NOTE: For Policy Areas See MAP Adel/37

NAH(C)  North Adelaide Historic (Conservation) Zone
PL      Park Lands Zone

ADELAIDE (CITY)  ZONES
MAP Adel/6
Consolidated - 24 September 2015
NOTE: For Policy Areas See MAP Adel/42

NAH(C)  North Adelaide Historic (Conservation) Zone
PL      Park Lands Zone

ZONE:

MAP Adel/11

ADELAIDE (CITY) ZONES
Consolidated - 24 September 2015
NOTE: For Policy Areas See MAP Adel/42

NAH(C) North Adelaide Historic (Conservation) Zone
PL Park Lands Zone

ZONE

MAP Adel/11
Consolidated - 24 September 2015
Core Pedestrian Area (non-ancillary car park non-complying)

Localised Walking Route

Major Walking Route

Development Plan Boundary

Primary Pedestrian Area [See Map Adel /1 (Overlay 2A) for detail]

ADELAIDE (CITY)
PEDESTRIAN NETWORK
MAP Adel/1 (Overlay 2)

Consolidated - 24 September 2015
Areas of Significance

1. Hindmarsh (Karringkaringa) Kaurna Burial Site
2. Adelaide Gaol and Bonython Park (initial site for Native Location 1837)
3. Native Location (1837)
4. Major Camping Area near Colony Store
5. Major Living Area (1840s)
6. Major Camping Area (1840s – 1900)
7. Tennyson Bridge Burial Ground (Major Burial ground after Colonisation)
8. Proposed Aboriginal Reserve with Identifying Tags (1846)
9. Campsite used on the way to and from Glenelg
10. Cemetery and Campsite
11. West End, many Indigenous Families lived in this part of the City (1930 – 1960)
12. Victoria Square Major Meeting Area, Aboriginal Flag first flown 1971
13. Frequented (1930s – 1940s)
14. Meeting Area
15. Meeting Area

Derived from Tarndanyungga Kaurna Yerta, a report on indigenous cultural significance of the Adelaide Park Lands
Steve Hemming & Rhonda Harris 1998

ADELAIDE (CITY)
INDIGENOUS CULTURAL SIGNIFICANCE
MAP Adel/1 (Overlay 14)
Consolidated - 24 September 2015
Heritage points are indicative only. For further information on State and Local Heritage Places and Contributory Items please refer to the relevant tables within this document.
Zone Map ChSt/21

Zones

**DCE** - District Centre
**MU** - Industry
**MOSS** - Metropolitan Open Space System
**SU** - Mixed Use
**RC** - Residential
**R** - Residential Character
**SU** - Special Use
**UC** - Urban Core

Zone Boundary
Development Plan Boundary

Lambert Conformal Conic Projection, GDA94

Consolidated - 5 May 2016
Policy Area Map ChSt/21

Lambert’s Conformal Conic Projection, GDA94

Policy Area
15 Inner Suburban
2 Hindmarsh
20 Integrated Medium Density
24 Main Street
8 Linear Park (River Torrens / Karrawirra Parri)

Adelaide Council
West Torrens Council

Consolidated - 5 May 2016
Potential for undergrounding and realignment of rail line
Future Underground Railway Station
Potential for undergrounding and realignment of rail line
Road
Proposed new street

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Consolidated - 5 May 2016

CHARLES STURT COUNCIL
Consolidated - 5 May 2016
DEVELOPMENT APPLICATION FORM

COUNCIL: City of Adelaide
Department of Planning, Transport and Infrastructure
C/- AECOM Australia Pty Ltd
L28, 91 King William St, Adelaide

APPLICANT:

Postal Address:

Owner: Crown Land (various custodianship)

Postal Address:

BUILDER: TBA

Postal Address:

Licence No:

CONTACT PERSON FOR FURTHER INFORMATION

Name: Michael Davis (AECOM)
Telephone: 7223 5466 [work] 04143575276 [Ah]
Fax: ________________ [work] ________________ [Ah]

EXISTING USE: Railway corridor & parkland

DESCRIPTION OF PROPOSED DEVELOPMENT: Public infrastructure for railway purposes

LOCATION OF PROPOSED DEVELOPMENT: Bonython Park, Adelaide Park Lands

House No: ________ Lot No: ________ Street: ________ Town/Suburb: ________
Section No [full/part] ________ Hundred: ________ Adelaide & Yatala Volume: ________ Folio: ________
Section No [full/part] ________ Hundred: ________

LAND DIVISION:

Site Area [m²]________ Reserve Area [m²]________

Number of additional allotments [excluding road and reserve]:________

No of existing allotments ________ Lease: YES ☐ NO ☐

BUILDING RULES CLASSIFICATION SOUGHT: __________________________ Present classification: __________________________

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

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

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

DOES EITHER SCHEDULE 21 OR 22 OF THE DEVELOPMENT REGULATIONS 2008 APPLY? YES ☒ NO ☐

HAS THE CONSTRUCTION INDUSTRY TRAINING FUND ACT 2008 LEVY BEEN PAID? YES ☐ NO ☒

DEVELOPMENT COST [do not include any fit-out costs]: $ TBA

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

SIGNATURE: __________________________ Dated: 7/10/16
DEVELOPMENT REGULATIONS 1993
Form of Declaration
(Schedule 5 clause 2A)

To: Development Assessment Commission

From: Department of Planning, Transport & Infrastructure,
C/- AECOM Australia Pty Ltd

Date of Application: 07/10/2016

Location of Proposed Development: Bonthon Park, Adelaide Parklands adjacent
Park Terrace & War Memorial Drive

House No: ...... Lot No: .... Street: .................... Town/Suburb: .............. ....

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

Nature of Proposed Development:
Public infrastructure for railway purposes

I ________________________________ being the applicant/h
a person acting on behalf of the applicant (delete the inapplicable statement) for
the development described above declare that the proposed development will
involve the construction of a building which would, if constructed in accordance
with the plans submitted, not be contrary to the regulations prescribed for the
purposes of section 86 of the Electricity Act 1996. I make this declaration under
clause 2A(1) of Schedule 5 of the Development Regulations 1993.

Date: 7/10/16

Signed: ____________________________

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

a) an internal alteration of a building; or
b) an alteration to the walls of a building but not so as to alter the shape of the
building.
Note 2
The requirements of section 86 of the Electricity Act 1996 do not apply in relation to:

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

Note 3
Section 86 of the Electricity Act 1996 refers to the erection of buildings in proximity to powerlines. The regulations under this Act prescribe minimum safe clearance distances that must be complied with.

Note 4
The majority of applications will not have any powerline issues, as normal residential setbacks often cause the building to comply with the prescribed powerline clearance distances. Buildings/renovations located far away from powerlines, for example towards the back of properties, will usually also comply.

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

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

Note 5
Information brochures 'Powerline Clearance Declaration Guide' and 'Building Safely Near Powerlines' have been prepared by the Technical Regulator to assist applicants and other interested persons. Copies of these brochures are available from council and the Office of the Technical Regulator. The brochures and other relevant information can also be found at www.technicalregulator.sa.gov.au

Note 6
In cases where applicants have obtained a written approval from the Technical Regulator to build the development specified above in its current form within the prescribed clearance distances, the applicant is able to sign the form.

PLN/06/0024
7 October 2016

Presiding Member
Development Assessment Commission
GPO Box 1815
ADELAIDE SA 5001

Attention: Mr Simon Neldner

Dear Simon

RE: Development Application - Torrens Rail Junction Project
Section 33 Development Application within the Adelaide Park Lands

AECOM Australia Pty. Ltd. (AECOM), on behalf of the Department of Planning, Transport and Infrastructure (DPTI) is pleased to submit a Development Application for the Torrens Rail Junction Project pursuant to section 33 of the Development Act 1993.

The Torrens Rail Junction Project is a priority transport improvement project which involves the construction of a railway underpass, ancillary works and operations for the existing Outer Harbor passenger line and the Australian Rail Track Corporation Limited (ARTC) freight trail line within the north-western section of the Adelaide Park Lands and in Bowden.

There are two separate and distinct planning assessment processes associated with the Torrens Rail Junction Projects; relating to development within and outside of the Adelaide Park Lands. Specifically, these works are proposed under two separate Development Applications:

- Development within the Park Lands – pursuant to Division 1 – General Scheme, Subdivision 1 – Approvals, Section 33(1)(a) within the Adelaide City Council (this application)
- Development outside of the Park Lands – pursuant to Division 3 – Crown development and public infrastructure, section 49 – Crown Development and Public Infrastructure within the City of Charles Sturt (separate application).

It is important to note that the overall construction value for the Torrens Rail Junction Project is $218 million. However, the elements requiring approval pursuant to the Development Act 1993 as part of this application make up only a portion of the project. Thus, the values of works for each development application are currently being determined for the purposes of fees.

We have enclosed three copies of each of the development assessment reports in hard copy, along with an electronic copy on USB. Each document includes application plans and supporting documents as appendices.

We would be pleased to discuss this application with you further. Please do not hesitate to contact me on 0414 357 276.

Yours faithfully

Michael Davis
Principal Planner - Transport Advisory

Mobile: +61 414 357 276
Direct Dial: +61 8 7223 5466
Direct Fax: +61 8 7223 5499

encl: S33 Development Application
cc: Ana Glavinic, DPTI
Torrens Rail Junction Project - Development Assessment Report

Section 33 Development Application - Development within the Park Lands
Torrens Rail Junction Project - Development Assessment Report
Section 33 Development Application - Development within the Park Lands

Client: Department of Planning, Transport and Infrastructure
ABN: 92 366 288 135

Prepared by
AECOM Australia Pty Ltd
Level 28, 91 King William Street, Adelaide SA 5000, Australia
T +61 8 7223 5400  F +61 8 7223 5499  www.aecom.com
ABN 20 093 846 925

07-Oct-2016
Job No.: 60437020

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Quality Information

Document: Torrens Rail Junction Project - Development Assessment Report
Ref: 60437020
p:\604\60437020\6. draft docs\6.1 reports\04 development applications october 2016\01 section 33\section 33 trijp assessment report final
07102016.docx

Date: 07-Oct-2016

Prepared by: Michael Davis, Molly Gifford
Reviewed by: Brenton Burman

Revision History

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<th>Revision Date</th>
<th>Details</th>
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| 0        | 07-Oct-2016   | Final for Submission to DAC | Michael Davis
Principal Planner |

07-Oct-2016
Prepared for – Department of Planning, Transport and Infrastructure – ABN: 92 366 288 135
Executive Summary

AECOM Australia Pty. Ltd. (AECOM) has been commissioned by the Department for Planning, Transport and Infrastructure (DPTI) to prepare and lodge two Development Applications to allow for the timely delivery of the Torrens Rail Junction Project.

The Torrens Rail Junction Project is a priority transport improvement project which involves the construction of a railway underpass, ancillary works and operations for the existing Outer Harbor passenger line and the Australian Rail Track Corporation Limited (ARTC) freight rail line within the north-western section of the Adelaide Park Lands and in Bowden.

The Torrens Rail Junction Project has been identified by both the South Australian and Commonwealth Governments as a critical infrastructure project to resolve one of the final key sections of the national freight rail network. Grade separation of the freight and passenger rail lines will accommodate larger freight trains and increase the efficiency of the Nation’s freight network.

The key features of the Torrens Rail Junction Project include:

- A lowered Outer Harbor passenger rail line with an adjacent new shared use path and new Bowden rail station
- A new rail bridge over the lowered Outer Harbor passenger rail line for the interstate freight and Gawler passenger rail lines at the Torrens Rail Junction
- New road bridges over the lowered Outer Harbor passenger line at Park Terrace and Gibson Street, Bowden
- Three new dedicated pedestrian and cyclist bridges over the lowered Outer Harbor passenger line – one within the Adelaide Park Lands and two in Bowden
- A new automated pedestrian/cyclist crossing over the freight and Gawler passenger rail lines located on the new rail bridge, connecting War Memorial Drive and North Adelaide to Bonython Park.

There are two separate and distinct planning assessment processes associated with the Torrens Rail Junction Project relating to development proposed within and outside of the Adelaide Park Lands. Specifically, these works are required under at least two separate development applications under the Development Act 1993:

- Development within the Park Lands within the Adelaide City Council – pursuant to Division 1 – General Scheme, Subdivision 1 – Approvals, Section 33(1)(a) of the Act.
- Development outside of the Park Lands within the City of Charles Sturt – pursuant to Division 3 – Crown development and public infrastructure, Section 49 of the Act.
The following works associated with the Torrens Rail Junction Project within the Adelaide City Council will require approval under the Act and form the basis of this Development Application:

- Construction of a lowered railway line and associated structures within the railway corridor, including:
  - Revetment and pilled walls
  - Roof and bridge structures over the lowered Outer Harbor passenger rail line
  - Associated earthworks.
  
  Importantly, these elements do not require a Development Plan Consent in accordance with Clause 16 Schedule 1A of the Development Regulations 2008.

- Construction of a shared use bridge over the lowered railway line, which will also be used to convey services across the lowered railway line.

- Construction of temporary diversionary rail track over 1000 metres in length.

- Regulated and Significant Tree-Damaging Activities.

- Establishment of temporary construction zones, including:
  - Fencing installation (greater than 2.1 metres in height)
  - Access tracks (including from Park Terrace)
  - Utility areas required for temporary stockpiling, refuelling, storage, waste management, equipment lay-down and the movement, turning or parking of vehicles
  - Site office compound
  - Areas for the installation and maintenance of any erosion and sediment control devices.

The proposed development is not seriously at variance with the Adelaide (City) Development Plan consolidated 24 September 2015, and is supported by a number of provisions. Specifically, the Park Lands Zone Desired Character, Objectives and Principles of Development Control encourage development for the purpose of public infrastructure undertaken by a State Agency. This is further reflected in the Golf Links Policy Area 16 and the River Torrens West Policy Area 24.

The public infrastructure involved with the Torrens Rail Junction Project will deliver public benefit. The highest quality of design and materials will be utilised to create an aesthetically pleasing and robust design of this critical infrastructure.

The proposed development has been designed to enable further activation of the Park Lands and improvements to connections between Bowden and the Adelaide Park Lands. This will be undertaken in close collaboration with Adelaide City Council. The concept design and the project footprint do not affect or pose to have any detrimental impact on State Heritage Items.

The proposed development therefore warrants the favourable support of the Development Assessment Commission.
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## Acronyms

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<td>CEMP</td>
<td>Construction Environmental Management Plan</td>
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<td>Principles of Development Control</td>
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1.0 Introduction

AECOM Australia Pty. Ltd. (AECOM) has been commissioned by the Department for Planning, Transport and Infrastructure (DPTI) to prepare Development Assessment Reports to accompany two Development Applications to allow for the timely delivery of the Torrens Rail Junction Project.

The Torrens Rail Junction Project is a priority transport improvement project which involves the construction of a railway underpass, ancillary works and operations for the existing Outer Harbor passenger line and the Australian Rail Track Corporation Limited (ARTC) freight trail line within the north-western section of the Adelaide Park Lands and in Bowden.

There are two separate and distinct planning assessment processes associated with the Torrens Rail Junction Project relating to development proposed within and outside of the Adelaide Park Lands. Specifically, these works will be required under at least two separate development applications under the Development Act 1993 (the Act):

- Development within the Park Lands within the Adelaide City Council – pursuant to Division 1 – General Scheme, Subdivision 1 – Approvals, Section 33(1)(a) of the Act (this application).
- Development outside of the Park Lands within the City of Charles Sturt – pursuant to Division 3 – Crown development and public infrastructure, Section 49 of the Act (separate application).

The following works associated with the Torrens Rail Junction Project within the Adelaide City Council will require approval under the Act and form the basis of this Development Application:

- Construction of a lowered railway line and associated structures within the railway corridor, including:
  - Revetment and piled walls
  - Roof and bridge structures over the lowered Outer Harbor passenger rail line
  - Associated earthworks.

  Importantly, these elements do not require a Development Plan Consent in accordance with Clause 16 Schedule 1A of the Development Regulations 2008.

- Construction of a shared use bridge over the lowered railway line, which will also be used to convey services across the lowered railway line.

- Construction of temporary diversionary rail track over 1000 metres in length.

- Regulated and Significant Tree-Damaging Activities.

- Establishment of temporary construction zones, including:
  - Fencing installation (greater than 2.1 metres in height)
  - Access tracks (including from Park Terrace)
  - Utility areas required for temporary stockpiling, refuelling, storage, waste management, equipment lay-down and the movement, turning or parking of vehicles
  - Site office compound
  - Areas for the installation and maintenance of any erosion and sediment control devices.

A staged Development Approval is sought to enable construction works to be staged and ensure a timely delivery of the project post-award.

A number of elements of the project do not require Development Approval under the Act and are described in this report and shown on the application plans for completeness. These works include:

- Rail track and associated infrastructure on railway land
- Roadworks
- Services relocation, including:
  - Underground cables
- Pipes and drains less than 1.5 metres in diameter
- Gas infrastructure.

This report provides:
- An outline of the background and strategic context to the Torrens Rail Junction Project
- A description of the subject land and locality
- Details of the development application process (under section 33 of the Act)
- Description of the elements of the project that require approval
- An assessment of the project against the relevant Zone, Policy Area and Council Wide provisions of the Adelaide (City) Development Plan.
2.0 The Torrens Rail Junction Project

The Department of Planning, Transport and Infrastructure (DPTI) has prioritised the grade separation of passenger and freight rail lines within Metropolitan Adelaide by lowering the Outer Harbor rail line to improve the access of the ARTC freight line and to relieve overall congestion on Park Terrace and the Inner Ring Route at the rail line junction point known as 'Torrens Rail Junction'. The proposed design of the rail line separation and associated structures will provide improved land use outcomes for the wider community through its integration with the Bowden development and the Adelaide Park Lands.

The Torrens Junction is located in the Adelaide Park Lands north of the River Torrens and west of North Adelaide adjacent to War Memorial Drive and Park Terrace.

The Torrens Rail Junction Project works will extend from just north of the River Torrens rail bridge in the southeast, through the Park Lands and northwest across Park Terrace, and then into the suburbs of Bowden, Hindmarsh and Brompton to just east of Chief Street, Brompton.

The Torrens Rail Junction Project will provide a more efficient passage for the ARTC line to travel through the Adelaide Park Lands uninterrupted by lowering the Outer Harbor passenger line to operate underneath the freight line. The proposed development will provide safe pedestrian crossing across the lines in multiple locations by the provision of bridges, ramp access and will increase connectivity to the existing paths in the Park Lands, along War Memorial Drive, Park Terrace, Gibson Street and East Street.

The project as a whole includes the following elements:

- A lowered Outer Harbor passenger rail line approximately 1.4 kilometres in length from north of the River Torrens rail bridge in the Adelaide Park Lands to the immediate south-east of Chief Street, Brompton.
- A new shared use path located adjacent to the lowered Outer Harbor passenger rail line.
- A new Bowden rail station located between Gibson Street and Park Terrace.
- A new rail bridge over the lowered Outer Harbor passenger rail line for the interstate freight and Gawler passenger rail lines at the Torrens Junction.
- A new road bridge over the lowered Outer Harbor passenger rail line at Park Terrace, including improved and grade separated pedestrian and cycle connectivity.
- A new road bridge over the lowered Outer Harbor passenger rail line at Gibson Street, Bowden.
- A new pedestrian and cyclist bridge over the lowered Outer Harbor passenger rail line located between East Street, Brompton and Gibson Street, Bowden.
- A new pedestrian and cyclist bridge over the lowered Outer Harbor passenger rail line located above the new Bowden rail station.
- A new pedestrian and cyclist bridge over the lowered Outer Harbor passenger rail line located within the Adelaide Park Lands between Park Terrace and the new rail bridge.
- A new automated pedestrian/cyclist crossing over the freight and Gawler passenger rail lines located on the new rail bridge.

Components of the Torrens Rail Junction Project within the Adelaide City Council that require Development Approval under the Development Act 1993 and Development Regulations 2008 are described in Section 5.0 of this report.

2.1 Project Objectives

The Torrens Rail Junction Project will:

- Speed up the movement of interstate passenger and freight trains through Adelaide
- Improve the reliability of passenger services
- Ease traffic congestion around the CBD
- Remove the capacity bottlenecks at the Torrens Junction
- Reduce noise and severance impacts and improve local community safety and amenity
- Enable 1,800 metre trains to operate through Adelaide without causing severe negative impacts
- Increase public transport capacity and usage and make better use of the existing transport infrastructure through Adelaide’s upgraded public transport network
- Lower greenhouse gas emissions with the transfer of freight movements from road to rail
- Improve the existing urban public transport network (both to passenger trains and on-road buses), ensuring these modes are used more effectively (for example higher patronage), mitigating the impacts of transport on climate change.

The project is vital to the development of a national rail freight network as it will enable more freight to be moved by rail on the strategic east-west and Melbourne to Adelaide rail corridors, the latter of which is now the busiest in Australia. Additionally, these improvements will assist in moving freight from road to rail, thereby reducing carbon emissions by utilising a more efficient mode of transport.

The project will assist the South Australian Government to transform Adelaide into a more liveable, sustainable and productive city by increasing public transport capacity and usage and making better use of the existing transport infrastructure through Adelaide’s upgraded public transport network.

Lowering the track at Bowden will enhance the development opportunity of this high-density residential/retail/commercial site in terms of a reduced need to travel, especially by car, and access to high-frequency public transport services. The project will also remove the severance effect the at-grade rail line has for walking and cycling into Bowden and for the existing surrounding community.

Additionally, the project will result in reduced congestion and delays for road users at several level crossings in metropolitan Adelaide, including on the strategic road freight network at Torrens Road and Park Terrace. This will contribute to a reduction in greenhouse gas emissions and an improvement to Adelaide’s air quality via reduced vehicle emissions.

### 2.2 Current Issues and Need for the Project

The Torrens Rail Junction Project has been identified by both the South Australian and Commonwealth Governments as a critical infrastructure project to resolve one of the final key sections of the national freight rail network requiring upgrading to accommodate the larger freight trains and increase efficiency of the Nation’s freight network.

At the Torrens Rail Junction, the interstate freight rail line currently crosses Adelaide’s passenger rail network at ground level, imposing delays on freight movements and placing significant limitations on its capacity. Urban passenger trains have priority over freight trains, requiring freight trains to be delayed at the junction by having to stop and wait for a signal before being able to pass through. This situation:

- Imposes limitations on the length, and therefore capacity, of freight trains – freight trains are limited to 1.5 km in length to avoid blocking Torrens Road
- Imposes limitations on the speed of freight trains
- Results in flow-on traffic congestion impacts to the arterial and local road network – stopped freight trains restrict access to Hawker Street
- Creates safety issues associated with conflicts between freight and passenger rail and between rail and road users
- Places limitations on the Bowden development, and
- Causes issues of pedestrian and cyclist connectivity, and Park Land alienation caused due to the physical barrier of the rail corridor.

The Torrens Rail Junction Project is a priority of the National East West Rail Freight Corridor Initiative, a package of works that aims to boost the performance of Australia’s rail freight sector that include investment in new and extended crossing loops on the Perth-Adelaide-Melbourne corridor as well as addressing the Goodwood and Torrens Rail Junctions. In 2014, the Goodwood Junction Upgrade Project was completed, which separated freight rail from passenger rail movements by lowering the Seaford passenger rail line under the freight rail line.
The freight rail task

The Adelaide-Melbourne rail corridor is the most heavily trafficked rail corridor in Australia. With projected increases in freight rail movements resulting from growth in the Perth and Darwin markets and the shift in transport modes from road to rail, the strategic importance of the corridor will only increase over time.

The Perth-Adelaide-Melbourne rail corridor has been identified by Infrastructure Australia and the Freight Rail Operators Group as the highest priority for investment in Australia due to projected growth in the rail freight industry, current capacities and constraints including the Torrens Rail Junction, and its strategic importance in linking Australia east-west.

The Torrens Rail Junction is now the only remaining impediment to the operation of longer and more efficient freight rail services on the Adelaide-Melbourne corridor. The strategic vision directing the Project is to increase the productivity and competitiveness of the Perth-Adelaide-Melbourne freight rail service. The Project will address the current limitations and risks associated with the intersection of the interstate freight and the Adelaide passenger rail lines at Torrens Rail Junction and increase freight capacity by facilitating longer trains, increased speeds and lower risks of collision.

Economic benefits

The economic benefits associated with the Torrens Rail Junction Project are as a direct result of separating the freight rail line from the passenger rail lines as well as a number of flow-on effects and benefits.

A Benefit Cost Analysis was undertaken to assess whether the Project represents value for money and was based on a number of monetised factors including:

- Residual value of the infrastructure
- Reductions in the risk of collisions between trains
- The operating benefits of using 1,800 metre length trains instead of 1,500 metre length trains
- The benefits of transferring freight from road transport to rail
- Reductions in the risk of collisions between trains and road vehicles
- The savings gained from reducing delays to freight trains
- The savings gained from reducing delays to passenger trains
- The benefits from increased efficiency of freight trains to the freight customer
- The savings gained from reducing delays to road vehicles at level crossings (particularly due to slow moving freight trains across Hawker Street and Torrens Road), and
- Regeneration benefits (monetised) associated with Bowden Urban Village redevelopment and other adjacent land developments.

The result of the Benefit Cost Analysis indicated that the benefits of undertaking the Project were very high, even with sensitivity testing, representing good value for money for South Australians.

PortLINK

South Australia’s Integrated Transport and Land Use Plan (ITLUP) has highlighted a significant investment in Adelaide’s light rail network including PortLINK, which includes the conversion of the Outer Harbor line to light rail. The current investment in facilities as part of the Torrens Rail Junction Project have been designed to allow for upgrades to the Outer Harbor lines as either heavy electric rail or light rail.

Bowden Development

The Bowden development is an initiative of Renewal SA and seeks to redevelop former industrial land into a walkable community oriented around the rail station as a major transit hub. The Torrens Rail Junction Project has been developed in conjunction with Renewal SA to ensure that the concept design assists in achieving this vision. In particular, the design of the Bowden rail station, pedestrian and cyclist facilities and connectivity, and urban design and landscaping will be particularly critical to the success of the redevelopment and the project team will continue to engage Renewal SA and other stakeholders to address these issues. This project provides the added benefit of maximising the potential of this important site, which is intrinsic in helping to reduce Adelaide’s dependence on car use.
2.3 Community and Stakeholder Engagement

During the concept development phase, discussions and involvement of key stakeholders have helped to develop and refine the initial concept for the Torrens Rail Junction Project. Key stakeholders engaged to date have included adjacent property owners, Government Agencies, local Councils and local interest groups, with issues focusing on:

- Opportunities to improve pedestrian connectivity and access to and through the new Bowden Station
- Urban design opportunities and amenity improvements, including the interface with the Bowden development and sites fronting Port Road, including the Raptis Site
- Safety and security, particularly under bridges, on shared use paths, at rail crossings and at the station
- Protection of the Park Lands, particularly in relation to vegetation and heritage
- Local heritage listed structures
- Environmental impacts and their management
- Impacts on recreational facilities during construction
- Management of local access and car parking
- The design of facilities and selection of materials to minimise on-going maintenance requirements.

Further community and stakeholder consultation will be undertaken for the Torrens Rail Junction Project as a whole that is separate to the development application process. This will continue for the life of the project throughout the detailed design and construction phases.

2.4 Project Approach

The Torrens Rail Junction Project is currently the subject of a competitive tender process between two different alliances. DPTI is currently administering this procurement process, with the view to making a decision at the end of November 2016 on the preferred Alliance. This will lock in a particular design and construction approach for the project, with a 30 percent design package to be completed by the two alliances to enable the decision-making process.

While it would be preferable to lodge development applications with DAC following the completion of this procurement process, the timelines associated with the project do not allow for this to occur. In particular, DPTI is seeking to utilise the planned shutdown of the Outer Harbor railway line in January 2017 (for the Torrens to Torrens road project) to commence early works, thereby reducing future shutdowns of the line to facilitate the Torrens Rail Junction Project. This outcome provides many benefits to commuters in the north-western suburbs, by minimising disruptions to the passenger train service.

Therefore, this development application has been prepared based on the Reference Design prepared by DPTI, to which the two alliances are currently working. It provides a picture of the intentions of the project in terms of design and construction, which can be used for the basis of assessment of the project. The plans are reasonably developed and provide a good picture of what is an essential rail infrastructure project in a railway corridor.

It is acknowledged that particular details of the proposal may change as the design process is progressed through the tender design phase; however, these details will not change the essential nature of the application, as outlined in Section 5.0 of this Report. It is considered appropriate that particular design details be addressed through the application of Reserved Matters and a staged Development Approval, similar to recent transport infrastructure projects undertaken by DPTI.
3.0 Strategic Context

A number of State and Local Government strategic plans and policy documents are of relevance in providing context and justification for the Torrens Rail Junction Project. These are summarised below.

3.1 State Government Strategies

3.1.1 South Australia’s Strategic Plan, 2011

South Australia’s Strategic Plan (2011) provides strategic context to the Project through the identification of the goal: ‘South Australia’s transport network enables efficient movement by industry and the community’. The Strategic Plan targets of greatest relevance to the Project are identified in Table 1, together with the contribution that the Torrens Rail Junction Project would make towards each of them.

<table>
<thead>
<tr>
<th>Goal</th>
<th>Target</th>
<th>Project contribution</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Australia’s transport network enables efficient movement by industry and the community</td>
<td>Target 56: Ensure that the provision of key economic and social infrastructure accommodates population growth</td>
<td>The Project will significantly increase freight rail efficiency by accommodating faster and higher capacity services.</td>
</tr>
<tr>
<td>We are safe and protected at work and on the roads</td>
<td>Target 22: Reduce road facilities and serious injuries by at least 30% by 2020</td>
<td>The Project will improve safety outcomes by eliminating conflict between freight and passenger rail services. In addition, the Project would increase road safety by eliminating two level crossings.</td>
</tr>
<tr>
<td>We reduce our reliance on cars in the metropolitan area, by walking, cycling and increasing use of public transport</td>
<td>Target 63: Increase the use of public transport to 10% of metropolitan weekday passenger vehicle kilometres by 2018</td>
<td>The Project will facilitate increased use of public transport by upgrading shared freight and passenger infrastructure, enhancing pedestrian access to public transport, upgrading passenger rail facilities and improving safety outcomes.</td>
</tr>
<tr>
<td>We reduce our greenhouse gas emissions</td>
<td>Target 59: Greenhouse gas emissions reduction</td>
<td>The Project will contribute to the reduction of greenhouse gas emissions by decreasing traffic congestion at level crossings.</td>
</tr>
<tr>
<td>New developments are people friendly, with open spaces and parks connected by public transport and bikeways</td>
<td>Target 2: Double the number of people cycling in South Australia by 2020</td>
<td>The Project will facilitate improved pedestrian and cyclist connectivity between the Adelaide Park Lands and adjoining redevelopment areas, as well as improve access to public transport facilities.</td>
</tr>
</tbody>
</table>

3.1.2 The 30-Year Plan for Greater Adelaide, 2010

The 30-Year Plan for Greater Adelaide (the 30-Year Plan) also provides strategic context and specifically directs the designation and protection of strategic freight corridors. The 30-Year Plan also identifies strategies for managing projected population growth, with a focus on increasing densities in transit corridors and around mass transit nodes. The Bowden area has specifically been identified as an opportunity for urban renewal and redevelopment of a high-density mixed-use urban village around Bowden rail station. The Project will respond to the 30-Year Plan by ensuring the delivery of improved passenger transport infrastructure, a new rail station, enhanced pedestrian and cyclist connectivity, and improved safety outcomes.

It should be noted that the 30-Year Plan is currently under review but is unlikely to change the strategic directions applicable to the project or the project area.
3.1.3 Integrated Transport and Land Use Plan, 2015

Resolution of freight capacity constraints at Torrens Rail Junction also features as a high priority in the SA Government’s Integrated Transport and Land Use Plan (ITLUP), particularly in the context of projected growth in rail freight movements. ITLUP highlights that removing the capacity constraint at Torrens Rail Junction will ‘provide for rail freight growth over the medium to long term’.

ITLUP also includes ‘PortLINK’, which proposes the conversion of the Outer Harbor train line to a new light rail service to Outer Harbor and Grange, and construction of a new tram line to West Lakes and Semaphore. With the conversion of the train line to light rail, the issues associated with the intersection between passenger and freight tracks, including delays to services and potential for collisions, are likely to be exacerbated, particularly in the context of projected growth in freight and light rail movements.

The Torrens Rail Junction Project does not preclude options for future conversion of the Outer Harbor passenger rail line to light rail services.

3.1.4 Bowden Development

Renewal SA’s Bowden development project has commenced redevelopment of former industrial areas into a mixed use and high-density walkable community focused on a transit hub. The Outer Harbor passenger line traverses the southern perimeter of the 16.3-hectare redevelopment site and includes the Bowden Station, which will provide for the mass transit needs of future populations. The concept design for the Torrens Rail Junction Project has been prepared in line with the master plans for Bowden and the development project would continue to shape the on-going detailed design and construction works. In particular, major considerations have included the role and functionality of the local road network, and pedestrian and cyclist connectivity between future populations and the rail station as well as between future populations and the Adelaide Central Business District and Park Lands.

3.1.5 Passenger rail network improvements

DPTI’s program of rail revitalisation incorporates various upgrades to passenger rail stations to make them more appealing and functional, thus increasing the use of public transport. As part of the Torrens Rail Junction Project, the Bowden rail station will be upgraded to incorporate new facilities that are designed primarily to service the future population of the Bowden development.

3.1.6 Greenway program

The DPTI’s Greenway program seeks to provide an integrated network of shared use paths following transport and linear open space corridors.

The Torrens Rail Junction Project is located at the confluence of three Greenways: the Gawler line, the Outer Harbor line and the River Torrens Linear Park. Planning for the Greenway program has been coordinated with local government and the master planning of Bowden to ensure that the functionality and accessibility of the Greenways is protected.

The Outer Harbor Greenway is intended to provide a safe, direct, continuous and attractive link from the City to Port Adelaide and the Lefevre Peninsula. The Torrens Rail Junction Project integrates the aims of the Greenway program into the concept design by including a shared use path along the length of the lowered Outer Harbor line from just north of the River Torrens to Chief Street, Brompton.

3.2 City of Adelaide

3.2.1 City of Adelaide Strategic Plan 2012-2016

The City of Adelaide Strategic Plan 2012-2016 outlines the Council’s vision and the projects and services it will deliver by 2016. This Plan outlines the main goals for the City of Adelaide as being accessible, creative, liveable, prosperous, and environmentally sustainable and a city of great places.

The outcome to create an accessible city with readily available public transport systems which link City destinations and beyond, both day and night, is most relevant to the proposed development. However the Torrens Rail Junction Project will also encourage greater environmental sustainability, accessibility and liveability by promoting improved and reliable access into Adelaide for freight goods and for the ease in traffic flows along Park Terrace.
3.2.2 Smart Move: The City of Adelaide’s Transport and Movement Strategy 2012-22

Smart Move: City of Adelaide’s Transport and Movement Strategy 2012-22 outlines the Council’s desired transport and movement outcomes for the City, and the strategies to achieve these over the next ten years.

Smart Move identifies the importance of public transport to improve sustainability for the City and the need to provide appropriate infrastructure to support this. Specifically, the Strategy highlights the vision for a City where freight deliveries are efficient and not disruptive to other street users through a proposed ‘underground Outer Harbor rail line’.

The proposed development is supportive of Smart Move through the improvements to traffic flow at Port Road/Park Terrace intersection and consequently improving the traffic flow at Park Terrace.

3.2.3 Adelaide Park Lands Management Strategy – Towards 2020

The Adelaide Park Lands Management Strategy ‘Towards 2020’ guides the directions and priorities relating to the Park Lands in accordance with the Adelaide Park Lands Act 2005. The strategy aims to increase the community’s formal and informal use of the Park Lands; protect the National Heritage Values; ensure the Park Lands are widely accessible to the public; safeguard the natural, cultural and heritage values; improve the quality of the landscape and facilities; ensure environmental and financial sustainability; and improve community awareness of the natural and cultural heritage.

Existing uses of the north-western Park Lands for key biodiversity sites, play spaces and the linear trail are listed as important persisting uses. As shown on Map 3, the Park Land’s Project number 17 lists the retention and strengthening of local provenance habitat plantings within biodiversity conservation areas as of high priority.

3.2.4 The Park Lands Community Land Management Plan

The Park Lands Community Land Management Plan (CLMP) provides management direction for the Adelaide Park Lands, as required by the Adelaide Park Lands Act 2005 and the Local Government Act 1999. The CLMP highlights the importance of the north-western Park Lands in terms of their recreational use, history and heritage items to be preserved.

Chapter 7: Bonython Park / Tulya Wardli

The CLMP Desired Future Character Statement for this part of the Park Lands states:

“Maintain a vibrant area that provides a diverse and accessible range of recreation opportunities, catering to a range of users within a structured landscape setting dominated by the River Torrens”

Challenges and opportunities mentioned within the plan include:

- Increasing levels of use and visitation.
- Enhancing the River Torrens/Karrawirra Pari and Park Lands destination appeal through attractions and activities to cater for diverse community needs, while maintaining its unique character.
- Contributing to the open space needs and expectations of the growing residential communities of the City of Adelaide and West Torrens.
- Identifying and protecting Aboriginal, European and multicultural heritage so that heritage places are appropriately managed and maintained for future generations.
- Managing the Park’s competing uses and activities, while preserving its cultural landscape character.
- Meeting demand for improved pedestrian and cyclist access for recreation and commuter purposes.
- Managing remnant vegetation and sustainable water use to simultaneously provide habitat for wildlife, a quality environment for recreation, sports and events with grassed areas and natural shade, and mitigation of the urban heat island effect.

In addition to the desired character statement, challenges and opportunities, the CLMP also highlights the importance of Bonython Park in terms of key biodiversity areas, views and vistas to the skyline and the City and both its Kaurna and European historical significance.

Under section 202 of the Local Government Act 1999, Council may grant a lease of licence over community land where it is consistent with the relevant management plan and subject to the requirements of the Adelaide Park.
Lands Act 2005. The temporary works required within the Park Lands (i.e. temporary tracks, haul roads and works depots) to facilitate the Torrens Rail Junction Project require a lease or licence from Council.

3.3 Park Lands Legislation

3.3.1 Adelaide Park Lands Act 2005 and Adelaide Park Lands Regulations 2006

The Adelaide Park Lands Act 2005 establishes a legislative framework that promotes the special status, attributes and character of the Adelaide Park Lands, and provides for their protection and management as a globally-important asset to be preserved as an urban park for the benefit of present and future generations.

The Act, supported by the Regulations, establishes an advisory group, the Adelaide Park Lands Authority, to aid in the management of the Park Lands. This body, with representation from the state government, the Council and the community, is set up under the guidance of the Adelaide City Council.

The Torrens Rail Junction Project will need to minimise the impact on the Adelaide Park Lands and meet the statutory principles of the Adelaide Park Lands Act 2005. In particular, issues regarding the leasing or licensing of land to accommodate potential temporary works outside of the rail corridor will be addressed under sections 21 and 23 of the Act.
4.0 Subject Land and Locality

The area proposed to be affected by the Torrens Rail Junction Project spans two council areas, being Adelaide City Council and the City of Charles Sturt.

The majority of the Torrens Rail Junction Project is located within the northern portion of the Adelaide Park Lands of the City of Adelaide, with some changes to the Adelaide-Outer Harbor rail line northwest of Park Terrace located within the City of Charles Sturt.

The proposed permanent works are located within an existing rail corridor which runs from the Adelaide CBD through North Adelaide where the “pinch point” occurs and the rail lines split onto the suburbs of Hindmarsh/Bowden (the Outer Harbor railway line forms the suburb boundary) and Ovingham respectively. The area in which the “pinch point” occurs is bound by the River Torrens and Port Road to the west, Park Terrace to the north, War Memorial Drive to the east and the River Torrens rail bridge in the south. Temporary works subject to this application are proposed to be located within the Park Lands to the southwest of the existing Torrens Rail Junction and northeast of the Outer Harbor railway line between the Torrens Rail Junction and Park Terrace.

The subject land has been defined as the area of the Park Lands to which there may be works associated with the Torrens Rail Junction Project, regardless of whether these works require a Development Approval or not. This area is identified on drawing SK-001 Site Works in Appendix A and is hereafter referred to as the subject land.

Land immediately adjacent to the subject land within the Adelaide Park Lands is open park land, including buffer zones from road and rail corridors and the North Adelaide Golf Course. Within Hindmarsh, the project area adjoins a mix of commercial and industrial land uses, with some limited residential development adjacent the Bowden Rail Station. Land to the north of the Outer Harbor passenger rail line is largely vacant pending latter stages of the Bowden development by Renewal SA.

Figure 1 Extent of Locality (source: Nearmap, 6 October 2016)

The subject land within the Adelaide City Council area falls within the Golf Links Policy Area 16 and the River Torrens West Policy Area 24 of the Park Lands Zone in the Adelaide (City) Development Plan.

The subject land is Crown Land within the City of Adelaide and is formally identified in the Certificates of Title in Table 2.
<table>
<thead>
<tr>
<th>Certificate of Title</th>
<th>Plan No. and Allotment</th>
<th>Custodian</th>
<th>Easements / Schedule of Interests</th>
</tr>
</thead>
<tbody>
<tr>
<td>CR6102/709</td>
<td>Allotment 51 Deposited Plan 30327 in the Area Named North Adelaide Hundred of Yatala</td>
<td>The Corporation of the City of Adelaide</td>
<td>Land set aside before December 24th 1858 for parkland purposes</td>
</tr>
<tr>
<td>CR5260/214</td>
<td>Allotment 53 Deposited Plan 30327 in the Area Named North Adelaide Hundred of Yatala</td>
<td>TransAdelaide</td>
<td>Land vested for railway purposes pursuant to the Railways Act 1878</td>
</tr>
<tr>
<td>CR5373/132</td>
<td>Allotment 6 Deposited Plan 34345 in the Area Named North Adelaide Hundred of Yatala</td>
<td>The Corporation of the City of Adelaide</td>
<td>Subject to Right(s) of Way over the land marked A on DP 34345 (Land Grant Vol. 4402 Folio 752) together with Right(s) of Way comprised in Land Grant Vol. 4401 Folio 738 Land dedicated for parkland and community purposes pursuant to the Crown Lands Act 1929 by Gazette 25/01/1996</td>
</tr>
<tr>
<td>CR6166/588</td>
<td>Allotments 51 and 54 Deposited Plan 56872 in the Area Named Adelaide Hundred of Adelaide Allotments 11 and 13 Deposited Plan 85638 in the Area Named Adelaide Hundred of Yatala</td>
<td>The Corporation of the City of Adelaide</td>
<td>Subject to the Easement(s) over portion of Allotment 11 marked A on F55255 (TG 11668454) Subject to the Easement(s) over portion of Allotment 13 marked A on F56304 to Transmission Lessor Corporation of 1 Undivided 2nd Part (subject to Lease 9061500) and ElectraNet Pty Ltd of 1 Undivided Part (TG 11927003) Land set aside before December 24th 1858 for parkland purposes (Control granted by Act 2156/1934)</td>
</tr>
<tr>
<td>CR6112/473</td>
<td>Allotment 14 Deposited Plan 85638 in the Areas Named Adelaide and North Adelaide Hundreds of Adelaide and Yatala Allotments 11 and 13 Deposited Plan 85638 in the Area Named Adelaide Hundred of Yatala</td>
<td>The Corporation of the City of Adelaide</td>
<td>Subject to the Easement(s) over portion of Allotment 13 marked A on FP 56436 to Transmission Lessor Corporation of 1 Undivided 2nd Part (subject to Lease 9061500) and ElectraNet Pty Ltd of 1 Undivided Part (TG 11927022) Land vested for river purposes pursuant to the River Torrens Improvement Act 1869 (Control granted by Act 2156/1934)</td>
</tr>
<tr>
<td>Certificate of Title</td>
<td>Plan No. and Allotment</td>
<td>Custodian</td>
<td>Easements / Schedule of Interests</td>
</tr>
<tr>
<td>----------------------</td>
<td>------------------------</td>
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<td>----------------------------------</td>
</tr>
<tr>
<td>CR6144/507</td>
<td>Sections 1604, 1611, 1612, 1627, 1628, 1630, 1631, 1633, 1634, 1635, 1636, 1637, 1638, 1639, 1640, 1641, 1644 and 1648 Hundred of Yatala in the area named North Adelaide Allotment 17 Deposited Plan 86067 in the area named North Adelaide Hundred of Yatala</td>
<td>The Corporation of the City of Adelaide</td>
<td>Subject to the Easement(s) over portion of Allotment 17 marked A on FP 58772 to Transmission Lessor Corporation of 1 Undivided 2nd Part (subject to Lease 9061500) and ElectraNet Pty Ltd of 1 Undivided 2nd Part (TG 11917064) Land set aside before December 24th 1858 for parkland purposes</td>
</tr>
<tr>
<td>CT5444/119</td>
<td>Allotment 23 Filed Plan 22072 in the areas named Adelaide and North Adelaide Hundreds of Adelaide and Yatala Allotments 24 and 25 Filed Plan 22072 in the area named North Adelaide Hundreds of Adelaide and Yatala Portion of Allotment 23 marked A is limited to the stratum above reduced level 19.00 metres Australian Height Datum</td>
<td>Australian Rail Track Corporation Ltd</td>
<td>Nil</td>
</tr>
</tbody>
</table>
5.0 Development Application Elements

5.1 Procedural Matters

The Torrens Rail Junction Project is for the purposes of public infrastructure and will be undertaken by DPTI. A project of this nature normally falls under Division 3 – Crown development and public infrastructure section 49 of the Development Act 1993. However, as a result of the Adelaide Park Lands Act 2005, this section of the Development Act 1993 cannot be used for development within the Adelaide Park Lands.

Therefore, the proposed development will need to be the subject of two separate Development Approval processes. This is distinguished by development within the Adelaide Park Lands from development outside of the Adelaide Park Lands, which are assessed pursuant to separate sections of the Development Act 1993 as outlined below.

Development within the Adelaide Park Lands (this Development Application)

The aspects of the proposed development that are located within the Adelaide Park Lands are assessed pursuant to Division 1 – General Scheme, Subdivision 1—Approvals, Section 33(1)(a) of the Development Act 1993. Schedule 10 Part 4A of the Development Regulations 2008 prescribing that the Development Assessment Commission (DAC) is the relevant authority.

For this application, a referral to the Adelaide City Council is required, with Council having up to six (6) weeks to provide its comments to DAC. Referrals are also required to the Minister for Sustainability, Environment and Conservation (if works impact upon a State Heritage place), the Environment Protection Authority (for activities of major environmental significance) and the Government Architect, with agencies having up to eight (8) weeks to provide comment. Haul roads and change of accessing arrangements from Park Terrace (albeit temporary) also require a referral to the Commissioner of Highways.

Public infrastructure is listed as a Category 1 development for the purposes of public consultation in the Park Lands Zone in the Adelaide (City) Development Plan. As such, no public notification is required for this application.

DAC must undertake an assessment of the proposed development against the relevant provisions of the Adelaide (City) Development Plan, where such an assessment is required. It can grant Development Plan Consent to those aspects of the proposed development within the Adelaide Park Lands. However, Adelaide City Council must grant the Development Approval following the granting of Building Rules Consent—where required—by a private certifier.

Development within the City of Charles Sturt (separate Development Application)

The aspects of the proposed development that are located outside of the Adelaide Park Lands can be assessed as a Crown development under section 49 of the Development Act 1993. A separate application will be lodged with DAC. This area of the project is located within the City of Charles Sturt who will receive a referral for the development during the assessment process with a two-month period to provide comment.

Further, as the project value is in excess of $4 million, the application will be the subject of a public advertisement, which will invite interested persons to make written submissions on the proposal within a period of at least 15 business days, and to appear personally or by a representative before DAC to be heard in support of his or her submission.

DAC must undertake an assessment of the proposed development having regard to the provisions of the Charles Sturt Council Development Plan and provide a report to the Minister for Planning. The Minister is the relevant authority in respect to granting approval.

Development not requiring an approval

The Highways Act 1926 and Schedules 3, 14 and 14A of the Development Regulations 2008 have been considered to determine that certain works are exempt from approval. An outline of relevant elements is listed in Section 5.4 of this report.
5.2 Application Plans and Reports

The following sub-section provides a list of the plans and reports associated with the application documentation.

5.2.1 Application Plans

- SK-001 0 Temporary Works Site Plan
- SK-001 0 Final Design Site Plan
- IW089300-ESR-SK-009 C Outer Harbor (Down Track) – Option 2 Plan and Profile
- IW089300-ESR-SK-0201 A Outer Harbor (Down Track) MCHD CH 1480 – CH 2060 Plan and Profile
- IW089300-ESR-SK-0202 A Outer Harbor (Down Track) MCHD CH 2060 – CH 2640 Plan and Profile
- IW089300-ESR-SK-0203 A Outer Harbor (Down Track) MCHD CH 2640 – CH 3158 Plan and Profile
- IW089300-ESR-SK-0048 B Outer Harbor (Down Track) – Bowden Station Plan and Profile = Option 2 (Revised Platform)
- IW089300-ESR-SK-0052 B Option 2 Typical Sections
- IW089300-ESR-SK-0053 B Option 2 Typical Sections
- IW089300-ESR-SK-0054 B Option 2 Typical Station Sections
- IW089300-ESR-SK-0021 B Construction Staging (Option 2) – Stage 1 General Construction
- IW089300-ESR-SK-0022 C Construction Staging (Option 2) – Stage 2 General Construction
- IW089300-ESR-SK-0023 C Construction Staging (Option 2) – Stage 3 General Construction
- IW089300-ESR-SK-0024 C Construction Staging (Option 2) – Stage 4 General Construction
- IW089300-ESR-SK-0025 C Construction Staging (Option 2) – Stage 5 General Construction
- IW089300-ESR-SK-0026 C Construction Staging (Option 2) – Stage 6 General Construction
- IW089300-ESR-SK-0027 C Construction Staging (Option 2) – Stage 7 General Construction

These plans and drawings are included as Appendix A.

5.2.2 Application Reports and Documentation

- Torrens Rail Junction Veg Survey ENV_VS2015045 (14 sheets) (see Appendix C)
- Pre-Development Impact Assessment – 5 December 2015 – Treevolution Arboricultural Consultants Pty. Ltd. (see Appendix C)
- Torrens Rail Junction State and Local Heritage Impact Assessment DA153199 Revision 18.12.15 – Dash Architects (see Appendix E)
- Torrens Rail Junction National Heritage Impact Assessment DA153199 Revision A 09.12.15 – Dash Architects (see Appendix E)
- Torrens Junction Cultural Heritage Desktop Assessment – 23 June 2016 Version 1 – EBS Heritage (see Appendix F)
- Torrens Rail Junction Project – Issue: 24 November 2015 – Cox & Outerspace (see Appendix G)
- Torrens Rail Junction Construction Noise and Vibration Management Framework – 1 September 2015 – Reference: A15419RP1, Revision A – Resonate Acoustics (see Appendix H)
5.3 Project Elements Requiring Development Approval

The following section is based on the plans referred to in Section 5.2. It describes the aspects of the Torrens Rail Junction Project that require approval under the Development Act 1993.

- Construction of a lowered railway line and associated structures within the railway corridor, including:
  - revetment and piled walls
  - roof and bridge structures over the lowered Outer Harbor passenger rail line
  - associated earthworks.
  
  *Importantly, these elements do not require a Development Plan Consent in accordance with Clause 16 Schedule 1A of the Development Regulations 2008.*

- Construction of a shared use bridge over the lowered railway line, which will also be used to convey services across the lowered railway line.

- Construction of temporary diversionary rail track over 1000 metres in length.

- Regulated and Significant Tree-Damaging Activities.

- Establishment of temporary construction zones, including:
  - fencing installation (greater than 2.1 metres in height)
  - access tracks (including from Park Terrace)
  - utility areas required for temporary stockpiling, refuelling, storage, waste management, equipment lay-down and the movement, turning or parking of vehicles
  - site office compound
  - areas for the installation and maintenance of any erosion and sediment control devices.

The overall elements of the Torrens Rail Junction Project that require approval are described in detail below.

5.3.1 Construction of a lowered Outer Harbor passenger railway line and associated structures

The Outer Harbor passenger rail line is proposed to be lowered below the existing natural grade of the land to allow for the ARTC freight rail line, the Gawler passenger rail line and Park Terrace vehicular traffic to flow uninterrupted in this area. The proposal includes the excavation and lowering of the Outer Harbor Rail line to 6.25 metres below the existing ground level at the lowest point. Fencing will be utilised where appropriate to ensure safety of pedestrians at the edges of the cutting. Specifically 1.8 metre black spear-top fencing will be utilised surrounding the rail corridor and 1.2 metres high fencing at the top of the walls.
The excavation begins approximately 280 metres south of the Torrens Rail Junction, lowering to approximately 5.4 metres below a new rail bridge to accommodate the ARTC freight and Gawler passenger rail lines. This rail bridge will eliminate the need for freight trains to stop and give way to passenger trains.

The lowered rail line is continued 5.6 metres below grade under Park Terrace to enable a free flow of traffic along the City’s Ring Route.

A 4.0 metre wide shared path for pedestrians and cyclists is proposed to follow the lowered rail line under Park Terrace, returning to grade at the new pedestrian bridge east of Gibson Street. This section of the shared path will begin in the Park Lands, continue adjacent to the new railway line on its northern side and connect after Gibson Street to the existing greenway in Bowden. The shared path will be designed to match the existing paths within the Park Lands with central line marking to designate the path for pedestrians and cyclists travelling in opposite directions.

### These works do not require development plan consent in accordance with Clause 16 of Schedule 1A of the Development Regulations 2008, which exempts:

- **Building work in relation to a building that is**—
  - (a) associated with a railway; and
  - (b) situated (or to be situated) on railway land (within the meaning of Schedule 3 clause 13(5)); and
  - (c) required for the conduct or maintenance of railway activities.

In particular, these proposed works are:
- building work associated with a building, as these terms are defined in Section 4 of the Development Act 1993; and
- located on railway land (within the meaning of Schedule 3 clause 13(5) of the Development Regulations 2008); and
- required for the conduct of railway activities, being the safe grade separation of the passenger and freight railway lines and safe pedestrian and cyclist access across the railway corridor.

### 5.3.2 Construction of new shared use bridge over the lowered rail track

A new shared use bridge will be built over the Outer Harbor passenger line, connecting the new greenway under Park Terrace (on the northern side of the lowered Outer Harbor railway line) to existing paths within the Adelaide Park Lands to the south of the railway corridor. The details of the bridge will be worked through as part of the Tender Design phase and it is requested that this be considered as a Reserve Matter to enable conversations with stakeholders to occur by DPTI and the successful contractor.
5.3.3 Construction of temporary divisionary rail track

A key objective of the Torrens Rail Junction Project is to ensure that impacts on freight and passenger services are minimised. To achieve this, the Project will require construction of temporary track diversions for both the Outer Harbor and Gawler passenger rail lines and the interstate freight rail line to allow services to continue during the majority of construction time.

The Project proposes to use the planned Outer Harbor passenger rail 4-week shut down period required as part of the River Torrens to Torrens Road South Road Upgrade to undertake works that require the shutdown of rail services such as signalling works and track junction works.

**Outer Harbor rail line diversion**

The Outer Harbor passenger rail line will be temporarily diverted to the west of its current alignment from the River Torrens bridge, crossing the freight and Gawler passenger rail lines at a point approximately 60 metres north of the current Torrens Rail Junction. The temporary Outer Harbor passenger rail line would then travel to the east of its current alignment, across Park Terrace (through a temporary level crossing) and into the suburb of Bowden, reconnecting into the current alignment again around the intersection of East Street and Second Street, Bowden.

**Gawler passenger rail line diversion**

The Gawler passenger rail line will be temporarily diverted west of its current alignment from the River Torrens bridge to an area of Park Lands outside the current rail corridor south of the current Torrens Rail Junction. It will travel west of the current alignment before connecting back into the existing lines north of the Torrens Rail Junction.

**Interstate freight rail line diversion**

The interstate freight rail line will be diverted using the same diversion corridor as the Gawler passenger rail line until it crosses the temporary Outer Harbor line tracks at a point approximately 60 metres north of the current Torrens Rail Junction. The interstate freight rail line would then travel along the western side of its current alignment, reconnecting into the current alignment again just before reaching the North Adelaide Rail Station.

**Temporary track diversion effects and reinstatement**

The temporary rail track diversions will require temporary use of the Park Lands between the current rail alignment and the River Torrens as well as an area of land where the soccer pitches are located on Park Terrace (south west of the North Adelaide rail station). The relocation works would result in the removal of some vegetation within the Park Lands and Regulated and Significant Tree-damaging activities (see Section 0).

Following construction of the ultimate alignment of the Outer Harbor passenger rail line and new rail bridge the temporary track diversions will be removed and the land reinstated. A reinstatement plan will be developed in consultation with local environment groups as well as the Adelaide City Council and will consist of any necessary earthworks, topsoil reinstatement, revegetation and landscaping required to return the area to Park Lands use.

The details of the final landscaping plan for the Park Lands will be worked through as part of the Tender Design phase and it is requested that this be considered as a Reserve Matter to enable conversations with stakeholders to occur by DPTI and the successful contractor.

5.3.4 Regulated and Significant Tree-Damaging Activities

A comprehensive vegetation survey was undertaken for the entire project area by Treevolution Arboricultural Consultants. 32 Regulated or Significant trees have been identified for major impact or removal as part of the Torrens Rail Junction Project; 28 trees are located within the Adelaide City Council area and are subject to this development application.

Additionally, there are a number of amenity trees and other vegetation that may be impacted by the proposed works. However, these do not require Development Approval and do not form part of this development application.

Table 3 identifies the total number of Regulated and Significant Trees that require Development Approval and could be impacted or removed for the Torrens Rail Junction Project within the Adelaide Park Lands. Table 4 provides details of each tree, with references to the Tree Impact Maps contained in Appendix C.
The trees were assessed against the plans to determine their location. Accurate stem measurements were also taken to formulate Tree Protection Zones and Structural Root Zones in line with the recommendations identified in “Australian Standard 497012009 protection of trees on development sites…” to allow accurate assessment of potential development impacts. The report identifies that the trees within the DPTI reference design area are

Table 3  Summary of the Significant/Regulated Trees which are likely to be impacted by the Torrens Rail Junction Project within the Adelaide Park Lands

<table>
<thead>
<tr>
<th>Significant</th>
<th>Pruning</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>Regulated</td>
<td>22</td>
</tr>
</tbody>
</table>

Table 4  Detail of Trees impacted by the proposed Torrens Rail Junction Project

<table>
<thead>
<tr>
<th>Tree number</th>
<th>Species</th>
<th>Development Act Status</th>
<th>Approval sought</th>
</tr>
</thead>
<tbody>
<tr>
<td>205</td>
<td>Eucalyptus camaldulensis</td>
<td>Regulated</td>
<td>Remove</td>
</tr>
<tr>
<td>47</td>
<td>Eucalyptus cladocalyx</td>
<td>Regulated</td>
<td>Remove</td>
</tr>
<tr>
<td>52</td>
<td>Eucalyptus cladocalyx</td>
<td>Significant</td>
<td>Remove</td>
</tr>
<tr>
<td>377</td>
<td>Eucalyptus camaldulensis</td>
<td>Regulated</td>
<td>Remove</td>
</tr>
<tr>
<td>394</td>
<td>Eucalyptus camaldulensis</td>
<td>Regulated</td>
<td>Remove</td>
</tr>
<tr>
<td>55</td>
<td>Eucalyptus cladocalyx</td>
<td>Significant</td>
<td>Remove</td>
</tr>
<tr>
<td>86</td>
<td>Eucalyptus sideroxylon</td>
<td>Regulated</td>
<td>Remove</td>
</tr>
<tr>
<td>101</td>
<td>Eucalyptus sideroxylon</td>
<td>Regulated</td>
<td>Remove</td>
</tr>
<tr>
<td>104</td>
<td>Eucalyptus sideroxylon</td>
<td>Regulated</td>
<td>Remove</td>
</tr>
<tr>
<td>102</td>
<td>Ficus rubignosa</td>
<td>Regulated</td>
<td>Remove</td>
</tr>
<tr>
<td>108</td>
<td>Brachychiton populnea</td>
<td>Regulated</td>
<td>Remove</td>
</tr>
<tr>
<td>115</td>
<td>Brachychiton populnea</td>
<td>Regulated</td>
<td>Remove</td>
</tr>
<tr>
<td>612</td>
<td>Eucalyptus camaldulensis</td>
<td>Regulated</td>
<td>Prune</td>
</tr>
<tr>
<td>659</td>
<td>Eucalyptus sideroxylon</td>
<td>Regulated</td>
<td>Remove</td>
</tr>
<tr>
<td>719</td>
<td>Eucalyptus camaldulensis</td>
<td>Regulated</td>
<td>Remove</td>
</tr>
<tr>
<td>771</td>
<td>Eucalyptus camaldulensis</td>
<td>Regulated</td>
<td>Remove</td>
</tr>
<tr>
<td>1248</td>
<td>Eucalyptus cladocalyx</td>
<td>Significant</td>
<td>Prune</td>
</tr>
<tr>
<td>1876</td>
<td>Pinus pinea</td>
<td>Regulated</td>
<td>Remove</td>
</tr>
<tr>
<td>1874</td>
<td>Pinus pinea</td>
<td>Regulated</td>
<td>Remove</td>
</tr>
<tr>
<td>1882</td>
<td>Eucalyptus cladocalyx</td>
<td>Regulated</td>
<td>Remove</td>
</tr>
<tr>
<td>1883</td>
<td>Pinus pinea</td>
<td>Regulated</td>
<td>Prune</td>
</tr>
<tr>
<td>1332</td>
<td>Eucalyptus spathulata</td>
<td>Significant</td>
<td>Remove</td>
</tr>
<tr>
<td>2012</td>
<td>Eucalyptus camaldulensis</td>
<td>Regulated</td>
<td>Remove</td>
</tr>
<tr>
<td>2046</td>
<td>Eucalyptus camaldulensis</td>
<td>Regulated</td>
<td>Remove</td>
</tr>
<tr>
<td>2101</td>
<td>Pinus pinea</td>
<td>Regulated</td>
<td>Remove</td>
</tr>
<tr>
<td>2098</td>
<td>Eucalyptus camaldulensis</td>
<td>Regulated</td>
<td>Remove</td>
</tr>
<tr>
<td>2099</td>
<td>Eucalyptus camaldulensis</td>
<td>Regulated</td>
<td>Remove</td>
</tr>
<tr>
<td>2100</td>
<td>Eucalyptus camaldulensis</td>
<td>Regulated</td>
<td>Remove</td>
</tr>
</tbody>
</table>
displaying a range of conditions from good structure through to very poor. The majority of these trees are mature specimens with a few semi-mature trees.

The health condition allocated to the trees ranged from good through to very poor with a number of the trees displaying major crown dieback synonymous with decline.

The Treevolution report can be found in Appendix D.

5.3.5 Impacts to State Heritage Listed places

A Heritage Assessment Report was prepared by Dash Architects which identified the following State Heritage listed items within the Adelaide Park Lands. These items within the vicinity of the project area are listed below.

- River Torrens Rail Bridge

  The embankments of the River Torrens Railway Bridge appear to extend below ground under the rail corridor approximately 10m. While no works appear to extend into this area, the presence of this heritage listed fabric below ground should be noted and measures established to ensure its protection.

  The temporary line diversion at the Torrens Railway Bridge is currently shown as commencing approximately 10m off the heritage structure’s bridge span. The heritage listing itself, however, includes the embankment structures that flank each end, and are embedded underground, therefore this is a key risk area for accidental damage to appear.

  Only temporary track work, both within and outside the railway corridor, will occur within proximity to the River Torrens Rail Bridge. The excavation and construction works for the lowered Outer Harbor railway line are not expected to impact upon the bridge; however given the potential impact a referral to the Minister for Sustainability, Environment and Conservation should occur to confirm the appropriateness of the recommendations provided by Dash Architects.

- North Adelaide Railway Station

  The works associated with the Torrens Rail Junction Project will not impact upon the North Adelaide Railway Station.

The Dash Architects report can be found in Appendix E.

5.3.6 Temporary site works depot

Areas of the Park Lands to the west of the rail corridor adjacent to the temporary track, as well as land to the east of the rail corridor north of the Torrens Rail Junction may be required for temporary site works depots, including:

- temporary fencing installation (greater than 2.1 metres in height)
- access tracks (including from Park Terrace)
- utility areas required for temporary stockpiling, refuelling, storage, waste management, equipment lay-down and the movement, turning or parking of vehicles
- site office compound
- areas for the installation and maintenance of any erosion and sediment control devices.

Areas for potential temporary site works depots are identified on Drawing SK-001 0 Temporary Works Site Plan in Appendix A.

5.3.7 Construction access

The Torrens Rail Junction Project will utilise the existing access road to Bonython Park from Park Terrace (near to the intersection with Port Road) for construction access to works on the western side of the railway corridor. An additional access road may be required from Park Terrace east of the railway corridor to access the temporary track works and other works north of the Torrens Rail Junction. Such an access track is likely to be located between the existing and temporary Outer Harbor railway alignments to minimise the intrusion into the Park Lands. These access tracks will introduce or change movements onto an arterial road and as such a referral to the Commissioner of Highways is required.

Areas for potential construction access are identified on Drawing SK-001 0 Temporary Works Site Plan in Appendix A.
5.4 Project Elements Not Requiring Development Approval

The following section describes the aspects the Torrens Rail Junction Project that do not require approval under the Development Act 1993 having regard to the definition of development and Schedule 3 of the Development Regulations 2008.

Notwithstanding that these elements do not require Development Approval, they are shown on the application plans for information to assist with giving an overall understanding of the project.

- Construction of rail track and associated rail infrastructure (including associated buildings) and signalling devices (as defined in Schedule 3 of the Development Regulations 2008)
- Fencing (within the definition of railway infrastructure as defined in Schedule 3 of the Development Regulations 2008), including:
  - Safety fencing
  - Spear fencing
  - Throw screens
  - Noise walls
- Fencing less than 2.1 metres in height outside of the railway corridor
- Services relocation, including:
  - underground cables
  - pipes and drains less than 1.5 metres in diameter
  - gas infrastructure.

5.4.1 Impacts to the National Heritage Listing of the Adelaide Park Lands

A National Heritage Assessment Report was prepared by Dash Architects which identifies that the:

“... Torrens Rail Junction Project has the potential to result in significant impacts on the National Heritage values of the Adelaide Park Lands and City Layout.

“The proposed works will either be confined to land that has been specifically excluded from the Adelaide Park Lands and City Layout National Heritage listing, or will be undertaken outside of the footprint of the heritage listing designation. The exceptions to this is are the temporary works necessary to complete the project, however in these instances mitigation methods in the form of re-landscaping and remediation back to Park Lands on completion of the project negates long term impacts to the National Heritage values of the place.

Provided that the Mitigation Measures noted in this report are implemented, this Heritage Impact Assessment finds that there would also be no significant impacts to the National Heritage values of the Adelaide Park Lands and City Grid arising from the project. On this basis a referral under Section 68 of the EPBC Act is not considered necessary.

Final determination as to whether a referral should be undertaken, however, remains vested under the EPBC Act by those persons proposing to undertake the action (i.e. the proposed works).”

5.5 Staging of Works

The Torrens Rail Junction Project will be delivered in stages over a 12 month period to minimise disruptions to the passenger and freight rail networks. As such, a staged Development Approval is sought as follows:

1. Regulated and Significant Tree-damaging activity
2. Temporary site works depots and access roads
3. Temporary rail track
4. Revetment and piled walls
5. Rail bridge
6. Pedestrian bridge.

The last three elements listed do not require a development plan consent and a request for Development Approval may be lodged ahead of other elements.
6.0 Development Plan Assessment – Adelaide (City) Development Plan

6.1 Zone and Policy Area Provisions

The following section provides an assessment against the provisions of the Adelaide (City) Development Plan (consolidated 24 September 2015) of the elements of the Torrens Rail Junction Project that require a development plan consent.

The elements of the Torrens Rail Junction Project within the City of Adelaide are located in the Park Lands Zone and, more specifically, the Golf Links Policy Area 16 and the River Torrens West Policy Area 24.

The development is for ‘public infrastructure’ being works undertaken by the Crown for roads, railways and other public facilities for the benefit and use of the community of South Australia.

6.2 Zone and Policy Area Assessment

Within the Park Lands Zone, all forms of development are ‘non-complying’, except where specifically excluded. Principle of Development Control (PDC) 18 outlines exclusions to ‘non-complying’ forms of development and includes the following:

- Development undertaken for the purpose of public infrastructure within the Golf Links Policy Area 16, River Torrens East Policy Area 18, Botanic Park Policy Area 19, Rundle and Rymill Parks Policy Area 20 and River Torrens West Policy Area 24:
  - (a) the infrastructure, equipment, structures, works and other facilities used in or in connection with the supply of water or electricity, gas or other forms of energy, or the drainage of waste water or sewage;
  - (b) roads and their supporting structures and works;
  - (c) railways, tramways and busways;
  - (d) schools and other education facilities (only within Botanic Park Policy Area 19); and
  - (e) all other facilities that have traditionally been provided by the State (but not necessarily only by the State) as community or public facilities;

  and development undertaken:
  - (a) by a State agency (whether or not in partnership or joint venture with a person or body that is not a State agency); and/or
  - (b) by a person or body (that is not a State agency) where the development is specifically endorsed by a State agency.

The proposed development is located entirely within the Park Lands Zone, within the Golf Links Policy Area 16 and River Torrens West Policy Area 24. As noted above, the project as a whole is considered to be ‘public infrastructure’ being undertaken by a State agency and thus falls under this list of exclusions from being considered ‘non-complying’. Thus the proposed development as described above is considered to be a ‘merit’ form of development.

6.2.1 Park Lands Zone

<table>
<thead>
<tr>
<th>Park Lands Zone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Desired Character</td>
</tr>
<tr>
<td>Objectives</td>
</tr>
<tr>
<td>Principles of Development Control</td>
</tr>
</tbody>
</table>
Desired Character

The Desired Character for the Zone reinforces the Park Lands as a highly valued aspect of the city landscape, an essential part of relaxation, recreation and enjoyment for residents and visitors and a setting for a variety of special events and festivals, whilst enabling a well-connected pedestrian and cycle network.

The proposed design of the Torrens Rail Junction Project will have minimal impact on the unique open space systems of the Park Lands and will enable the continued use of the existing use once completed, for the relaxation, enjoyment and leisure of the City’s workers, residents and students, the metropolitan population and visitors.

There are impacts in the short-term, arising from temporary works and construction; however the long-term benefits arising from the project are consistent with the desired character.

The physical infrastructure proposed as part of the Torrens Rail Junction Project will largely be unobtrusive, given the low-lying nature of the rail corridor infrastructure. The Torrens Rail Junction Project concept design also provides for accessibility improvements to and within the Park Lands.

Objectives

The intent of the Park Lands Zone is to promote a sustainable, integrated and diverse environment and open space which is respectful to its Aboriginal and European heritage including the Northern Adelaide Railway Station and the River Torrens Railway Bridge. This is supported by the desire for all new development to establish landscape design, planting, management and maintenance regimes that reflect the Character and intent of each Policy Area. The proposed development is for railway infrastructure within a railway corridor that in itself as a significant degree of heritage value. The Outer Harbor railway line was one of the earliest railway lines within Australia and the continuation of the railway through the Park Lands is consistent with its heritage values.

Principles of Development Control

Form of Development

PDC 7 specifically encourages development for the purpose of public infrastructure undertaken by a State Agency. The proposed development meets this PDC by contributing further integral public infrastructure for the enhancement of public transport and freight services in South Australia. The buildings and structures associated with this development, will be sensitive to the natural surroundings, and be designed to be as unobtrusive as possible and suitably screened by landscaping.

The Park Lands Zone provisions support buildings which deliver public benefit, respond to the surroundings and incorporate the highest quality of design and materials. The public infrastructure involved with the Torrens Rail Junction Project aims to deliver public benefit for those within and outside of the surrounding area through improvement to the public and freight transport network.

It is acknowledged that the proposed development works will result in excavation and clearing of parts of the Park Lands for temporary works; however every effort will be made to protect the vegetation that contributes to habitat corridors within the Park Lands during construction works, and will be managed through a CEMP. The Park Lands will be rehabilitated post occupation with new landscaping and tree planting.

Built form and Public Environment

Care will be taken during the timing of construction so as to minimise impacts upon the special events and formal recreation uses of the Park Lands, and continue to enable public access to such. Additional consultation, including with the Minister for Aboriginal Affairs and Reconciliation and the Kaurna and Ramindjeri Aboriginal communities, has been organised as part of a Section 23 process under the Aboriginal Heritage Act 1988. The Section 23 process involves seeking an authorisation to damage, disturb or interfere with an Aboriginal site or object, should any be encountered during construction of the Torrens Rail Junction Project.
6.2.2 Golf Links Policy Area 16

Development proposed within this Golf Links Policy Area 16 only includes the removal of or tree-damaging activity to seven Regulated/Significant trees.

<table>
<thead>
<tr>
<th>Golf Links Policy Area 16</th>
</tr>
</thead>
<tbody>
<tr>
<td>Desired Character</td>
</tr>
<tr>
<td>Objectives</td>
</tr>
<tr>
<td>Principles of Development Control</td>
</tr>
</tbody>
</table>

Desired Character and Objectives

The Desired Character for the Golf Links Policy Area 16 highlights the main land use within the region, being a formal outdoor recreation area in the form of the public golf course in an unfenced, landscaped park environment. The landscape of the area is largely where indigenous trees predominate and the theme of significant exotic tree species is strengthened and the area offers good quality facilities and services to encourage public access and increased usage of the gold courses.

The policy area covers a large area north of the River Torrens, surrounding the western boundary of North Adelaide to the approximate road boundary of War Memorial Drive.

Public infrastructure, including roads, railways, tramways and busways, and their supporting structures and works are desired within the policy area. This supports the nature of the development associated with the Torrens Rail Junction Project. Impacts to Regulated and Significant trees will be minimised through the construction, with replacement tree plantings post-construction to be undertaking to meet the desired character for the policy area.

Principles of Development Control

Within the policy area, development which strengthens, achieves and is consistent with the desired character is encouraged. Development envisaged within the area is restricted to include golf courses, informal recreational areas and refurbishment of clubhouses not resulting in the net increase in total floor area.

The perimeter areas of the policy area are to be used for informal recreation and public pedestrian and bicycle access through the park should be maintained. The proposed Torrens Rail Junction Project improves connections for pedestrians and cyclist across the rail corridor, and beneath Park Terrace from Bowden to the Park Lands.

6.2.3 River Torrens West Policy Area 24

Development proposed within this River Torrens West Policy Area 24 includes the rail corridor, pedestrian walkway, impact on Regulated and Significant Trees, temporary rail track and associated excavation.

<table>
<thead>
<tr>
<th>River Torrens West Policy Area 24</th>
</tr>
</thead>
<tbody>
<tr>
<td>Desired Character</td>
</tr>
<tr>
<td>Objectives</td>
</tr>
<tr>
<td>Principles of Development Control</td>
</tr>
</tbody>
</table>

Desired Character and Objectives

The Desired Character of the River Torrens West Policy Area 24 recognises the importance of informal and formal outdoor recreation areas with a focus on Bonython Park. The policy area covers a large area, including the Police Barracks and the Adelaide Gaol, and includes a mix of deciduous and evergreen woodland of local native species throughout the area. The Desired Character recognises the need for pedestrian and bicycle links to areas west of Park Terrace. Public infrastructure is mentioned within the desired character of the policy area.

Development is encouraged which strengthens, achieves and is consistent with the desired character for the policy area. Specifically relevant to the project, it is desired that the environment of the railway yards and the railway lines is be upgraded and landscaped with tall and growing trees.
The proposed development will improve pedestrian and cycle linkages within the Park Lands and to the northwestern suburbs. Final landscaping will incorporate tall and growing trees to assist in screening the railway corridor from areas of parkland.

**Principles of Development Control**

Envisaged development within the policy area includes a range of informal and formal recreational areas and community, cultural or tourism uses with the retention of heritage places. Many of the envisaged uses within the Park Lands are location specific and do not apply to the site area.

The policy area seeks to ensure that the area is characterised by evergreen woodland of local native species enclosing open turfed space for mainly informal recreation and leisure activities. The stand of Eucalypts between the railway line and the river within Bonython Park are identified as an item of significant landscape interest, and are to be retained by the Torrens Rail Junction Project to maintain and enhance the environmental character of that location.

A number of Regulated and Significant Trees will be impacted by the proposed development, requiring either removal or pruning to accommodate construction works. DPTI will ensure that an Arborist will be present during all pruning and removal works and will assist in ensuring that the potential impact to trees is minimised wherever possible.

### 6.3 Council Wide Assessment

The following section provides an assessment of the project elements requiring approval against the Council Wide provisions of the Development Plan.

<table>
<thead>
<tr>
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<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Crime Prevention Through Urban Design</strong></td>
<td>Through the design of the rail corridor and pedestrian links, the proposed development will incorporate appropriate lighting, communication, escape opportunities and promote natural surveillance of the public realm.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
In particular, the shared pedestrian and cycle path below Park Terrace will incorporate design treatments to improve visibility and safety and avoid pedestrian entrapment spots and movement predictors outside of the overpass and underpass sections.

Landscaping and other urban design features such as public art will be used to assist in discouraging crime, vandalism and graffiti throughout the project area. Fences will be used effectively to ensure the safety of people using the infrastructure, and will be permeable as to maintain visibility and casual surveillance. Specifically 1.8 metre black spear-top fencing will be utilised surrounding the rail corridor.

**Noise Emissions**

Noise of rail operations will be reduced through the removal of the level crossings and through the lowering of the railway. The grade separation of the freight and passenger railway lines means that the current sound of freight trains accelerating from a standing position following the passing of an Outer Harbor line passenger train will be eliminated, improving the amenity of the adjoining parkland area.

**Infrastructure**

Wherever possible, the project design has sought to minimise the impacts to existing infrastructure and services. Some services will require relocation as part of this project, which will be coordinated with relevant authorities.

**Lighting**

Final lighting details for the shared use path and bridge will be determined through the final design phase of the project following award of the contractor.

**Heritage and Conservation**

Both Aboriginal and European heritage has been assessed in relation to potential impacts as a result of the proposed project (see Dash Architects report in Appendix E). The findings of the heritage assessments suggest that the project as a whole, and specifically the elements that require Development Approval, will not detrimentally impact the surrounding State Heritage items in the Adelaide Park Lands. The River Torrens Rail Bridge, North Adelaide Railway Station and Adelaide Park Lands and City Grid Layout are not considered to have considerable impact from the proposed development and associated construction requests.

There are no registered sites of Aboriginal heritage within the project area; however it is acknowledged that this area is a rich history for both Aboriginal and European use of the region. To ensure that proposed works are managed as required under the *South Australian Aboriginal Heritage Act 1988*, the project team will develop a cultural heritage management plan and a site discovery procedure, cultural heritage awareness training, archaeological monitoring and an archaeologist should be available to inspect any suspected cultural heritage during the proposed works.

Where possible, the detailed design will acknowledge and reflect Adelaide’s cultural heritage and recognise the Park Lands importance in South Australia’s Aboriginal history and the preservation of existing sites. Through ongoing liaison with the Heritage Branch of the Department of Environment, Water and Natural Resources regarding requirements for State Heritage sites, DPTI will obtain any necessary approvals and implement recommendations/requirements in relation to local heritage listed items/places and contributory places and if necessary obtain any approvals and implement recommendations for the proposed development.

Due to the National Heritage Listing of the Adelaide Park Lands and the City Grid layout, the Contractor is required to submit approval documentation to the Federal Department of the Environment, with respect to the requirements of the *Environmental Protection and Biodiversity Conservation Act 1999* and implement recommendations/requirements in consultation with DPTI.

**Built Form and Townscape**

The proposed infrastructure has been designed to minimise impact to the Park Lands.

The Torrens Rail Junction Project will provide positive landscape, visual amenity and urban design outcomes for the area, following the brief period of disruption throughout the construction period. The section of Adelaide Park Lands surrounding the rail corridor will increase in size, following the narrowing of the rail corridor.

Landscape and urban design features surrounding the rail corridor and within the Workers Memorial Forest in the Park Lands will improve local biodiversity, amenity and become more of a destination location for Park Lands visitors. Additional lighting along the new shared use path across the rail corridor in the Park Lands will enhance both connectivity and safety.
Transport and Access
The main objectives for the Torrens Rail Junction Project align closely with the objectives of the *Adelaide (City) Development Plan*, promoting an integrated and efficient public and private transport system which will:

- effectively support the economic development of metropolitan Adelaide and the State
- ensure a high level of safety
- maintain options for suitable new transport technologies
- provide access to adequate transport services for all people, at an acceptable cost.

The improvements to the Torrens Rail Junction support the general intent of the Objectives by improving a major public transport system to facilitate travel to, from and within the City.

The focus of the project for assessment is the Outer Harbor Rail Line and improved access to Park Terrace, a Primary Arterial Road, providing for major traffic movements along the north-western portion of the city ring route.

The design of the pedestrian overpasses, rail line improvements and associated excavation works will improve this section of Adelaide’s transport network for freight, passenger rail, vehicular, cycle and pedestrian traffic by implementing safe, convenient and clearly defined networks of roads, paths and tracks. The associated developments will ensure minimal noise and air pollution to the surrounding community, provide adequate access and ensure maximum safety for all road, public space and public transport users.

Economic Growth and Land Use
The economic benefits associated with the Torrens Rail Junction Project are as a direct result of separating the freight from the passenger rail lines as well as a number of flow on effects and benefits.

In addition to the monetised Benefit Cost Analysis, a number of other benefits were considered including:

- improved reliability of rail freight operations
- more flexible scheduling of rail freight
- increased ARTC network capacity
- potential for a rail freight curfew
- benefits to Bowden Urban Village redevelopment
- environmental benefits associated with reduced greenhouse gas emissions
- reduced road infrastructure costs associated with shifting road freight to rail
- reduced delays for pedestrians and cyclists.

Metropolitan Open Space System
The connection of the pedestrian and cycling passes within the Park Lands and Bowden supports the Metropolitan Open Space System within Adelaide and promotes active recreation within the region.

These links within the proposed design aim to provide a visual and scenic contrast to the built urban environment and will be clearly defined and linked through way-finding signage and appropriate lighting and urban design treatments.

Regulated and Significant Trees
A detailed vegetation survey for trees within the scope of the Torrens Rail Junction Project has been undertaken and details of the specific number of trees that are potentially to be impacted by the proposed development is outlined in Section 5.3.4.

The location of the trees identified in this application is included in Appendix C, and the Arborist Report is included in Appendix D.

In summary, the project design has sought to minimise the potential impact on all trees within the Park Lands wherever possible; however due to the nature of work and the location of the temporary rail track, some impact to Regulated and Significant Trees is unavoidable. The project is in the detailed tender phase, and the final assessment of trees to be impacted will be determined at the end of this phase, and is likely to be less than the potential impacts discussed in Section 5.3.4.
7.0 Summary and Conclusions

The current proposal is for development under Section 33(1) (a) of the Development Act 1993. This report has identified that this application is essential strategic public infrastructure that is to be provided by DPTI to support both public transport and freight rail services in Metropolitan Adelaide for our current and future populations.

The Torrens Rail Junction Project will assist in servicing wider freight, public transport and access networks, and will provide much-needed supporting infrastructure for a transit corridor of regional significance.

To summarise, the proposed development includes the following aspects which require approval pursuant to the Development Act 1993:

- Construction of a lowered railway line and associated structures within the railway corridor, including:
  - revetment and piled walls
  - roof and bridge structures over the lowered Outer Harbor passenger rail line
  - associated earthworks.
  \[Importantly, these elements do not require a Development Plan Consent in accordance with Clause 16 Schedule 1A of the Development Regulations 2008.\]
- Construction of a shared use bridge over the lowered railway line, which will also be used to convey services across the lowered railway line.
- Construction of temporary diversionary rail track over 1000 metres in length.
- Regulated and Significant Tree-Damaging Activities.
- Establishment of temporary construction zones, including:
  - fencing installation (greater than 2.1 metres in height)
  - access tracks (including from Park Terrace)
  - utility areas required for temporary stockpiling, refuelling, storage, waste management, equipment laydown and the movement, turning or parking of vehicles
  - site office compound
  - areas for the installation and maintenance of any erosion and sediment control devices.

The proposed development is not seriously at variance with the Adelaide (City) Development Plan consolidated 24 September 2015, and is supported by a number of provisions. Specifically, the Park Lands Zone Desired Character, Objectives and Principles of Development Control encourage development for the purpose of public infrastructure undertaken by a State Agency. This is further reflected in the Golf Links Policy Area 16 and the River Torrens West Policy Area 24.

The public infrastructure involved with the Torrens Rail Junction Project will deliver public benefit. The highest quality of design and materials will be utilised to create an aesthetically pleasing and robust design of this critical infrastructure.

The proposed development has been designed to enable further activation of the Park Lands and improvements to connections between Bowden and the Adelaide Park Lands. This will be undertaken in close collaboration with Adelaide City Council.

The concept design and the project footprint do not affect or pose to have any detrimental impact on State Heritage Items.

The proposed development therefore warrants the favourable support of the Development Assessment Commission.
Crown Record - Volume 6112 Folio 473

Parent Title(s)  CR 6074/514

Dealing(s)  TG 11927022

Creating Title

Title Issued  19/06/2013

Edition  1

Edition Issued  19/06/2013

Estate Type
CROWN LAND (ALIENATED)

Owner
THE CROWN

Custodian
THE CORPORATION OF THE CITY OF ADELAIDE
OF GPO BOX 2252 ADELAIDE SA 5001

Description of Land
ALLOTMENT 14 DEPOSITED PLAN 85638
IN THE AREAS NAMED ADELAIDE AND NORTH ADELAIDE
HUNDREDS OF ADELAIDE AND YATALA
TOTAL AREA: 4.10HA (APPROXIMATE)

Easements
SUBJECT TO EASEMENT(S) OVER THE LAND MARKED A ON FP 56436 TO TRANSMISSION LESSOR
CORPORATION OF 1 UNDIVIDED 2ND PART (SUBJECT TO LEASE 9061500) AND ELECTRANET PTY. LTD. OF 1
UNDIVIDED 2ND PART (TG 11927022)

Schedule of Dealings
NIL

Schedule of Interests
LAND VESTED FOR RIVER PURPOSES PURSUANT TO THE RIVER TORRENS IMPROVEMENT ACT, 1869
(CONTROL GRANTED BY ACT 2156/1934)

Notations
Dealings Affecting Title
NIL
Priority Notices
NIL

Registrar-General's Notes
APPROVED G127/2006

Administrative Interests
NIL

* Denotes the dealing has been re-lodged.
This Crown Record Register Search is a true and correct extract of the Register of Crown Records maintained by
the Registrar-General. Crown Land is administered pursuant to the Crown Land Management Act 2009 by the
Department of Environment, Water and Natural Resources.

Crown Record - Volume 6144 Folio 507

Parent Title(s) CR 6109/995
Dealing(s) TG 12170199
Creating Title
Title Issued 06/09/2014
Edition 1
Edition Issued 06/09/2014

Estate Type CROWN LAND (ALIENATED)

Owner THE CROWN

Custodian THE CORPORATION OF THE CITY OF ADELAIDE
OF GPO BOX 2252 ADELAIDE SA 5001

Description of Land
SECTIONS 1604, 1611, 1612, 1627, 1630, 1631, 1633, 1634, 1635, 1636, 1637, 1638, 1639, 1640, 1641, 1644
AND 1648
HUNDRED OF YATALA
IN THE AREA NAMED NORTH ADELAIDE

ALLOTMENT 17 DEPOSITED PLAN 86067
IN THE AREA NAMED NORTH ADELAIDE
HUNDRED OF YATALA

TOTAL AREA: 133HA (APPROXIMATE)

Easements
SUBJECT TO THE EASEMENT(S) OVER PORTION OF ALLOTMENT 17 MARKED A ON FP 58772 TO
TRANSMISSION LESSOR CORPORATION OF 1 UNDIVIDED 2ND PART (SUBJECT TO LEASE 9061500) AND
ELECTRANET PTY. LTD. OF 1 UNDIVIDED 2ND PART (TG 11917064)

SUBJECT TO THE EASEMENT(S) OVER PORTION OF ALLOTMENT 17 MARKED D AND E ON FP 58772 (TG
12170199)

Schedule of Dealings NIL

Schedule of Interests
LAND SET ASIDE BEFORE DECEMBER 24TH 1858 FOR PARKLAND PURPOSES

Notations

Dealings Affecting Title

NIL

Priority Notices

NIL

Registrar-General's Notes

APPROVED G127/2006
APPROVED FX37151
APPROVED FX58772

Administrative Interests

CONFIRMED IN SA HERITAGE REGISTER 11/09/1986
CONFIRMED IN SA HERITAGE REGISTER 24/07/1980
CONFIRMED IN SA HERITAGE REGISTER 07/03/2014
CONFIRMED IN SA HERITAGE REGISTER 11/06/1998
CONFIRMED IN SA HERITAGE REGISTER 12/02/1998
PROVISIONALLY IN SA HERITAGE REGISTER 10/07/2013

* Denotes the dealing has been re-lodged.
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 5444 Folio 119

Parent Title(s)  CT 4333/278
Dealing(s)  CONVERTED TITLE
Creating Title  
Title Issued  22/08/1997
Edition  2
Edition Issued  30/05/2002

Estate Type
FEE SIMPLE

Registered Proprietor
AUSTRALIAN RAIL TRACK CORPORATION LTD. (ACN: 081 455 754)
OF OFF SIR DONALD BRADMAN DRIVE MILE END SA 5031

Description of Land
ALLOTMENT 23 FILED PLAN 22072
IN THE AREAS NAMED ADELAIDE AND NORTH ADELAIDE
HUNDREDS OF ADELAIDE AND YATALA

ALLOTMENTS 24 AND 25 FILED PLAN 22072
IN THE AREA NAMED NORTH ADELAIDE
HUNDREDS OF ADELAIDE AND YATALA

PORTION OF ALLOTMENT 23 MARKED A IS LIMITED TO THE STRATUM ABOVE REDUCED LEVEL 19.00 METRES AUSTRALIAN HEIGHT DATUM

Easements
NIL

Schedule of Dealings
NIL

Notations
Dealings Affecting Title
NIL
Priority Notices
NIL

Notations on Plan
NIL

Registrar-General's Notes
NIL

Administrative Interests
CONFIRMED IN SA HERITAGE REGISTER 11/09/1986

* Denotes the dealing has been re-lodged.
ENLARGEMENT X

PT Sec 1727 (PARK LANDS)

PT Sec 1645

PT Sec 549 (GAOL RES)

PT Sec 6027 (PARK LANDS)

PT Sec 1027 (RAILWAY RESERVE)

Enlargement E
(not to scale)
This Crown Record Register Search is a true and correct extract of the Register of Crown Records maintained by the Registrar-General. Crown Land is administered pursuant to the Crown Land Management Act 2009 by the Department of Environment, Water and Natural Resources.

Crown Record - Volume 6166 Folio 588

Parent Title(s) CR 6112/852
Dealing(s) RT 12404361
Creating Title
Title Issued 02/12/2015
Edition 1
Edition Issued 02/12/2015

Estate Type
CROWN LAND (ALIENATED)

Owner
THE CROWN

Custodian
THE CORPORATION OF THE CITY OF ADELAIDE
OF GPO BOX 2252 ADELAIDE SA 5001

Description of Land
ALLOTMENTS 51 AND 54 DEPOSITED PLAN 56872
IN THE AREA NAMED ADELAIDE
HUNDRED OF ADELAIDE

ALLOTMENTS 11 AND 13 DEPOSITED PLAN 85638
IN THE AREA NAMED ADELAIDE
HUNDREDS OF ADELAIDE AND YATALA

TOTAL AREA: 48.1HA (APPROXIMATE)

Easements
SUBJECT TO THE EASEMENT(S) OVER PORTION OF ALLOTMENT 11 MARKED A ON F55225 (TG 11868454)

SUBJECT TO THE EASEMENT(S) OVER PORTION OF ALLOTMENT 13 MARKED A ON F56304 TO TRANSMISSION
LESSOR CORPORATION OF 1 UNDIVIDED 2ND PART (SUBJECT TO LEASE 9061500) AND ELECTRANET PTY.
 LTD. OF 1 UNDIVIDED 2ND PART (TG 11927003)

Schedule of Dealings

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Notations
Dealings Affecting Title
NIL

Priority Notices
NIL

Registrar-General's Notes
APPROVED FX55113
APPROVED FX58257

Administrative Interests
NIL
Crown Record - Volume 5260 Folio 214

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Estate Type
CROWN LAND (ALIENATED)

Owner
THE CROWN

Custodian
TRANSADELAIDE
OF ADELAIDE SA 5000

Description of Land
ALLOTMENT 53 DEPOSITED PLAN 30327
IN THE AREA NAMED NORTH ADELAIDE
HUNDRED OF YATALA

Easements
NIL

Schedule of Dealings
NIL

Schedule of Interests
LAND VESTED FOR RAILWAY PURPOSES PURSUANT TO THE RAILWAYS ACT, 1878

Notations
Dealings Affecting Title
NIL

Priority Notices
NIL
Registrar-General's Notes
APPROVED G127/2006
REFER TO ROADS GROUP RE PRELIMINARY PLAN 6738/94

Administrative Interests
CONFIRMED IN SA HERITAGE REGISTER 11/09/1986

* Denotes the dealing has been re-lodged.
Crown Record - Volume 5373 Folio 132

Parent Title(s)  CR 5320/360
Dealing(s)  RT 8155035
Creating Title
Title Issued  29/10/1996
Edition  1
Edition Issued  29/10/1996

Estate Type
CROWN LAND (ALIENATED)

Owner
THE CROWN

Custodian
THE CORPORATION OF THE CITY OF ADELAIDE
OF GPO BOX 2252 ADELAIDE SA 5001

Description of Land
ALLOTMENT 6 DEPOSITED PLAN 34345
IN THE AREA NAMED NORTH ADELAIDE
HUNDRED OF YATALA
TOTAL AREA: 1782M² (CALCULATED)

Easements
SUBJECT TO RIGHT(S) OF WAY OVER THE LAND MARKED A ON DP 34345 (LAND GRANT VOL.4402 FOLIO 752)
TOGETHER WITH RIGHT(S) OF WAY COMPRISED IN LAND GRANT VOL.4401 FOLIO 738

Schedule of Dealings
NIL

Schedule of Interests
LAND DEDICATED FOR PARKLAND AND COMMUNITY PURPOSES PURSUANT TO THE CROWN LANDS ACT,
1929 BY GAZETTE 25/01/1996

Notations
Dealings Affecting Title
NIL
Priority Notices
NIL

Registrar-General's Notes
APPROVED G127/2006

Administrative Interests
CONFIRMED IN SA HERITAGE REGISTER 11/09/1986

* Denotes the dealing has been re-lodged.
This Crown Record Register Search is a true and correct extract of the Register of Crown Records maintained by the Registrar-General. Crown Land is administered pursuant to the Crown Land Management Act 2009 by the Department of Environment, Water and Natural Resources.

Crown Record - Volume 6102 Folio 709

Parent Title(s)  CR 5752/727
Dealing(s)  RTD 11788229
Creating Title
Title Issued  13/11/2012
Edition  1
Edition Issued  13/11/2012

Estate Type
CROWN LAND (ALIENATED)

Owner
THE CROWN

Custodian
THE CORPORATION OF THE CITY OF ADELAIDE
OF GPO BOX 2252 ADELAIDE SA 5001

Description of Land
ALLOTMENT 51 DEPOSITED PLAN 30327
IN THE AREA NAMED NORTH ADELAIDE
HUNDRED OF YATALA
TOTAL AREA: 4217M² (CALCULATED)

Easements
NIL

Schedule of Dealings
NIL

Schedule of Interests
LAND SET ASIDE BEFORE DECEMBER 24TH 1858 FOR PARKLAND PURPOSES

Notations
Dealings Affecting Title
NIL
Priority Notices
NIL

Registrar-General's Notes
NIL

Administrative Interests
NIL

* Denotes the dealing has been re-lodged.
SECTION 49 & 49A – CROWN DEVELOPMENT
DEVELOPMENT APPLICATION FORM

PLEASE USE BLOCK LETTERS

COUNCIL: 
City of Charles Sturt

DEPARTMENT: 
Department of Planning, Transport and Infrastructure

APPLICANT: 
C/- AECOM Australia Pty Ltd

PREVIOUS DEVELOPMENT No:

ADDRESS: 
128, 91 King William Street, Adelaide

DATE RECEIVED: 
/

CROWN AGENCY: 
Department of Planning, Transport and Infrastructure

FOR OFFICE USE

DEVELOPMENT No:

PREVIOUS DEVELOPMENT No:

DATE RECEIVED: 
/

CONTACT PERSON FOR FURTHER INFORMATION

Name: Michael Davis (AECOM)

Telephone: 7223 5466 [work] 0414 357 276 [Ah]

Fax:…………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………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To: Minister for Planning, C/- Development Assessment Commission

From: Department of Planning, Transport & Infrastructure,
C/- AECOM Australia Pty Ltd

Date of Application: 07/10/2016

Location of Proposed Development: Bowden & Hindmarsh surrounding the Outer Harbor railway corridor at Park Terrace

House No: ..... Lot No: .... Street: ..................Town/Suburb.............. ....

Section No (full/part): ........Hundred: ........

Volume: ................ Folio: .................

Nature of Proposed Development:
Public infrastructure for railway purposes, including piled walls, bridges, railway station, temporary track and temporary works and access areas

I _________________________________ being the applicant/a person acting on behalf of the applicant (delete the inapplicable statement) for the development described above declare that the proposed development will involve the construction of a building which would, if constructed in accordance with the plans submitted, not be contrary to the regulations prescribed for the purposes of section 86 of the Electricity Act 1996. I make this declaration under clause 2A(1) of Schedule 5 of the Development Regulations 1993.

Date: 7/10/16

Signed: _______________________________

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

a) an internal alteration of a building; or
b) an alteration to the walls of a building but not so as to alter the shape of the building.
Note 2
The requirements of section 86 of the *Electricity Act 1996* do not apply in relation to:

a) a fence that is less than 2.0 m in height; or

b) a service line installed specifically to supply electricity to the building or structure by the operator of the transmission or distribution network from which the electricity is being supplied.

Note 3
Section 86 of the *Electricity Act 1996* refers to the erection of buildings in proximity to powerlines. The regulations under this Act prescribe minimum safe clearance distances that must be complied with.

Note 4
The majority of applications will not have any powerline issues, as normal residential setbacks often cause the building to comply with the prescribed powerline clearance distances. Buildings/renovations located far away from powerlines, for example towards the back of properties, will usually also comply.

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

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

Note 5
Information brochures ‘Powerline Clearance Declaration Guide’ and ‘Building Safely Near Powerlines’ have been prepared by the Technical Regulator to assist applicants and other interested persons. Copies of these brochures are available from council and the Office of the Technical Regulator. The brochures and other relevant information can also be found at [www.technicalregulator.sa.gov.au](http://www.technicalregulator.sa.gov.au)

Note 6
In cases where applicants have obtained a written approval from the Technical Regulator to build the development specified above in its current form within the prescribed clearance distances, the applicant is able to sign the form.

PLN/06/0024
7 October 2016

Presiding Member
Development Assessment Commission
GPO Box 1815
ADELAIDE SA 5001

Attention: Mr Simon Neldner

Dear Simon

RE: Development Application - Torrens Rail Junction Project
Section 49 Crown Development Application within the City of Charles Sturt

AECOM Australia Pty. Ltd. (AECOM), on behalf of the Department of Planning, Transport and Infrastructure (DPTI) is pleased to submit a Crown Development Application for the Torrens Rail Junction Project pursuant to section 49 of the Development Act 1993.

The Torrens Rail Junction Project is a priority transport improvement project which involves the construction of a railway underpass, ancillary works and operations for the existing Outer Harbor passenger line and the Australian Rail Track Corporation Limited (ARTC) freight trail line within the north-western section of the Adelaide Park Lands and in Bowden.

There are two separate and distinct planning assessment processes associated with the Torrens Rail Junction Projects; relating to development within and outside of the Adelaide Park Lands. Specifically, these works are proposed under two separate Development Applications:

- Development outside of the Park Lands – pursuant to Division 3 – Crown development and public infrastructure, section 49 – Crown Development and Public Infrastructure within the City of Charles Sturt (this application)
- Development within the Park Lands – pursuant to Division 1 – General Scheme, Subdivision 1 – Approvals, Section 33(1)(a) within the Adelaide City Council (separate application).

It is important to note that the overall construction value for the Torrens Rail Junction Project is $218 million. However, the elements requiring approval pursuant to the Development Act 1993 as part of this application make up only a portion of the project. Thus, the values of works for each development application are currently being determined for the purposes of fees.

We have enclosed three copies of each of the development assessment reports in hard copy, along with an electronic copy on USB. Each document includes application plans and supporting documents as appendices.

We would be pleased to discuss this application with you further. Please do not hesitate to contact me on 0414 357 276.

Yours faithfully

Michael Davis
Principal Planner - Transport Advisory
michael.c.davis@aecom.com
Mobile: +61 414 357 276
Direct Dial: +61 8 7223 5466
Direct Fax: +61 8 7223 5499

encl: S49 Development Application
cc: Ana Glavinic, DPTI
Torrens Rail Junction Project - Development Assessment Report

Section 49 Development Application - Development Outside of the Park Lands
Torrens Rail Junction Project - Development Assessment Report

Section 49 Development Application - Development Outside of the Park Lands

Client: Department of Planning, Transport and Infrastructure
ABN: 92 366 288 135

Prepared by
AECOM Australia Pty Ltd
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ABN 20 093 846 925

07-Oct-2016

Job No.: 60437020

AECOM in Australia and New Zealand is certified to the latest version of ISO9001, ISO14001, AS/NZS4801 and OHSAS18001.

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Quality Information

Document: Torrens Rail Junction Project - Development Assessment Report

Ref: 60437020

Date: 07-Oct-2016

Prepared by: Michael Davis, Molly Gifford

Reviewed by: Brenton Burman

Revision History

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Principal Planner |
Executive Summary

AECOM Australia Pty. Ltd. (AECOM) has been commissioned by the Department for Planning, Transport and Infrastructure (DPTI) to prepare and lodge two Development Applications to allow for the timely delivery of the Torrens Rail Junction Project.

The Torrens Rail Junction Project is a priority transport improvement project which involves the construction of a railway underpass, ancillary works and operations for the existing Outer Harbor passenger line and the Australian Rail Track Corporation Limited (ARTC) freight trail line within the north-western section of the Adelaide Park Lands and in Bowden.

The Torrens Rail Junction Project has been identified by both the South Australian and Commonwealth Governments as a critical infrastructure project to resolve one of the final key sections of the national freight rail network. Grade separation of the freight and passenger rail lines will accommodate larger freight trains and increase the efficiency of the Nation’s freight network.

The key features of the Torrens Rail Junction Project include:

- A lowered Outer Harbor passenger rail line with an adjacent new shared use path and new Bowden rail station
- A new rail bridge over the lowered Outer Harbor passenger rail line for the interstate freight and Gawler passenger rail lines at the Torrens Rail Junction
- New road bridges over the lowered Outer Harbor passenger line at Park Terrace and Gibson Street, Bowden
- Three new dedicated pedestrian and cyclist bridges over the lowered Outer Harbor passenger line – one within the Adelaide Park Lands and two in Bowden
- A new automated pedestrian/cyclist crossing over the freight and Gawler passenger rail lines located on the new rail bridge, connecting War Memorial Drive and North Adelaide to Bonython Park.

There are two separate and distinct planning assessment processes associated with the Torrens Rail Junction Project relating to development proposed within and outside of the Adelaide Park Lands. Specifically, these works are required under at least two separate development applications under the Development Act 1993:

- Development within the Park Lands within the Adelaide City Council – pursuant to Division 1 – General Scheme, Subdivision 1 – Approvals, Section 33(1)(a) of the Act.
- Development outside of the Park Lands within the City of Charles Sturt – pursuant to Division 3 – Crown development and public infrastructure, Section 49 of the Act.
The following works associated with the Torrens Rail Junction within the City of Charles Sturt will require approval under the Act and form the basis of this Development Application:

- Construction of a lowered railway line and associated structures including:
  - piled walls
  - roof and bridge structures over the lowered Outer Harbor passenger rail line
  - associated earthworks.
- New Bowden Railway Station
- Construction of temporary diversionary rail track in excess of 1000 metres in length
- Regulated and Significant tree-damaging activities
- Impacts to State Heritage Listed places (including Bowden Station and Bowden Gasworks Wall)
- Temporary site works depot
- Establishment of temporary construction zones, including:
  - fencing installation (greater than 2.1 metres in height)
  - access tracks (including from Park Terrace)
  - utility areas required for temporary stockpiling, refuelling, storage, waste management, equipment lay-down and the movement, turning or parking of vehicles
  - site office compound
  - areas for the installation and maintenance of any erosion and sediment control devices.

The proposed development is not seriously at variance with the Charles Sturt Council Development Plan (consolidated 5 May 2016), and is supported by a number of provisions within the Development Plan. Specifically, the Urban Core Zone Desired Character, Objectives and Principles of Development Control encourage a railway station to support planned high density, mixed use development. This is further reflected in the Main Street Policy Area 24.

The public infrastructure involved with the Torrens Rail Junction Project will deliver public benefit. The highest quality of design and materials will be utilised to create an aesthetically pleasing and robust design of this critical infrastructure.

The proposed development therefore warrants the favourable support of the Development Assessment Commission and approval by the Minister for Planning.
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Acronyms

ARTC  Australian Rail Track Corporation Limited
CBD  Central Business District
CEMP  Contractor’s Environmental Management Plan
CT  Certificate of Title
DAC  Development Assessment Commission
DDA  Disability Discrimination Act
DPTI  Department of Planning, Transport and Infrastructure
ITLUP  Integrated Transport and Land Use Plan
IWP  Inner West Precinct
PDC  Principles of Development Control
SASP  South Australian Strategic Plan
1.0 Introduction

AECOM Australia Pty. Ltd. (AECOM) has been commissioned by the Department for Planning, Transport and Infrastructure (DPTI) to prepare Development Assessment Reports to accompany two Development Applications to allow for the timely delivery of the Torrens Rail Junction Project.

The Torrens Rail Junction Project is a priority transport improvement project which involves the construction of a railway underpass, ancillary works and operations for the existing Outer Harbor passenger line and the Australian Rail Track Corporation Limited (ARTC) freight trail line within the north-western section of the Adelaide Park Lands and in Bowden.

There are two separate and distinct planning assessment processes associated with the Torrens Rail Junction Project relating to development proposed within and outside of the Adelaide Park Lands. Specifically, these works will be required under at least two separate development applications under the Development Act 1993 (the Act):

- Development outside of the Park Lands within the City of Charles Sturt – pursuant to Division 3 – Crown development and public infrastructure, Section 49 of the Act (this application).
- Development within the Park Lands within the Adelaide City Council – pursuant to Division 1 – General Scheme, Subdivision 1 – Approvals, Section 33(1)(a) of the Act (separate application).

The following works associated with the Torrens Rail Junction within the City of Charles Sturt will require approval under the Act and form the basis of this Development Application:

- Construction of a lowered railway line and associated structures including:
  - piled walls
  - roof and bridge structures over the lowered Outer Harbor passenger rail line
  - associated earthworks.
- New Bowden Railway Station
- Construction of temporary diversionary rail track in excess of 1000 metres in length
- Regulated and Significant tree-damaging activities
- Impacts to State Heritage Listed places (including Bowden Station and Bowden Gasworks Wall)
- Temporary site works depot
- Establishment of temporary construction zones, including:
  - fencing installation (greater than 2.1 metres in height)
  - access tracks (including from Park Terrace)
  - utility areas required for temporary stockpiling, refuelling, storage, waste management, equipment laydown and the movement, turning or parking of vehicles
  - site office compound
  - areas for the installation and maintenance of any erosion and sediment control devices.

A number of elements of the project do not require Development Approval under the Act and are described in this report and shown on the application plans for completeness. These works include:

- Rail track and associated infrastructure on railway land
- Roadworks (but not including bridges over the lowered railway line)
- Services relocation, including:
  - underground cables
  - pipes and drains less than 1.5 metres in diameter
  - gas infrastructure.

This report provides:

- an outline of the background and strategic context to the Torrens Rail Junction Project
- a description of the subject land and locality
- details of the development application process (under section 49 of the Act)
- description of the elements of the project that require approval
- an assessment of the project against the relevant Zone, Policy Area and Council Wide provisions of the Charles Sturt Council Development Plan.
2.0 The Torrens Rail Junction Project

The Department of Planning, Transport and Infrastructure (DPTI) has prioritised the grade separation of passenger and freight rail lines within Metropolitan Adelaide by lowering the Outer Harbor rail line to improve the access of the ARTC freight line and to relieve overall congestion on Park Terrace and the Inner Ring Route at the rail line junction point known as ‘Torrens Rail Junction’. The proposed design of the rail line separation and associated structures will provide improved land use outcomes for the wider community through its integration with the Bowden development and the Adelaide Park Lands.

The Torrens Junction is located in the Adelaide Park Lands north of the River Torrens and west of North Adelaide adjacent to War Memorial Drive and Park Terrace.

The Torrens Rail Junction Project works will extend from just north of the River Torrens rail bridge in the southeast, through the Park Lands and northwest across Park Terrace, and then into the suburbs of Bowden, Hindmarsh and Brompton to just east of Chief Street, Brompton.

The Torrens Rail Junction Project will provide a more efficient passage for the ARTC line to travel through the Adelaide Park Lands uninterrupted by lowering the Outer Harbor passenger line to operate underneath the freight line. The proposed development will provide safe pedestrian crossing across the lines in multiple locations by the provision of bridges, ramp access and will increase connectivity to the existing paths in the Park Lands, along War Memorial Drive, Park Terrace, Gibson Street and East Street.

Components of the Torrens Rail Junction Project require Development Approval under the Development Act 1993 and Development Regulations 2008, which are described in Section 5.0 of this report.

2.1 Project Objectives

The Torrens Rail Junction Project will:
- speed up the movement of interstate passenger and freight train through Adelaide
- improve the reliability of passenger services
- ease traffic congestion around the CBD
- remove the capacity bottlenecks at the Torrens Junction
- reduce noise and severance impacts and improve local community safety and amenity
- enable 1,800 metre trains to operate through Adelaide without causing severe negative impacts
- increase public transport capacity and usage and make better use of the existing transport infrastructure through Adelaide’s upgraded public transport network
- lower greenhouse gas emissions with the transfer of freight movements from road to rail
- improve the existing urban public transport network (both to passenger trains and on-road buses), ensuring these modes are used more effectively (for example higher patronage), mitigating the impacts of transport on climate change.

The project is vital to the development of a national rail freight network as it will enable more freight to be moved by rail on the strategic east-west and Melbourne to Adelaide rail corridors, the latter of which is now the busiest in Australia. Additionally, these improvements will assist in moving freight from road to rail, thereby reducing carbon emissions by utilising a more efficient mode of transport.

The project will assist the South Australian Government to transform Adelaide into a more liveable, sustainable and productive city by increasing public transport capacity and usage and making better use of the existing transport infrastructure through Adelaide’s upgraded public transport network.

Lowering the track at Bowden will enhance the development opportunity of this high-density residential/retail/commercial site in terms of a reduced need to travel, especially by car, and access to high-frequency public transport services. The project will also remove the severance effect the at-grade rail line has for walking and cycling into Bowden and for the existing surrounding community.

Additionally, the project will result in reduced congestion and delays for road users at several level crossings in metropolitan Adelaide, including on the strategic road freight network at Torrens Road and Park Terrace. This will contribute to a reduction in greenhouse gas emissions and an improvement to Adelaide’s air quality via reduced vehicle emissions.

2.2 Current Issues and Need for the Project

The Torrens Rail Junction Project has been identified by both the South Australian and Commonwealth Governments as a critical infrastructure project to resolve one of the final key sections of the national freight rail network requiring upgrading to accommodate the larger freight trains and increase efficiency of the Nation’s freight network.

At the Torrens Rail Junction, the interstate freight rail line currently crosses Adelaide’s passenger rail network at ground level, imposing delays on freight movements and placing significant limitations on its capacity. Urban passenger trains have priority over freight trains, requiring freight trains to be delayed at the junction by having to stop and wait for a signal before being able to pass through. This situation:
- Imposes limitations on the length, and therefore capacity, of freight trains – freight trains are limited to 1.5 km in length to avoid blocking Torrens Road
- Imposes limitations on the speed of freight trains
- Results in flow-on traffic congestion impacts to the arterial and local road network – stopped freight trains restrict access to Hawker Street
- Creates safety issues associated with conflicts between freight and passenger rail and between rail and road users
- Places limitations on the Bowden development, and
- Causes issues of pedestrian and cyclist connectivity, and Park Land alienation caused due to the physical barrier of the rail corridor.

The Torrens Rail Junction Project is a priority of the National East West Rail Freight Corridor Initiative, a package of works that aims to boost the performance of Australia’s rail freight sector that include investment in new and extended crossing loops on the Perth-Adelaide-Melbourne corridor as well as addressing the Goodwood and Torrens Rail Junctions. In 2014, the Goodwood Junction Upgrade Project was completed, which separated freight rail from passenger rail movements by lowering the Seaford passenger rail line under the freight rail line.
The freight rail task

The Adelaide-Melbourne rail corridor is the most heavily trafficked rail corridor in Australia. With projected increases in freight rail movements resulting from growth in the Perth and Darwin markets and the shift in transport modes from road to rail, the strategic importance of the corridor will only increase over time.

The Perth-Adelaide-Melbourne rail corridor has been identified by Infrastructure Australia and the Freight Rail Operators Group as the highest priority for investment in Australia due to projected growth in the rail freight industry, current capacities and constraints including the Torrens Rail Junction, and its strategic importance in linking Australia east-west.

The Torrens Rail Junction is now the only remaining impediment to the operation of longer and more efficient freight rail services on the Adelaide-Melbourne corridor. The strategic vision directing the Project is to increase the productivity and competitiveness of the Perth-Adelaide-Melbourne freight rail service. The Project will address the current limitations and risks associated with the intersection of the interstate freight and the Adelaide passenger rail lines at Torrens Rail Junction and increase freight capacity by facilitating longer trains, increased speeds and lower risks of collision.

Economic benefits

The economic benefits associated with the Torrens Rail Junction Project are as a direct result of separating the freight rail line from the passenger rail lines as well as a number of flow-on effects and benefits.

A Benefit Cost Analysis was undertaken to assess whether the Project represents value for money and was based on a number of monetised factors including:

- Residual value of the infrastructure
- Reductions in the risk of collisions between trains
- The operating benefits of using 1,800 metre length trains instead of 1,500 metre length trains
- The benefits of transferring freight from road transport to rail
- Reductions in the risk of collisions between trains and road vehicles
- The savings gained from reducing delays to freight trains
- The savings gained from reducing delays to passenger trains
- The benefits from increased efficiency of freight trains to the freight customer
- The savings gained from reducing delays to road vehicles at level crossings (particularly due to slow moving freight trains across Hawker Street and Torrens Road), and
- Regeneration benefits (monetised) associated with Bowden Urban Village redevelopment and other adjacent land developments.

The result of the Benefit Cost Analysis indicated that the benefits of undertaking the Project were very high, even with sensitivity testing, representing good value for money for South Australians.

PortLINK

South Australia’s Integrated Transport and Land Use Plan (ITLUP) has highlighted a significant investment in Adelaide’s light rail network including PortLINK, which includes the conversion of the Outer Harbor line to light rail. The current investment in facilities as part of the Torrens Rail Junction Project have been designed to allow for upgrades to the Outer Harbor lines as either heavy electric rail or light rail.

Bowden Development

The Bowden development is an initiative of Renewal SA and seeks to redevelop former industrial land into a walkable community oriented around the rail station as a major transit hub. The Torrens Rail Junction Project has been developed in conjunction with Renewal SA to ensure that the concept design assists in achieving this vision. In particular, the design of the Bowden rail station, pedestrian and cyclist facilities and connectivity, and urban design and landscaping will be particularly critical to the success of the redevelopment and the project team will continue to engage Renewal SA and other stakeholders to address these issues. This project provides the added benefit of maximising the potential of this important site, which is intrinsic in helping to reduce Adelaide’s dependence on car use.
2.3 Community and Stakeholder Engagement

During the concept development phase, discussions and involvement of key stakeholders have helped to develop and refine the initial concept for the Torrens Rail Junction Project. Key stakeholders engaged to date have included adjacent property owners, Government Agencies, local Councils and local interest groups, with issues focusing on:

- opportunities to improve pedestrian connectivity and access to and through the new Bowden Station
- urban design opportunities and amenity improvements, including the interface with the Bowden development and sites fronting Port Road, including the Raptis Site
- safety and security, particularly under bridges, on shared use paths, at rail crossings and at the station
- protection of the Park Lands, particularly in relation to vegetation and heritage
- local heritage listed structures
- environmental impacts and their management
- impacts on recreational facilities during construction
- management of local access and car parking
- the design of facilities and selection of materials to minimise on-going maintenance requirements.

Further community and stakeholder consultation will be undertaken for the Torrens Rail Junction Project as a whole that is separate to the development application process. This will continue for the life of the project throughout the detailed design and construction phases.

2.4 Project Approach

The Torrens Rail Junction Project is currently the subject of a competitive tender process between two different alliances. DPTI is currently administering this procurement process, with the view to making a decision at the end of November 2016 on the preferred Alliance. This will lock in a particular design and construction approach for the project, with a 30 percent design package to be completed by the two alliances to enable the decision-making process.

While it would be preferable to lodge development applications with DAC following the completion of this procurement process, the timelines associated with the project do not allow for this to occur. In particular, DPTI is seeking to utilise the planned shutdown of the Outer Harbor railway line in January 2017 (for the Torrens to Torrens road project) to commence early works, thereby reducing future shutdowns of the line to facilitate the Torrens Rail Junction Project. This outcome provides many benefits to commuters in the north-western suburbs, by minimising disruptions to the passenger train service.

Therefore, this development application has been prepared based on the Reference Design prepared by DPTI, to which the two alliances are currently working. It provides a picture of the intentions of the project in terms of design and construction, which can be used for the basis of assessment of the project. The plans are reasonably developed and provide a good picture of what is an essential rail infrastructure project in a railway corridor.

It is acknowledged that particular details of the proposal may change as the design process is progressed through the tender design phase; however, these details will not change the essential nature of the application, as outlined in Section 5.0 of this Report. It is considered appropriate that particular design details be addressed through the application of Reserved Matters and a staged Development Approval, similar to recent transport infrastructure projects undertaken by DPTI.
3.0 **Strategic Context**

A number of State and Local Government strategic plans and policy documents are of relevance in providing context and justification for the Torrens Rail Junction Project. These are summarised below.

3.1 **State Government Strategies**

3.1.1 **South Australia’s Strategic Plan, 2011**

*South Australia’s Strategic Plan* (2011) provides strategic context to the Project through the identification of the goal: ‘South Australia’s transport network enables efficient movement by industry and the community’. The Strategic Plan targets of greatest relevance to the Project are identified in Table 4, together with the contribution that the Torrens Rail Junction Project would make towards each of them.

<table>
<thead>
<tr>
<th>Goal</th>
<th>Target</th>
<th>Project contribution</th>
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<tbody>
<tr>
<td>South Australia’s transport network enables efficient movement by industry and the community</td>
<td>Target 56: Ensure that the provision of key economic and social infrastructure accommodates population growth</td>
<td>The Project will significantly increase freight rail efficiency by accommodating faster and higher capacity services.</td>
</tr>
<tr>
<td>We are safe and protected at work and on the roads</td>
<td>Target 22: Reduce road facilities and serious injuries by at least 30% by 2020</td>
<td>The Project will improve safety outcomes by eliminating conflict between freight and passenger rail services. In addition, the Project would increase road safety by eliminating two level crossings.</td>
</tr>
<tr>
<td>We reduce our reliance on cars in the metropolitan area, by walking, cycling and increasing use of public transport</td>
<td>Target 63: Increase the use of public transport to 10% of metropolitan weekday passenger vehicle kilometres by 2018</td>
<td>The Project will facilitate increased use of public transport by upgrading shared freight and passenger infrastructure, enhancing pedestrian access to public transport, upgrading passenger rail facilities and improving safety outcomes.</td>
</tr>
<tr>
<td>We reduce our greenhouse gas emissions</td>
<td>Target 59: Greenhouse gas emissions reduction</td>
<td>The Project will contribute to the reduction of greenhouse gas emissions by decreasing traffic congestion at level crossings.</td>
</tr>
<tr>
<td>New developments are people friendly, with open spaces and parks connected by public transport and bikeways</td>
<td>Target 2: Double the number of people cycling in South Australia by 2020</td>
<td>The Project will facilitate improved pedestrian and cyclist connectivity between the Adelaide Park Lands and adjoining redevelopment areas, as well as improve access to public transport facilities.</td>
</tr>
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3.1.2 **The 30-Year Plan for Greater Adelaide, 2010**

*The 30-Year Plan for Greater Adelaide* (the 30-Year Plan) also provides strategic context and specifically directs the designation and protection of strategic freight corridors. The 30-Year Plan also identifies strategies for managing projected population growth, with a focus on increasing densities in transit corridors and around mass transit nodes. The Bowden area has specifically been identified as an opportunity for urban renewal and redevelopment of a high-density mixed-use urban village around Bowden rail station. The Project will respond to the 30-Year Plan by ensuring the delivery of improved passenger transport infrastructure, a new rail station, enhanced pedestrian and cyclist connectivity, and improved safety outcomes.

It should be noted that the draft 30-Year Plan update is currently on public consultation, but it does not change the strategic directions applicable to the project or the project area.
3.1.3 Integrated Transport and Land Use Plan, 2015
Resolution of freight capacity constraints at Torrens Rail Junction also features as a high priority in the SA Government’s Integrated Transport and Land Use Plan (ITLUP), particularly in the context of projected growth in rail freight movements. ITLUP highlights that removing the capacity constraint at Torrens Rail Junction will ‘provide for rail freight growth over the medium to long term’.

ITLUP also includes ‘PortLINK’, which proposes the conversion of the Outer Harbor train line to a new light rail service to Outer Harbor and Grange, and construction of a new tram line to West Lakes and Semaphore. With the conversion of the train line to light rail, the issues associated with the intersection between passenger and freight tracks, including delays to services and potential for collisions, are likely to be exacerbated, particularly in the context of projected growth in freight and light rail movements.

The Torrens Rail Junction Project does not preclude options for future conversion of the Outer Harbor passenger rail line to light rail services.

3.1.4 Bowden Development
Renewal SA’s Bowden development project has commenced redevelopment of former industrial areas into a mixed use and high-density walkable community focused on a transit hub. The Outer Harbor passenger line traverses the southern perimeter of the 16.3-hectare redevelopment site and includes the Bowden Station, which will provide for the mass transit needs of future populations. The concept design for the Torrens Rail Junction Project has been prepared in line with the master plans for Bowden and the development project would continue to shape the on-going detailed design and construction works. In particular, major considerations have included the role and functionality of the local road network, and pedestrian and cyclist connectivity between future populations and the rail station as well as between future populations and the Adelaide Central Business District and Park Lands.

3.1.5 Passenger rail network improvements
DPTI’s program of rail revitalisation incorporates various upgrades to passenger rail stations to make them more appealing and functional, thus increasing the use of public transport. As part of the Torrens Rail Junction Project, the Bowden rail station will be upgraded to incorporate new facilities that are designed primarily to service the future population of the Bowden development.

3.1.6 Greenway program
The DPTI’s Greenway program seeks to provide an integrated network of shared use paths following transport and linear open space corridors.

The Torrens Rail Junction Project is located at the confluence of three Greenways: the Gawler line, the Outer Harbor line and the River Torrens Linear Park. Planning for the Greenway program has been coordinated with local government and the master planning of Bowden to ensure that the functionality and accessibility of the Greenways is protected.

The Outer Harbor Greenway is intended to provide a safe, direct, continuous and attractive link from the City to Port Adelaide and the Lefevre Peninsula. The Torrens Rail Junction Project integrates the aims of the Greenway program into the concept design by including a shared use path along the length of the lowered Outer Harbor line from just north of the River Torrens to Chief Street, Brompton.

3.2 City of Charles Sturt
3.2.1 City of Charles Strategic Directions Report 2012
The City of Charles Sturt Strategic Directions Report allows for the Council to review policies in their Development Plan, ensuring consistency between local Development Plans and the relevant policies and targets in The 30-Year Plan for Greater Adelaide.

The Bowden area, having already experienced the appropriate re-zoning to Urban Core, does not have any urgent planned rezoning in the vicinity of the project.
3.2.2 Inner West Precinct (IWP) Transport and Parking Plan 2015

The objectives of the plan are to better align public transport and parking needs to the changing urban land use and the increasing urban densities, support viable commercial and retail activity, promote a healthy lifestyle and to promote a socially and culturally cohesive community.

The Plan is the culmination of a detailed assessment, research and community consultation on the transport and parking issues within the IWP, including the preparation of an Issues Paper and Discussion Paper as a precursor to this final Transport and Parking Plan.

The IWP Transport and Parking Plan predicts an increase in traffic along Chief Street, Hawker Street, Sixth Street, Gibson Street and East Street surrounding the Torrens Rail Junction Project by 2031.

As part of the project, East Street is proposed to be closed. As a result, traffic volumes may increase along Gibson Street and Chief Street.

The proposed Torrens Rail Junction Project is also consistent with providing cycling and walking access with connections to the Park Lands, as identified by a ‘Greenway’ along the Outer Harbor Rail Line within the IWP Transport and Parking Plan.
4.0 Subject Land and Locality

The area proposed to be affected by the Torrens Rail Junction Project spans two council areas, being Adelaide City Council and the City of Charles Sturt.

The majority of the Torrens Rail Junction Project is located within the north-western portion of the Adelaide Park Lands of the City of Adelaide, with some changes to the Adelaide-Outer Harbor rail line north of Park Terrace located within the City of Charles Sturt.

The proposed permanent works are located within an existing rail corridor which runs from the Adelaide CBD through North Adelaide where the “pinch point” occurs and the rail lines split onto the suburbs of Hindmarsh/Bowden (the Outer Harbor railway line forms the suburb boundary) and Ovingham respectively. The new Bowden railway station will encroach into land north of the railway corridor; otherwise the permanent works are confined to the rail corridor and road reserves. The temporary works subject to this application are proposed to be located largely between the Outer Harbor railway line and the Second Street road alignment (closed road).

Works subject to this application are proposed to be located within the suburbs of Bowden and Hindmarsh, extending from Park Terrace to Chief Street in areas surrounding the existing rail corridor.

The subject land has been defined as the area of the City of Charles Sturt to which there may be works associated with the Torrens Rail Junction Project, regardless of whether these works require a Development Approval or not. This area is identified on drawing SK-001 Site Works in Appendix A and is hereafter referred to as the subject land.

Land immediately adjacent to the subject land within the Adelaide Park Lands is open park land, including buffer zones from road and rail corridors and the North Adelaide Golf Course. Within Hindmarsh/Bowden, the project area adjoins a mix of commercial and industrial land uses, with some limited residential development adjacent the Bowden Rail Station. Land to the north of the Outer Harbor passenger rail line is largely vacant pending latter stages of the Bowden development by Renewal SA.

Figure 1 Extent of Locality (source: Nearmap, 6 October 2016)

The subject land within the City of Charles Sturt falls within the Urban Core Zone of the Charles Sturt Council Development Plan.

The subject land is formally identified in the Certificates of Title in Table 2.
### Table 2  List of Certificates of Title relevant to the Torrens Rail Junction Project in the City of Charles Sturt

<table>
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<th>Certificate of Title</th>
<th>Plan No. and Allotment</th>
<th>Registered Proprietor</th>
<th>Easements / Schedule of Interests</th>
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</thead>
<tbody>
<tr>
<td>CT5232/581</td>
<td>Allotments 8 and 9 Filed Plan 125467 in the area named Bowden Hundred of Yatala</td>
<td>Urban Renewal Authority</td>
<td>Nil</td>
</tr>
<tr>
<td>CT5241/809</td>
<td>Allotment 26 Filed Plan 121773 in the area named Bowden Hundred of Yatala</td>
<td>Urban Renewal Authority</td>
<td>Subject to Easement(s) over the land marked A (T 996851) Subject to Easement(s) over the land marked A (T 996851)</td>
</tr>
<tr>
<td>CT5270/663</td>
<td>Allotment 21 Filed Plan 121768 in the area named Bowden Hundred of Yatala</td>
<td>Urban Renewal Authority</td>
<td>Nil</td>
</tr>
<tr>
<td>CT5349/10</td>
<td>Allotments 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105 and 106 Filed Plan 199636 in the area named Bowden Hundred of Yatala</td>
<td>Urban Renewal Authority</td>
<td>Nil</td>
</tr>
<tr>
<td>CT5385/57</td>
<td>Allotment 4 Deposited Plan 26892 in the area named Bowden Hundred of Yatala (the land marked A is Private Road in GP 315/1854)</td>
<td>Urban Renewal Authority</td>
<td>Nil</td>
</tr>
<tr>
<td>CT5397/347</td>
<td>Allotment 103 Deposited Plan 25353 in the areas named Bowden and Hindmarsh Hundred of Yatala</td>
<td>Minister for Transport and Infrastructure</td>
<td>Nil</td>
</tr>
<tr>
<td>CT5473/947</td>
<td>Allotments 92 and 93 Filed Plan 208210 in the area named Bowden Hundred of Yatala</td>
<td>Urban Renewal Authority</td>
<td>Nil</td>
</tr>
<tr>
<td>CT5478/951</td>
<td>Allotment 8 Filed Plan 121755 in the area named Bowden Hundred of Yatala</td>
<td>Urban Renewal Authority</td>
<td>Nil</td>
</tr>
<tr>
<td>CT5544/663</td>
<td>Allotment 666 Filed Plan 210642 in the area named Bowden Hundred of Yatala</td>
<td>Thompson Winstanley Electrical Pty Ltd</td>
<td>Mortgage to Westpac Banking Corporation</td>
</tr>
<tr>
<td>CT5553/250</td>
<td>Allotments 91 and 92 Filed Plan 212309 in the area named Bowden Hundred of Yatala</td>
<td>Urban Renewal Authority</td>
<td>Nil</td>
</tr>
<tr>
<td>CT5553/683</td>
<td>Allotments 123 and 124 Filed Plan 212805 in the area named Bowden Hundred of Yatala</td>
<td>Urban Renewal Authority</td>
<td>Nil</td>
</tr>
<tr>
<td>CT5554/558</td>
<td>Allotments 139 and 140 Filed Plan 212646 in the area named Bowden Hundred of Yatala</td>
<td>Urban Renewal Authority</td>
<td>Nil</td>
</tr>
<tr>
<td>Certificate of Title</td>
<td>Plan No. and Allotment</td>
<td>Registered Proprietor</td>
<td>Easements / Schedule of Interests</td>
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<tr>
<td>CT5554/559</td>
<td>Allotments 144 and 145 Filed Plan 212648 in the area named Bowden Hundred of Yatala</td>
<td>Urban Renewal Authority</td>
<td>Nil</td>
</tr>
<tr>
<td>CT5557/162</td>
<td>Allotments 96 and 97 Filed Plan 212171 in the area named Bowden Hundred of Yatala</td>
<td>Urban Renewal Authority</td>
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</tr>
<tr>
<td>CT5558/629</td>
<td>Allotments 115, 116, 117 and 118 Filed Plan 212569 in the area named Bowden Hundred of Yatala</td>
<td>Urban Renewal Authority</td>
<td>Nil</td>
</tr>
<tr>
<td>CT5559/865</td>
<td>Allotments 117 and 118 Filed Plan 212460 in the area named Bowden Hundred of Yatala</td>
<td>Urban Renewal Authority</td>
<td>Nil</td>
</tr>
<tr>
<td>CT5560/892</td>
<td>Allotments 120 and 121 Filed Plan 212339 in the area named Bowden Hundred of Yatala</td>
<td>Urban Renewal Authority</td>
<td>Nil</td>
</tr>
<tr>
<td>CT5593/658</td>
<td>Allotment 49 Filed Plan 121796 in the area named Bowden Hundred of Yatala</td>
<td>Urban Renewal Authority</td>
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<tr>
<td>CT5657/273</td>
<td>Allotment 215 Filed Plan 209401 in the area named Bowden Hundred of Yatala</td>
<td>Urban Renewal Authority</td>
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<tr>
<td>CT5658/199</td>
<td>Allotment 1 Deposited Plan 26891 in the areas named Bowden and Hindmarsh Hundred of Yatala</td>
<td>Minister for Transport and Infrastructure</td>
<td>Subject to easement(s) over the land marked A for eaves and gutters (TG 7068073)</td>
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<tr>
<td>CT5678/361</td>
<td>Allotment 382 Filed Plan 211978 in the area named Bowden Hundred of Yatala</td>
<td>Urban Renewal Authority</td>
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<td>CT5685/996</td>
<td>Allotment 813 Filed Plan 211599 in the area named Bowden Hundred of Yatala</td>
<td>Urban Renewal Authority</td>
<td>Nil</td>
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<tr>
<td>CT5720/854</td>
<td>Allotment 171 Filed Plan 211767 in the area named Bowden Hundred of Yatala</td>
<td>Urban Renewal Authority</td>
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<tr>
<td>CT5732/223</td>
<td>Allotment 20 Filed Plan 121767 in the area named Bowden Hundred of Yatala</td>
<td>Urban Renewal Authority</td>
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<tr>
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<td>Registered Proprietor</td>
<td>Easements / Schedule of Interests</td>
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</table>
| CT5732/811           | Allotment 13 Deposited Plan 52176 in the area named Bowden Hundred of Yatala | Urban Renewal Authority | Subject to easement(s) over the land marked G to Ayers Net Ltd. (RTA 8663925)  
Subject to easement(s) over the land marked W for Sewerage Purposes to the South Australian Water Corporation (RTA 8663925)  
Subject to easement(s) over the land marked W for Water Supply purposes to the South Australian Water Corporation (RTA 8663925)  
Subject to right(s) of way over the land marked D (RTA 8663925)  
Subject to free and unrestricted right(s) of way over the land marked B |
| CT5732/813           | Allotment 15 Deposited Plan 52176 in the area named Bowden Hundred of Yatala | Urban Renewal Authority | Together with free and unrestricted right(s) of way over the land marked A appurtenant only to the land market Z.  
Together with free and unrestricted right(s) of way over the land marked B appurtenant only to the land marked X |
<p>| CT5732/814           | Allotment 16 Deposited Plan 52176 in the area named Bowden Hundred of Yatala | Urban Renewal Authority | Together with free and unrestricted right(s) of way over the land marked B |
| CT5732/815           | Allotment 17 Deposited Plan 52176 in the area named Bowden Hundred of Yatala | Urban Renewal Authority | Together with right(s) of way over the land marked S (RTA 8663925) |
| CT5732/816           | Allotment 18 Deposited Plan 52176 in the area named Bowden Hundred of Yatala | Urban Renewal Authority | Together with free and unrestricted right(s) of way over the land marked A |
| CT5732/817           | Allotment 19 Deposited Plan 52176 in the area named Bowden Hundred of Yatala | Urban Renewal Authority | Together with free and unrestricted right(s) of way over the land marked A |
| CT5732/818           | Allotment 20 Deposited Plan 52176 in the area named Bowden Hundred of Yatala | Urban Renewal Authority | Together with free and unrestricted right(s) of way over the land marked A |
| CT5732/819           | Allotment 21 Deposited Plan 52176 in the area named Bowden Hundred of Yatala | Urban Renewal Authority | Together with free and unrestricted right(s) of way over the land marked A |</p>
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<td>CT5768/101</td>
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<td>CT5774/803</td>
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<td>Urban Renewal Authority</td>
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<td>CT5774/816</td>
<td>Allotment 897 Filed Plan 210873 in the area named Bowden Hundred of Yatala</td>
<td>Urban Renewal Authority</td>
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<td>CT5780/603</td>
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<td>CT5780/771</td>
<td>Allotment 606 Filed Plan 210582 in the area named Bowden Hundred of Yatala</td>
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<td>CT5780/875</td>
<td>Allotment 6 Filed Plan 121753 in the area named Bowden Hundred of Yatala</td>
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<td>CT5780/876</td>
<td>Allotment 7 Filed Plan 121754 in the area named Bowden Hundred of Yatala</td>
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<td>CT5790/362</td>
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<td>CT5811/343</td>
<td>Allotment 534 Filed Plan 211320 in the area named Bowden Hundred of Yatala</td>
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<td>CT5814/880</td>
<td>Allotment 50 Filed Plan 121797 in the area named Bowden Hundred of Yatala</td>
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<td>CT5828/311</td>
<td>Allotments 44 and 45 Filed Plan 121791 in the area named Bowden Hundred of Yatala</td>
<td>Urban Renewal Authority</td>
<td>Nil</td>
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<tr>
<td>CT5829/1</td>
<td>Allotment 536 Filed Plan 211322 in the area named Bowden Hundred of Yatala</td>
<td>Urban Renewal Authority</td>
<td>Nil</td>
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<tr>
<td>CT5835/152</td>
<td>Allotment 2 Deposited 26892 in the areas named Bowden and Hindmarsh Hundred of Yatala</td>
<td>Minister for Transport and Infrastructure</td>
<td>Subject to right(s) of way over the land marked B to the Council for the area (TG 8989295)</td>
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<td>CT5881/745</td>
<td>Allotment 24 Filed Plan 121771 in the area named Bowden Hundred of Yatala</td>
<td>Urban Renewal Authority</td>
<td>Together with free and unrestricted Right(s) of Way over the land marked A</td>
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<tr>
<td>Certificate of Title</td>
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<td>CT5882/178</td>
<td>Allotment 25 Filed Plan 121772 in the area named Bowden Hundred of Yatala</td>
<td>Urban Renewal Authority</td>
<td>Subject to the easement(s) for the eaves over land marked A (T 996851) Subject to free and unrestricted right(s) of way over the land marked C Together with the easement(s) for eaves over the land marked B (T 996851)</td>
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<td>CT5965/739</td>
<td>Allotment 200 Deposited Plan 61376 in the area named Bowden Hundred of Yatala</td>
<td>Urban Renewal Authority</td>
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<tr>
<td>CT5965/740</td>
<td>Allotment 201 Deposited Plan 61376 in the area named Bowden Hundred of Yatala</td>
<td>Urban Renewal Authority</td>
<td>Subject to easement(s) over the land marked A to Envestra (SA) Ltd. (RTD 10267991) Subject to easement(s) over the land marked B for water supply purposes to the South Australian Water Corporation (RTD 10267991) Subject to easement(s) over the land marked B for sewerage purposes to the South Australian Water Corporation (RTD 10267991) Subject to easement(s) over the land marked B to Distribution Lessor Corporation (subject to lease 8890000) (RTD 10267991)</td>
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<tr>
<td>CT6013/918</td>
<td>Allotment 1 Filed Plan 45833 in the areas named Brompton, Hindmarsh and Ridleyton Hundred of Yatala Allotment 2 and 3 Filed Plan 45833 in the areas named Brompton and Hindmarsh Hundred of Yatala</td>
<td>Minister for Transport</td>
<td>Nil</td>
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<tr>
<td>CT6165/583</td>
<td>Allotment 12 Deposited Plan 25352 in the areas named Bowden, Brompton and Hindmarsh Hundred of Yatala</td>
<td>Minister for Transport and Infrastructure</td>
<td>Nil</td>
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<tr>
<td>CT6165/584</td>
<td>Allotment 45 Filed Plan 121792 in the area named Bowden Hundred of Yatala</td>
<td>Urban Renewal Authority</td>
<td>Nil</td>
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</table>
5.0 Development Application Elements

5.1 Procedural Matters

The Torrens Rail Junction Project is for the purposes of public infrastructure and will be undertaken by DPTI. A project of this nature normally falls under Division 3 – Crown development and public infrastructure section 49 of the Development Act 1993. However, as a result of the Adelaide Park Lands Act 2005, this section of the Development Act 1993 cannot be used for development within the Adelaide Park Lands.

Therefore, the proposed development will need to be the subject of two separate Development Approval processes. This is distinguished by development within the Adelaide Park Lands from development outside of the Adelaide Park Lands, which are assessed pursuant to separate sections of the Development Act 1993 as outlined below.

Development within the City of Charles Sturt (this Development Application)

The aspects of the proposed development that are located outside of the Adelaide Park Lands can be assessed as a Crown development under section 49 of the Development Act 1993. A separate application will be lodged with DAC. This area of the project is located within the City of Charles Sturt who will receive a referral for the development during the assessment process with a two-month period to provide comment.

Further, as the project value is in excess of $4 million, the application will be the subject of a public advertisement, which will invite interested persons to make written submissions on the proposal within a period of at least 15 business days, and to appear personally or by a representative before DAC to be heard in support of his or her submission.

DAC must undertake an assessment of the proposed development having regard to the provisions of the Charles Sturt Council Development Plan and provide a report to the Minister for Planning. The Minister is the relevant authority in respect to granting approval.

Development within the Adelaide Park Lands (separate Development Application)

The aspects of the proposed development that are located within the Adelaide Park Lands are assessed pursuant to Division 1 – General Scheme, Subdivision 1—Approvals, Section 33(1)(a) of the Development Act 1993. Schedule 10 Part 4A of the Development Regulations 2008 prescribing that the Development Assessment Commission (DAC) is the relevant authority.

For this application, a referral to the Adelaide City Council is required, with Council having up to six (6) weeks to provide its comments to DAC. Referrals are also required to the Minister for Sustainability, Environment and Conservation (if works impact upon a State Heritage place), the Environment Protection Authority (for activities of major environmental significance) and the Government Architect, with agencies having up to eight (8) weeks to provide comment. Haul roads and change of accessing arrangements from Park Terrace (albeit temporary) also require a referral to the Commissioner of Highways.

Public infrastructure is listed as a Category 1 development for the purposes of public consultation in the Park Lands Zone in the Adelaide (City) Development Plan. As such, no public notification is required for this application.

DAC must undertake an assessment of the proposed development against the relevant provisions of the Adelaide (City) Development Plan, where such an assessment is required. It can grant Development Plan Consent to those aspects of the proposed development within the Adelaide Park Lands. However, Adelaide City Council must grant the Development Approval following the granting of Building Rules Consent—where required—by a private certifier.

Development not requiring an approval

The Highways Act 1926 and Schedules 3, 14 and 14A of the Development Regulations 2008 have been considered to determine that certain works are exempt from approval. An outline of relevant elements is listed in Section 5.4 of this report.
5.2 Application Plans and Reports

The following sub-section provides a list of the plans and reports associated with the application documentation.

5.2.1 Application Plans

- SK-001 0 Temporary Works Site Plan
- SK-001 0 Final Design Site Plan
- IW089300-ESR-SK-009 C Outer Harbor (Down Track) – Option 2 Plan and Profile
- IW089300-ESR-SK-0201 A Outer Harbor (Down Track) MCHD CH 1480 – CH 2060 Plan and Profile
- IW089300-ESR-SK-0202 A Outer Harbor (Down Track) MCHD CH 2060 – CH 2640 Plan and Profile
- IW089300-ESR-SK-0203 A Outer Harbor (Down Track) MCHD CH 2640 – CH 3158 Plan and Profile
- IW089300-ESR-SK-0048 B Outer Harbor (Down Track) – Bowden Station Plan and Profile – Option 2 (Revised Platform)
- IW089300-ESR-SK-0052 B Option 2 Typical Sections
- IW089300-ESR-SK-0053 B Option 2 Typical Sections
- IW089300-ESR-SK-0054 B Option 2 Typical Station Sections
- IW089300-ESR-SK-0021 B Construction Staging (Option 2) – Stage 1 General Construction
- IW089300-ESR-SK-0022 C Construction Staging (Option 2) – Stage 2 General Construction
- IW089300-ESR-SK-0023 C Construction Staging (Option 2) – Stage 3 General Construction
- IW089300-ESR-SK-0024 C Construction Staging (Option 2) – Stage 4 General Construction
- IW089300-ESR-SK-0025 C Construction Staging (Option 2) – Stage 5 General Construction
- IW089300-ESR-SK-0026 C Construction Staging (Option 2) – Stage 6 General Construction
- IW089300-ESR-SK-0027 C Construction Staging (Option 2) – Stage 7 General Construction

These plans and drawings are included as Appendix A.

5.2.2 Application Reports and Documentation

- Torrens Rail Junction Veg Survey ENV_VS2015045 (14 sheets) (see Appendix C)
- Pre-Development Impact Assessment – 5 December 2015 – Treevolution Arboricultural Consultants Pty. Ltd. (see Appendix D)
- Torrens Rail Junction State and Local Heritage Impact Assessment DA153199 Revision 18.12.15 – Dash Architects (see Appendix E)
- Bowden Railway Station Condition Survey & Heritage Risk Report DA153199 Revision – Final Report 19.11.2015 – Dash Architects (see Appendix E)
- Torrens Junction Cultural Heritage Desktop Assessment – 23 June 2016 Version 1 – EBS Heritage (see Appendix F)
- Torrens Rail Junction Project – Issue: 24 November 2015 – Cox & Outerspace (see Appendix G)
- Torrens Rail Junction Construction Noise and Vibration Management Framework – 1 September 2015 – Reference: A15419RP1, Revision A – Resonate Acoustics (see Appendix H)
5.3 Project Elements Requiring Development Approval

The following section is based on the plans referred to in Section 5.2. It describes the aspects of the Torrens Rail Junction Project that require approval under the Development Act 1993.

- Construction of a lowered railway line and associated structures including:
  - piled walls
  - roof and bridge structures over the lowered Outer Harbor passenger rail line
  - associated earthworks.
- New Bowden Railway Station
- Construction of temporary diversionary rail track in excess of 1000 metres in length
- Regulated and Significant tree-damaging activities
- Impacts to State and Local Heritage Listed places (including Bowden Station and Bowden Gasworks Wall)
- Temporary site works depot
- Establishment of temporary construction zones, including:
  - fencing installation (greater than 2.1 metres in height)
  - access tracks (including from Park Terrace)
  - utility areas required for temporary stockpiling, refuelling, storage, waste management, equipment lay-down and the movement, turning or parking of vehicles
  - site office compound
- areas for the installation and maintenance of any erosion and sediment control devices.

The overall elements of the Torrens Rail Junction Project that require approval are described below.

5.3.1 Construction of a lowered railway line and associated structures

The Outer Harbor passenger rail line is proposed to be lowered below the existing natural grade of the land to allow for the ARTC freight rail line, the Gawler passenger rail line and Park Terrace vehicular traffic to flow uninterrupted in this area. The proposal includes the excavation and lowering of the Outer Harbor Rail line to 6.25 metres below the existing ground level at the lowest point. Fencing will be utilised where appropriate to ensure safety of pedestrians at the edges of the cutting. Specifically 1.8 metre black spear-top fencing will be utilised surrounding the rail corridor and 1.2 metres high fencing at the top of the walls.

The excavation begins approximately 280 metres south of the Torrens Rail Junction, lowering to approximately 5.4 metres below a new rail bridge to accommodate the ARTC freight and Gawler passenger rail lines. This rail bridge will eliminate the need for freight trains to stop and give way to passenger trains.
The lowered rail line is continued 5.6 metres below grade under Park Terrace to enable a free flow of traffic along the City’s Ring Route. Park Terrace will need to be supported at the existing grade, to allow for the rail and shared path underpass. A skylight designed in the middle of the Park Terrace median will enable as much natural light as possible to pass to the area under this bridge structure. The road will allow for four western directed lanes and two easterly directed lanes. In the western direction, traffic will be separated by two lanes turning left and the other three lanes continuing straight to Adam Street and right turn lanes onto Port Road.

A 4.0 metre wide shared path for pedestrians and cyclists is proposed to follow the lowered rail line under Park Terrace, returning to grade at the new pedestrian bridge east of Gibson Street. This section of the shared path will begin in the Park Lands, continue adjacent to the new railway line on its northern side and connect after Gibson Street to the existing greenway in Bowden. The shared path will be designed to match the existing paths within the Park Lands with central line marking to designate the path for pedestrians and cyclists travelling in opposite directions.

A new road bridge over the Outer Harbor passenger line at Gibson Street would be constructed in place of the existing level crossing configuration. The bridge would facilitate road traffic movements between Bowden and Hindmarsh in accordance with the design of the Bowden development.

Urban design treatments will assist to calm traffic over this bridge and a covered plaza area is planned to be located to the east of the bridge area to provide active visual surveillance to the train station, as well as act as a meeting place. This plaza will link to an area of open space north of the rail line.

Two pedestrian bridges are also proposed over the Outer Harbor passenger line; one above the new Bowden Rail Station, with the other located northwest of Gibson Street at Drayton Street.

5.3.2 New Bowden Railway Station

The new proposed station is located at the bottom of the excavation between Park Terrace and Gibson Street. Developed in accordance with DDA standards, the new railway station will require cutting at 5.6 metres below grade with 1.5 metre high and 120 metre long platforms on either side.

The western platform will be approximately 6 metres in width, with an area of approximately 720 square metres including stair space and access ramp. Stairs on the southern portion of the western platform are one-directional from south to north to the lowered platform. An access ramp is located on the opposite side of the platform connecting Gibson Street south to the platform. Each ramp is designed in accordance with Australian Standard 1428.1, each approximately 9 metres long, with a 1 in 14 gradient and 1.2 metre landing. A shelter is provided at the bottom of the access ramp to provide refuge from the sun and rain for passengers.

The eastern platform is thinner, at approximately 3.5 metres wide and an area of approximately 420 square metres (including stairs and ramp area). Stairs on this side of the station are located at the centre of the platform, adjacent to the pedestrian over bridge and are designed as right angled from the east to the north. The shelter on the eastern platform is also located at the bottom of the access ramp, 5 metres south in location across from the western shelter.
5.3.3 Construction of temporary diversionary rail track in excess of 1000 metres in length

A key objective of the Torrens Rail Junction Project is to ensure that impacts on freight and passenger services are minimised. To achieve this, the Project will require construction of temporary track diversions for both the Outer Harbor and Gawler passenger rail lines and the interstate freight rail line to allow services to continue during the majority of construction time.

The Project proposes to use the planned Outer Harbor passenger rail 4-week shut down period required as part of the River Torrens to Torrens Road South Road Upgrade to undertake works that require the shutdown of rail services such as signalling works and track junction works.

In Bowden, the Outer Harbor passenger rail line will be temporarily diverted to the northeast of its current alignment from the Park Lands across Park Terrace and Gibson Street (through temporary level crossings), reconnecting into the current alignment again around the intersection of East Street and Drayton Street, Bowden.

The alignment through Bowden requires the demolition of existing buildings and structures (which will be subject to separate application), which would require eventual demolition to facilitate latter stages of the Bowden development by Renewal SA. Following construction of the ultimate alignment of the Outer Harbor passenger rail line and new rail bridge the temporary track diversions will be removed and the land reinstated for future use.

5.3.4 Regulated and Significant tree-damaging activities

A comprehensive vegetation survey was undertaken for the entire project area by Treevolution Arboricultural Consultants. 32 Regulated or Significant trees have been identified for major impact or removal as part of the Torrens Rail Junction Project; 4 trees are located within the City of Charles Sturt and are subject to this development application (as shown in Table 3).

Additionally, there are a number of amenity trees and other vegetation that may be impacted by the proposed works. However, these do not require Development Approval and do not form part of this development application.

Table 4 provides details of each tree, with references to the Tree Impact Maps contained in Appendix C.

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<th>Tree number</th>
<th>Species</th>
<th>Development Act Status</th>
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<td><em>Eucalyptus camaldulensis</em></td>
<td>Significant</td>
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<td><em>Eucalyptus camaldulensis</em></td>
<td>Significant</td>
<td>Remove</td>
</tr>
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<td>2193</td>
<td><em>Eucalyptus camaldulensis</em></td>
<td>Regulated</td>
<td>Remove</td>
</tr>
</tbody>
</table>

The trees were assessed against the plans to determine their location. Accurate stem measurements were also taken to formulate Tree Protection Zones and Structural Root Zones in line with the recommendations identified in "Australian Standard 497012009 protection of trees on development sites…” to allow accurate assessment of potential development impacts. The report identifies that the trees within the DPTI reference design area are displaying a range of conditions from good structure through to very poor. The majority of these trees are mature specimens with a few semi-mature trees.

The health condition allocated to the trees ranged from good through to very poor with a number of the trees displaying major crown dieback synonymous with decline.

The Treevolution report can be found in Appendix D.
5.3.5  Impacts to State and Local Heritage Listed places

A Heritage Assessment Report was prepared by Dash Architects which identified the following State and Local Heritage listed items within the City of Charles Sturt. These items within the vicinity of the project area are listed below.

State Heritage Places:
- Bowden Railway Station
- Brompton Gas Works Factory (multiple heritage place), provisional listing as of 17 June 2015.

Local Heritage Places:
- Chief Street Rail Underpass.

The report by Dash indicates that there will not be direct impacts on the Brompton Gas Works Factory or the Chief Street Rail Underpass.

There will be a direct impact upon the Bowden Railway Station. The Torrens Rail Junction Project, in many respects, continues the historic pattern of development of the railways in South Australia; however while this upgrade will maintain the contextual relationship of these heritage places to the rail corridor, it will result in some impacts to their setting, and in some instances physical impacts to the fabric of the places themselves. The following recommendations were provided within the heritage report to mitigate the impacts and these have been incorporated into the concept design for Development Application stage or will be considered further during the detailed design and construct phase of the project:

Recommendation: Direct Physical Impacts on the Heritage Place

Further consideration is to be given to the following when further developing the design and documentation for the Bowden heritage station pedestrian bridge, platform fencing and landscaping:

- An audit of the existing platforms should be undertaken by a suitably qualified heritage consultant to establish extent and degree of fabric of heritage significance.
- The design of any new infrastructure fixed to the outbound platform should seek to minimise any physical impacts on fabric of significance (based on noted audit);
- landscaping setout to the south-west of the outbound platform should seek to retain the historic footprint of the early platform.
- the design of the fence across the historic platform should have regard to both the setting of the heritage place, and its historic context. Appropriate design responses to this context could include:
  - visually differentiating the fence design along the historic platform from elsewhere in the proposal; and / or
  - consideration of interpretative material associated with the historic station and railway; and/or
  - a visually discrete design, which does not ‘overwhelm’ the scale and setting of the historic station.

Recommendation: Potential Impacts to the context / setting of the Place

Further consideration is to be given to the following when further developing the design and documentation for the Bowden heritage station platform fencing:

- the design of the fence across the historic platform should have regard to both the setting of the heritage place, and its historic context. Appropriate design responses to this context could include:
  - visually differentiating the fence design along the historic platform from elsewhere in the proposal; and / or
  - consideration of interpretative material associated with the historic station and railway; and/or
  - a visually discrete design, which does not ‘overwhelm’ the scale and setting of the historic station.

Recommendation: Excessive Construction Vibration

A Construction Noise and Vibration Management Plan (CNVMP) is to be prepared for the works in accordance with the recommendations of the Construction Noise and Vibration Management Framework (CNVMF) and
Department of Planning, Transport and Infrastructure’s (DPTI) Operational Instruction 21.7 Management of Noise and Vibration. The CNVMP is to outline clear monitoring and mitigation measures to provide protection of heritage places from cosmetic and / or structural damage in accord with both the recommendations of the CNVMF (by Resonate Acoustics) and the State and Local Heritage Impact Assessment (by DASH Architects).

Recommendation: Potential accidental damage arising from construction

A Work Method Statement for undertaking works in close proximity to State and Local heritage places is to be prepared. This statement should include physical protective measures and work methods to mitigate or prevent damage to heritage fabric.

A copy of the State and Local Heritage Impact Assessment is included as Appendix E of this report to assist with the assessment of potential impacts against the Charles Sturt Council Development Plan.

5.3.6 Temporary site works depots

A site works depot will be located on land bound by Second, Drayton and Third streets to the northeast of the Outer Harbor railway line in Bowden. Additional areas northeast of the rail corridor (between Gibson Street and Drayton Street) and southwest of the rail corridor (adjacent East Street) may also be required for temporary site works. Temporary works may include:

- temporary fencing installation (greater than 2.1 metres in height);
- utility areas required for temporary stockpiling, refuelling, storage, waste management, equipment lay-down and the movement, turning or parking of vehicles
- site office compound; and
- areas for the installation and maintenance of any erosion and sediment control devices.

Areas for potential temporary site works depots are identified on Drawing SK-001 0 Temporary Works Site Plan in Appendix A.

5.3.7 Establishment of construction access

The Torrens Rail Junction Project will utilise Second Street (a closed road) for construction access to works on the northeastern side of the railway corridor. This access track will introduce or change movements onto an arterial road and as such a referral to the Commissioner of Highways is required.

Areas for potential construction access are identified on Drawing SK-001 0 Temporary Works Site Plan in Appendix A.

5.4 Project Elements Not Requiring Development Approval

The following section describes the aspects the Torrens Rail Junction Project that do not require approval under the Development Act 1993 having regard to having regard to the definition of development and Schedules 3 and 14 of the Development Regulations 2008.

Notwithstanding that these elements do not require Development Approval, they are shown on the application plans for information to assist with giving an overall understanding of the project.

- Roadworks to Park Terrace and Gibson Street
- Construction of rail track and associated rail infrastructure (including associated buildings) and signalling devices (as defined in Schedule 3 of the Development Regulations 2008)
- Fencing (within the definition of railway infrastructure as defined in Schedule 3 of the Development Regulations 2008), including:
  - Safety fencing
  - Spear fencing
  - Throw screens
  - Noise walls
- Fencing less than 2.1 metres in height outside of the railway corridor
- Services relocation, including:
  - underground cables
  - pipes and drains less than 1.5 metres in diameter
  - gas infrastructure.

5.5 Staging of Works

The Torrens Rail Junction Project will be delivered in stages over a 12 month period to minimise disruptions to the passenger and freight rail networks. As such, a staged Development Approval is sought as follows:

1. Regulated and Significant Tree-damaging activity
2. Temporary site works depots and access roads
3. Temporary rail track
4. Piled walls
5. Road and pedestrian bridges.
6.0 Development Plan Assessment - Charles Sturt Council Development Plan

Recognising that the proposed development outside of the Adelaide Park Lands is a Crown development for the purpose of 'public infrastructure', section 49 of the Act applies. Thus, Development Assessment Commission in preparing its report to the Minister for Planning, must have 'regard' to the relevant provisions of the appropriate Development Plan.

The following section provides an assessment of the elements of the Torrens Rail Junction Project within the City of Charles Sturt that require approval under the Development Act 1993 against the provision of the Charles Sturt (Council) Development Plan (consolidated 5 May 2016).

The elements of the Torrens Rail Junction Project within the City of Charles Sturt are located in the Urban Core Zone and Main Street Policy Area 24.

The development is for 'public infrastructure' being works undertaken by the Crown for roads, railways and other public facilities for the benefit and use of the community of South Australia.

6.1 Zone and Policy Area Provisions

6.1.1 Urban Core Zone

<table>
<thead>
<tr>
<th>Urban Core Zone – Relevant Provisions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Desired Character</td>
</tr>
<tr>
<td>Objectives</td>
</tr>
<tr>
<td>Principles of Development Control</td>
</tr>
</tbody>
</table>

Objectives

The proposed development is a modification and upgrade to an existing piece of public infrastructure and improvement of a key public transport corridor. The alignment which falls into the Urban Core Zone will complement the existing and future land uses envisaged for the zone through the Bowden Urban Village Master Plan by providing efficient access and operation of the surrounding high frequency public transport corridors. Development of the new Bowden Railway Station, the lowering of the Outer Harbor Rail line and improvements to pedestrian and cycling connections from the Park Lands Zone to Bowden are designed to complement the existing and future surrounding development. As explained in detail below, the desired character of the Zone is enhanced through the proposed design components of the Desired Character.

Desired Character

The desired character of the Urban Core Zone supports medium to high density residential, commercial, educational and recreational uses in close proximity to public transport. The desired character does not detail the provision of public transport in itself, however does require uses to be closely alignment with public transport infrastructure and services. The Torrens Rail Junction Project will provide substantial improvements to the public transport network in this zone.

The public realm within the proposed development will strive to achieve high quality urban design with preventative measures to address overlooking, overshadowing and noise impacts.

Public open space will be enhanced wherever possible to maintain a high quality urban environment and compliment the pedestrian and cycling greenway on the north-eastern side of the lowered rail line. Specifically, the cycling routes and pedestrian pathways and high amenity public open space will create an attractive living environment for Bowden as well as providing convenient and accessible pathways to the proposed integrated public transport stop.

The majority of the public open space within the Bowden area is sited away from transit corridors to ensure that residents and workers have a quiet tranquil outdoor place to relax in.
Bowden Urban Village

The concept of the proposed development has been identified by the City of Charles Sturt in their future development consideration for the Bowden Urban Village as shown on the Bowden Urban Village Concept Plan Map in Figure 2. As mentioned previously, the proposed developments associated with the Torrens Rail Junction Project differ from the specific designs as shown in Concept Plan Map ChSt/23. The adaptations are a direct result of further research and site analysis and have positively increased the pedestrian and cycle connectivity and the quality of design for the urban environment within the Bowden Urban Village. The State and Local Heritage listed places and associated Contributory items within the area will be conserved and enhanced through sympathetic new development.
Principles of Development Control

Principles of Development Control for the Zone relate to land use, form and character and design and appearance of development, largely focused on residential, commercial, retail and mixed-use development.

The proposed development is considered as a ‘railway station and associated infrastructure (excluding West Lakes)’ development, which is envisaged for the zone. As identified above, the concept of the proposed development has been considered by the City of Charles Sturt in their future planning and represented on the Bowden Urban Village Concept Plan.

Land Use

The proposed development is considered as a ‘railway station and associated infrastructure (excluding West Lakes)’ development, which is envisaged for the zone. As identified above, the concept of the proposed development has been considered by the City of Charles Sturt in their future planning and represented on the Bowden Urban Village Map.

By improving the public transport and access arrangements within the area, the proposed development will directly promote active transport and public transport use and multi-purpose trips. The proposed design incorporates high quality public open spaces through the cycling and pedestrian Green Way to promote community activity and access.

Form and Character

As discussed above, the proposed development is generally consistent with the desired character of the zone, and will not impact on the potential surrounding development within the Bowden Urban Village. The new station will provide a positive contribution to the evolving community within Bowden and complement the form of development and character that Renewal SA is seeking to establish as part of its project.

Design and Appearance

Pedestrian overpasses, the new Bowden Railway Station and associated infrastructure will be designed to integrate with public open space and pedestrian and cycle routes. Where possible, public spaces will incorporate public art, feature lighting, creative use of high quality materials, street furniture and landscaping. Consideration has been given to the material palette to recognise character elements within the locality.

6.1.2 Main Street Policy Area 24

<table>
<thead>
<tr>
<th>Main Street Policy Area 24 – Relevant Provisions</th>
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<tbody>
<tr>
<td>Desired Character</td>
</tr>
<tr>
<td>Objectives</td>
</tr>
<tr>
<td>Principles of Development Control</td>
</tr>
</tbody>
</table>

Objectives

This Policy Area encourages entertainment, shopping and commercial main streets, supported by medium and high density residential development. Development should be consistent with the desired character of the area, as discussed below, and promote a visually interesting streetscape and high quality public realm.

Desired Character

The Policy Area seeks to focus development around Gibson Street to contribute to a main street, envisioned to accommodate shopfronts and businesses and create an active and lively environment. Gibson Street will have a direct connection to the new Bowden Railway Station, and an at-grade road and footpath continuation through the lowering of the Outer Harbor Rail Line. The development will improve the connection of Gibson Street and drastically improve sightlines down the street through the removal of the level crossing.

Within the Policy Area footpaths will be sheltered with verandas, shelters and the like by surrounding buildings and within aspects of the project where possible. Safe, landscaped pedestrian walkways are also encouraged within the locality to encourage permeability to neighbouring streets and enhance the sense of place and identity of the policy area. The proposed plaza area will provide shelter for pedestrians using Gibson Street and accessing the new railway station.

Principles of Development Control
Similar to the Urban Core Zone, Principles of Development Control for the Policy Area relate to land use and form and character with an emphasis on how development addresses Gibson Street. The proposed development will meet this aspect through the gateway to the new railway station on Gibson Street.

6.2 General Section Provisions

An assessment of the project elements requiring approval in the City of Charles Sturt should be provided against the following provisions of the General Section of the Charles Sturt Council Development Plan.

<table>
<thead>
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<th>General Section – Relevant Provisions</th>
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<th>Principles of Development Control</th>
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<tr>
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<td>1, 4, 5</td>
<td>7</td>
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<tr>
<td>Interface between Land Uses</td>
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<td>2, 3, 7, 9, 12, 13</td>
</tr>
<tr>
<td>Landscaping, Fences and Walls</td>
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<td>2, 3, 4</td>
</tr>
<tr>
<td>Natural Resources</td>
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<td>1, 2, 4, 7, 8, 9, 10, 11, 12, 37, 38, 39, 40</td>
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<tr>
<td>Open Space and Recreation</td>
<td>1, 2, 3, 4</td>
<td>2, 3, 7, 9, 12, 13</td>
</tr>
<tr>
<td>Orderly and Sustainable Development</td>
<td>1, 3, 4, 5</td>
<td>1, 5, 8, 10,</td>
</tr>
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</table>
6.2.1 Crime Prevention

Through the design of the rail corridor and pedestrian links, the proposed development will incorporate appropriate lighting, communication, escape and promote natural surveillance of the public realm.

In particular, the shared pedestrian and cycle path below Park Terrace will incorporate design treatments to improve visibility and safety and avoid pedestrian entrapment spots and movement predictors outside of the overpass and underpass sections.

Landscaping and other urban design features such as public art will be used to assist in discouraging crime, vandalism and graffiti throughout the project area. Fences will be used effectively to ensure the safety of people using the infrastructure, and will be permeable as to maintain visibility and casual surveillance. Specifically, 1.8 metre black spear-top fencing will be utilised surrounding the rail corridor. Fencing along bridges, at the railway station and adjacent to heritage buildings are to be developed following further consultation and design. The underpass will follow an open-design concept with angled cutting to improve visibility on the lowered platform and railway spaces.

6.2.2 Design and Appearance

The proposed development will be of a high architectural standard and appearance that responds to and reinforces positive aspects of the locality. The new lowered Bowden Station has had significant urban design input (throughout the Concept development phase) to ensure an aesthetically appealing place that fluently blends with the surrounding Bowden Village and Raptis Investments future development area. It will incorporate contemporary designs of the surrounding environment in terms of materials, patterns, colours, verandas and detailing.

6.2.3 Hazards

Where site contamination is suspected in areas surrounding the site, care will be taken to protect human health and the environment through the appropriate placement of development on the site. Detailed investigations are being undertaken as part of the Tender Design phase, which will address site contamination appropriately.

Development associated with this public infrastructure project will not be located in areas which are vulnerable to natural hazards.

The proposed development will incorporate design treatments to complement the surrounding heritage areas and proposed future development.

6.2.4 Heritage Places

Two State Heritage Listed Sites and one Local Heritage Place are within the locality of the proposed public infrastructure development (pictured below). This includes the Brompton Gasworks at 1-21 Chief Street, Brompton, the Bowden Railway Station on Station Place (currently The Loose Caboose) and the Rail Underpass on Chief Street, Bowden, respectively.

The adaptive re-use and conservation of the heritage places within the locality will not be impacted by the proposed development.

The works themselves will impact upon the Bowden Railway Station in particular, by changing the nature and role of the station and the works associated to pile walls below the existing platform. Dash Architects have undertaken...
an assessment, which indicates that the nature of railways is that they are constantly evolving and that the transition to a new railway station and lowered railway line is not inappropriate in this context. However, the design of how the new development integrates with the existing railway station and its heritage fabric will be the subject of ongoing discussions between DPTI, the winning contractor and the Heritage Branch of the Department of Environment, Water and Natural Resources.

Figure 3 State Heritage Listed Bowden Railway Station

6.2.5 Historic Conservation Area

The proposed lowering of the railway station between East Street and Chief Street is located within the Historic Conservation Area. Within this area, priorities include the conservation of areas of historical significance, development that contributes to the desired character of the area and the promotion of development which compliments the historic significance of the area.

The lowering of the railway corridor within this area is not expected to impact upon the historical significance of the area, and where possible, complimentary urban design treatments will be used to reinforce and compliment the desired character of the Zone and surrounding Policy Areas.

6.2.6 Infrastructure

Wherever possible, the project design has sought to minimise the impacts to existing infrastructure and services.

The proposed essential upgrade to public infrastructure has been planned and designed in an economical and environmentally sensitive manner with regard to the population of today and for the future.

The physical infrastructure proposed as part of this project will largely be unobtrusive, given the low-lying nature of the rail corridor infrastructure.

The Torrens Rail Junction Project Concept design provides for some significant improvements in accessibility, including:

- increasing connectivity within the Adelaide Park Lands through the provision of a new at grade and grade separated shared use crossing
- provision of a new grade separated shared use path underneath Park Terrace, reducing the need for pedestrians and cyclists to stop and cross the busy City Ring Route
- improved train station access for those with disabilities, through considered train station design for the new Bowden Station
Grade separation of the freight line from the Outer Harbor passenger service will result in significant reductions to waiting times at level crossings on Park Terrace, Hawker Street and Torrens Road.

6.2.7 Interface between land uses

Community health and amenity are not likely to be affected by the proposed development, but may be improved through transport amendments and the lowering of the rail corridor. The removal of level crossings at Park Terrace, Gibson Street and East Street will reduce operational noise associated with the railway.

The new Bowden Railway Station will be integrated into the Bowden development and provides opportunities for integration with future development that may occur on sites to the south of the railway corridor in Hindmarsh. The new pedestrian bridges over the lowered railway line, together with road bridges at Park Terrace and Gibson Street will improve connectivity in this location, while the greenway under Park Terrace will improve accessibility to the Park Lands and the City.

There are limited adjoining uses which will be impacted upon during construction, including commercial offices and business along Gibson Street and few residential dwellings along First Street. Consultation is ongoing with those which may be impacted during construction and upon implementation of the new rail corridor.

6.2.8 Landscaping, Fences and Walls

Landscaping will be utilised where appropriate to complement the existing built form and enhance the outdoor spaces and hard infrastructure required within the proposed public infrastructure development. When possible, native vegetation and locally indigenous species will be used to promote biodiversity conservation and to support the existing landscaping with the Bowden Urban Village.

Fences will be required to ensure maximum safety for the local community surrounding the excavation, on pedestrian overpasses and at grade street crossings. The development will largely utilise black ‘spear-top’ fencing along the rail corridor to improve safety and provide an aesthetically pleasing fencing option, with specialised designs proposed for fencing associated with pedestrian and road over/underpasses and at the existing heritage-listed Bowden railway station.

6.2.9 Metropolitan Open Space System

The connection of the pedestrian and cycling passes within the Park Lands and the Bowden Urban Village supports the Metropolitan Open Space System within Adelaide and promotes active recreation within the region.

These links within the proposed design aim to provide a visual and scenic contrast to the built urban environment and will be clearly defined and linked through way-finding signage and appropriate lighting and urban design treatments.

6.2.10 Natural Resources

The detailed design of the project will consider opportunities to manage stormwater appropriately. Where possible, water sensitive urban design features will be considered.

6.2.11 Open Space and Recreation

The new Bowden Railway Station precinct will incorporate areas of public open space, including new plaza areas, which will improve the locality and contribute to the achievement of the vision for the Bowden development. The new greenway connection under Park Terrace will improve accessibility to the Park Lands for residents in Bowden, Hindmarsh and further afield.

6.2.12 Orderly and Sustainable Development

The Torrens Rail Junction Project will contribute to orderly and sustainable development through the improvement to the efficiency of the freight network within Adelaide’s metropolitan area, a new accessible railway station and the improved access between the Bowden development and the Park Lands.

6.2.13 Regulated Trees / Significant Trees

A detailed vegetation survey for trees and the Torrens Rail Junction Project has been undertaken and details of the specific number of trees that are potentially to be impacted by the proposed development is outlined in Section 5.3.4.

The location of the trees identified for removal in this application is included in Appendix C, and the Arborist Report is included in Appendix D.
In summary, the project design has sought to minimise the potential impact on all trees within the Park Lands wherever possible; however due to the nature of work and the location of the temporary rail track, some impacts to Regulated and Significant Trees is unavoidable. The project is yet to undergo a detailed tender phase, and thus the final trees to be impacted will be determined at the end of this phase, and may be less than the potential impacts discussed in Section Regulated and Significant tree-damaging activities.

6.2.14 Transport and Access

The main objectives for the Torrens Rail Junction Project align closely with the objectives of the Charles Sturt Council Development Plan, promoting an integrated and efficient public and private transport system which will effectively support the economic development of metropolitan Adelaide and the State, ensure a high level of safety, maintain options for suitable new transport technologies and provide access to adequate transport services for all people, at an acceptable cost. The improvements to the Torrens Junction and the at-grade rail crossings within the Bowden Urban Village support the general intent of the Objectives by improving a major public transport system to facilitate travel to, from and within the City.

The focus of the project for assessment is the Outer Harbor Rail Line and improved access to Park Terrace, a Primary Arterial Road, providing for major traffic movements along the north-western portion of the city ring route.

The design of the pedestrian overpasses, new Bowden Railway Station and associated excavation works will improve this section of Adelaide’s transport network for freight, passenger rail, vehicular, cycle and pedestrian traffic by implementing safe, convenient and clearly defined networks of roads, paths and tracks. The associated developments will ensure minimal noise and air pollution, provide adequate access and ensure maximum safety for all road, public space and public transport users.

The proposed amendments to the locality include provisions for a permeable and safe street and path network to encourage walking and cycling within the local area and to and from the City. Pedestrians and cyclists are encouraged to utilise the off-road walking and cycling path on the north-eastern side of the rail corridor.

Access to properties and services on Gibson Street and to business within the area will not be impacted by the changes to the road network or rail line, but will be provided with greater access to the local railway station.

Access for people with disabilities will be provided through appropriate curbing and an access ramp on either side of the Bowden Railway Station.
7.0 Summary and Conclusions

The current proposal is for development under Section 49 of the Development Act 1993. This report has identified that this application is essential strategic public infrastructure that is to be provided by DPTI to support both public transport and freight rail services in Metropolitan Adelaide for our current and future populations.

The Torrens Rail Junction Project will assist in servicing wider freight, public transport and access networks, and will provide much-needed supporting infrastructure for a transit corridor of regional significance.

To summarise, the proposed development includes the following aspects which require approval pursuant to the Development Act 1993:

- Construction of a lowered railway line and associated structures including:
  - piled walls
  - roof and bridge structures over the lowered Outer Harbor passenger rail line
  - associated earthworks.
- New Bowden Railway Station
- Construction of temporary diversionary rail track in excess of 1000 metres in length
- Regulated and Significant tree-damaging activities
- Impacts to State Heritage Listed places (including Bowden Station and Bowden Gasworks Wall)
- Temporary site works depot
- Establishment of temporary construction zones, including:
  - fencing installation (greater than 2.1 metres in height)
  - access tracks (including from Park Terrace)
  - utility areas required for temporary stockpiling, refuelling, storage, waste management, equipment lay-down and the movement, turning or parking of vehicles
  - site office compound
  - areas for the installation and maintenance of any erosion and sediment control devices.

The proposed development is not seriously at variance with the Charles Sturt Council Development Plan (consolidated 5 May 2016), and is supported by a number of provisions within the Development Plan. Specifically, the Urban Core Zone Desired Character, Objectives and Principles of Development Control encourage a railway station to support planned high density, mixed use development. This is further reflected in the Main Street Policy Area 24.

The public infrastructure involved with the Torrens Rail Junction Project will deliver public benefit. The highest quality of design and materials will be utilised to create an aesthetically pleasing and robust design of this critical infrastructure.

The proposed development therefore warrants the favourable support of the Development Assessment Commission and approval by the Minister for Planning.
Certificate of Title - Volume 5232 Folio 581

Parent Title(s)          CT 3160/89
Dealing(s)               CONVERTED TITLE
Creating Title           
Title Issued             02/12/1994
Edition                  8
Edition Issued           18/04/2012

Estate Type              FEE SIMPLE

Registered Proprietor    URBAN RENEWAL AUTHORITY
                        OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land      ALLOTMENTS 8 AND 9 FILED PLAN 125467
                        IN THE AREA NAMED BOWDEN
                        HUNDRED OF YATALA

Easements                NIL

Schedule of Dealings     NIL

Notations                NIL
Dealings Affecting Title NIL
Priority Notices          NIL
Notations on Plan        NIL
Registrar-General's Notes
PLAN FOR LEASE PURPOSES VIDE G271/2004
APPROVED FX56644

Administrative Interests
NIL
This plan is scanned from Certificate of Title 3160/89

LAST PLAN REF: G.P. 315/1854

Parcels subject to rearrangement

Note: Subject to all lawfully existing plans of division
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 5241 Folio 809

Parent Title(s)  CT 1467/123
Dealing(s)  CONVERTED TITLE
Creating Title  
Title Issued  17/01/1995
Edition  9
Edition Issued  18/04/2012

Estate Type
FEE SIMPLE

Registered Proprietor
URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land
ALLOTMENT 26 FILED PLAN 121773
IN THE AREA NAMED BOWDEN
HUNDRED OF YATALA

Easements
SUBJECT TO EASEMENT(S) OVER THE LAND MARKED A (T 996851)
SUBJECT TO EASEMENT(S) OVER THE LAND MARKED B (T 996851)

Schedule of Dealings
NIL

Notations
Dealings Affecting Title
NIL
Priority Notices
NIL
Notations on Plan
NIL

Registrar-General's Notes
PLAN FOR LEASE PURPOSES VIDE G271/2004
AMENDMENT TO DIAGRAM VIDE 26/2006
APPROVED FILED PLAN FOR LEASE PURPOSES FX50402
APPROVED FX56644

Administrative Interests
NIL

* Denotes the dealing has been re-lodged.
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 5270 Folio 663

Parent Title(s)  CT 1051/135
Dealing(s)  CONVERTED TITLE
Creating Title  
Title Issued  01/06/1995
Edition  8
Edition Issued  18/04/2012

Estate Type
FEE SIMPLE

Registered Proprietor
URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land
ALLOTMENT 21 FILED PLAN 121768
IN THE AREA NAMED BOWDEN
HUNDRED OF YATALA

Easements
NIL

Schedule of Dealings
NIL

Notations
Dealings Affecting Title
NIL
Priority Notices
NIL
Notations on Plan
NIL
NIL

Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G271/2004
AMENDMENT TO DIAGRAM VIDE 258/1999
APPROVED FX56644

Administrative Interests

NIL

* Denotes the dealing has been re-lodged.
This plan is scanned for Certificate of Title 1051/135

LAST PLAN REF : G.P. 315/1854

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

Note: Subject to all lawfully existing plans of division
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

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Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G271/2004
APPROVED FX56644

Administrative Interests

NIL
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FOR METRIC CONVERSION
1 FOOT = 0.3048 metres
1 INCH = 0.0254 metres

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION
Certificate of Title - Volume 5385 Folio 57

Parent Title(s) CT 4383/378

Dealing(s) CONVERTED TITLE
Creating Title

Title Issued 10/12/1996
Edition 8
Edition Issued 18/04/2012

Estate Type
FEE SIMPLE

Registered Proprietor
URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land
ALLOTMENT 4 DEPOSITED PLAN 26892
IN THE AREA NAMED BOWDEN
HUNDRED OF YATALA

(THE LAND MARKED A IS PRIVATE ROAD IN GP 315/1854)

Easements
NIL

Schedule of Dealings
NIL

Notations
Dealings Affecting Title
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Priority Notices
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Notations on Plan

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Registrar-General’s Notes

PLAN FOR LEASE PURPOSES VIDE G271/2004
APPROVED FX56644

Administrative Interests

NIL

* Denotes the dealing has been re-lodged.
PORTION MARKED A IS A PRIVATE ROAD ON G.P.315/1854
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 5397 Folio 347

Parent Title(s) CT 4357/599
Dealing(s) CONVERTED TITLE
Creating Title
Title Issued 14/02/1997
Edition 4
Edition Issued 06/06/2012

Estate Type
FEE SIMPLE

Registered Proprietor
MINISTER FOR TRANSPORT AND INFRASTRUCTURE OF ADELAIDE SA 5000

Description of Land
ALLOTMENT 103 DEPOSITED PLAN 25353 IN THE AREAS NAMED BOWDEN AND HINDMARSH HUNDRED OF YATALA

Easements
NIL

Schedule of Dealings
NIL

Notations
Dealings Affecting Title
NIL
Priority Notices
NIL
Notations on Plan
NIL

Registrar-General’s Notes

APPROVED FX56644

Administrative Interests

NIL

* Denotes the dealing has been re-lodged.
Certificate of Title - Volume 5473 Folio 947

Parent Title(s)  
CT 4215/475

Dealing(s)  
CONVERTED TITLE

Creating Title

Title Issued  
21/11/1997

Edition  
8

Edition Issued  
18/04/2012

Estate Type

FEE SIMPLE

Registered Proprietor

URBAN RENEWAL AUTHORITY  
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land

ALLOCMENTS 92 AND 93 FILED PLAN 208210  
IN THE AREA NAMED BOWDEN  
HUNDRED OF YATALA

Easements

NIL

Schedule of Dealings

NIL

Notations

Dealings Affecting Title

NIL

Priority Notices

NIL

Notations on Plan

NIL
Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G271/2004
APPROVED FX56644

Administrative Interests

NIL
THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 4215/475

LAST PLAN REF: GP 315/1854

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 5478 Folio 951

Parent Title(s)  CT 4396/729
Dealing(s)    CONVERTED TITLE
Creating Title
Title Issued  04/12/1997
Edition 9
Edition Issued 18/04/2012

Estate Type
FEE SIMPLE

Registered Proprietor
URBAN RENEWAL AUTHORITY
   OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land
ALLOTMENT 8 FILED PLAN 121755
IN THE AREA NAMED BOWDEN
HUNDRED OF YATALA

Easements
NIL

Schedule of Dealings
NIL

Notations
Dealings Affecting Title
NIL
Priority Notices
NIL

Notations on Plan
NIL

Registrar-General's Notes
PLAN FOR LEASE PURPOSES VIDE G271/2004
APPROVED FX56644

Administrative Interests
NIL

* Denotes the dealing has been re-lodged.
Product Register Search
Date/Time 23/07/2015 11:13AM
Customer Reference Order ID 20150723003652
Cost $545.00

THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 4396/729

LAST PLAN REF: GP 315/1854

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION
Certificate of Title - Volume 5544 Folio 663

Parent Title(s)          CT 4232/827
Dealing(s)              CONVERTED TITLE
Creating Title
Title Issued            12/06/1998
Edition                 1
Edition Issued          12/06/1998

Estate Type
FEE SIMPLE

Registered Proprietor
THOMPSON WINSTANLEY ELECTRICAL PTY. LTD. (ACN: 008 166 916)
OF 14 GIBSON STREET BOWDEN SA 5007

Description of Land
ALLOTMENT 666 FILED PLAN 210642
IN THE AREA NAMED BOWDEN
HUNDRED OF YATALA

Easements
NIL

Schedule of Dealings
Dealing Number          Description
7519679                 MORTGAGE TO WESTPAC BANKING CORPORATION

Notations
Dealings Affecting Title
NIL
Priority Notices
NIL
Notations on Plan
NIL

Registrar-General's Notes

APPROVED FX56644

Administrative Interests

NIL
THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 4232/827

LAST PLAN REF: GP 315/1854

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 5553 Folio 250

Parent Title(s)  CT 4252/885

Dealing(s)  CONVERTED TITLE

Creating Title

Title Issued  08/07/1998

Edition  8

Edition Issued  18/04/2012

Estate Type  FEE SIMPLE

Registered Proprietor

URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land

ALLOTMENTS 91 AND 92 FILED PLAN 212309
IN THE AREA NAMED BOWDEN
HUNDRED OF YATALA

Easements

NIL

Schedule of Dealings

NIL

Notations

Dealings Affecting Title

NIL

Priority Notices

NIL

Notations on Plan

NIL
Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G271/2004
APPROVED FILED PLAN FOR LEASE PURPOSES FX50402
APPROVED FX56644

Administrative Interests

NIL
THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 4252/685

LAST PLAN REF: GP 315/1854

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 5553 Folio 683

Parent Title(s) CT 4396/710

Dealing(s) CONVERTED TITLE

Creating Title

Title Issued 09/07/1998

Edition 8

Edition Issued 18/04/2012

Estate Type FEE SIMPLE

Registered Proprietor

URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land

ALLOTMENTS 123 AND 124 FILED PLAN 212805
IN THE AREA NAMED BOWDEN
HUNDRED OF YATALA

Easements NIL

Schedule of Dealings NIL

Notations

Dealings Affecting Title NIL

Priority Notices NIL

Notations on Plan NIL
Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G271/2004
APPROVED FX56644

Administrative Interests

NIL
THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 4396/710

LAST PLAN REF: GP 315/1854

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 5554 Folio 558

Parent Title(s)  CT 732/146
Dealing(s)  CONVERTED TITLE
Creating Title
Title Issued  13/07/1998
Edition  8
Edition Issued  18/04/2012

Estate Type
FEE SIMPLE

Registered Proprietor
URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land
ALLOTMENTS 139 AND 140 FILED PLAN 212646
IN THE AREA NAMED BOWDEN
HUNDRED OF YATALA

Easements
NIL

Schedule of Dealings
NIL

Notations
Dealings Affecting Title
NIL
Priority Notices
NIL
Notations on Plan
NIL
Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G271/2004
APPROVED FX251317
APPROVED FX56644

Administrative Interests

NIL
NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION

FOR METRIC CONVERSION
1 FOOT = 0.3048 METRES
1 INCH = 0.0254 METRES
1 ACRE = 0.404686 HECTARES
1 ROOD = 1011.7 m²
1 PERCH = 25.29 m²
Certificate of Title - Volume 5554 Folio 559

Parent Title(s)       CT 737/131
Dealing(s)           CONVERTED TITLE
Creating Title
Title Issued         13/07/1998
Edition              8
Edition Issued       18/04/2012

Estate Type
FEE SIMPLE

Registered Proprietor
URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land
ALLOTMENTS 144 AND 145 FILED PLAN 212648
IN THE AREA NAMED BOWDEN
HUNDRED OF YATALA

Easements
NIL

Schedule of Dealings
NIL

Notations
Dealings Affecting Title
NIL
Priority Notices
NIL
Notations on Plan
NIL
Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G271/2004
APPROVED FX56644

Administrative Interests

NIL
THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 737/131

LAST PLAN REF: GP 315/1854

FOR METRIC CONVERSION
1 FOOT = 0.3048 METRES
1 INCH = 0.0254 METRES
1 ACRE = 0.404686 HECTARES
1 ROOD = 1011.7 m²
1 PERCH = 25.29 m²

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 5557 Folio 162

Parent Title(s)       CT 4396/730
Dealing(s)           CONVERTED TITLE
Creating Title
Title Issued         21/07/1998
Edition              6
Edition Issued       18/04/2012

Estate Type
FEE SIMPLE

Registered Proprietor
URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land
ALLOTMENTS 96 AND 97 FILED PLAN 212171
IN THE AREA NAMED BOWDEN
HUNDRED OF YATALA

Easements
NIL

Schedule of Dealings
NIL

Notations
Dealings Affecting Title
NIL
Priority Notices
NIL
Notations on Plan
NIL
Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G271/2004
APPROVED FX56644

Administrative Interests

NIL
THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 4396/730

LAST PLAN REF: GP 315/1854

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 5558 Folio 629

Parent Title(s)  CT 1845/91
Dealing(s)  CONVERTED TITLE
Creating Title  
Title Issued  28/07/1998
Edition  8
Edition Issued  18/04/2012

Estate Type  FEE SIMPLE

Registered Proprietor  
URBAN RENEWAL AUTHORITY OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land  
ALLOTMENTS 115, 116, 117 AND 118 FILED PLAN 212569 IN THE AREA NAMED BOWDEN HUNDRED OF YATALA

Easements  
NIL

Schedule of Dealings  
NIL

Notations  
Dealings Affecting Title  
NIL
Priority Notices  
NIL
Notations on Plan  
NIL
Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G271/2004
APPROVED FILED PLAN FOR LEASE PURPOSES FX50402
APPROVED FX56644

Administrative Interests

NIL
THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 1845/01

LAST PLAN REF: GP 315/1854

DISTANCES ARE IN FEET AND INCHES FOR METRIC CONVERSION

1 FOOT = 0.3048 METRES
1 INCH = 0.0254 METRES

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 5559 Folio 865

Parent Title(s)  CT 3600/155
Dealing(s)  CONVERTED TITLE

Title Issued  03/08/1998
Edition  6
Edition Issued  18/04/2012

Estate Type
FEE SIMPLE

Registered Proprietor
URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land
ALLOTMENTS 117 AND 118 FILED PLAN 212460
IN THE AREA NAMED BOWDEN HUNDRED OF YATALA

Easements
NIL

Schedule of Dealings
NIL

Notations
Dealings Affecting Title
NIL
Priority Notices
NIL
Notations on Plan

Registrar-General
NIL

Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G271/2004
APPROVED FX56644

Administrative Interests

NIL

* Denotes the dealing has been re-lodged.
Certificate of Title - Volume 5560 Folio 892

Parent Title(s)  CT 4199/41
Dealing(s)  CONVERTED TITLE
Creating Title
Title Issued  04/08/1998
Edition  8
Edition Issued  18/04/2012

Estate Type
FEE SIMPLE

Registered Proprietor
URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land
ALLOTMENTS 120 AND 121 FILED PLAN 212339
IN THE AREA NAMED BOWDEN
HUNDRED OF YATALA

Easements
NIL

Schedule of Dealings
NIL

Notations
Dealings Affecting Title
NIL
Priority Notices
NIL
Notations on Plan
NIL
Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G271/2004
APPROVED FX56644

Administrative Interests

NIL
THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 4199/41

LAST PLAN REF: GP 315/1854

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 5593 Folio 658

Parent Title(s)          CT 3263/67
Dealing(s)              CONVERTED TITLE
Creating Title          
Title Issued            06/11/1998
Edition                 6
Edition Issued          18/04/2012

Estate Type
FEE SIMPLE

Registered Proprietor
URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land
ALLOTMENT 49 FILED PLAN 121796
IN THE AREA NAMED BOWDEN
HUNDRED OF YATALA

Easements
NIL

Schedule of Dealings
NIL

Notations
Dealings Affecting Title
NIL
Priority Notices
NIL
Notations on Plan
NIL
Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G271/2004
APPROVED FX56644

Administrative Interests

NIL
THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 3263/67

LAST PLAN REF: GP 315/1854

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

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 5657 Folio 273

Parent Title(s)  CT 3032/140
Dealing(s)  CONVERTED TITLE
Creating Title  TITLE
Title Issued  27/05/1999
Edition  4
Edition Issued  04/06/2012

Estate Type
FEE SIMPLE

Registered Proprietor
MINISTER FOR TRANSPORT AND INFRASTRUCTURE
OF ADELAIDE SA 5000

Description of Land
ALLOTMENT 215 FILED PLAN 209401
IN THE AREA NAMED BOWDEN
HUNDRED OF YATALA

Easements
NIL

Schedule of Dealings
NIL

Notations
Dealings Affecting Title
NIL
Priority Notices
NIL

Notations on Plan
NIL

Registrar-General's Notes
APPROVED FX56644

Administrative Interests
NIL

* Denotes the dealing has been re-lodged.
THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 3032/140

LAST PLAN REF: GP 315/1854

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

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION
Certificate of Title - Volume 5658 Folio 199

Parent Title(s)          CT 4381/922
Dealing(s)              CONVERTED TITLE
Creating Title
Title Issued            31/05/1999
Edition
Edition Issued          04/06/2012

Estate Type
FEE SIMPLE

Registered Proprietor
MINISTER FOR TRANSPORT AND INFRASTRUCTURE OF ADELAIDE SA 5000

Description of Land
ALLOTMENT 1 DEPOSITED PLAN 26891 IN THE AREAS NAMED BOWDEN AND HINDMARSH HUNDRED OF YATALA

Easements
SUBJECT TO EASEMENT(S) OVER THE LAND MARKED A FOR EAVES AND GUTTERS (TG 7068073)

Schedule of Dealings
NIL

Notations
Dealings Affecting Title
NIL
Priority Notices
NIL

Notations on Plan

The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.
NIL

Registrar-General's Notes
APPROVED FX56644

Administrative Interests
CONFIRMED IN SA HERITAGE REGISTER 28/05/1981

* Denotes the dealing has been re-lodged.
Certificate of Title - Volume 5678 Folio 361

Parent Title(s)  CT 1209/18
Dealing(s)  CONVERTED TITLE
Creating Title
Title Issued 03/08/1999
Edition 7
Edition Issued 18/04/2012

Estate Type
FEE SIMPLE

Registered Proprietor
URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land
ALLOTMENT 382 FILED PLAN 211978
IN THE AREA NAMED BOWDEN
HUNDRED OF YATALA

Easements
NIL

Schedule of Dealings
NIL

Notations
Dealings Affecting Title
NIL
Priority Notices
NIL
Notations on Plan
NIL

Registrar-General's Notes
AMENDMENT TO DIAGRAM VIDE 26/2006
APPROVED FX56644

Administrative Interests
NIL

* Denotes the dealing has been re-lodged.
This plan is scanned for certificate of title 1209/18

Last plan ref: GP 635/1854

DP 61376

382
10 Perches

FP 210873

First Street

Gibson St.

Distances are in feet and inches for metric conversion:
1 Foot = 0.3048 Metres
1 Inch = 0.0254 Metres

Note: Subject to all lawfully existing plans of division
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 5685 Folio 996

Parent Title(s)       CT 2252/31
Dealing(s)            CONVERTED TITLE
Creating Title        
Title Issued          27/08/1999
Edition               10
Edition Issued        18/04/2012

Estate Type
FEE SIMPLE

Registered Proprietor
URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land
ALLOTMENT 813 FILED PLAN 211599
IN THE AREA NAMED BOWDEN
HUNDRED OF YATALA

Easements
NIL

Schedule of Dealings
NIL

Notations
Dealings Affecting Title
NIL
Priority Notices
NIL
Notations on Plan
NIL
Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G271/2004
APPROVED FILED PLAN FOR LEASE PURPOSES FX50402
APPROVED FX56644

Administrative Interests

NIL
THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 2252/31

LAST PLAN REF: GP 315/1854

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

### Certificate of Title - Volume 5720 Folio 854

<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
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<tbody>
<tr>
<td>Parent Title(s)</td>
<td>CT 1845/92</td>
</tr>
<tr>
<td>Dealing(s)</td>
<td>CONVERTED TITLE</td>
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<td>Creating Title</td>
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<td>Estate Type</td>
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<tr>
<td>Registered Proprietor</td>
<td>URBAN RENEWAL AUTHORITY OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000</td>
</tr>
<tr>
<td>Description of Land</td>
<td>ALLOTMENT 171 FILED PLAN 211767 IN THE AREA NAMED BOWDEN HUNDRED OF YATALA</td>
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<td>Easements</td>
<td>NIL</td>
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<tr>
<td>Schedule of Dealings</td>
<td>NIL</td>
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<td>Notations</td>
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</tr>
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<td>Dealings Affecting Title</td>
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</tr>
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<td>Priority Notices</td>
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<td>Notations on Plan</td>
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</tbody>
</table>

Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G271/2004
APPROVED FILED PLAN FOR LEASE PURPOSES FX50402
APPROVED FX56644

Administrative Interests

NIL
THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 1845/92
LAST PLAN REF: GP 315/1854

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

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 5732 Folio 223

Parent Title(s)  CT 1679/196
Dealing(s)  CONVERTED TITLE
Creating Title
Title Issued  08/02/2000
Edition  6
Edition Issued  18/04/2012

Estate Type
FEE SIMPLE

Registered Proprietor
URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land
ALLOTMENT 20 FILED PLAN 121767
IN THE AREA NAMED BOWDEN
HUNDRED OF YATALA

Easements
NIL

Schedule of Dealings
NIL

Notations
Dealings Affecting Title
NIL
Priority Notices
NIL
Notations on Plan
NIL

Registrar-General’s Notes

PLAN FOR LEASE PURPOSES VIDE G271/2004
APPROVED FX56644

Administrative Interests

NIL

* Denotes the dealing has been re-lodged.
This plan is scanned for certificate of title 1679/196

Last plan ref: GP 315/1854

Distances are in feet and inches. For metric conversion:
1 foot = 0.3048 metres
1 inch = 0.0254 metres

Note: Subject to all lawfully existing plans of division.
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 5732 Folio 811

Parent Title(s)  CT 5232/513
Dealing(s)  RTA 8663925
Creating Title  RTA 8663925
Title Issued  09/02/2000
Edition  8
Edition Issued  18/04/2012

Estate Type
FEE SIMPLE

Registered Proprietor
URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land
ALLOTMENT 13 DEPOSITED PLAN 52176
IN THE AREA NAMED BOWDEN
HUNDRED OF YATALA

Easements
SUBJECT TO EASEMENT(S) OVER THE LAND MARKED G TO AYERS NET LTD. (RTA 8663925)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED W FOR SEWERAGE PURPOSES TO THE SOUTH AUSTRALIAN WATER CORPORATION (RTA 8663925)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED W FOR WATER SUPPLY PURPOSES TO THE SOUTH AUSTRALIAN WATER CORPORATION (RTA 8663925)

SUBJECT TO RIGHT(S) OF WAY OVER THE LAND MARKED D (RTA 8663925)

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

Schedule of Dealings
NIL

Notations
Dealings Affecting Title
NIL

Priority Notices
NIL

Notations on Plan
NIL

Registrar-General's Notes
PLAN FOR LEASE PURPOSES VIDE G271/2004
APPROVED FX56644

Administrative Interests
NIL

* Denotes the dealing has been re-lodged.
Government of South Australia
Department of Planning, Transport and Infrastructure

Product Register Search

Date/Time: 23/07/2015 11:13AM
Customer Reference: Order ID: 20150723003652
Cost: $545.00

The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 5732 Folio 813

Parent Title(s)  CT 1965/36, CT 5558/588, CT 5594/861
Dealing(s)  RTA 8663925

Creating Title

Title Issued  09/02/2000
Edition  6
Edition Issued  18/04/2012

Estate Type
FEE SIMPLE

Registered Proprietor
URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land
ALLOTMENT 15 DEPOSITED PLAN 52176
IN THE AREA NAMED BOWDEN
HUNDRED OF YATALA

Easements
TOGETHER WITH FREE AND UNRESTRICTED RIGHT(S) OF WAY OVER THE LAND MARKED A APPURTENANT ONLY TO THE LAND MARKED Z

TOGETHER WITH FREE AND UNRESTRICTED RIGHT(S) OF WAY OVER THE LAND MARKED B APPURTENANT ONLY TO THE LAND MARKED X

Schedule of Dealings
NIL

Notations
Dealings Affecting Title
NIL

Priority Notices
NIL

Notations on Plan
NIL

Registrar-General's Notes
PLAN FOR LEASE PURPOSES VIDE G271/2004
APPROVED FX56844

Administrative Interests
NIL

* Denotes the dealing has been re-lodged.
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 5732 Folio 814

Parent Title(s) | CT 5384/822, CT 5424/402
Dealing(s) | RTA 8663925
Creating Title | 
Title Issued | 09/02/2000
Edition | 6
Edition Issued | 18/04/2012

Estate Type
FEE SIMPLE

Registered Proprietor
URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land
ALLOTMENT 16 DEPOSITED PLAN 52176
IN THE AREA NAMED BOWDEN
HUNDRED OF YATALA

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

Schedule of Dealings
NIL

Notations
Dealings Affecting Title
NIL
Priority Notices
NIL
Notations on Plan
NIL

Registrar-General
NIL

Registrar-General's Notes
PLAN FOR LEASE PURPOSES VIDE G271/2004
APPROVED FX56644

Administrative Interests
NIL

* Denotes the dealing has been re-lodged.
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 5732 Folio 815

Parent Title(s)  CT 5360/286
Dealing(s)  RTA 8663925
Creating Title  RTA 8663925
Title Issued  09/02/2000
Edition  10
Edition Issued  18/04/2012

Estate Type
FEE SIMPLE

Registered Proprietor
URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land
ALLOTMENT 17 DEPOSITED PLAN 52176
IN THE AREA NAMED BOWDEN
HUNDRED OF YATALA

Easements
TOGETHER WITH RIGHT(S) OF WAY OVER THE LAND MARKED D (RTA 8663925)

Schedule of Dealings
NIL

Notations
Dealings Affecting Title
NIL
Priority Notices
NIL
Notations on Plan
NIL
NIL

Registrar-General's Notes
PLAN FOR LEASE PURPOSES VIDE G271/2004
APPROVED FX56644

Administrative Interests
NIL

* Denotes the dealing has been re-lodged.
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 5732 Folio 816

Parent Title(s)  CT 5241/812
Dealing(s) RTA 8663925
Creating Title RTA 8663925
Title Issued 09/02/2000
Edition 6
Edition Issued 18/04/2012

Estate Type
FEE SIMPLE

Registered Proprietor
URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land
ALLOTMENT 18 DEPOSITED PLAN 52176
IN THE AREA NAMED BOWDEN
HUNDRED OF YATALA

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

Schedule of Dealings
NIL

Notations
Dealings Affecting Title
NIL
Priority Notices
NIL
Notations on Plan
NIL
NIL

Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G271/2004
APPROVED FX56644

Administrative Interests

NIL

* Denotes the dealing has been re-lodged.
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 5732 Folio 817

Parent Title(s)  CT 5558/588
Dealing(s)  RTA 8663925
Creating Title  RTA 8663925
Title Issued  09/02/2000
Edition  6
Edition Issued  18/04/2012

Estate Type  FEE SIMPLE

Registered Proprietor  URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land  ALLOTMENT 19 DEPOSITED PLAN 52176
IN THE AREA NAMED BOWDEN
HUNDRED OF YATALA

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

Schedule of Dealings  NIL

Notations

Dealings Affecting Title  NIL
Priority Notices  NIL
Notations on Plan
NIL

Registrar-General's Notes
PLAN FOR LEASE PURPOSES VIDE G271/2004
APPROVED FX56644

Administrative Interests
NIL

* Denotes the dealing has been re-lodged.
Certificate of Title - Volume 5732 Folio 818

Parent Title(s)  CT 5558/588
Dealing(s)  RTA 8663925
Creating Title  RTA 8663925
Title Issued  09/02/2000
Edition  6
Edition Issued  18/04/2012

Estate Type
FEE SIMPLE

Registered Proprietor
URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land
ALLOTMENT 20 DEPOSITED PLAN 52176
IN THE AREA NAMED BOWDEN
HUNDRED OF YATALA

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

Schedule of Dealings
NIL

Notations
Dealings Affecting Title
NIL
Priority Notices
NIL

Notations on Plan
NIL

Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G271/2004
APPROVED FX56644

Administrative Interests

NIL

* Denotes the dealing has been re-lodged.
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 5732 Folio 819

Parent Title(s)  CT 5558/588
Dealing(s)    RTA 8663925
Creating Title    RTA 8663925
Title Issued  09/02/2000
Edition  6
Edition Issued  18/04/2012

Estate Type
FEE SIMPLE

Registered Proprietor
URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land
ALLOTMENT 21 DEPOSITED PLAN 52176
IN THE AREA NAMED BOWDEN
HUNDRED OF YATALA

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

Schedule of Dealings
NIL

Notations
Dealings Affecting Title
NIL
Priority Notices
NIL
Notations on Plan
NIL
NIL

Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G271/2004
APPROVED FX56644

Administrative Interests

NIL

* Denotes the dealing has been re-lodged.
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 5768 Folio 101

Parent Title(s)  CT 1134/144
Dealing(s)  CONVERTED TITLE
Creating Title
Title Issued  04/05/2000
Edition  6
Edition Issued  18/04/2012

Estate Type
FEE SIMPLE

Registered Proprietor
URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land
ALLOTMENT 48 FILED PLAN 121795
IN THE AREA NAMED BOWDEN
HUNDRED OF YATALA

Easements
NIL

Schedule of Dealings
NIL

Notations
Dealings Affecting Title
NIL
Priority Notices
NIL
Notations on Plan
NIL
Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G271/2004
APPROVED FX56644

Administrative Interests

NIL
THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 1134/144
LAST PLAN REF: GP 315/1854

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 5774 Folio 803

<table>
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<tr>
<th>Description</th>
<th>Details</th>
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<td>Notations on Plan</td>
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Registrar-General's Notes
APPROVED FX56644

Administrative Interests
NIL

* Denotes the dealing has been re-lodged.
NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 5774 Folio 816

Parent Title(s)  CT 4110/295
Dealing(s)  CONVERTED TITLE
Creating Title
Title Issued  18/05/2000
Edition  6
Edition Issued  18/04/2012

Estate Type
FEE SIMPLE

Registered Proprietor
URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land
ALLOTMENT 897 FILED PLAN 210873
IN THE AREA NAMED BOWDEN
HUNDRED OF YATALA

Easements
NIL

Schedule of Dealings
NIL

Notations
Dealings Affecting Title
NIL
Priority Notices
NIL
Notations on Plan
NIL

Registrar-General's Notes
APPROVED FX56644

Administrative Interests
NIL

* Denotes the dealing has been re-lodged.
THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 4110/295

LAST PLAN REF: GP 315/1854

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 5780 Folio 603

Parent Title(s)  CT 4326/737
Dealing(s)  CONVERTED TITLE
Creating Title

Title Issued  06/06/2000
Edition  6
Edition Issued  18/04/2012

Estate Type  FEE SIMPLE

Registered Proprietor
URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land
ALLOTMENT 363 FILED PLAN 210339
IN THE AREA NAMED BOWDEN
HUNDRED OF YATALA

Easements  NIL

Schedule of Dealings  NIL

Notations
Dealings Affecting Title  NIL
Priority Notices  NIL
Notations on Plan  NIL
Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G271/2004
APPROVED FX56644

Administrative Interests

NIL
THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 4326/737

LAST PLAN REF: GP 315/1854

GP 315/1854

GIBSON ST.

FOURTH ST.

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 5780 Folio 771

Parent Title(s) CT 4289/351

Dealing(s) CONVERTED TITLE

Creating Title

Title Issued 07/06/2000

Edition 6

Edition Issued 18/04/2012

Estate Type FEE SIMPLE

Registered Proprietor

URBAN RENEWAL AUTHORITY OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land

ALLOTMENT 606 FILED PLAN 210582 IN THE AREA NAMED BOWDEN HUNDRED OF YATALA

Easements NIL

Schedule of Dealings NIL

Notations

Dealings Affecting Title NIL

Priority Notices NIL

Notations on Plan NIL
Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G271/2004
APPROVED D53138
APPROVED FX56644

Administrative Interests

NIL
THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 4289/351

LAST PLAN REF: GP 315/1854

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 5780 Folio 875

Parent Title(s)  CT 1089/15
Dealing(s) CONVERTED TITLE
Creating Title
Title Issued 07/06/2000
Edition 8
Edition Issued 18/04/2012

Estate Type
FEE SIMPLE

Registered Proprietor
URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land
ALLOTMENT 6 FILED PLAN 121753
IN THE AREA NAMED BOWDEN
HUNDRED OF YATALA

Easements
NIL

Schedule of Dealings
NIL

Notations
Dealings Affecting Title
NIL
Priority Notices
NIL
Notations on Plan
NIL

Registrar-General's Notes
PLAN FOR LEASE PURPOSES VIDE G271/2004
APPROVED FX56644

Administrative Interests
NIL

* Denotes the dealing has been re-lodged.
THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 1089/15

LAST PLAN REF: GP 315/1854

FOR METRIC CONVERSION
1 FOOT = 0.3048 METRES
1 INCH = 0.0254 METRES
1 ACRE = 0.404686 HECTARES
1 ROOD = 1011.7 m²
1 PERCH = 25.29 m²

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION
Certificate of Title - Volume 5780 Folio 876

Parent Title(s)  CT 1089/14
Dealing(s)  CONVERTED TITLE
Creating Title
Title Issued  07/06/2000
Edition  8
Edition Issued  18/04/2012

Estate Type
FEE SIMPLE

Registered Proprietor
URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land
ALLOTMENT 7 FILED PLAN 121754
IN THE AREA NAMED BOWDEN
HUNDRED OF YATALA

Easements
NIL

Schedule of Dealings
NIL

Notations
Dealings Affecting Title
NIL
Priority Notices
NIL
Notations on Plan
NIL
NIL

Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G271/2004
APPROVED FX56644

Administrative Interests

NIL

* Denotes the dealing has been re-lodged.
THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 1089/14

LAST PLAN REF: GP 315/1854

FOR METRIC CONVERSION
1 FOOT = 0.3048 METRES
1 INCH = 0.0254 METRES
1 ACRE = 0.404696 HECTARES
1 ROOD = 1011.7m²
1 PERCH = 25.29 m²

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION
Certificate of Title - Volume 5790 Folio 362

Parent Title(s)  CT 5462/621
Dealing(s) RTC 8855324

Creating Title

Title Issued  18/07/2000
Edition  3
Edition Issued  18/04/2012

Estate Type
FEE SIMPLE

Registered Proprietor
URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land
ALLOTMENT 1 DEPOSITED PLAN 51035
IN THE AREA NAMED BOWDEN
HUNDRED OF YATALA

Easements
NIL

Schedule of Dealings
NIL

Notations
Dealings Affecting Title
NIL

Priority Notices
NIL

Notations on Plan
NIL

Registrar-General's Notes
APPROVED FX56644

Administrative Interests
NIL

* Denotes the dealing has been re-lodged.
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 5811 Folio 343

Parent Title(s)  CT 3156/128
Dealing(s)  CONVERTED TITLE
Creating Title

Title Issued  29/09/2000
Edition  6
Edition Issued  18/04/2012

Estate Type
FEE SIMPLE

Registered Proprietor
URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land
ALLOTMENT 534 FILED PLAN 211320
IN THE AREA NAMED BOWDEN
HUNDRED OF YATALA

Easements
NIL

Schedule of Dealings
NIL

Notations
Dealings Affecting Title
NIL
Priority Notices
NIL
Notations on Plan
NIL
Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G271/2004
APPROVED FX56644

Administrative Interests

NIL
THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 3156/128
LAST PLAN REF: GP 315/1854

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 5814 Folio 880

Parent Title(s)  CT 2802/158
Dealing(s)  CONVERTED TITLE
Creating Title  
Title Issued  12/10/2000
Edition  8
Edition Issued  18/04/2012

Estate Type  
FEE SIMPLE

Registered Proprietor  
URBAN RENEWAL AUTHORITY  
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land  
ALLOTMENT 50 FILED PLAN 121797  
IN THE AREA NAMED BOWDEN  
HUNDRED OF YATALA

Easements  
NIL

Schedule of Dealings  
NIL

Notations  
Dealings Affecting Title  
NIL
Priority Notices  
NIL
Notations on Plan  
NIL
Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G271/2004
APPROVED FX56644

Administrative Interests

NIL
THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 2802/158  LAST PLAN REF: GP 315/1854

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

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

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<td><strong>Description of Land</strong></td>
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<td><strong>Priority Notices</strong></td>
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Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G271/2004
AMENDMENT TO DIAGRAM VIDE 26/2006
APPROVED FILED PLAN FOR LEASE PURPOSES FX50402
APPROVED FX56644

Administrative Interests

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

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION
Certificate of Title - Volume 5829 Folio 1

Parent Title(s)  CT 315/48
Dealing(s)  CONVERTED TITLE
Creating Title
Title Issued  12/12/2000
Edition  1
Edition Issued  12/12/2000

Estate Type
FEE SIMPLE

Registered Proprietor
THOMPSON WINSTANLEY ELECTRICAL PTY. LTD. (ACN: 008 166 916)
OF 14 GIBSON STREET BOWDEN SA 5007

Description of Land
ALLOTMENT 536 FILED PLAN 211322
IN THE AREA NAMED BOWDEN
HUNDRED OF YATALA

Easements
NIL

Schedule of Dealings
Dealing Number  Description
7150634  MORTGAGE TO WESTPAC BANKING CORPORATION

Notations
Dealings Affecting Title
NIL
Priority Notices
NIL
Notations on Plan
NIL

Registrar-General's Notes

COMPARE ADDRESS FOR SERVICE OF NOTICE WITH 7150634
APPROVED FX56644

Administrative Interests

NIL
THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 315/48  LAST PLAN REF: GP 315/1854

FOR METRIC CONVERSION
1 FOOT = 0.3048 METRES
1 INCH = 0.0254 METRES
1 ACRE = 0.404686 HECTARES
1 ROOD = 1011.7 m²
1 PERCH = 25.29 m²

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 5835 Folio 152

Parent Title(s)  CT 5384/772
Dealing(s)  TG 8989295
Creating Title  TG 8989295
Title Issued  24/01/2001
Edition  3
Edition Issued  06/06/2012

Estate Type
FEE SIMPLE

Registered Proprietor
MINISTER FOR TRANSPORT AND INFRASTRUCTURE OF ADELAIDE SA 5000

Description of Land
ALLOTMENT 2 DEPOSITED PLAN 26892 IN THE AREAS NAMED BOWDEN AND HINDMARSH HUNDRED OF YATALA

(ELEMENT MARKED A IS PRIVATE ROAD IN GP 315/1854)

Easements
SUBJECT TO RIGHT(S) OF WAY OVER THE LAND MARKED B TO THE COUNCIL FOR THE AREA (TG 8989295)

Schedule of Dealings
NIL

Notations
Dealings Affecting Title
NIL

Priority Notices
NIL
Notations on Plan
NIL

Registrar-General's Notes
APPROVED FX49886
APPROVED FX56644

Administrative Interests
NIL

* Denotes the dealing has been re-lodged.
NOTE: A IS A PRIVATE ROAD IN GP 315/1854

ENLARGEMENT
(NOT TO SCALE)
Certificate of Title - Volume 5881 Folio 745

Parent Title(s) CT 1493/49
Dealing(s) CONVERTED TITLE
Creating Title
Title Issued 18/10/2002
Edition 8
Edition Issued 18/04/2012

Estate Type FEE SIMPLE

Registered Proprietor
URBAN RENEWAL AUTHORITY OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land
ALLOTMENT 24 FILED PLAN 121771 IN THE AREA NAMED BOWDEN HUNDRED OF YATALA

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

Schedule of Dealings
NIL

Notations
Dealings Affecting Title
NIL
Priority Notices
NIL
Notations on Plan

The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.
NIL

Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G271/2004
APPROVED FILED PLAN FOR LEASE PURPOSES FX50402
APPROVED FX56644

Administrative Interests

NIL

* Denotes the dealing has been re-lodged.
This plan is scanned for certificate of title 1493/49. See title text for easement details.

Last plan ref: GP 315/1854

For metric conversion:

1 foot = 0.3048 metres
1 inch = 0.0254 metres
1 acre = 0.404686 hectares
1 rood = 1011.7 m²
1 perch = 25.29 m²

Note: Subject to all lawfully existing plans of division.
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 5882 Folio 178

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**Estate Type**
FEE SIMPLE

**Registered Proprietor**
URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

**Description of Land**
ALLOTMENT 25 FILED PLAN 121772
IN THE AREA NAMED BOWDEN
HUNDRED OF YATALA

**Easements**
SUBJECT TO THE EASEMENT(S) FOR THE EAVES OVER THE LAND MARKED A (T 996851)
SUBJECT TO FREE AND UNRESTRICTED RIGHT(S) OF WAY OVER THE LAND MARKED C
TOGETHER WITH THE EASEMENT(S) FOR EAVES OVER THE LAND MARKED B (T 996851)

**Schedule of Dealings**
NIL

**Notations**
**Dealings Affecting Title**
NIL

**Priority Notices**
NIL
NIL

Notations on Plan
NIL

Registrar-General's Notes
APPROVED FILED PLAN FOR LEASE PURPOSES FX50402
APPROVED FX56644

Administrative Interests
NIL

* Denotes the dealing has been re-lodged.
THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 1493/48
SEE TITLE TEXT FOR EASEMENT DETAILS

Last Plan Ref: GP 315/1854

FOR METRIC CONVERSION
1 FOOT = 0.3048 METRES
1 INCH = 0.0254 METRES
1 ACRE = 0.404686 HECTARES
1 ROOD = 1811.7 m²
1 PERCH = 25.29 m²

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 5965 Folio 739

Parent Title(s)  CT 5437/452, CT 5638/409, CT 5638/410
Dealing(s)       RTD 10267991
Creating Title   
Title Issued     09/06/2006
Edition          3
Edition Issued   18/04/2012

Estate Type
FEE SIMPLE

Registered Proprietor
URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land
ALLOTMENT 200 DEPOSITED PLAN 61376
IN THE AREA NAMED BOWDEN
HUNDRED OF YATALA

Easements
NIL

Schedule of Dealings
NIL

Notations
Dealings Affecting Title
NIL
Priority Notices
NIL
Notations on Plan
NIL

Registrar-General's Notes
THIS TITLE ISSUED VIDE 10267991
APPROVED FX56644

Administrative Interests
NIL

* Denotes the dealing has been re-lodged.
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

**Certificate of Title - Volume 5965 Folio 740**

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**Estate Type**

FEE SIMPLE

**Registered Proprietor**

URBAN RENEWAL AUTHORITY

OF LEVEL 9 RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

**Description of Land**

ALLOTMENT 201 DEPOSITED PLAN 61376

IN THE AREA NAMED BOWDEN

HUNDRED OF YATALA

**Easements**

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED A TO ENVESTRA (SA) LTD. (RTD 10267991)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED B FOR WATER SUPPLY PURPOSES TO THE SOUTH AUSTRALIAN WATER CORPORATION (RTD 10267991)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED B FOR SEWERAGE PURPOSES TO THE SOUTH AUSTRALIAN WATER CORPORATION (RTD 10267991)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED B TO DISTRIBUTION LESSOR CORPORATION (SUBJECT TO LEASE 8890000) (RTD 10267991)

**Schedule of Dealings**

NIL

**Notations**

Dealings Affecting Title
NIL

Priority Notices
NIL

Notations on Plan
NIL

Registrar-General's Notes
APPROVED FILED PLAN FOR LEASE PURPOSES FX50402
APPROVED FILED PLAN FOR LEASE PURPOSES FX58158
APPROVED FX56644

Administrative Interests
NIL

* Denotes the dealing has been re-lodged.
Certificate of Title - Volume 6013 Folio 918

Parent Title(s)

Dealing(s)  TT 10108425
Creating Title

Title Issued  28/07/2008
Edition  2
Edition Issued  11/08/2008

Estate Type
FEE SIMPLE

Registered Proprietor
MINISTER FOR TRANSPORT
OF ADELAIDE SA 5000

Description of Land

ALLOTMENT 1 FILED PLAN 45833
IN THE AREAS NAMED BROMPTON, HINDMARSH AND RIDLEYTON
HUNDRED OF YATALA

ALLOTMENTS 2 AND 3 FILED PLAN 45833
IN THE AREAS NAMED BROMPTON AND HINDMARSH
HUNDRED OF YATALA

Easements
NIL

Schedule of Dealings
NIL

Notations
Dealings Affecting Title
NIL

Priority Notices
NIL

**Notations on Plan**

NIL

**Registrar-General's Notes**

APPROVED FX56644

**Administrative Interests**

NIL

* Denotes the dealing has been re-lodged.
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The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 6165 Folio 583

Parent Title(s)  CT 5411/764
Dealing(s) RTC 12387468
Creating Title
Title Issued 12/11/2015
Edition 1
Edition Issued 12/11/2015

Estate Type
FEE SIMPLE

Registered Proprietor
MINISTER FOR TRANSPORT AND INFRASTRUCTURE
OF ADELAIDE SA 5000

Description of Land
ALLOTMENT 12 DEPOSITED PLAN 25352
IN THE AREAS NAMED BOWDEN, BROMPTON AND HINDMARSH
HUNDRED OF YATALA

Easements
NIL

Schedule of Dealings
NIL

Notations
Dealings Affecting Title
NIL
Priority Notices
NIL
Notations on Plan
NIL
Registrar-General's Notes
APPROVED FX56644

Administrative Interests
NIL
The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 6165 Folio 584

Parent Title(s)  CT 5724/471
Dealing(s)RTC 12387468
Creating Title
Title Issued 12/11/2015
Edition 1
Edition Issued 12/11/2015

Estate Type
FEE SIMPLE

Registered Proprietor
URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land
ALLOTMENT 45 FILED PLAN 121792
IN THE AREA NAMED BOWDEN
HUNDRED OF YATALA

Easements
NIL

Schedule of Dealings
NIL

Notations
Dealings Affecting Title
NIL
Priority Notices
NIL
Notations on Plan
NIL
Registrar-General's Notes
APPROVED FX38976
APPROVED FX56644

Administrative Interests
NIL