June 2025

Port Adelaide Civic Area

–

Precinct Plan



Regenerative.
Welcoming.
Meeting place.

Prepared for the City of Port Adelaide Enfield

Jensen PLUS with

+ David Snoswell Property Advisory
+ Phillips/Pilkington Architects
+ ReWonder
+ Tonkin

JENSEN PLUS

Planning
Landscape Architecture
Urban Design
Social Planning

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"Our vision is to regenerate Port Adelaide's civic heart into a welcoming meeting place for all communities, cultures and visitors."

Acknowledgements

We acknowledge the staff, councillors, stakeholders and consultants whose inputs and participation informed the Precinct Plan.

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25th June 2025

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1. Precinct Plan At A Glance

Our vision is to regenerate Port Adelaide's civic heart into a welcoming meeting place for all communities, cultures and visitors.

Aim

The aim of the project is to prepare a Precinct Plan to revitalise the civic area of Port Adelaide, and area which includes some of the city's most historic buildings and spaces.

The Plan will determine the most appropriate land uses for council-owned buildings, as well as concepts to improvements to key streets and public spaces.

Vision + Guiding Principles

A vision statement (left) and five guiding principles (below) outline the strategic intent of the Precinct Plan.

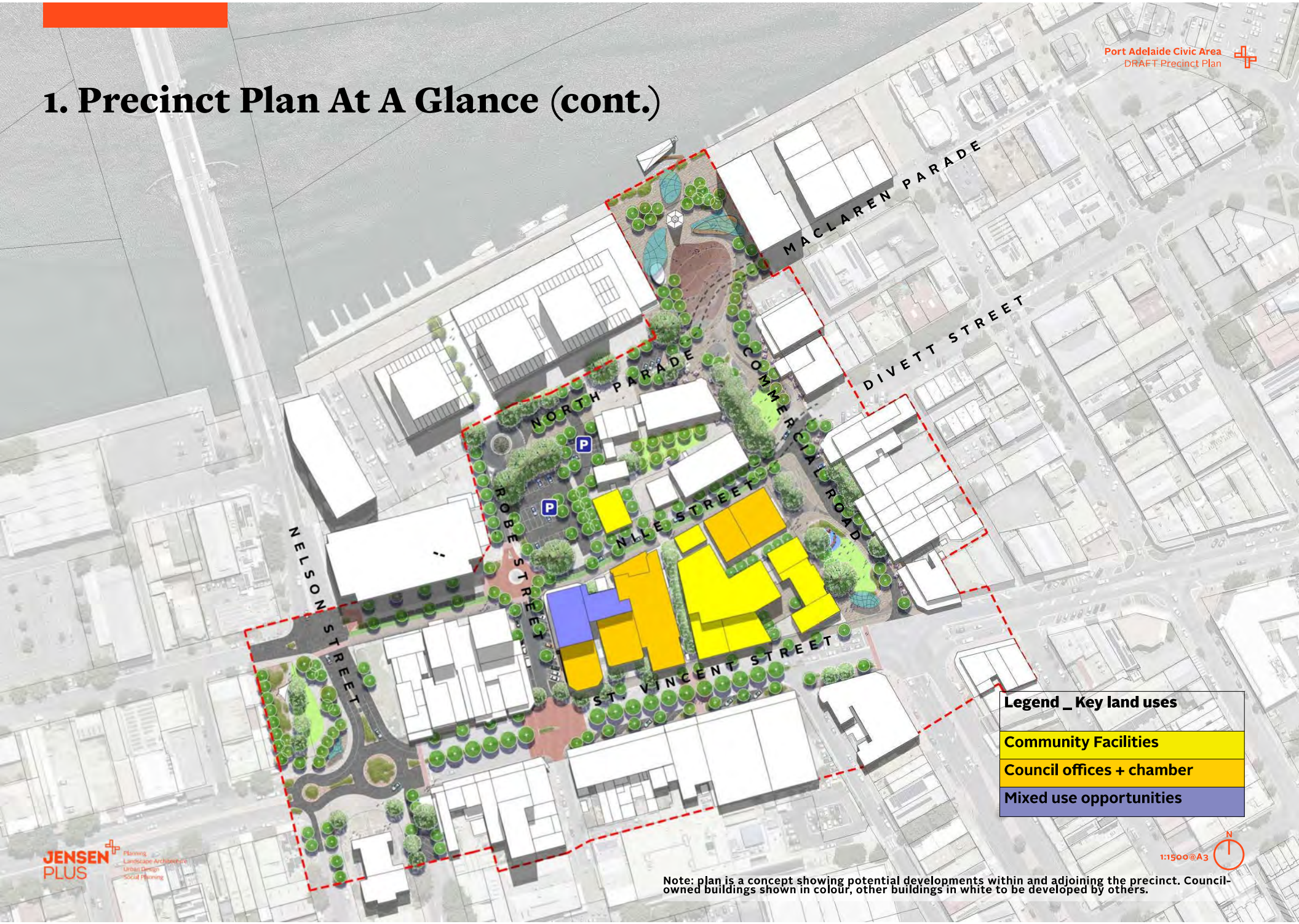
The Precinct Plan

The proposed Precinct Plan (summarised next pages) proposes a series of projects including a new community hub, library and visitor centre, main street upgrades especially Commercial Road north, and mixed-use developments of privately owned properties within and adjoining the precinct.



Meeting Place **Welcoming** **Civic** **Regenerative** **Connected**

1. Precinct Plan At A Glance (cont.)



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Note: plan is a concept showing potential developments within and adjoining the precinct. Council-owned buildings shown in colour, other buildings in white to be developed by others.

1. Precinct Plan at a glance _ Key elements and features

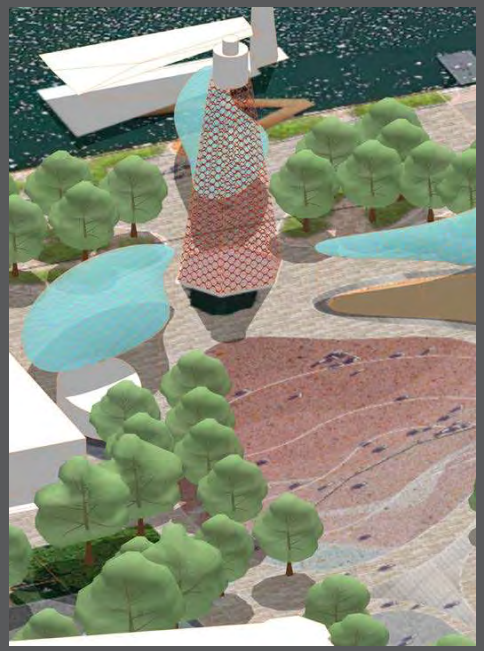
Civic centre + Gateway, including new "destination" city library and multi-purpose community hub, customer service centre, redeveloped Visitor Information Centre, and pedestrian spaces.



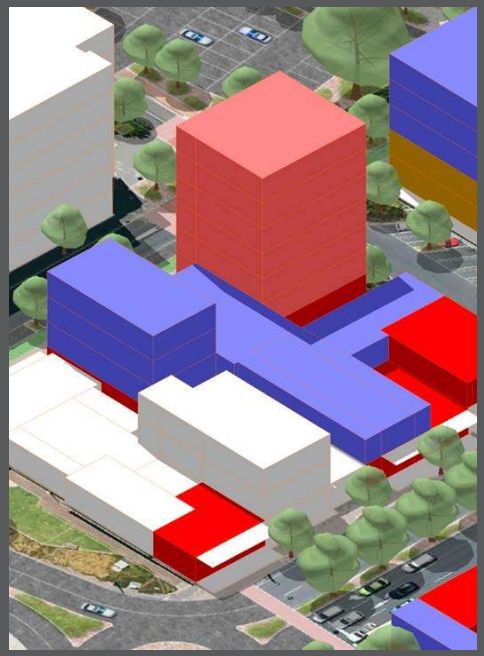
Main Streets + public realm upgrades including Commercial Road (north) opportunity to re-purpose as public open space in front of new community hub, and St Vincent Street greening, footpath and pedestrian crossing improvements.



Black Diamond Square large events space, shade structures, toilets, large trees for shade, walking and cycling routes, and new river interface with ramped water and pontoon access, and elements of nature.



Anticipation and integration with mixed-use developments by other landowners to support precinct activation.





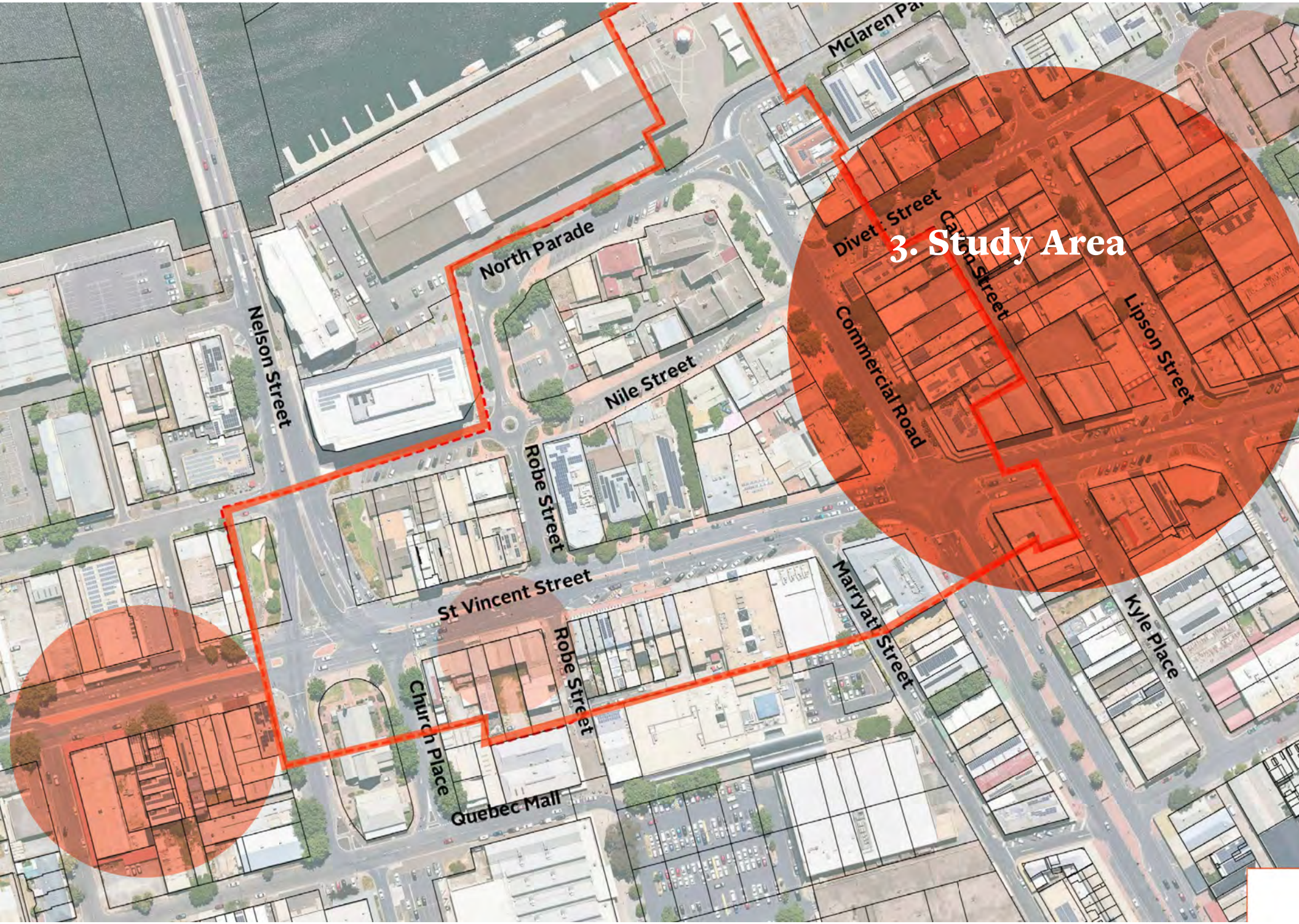
2. Introduction

Precinct aim + objectives

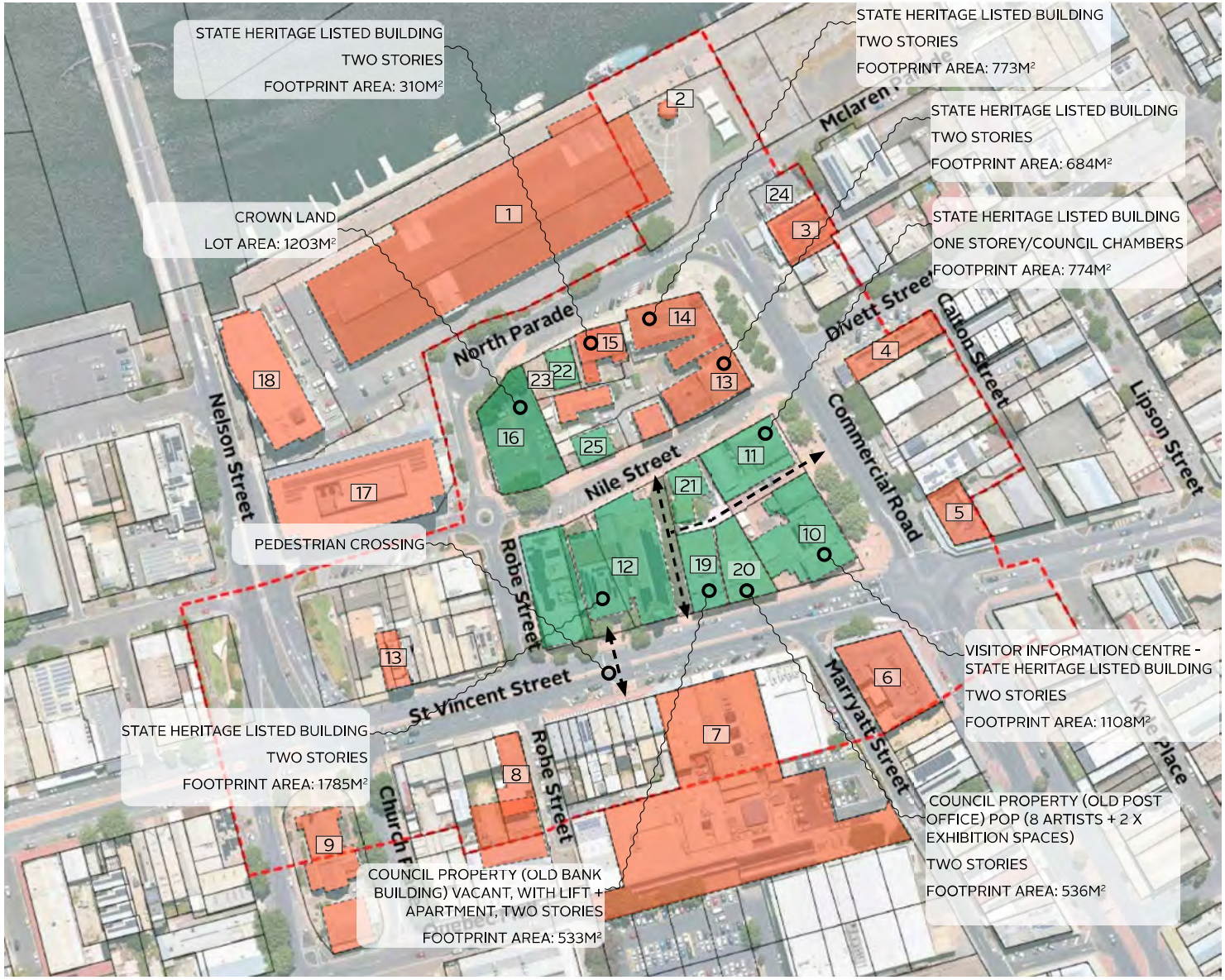
Jensen PLUS was engaged by the City of Port Adelaide Enfield to prepare a Precinct Plan to revitalise the Port Adelaide Civic Area, to help determine the most appropriate land and building uses, improve the public realm, and strengthen the civic heart.



1. **Develop a stakeholder supported vision for the Precinct that is grounded in the identity of place and reflects the needs of current and future communities, businesses, and visitors.**
2. Confirm the most appropriate uses for Council's buildings that aligns with the vision and meets current and future demands.
3. **Identify priority streetscape and public space improvements to support the vision for the Precinct.**
4. Provide confidence to private property owners and businesses to invest in the Precinct.


3. Study Area
Mclaren Pa
North Parade
Nelson Street
Nile Street
Robe Street
Divet Street
Cam Street
Commercial Road
Lipson Street
St Vincent Street
Marryat Street
Kyle Place
Church Place
Robe Street
Quebec Mall

Study area _ description of existing buildings + properties



1. Fisherman's Wharf Shed One
2. Black Diamond Square + Lighthouse
3. Lighthouse Wharf (Hotel)
4. Commercial Hotel
5. Port Admiral Hotel
6. Central Buildings
7. Port Mall
8. Globe Hotel - proposed 6 L Residential tower + upgraded ground floor shops
9. St Paul's Anglican Church
10. Port Adelaide Visitor Centre
11. Port Adelaide Enfield Council Chamber
12. Port Adelaide Enfield Council Offices
13. Port Adelaide Institute/residential apartments
14. Port Adelaide Customs House
15. Old Telegraph Station
16. Car park - in the care and control of Council
17. Office (SA Government major tenant)
18. Quest visitor accommodation
19. 171 St Vincent St (vacant)
20. Post Office Projects
21. 32 Nile Street (vacant)
22. Port Environment Centre
23. Vacant land
24. Car Park
25. Defence Shed

Buildings in Council ownership or control



Aerial view of Port Adelaide showing St Vincent Street and Commercial Road, 1929 (B 10870, State Library Collection) _ referenced in Phillips Pilkington Architects (2024)

4. A Changing Precinct Over Time

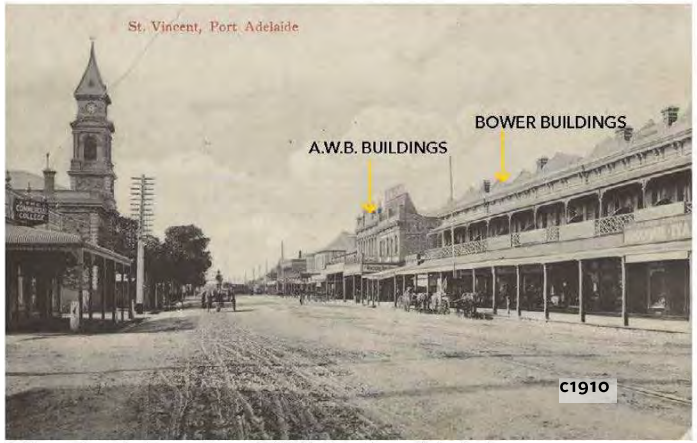
A Changing Precinct Over Time (St Vincent Street)



St Vincent Street looking north-west (B 71846/51, State Library Collection)




St Vincent Street + Port Mall



St Vincent Street looking south-east (B 37194, State Library Collection)







Historic Row of Shops (Bower Buildings)

A Changing Precinct Over Time (Commercial Road north)



Commercial Road looking north-west (B 4412, State Library Collection)



Commercial Road looking south-west (B 4429, State Library Collection)



Relocated Artwork - 'The Silent cop'


Visitor Information Centre at St Vincent St + Commercial Rd corner


Customs House - a State Heritage listed, two storey listed building, that contributes significantly to the overall heritage character of the Precinct

A Changing Precinct Over Time (Commercial Road north)



Commercial Road looking east (B 29140, State Library Collection)



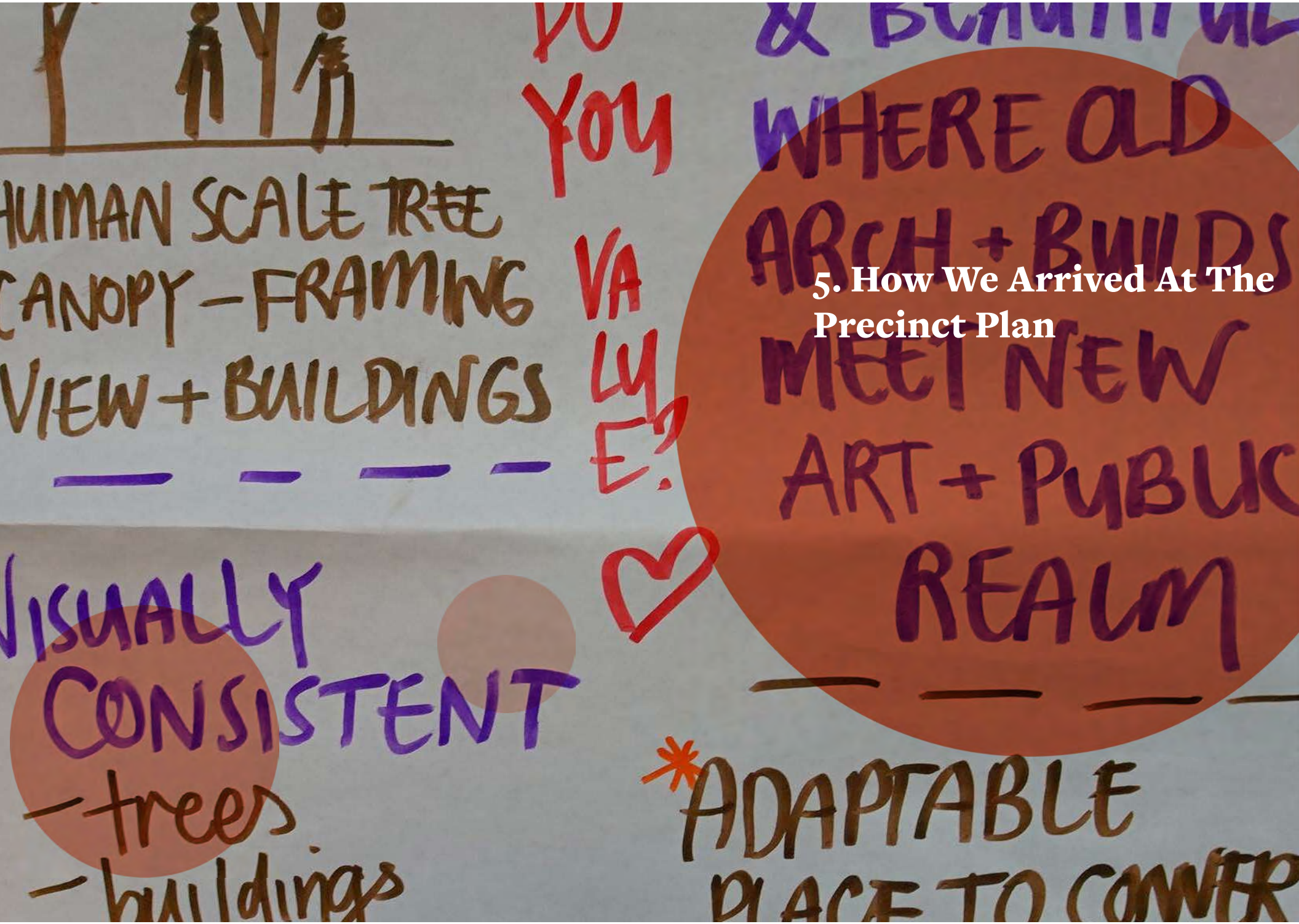
Commercial Road looking south (B 4411, State Library Collection)


Port Adelaide Lighthouse + Black Diamond Square


Lighthouse Wharf (fmr Exchange Hotel)




Port Admiral Hotel



5. How We Arrived At The Precinct Plan

Precinct Plan Methodology

1 Project Initiation + Early Engagement

March 2024

_Study area visits
_Strategic analysis
_Stakeholder engagement plan
_Early engagment with stakeholders
_Councillor workshop
_Project announcement + webpage

2 Precinct Investigations

June 2024

_Property, Land Use and Economic Analysis Paper
_Planning + Urban Design Analysis
_Transport analysis
_Built Heritage and Adaptive Reuse Analysis
_Precinct Investigations Report

3 Visioning + Draft Precinct Plan

October 2024

_Co-design _ Vision + Guiding Principles + options workshops with staff + councillors
_Draft Precinct Plan
_Technical Studies

4 Stakeholder Consultation

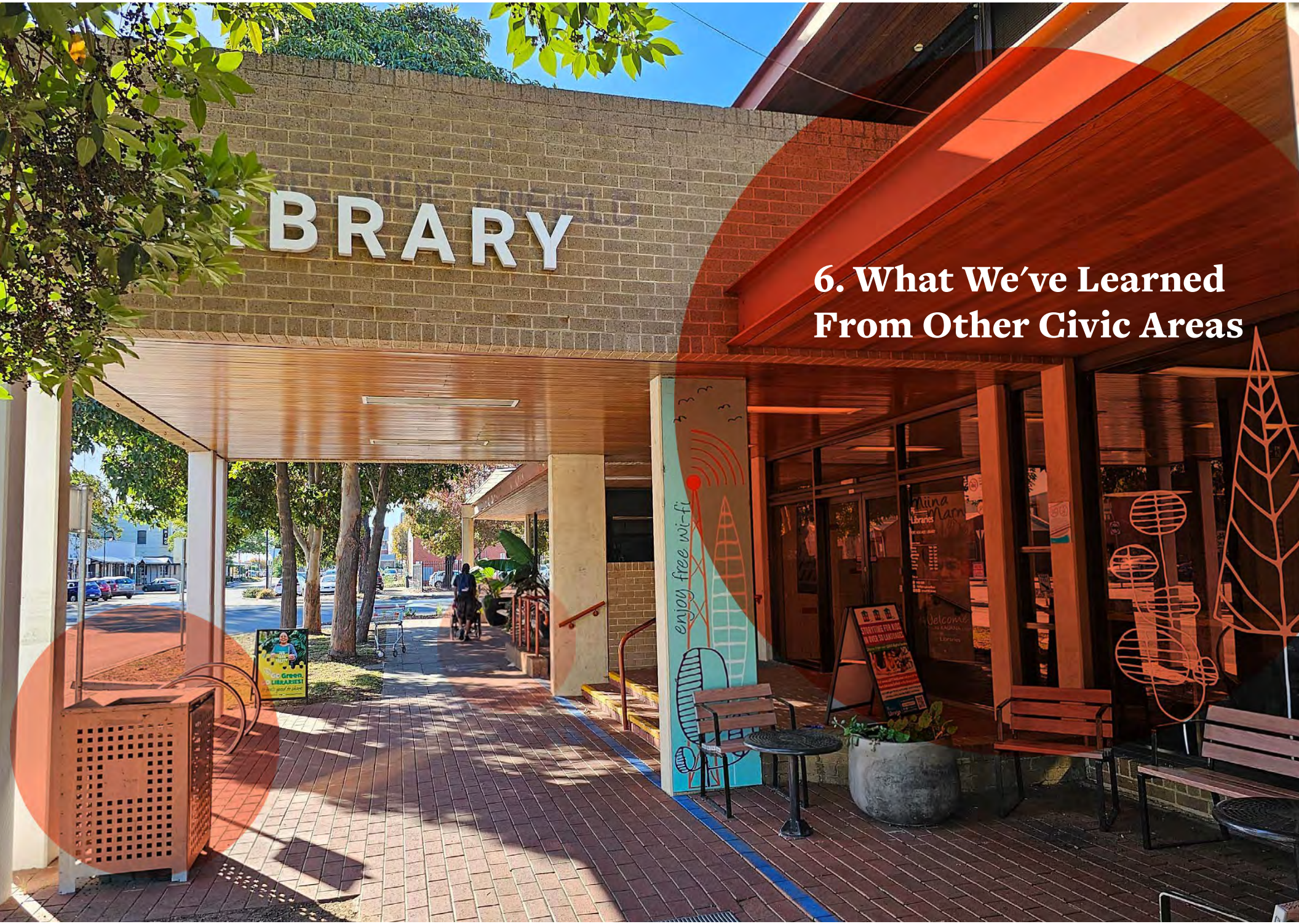
Jan - June 2025

_Stakeholder + Elected Member Consultation
_Updated Precinct Plan
_Council endorsement of concept

5 Future

_Community consultation + detailed stakeholder engagement on Precinct Plan
_Implementation





6. What We've Learned From Other Civic Areas

What We've Learned From Other Civic Areas _ Payinthi, Prospect, South Australia (2019) _ Community Hub, Library + Innovation Centre, City of Prospect Civic Centre

Facilities

- _ Newmarch Gallery
- _ Community Hub, Library & Innovation Centre (CLIC)
- _ Meeting rooms
- _ Council chambers + offices
- _ Children's area - focus on youth services
- _ Total ground floor area = 1,028 sqm x 3 floors = 3,084 sqm

Payinthi means good prospects. It is the first time a Kaurna word has been used to name a Prospect Council building.

Payinthi, located on Prospect Road in the heart of the city's retail and business area, encompasses the historic Town Hall building plus a new civic centre, a library with a focus on a children's area, rear deck, maker spaces, a history collection, meeting rooms and the Newmarch Gallery. **It replaced the Thomas Street library which received approximately 120,000 visitors per year** but had to be relocated from Nailsworth Primary School due to enrolment increases at the school.







Payinthi was partly funded by the sale of a portion of civic centre land for residential development - this was developed into Bloom, a four-storey mixed used residential and commercial venture.

https://www.prospect.sa.gov.au/community/venues-and-parks/payinthi





What We've Learned From Other Civic Areas _ Gawler Civic Centre + Library (2019), 91 Murray Street, Gawler, South Australia

Facilities + Programs

- _ Library + Events
- _ Internet access + Meeting rooms
- _ Business Innovation Hub (co-working space)
- _ Council chambers (but not offices)
- _ Justice of the Peace service
- _ Book discussion group lending service
- _ Office facilities - computers, photocopying
- _ Focus on children' story time events
- _ Total ground floor area = 1,417 sqm x 2 floors = 2,834 sqm

"The new Gawler Public Library, located in Gawler, South Australia, has developed into a vibrant community resource which offers a wide range of services to the Gawler community and surrounding areas.

It was established to serve the informational, educational, and recreational needs of the local community. The library provides an extensive collection of books, magazines, audiovisual materials, and digital resources.

The Library facility provides for event spaces and often hosts various events, workshops, and programs that cater to diverse interests and age groups from musical groups to key note speakers and conference events. The events include author talks, children's story-time programs, adult literacy programs, and technology workshops.

The Gawler Public Library is a valuable hub for research, learning, events and leisure activities that is supported by a dedicated team of knowledgeable librarians.

The new Civic Centre and Library has been created by combining two heritage buildings with a modern glass two storey entry portico and link that provides a common access and reception area to both re-purposed buildings and new community facilities."

https://www.gawler.sa.gov.au/recreation/gawler-civic-centre





What We've Learned From Other Civic Areas _ Walyalup Civic Centre + Library (2022) _ Fremantle, Western Australia

Facilities + Programs

- **Bibbool Council Chambers - up to 80 people seated and 147 people standing**
- **Moodjar Reception room - up to 47 people**
- **Library spaces - 5 meeting rooms**
- **Level 1 function and meeting spaces - Walyalup Civic Centre for 300 people**
- **Open space grassed area with seating and shady trees and new street furniture**
- **Total ground area - 2,360 sqm at 3 levels 7,080 sqm**

"Walyalup Koort means a place that is yours - by the Whadjuk Nyoongare people. The new 'Walyalup Civic centre designed by Kerry Hill Architects (KHA) is a state of the art library that provides for bookable community spaces ... It provides for an active events space for the community.

As part of the $270 million Kings Square Renewal Project, the Walyalup Civic centre provides a modern library, state of the art information and customer service centre, a wide range of meeting rooms for public use, fully accessible toilets and change facilities and exhibition spaces. It also includes integrating the existing heritage town hall into the new facility and reinventing the public spaces that surround the square in the city centre.

This includes landscaped grass areas, shady trees, public areas and new street furniture.

...the civic centre also enjoys a frontage to the redeveloped Newman Court that houses 5 storey mixed use apartment buildings and creates a shared street for visitors and workers in the precinct."

https://www.fremantle.wa.gov.au/walyalup-civic-centre

https://architectureau.com/articles/walyalup-civic-centre/









What We've Learned From Other Civic Areas _ Paranaple Centre + city centre renewal, Devonport, Tasmania (2018)

Facilities + Programs

_Paranaple Centre - local and state government offices, Council library and Convention Centre for up to 1,000 people;

_Paranaple Arts Centre - Devonport Regional Gallery, Visitor Information Centre and a theatre

_Multi-storey car park (500 spaces)

_2,500sqm market hall;

_Regional art gallery; and a public square

"Devonport's Living City Master Plan, formally adopted in 2014, outlines the vision and plan for how the City's future growth will be realised...

Council played a critical role in the early stages of realising the Master Plan. They were active in purchasing land in the City Centre and amalgamating small parcels to create larger development sites for future private investment.

The first stage of the project was undertaken by Council at a cost of $71.1 million. This comprised the following elements:

_Paranaple Centre, completed in 2018. This is a four storey building comprising local and state government offices, Council library and a new convention centre on the top floor capable of holding conventions of up to 1,000 people;

_The adjoining Paranaple Arts Centre, home to the Devonport Regional Gallery, Visitor Information Centre and a theatre in the former Town Hall building;

_A multi-storey car park;

_A 2,500sqm market hall aimed at showcasing North-West Tasmania's local produce;

_A regional art gallery; and

_A public square.

The first major private investment is a 187 room Novotel hotel overlooking the Mersey River. This is being developed on a waterfront site amalgamated by Council. It will also enable larger conventions to be held at the nearby Convention Centre, which, to date, has not had sufficient accommodation to attract larger scale conventions.

Key learnings

_Council has been united and committed to the project despite some early opposition from the community...

_Local Champions have been important...

_The Market Square Pavilion was slow to achieve strong occupancy levels but has improved over time. Regular markets are held but the market hall is not activated every day of the week....

_The development of Novotel has increased confidence in the City Centre, which is expected to drive further private investment.

_The project is supported by external investment, which will support the tourism industry. For example, new Spirit of Tasmania ships have been ordered and will increase the number of arrivals at Devonport by 40% in the first quarter of 2024. "

https://www.devonport.tas.gov.au/









What We've Learned From Other Civic Areas _ Wurriki Nyal Civic Precinct (2022) _ Geelong, Victoria

Facilities + Programs

- _ Civic headquarters and office for 850 staff
- _ retail spaces at ground level
- _ community amenities
- _ 2,200m2 commercial office space
- _ stage 2 office building by private developer
- _ GFA 12,800m2
- _ Cost $102m

City of Greater Geelong's new civic headquarters buildings has been developed as a high quality office space for staff, and as a stimulus to city centre development.

The project is a joint venture between City of Greater Geelong and developer Quintessential Equity, who intend to develop a second, commercial office building as part of the complex.

Building 1 also includes one floor of office space for commercial lease, and retail tenancies. It has been reported in January 2025 that Council has been unable to lease these spaces in the three years since completion, a factor that may be contributing to Council's debt management and financial challenges.

https://www.abc.net.au/news/2025-01-27/geelong-property-sell-off-council-debt-vic-stretch-kontelj/104863680

https://www.coxarchitecture.com.au/project/wurriki-nyal-civic-precinct/

https://www.geelongaustralia.com.au/wurrikinyal/article/item/8d74da2a6e5964e.aspx

https://geelongindy.com.au/news/20-08-2022/greater-geelongs-new-headquarters-complete/



Photo Cox Architecture



Photo ABC News / Colliers

Findings + success factors from benchmarking of other civic precincts in Australia



Walyalup Civic Centre + Library, Fremantle, (2022)



Payinthi, Prospect (2019)

1. Council must be a champion and drive change in the Port Adelaide Civic Precinct

- **Council leadership** in master planning, investment + development facilitation (e.g. Prospect, Devenport)
- Local governments **leveraging building and land assets** to renew civic centres (e.g. Prospect, Devenport)
- Major projects with **significant funding requirements** + grants
- Co-locating with **government offices** (Devenport, Prospect)
- **Facilitate land for sale** for development (Prospect, Devenport, Geelong)

2. Strong community focus

- Co-locating civic functions with **community facilities** (e.g. Prospect, Fremantle)
- Community uses include **libraries, meeting rooms, co-working spaces**



Gawler Civic Centre + Library (2019)



Wurriki Nyal Civic Precinct, Geelong (2022)

3. The Precinct Plan as key document to plan for civic precinct renewal

- **Combining historic buildings with contemporary architecture**, often larger in scale (e.g. Prospect, Gawler, Fremantle)
- **Activating main streets** (Prospect, Gawler) and public spaces (Fremantle)
- Multi-storey **car park** (Devenport)
- **3,000-7,000 m2** floorspace, often two or three levels (e.g. Prospect, Gawler, Fremantle)
- **Development risks** associated with commercial development in civic precincts (Geelong)



7. What We've Heard (So Far)

What We Have Heard (So Far)

More detailed descriptions of this process can be read in the Appendix _ Engagement Summary.

Through a workshop series with councillors, and with staff, important directions have been identified for the precinct plan.

While broad community and stakeholder engagement has yet to occur, select conversations have identified additional information and ideas.

Elected Members' Workshop

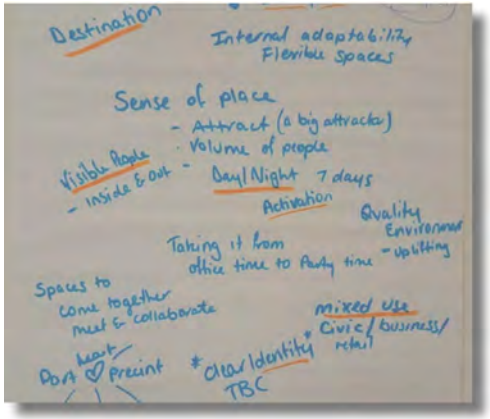
_30th April 2024
_What do we value about the precinct?
_Visioning





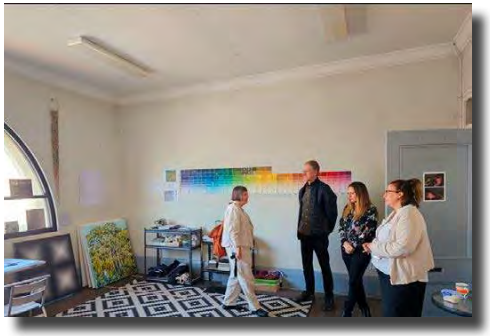
Co-Design Workshop with staff

_20th June 2024
_Guiding principles
_Creating precinct options





Building tenancies visits_ 13th May 2024





What We Have Heard (So Far)

More detailed descriptions of this process can be read in the Appendix _ Engagement Summary.

Aboriginal Advisory Panel meeting

_30th July 2024

_Project introduction + listening

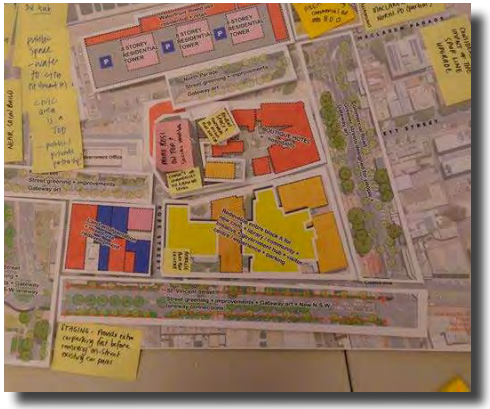




Co-Design Workshop Elected Members

_7th August 2024

_Creating precinct options





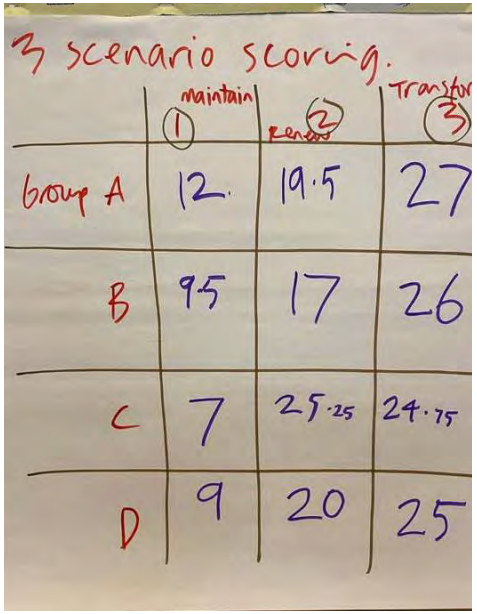
Co-Design Workshop Staff -

_4th September 2024

_evaluating precinct principles

_(see next page)





What We Have Heard (So Far) _ Evaluating options through the co-design workshop process

Precinct Plan Scenario 1 "Maintain"

(no / low development, base case)



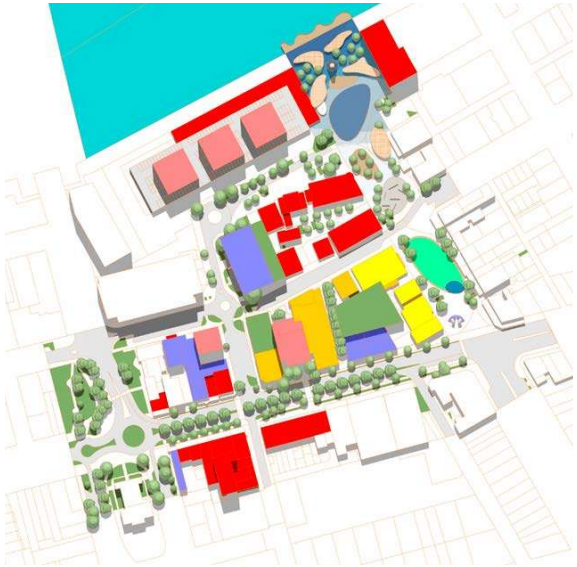
Precinct Plan Scenario 2 "Renew"

(Medium change)



Precinct Plan Scenario 3 "Transform"

(High change)



_Stakeholder engagement has informed the development of precinct plan options and their evaluation.

_Specifically, co-design workshop sessions (June to Sep 2024) with staff and elected members identified potential options (summarised into three, above), and then evaluated and scored these options against project principles and technical information.

_This process (alongside technical investigations and review by the project team) has directly informed the draft precinct plan described later in this document.

Evaluation and scores for Precinct Plan Scenario 3 "Transform" were consistently high, with additional feedback and suggestions recorded for refinement of the option.

What We Have Heard (So Far) _ a snapshot

More detailed descriptions of this process can be read in the Appendix _ Engagement Summary.



Many councillors support a ‘’Big vision"... to build everything (in stages, prioritising the community hub + library).



The precinct development is in Councils' control to lead, catalyse and curate.



Port Adelaide Library can attract over 100,000 visitors per year.



Civic place – for meeting, participating in democracy, understanding history incl. workers, unions and wharfies.



Need clearer Port story to attract visitors - including shared histories between Aboriginal and non-Aboriginal communities, which always happened in the Port.



Make central Port Adelaide a greener place, with a human scale tree canopy.



A place for people, not cars. The civic area is walkable and public transport focussed, with good parking access as well.



Developing in a state heritage area is a risk (and opportunity).



Council needs to consult widely, but only on viable options, and must manage expectations.



Commercial Road (north) through Black Diamond Square to the River can be ‘’one public space’’.



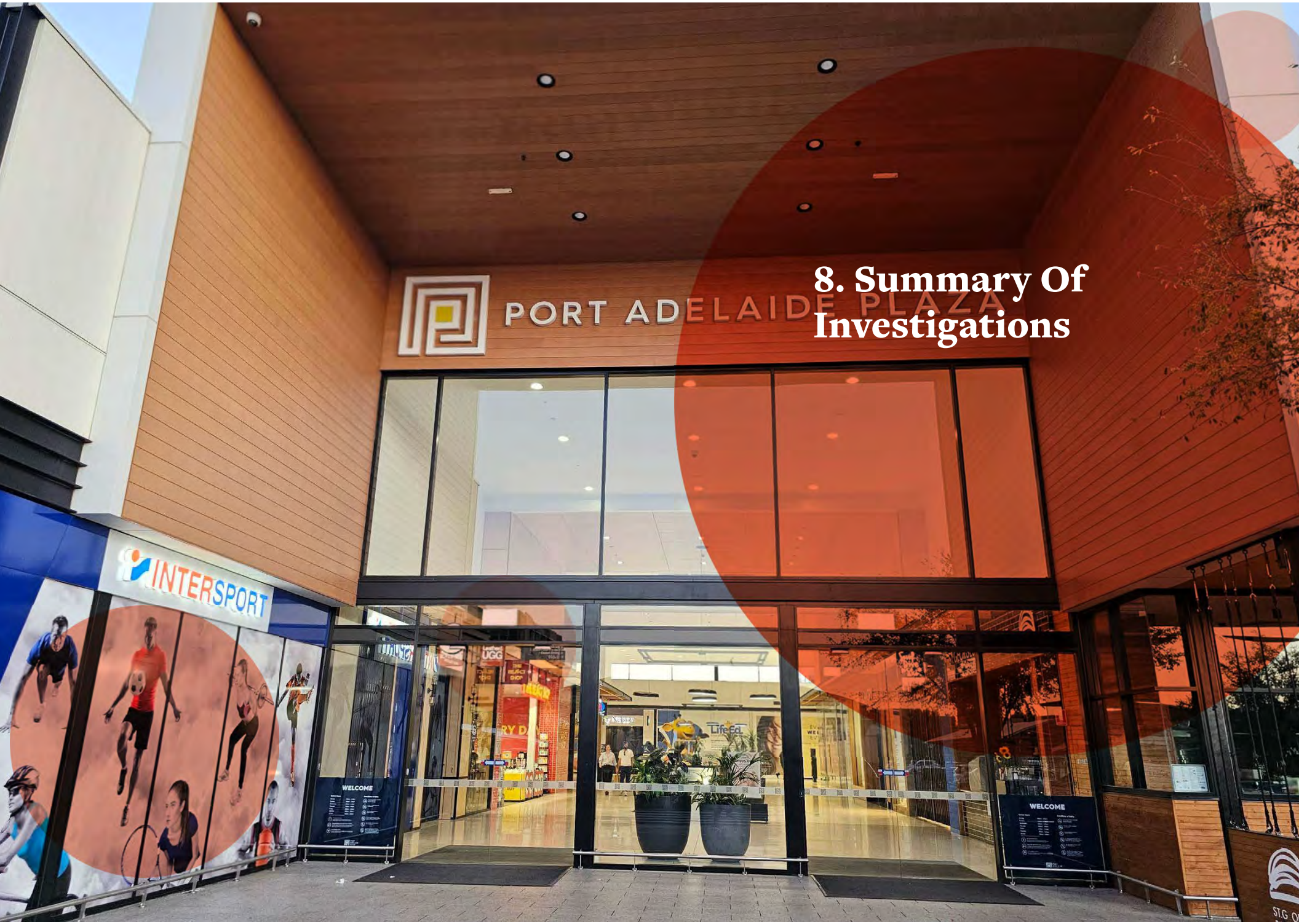
Need to forward-plan funding of precinct - including public / private partnership opportunities.



Find short terms wins such as tenants for vacant / underused council buildings.



Opportunity abounds!



8. Summary Of Investigations

Precinct investigations at a glance

The overarching vision for the City is "A welcoming, liveable City made by people" and focused on:

_ a thriving community

_ a prosperous economy

_a clean and green City

_ places for people

Port Adelaide Enfield City Plan 2030

Technical investigations to inform this plan have been undertaken and are summarised in this section. The more detailed Precinct Investigations Report has also been included as an appendix, and includes:

_Benchmarking other civic precincts in Australia

_Visual summary + Placecheck analysis of the study area

_Strategic + policy context review

_Early Stakeholder Engagement with Elected members, state agencies, precinct users

_Planning + Urban Design Analysis of the precinct

_Community Infrastructure (needs) in the locality

_Land Use + Economic Analysis by David Snoswell Property Advisory

_Transport analysis by Tonkin Consulting

_Heritage Built Form, Streetscape + Adaptive Re-use Analysis by Phillips Pilkington Architects.





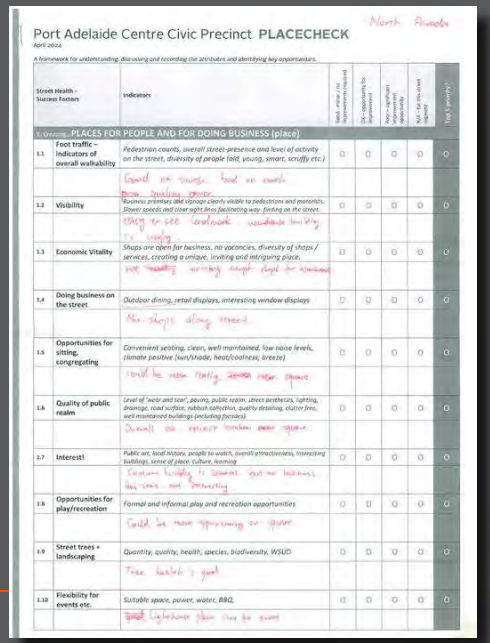
Findings _ visual analysis + placecheck





1. **New land uses (civic, community, retail + commercial) key to activate vacant buildings + street frontages**
2. Celebrate the many high-quality character facades along key streets – both civic and commercial buildings
3. **Additional public art (at "gateways" + "localised") to build on successful examples**
4. Laneways provide important connections + more intimate spaces
5. **Mixed public realm quality + condition**
6. Opportunity for significant greening + street tree canopy
7. **Renew wayfinding + information signage**
8. Improve bike routes
9. **More public seating**
10. Build night-time activation, possible focussing on a few streets
11. **Feature lighting opportunities**
12. Improve pedestrian links + crossings between major buildings, car parks + destinations





Port Adelaide Centre Civic Precinct **PLACECHECK**

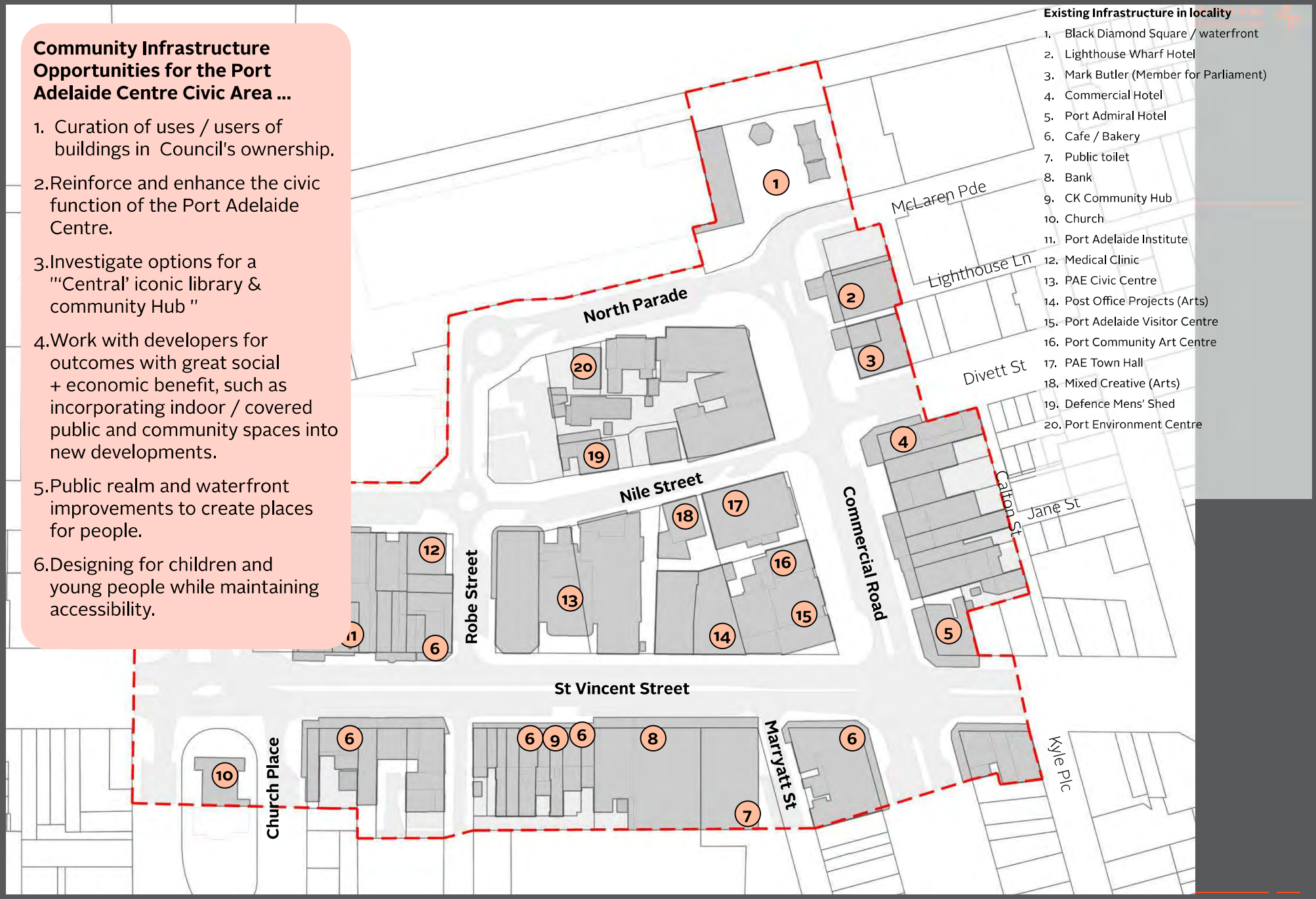
April 2024

A framework for understanding, discussing and recording the attributes and identifying key opportunities.

Street Health - Success Factors	Indicators	Total - How the Street performs / Received	OI - Opportunity for improvement	Poor - significant opportunity	N/A - Not relevant / Ignore	Total Opportunity
1. Theme: PLACES FOR PEOPLE AND FOR DOING BUSINESS (place)						
1.1 Foot traffic – indicators of overall walkability	Pedestrian counts, overall street presence and level of activity on the street, diversity of people (old, young, smart, scruffy etc.)					
1.2 Visibility	Business premises and signage clearly visible to pedestrians and motorists. Slower speeds and clear sight lines facilitating way- finding on the street.					
1.3 Economic Vitality	Shops are open for business, no vacancies, diversity of shops / services, creating a unique, inviting and intriguing place.					
1.4 Doing business on the street	Outdoor dining, retail displays, interesting window displays					
1.5 Opportunities for sitting, congregating	Convenient seating, clean, well maintained, low noise levels, climate positive (sun/shade, heat/coolness, breeze)					
1.6 Quality of public realm	Level of 'wear and tear', paving, public realm, direct pedestrian, lighting, drainage, road surface, rubbish collection, quality detailing, clutter free, well maintained buildings (including facades).					
1.7 Interest!	Public art, local history, people to watch, overall attractiveness, interesting buildings, sense of place, culture, learning					
1.8 Opportunities for play/recreation	Formal and informal play and recreation opportunities					
1.9 Street trees + landscaping	Quantity, quality, health, species, biodiversity, WSUD					
1.10 Flexibility for events etc.	Suitable space, power, water, BBQ,					

Community Infrastructure Opportunities for the Port Adelaide Centre Civic Area ...

1. Curation of uses / users of buildings in Council's ownership.
2. Reinforce and enhance the civic function of the Port Adelaide Centre.
3. Investigate options for a "'Central' iconic library & community Hub "
4. Work with developers for outcomes with great social + economic benefit, such as incorporating indoor / covered public and community spaces into new developments.
5. Public realm and waterfront improvements to create places for people.
6. Designing for children and young people while maintaining accessibility.



Existing Infrastructure in locality

1. Black Diamond Square / waterfront
2. Lighthouse Wharf Hotel
3. Mark Butler (Member for Parliament)
4. Commercial Hotel
5. Port Admiral Hotel
6. Cafe / Bakery
7. Public toilet
8. Bank
9. CK Community Hub
10. Church
11. Port Adelaide Institute
12. Medical Clinic
13. PAE Civic Centre
14. Post Office Projects (Arts)
15. Port Adelaide Visitor Centre
16. Port Community Art Centre
17. PAE Town Hall
18. Mixed Creative (Arts)
19. Defence Mens' Shed
20. Port Environment Centre

Urban Design Analysis Summary

Ownership



Land Use



Buildings/ Site Cover



Street space metrics



Active frontages



Tree canopy



Pedestrian connectivity



Entrances



Vacant sites



Heights



Vistas



Heritage



(cont.)

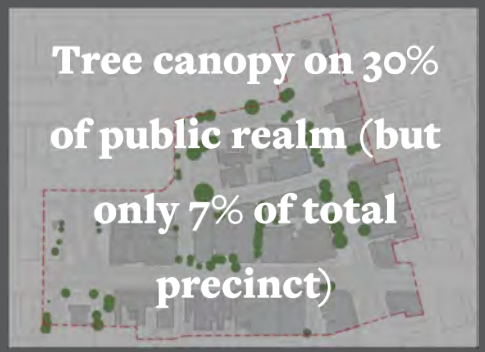

Three key owners
- Council, private, Crown

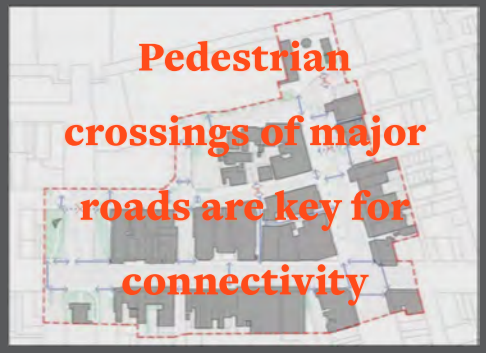

Mixed use civic + commercial precinct (with vacancies)


Built up - limited vacant land


Limited green space (incl. Black Diamond Square)


Retail / hospitality frontages most active


Tree canopy on 30% of public realm (but only 7% of total precinct)

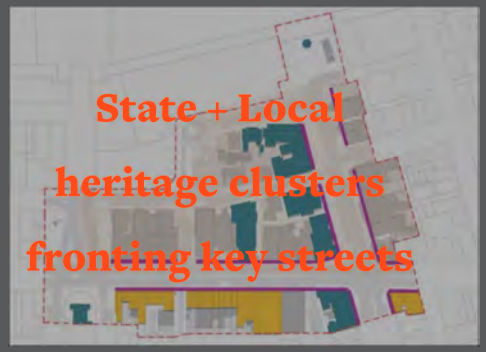

Pedestrian crossings of major roads are key for connectivity


Building entrances are concentrated on St Vincent St and Commercial Road


Many vacant buildings


Heritage buildings one/two storeys, new office and hotel taller


Improve vistas along streets to waterfront


State + Local heritage clusters fronting key streets

Land Use + Economic Analysis by David Snoswell Property Advisory

Key opportunities for precinct plan

1. 25 vacant premises including several large heritage buildings and some vacant land
2. consolidate civic and community uses including library, visitor centre, community centre + government offices
3. tourism-supporting uses such as boutique hotel(s), cafés, restaurants and retail
4. offices including for government, defence contractors and co-working
5. expansion of existing GP health services.

David Snoswell Property Advisory undertook a land use audit of the study area in April 2024. The audit was further supplemented with a high level land use survey of the wider Port Adelaide Centre.

Existing land uses, vacancies and development projects were documented, and observations made about future land use opportunities.

These opportunities have been identified from local and wider development and market trends, and case studies of comparable locations in Australia.

Summary Results by Primary Land Use, Port Adelaide Civic Centre, 2024

Primary Land Use	Count	%	Comment
Retail			
Shops	14	12.7%	Primarily Port Mall
Food catering	11	10.0%	Primarily Port Mall
Personal Services	7	6.4%	Primarily Port Mall
Pubs, Taverns, Bars	4	3.6%	Three hotels fronting Commercial Road - east side
Offices	14	12.7%	Including Council offices
Consulting Rooms	8	7.3%	Corner Nile Street & Robe Street
Residential	7	6.4%	Mix of older older 1st floor units, a recent conversion (6 units), supported accommodation (23 beds), backpackers
Studios	4	3.6%	Artist studios are prominent but not activated regularly during normal business hours
Recreation	3	2.7%	Primarily gyms
Community Space	3	2.7%	Includes Town Hall
Open Space	3	2.7%	Black Diamond Square. Adjacent Nelson Street
Showroom	2	1.8%	Specialist furniture manufacturer, security doors
Car park	2	1.8%	Opposite Civic Centre, Lighthouse Wharf Hotel
Visitor Information	1	0.9%	Corner St Vincent Street & Commercial Road
Club	1	0.9%	Occupying Council owned building in Nile Street
Church	1	0.9%	St Pauls
Vacant	25	22.7%	Mix of ground and first floor spaces. Some within heritage buildings.
Total Establishments	**110**	**100.0%**	

Source: DSPA



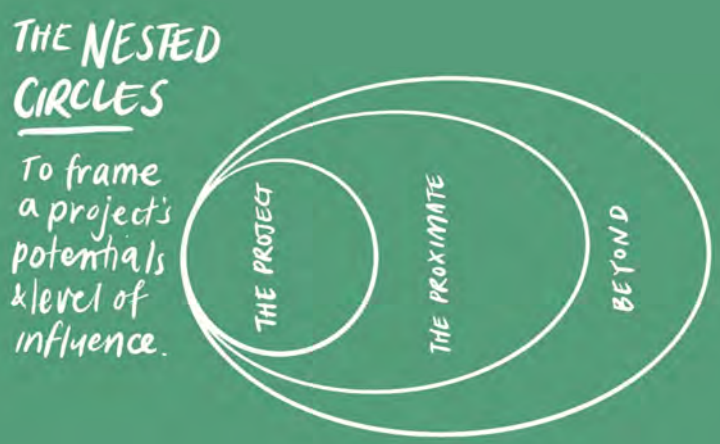
9. Conceptual Framework

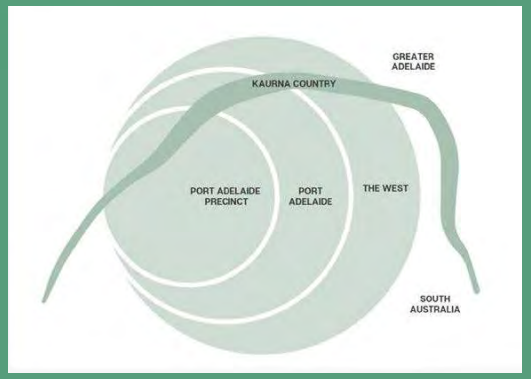
The "conceptual framework" explains some of the more theoretical planning concepts that to inform this plan, and are informing other contemporary planning projects in existing urban areas...

Conceptual framework _ Regenerative Planning (ReWonder 2024)

Regeneration goes beyond sustainability. While sustainability seeks to do less harm, regeneration aims to "do good", actively restoring and improving the vitality of human and ecological systems.

Regeneration is an aspirational approach that can be embedded in any system including planning and infrastructure development, business and economic development, tourism, education and many others.





A Regenerative approach to planning

Regenerative planning is aspirational and transcends conventional planning and development methods by cultivating conditions that restore, renew, and revitalise local environments and communities.

Unlike traditional planning, which prioritises economic growth and infrastructure, regenerative planning views cities as dynamic, living systems.

Our proposed regenerative approach is place-sourced, cultivating a reciprocal relationship between the built environment and the wellbeing of both people and nature.

Framing the project

The "Nested Wholes" approach to planning in a regenerative way ensures a holistic view is undertaken. This involves recognising the highest order of potential for each zone:

_**Frame the project's potentials and level of influence:** Consider three levels - The Project, The Proximate, and Beyond.

_**Establish the boundaries for each level of influence**

_**Identify what is unique about each zone of influence.**

“A better future is entirely possible - we just have to imagine it, then find ways to honour it in all that we design.” Trish Hansen, Good Design Australia Ambassador

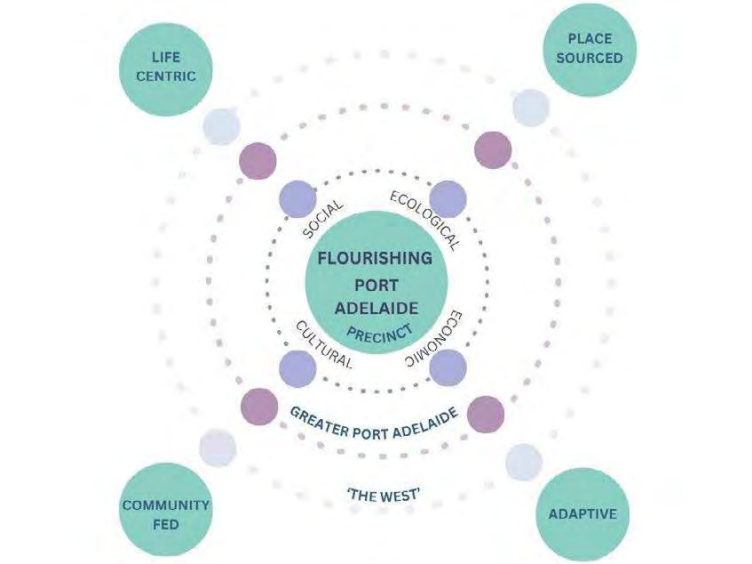
The spirit of Port Adelaide

Port Adelaide is built on an ancient place; a unique ecological and cultural place. It is an estuarine system, sourced from the convergence of rivers that flow from the hills to the sea.

It is a place of enduring wisdom and culture, as the home to many generations of Kaurna people thriving sustainably and nurturing the land and waters for thousands of years.

Following the arrival of Europeans in 1836, it soon became the main seaport for the colony of South Australia and renamed Port Adelaide. It became a major commercial and industrial centre, with warehouses, shipbuilding yards, boat sheds and bustling docks.

At the heart of what has become a somewhat fragmented riverfront urban area, is the Civic Area, rich with layers of cultural history, architectural significance, and industrial heritage. However, it is nestled within a declining urban estuarine ecosystem, marked by a lack of cultural vibrancy and facing social and economic challenges.



Adapted from: A Regenerative Approach to Precinct Planning, ReWonder 2024

Four principles to inform a regenerative approach to the development of the Port Adelaide Civic Area

1. **Life-centric:** Acknowledging complexity and that everything’s connected
2. **Place-sourced:** Honouring the unique essence and potential of place
3. **Community fed:** Fostering custodianship, as good ancestors for future generations
4. **Adaptive:** Embracing flexibility and responsiveness to enable evolutionary flourishing

Adapted from: A Regenerative Approach to Precinct Planning, ReWonder 2024

To achieve a regenerative approach to planning and implementing the civic area, a coordinated programme of research, actions, projects, and consultations has been recommended. This "Regenerative Co-Lab" may run for 12-18 months to further develop and test the four principles to achieve regenerative change for this place.

ReW nder

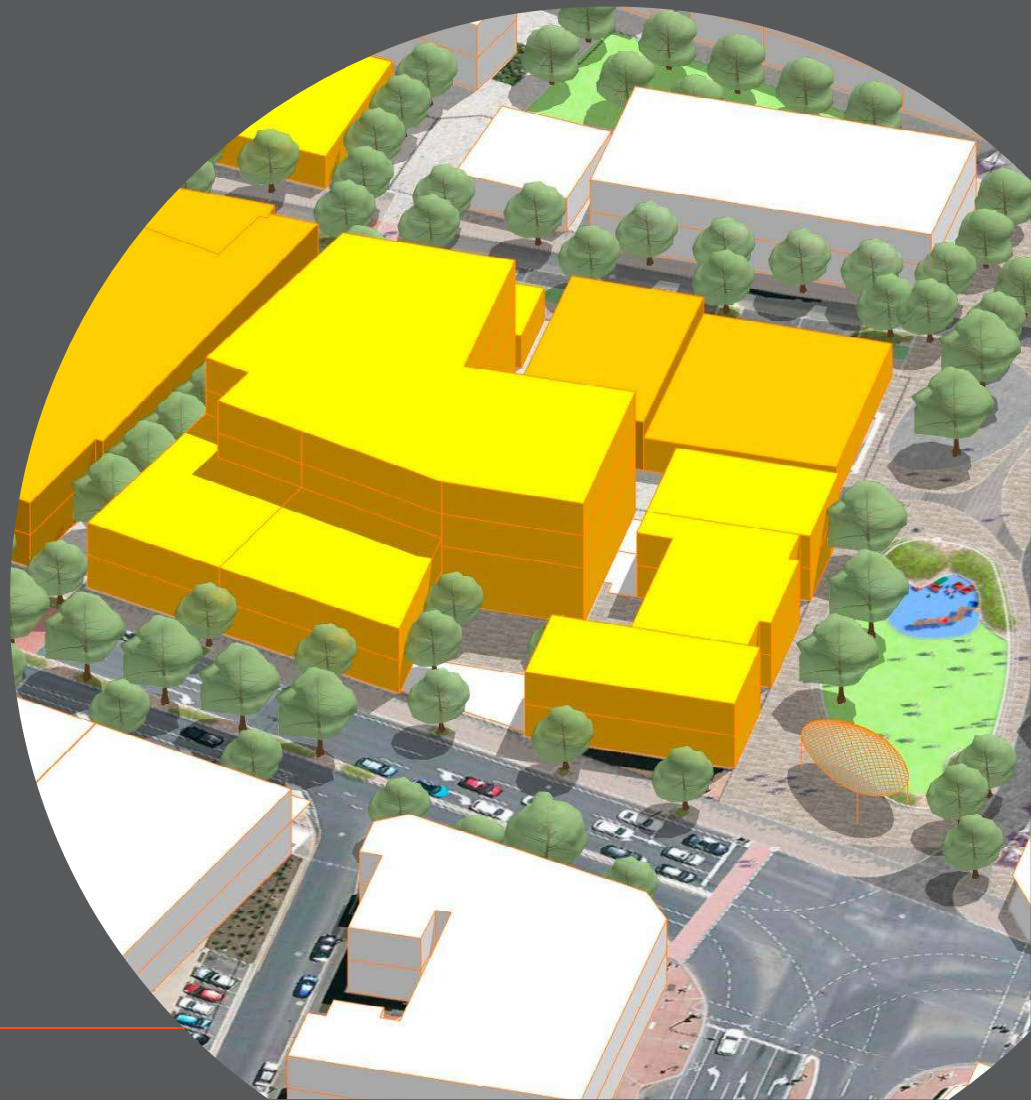
Principles	Key Actions	Systems Needed	Outcomes
Life-Centric	Nature-based solutions, fostering interconnectedness between human and ecological systems	Ecosystem monitoring, biophilic design codes	Enhanced biodiversity and ecological health, contributing to global climate resilience
Place-Sourced	Honour ecological, cultural, and historical uniqueness in urban design	Cultural mapping, place-sourced engagement processes	A deeply rooted sense of place, fostering resilience through custodianship and community identity
Community-Fed	Co-governance models, fostering local economic resilience and community empowerment	Participatory governance platforms, community wealth-building initiatives	Empowered future generations community stewardship, social, cultural, and economic regeneration
Adaptive	Embrace flexible infrastructure, adaptive reuse, circular design, and green technologies	Climate-responsive design, continuous learning hubs, circular economy practices	Responsive resilient urban systems that evolve with climate change and other challenges, adaptability that honours ecological and cultural heritage



10. Vision

Our Vision for Port Adelaide Civic Area

"Our vision is to regenerate Port Adelaide's civic heart into a welcoming meeting place for all communities, cultures and visitors."





11.

Guiding Principles To Achieve The Vision

Guiding principles



Meeting Place

_Create a central meeting place for Port Adelaide Enfield community.

_Hub of community services and facilities.

_A destination for personal, social and community connections.

_Mixed use precinct including diverse business, community and hospitality activities.

_A place that is busy and vibrant with day-time and night-time activity.

_Use placemaking approaches including the "Power of 10" to activate public spaces with things to do.



Welcoming

_A welcoming place for communities and visitors.

_Identifiably Port Adelaide.

_Tell the stories of the place - heritage, cultures, environments, Kaurna.

_Welcoming to all including young people, older people, people with disabilities.



Civic

_As the civic centre of Port Adelaide Enfield, visibly demonstrates high quality design of buildings and public realm.

_Contemporary spaces for civic engagement.

_A public place not a privatised place.

_Educate about the civic and political history of Port Adelaide.



Regenerative

_Use regenerative planning and design approaches to improve the natural and social benefits of the precinct beyond "sustainability".

_Greener streets, buildings and public spaces - achieve minimum 30% canopy cover.

_Re-imagine the river interface at Black Diamond Square, potentially with elements of nature at the river's edge.

_Make landscaped spaces a strong part of the precinct, designs inspired by Kaurna traditions, "not in straight lines", "Woven Through Time",



Connected

_An accessible precinct by walking, cycling, public transport or car.

_To the Port River and nearby shopping centres and local destinations.

_Emphasising walkability, safe cycling access and shared street designs.

_A safe precinct with lower traffic speeds.

_Balance short-term parking demands with a mode-shift to sustainable transport options.

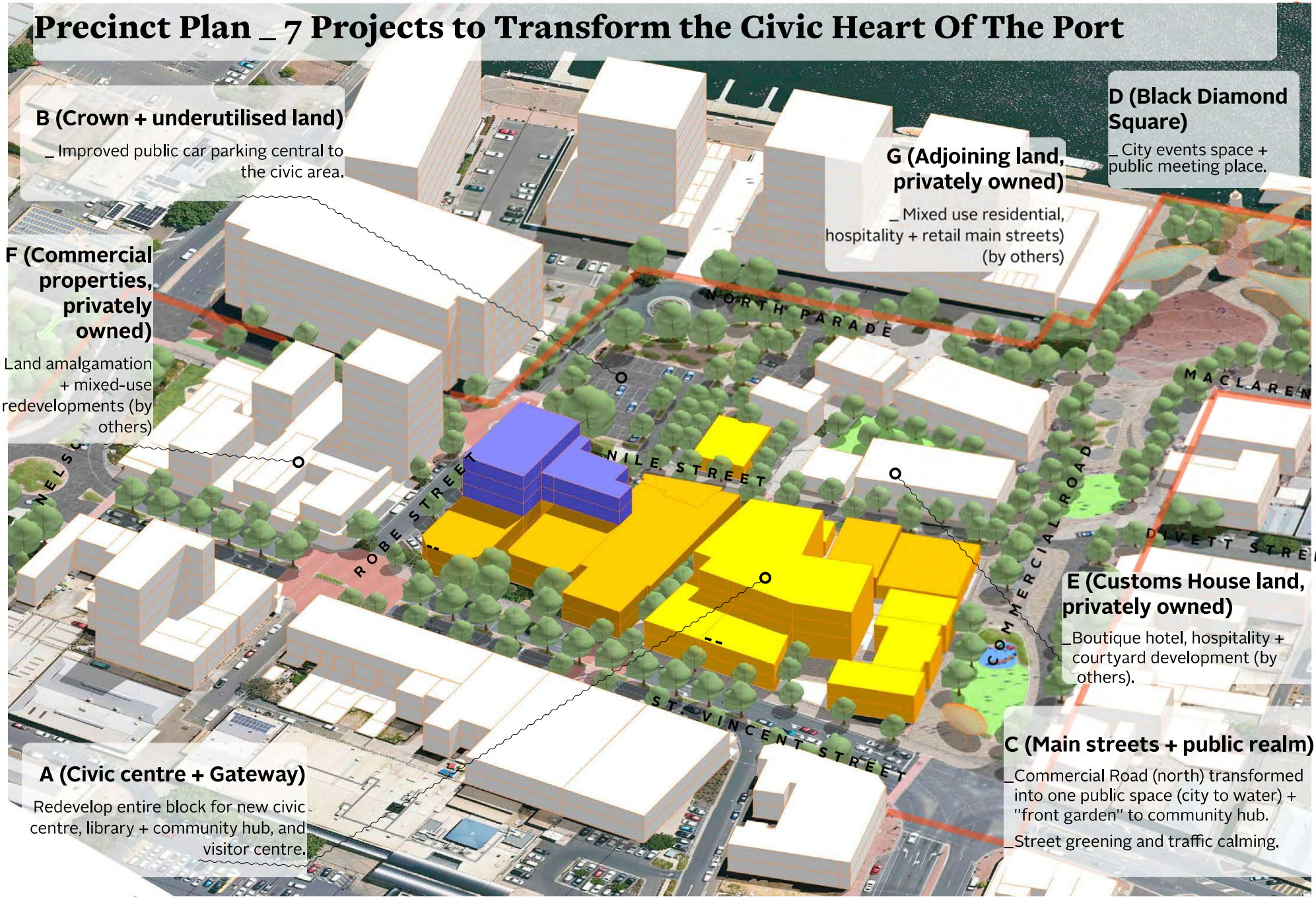
_Work with DIT to integrate public and cycle transport access to the precinct, and appropriate upgrades to DIT roads and intersections.

_Walking route from civic area to Yipti Yartapuultiku Aboriginal Cultural Place.



12. Precinct Plan _ 7 Projects to Transform the Civic Heart Of The Port

Precinct Plan _ 7 Projects to Transform the Civic Heart Of The Port



B (Crown + underutilised land)

_ Improved public car parking central to the civic area.

D (Black Diamond Square)

_ City events space + public meeting place.

G (Adjoining land, privately owned)

_ Mixed use residential, hospitality + retail main streets) (by others)

F (Commercial properties, privately owned)

_ Land amalgamation + mixed-use redevelopments (by others)

E (Customs House land, privately owned)

_Boutique hotel, hospitality + courtyard development (by others).

A (Civic centre + Gateway)

Redevelop entire block for new civic centre, library + community hub, and visitor centre.

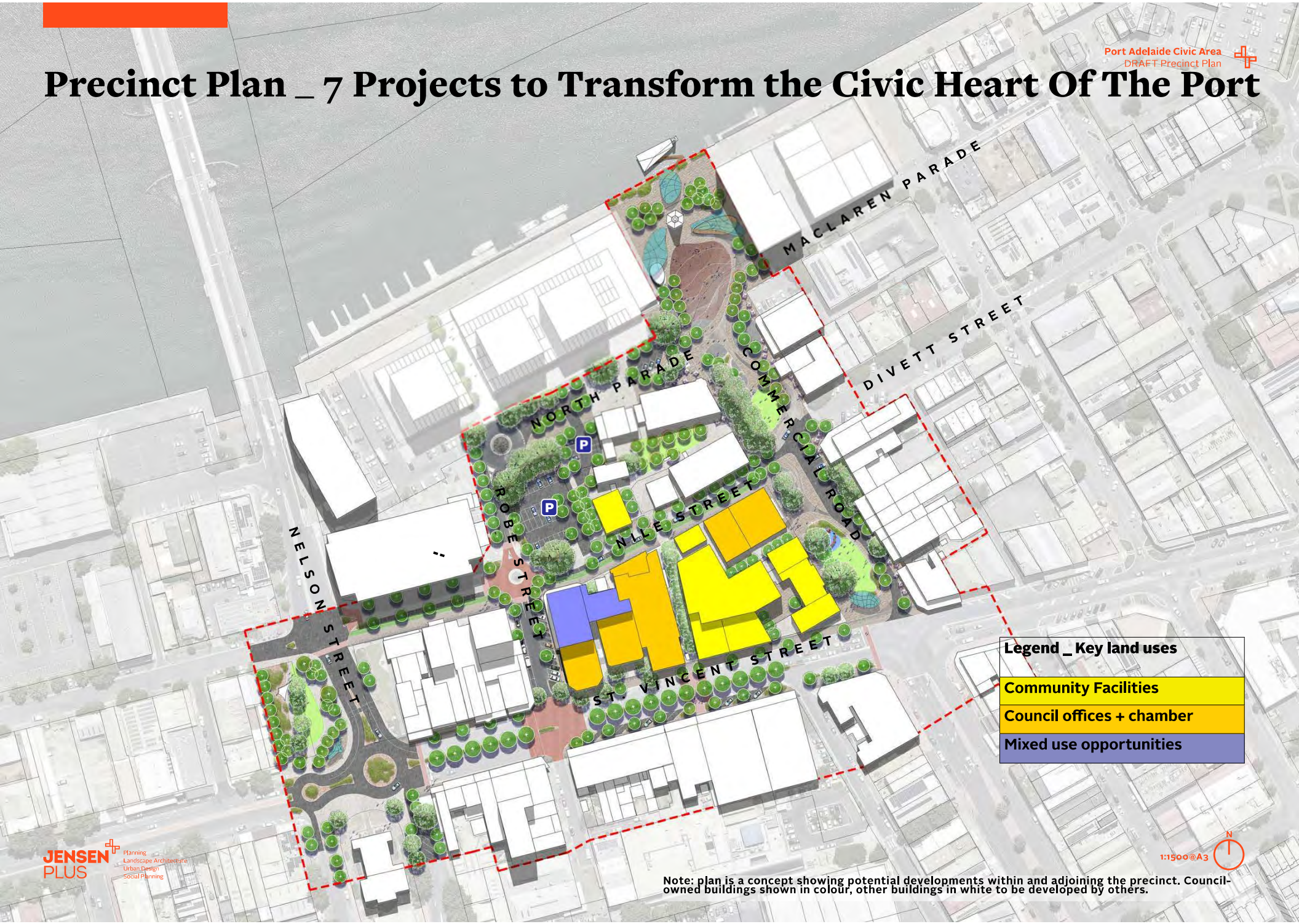
C (Main streets + public realm)

_Commercial Road (north) transformed into one public space (city to water) + "front garden" to community hub.

_Street greening and traffic calming.

Note: plan is a concept showing potential developments within and adjoining the precinct. Council-owned buildings shown in colour, other buildings in white to be developed by others.

Precinct Plan _ 7 Projects to Transform the Civic Heart Of The Port



Legend _ Key land uses
Community Facilities
Council offices + chamber
Mixed use opportunities

JENSEN PLUS
Planning
Landscape Architecture
Urban Design
Social Planning

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Note: plan is a concept showing potential developments within and adjoining the precinct. Council-owned buildings shown in colour, other buildings in white to be developed by others.

Sub-precinct A (Civic centre + Gateway)

Development framework

1. New city library and community hub, with multi-purpose space for community and creative user groups. Includes Council customer service centre. Creates a new destination for the city, in a new building centrally located and integrated with heritage buildings.
2. Pedestrian entries via laneways including Commercial Road (north) and St Vincent Street.
3. Redeveloped Visitor Information Centre as part of integrated civic facility.
4. Renovated Council offices.
5. Council chamber.
6. Mixed use development opportunities above Council office on new building to corner of Robe / Nile Streets.
7. Short-term leasing of council-owned commercial buildings to be investigated to activate precinct prior to major redevelopment.

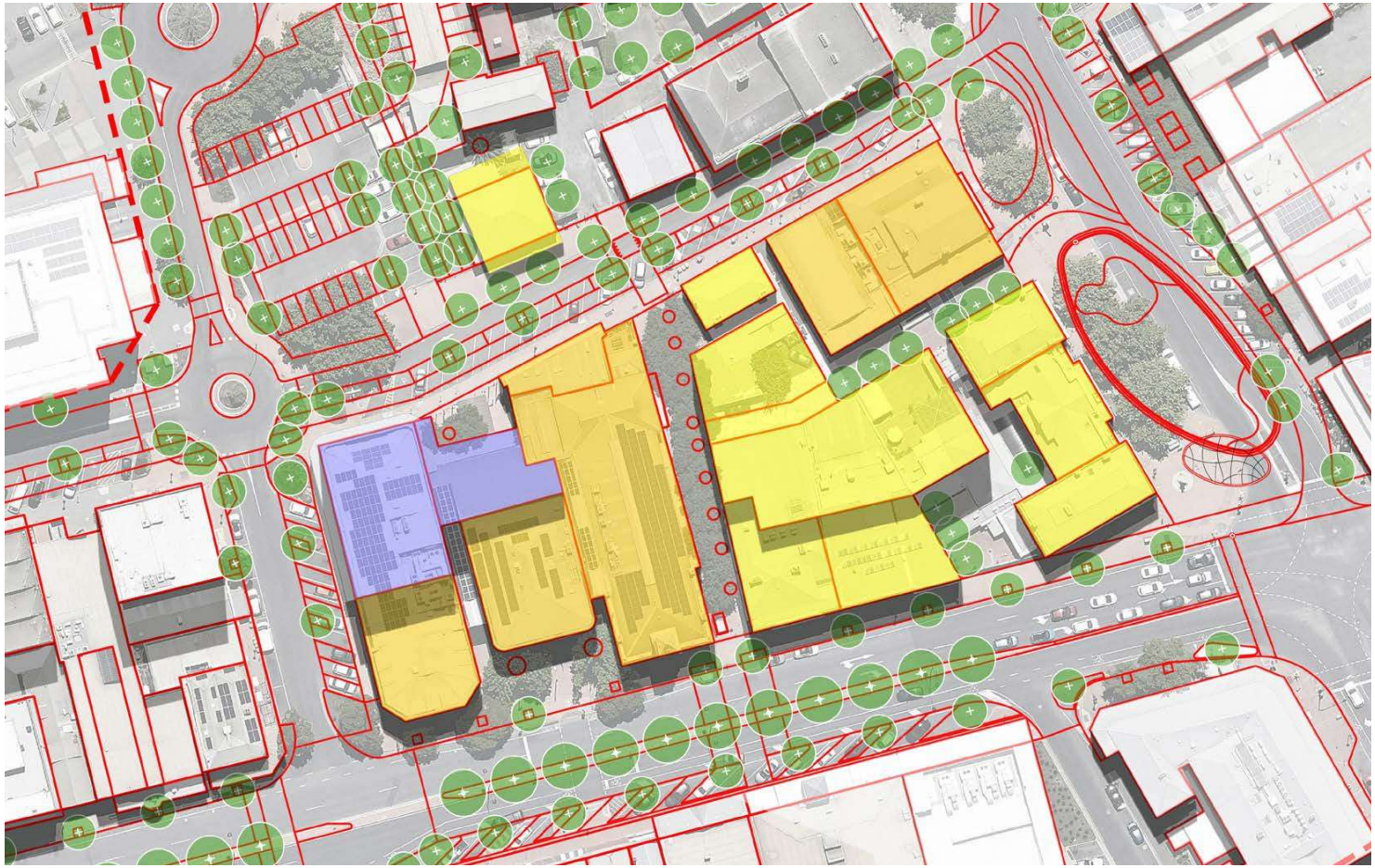




New community hub integrated with heritage buildings, Prospect SA



Visitor Information Centre + laneway (right) to provide access to new community hub from Commercial Road (north - proposed to made into public open space)



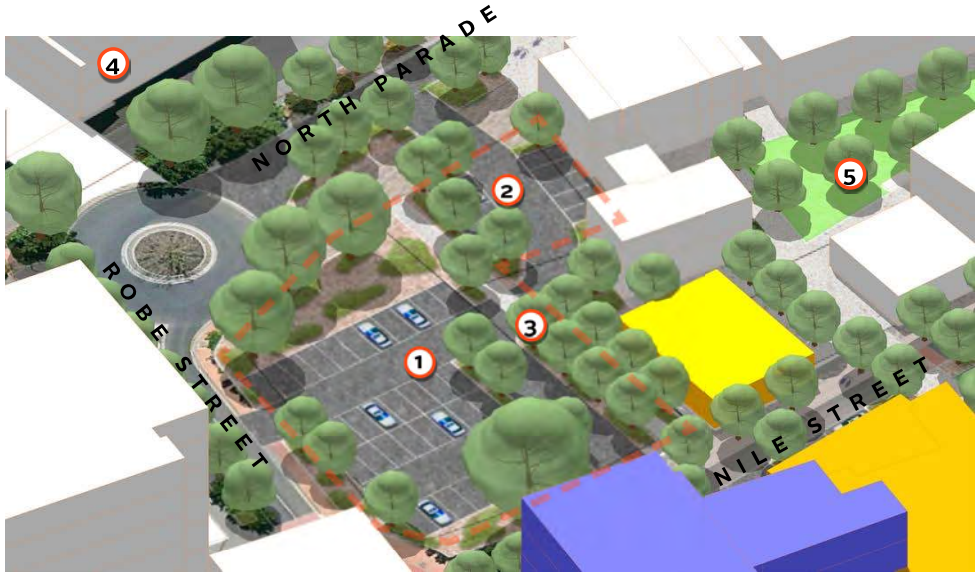
Civic centre + Gateway concept overlayed on existing aerial photo.

Note this layout is conceptual and illustrative and further design investigations will amend and modify this layout.

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N

Sub-precinct B (Crown + underutilised land)





Car park and path concept overlayed on existing aerial photo

Development framework

1. Nile St (at-grade) car park on Crown land at Robe / Nile/ North Pde retained as precinct public car parking.
2. Re-locate Port Environment Centre into new Community Hub complex, utilise land for modest and low-cost expansion of public car parking (total 45 spaces).
3. New path + green link proposed Nile St to North Parade, with access to Customs House development (5).
4. Large short-term car park proposed at Shed 1 site, with long term parking also part of owner's redevelopment plans.

Note: See 13. Equitable Precinct Access for proposed parking approach for different user groups.



Nile Street public car park is centrally located to existing and proposed uses in the civic area



Port Environment Centre building and disused land adjacent. At an appropriate time the Centre could be relocated to new facilities in the civic area.

Sub-precinct C (Main streets + public realm)

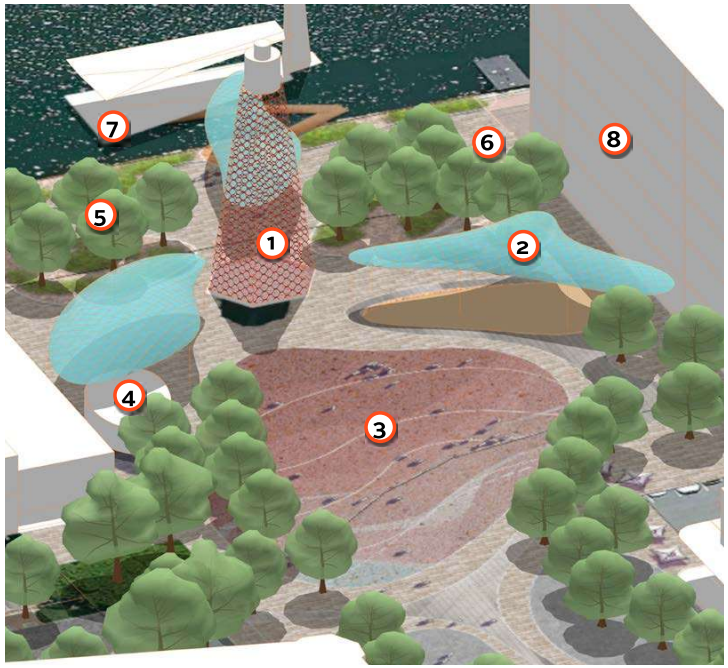
Development framework

1. St Vincent Street greening, footpath and pedestrian crossing improvements.
2. Commercial Road (north) opportunity to re-purpose road reserve as public open space including lawns, play space and seating in front of new community hub and library, and visitor information centre.
3. Footpath access, cycling and parking in front of hotels and shops.

Note: see 12. A Civic Public Realm for more detailed public realm concepts.



Sub-precinct D (Black Diamond Square)







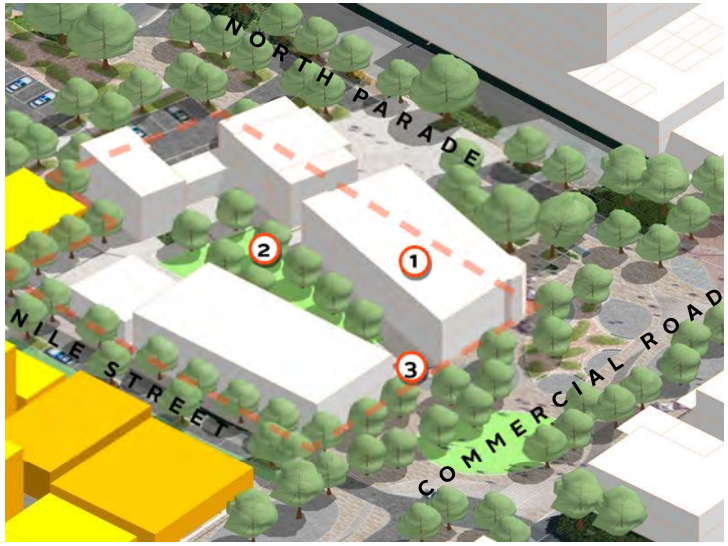


Development framework

1. Lighthouse.
2. Series of large shade structures, organic shape inspired by Kaurna cultural references.
3. Large events space extends across Nth Pde / McLaren Wharf street connection (closed on events days).
4. Public toilets.
5. Large trees for shade + greening.
6. Wharf + walking / cycling route.
7. Re-imagine the river interface at Black Diamond Square, potentially with stepped water / pontoon access, and elements of nature at the river's edge.
8. Adjoining development including proposed hotel which can activate public space.

Note: see 12. A Civic Public Realm for more detailed public realm concepts.

Sub-precinct E (Customs House land, privately owned)





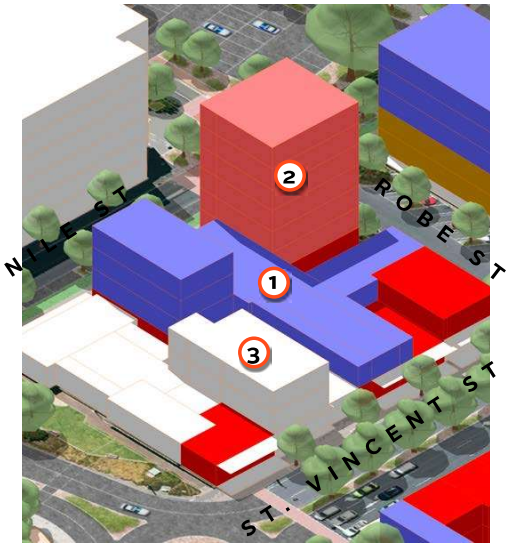
Development framework

1. Customs House, the Telegraph Office and Institute buildings are proposed to be developed (by landowner) as a boutique hotel with the central Harbour Masters building to be demolished.
2. Opened up courtyard spaces behind Customs house.
3. New entry to Commercial Road public space.



Landowner concept for Customs House redevelopment

Sub-precinct F (Commercial properties, privately owned)



Development framework

1. Land amalgamation + mixed-use redevelopment (by others).
2. Opportunity for mixed-use building with residential on corner Robe / Nile Streets (by others). Shown as seven storeys, similar to height of adjacent office building.
3. Some sites and buildings do not redevelop.

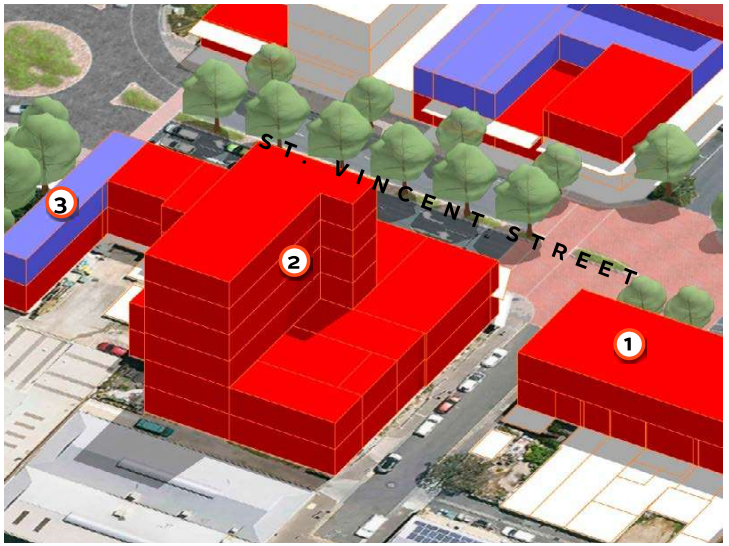




Walyalup Civic Centre and High Street public space, Fremantle, WA

Sub-precinct G
(Adjoining land, privately owned)





Development framework
(informed by previous proposals and development applications by landowners)

1. Shed 1 / Fisherman's Wharf redevelopment (by others). Food and beverage tenancies along wharf to enjoy north-facing river views and activate the wharf with people.
2. (cont.) Proposed podium car parking (assumed two levels).
3. (cont.) Three residential towers, including one for retirement accommodation. Good location with north-facing aspect and water views.
4. Ensure strong connection to waterfront from city.
5. Two hotel developments proposed (by others) east of Black Diamond Square, with river views.

Development framework
(informed by previous proposals and development applications by landowners)

1. Bower Buildings, local heritage listed two-storey shops.
2. Two storey shops and hotel, redevelopment proposed (by others).
3. Two-storey mixed-use redevelopment (by others).

Legend _ Key land uses
Community Facilities
Council offices + chamber
Hospitality, retail + visitor accommodation
Mixed use opportunities
Residential accommodation

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Landscape Architecture
Urban Design
Social Planning

Precinct plan future connectivity _ key elements

See 13. Equitable Precinct Access for additional transport commentary

Walking



_Key pedestrian links

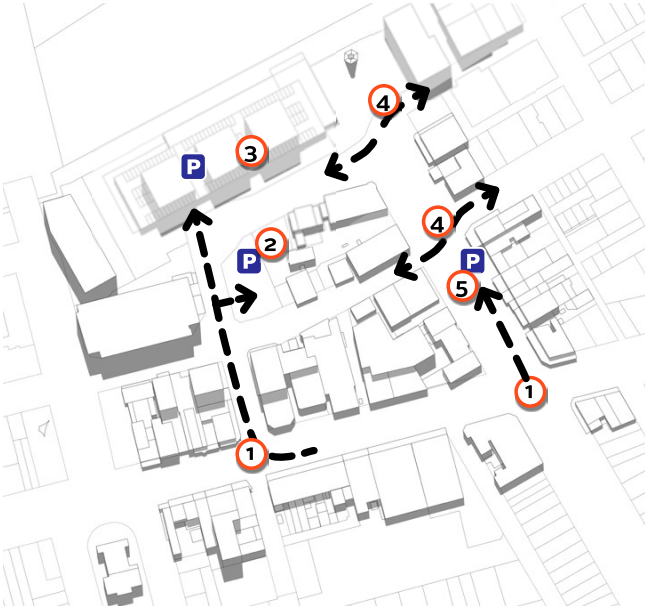
_(standard footpaths not shown)

Cycling



_Cycle lanes + shared paths

Traffic + Parking



1. Vehicle entry from St Vincent Street to access precinct car parking. Review Operating Plan with DIT to account for precinct plan, Port Dock Rail Station etc.
2. Expand Nile St public car park using Port Env Centre land.
3. Shed One / Fisherman's Wharf site. Proposed at-grade car park (short term, public use, paid). Medium term development with multi-level podium car park (assumed some public access, paid).
4. Local street connections.
5. Parking / loading for shops / hotels.



13. A Civic Public Realm

A Civic Public Realm _ Concept Plan



JENSEN PLUS
Planning
Landscape Architecture
Urban Design
Social Planning

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Note: plan is a concept showing potential developments within and adjoining the precinct. Council-owned buildings shown in colour, other buildings in white to be developed by others.



Renewing Black Diamond Square into a major events space...

Re-imagining the river's edge into a more natural and landscaped interface with water / pontoon access...



Functional elements including shade structures, seating, events infrastructure...

Design themes includes regenerating nature, cultures and histories... "weaving through time"...





Commercial Road (north) as the front garden to the community hub, active every day with library visitors, bringing custom to shops and hotels...

Supporting Customs House redevelopment with urban streetscape + outdoor spaces...

New green space for the city in a more sheltered spot away from the waterfront.....







Commercial Road (north)
Public realm Concepts





Tree planting and landscaping to improve streetscape amenity, and minor changes to pedestrian and traffic access for direct and convenient precinct access.





St. Vincent Street
Public realm Concepts



Incorporating DIT's design to improve safety and accessibility at St Vincent Street and Nelson Street intersection.







Pedestrian laneways will be important to connect new community hub building entrances to surrounding streets...

Creating intimate spaces to relax...

Nile Street provides local cycle connections east-west...



JENSEN PLUS
Planning
Landscape Architecture
Urban Design
Social Planning

Nile Street + Laneways
Public realm Concepts

June 2024
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Nile Street + Laneways
Public realm Concepts



A modest expansion of the Nile Street public car park is proposed...

to include a new footpath from Nile Street to North Parade, also enabling access to Customs House courtyards...







Nile Street Car Park + North Parade
Public realm Concepts



14. Equitable Precinct Access

Equitable Precinct Access

Summarised from: Transport Review, Analysis and Recommendations, Tonkin 2024

Tonkin has analysed the transport, access and movement context for the civic area, including access by public transport, car, walking and cycling.

The Draft Precinct plan has also been reviewed and several recommendations made to support the plan's objective to provide sufficient and equitable precinct access.

Considerations

- Traffic movements to and within the Precinct
- Parking for on-street and off-street spaces
- Walk access through and to the Precinct
- Walk access to bus stops and Port Dock train station
- Cycling to and through the Precinct



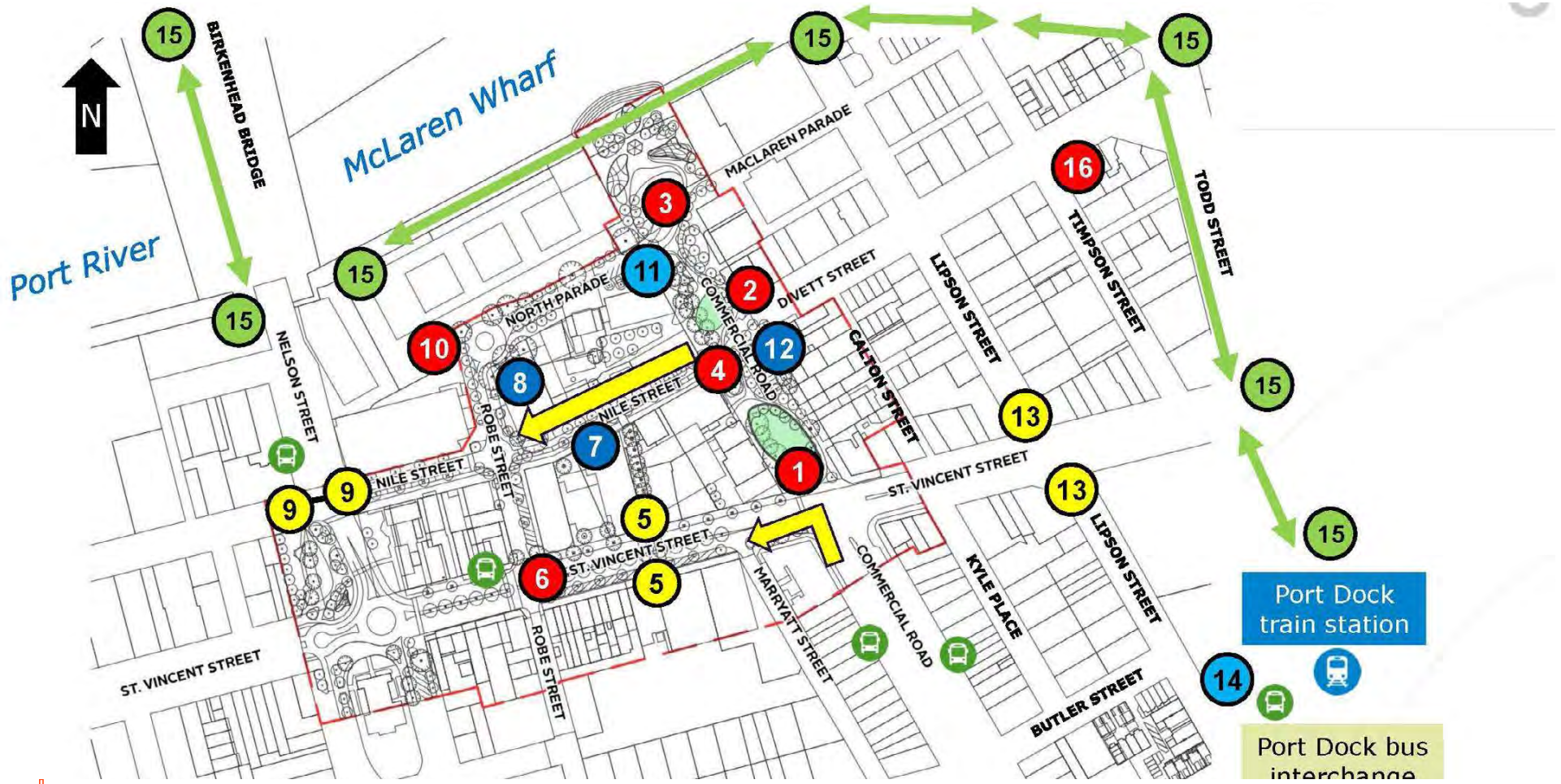




Proposed Changes for Access and Parking within the Port Adelaide City Centre Precinct

(See next page for description of numbered items)

Summarised from: Transport Review, Analysis and Recommendations, Tonkin 2024



Proposed Changes for Access and Parking within the Port Adelaide City Centre Precinct

(See previous page for location of numbered items)

Summarised from: Transport Review, Analysis and Recommendations, Tonkin 2024

1. Allow drop-offs and short-term timed on-street parking in Commercial Road to restaurant and pub patrons.

2. Close Commercial Road between Divett Street/Nile Street and North Parade to be a pedestrian only area.

3. Design the east-west connection between North Parade and McLaren Parade to be a two-way shared traffic and pedestrian zone with a 10 km/h speed limit. This maintain traffic access while supporting a high quality placemaking at Black Diamond Square to the north and Commercial Road businesses to the south of North Parade.

4. Retain westbound only traffic in Nile Street between Commercial Road and Robe Street. Retain two-way traffic in Robe Street and Nile Street west of Robe Street for access to the existing off-street car parking areas with access from the State Government office building.

5. Relocate the existing Pedestrian Actuated Crossing (PAC) in St Vincent Street to be 30 m east to align with a north-south pedestrian route between Port Adelaide civic centre and the Port Mall entrance. This will provide access to the carparks at the shopping centre.

6. Provide a right turn bay in the median for traffic to turn from St Vincent Street into Robe Street.

7. Retain the short-term timed parking in Nile Street and Robe Street.

8. Retain the existing surface carpark at the northeast corner of Robe Street and Nile Street with the existing parking controls with parking for some Council staff and some 2-hour public parking spaces.*

9. Implement the Bicycle Pedestrian Actuated Crossing (BPAC) across Nelson Street at Nile Street to provide safe and convenient pedestrian access to bus stop 41 on the west side of Nelson Street for northbound bus services. The southbound bus stop 41 is retained on the north wside of St Vincent Street.

10. Retain the small roundabout at the north end of Robe Street for two-way traffic and access to the Quest apartments and parking area west of Robe Street.

11. Retain the tourist coach zone in Commercial Road at North Parade at Customs House.

12. Provide disabled access parking spaces in Commercial Road south of Nile Street to service future patrons to the Council Library and community centre.

13. Install a pedestrian refuge in St Vincent Street at Lipson Street to support a safer walk route along Lipson Street to the Port Dock bus interchange and train station.

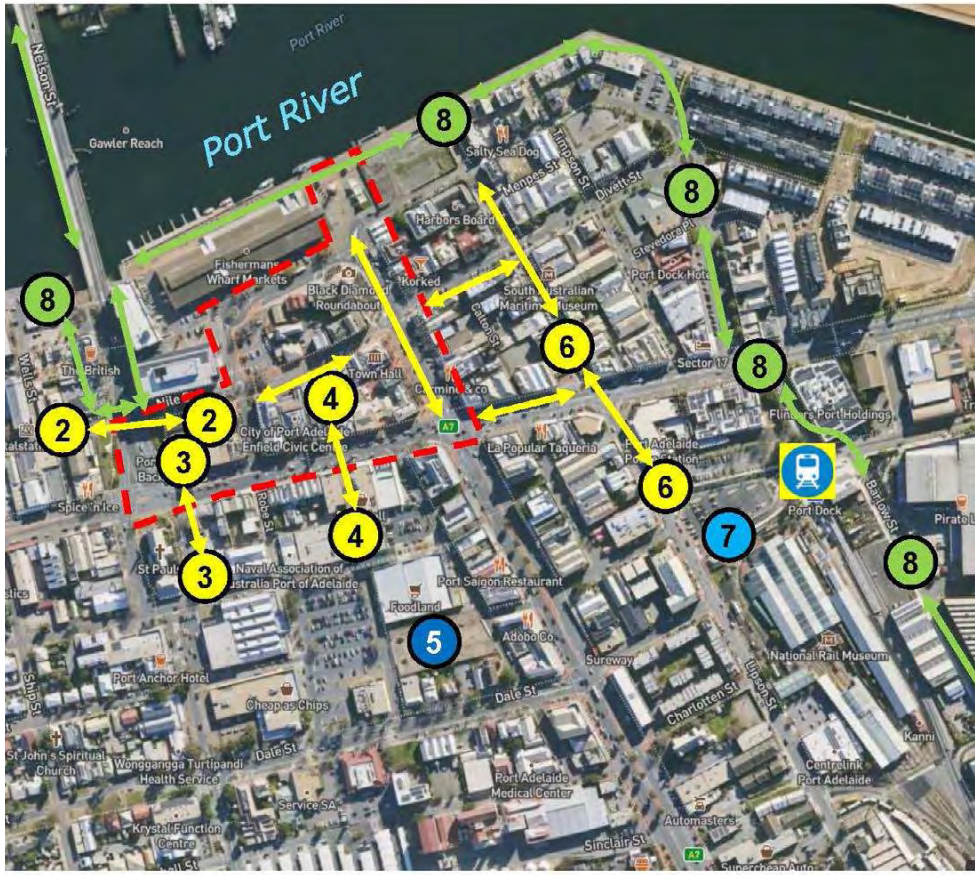
14. Promote use of the Port Dock train station for commuters to the Port Adelaide civic centre.

15. Implement an area wide 40 km/h speed limit on all streets in Port Adelaide precinct including St Vincent Street west of Nelson street and Commercial Road north of Grand Junction Road.

* Note: decked car park at Nile Street is not recommended because: a. It will encourage more traffic into the civic centre precinct from Robe Street south and Nile Street from the east, b. It is a major cost for either a private owner or Council and would require paid parking or subsidised parking from the Council., c. It does not promote alternative transport modes in the precinct.

Connections to Surrounding Port Adelaide Centre

Summarised from: Transport Review, Analysis and Recommendations, Tonkin 2024



1. Encourage all day parking for workers at the Hart's Mill carpark which is 300m west of Nelson Street. Provide clear wayfinding signage to walk to the Port Adelaide Civic Centre.
2. Implement a Bicycle Pedestrian Actuated Crossing (BPAC) across Nelson Street at Nile Street, instead of the pedestrian crossing north of the proposed St Vincent Street roundabout.
3. Implement double roundabout at St Vincent Street and Nelson Street with new pedestrian crossings on St Vincent Street to provide an improved pedestrian link to Quebec Street via Church Place.
4. Relocate the existing Pedestrian Actuated Crossing (PAC) in St Vincent Street to be 30 m east to align with a north-south pedestrian route between Port Adelaide civic centre and the Port Mall entrance. This will provide access to the carparks at the shopping centre.
5. Repurpose the existing underutilised decked carpark south of the Foodland supermarket with access from Dale Street. This could be a new development project with mixed use retail.
6. Install a pedestrian refuge in St Vincent Street at Lipson Street to support a safer walk route along Lipson Street to the Port Dock bus interchange and train station.
7. Promote use of the Port Dock train station for commuters to the Port Adelaide civic centre.
8. Complete the Outer Harbor Greenway with two Bicycle Pedestrian Actuated Crossings (BPACs) across Nelson Street at Nile Street and St Vincent Street between Todd Street and Baker Street.

Parking solutions for different precinct users

Summarised from: Transport Review, Analysis and Recommendations, Tonkin 2024

Parking Solutions for Different Parking Users

Parking User	Time of Use	Existing Parking	Proposed Parking Solution
Precinct workers and Council staff	Weekdays 8 am to 6 pm	On-street on Nile Street; off-street car park at Robe/Nile Street; State Government car park in Robe Street	Encourage all workers to use public transport or park beyond the civic precinct at the Shed 1 temporary carpark or elsewhere; provide shared use of Government off-street car parking for staff or use of Hart's Mill car park
Visitors for business, the Council office, council library and community hub	Weekdays 9 am to 5 pm	On-street timed parking in Nile Street and Robe Street	Encourage visitors to Council and private businesses to use the short-term 2-hour parking in Nile Street and Robe Street; alternative free parking at Hart's Mill or south of St Vincent Street in the shopping centre carpark
Visitors to restaurants and tourists to Black Diamond Square and McLaren Wharf	Evenings, weekends and public holidays	On-street timed parking in Commercial Road for restaurants and pubs; paid parking on North Parade	Use public car parks in shopping centre precinct; Robe Street/Nile Street surface carpark spaces
Shoppers	Weekdays from 9 am to 9 pm; weekends until 5 pm	Public parking south of St Vincent Street; on-street parking in Commercial Road south of St Vincent Street	Repurpose the former Council multi-deck carpark south of the Romeo's Foodland west of Marayat Street

65



15. Community Architecture In A State Heritage Area

Port Adelaide Civic Precinct Plan Built Heritage Adaptive Reuse, Phillips Pilkington Architects (2024)



Adaptive Reuse Principles for Civic Area

1. Understand the Place

Review conservation plans, analysing building and site history and context.

2. Developing the brief

New uses should maximise retention of historic fabric and the existing spatial configuration

Explore alternative uses to test fit with existing building layouts.

3. Adaptive Reuse

Retain the perimeter footprint of the original building wherever possible. Retention of the facade only is not acceptable.

4. Extending Existing Buildings

Develop extensions that are clearly delineated from the existing buildings in accordance with the principles of the Burra Charter (which guides design approaches to heritage conservation).

Utilise an understanding of the existing building to develop compatible built form (materials, scale etc.)

5. Infill Development

Infill development must respond to the civic centre context including scale, height, openings etc.

New development should not mimic existing adjacent heritage fabric but provide a contemporary response to its context.

6. Height

Respect the scale of existing buildings in any extensions or infill development. Maintain the predominant 2 storey scale along the primary streets of St Vincent Street and Commercial Road.

Setback new built form to maintain view and sightlines ...new development that is up to five stories is likely to maintain the prominence of existing buildings.

7. Protecting Laneways

Retention of laneway character contributes to human scale with its fine grain.

Minimise potential overshadowing by any new development abutting the laneways.

Minimise bridging of laneways / where necessary design the bridge only to be as lightweight and transparent as possible..

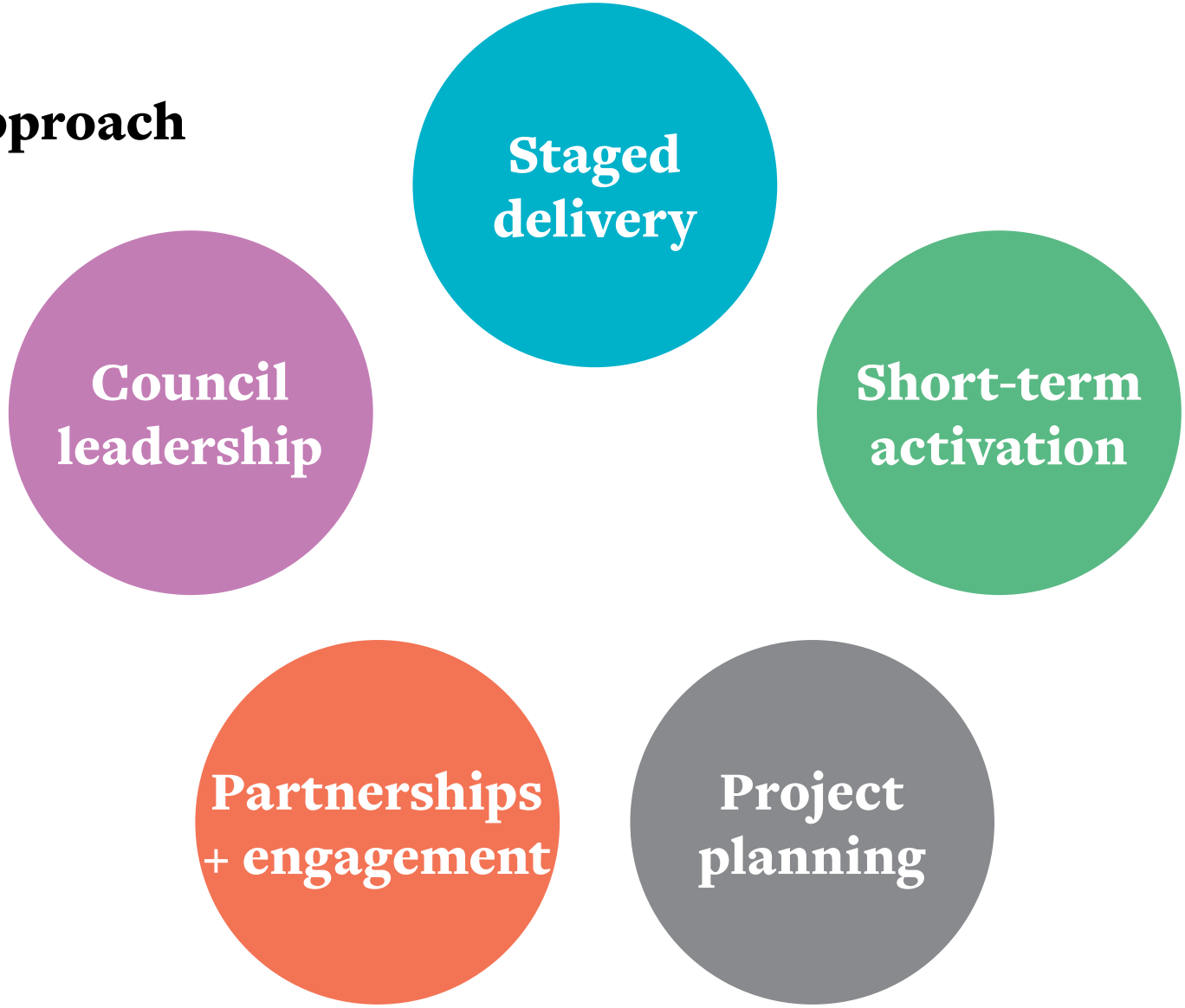


16. Implementation Strategy For The Precinct

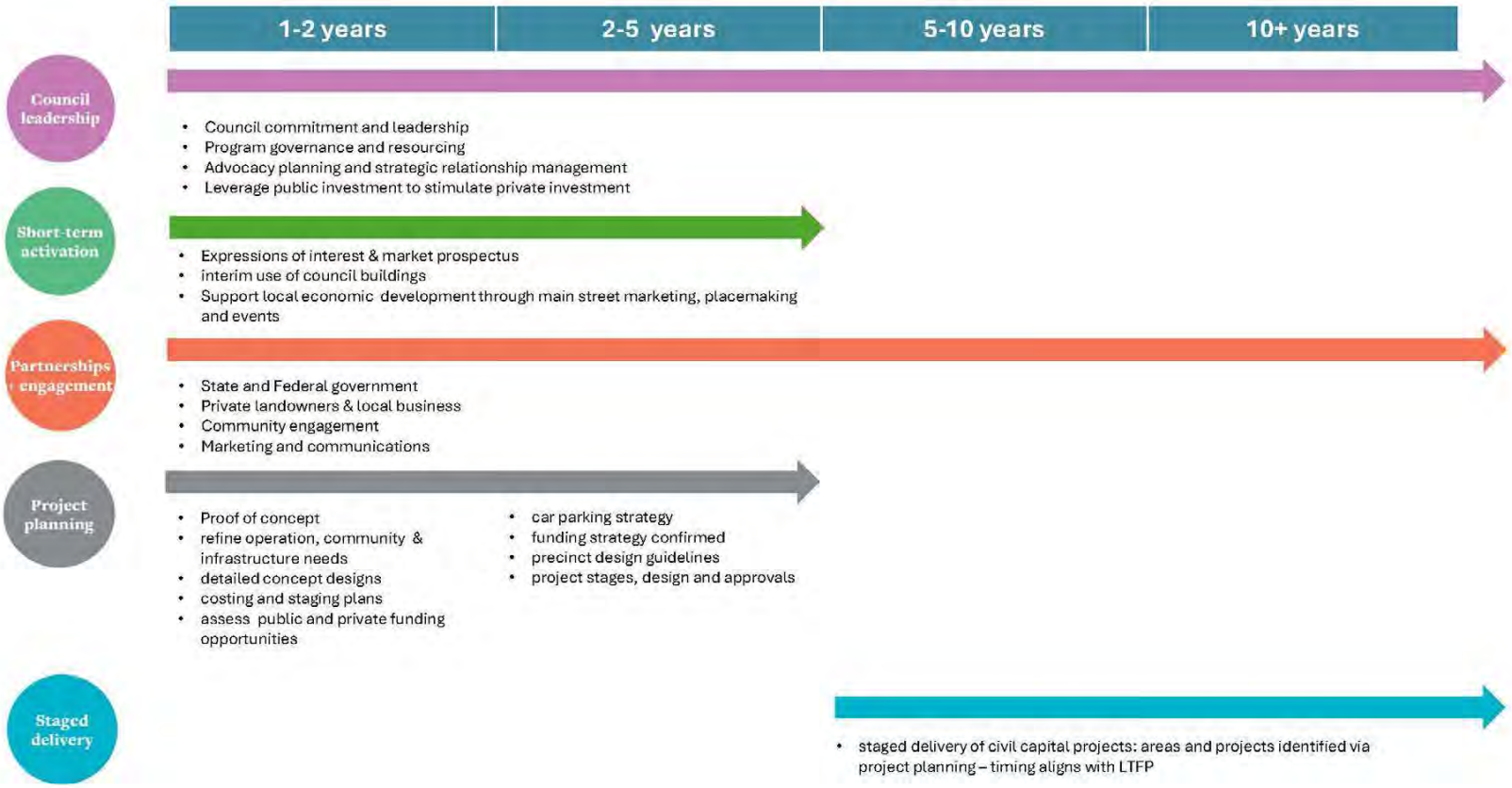
Implementation approach

The Precinct Plan presents a long-term vision and requires a long-term approach to its implementation.

Five themes have been developed to guide the focus of implementation activities, which will by necessity take place over several years, and with the input of many individuals and groups.



High-level Implementation Programme



Implementation recommendations

Council leadership

Indicates short-term recommended action 0-2 years

1. **Council should clearly commit to the precinct and take on a leadership role for precinct development and curation.**
2. **Appoint a project leader, with structure and staffing to oversee delivery, and supported by appropriate internal governance such as a steering group.**
3. **Commit to developing the Community Hub (in sub-precinct A) as the catalyst project for the precinct.**
4. **To lead and demonstrate a regenerative approach to precinct renewal, initiate and fund a coordinated programme of research, actions, projects, and consultations. This "Regenerative Co-Lab" could run for 12-18 months to further develop and test the regenerative principle and how it can be incorporated in the project's development (see p29 for examples of initiatives).**
5. **Leverage public investment (e.g. streetscapes or public transport) to stimulate private investment in new buildings and businesses.**

Staged delivery

6. Divide the area into several (we identify seven but it could be more) projects, to enable staged delivery over time.
7. Include smaller and pilot projects to test ideas and build community support.
8. Begin public realm and property development projects in a focussed area (i.e. Community Hub in sub-precinct A and Commercial Road north) to generate momentum and strengthen identity.

Indicates short-term recommended action 0-2 years

Short-term activation

9. **Investigate commercial leasing of council-owned properties and other spaces to activate precinct in short term.**
10. **Engage an experienced real estate agent to provide an appraisal, and if deemed viable, conduct a marketing campaign (potentially with an investment prospectus) to pursue tenants.**
11. **Consider low rent, business incubator, or co-working spaces for short term activation, if aligned to council's economic development strategies.**
12. **Support local economic development through a main street marketing, placemaking and events programme over one to two years.**

Partnerships + engagement

13. Develop a community engagement plan and key messages about the project benefits.
14. Undertake community and stakeholder engagement for the draft precinct plan, and then ongoing for major projects as the precinct develops.
15. Continue engagement with established stakeholder and interest groups (e.g. heritage, Kaurna etc).
16. Include interesting engagement methods to get community interest (e.g. "behind the scenes tours").
17. Establish a reference group to guide implementation, including business / community members, and precinct landowners, with a clear terms of reference.
18. Investigate private investment opportunities (such as sale, lease, co-investment) via a facilitated EOI process.
19. Foster partnerships and manage relationships with precinct landowners / developers to encourage developments on non-council land.
20. Partner with building owners to restore heritage buildings (e.g. on St Vincent Street or Commercial Road north), including a review of the available grants.
21. Liaise with Department of Infrastructure and Transport (DIT) to ensure Precinct Plan is consistent with Network Operating Plan, or review this plan and delivery of road treatments as required.
22. Liaise with SA Government and local member to secure ongoing use of Nile Street car park.
23. Liaise with Renewal SA and/or retail landowners to secure utilisation of Hart's Mill car parking area and/or decked car park south of St Vincent Street.

Indicates short-term recommended action 0-2 years

Project planning

24. Prepare a building condition report for Council buildings where required.

25. Refine and localise council operational needs, and community infrastructure needs, to refine a design brief for the next phase of concept design and testing.

26. Prepare a detailed concept design for Sub-precinct A Civic centre + gateway, B Crown land, C Main streets + public realm and D - Black Diamond Square, supported by technical studies (e.g. traffic modelling and design), and cost estimates.

27. Evaluate benefits of costed concept design to inform council decision to proceed with the precinct plan and confirm staging.

28. Include in evaluation a risk and benefit assessment of commercial leasing or private investment partnership opportunities, deciding whether to include these or not in the preferred project funding approach.

29. Funding strategy confirming direct, borrowing, grant (including state and federal opportunities) and private investment strategies.

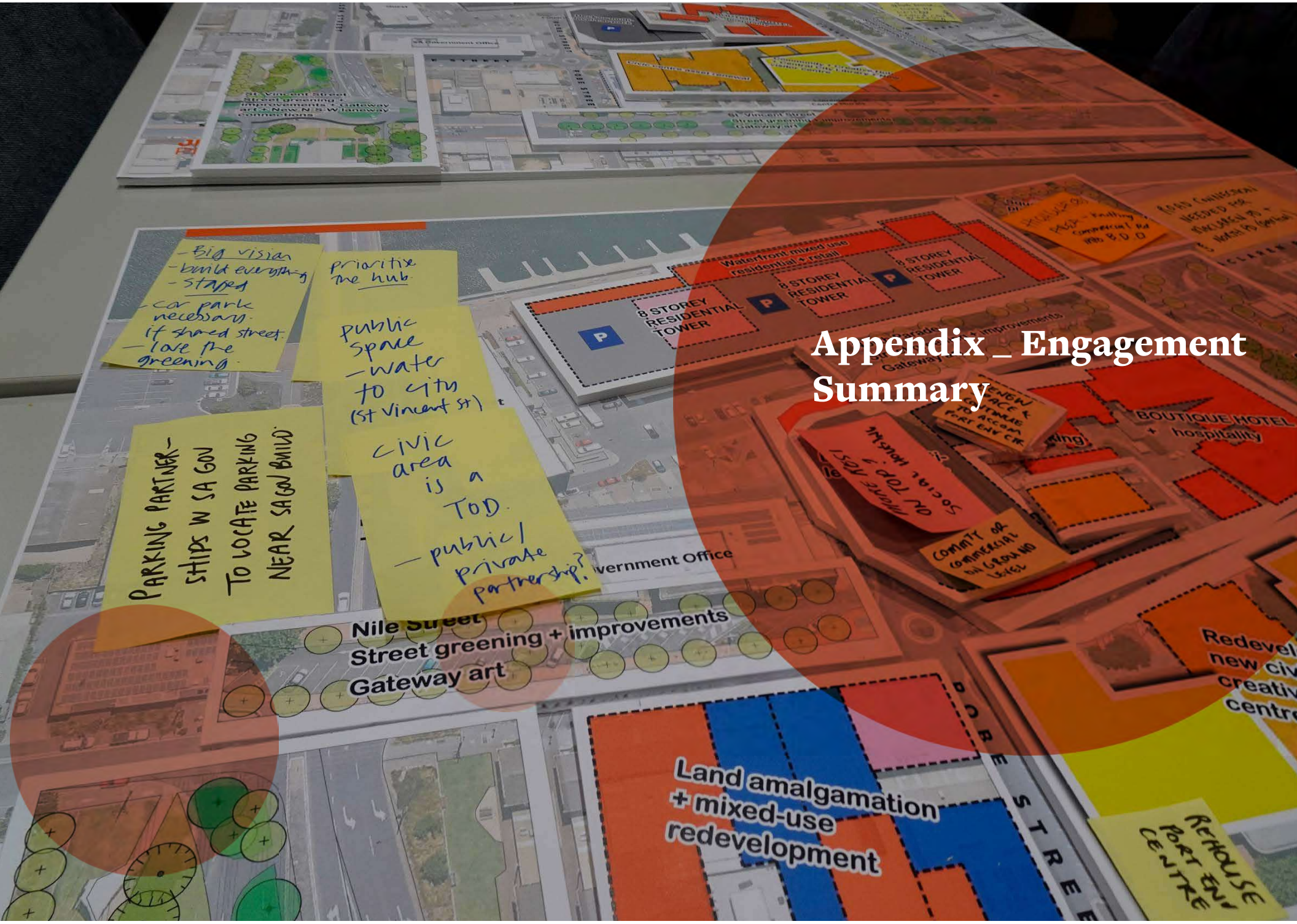
30. Project design, approvals and delivery subject to additional project planning.

31. Utilise the seven heritage adaptive reuse principles in ongoing planning, design and development of the precinct.

32. Develop precinct design guidelines for architecture, heritage, and landscape to ensure high quality developments.

33. Supported by liaison with car park owners (see Partnerships + Engagement), prepare and implement a precinct car parking strategy to confirm parking within and near to precinct, and encourage use e.g. through management, directional and pedestrian signage, and staff guidance.

34. Deliver a package of pedestrian and cycling improvements within the precinct including new or modified PACs, pedestrian refuges, and traffic calming.



Appendix _ Engagement Summary

Elected Members' Workshop _ 30th April 2024

The purpose of Elected Members' workshop was to introduce the team and the project to the Elected Members, to discuss the outcomes of the preliminary strategic investigations, and confirm the overall direction and approach to the Engagement Plan for the Port Adelaide Centre Area Precinct Plan.

An introductory presentation provided a briefing to councillors about the project to date.

The workshop was conducted with the Elected Members split into three groups. Each table was facilitated by a Jensen PLUS team member. Each group were asked the following three questions:

Q1 - "Tell us one or two things that you really value about this part of Port Adelaide?".

Q2 - "How much early engagement should we undertake now?" and

Q3 - " What's your Aspiration or Vision for the civic area?".



Record of key feedback from Elected Members for Q1 - "Tell us one or two things that you really value about this part of Port Adelaide"

_(Port Adelaide is) **Unexpected and beautiful - where old architecture and Buildings meet new art and public realm**

_Adaptable place to connect into a people-place for events

_Visually consistent - trees, buildings and lighting

_Magical Tree Canopy

_**Human Scale Tree Canopy - framing view and buildings**

_**Art - we don't have to go to a Gallery - (make it) accessible**

_Unique Buildings, Diversity, Exploring, Compact

_**Opportunity Abounds**

_Element of Surprise + Discover

_Nautical History e.g. Light House + Maritime Museum

_So much opportunity

_Our Laneways (reference to Melbourne Laneways)

_A lot of potential along eastern side of Commercial Rd

_New Development can compliment the Older Heritage buildings

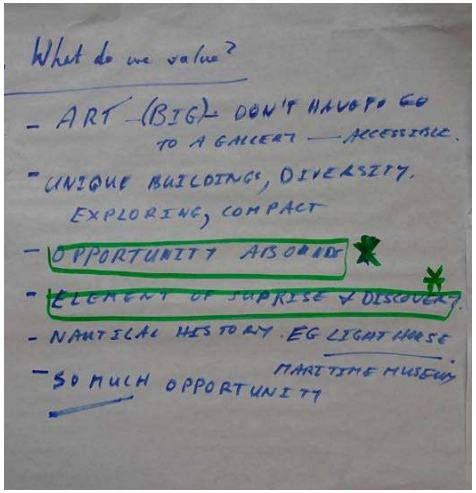
_Value History of place - (The Good/Bad and the Ugly)

_Quirkiness/Arty is an asset

_The Wharf - is underutilised (Sculptural Trail)

_**There is a History of Unions/ Wharfies/Workers Memorial/ Legacy of Unions**

_**Diamond Square/Light House - need a Stage for Events/Stage even**ts to help with activation of the precinct.



Record of key feedback from Elected Members for Q2 - "How much early engagement should we undertake now?"

_ Early engagement with Defence Investment?

_ Be strategic with who is included in early engagement

_ Not every one, But done well'

_ BAE, HANS, ASA, Bureau Hotel Group - Heidi, Lighthouse

_ Some community members are weary and fatigued from consultation

_ Don't go with an open plan (Blank sheet of paper)

_ Manage expectations $$$

_ What is the true potential?

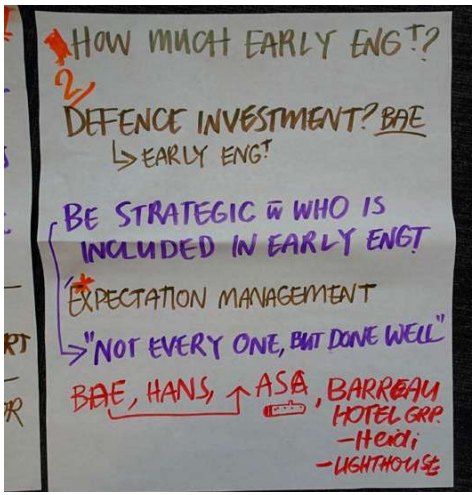
_ How do you see the Vision being realised?

_ **Only consult on viable options**

_ **Come up with a plan/Then do the Engagement**

_ Speak to Major Stakeholders (State Government is key) - What is their vision for the Port? Renewal SA, Services SA.

_ **Consult with Major stakeholders first - then others, after the plan has been prepared.**





Record of key feedback from Elected Members for Q3 - " What's your Aspiration or Vision for the civic area?"



_**The Port as a Destination for Culture, History, Beauty and Hospitality**

_**Meeting Place** before a Day of Exploring

_Celebrate the Water

_All the Pros of the Port knitted together

_**A Place for People, not cars**

_Playful and Fun

_**Library, Galleries, Community Spaces**

_**Need good parking access**

_Accessible, High brow, Curation

_**Active, Events, Engagement, Participation**

_**What is a 'Civic Centre' (place for) Democracy, meeting place, strong purpose**

_Safe

_Keeping/enhancing Heritage buildings

_Fisherman's Wharf is going! This means Less Activity on the Wharf area

_Activation (Laneways/Black Diamond Square)

_**Just having people in the precinct (need more events e.g. regular Yoga classes)**

_**Is residential viable within the precinct?**

_Different Demographics - different groups/demographics

_Attract people from outside of the area (interstate and overseas)

_Anything to bring more people (go to place)

_More street lighting

_What's attracting people to Semaphore (more than the Port)?

_Bring the Tall Ships to the Precinct Wharf - State Government an issue

_**Live outdoor performance events builds on the arts**

_Nightlife/live music

_Activation different times of the day

_Multi-purpose community space needed

Other Items that were raised

_Commercial Road south - St Vincent's being a state government road - competing priorities

_Shared Services - parking already an issue

_Consult with State Government



Elected member observations

1. unexpected and beautiful - culture, history, community, hospitality
2. human scale + tree canopy
3. art, accessible
4. opportunity abouds
5. black diamond events square
6. Only consult on viable options
7. meeting place
8. a place for people not cars
9. library + community spaces
10. need good parking access
11. civic centre - a place for modern democracy with strong purpose
12. just have people in the precinct doing regular things
13. residential?

Co-Design Workshop Summary - 20th June 2024

The purpose of the Co-Design Workshop was to engage collaboratively with the PAE staff, many of whom know the area well and have important insights into how the area could evolve in the future.

The workshop was held on the 20th of June 2024, at the City of Port Adelaide Enfield, with Council staff including the Project Control Group along with other staff, forming a reference group.

Workshop aim

To share information and collaboratively inform the preparation of the Port Adelaide Civic Area Precinct Plan.

Workshop objectives

1. Collaborating with PAE staff
2. Sharing investigations and analysis carried out so far to understand the current state of the Port Adelaide Centre Civic Area
3. Developing a Vision and guiding principles for the precinct
4. Identifying options for the precinct, to better utilise Council-owned and privately owned buildings, streets and public spaces









Workshop activities were designed to capture knowledge from within the group and obtain a collection of ideas and concepts to inform the master planning of the area.

There were 24 attendees at the session, including the project team.

The main group attending the session were a selection of City of Port Adelaide Enfield staff from departments relevant to the project. All attendees were there in-person to participate in the workshop's activities.

The list of attendees is as follows:

_PAE staff
_Trish Hansen (Urban Mind Studio)
_Sue Phillips (Phillips Pilkington Architecture)
_David Snoswell (David Snoswell Property Advisory)
_John Devney (Tonkin)
_Michael McKeown (Jensen PLUS)
_Marko Separovic (Jensen PLUS)
_Reb Rowe (Jensen PLUS)

Workshop activities

There were two activities for the workshops, both required the staff attendees to work in groups of five. Each table was facilitated by a project team member to guide the activities and record insights.



Activity 1: Guiding Principles

In this activity, attendees discussed what they would like to see for the future of the area, and, by setting a range of principles, how they think this should be achieved. If time permitted, groups could also prepare a vision.

Activity 2: Concept development

Working on a base plan of the study area, tokens and representative building footprints were used to locate key land uses, identify placemaking opportunities and show key connections throughout the centre.

The purpose of the Co-Design Workshop was to engage collaboratively with the PAE staff, many of whom know the area well and have important insights into how the area could evolve in the future.



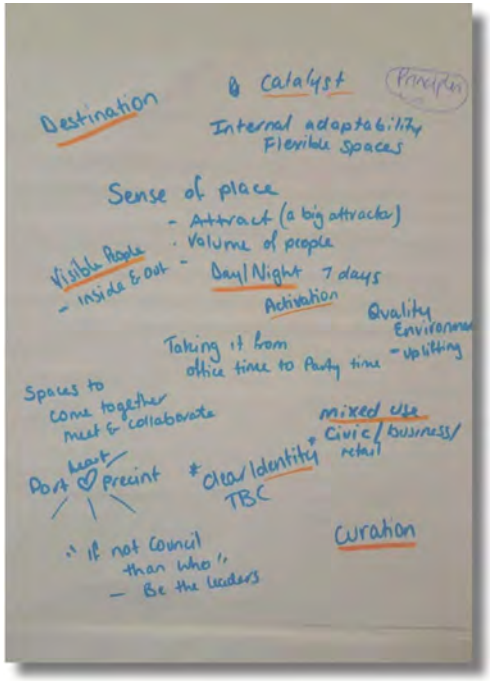




Activity 1: Guiding Principles + Vision

Activity 2: Options development via hands-on master planning activity...

Grouping the Guiding Principle themes (work in progress)



Connectivity

Accessible

To the river

Throughout the centre

Meeting place

A place for people

Green

More meaningful landscaping

Variety

The Power of 10

Mixed use

Day and night interest

Regenerating

A thriving river-side centre

Civic

A place for the public

Community hub and amazing destination

Culture and stories

Services

Knowledge

Leadership

Catalyst development

Curating the place

Clear identity

Stories of people and place

Heritage

Culture

Welcoming

Young people

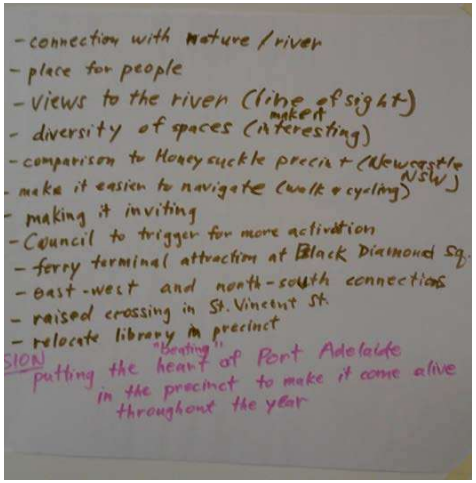
For all people

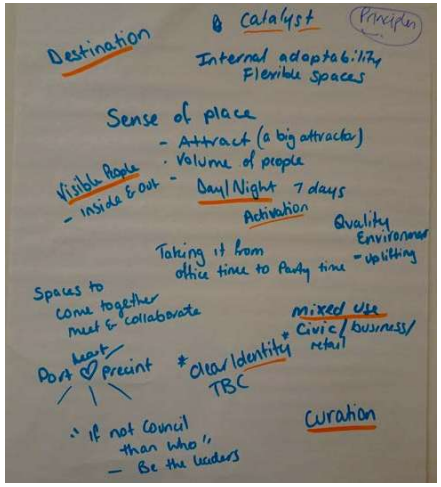
Activity 1: Guiding Principles

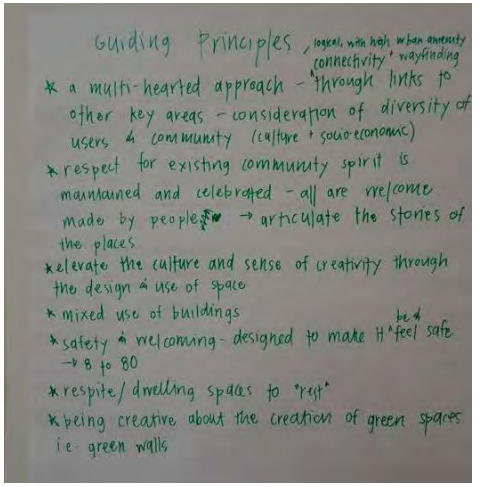
Guiding Principles

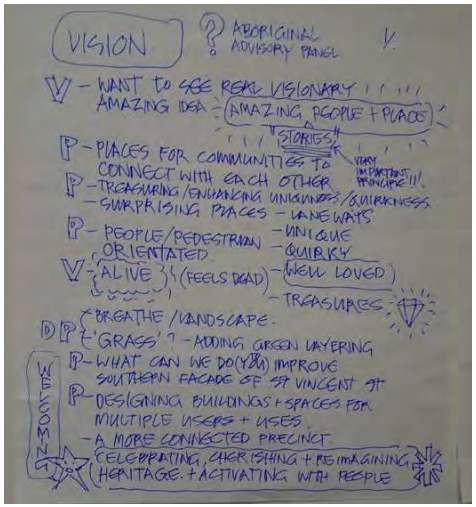
In the first activity, the five groups were asked to create a set of guiding principles for the future of the Port Centre.

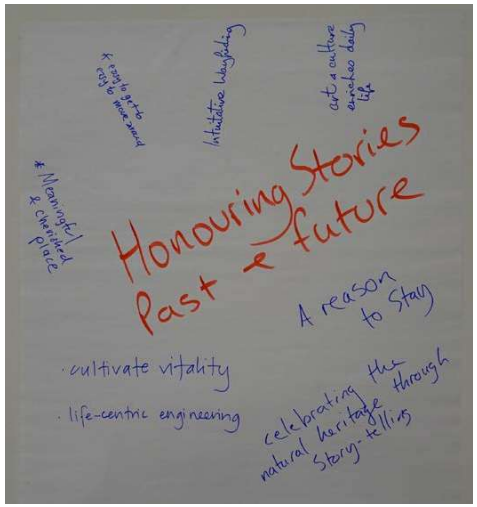
Each set of guiding principles is detailed on this page. There were many common themes which are explored more on the following page.











Activity 2: Concept development (continued)

Group 2: Precinct plan ideas

- Share pedestrian and green streets
- New council building (on car park)
- New "Maker" building + VIC + Library
- Shop top residential rather than residential towers
- Event space and separate green space
- Car park above new council office



Aboriginal Advisory Panel meeting _ 30th July 2024

The purpose was to introduce the project to the Panel members, and understand the aspirations members have for the Port Adelaide Centre Area Precinct Plan.

Members

_Susan Dixon, Community Representative (Chairperson)

_Alex Houthuysen, St Johns Youth Services (Deputy Chairperson)

_Mayor Claire Brown (PAE)

_Aunty Patricia Waria-Read, Elder Representative

_Cr. Steve Vines (PAE)

_Cr Vanessa Tulloch (PAE)

_Jasmine Tonkin, Community Representative

_Rodney O'Brien, Kura Yerlo Inc. (apology)

_Tina Quitadamo, Community Representative (apology)

A short presentation was provided to the Panel on the investigations of the project thus far, and the Members were asked the following three prompt questions:

1 - "What significant cultural inclusions (e.g. tied to the river) would you like to see included in the planning process?"

2 - "In what ways can the acknowledgment of walking on Kaurna country be improved?"

3 - " Other interests or ideas that might be included in the

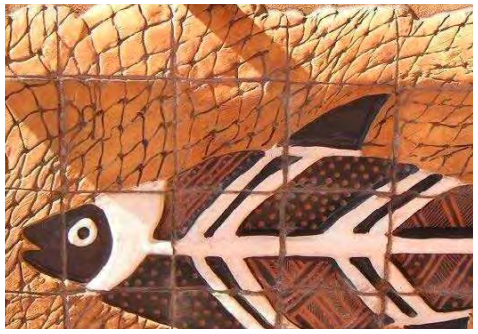


Reference was made to the Seal of the City of Port Adelaide (a copy of which is featured on the Town Hall), depicting an Aboriginal man and a sailor



Image of Yipti Yartapuultiku, which translates to "Soul of Port Adelaide"

Shared histories between Aboriginal and non-Aboriginal communities always happened in the Precinct... connections woven through time... not always in straight lines... like traditional fishing nets...



Depiction of fish and net, Adelaide Park Lands Association website

precinct plan ?".

Summary of feedback from AAP Members

_**Arts**, including dance, are a key expression of the Kaurna culture in Port Adelaide.

_Historic buildings, such as Customs House, are also an expression of the Kaurna history as the activities of early settlers and Kaurna people were intertwined.

_Reference was made to the Seal of the City of Port Adelaide (a copy of which is featured on the Town Hall), depicting an Aboriginal man and a sailor.

_Example of joint history + connections

_Pubs were a good place for community and storey telling

_Port Adelaide stories and connections were all **shared history** and undertaken together, like the fishing down at the Wharf.

_The **Kaurna people were part of the maritime history of Port Adelaide** e.g. worked on the Nelcebee (launched in 1833 and worked on the southern coast for 99 years)

_Kuarna people and early settlers worked together, there was good wellbeing that is missed - it's not just about the historic buildings, but is about the friendships that were developed over the decades, with intermarriages occurring,

_It is a journey about relationships

_The unseen culture is felt through oral and shared history

_Walking the journey together

_Aboriginal expression perhaps **"not in straight lines"**, unlike the colonial surveyors who laid our Port Adelaide streets and blocks of land

_Just throw out seeds rather than plant trees in rows

_Exchange Hotel - was the scene of protest because of power and lack of rights

_Families worked on the big boats

_Kaurna women used to **create strong netting with their hair**

_Parking is critical to the plan

_Need to consider **places for elders and older people** to sit down... good wheel chair spots to access

_In summer months - need **areas with more grass and trees for shade**

_Yipti Yartapuultiku Aboriginal Cultural Place will be embedded as a Culturally significant site

_The New Visitor Centre can provide a launch pad or starting point of the cultural journey that arrives the Yipti Cultural Centre

_**Walking route from civic area to Yipti Yartapuultiku Aboriginal Cultural Place**

_Cultural mapping study pending

_**Set principles in the Precinct Plan that be used to include Aboriginal expression in projects to follow.**



Elected Members Co-Design Workshop No 2 - 7th August 2024

The purpose of the second Elected Members' Workshop was to involve elected members in the options development phase of the precinct plan



Workshop "sub precincts"











EM Group 3

_"Big vision"

_Build everything - **staged**

_**Prioritise the community hub + library**

_**New parking necessary (first**
- especially if shared streets etc)
- multi-storey with commercial ground + social housing on top

_Re-home port environment centre

_Water - commercial rd - to st vincent st - see this as **one public space**

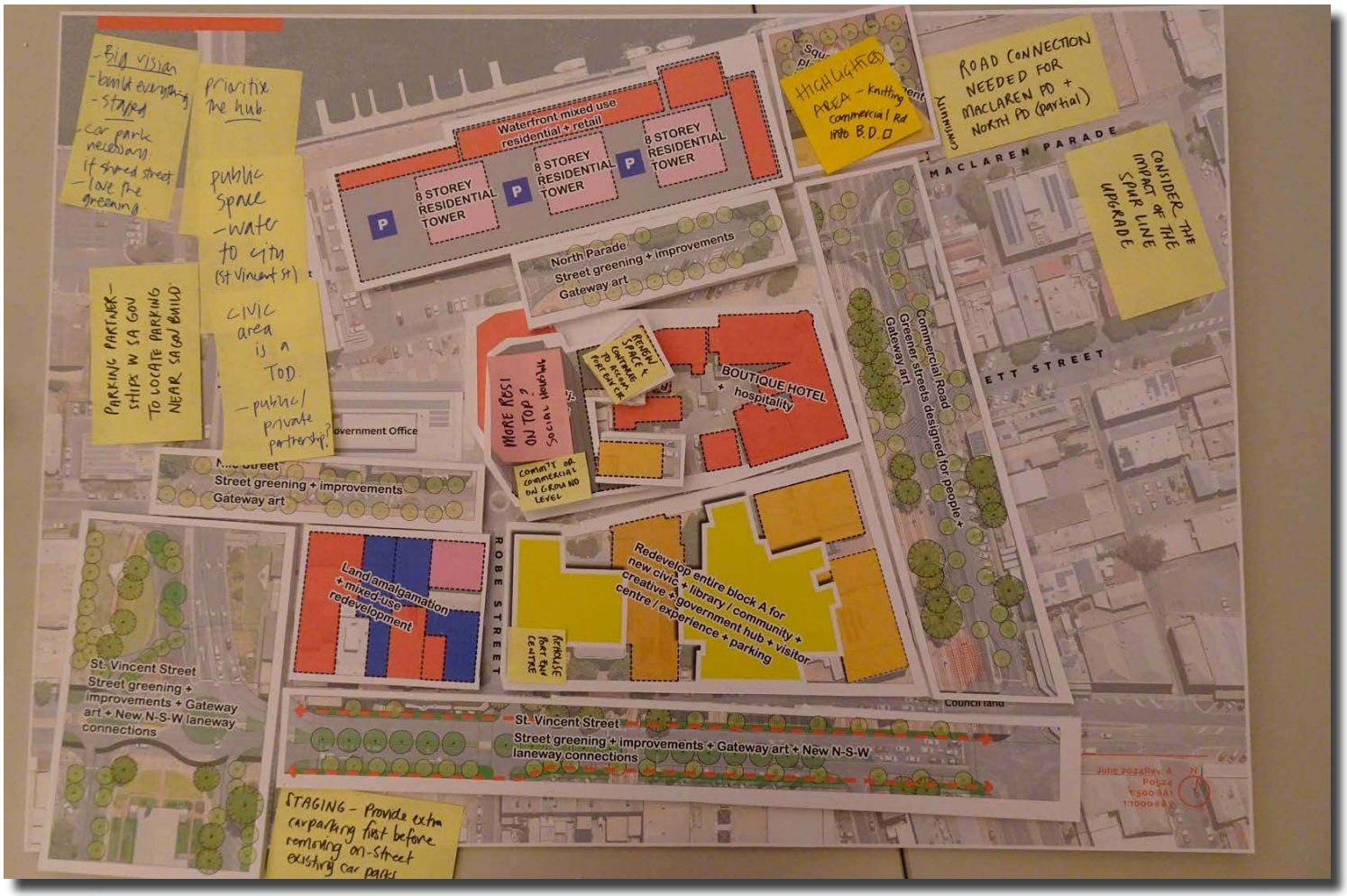
_(Road connection needed to mclaren and north parade)

_**Civic area is a TOD** (transit oriented development) - walkable and linking to port dock station

_**Public / private partnerships** to deliver vision?

_Hans Ehmann's proposed development at **Wharf One is seen as a positive development** for the Civic Centre

_South west block (Nelson and St Vincent Street) amalgamated as mixed use development



Co-Design Workshop No 2 Summary - 4th September 2024

The primary purpose of the Co-Design Workshop No 2 was to evaluate three scenarios for the precinct, using the guiding principles and then workshop strategies for the precinct plan delivery.

The workshop was held on the 4th of September 2024, at the City of Port Adelaide Enfield, with Council staff including the Project Control Group along with other staff.

Workshop aim

To share information and collaboratively inform the preparation of the Port Adelaide Civic Area Precinct Plan.

Workshop objectives

1. Collaborating with PAE staff
2. Update since staff workshop No 1, including the 7th August EM workshop findings
3. Evaluate three scenarios for the precinct, using the guiding principles
4. Identifying strategies for the precinct plan delivery









Workshop activities were designed to capture knowledge from within the group and obtain a collection of ideas and concepts to inform the master planning of the area and agree on the preferred precinct plan scenario.

In attendance were 20 Council Staff at the session, including the project team.

Staff from departments relevant to the project were there in-person to participate in the workshop's activities. Four groups of five people were created. The list of attendees is as follows:

_Lyn Guerin - Manager Strategy & Performance
_Tony Kamenjarin - Strategic Urban Planner
_Chris Dunn Manager Design, Construction & Transport
_Liz Byrne Community - Learning & Library Manager
_Maggie Hine - City Development Manager
_Alicha Leikas - Marketing & Communications Leader
_Robert Kretschmer - Community Engagement Coordinator
_Rosanna Francesca - Team Leader Economic Development & Visitor Economy
_EJ Baird - Team Leader Strategy & Insights
_Abby Dickson - Director Corporate Services
_Fiona Harvey - Director City Assets
_Megan Lewis - Major Projects



Coordinator
_Shaun De Waal - Team Leader - Transport
_Steve Hooper - Dev. Services Manager
_Leigh Johns - Manager Property & Building Assets
_Justin Clisby - Urban Planner
_Dionne Collins - Director Community Development
_Michael McKeown (Jensen PLUS)
_Chao Du (Jensen PLUS)
_Marko Separovic (Jensen PLUS)

Workshop activities

There were two activities for the

Activity 1: Evaluation of Three Precinct Plan Scenarios

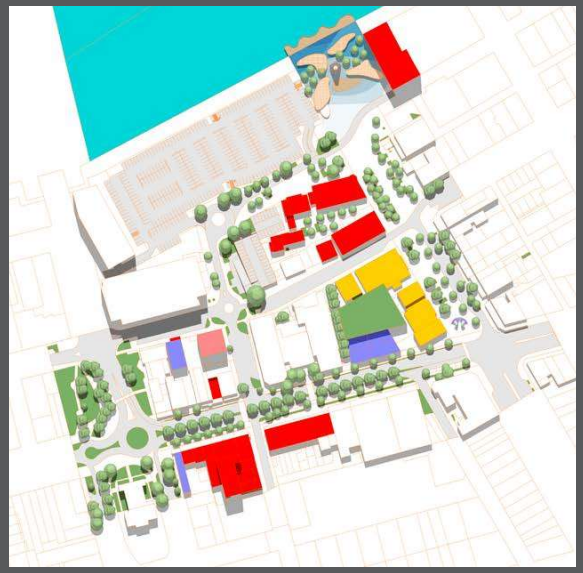
Precinct Plan Scenario 1 "Maintain"

(no / low development, base case)



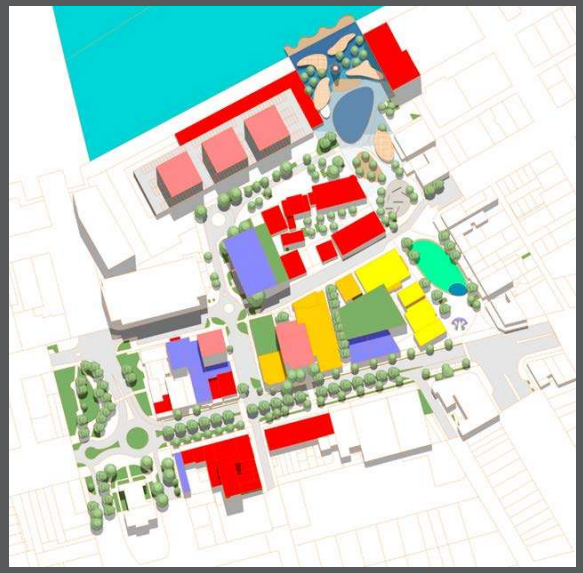
Precinct Plan Scenario 2 "Renew"

(Medium change)



Precinct Plan Scenario 3 "Transform"

(High change)



Activity 1: Evaluation of Three Precinct Plan Scenarios

Each group was asked to discuss then write a score for each principle, with any comments noted. Each Scenario was provided with an overall score.

Connectivity Accessible To the river Throughout the centre	**Variety** The Power of 10 Mixed use Day and night interest	**Leadership** Catalyst development Curating the place
Meeting place A place for people	**Regenerating** A thriving river-side centre	**Clear identity** Stories of people and place Heritage Culture
Green More meaningful landscaping	**Civic** A place for the public Community hub and amazing destination Culture and stories Services Knowledge	**Welcoming** Young people For all people

High consistency with intent / low complexity = 3

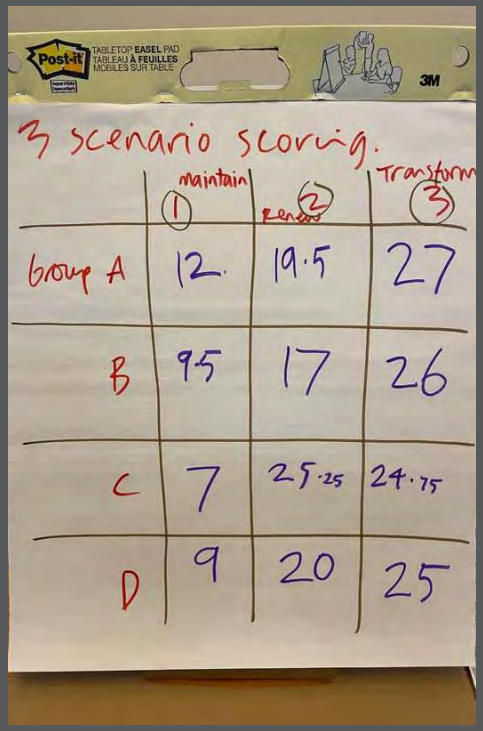
Moderate consistent with intent / medium complexity = 2

Low consistency with intent / High complexity = 1

Activity 1: Evaluation of Three Precinct Plan Scenarios

Scores for Precinct Plan Scenario 3 "Transform" were consistently high for all four groups, with results between 24.75 and 27 (27 points being the maximum score possible).

One group scored scenario 2 slightly higher than scenario 3.



	maintain (1)	(2)	Transform (3)
Group A	12	19.5	27
B	9.5	17	26
C	7	25.25	24.75
D	9	20	25

Precinct Plan Scenario 3 "Transform"

(High change)



Activity 1: Evaluation of Three Precinct Plan Scenarios

Comments on Precinct Plan Scenario 3 "Transform" (High change)

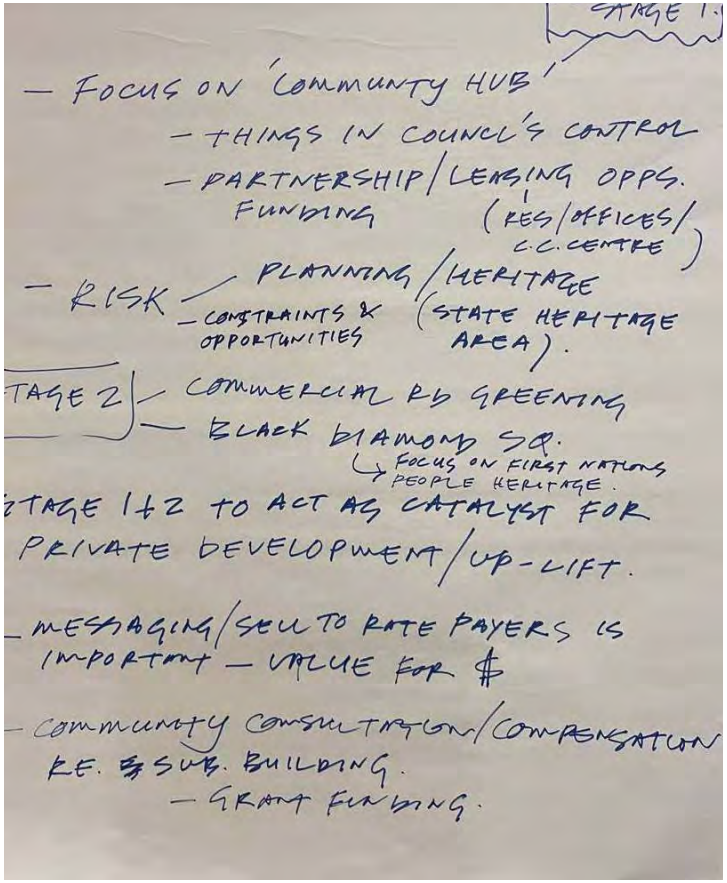
1. active transport very important - avoid inundation by cars
2. really like Commercial Rd - Black Diamond Square as "one park"
3. commercial road night time economy important
4. need ground level activation
5. need to be clear about traffic movements in precincts
6. move customer service to new community hub
7. show two possible hotels at waterfront - rydges, cohen site
8. question new car park if shed 1 site becomes a car park - make a reserve?
9. other car parking opportunities are elsewhere
10. need to develop a business case
11. need sustainable and affordable outcome
12. new cafe on gov building site
13. harts mill is already an events space
14. more aboriginal story
15. more residential?
16. keep the murals?
17. converting heritage is complex
18. EOI for landowner / stakeholder input?
19. more roof gardens
20. shed 1 staging - developer may progress tower 1 first, then customs house
21. connect civic centre buildings directly into new community hub build - all one complex
22. resdiential over civic - may be too ambitious?
23. break down the overall plan into projects (seven?)

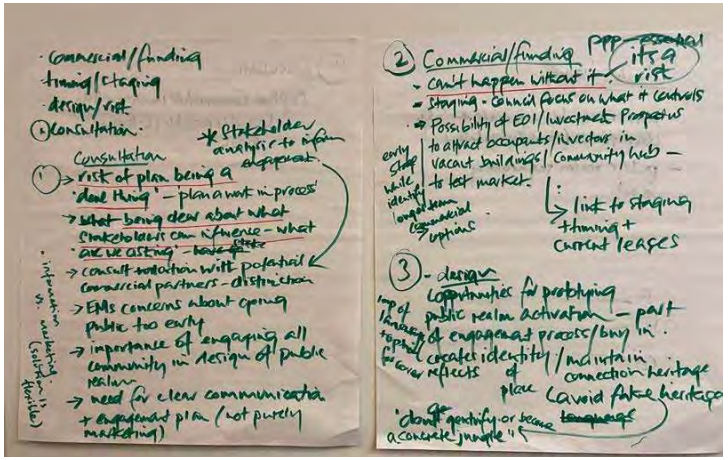
Activity 2: Next steps of the Precinct Plan Development

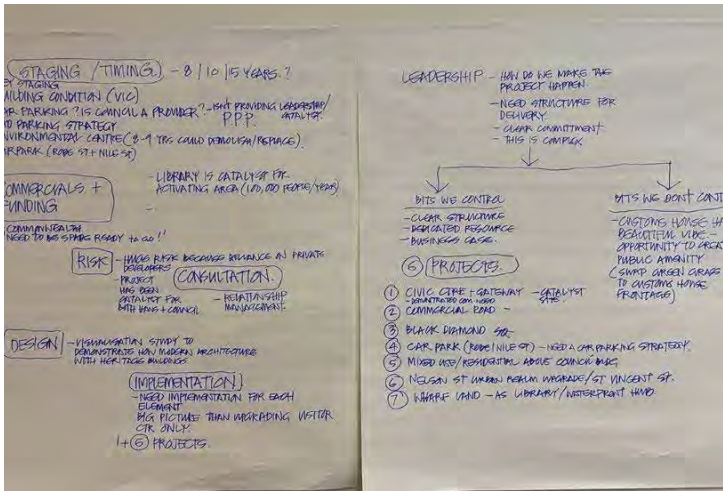
Workshop activity 2

Workshopping next steps of the Precinct Plan Development

- Discussion on the next steps with the consultation process
- Discussion on the Delivery Strategy e.g. staging, commercial / partnership opportunities, quick wins, etc.







Activity 2: Next steps of the Precinct Plan Development

1. Council as Leader

_ The precinct development is in Councils' control

_ Council has catalyst sites and projects

_ **Council need a structure and staffing for delivery of the precinct plan**

_ PAE needs a **clear commitment** as the precinct plan is complex

2. Staging

_ **Break down the overall plan into projects** (seven?)

_ **Stage 1** - Focus on "Community Hub" - 100,000 library a catalyst

_ **Leasing opportunities short term** (vacant / underused buildings)

_ **Identify Funding + partnerships**

_ **Stage 2 -** Focus on **public realm upgrades such as Commercial Rd + Black Diamond Sq**

_ Focus on First Nations people / heritage

_ Stage 1 + 2 to act as a catalyst for p**rivate development and up-lift** to St Vincent Street and Commercial Rd properties (**stage 3?**)

_ Timing - 8/ 10/ 15 years?

3. Next / future steps of the Precinct Plan

_ Building Condition report for the VIC

_ Parking Strategy - is Council a parking Provider - PAE's role needs to be confirmed?

_ Environmental Centre (in 8-9 years could demolish/replace the existing building)

Activity 2: Next steps of the Precinct Plan Development

4. Risks - opportunities + constraints

_ **Funding**

_ Planning/Heritage (**State Heritage area**)

_ **Design** - a Visual Impact Assessment study needs to be prepared demonstrate how modern architecture with the **heritage buildings** will work.

_ Maintain connection to heritage - avoid fake heritage

5. Consultation

_ Relationship Management

_ There is a Risk of the precinct plan being a 'done thing' - the plan is a **work in progress... show what is possible**

_ Council needs to **be clear about what stakeholders can influence** + what input they are asking for

_ **Messaging -** the 'sell' to rate payers is important - value for money, etc.

_ EM's are concerned about going public too early

_ Its important to **engage all the community - including for public realm**

_ **Council need a clear engagement plan**

_ Heritage building tours as part of consultation process - **"behind the scenes tours"**

6. Funding

_ **Commercials + Funding** is required before project can happen

_ **Possibility for EOI/ Investment Prospectus** to attract occupants/ investors in vacant buildings/community hub - to test market

_ Commonwealth funding, needs to be **'shovel ready'** to go!

_ **Need an implementation strategy for each** element/project/stage of the precinct plan

Building upon staff + EM workshops we have developed three precinct plan scenarios to test

Precinct Plan Scenario 1 "Maintain"

(no / low development, base case)



Precinct Plan Scenario 2 "Renew"

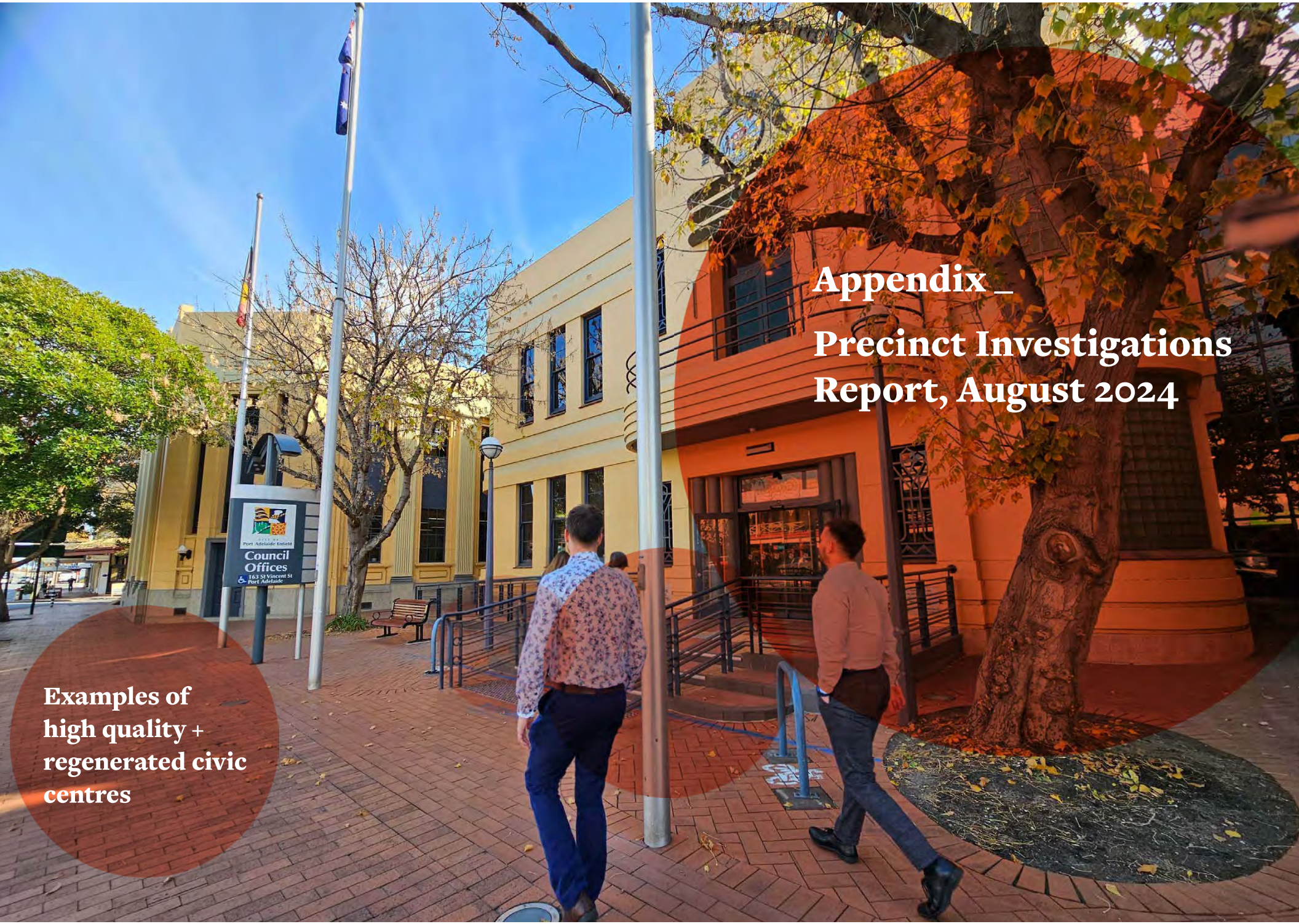
(Medium change)



Precinct Plan Scenario 3 "Transform"

(High change)





Appendix _
Precinct Investigations Report, August 2024

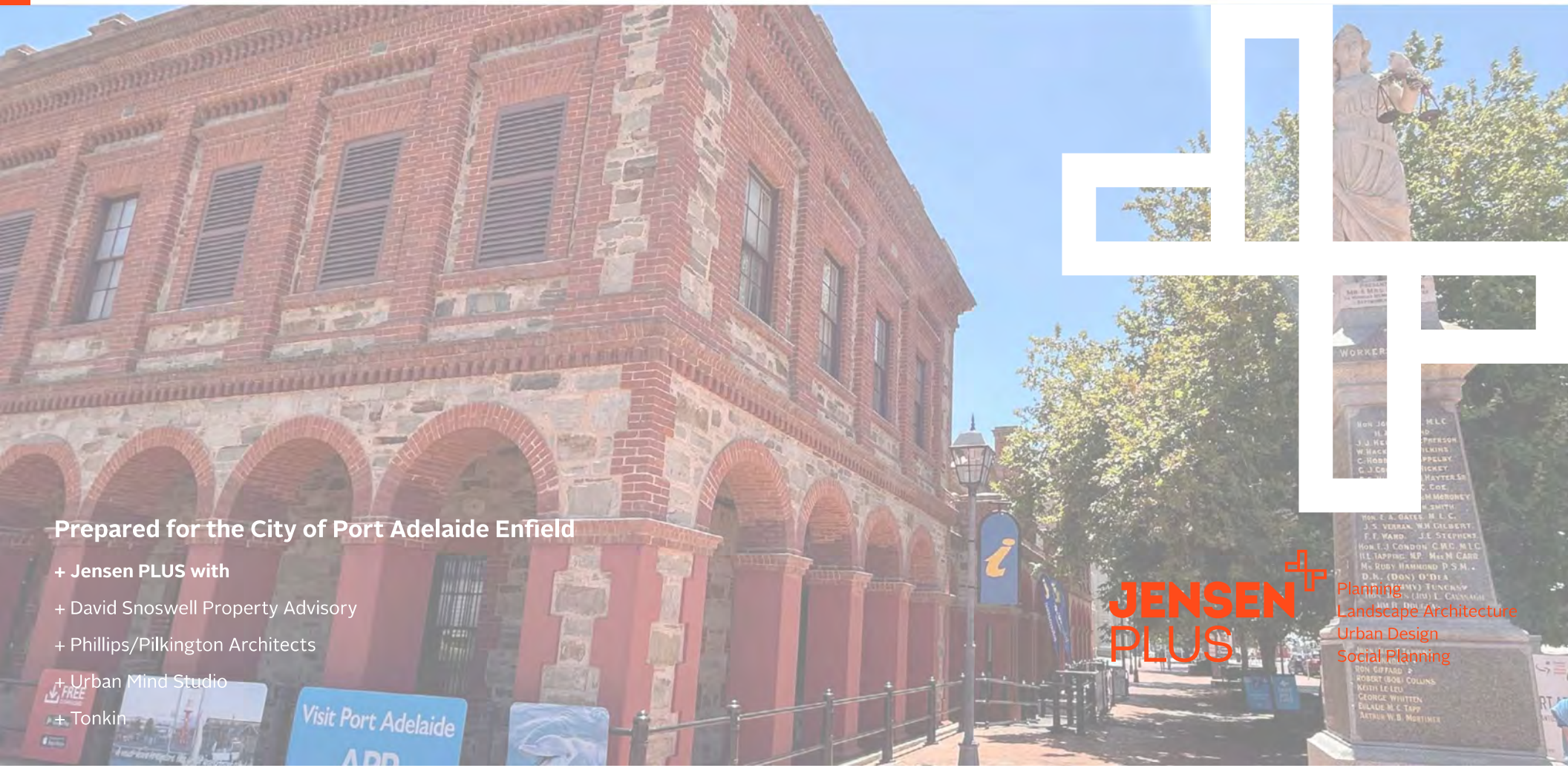
Examples of high quality + regenerated civic centres

August 2024

Port Adelaide Civic Area Precinct Plan

–

Precinct Investigations Report



Prepared for the City of Port Adelaide Enfield

+ Jensen PLUS with

+ David Snoswell Property Advisory

+ Phillips/Pilkington Architects

+ Urban Mind Studio

+ Tonkin

JENSEN PLUS

Planning
Landscape Architecture
Urban Design
Social Planning

Acknowledgements

We acknowledge all stakeholders and consultants whose inputs and participation informed the Precinct Plan.

Project partners

CITY OF
Port Adelaide Enfield

Consultant team

JENSEN PLUS
Planning
Landscape Architecture
Urban Design
Social Planning

David Snoswell Property Advisory

PP

tonkin

Trish Hansen

Revision number 4
28th August 2024

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6.2 Building tenancies

6.3 State Government Agencies

6.4 Urban Enterprise (Visitor Information Centre consultants)

6.5 Landowner representative

6.6 Summary of early engagement

JENSEN PLUS
Planning
Landscape Architecture
Urban Design
Social Planning

1. Port Adelaide Civic Area _ precinct investigations at a glance

The overarching vision for the City is "A welcoming, liveable City made by people" and focused on:

_ a thriving community

_ a prosperous economy

_a clean and green City

_ places for people

Port Adelaide Enfield City Plan 2030

Aim of the Precinct Plan

The aim of the project is to prepare a Precinct Plan to revitalise the Port Adelaide Civic Centre, to help determine the most appropriate land and building uses, improve the public realm, and stengthen the civic heart.

Objectives

_Develop a stakeholder supported vision for the Precinct that is grounded in the identity of place and reflects the needs of current communities, businesses, and visitors

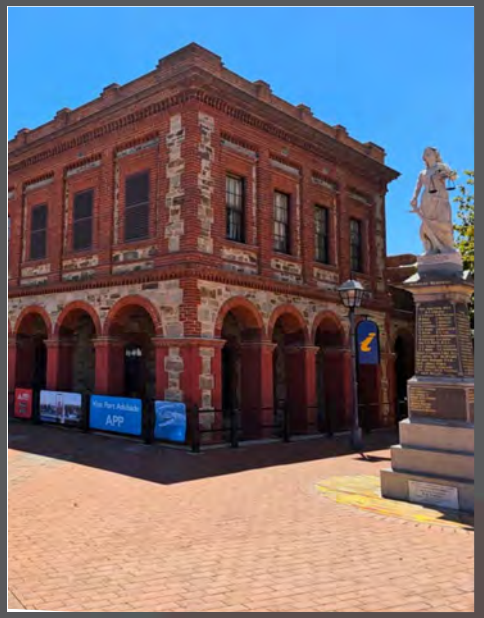
_Confirm the most appropriate uses for Council's buildings that aligns with the vision and meets current and future demands

_Identify priority streetscape and public space improvements to support the vision for the Precinct

_Provide confidence to private property owners and businesses to invest in the Precinct.

Scope of Precinct Investigations

- **Benchmarking other civic precincts in Australia**
- **Visual summary + Placecheck analysis of the study area**
- **Strategic + policy context review**
- **Early Stakeholder Engagement with Elected members, state agencies, precinct users**
- **Planning + Urban Design Analysis of the precinct**
- **Community Infrastructure (needs) in the locality**
- **Land Use + Economic Analysis by David Snoswell Property Advisory**
- **Transport analysis by Tonkin Consulting**
- **Heritage Built Form, Streetscape + Adaptive Re-use Analysis by Phillips Pilkington Architects**





Findings + success factors from benchmarking of other civic precincts in Australia



Walyalup Civic Centre + Library, Fremantle, (2022)



Payinthi, Prospect (2019)



Gawler Civic Centre + Library (2019)

1. Council must be a champion and drive change in the Port Adelaide Civic Precinct

- **Council leadership** in master planning, investment + development facilitation (e.g. Prospect, Devenport)
- Local governments **leveraging building and land assets** to renew civic centres (e.g. Prospect, Devenport)
- Major projects with **significant funding requirements** + grants
- Co-locating with **government offices** (Devenport, Prospect)
- **Facilitate land for sale** for development (Prospect, Devenport)

2. Strong community focus

- Co-locating civic functions with **community facilities** (e.g. Prospect, Fremantle)
- Community uses include **libraries, meeting rooms, co-working spaces**

3. The Precinct Plan as key document to plan for civic precinct renewal

- **Combining historic buildings with contemporary architecture**, often larger in scale (e.g. Prospect, Gawler, Fremantle)
- **Activating main streets** (Prospect, Gawler) and public spaces (Fremantle)
- Multi-storey **car park** (Devenport)
- 3,000-7,000 m2 building floorspace, often two or three levels (e.g. Prospect, Gawler, Fremantle)

Findings _ visual analysis + placecheck



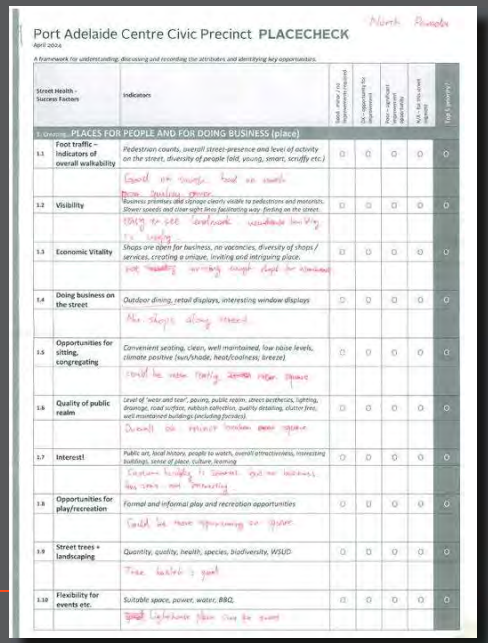


1. **New land uses (civic, community, retail + commercial) key to activate vacant buildings + street frontages**
2. Celebrate the many high-quality character facades along key streets – both civic and commercial buildings
3. **Additional public art (at "gateways" + "localised") to build on successful examples**
4. Laneways provide important connections + more intimate spaces
5. **Mixed public realm quality + condition**

6. Opportunity for significant greening + street tree canopy
7. **Renew wayfinding + information signage**
8. Improve bike routes
9. **More public seating**
10. Build night-time activation, possible focussing on a few streets

11. **Feature lighting opportunities**
12. Improve pedestrian links + crossings between major buildings, car parks + destinations





Port Adelaide Centre Civic Precinct **PLACECHECK**

April 2024

A framework for understanding, discussing and recording the attributes and identifying key opportunities.

Street Health - Success Factors	Indicators	Total - How the Environment Performed	Opportunity for Improvement	Poor - significant opportunity	N/A - Not relevant	Total Scores/5
1. Theme: PLACES FOR PEOPLE AND FOR DOING BUSINESS (place)						
1.1 Foot traffic – indicators of overall walkability	Pedestrian counts, overall street presence and level of activity on the street, diversity of people (old, young, smart, scruffy etc.)					
1.2 Visibility	Business premises and signage clearly visible to pedestrians and motorists. Slower speeds and clear sight lines facilitating way- finding on the street.					
1.3 Economic Vitality	Shops are open for business, no vacancies, diversity of shops / services, creating a unique, inviting and intriguing place.					
1.4 Doing business on the street	Outdoor dining, retail displays, interesting window displays					
1.5 Opportunities for sitting, congregating	Convenient seating, clean, well maintained, low noise levels, climate positive (sun/shade, heat/coolness, breeze)					
1.6 Quality of public realm	Level of 'wear and tear', paving, public realm, direct pedestrian, lighting, drainage, road surface, rubbish collection, quality detailing, clutter free, well maintained buildings (including facades).					
1.7 Interest!	Public art, local history, people to watch, overall attractiveness, interesting buildings, sense of place, culture, learning					
1.8 Opportunities for play/recreation	Formal and informal play and recreation opportunities					
1.9 Street trees + landscaping	Quantity, quality, health, species, biodiversity, WSUD					
1.10 Flexibility for events etc.	Suitable space, power, water, BBQ,					

Summary of early engagement

Land use opportunities

- **Central City Library, Galleries, Community Spaces – re-purpose heritage buildings? Or new-build site?**
- Accommodation / residential Artist spaces
- **Council offices**
- A modern library within a heritage building may be an issue?
- The VIC co-locating with Library is not a good idea - a satellite service is better.
- **Customs house boutique hotel + venues + courtyards**
- Fisherman's Wharf area is planned for 3 residential towers, including Seniors Lifestyle Tower/Retired Accommodation

Activating precinct

- Black Diamond Events Square
- **Co-locate visitor heritage experience e.g. old gaol or gallery with visitor information centre**
- Need clearer Port story to attract visitors
- **One Day Events are not the answer - a loss of permanent attractions - is the real issue for Port Adelaide**
- Music, hospitality _ Authenticity key

Amenity + design

- **Tree canopy**
- A Place for People, not cars
- **Needs good parking access – shared central car park?**
- Active street fronts with retail, F+B, windows, doors
- **Shared streets, public realm, access to rail station**
- Connect to North-facing waterfront

Visions

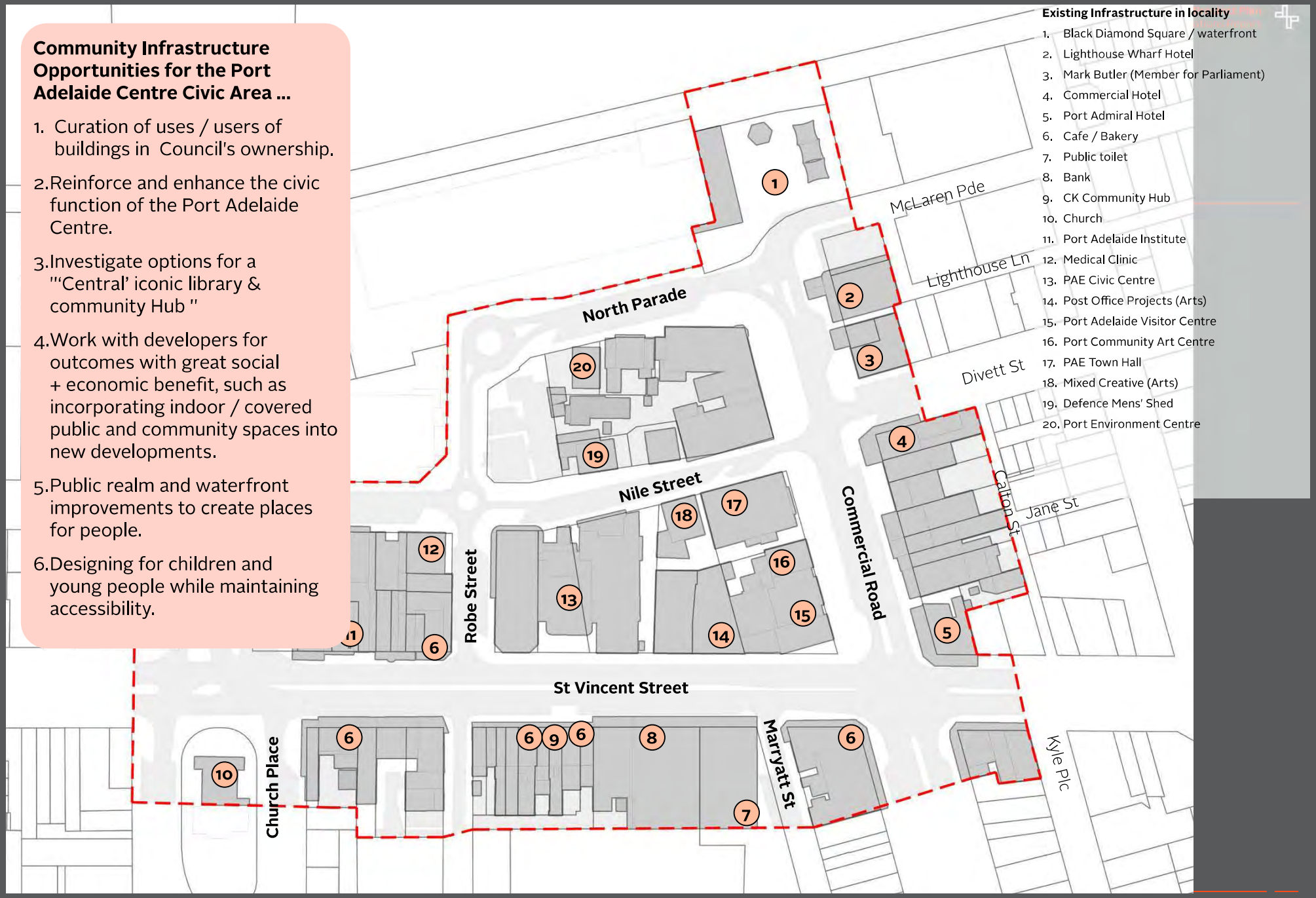
- Old architecture meets new art
- **Civic place – for meeting, participating, culture, democracy**

Early engagement with Elected Members, building tenants, state agencies and landowner representatives has garnered many ideas.

Can all the ideas be delivered in the civic precinct?

Community Infrastructure Opportunities for the Port Adelaide Centre Civic Area ...

1. Curation of uses / users of buildings in Council's ownership.
2. Reinforce and enhance the civic function of the Port Adelaide Centre.
3. Investigate options for a "'Central' iconic library & community Hub "
4. Work with developers for outcomes with great social + economic benefit, such as incorporating indoor / covered public and community spaces into new developments.
5. Public realm and waterfront improvements to create places for people.
6. Designing for children and young people while maintaining accessibility.



Existing Infrastructure in locality

1. Black Diamond Square / waterfront
2. Lighthouse Wharf Hotel
3. Mark Butler (Member for Parliament)
4. Commercial Hotel
5. Port Admiral Hotel
6. Cafe / Bakery
7. Public toilet
8. Bank
9. CK Community Hub
10. Church
11. Port Adelaide Institute
12. Medical Clinic
13. PAE Civic Centre
14. Post Office Projects (Arts)
15. Port Adelaide Visitor Centre
16. Port Community Art Centre
17. PAE Town Hall
18. Mixed Creative (Arts)
19. Defence Mens' Shed
20. Port Environment Centre

Urban Design Analysis Summary

Ownership



Land Use



Buildings/ Site Cover



Street space metrics



Active frontages



Tree canopy



Pedestrian connectivity



Entrances



Vacant sites



Heights



Vistas



Heritage



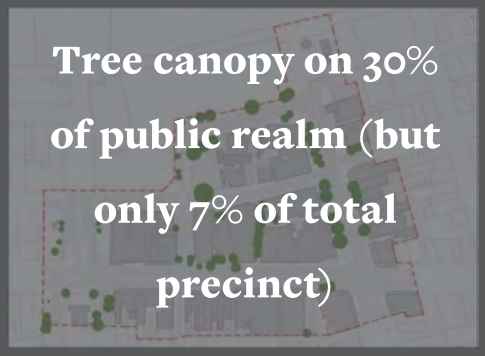

Three key owners _ Council, Ehmann, Crown

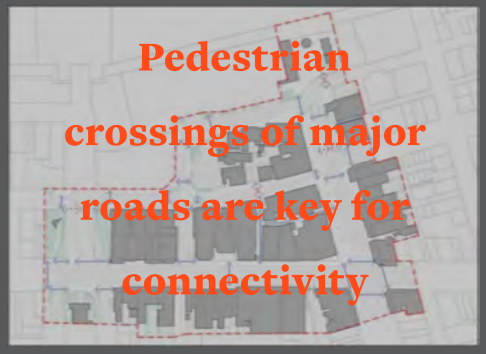

Mixed use civic + commercial precinct (with vacancies)


Built up _ limited vacant land


Limited green space (incl. Black Diamond Square)


Retail / hospitality frontages most active


Tree canopy on 30% of public realm (but only 7% of total precinct)


Pedestrian crossings of major roads are key for connectivity


Building entrances are concentrated on St Vincent St and Commercial Road


Many vacant buildings


Heritage buildings one/two storeys, new office and hotel taller


Improve vistas along streets to waterfront


State + Local heritage clusters fronting key streets

Land Use + Economic Analysis by David Snoswell Property Advisory

Key opportunities for precinct plan

1. 25 vacant premises including several large heritage buildings and some vacant land
2. consolidate civic and community uses including library, community centre + government offices
3. tourism-supporting uses such as boutique hotel(s), cafés, restaurants and retail
4. offices including for government, defence contractors and co-working
5. expansion of existing GP health services.

David Snoswell Property Advisory undertook a land use audit of the study area in April 2024. The audit was further supplemented with a high level land use survey of the wider Port Adelaide Centre.

Existing land uses, vacancies and development projects were documented, and observations made about future land use opportunities.

These opportunities have been identified from local and wider development and market trends, and case studies of comparable locations in Australia.

Summary Results by Primary Land Use, Port Adelaide Civic Centre, 2024

Primary Land Use	Count	%	Comment
Retail			
Shops	14	12.7%	Primarily Port Mall
Food catering	11	10.0%	Primarily Port Mall
Personal Services	7	6.4%	Primarily Port Mall
Pubs, Taverns, Bars	4	3.6%	Three hotels fronting Commercial Road - east side
Offices	14	12.7%	Including Council offices
Consulting Rooms	8	7.3%	Corner Nile Street & Robe Street
Residential	7	6.4%	Mix of older older 1st floor units, a recent conversion (6 units), supported accommodation (23 beds), backpackers
Studios	4	3.6%	Artist studios are prominent but not activated regularly during normal business hours
Recreation	3	2.7%	Primarily gyms
Community Space	3	2.7%	Includes Town Hall
Open Space	3	2.7%	Black Diamond Square. Adjacent Nelson Street
Showroom	2	1.8%	Specialist furniture manufacturer, security doors
Car park	2	1.8%	Opposite Civic Centre, Lighthouse Wharf Hotel
Visitor Information	1	0.9%	Corner St Vincent Street & Commercial Road
Club	1	0.9%	Occupying Council owned building in Nile Street
Church	1	0.9%	St Pauls
Vacant	25	22.7%	Mix of ground and first floor spaces. Some within heritage buildings.
Total Establishments	**110**	**100.0%**	

Source: DSPA

Transport analysis by Tonkin Consulting

Key opportunities for precinct plan

1. Create a 10 km/h shared zone in Commercial Road north of Divett Street to McLaren Parade
2. Remove the bus layover area from North Parade to use the Port Dock rail bus interchange
3. minor changes to on-street parking and vehicle movements and access on various streets
4. St Vincent St and intersections, and implementation of network plan and walking plan etc

Tonkin Consulting has reviewed the transport context of the study area including:

- Planning Context (policies, plans and projects)
- Road Network and Traffic
- Crash Analysis
- Parking (on and off street)
- Public Transport
- Walking
- Cycling







Heritage Built Form, Streetscape + Adaptive Re-use Analysis by Phillips Pilkington Architects

Key opportunities for precinct plan

1. The study area's eight state heritage listed buildings, and six local heritage listed buildings, are described.
2. Nine buildings are suggested for consideration for new local heritage listing.
3. Streetscape analysis suggests high-level architectural approaches to the redevelopment or upgrade of façades.
4. Land use opportunities are suggested for key buildings including ground and upper storeys.
5. This includes a potential library location in the Visitor Information Centre building.



Figure 2: Site Diagram showing buildings worthy of consideration as heritage places



2. Introduction

2.1 Precinct Plan aim + objectives

2.2 Highlights of our proposed engagement approach

2.3 _ Main Street + Civic Precincts _ Ingredients for success? (experience from other projects)

Use this section to understand the aim + objectives for the project

2.1 Precinct Plan aim + objectives

Jensen PLUS was engaged by the City of Port Adelaide Enfield to prepare a Precinct Plan to revitalise the Port Adelaide Civic Area, to help determine the most appropriate land and building uses, improve the public realm, and strengthen the civic heart.



1. **Develop a stakeholder supported vision for the Precinct that is grounded in the identity of place and reflects the needs of current communities, businesses, and visitors**
2. Confirm the most appropriate uses for Council's buildings that aligns with the vision and meets current and future demands
3. **Identify priority streetscape and public space improvements to support the vision for the Precinct**
4. Provide confidence to private property owners and businesses to invest in the Precinct.

... and methodology key steps

Jensen PLUS was engaged by the City of Port Adelaide Enfield to prepare a Precinct Plan to revitalise the Port Adelaide Civic Area, to help determine the most appropriate land and building uses, improve the public realm, and strengthen the civic heart.



Methodology key steps

- Project initiation
- **Strategic analysis + policy review**
- Early engagement
- **Project launch**
- Property + Land Use Analysis
- **Benchmaking**
- Planning + Urban Design Analysis
- **Community Infrastrucutre Review**
- Built Heritage + Adaptive Re-use Analysis
- **Vision + Guiding Principles + Options**
- Draft Precinct Plan
- **Stakeholder + Community Consultation**
- FInal Precinct Plan

2.2 Highlights of our proposed engagement approach

	STAGE	IAP2 LEVEL	ENGAGEMENT METHOD	KEY STAKEHOLDERS
March + April 2024	Project Initiation	Consult Inform	Engagement plan	Council staff
April + May 2024	Early Engagement	Consult	Councillor workshop #1 Project announcement / website One-on-one meetings Data gathering	Councillors Council Staff Landowners Government Agencies
June + July 2024	Visioning and Draft Precinct Plan Options	Collaborate	Vision + Guiding Principles + options Staff workshop #1 Precinct Plan Options Staff workshop #2 Councillor workshop #2	Council staff Councillors
September 2024	Stakeholder + Community Consultation	Consult	Online survey Stakeholder forums Pop up displays Drop-in information / feedback sessions Engagement summary	Local business groups Arts + cultural groups Landowners Government Agencies Aboriginal communities Residents
October / Nov 2024	Final Precinct Plan	Inform	Staff review Councillor meeting #3 Final precinct plan communications	Council staff Councillors Other stakeholders

2.3 _ Main Street + Civic Precincts _ Ingredients for success? (experience from other projects)

Commercial vitality + business mix





Quality of built form + shopfronts

High quality public + pedestrian realm





Placemaking, Governance, Branding Activation + Events

Strong identity + character





Easily accessible



3. Benchmarking other civic precincts in Australia

Examples of high quality + regenerated civic centres

3.1 Payinthi, Prospect, South Australia (2019) _ Community Hub, Library + Innovation Centre, City of Prospect Civic Centre

Facilities

- _ Newmarch Gallery
- _ Community Hub, Library & Innovation Centre (CLIC)
- _ Meeting rooms
- _ Council chambers + offices
- _ Children's area - focus on youth services
- _ Total ground floor area = 1,028 sqm x 3 floors = 3,084 sqm

Payinthi means good prospects. It is the first time a Kaurna word has been used to name a Prospect Council building.

Payinthi, located on Prospect Road in the heart of the city's retail and business area, encompasses the historic Town Hall building plus a new civic centre, a library with a focus on a children's area, rear deck, maker spaces, a history collection, meeting rooms and the Newmarch Gallery. **It replaced the Thomas Street library which received approximately 120,000 visitors per year** but had to be relocated from Nailsworth Primary School due to enrolment increases at the school.







Payinthi was partly funded by the sale of a portion of civic centre land for residential development - this was developed into Bloom, a four-storey mixed used residential and commercial venture.

https://www.prospect.sa.gov.au/community/venues-and-parks/payinthi





3.2 Gawler Civic Centre + Library (2019), 91 Murray Street, Gawler, South Australia

Facilities + Programs

- **Library + Events**
- **Internet access + Meeting rooms**
- **Business Innovation Hub (co-working space)**
- **Council chambers (but not offices)**
- **Justice of the Peace service**
- **Book discussion group lending service**
- **Office facilities - computers, photocopying**
- **Focus on children' story time events**
- **Total ground floor area = 1,417 sqm x 2**

"The new Gawler Public Library, located in Gawler, South Australia, has developed into a vibrant community resource which offers a wide range of services to the Gawler community and surrounding areas.

It was established to serve the informational, educational, and recreational needs of the local community. The library provides an extensive collection of books, magazines, audiovisual materials, and digital resources.

The Library facility provides for event spaces and often hosts various events, workshops, and programs that cater to diverse interests and age groups from musical groups to key note speakers and conference events. The events include author talks, children's storytime programs, adult literacy programs, and technology workshops.

The Gawler Public Library is a valuable hub for research, learning, events and leisure activities that is supported by a dedicated team of knowledgeable librarians.

The new Civic Centre and Library has been created by combining two heritage buildings with a modern glass two storey entry portico and link that provides a common access and reception area to both re-purposed buildings and new community facilities."

https://www.gawler.sa.gov.au/recreation/gawler-civic-centre





3.3 Walyalup Civic Centre + Library (2022) _ Fremantle, Western Australia

Facilities + Programs

- _ Bibbool Council Chambers - up to 80 people seated and 147 people standing
- _ Moodjar Reception room - up to 47 people
- _ Library spaces - 5 meeting rooms
- _ Level 1 function and meeting spaces - Walyalup Civic Centre for 300 people
- _ Open space grassed area with seating and shady trees and new street furniture
- _ Total ground area - 2,360 sqm at 3 levels 7,080 sqm

"Walyalup Koort means a place that is yours - by the Whadjuk Nyoongare people. The new 'Walyalup Civic centre designed by Kerry Hill Architects (KHA) is a state of the art library that provides for bookable community spaces ... It provides for an active events space for the community.

As part of the $270 million Kings Square Renewal Project, the Walyalup Civic centre provides a modern librlary, state of the art information and customer service centre, a wide range of meeting rooms for public use, fully accessible toilets and change facilities and exhibition spaces. It also includes integrating the existing heritage town hall into the new facility and reinventing the public spaces that surround the square in the city centre.

This includes landscaped grass areas, shady trees, public areas and new street furniture.

...the civic centre also enjoys a frontage to the redeveloped Newman Court that houses 5 storey mixed use apartment buildings and creates a shared street for visitors and workers in the precinct."

https://www.fremantle.wa.gov.au/walyalup-civic-centre

https://architectureau.com/articles/walyalup-civic-centre/









3.4 Paranaple Centre + city centre renewal, Devonport, Tasmania (2018)

Facilities + Programs

- Paranaple Centre - local and state government offices, Council library and Convention Centre for up to 1,000 people;
- Paranaple Arts Centre - Devonport Regional Gallery, Visitor Information Centre and a theatre
- Multi-storey car park (500 spaces)
- 2,500sqm market hall;
- Regional art gallery; and a public square

"Devonport's Living City Master Plan, formally adopted in 2014, outlines the vision and plan for how the City's future growth will be realised...

Council played a critical role in the early stages of realising the Master Plan. They were active in purchasing land in the City Centre and amalgamating small parcels to create larger development sites for future private investment.

The first stage of the project was undertaken by Council at a cost of $71.1 million. This comprised the following elements:

- Paranaple Centre, completed in 2018. This is a four storey building comprising local and state government offices, Council library and a new convention centre on the top floor capable of holding conventions of up to 1,000 people;
- The adjoining Paranaple Arts Centre, home to the Devonport Regional Gallery, Visitor Information Centre and a theatre in the former Town Hall building;
- A multi-storey car park;
- A 2,500sqm market hall aimed at showcasing North-West Tasmania's local produce;
- A regional art gallery; and
- A public square.

The first major private investment is a 187 room Novotel hotel overlooking the Mersey River. This is being developed on a waterfront site amalgamated by Council. It will also enable larger conventions to be held at the nearby Convention Centre, which, to date, has not had sufficient accommodation to attract larger scale conventions.

Key learnings

- Council has been united and committed to the project despite some early opposition from the community...
- Local Champions have been important...
- The Market Square Pavilion was slow to achieve strong occupancy levels but has improved over time. Regular markets are held but the market hall is not activated every day of the week....
- The development of Novotel has increased confidence in the City Centre, which is expected to drive further private investment.
- The project is supported by external investment, which will support the tourism industry. For example, new Spirit of Tasmania ships have been ordered and will increase the number of arrivals at Devonport by 40% in the first quarter of 2024. "

https://www.devonport.tas.gov.au/living-city-stage-1/

https://architectureau.com/articles/lyons-leads-completion-of-major-urban-renewal-in-tasmanias-devonport/









3.5 Findings + success factors from benchmarking of other civic precincts in Australia

1. Council must be a champion and drive change in the Port Adelaide Civic Precinct

- **Council leadership** in master planning, investment + development facilitation (e.g. Prospect, Devenport)
- Local governments **leveraging building and land assets** to renew civic centres (e.g. Prospect, Devenport)
- Major projects with **significant funding requirements** + grants
- Co-locating with **government offices** (Devenport, Prospect)
- **Facilitate land for sale** for development (Prospect, Devenport)



2. Strong community focus

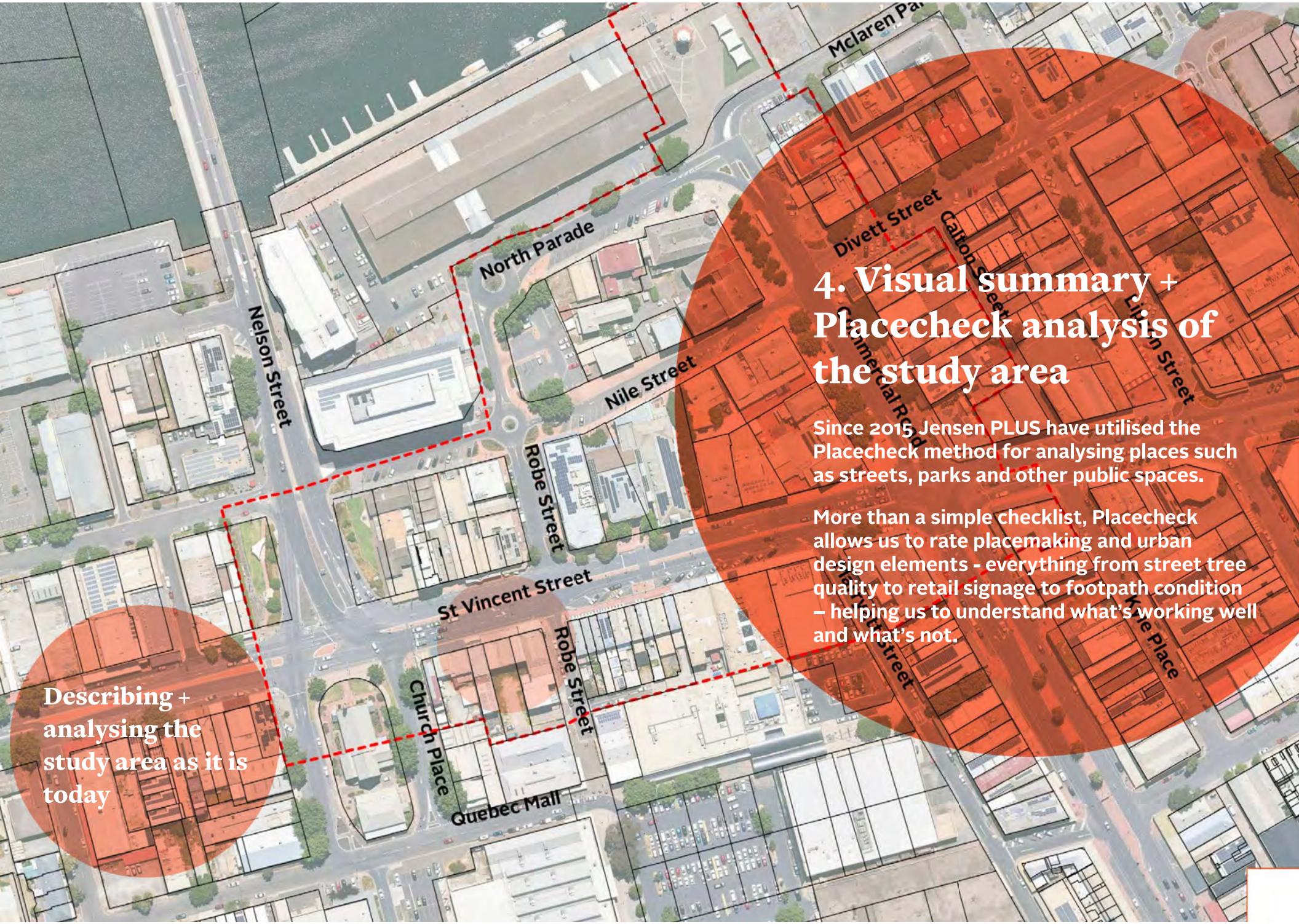
- Co-locating civic functions with **community facilities** (e.g. Prospect, Fremantle)
- Community uses include **libraries, meeting rooms, co-working spaces**



3. The Precinct Plan as key document to plan for civic precinct renewal

- **Combining historic buildings with contemporary architecture**, often larger in scale (e.g. Prospect, Gawler, Fremantle)
- **Activating main streets** (Prospect, Gawler) and public spaces (Fremantle)
- Multi-storey **car park** (Devenport)
- 3,000-7,000 m2 building floorspace, often two or three levels (e.g. Prospect, Gawler, Fremantle)
-





4. Visual summary + Placecheck analysis of the study area

Since 2015 Jensen PLUS have utilised the Placecheck method for analysing places such as streets, parks and other public spaces.

More than a simple checklist, Placecheck allows us to rate placemaking and urban design elements - everything from street tree quality to retail signage to footpath condition – helping us to understand what's working well and what's not.

Describing + analysing the study area as it is today

4.1 Visual summary of existing conditions _ St Vincent Street

The north side of St Vincent Street is characterised by large civic buildings including the Visitor Information Centre and former Port Adelaide Town Hall.

The southern side of the street features a historic row of shops with detailed balustrades on second floor balconies. The heritage character of the street is interupted by the Port Mall frontage, also two storeys but in a modern style. Near-continous awnings shade the footpath.


Visitor Information Centre at St Vincent St + Commercial Rd corner


Central Buildings


Port Mall


PAE Council Offices


PORT ADELAIDE ENFIELD COUNCIL OFFICES


Signalised Pedestrian Crossing, opposite Council Offices



Historic Row of Shops

4.1 Visual summary of existing conditions (cont.) _ Nile Street (including laneways)

A pleasant street with a low traffic environment and buildings from different eras.
Some public art and landscaping around the Council building provides visual interest.

Interfaces with the (vacant) Customs House building fail to provide activation to the street.


Car parks


SA Gov Office


North-south oriented laneway




Car park with charging station


North-south oriented laneway


West-east oriented laneway


Council Office



4.1 Visual summary of existing conditions (cont.) _ North Parade (including Black Diamond Square)

The quiet street is dominated by heritage buildings (Customs House) and wharf warehouses (Shed 1) on both sides.

There is a lack of tree canopy along the footpath.

Minimal street furniture is provided for pedestrians, especially near the end close to the lighthouse.


Customs House + Wharehouse Shed One


Port Adelaide Lighthouse


Black Diamond Square



Relocated Artwork - 'The Silent cop'


Wharehouse and Car park





Interpretive Artwork of Karuna stories interwoven with Early settlers journey



4.1 Visual summary of existing conditions (cont.) _ Commercial Road (north)

On the east side of the street, a row of eateries and outdoor dining areas create a pleasant pedestrian environment. The Visitor Information Centre at the southwest corner serves as a major landmark and gathering point. While the Customs House is highly visible, it lacks engaging activated uses beyond its facade.


Lighthouse Wharf


Enfield Council Chamber

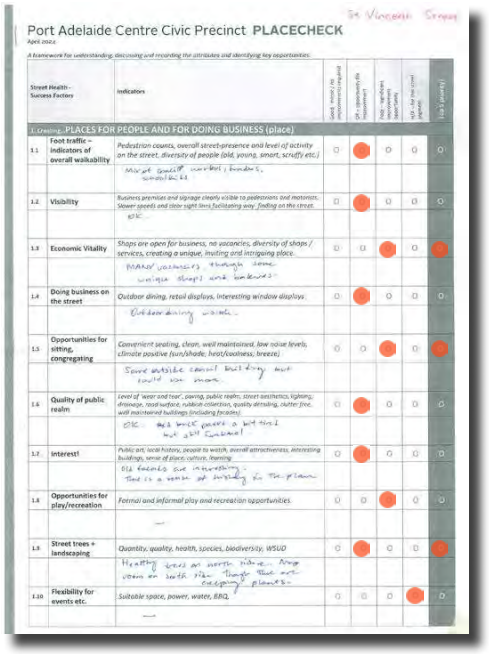

Customs House - a State Heritage listed, two storey listed building, that contributes significantly to the overall heritage character of the Precinct,


Veranda on west side


Tree canopy on west side


Port Admiral Hotel

4.2 Placecheck_top priorities and opportunities


Port Adelaide Centre Civic Precinct PLACECHECK

St Vincent Street

_ **Attracting the right mix of businesses to address shop vacancies.** High level of foot traffic is encouraging. While there is a number of pleasant outdoor dining options, there could be **more public seating**

_ **Opportunity for more canopy trees** towards the east, next to the Council building. Trees provide greening and shade.

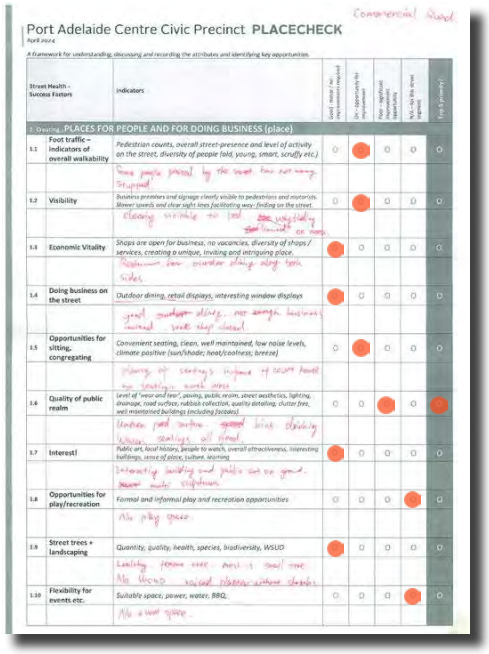
_ **More historical interpretation signage** to instil a sense of history into the area, particularly the historical row of shops.

_ **Separated bike path or alternative bike route.** Currently, bike lane is not in operation at all times of the day.

Other opportunities

_ Explore opportunities for mid block pedestrian crossing between Nelson St and Robe St.

_ More active edges on the north side of the street.


Port Adelaide Centre Civic Precinct PLACECHECK

Commercial Road

_ The east side of the road has been renovated, leading to a better quality public space compared to the west side. This also suggests that there's a **chance for improvement in the public space on the west side**.

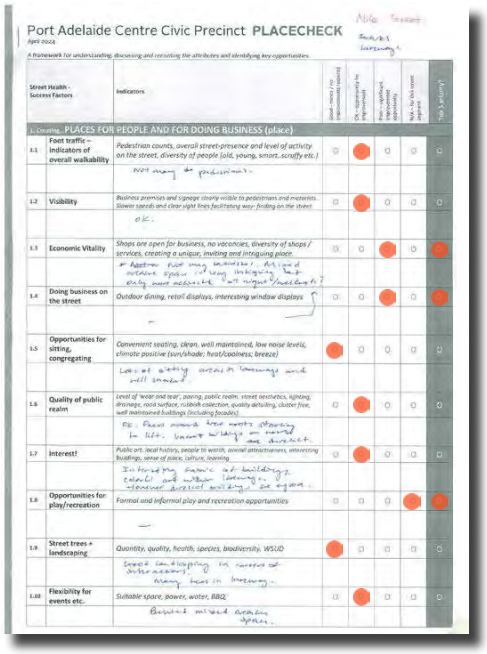
_ The heritage building on the west side of the street, interpreted with a standard metal plate, has the chance to integrate art and distinctive lighting features.

_ **The paving are damaged and uneven**, requiring maintenance or replacement.

_ Wayfinding is limited to the area in front of the Visitor Information Centre; **other areas lack signage.**

_ Narrow bike lanes and bicycle parking racks are only available on the east side of the street. Access for bicycles on the west side is inadequate.

4.2 Placecheck_top priorities and opportunities (continued)

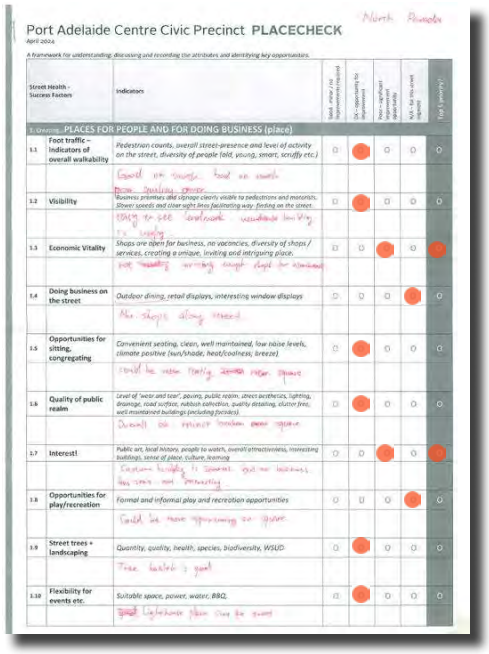


Nile Street (including laneways)

_ A quiet and rather pleasant street. Has the opportunity to be **activated with more active land uses, both day and night time. Particularly the undertutilised Customs building and tenancies across the Service SA building.** Slow traffic environment is a good foundation for a good place.

_ The main laneway has great canopy cover and lots of places to sit. **However Nile St itself requires more canopy cover.**

_ **Wayfinding can be improved,** particularly through the laneways. More people should be encouraged to walk through these spaces to increase passive surveillance and reduce anti-social behaviour.



North Parade (including black diamond square)

_ Heritage buildings and warehouse are easily visible, but **most of them are vacant, lacking vitality.**

_ This is a quiet street, **possibly due to a lack of retail**, which doesn't provide enough attraction for pedestrians.

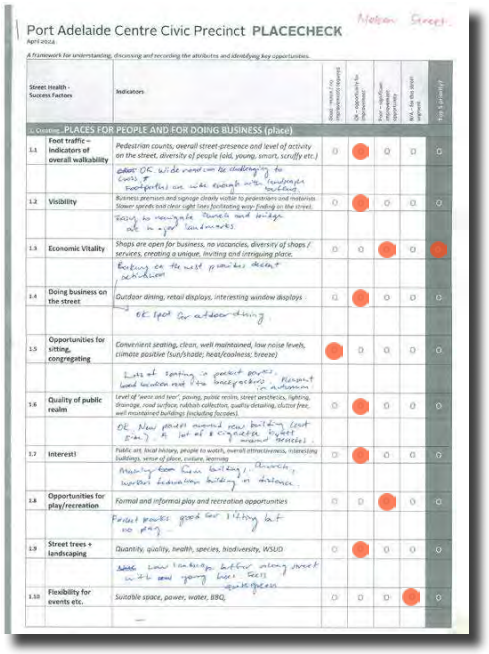
_ The heritage buildings and black diamond square **has the opportunity to integrate art and distinctive lighting features**.

_ The south side of the street has a wide footpath, but it is broken and uneven**. The north side consists of a car parks without a footpath, which is not pedestrian-friendly**.

_ **There is a need for more wayfinding signs and street furniture** to improve navigation and comfort for pedestrians.

_ The large wharf one shed building to the north is expected to be demolished and replaced with a open lot car parking in the short term, and residential apartments in the long term. This will open up views to the river from North Parade, and opportunities for landscaping and pedestrian linkages through to the river waterfront.

4.2 Placecheck_top priorities and opportunities (continued)


Port Adelaide Centre Civic Precinct PLACECHECK

Nelson Street

Street Health - Success Factors	Indicators	Good - more / no improvements required	OK - opportunity for improvement	Poor - urgent improvement opportunity	N/A - for this street	Top 3 priority?
C. Creating PLACES FOR PEOPLE AND FOR DOING BUSINESS (place)						
1.1 Foot traffic – indicators of overall walkability	Pedestrian counts, overall street-presence and level of activity on the street, diversity of people (old, young, smart, scruffy etc.)					
1.2 Visibility	Business premises and signage clearly visible to pedestrians and motorists. Slower speeds and clear sight lines facilitating easy finding on the street.					
1.3 Economic Vitality	Shops are open for business, no vacancies, diversity of shops / services, creating a unique, inviting and intriguing place.					
1.4 Doing business on the street	Outdoor dining, retail displays, interesting window displays					
1.5 Opportunities for sitting, congregating	Convenient seating, clean, well maintained, low noise levels, climate positive (sun/shade; heat/coolness; breeze)					
1.6 Quality of public realm	Level of 'wear and tear', paving, public realm, street aesthetics, lighting, drainage, road surface, rubbish collection, quality detailing, clutter free, well maintained buildings (including facades).					
1.7 Interest!	Public art, local history, people to watch, overall attractiveness, interesting buildings, sense of place, culture, learning					
1.8 Opportunities for play/recreation	Formal and informal play and recreation opportunities					
1.9 Street trees + landscaping	Quantity, quality, health, species, biodiversity, WSUD					
1.10 Flexibility for events etc.	Suitable space, power, water, BBQ					

Nelson Street

_ Formal DDA compliant crossings at the northern and southern ends of the street but **desire line is between both sides of Nile St. Safer crossing solution is needed**

_ Reserves on both sides provide pleasant green buffers with soft landscaping and public benches. **There is an opportunity for adjoining land uses to better activate these spaces, particularly on the east.**

_ The higher amenity of the road reserves on each side of Nelson St towards St Vincent St is not matched by the poor amenity of the extensive median areas and there is an opportunity to explore improvements to these areas.

_ The Nelson St and St Vincent ST intersection, whilst signalised, is not pedestrian friendly given the width, staged crossing and waiting times.

_ **More canopy trees**

Other opportunities

_ Gateway art piece at the intersection to welcome visitors into the precinct and improve visual amenity.

Visual summary _ Nelson Street





The lawns within the reserves provide much needed respite (both visual and physical) from the busy intersection.

St Pauls Church is a key landmark, together with Nelson St, provide a gateway into the Precinct that helps visitors orientate themselves within Port Adelaide and the Port Centre Precinct.

4.3 Pedestrian Counts

This set of pedestrian count data provides a snapshot of foot traffic at different locations in Port Adelaide centre.

It can be used to identify locations which are performing well relatively at attracting visitors or facilitating pedestrian movement, and also locations which fail to do so.

Data was analysed in conjunction with other findings to understand the reasons behind these observations.

Method

Pedestrian counts were collected by manual observation at 17 selected locations within the Port Adelaide visioning study area, across two separate visits on autumn weekdays with sunny and fair weather.

To ensure consistency, all counts were taken in 10-minute periods between **11am and 1pm** which is when visitation is at its peak.

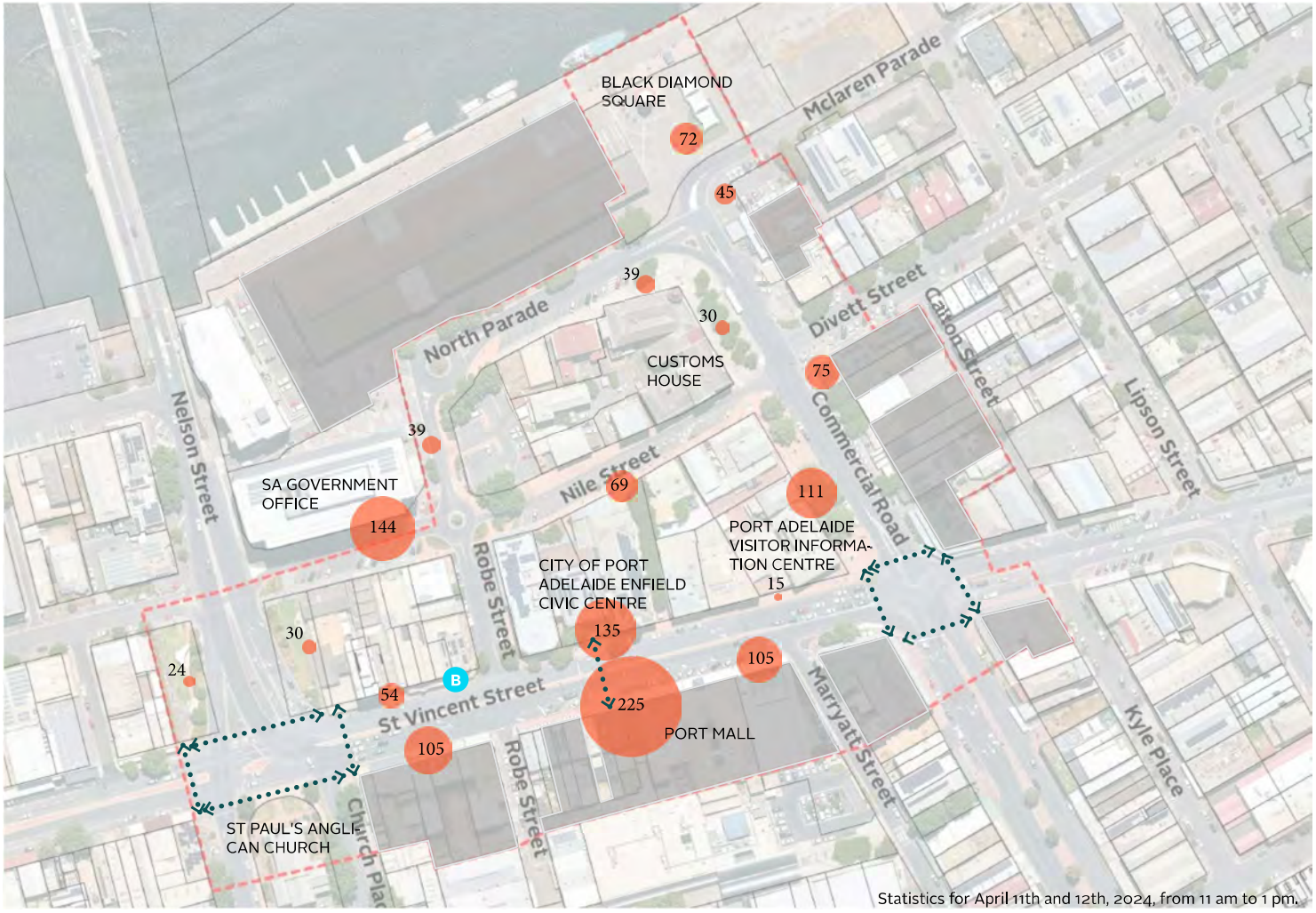
The counts were then extrapolated and the final results are the hourly average / of foot traffic at each location.

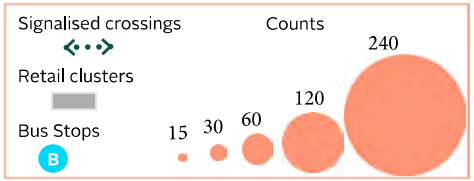
Due to time constraints, this pedestrian count was not comprehensive and has certain limitations. It should be considered as a snapshot for design reference rather than a comprehensive analysis.



4.3 Pedestrian Counts (continued)

Hourly Averages_Study Area





4.3 Pedestrian Counts (continued)

Shopping is the main generator of pedestrian activity

Unsurprisingly, there is a strong correlation between locations with multiple retail destinations and higher levels of foot traffic.

The footpath of St Vincent Street around Port Mall had by far the highest levels of foot traffic. Areas around the Mall also experienced a high level of visitation. This includes the southern side of St Vincent Street, the area opposite Port Mall and signalised pedestrian crossing.

Stretches of road which mainly had offices had higher foot traffic include the Service SA Port Adelaide.

Locations around major road intersections also tend to have much lower foot traffic due to low pedestrian amenity, including North Parade and Nelson Street, the nature of surrounding land uses and lack of occupancy.

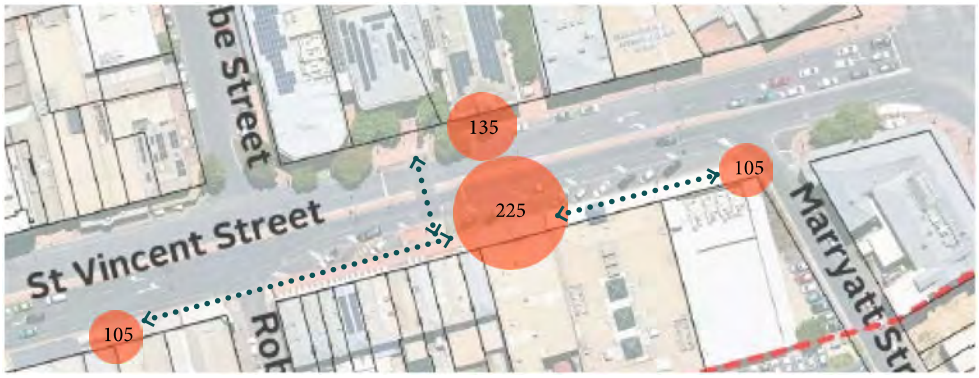
Other generators of pedestrian activity include large workplace, tourism and dining.

This is evident from the foot traffic on Commercial Road. The highest foot traffic in this area comes from the northwest corner of the intersection of Commercial Road and St Vincent Street, where there is a Visitor Information Centre and exhibition spaces.

Although the west side offers more amenities, more public art, and a spacious pedestrian path, people are more inclined to walk along the east side of Commercial Road due to the presence of multiple dining establishments.



Port Mall, St Vincent Street



Counts around Port Mall

A closer look at the heart of Port Adelaide

Most of the pedestrian traffic is concentrated around Port Mall, SA GOV office, and the Visitor Information Centre.

However, along Nelson Street and North Parade, foot traffic is relatively low, possibly due to a lack of active store fronts.

Additionally, there is a noticeable decline in foot traffic on the west side of the northern section of Commercial Road compared to the east side, indicating a lack of attractions to draw pedestrian traffic in this area.

To conclude, the pedestrian volume in the study area correlates closely with land use and the presence of safe pedestrian crossings. Inactive streets and spaces, such as waterfront areas, tend to have lower pedestrian numbers.

4.4 Findings _ visual analysis + placecheck



1. **New land uses (civic, community, retail + commercial) key to activate vacant buildings + street frontages**
2. Celebrate the many high-quality character facades along key streets – both civic and commercial buildings
3. **Additional public art (at "gateways" + "localised") to build on successful examples**
4. Laneways provide important connections + more intimate spaces

5. **Mixed public realm quality + condition**
6. Opportunity for significant greening + street tree canopy
7. **Renew wayfinding + information signage**
8. Improve bike routes
9. **More public seating**
10. Build night-time activation, possible focussing on a few streets

11. **Feature lighting opportunities**
12. Improve pedestrian links + crossings between major buildings, car parks + destinations



5. Strategic + policy context

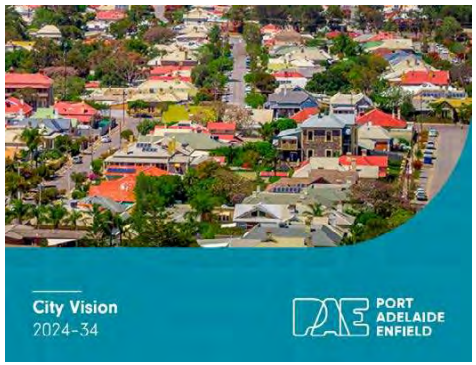
5.1 Strategic Plans + policies

5.2 Other projects

5.3 Summary of strategic policy + project review _ key considerations for the Precinct Plan

Reviewing relevant policies and plans that may apply to the study area

5.1 Strategic Plans + policies



Port Adelaide Enfield City Vision 2024-34

The key elements of 'Our City Vision' include:

Vision - how we see the city of PAE in the future

Guiding Principles - what values and commitments underpin our decision making

Goals - what success looks like as we deliver on our Vision

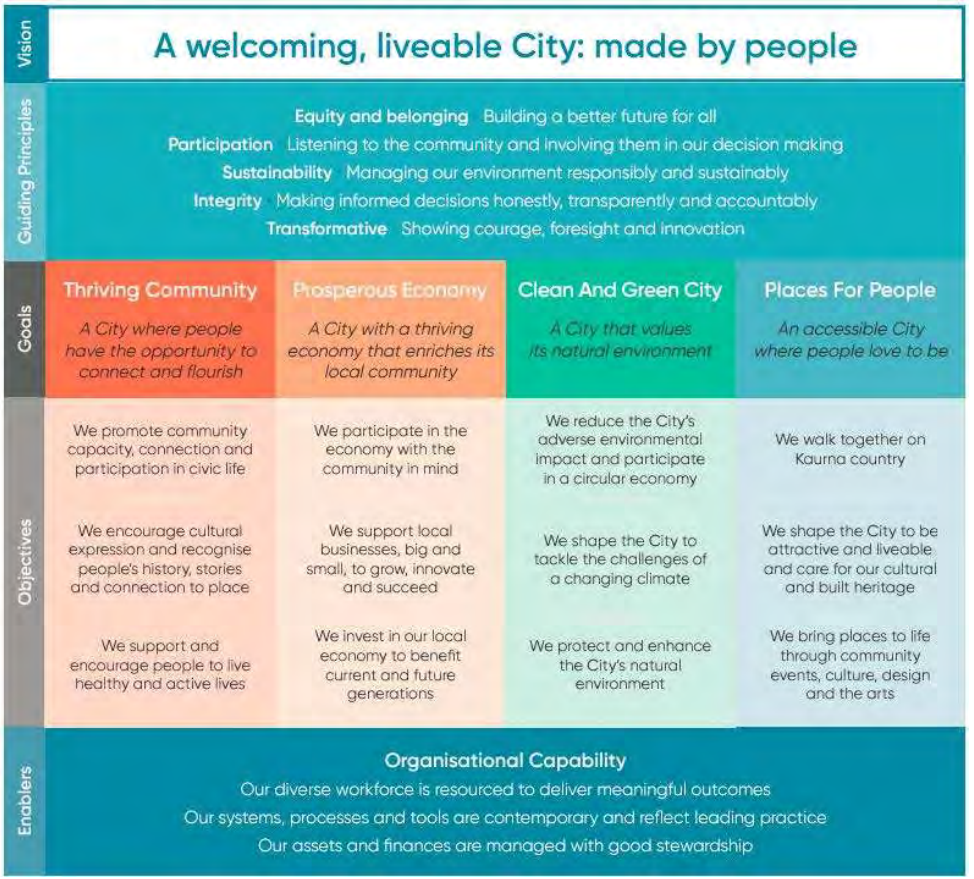
Objectives - what we will do to accomplish each Goal, and

Enablers - which organisational capabilities will help us deliver on our Goals.

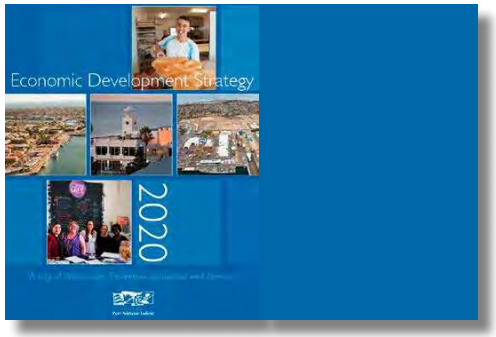
The City Vision sets the long-term strategic direction for the city

It identifies the key Goals and Objectives that PAE will work towards delivering over 10 years. The City Vision informs other more detailed strategies and plans.

PAE are currently developing a Four-Year Business Plan (4YBP) which will show how PAE intends to deliver the City Vision in the medium term. PAE's Asset Management Plans and Long Term Financial Plan outline how the city will resource it's strategies and plans. Each financial year PAE develops it's Annual Business Plan which sets out the priorities, activities and budget to demonstrate how the community's rates contribute to services and programs PAE delivers that benefit the whole community. Regular performance monitoring and reporting demonstrate that PAE delivers on it's commitments and are accountable to the community.



5.1 (continued)



Economic Development Strategy 2020

The Strategy acknowledges that PAE has some of the richest natural assets in SA. These include the marine areas of Barker Inlet and the Port River Estuary, one of the SA's largest and most ecologically productive estuaries, playing a critical role in maintaining coastal and marine biological diversity, in maintaining the stability of Gulf St Vincent. The area is also home to the Dolphin Sanctuary and world renowned International Bird Sanctuary.

Urban renewal and placemaking or 'place-based' economic development focuses on investment that builds on exiting strengths and assets of the locality, including people, cultural and connectivity features of the community.

Under an extensive urban renewal program, Renewal SA is currently planning a number of developments for the PAE region that include plans for industrial, commercial, residential (including affordable housing options), cultural and environmental projects.

Renewal SA is currently undertaking the **Our Port** initiative which represents a multi- billion dollar development strategy for the community that will deliver 2,000 to 4,000 new homes for an additional 4,000 - 8,000 residents, attract up to $2 billion in private investment on 40 hectares of land, provide 1,000 to 1,500 construction jobs over the life of the project, provided a range of commercial, light industry, tourism and open space development plans, including investment from the private and public sectors. The Port is earmarked for Tourism/Education/Retail, Arts, Residential, Office and Commercial and Civic uses

5.1 (continued)

Our Port (Renewal SA) - 2014 - current

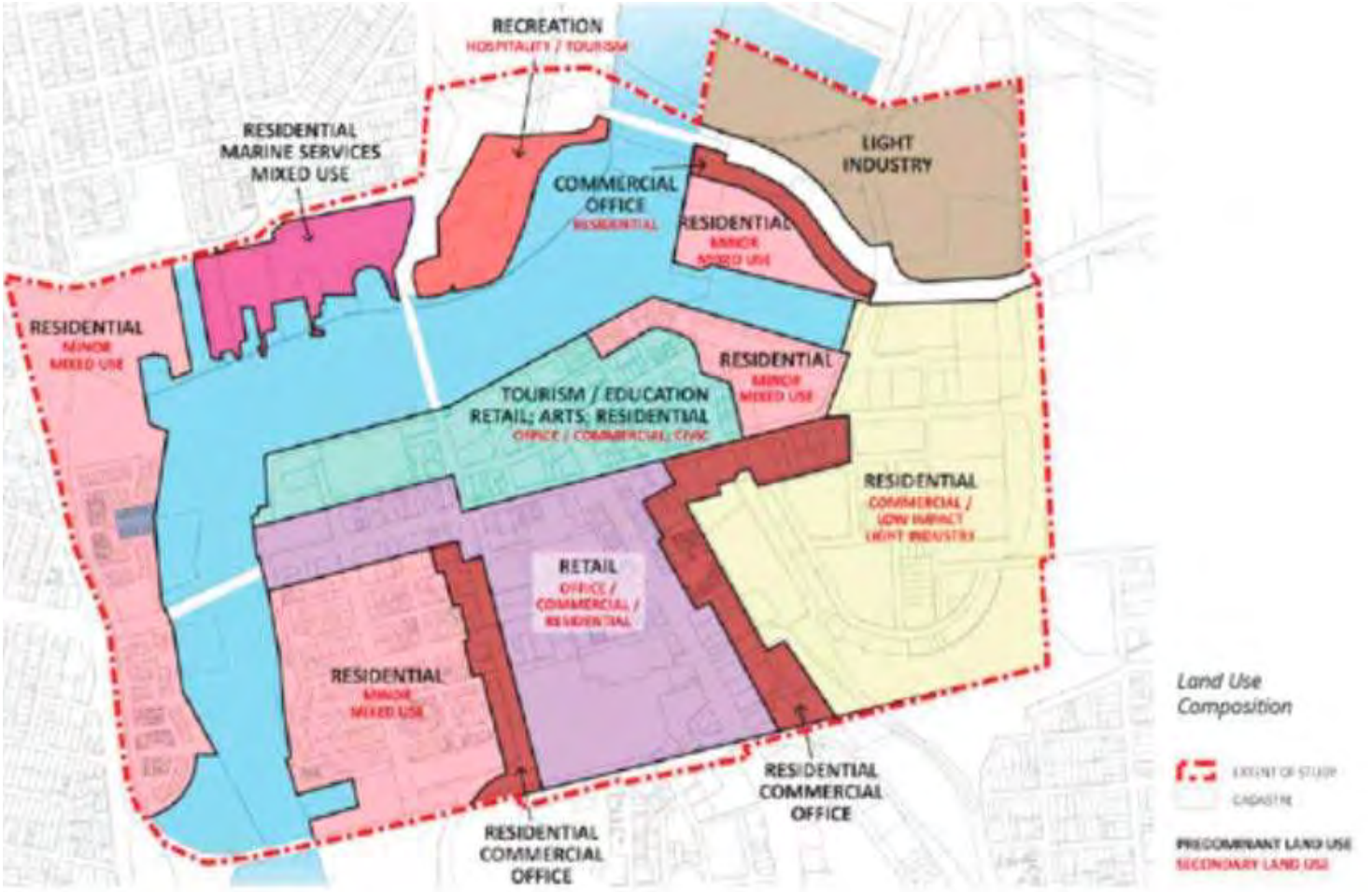
Renewal SA is currently planning a number of developments for the PAE region that include plans for industrial, commercial, residential (including affordable housing options), cultural and environmental projects.

Renewal SA is currently undertaking the **Our Port** initiative which represents a multi-billion dollar development strategy for the community.

It **will deliver 2,000 to 4,000 new homes for an additional 4,000 - 8,000 residents**, attract up to $2 billion in private investment on 40 hectares of land, provide 1,000 to 1,500 construction jobs over the life of the project.

It will provide a range of commercial, light industry, tourism and open space development plans, including investment from the private and public sectors.

The study area is earmarked for Tourism/ Education/Retail, Arts, Residential, Office and Commercial and Civic uses.



5.1 (continued)



Port Adelaide Enfield Place Making Model 2021

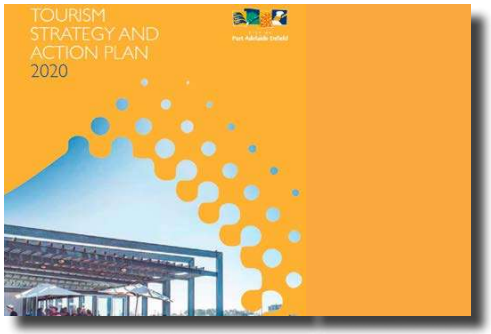
The aim of the Place Making Model is ensure that strong community, economic and environmental benefits are derived from the places the community/council own, care for, manage, create and activate.

The place making model is built on four pillars, **Place Custodianship** - we care for, maintain and advocate for PAE's places, **Community Empowerment** - we equip communities with tools and resources for community led place making, **Activation & Invigoration** - we work with community and businesses to improve existing places and rive activation, and **Place Shaping** - we facilitate the creation of great places across PAE.

The Power of 10 - The Place making model recognises the need to do great place making and activation across the entire City and has identified 10 places to maximise the place making impact 10 Places. **Port Adelaide has have been identified as one of the 10 key places i n the entire City for maximising place making opportunities.**

"The goal is for the City of Port Adelaide Enfield to be A Place where People Love to Be."

"Placemaking is a process. It is a means to an end; the creation, care and activation of quality places."



City of PAE Tourism Strategy and Action Plan 2020

The strategy acknowledges that Tourism contributes greatly to the City of PAE's economy with the most unique tourism offerings in SA, including Kaurna cultural sites.

The strategy focuses on collaboration between business, tourism providers, PAE and peak bodies which has the potential to significantly increase the jobs associated with tourism and economic value in the City, which in the year 2014/15, exceed $284.8 billion. The City of PAE offers some of the State's finest historical buildings, museums, maritime assets, tall ships and landmarks, together with a wealth of parks, cultural facilities, beaches, restaurants and recreational areas. To ensure growth in the tourism sector within PAE, the strategy provides four strategic areas for growth, including:

- Priority Area 1: Driving Demand: to increase the desirability of the City of PAE region as a travel destination, inspiring more people to visit, stay longer and spend more.
- Priority Area 2: Working collaboratively to effectively work together with and build collaboration amongst our stakeholders to grow tourism in the region.
- Priority Area 3: Supporting our tourism industry to enhance the visitor experience – every visitor has a positive, memorable experience by building the experience base in the City of PAE.
- **Priority Area 4: Using events to drive visitation to the Port Centre Precinct.**

5.1 (continued)



City of PAE Arts and Culture Strategy and Action Plan 2020-2025

The Arts and Culture Strategy acknowledges arts and cultural activities as key tools for place making, community development and economic development. **Artists and arts and cultural organisations can reflect the overall character, diversity and heritage of PAE.** The context for arts and culture in the City is described as **Arts Ecology.**

The three key Goals of the Action Plan are for a (1) Vibrant Arts Ecology, (2) Great Cultural Places and Spaces, and (3) Art Making with Impact.

Key principles that guide decision making include, believing that art is part of everyday life, that programs reflect the charter and identity of the community; that our arts and cultural activities provide value across a range of areas; a commitment to resources long term contributing to sustainable art outcomes, working with community, and monitoring evaluating and informing by evidence.

Recent Arts and Culture achievements in PAE include;

- **Creative community** - local artists were commissioned in 2018 and 2019 to make street flags and banners for Santos tour Down Under Peloton in the Port events.
- **Wonderwalls** - PAE and Wonderwalls Port Adelaide Festival have partnered since 2015 to transform the streets of Port Adelaide with over 50 murals by local, national and international artists.
- **Living Landscapes** - as part of the Living Landscapes Initiative Environment Strategy 2022 to promote the history of the City's built, cultural and natural heritage.
- **Port Adelaide Laneways** - Council purchased two heritage buildings, and offered them to local artists, which, in turn invigorated the laneways between the buildings.
- **Tarnanthi at the Port** - has been a successful festival of contemporary Aboriginal and Torres Strait Islander (ATSI) art delivered by the Art Gallery of SA.
- **Public Art Commissions** - PAE continue to commission key local artists to invigorate key locations in the Port.



Built Heritage Strategy 2022

The City of Port Adelaide Enfield's Built Heritage Strategy responds to the Council area's rich built history and unique historic places and spaces that create Port Adelaide's unique character and sense of place. The Strategy responds to Heritage tourism being a growing sector of the economy, providing visitors with authentic experiences.

The City Plan's Environment & Heritage Pillar also works toward the following: **"In 2030 PAE is a low carbon, water sensitive and climate resilient City and our built heritage is protected, embraced and celebrated throughout the region"**

The 8 key directions of the strategy include:

- **1 Cultivating a Shared Custodianship of Heritage** - includes history displays, exhibitions and events, meetings and seminar rooms, **a new home for the local history collection and service**.
- **2 Protect PAE's Heritage for the Future** - includes a major heritage review and will identify places and areas with heritage values for future protection.
- **3 Conserve Heritage Places** - includes expanding PAE's 20 year old Incentive Scheme.
- **4 Showcase Council-owned Heritage Buildings** - Council owns nine State and three local heritage buildings with priorities for their maintenance, embarking on conservations.
- **5 Activate Heritage Precincts and Places** - includes creating heritage area guidelines, including for the Port Adelaide State Heritage Area.
- **6 Create a Vibrant Port Adelaide State Heritage Area** - culminating in the development of a **Port Adelaide Heritage Precinct Plan**.
- **7 Celebrate and Promote Heritage** - delivering the Heritage Building Plaques scheme, and
- **8 Progress Heritage Tourism** - Light up the Port; showcasing Port Adelaide's heritage buildings at night.

5.1 (continued)



City of PAE Economic Health Check May 2023

The PAE Economic Health Check is a targeted economic analysis of the PAE economy and focuses from the period 2017 to 2022.

It concludes the following:

- PAE is going through a period of relative economic prosperity, due, in part, to the construction boom, the growth of transport and warehousing,
- **the growth of manufacturing and industrial lands such as large-scale defence contracts.**
- In addition, there is strong population growth and service industries such as Health care and Social Assistance, Education and Training and Accommodation and Food Services.
- PAE's economy rebounded quickly after the Covid-19 lockdowns as construction activity remained high, industry mix is less exposed to impacts of Covid-19, and strong increase of overseas migration
- **specialisations provide a strong growth potential, such as manufacturing, transport, Defence, and warehousing and utilities**
- **PAE's economic growth is likely to continue,** although risks are emerging, such as a shortage of housing, household costs rising, congestion of commuters and potential decreased spending on local businesses.

Port Adelaide Enfield economy in 2021/22

	As at 2021/22	5yr Avg Growth	Greater Adelaide
GRP	$10.9 Billion	+2.1%	(+2.7%)
Local jobs	82,487	+1.4%	(+2.3%)
Population	135,844	+1.6%	(+1.2%)
Unemployment	5.2%	-4.1%	(-2.3%)
Tourism visits	420,236	+4.3%	(-2.9%)



Creative Port Plan 2020

The City of Port Adelaide Enfield's long term vision of developing a vibrant, creative destination known for its arts and culture is focus on delivering the following outcomes:

- hosting an empowered, connected and sustainable community of creatives, arts organisations and businesses
- attracts contemporary arts outcomes and creative practitioners
- promotes and enables a thriving night-time economy

The Plan aims to promote:

- Live music programs that build relationships with promoters or event companies
- Trails and tours that identity partnerships and public art opportunities to expand on 'outdoor gallery' concepts
- developing a Creative Place Guide that utilises prominent vacant rejuvenation of untenanted spaces
- creating a Marketing and Promotions platform that functions as a hub for sharing creative experiences at the Port,
- **increasing Events and Activation, collaboration with local arts venues, including Fringe, SALSA, Umbrella Festival, Nature Festival, monthly workshop series in partnership with local venues**
- collaborate with local arts venues to host quarterly gatherings that promote local creatives and business owners to connect

Key Considerations

- Increase the desirability of the City of PAE region as a travel destination, inspiring more people to visit, stay longer and spend more.
- **Using events to drive visitation to the Port Centre Precinct.**
- **increase Events and Activation, collaboration with local arts venues, monthly workshop series,**
- **in partnership with local venues**

5.1 (continued)



City of PAE Communications and Engagement Plan 2022-2025

The top five ways that the local PAE community want to engage with Council are;

- 53% via PAE website
- 53% via PAE newsletters
- 48% via Social media
- 47% via word of mouth
- 26% via local library

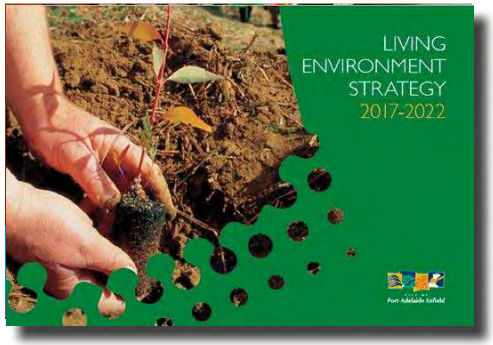
PAE's purpose and guiding principles for consultation are:

- **transparency** - so that the community has trust and confidence through genuine and meaningful engagement and by partnering withthe community.
- **connection** - by building meaningful relationships with the community
- **by providing innovative and bold communications** such a videos/interviews and engagement tools designed to explain complex issues, and
- **accessibility and exclusivity - by giving everyone a voice on issues that matter to them -**
- **through local meet-ups,**
- **neighbourhood workshops,**
- **networking with champions,**
- **creating more ways to participate, engagement hubs,**
- **pop-up engagements at key events and public places and**
- **working with community leaders.**

Key Considerations

- **local meet-ups,**
- **neighbourhood workshops,**
- **networking with champions,**
- **creating more ways to participate, engagement hubs,**
- **pop-up engagements at key events and public places and**
- **working with community leaders.**

5.1 (continued)



Living Environment Strategy 2017-2022

The Living Environment Strategy proposes six key strategic outcomes:

- recognise the region's unique natural resources and urban environment as a high value asset in the city's **economic** future.
- value the **community** as a partner and stakeholder in environmental planning and programs.
- provide and design for urban form and **infrastructure**, public realm and green spaces for supporting the **environment**, health, community well-being and sense of place.
- protect the city's natural, built and **cultural heritage** and landscapes.
- protect the natural environment and **ecological assets** of the region.
- aim to reduce greenhouse gas emissions so that the region's economy, environment will be resilient to **climate change.**

Cultural heritage - Aboriginal heritage and experiences are unique to the Port Adelaide area. The **Kaurna culture** is connected to the natural environment – lands and waters that are the custodial responsibility of the traditional owners of the area, which creates opportunities to link nature-base tourism with **'cultural tourism'.**

Built and maritime heritage - The City of Port Adelaide Enfield has a significant place within the metropolitan area, having over 400 heritage places and four Historic Conservation Areas. Many of these places have been identified by heritage assessments and surveys, with several places currently protected by their inclusion within the Port Adelaide State Heritage Area. Port Adelaide is also the location of one of the state's most significant archaeological treasures – the largest and most diverse ships' graveyard in Australia accessible to non-divers. Spread over five sites, in the Port River, remain over forty sailing, steam, motor and service vessels that ended in Port Adelaide.



PAE Public Toilet Strategy - October 2020

The Public Toilet Strategy focuses on providing public toilets in high public use activity nodes, such as commercial areas, civic hubs, such as libraries, municipal offices, community centres, and public facilities that are provided by, or managed, by Council.

There are 50 plus public toilets located within the city, usually located in open spaces.

The majority of toilets are standalone facilities and are currently availably in five groups;

- Available to the public 7 days a week (24 hours a day), Available to the public 7 days a week (but locked at night), Available to community or sporting clubs with leases, Available to parties who make bookings with Council and Unavailable to all parties (closed/ locked indefinitely)

There are three levels of public toilet categories:

- Level 1 are high use toilets located in high profile areas with significant tourist visitor usage, Level 2 are medium level use toilets located within destinations such as recreational parks, coastal or state sport areas and facilities, and Level 3 are generally located at sporting reserves.

Key Considerations

- **The PAE Public Toilet Strategy and Implementation Plan recommends for new public toilets facilities be implemented in the Port Adelaide Light House precinct by the year 2022/2023.**
- **These would be Level 1 high use public toilets, with significant tourist visitor usage.**
- **The Level 1 toilets may be combined with a cafe facility, or information centre, to promote tourism and visitor facilities.**

5.1 (continued)



Open Space Strategy 2021-2026

The Open Space Strategy provides a guide for the development and provision of open space now and in the future with the aim of providing everyone in the community access to open space to support play, recreation, health and well being, and social inclusion within walking distance.

The Strategy is underpinned by six outcomes to guide future provision of open space and deliver the goal of the plan;

- **1 Equitable Provision and Changing Urban Form** - to provide access to equitable provision of open space that responds to urban form and creates walkable neighbourhoods.
- **2 Natural Systems, Environment and Climate Change** - considers environmental functions and sustainability within the planning, design and management of open space.
- **3 Sport Facility Provision** - provide access to a range of quality sports facilities and activities across the city.
- **4 Recreation, Health and Well-being** - everyone will have access to open space, facilities and opportunities to support health and well-being and community connection
- **5 Destinations, Culture and Art - key for this project** - opportunities to **connect with heritage, culture and art** through open space, events and programs
- **6 Improve Decision Making** - constantly improving Council's knowledge and processes



Integrated Transport Strategy 2021-2031

Council's Integrated Transport Strategy builds on the City Plan 2030 to achieve its vision. It promotes a integrated approach to transport that enables sustainable transport initiatives and focuses on establishing a less carbon intensive transport network. The plan aspires to six approaches to transport; **Active Transport** (Cycling) - active and public transport are preferred modes of transport, **Public Transport** (train/light rail), **Traffic Management and Road Safety** (pedestrian safety focused), **Integrated Land Use and Transport Planning**, **Managing Parking Demand**, and **Managing Freight** (the moment of people, goods and services) aiming for a low emissions City that is a leader in sustainable transport that embraces new technologies and adaptable transport.

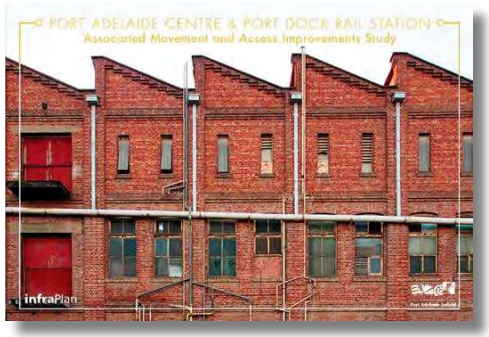
In October 2019, Council made the following pledges to mitigate the impacts of **climate change** in the City:

- **Establishing a Zero Net Emissions target**, including from Councils own fleet.
- **Establishing partnerships with developers to deliver sustainable new developments** through leading edge sustainable design outcomes.
- **Progressing the rollout of electric vehicle charging stations** and network of green infrastructure.

Together with Council's **Living Environment Strategy 2017-2022,** the plan aims for a **less carbon intensive transport network by including targets that improve active transport (walking and cycling), improve public transport, provide sustainable and innovative transport solutions (such as e-scooters/e-bikes), promote an integrated land use planning framework and creating a more efficient and safe transport network in the City.**

Council pro-actively addresses **road safety** issues through their Local Area Traffic Management (LATM) Program, in collaboration with the local community.

5.1 (continued)



Port Adelaide Centre & Port Dock Rail Station & Associated Movement and Access Improvements Study - 23 November 2018

The Study provides recommendations to improve access, movement and wayfinding between the **future Port Dock train station** at **Backer Street** (north east of the Precinct) and the key destinations and activity areas within the Port Adelaide Centre. The Station development is expected to provide a pedestrian forecourt with potential for a bus interchange and layover area in the existing Lipson Street car park.

Fig 3 indicates a potential change in the St Vincent and Commercial Rd intersection conditions within the Port Centre Precinct.

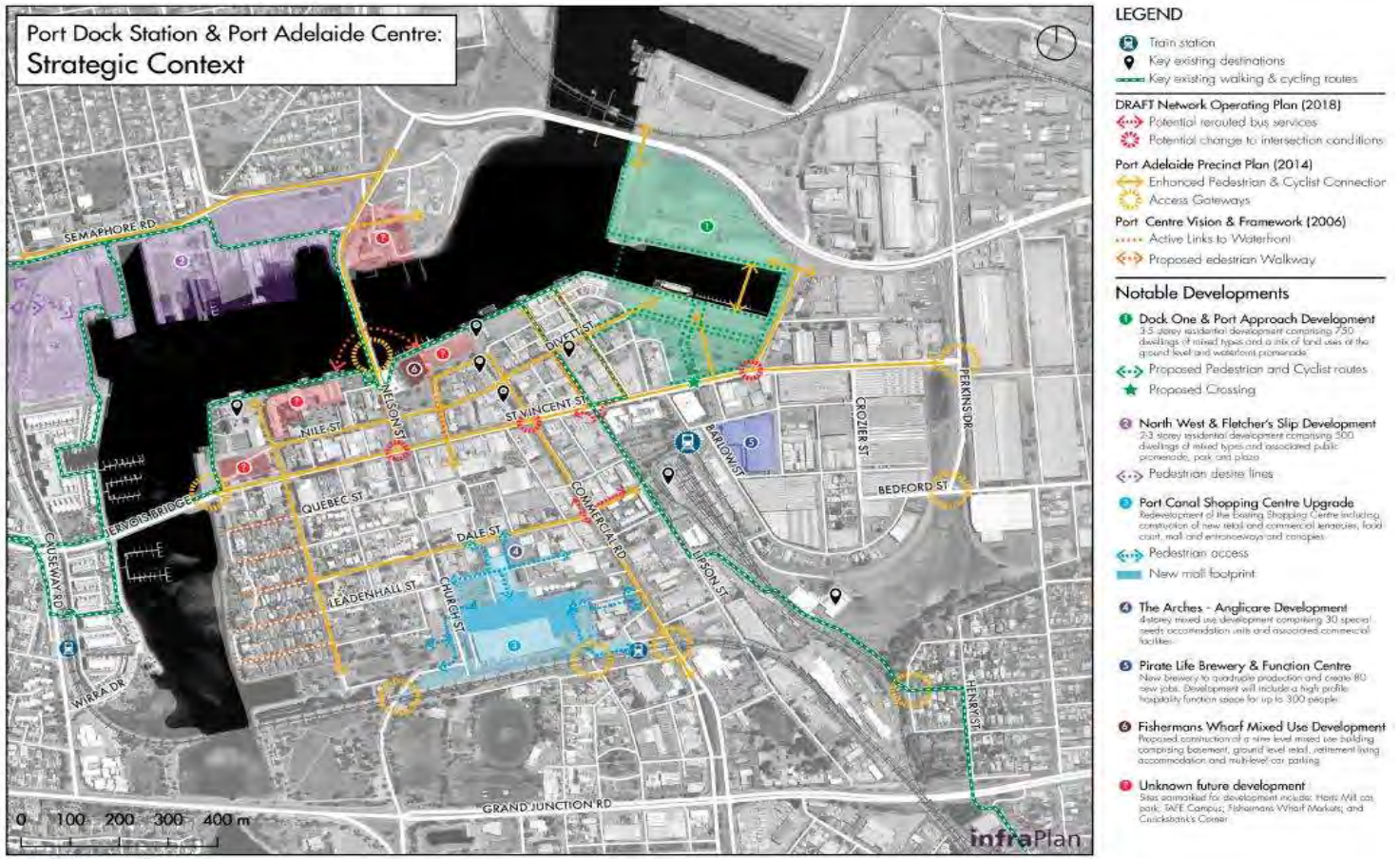


Figure 3: Strategic Context Map

5.1 (continued)

Reference has been made to the Port Centre Vision and Framework (2006) that aim to reinforces the Port Centres Vision for the movement and access i.e. the Port as destination, not a through route, pedestrians and cyclists should have priority, and residents and locals benefit form increased accessibility.

Immediate improvements include;

_ **St Vincent Street** (east of Lipson Street – remove right turn lane in and at station path exit, Church Street (at existing refuge between Dale and Leadenhall), and **Commercial Road** (Refuge, 4x locations).

Short-term upgrades include;

_ **St Vincent St** (east of Webster Street for Dock One access), **Commercial Road** (at Nile/ Divett Streets), St Vincent Street (at Jervois Bridge), **Nelson Street** (at Nile Street) and St Vincent Street (at Mundy Street).

In addition, the plan recommends an immediate 40k/ Port Centre speed limit with a ongoing recommendation to go down to 30km/h or less, an outdoor dining policy, upgrade of street lights, network operating plan, and a pruning, cleaning and maintenance policy.

Key Considerations

_ Improve access, movement and wayfinding between the **future Port Dock train station** at **Backer Street** (north east of the Precinct)

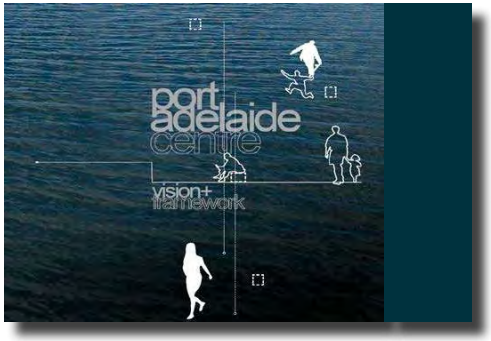
_ The Station development is expected to provide a pedestrian forecourt with potential for a bus interchange and layover area in the existing Lipson Street car park.

Immediate improvements include;

_ **St Vincent Street** (east of Lipson Street – **remove right turn lane in** and at station path exit, Church Street (at existing refuge between Dale and Leadenhall), and **Commercial Road** (Refuge, 4x locations).

_ **Immediate 40k/ Port Centre speed limit with a ongoing recommendation to go down to 30km/h or less.**

5.1 (continued)



Port Adelaide Centre Vision + Framework 2006

Port Adelaide is uniquely placed for rejuvenating its city centre, while retaining its heritage and character, and reconnecting the centre with the adjacent waterfront.

The public spaces of Port Adelaide are also ideally placed for revitalisation. Today, the life in public spaces has to a great extent shifted into leisure time activities: people are promenading, sitting in café's enjoying landscapes and townscapes, while others are using such spaces for active recreation and exercise.

An entirely new city economy is emerging. People spend more time and money enjoying themselves at outdoor cafés and restaurants, or on impulse shopping while strolling in the cities.

If people enjoy the cities and have a good time, it is indeed very good for city economy in a consumer and leisure time society.

All this is good news for Port Adelaide. It is just waiting to be reconquered.

Jan Gehl, Professor of Urban Design

Partner, GEHL Architects
May 2006

The Port Adelaide Centre Vision + Framework suggests that the success of the revitalisation of the Port Adelaide Centre depends on the successful development of a number of key sites. These include:

- The Fisherman's Market building;
- The Customs House site;
- The vacant land between North Parade, the Lighthouse and Lipson Street;
- The existing Civic Buildings on St Vincent Street;
- The Central Building on the corner of St Vincent Street and Commercial Road

Recommendations of the UDF are as follows:

- **promote long vistas to waterfront and back to the train station along Commercial Rd, and views along St Vincent Street east/west**
- **preservation and re-use opportunities for the historical building stock**
- **celebrate the waterfront**
- **enhance city streets**
- celebrate the Port's History
- support of a diverse community
- **welcoming to visitors.**

5.1 (continued)



Network Operations Planning for the Port Regional Centre - November 2018, DPTI

The Network Operations Plan/s (NOP) for the Port Regional Centre aim to reduce traffic congestion within the PAE City. The study focuses on St Vincent and Commercial Rd by enhancing pedestrian crossing opportunities, enhancing local traffic access into the Port Centre and enhance public transport movements within the Port Centre.

The suggested road improvements are as follows:

The St Vincent Street/Commercial Road intersection;

The St Vincent Street/Commercial Road intersection

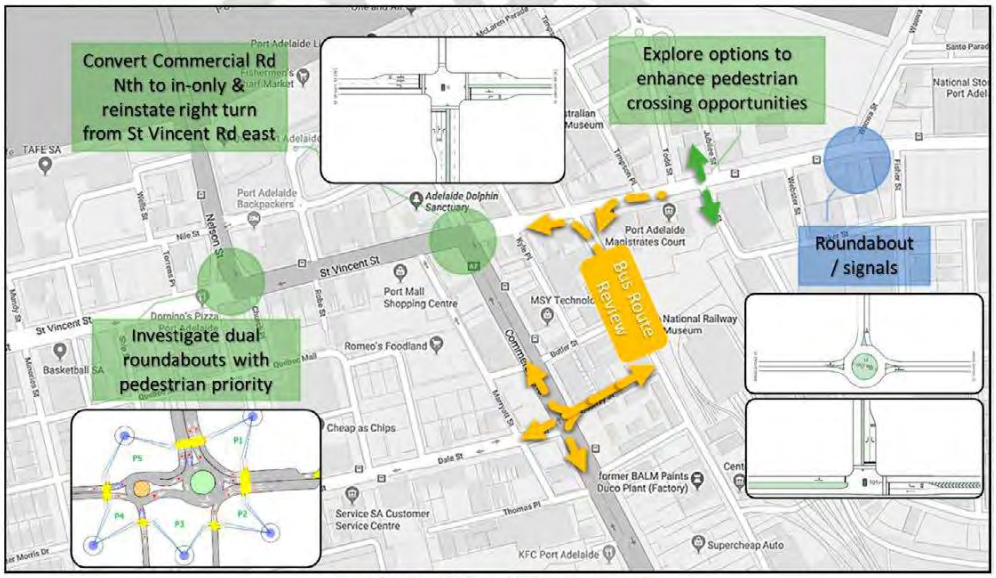
- Reinstate right turn movement from the east approach,
- Convert Commercial Road (north) to IN ONLY one-way street,
- Introduce Non-skipping pedestrian crossing on the St Vincent Street east approach.

The St Vincent Street/ Wauwa Street junction

- Convert the existing sign-controlled junction to either a roundabout or a signalised intersection.
- Commercial Road – St Vincent Street bus operation
- Review existing bus routes/services in view of the proposed Rail Spur project and Lipson St-Godfrey St traffic operations.

St Vincent Street/Nelson Street intersection

- Explore the potential for the installation of a dual roundabout with pedestrian priority on all approaches and other intersection treatments.



Port Centre NOP candidate treatments

St Vincent Street East

- Explore options to enhance pedestrian crossing opportunities.

Port River Expressway

- Improve signal coordination between the PREXY/Semaphore Road and Nelson Street/ Semaphore Road intersections.

Key Considerations

The St Vincent Street/Commercial Road intersection

- Reinstate right turn movement from the east approach, Convert Commercial Road (north) to IN ONLY one-way street,

St Vincent Street East

- Explore the potential for the installation of a dual roundabout with pedestrian priority on all approaches and other intersection treatments.

5.2 Other projects



Work on $5 million Port Adelaide footbridge about to step up - InDaily
April 8, 2024

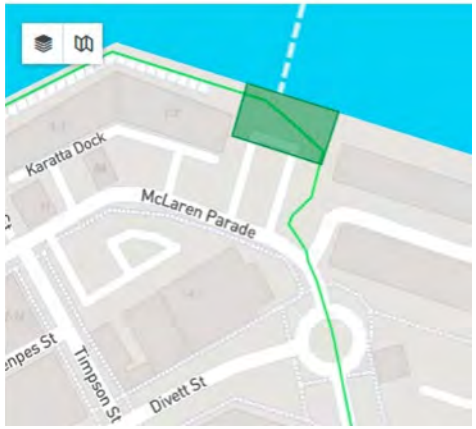
- The 80-metre bridge is set to be operational by the end of the year, creating a pedestrian and cyclist link from Port Adelaide's retail hub to the maritime heritage precinct at Dock Two.
- The bridge will also provide current and future residents of the 650 homes in the planned community on either side of Dock One with better access to public transport.
- The Port Adelaide bridge is being designed and built by Largs North-based company BluBuilt, with architects Grieve Gillet Anderson engaged for detailed design work.
- Port Adelaide's Maritime Constructions will begin piling into the riverbed to create foundations while initial works on the bridge begin off-site, with around 120 jobs expected to be created during construction.
- Jointly funded by Renewal SA and Kite Projects, the $5 million bridge will be owned and maintained by Renewal SA.
- An eight-metre-wide waterfront promenade will also be built from the bridge, wrapping around the eastern side of the Port River and under the Port River Expressway through to the City of Adelaide Clipper Ship.
- Renewal SA executive director, major projects and property, Todd Perry said the agency wanted something that would "enhance connectivity and urban revitalisation".
- "The intent is to make the inner harbour more accessible by foot. Ease of pedestrian and disability access was therefore crucial to this design, as was ensuring clear sightlines for residents living along the waterfront," Perry said.
- Kite Projects managing director Damon Nagel said the bridge was one of the "most talked about projects in the Port".
- "Once the bridge is complete, it will make a huge difference, connecting the precinct together in a way that will ensure residents and visitors can really explore and make the most of their new community," he said.
- Housing and urban development minister Nick Champion said the bridge was "another vital component of the Dock One development".
- "This foot bridge will provide important accessibility to the area, encouraging people to be active in their local community," he said.



Key Considerations

- "This foot bridge will provide important accessibility to the area, encouraging people to be active in their local community,"

5.2 (continued)



McLaren Parade Community Plaza - 2024, DPTI

This proposal represents a significant step in addressing the findings of our Open Space Strategy 2021–2026, which highlighted a low provision of open space in Port Adelaide. It also aligns with the development of the proposed Dock One pedestrian footbridge jointly funded by Renewal SA and Kite Projects and managed by Renewal SA, due to start construction later this year.

The vision is for this open space is to serve as the primary welcoming point for pedestrians arriving in Port Adelaide, offering a place of rest and an attractive area that complements the features of the bridge and the Port riverfront. This area provides a strong pedestrian and cyclist connection to the new Port Dock Railway Station via the redirected Outer Harbor Greenway.

As of the meeting held on the 9th July 2024, Council resolved to reconfigure the whole area as open space. The additional open space will provide a greater community focus but will place additional pressure on the need to provide alternative car parking and will impact accessibility for car based local tourism.





Key Considerations

- The **new proposed plaza area** will provide an opportunity to increase functional public open space in an area with an increasing residential population and to enhance local amenity for both residents and visitors.

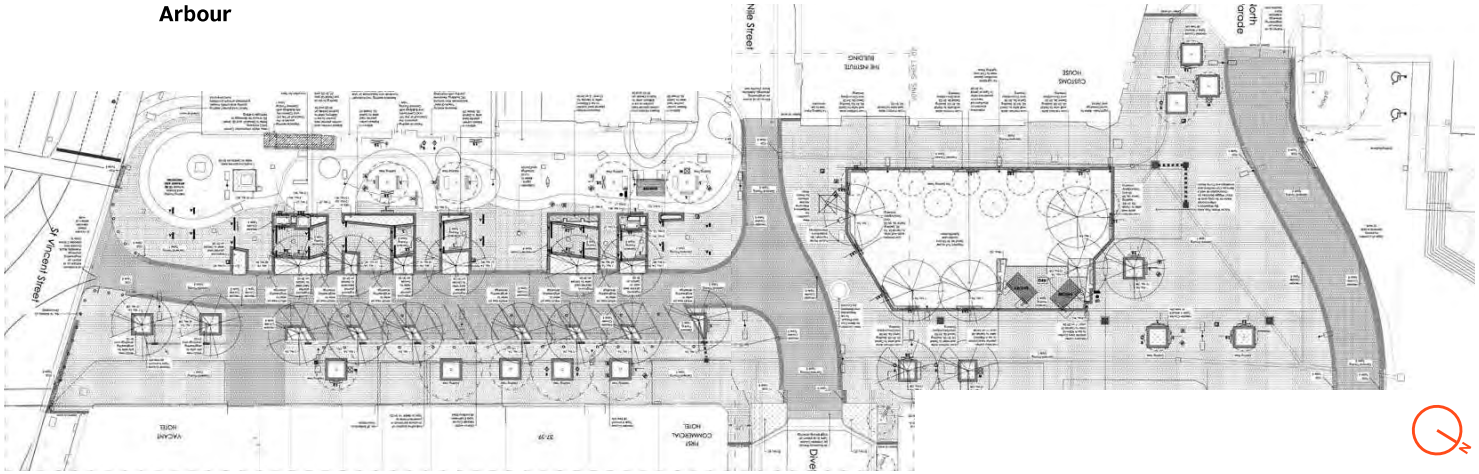
5.2 (continued)

Commercial Road North - Concept Design to Documentation 2012

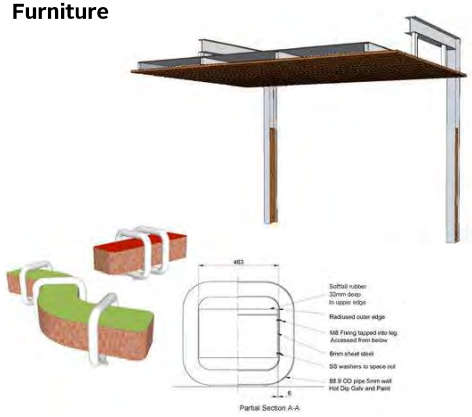
Plaza **Park** **Water Play**



Arbour



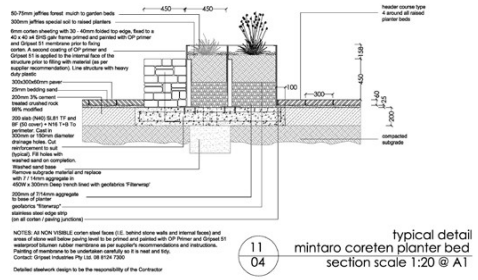
Furniture



Water play







Graduated Raised Planter Beds

5.3 Summary of strategic policy + project review _ key considerations for the Precinct Plan

1. Place shaping Opportunities

_Reduction of Renewal SA involvement with gifting of the Visitor Centre to PAE Council.

_A large number of unused and underutilised public and privately owned buildings - including Council-owned heritage buildings.

_Create a Vibrant Port Adelaide State Heritage Area.

_Redevelopment of Black Diamond Square.

_Street upgrades to St Vincent Street amenity + St Vincent St/Nelson St intersection + Commercial Rd (north).

_Improvements to the footpath and wayfinding to the new Port Dock train station.

_McLaren Parade Community Plaza.



2. Tourism + Events Destination

"A Place where People Love to Be!"

_The Port Centre is earmarked for Tourism/Education/Retail, Arts, Residential, Office and Commercial and Civic uses.

_Use events including arts and cultural events to drive visitation to Port Centre Precinct.

_Increase collaboration with local arts venues.

_The Port as a destination, not a through route. Pedestrians and cyclists should have priority, and residents and locals benefit from increased accessibility.

_Be welcoming to visitors including public realm amenity + wayfinding / information.

_Heritage tourism - building + maritime

_Kaurna culture is connected to the natural environment – opportunities to link nature-based tourism with 'cultural tourism'.



3. Increase in population

_Renewal SA's 'Our Port' project will attract 4,000-8,000 new residents, a significant opportunity for the precinct.

_New community infrastructure can be located in the precinct.

_The Precinct Plan can recommend potential development sites for car parking and/or mixed-use that incorporate car parking.

_New public toilets facilities be implemented in the Port Adelaide Light House precinct.



4. A Place Based Approach to revitalising the Port Adelaide Civic Centre

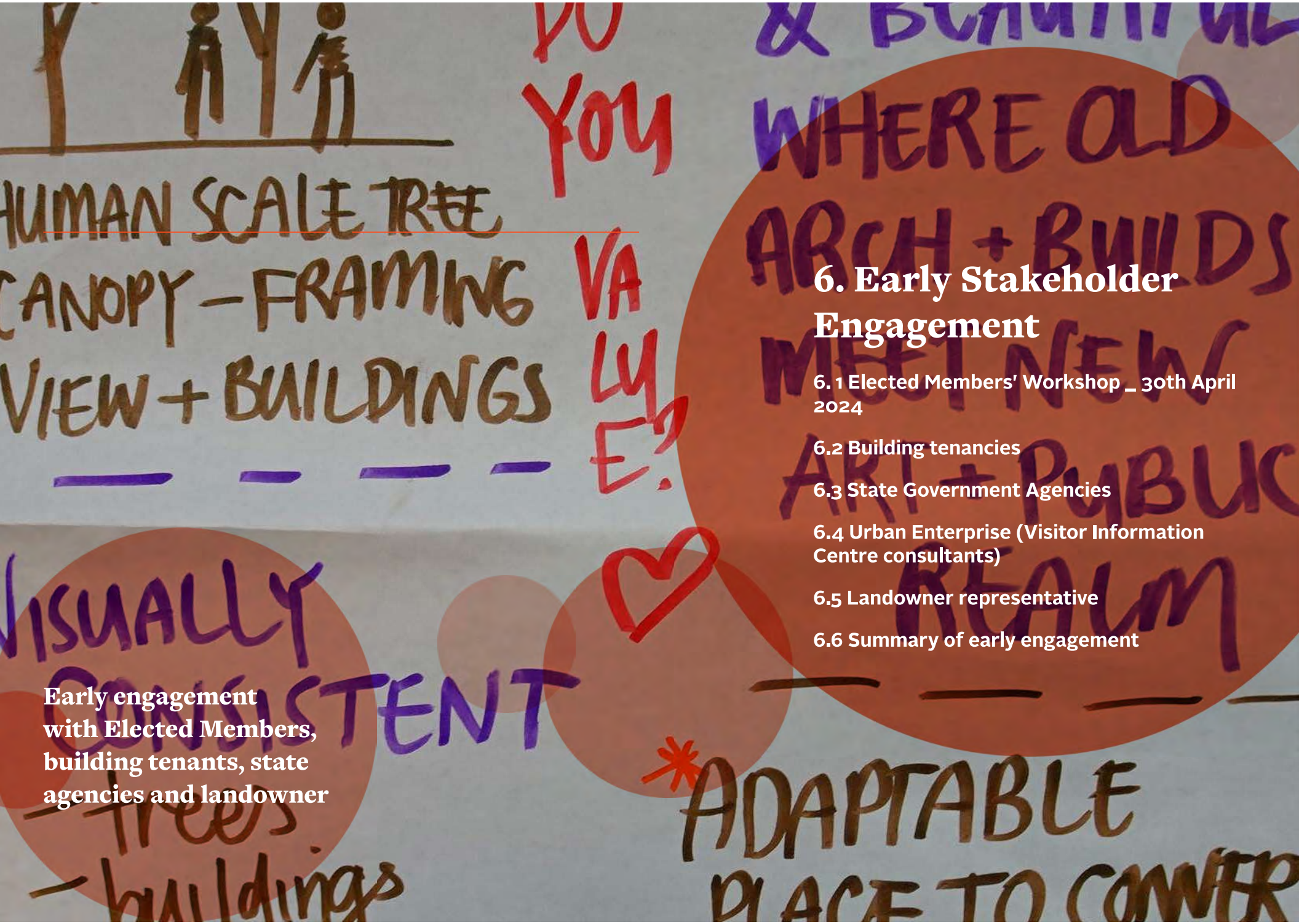
"Placemaking is a process. It is a means to an end; the creation, care and activation of quality places."

_"Power of 10" rule of thumb - target 10 activities to enliven each public spaces.

_Promote strong partnerships to care for a unique and distinctive collection of active places.

_Environment & Heritage - promoting low carbon, water sensitive and climate resilient City... and built heritage protected, embraced and celebrated.





6. Early Stakeholder Engagement

6.1 Elected Members' Workshop _ 30th April 2024

6.2 Building tenancies

6.3 State Government Agencies

6.4 Urban Enterprise (Visitor Information Centre consultants)

6.5 Landowner representative

6.6 Summary of early engagement

Early engagement with Elected Members, building tenants, state agencies and landowner

6. 1 Elected Members' Workshop _ 30th April 2024

The purpose of Elected Members' workshop was to introduce the team and the project to the Elected Members, to discuss the outcomes of the preliminary strategic investigations, and confirm the overall direction and approach to the Engagement Plan for the Port Adelaide Centre Area Precinct Plan.

An introductory presentation provided a briefing to councillors about the project to date.

The workshop was conducted with the Elected Members split into three groups. Each table was facilitated by a Jensen PLUS team member. Each group were asked the following three questions:

Q1 - "Tell us one or two things that you really value about this part of Port Adelaide?".

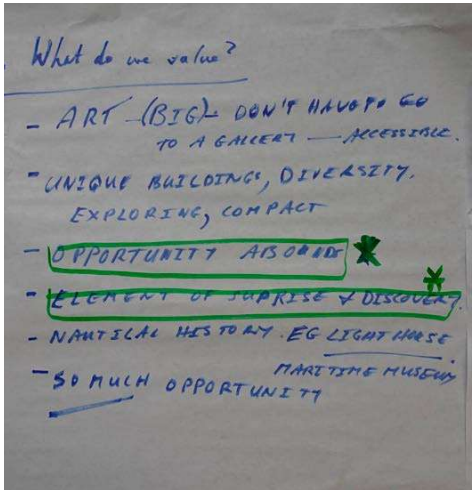
Q2 - "How much early engagement should we undertake now?" and

Q3 - " What's your Aspiration or Vision for the civic area?".



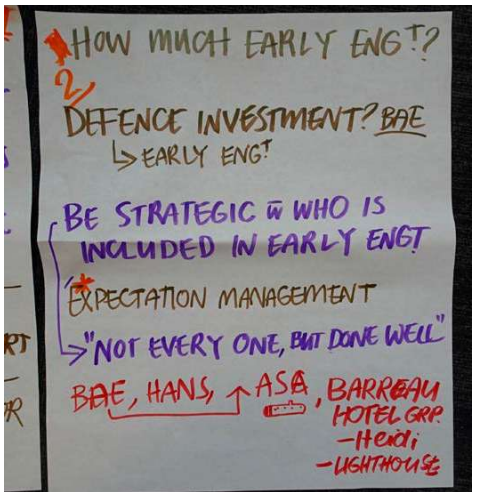
Record of key feedback from Elected Members for Q1 - "Tell us one or two things that you really value about this part of Port Adelaide"

- (Port Adelaide is) **Unexpected and beautiful - where old architecture and Buildings meet new art and public realm**
- Adaptable place to connect into a people-place for events
- Visually consistent - trees, buildings and lighting
- Magical Tree Canopy
- **Human Scale Tree Canopy - framing view and buildings**
- **Art - we don't have to go to a Gallery - (make it) accessible**
- Unique Buildings, Diversity, Exploring, Compact
- **Opportunity Abounds**
- Element of Surprise + Discover
- Nautical History e.g. Light House + Maritime Museum
- So much opportunity
- Our Laneways (reference to Melbourne Laneways)
- A lot of potential along eastern side of Commercial Rd
- New Development can compliment the Older Heritage buildings
- Value History of place - (The Good/Bad and the Ugly)
- Quirkiness/Arty is an asset
- The Wharf - is underutilised (Sculptural Trail)
- **There is a History of Unions/Wharfies/ Workers Memorial/Legacy of Unions**
- **Diamond Square/Light House - need a Stage for Events/Stage even**ts to help with activation of the precinct.



Record of key feedback from Elected Members for Q2 - "How much early engagement should we undertake now?"

- Early engagement with Defence Investment?
- Be strategic with who is included in early engagement
- Not every one, But done well'
- BAE, HANS, ASA, Bureau Hotel Group - Heidi, Lighthouse
- Some community members are weary and fatigued from consultation
- Don't go with an open plan (Blank sheet of paper)
- Manage expectations $$$
- What is the true potential?
- How do you see the Vision being realised?
- **Only consult on viable options**
- **Come up with a plan/Then do the Engagement**
- Speak to Major Stakeholders (State Government is key) - What is their vision for the Port? Renewal SA, Services SA.
- **Consult with Major stakeholders first - then others, after the plan has been prepared.**





Record of key feedback from Elected Members for Q3 - " What's your Aspiration or Vision for the civic area?"



- **The Port as a Destination for Culture, History, Beauty and Hospitality**
- **Meeting Place** before a Day of Exploring
- Celebrate the Water
- All the Pros of the Port knitted together
- **A Place for People, not cars**
- Playful and Fun
- **Library, Galleries, Community Spaces**
- **Need good parking access**
- Accessible, High brow, Curation
- **Active, Events, Engagement, Participation**
- **What is a 'Civic Centre' (place for) Democracy, meeting place, strong purpose**
- Safe
- Keeping/enhancing Heritage buildings
- Fisherman's Wharf is going! This means Less Activity on the Wharf area
- Activation (Laneways/Black Diamond Square)
- **Just having people in the precinct (need more events e.g. regular Yoga classes)**
- **Is residential viable within the precinct?**
- Different Demographics - different groups/ demographics
- Attract people from outside of the area (interstate and overseas)
- Anything to bring more people (go to place)
- More street lighting
- What's attracting people to Semaphore (more than the Port)?
- Bring the Tall Ships to the Precinct Wharf - State Government an issue
- **Live outdoor performance events builds on the arts**
- Nightlife/live music
- Activation different times of the day
- Multi-purpose community space needed

Other Items that were raised

- Commercial Road south - St Vincent's being a state government road - competing priorities
- Shared Services - parking already an issue
- Consult with State Government Agencies - Renewal SA
- Prospect - make parking work, too much emphasis on parking, not enough on people
- We need a good parking area - to be used by Council Staff, for bigger events, parking will be huge shortage
- Finding the sweet spot - regarding parking
- Liaise with Defence - for urban renewal
- PEOPLE - NOT CARS !



Elected member observations

1. unexpected and beautiful - culture, history, community, hospitality
2. human scale + tree canopy
3. art, accessible
4. opportunity abouds
5. black diamond events square
6. Only consult on viable options
7. meeting place
8. a place for people not cars
9. library + community spaces
10. need good parking access
11. civic centre - a place for modern democracy with strong purpose
12. just have people in the precinct doing regular things
13. residential?

6.2 Building tenancies _ Visitor Information Centre (VIC) _ 30 April 2024

Council is head tenant of the PAE Visitor Centre in St Vincent Street. The building used to be a **Customs /Law Courts/Prison and was built in 1860.** On 6th August 2024 the building will be tranferred from State Government to Council.

VIC received 27,000 visitors last year with $7,000 per year in retail sales.

VIC has the following opportunities and constraints:

_ Conservation Management Plan being undertaken by Susan McDougall.

_ The Art Gallery is booked out 15 months ahead - and is subsidised (no charge to artists). VIC is in direct competition with Black Diamond Gallery (open since 1997) - used half of the year - shut for 5 months/year with 4 exhibitions /year - they hire out the space to other parties when not exhibiting. There is a demand for art gallery/exhibition space

_ Building still has prison cells - could be a tourist attractor.

_ Has two levels with two staircases, but no lifts to upper level.

_ Opportunity to demolish western two storey ablutions block.

_ Storage is a big issue for tenants

_ No air-conditioning to upper level, which is need of repairs to roof and ceiling due to water damage.

_ Potential courtyard street activation on St Vincent St - outdoor café/events space that links to existing internal covered courtyard events space with stage.

_ Need to address homeless issue with people sleeping in the rough under the veranda

_ VIC is underutilised - would be good to link the Visitor Centre Gallery with a café in the middle of the building, along Commercial Rd, to activate the street frontage.

_ The Dolphin exhibit could be relocated - currently tucked away in a small room.

_ Tenants include the Department of Environment + Water - Marine & National Parks, Port Community Room, and Port Adelaide National Trust office - are tenants on first level.













Building tenancies (cont.) _ 175 St Vincent St (Formerly the Post Office) Post Office Project (POP) _ 13 May 2024

The Post Office Project (POP) - is a handsome 1900s two-storey building, and was formerly the Post Office.

_ The POP has two large gallery workshop spaces with a large reception area on the ground floor.

_ POP contains Male + Female toilets with Kitchen.

_ There is no lift (2 x Stairs only)

_ The POP holds seven art exhibitions/year - and is closed in January

_ There is a kiln at ground level - for community use

_ POP provides a fee to each artist for exhibition

_ SA Funding /Artist run spaces.

_ Will revert to Curator instead, to diversify income stream.

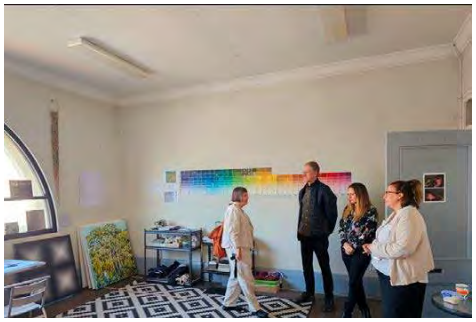
_ POP has Arts SA Funding to 2027.

There is activation to the laneway, with views to Mixed Creative next door, but there is no activation to St Vincent Street.

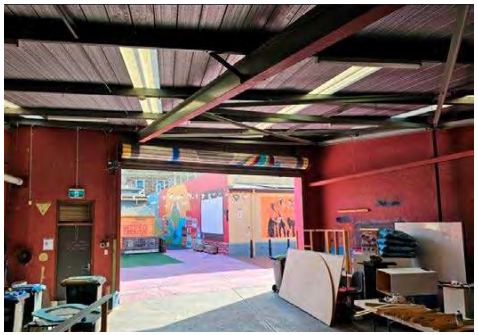
Level 1 houses eight artists in residence above ground level.

Ground level - three organisations + gallery space and workshop area - including Tutti Arts - shared workshop space with Learning Disabilities Neami Art Studio.

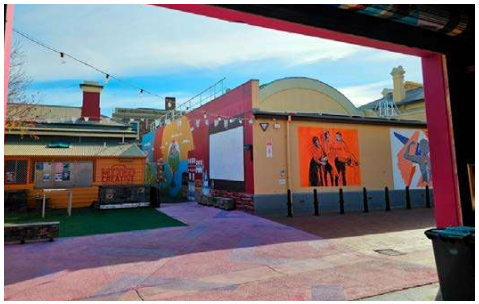
Studios - contain 4 interstate curators, including Ace Studios, critics, in transition.

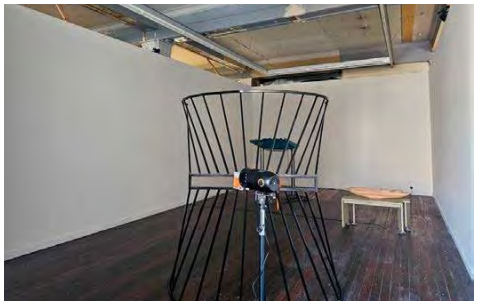












Building tenancies (cont.) _ 171 St Vincent St (Formerly Bank Building) _ 13 May 2024

The Former Bank Building at 171 St Vincent Street is another fine example of a civic style 1900s building within the Port Adelaide Civic Centre and is currently empty. It is adjacent to the Council Offices and adjacent the POP arts building at 175 St Vincent Street.

Former Bank Building - 2 storey building, with office space below and an apartment above connected by a functioning lift in good condition, ample toilets and kitchen, ready to be occupied by a tenant immediately:

- _ two stairs
- _ large apartment on upper level
- _ has air conditioning
- _ no engagement of street and no activation
- _ Could be utilised by Council for Council office expansion
- _ or could be utilised for a community use such as Regional gallery Space - with upper level apartment utilised for visiting Guest Artists.













Building tenancies (cont.) _ Mixed Creative, Cafe, live music Venue _ 14 May 2024

The Mixed Creative Building is a single storey 1880s small, domestic type building. **Originally a Sobering off Centre and Port Adelaide's original first hospital.**

Commentary and observations from Atom, the Cafe owner:

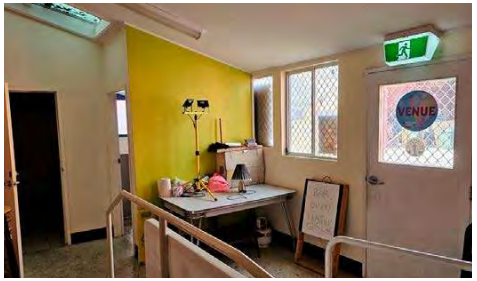
- A larger open plan space for music would be preferred.
- Not fit for purpose. Back outdoor area facing laneway is successful.
- There have been loss of attractions to the Port that have contributed to the decline of visitors generally.
- Music venue can fit around 30 people internally, with around 80-200 outdoors.
- People come from the local area
- Used to have more outside visitors
- Loss of markets and Dolphins tours has meant less people overall in the Port Centre, especially on a Sunday when markets were open more people more consistently visited the Port.
- Live music - Friday nights - people come
- Started out as café offering food - but not enough
- Last Live Music venue in Port Adelaide - and it will be closing in June when the lease runs out.
- Original/Emerging/Music venues are closing although music is alive and kicking
- Adelaide is UNESCO Music City
- We need more music venues
- Mixed Creative started in 2017, and was empty for 10 years
- Gentrification happened in the 1990s in Fremantle, but is so expensive now (not affordable)
- Port Adelaide had its creative boom stifled - with the housing crisis
- **One Day Events are not the answer - a loss of permanent attractions - is the real issue for Port Adelaide**
- **Back end of Mixed Creative is not accessible - not to current standards**
- No lasting effect with one day events - the Dolphin Cruises were popular.











Building tenancies (cont.) _ Defence Shed, 31 Nile Street _ 14 May 2024

The Defence shed was the Old Fire Station and is heritage listed.

_ Provides a Social connection, safe space, 55 members and provides community benefit.

_ They supply 5-6 homeless people with meals (Second Bite).

_ 99% of members are Defence or First Responders.

_ Core Business - Safe Space + Break social isolation through talks.

_ Open Wed, Sat, - open two days/week.

_ Hobbie shop - 7 - 8 years operational - and was originally in Osborne.

_ Does not have active street frontage to Nile Street - and shares courtyard space (two toilets and old small Morgue building) with the back of Customs house that is owned by Hans.

The main building has a large generous space, with natural stone and rendered walls and exposed timber trusses.

It includes a large open kith /dining area with an office and large areas with machinery.

This space could be re-imagined or re-purposed as an Art Gallery space or as a music venue, if the Defence shed group were relocated to another Council property, such as the VIC or Mixed Creative?

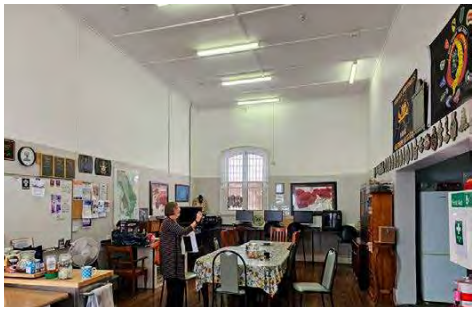
The outdoor street paving area is quiet large and generous and could be further developed to include seating and umbrellas and additional street tree planting to activate the northern side of Nile Street.

The vehicle access to the side of the shed, on the western side with covered verandah, could be screened from the street view with timber fencing

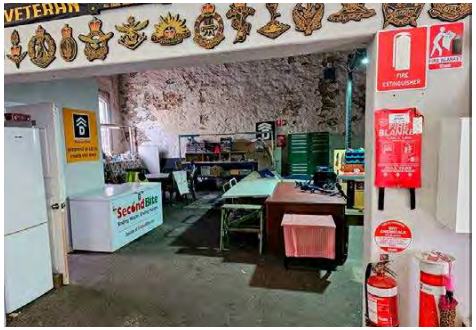












Building tenancies (cont.) _ Port Environment Centre, 27 North Parade _ 14 May 2024

The Environment Centre at 27 North Parade is a single storey 1960s-70s era building - that hosts 8-10 groups/month, e.g. Marine Life, Aus map - micro plastic detectives, Port Bug - bicycle user groups.

- _ Open three days a week
- _ 2-3 meetings in the evening
- _ Need outdoor space/community gardens
- _ Dune Care Unit access nursery in Two Wells (need a local nursery)
- _ Has a meeting room with 6-10 people for meetings
- _ Accessibility is an issue - does not have active street frontage

The next door lot, which is owned by Council, is empty and undeveloped.

The two sites, given their premium location within the 'Heart' of the Civic Centre, could be either amalgamated together as **one development site.**

Or, the two sites could be **amalgamated with the adjoining car park site** (approx. 1,200sqm in area) - which is currently in the care and control of Council.

The new development could create a large 6-8 level mixed use opportunity (such as Prospect Library/Community Hub) that could provide for community facilities, such as a Library, Art Gallery and Function rooms with 2-3 levels of car parking and a roof top community gardens.







Building tenancies (cont.) _ Port Adelaide Civic Centre, 163 St Vincent Street _ 14 May 2024

Council is undertaking a Heritage Listing Code Amendment for the Civic Area.

A mix of old and new buildings.

Approx 500 staff.

Council don't have a 5-10 year plan for future employment needs

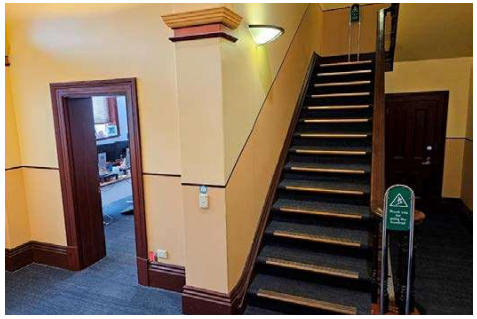
Does not have active street frontage to St Vincent Street or to Nile Street.

Council could consider the old bank building next door, at 171 St Vincent Street, for future expansion, as it is empty and in good condition. it has a modern open space floor plan and has a functioning lift that leads to an upper level apartment.

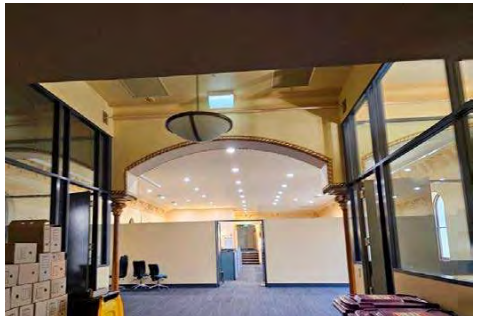
in addition, the Council could consider re-purposing the old Council Chambers Building into a Regional Art Gallery space to provide more of a community/ arts focus to the Civic Centre Heart and create more activation on the western side of Commercial Road.

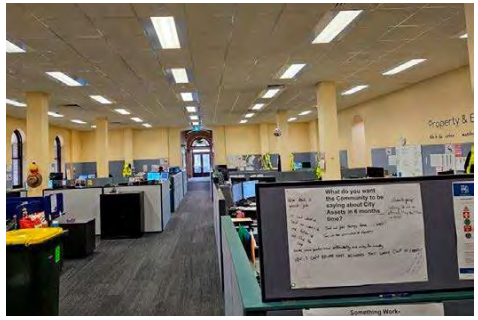












Building tenancies (cont.) _ PAE Library at Church Street _ 30 April 2024

The existing PAE Library contains the Local History Collection which has items of Historical Significance.

It is constrained by the current building area of approx 1,000 sqm.

In 2023 the Library received 95,000 visitors, and in 2024 they had over 100,000 visitors (The Parks Library received 120,000 visitors).

Libraries attract people !

The PAE Library in Church Street has received over 50,000 visitors in 2021. The building is of a 1970's style era and could be modernised.

In 2024 it has received 100,000 visitors. It has the following opportunities & constraints:

_Constrained by current footprint of approx. 1,000 sqm.

_Would like more area for arts exhibitions and seating areas

_Kids area/children's storey time programs

_High computer use - 8 stations

_Compactus areas/storage

_Lifts to upper level (staff offices)

_Community meeting rooms (20 people)

_No community kitchen accessible

_Parent change room

The Parks Library is an example of a modern library that is successful - it has more programming space, a more modern collection, a modern space, and the community can borrow 'Maker Space Area' - 6 people, Media and Recording Area for 1 to 2 people.

Future requirements?

_Current 10 staff plus 2 local history staff - require 14-15 staff for new library

_Community meeting rooms

_Two offices plus meeting room and kitchen on upper level for staff

_Makers Space - like the Parks Library

_Require larger than 1,000 sqm of footprint

_Require office area for 14-15 staff - with 6 to 8 staff for history collection

_Require additional community meeting rooms for hire

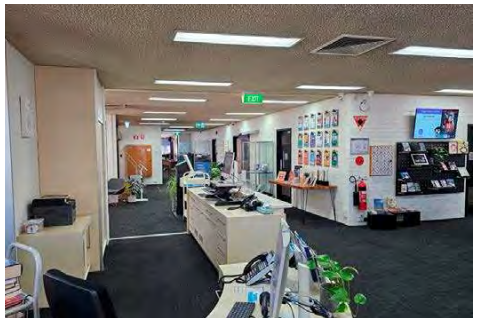
_Ideally require two meeting rooms

_Require a separate space for adults which is far away from the kids area (40 kids)

_Require a central green garden - 'Self regeneration space'

A modern library within a heritage building may be an issue - although smaller spaces are more comfortable than larger modern open spaces.







6.3 State Government Agencies _ Heritage SA, Environment, Heritage & Sustainability - DEW _ 16 May 2024

The Port Adelaide Civic Centre is the oldest Heritage listing in the state.

State Heritage includes exterior and interior of buildings.

Local Heritage listing includes exterior of buildings only. Heritage overlay refers to exteriors only.

Port Adelaide has the potential to be a heritage experience with streetscape significance.

New standards are currently being developed - after 1920s buildings do not contribute to a state heritage area but may be considered within new heritage policies being developed currently.

1950s and 1956s buildings are being considered - telling storey of industrial uses as part of the Port, including Warehouses, Seamans and Outreach buildings.

Generally - there appears to be nothing to encourage people through to St Vincent Street.

With regards to the Visitor Centre as a possible Library use - there is little transparency, it is a series of cellular rooms, doesn't appear to work well as a library? The VIC is also in state of disrepair?

Possible options may include the VIC providing support for local groups with space between the former Post Office building (POP) and the VIC having a new generous foyer providing access to the new library and community facilities - to give presence/transparency to the new library facility.

'It's a good idea to fill the gap between the VIC and the POP.'

At the back and behind of the VIC there are old cells - providing opportunities for interpretation and visitor interest.

'Things change - they (the old buildings) need to be used. The longer they sit there - it is a recipe for disaster.'

Shipping still came in till 1980s - it was a working port.

Big grain ships were present on the wharfs - adding to the harbour life.

There has been slow transition from thriving port to now.

Where are the Boat Builders now?

Post Office + Bank Building may be slated for State Heritage listings?

Fisherman's Wharf - should be talked about as an asset/re-evaluate. If DA lapses for car park - may need to consider adaptive reuse - we want people to come to the area e.g. residential and commercial uses would be ok.

It takes a developer to activate buildings (Grant funding is only a maximum of $20K for heritage building improvements).

Need to maintain visual connection to water/river - it has to be a visual link for pedestrians.

Heritage Standards don't cover uses, but they are supportive of re-use/adaptive re-use.

The Precinct Plan needs to support indigenous heritage.

Library + community centres - are great activators of streets capes with potential for kids spilling out into greenspaces.

The Port has an Amazing History + Buildings - unique to state.

Ther Precinct Plan needs to provide Activation for younger couples.

Authenticity is key in moving forwards with the development of the Precinct Centre - e.g. wine bars/restaurants e.g. Williamstown (Melbourne) good example + Hobart + Pt Darwin (shed + food court) + The Rocks in Sydney Harbour with its dance studio/restaurants/bars.

The Public consultation for new heritage code is scheduled in October 2024.

State Government Agencies (cont.) _ SA Tourism _ 16 May 2024

From a visitor perspective, Port Adelaide is not a destination - it is considered part of Adelaide.

The visitor experience is always about Food + Wine for interstate and overseas guests.

Need a "hook".

Pt Adelaide has a River + Identity + Hotel offerings.

Cruise ship through to Outer Harbour needs to be brought back.

New train station will provide easier connection to CBD for visitors.

Liveability options/close proximity need to be considered.

Library for community is not why people would go to a destination.

Would recommend a multiple purpose - with visitor centre plus community service e.g. library (Barossa is a good example).

Suggest providing a digitally savvy facility that tells the history, like a bespoke museum with cinematography.

Needs a modern approach in talking about the storey e.g. Flying Doctors in Darwin and Alice Springs.

Interstate/International visitors want to hear an authentic story - e.g. adoringly story (e.g. Pier 21 (Canada) Titanic/Navy Museum/Human Stories/ Darwin in Cyclone.

Got to get the story right.

Make it interesting.

Port River Cruises - Dolphins.

Core of story - Water / Port /Marine Story / Could turn it into a retreat.

Customs House could be turned into a 30 rooms around a maritime scheme.

Trying to build visitor economy - food / cafes / seafood / sunset cruise /seafood experience - **more around the Wharf.**

Council need to work on their brand and tell story that is compelling and become destination of choice.

Pirate Life brewing - recent development.

Provide Modern Tech/Story telling vinyets / stories of the past so that it is engaging and immersive - so that visitors are thinking WOW!!

Lighthouse - fantastic.

Car parking should be at back - not facing the water.

Black Diamond Square - vital place to host events.

Need green space to host events e.g. Fringe (Glenelg Foreshore) / water parks.

Who is council trying to attract?

What are the long term goals?

Community should be first priority.

Attractive opportunities are second priority.

A place that is safe.

Schools/shops near by.

How do you attract new families? Arts + Culture side is important to attract new people to the Precinct.

Development + investment.

Need people with same vision + passion to create opportunities for investment

Be Bold - Be Brave ! (We play safe in SA !)

IMAX Theatre - modern viewing?

Understand Community perspective but also visitor perspective.

Need catalyst that connects with what community wants - but then we can be Bold!

Need to thread it all together - it needs to come together.

State Government Agencies (cont.) - DIT _ 22 May 2024

The Port Adelaide Civic Centre Context:

_The Services SA Building - 6,000 sqm, of which 382 sqm is retail and 150 car parks at ground level. Middle 2 levels of parking + ground level parking.

_Nile St car park - need to deal with parking, need to draw people in.

_Need more people - want to see a benefit to the community.

Library in precinct makes sense - more foot traffic - outside of foot traffic peaks.

Examples:

_**West Torrens** - the library is behind the Council Chambers - not so removed from Pt Adelaide

_**Unley** - shared parking + shopping centre - need a balance

_**Fremantle** is a good example

_**Sydney - inner harbour** - draws a lot of people without losing the essential fabric

End of Lipson Street to Old Mill is to be a pedestrian orientated environment - no longer a Freight route.

$50 million new railway station in Pt Adelaide makes sense - is there opportunity for shared parking (that is well designed)?

_Don't want parking in the Heart - but don't reduce parking either.

_Library - more demand - a lot of opportunity.

We want the place to speak itself - rather than detracting from the Port.

Getting more activity + further residential uses.

From Robe St to Nelson St - there is not much amenity + density - need to consolidate.

The Port is a working Port - to do the job - it was never intended to be aesthetic.

_Movement - North Parade as a shared space makes sense - what about the buses/bus parking?

_Commercial Rd as one way may make it harder to navigate - people want to go back to the signals and will load up other intersections.

There are Opportunities to look at pedestrianisation.

_Fisherman's wharf markets site ? Need to deal with access.

_Parking in North Parade - displacement may make Robe St development tighter.

_6 level car park is not the best utilisation of land. Character severely compromised at best. Not much opportunity for pedestrian generation.

_Centre rebuilding process - co-location of parking + mixed use + height.

_Better leverage for better density - critical mass of people - living + working in area.

_On foot and public transport - Viaduct Station - poorly leveraged - shopping centre turns its back on it.

Area around Dale St is opportunity for a TOD - Transit orientated development - where you could do your density, how to deal with parking - multi-storey ,sleave parking into buildings.

_A lot of things to be carefully worked through

_More liveability / nodes of density - Pt Adelaide can fulfil that - Stewardship of council is required for whole of city approach - rather than developer driven.

There is a lot of opportunity to see how it develops and supports 'Civic Heart'.

_Uplift is not there yet - but is coming.

_You can see glimpses in the Warehousing.

Needs different thinking - communal car parking rather than shoehorning parking into old buildings - managed / funded/lease arrangement parking.

State Government Agencies (cont.) - Renewal SA _ 22 May 2024

Pt Adelaide has great bones.

Pt Adelaide Faces north - which an asset.

Water is also a major asset.

_Getting rid of wharf shed (a major barrier) is positive, and

_Getting more people living in the Port is positive.

_Customs House - the issue is that there is no on-street parking.

_Car parking proposed behind Customs house at 5 levels is fine.

Currently, there are no people moving through the space (Wharf markets).

Shared zone (North Parade) is a good idea.

Custom's hotel - a good idea - Boutique hotel is a good use of the building.

Thousands of people coming - issue is complicated.

Heritage + History makes it more interesting.

Hans is key to unlocking the precinct.

Council have enough to concentrate on without getting involved.

Council was supportive of multideck / paying car park owned by DEW.

Love to see Fisherman's wharf markets demolished.

Largest Heritage place outside Adelaide.

Provide couple of multi uses at ground level of car park.

Green space /alfresco outside Customs House - unlocks key buildings.

Lot 2 proposed 6 Level hotel - full planning approval for Ridges Hotel.

Too many under utilised buildings.

Parking no 1 issue - and is needed for Custom's house.

Council could help by underwriting 50 car parking spaces/year - can utilise it for Fisherman's Wharf redevelopment - could mix up the three residential towers with vertical retirement village.

Want to activate St Vincent Street, Wharf, Commercial Rd, south side of Nile St is ok - punching through 31/33 to North Parade.

Commercial Rd has great retail already.

Waterfront markets - 1/week - need to have markets there - council could underwrite area.

Light House Hotel does have events (car park - expanded - Renewal SA transferred land to council) - they need the land for the hotel.

North Parade - could be utilised for markets.

Activating the waterfront is difficult - pontoons are owned by Renewal SA.

Dolphin Explorer - attracted 80,000 people /year - is gone.

45 minutes to St Vincent Gulf to Dolphin Sanctuary.

Great spot for rowing.

Shared facility at Cruickshank's corner - southern Sea Eagles are there.

Pedestrian connection to western end of Dock 1 (North with additional 350 Homes).

5 min walk from precinct - the Promenade becomes more usable and prominent.

Nelson st - Cedar Woods - 200 additional dwellings (apartments with no retail).

The Incitec Pivot site - back of Dock 1 has been sold - cant do residential - will be light industrial zone - bulky goods / no supermarkets (has not been used for 10 years). Demolition starting in August this year. Raised site by a metre.

The Port is getting there.

Government Admin building with at grade level car park - 2014 Precinct Plan - Our Port by Government (DIT and DEW constructed 6 star building for 400-500 people - lease for 120 years) it aimed at **getting more people into the Port and about supporting the local economy.**

6.4 Urban Enterprise (Visitor Information Centre consultants) _ 20 May 2024

The Visitor Information Servicing Model - 4 objectives:

_ drive economic growth

_ sustainable tourism

_ activate local area

_ enhance visitor experience value adding.

Visitor experience in the precinct - extends time in the precinct

_ Support events/pop-ups

_ visitor survey - are they happy?

_ are they pleased in the locations?

_ opportunity to make more contemporary, interactive, immersive and expansive.

Case studies - best practice - indicate that the most successful visitor centres are co-located with another facility.

The existing jail cells are considered a high visitor experience. - Could provide a Twilight/Ghost tour experience - linked to visitor centre.

Recommend - Glenrowan - a $3.5 mil interpretive centre around Ned Kelly, or Shepparton Centre - a Regional Gallery - which is at a much higher scale and built for purpose - the Black Diamond Gallery is small).

_ Shift layout from Big Desk to Apple Store approach.

Misfit - Dolphin Sanctuary Display - 90s style display - not a strong fit - needs to be upgraded - maybe relocated to the water.

Courtyard space - opportunities to have events.

Arrival experience - lack of parking for large vehicles (Grey nomads), not a huge amount - there is parking along the edge of the Precinct.

Signage from Train station would be helpful - not much integration with the street - need to be more open and inviting. **Signage is Key.**

_ **Close to the Waterfront experience towards clipper ship**

_ **More sustainable approach to bikes (Bike Hirer) and pedestrians**

_ **Outdoor seating / pop up events / crafts in area - considered by council**

_ Could consider open tender process through local business - to offset

_ Could be a unique offering

VIC could be more accessible / same / similar footprint

Consider Shifting to a more digital model - a larger footprint means more cost

Cruise ship passengers drop-off to those visitors.

Need to address Safety - provide appropriate lighting / to discourage homeless / drug addicts / public toilets are boarded up.

Consider Co-locating - not a destination with a Library in its own right.

_ Tried a few times but ends up separating the services e.g. school groups are different to older users/ Can affect their accreditation - VIC is an accredited visitor centre.

The VIC co-locating with Library is not a good idea - a satellite service is better.

Face-to-face interaction is key - visitors want to hear from a local.

A good VIC encourages people to stay - interpretive element and creates good image of the place and increases spend.

Other attractions - linking it all together with other museums - formalising so that there is more consistency / showcasing historic buildings.

Renew Adelaide - vacant buildings - start-up subsidisation - case studies for activation - comes down to how the land lords deal with council.

An attraction - gallery / experience / interpretive centre / café an aside.

Quality attraction - Wharf/migrants - dark history - women pioneers in Pt Adelaide - courthouse / jail / police - tell the whole storey - marketing it as a significant attraction.

A twist on the gallery space - strong push for people wanting quirky haunting or dark tourism - lot of potential - doesn't have to be shining star.

Car parking on the waterfront ? Need to actively engage with it - a lot of opportunity.

Potential for accommodation is gold / or community space / cycling access / coffee pop-up / ice-cream.

6.5 Landowner representative _ John Byleveld (Hans Ehmann's Architect)- 17 April 2024

Hans Ehmann aspires for Customs House and the Fisherman's Wharf One to be his legacy. John has developed a masterplan for this land, a major part of the Civic Precinct. They have met with State Government and Dept of Premier on the 26th April to discuss ways of partnering to see the masterplan to reality.

As part of the masterplan -

_ The Fisherman's Wharf area is planned for **3 residential towers, including Seniors Lifestyle Tower/Retired Accommodation** -Tower 1.

_ Proposes Food, Beverage, commercial and **F+B on the ground floor to activate the frontages along the wharf.**

_ **Each tower is to be 8 floors with 120 apartment in each tower - i.e. 360 apartments in total.**

_ **North Parade is designated as a shared street**

_ **Customs House, the Telegraph Office and Institute buildings are to be developed as a boutique hotel with the central Harbour Masters building to be demolished to open up courtyard spaces** behind Customs house.

_ The masterplan is includes an **8 level multi storey car park to be developed on the Council owned car park site** adjacent the Defence Shed.

The Port Adelaide Customs House precinct masterplan was officially announced on 19 May 2024.

"Quest 2" is planned for the site adjoining the Precinct west of Nelson Street.

Hans is looking at Retail and Museum as a use for some of the buildings.

Hans is liaising with Greg Mackey of the Maritime Museum. Hans is interested in the heritage quality of the Port Adelaide buildings. He is seeking an ethical partner to develop the masterplan. He has owned the buildings for the past 35 years.





(continued)

"Exciting plans are underway to revitalise Port Adelaide's Customs House historic precinct, aiming to reinvigorate the area into a vibrant hub and premier destination for both locals and visitors.

Led by SMG Property Developer Hans Ehmann, the project embraces the rich heritage of Port Adelaide by repurposing iconic landmarks such as Customs House, the Telegraph Office, Institute Building, and Waterworks offices.

The development aims to transform the precinct into a dynamic space for the community, offering a blend of function, studio, and gallery spaces, alongside retail outlets and diverse dining options including an alfresco dining area and a brauhaus. Ample open spaces, adorned with street furniture and lush greenery, will provide inviting environments for social gatherings and leisure activities.

By returning the existing buildings on Commercial Road to their original configurations, the project will pay homage to the precinct's late 1880s origins, reinstating access to the area's core and honouring Port Adelaide's illustrious maritime history. .

"The masterplan unlocks a long dormant area which buzzed with life in the Port's heyday and will make it the beating heart of the Port once more with a world-class heritage plaza at its centre," stated Mr. Ehmann.

The upcoming public plaza will be thoughtfully landscaped, featuring interpretive play areas that pay homage to the rich heritage of Port Adelaide.

Acting Premier and Port Adelaide MP Susan Close said the area was "undergoing a remarkable transformation and this sort of private investment is very welcome".

"The Port's maritime history is central to our city's identity and I welcome developments that help to preserve this unique heritage."

"Along with the new Port Dock rail spur, the new Dock One footbridge and other developments around Port revitalising Customs House will improve the overall amenity and accessibility of the area."





6.6 Summary of early engagement

Land use opportunities

- **Central City Library, Galleries, Community Spaces – re-purpose heritage buildings? Or new-build site?**
- Accommodation / residential Artist spaces
- **Council offices**
- A modern library within a heritage building may be an issue?
- The VIC should not be "within" a Library... but can be co-located in a multi-purpose hub.
- **Customs house boutique hotel + venues + courtyards**
- Fisherman's Wharf area is planned for 3 residential towers, including Seniors Lifestyle Tower/Retired Accommodation

Activating precinct

- Black Diamond Events Square
- **Co-locate visitor heritage experience e.g. old gaol or gallery with visitor information centre**
- Need clearer Port story to attract visitors
- **One Day Events are not the answer - a loss of permanent attractions - is the real issue for Port Adelaide**
- Music, hospitality _ Authenticity key

Amenity + design

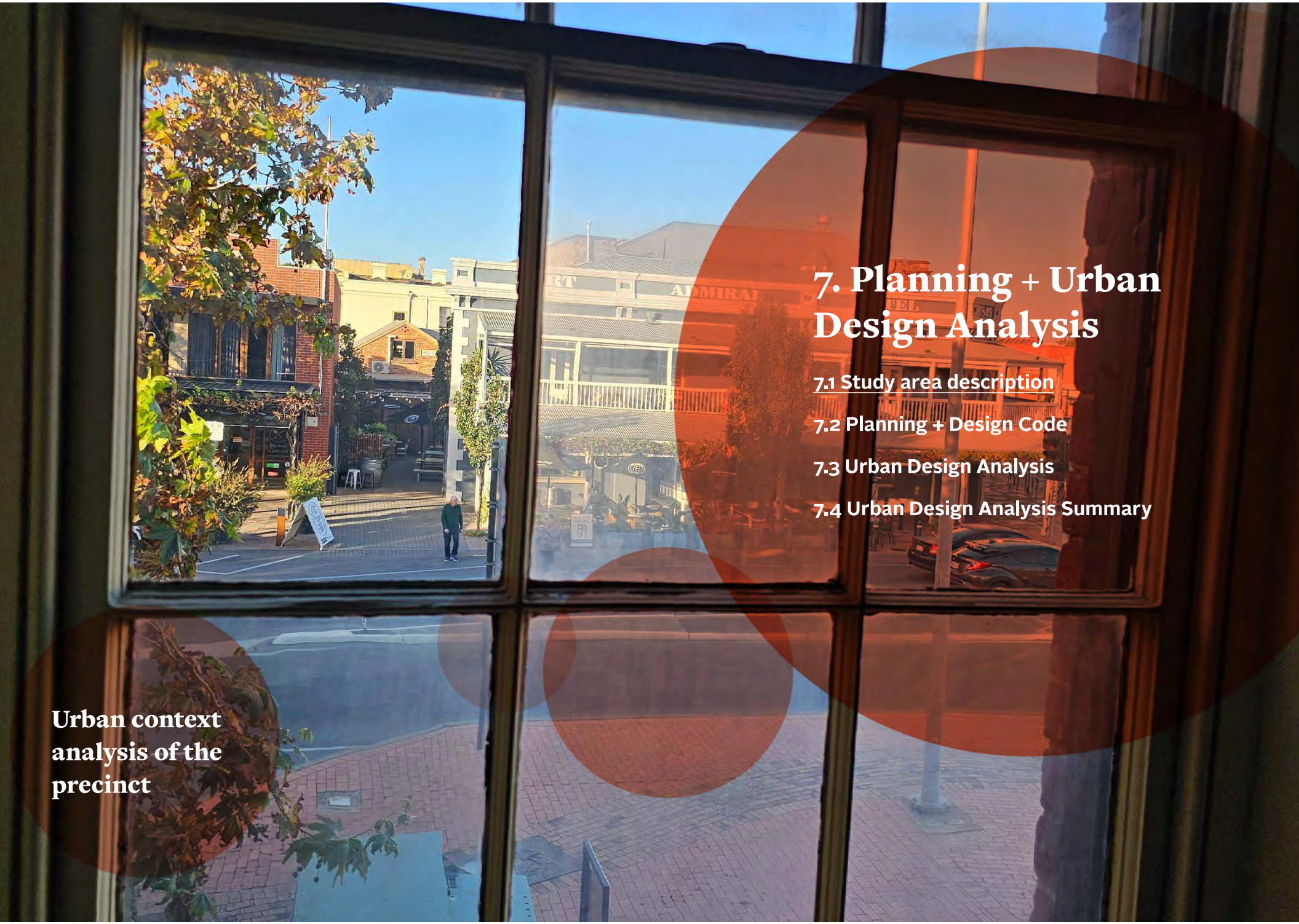
- **Tree canopy**
- A Place for People, not cars
- **Needs good parking access – shared central car park?**
- Active street fronts with retail, F+B, windows, doors
- **Shared streets, public realm, access to rail station**
- Connect to North-facing waterfront

Visions

- Old architecture meets new art
- **Civic place – for meeting, participating, culture, democracy**

Early engagement with Elected Members, building tenants, state agencies and landowner representatives has garnered many ideas.

Can all the ideas be delivered in the civic precinct?



7. Planning + Urban Design Analysis

7.1 Study area description

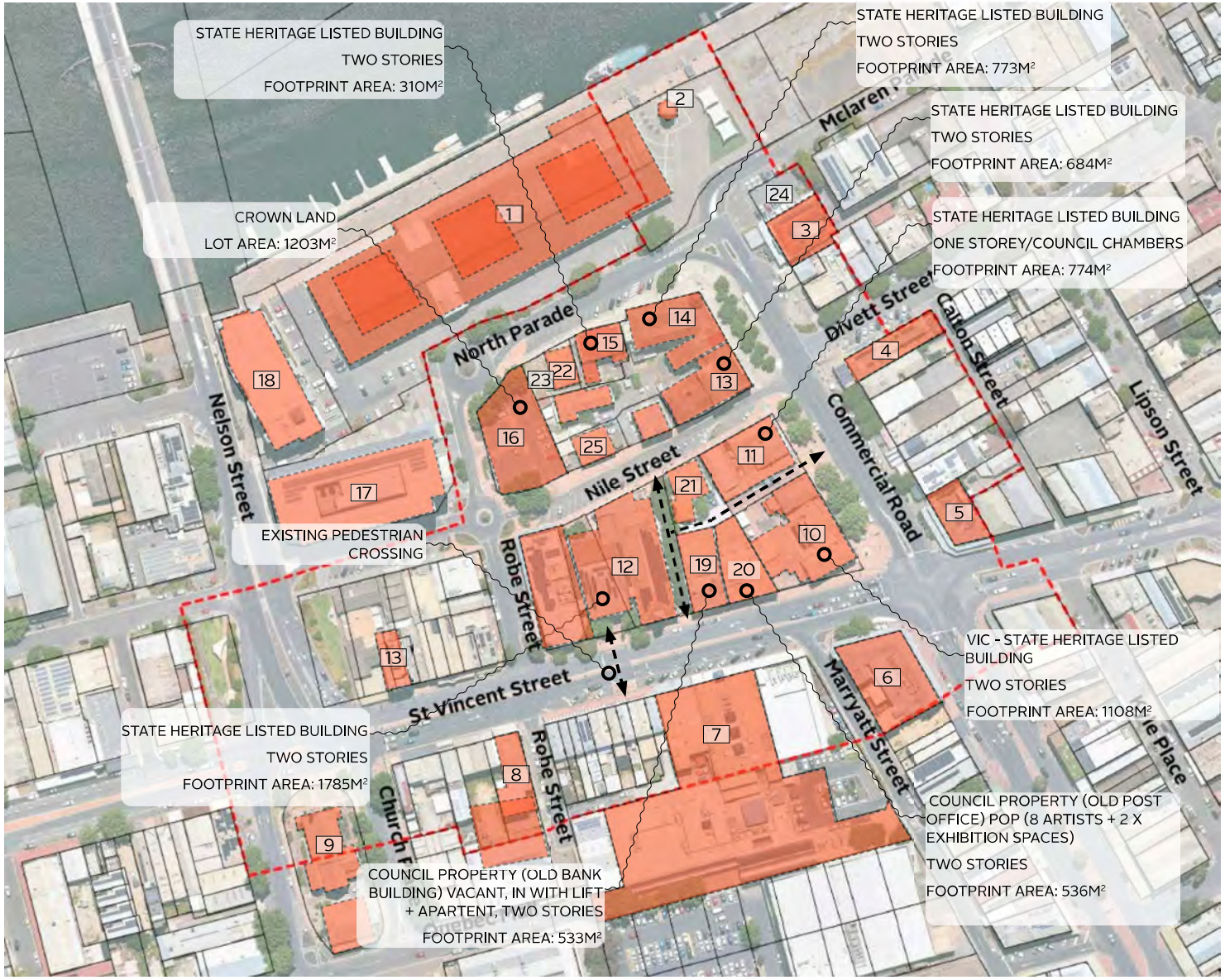
7.2 Planning + Design Code

7.3 Urban Design Analysis

7.4 Urban Design Analysis Summary

Urban context analysis of the precinct

7.1 Study area description



1 Fisherman's Wharf Shed One - approval for 315 car park. Possible 3 residential towers at 8 levels with F+B at ground level

2 Black Diamond Square + Lighthouse

3 Lighthouse Wharf

4 Commercial Hotel

5 Port Admiral Hotel

6 Central Buildings

7 Port Mall

8 Globe Hotel - proposed 6 L Residential tower + upgraded ground floor shops

9 St Paul's Anglican Church

10 Port Adelaide Visitor Centre

11 Port Adelaide Enfield Council Chamber

12 Port Adelaide Enfield Council Offices

13 Port Adelaide Institute/residential apartments

14 Port Adelaide Customs House

15 Old Telegraph Station

16 Ground Car park - in the care and control of Council - strategic site for future mixed use development (earmarked as 8 level multi storey car park in Han's precinct masterplan

17 SA Government Office

18 Quest

19 171 St Vincent St

20 Community Centre Murals

21 Mixed Creative - single story cafe/live venue - lease expires in June 2024 (CP)

22 Port Environment Centre (CP) single storey building (approx. 300 sqm)

23 Vacant Site.

24 Car Park (CP)

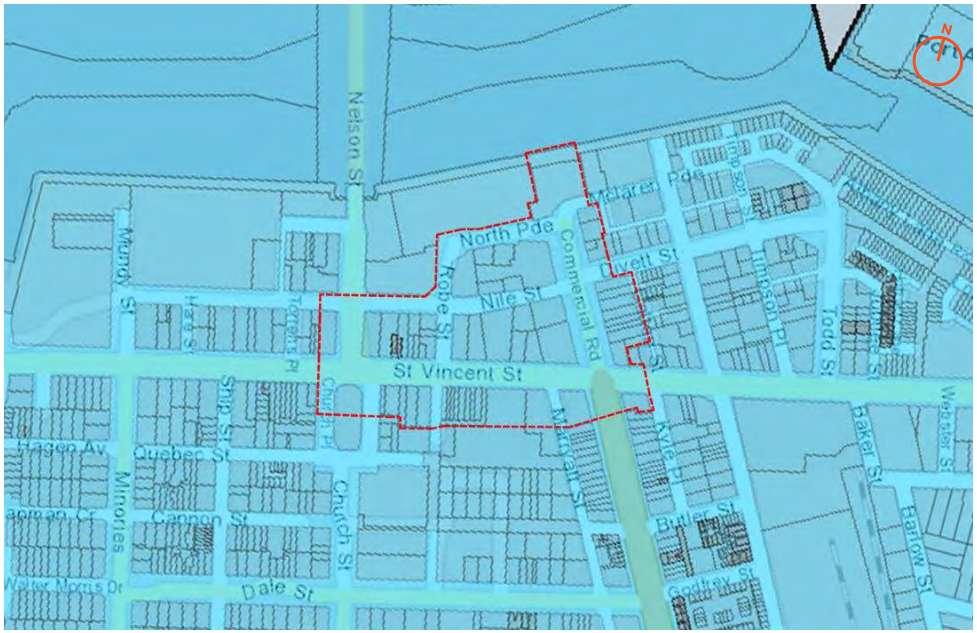
25 Defence Shed

7.2 Planning + Design Code

Note - Applies for the whole study area:

- Finished Ground and Floor Levels (Minimum finished ground level is 3.2m AHD; Minimum finished floor level is 3.45m AHD)
- Concept Plan (Concept Plan 56 - Main Street)
- Concept Plan (Concept Plan 60 - Port Adelaide State Heritage Area)
- Maximum Building Height (Levels) (Maximum building height is between 3 and 5 levels)

Zones



Urban Activity Centre Zone

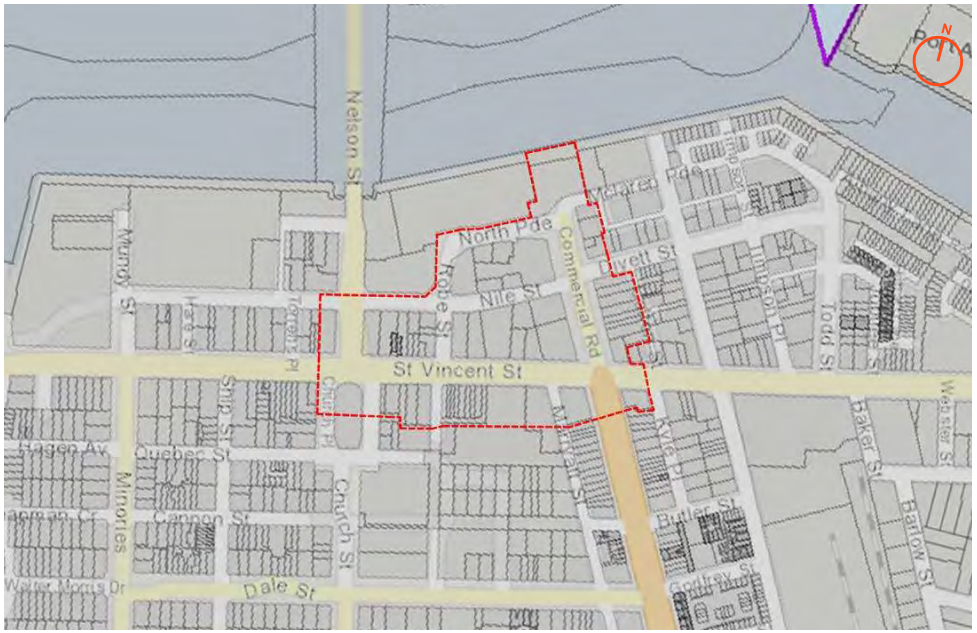
Study Area

* All the project study areas are under the same Zone at the SA Planning and Design Code

Desired Outcome (DO) 1 - A cohesive and legible environment supporting a broad spectrum of regional level business, shopping, entertainment and recreational facilities that can cater for large crowds, smaller social gatherings and events over extended hours.

DO2 - Primary business, shopping and entertaining areas are integrated with public transport facilities, pedestrian and cycling networks, and community transport infrastructure, and designed to enhance the quality of the public realm.

Subzones



Port Adelaide Centre Subzone

Study Area

* All the project study areas are under the same Subzone at the SA Planning and Design Code

Desired Outcome (DO) 1 - Tourism, cultural and recreational facilities related to Port Adelaide's unique maritime and commercial heritage and character, and promotion of the zone as a major State tourism destination.

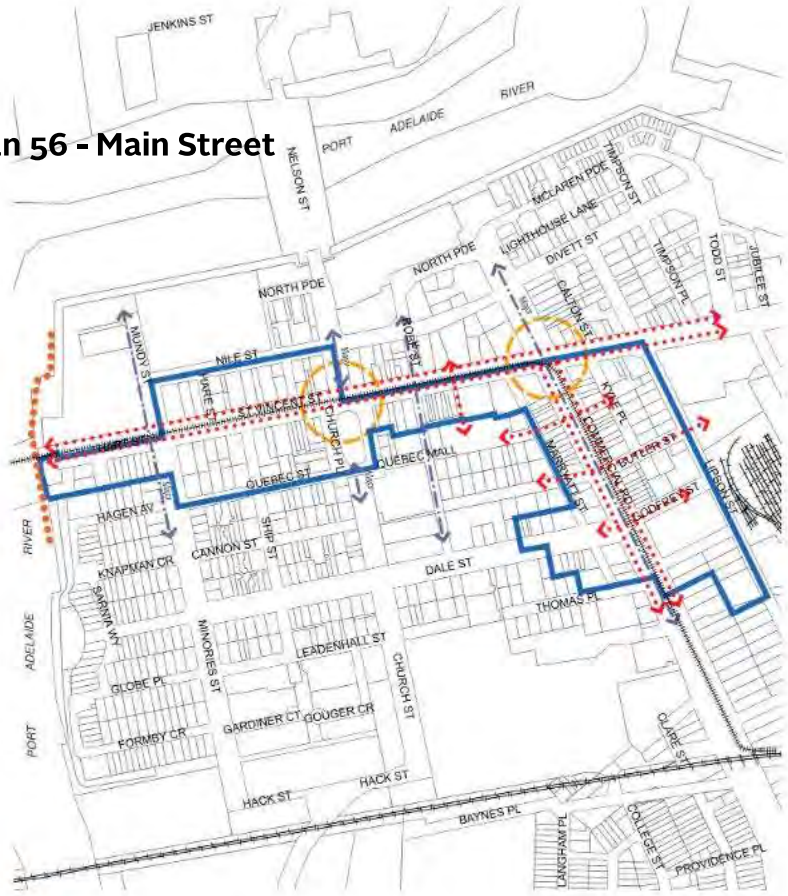
DO2 - Optimal use of vacant and under-utilised land, buildings and the inner harbour of the Port Adelaide River.

DO3 - Conservation and enhancement of items and areas of significance to the zone's unique maritime and commercial heritage, townscape, water scape and landscape character.

DO4 - A substantial increase in the number of residential dwellings, resident population and provision of accommodation and services for a wide range of people and household types in appropriate areas.

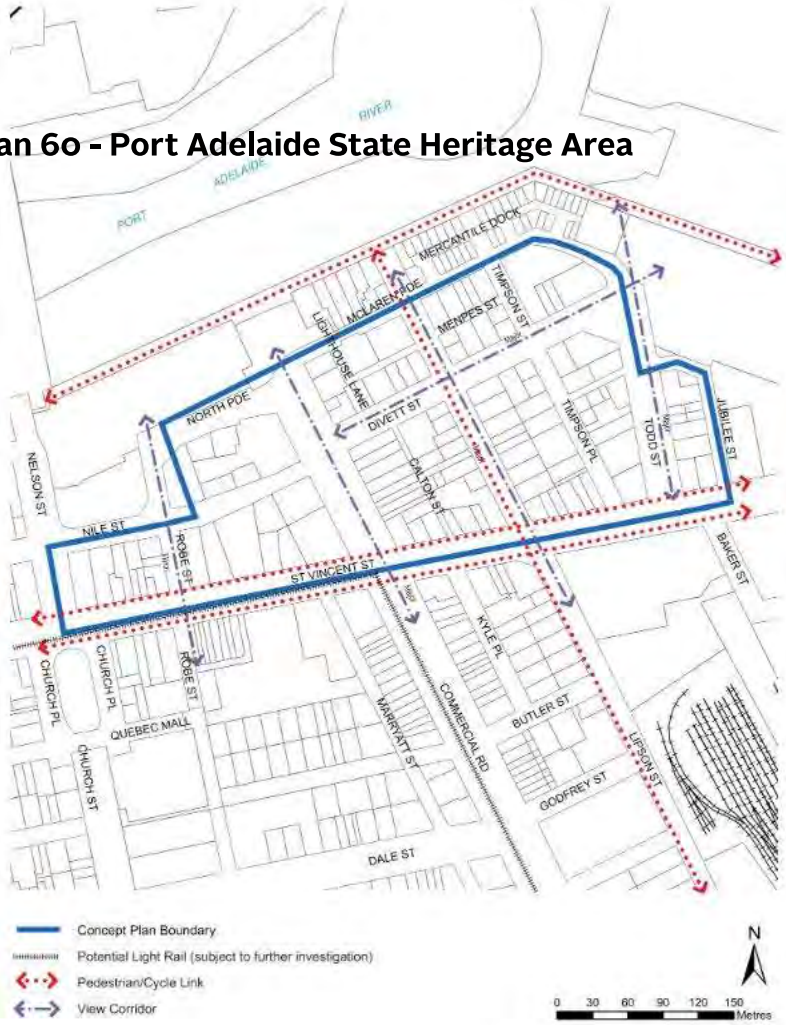
(continued)

Concept Plan 56 - Main Street



Concept Plan 56
MAIN STREET

Concept Plan 60 - Port Adelaide State Heritage Area



Concept Plan 60
PORT ADELAIDE STATE HERITAGE AREA

Study Area

*** Note:** Prescribed Well Areas and Regulated and Significant Tree apply to the whole Adelaide Area.

(continued) _ Overlays

Affordable Housing



Affordable Housing

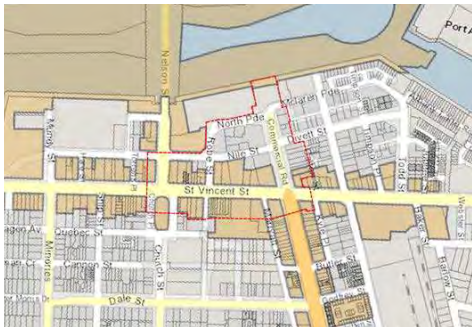
* All the project study areas are under the Affordable Housing Overlay at SA Planning and Design Code

Hazards Flooding



Hazards Flooding

Urban Transport Routes



Urban Transport Routes

Advertising Near Signalised Intersections



Advertising Near Signalised Intersections

Noise and Air Emissions



Noise and Air Emissions

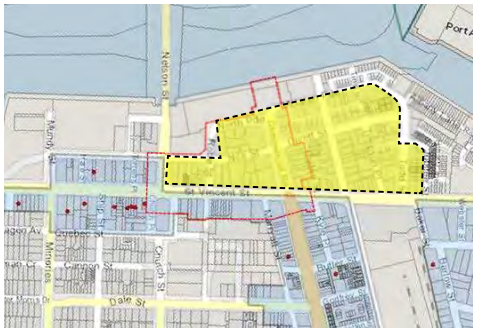
* All the project study areas are under the Noise and Air Emissions Overlay at SA Planning and Design Code

Traffic Generating Development



Traffic Generating Development

Historic Area



Historic Area

State Heritage Area

Representative Buildings

Coastal & Marine



Adelaide Dolphin Sanctuary

Coastal Areas

Coastal Flooding

7.3 Urban Design Analysis

Ownership



- Council Property
- Private Property
- Council controlled roads
- Council influenced roads
- Anglicare Church
- Crown/Council land
- SA Housing Trust

Land Use



- Commercial
- Non Private Residential
- Public Institution
- Retail/Commercial
- Reserve
- Recreation
- Residential
- Utility/ Industry (Car Park)

(continued)

Buildings/ Site Cover



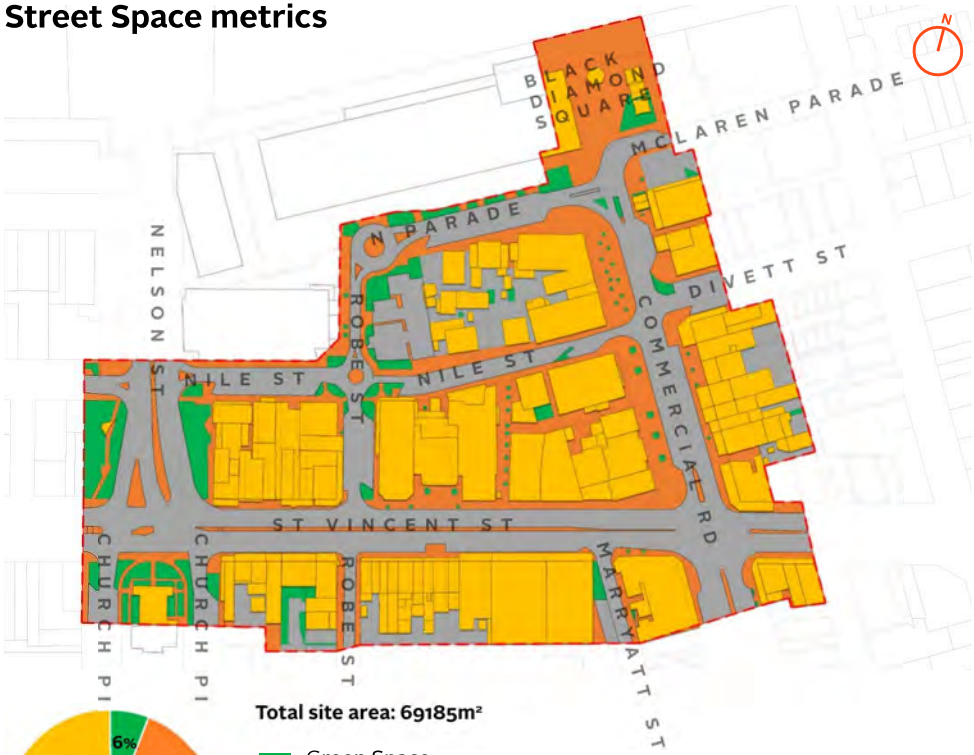
Building footprint

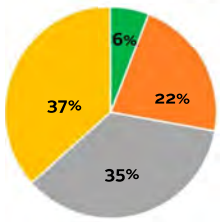
Site area: 69185m²

Building footprint area: 25232.4m²

37% site cover of properties overall

Street Space metrics





Total site area: 69185m²

- Green Space
- Public realm
- Vehicular Space
- Built form

(continued)

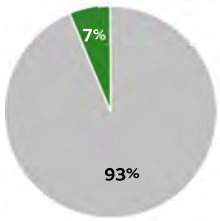
Active frontages



Active Street Frontages

Canopy Coverage

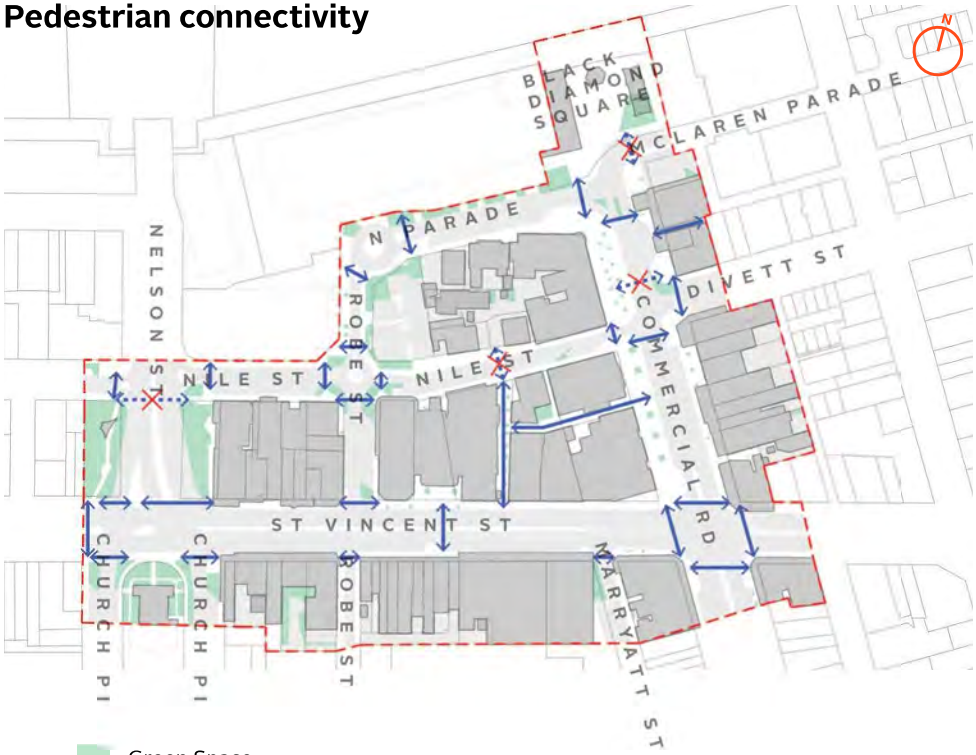




Canopy Coverage

(continued)

Pedestrian connectivity



Green Space

Path

Pedestrian crossing/ route

Desire line for pedestrian crossing

Entrances



Building Entrances

(continued)

Vacant sites



Heights

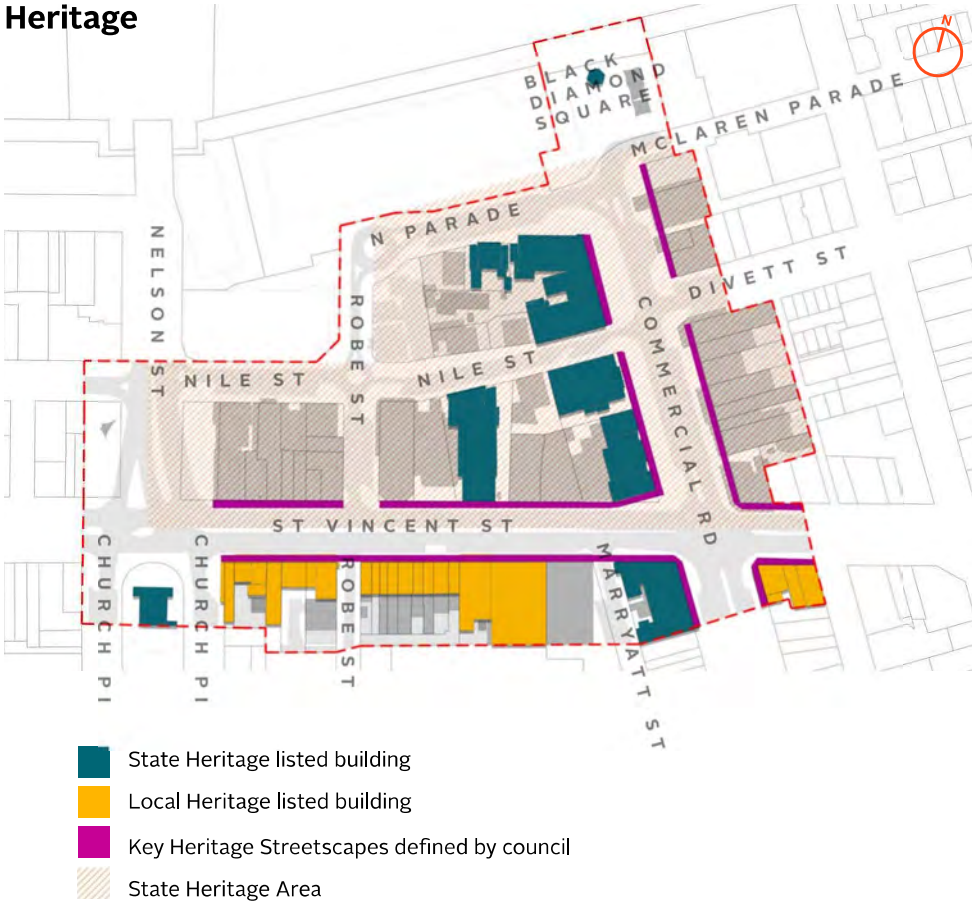


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Vistas



Heritage



7.4 Urban Design Analysis Summary

Ownership



Land Use



Buildings/ Site Cover



Street space metrics

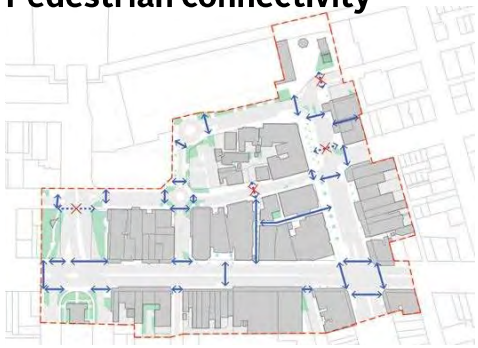


Active frontages





Pedestrian connectivity



Entrances



Vacant sites



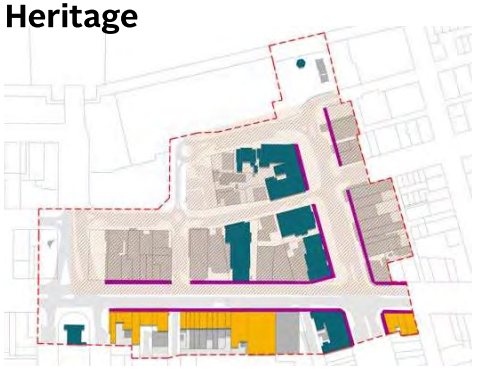
Heights



Vistas



Heritage



(cont.)

Three key owners _ Council, Ehmann, Crown

Mixed use civic + commercial precinct (with vacancies)

Built up _ limited vacant land

Limited green space (incl. Black Diamond Square)

Retail / hospitality frontages most active

Tree canopy on 30% of public realm (but only 7% of total precinct)

Pedestrian crossings of major roads are key for connectivity

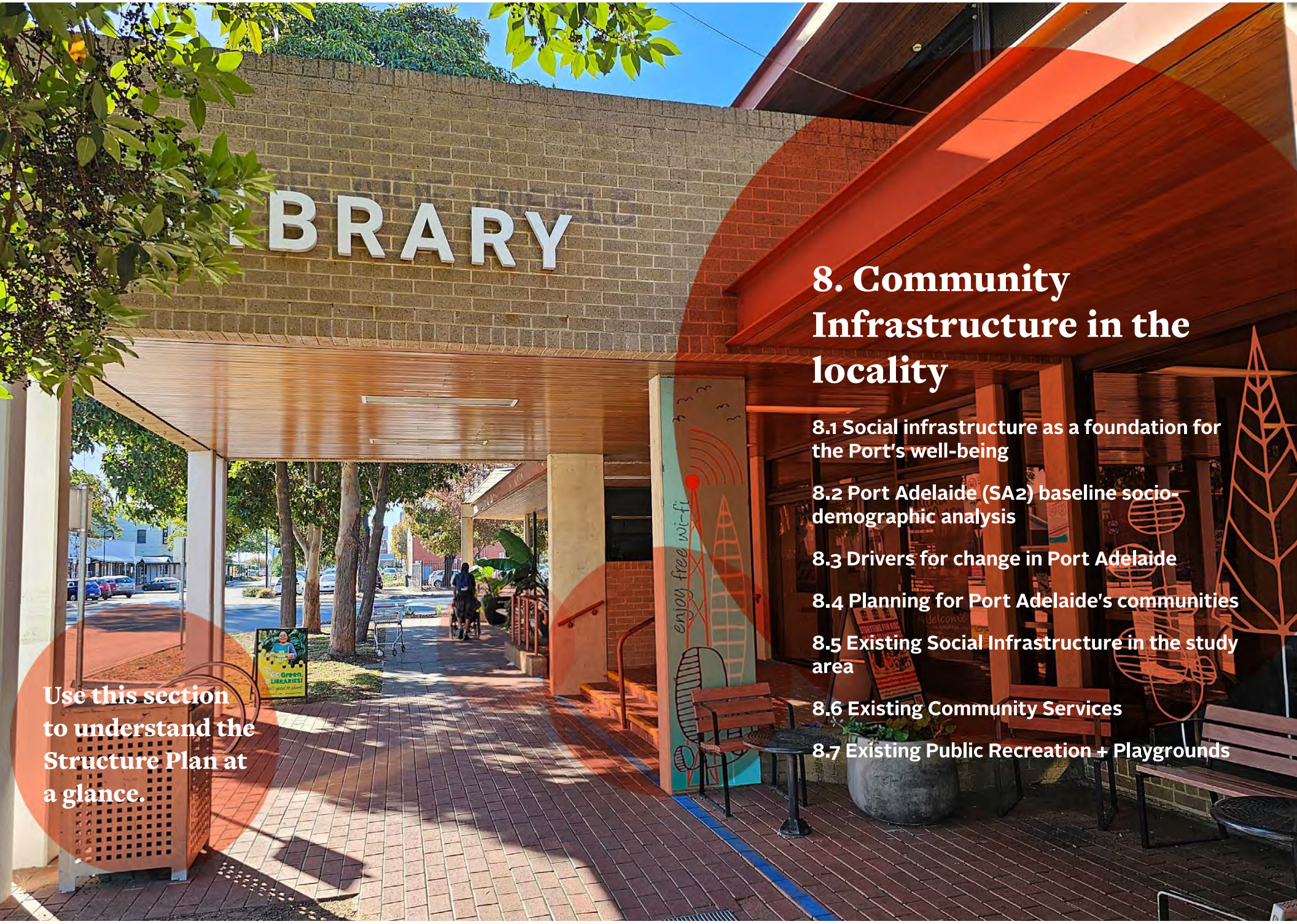
Building entrances are concentrated on St Vincent St and Commercial Road

Many vacant buildings

Heritage buildings one/two storeys, new office and hotel taller

Improve vistas along streets to waterfront

State + Local heritage clusters fronting key streets



8. Community Infrastructure in the locality

8.1 Social infrastructure as a foundation for the Port's well-being

8.2 Port Adelaide (SA2) baseline socio-demographic analysis

8.3 Drivers for change in Port Adelaide

8.4 Planning for Port Adelaide's communities

8.5 Existing Social Infrastructure in the study area

8.6 Existing Community Services

8.7 Existing Public Recreation + Playgrounds

Use this section to understand the Structure Plan at a glance.

8.1 Social infrastructure as a foundation for the Port's well-being

Social infrastructure relates to more than physical buildings. It includes facilities, spaces, services, and networks which work together to enhance people's quality of life.

Social infrastructure refers to the foundation that supports a community's overall well-being.

Social infrastructure relates to more than physical buildings. It includes facilities, spaces, services, and networks which work together to enhance people's quality of life and often helps them to choose to stay in a place and build community ties.

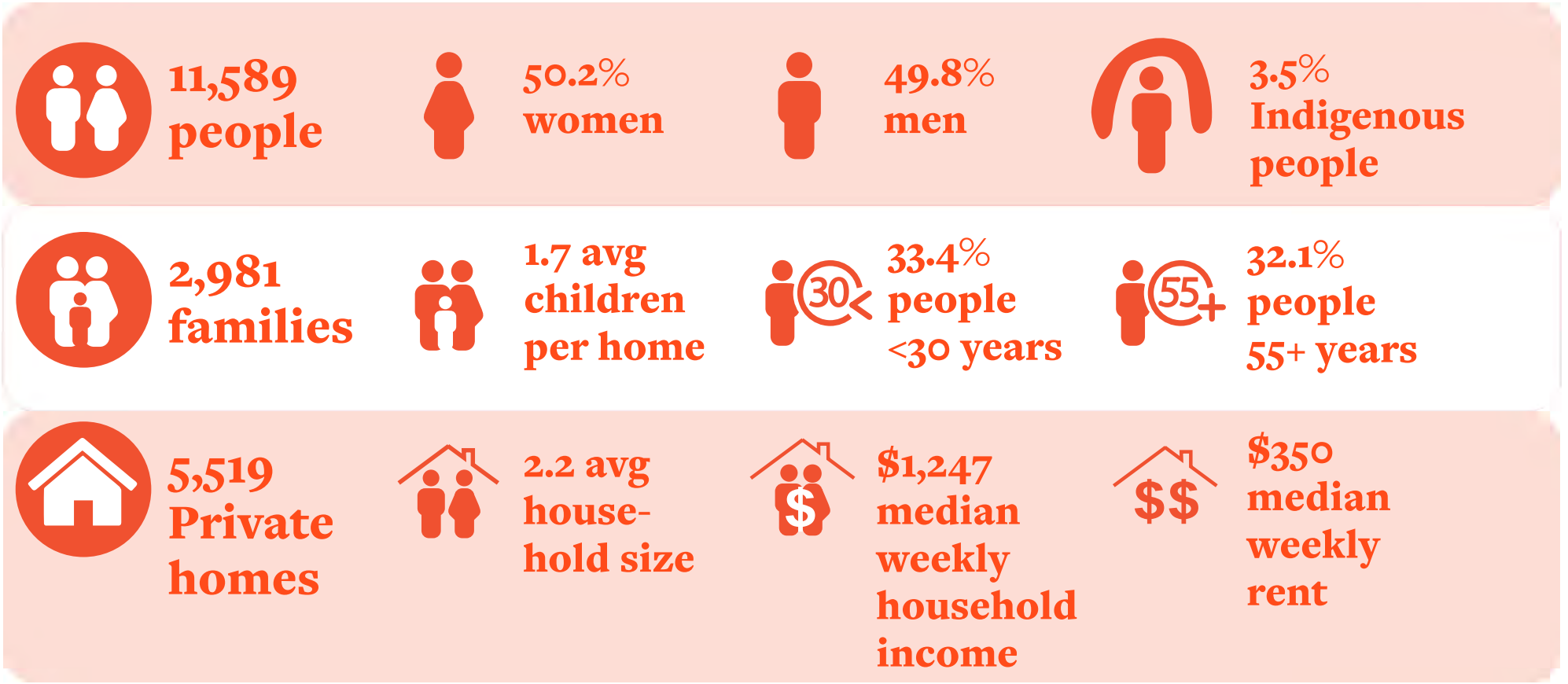
it also encourages people to visit places, which is important to the Port's tourism.

This can include things like health services, libraries, schools, emergency services, parks, recreation spaces and places where community members can gather and meet, like halls or cafes.

Social infrastructure provides the basic framework for a community to thrive in the places they live, work and visit.



8.2 Port Adelaide (SA2) baseline socio-demographic analysis



Information sourced from ABS quickstats (using 2021 Census data) and Profile.iD community profile (2024) on Port Adelaide (SA2).

8.3 Drivers for change in Port Adelaide

Investment is bringing a new group of residents and customers/clients of local community services to Port Adelaide.

The Port Adelaide Centre Civic Area is currently most influenced by those who work there and visit.

The Centre accommodates pubs, restaurants and cafes, retail shops and some offices/consulting rooms. There are old and heritage-listed buildings in the area, giving it a sense of importance., There are some arts and cultural uses, in addition to the area's main role providing for the civic uses of the City of Port Adelaide Enfield.

Dwellings in the study area are limited, meaning the area currently caters to visitors and workers. This influences the diversity and abundance of land uses and services available to those nearby and limits the area's ability to fulfil its role as a centre.

Upon completion of Renewal SA's decade-long 'Our Port' project, up to 4,000 new homes across 40 hectares of the Port will be provided, with stages already completed (including New Port Quays and Stage 1 of Dock One) and development occurring until 2027.

As a result of the Our Port project, up to 8,000 additional residents are expected for Port Adelaide- along with a shift to the demographics of the area.

The median age of Port Adelaide is currently 41. The Port currently has fewer families (38%) than South Australia (40%), however by comparison there are 5% more single parent families in Port Adelaide (22.5%).

With many of the new homes having three and four bedrooms, it is anticipated that there will be more young families moving into the area. However, an ageing population is expected to remain a strong cohort.

Along with the additional population and demographic groups comes the need for additional community services, social infrastructure and open space, particularly play grounds.

With these new areas of housing located within 15 minutes' walk of the Port Adelaide Centre there is a huge opportunity for the area to realise its potential as the community heart for the region.



Information sourced from ABS quickstats (using 2021 Census data) and Profile.iD community profile (2024) on Port Adelaide (SA2).

8.4 Planning for Port Adelaide's communities



The City of Port Adelaide Enfield (PAE) have been undertaking social / community infrastructure analysis and planning to provide strategic directions for the Council's assets and Port Adelaide's communities.

PAE's Social Infrastructure Review (2022) identified a deficit of library and community centre/halls infrastructure in the Western/Port Precinct.

Opportunities identified in the 2022 planning included an Aboriginal Cultural Centre (this is underway- Yitpi Yartapuultiku Cultural Centre), increased use and redevelopment of Council-owned community and recreation facilities, and increased Council ownership of properties in the Heritage Precinct (some of which has already taken place).

A key emerging idea for this precinct is to:

_ *Develop a 'Central' iconic library & community Hub to assist in the reactivation of the Port Adelaide Centre. The hub, developed within the existing Heritage buildings, will address the Library & Community space deficit in the West.*

Future planning for Port Adelaide's open spaces

The City of Port Adelaide Enfield's Open Space Strategy (2021-2026) identifies area-specific opportunities for improvement to environmental requirements, amenity, recreation and event opportunities.

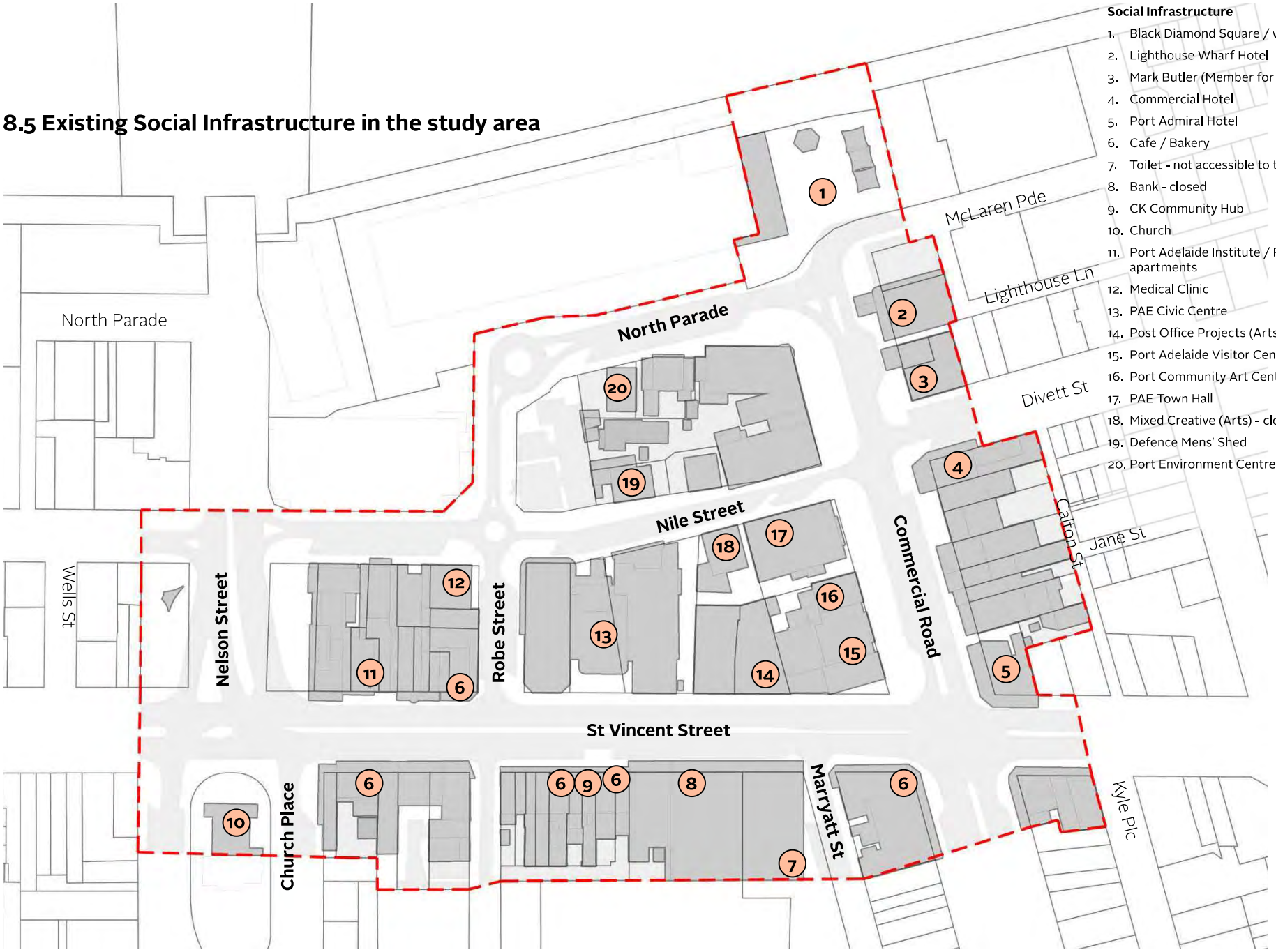
The Port Riverfront promenade is identified as a key opportunity, along with the public realm of Port Adelaide's streets. This would work to create more places for people to spend time in the Port Adelaide Centre and providing higher amenity streetscapes to link the rail line to the waterfront and the new residential housing areas to the north and west.

Indoor / covered community spaces are currently limited in the Port Adelaide Centre. Incorporating new indoor spaces where new developments are occurring and in Council assets could fill an identified niche and assist to accommodate changing needs of the community.

Opportunities for the Port Adelaide Centre Civic Area Plan to address:

1. Curation of uses / users of buildings in Council's ownership.
2. Reinforce and enhance the civic function of the Port Adelaide Centre.
3. Investigate options for a "'Central" iconic library & community Hub, including multi-use, exhibition and gallery space
4. Work with developers for outcomes with great social + economic benefit, such as incorporating indoor / covered public and community spaces into new developments.
5. Public realm and waterfront improvements to create places for people.
6. Designing for children and young people while maintaining accessibility.

8.5 Existing Social Infrastructure in the study area



Social Infrastructure

1. Black Diamond Square / waterfront
2. Lighthouse Wharf Hotel
3. Mark Butler (Member for Parliament)
4. Commercial Hotel
5. Port Admiral Hotel
6. Cafe / Bakery
7. Toilet - not accessible to the public
8. Bank - closed
9. CK Community Hub
10. Church
11. Port Adelaide Institute / Residential apartments
12. Medical Clinic
13. PAE Civic Centre
14. Post Office Projects (Arts)
15. Port Adelaide Visitor Centre
16. Port Community Art Centre
17. PAE Town Hall
18. Mixed Creative (Arts) - closed
19. Defence Mens' Shed
20. Port Environment Centre

8.6 Existing Community Services



Community Services

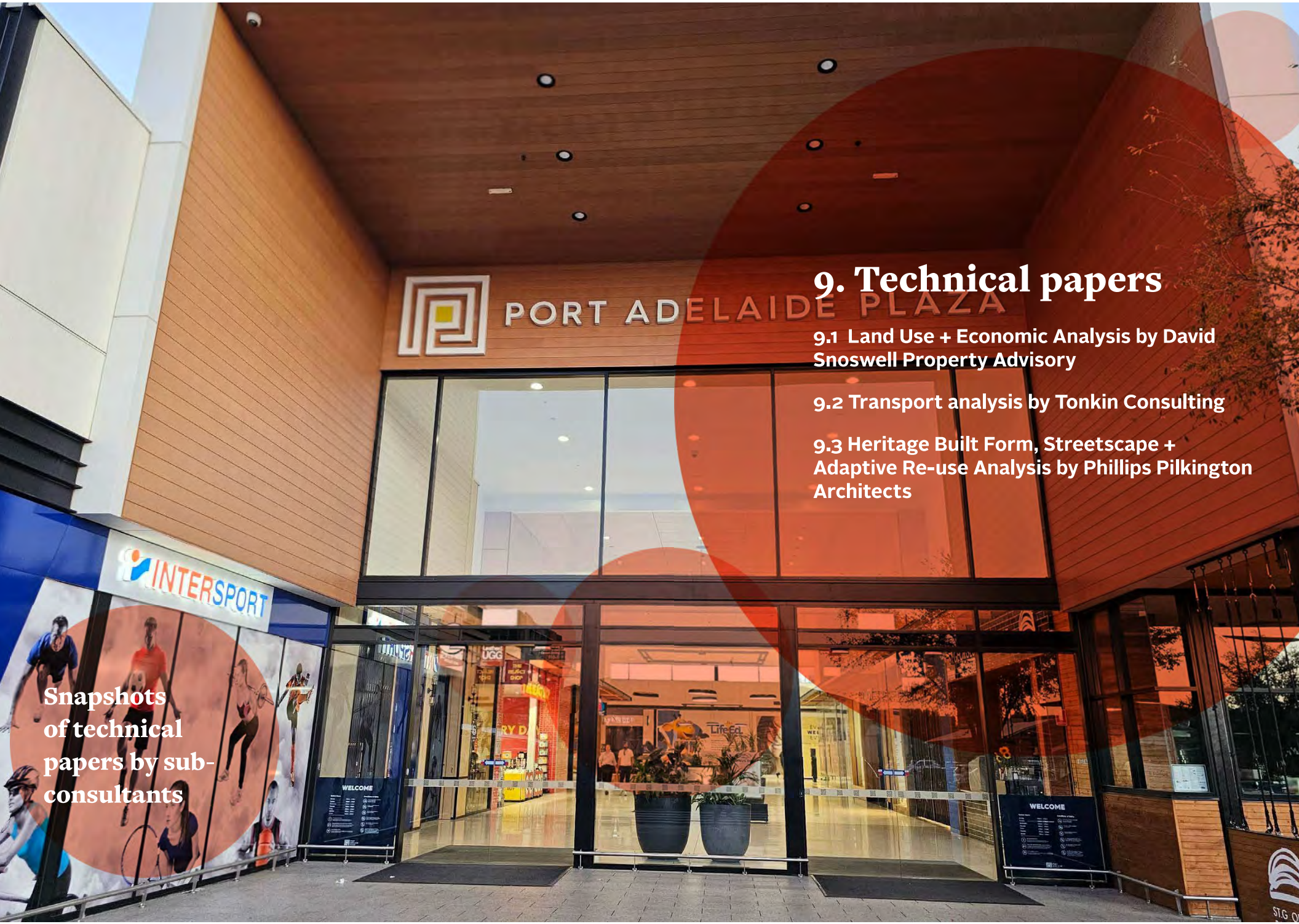
1. Port Adelaide Public Library
2. Semaphore Library
3. Queenstown Community Hall
4. Kura Yerlo Council
5. Port Adelaide Town Hall
6. PAE Civic Centre
7. Headspace Port Adelaide/ Centacare Family Services
8. UnitingSA Child Youth Services / NorthWest Homelessness Alliance
9. NDIS / Services Australia
10. Housing SA
11. SA Aviation Museum
12. SA Maritime Museum
13. Service SA
14. Tjindu Foundation
15. OARS community transitions
16. Lighthouse City Mission
17. Port Adelaide Visitor Centre
18. Child and Family Health Service
19. CA Mental Health Service
20. National Railway Museum
21. Cedar Health Clinic / Community clinic
22. UnitingSA Wesley Social Enterprises
23. Bower Cottages Community Centre
24. Yitpi Yartapuultiku Cultural Centre
25. Ocean View College (years 10-13)
26. Portside Christian College
27. Le Fevre Primary and Kindergarten
28. Dominican School Semaphore
29. Westport Primary
30. Le Fevre High School
31. Mount Carmel College Secondary School
32. Hessel Child Care
33. (Former Gallery Yampu) Demolished

8.7 Existing Public Recreation + Playgrounds



Public Recreation and play

a. Hart's Mill Playground
b. Joyce Snadden Reserve
c. Alan Iversen Reseve
d. Lartelare Park
e. Eric Sutton Reserve
f. James Bailey Playground
g. Semaphore Beach Playground
h. EP Nazer Reserve
i. Beachway Reserve
j. Point Malcom Playground
k. Glanville Hall Golf Course
l. John Hart Reserve
m. Port Adelaide City Band park
n. Birkenhead Naval Reserve / Play
o. Largs Reserve
p. Company Square Reserve
q. St Patrick's Reserve
r. Pioneer Park
s. Donna Johansen Memorial Park
t. Trust Reserve
u. Ethelton Park
v. Santiago Reserve
w. Granville St Reserve



9. Technical papers

9.1 Land Use + Economic Analysis by David Snoswell Property Advisory

9.2 Transport analysis by Tonkin Consulting

9.3 Heritage Built Form, Streetscape + Adaptive Re-use Analysis by Phillips Pilkington Architects

Snapshots of technical papers by sub-consultants

9.1 Land Use + Economic Analysis by David Snoswell Property Advisory

Key opportunities for precinct plan

1. 25 vacant premises including several large heritage buildings and some vacant land
2. consolidate civic and community uses including library, community centre + government offices
3. tourism-supporting uses such as boutique hotel(s), cafés, restaurants and retail
4. offices including for government, defence contractors and co-working
5. expansion of existing GP health services.

Overview

David Snoswell Property Advisory undertook a land use audit of the study area in April 2024. The audit was further supplemented with a high level land use survey of the wider Port Adelaide Centre.

Existing land uses, vacancies and development projects were documented, and observations made about future land use opportunities.

These opportunities have been identified from local and wider development and market trends, and case studies of comparable locations in Australia.

Key findings from the land use audit

- *Retail and office land uses are the main land use types - Retail businesses, comprising a mix of retail shops, food catering, personal services and Pubs, Taverns and Bars, accounted for 36 tenancies.*
- *Offices accounted for 14 tenancies, with the largest such tenancy being the City of Port Adelaide Enfield Council offices.*

Summary Results by Primary Land Use, Port Adelaide Civic Centre, 2024

Primary Land Use	Count	%	Comment
Retail			
Shops	14	12.7%	Primarily Port Mall
Food catering	11	10.0%	Primarily Port Mall
Personal Services	7	6.4%	Primarily Port Mall
Pubs, Taverns, Bars	4	3.6%	Three hotels fronting Commercial Road - east side
Offices	14	12.7%	Including Council offices
Consulting Rooms	8	7.3%	Corner Nile Street & Robe Street
Residential	7	6.4%	Mix of older older 1st floor units, a recent conversion (6 units), supported accommodation (23 beds), backpackers
Studios	4	3.6%	Artist studios are prominent but not activated regularly during normal business hours
Recreation	3	2.7%	Primarily gyms
Community Space	3	2.7%	Includes Town Hall
Open Space	3	2.7%	Black Diamond Square. Adjacent Nelson Street
Showroom	2	1.8%	Specialist furniture manufacturer, security doors
Car park	2	1.8%	Opposite Civic Centre, Lighthouse Wharf Hotel
Visitor Information	1	0.9%	Corner St Vincent Street & Commercial Road
Club	1	0.9%	Occupying Council owned building in Nile Street
Church	1	0.9%	St Pauls
Vacant	25	22.7%	Mix of ground and first floor spaces. Some within heritage buildings.
Total Establishments	**110**	**100.0%**	

Source: DSPA

Other land uses with at least four tenancies were:

- *Consulting rooms...*
- *Residential uses ...*
- *Studios...*
- *Vacant premises accounted for 22.7% of all tenancies, or 25 of the total count of 110 premises. Some of the vacant spaces were quite large, and within heritage buildings....*

Major development opportunities

Large sites and sites that are under-utilised or vacant provide significant development opportunities. Key opportunities include:

- *The former Customs House Building overlooking Black Diamond Square.*
- *The open lot car park and adjoining land / buildings owned by Council.*
- *Council owned land on southern side of Nile Street*
- *Black Diamond Square – an under-utilised public space*

Civic + community uses

A key opportunity is to consolidate Port Adelaide Enfield's civic and associated uses within the precinct, for example

- *Council library*
- *State government offices / services*
- *Community centre, or sports and recreation facility*
- *Gallery / event space*
- *Theatre*
- *Public plaza / meeting space*
- *Café*

Residential + short-term accommodation

While residential uses within the Port Adelaide Centre are desired and would bring more permanent residents to the area ... We consider such apartments would ideally be developed fronting the Inner Harbour, adjoining the Civic Precinct but necessarily in the Civic Precinct.

A boutique hotel providing short-term accommodation may provide a point of difference to existing and proposed visitor accommodation in Port Adelaide.

Retail, office + healthcare

- *Further retail activation at ground level frontages is certainly desired.*
- *Cafes and restaurants,*
- *Small bars*
- *Retail uses / services supporting a larger tourism sector*

Offices are an appropriate land use and one that provides a higher density of employment than other land uses. There is a gap in the market, with Port Adelaide having a limited supply of quality office space.

The provision of additional office space that may currently be surplus to Council needs ... could be leased to private organisations or used for co-working space in the interim.

Health services are a major growth sector given the aging of Adelaide's population and more specifically the future growth in Port Adelaide's population. The main opportunity may be an expansion (through relocation) of an existing medical facility in Port Adelaide.

9.2 Transport analysis by Tonkin Consulting

Key opportunities for precinct plan

1. Create a 10 km/h shared zone in Commercial Road north of Divett Street to McLaren Parade
2. Remove the bus layover area from North Parade to use the Port Dock rail bus interchange
3. minor changes to on-street parking and vehicle movements and access on various streets
4. note: further analysis and comments required about St Vincent St and intersections, and implementation of network plan and walking plan etc

Tonkin Consulting has reviewed the transport context of the study area including:

- Planning Context (policies, plans and projects)
- Road Network and Traffic
- Crash Analysis
- Parking (on and off street)
- Public Transport
- Walking
- Cycling







9.3 Heritage Built Form, Streetscape + Adaptive Re-use Analysis by Phillips Pilkington Architects

Key opportunities for precinct plan

1. The study area's eight state heritage listed buildings, and six local heritage listed buildings, are described.
2. Nine buildings are suggested for consideration for new local heritage listing.
3. Streetscape analysis suggests high-level architectural approaches to the redevelopment or upgrade of façades.
4. Land use opportunities are suggested for key buildings including ground and upper storeys.
5. This includes a potential library location in the visitor information

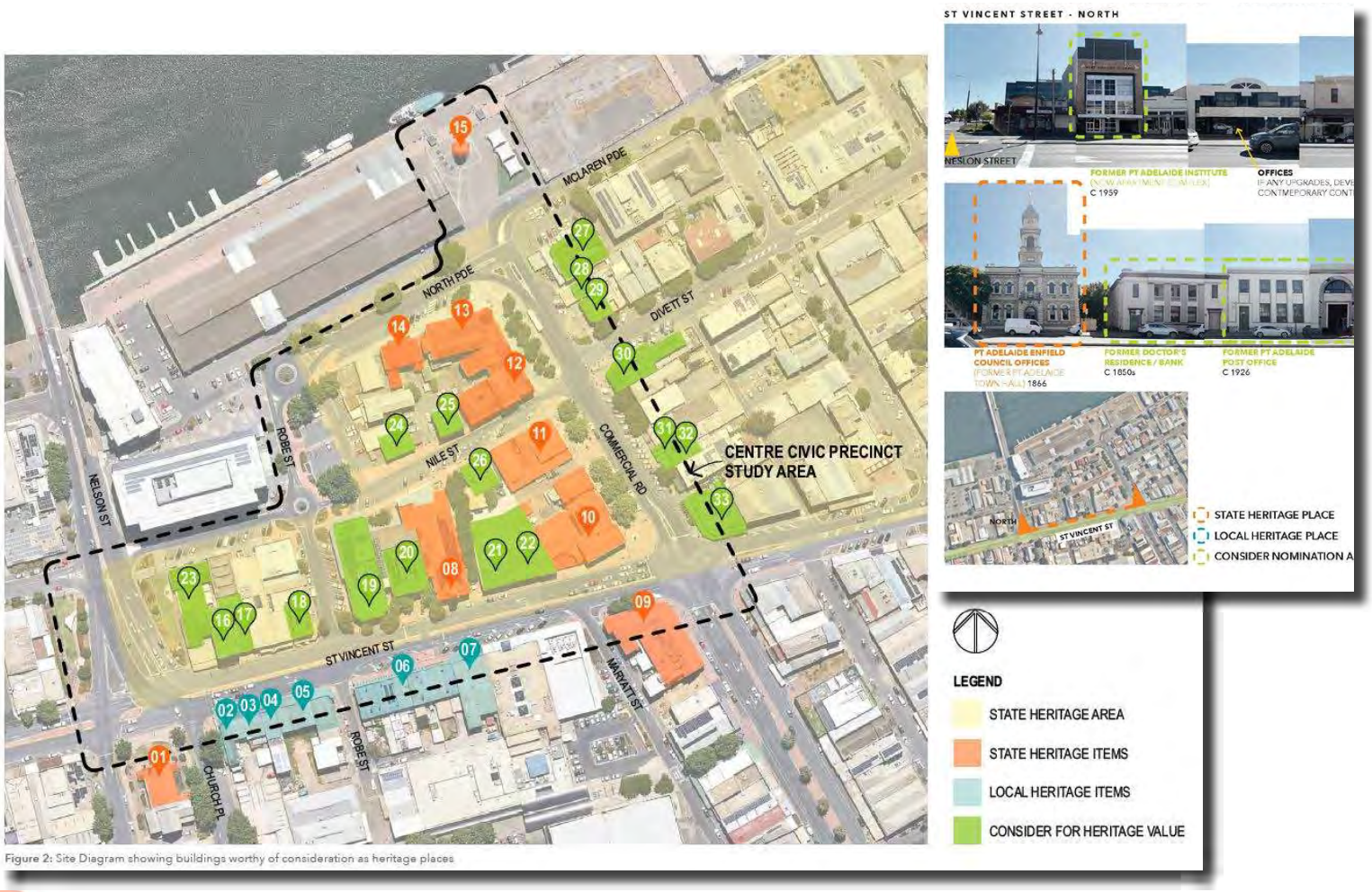


Figure 2: Site Diagram showing buildings worthy of consideration as heritage places

Thank You

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