A meeting of the Strategic Planning and Development Policy Committee will be held in the Council Chamber at 62 Commercial Road, Port Adelaide on Tuesday 11 March 2014.

The meeting will commence at the conclusion of the Ordinary Meeting of Council.

The business to be considered at the above-mentioned meeting is set out on the enclosed Agenda.

W. Iasiello
ACTING CITY MANAGER

6 March 2014
Encl.
AGENDA

STRATEGIC PLANNING AND DEVELOPMENT POLICY COMMITTEE MEETING

Meeting - 11 March 2014
(Commences at the conclusion of the Ordinary Council Meeting)

Emergency Procedure
In the case of an emergency please follow the Exit signs as directed.

1. Apologies
2. Leave of Absence - Councillor Ngo
3. Confirmation of the Minutes - 8 October 2013
4. Acting Director Corporate Services Report - Bill Roche
5. Correspondence – Nil
6. Other Committee Business – Nil
7. Closure of Meeting
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| ITEM 4.1 | PORT ADELAIDE CENTRE RENEWAL DEVELOPMENT PLAN AMENDMENT - COUNCIL SUBMISSION | 3 |


ITEM 4. ACTING DIRECTOR OF CORPORATE SERVICES REPORT – BILL ROCHE

ITEM 4.1 PORT ADELAIDE CENTRE RENEWAL DEVELOPMENT PLAN AMENDMENT - COUNCIL SUBMISSION

Summary

The Port Adelaide Centre Renewal Development Plan Amendment (DPA) was released for public consultation by the Minister for Planning on 22 January this year. The DPA proposes amendments to the planning provisions of the Port Adelaide Enfield Development Plan that guide development in the Port Adelaide Centre.

Written submissions to the Government's Development Policy Advisory Committee are invited until 18 March 2014. This report recommends that a written submission seeking various amendments to the Minister's DPA be lodged with the DPAC and that the Administration be authorised to attend a DPAC convened public meeting on Tuesday 8 April to speak in support of Council's written submission.

Report

Pursuant to Section 26(5) of the Development Act 1993, the Minister for Planning released the Port Adelaide Centre Renewal DPA for public consultation on 22 January for a period of eight weeks.

(A copy of the DPA has been provided to all Elected Members under separate cover.)

The DPA proposes various amendments to the planning provisions that guide development in the Port Adelaide Centre.

A Community Information Sheet prepared by the Department of Planning, Transport and Infrastructure to accompany the release of the DPA advises that the DPA proposes to:

- Update policies within the Port Adelaide Regional Centre Zone to reflect the initial outcomes of the Port Adelaide Renewal Project Precinct Plan.
- Introduce new maximum building height policies across the Zone. Maximum heights will be between 3 storeys to 5 storeys.
- Reduce the number of policy areas (from 18 to 17) by amalgamating the North Bank Policy Area and Fletchers Haven Policy Area to become Fletchers Slip Policy Area.
- Revise the boundaries and names of the Avicennia Waters Policy Area and Newport Quays Policy Area to form the West Policy Area and North West Policy Area respectively.
- Review envisaged land uses within some policy areas with the aim of providing a contemporary mixed use urban area.
• Update the Desired Character Statements for affected policy areas to reflect a new vibrancy and envisaged development for key locations and sites, reflective of the maritime heritage of the Port and local culture.
• Apply the Affordable Housing, the Noise and Air Emissions Overlay and the Strategic Transport Routes Overlay to the area affected in accordance with the South Australian Planning Policy Library.
• Rezone a portion of nearby Industry Zone to Light Industry Zone. (The Incitec Pivot site)
• Update City of Port Adelaide Enfield Development Plan mapping to reflect the above changes.

The Department has published the DPA and associated supporting information on its website www.sa.gov.au/planning/ministerialdpas and made copies available at its and Council's offices.

The Administration has reviewed the detail of the changes proposed by the DPA and considers that there are a number of significant policy and technical issues that require attention and amendment.

The Administration has prepared a comparison of the proposed and existing Concept Plans for each of the Policy Areas to highlight the proposed spatial changes and identify issues of concern for inclusion in Council's submission. A copy of this comparison is provided. (Refer Attachment 1)

There are some matters that are common to a number of the Policy Areas and these are outlined below.

Building Heights - Decreases
It is noted that when Council considered the Ministerial Port Waterfront Redevelopment DPA (2004) that provided the planning framework for the now defunct Newport Quays development, it did not oppose the 12 storey height limits for the Fletchers Haven Policy Area and the Newport Quays Policy Area on the understanding that these were set out in a clear development framework with very specific locations and design objectives. Much of the concern with the latter proposed stages of the Newport Quays development was centred on the extent of departure from this framework rather than a reconsideration of the appropriateness of a 12 storey building height limit per se.

Similarly, when Council prepared the Port Adelaide Centre DPA (2009) to update the non-waterfront Policy Areas of the Port Adelaide Centre, it considered that 6 to 8 storey development around the Port Adelaide Railway Station to support a Transit Orientated Development concept was appropriate.

Bearing the above in mind, Council may wish to advise that in key locations such as the North West Policy Area, the Fletchers Slip Policy Area and the Southern Gateway Policy Area it would not necessarily be opposed to greater heights subject to the establishment of a clear framework for a limited number of taller building in specific locations with clear design objectives. The attached draft submission contains a section on building heights written on the assumption that Council supports this view and would be willing to consider this further in negotiations with the Department of Planning, Transport and Infrastructure.
A map showing the areas where the DPA proposes to decrease the maximum building heights is provided. *(Refer Attachment 2)*

**Building Heights - Increases**
While the DPA proposes to reduce maximum building heights so that the potential for taller buildings is removed, there are many areas where the DPA proposes to increase maximum building heights from 2 or 3 storeys to 5 storeys. In a number of areas this proposed increase in maximum building height is considered inappropriate with respect to desired streetscape and character outcomes and in a number of cases is inconsistent with the Desired Character statements proposed for the relevant Policy Areas.

A map showing the areas where the DPA proposes to increase the maximum building heights is provided. *(Refer Attachment 3)*

Of particular concern is the treatment of building heights along St Vincent Street, Dale Street and Church Street. This issue has been discussed with Council’s Heritage Adviser who concurs with the concern.

**St Vincent Street**
On the southern side of St Vincent Street between Nelson Street and the Jervois St bridge, in the Main Street Policy Area, the DPA proposes a 5 storey maximum height limit. This is inappropriate, inconsistent with the Desired Character Statement and is also at odds with the way that development on the opposite side of St Vincent Street and along both sides of Commercial Road is addressed. It is considered that building heights directly addressing St Vincent St should be no greater than 3 storey.

Just to the east of the eastern end of the Jervois Street bridge, a small 5 storey site is shown in both the Main Street Policy Area and the Hart’s Mill Policy Area ie on both sides of St Vincent Street. While there is no specific reference to these locations in either of the Desired Character Statements for these Policy Areas, it is presumed that they are intended to allow buildings of greater height in these specific locations to help create a gateway effect. Such a gateway is considered unnecessary in this location given the desired scale of St Vincent and a desire to retain the visual prominence of the Hart’s Mill building. It is recommended that these 5 storey gateway sites be removed from both of these Policy Areas and that a 3 storey limit be reinstated.

The northern side of St Vincent Street, between Wauwa St and Jubilee St in the Dock One Policy Area and adjacent to the 7 storey former Marine and Harbours office building, is proposed to allow 5 storey development. The current policy area provisions show a 3 storey limit to address St Vincent Street. It is considered that this 3 storey limit should be retained.

**Dale Street**
The eastern end of Dale Street contains a number of heritage listed buildings that were deliberately included in the Main Street Policy Area rather than the Retail Core Policy Area in Council’s Port Adelaide DPA in recognition of their contribution to the character of the area. The DPA proposes that 5 storey development be allowed here and along the rest of Dale Street. This is considered inappropriate and it is recommended that the existing 3 storey limit for buildings fronting Dale Street should be retained.
**Church Street**

While Church Street does not have the extant built form character of St Vincent Street and Dale Street it is considered that the current 3 storey height limit in this location is appropriate and should be retained to create a consistent human scale and fit with the treatment of St Vincent Street, Commercial Road and Dale Street as key pedestrian movement areas.

**Potential Light Rail Route**

The existing Concept Plans for a number of the Policy Areas show a Light Rail (ie tram) route running along the existing train route. Given more recent thinking about this route, it is recommended that all of the relevant Policy Area Concept Plan Maps be amended to show a preferred route running along Commercial Road.

**Cycle and Pedestrian Routes**

The recently designated Greenway cycle route (available on the DPTI website) and the agreed route of the under construction Port Adelaide Renewal Hike and Bike Loop need to be indicated on all relevant maps and Concept Plans using the Pedestrian / Cycle Link key legend. Superseded route indicators need to be removed.

**Schedule 8 - Additional Development Application Referral**

The DPA advises that in parallel to the DPA process, the Minister is considering legislative changes to the Development Regulations to require larger developments in the Regional Centre Zone (ie the Port Adelaide Centre) be referred to the Government Architect (Schedule 8 referral) for additional design scrutiny. It is recommended that Council support this proposal as it will help provide an additional level of expertise to the assessment of the design aspects of significant development proposals in the Port Adelaide Centre.

**Schedule 10 - Additional Development Assessment Commission decisions**

The DPA advises that the Minister is also considering appointing the Development Assessment Commission instead of Council as the planning authority for development worth over $3 million in the Regional Centre Zone. The Development Assessment Commission is currently the planning authority for development applications in the Waterfront Policy Areas and the Minister's proposal can be seen as extending the role of the DAC in decision making in the Port Adelaide Centre.

As Council has an ongoing commitment to the rejuvenation of the Port Adelaide Centre, including working closely with Renewal SA on a range of improvement initiatives, a proactive development stance and an experienced and capable development assessment team with strong local knowledge, it is recommended that Council oppose this proposal and also request that it be reinstated as the planning authority for all development in the waterfront Policy Areas of the Regional Centre Zone.

A submission to the Development Policy Advisory Committee (DPAC) addressing the above issues and a range of other matters, including requested amendments to each of the Policy Areas, has been prepared and is provided. (Refer Attachment 4) It recommended that this and the comparison of proposed and existing Policy Areas be submitted to the DPAC as Council's submission on the Minister's Port Adelaide Centre Renewal DPA.
City Plan

Urban form shaped by appropriate policy and principles of development control expressed in the Port Adelaide Enfield Development Plan (Objective)

Corporate Plan

Collaborate effectively with State Government on key strategic land use projects to ensure outcomes achieved are in accordance with the City's vision. (Strategy)

RECOMMENDATION

That the Strategic Planning and Development Policy Committee resolve as follows:

1. The Acting Director Corporate Services' Report titled "Port Adelaide Centre Renewal Development Plan Amendment - Council Submission" be received and noted.

2. The technical submission provided as Attachment 4 to this report and the comparison of proposed and existing Policy Areas provided as Attachment 1, be lodged with the Development Policy Advisory Committee by 5.00pm on 18 March 2014.

3. The Acting Director Corporate Services be authorised to make minor and technical amendments to refine the submission prior to lodgement if required.

4. The Administration be authorised to attend the Development Policy Advisory Committee convened public meeting on Tuesday 8 April 2014 at 7.00pm to verbally represent Council's written submission.
ATTACHMENT 1
(ITEM No. 4.1)
ATTACHMENT 1
(ITEM No. 4.1)

Key changes:
- Minor boundary adjustment in red (corner) to tidy up car park.
- 5-storey maximum for buildings for Vincent St footprint.
- New landmark building on corner of Vincent St.
- New policy added to require new building frontage and be in keeping with the Woodstock Policy Area.
- Overdevelopment will allow for new maximum of 3 storeys.
- Required changes: new building frontage to Vincent St.
- Refer to new building on DC3.
ATTACHMENT 1
(ITEM No. 4.1)
### Proposed

- Maximum Building Height (Stories)
- Public Promenade (River Harbour Ring Road)
- Marina with public access
- Marina (private use)
- Pedestrian/Cycle Link
- Road Linkages
- View Corridor
- Heritage places
- Public Reserve
- Over Water Development

### Existing

#### Concept Plan Map PAdE/33
- FLETCHERS SLIP POLICY AREA

#### Key Changes

- Two separate areas merged into one combined area
- Maximum height 3-5 storeys (currently 3-12 storeys)
- Two public plazas (but away from the waterfront)
- Reduction in overwater development areas

#### Required Changes

- Reduction in extent of overwater development allows for relocation of the Promenade to run in front of properties to strengthen continuous waterfront promenade
- Non-complying retail at greater than 200sqm inconsistent with DCS and envisaged uses and needs to be revisited.

#### Concept Plan Map PAdE/34
- NORTH BANK POLICY AREA
- FLETCHERS WHARF POLICY AREA

#### Concept Plan Map PAdE/35
- FLETCHERS SLIP POLICY AREA
Key changes:
- 5-story maximum introduced on the west side of St. Vincent St., Dale St., and eastern edge of Policy Area

Required Changes:
- Removal of proposed 5-story height limitation for development of
- 3-story limit

Existing

Proposed

Concept Plan Map PAdE/36
MAIN STREET POLICY AREA

ATTACHMENT 1
(ITEM No. 4.1)
ATTACHMENT 1
(ITEM No. 4.1)
ATTACHMENT 1
ITEM No. 4.1

Key Changes
- Unchanged
- New

Existing

Proposed

Concept Plan Map PAdE/41
PORT ADELAIDE STATE HERITAGE AREA
POLICY AREA

Concept Plan Map PAdE/39
PORT ADELAIDE STATE HERITAGE AREA
POLICY AREA
Required Changes

- The two allotments north and south of Street East are constrained by the existing provisions. Should be considered for inclusion in the Woolstones West Policy Area with Policy Area boundaries, accordingly.

Key changes

- Virtually unchanged
ATTACHMENT 1
(ITEM No. 4.1)
Key changes
- Readjustment of maximum heights 3-4 storeys instead of 5 in some locations and increases from 3 storey to 5 storey in other locations including north side of St Vincent St East

Required Changes
- Reduce height limit from 5 storey to 3 storey for St Vincent Street East frontages
- Redraw Policy Area Boundary to include the two allotments abutting Perkins Drive to the north of St Vincent Street East.
The Minister proposes to decrease existing maximum building heights (compared to current limits) by the number of storeys in each box:

Exact boundaries and maximum heights are shown in the relevant Concept Plan.
ATTACHMENT 3
(ITEM No. 4.1)
<table>
<thead>
<tr>
<th>DPA Reference</th>
<th>Technical Submission</th>
<th>Ref No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Centre Zone Desired Character Statement</td>
<td>Introduce a brief paragraph describing that special events are envisaged as per the proposed amendment to the envisaged land use list in PDC 1. As 'special event' is not defined in the Regulations this paragraph should also be used to give examples of types of special events and their typical durations.</td>
<td>1</td>
</tr>
<tr>
<td>Cruickshank’s Corner Policy Area</td>
<td>Amend Desired Character Statement to refer to a Marina with public access providing water based recreation opportunities and access. Amend Concept Plan Map PAdE/31 to show a marina with public access (Mp) in close proximity to the Heritage Place. Redraw Policy Area boundary to align with Diver Derrick bridge to remove existing Industry and Light Industry zoning extending past a logical physical boundary of the centre.</td>
<td>2, 3, 4</td>
</tr>
<tr>
<td>Dock One Policy Area</td>
<td>Amend the Desired Character Statement to refer to the desired design features of the proposed new landmark building on the corner of St Vincent Street and Wauwa St so that it is clearer what is intended here. Reinstate existing 3 storey maximum height to St Vincent Street frontage in Concept Plan Map PAdE/31. A three storey streetscape is appropriate for St Vincent Street and should be consistently applied along this street.</td>
<td>5, 6</td>
</tr>
<tr>
<td>East End Policy Area</td>
<td>Replace proposed 5 storey building height limit on both sides of Lipson Street at the southern end of the Policy Area in Concept Plan PAdE/32 with a 3 storey height limit as currently exists to reflect appropriate character streetscape and nature of envisaged uses in this Policy Area. Remove Potential Light Rail Route from Concept Plan PAdE/32 in light of a preferred route along Commercial Road.</td>
<td>7, 8</td>
</tr>
<tr>
<td>Fletcher’s Slip Policy Area</td>
<td>Redraw the location of the waterfront promenade in Concept Plan PAdE/33 so that it runs along the waterfront in light of the reduction in the extent of the current over water development area. Reconsider listing shop or group of shops with a gross leasable area of greater than 200sqm in this Policy Area (DPA Attachment N) given inconsistency with the Desired Character Statement and envisaged uses for this Policy Area. While Council is not opposed to the reduction in building heights in this Policy Area, it also may not be opposed to greater heights subject to negotiations regarding the establishment of a clear framework for a limited number of taller buildings in specific locations with clear design objectives.</td>
<td>9, 10, 11</td>
</tr>
<tr>
<td>Hart’s Mill Policy Area</td>
<td>Amend the Desired Character Statement to refer to a public marina serving this policy area as indicated in the proposed amendment to Principle of Development Control 1 for the policy area. Amend Principle of Development Control 1 for the policy area to refer to marina for public use (or an alternative description providing the same intent). Amend Concept Plan Map PAdE/34 to show a marina for public use</td>
<td>12, 13, 14</td>
</tr>
</tbody>
</table>
### Port Adelaide Centre Renewal DPA by the Minister Public Consultation
Response by City of Port Adelaide Enfield

<table>
<thead>
<tr>
<th>DPA Reference</th>
<th>Technical Submission</th>
<th>Ref No</th>
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</thead>
<tbody>
<tr>
<td>use (Mp)</td>
<td>Amend Concept Plan Map PAdE/34 by replacing the 5 storey height limit for the site fronting St Vincent Street with a 3 storey height limit to ensure an appropriate scale and consistent St Vincent Street streetscape and to avoid dominating Hart's Mill.</td>
<td>15</td>
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<td></td>
<td>Amend Concept Plan Map PAdE/34 by redrawing the location and shape of the building footprint for the Heritage Place (Hart's Mill). The existing map does not reflect the on the ground layout and is an inaccuracy that has been carried over in the DPA.</td>
<td>16</td>
</tr>
<tr>
<td>Main Street Policy Area</td>
<td>Amend Concept Plan PAdE/35 to replace proposed 5 storey heights limits with 3 storey height limits. 5 storey development fronting St Vincent Street is inconsistent with the Desired Character Statement, at odds with the way that development on the opposite side of St Vincent Street and along both sides of Commercial Road is addressed and an inappropriate height for such a defining streetscape. Building heights directly addressing St Vincent St should be no greater than 3 storeys. Just to the east of the eastern end of the Jervois Street bridge, a small 5 storey site is shown in both the Main Street Policy Area (and also in the Hart's Mill Policy Area). While there is no specific reference to these locations either in the Desired Character Statements for these Policy Areas, it is presumed that they are intended to allow buildings of greater height in these specific locations to help create a gateway effect. Such a gateway is unnecessary in this location given the desired scale of St Vincent Street and the desire to retain the visual prominence of the Hart's Mill building.</td>
<td>17</td>
</tr>
<tr>
<td>McLaren's Wharf Policy Area</td>
<td>Amend Desired Character Statement and Principles of Development Control to recognise that the partial retention and adaptive reuse of Wharf Shed 1 remains a suitable development scenario. Amend Concept Plan PAdE/36 to show a 1 storey height limit for the indicated overwater development area.</td>
<td>18</td>
</tr>
<tr>
<td>North West Policy Area</td>
<td>Amend Concept Plan Map PAdE/37 to replace 5 storey height limit for site fronting Causeway Rd with a 3 storey height limit. Amend Concept Plan Map PAdE/37 to show the &quot;promontory&quot; referred to in Principle of Development Control 8 for the Policy Area. Amend Concept Plan Map PAdE/37 to show revised road linkages that more clearly establish a route through the Policy Area from Wirra Drive to Semaphore Road. This is an important route and needs to be clearly established. Amend Concept Plan Map PAdE/37 by removing the additional road linkages to Causeway Rd. These have not been discussed and their interplay with the rail or replacement tram route is unclear. As they are currently depicted with the existing rail route these linkages potentially create four way intersections and new railway crossings. Review non complying listing of shop or group of shops with a gross leasable area of greater than 200sqm in this Policy Area.</td>
<td>19</td>
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<td>DPA Reference</td>
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<td>(DPA Attachment N) given inconsistency with the Desired Character Statement and envisaged uses for this Policy Area</td>
<td></td>
<td>25</td>
</tr>
<tr>
<td>Old Port Reach Policy Area</td>
<td>While Council is not opposed to the reduction in building heights in this Policy Area, it may not be opposed to greater heights subject to negotiations regarding the establishment of a clear framework for a limited number of taller buildings in specific locations with clear design objectives.</td>
<td>26</td>
</tr>
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<td></td>
<td>Remove or amend paragraph 4 of the Desired Character Statement as it refers to Church Street which is outside of this Policy Area.</td>
<td></td>
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<tr>
<td></td>
<td>Amend Concept Plan Map PAE/38 by removing designation of reserve location adjacent to Hack Street as designating this restricts design flexibility in any possible future comprehensive redevelopment of South Australian Housing Trust Land.</td>
<td>27</td>
</tr>
<tr>
<td>Railways Policy Area</td>
<td>Amend policy area boundary and Concept Plan Map PAE/41 by including the two allotments north of St Vincent Street in the Woolstores Policy Area. The current provisions were written before these allotments were created following the construction of Perkins Drive and are overly limiting.</td>
<td>28</td>
</tr>
<tr>
<td>Retail Core Policy Area</td>
<td>Amend Concept Plan Map PAE/42 to retain existing 3 storey height frontages for Dale Street and Church Street. 3 storeys is an appropriate scale to reflect main streetscapes and human scale key movement routes.</td>
<td>29</td>
</tr>
<tr>
<td>Southern Gateway Policy Area</td>
<td>Reconsider maximum building heights around Port Adelaide Train Station to retain opportunity for Transit Orientated Development concept, particularly south of the railway station subject to</td>
<td>30</td>
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<td></td>
<td>Amend Concept Plan Map PAE/44 by redrawing the policy area boundary so that properties fronting Lipson Street are included in the East End Policy Area instead in order to ensure more consistent land uses along Lipson Street. Show as 3 storeys instead of 5 storeys.</td>
<td>31</td>
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<td></td>
<td>Amend Concept Plan Map PAE/44 to show the height limits to include the allotment running between Baynes Place and Providence Place as part of a development site given that it is not a road as is inferred</td>
<td>32</td>
</tr>
<tr>
<td>Woolstores Policy Area</td>
<td>Amend Concept Plan Map PAE/47 to include two abutting Perkins Drive to the north of St Vincent Street East.</td>
<td>33</td>
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<td></td>
<td>Amend Concept Plan Map PAE/47 by reducing height limit from 5 storey to 3 storey for St Vincent Street East frontages</td>
<td>34</td>
</tr>
<tr>
<td>Regional Centre Zone Map PAE/17</td>
<td>Redraw the zone boundary in the Cruickshank’s Corner Policy Area to align with the Diver Derrick Bridge to reflect physical definition of zone and remove Industry and Light Industry zoning south of this bridge.</td>
<td>35</td>
</tr>
<tr>
<td>Regional Centre Zone Policy Area Map PAE/17</td>
<td>Redraw Policy Area boundaries for Cruickshank’s Corner, Woolstores, Railways, East End and Southern Gateway Policy Areas to reflect Policy Area boundary amendments described above</td>
<td>36</td>
</tr>
<tr>
<td>Concept Plan Map PAE/27</td>
<td>Amend existing Concept Plan Map PAE/27 and all relevant Policy Area Concept Plan Maps as required to reflect.</td>
<td>37</td>
</tr>
<tr>
<td>DPA Reference</td>
<td>Technical Submission</td>
<td>Ref No</td>
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</tbody>
</table>
| Port Adelaide Centre Traffic and Transport and all relevant Policy Area Concept Plan Maps | • a revised Potential Light Rail route running along Commercial Road  
  • the agreed Greenway Cycle route  
  • the Port Adelaide Renewal Hike and Bike Loop route  
  
  Whilst the DPA investigations refer to the work being undertaken towards the Western Adelaide Region Climate Change Adaptation Plan with respect to Sea Level Rise, Stormwater and Flooding, the DPA should also consider the findings of the Port Adelaide /Lefevre Peninsula (Phase 2) Port Adelaide River Seawall Study (October 2013). This indicates potential seawall solutions for longer term rises in sea level. In the subject area of this DPA, the implications of ensuring land is available for future seawall treatments needs to be considered and if required, additional policy provided in the Regional Centre Zone and/or relevant Policy Areas. | 38     |
| Schedule 8 Referral                                                         | Council supports, in principle, the referral of significant development applications to the Government Architect and considers that this referral should be made available to Council when it is the planning authority.                                                                                                                            | 39     |
| Schedule 10 Referral                                                        | Council notes that the Minister is considering appointing the Development Assessment Commission instead of Council as the planning authority for development worth over $3 million in the Regional Centre Zone. Council has an ongoing commitment to the rejuvenation of the Port Adelaide Centre, including working closely with Renewal SA on a range of improvement initiatives, a proactive development stance and an experienced and capable development assessment team with strong local knowledge and is opposed to this proposal.  
  
  In addition, in light of the termination of the Newport Quays development project and the abovementioned matters Council also requests that it be reinstated as the planning authority for development in the former Newport Quays waterfront Policy Areas rather than the Development Assessment Commission. | 40     |