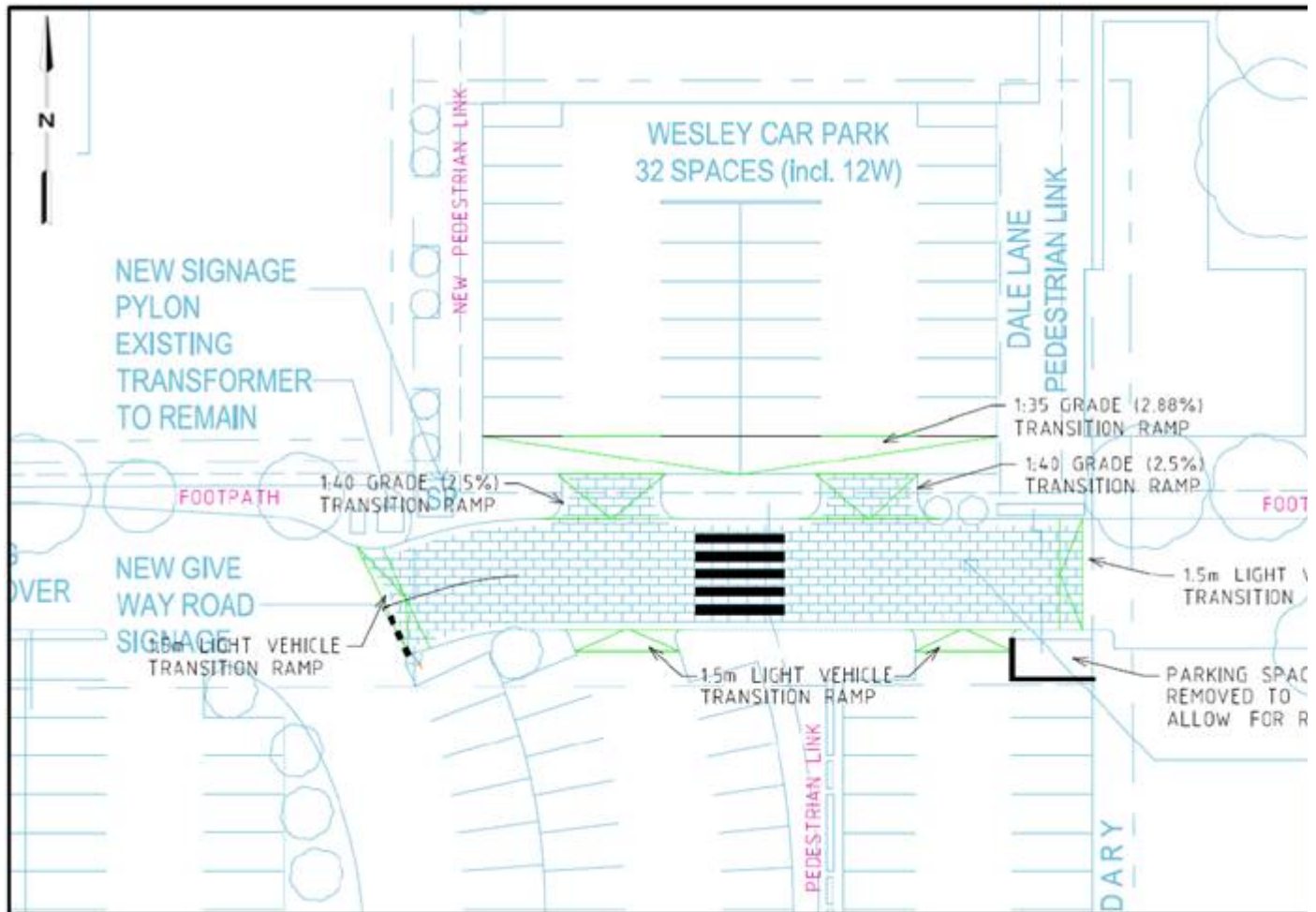
13 April 2017

Greg Vincent

From: David Kwong <david.kwong@gta.com.au>
Sent: Wednesday, 23 August 2017 9:45 AM
To: Greg Vincent
Subject: Port Central Shopping Centre - Gradient Query CRM:0053304

Hi Greg,

I refer to your query from Council relating to the cross falls associated with the northern transitions of the proposed raised treatment as per figure below:



You will note that the northern transition comprises a 1:40 grade followed by a 1:35 grade within the Wesley car park

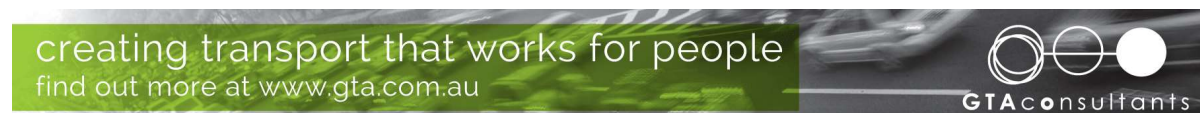
The cross falls have been specifically designed to be at 1:40 across the section adjacent to the pedestrian footpath as this is the gradient acceptable for pedestrians and complies with AS/NZS 2890.1:2004 (Section 3.3 Clause (d)). The 1:35 grade is intended to match back to at-grade while still maintaining appropriate cross fall to enable parking spaces to be provided in accordance with AS/NZS 2890.1:2004 within this zone.

I trust this satisfies your queries and addresses the potential pedestrian related concerns with regard to the cross falls.

Please do not hesitate to contact me should you have any further queries.

Regards

David Kwong
Associate Director
GTA Consultants
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Reference: #S106940

9 August 2017

Hardy Milazzo
Level 2, 44 Currie Street
ADELAIDE SA 5000

Attention: Mr Geoffrey Hodge

Dear Geoffrey

RE: PORT CENTRAL SHOPPING CENTRE EXPANSION, PORT ADELAIDE
TRAFFIC IMPACT ASSESSMENT

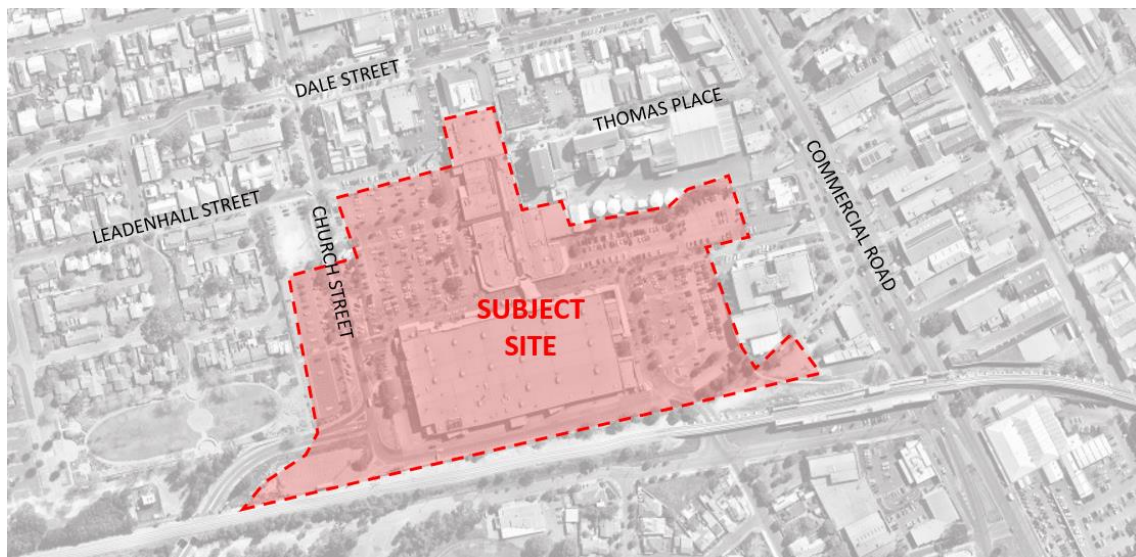
GTA Consultants previously completed a transport impact assessment for Stage 1 and Stage 2 of the Port Central Shopping Centre Expansion, in Port Adelaide and was subsequently engaged to complete a review of car parking layout and swept path assessment for a variation to the original proposal.

Background

The subject shopping centre site is located at 200 Commercial Road, Port Adelaide. Access to the site is available via Leadenhall Street to the north, Commercial Road (main access) to the east, College Street to the south, and three crossovers via Church Street to the west.

Figure 1 illustrates the subject site and the adjacent road network.

Figure 1: Subject Site and Surrounding Environs



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sydney
brisbane
canberra
adelaide
perth

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Parking Assessment

Car Parking

Port Adelaide Enfield Council's Development Plan (Consolidated 11 July 2017) identifies a minimum parking rate of 3 parking spaces per 100sq.m and a maximum of 6 parking spaces per 100sq.m for non-residential development on sites located within Designated Areas zones. The subject site is located within such a zone.

Car parking for the proposal following some modifications to the parking area will be provided with a total of 847 Precision owned parking spaces of which includes 14 parking spaces for use by people with disabilities.

Based on a total GLFA of 25,063 sq. m for the site, this would equate to a parking rate of approximately 3.38 spaces per 100 sq. m. Accordingly, such a parking rate satisfies the minimum and maximum parking rate criteria identified within Council's Development Plan. By way of comparison, including the council owned parking spaces located on Leadenhall Street and Church Street, a total of 912 parking spaces would be provided at a parking rate of 3.63 spaces per 100 sq.m. Whichever rate is adopted, the parking provision will adequately satisfy Council's Development Plan.

The Building Code of Australia Volume One, Table D3.5 outlines a disability parking rate of 1 per 50 parking spaces, for Category 6 development comprising of less than 1,000 carparking spaces. Based on the above rates, the proposed expansion has a disability parking requirement of 17 spaces. 14 Precision owned disability parking spaces are proposed as part of the shopping centre expansion. An additional 4 spaces are provided to meet the above requirements in parking spaces accessed within the site that encroach over Church Street.

Bicycle Parking

Port Adelaide Enfield Council's Development Plan (Consolidated 11 July 2017) identifies a bicycle parking rate 1 employee parking space per 300sq.m GLFA and 1 visitor parking space per 500sq.m GLFA.

Based on a total GLFA expansion of 9,163 sq.m, the development generates an overall bicycle parking requirement of 47 spaces, including 31 employee spaces and 16 visitor spaces. A total of 50 bicycle parking spaces are proposed which exceeds the development plan parking requirement. The location of the bicycle racks across the site are shown in Figure 3.

Figure 3: Bicycle Parking Locations



Parking Layout

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

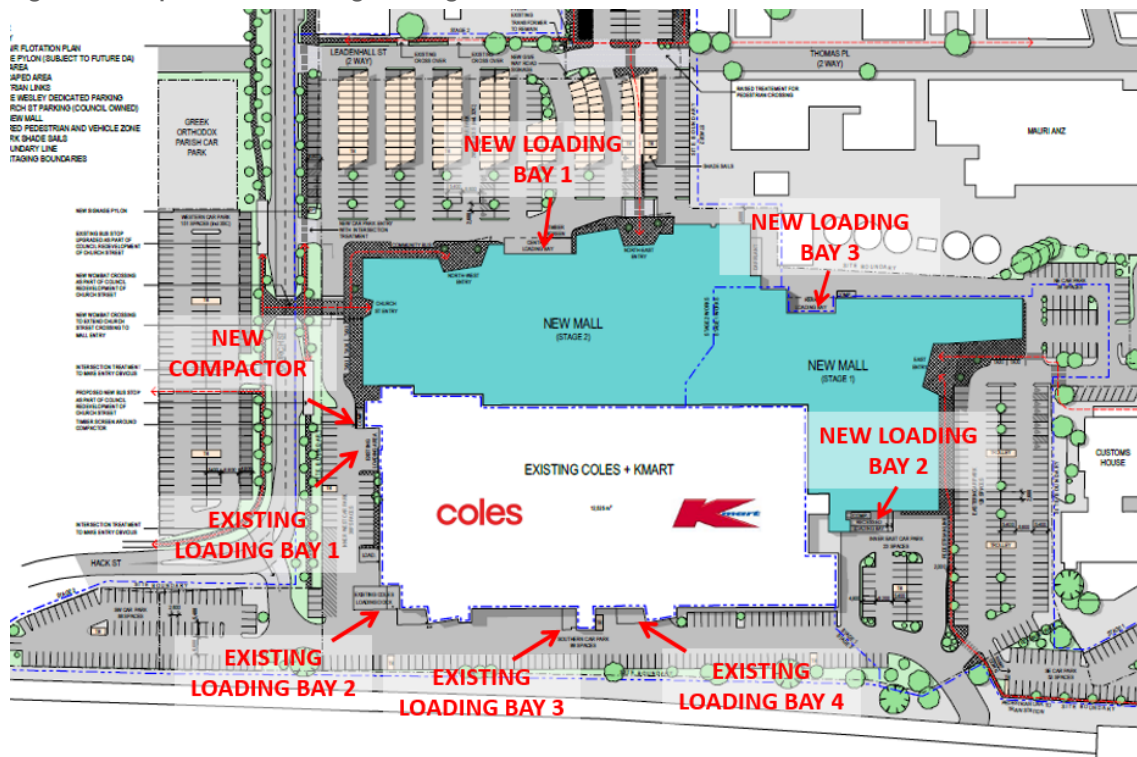
Some of the key design features are outlined below:

- 2.6 metres wide and 5.4 metres long set within a minimum 5.8-metre-wide aisle.
- Spaces may be 4.8 metres long where a 600mm overhang is provided. GTA understands low landscaping or paving is proposed for these spaces as required to allow for this overhang.
- In locations where aisles or spaces are adjacent walls or columns, an additional 300 mm clearance must be provided to the vertical obstruction.
- One metre blind aisle extensions are provided as required.
- The proposed development includes 14 Precision owned disability access spaces and 4 disability access spaces within the Church Street road reserve. The spaces meet the requirements of AS/NZS2890.6, spaces will be at least 2.4 metres wide and 5.4 metres in length with a 2.4-metre-wide shared space adjacent.

Loading Facilities

The proposed development will maintain the existing loading zones on the south-western side of the site. The proposed development includes three new loading areas; one additional loading area on the northern side of the building, one on the western side of the building and one on the southern side as shown on Figure 4.

Figure 4: Proposed and Existing Loading Areas



Proposed Loading Bay 1

Loading Dock 1 is suitable for vehicles up to a 12.5 metre Heavy Rigid Vehicle. Ingress is proposed from Church Street onto Leadenhall Street, with egress around the back of the shopping centre linking back to Church Street via the south-western access. Figure 5 shows ingress and Figure 6 shows ingress/egress to and from the loading dock. It is noted that the Leadenhall Street Access will be modified to accommodate entry, which is subject the Church Street road upgrade.

Figure 5: 12.5m HRV Ingress/Egress

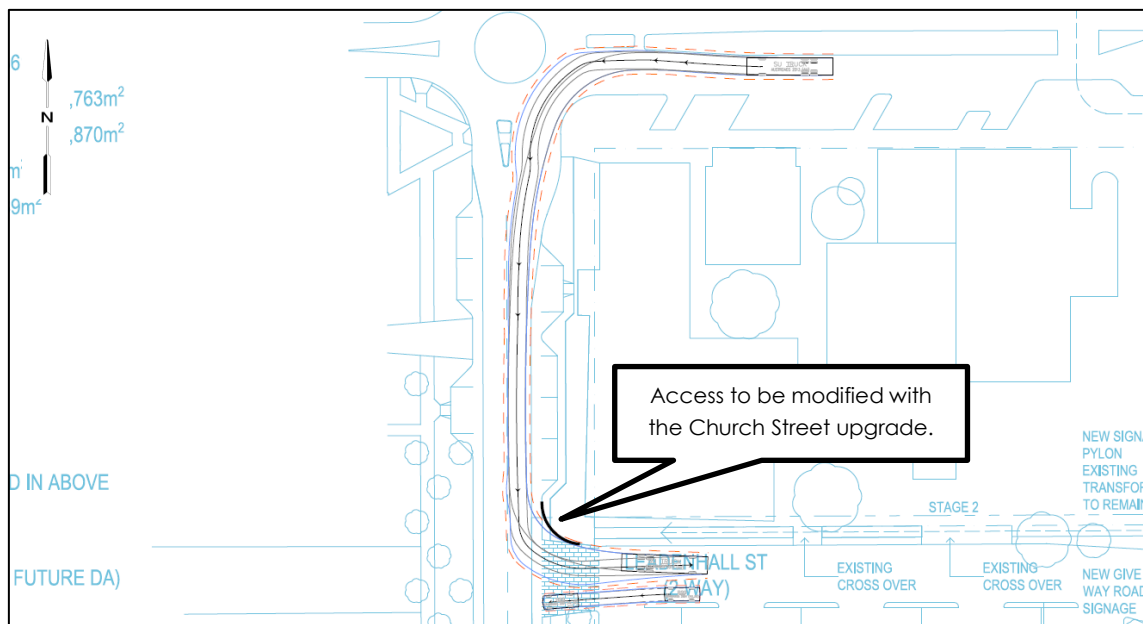
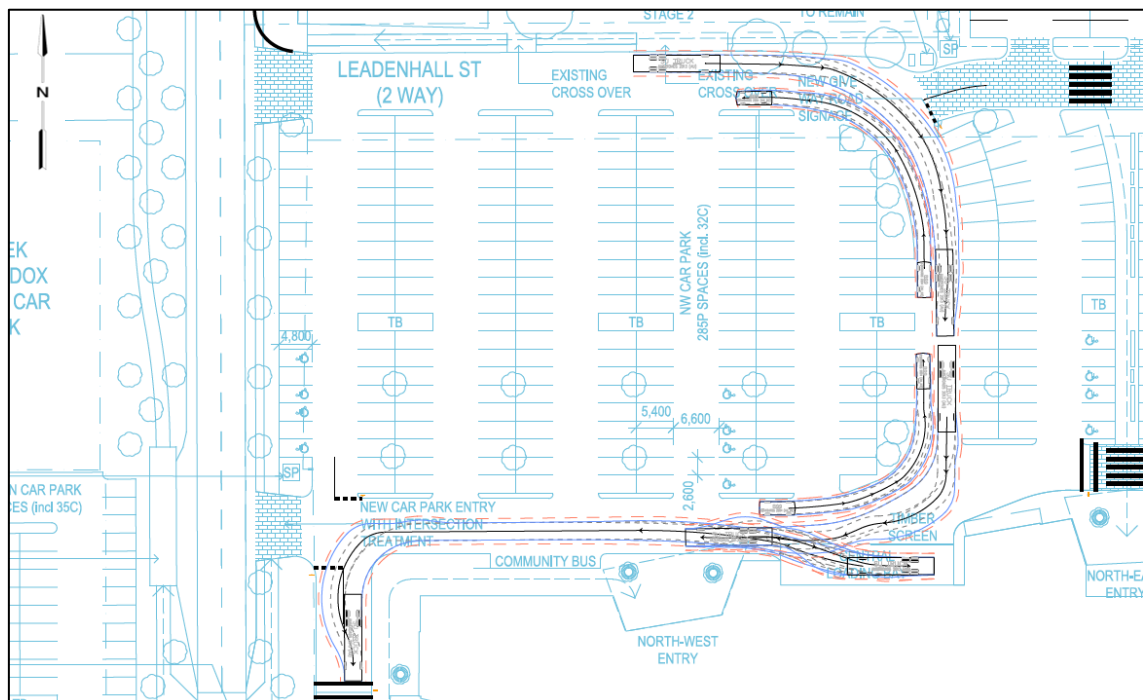


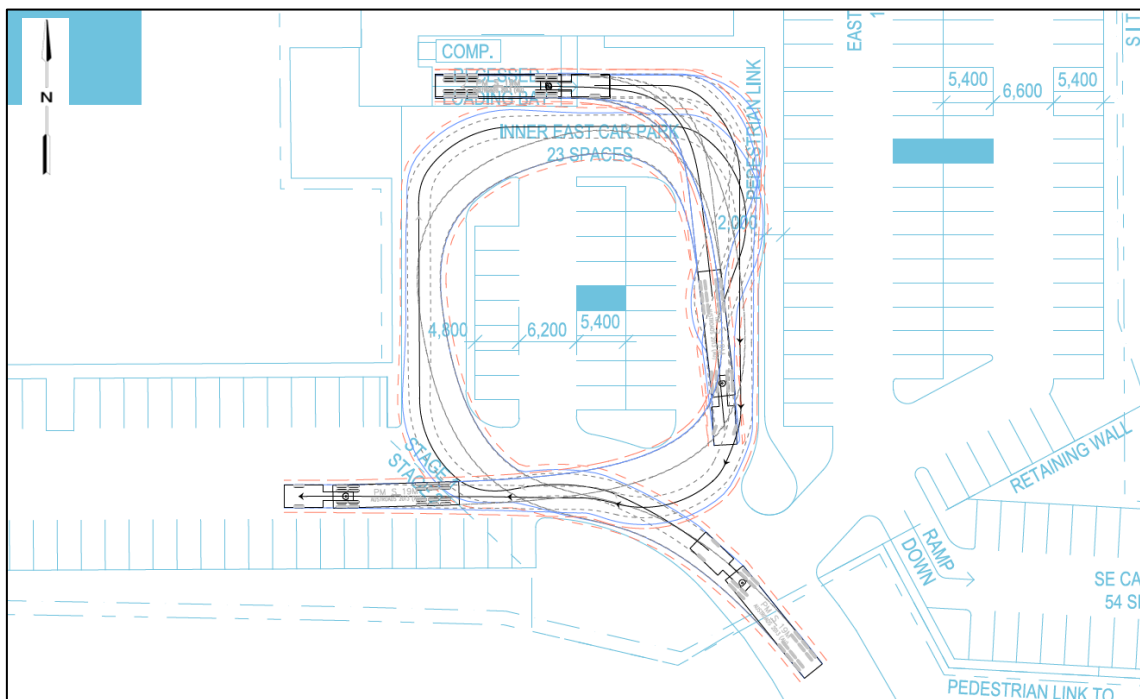
Figure 6: 12.5m HRV Ingress/Egress



Proposed Loading Bay 2

Loading Bay 2 will have access for vehicles up to a 19.0 metre Semi Trailer with ingress from Baynes Place. Vehicles can exit west towards Church Street via the south-western access and use the mountable roundabout at the Dale Street Intersection. See Figure 7 for Loading Bay ingress and egress.

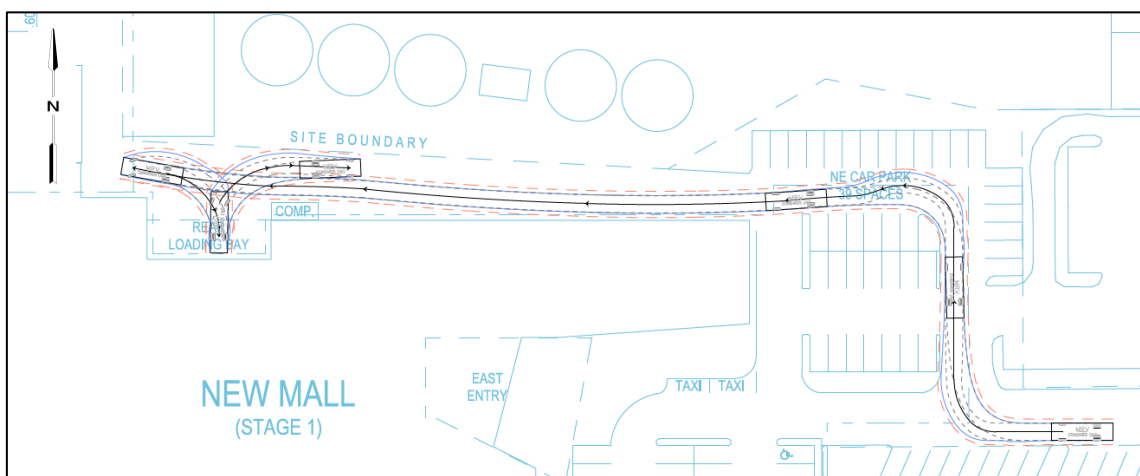
Figure 7: 19.0m Semi Trailer Ingress/Egress



Proposed Loading Bay 3

Loading Bay 3 at the eastern end of the site is accessible for vehicles up to an 8.8 metre Medium Rigid Vehicle (MRV), with ingress/egress to/from Commercial Street via the eastern access. Figure 8 shows ingress and egress to and from the site.

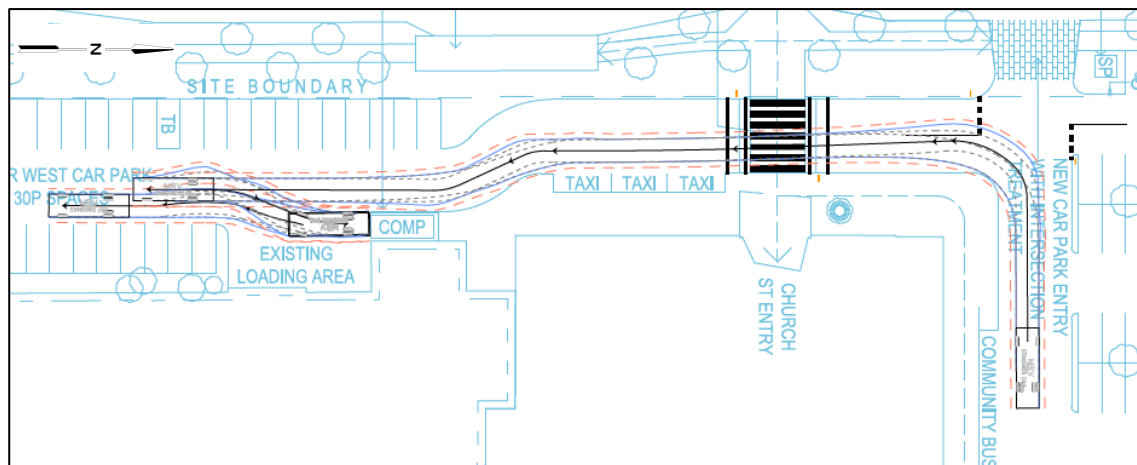
Figure 8: MRV Ingress/Egress



Proposed Compactor

The proposed compactor at the western end of the site is accessible for vehicles up to an 8.8 metre Medium Rigid Vehicle (MRV), with ingress from the northern Church Street access and egress to Church Street via the south-western access Figure 9 shows ingress and egress to and from the compactor.

Figure 9: 8.8m MRV Compactor Ingress/Egress



Existing Loading Bay 1

The Existing Loading Bay 1 located at the north-eastern side of the Coles store is accessible for side loading by vehicles up to a 12.5 metre HRV. Vehicles can enter the site as per the Proposed Loading Bay 1 and reverse into the loading area. Vehicles can exit the subject site onto Church Street or Baynes Place via the southern accesses. Figure 10 and Figure 11 demonstrate the ingress and egress of a 12.5m HRV.

Figure 10: 12.5m HRV Ingress

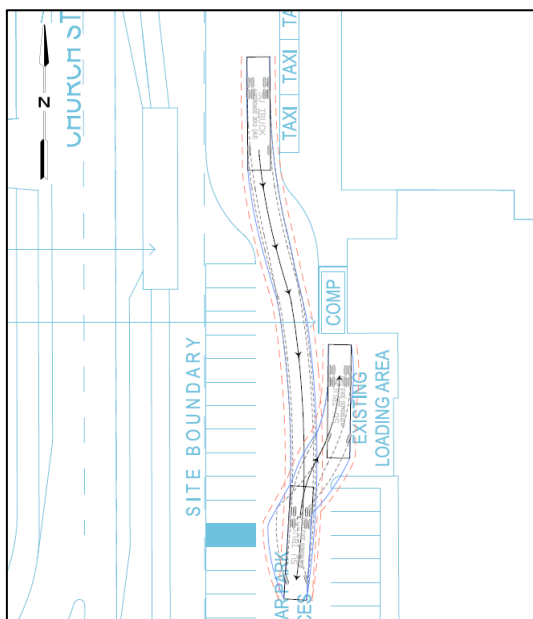
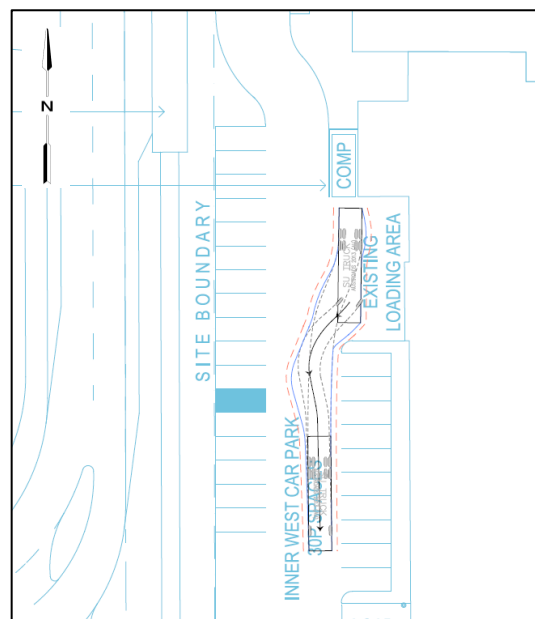


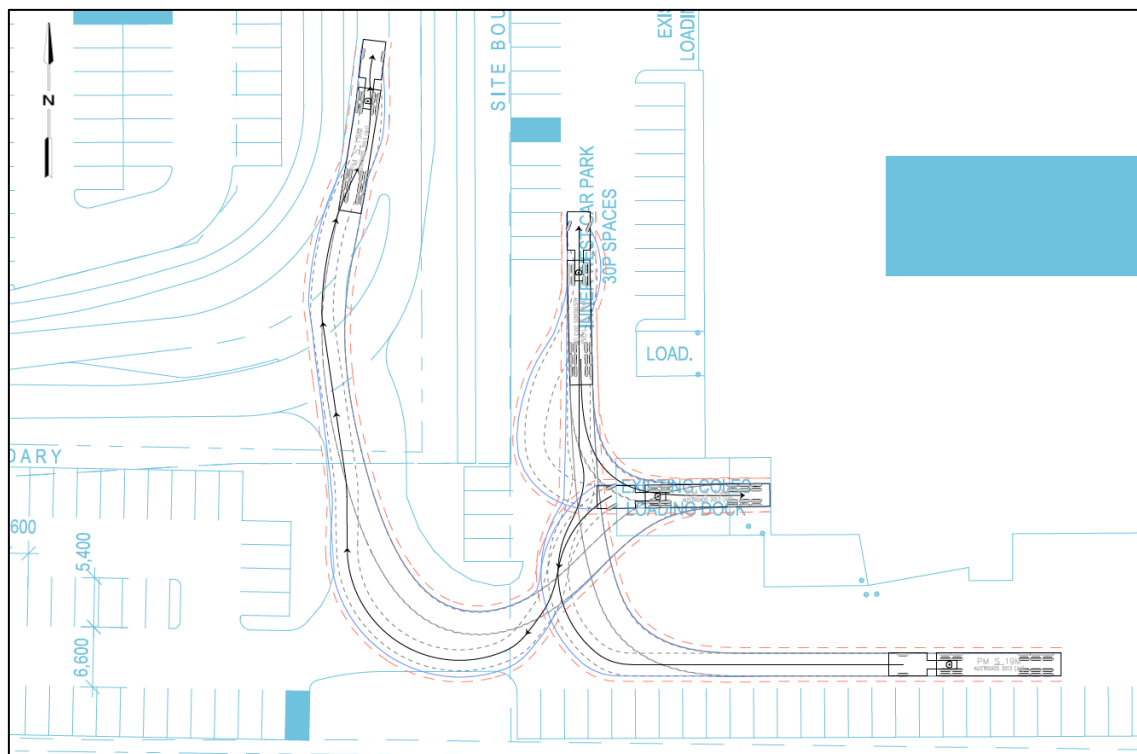
Figure 11: 12.5m HRV Egress



Existing Loading Bay 2

The Existing Loading Bay 2 (Coles Loading Dock) located at the south-western corner of the site is accessible for vehicles up to a 19.0 metre Semi Trailer. Vehicles will access the site from Baynes Place and travel along the southern carpark to enter the loading dock. Vehicles can exit the subject site onto Church Street from the south-western access and use the mountable roundabout at the Dale Street Intersection.

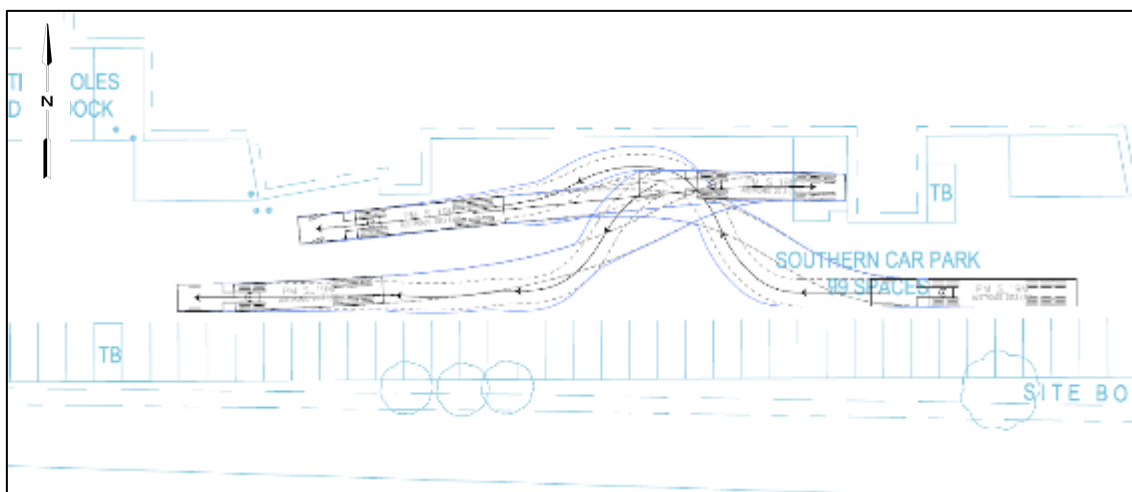
Figure 12: 19.0m Semi Trailer Ingress/Egress



Existing Loading Bay 3

The Existing Loading Bay 3 (Kmart Receiving) located on the southern side of the site is accessible for vehicles up to a 19.0 metre Semi Trailer. Vehicles will access the site from Baynes Place and travel along the southern and inner west carpark to reverse into the loading dock. Vehicles can exit the subject site onto Church Street from the south-western access and use the mountable roundabout at the Dale Street Intersection.

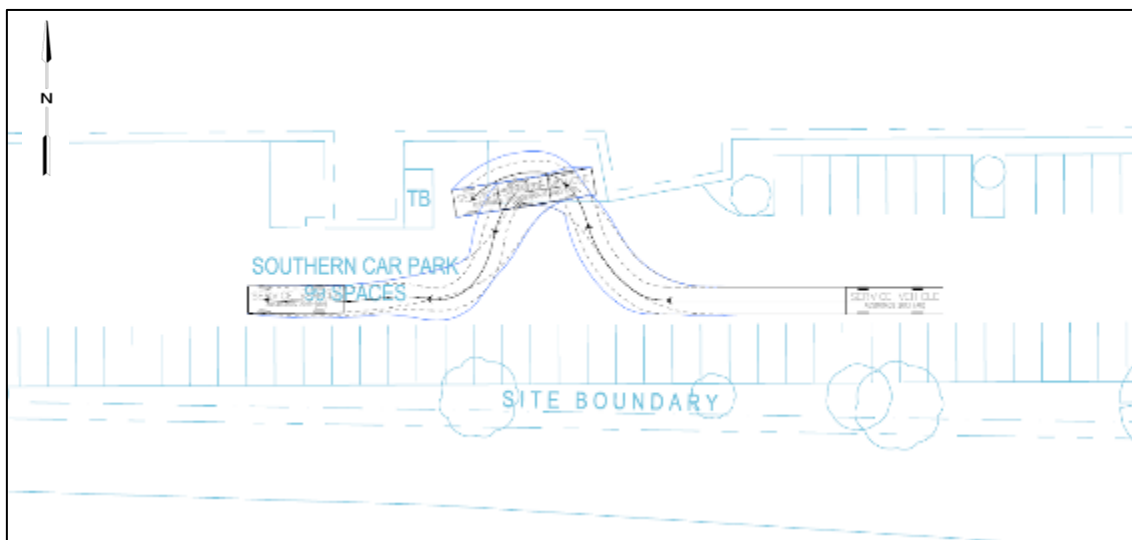
Figure 13: 19.0m Semi Trailer Ingress/Egress



Existing Loading Bay 4

The Existing Loading Bay 4 located on the southern side of the site is accessible for vehicles up to a 8.8m MRV. Vehicles will access the site from Baynes Place and travel along the southern carpark to enter the loading area. Vehicles can exit the subject site onto Church Street from the south-western access.

Figure 14: 8.8m MRV Ingress/Egress



HRV and 19.0m Semi Trailer Egress Route

It is understood that egress from the site to the surrounding road network will be completed predominantly by Church Street. Vehicles will exit the site from the south-western access and travel north along Church Street and turn right onto Dale Street via the roundabout. It is noted that the roundabout is fully mountable to allow for heavy vehicle movements. Figure 15 and Figure 16 show The required right turn for a 12.5m HRV and 19.0m Semi Trailer.

Figure 15: 12.5m HRV Church Street/Dale Street Roundabout Egress

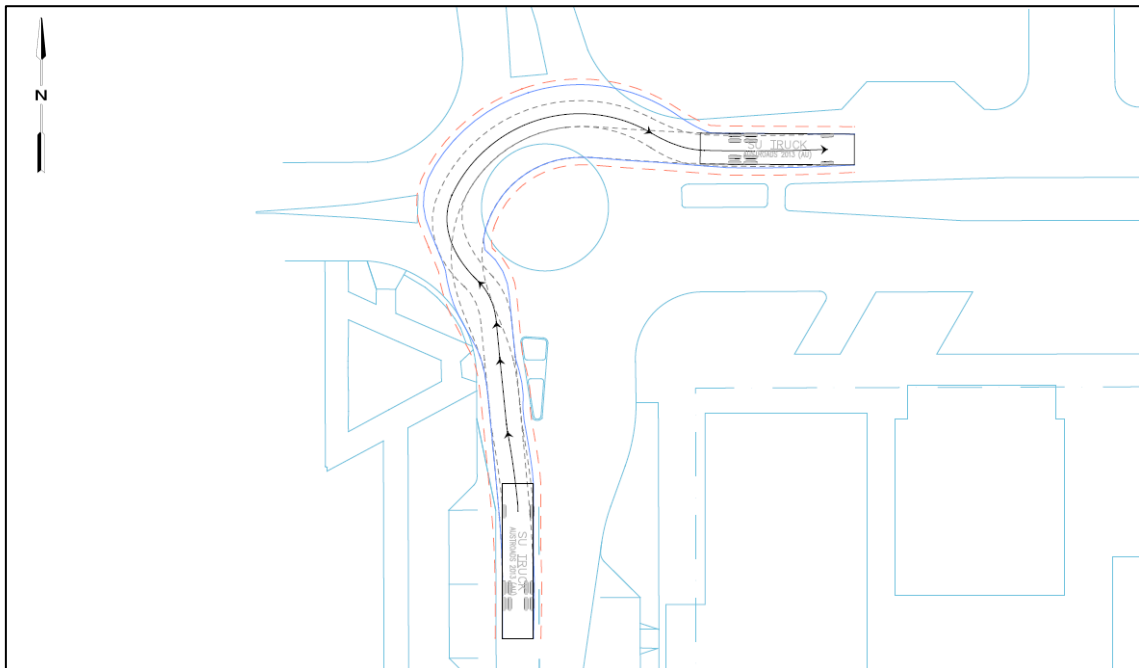
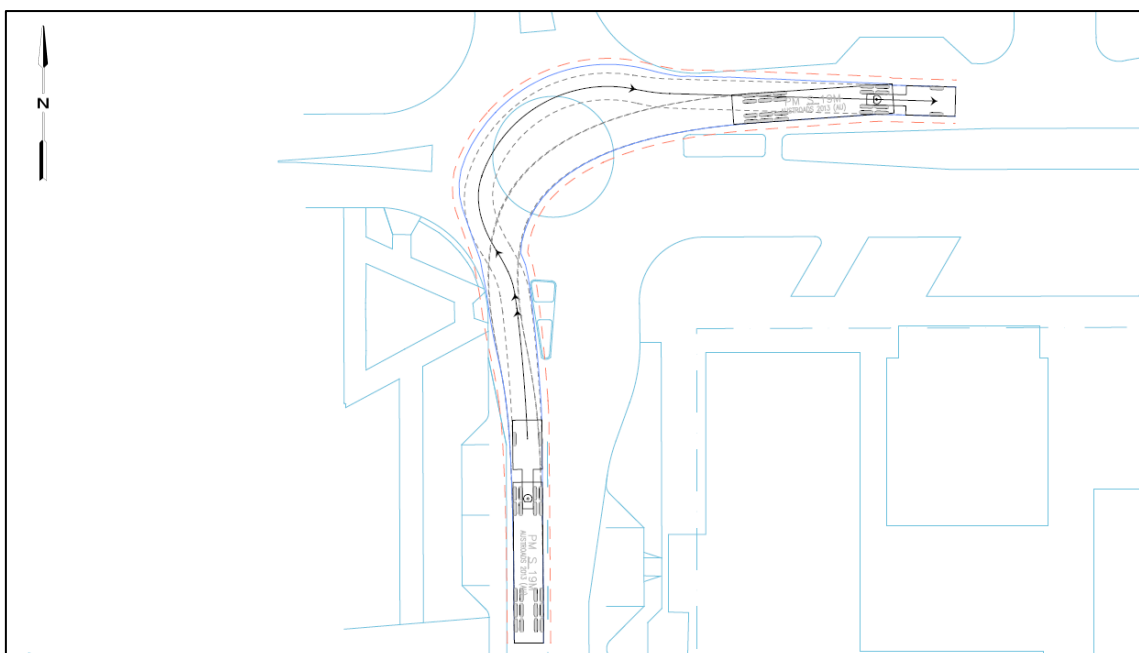


Figure 16: 19.0m Semi Trailer Church Street/Dale Street Roundabout Egress



Traffic Assessment

The NSW RTA's Guide to Traffic Generating Developments identifies the following peak hour traffic generation rates for Shopping Centres with a Gross Leasable Floor Area ranging between 20,000sq.m and 30,000sq.m:

- 7.5 trips per 100sq.m during Saturday peak hour
- 5.9 trips per 100sq.m during a Thursday peak hour.

On this basis, GTA Consultants has calculated the proposed expanded shopping centre by 913sq.m over the existing approval could generate in the order of 70 trips (to/from) during the Saturday peak and approximately 55 trips during a Thursday peak compared to the existing approved scheme. The number of additional trips to/from the site is consistent with the additional trips from the recent development approvals for the subject site.

Figure 17 illustrates the additional forecast traffic generation being distributed at the access points for the Saturday peak scenario (the higher of the two scenarios). The marginal increase in traffic generated from the previous approval, shows that no additional upgrades to the road network would be expected.

Figure 17: Forecast additional traffic distribution (Saturday peak)

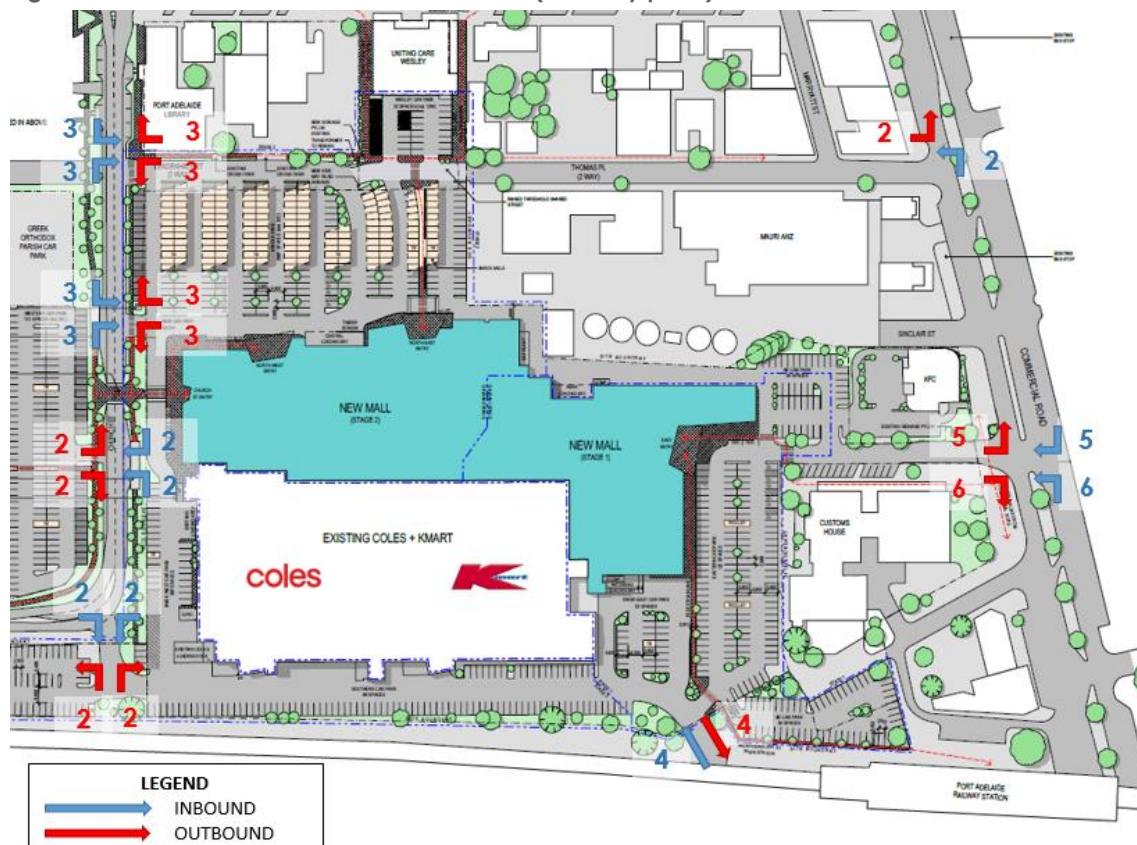


Figure 19: Aerial Image of Existing Traffic Calming Devices



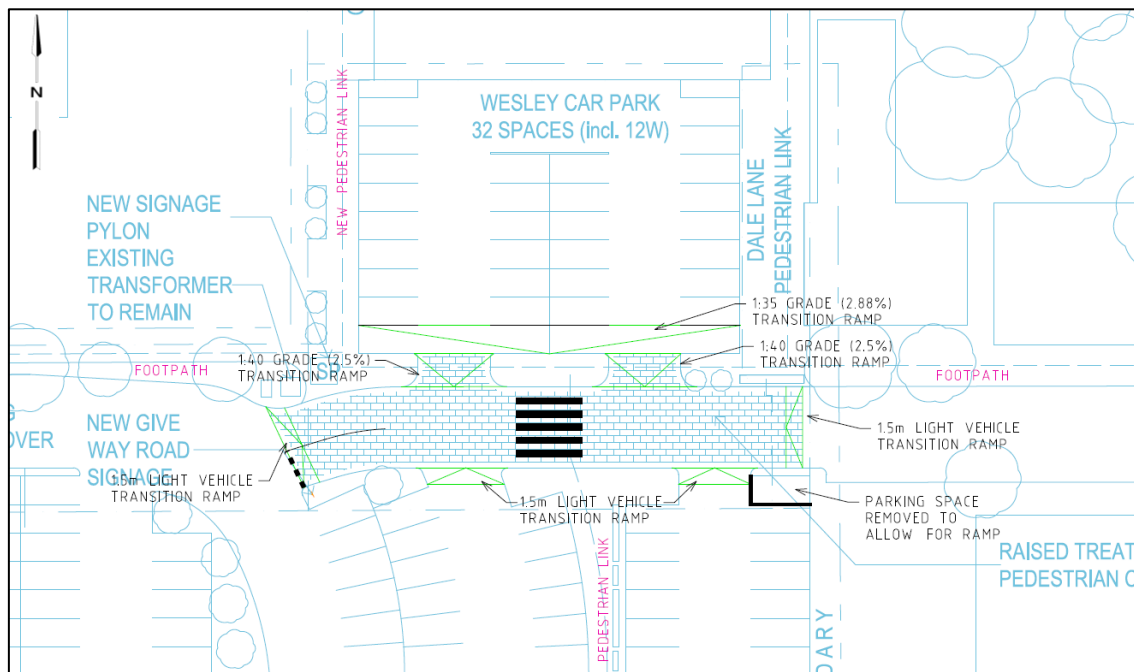
Figure 20: Google Street View Image



Raised Treatment

The proposed raised treatment between Leadenhall Street and Thomas Place will distinguish private land from public road and will also be line marked with a defined pedestrian crossing, in addition to acting as a traffic calming device for vehicles using Thomas Place. The transition ramps have been designed to accommodate light vehicle movements. The transition ramps into the Wesley car park area are to be at a 1:40 (2.5%) grade for the first 3.0 metres, then 1:35 (2.88%) until the edge of the first parking space to match the grade of the car parking area. The location of the south-eastern transition ramp requires the loss of one parking space. Even with the loss of one parking space, the proposed parking provision still meets the development plan parking requirements.

Figure 21: Raised Treatment



Traffic Control Devices

Internal Pedestrian Crossings

The proposed shopping centre expansion is to incorporate raised pedestrian crossings at both the Church Street and North-East entrances. The crossings will provide key pedestrian links with the bus stop located on Church Street and to the existing pedestrian infrastructure on Dale Street. The raised crossings are to include 2.0 metre transitions and a minimum platform length of 7.0 metres to accommodate heavy vehicles through the subject site. Figure 22 and Figure 23 show the raised crossings and associated signage.

Figure 22: North-East Entry Wombat Crossing

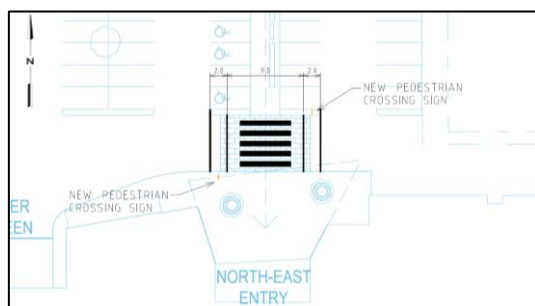


Figure 23: Church Street Entry Wombat Crossing

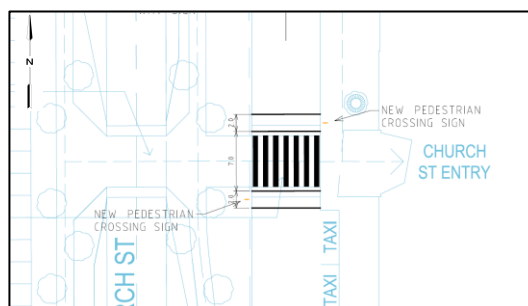
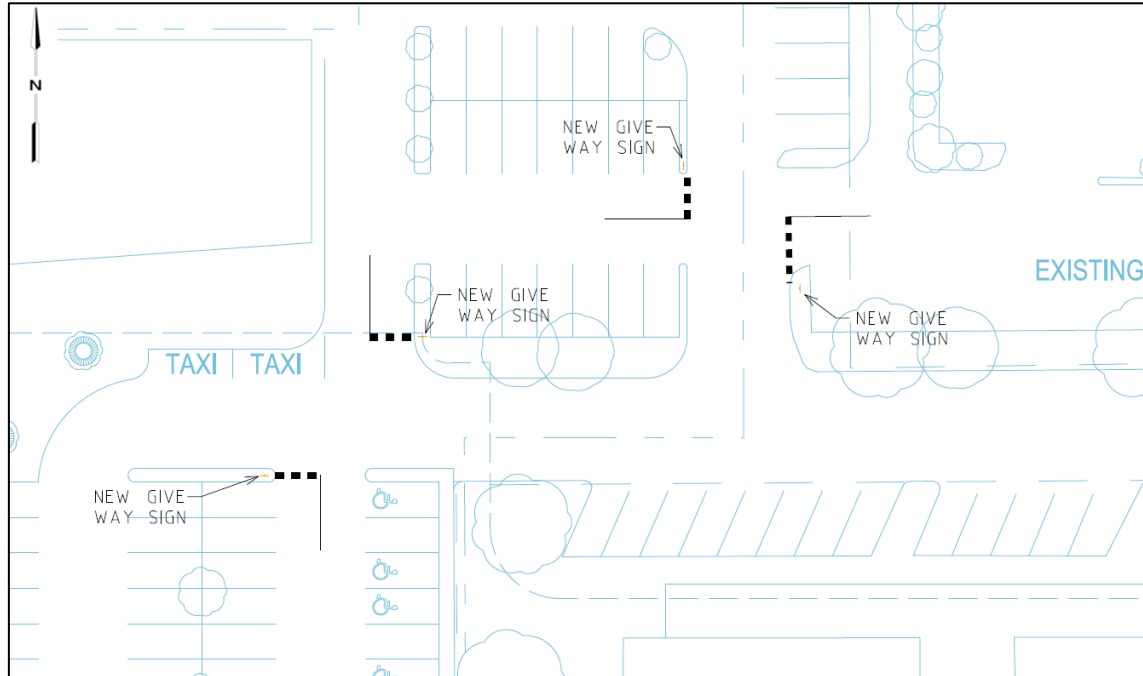


Figure 26: East Entry and KFC Give Way

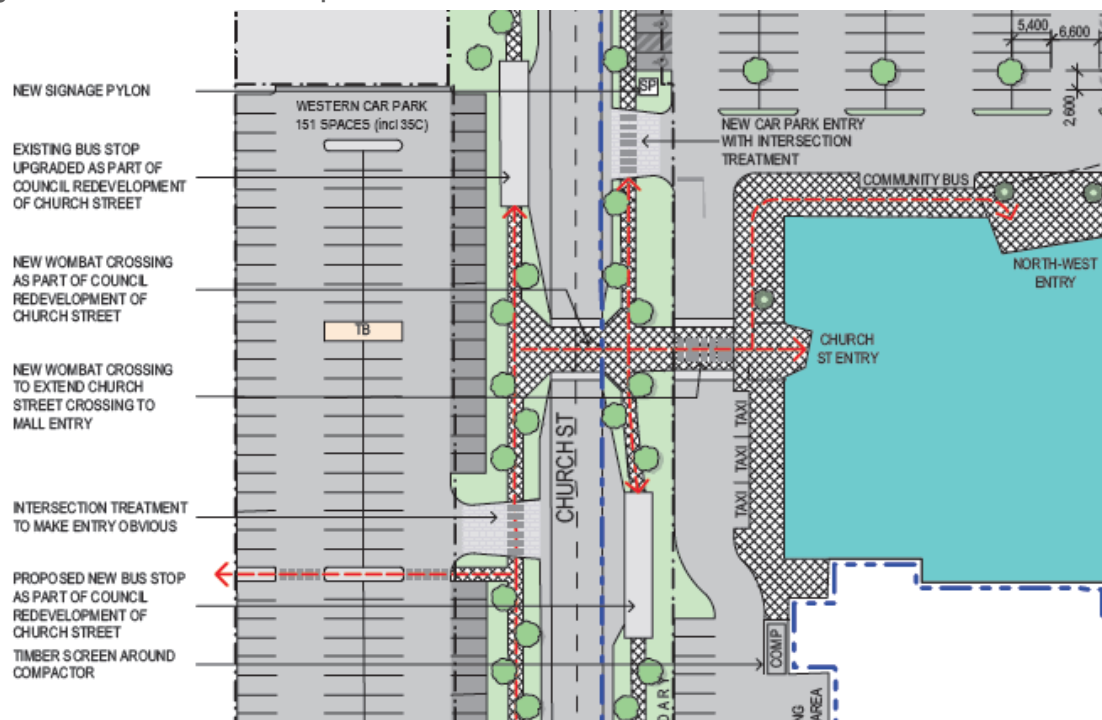


Public Transport

The proposed council redevelopment of Church Street relocates and upgrades the existing bus stops located adjacent the subject site. The location of the proposed bus stops will provide strong pedestrian connectivity with the eastern access, which is located in close proximity. An internal pedestrian crossing is to be located adjacent the wombat crossing on Church Street, providing a direct connection between the bus stops and the shopping centre. Figure 27 shows the pedestrian connections of the subject site in relation to the proposed bus stop locations.

It is noted that the community bus stop is located within the shopping centre, in the close vicinity of the bus stops and close to the north western entrance of the shopping centre. This location, coupled with the proposed pedestrian infrastructure, will provide high connectivity between the subject site, community bus and existing public transport services.

Figure 27: Church Street Bus Stop Locations



It is also noted that the access located directly opposite the bus stop is to be utilised by light vehicles only. All heavy vehicle movements to/from Church Street will utilise the northern or south crossovers, as discussed in the loading section above.

Conclusion

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

- i The proposed development will expand the previously approved shopping centre by 9,13sq.m of gross leasable floor space (totalling 25,063sq.m for the whole centre), and provide a new left in, left out access point to Commercial Road.
- ii An additional access to the shopping centre is proposed via Thomas Place. The western end of Thomas Street will operate as a shared street, slowing vehicle speeds approaching the shopping centre while providing pedestrian connectivity between the shopping centre and Dale Street.
- iii The Leadenhall Street access will be modified to accommodate left turn in/left turn out movements, which is subject to road upgrade on Church Street.
- iv The proposed development will provide 847 parking spaces at a rate of 3.38 parking spaces per 100sq.m. This satisfies the minimum parking rate of 3 parking spaces per 100sq.m and does not exceed 6 parking spaces per 100sq.m based on the Council's Development Plan car parking rate.
- v The Building Code of Australia outlines a disability parking requirement of 17 spaces for the on-site parking provision. The proposed redevelopment provides 14 Precision owned disability parking spaces and 4 disability access spaces within the Church Street road reserve.
- vi Based on an overall expansion of 9,163sq.m GLFA, the development plan outlines a bicycle parking rate of 47 spaces, including 31 employee and 16 visitor parking spaces. The proposal provides 50 bicycle parking spaces across the subject site.
- vii The proposed parking layout is consistent with the dimensional requirements as set out in the Australian/New Zealand Standards for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009).
- viii The loading area at the east of the site can accommodate vehicles up to an MRV with ingress/egress directly via Commercial Road.
- ix The loading area at the west of the site can accommodate vehicles up to an MRV with ingress/egress directly via Church Street.
- x The loading facilities at the north-west of the site can suitably accommodate vehicles up to a 12.5 metre HRV with ingress/egress via Commercial Road.
- xi The loading facility at the south-east corner of the site has been designed to accommodate vehicles up to a 19m Semi-Trailer with ingress via Commercial Road & Baynes Place and egress via Church Street.
- xii The compactor at the west of the site can accommodate vehicles up to an MRV with ingress/egress directly via Church Street.
- xiii The number of additional trips to/from the site is consistent with recent approvals for the subject site.
- xiv Two parking aisles within the subject site have been found to be greater than 100 metres long, with the western parking aisle of the western car park being slightly greater than 100m long. Given the circulation roadway to the aisle and the car park access point located centrally to the adjacent aisle, it is considered that the parking aisle does not require addition traffic calming devices. The parking aisle located behind Coles and Kmart is to remain as per the existing situation and contains existing road humps along the aisle.

- xv The raised treatment located between Leadenhall Street and Thomas Place will operate car park aisle identified by a raised threshold with a defined pedestrian crossing, as well as a traffic calming device for vehicles travelling along Thomas Place into the subject site. The raised treatment has been designed to accommodate light vehicles only.
- xvi Two raised pedestrian crossings are proposed to be located directly adjacent the Church Street and north-east entrances. The crossings have been designed to accommodate heavy vehicles utilising 2.0 metre transitions and a minimum 7.0 metre platform length.
- xvii Give way controls are to be installed at 4 locations within the subject site. Each location is to have the appropriate linemarking and signage.
- xviii The council redevelopment of Church Street will provide the relocation of the bus stops located adjacent the subject site. The location of the bus stops in relation to the subject site and the community bus stop location will provide excellent pedestrian connectivity across the site.

Naturally, 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




David Kwong
Associate Director



Port Central Shopping Centre Assessment of Loading Dock Noise

Report Date: Friday, 21 April 2017
Reference: A15707RP2, Revision B

Document Information

Project	Port Central Shopping Centre	
Client	Hardy Milazzo Architecture & Interior Design	
Report title	Assessment of Loading Dock Noise	
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Revision Table

Report revision	Date	Comments
0	24 November 2016	First Issue
A	24 November 2016	Updated Tenant
B	21 April 2017	Update to reflect latest plans

Glossary

A-weighting	A spectrum adaption that is applied to measured noise levels to represent human hearing. A-weighted levels are used as human hearing does not respond equally at all frequencies.
Characteristic	Associated with a noise source, means a tonal, impulsive, low frequency or modulating characteristic of the noise that is determined in accordance with the Guidelines for the use of the Environment Protection (Noise) Policy (Noise EPP) to be fundamental to the nature and impact of the noise.
Continuous noise level	A-weighted noise level of a continuous steady sound that, for the period over which the measurement is taken using fast time weighting, has the same mean square sound pressure as the noise level which varies over time when measured in relation to a noise source and noise-affected premises in accordance with the Noise EPP
Day	Between 7 am and 10 pm as defined in the Noise EPP
dB	Decibel—a unit of measurement used to express sound level. It is based on a logarithmic scale which means a sound that is 3 dB higher has twice as much energy. We typically perceive a 10 dB increase in sound as a doubling of that sound level.
dB(A)	Units of the A-weighted sound level.
Frequency (Hz)	The number of times a vibrating object oscillates (moves back and forth) in one second. Fast movements produce high frequency sound (high pitch/tone), but slow movements mean the frequency (pitch/tone) is low. 1 Hz is equal to 1 cycle per second.
Indicative noise level	Indicative noise level determined under clause 5 of the Noise EPP.
L ₉₀	Noise level exceeded for 90 % of the measurement time. The L ₉₀ level is commonly referred to as the background noise level.
L _{eq}	Equivalent Noise Level—Energy averaged noise level over the measurement time.
L _{max}	The maximum instantaneous noise level.
Night	Between 10.00 p.m. on one day and 7.00 a.m. on the following day as defined in the Noise EPP
Noise source	Premises or a place at which an activity is undertaken, or a machine or device is operated, resulting in the emission of noise
Quiet locality	A locality is a quiet locality if the Development Plan provisions that make land use rules for the locality principally promote land uses that all fall within either or both of the following land use categories: (a) Residential; (b) Rural Living;

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1 Introduction

This report outlines the environmental noise assessment for the proposed Port Central Shopping Centre loading docks at 200 Commercial Road, Port Adelaide. The loading docks are to be located on the eastern, northern and western sides of the proposed shopping centre redevelopment near to a number of commercial and residential properties.

The potential noise emissions from the development have been assessed against the requirements of the South Australian environmental noise policy and the Port Adelaide Enfield Council Development Plan.

2 Proposed development

2.1 Location

Three loading docks are proposed for the Port Central Shopping Centre Redevelopment. The location of the proposed loading docks and nearest noise sensitive receivers are presented in Figure 1.

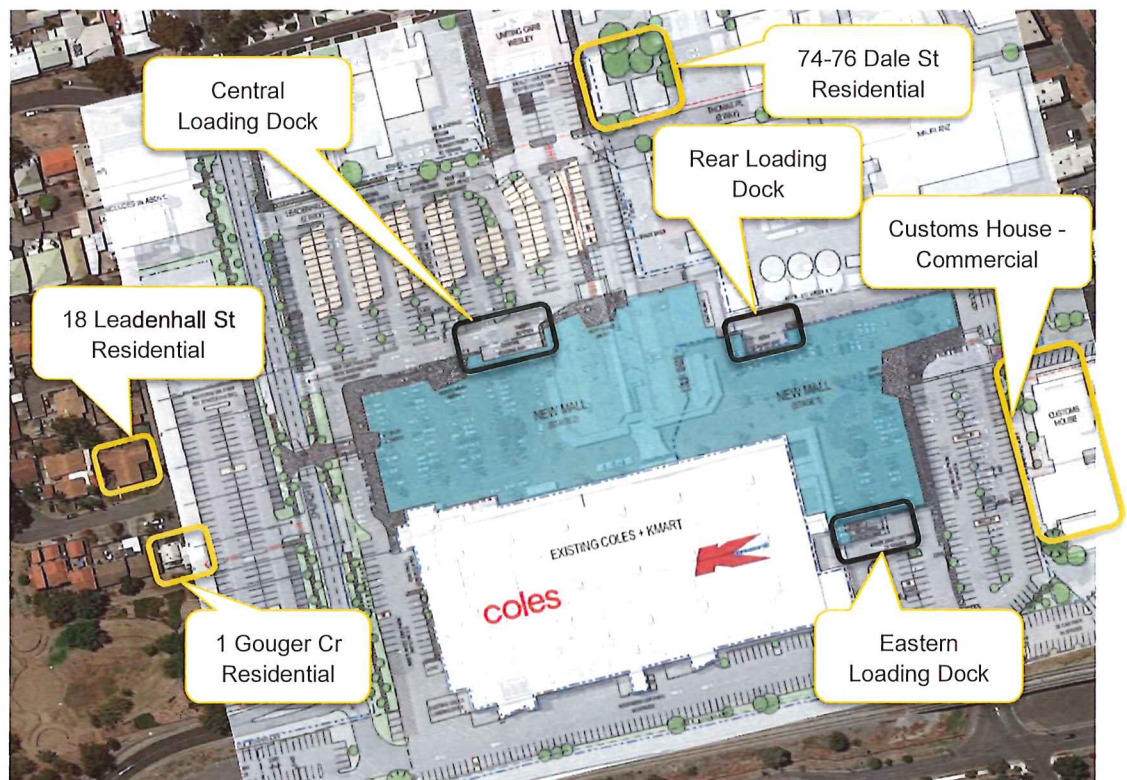


Figure 1 Site layout

Note that the building/shed opposite the Rear loading dock is understood to be a non-sensitive noise receiver. As such noise emissions from the proposed loading docks has not been assessed to the building.

2.2 Operation

The proposed loading docks are to be used by the tenants of the shopping centre. It is understood that loading docks are to be in operation during the opening hours of the Port Central Shopping Centre, which is 7 am until 9 pm.

The Eastern loading dock is expected to receive deliveries from a 19 m truck. The Central loading dock is to be also serviced by 9 m Pantech truck. The Rear loading dock is to service a pharmacy and is expected to have only vans delivering goods. None of the loading docks are expected to have a gas forklift.

On this basis, our assessment has assumed the following:

- Trucks will be turned off on arrival at the loading dock, and not left idling.
- Tonal reversing beepers will not be used (either a broadband reversing alarm or spotter would be used instead).

The details for this noise assessment are based on the following documentation, provided by Hardy Milazzo:

- Drawings SK01-SK12, Job #6800-1, 9/11/2016.
- Updated site plan SK03, Job #6800-1, 11/4/2017

3 Development Plan

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

The proposed loading dock and nearest noise sensitive receivers are located within the Regional Centre, Retail Core Policy Area.

The Retail Core Policy Area's major objective is:

- An area where major supermarkets and discount department stores, together with offices and community service facilities, form the retail and commercial core of the Regional Centre Zone.

Residential receivers in Gouger Crescent are located within the Regional Centre, Old Port Reach Policy Area.

The Old Reach Policy Area's major objective is:

- The conservation of historic dwellings and further development of a range of residential accommodation compatible with historic buildings and townscapes within the area.

The commercial receiver, Customs House, is located with the Regional Centre, Southern Gateway Policy Area.

The Southern Gateway Policy Area's major objective is:

- Accommodation of a mixture of land uses consisting of offices, commercial, showrooms, service trade premises, shops and residential development.

Under the General Section of the Port Adelaide Enfield Council Development Plan it states:

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

Therefore the environmental noise emissions at the planning stage are assessed in accordance with the *Environment Protection (Noise) Policy 2007* (Noise EPP).

4 Noise criteria

4.1 Environmental noise policy

Environmental noise emissions from the proposed development should comply with the *Environment Protection (Noise) Policy 2007* (Noise EPP) and this is the most relevant guideline to address the requirements of the Development Plan.

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

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

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

The development and the nearest noise sensitive premises are located in the Retail Core Policy Area for which commercial land use is primarily promoted.

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

- 57 dB(A) during the day, 7 am to 10 pm
- 50 dB(A) at night, 10 pm to 7 am.

There are residential receivers located on Gouger Crescent, which is located in the Regional Centre Zone, Old Port Reach Policy Area, for which residential land use is primarily promoted. Where a noise source and noise affected premises do not fall within the same land use category the indicative noise level is the average of the indicative noise factors for each land use category. In accordance with Part 5 of the Noise EPP, the relevant criteria for this development will be the relevant indicative noise level less 5 dB(A).

Therefore the applicable criteria for residential receivers located on Gouger Crescent are:

- 52 dB(A) during the day, 7 am to 10 pm
- 45 dB(A) at night, 10 pm to 7 am.

The Customs House is located within the Regional Centre, Southern Gateway Policy Area for which both commercial and residential land uses are primarily promoted (mixed use zone). Therefore the applicable criteria for Customs House is:

- 55 dB(A) during the day, 7 am to 10 pm
- 47 dB(A) at night, 10 pm to 7 am.

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

We note that under Part 5, Clause 20(6) of the Noise EPP, exceedence of the recommended criterion does not necessarily mean that the development will be non-compliant. Some of the following matters should be considered when considering compliance:

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

5 Assessment

5.1 Noise modelling

Modelling parameters

Noise emissions from site have been modelled in SoundPLAN Environmental Software v7.2 program, using the general prediction method. The model takes into consideration:

- attenuation of noise source due to distance
- barrier effects from buildings, topography and the like
- air absorption
- ground effects
- neutral meteoroidal conditions (zero wind and temperature gradients).

Equipment sound power levels

The sound power levels for the proposed equipment on site are based on sound power/pressure levels previously measured by Resonate Acoustics.

For the daytime period, the following loading dock activity has been included in a SoundPlan model (over a 15 minute period):

- truck movements to and from applicable loading dock
- broadband reversing alarms on truck when backing into the loading dock area
- truck engine starting & doors closing
- operation of refrigeration equipment mounted on refrigerated vehicle
- trolleys and palletes being moved
- compactors operating for 5 minutes.

Note that the equipment usage times may be considered as conservative and as such our overall modelling is conservative.

5.2 Characteristic noise penalties

Penalties to the source level should be applied in accordance with the Noise EPP to recognise annoyance associated with noise that is dominated by tonal, modulating, low frequency, or impulsive characteristics. A 5 dB(A) penalty is applied for one characteristic, an 8 dB(A) penalty is applied for two characteristics, and a 10 dB(A) penalty is applied for three or more characteristics.

For a characteristic penalty to be applied to a noise source it must be fundamental to the impact of the noise and dominate the overall noise impact.

Application of a characteristic penalty will depend on the received noise levels compared with the background noise levels to determine whether or not the character(s) are fundamental to the impact of the noise and dominate the overall noise impact.

We have deemed there to be no need for a characteristic penalty for the loading dock noise. Trucks are to be turned off when in the loading dock and will only impact nearby receivers when en route to the loading dock. This noise will be similar in character to surrounding roads within the commercial area.

5.3 Predicted noise levels

Predicted noise levels are based on the following assumptions:

- Trucks are switched off during daytime loading dock unloading and loading (15 second idle)
- Pallet jacks only in the loading dock with no forklift activity
- Compactors in all loading docks except the Central loading dock
- Broadband reversing alarms on all trucks/plant reversing in loading docks
- Timber shielding fence with gaps between slats.

A summary of the predicted noise levels at the nearest noise sensitive receptors is presented in Table 2 for daytime emissions respectively.

Table 2: Summary of predicted noise levels at nearest noise sensitive receivers

Receiver	Predicted Daytime L_{Aeq} dB(A) ⁽¹⁾	Daytime Criteria dB(A)
1 Gouger Cr - Residential	50	52
18 Leadenhall St – Residential	48	52
Customs House - Commercial	56	55
74 – 76 Dale St – Residential	50	57

(1) Predicted noise levels include a 5 dB penalty which has been included to account for the modulation of the noise.

It can be seen from Table 2 that noise from the proposed loading dock exceeds Noise EPP criteria at Customs House by 1 dB(A).

5.4 Mitigation measures

Under Part 5, Clause 20(6) of the Noise EPP, an exceedance of the recommended criterion does not necessarily mean that the development will be non-compliant. In this situation the Customs House is located directly adjacent a car park in a commercial area. This noise source would likely produce a noise level similar to that of the loading dock. Furthermore, a difference of 1 dB is generally not perceptible to the human ear and so, based on this, noise from the loading dock is considered satisfy the intent of the *Environmental Protection (Noise) Policy*.

6 Conclusion

An environmental noise impact assessment has been undertaken for the proposed loading docks at 200 Commercial Road, Port Adelaide. The noise emissions have been assessed against the requirements of the *Environmental Protection (Noise) Policy* and Port Adelaide Enfield Development Plan.

This assessment has demonstrated that the noise emissions from the operation of the proposed development will meet the requirements of the relevant environmental noise criteria on the basis of the following:

- Trucks are switched off during daytime loading dock unloading and loading
- Pallet jacks only in the loading dock with no forklift activity for loading docks except the Church St dock
- Compactors in all loading docks except the Central loading dock
- Broadband reversing alarms on all trucks/plant reversing in loading docks

On this basis the proposed loading docks will be able to operate within the Development Plan and Noise EPP noise requirements.



Leader in sustainable waste management and recycling solutions

Port Central Development

Submission for Waste Collection Services

Prepared by Veolia Environmental Services (Australia) Pty Ltd

May 2016





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- (b) You shall not copy or reproduce any Information except when, and then only to the extent, reasonably necessary for the purpose of reviewing this document and the proposal contained herein.
- (c) Upon receiving notice that our proposal has not been accepted, and if notified by Veolia, you shall destroy, in a secure manner, this document and any Information.
- (d) You shall ensure that any employee or any other person to whom you supply the Information is bound by the terms of these conditions.



Simon Best
Port Central

Dear Simon,

Veolia is pleased to submit the following Waste Management Plan for the proposed development located of Port Central

Veolia will have a strong focus on diverting your waste streams to recycling centres to work towards achieving cost minimisation and increasing diversion from landfill by implementing the following systems:

- Organics Bin – all food material
 - 240ltr MGB & 660ltr MGB
 - Orca Waste Systems
- General Waste – for all contaminated wet waste streams
 - 660ltr MGB & 1100ltr MGB
 - 3m3 Front Lift and 40m3 Hook Lift
- Dry recycling – recycled through IWS recycling centre
 - 660 MGB & 1100ltr MGB
 - 3m3 Front Lift

Please see a copy of the waste management plan below for your consideration. I am confident Veolia can implement the above services and systems to work towards achieving cost minimisation and supply the waste management services in a safe & environmentally friendly manner.

We look forward to working with you throughout this process and into the future. Should you require additional information or clarification relating to this document, please do not hesitate to contact myself on 0417 605 549

Regards

Matt Fanto
Business Development Manager



Executive Summary

Veolia's aim is to deliver viable collection, handling and transport of all waste streams for all sites whilst diverting 100% of its waste streams through a recycling process.

Port Central are also mindful of promoting the correct management of its waste by decreasing the amount of waste going to landfill and increasing the quantity of waste that is recyclable through a "value for money" service.

Veolia Environmental Services (Veolia) is Australia's leading provider of environmental waste management services to industry, commerce and the public. We have worked closely with government, industry and commerce for over 42 years to satisfy people's essential daily needs while respecting natural resources. Our strong and stable management team have taken the organisation from a small operation in 1969 to the current Australia-wide and international network generating Australian revenues in excess of \$700 million per annum from in excess of 100 operating sites.

Veolia is the Australian waste management, industrial cleaning and resource recovery division of the global company Veolia Environnement (VE), generating revenue in excess of AUD \$55 billion annually.

The worldwide strength of Veolia is underpinned by a strategy of long-term investment, continuous innovation and mutual partnering with our customers. Veolia works in partnership with nationally aligned accounts such as Coles, Spotless and Health Scope. Locally, Veolia has forged strong working partnerships with ISS, Burnside Village, Makris Corporation and performs municipal services for Councils such as Mt Barker, Pt Augusta, Whyalla and Pt Lincoln. Veolia has significant experience within the Local Government sector throughout Australia in areas of environmentally recognised and sustainable waste management and recycling services.

This experience enables Veolia to provide the suite of services required by Port Central development, whilst maintaining the necessary standards of environmental health and safety compliance. Veolia is proud of its commitment and compliance to all aspects of Quality, Occupational Health Safety & Welfare and Environmental Management Systems to support our commitment to sustainable development.

Our proposal recognises the need to address the disposal of all waste streams generated from each area of Port Central development. Our model will focus on effective waste minimisation strategies, including the recycling or beneficial re-use of product wherever appropriate at extremely competitive rates. Veolia has adopted the principle of 'World's Best Practice' and is dedicated to achieving the highest standards in our field.



***Reductions in
landfill will reduce
Carbon Gas
Emissions and
result in lower
costs.***

In the waste management sector, disposal of biodegradable waste will ultimately attract a higher landfill cost at poorly run landfill operations. Government and commerce are becoming increasingly aware of the environmental and economic benefits of sorting all waste streams to recover high yields of recyclable waste. The increased recycling of plastics, paper, cardboard, waste oily waters, sludges, greases and other recyclable materials will improve Port Central life-cycle Greenhouse Gas (GHG) Emissions and ecological footprint. Veolia can provide monthly reports on GHG emission savings, in addition to data on volumes and weights diverted from landfill.

A major component of our proposal provides for not only the minimisation of waste, but more importantly for the diversion from landfill to our recycling facility to ensure where possible 100% of your waste streams are diverted through the recycling process. This is the key to supporting Port Central commitment to sustainable development and will also assist in the better management of costs. Veolia believes in conducting regular audits of its waste segregation management system to ensure that it complies with Port Central environmental directives. The evaluation of the effectiveness of this system may be monitored through regular agreed KPI reporting.

The impact of the Australian Carbon Tax on the Adelaide Wine centre's operations, including the area of waste management, will conceivably be significant. In this resource and carbon constrained world, it is important that Port Central develops a waste and recycling management program and aligns with an environmental service provider who is strategically positioned to help Port Central mitigate its environmental footprint.



The key characteristics of our proposal are:

Cost savings.

Deliver Long Term Cost Savings: Through a structured program focusing on waste diversion from conventional landfill, Veolia can deliver cost savings through lower disposal costs across Port Central development. With waste now included in the Australian Carbon Tax, waste sent to conventional landfills will attract a significantly higher carbon emissions penalty than material going through Veolia's resource recovery facilities.

Minimise waste to landfill.

Towards Zero Waste to Landfill: Veolia provides access to various technologies developed both locally and overseas, which are already proven within the Veolia Group. Our proposal offers solutions that address a range of environmental concerns, with the primary focus being the diversion of waste from landfill to a recycling centre. Some sample environmental credentials afforded to Port Central development include:

- Implement Organics Recycling
- Zero Waste Approved Facility
- Implement Dry Recycling (front lift bins)
- Periodical audits performed to promote best practice

A dedicated contract manager focused on exceeding your expectations

One Contact: Veolia is able to provide a dedicated Waste Services Team and we will assign a major account executive to Port Central development. This provides one point of contact for Port Central development to monitor waste expenditure costs and recycling performance, enabling real improvements in both over the life of the contract. Veolia will provide one phone number to Port Central development for all enquiries and this will be operational 24 hours a day, 7 days a week.

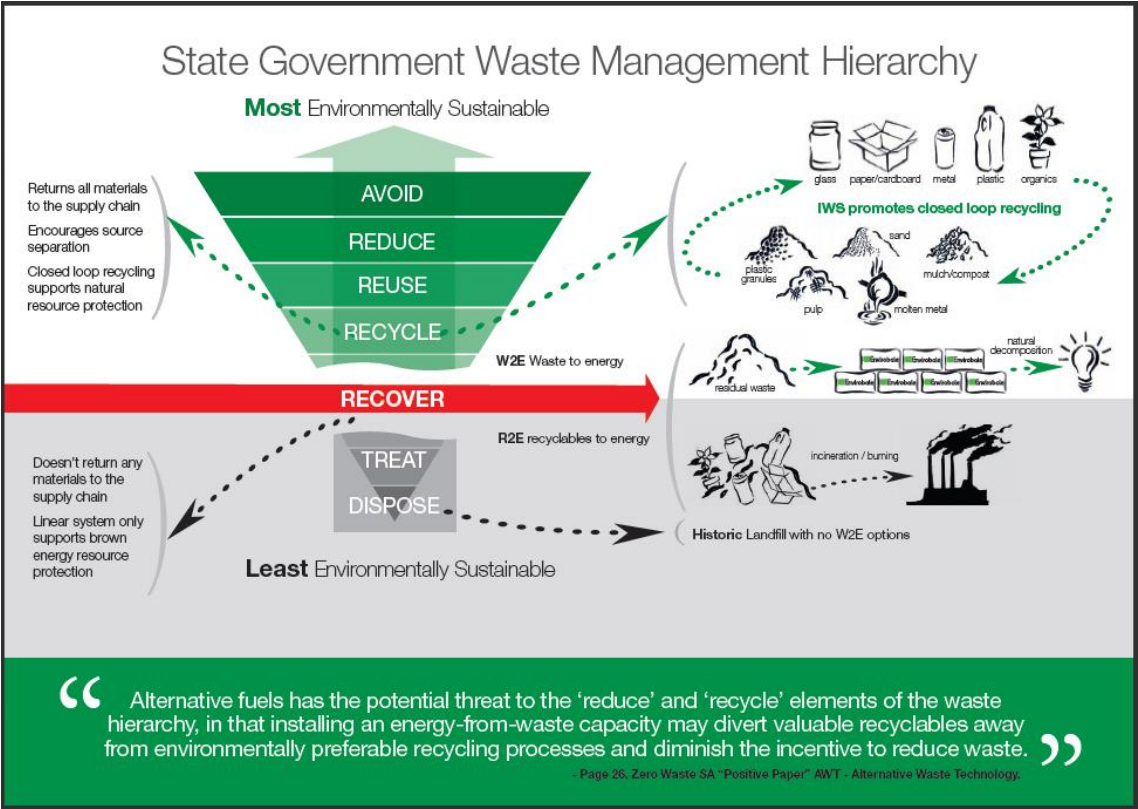
Leading Edge Reports: A monthly national report, which not only captures recycling and waste data, but calculates waste related Greenhouse Gas Emissions and savings from transport and waste disposal is available on a monthly basis for Port Central development.

We are also able to provide reporting based on:

- Cost Centre volumes and costs, waste volumes & weights, waste types, recycling volumes, recycling types, disposal costs etc.
- A feature of our reporting will be a Green House Gas (GHG) calculation, which will detail what impact Port Central development has had on the environment and the benefits they have delivered through increased recycling.



Educational Material: Veolia can supply a full range of educational material to help understand and increase the recycling outcomes.



1. Waste Management Hierarchy

Maximum diversion of resources from burning alternative fuels and historic landfill disposal.

ASK FOR A SITE TOUR OF IWS TODAY!

IWS Recycling Centre Capability Statement and Reporting					
Dry Recyclables Process Mechanically pre-sorted and then processed through the IWS Recycling Centre. Recycling Performance 90% of the recyclable content* is extracted by weight. Residual content is largely in garbage bags and is putrescible which cannot be opened due to OHS risks. Presentation to IWS Can contain between 0-30% residual waste by weight due to limited source separation.	Comingled Recyclables Process Directly processed through the IWS Recycling Centre. Recycling Performance 98% of the recyclable content* is extracted by weight. Residual content is dropped out by screen and largely contains broken glass and food fines which are removed before passing through manual sorting room due to OHS risk management. Presentation to IWS Can contain between 0-15% residual waste by weight, limited contamination due to high level of source separation.	Mixed Paper & Cardboard Process Directly processed through the IWS Recycling Centre. Recycling Performance 100% of the recyclable content* is processed directly into mixed paper and cardboard baling. Presentation to IWS Required to be 100% paper and cardboard.	Food & Garden Organics Process Processed through the IWS Composting Process. Recycling Performance 98% of the recyclable content* is extracted by weight. Residual content is dropped out by screen and largely contains broken glass and plastic fines. Presentation to IWS Required to be 100% food organics.	General Waste Process Putrescible waste processed through carbon efficient Envirobale® System. Recovery Performance Compacted into waste bales and placed in a modular balefill where methane is extracted and converted to energy. Presentation to IWS Contains mixed general waste, no source separation occurs.	Mixed Waste Process Mechanically pre-sorted and then processed through the IWS Recycling Centre. Recycling Performance 90% of the recyclable content* is extracted by weight. Residual content is dropped out by screening and is minimal by weight due to the high density of recyclables e.g. brick/dirt. Presentation to IWS Can contain between 0-10% residual waste by weight, limited contamination due to source separation and high density of recyclables.
<input checked="" type="checkbox"/> Recyclable Content <input checked="" type="checkbox"/> Zero Waste SA Recycle at work*	<input checked="" type="checkbox"/> Recyclable Content <input checked="" type="checkbox"/> Zero Waste SA Recycle at work*	<input checked="" type="checkbox"/> Recyclable Content <input checked="" type="checkbox"/> Zero Waste SA Recycle at work*	<input checked="" type="checkbox"/> Recyclable Content <input checked="" type="checkbox"/> Zero Waste SA Recycle at work*	<input checked="" type="checkbox"/> Envirobale®	<input checked="" type="checkbox"/> Recyclable Content

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Kilburn, SA 5084
Telephone: 08 8260 2122
Email: sa@veolia.com.au

***Recyclable Content**
(no hidden recycling content in fuels)
C&D: Mixed paper, mixed cardboard, mixed plastic, small timber and green organics, food organics, small metals.
C&D: All C&D recyclable content materials listed, large timber and organics, large metals, soil, brick and concrete.

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2. Recycle Pak – Maximise diversion from landfill with the correct receptacles.



Triple National Certification: *Port Central development* will have peace-of-mind that their waste is being collected, recycled and disposed of in a safe and environmentally compliant manner. This is backed up by our highly enviable triple certification of ISO 14001 (Environment), ISO 9001 (Quality) and AS 4801 (Safety) management systems.



Award Winning Business: Veolia is the recipient of the 2011 Australian Business Award for Environmental Sustainability. This was the second consecutive year that Veolia won this award, selected from numerous national businesses by an independent committee.



Veolia is also an Australian Quarantine and Inspection Service accredited service provider. The strategic direction of Veolia is one of continuous improvement in environmental technologies for the handling, processing and treatment of waste as well as improvements in education and environmental awareness programs for our customers.

As the organisation has grown, it has earned a reputation for quality, reliability, customer service and commitment to sustainable development based on 'World's Best Practice'. We look forward to working with Port Central development throughout this period and into the future. Should you require additional information or clarification relating to this document, please do not hesitate to contact myself on (08) 8260 2122.

Matt Fanto


Business Development Manager SA



Waste Management Plan

Port Central

Subject	Details
Development Details	Port Central Shopping Precinct
Type of waste Streams & Bin Sizes	<p>Bin Areas</p> <ul style="list-style-type: none">• Organics Bin – All food material from residents<ul style="list-style-type: none">○ 3 x 240ltr MGB 3x per week or Installation of ORCA Waste System. Self-clearing organic waste disposal.• General Waste – For all Contaminated wet waste<ul style="list-style-type: none">○ 3 x 1100ltr MGB 6 Days per week (Each Bin Area located in the Mall and Food court areas.)○ 40m3 Compactors to be serviced weekly.• Dry recycling – Recycled through IWS recycling centre<ul style="list-style-type: none">○ 3 x 1100ltr MGB 3 days per week (Each Bin Area located in the Mall and Food court areas.)○ 40m3 Compactors depending of recycling commitment on site to be services Fortnightly to Weekly



Service Frequency & Waste Volumes	<p>At this stage after looking into plans I would propose a 6 days collection frequency to facilitate the collection of all waste being generated from the site. Traditionally collections completed in areas in close proximity to food areas will need more frequent services. A 6 day collection schedule should be more than sufficient in managing the all food and organic waste. The possibility of using new ORCA Waste System could also be looked into as a solution to Organic Matter.</p>
Bin Storage Locations & movement of bins	<ul style="list-style-type: none"> • Bins will be stored in the ground level Bin waste room. The bins will be clearly labelled with signage encouraging the tenants to recycle where possible. In addition plans suggest multiple areas for bins to also be stored outside in loading areas, and provide easy access for service trucks. • The bins will be managed by the Cleaners/Facility Manager– the bins will be serviced via applicable collection points as near as possible to waste collection areas.
Collection Points	<p>Waste & Recycling</p> <ul style="list-style-type: none"> • A Veolia truck will service the refuse areas via agreed collection points, each collection point will be accessed to comply with Veolia's OH&S regulations. The plans suggest that there is more than sufficient space for services and truck access to all services provided. • No changes needing to be had from proposed plan in terms of Bin access areas and loading docks. Current access for Compactors is sufficient and proposed loading area for proposed restaurant area, referring to front lift which at this stage is believed to be the best fit for the new restaurant area.`
Specialised Facilities & Equipment	<ul style="list-style-type: none"> • There will be no specialised equipment for this project • In terms of Trucks to site, the maximum number of trucks including trucks the change compactors would be 4. <p>If each waste stream is to be serviced daily, a maximum of 3 trucks would need to visit the site. However not being a residential area, all trucks would attend site outside of business hours.</p> <p>As this site is not residential, there is no direct calculation that can be used to estimate the waste levels. However these number have been based on similar sites Veolia is currently servicing. Not until site is fully operational and at max tenancy can an accurate plan be put in place.</p> <p>In past submissions specific truck sizes have not been needed, and with many different dimensions of trucks in service it is difficult to advise on the exact details of which truck will service the site in the future.</p>
Account Management & Customer Education	<ul style="list-style-type: none"> • Veolia will have a dedicated Account Manager to oversee the waste management services for the Port Central. Veolia will supply signage to help achieve improved source separation.



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Terms & Conditions

1. Definitions

'Agreement' means the agreement and the terms set out in this document.

'Contract Price' means the Contract Price as specified in this document or, if no Contract Price is specified, means the total of the Service Fees multiplied by the corresponding quantities of the Services supplied for the term of the Agreement plus all adjustments and costs in accordance with this Agreement.

'Equipment' means all containers and other plant and equipment supplied by Veolia for or under this Agreement, all of which remain the property of Veolia.

'Site' means those of the Client's premises at which the Services are carried out, and includes any new premises that the Client may relocate to for any reason.

'Service Fee' means the specified rate, price or lump sum amount for the performance of each item of the Services, as adjusted in accordance with this Agreement.

'Services' means all services of the type and nature as described in this Agreement.

2. Client Responsibilities

The Client agrees:

2.1 Service

- (a) that Veolia has the exclusive right to supply all Services to the Site;
- (b) to provide Veolia with reasonable opportunity to offer to provide Services to the Client at premises other than the Site;
- (c) to promptly inform Veolia of any change in the Client's Services' requirements;
- (d) to disclose to Veolia all information in the Client's possession relevant to the provision of the Services;
- (e) to comply with all legal requirements and the requirements of all relevant regulatory authorities relating to the Services;
- (f) that Veolia has the right to suspend the provision of the Services in the event of non-payment for the same by the Client;

2.2 Equipment

- (a) to use the Equipment only for its proper and intended purpose;
- (b) to provide Veolia such access to the Equipment and the Site as is reasonably required to enable Veolia to provide the Services safely and in accordance with this Agreement;
- (c) to maintain the cleanliness of the Equipment;
- (d) not to damage, deface or remove identifying marks from the Equipment;
- (e) to report to Veolia immediately any damage to, misuse of, or unsafe, Equipment;
- (f) to reimburse Veolia for the cost of any stolen Equipment, whether from the Site or the vicinity of the Site;

2.3 Service

- (a) to ensure that all waste supplied for collection is of the type or nature specified in this Agreement and, unless otherwise agreed by Veolia, uncompacted;
- (b) not to overload the Equipment (either by weight or volume)

2.4 Payment

- (a) to pay Veolia:
 - (i) the Contract Price as a debt due and payable to Veolia upon signing of the Agreement, such debt to be paid by monthly instalments payable over the term of this Agreement; and
 - (ii) any adjustments made by Veolia in accordance with this Agreement; and
- (b) any and all amounts invoiced in accordance with this Agreement must be paid within 14 days from the date of the invoice; and
- (c) if this Agreement is renewed, that the provisions of clause 2.4(a) will apply upon renewal to the Contract Price payable in respect of such renewed period.

2.5 Assignment

not to assign its interest under this Agreement without the prior written consent of Veolia.

3. Veolia Responsibilities

Veolia shall perform the Services in accordance with this Agreement.

4. Liabilities

4.1 Additional Charges and Fee Increases

The Client acknowledges that amounts payable by it to Veolia under this agreement may be adjusted from time to time by Veolia, acting reasonably, as a result of:

- (a) Veolia having incurred extra costs or suffered loss and damage as a result of a breach by the Client of its responsibilities under this Agreement;
- (b) the actual weight of the waste the subject of the Services exceeding the estimated weight thereof;
- (c) a change in the nature, density, quantity or timing of the Services (including any change in the type, density, weight or quantity of the waste the subject of the Services);
- (d) any increase in the Service Fees as a result of:
 - (i) any increase in the Adelaide All Groups CPI;
 - (ii) any increase in the cost of the performance of Veolia's obligations under this Agreement (including labour costs, fuel, government taxes or charges, disposal fees); or
 - (iii) any other relevant circumstance.

Veolia undertakes to provide notice to the Client of any such increases.

4.2 Client Indemnity

The Client indemnifies Veolia against loss or damage to Veolia's property and against any claim or action which may be brought or made by any person against Veolia, its employees or agents in respect of personal injury or death of any person or loss of or damage to property caused by a negligent or wrongful act or omission of the Client, its employees, other contractors or agents.

The Client's liability to indemnify Veolia is reduced proportionally to the extent that Veolia, its employees, subcontractors or agents have contributed to the injury, death, loss or damage.

4.3 Veolia Liability

Veolia's liability at law is limited to:

- (a) the resupply of the Services; or
- (b) at Veolia's option, the payment of the cost of resupply of those Services.

Except for this and to the extent permitted by law, Veolia accepts no liability whatsoever for any claim for loss or damage of any kind without limitation. Veolia will not be liable for the non-performance of the Services caused by an act, omission or event beyond its control.

5. Term

5.1 The offer in this document is valid for fourteen (14) days from the date it is made.

5.2 The operation of the Agreement is subject to Veolia having first obtained a satisfactory credit check of the Client.

5.3 The term of this Agreement:

- (a) Is an initial fixed period of three (3) years from the Contract Commencement Date ("Initial Period") specified in this Agreement, and thereafter, shall continue for successive fixed periods of three (3) years each, subject to termination in accordance with clause 6.1; or
- (b) where the Services comprise a one-off project, expires upon their completion.

5.4 The term of this Agreement continues regardless of whether the Client moves from one Site to another Site (New Site). In the event of such relocation, Veolia will provide the Services at the New Site, on the terms of this Agreement.

6. Termination

6.1 Either party may terminate the Agreement:

- (a) Immediately by written notice to the other where that other:
 - (i) becomes bankrupt, or insolvent, or becomes subject to external administration; or



Terms & Conditions

(ii) commits a substantial breach or default under the Agreement; or

(iii) repudiates the Agreement; or

(b) by giving to the other party no less than 60 days' written notice of intention to terminate, such notice to take effect at the end of the Initial Period or at the end of any further fixed period pursuant to clause 5.3.

6.2 If the Agreement is terminated by Veolia under clause 6.1(a) or by the Client under clause 6.1(b), the Client must pay Veolia the sum of:

(a) all monies due and payable under any invoices rendered but unpaid; and

(b) as liquidated damages, fifty per cent (50%) of the average monthly revenue for the number of months from termination until expiry of the then current term of the Agreement and which the Client agrees are a genuine pre-estimate of Veolia's loss. 'Average monthly revenue' is the average monthly gross amount paid or payable by the Client to Veolia under the Agreement.

7. Disputes

(a) If any dispute or difference arises between Veolia and the Client, other than pursuant to clause 6, it shall be referred to their respective representatives for resolution. In the event that the representatives are themselves unable to resolve the dispute, the representatives' superiors will attempt to resolve it speedily by negotiation and in good faith.

(b) In the event that Services are terminated or suspended pending resolution of a dispute under this Agreement, at Veolia's sole discretion Veolia's bin/s may remain on the Site and Veolia reserves the right to lock the bin/s until the dispute in question has been resolved or the Agreement terminated. In the event of termination, at Veolia's sole discretion, the bin/s may remain on the Site until payment of all liquidated damages, if applicable, in accordance with clause 6.2(b).



Alliu, Yasmine (DPTI)

From: Liebelt, Ellen (DPTI)
Sent: Thursday, 24 August 2017 3:41 PM
To: Alliu, Yasmine (DPTI)
Cc: Tridente, Nick (DPTI); Chard, Rose (DPTI)
Subject: Port Canal Shopping Centre 040/W018/17

Hi Yasmine,

Further to your email received 14/8/17, please see below comments on behalf of the Associate Government Architect.

In the Referral response dated 31/5/17, the AGA was generally supportive of the proposal. Recommendations included in the referral response were limited to:

1. Given extent of full height glazing, AGA recommended modelling to assess and demonstrate management of solar loads

Applicants response: The proposed design incorporates extensive shading to north facing glazing with canopies projecting up to 10 metres in depth over the two-storey high glazed entrances and expressed steel frame canopies over with a depth in the order of 5.0 metres over the two storey high glazed windows. Suggest its more appropriate for detailed modelling of glazing performance to be undertaken at time of Building Rules Consent, noting from a passive perspective the proposed design seeks to maximise shade of the facade.

AGA response: The AGA is comfortable with modelling of glazing performance being undertaken at the time of Building Rules Consent.

2. Limited information provided on the proposed pedestrian links located on the eastern and western sides of the Uniting Care Wesleying building. Provision of a developed scheme for the laneways on the east and west sides of Uniting Caré Wesley, informed by CPTED principles, pedestrian amenity, lighting and landscape strategy

Applicants response: Dale Lane is outside the scope of the redevelopment site and it is the intent of the applicant to work closely with Council on the future redevelopment of this urban space. The proposed laneway link on the west side of Uniting Wesley Care has an indicative design which will form the basis of the landscape design. Condition of consent anticipated regarding final details of this pedestrian link.

AGA response: The AGA is comfortable with the approach to apply a Condition to the consent regarding the final design details of the proposed pedestrian link.

3. High quality external materials supported by the provision of a materials samples board.

Applicants response: Indicative materials and finishes of the proposed development are consistent with those approved as part of the previous approval for the land.

AGA response: A materials sample board is still required to confirm delivery of high quality selections.

I trust the above commentary suits, but please feel free to contact me should you have any further queries.

Kind regards,

Ellen Liebelt

Design Advisor

Office for Design + Architecture SA

Department of Planning, Transport and Infrastructure

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File No:
2016/03984/01

31 May 2017

Ref No:
11559836

Ms Yasmine Alliu
Planning Officer
Planning and Assessment
Department of Planning, Transport and Infrastructure
Level 5, 50 Flinders Street
Adelaide SA 5000

Yasmine.Alliu@sa.gov.au

For the attention of the Development Assessment Commission.

Port Canal Shopping Centre Redevelopment

Further to the referral 040/W018/17 received 1 May 2017 pertaining to the development application at the above address and in my capacity as a statutory referral in the Development Assessment Commission, I would like to offer the following comments for your consideration.

The proposal in its current form was not presented at Design Review. However, the previous Stage Two application (040/W030/16) was presented at two Desktop Review sessions, over which period the design progressed. This Stage Two application was granted Development Plan consent (with conditions) on 25 July 2016. The applicant is now seeking consent for an alternative proposal, which includes a reduced building footprint but retains the architectural expression presented for the approved scheme. The revised proposal includes the partial demolition of the existing Port Canal Shopping Centre and ancillary structures and construction of retail and commercial tenancies, food court, mall, entranceways, canopies, service lane, loading docks, car parking and associated facilities.

The proposed new mall adjoins the northern facade and part of the eastern facade of the existing shopping centre that contains Coles and Kmart. The proposed redevelopment increases the lettable areas of the Port Canal Shopping Centre tenancies to 25,063 square metres. I support the ambition for a renewed retail centre as this is an appropriate direction for the site and the greater locality. I also support the potential of the redevelopment to contribute to the revitalisation of the wider Port Adelaide Area and be a precedent that demonstrates opportunities presented by new policy directions.

The proposal retains the existing Coles and Kmart building, which comprises one to two storey tall red brick parapet walls above a sandstone plinth. The new adjoining mall generally aligns with the established parapet height, however presents a contemporary expression that includes full height glazing, red brick, painted precast and expressed black steel framing. In my view the proposed architectural expression of the new mall successfully manages its resulting bulk and scale. I also acknowledge views to the precast concrete section of the north facade are obscured by the existing one to

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File No:
2016/03984/01

Ref No:
11559836

four storey buildings along Thomas Place, including the Mauri ANZ building and silos. The blank elevations that present to the public realm include red brickwork that relates to the existing shopping centre materiality and Port Adelaide context, which I support. I also support the inclusion of high level glazing that assists in reducing the extent of solid walling while providing valuable natural light and use of expressed black steel framing that provides vertical articulation and reflects the industrial character of Port Adelaide. I anticipate further development of detailing as the project progresses, and urge the design team to further strengthen the building's fine grain response to the unique Port Adelaide context, both past and present. Given the extent of full height glazing, I also recommend modelling to assess and demonstrate management of solar loads. While I support the inclusion of timber, I also urge further review of finishes to manage the long term maintenance and appearance of this natural product.

I support the general presence of ground level tenancies that present to the public realm, providing an active interface during business hours and passive surveillance. I also support the inclusion of first floor tenancies, including a 24 hour gym in the north west corner with dedicated entrance foyer that provides out-of-hours activity. Double height glazed entrances are capped with folded roof elements, which define the new mall entries. I support the provision of entry statements and clear sightlines to the new mall from various approaches. I also support the inclusion of large skylights and elevated roof elements that create nodes within the mall on the axis of the north west and north east mall entries.

New pedestrian linkages are proposed that seek to provide safe access to the new mall, which I support. The northern pedestrian links seek to activate walking corridors on the western and eastern sides of the Uniting Care Wesley building, which I strongly support given Dale Lane is a major axial link between the Port Canal Shopping Centre and the Port Mall. Limited information has been provided regarding works to these pedestrian links and I encourage the design team to continue to engage with Port Adelaide Enfield Council to achieve a mutually appropriate design response, informed by Crime Prevention Through Environmental Design principles and a lighting and landscaping strategy. In my view, the success of the northern pedestrian links relies on an authentic revitalization that delivers safe and welcoming public space. The site plan indicates a raised threshold and wombat crossing will be installed over Leadenhall Street/Thomas Place to identify shared pedestrian and vehicle movement. Wombat crossings are also proposed across Church Street to the mall entry and from the railway station to a paved path through the car park that connects to the east entry. I support the consideration given to pedestrian safety. I also support the pedestrian amenity afforded by the shade sails and recommend consideration be given to weather protection of all pedestrian links.

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The scheme proposes reconfiguration of existing car parking to accommodate the new mall. The car park to the north includes shade sails supported by black steel framing, which I support as these elements enhance the overall architectural expression of the development and improve user amenity within the car park. I also support the inclusion of trees and low level landscape elements to break up the large expanses of bitumen and provide valuable shade. I recommend further review of visualisations generally to ensure the images presented accurately reflect the visual character of trees species proposed.



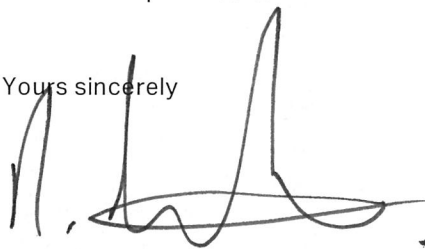
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11559836

To ensure the most successful design outcome is achieved, the Development Assessment Commission may like to consider conditions or reserve matters to protect the following elements of the proposal:

- Modelling to assess and demonstrate management of solar loads on glazed elements.
- Provision of a developed scheme for the laneways on the east and west sides of Uniting Care Wesley, informed by Crime Prevention Through Environmental Design principles, pedestrian amenity and a lighting and landscape strategy.
- A high quality of external materials supported by the provision of a materials samples board.

Yours sincerely



Nick Tridente
Associate Government Architect

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Alliu, Yasmine (DPTI)

From: Tim Hicks <tim.hicks@portenf.sa.gov.au>
Sent: Friday, 25 August 2017 2:47 PM
To: Alliu, Yasmine (DPTI); Greg Vincent
Cc: Bill Zhang
Subject: FW: re 040/W018/17- port canal shopping centre

Hi Yasmine/Greg,

Further to my email of Wednesday, please see below further technical comments from Council's Traffic & Stormwater Engineering Staff.

Please note that Council's Major Projects Leader, Bill Zhang, has separately emailed the traffic comments direct to Michael Gillett & Cameron Thomson (on behalf of the Port Canal Shopping Centre) & has suggested a meeting be arranged asap between GTA and Council's Traffic Engineers to discuss and resolve these issues.

I will keep you updated.

Stormwater

The civil plan provided is very conceptual at this stage. City Assets have no major concerns and as such planning consent would be supported subject to the following conditions being met prior to full development approval:

- Final Engineering documentations that demonstrate how surface runoff from all paved, open and roof areas will be managed for all events up to and including a 1:100 year A.R.I. storm. Details of existing and proposed site levels, stormwater inlet pits, site grading and any boundary retaining structures (including overall height and level at top and bottom of retaining walls) should be provided.
- Calculations and supporting documentation to confirm:
 - Post development flows are limited to pre development flows for all rainfall events up to and including 100yr ARI. Existing and proposed catchments should be checked to ensure there is not a significant change in stormwater flows to the different existing pipe networks.
 - Sufficient pits and pipes are provided such that no nuisance stormwater ponding above the surface will not occur during minor storm events (e.g. 10 yr ARI)
 - Sufficient underground storage should be provided for the sump pump system at the loading dock to cater for at least a 10yr 2hr storm duration. Site grading should ensure only stormwater runoff from the recessed loading dock enter the sump system. Finished floor levels and overflow paths should be provided to minimise the risk of water inundating the building in the event the trench grate/rising main is blocked.
- All new stormwater pits shall be fitted with at source gross pollutant control (i.e. Ecosol RSF100 or similar). Where practical, pits should be constructed as bottomless 'soakage' pits with overflows connected into the proposed and existing pipe networks. Details shall be provided on plans.

Traffic

The new design of the pedestrian crossing / raised threshold is better. GTA email has now clarified ramp impact on footpath crossfall. I would still like to see better definition or encouragement of pedestrians to use zebra crossing through the horizontal design of links from laneways to zebra crossing eg with paving or planting. This could be done with more detail on Fig 21 and 25.

(I would also like GTA to provide a formal Traffic Impact Statement for this traffic calming device/ crossing and the other 2 pedestrian crossings for Council approval - this could be a condition or a reserve matter.)

Other comments on the report and emails:

- GTA seem to have mixed up east and west a few times when describing the new and existing loading bay locations.
- The report also seems to describe the expansions as 900 m2 and 9000 m2. Which is correct?
- Does Council still want / need a Community Bus stop? Can the HACC van use such a stop? I understand that there is no longer a community bus route through the Port but there is still a need for HACC clients to be dropped off.
- As discussed at the meeting last week. Figure 2 shows the wrong option for the Church St / Leadenhall Intersection change.
- No HRV or MRV swept paths are provided at the exit to Old Port Road / Church St or the entry to the site from Commercial Road.
- Does the swept path in figure 7 fit around the railway station bridge piers?
- Who will use the car parks south of the SW loading bay (Figure 10 and 11)? Should these be allocated to Coles vehicles eg Coles Online?
- Figure 12 shows semi-trailer manoeuvres which are not ideal. I assume this happens now.
- The Traffic Assessment doesn't clearly articulate that the Thomas Place / Commercial Road link is completely new. It shows minimal trip generation from this fairly significant change to access / circulation.
- Figure 18 - How much longer than 100m is the western aisle in the western car park?
- Figure 21 shows a new pylon sign. How big is it and who is it for? Would it be better to add a sign at Commercial Rd / Thomas Place? Or a pedestrian scale sign on Dale St at the new western walkway? (Are any of the new Pylon signs detailed in the DA?)
- Figure 24 - should the western most aisle (adjacent SP) be southbound only. To minimise queuing back on to Church St which might result from left turn by entering vehicles?
- Figure 25 - what is the pedestrian path width past the SP? Is a Give Way sign and changed height / surface sufficient delineation of the modified T-junction to ensure adherence with Give Way priority.
- Figure 26 - should include Correct signage at existing access to Commercial Road (Walking legs signs as currently installed are not appropriate.).

Best Regards,



Tim Hicks
Senior Planning Officer
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W: www.portenf.sa.gov.au

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From: Tim Hicks
Sent: Wednesday, 23 August 2017 12:26 PM
To: 'Alliu, Yasmine (DPTI)'
Cc: 'Greg Vincent'; 'Michael Gillett'; cameron.thomson@podia.com.au
Subject: RE: re 040/W018/17- port canal shopping centre

Hi Yasmine

Thanks for the update and request for final comments.

FYI, Council Staff held a meeting last Friday with project representatives (Michael Gillett & Cameron Thomson).

My notes of the key discussion points from the meeting are below.

Greg/Michael/Cameron, I've cc'd you into this email too FYI.

- The width of the pedestrian path to the rail station should be increased to a minimum of 1.5m.
- The western most north south pedestrian access to Dale St (that part of it situated in Uniting Care Wesley land) should ideally be designated wholly within the defined 'subject land'. It is noted that the applicant's planning consultant has recommended a reserved matter could be applied requiring further final design detail on this.
- The carparks remaining within the Council owned Leadenhall St land will still require some form of easement/licence to be put in place (discussions ongoing between Port Canal representatives and Council Staff).
- The additional design detail of the shared pedestrian/car space connecting Leadenhall St, Thomas Place and the north south running pedestrian access ways, as included in the additional GTA Traffic response, while heading in the 'right direction', is not yet to Council's satisfaction. A reserved matter would be desirable to enable further resolution post Development Plan Consent.
- Arrangements re Church Street upgrades are progressing well between Council and Port Canal.
- Port Canal representatives are continuing discussions with Uniting Care Wesley.

Please note, I am awaiting further technical comments internally on these matters and in response to the latest application documentation received. I'll aim to get back to you by COB this Friday with any further points (and including any further technical detail that may be of assistance re the above).

Please do not hesitate to contact me if you have any further queries or wish to further discuss.

Best Regards,



Tim Hicks
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Adelaide SA 5015
P: (08) 8405 6717
E: tim.hicks@portenf.sa.gov.au
W: www.portenf.sa.gov.au

For attachments over 5MB please use the
following:
<https://sftp.portenf.sa.gov.au/filedrop/~ygzgp6>

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5 July 2017

Chairperson
Development Assessment Commission
GPO Box 1815
ADELAIDE SA 5001



Dear Sir/Madam

Development Application No.:	040/1148/17 (DAC Ref. 040/W018/17)
Applicant:	Port Canal Shopping Centre Pty Ltd C/- Precision Group
Proposal:	Partial demolition of shopping centre and ancillary structures, construction of retail and commercial tenancies, food court, mall, entranceways, canopies, service land loading docks, car parking
Subject Land:	200 Commercial Road, Port Adelaide

Thank you for inviting comment from Council on the above-mentioned development application received from the Commission on 17 May 2017.

Council Staff have been in discussions with shopping centre representatives to develop an agreed concept design for proposed upgrade work and licences predominantly associated with land situated in Church Street. The letter from Council's CEO dated 5 April 2017 (as included in the application documentation) includes the in-principle arrangements.

Council considers the proposal to be generally consistent with the land use intent of the Regional Centre Zone and is broadly supportive of the further economic growth and investment that the proposal would generate for the Port Adelaide Centre.

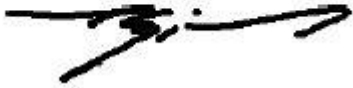
Council Staff have recently identified the existence of the attached Land Management Agreement between the former Corporation of the City of Port Adelaide and Mission Properties relating to a portion of the subject land. Council Staff will further discuss with the Precision Group any necessary arrangements that may be required to ensure LMA obligations are addressed in association with the current proposal.

In relation to traffic management, Council considers that some further work is required (as addressed in more detail in the attached Traffic Assessment Report prepared by Council's Traffic Engineering Staff).

In relation to stormwater management, a stormwater management plan is required for review and approval. Council's standard requirements are that post development stormwater discharge flow rates are not to exceed pre-development flow rates for all rain events up to and including a 1% AEP (100 year ARI). Council requires stormwater quality improvements given that the majority of the site is carparking. WSUD techniques should be implemented. Water retention and reuse should also be included in the design.

Please do not hesitate to contact me on 8405 6717 if you have any queries in relation to this matter.

Yours faithfully

A handwritten signature in black ink, appearing to be 'Tim Hicks', with a horizontal line above it.

Tim Hicks
Senior Planning Officer

Development Application

Traffic Assessments



To	Senior Planning Officer Tim Hicks		
From	Traffic Engineer, Hye-Young Ghang and Team Leader Transport, Kerry McConnell		
Lodgement Date	17 May 2017		
DA number	040/1148/17		
Address	200 Commercial Road, PORT ADELAIDE SA 5015		
Report/Figures	Traffic Impact Assessment by GTA (12 April 2017)	Date	4/07/2017

Proposal

Partial demolition of shopping centre and ancillary structures, construction of retail and commercial tenancies, food court, mall, entrance ways, canopies, service lane, loading docks, car parking and associated facilities.

- The existing shopping centre GLF area 15,900m²
- An expansion of 2,640 m² of retail floor area and 320m² of outdoor dining area
- The proposed shopping centre 25,063m² in total, i.e. 9,163m² expansion
- 845 on-site car parking spaces

Comments

Overall

- In TIA report, it is found inconsistencies between the proposed plans (Figure 2 and 3) and the forecast additional traffic distribution layout in Figure 9. Review and update the TIA report with correct information.
- Due to the insufficient traffic impact report, please review and provide further detailed traffic impact assessment report including detailed site plan.
- Council requires a detailed TIA report in order to;
 - Assess the adequacy of the existing or future transportation system to accommodate additional traffic generated by a proposed development.
 - Assist in determining what improvements may be required to transport infrastructure (e.g. roadways, pathways, public transport and traffic facilities, parking etc.) to maintain a satisfactory level of service for the proposed land use development and the broad community.

Road type and ownership	<ul style="list-style-type: none"> Commercial Road functions as an Arterial Road and controlled by DPTI Church Street functions as a Sub-Arterial Road and controlled by Council <ul style="list-style-type: none"> Average daily traffic volume between Cannon St to Dale St is 6,114 vehicles in April 2017 Average daily traffic volume between Dale St to Leadenhall St is 10,060 vehicles in April 2017 Dale Street functions as a Sub-Arterial Road and controlled by Council, average daily traffic volume between Church St to the extension of Robe St is 5,335 vehicles in April 2017 Leadenhall St (west of Church St) functions as a local street, average daily traffic volume between Ship St to Church St is 878 vehicles in April 2017 (Council is considering full or partial closure of this street).
Access	<p>Access to the site is available via;</p> <ul style="list-style-type: none"> Leadenhall Street (east of Church St) to the north (assumed left in/left out only with Church Street, subject to road modification by the Council on Church Street) Commercial Road (Main access controlled by DPTI) to the east Two way access through to Thomas Place from the car park to the western end of Thomas Place, i.e. a shared street College Street to the south Three crossovers via Church Street to the west <p><u>Comments</u></p> <p>In the process of preliminary meetings in March 2017, Council questioned the designation of Thomas Place as a shared street and instead sought a pedestrian crossing on a raised platform and clearly designated paths from the access laneways to the shopping centre.</p>
External network	<ul style="list-style-type: none"> With acknowledging the function of Church St in the broad network (i.e. Sub-Arterial Road), the proposed traffic environment along Church St is likely to be impacted significantly associated with; <ul style="list-style-type: none"> The proposed land use development, i.e. more activated shopping centre development and increased trip generation, the segregated car parking layout, not fully circulated internal car parking layout design Council has developed a concept plan for Church St upgrading in consultation with the shopping centre. This concept allows for areas where Council will grant a licence for parking within the road reserve with car parks accessed from the shopping centre land. Annual traffic growth in the broad network Review and provide appropriate traffic management plan along Church St, for example, <ul style="list-style-type: none"> Possible relocation of bus stops in relation to traffic including pedestrians in & out manoeuvrings/conflict at the proposed car parking entries

	<ul style="list-style-type: none"> - Considering the function of Church St in the broad network, justify appropriate driveway needs (locations and numbers/storage) and design for appropriate treatment accordingly • Review traffic impact on the broad network
Traffic forecasting	<p>Review and provide further detailed information about traffic forecasting process in terms of trip generation/distribution/assignment with/without the proposed land use development.</p> <ul style="list-style-type: none"> • Identify traffic impact on the broad network • Identify appropriate internal/external intersections treatments • Identify any separated turning lane/capacity needs along Church Street in order to avoid adverse impact on the function of Church St (i.e. Sub-Arterial Rd under low traffic speed environment) • Identify adequate storages for internal/external turning traffic lane at entry points in relation to the anticipated delay and queue length etc. (eg by providing a SIDRA analysis to assess queue lengths)
Car Parking Provision	<p>Review and provide the entire detailed car parking layout including on-street car parking spaces.</p> <ul style="list-style-type: none"> • Review and provide further information about the detailed on-site car parking spaces requirement as per Table PAdE/5A – Off Street Vehicle Parking. <ul style="list-style-type: none"> - Those car parking spaces both the western and eastern car parks on Council's road reserve cannot be considered as part of the on-site car parking requirement provision. • Bicycle parking facilities should be designed and constructed in accordance with AS 2890.3 and applicable Austroads guidelines
Car Parking Design	<ul style="list-style-type: none"> • Review and provide safe/efficient internal car parking circulation on site • Review and provide detailed designs for internal car parking layout to prevent cut-through traffic from Commercial Rd to Church St via the reconnection of Thomas Pl. (Council and shopping centre need to work on treatments that calm traffic on Thomas Place if the link is to be opened up.) • Car park aisle which exceeds 100m in length should have traffic calming devices in accordance with AS/NZS 2890.1:2004. • Review and provide the segregated internal car parking circulation ways in order to reduce unnecessarily traffic conflicts/customers parking navigation time in relation to unfavourable car parking linkages to get other car parking areas and the proposed building entry points. While this dot point is ideal - it is not possible with the building layout proposed. • Wheelstop placement should be designed and constructed in accordance with AS/NZS 2890.1:2004 section 2.4.5.4 where appropriate. • Considering the segregated on-site car parking layout, signs indicating the location and availability of vehicle parking spaces

	<p>associated with businesses should be displayed at locations readily visible to customers. eg x spaces available near KMart.</p> <ul style="list-style-type: none"> • The proposed isolated large number of car parking spaces in the south-western car parking area (i.e. parallel to railway line) are likely to be low efficiency of car parking utilisation and deprived pedestrian's accessibility and safety concerns to the shops from the car parking area. Review and provide safe and practical car parking layout design and building layout (entry points and footpath etc). Council's recent parking study highlighted the need to provide footpaths to encourage the use of these currently under-used car parking spaces. • Council is unclear about the proposed treatment of the car park adjacent the new east entry shown as Taxi.
Disable parking	<p>Review and provide adequate disable parking spaces.</p> <ul style="list-style-type: none"> • The number of car parking spaces proposed for people with a disability shall be provided in accordance with the Building Code of Australia Volume one, Table D3.5. • Car parking spaces for people with a disability shall be designed and constructed in accordance with AS 2890.6:2009 and located conveniently next to major entrances. • Access to buildings from car parking spaces for people with a disability should be designed and constructed in accordance with AS 1428:2001 parts 1,2 & 4, and the provisions contained within "Guidelines for disability access in the pedestrian environment" – 2009.
Public Transport	<ul style="list-style-type: none"> • Review and justify safe bus stop locations/facilities in relation to traffic manoeuvring associated with the proposed land use development.
Pedestrian Access	<p>Review and provide continuous/safe footpath connections from external to internal footpath including footpath circulation. For example,</p> <ul style="list-style-type: none"> • Direct footpath connection from Dale St to Leadenhall St (east of Church St)/North-East entry via pedestrian passages between Uniting Care Wesley • Also provide a continuous footpath link across the car park from the north of Leadenhall St to the North-West entry. • Provide a safe footpath connection from the proposed south-west car parking to the main shops. • Identify any pedestrian and bicycle linkage needs, e.g. Leadenhall St (west of Church St) if closed, Gouger Cres and Walkway. • In our comments from March, Council asked the applicant to show pedestrian access to the train station - this is still disjointed in the plans supplied.
Swept path	<p>Review and provide further swept path information. For example,</p> <ul style="list-style-type: none"> • HRV egress at the proposed entry of Church St and Leadenhall St, i.e. right out or left out?

	<ul style="list-style-type: none"> • Full HRV egress routes on site from the proposed new loading bay 1 and the existing loading bay 2, i.e. egress to Baynes Pl? or the southern/middle entry of Church St? There is a loading bay shown as existing which is changing as part of the development (Loading bay 1). • From the proposed new loading bay 2, provide a full Semi Trailer's egress route/swept path on site, i.e. Baynes Pl or Church St?
Loading zone	In relation to traffic safety and less conflicts area between the general traffic including pedestrian and delivery trucks, review and justify the proposed multiple existing/new loading bay's needs and locations on site.
Sight lines	<ul style="list-style-type: none"> • Review and ensure appropriate sight distance at each entry and car parking area, e.g. car parking corners with landscaping and vehicle manoeuvrings
Traffic control devices	<ul style="list-style-type: none"> • Council requires more information to explain the following traffic control devices: wombat crossing, give way signs and linemarking and raised treatments. • Bollards should be provided adjacent all outward opening doorways within vehicle manoeuvring or car parking areas at the adjacent pedestrian entries • All traffic operations within a car park should be directed by suitable directional, informative, regulatory or warnings signs. All traffic control devices should be designed and constructed in accordance with AS/NZS 2890.1:2004 section 4.3 • Line marking should be designed and constructed in accordance with (in order of priority); DPTI – "Code of Technical Requirements for Traffic Control Devices", DPTI – "Pavement marking manual", AS/NZS 2890 – "Parking facilities" and AS 1742 – "Manual of Uniform Traffic Control Devices".
Signage	Provide any signage plans where appropriate.

PREFIX

A. G.

7328818

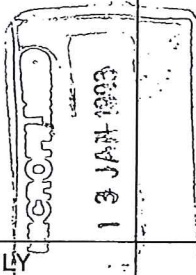


8/8

SERIES NO.

TO BE COMPLETED BY AGENT

07 JUL 1992 010002976L.T.O.



BELOW THIS LINE FOR OFFICE USE ONLY

EXAMINATION

DP. 34688

CORRECTION		PASSED
O.D.R. No.	729835	EXAMINER TO INITIAL
REFERRED	RETURNED	
19. 8. 92		
18. 9. 92		

REGISTERED ON 6.1.1993. AT
 BY ENTRY OF A MEMORIAL OF THIS INSTRUMENT IN THE
 REGISTER BOOK. VOL. 5102, FOLIO 144.



ITEM(S) DELIVERED—POSTED

IN ACCORDANCE WITH DELIVERY INSTRUCTIONS

ITEM	AGENT/RGO BOX No	DELIVERY DATE	*POSTAGE DATE	INITIALS	ITEM CT/CL REF	AGENT'S NAME	AGENT/RGO BOX No	POSTAL ADDRESS
1								
2								
3								
4								
5								

*FILL OUT POSTAGE DATE ONLY IF ITEMS ARE
 RETURNED BY CERTIFIED MAIL

REGISTRAR-GENERAL'S
OFFICE

SOUTH AUSTRALIA

FORM APPROVED BY THE REGISTRAR-GENERAL

CERTIFIED CORRECT FOR THE PURPOSES OF THE REAL PROPERTY ACT, 1886, AS AMENDED.

(SIGNED)

S. A. MILLARD.

7 JUL 1992	TIME	14:40
FEES		\$
R.G.O.		55.
POSTAGE		
ADVERTISING		
NEW C.T. TO ISSUE		

OFFICE NOTES

- 2 SEP 1992
 R/B

BELOW THIS LINE FOR AGENT USE ONLY

Lodged by:
Address:

Correction to

TITLES, CROWN LEASES, DECLARATIONS ETC LODGED WITH THIS
 INSTRUMENT (TO BE FILLED IN BY PERSON LODGING)

1. } Received
 2. } items
 3. } No.
 4. }
 5. } Assessor

PLEASE ISSUE NEW CERTIFICATES OF TITLE AS FOLLOWS

1.
 2.
 3.
 4.
 5.

DELIVERY INSTRUCTIONS:

PLEASE DELIVER THE FOLLOWING ITEM(S)
 TO THE UNDERMENTIONED AGENT(S)

*FILL OUT POSTAL ADDRESS ONLY IF ITEMS
 ARE TO BE RETURNED BY CERTIFIED MAIL

AGENT'S
 INITIALS

44
THIS DEED is made the 27th day of March 1992

BETWEEN: THE CORPORATION OF THE CITY OF PORT ADELAIDE of PO Box 110 Port Adelaide 5015 (hereinafter with its successors and assigns called "the Council") of the one part

AND: MISSION PROPERTIES PTY LTD A.C.N. 055 420 472 of c/- 1 Davenport Terrace Hilton 5033 (hereinafter with its administrators successors and assigns called "the Owner") of the other part

WHEREAS:

COMMISSIONER OF STAMPS
S.A. STAMP DUTY
30/03/92 301363 12:31
\$4.00

- A. The Owner is or is entitled to be the proprietor of an estate in fee simple in the whole of Allotment 2 on the plan attached hereto and marked Annexure "A" being portions of Certificates of Title Register Book Volume 4382 Folio 855, Volume 4396 Folio 740 and Volume 4396 Folio 741 (hereinafter called "the Land");
- B. By a Development Application numbered 040/138/91 (hereinafter called "the Application") the Owner sought planning authorisation pursuant to the provisions of the Planning Act, 1982 (hereinafter called "the Act"), from the South Australian Planning Commission, to develop the Land and adjoining land to the north by constructing two storey office accommodation, single storey retail supermarket and alterations to the existing shopping mall at 200 Commercial Road and 70 Dale Street Port Adelaide (hereinafter called "the proposed Development");
- C. Pursuant to the provisions of Section 61(2) of the Planning Act 1982, the Owner has agreed with the Council to enter into this Deed relating to the development of the Land subject to the terms and conditions hereinafter mentioned.

NOW THIS DEED WITNESSETH as follows:

1. Interpretation

- 1.1 The parties acknowledge that the matters hereinbefore recited are true and accurate and agree that they shall form part of the terms of this Deed.
- 1.2 In the interpretation of this Deed unless the context shall otherwise require or admit:
- (a) Words and phrases used in this Deed which are defined in the Planning Act 1982 shall have the meanings ascribed to them by that Act;
 - (b) References to any statute or subordinate legislation shall include all statutes and subordinate legislation amending consolidating or replacing the statute or subordinate legislation referred to;
 - (c) The term "the Owner" where the Owner is a company includes its successors, assigns and transferees and where the Owner is a person, includes his heirs, executors, administrators and transferees and where the Owner consists of more than one person or company the term includes each and every one or more of such persons or companies jointly and each of them severally and their respective successors, assigns, heirs, executors, administrators and transferees of the companies or persons being registered or entitled to be registered as the proprietor of an estate in fee simple to the Land subject however to such encumbrances, liens and interests as are registered and notified by memoranda endorsed on the Title thereof;
 - (d) The term "person" shall include a corporate body;

or transfer thereof to a subsidiary or related company of Franklins Ltd (provided that such assignment or transfer shall not contain any provision relating to any change in use of the land).

- 3.2 The Owner shall not grant any estate or interest in the Land registrable under the provisions of the Real Property Act 1886 (other than the lease or any assignment or transfer thereof to a subsidiary or related company of Franklins Ltd as referred to in clause 3.1 hereof) unless the Council shall grant its prior consent in writing thereto which consent the Council shall not withhold provided that the intended grantee shall enter into a Deed with the Council at the Owner's expense in all things which Deed shall be prepared by or on behalf of the Council and shall include as an essential term a covenant by the grantee not to do or omit to do or suffer or permit any other person to do or omit to do any act matter or thing upon the Land which would constitute a breach of the provisions of this Deed if such act matter or thing were done or omitted to be done by the Owner.
- 3.3 The Council and any employee or agent of the Council authorised by the Council may at any reasonable time enter the Land for the purpose of:
 - 3.3.1 inspecting the Land and any building or structure thereupon;
 - 3.3.2 exercising any other powers of the Council under this Deed or pursuant to law.
- 3.4 This Deed may not be varied except by a Supplementary Deed signed by the Council and the Owner.
- 3.5 The Council may waive compliance by the Owner with the whole or any part of the obligations on the Owner's part herein contained provided that no such waiver shall be effective unless expressed in writing and signed by the Council.
- 3.6 This Deed contains the whole agreement between the parties in respect of the matters referred to herein.
- 3.7 Notice shall for the purposes of this Deed be properly served on the Owner if it is:
 - 3.7.1 posted to the Owner's last address known to the Council;
or
 - 3.7.2 affixed in a prominent position on the Land.
- 3.8 The Council may delegate any of its powers under this Deed to any person.
- 3.9 Each party shall bear its own costs of and incidental to the negotiation and preparation of this Deed and the implementation of its terms. All stamp duty and registration fees payable hereon shall be borne by the Council.
- 3.10 The requirements of this Deed are at all times to be construed as additional to the requirements of the Planning Act 1982 and any other legislation affecting the Land.
- 3.11 Each party shall do and execute all such acts documents and things as shall be necessary to ensure that this Deed is registered and a memorial thereof entered on the Certificate of Title for the Land pursuant to the provisions of Section 61(5) of the Planning Act 1982 in priority to any other registrable interest in the Land save and except for the estate and interest of the Owner therein.

PLAY NUMBER	THIS IS FOOT		OF	SHEETS
DEPOSITED	ACQUITTED FOR FINE		L. / NO	
MAP SET	REV		REV	
TITLE SYSTEM REAL PROPERTY ACT				
TITLE REFERENCE CT-4382/855 & CT173/189				
D.A. / LAST PLAN SET		TOTAL AREA		
DOCKET NO.				
FIELD BOOK NO.	PLAN	PLANNED	PAID APPROVED	
CLOSURE	EXAMINED			
HANDLED	REPLAN AREA PORT ADELAIDE TOWNSHIP AREA CITY OF PORT ADELAIDE			
PLAN OF DIVISION				
LOT 100 IN DP 31359, LOT 165 IN GP167/1862 F IN RP 8724 AND A IN DP 31379 OF PT SECTION 2U2				

LOT 100 IN DP.31359, LOT 165 IN GP.167/1862
F IN RP.8724 AND A IN DP.31379
OF PT-SECTION 2112

SCALE	METRES
0	0
	10
	20
	30

STATEMENTS CONCERNING EASEMENTS, ANNOTATIONS
AND AMENDMENTS

1. EASEMENT OF LOT 1 MARKED K HEREON IS TO BE SUBJECT TO A GRANT OF EASEMENT TO TELECOM AUSTRALIA FOR TELECOMMUNICATION PURPOSES
2. PORTION OF LOT 1 MARKED L HEREON IS TO BE SUBJECT TO A RIGHT OF WAY APPURTENANT TO LOT 2.
3. PORTION OF LOT 2 MARKED D HEREON IS TO BE SUBJECT TO A GRANT OF EASEMENT TO TELECOM AUSTRALIA FOR TELECOMMUNICATION PURPOSES
4. PORTION OF LOT 2 MARKED E HEREON IS TO BE SUBJECT TO A GRANT OF EASEMENT TO THE ELECTRICITY TRUST OF SOUTH AUSTRALIA FOR ELECTRICITY SUPPLY PURPOSES
5. PORTION OF LOT 3 MARKED F HEREON IS TO BE SUBJECT TO A GRANT OF EASEMENT TO THE SOUTH AUSTRALIAN GAS COMPANY FOR GAS SUPPLY PURPOSES
6. PORTION OF LOT 3 MARKED J HEREON IS TO BE SUBJECT TO AN EASEMENT TO THE ELECTRICITY TRUST OF SOUTH AUSTRALIA FOR ELECTRICITY SUPPLY PURPOSES
7. PORTION OF LOT 3 MARKED K HEREON IS TO BE SUBJECT TO AN EASEMENT TO THE MINISTER OF WATER RESOURCES FOR WATER AND SEWERAGE PURPOSES.
8. PORTION OF LOT 3 MARKED L HEREON IS TO BE SUBJECT TO A GRANT OF EASEMENT TO TELECOM AUSTRALIA FOR TELECOMMUNICATION PURPOSES
9. PORTION OF LOT 2 MARKED B HEREON IS TO BE SUBJECT TO A GRANT OF EASEMENT APPURTENANT TO LOT 1 FOR THE SUPPLY OF ELECTRICITY
10. ALL EXISTING EASEMENTS ARE NO LONGER RECORDED.

ALL DISTANCES ARE GROUND DISTANCES

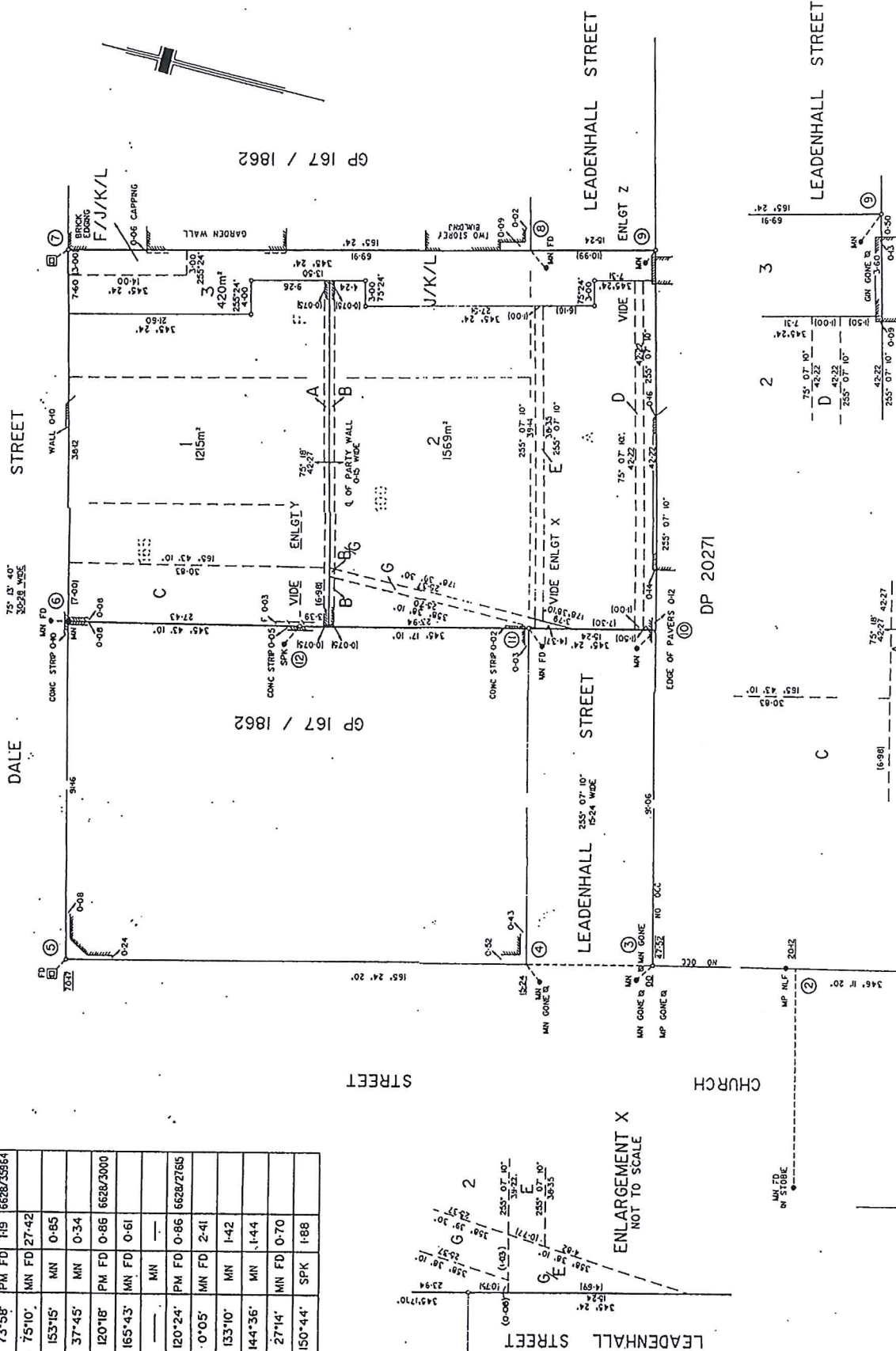
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COMBINED SCALE FACTOR . 1.00024 . . . . . ZONE 54 . AMO. 84 .
BEARING DATUM . . . . . 75° 0' 45" . DISTANCE . 136.80 .

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1. ROONEY, NEIL BURGARD
 Deceased. Surveyor of South Australia in latter capacity.
 1) That this plan has been made from notes created by one or under any personal supervision.
 2) That the field work was completed on the 10TH day of FEBRUARY, A.D. 1975.
 3) That both the plan and field work was to the best of my knowledge correct and herein made in accordance with the Regulations under the Surveyors Act 1975.
 Date, 13TH MARCH 1992.

Uncooled Storage



ENLARGEMENT Z
NOT TO SCALE

ENLARGEMENT Y
NOT TO SCALE

R CALDER & ASSOCIATES PTY. LTD.
A.C.N. 007 803 269
LICENSED SURVEYORS
E TCE WAYVILLE 5034 Ph 272-1822 Fax 272-5007
P1359 48/88 DWGA987