

13.2 Decision Reports

13.2.1 Leadenhall Street, Port Adelaide - Proposed Road Closure

Report Type	Decision
City Vision Goal/s	Thriving Community Prosperous Economy Places for People
Report Author	Manager Design, Construction & Transport, City Assets
Report Summary	Approval is sought to commence a proposed road closure and potential disposal of a segment of Leadenhall Street, Port Adelaide and the use of a portion of Church Street for car parking associated with a potential development.
Attachments	1. Elevation Plans [13.2.1.1 - 4 pages] 2. Traffic Report (CIRQ A) [13.2.1.2 - 7 pages] 3. Planning Report (i B S) [13.2.1.3 - 21 pages]

RECOMMENDATION

Council resolves that:

1. The report of the Director City Assets titled "Leadenhall Street, Port Adelaide - Proposed Road Closure" be received and noted.
2. A portion of Lot 119 in Filed Plan 3160 known as Leadenhall Street, Port Adelaide and shaded in blue in Figure 1 of the Council Report ("the Land") be declared surplus to Council's requirements in accordance with Council's 'Sale and Disposal of Land and Assets' Policy.
3. Subject to the Chief Executive Officer fulfilling the requirements of the Roads (Opening and Closing) Act 1991, the Chief Executive Officer is authorised to:
 - a. negotiate with the Greek Orthodox Community of South Australia Incorporated (and its representatives) on the terms of the closure and disposal of the Land for market value;
 - b. determine whether or not to proceed with the proposed closure;
 - c. where the Chief Executive Officer determines to proceed, to undertake all necessary steps to give effect to the road closure and disposal of the Land, including without limitation, to:
 - i. complete Community Consultation as outlined in the Community Engagement Policy; should any significant objections be received, a further report will be presented at a future meeting;
 - ii. sign the preliminary and final plans (as amended) and any other document necessary for the closure and disposal of the Land to the purchaser (Greek Orthodox Church) pursuant the *Roads (Opening and Closing) Act 1991* including without limitation the Road Process Order;
 - iii. certify any minutes of Council meetings held in relation to the road process and to provide such minutes to the Surveyor General; and

- iv. arrange the lodgement of such orders, plans and documents to the Surveyor-General as required by the *Roads (Opening and Closing) Act 1991*;
- v. make and sign a Road Process Order.

4. Authorisation be given to the Chief Executive Officer or to the Mayor and the Chief Executive Officer (pursuant to section 38(1) of the *Local Government Act 1999*) to attest to the affixation of the Common Seal of the City of Port Adelaide Enfield, if required to sign any documents necessary to give effect to the closure and dispose of the Land, including the Road Process Order.

Report

The Proposal

The Greek Orthodox Community of South Australia Incorporated ('the Church') has approached Council Administration requesting that Council close a portion of Leadenhall Street between Church Street and Gouger Crescent, Port Adelaide as part of the Church's proposed development of a cultural/community centre as shown in Figure 1 (highlighted blue section – 448 square metres). The Church envisages that if approved, following Council consideration and subsequent consultation associated with legislative requirements for a road closure, a development application for the proposed works could be submitted.

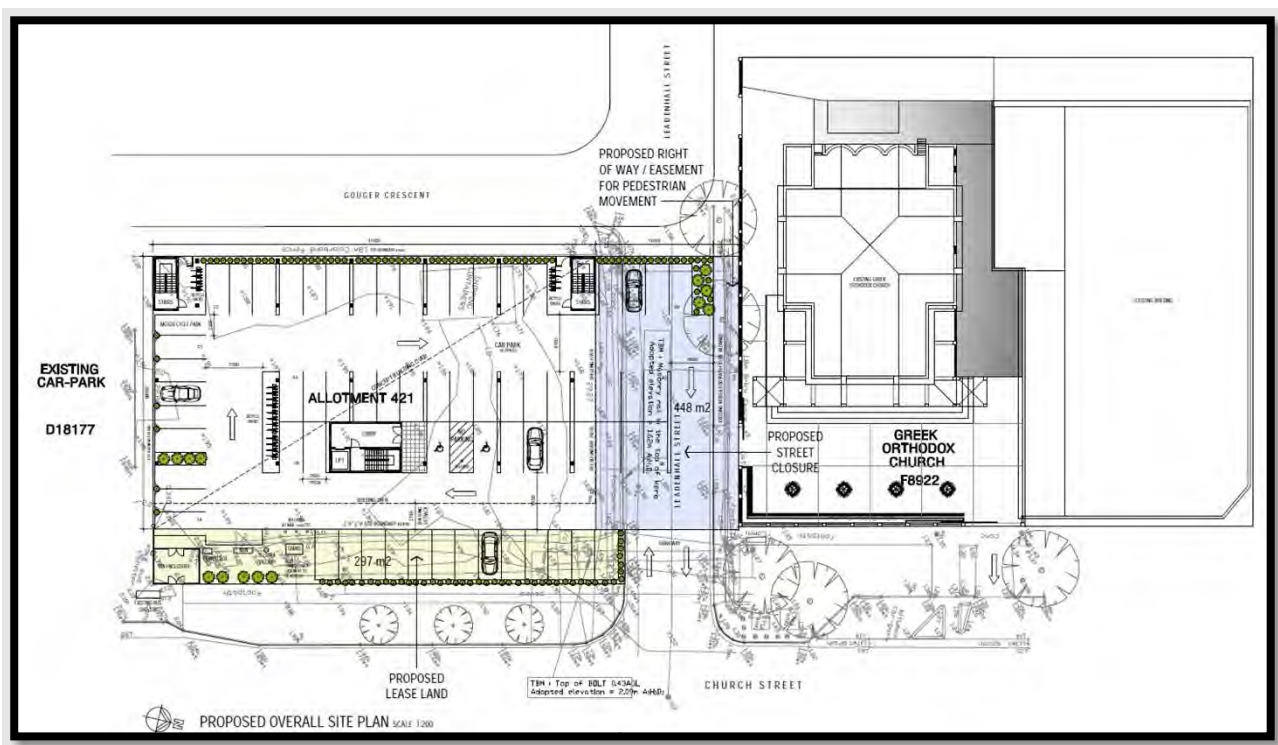


Figure 1 – Proposed road closure (shown in blue) – Leadenhall Street, Port Adelaide

Associated with the road closure, the Church has also suggested that a portion of Church Street be made available for it to use as car parking (as identified in yellow in Figure 1 – 297 square metres). The yellow portion of land shown in Figure 1 has an electrical transformer box and high voltage electrical services that makes the sale of this portion of

land not tenable. Administration will therefore enter into the appropriate agreement for a market return for the use of this land.

If the sale of the closed road land is approved (subject to legislative requirements being met), the Church would need to pay the purchase price of the land (i.e. closed portion of road) and an annual fee for the use of part of Church Street (i.e. that highlighted in yellow). Both these items would be the subject of a valuation report being undertaken by an independent valuer engaged by Council at the cost of the Church.



Figure 2 – Location plan – Church Street, Port Adelaide

Land Description

The portion of Leadenhall Street Port Adelaide that is proposed for closure is described as portion of Lot 119 in Filed Plan 3160 and shaded in blue on Figure 1 ('the Land').

Disposal Policy

The Church has requested that the road closure and disposal be for market rates which is consistent with Council's disposal policy. The City of Port Adelaide Enfield's disposal policy '*Sale and Disposal of Land and Assets*' (adopted 11 June 2024) ('the Disposal Policy') states that one of the desired goals of the disposal process is to '*seek to obtain the best possible financial return.*'

Any decision to dispose of land can be made after considering a variety of factors such as opportunities to enhance local economic development and non-financial outcomes that assist in achieving Council's long-term plans and strategic priorities for community outcomes.

The Disposal Policy requires that prior to disposal, a reasonable effort is to be made to determine the market value of the land. At the time of the preparation of this report, the Council Administration have sought quotes (on behalf and would be at the cost of the Church) for a valuation of the Land and will engage with the successful consultant for this advice subsequent to approval to progress accordingly.

Assessment of Proposal

The proposal (**refer Attachment 2**) does have merit and is generally supported by Council Administration. There has been an assessment of the impact such a proposal has on traffic by the closure (**refer Attachment 3** for traffic report). The report identifies there will be minimal impact on pedestrian access as the closed road will be available as a pedestrian thoroughfare at all times to the public. The impact on traffic will be minimal due to low traffic volumes and alternative routes being available as identified in the provided traffic report.

A hard surface thoroughfare will be designed, configured and constructed (at the cost of the Church) on part of the Land so as to comply with the relevant Australian Standard and Council's specifications, to allow unrestricted access and continuous use by the public by foot, bicycle and motorised wheelchairs. It is also envisaged that the thoroughfare will be well maintained in a good, clean, and tidy condition and appropriate lighting is installed and maintained to enhance safety and visibility.

It is envisaged that an agreement will be entered into with the registered proprietor of the Land (and any successors in title) on such terms and conditions as Council determines at its discretion, to ensure the obligations in relation to the use and maintenance of the thoroughfare are implemented and enforced (if necessary). There will be easements over the closed portion of road for some services (following recent, early consultation with service authorities) including Council for stormwater, and other services will either be abandoned or modified to accommodate the proposed development at the Church's cost.

Council Administration has done a preliminary assessment of the proposed development and have provided 'in principle' support subject to a number of items being assessed as part of the submission of a Development Application. Subject to the road closure process supporting the development, a development application will be submitted for the proposed works. A preliminary planning report (IBS Planning & Projects) has been undertaken on behalf of the Church and appears as **Attachment 4** to this report.

It is considered that the development over the road will be a better amenity outcome and improved from a pedestrian/road safety perspective as it would reduce the need for patrons of the church to cross the road to either the church or the proposed cultural centre/community centre and would also have a better urban design outcome rather than be separated by a road. Currently church patrons park in the unsealed car park (where the development will be placed) and walk across the road to the church. Many of the patrons are elderly and there is anecdotal feedback that there have been some near pedestrian/motorist incidents at this location.

City Vision Relationship

The support for such a development will assist in achieving the City Vision theme of 'Prosperous Economy' by facilitating development and economic activity and supporting the creation of economic benefits for the region and supporting local businesses, big and small to grow, innovate and succeed.

Legislative Context and Related Policies

To enable a segment of a public road to be closed, it is necessary to formally close the road in accordance with the requirements of the *Roads (Opening and Closing) Act 1991* ('the Roads Act') subject to the consent of the Minister for Planning ('the Minister') and the granting of easements or relocation of services as required. A road is closed by what is known as a 'road process order' made by Council, confirmed by the Minister and notified in the South Australian Government Gazette in accordance with the Roads Act.

Stakeholder Engagement

Given the road closure will change the existing use of the land to some extent, it is appropriate for Council to consider what the broader local community has to say about the proposal, and to consult over and above the minimum statutory requirements. Undertaking broader community engagement activities will ensure that all stakeholders have an opportunity to provide their views. Such consultation is an important factor in assessing the overall merits of the proposal and Council's decision on whether to ultimately approve the proposal.

Any person may object to a proposed road process and any person affected by the proposal may apply for an easement to be granted in their favour over land that is subject to a proposed road closure. Council therefore has a legislative requirement to give public notice of a proposed road process for a specified period (28 days) under the *Roads (Opening and Closing) Act (1991)* to those property owners and occupiers located in the immediate vicinity who are identified as being most affected by the proposed road closure.

There has already been preliminary engagement with service providers as part of early considerations to ensure that the needs of service providers are met prior to formal consultation. Early advice from service providers has not yielded any issues at this point in time.

Risk Management

There is a slight risk that the community will not support the closure or that the closure may not be approved by the Minister. Communicating with those most affected by the road closure will help reduce the likelihood of substantial objections being received.

The proposal has been and will continue to be assessed in accordance with the Disposal Policy.

Financial Management

The Church has agreed to pay for the surveying, valuation, planning and any other costs associated with the road closure and disposal process.

It is Council's practice to adhere to its Disposal Policy and sell its assets at current market value and achieve a fair return. Any costs for any consideration of such a proposal will need to be borne by the applicant. There have been some indirect costs (i.e. time) taken for Council to prepare this report and provide early advice to the Church.

Professional Fees and Contractor Costs

Any costs for any consideration of such a proposal will need to be borne by the Church (as the applicant) and as such there will be no professional fees and contractor costs that Council would be responsible for.

Environmental and Social Impacts

Through the disposal process, Council can consider a variety of factors including opportunities to enhance local economic development and community outcomes that assist in achieving Council's strategic priorities. This proposal will improve social outcomes through a safer road/pedestrian environment and traffic calming by removal of a road intersection.

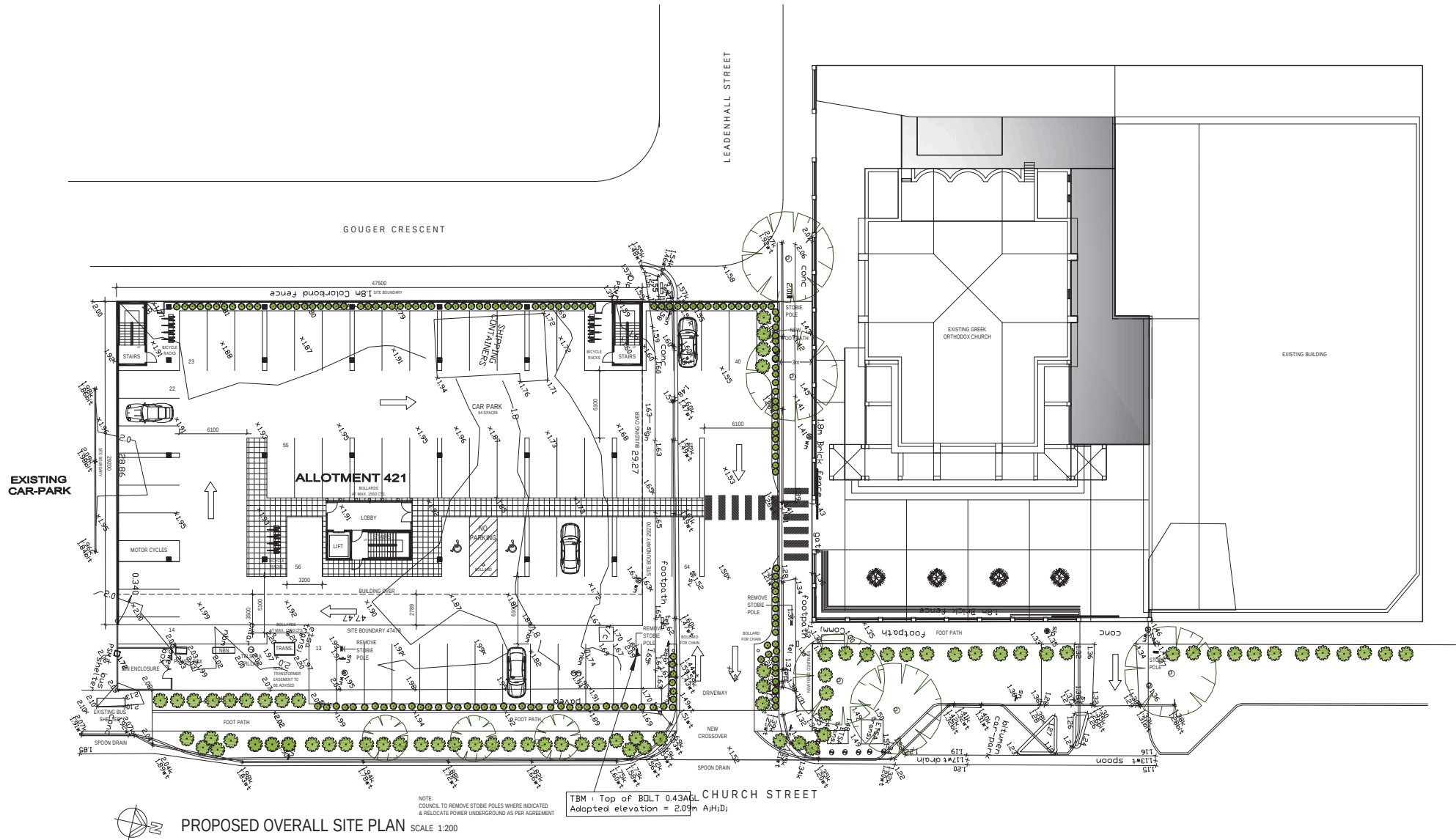
Under the current proposal, pedestrian access will be available by way of a pedestrian path which will be maintained at all times by the Church once the road is closed, notwithstanding it will be private land, which is important for access/safety for pedestrians.



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PROPOSED OVERALL SITE PLAN SCALE 1:200

NOTE:
COUNCIL TO REMOVE STOBIE POLES WHERE INDICATED
& RELOCATE POWER UNDERGROUND AS PER AGREEMENT

TBM: Top of BOLT 0.43m
Adopted elevation = 2.09m AHD

revision amendment date

PRELIMINARY

CLIENT
GREEK ORTHODOX CHURCH
PORT ADELAIDE

PROJECT
PORT ADELAIDE GREEK ORTHODOX CHURCH
CULTURAL CENTRE
LOT 421 CHURCH STREET,
PORT ADELAIDE, SA

TITLE
PROPOSED SITE PLAN

DATE 07.11.22 DRAWN MM/LP

SCALE 1:200 @ A1

DRAWING NO./REVISION 22054 - 01

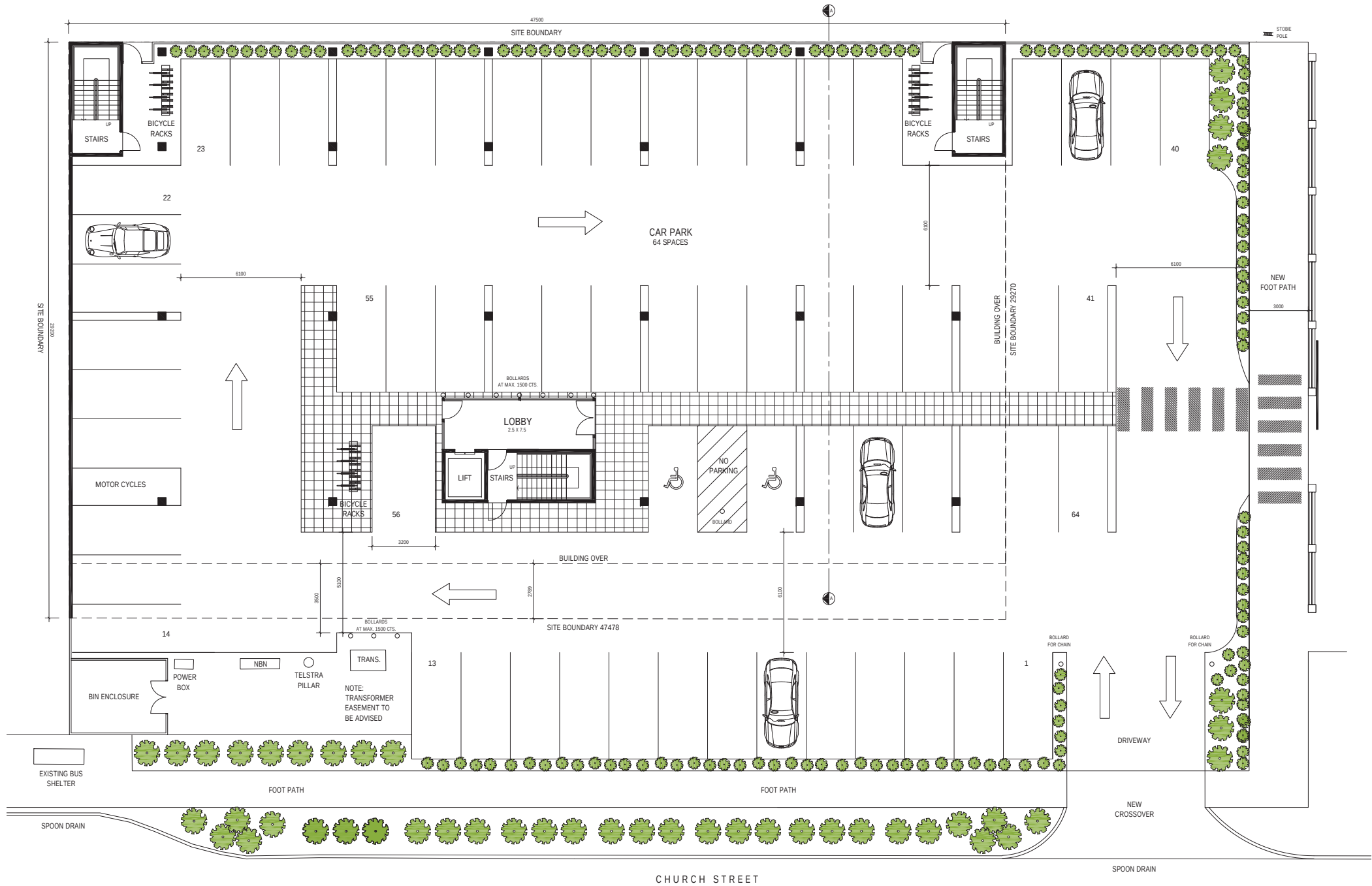
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PROPOSED SITE / GROUND FLOOR PLAN SCALE 1:100

revision amendment date

PRELIMINARY

CLIENT
PORT ADELAIDE GREEK ORTHODOX COMMUNITY

PROJECT
PORT ADELAIDE GREEK ORTHODOX COMMUNITY
CULTURAL CENTRE
LOT 421 CHURCH STREET,
PORT ADELAIDE, SA

TITLE
PROPOSED SITE / GROUND FLOOR PLAN

DATE 07.11.22 DRAWN MM/PL

SCALE 1:100 @ A1

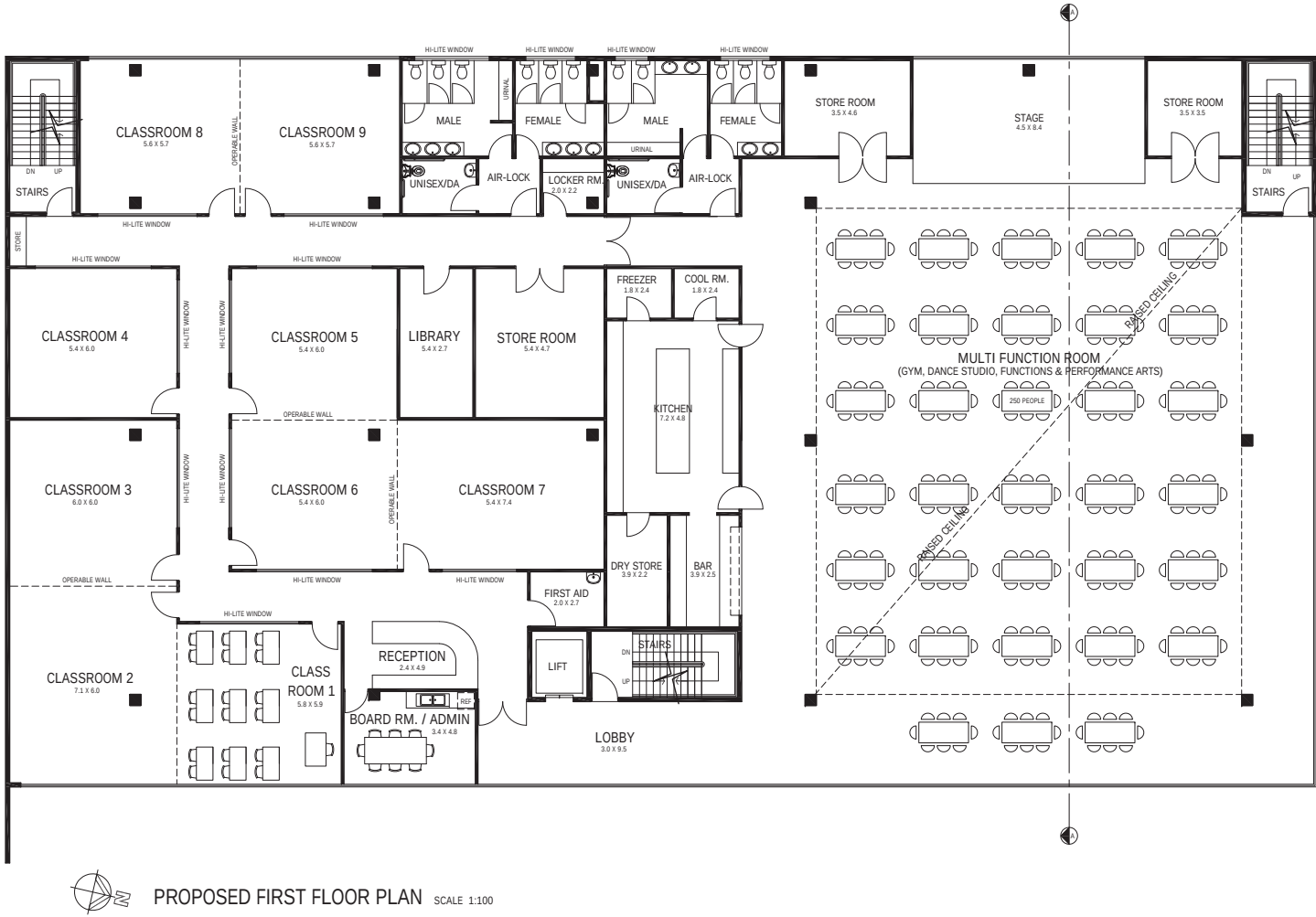
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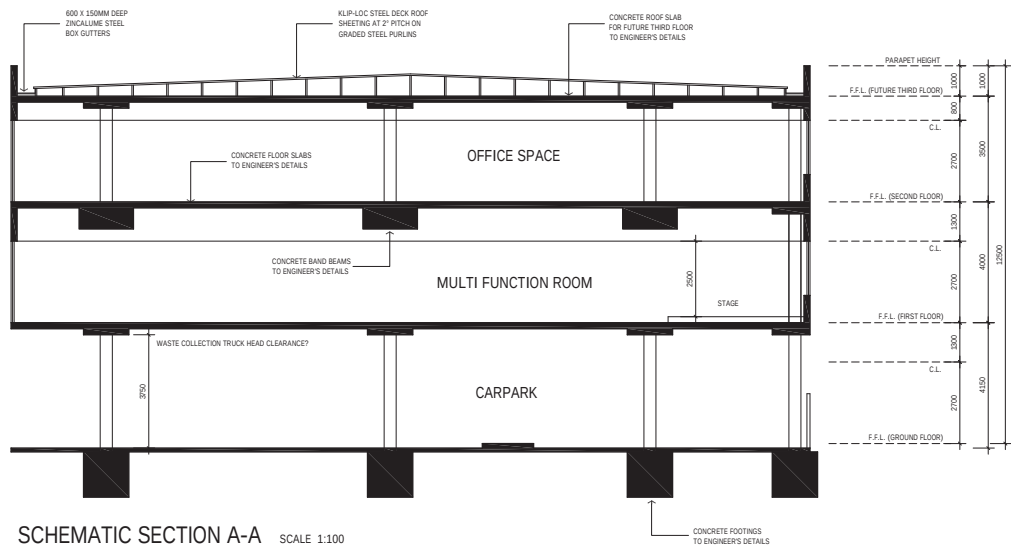
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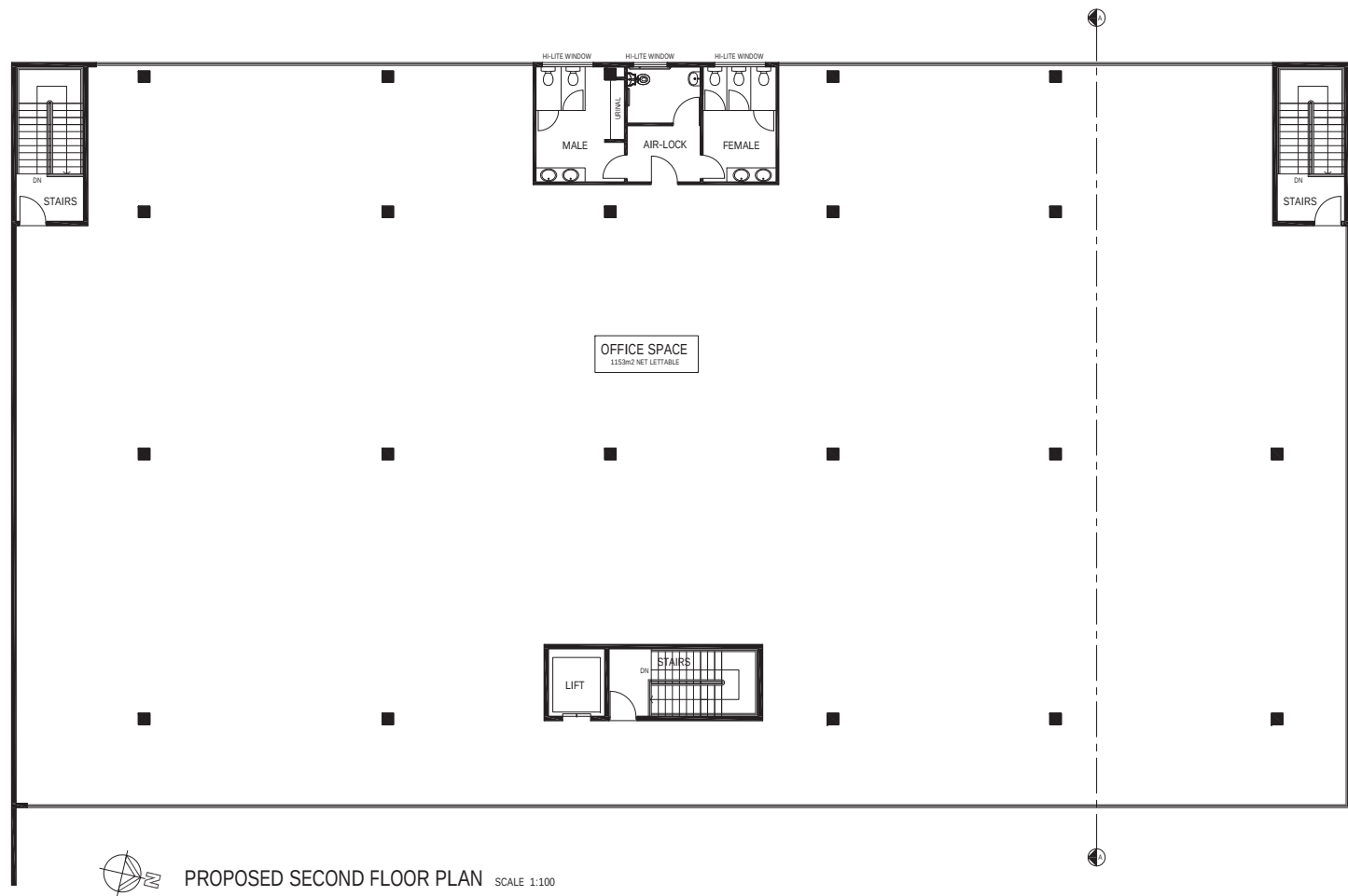


revision	amendment	date
PRELIMINARY		
CLIENT		
PORT ADELAIDE GREEK ORTHODOX COMMUNITY		
PROJECT		
PORT ADELAIDE GREEK ORTHODOX COMMUNITY CULTURAL CENTRE LOT 421 CHURCH STREET, PORT ADELAIDE, SA		
TITLE		
PROPOSED FIRST FLOOR PLAN		
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SCHEMATIC SECTION A-A SCALE 1:100



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revision amendment date

PRELIMINARY

CLIENT
PORT ADELAIDE GREEK ORTHODOX COMMUNITY

PROJECT
PORT ADELAIDE GREEK ORTHODOX COMMUNITY
CULTURAL CENTRE
LOT 421 CHURCH STREET,
PORT ADELAIDE, SA

TITLE
PROPOSED SECOND FLOOR PLAN

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Ref: 22307|CGB

7 September 2022

Mr Leighton Priestley
Carumag Corporation
Unit 4, 497 Marion Road
SOUTH PLYMPTON SA 5038

Dear Leighton,

PROPOSED STREET CLOSURE LEADENHALL STREET, PORT ADELAIDE

I refer to the proposed closure of Leadenhall Street (between Church Street and Gouger Street), Port Adelaide. As requested, I have undertaken a traffic impact assessment in relation to the proposal to close the portion of Leadenhall Street between Church Street and Gouger Crescent to motor vehicles. This letter summarises the assessment undertaken.

EXISTING SITUATION

Leadenhall Street is a local road under the care and control of the City of Port Adelaide Enfield, located between Church Street and Minories Street. Leadenhall Street comprises a sealed 9.5 m (approximate) wide carriageway facilitating two-way traffic movements. On-street parking is permitted on both sides, with the exception of locations where 'no stopping' restrictions have been installed near intersections and fire hydrants (to reinforce parking restrictions under the Australian Road Rules), as well as on the southern side of Leadenhall Street between Church Street and Gouger Crescent. Footpaths are provided on both sides of Leadenhall Street and bicycle movements are accommodated within the carriageway under a standard shared arrangement. A default urban speed limit of 50 km/h applies on Leadenhall Street.

Traffic data provided by the City of Port Adelaide reports an average annual daily traffic (AADT) volume for Leadenhall Street of 586 vehicles per day (vpd), however it is noted that this data was collected in 2017, prior to the installation of the central median island on Church Street (in 2020) which restricts turn movements into and out of Leadenhall Street to left-in/left-out only. It is therefore likely that traffic volumes in Leadenhall Street have reduced slightly since this data was collected.



Any proposal to further restrict access to and from Leadenhall Street would result in redistribution of traffic movements to adjoining roads. The location of the subject development site and key roads within the study area are identified in Figure 1 and the existing traffic characteristics on these key roads are summarised in Table 1.



Figure 1 – The study area, including key roads (shaded) and traffic data locations (stars)

Table 1 – Traffic characteristics on key roads within study area

Road name	Road authority	Road classification	AADT*	85 th percentile speed	Speed limit
Leadenhall Street	CPAE	Local road	586 vpd	46.3 km/h	50 km/h
Church Street	CPAE	Collector road	6,573 vpd	38.6 km/h	50 km/h
Dale Street	CPAE	Collector road	unreported	unreported	50 km/h
Ship Street	CPAE	Local road	unreported	unreported	50 km/h
Minories Street	CPAE	Collector road	2,546 vpd	50.8 km/h	50 km/h

*Source of traffic data: City of Port Adelaide Enfield



PROPOSAL

The Port Adelaide Greek Orthodox Church is currently located at 29-33 (Lots 127, 128, 129 and 130) Leadenhall Street, Port Adelaide. It is understood that the Greek Orthodox Church seek to construct a 'commercial and school' development at Lot 421 Leadenhall Street (located on the southern side of Church Street, immediately south of the existing church).

A portion of the proposed development is located on land currently titled as public road, namely, the portion of Leadenhall Street between Church Street and Gouger Crescent. The proposal therefore seeks closure of this portion of this road to vehicular traffic to enable it to be developed. It is proposed that the road be closed as a thoroughfare for motor vehicles and that access through the development (between Leadenhall Street and Church Street) be maintained for pedestrians.

TRAFFIC ASSESSMENT

The residential area bounded by Leadenhall Street, Church Street, Joyce Snadden Reserve, the Port River and Globe Place, outlined in Figure 2, comprises approximately 151 dwellings and is estimated to generate in the order of 1,208 daily vehicle trips (based upon typical generation rates of eight (8) daily trips per dwelling).



Figure 2 –Study area local traffic catchment (outlined in purple)



This residential catchment area is currently accessed via the following intersections:

- the intersection of Church Street and Leadenhall Street;
- the intersection of Dale Street and Ship Street;
- the intersection of Minories Street, Dale Street and Walter Morris Drive;
and
- the intersection of Walter Morris Drive and Kauri Way.

Traffic distribution has been estimated based on the location of the catchment area relative to the adjacent road network and its major trip generators (i.e., nearby destinations). To determine the impact associated with the road closure proposal, an estimated traffic distribution across the three existing access points (i.e., existing conditions) has been compared with a forecast traffic distribution assuming the removal of the access point at the intersection of Church Street and Leadenhall Street (i.e., proposed future conditions as a result of the possible closure of Leadenhall Street).

In addition to an estimate of the redistribution of traffic generated by the residential catchment area, an estimate of the redistribution of non-local ('cut-through') traffic has also been made based on the difference between traffic count data and the estimate of local traffic generation described above.

The proposed road closure would redirect local traffic movements (using Leadenhall Street, between Church Street and Ship Street) to the sections of Dale Street, Ship Street and Minories Street identified as key roads within the study area. Non-local (cut-through) westbound movements along Leadenhall Street (i.e., drivers from the south, accessing Minories Street via Leadenhall Street) would be redirected to the section of Dale Street west of Church Street.

The resulting forecast change in daily vehicle movements on key roads within the study area is illustrated in Figure 3.



Figure 3 – Forecast change in daily traffic volumes on key roads within the study area after road closure

Although existing traffic data is not available for the section of Dale Street within the study area (i.e., between Church Street and Minories Street), it is estimated to be in the order of 2,000-2,500 vehicles per day. This estimate has been derived based upon the recorded traffic volumes in Minories Street (north of Dale Street), and the section of Dale Street to the east of Church Street (refer to Figure 1). Upon closure of Leadenhall Street, the resultant traffic volume on Dale Street is forecast to be in the order of 2,500-3,000 vehicles per day. Such a daily volume is consistent expected traffic volumes on a collector road (i.e., within typical collector road limits).

The resultant traffic volumes on the section of Minories Street, south of Dale Street (upon the closure of Leadenhall Street), are forecast to be below 1,000 vehicles per day. Again, such volumes are well below typical capacity limits of a collector road.

Upon closure of Leadenhall Street, traffic volumes forecast in the sections of Ship Street and Minories Street (both between Dale Street and Leadenhall Street), are forecast to be less than 500 vehicles per day. Such volumes are well within limits typically associated with local roads.

The resultant daily traffic volumes (upon closure of Leadenhall Street and the resultant redistribution of traffic) are summarised in Figure 4, below.



Figure 4 – Forecast daily traffic volumes on key roads within the study area after road closure

It should be noted that the above assessment considers the traffic impacts of the road closure as generated by residential and cut-through traffic only. It does not consider the traffic generated by the Port Adelaide Greek Orthodox Church, or the proposed (future) development which will be subject to future assessment as part of a Development Application (i.e. for Lot 421 Leadenhall Street). Having said that, should access to the Greek Orthodox Church car park (currently located at Lot 421) be relocated from Leadenhall Street to Church Street, this would likely result in further reduction in the forecast traffic volumes in the sections of Leadenhall Street, Ship Street and Minories Street within the study area (as a proportion of the existing traffic in these streets would be generated by the church, via its parking area).

It is understood that the Council also seeks an assessment of the travel impact for arising from the proposed closure of Leadenhall Street, particularly in relation to residents closest to the road closure (i.e., residents of Gouger Crescent). Based upon an average travel speed in the order of 35 km/h (allowing for deceleration and acceleration at intersections), it is estimated that the closure would increase travel time to Gouger Crescent by in the order of 35 to 40 seconds. In the context of a broader network trip, the increase in travel time (when approaching from the south on Church Street) is considered to be negligible.



It should be noted that the proposed road closure will not impact on ingress movements from the north or east, due to existing restrictions on right turns into from Church Street Leadenhall Street.

The additional travel time for egress movements from Gouger Crescent to the north, east and south (via the use of Ship Street as opposed to Leadenhall Street and Church Street) is forecast to be in the order of 20 to 25 seconds. The impact to egress travel times (in the aforementioned cardinal directions) is lower than that of the ingress movements again due to existing turn restrictions at the intersection of Church Street and Leadenhall Street. Notwithstanding the above, the proposed road closure will have negligible impact on travel time associated with egress movements from Gouger Crescent.

SUMMARY

The traffic impact assessment undertaken in relation to the proposal to close the portion of Leadenhall Street between Church Street and Gouger Crescent to motor vehicles, indicates that the closure would redistribute traffic movements to the adjoining roads (Dale Street, Ship Street and Minories Street). The traffic volumes forecast in these streets would be consistent with their respective status as collector roads and local roads and would not exceed their theoretical limits.

An assessment of travel time indicates that the increase in travel time to and from allotments located closest to the road closure is in the order of 35 to 40 seconds for ingress movements from the south, and 20 to 25 seconds for egress movements to the north and east. Movements in other directions are (largely) not considered to be impacted by the proposed closure due to the existing turning restrictions at the intersection of Leadenhall Street and Church Street.

Please feel free to contact me on (08) 7078 1801 should you require any additional information.

Yours sincerely,

A handwritten signature in blue ink, appearing to read "Chris Bentick", written in a cursive style.

CHRIS BENTICK

Senior Transport Planner | CIRQA Pty Ltd

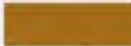


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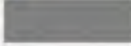
STATEMENT OF SUPPORT

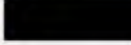
**Proposed Road Closure & Lease Area
at Leadenhall Street & Church Street,
Port Adelaide**

iBS Planning & Projects Pty Ltd
26 February 2024

Bring 

Vision 

To 

Reality 

PROPOSED ROAD CLOSURE & LEASE AREA – PORTIONS OF LEADENHALL STREET & CHURCH STREET, PT ADELAIDE

STATEMENT OF SUPPORT

26 February 2024

Project Lead Consultant

iBS Planning & Projects Pty Ltd
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 Burnside SA 5066
 +61 (0) 450 533 998

In Association With

- CIRQA, Traffic & Parking Report
- Carumag Corporation
- State Surveys

Prepared For

Greek Orthodox Community of The
 Nativity of Christ Port Adelaide &
 Environs Inc

Consultant Project Manager

Dennis Chung, Director / Principal
dchung@ibservices.net.au

Document history & status

Revision	Date	Author	Reviewed	Details
Version - 1	26.2.24	D. Chung	D. Chung	Submission
Version - 2	26.2.24	D. Chung	D. Chung	Submission

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Planning & Projects | Lot 421 Leadenhall Street, Pt Adelaide

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Attachment 1

Proposed Site Plan – Road Closure & Lease Area

Attachment 2

Service ID Survey Plan by State Surveys

Attachment 3

Traffic Assessment Report by CIRQA



EXECUTIVE SUMMARY

Proponent:	Greek Orthodox Community of The Nativity of Christ Port Adelaide & Environs Inc
Subject Land:	Lot 421 Leadenhall Street, Port Adelaide
Council:	City of Port Adelaide Enfield
Planning & Design Code:	Version 2024.1 18/01/2024
Zone & Subzone:	Urban Activity Centre Zone Port Adelaide Centre Subzone
Current Land Use:	Vacant Land
Proposal:	Part Road Closure of Leadenhall Street & Lease Area along Church Street, Port Adelaide
Description of Proposal:	To amalgamate the portion of the proposed road closure area of Leadenhall Street into the existing subject land & incorporate a lease area along the frontage of Church Street for use as carparking spaces
Assessment Pathway	Under Roads (Opening & Closing) Act 1991

1.0 INTRODUCTION

The proponent is the Greek Orthodox Community of The Nativity of Christ Port Adelaide & Environs Inc (PAGOC) located at 29-33 Leadenhall Street (Greek Orthodox Church) and 7 Church Street (Community Hall / Function Centre), Port Adelaide.

PAGOC is the owner of the subject land at Lot 421 Leadenhall Street, Port Adelaide located in the south-west corner of Leadenhall Street and Church Street (*refer Figure: 1 – Locality Plan*). This vacant site is directly adjacent to the Church located in the north-west corner of Leadenhall Street and Church Street.

Figure: 1 –Aerial Plan (Subject Land & Greek Orthodox Church)



1.1 Background

The PAGOC is an Orthodox Church under the Greek Orthodox Archdiocese of Australia. Due to the continuous growth in congregation members and the associated demand for a larger community space to cater for community activities such as language, history and painting classes, cultural activities, religious study etc, PAGOC is planning to construct a new community facility to accommodate this increased demand for the congregation based within this region of Adelaide.

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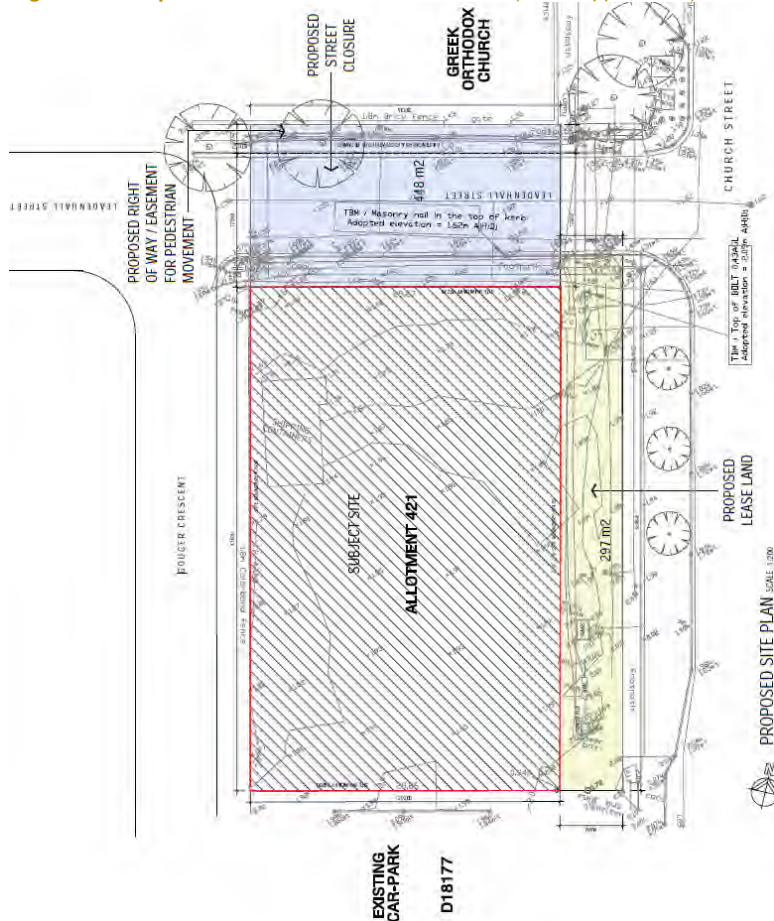
2.0 THE PROPOSAL

The subject land (Allotment 421) is a regular shaped allotment as defined by the red-line shown in Figure: 2.

The land is approximately 1,387m² and has a 47.5m and 29.3m frontage along Church Street to the east and Leadenhall Street to the north respectively. The rear property boundary backs onto Gouger Crescent to the west.

The proposal is to close off the section of Leadenhall Street (highlighted in blue) and amalgamate it with the subject land. The strip of land along the front of the subject land along Church Street (highlighted in yellow) is proposed to be “Leased” to the PAGOC as shown in Figure: 2.

Figure: 2 – Proposed Road Closure & Lease Area (Refer Appendix: 1)



2.1 Proposed Road Closure (Leadenhall Street)

The proposed road closure on Leadenhall Street is approximately 448m² in area and the strip of land along the front of Church Street is approximately 297m². The road closure on a portion of Leadenhall Street would prevent throughfare for motor vehicles driving west onto Leadenhall Street and Gouger Crescent. The existing footpath and road verge along the northern section of Leadenhall Street abutting the Greek Orthodox Church southern property boundary (i.e. the existing top of kerb of Leadenhall Street to the abutting property boundary to the north) will be designated as an ‘Unrestricted-Right-of-Way’ and remain as a public throughfare for pedestrians. This will ensure

PROPOSED ROAD CLOSURE & LEASE AREA – PORTIONS OF LEADENHALL STREET & CHURCH STREET, PT ADELAIDE

continuous pedestrian connection from Gouger Crescent and Leadenhall Street (West) to Church Street and the Port Adelaide Plaza Shopping Centre (PAPSC) to the east.

2.2 Proposed Lease Area (Church Street)

The proposed “lease area” along Church Street excludes the verge area between the existing public footpath to the top of kerb along Church Street. The proposed “**lease area**” aligns with the **existing lease area** (Council’s land) by the PAPSC directly adjacent to the south of the subject land as highlighted in ‘**blue**’ and shown in *Figure: 3* below. The PAPSC is leasing the area from Council for use as part of their carparking area as part of the shopping centre. The proposed lease area by PAGOC will not affect the existing footpath, and the existing street trees and planting as well as the throughfare of vehicles along Church Street.

Figure: 3 – Proposed Lease Area to PAGOC & Existing Lease Area to PAPSC

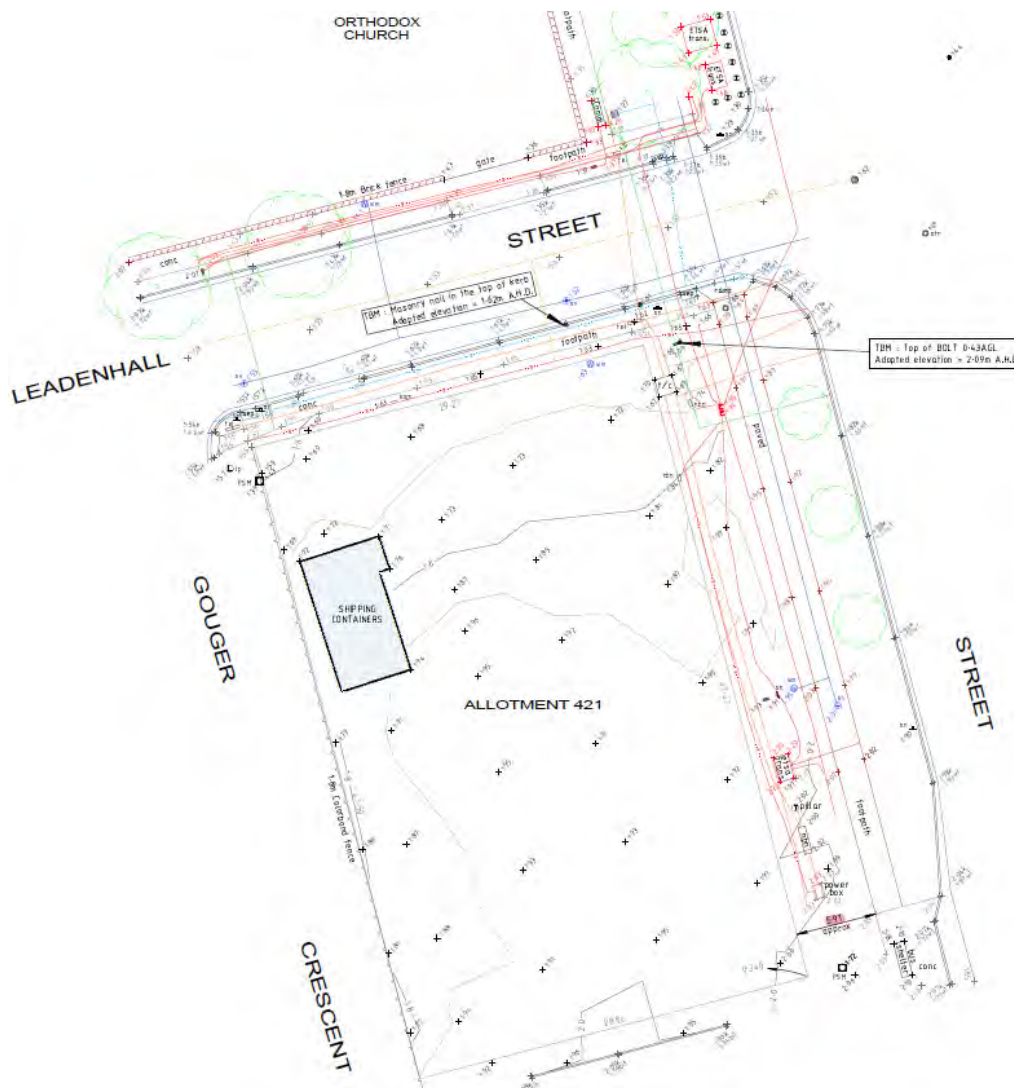


PROPOSED ROAD CLOSURE & LEASE AREA – PORTIONS OF LEADENHALL STREET & CHURCH STREET, PT ADELAIDE

2.3 Service Identification Survey Plan

A Service Identification (ID) Survey Plan prepared by State Surveys as shown in *Figure: 4* (refer *Appendix: 2*) below identifies all the existing services and infrastructure items within the proposed road closure and lease areas as highlighted in 'blue and yellow' in *Figures: 2 and 3* on *Pages: 3 and 4*. The Survey Plan shows the approximate measurements of the proposed lease area to be 5.9m wide by 50.5m in length.

Figure: 4 – Service Identification Survey Plan (Refer Appendix: 2)

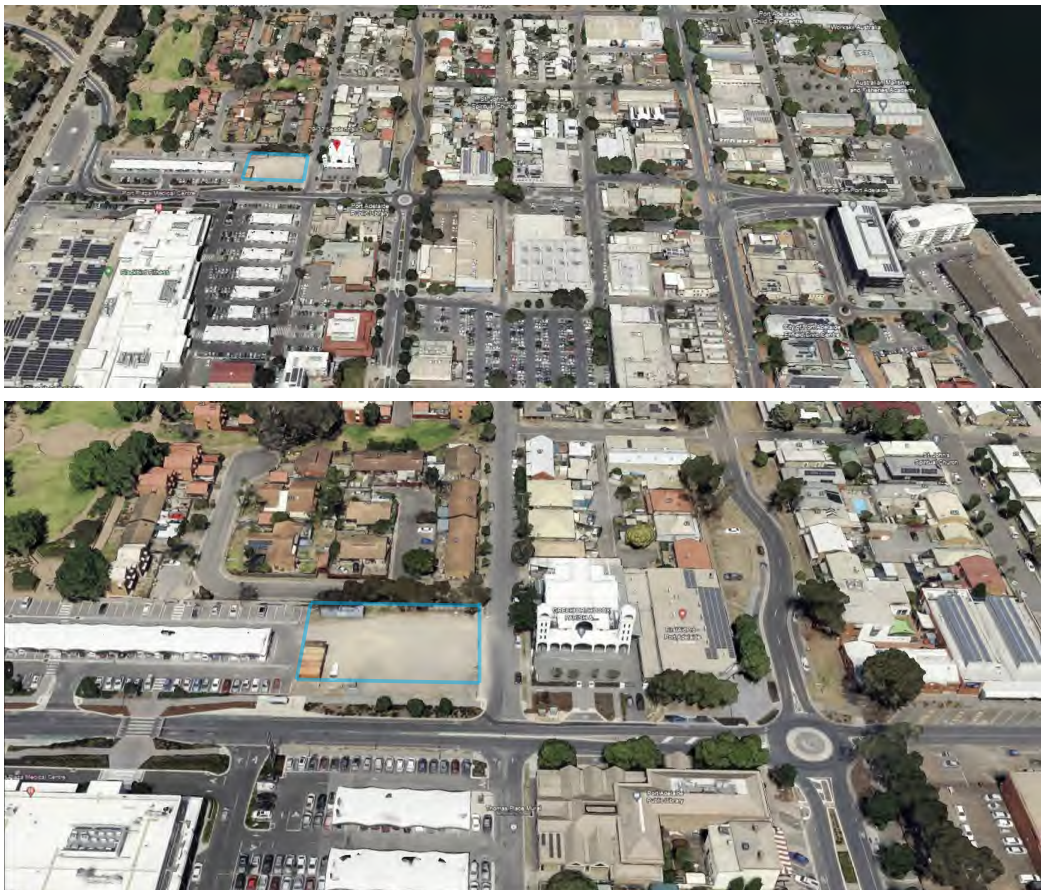


3.0 THE LOCALITY

The subject land, together with the Greek Orthodox Church and Function Centre, are located within the Urban Activity Centre Zone, Port Adelaide Centre Subzone and Retail Core Concept Plan 63 policy area.

The locality is well developed, with well-established commercial activities along Church Street to Commercial Road to the east comprising: PAPSC with carparking spaces fronting Church Street and Thomas Place, Port Adelaide library, church, function centre, offices, specialty shops and Port Mall to the north-east of the site. West of the site and the Greek Orthodox Church / Function Centre is mainly residential in nature. Directly to the south of the subject land (Allotment 421) is the existing carparking for the PAPSC.

Figure: 5 – Locality Map (Subject Land & Locality of the Area)



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4.0 TRAFFIC ASSESSMENT

4.1 Existing Traffic Arrangement

A Traffic Report has been prepared by CIRQA (*refer Appendix: 3*), on the impact of the proposed closure of that portion of Leadenhall Street between Church Street and Gouger Crescent to motor vehicles. The following key factors currently relate to Leadenhall Street and the surrounding road network.

- (a) Leadenhall Street is a local road under the care and control of Council
- (b) Leadenhall Street has a sealed 9.5m wide carriageway for two-way traffic movements and the accommodation of on-street parking on both sides, with the exception on locations where 'no stopping' restrictions have been installed near intersections and fire hydrants as well as on the southern side of Leadenhall Street between Church Street and Gouger Crescent
- (c) There are footpaths on both sides of Leadenhall Street and bicycle movements are accommodated within the carriageway under a standard shared arrangement
- (d) Leadenhall Street has a 50 km/h speed limit
- (e) Traffic data collected by Council in 2017 reports an average annual daily traffic (AADT) volume of 586 vehicles per day (vpd) for Leadenhall Street. The data was collected, however, prior to the installation of the '*central median island*' on Church Street (in 2020) which restricts turn movements into and out of Leadenhall Street to '*left-in/left-out*' only.

Accordingly, traffic volumes in Leadenhall Street have reduced slightly since the traffic data was collected in 2017.

Figure: 6 – Traffic Characteristics on Key Roads within Study Area (extracted from CIRQA's Report)

Road name	Road authority	Road classification	AADT*	85 th percentile speed	Speed limit
Leadenhall Street	CPAE	Local road	586 vpd	46.3 km/h	50 km/h
Church Street	CPAE	Collector road	6,573 vpd	38.6 km/h	50 km/h
Dale Street	CPAE	Collector road	unreported	unreported	50 km/h
Ship Street	CPAE	Local road	unreported	unreported	50 km/h
Minories Street	CPAE	Collector road	2,546 vpd	50.8 km/h	50 km/h

*Source of traffic data: City of Port Adelaide Enfield

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Figure: 7 – The Study Area – Traffic Characteristic & Data Locations (extracted from CIRQA's Report)

4.2 Traffic Impact Assessment

Any proposal to restrict access to and from Leadenhall Street would result in the redistribution of traffic movements to the adjoining road network. *Figure: 6 on Page: 7* above shows the existing traffic characteristics on the following key roads:

- Church Street
- Leadenhall Street
- Ship Street
- Dale Street
- Minories Street

The forecast daily traffic volumes after the proposed Road Closure are shown in *Figure: 8 on Page: 9*. The findings of the traffic assessment are summarised below:

- The proposed road closure will not impact ingress movements from the **north or east**, due to existing restrictions (**installation of the 'central median island'** on Church Street in 2020) which **restricts turn movements into and out of Leadenhall Street** to '**left-in/left-out**' only.

PROPOSED ROAD CLOSURE & LEASE AREA – PORTIONS OF LEADENHALL STREET & CHURCH STREET, PT ADELAIDE

- (b) In relation to residents closest to the road closure of Leadenhall Street / Church Street intersection, the ingress time for residents of Gouger Crescent would increase travel time from south of Church Street to Gouger Crescent by approximately 35-40 **seconds**.
- (c) The additional travel time for egress movements from Gouger Crescent to the north, east and south (via the use of Ship Street as opposed to Leadenhall Street and Church Street) is forecast to be approximately 20 to 25 **seconds**.

Figure: 8 – Forecast Daily Traffic Volumes After Road Closure (extracted from CIRQA's Report)



4.3 Summary of Findings

The traffic impact assessment undertaken by CIRQA confirmed the following:

- (a) The proposed closure of Leadenhall Street would redistribute traffic movements to the adjoining roads (Dale Street, Ship Street and Minories Street), however, the traffic volumes forecast in these streets would be consistent with their respective status as collector roads and local roads and would not exceed their theoretical limits.
- (b) The travel time to and from allotments located closest to the road closure is in the order of 35 to 40 seconds for ingress movements from the south, and 20 to 25 seconds for egress movements from the north and east only.

The above findings **will have negligible traffic impact on the locality of the area.**

5.0 PUBLIC INFRASTRUCTURE SERVICES ASSESSMENT

The public infrastructure services on the public road reserve have been identified on the Service Identification Survey Plan undertaken by a certified surveyor, State Surveys as shown in *Appendix: 2* and *Figure: 4* on *Page: 5*. A list of public infrastructure services include the following:

- *State Utilities* – electricity, water, gas and telecommunication
- *Local Utilities* – road carriageway, road invert, road kerb, street lighting, stormwater drainage system, footpath, street tree and landscaping,
- *Transportation* – bus stop and shelter

As part of the *Roads (Opening & Closing) Act 1991*, all external Relevant State Authorities will be consulted in relation to their respective public infrastructure services.

Within Council, the proposed road closure and lease area will also be circulated to the relevant departments for comments.

If the proposal is not supported by Council and/or any of the external State Authorities, the proponent will receive notification to that effect, and no additional steps will be taken.

In the event that the proposal is supported, it may be supported subject to:

- (a) Existing easement to accommodate the existing infrastructure if any
- (b) Requires a new easement to accommodate the existing infrastructure
- (c) Requires relocation of existing infrastructure
- (d) Requires new easement and relocation of existing infrastructure

Upon agreement to the disposal arrangements for the road closure and lease area, Council will commence implementation of its Community Engagement Plan seeking comments from the local community.

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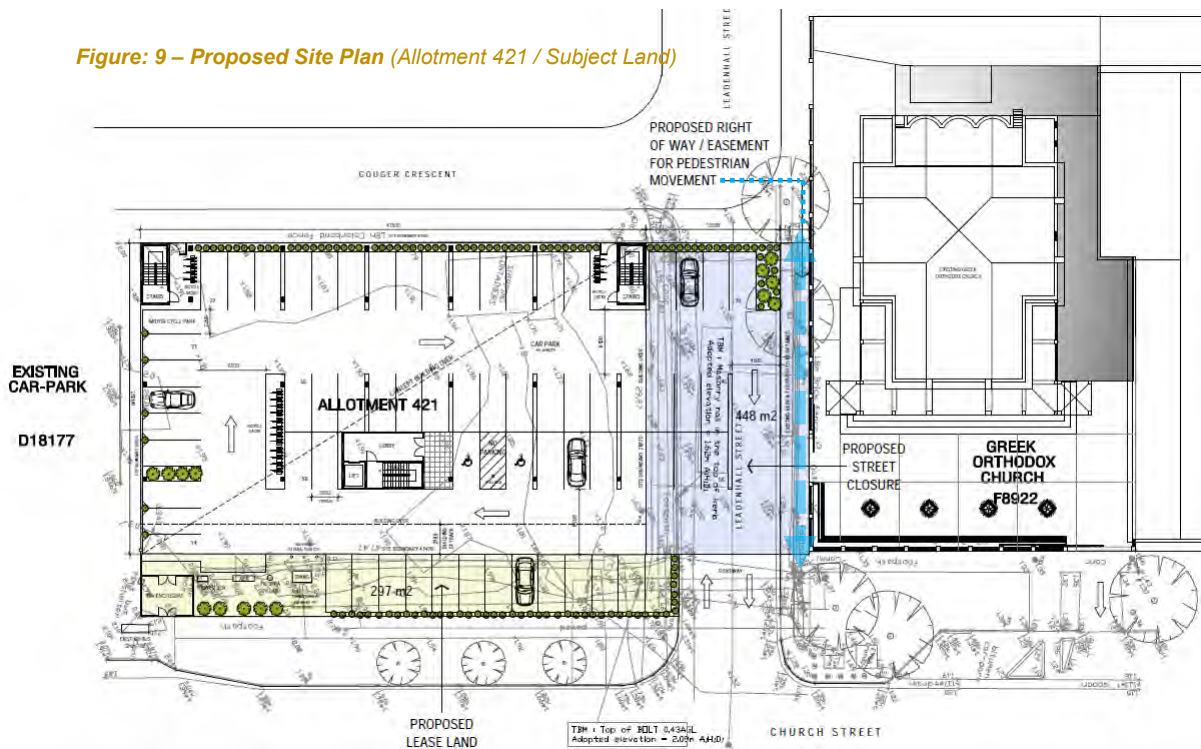
6.0 PLANNING & DESIGN CODE

The subject land is located in the Urban Activity Centre Zone, Port Adelaide Centre Subzone with Overlays, Local Variation (TNV) and Concept Plan 63 (Retail Core).

The proposed road closure and lease area are not required to be assessed against the provisions of the Planning and Design Code under the *Planning, Development and Infrastructure Act 2016*.

Upon the completion of the Road Closure application under the *Roads (Opening & Closing) Act 1991*, the proposed redevelopment of the subject land will be submitted to the relevant planning authority for planning consent to be assessed under the Planning and Design Code.

Figure 9 – Proposed Site Plan (Allotment 421 / Subject Land)



The proposed road closure and lease area will assist the Greek Orthodox Church (PAGOC) to facilitate additional carparking spaces on the ground floor of their proposed redevelopment of the subject land as a three-storey building with associated carparking and landscaping to accommodate a community facility in conjunction with PAGOC.

6.1 PAGOC (Community Facility)

The type of community activities that the Port Adelaide Greek Orthodox Community Church currently provides are as follows:

- *Place of Worship* for 300 seats with up to 50 congregation members attending the church on week days (Monday to Friday) and up to 200 members during weekends (Saturday to Sunday) for wedding and baptism
- *Classes* for religious study, language, history, painting etc for approximately 20-30 congregation members
- *Community Function* with luncheon for approximately 40 pensioners

PAGOC (as a 'non-profit organisation') is planning for the continuous growth of the community with an increase in demand for the above-mentioned activities. It is anticipated that the proposed redevelopment of the subject land for their new community facility will meet their needs to accommodate the future community demand and growth.

With the proposed redevelopment, the overall design of the proposed carpark area (refer *Figure: 9* on *Page: 11*) on the ground floor (including the road closure and lease area) will provide up to 66 spaces. Without the additional areas from the road closure and lease space from Council, the overall number carparking spaces would reduce by at least 24 spaces.

Council's planner has advised that from their preliminary assessment of the proposed redevelopment, it would be beneficial to have more carparking spaces on site. Furthermore, the existing on-street parking and off-street parking spaces provided by the shopping centre could be used as 'shared carparking' spaces, particularly when the peak hours of the community facility would normally be outside the peak hours of the shopping centre.

'Shared Carparking' is promoted and anticipated under the Planning and Design Code (*Urban Activity Centre Zone* - PO 1.7 / DS/DPF 1.7(e), *Transport, Access & Parking* – PO 5.1, PO 6.3).

6.2 Retail Core Concept Plan 63 & Old Port Reach Concept Plan 59

Under the Planning and Design Code, the subject land and those properties fronting onto Church Street are all in the *Retail Core Concept Plan 63* of Port Adelaide Centre Subzone, Activity Centre Zone where the planning policies anticipate major supermarkets and discount department stores,

PROPOSED ROAD CLOSURE & LEASE AREA – PORTIONS OF LEADENHALL STREET & CHURCH STREET, PT ADELAIDE

together with associated specialty shops, consulting rooms, offices and community service facilities as shown in *Figure: 10* below.

All of the properties to the west of Gouger Crescent towards the Port River are all in the Old Port Reach Concept Plan area where the anticipated land uses are medium to high-density residential development, including affordable housing. The planning policies for the Old Port Reach Concept Plan are reflective of the existing residential land uses, with majority of the residential properties bounded by Gouger Crescent, Leadenhall Street, Minories and Gardiner Court being affordable housing owned by Housing SA.

Figure: 10 – Retail Core Concept Plan 63 & Old Port Reach Concept Plan 59



Accordingly, there is a clear delineation of land uses and activities between the Retail Core and the Old Port Reach Concept Plans where the Retail Core is commercial in nature and locality, and the Old Port Reach is residential in nature.

7.0 ASSESSMENT OF SURROUNDS & AMENITY OF THE LOCALITY

In view of the information provided in this report, it is considered that the proposed road closure and lease area will have little impact, if any, on its surrounds and the amenity of the locality as summarised and illustrated below:

- (a) Minimal traffic impact created by the proposed road closure at the intersection of Leadenhall Street and Church Street as:
 - (i) It will not impact on ingress movements from the **north or east**, due to existing restrictions (**installation of the 'central median island'** on Church Street in 2020) which **restricts turn movements into and out of Leadenhall Street** to '**left-in/left-out**' only.
 - (ii) It would redistribute traffic movements to the adjoining roads (Dale Street, Ship Street and Minories Street), however the traffic volumes forecast in these streets would be consistent with their respective status as collector and local roads and would not exceed their theoretical limits.
 - (iii) The travel time to and from allotments located closest to the road closure is in the order of 35 to 40 seconds for ingress movements from the south, and 20 to 25 seconds for egress movements from the north and east only.

The above findings **will have negligible traffic impact on the locality of the area.**

- (b) The road closure of Leadenhall Street will in fact prevent 'commercial' related traffic along Church Street from using Leadenhall Street as 'through-traffic' during peak shopping hours. The road closure will further discourage and reduce the potential 'through-traffic' into the local residential neighbourhood west of Church Street.
- (c) Pedestrian connection and the existing footpath will remain as an 'unrestricted-right-of-way' along the northern side of the proposed road closure as shown in *Figure: 9* on *Page: 11* (highlighted in **blue**).
- (d) Minimal impact on the proposed lease area for the 5.9m wide and 50.5m strip of land along the front of the subject land (Allotment 421) along Church Street as:
 - (i) The existing footpath and landscaping, including existing trees, will not be affected and will remain the same in situ.

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- (ii) The proposed lease area will not be built upon and only used as carparking spaces, similar to the other lease areas which have also been used as carparking spaces.
- (iii) The existing carriageway of Church Street will not be affected and will continue to be used as the local collector road with no changes to the existing pedestrian crossing along Church Street.
- (e) All existing infrastructure services within the proposed road closure area and lease area could be accommodated by existing easements, new easements and/or relocated if necessary.

8.0 CONCLUSION

In view of the positive factors detailed under Item: 7 in this report, it is considered that the proposed road closure and lease area by PAGOC has considerable merit, not just from a community perspective, but also from a technical, traffic, engineering, planning and urban design perspective.

The proposal will not only enhance the locality and amenity of the area but will also further promote the Port as a destination to live, work and visit.

The proposed road closure and lease area by PAGOC is therefore worthy of support by the City of Port Adelaide Enfield.

Yours sincerely,



Dennis Chung

Development Consultant

BA Planning / Grad. Dip. Urban & Regional Planning / Grad. Dip. Business Management

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APPENDIX 1. Proposed Site
Plan

for

Road Closure &
Lease Area



APPENDIX 2. Service
Identification
Survey Plan

for

Road Closure &
Lease Area

by

State Surveys



APPENDIX 3. Traffic
Assessment
Report
by
CIRQA

