

# Port Adelaide Enfield Council Development Plan

Consolidated 11 October 2007

## Policy Area 34E: Hart's Mill Policy Area

### Desired Future Character

The Hart's Mill group of heritage buildings, incorporating Hart's Mill and the adjacent Hart's Mill Packing Shed building, the taller Adelaide Milling Company Mill and associated stone walls, all act as a major landmark to the Port Adelaide water-front area. Land to the north of these buildings will be kept relatively free of new development, other than for small-scale commercial/retail related buildings and opportunities for an over-water development site. This will be a primarily residential precinct, having regard to the heritage value of the existing buildings.

The Hart's Mill building and the Packing Shed front elevation will be fully restored to cater for mixed use activity at ground level, with potential studio workshops, residential and tourist accommodation. Restoration and re-use of the Adelaide Milling Company Mill building will include a flexible range of uses, provided that ground floor uses support the tourism focus of this part of the Policy Area but do not dilute the core tourism activities in Policy Area 27.

Medium to high density residential development will predominate to the south of the heritage buildings, and will range from three to five storeys in height. The design of residential development will be sympathetic to the existing heritage character and ensure the creation of an environment that is intimate and of a human scale. The heritage buildings will be perceived separately from proposed new development in this Policy Area.

Development fronting St Vincent Street will be of a minimum two storeys and maximum three storeys in height, and may incorporate mixed uses at the ground level, reinforcing St Vincent Street's role as a "main street" within Port Adelaide but not dilute the core centre activities in Policy Areas 23 and 26. Tourist accommodation may be appropriate,

View corridors will provide sight lines between adjacent Policy Areas and those on the western and northern side of the river in accordance with [Figs PAC/3 and PAC/10](#).

A high degree of pedestrian activity will be maintained with a particular focus on the [waterfront](#) promenade and the public plaza surrounding the heritage buildings. Pedestrian/cyclist activity will link to adjoining Policy Areas. The public plaza will have a strong urban feel, with trees creating shape, shade and vertical form to the space.

Adequate car parking will be provided for residents and commercial activities. Some open landscaped car parking could be provided immediately to the south of the heritage buildings within the plaza area, with larger car park facilities predominantly located within buildings and not dominating the street environment.

### Introduction

The objectives and principles of development control that follow apply to Policy Area 34E: Hart's Mill shown on [Map PAdE/51](#). They are additional to those expressed for the Port Adelaide Centre Zone and the whole of the Council area.

### OBJECTIVES

**Objective 1:** Development consistent with the Desired Future Character statement above and in accordance with Concept Plan [Fig PAC/10](#).

**Objective 2:** Protect and retain the historic character and importance of the Hart's Mill complex of buildings and remnant stone walls.

**Objective 3:** Development of residential dwellings and mixed uses compatible with the historic character of the policy area.

**Objective 4:** The creation of a public plaza adjacent to the waterfront.

**Objective 5:** Ensure the Hart's Mill complex of Historic buildings is a focal point for key line of sight' terminations from across the Port Adelaide River.

## **PRINCIPLES OF DEVELOPMENT CONTROL**

### **Form of Development**

- 1** Development should be consistent with the Desired Future Character Statement above and in accordance with Concept Plan Fig PAC/10.
- 2** Medium to high density residential development that respects and is compatible with the existing historic buildings is considered appropriate.
- 3** A mix of tourism related and recreational facilities should be promoted along the waterfront promenade.
- 4** Hart's Mill and the Adelaide Milling Company building should be converted into residential, tourism facilities, tourist accommodation or other commercial uses which complement the existing character of the buildings and which incorporate mixed uses at the ground level.
- 5** Development fronting St Vincent Street may include tourist accommodation, with commercial/tourist related uses at the ground level to reinforce the "main street" character of St Vincent Street, where appropriate.
- 6** Work from home uses including ancillary home office activities are considered appropriate if compatible with residential amenity and the Port Area.
- 7** The ground floor of over-water development should allow mixed use activity at ground floor level.
- 8** Residential development in proximity to public areas, non-residential uses or sites earmarked for such activities, should be designed to protect residential amenity, particularly with respect to noise and light spill.
- 9** Development should provide for the creation view corridors as indicated on Fid PAC/10, major corridors being a minimum of 17.5 metres wide and minor corridors being a minimum of 12 metres wide.
- 10** Residential development should include design features to limit the effects of noise from land and water based traffic and activities, where the effects from these activities are considered to exceed acceptable levels.

### **Movement of People and Goods**

**11** A continuous public promenade for pedestrians and cyclists should be created along the waterfront, where possible, with convenient, safe and attractive links to adjoining areas and should:

- (a) be a minimum of 8 metres wide;

- (b) accommodate pedestrian and cyclist paths varying in width according to anticipated functional use and demand;
- (c) provide clearly defined zones for pedestrians and cyclists;
- (d) locate the pedestrian zone adjacent the waterfront and provide a variety of waterfront experiences;
- (e) clearly define destination nodal points which relate to existing site features or contemporary features created by the Development;
- (f) provide pedestrian facilities such as seating, shade and shelter
- (g) support a pedestrian and cyclist connection from the Hart's Mill promenade to the Harbourside Quay (in the Old Port Reach Policy Area 25) promenade via a safe crossing of St Vincent Street;

**12** A public plaza should support pedestrian and cyclist access between Hart's Mill and new development providing appropriate shades seating and shelter flexible enough for large gatherings of the community.

**13** Vehicle access to the policy area should be via St Vincent Street and Mundy Street.

**14** Development should accommodate required parking for residents and mixed uses provided in the area, where possible, be located at basement level or within buildings\*

**15** Open and landscaped public car parking areas may be provided to the south of the heritage buildings provided they do not adversely impact on the heritage qualities of adjacent buildings.

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

### **Appearance of Land and Buildings**

**17** Residential dwellings should be of a form and scale that will ensure the creation of an environment compatible with the existing heritage character.

**18** New developments should incorporate pitched roofs and articulated facades to complement the existing historic buildings.

**19** Development in proximity to the State Heritage listed Hart's Mill complex should:

- (a) respect the architectural and historical qualities of the site;
- (b) ensure that the Hart's Mill building complex remains visually dominant from relevant view corridors as shown on [Figs PAC/3 and PAC/10](#);
- (c) utilise materials which do not visually compete with the materials of the Mill complex;
- (d) incorporate contemporary architectural solutions provided they complement the existing structures;
- (e) be sited with sufficient set-backs from the heritage listed buildings to allow for clear vistas; and
- (f) incorporate building profiles which reflect the pitched roof form of the heritage listed buildings.

**20** Development over the water to the north of the **Harts Mill** complex should:

(a) be sited to allow for clear views of the heritage listed buildings as shown on Figs PAC/3  
and PAC/10

(b) be of a utilitarian design reflecting the former industrial and maritime character of the precinct; and

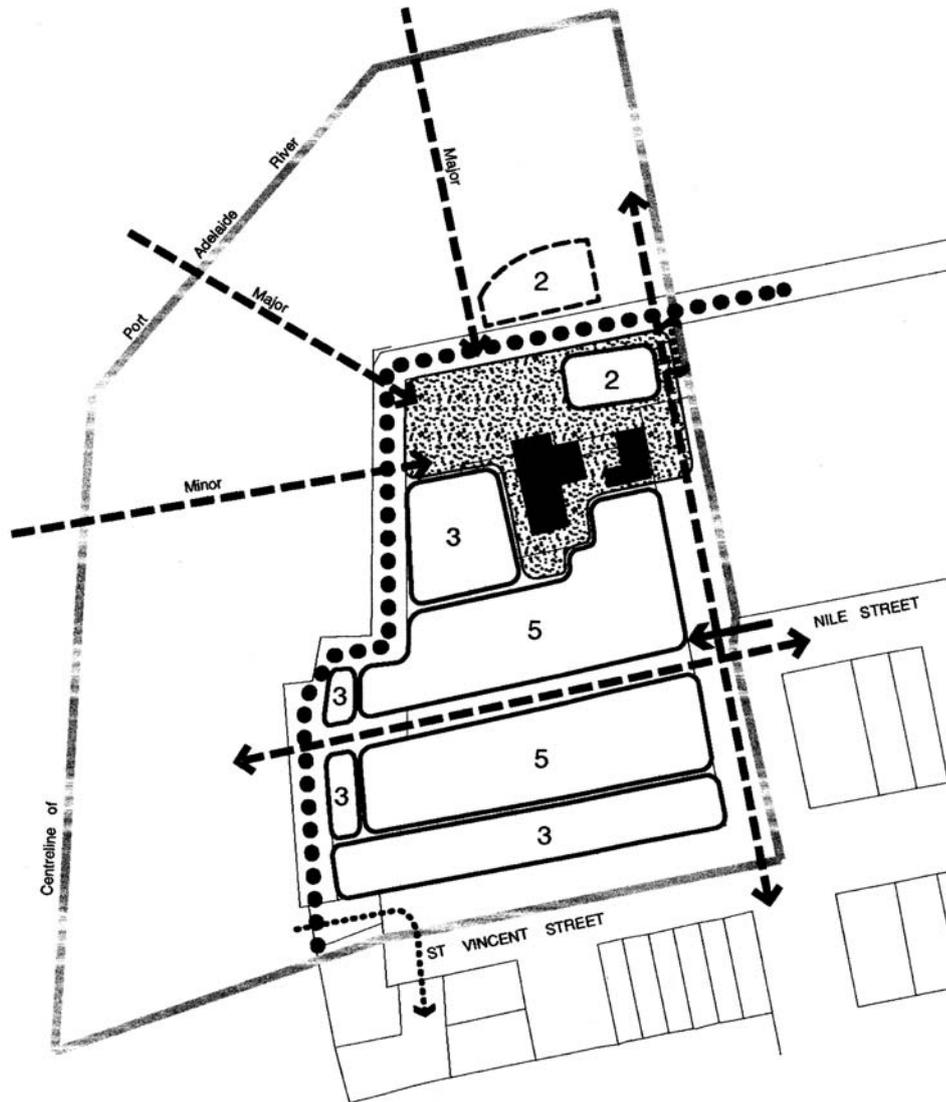
(c) incorporate contemporary, high quality architectural solutions which reflect the industrial maritime qualities and activities of the area. Appropriate building solutions could incorporate light weight framed glass and other cladding, with buildings set on piles over the water.

### **Signage**

**21** Signs, in terms of design and siting, should not be detrimental to the existing historic character.

### **Landscaping**

**22** Development should provide a fully integrated design from **streetscapes**, public plazas and public promenade through to private residential spaces. Landscaping should provide shade, vertical form, complement new development, frame views and integrate ecological issues into its design.

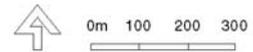
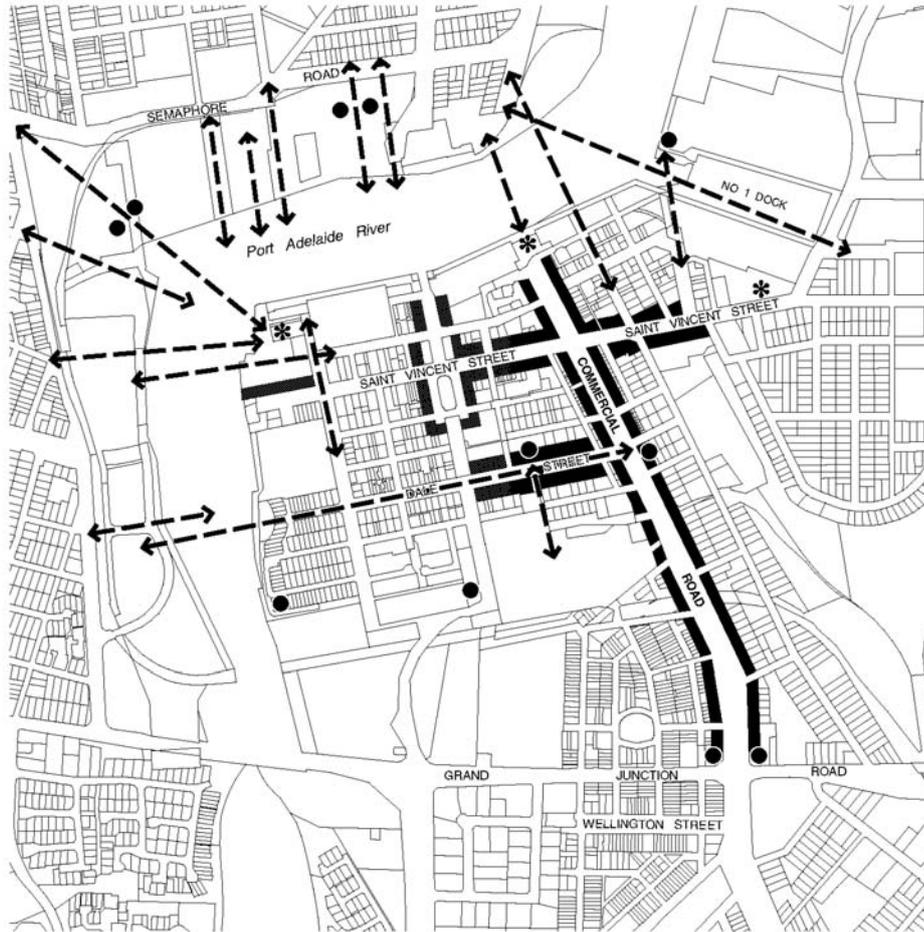


-  Heritage Places
-  Public Reserve
-  Public Promenade (Inner Harbour Ring Route)
-  Pedestrian/Cycle Link
-  Road Linkages
-  View Corridor
-  Maximum Building Height (Storeys)
-  Potential Over-water Development
-  Policy Area Boundary



**PORT ADELAIDE ENFIELD (CITY)**  
**HART'S MILL**  
**POLICY AREA 34E**  
**CONCEPT PLAN**

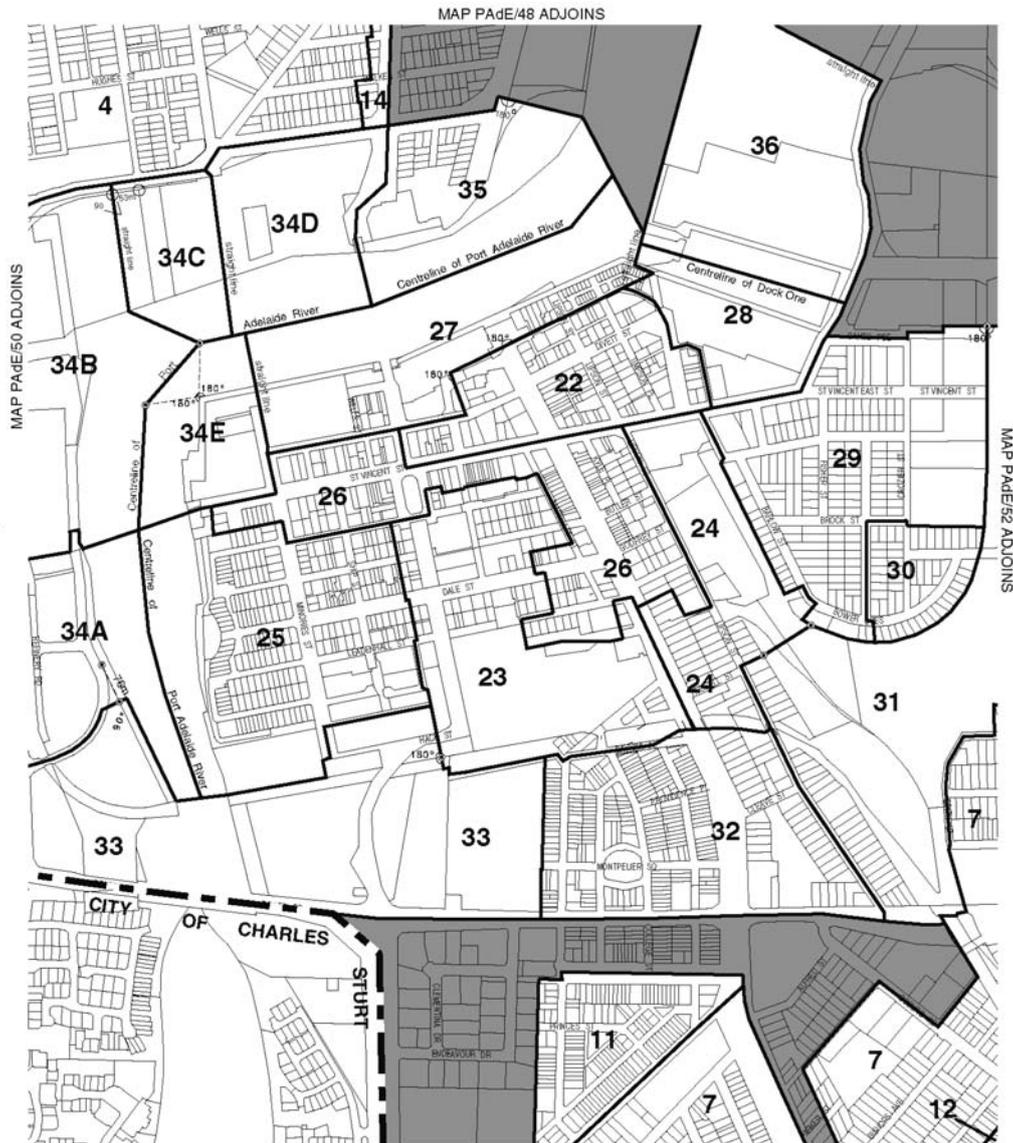
**Fig PAC/10**  
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- \* Existing Landmark Buildings
- Possible sites for new Landmark Buildings
- █ Street Frontage where development should incorporate facades not less than 2 storeys in height
- ↔ View Corridor

**PORT ADELAIDE**  
**ENFIELD (CITY)**  
**PORT ADELAIDE**  
**CENTRE BUILDING**  
**KEY VISUAL ELEMENTS**  
**Fig PAC/3**

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- 11 Portland
- 12 Alberton/Rosewater Historic (Cons)
- 14 Restricted Residential
- 22 Port Adelaide State Heritage Area
- 23 Core
- 24 East End
- 25 Old Port Reach
- 26 Port Centre Mainstreets Historic (Cons)
- 27 McLaren's Wharf
- 28 DockOne
- 29 Woolstores Historic (Cons)
- 30 Bower Crescent Home Industry
- 31 Railways
- 32 Gateway
- 33 Western Regional Park

- 34A Avicennia Waters
- 34B Newport Quays
- 34C North Bank
- 34D Fletcher's Haven
- 34E Harf's Mill
- 35 Cruickshanks Corner
- 36 Port Approach
- 4 Lefevre Peninsula East
- 7 Queenstown, Alberton, Rosewater

Policy Area Boundary  
 Development Plan Boundary  
 Area not covered by Policy

MAP PAde/60 ADJOINS  
 Scale 1:10000  
  
 500metres

## PORT ADELAIDE ENFIELD (CITY) POLICY AREAS MAP PAde/51

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