



Goolwa

Wharf Precinct

Draft Master Plan

September 2021

OBJECTIVES

VISION

“A place to experience a vibrant riverfront township enriched with culture and history”

HOW?

- create a place of destination that is appealing and attractive
- improve accessibility, connectivity, functionality
- connect places within the Precinct (and wider Goolwa area)
- use high-quality and robust finishes and materials (value for money and clever investments)
- provide an environmentally resilient, flexible, multi-use and active space through streetscape and public realm upgrades and use of smart technology

ASPIRATION

“support improved public accessibility and connectivity, businesses and community events, and encourage innovative, diverse and flexible environments that foster activation, economic activity and a variety of engaging experiences and opportunities within the precinct”



PROJECT BRIEF



DERIVED FROM THE ROADMAP TO REVITALISATION PLACEMAKING STRATEGY (NOVEMBER 2020).

Transformation of an outdated, dysfunctional place into one which has the infrastructure, brand and renewed community enthusiasm to drive economic activity, investment and increased tourism visitation.

INCLUDES -

1. Goolwa Wharf Shed – maintenance and repair to the wharf shed and create better usage of internal space
2. Wharf Remediation – maintenance and repair to the existing wharf
3. Signal Point Regional Art and Cultural Centre – various upgrades, including new roof, heating/cooling system and solar panels, internal changes to improve use of the area
4. Wayfinding signage and Smart Technology opportunities
5. Creation of Public Realm – parking, pathways, public space, outdoor opportunities, shared environments

TRENDS

ECONOMICS

- Encourage people to ‘linger longer’
- Create an environment fostering new trade opportunities
- Integrate ‘smart technologies’
- Improve linkages with Cadell Mainstreet for shopping and dining
- Enhance value capture opportunities (increased spending)

HEALTHY PLACES

- Safe and accessible spaces that encourage people to walk, gather and linger
- Provide quality public spaces
- Reduce negative impacts of traffic and car parking
- Promotes walking and cycling and a positive sense of wellbeing

PLACEMAKING

- Promote walkable places and reduce car usage
- Create quality public spaces
- Support community activation and ownership of the public realm
- Encourage community access and walkability
- Create place to learn and explore rich history and Ngarrindjeri connection to place



TRENDS



CLIMATE CHANGE AND GREEN INFRASTRUCTURE

- Respond to climate change and create resilient landscapes
- Mitigate urban heat island effects through planting of trees, garden beds and lawns
- Develop high quality green environment for the wharf with amenity and increased human comfort
- Increase shading of paved surfaces
- Increase permeable surfaces and stormwater infiltration
- Encourage green infrastructure approaches, including water sensitive urban design, green walls and structural soil vaults

INCREASED OPEN SPACE WITHIN THE WHARF PRECINCT BY 25%



PUBLIC REALM

1. Undeveloped and fragmented areas
2. No suitable facilities
3. Limited capacity for events (facilities and open space)
4. Need to respond to site context (water's edge, railway corridor, heritage trees, the cutting)
5. Limited cultural and heritage overlays (Ngarrindjeri and European)



ACTIVATION

- 1. Poor sense of arrival (first impressions, legibility)
- 2. Disconnected destinations
- 3. Poor legibility of Signal Point
- 4. Difficult to access the water's edge
- 5. Explore future development and activation opportunities
- 6. Better activate the precinct (managed park with placemaking)
- 7. Manage ebb and flow (dim the precinct, not switch it off)



MOVEMENT

1. Lack of legibility across movement network
2. Uncontrolled vehicle movement – encourages cruising
3. Segmentation by the rail corridor
4. Compliance issues with the rail corridor (vehicular and pedestrian)
5. Disconnected pedestrian access
6. Disorganised parking areas – park anywhere you like
7. Broken connections to the Encounter Bikeway



EXISTING OPEN SPACE AND CAR PARKING

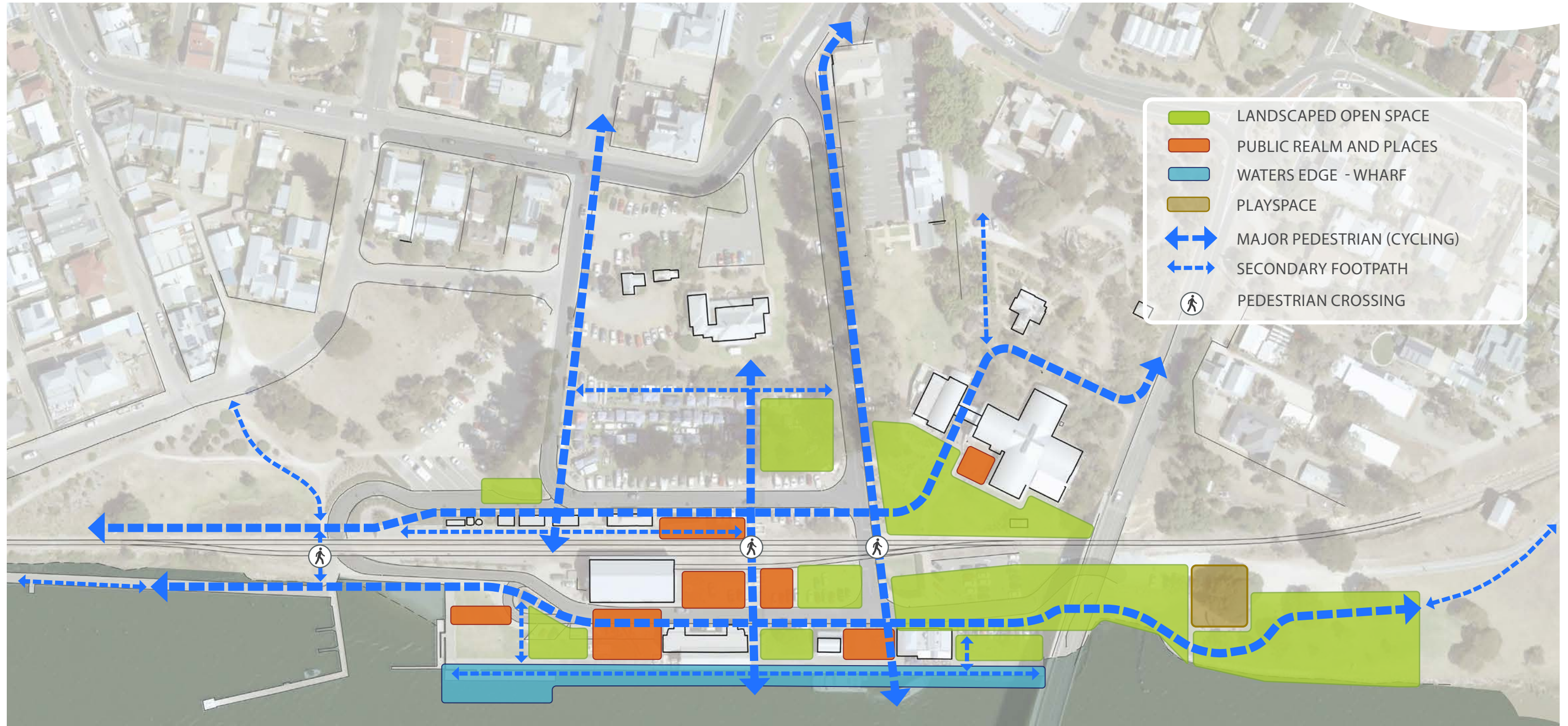


- Existing parking provision in the precinct **148** (counted on a market weekend)
- **124** formal parking spaces (designated parking)
- **24** Informal parking spaces (on-street)
- Car parking spread across entire precinct

- Fragmented areas of open space
- Large areas of unused public space
- Limited open space connections to Amelia Park

8,700m² Green Space and 300 m² Public Realm
(total open space of 9000m²)

PROPOSED PRECINCT PLAN - OPEN SPACE AND PEDESTRIAN ACCESS



- Open space network reinforcing waterfront precinct
- Plazas and public realm to support existing activation
- Improved connections with Cadell Street
- Strengthened connections north and south
- Links to the Encounter Bikeway, Armfield Slip and Barge Road

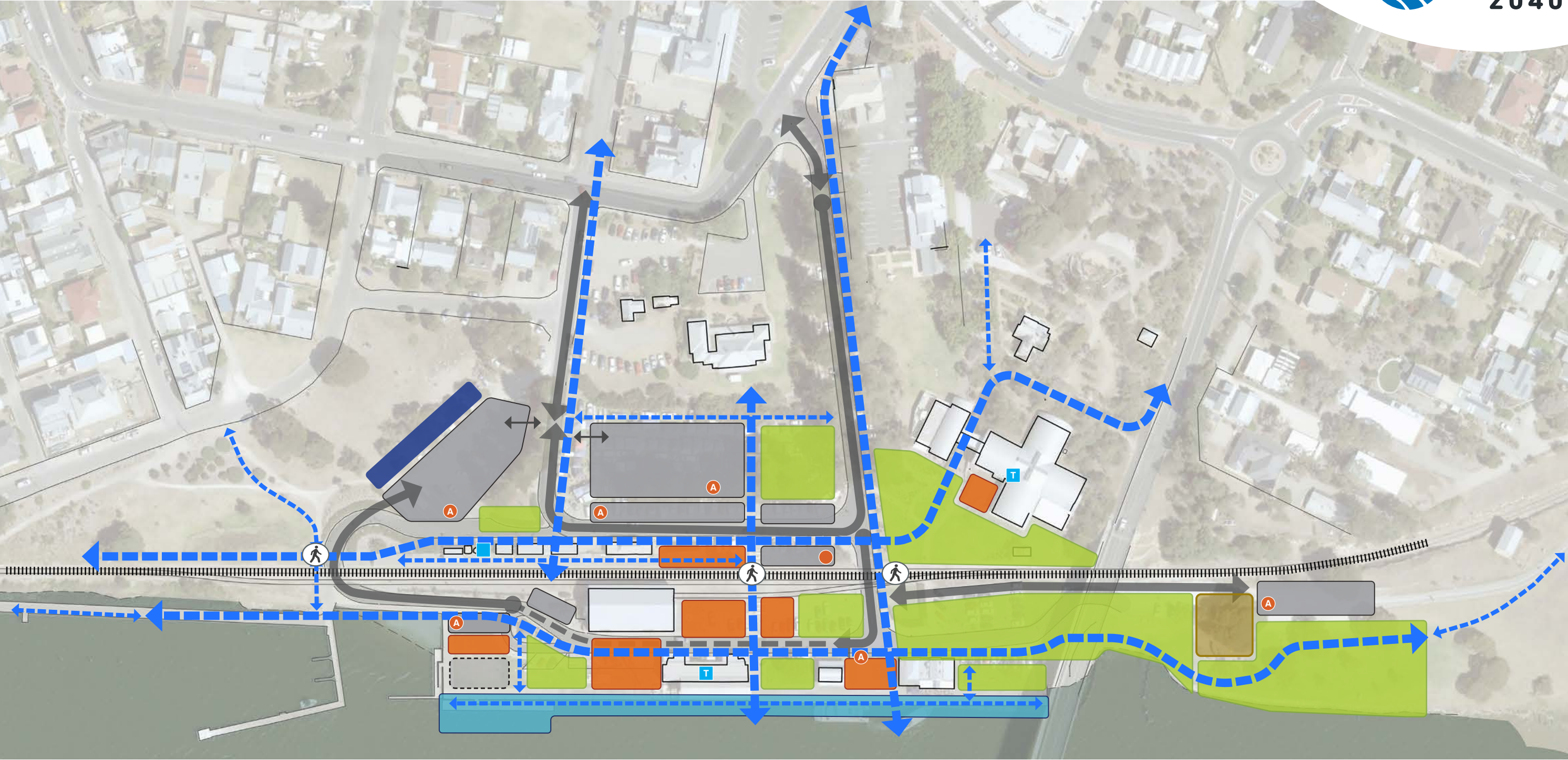
11,000m² Green Space and 1,000 m² Public Realm
(total open space of 12,000m² and an increase of 3,000m²)

PROPOSED PRECINCT PLAN - VEHICLE MOVEMENT AND PARKING



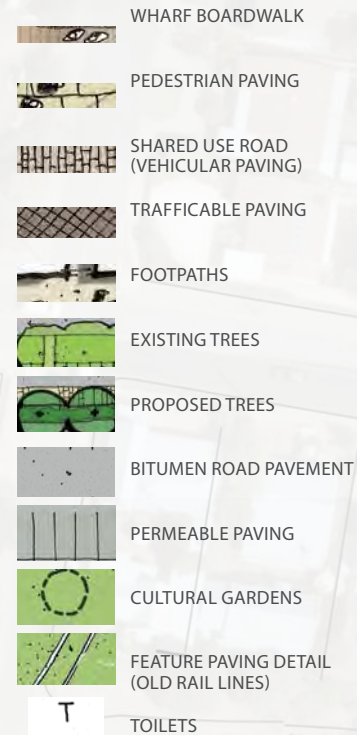
- Proposed parking provision in the precinct **148** (no net loss)
- Centralised parking supporting precinct and Cadell Street
- Reduced vehicle movements along the waterfront to create low speed environment
- Reduced conflicts with the rail corridor
- **128** centralised parking spaces (west of the rail line)
- **14** Local car parks for Amelia and Chart Room
- **8** Trader car parks

PROPOSED PRECINCT PLAN

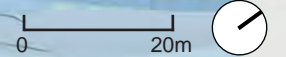


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|--|--------------------------|--|-------------------------|--|----------------------|
| | MAJOR PEDESTRIAN LINKS | | LANDSCAPED OPEN SPACE | | RAIL LINE |
| | SECONDARY FOOTPATH | | PUBLIC REALM AND PLACES | | PLAYSPACE |
| | ONE-WAY VEHICULAR ACCESS | | WATERS EDGE - WHARF | | PEDESTRIAN CROSSING |
| | LINK ROADS | | LARGE VEHICLE | | TOILET |
| | SHARED ZONES (LOW SPEED) | | CAR PARKING | | ACCESSIBLE CAR PARKS |
| | CAR PARK ENTRANCES | | FUTURE DEVELOPMENT | | |

CONCEPT PLAN

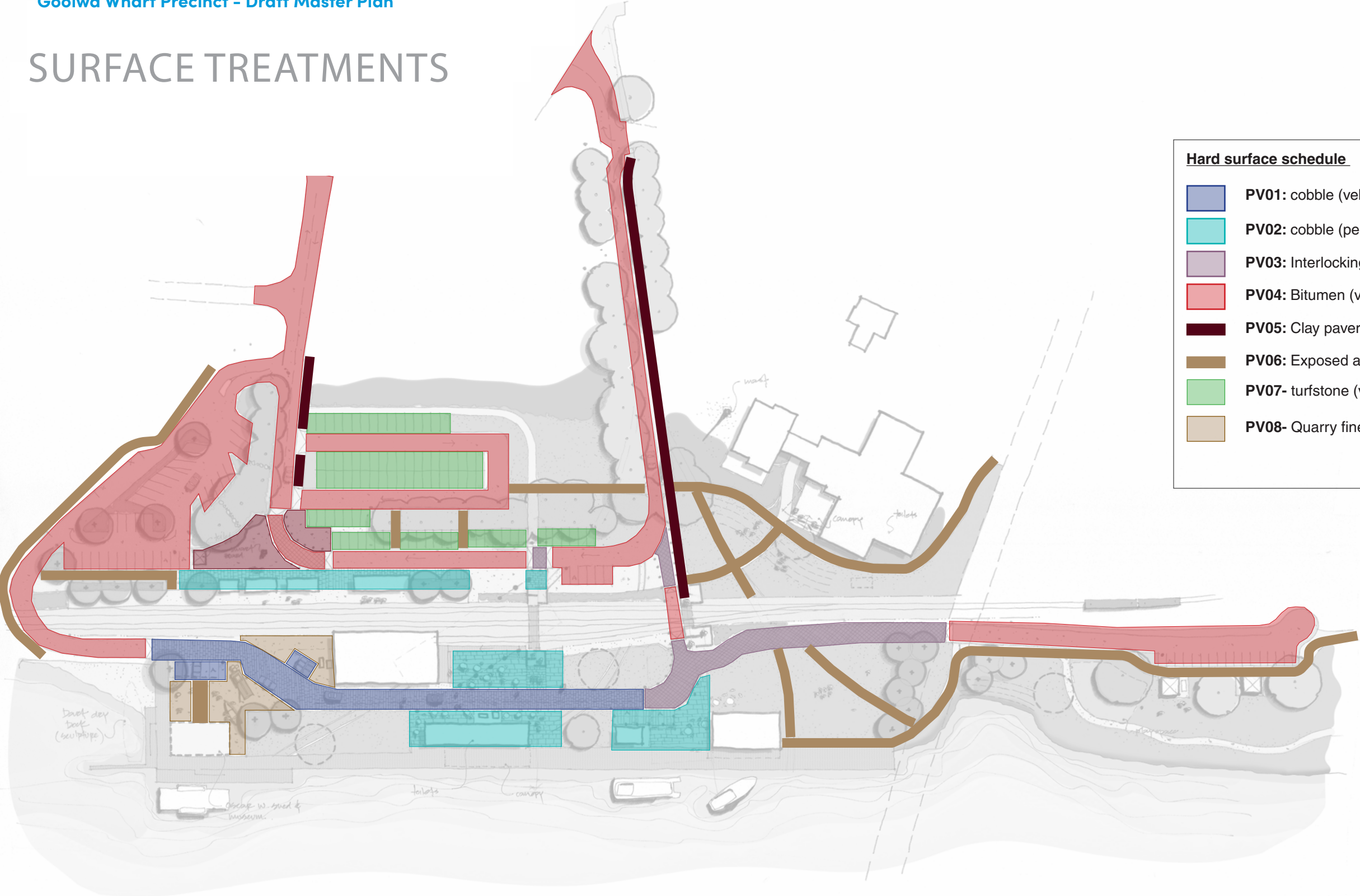










1. NEW STATION CAR PARK
2. NEW ENTRANCE PLAZA TO THE STATION
3. REPURPOSING OF PART OF JARALDE PARK TO PROVIDE CAR PARKING ENABLING MORE GREEN SPACE WITHIN THE PRECINCT AND GREATER CONNECTION TO THE WATERFRONT.
4. BEYOND THE RSL, ONE WAY ALONG CUTTING ROAD WITH NEW 3 METRE PATHWAY FOR PEDESTRIANS AND CYCLISTS
5. CONNECTION OF THE PRECINCT TO GOOLWA TOWNSHIP
6. PUBLIC SPACE AND PEDESTRIAN CROSSING
7. INTERNAL AND EXTERNAL IMPROVEMENTS TO SIGNAL POINT BUILDING AND BETTER INTEGRATION WITH THE PRECINCT
8. NEW 30M MAST WITH LIGHTING
9. NEW DEDICATED BUILDING FOR VOLUNTEERS TO SUPPORT THE OPERATION AND MAINTENANCE OF THE PS OSCAR W (9A - RELOCATION OF THE MOORING OF THE PADDLE STEAMER OSCAR W)
10. POTENTIAL RELOCATION OF DART AS MARITIME ARTEFACT (PART OF FUTURE WOODEN BOAT STRATEGY)
11. ADDITIONAL OPEN SPACE TO SUPPORT OUTDOOR DINING, POP UPS, COMMUNITY EVENTS AND FESTIVALS
12. NEW OPEN SPACE AND EVENT SPACE WITH THE MARKETS HELD ON GREEN SPACE AND INTERSPERSED WITH BUSINESS AND OTHER ACTIVITIES
13. FORMALISATION OF RAIL CORRIDOR TO IMPROVE SAFETY OF PEDESTRIANS AND VEHICLES
14. REFURBISHMENT OF THE WHARF SHED TO MAINTAIN ITS HERITAGE VALUES AND PROVIDE ADDITIONAL BUSINESS OPPORTUNITIES
15. SHARED USE OF WHARF ROAD FOR PEDESTRIANS AND VEHICLES (LOW SPEED AND NO KERBS)
16. EXISTING PLAYGROUND
17. FORMALISATION OF CAR PARKING AT AMELIA PARK
18. REDECKING OF THE WHARF
19. IMPROVED PEDESTRIAN AND CYCLE LINKAGES TO AND THROUGHOUT THE PRECINCT AND BEYOND





SURFACE TREATMENTS



Hard surface schedule	
	PV01: cobble (vehicular)
	PV02: cobble (pedestrian)
	PV03: Interlocking paver (vehicular)
	PV04: Bitumen (vehicular)
	PV05: Clay paver (pedestrian)
	PV06: Exposed aggregate concrete (pedestrian)
	PV07- turfstone (vehicular)
	PV08- Quarry fines (pedestrian)



PV01: cobble (vehicular)



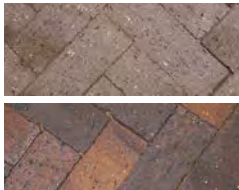
PV02: cobble (pedestrian)



PV03: Interlocking paver (vehicular)



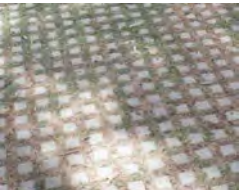
PV04: Bitumen (vehicular)



PV05: Clay paver (pedestrian)



PV06: Exposed aggregate concrete (pedestrian)



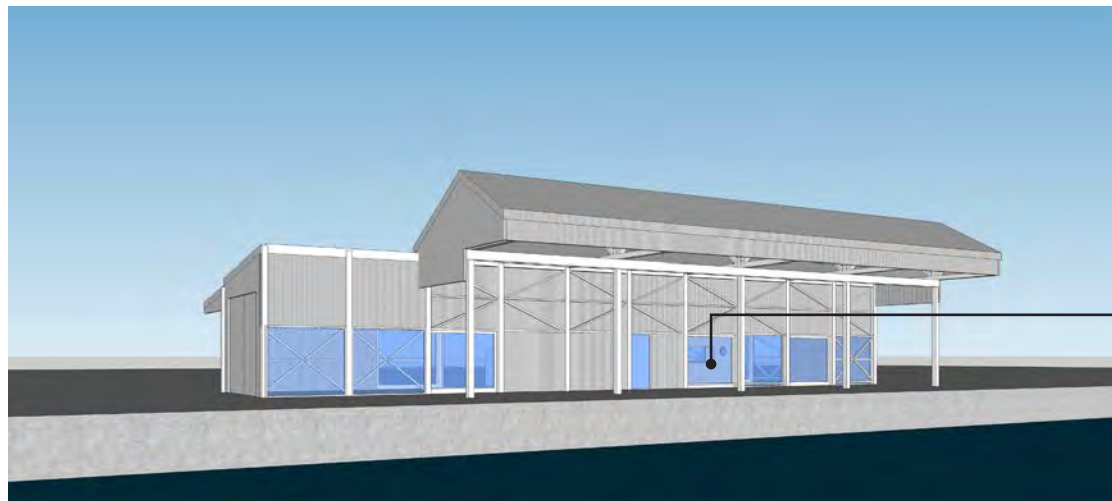
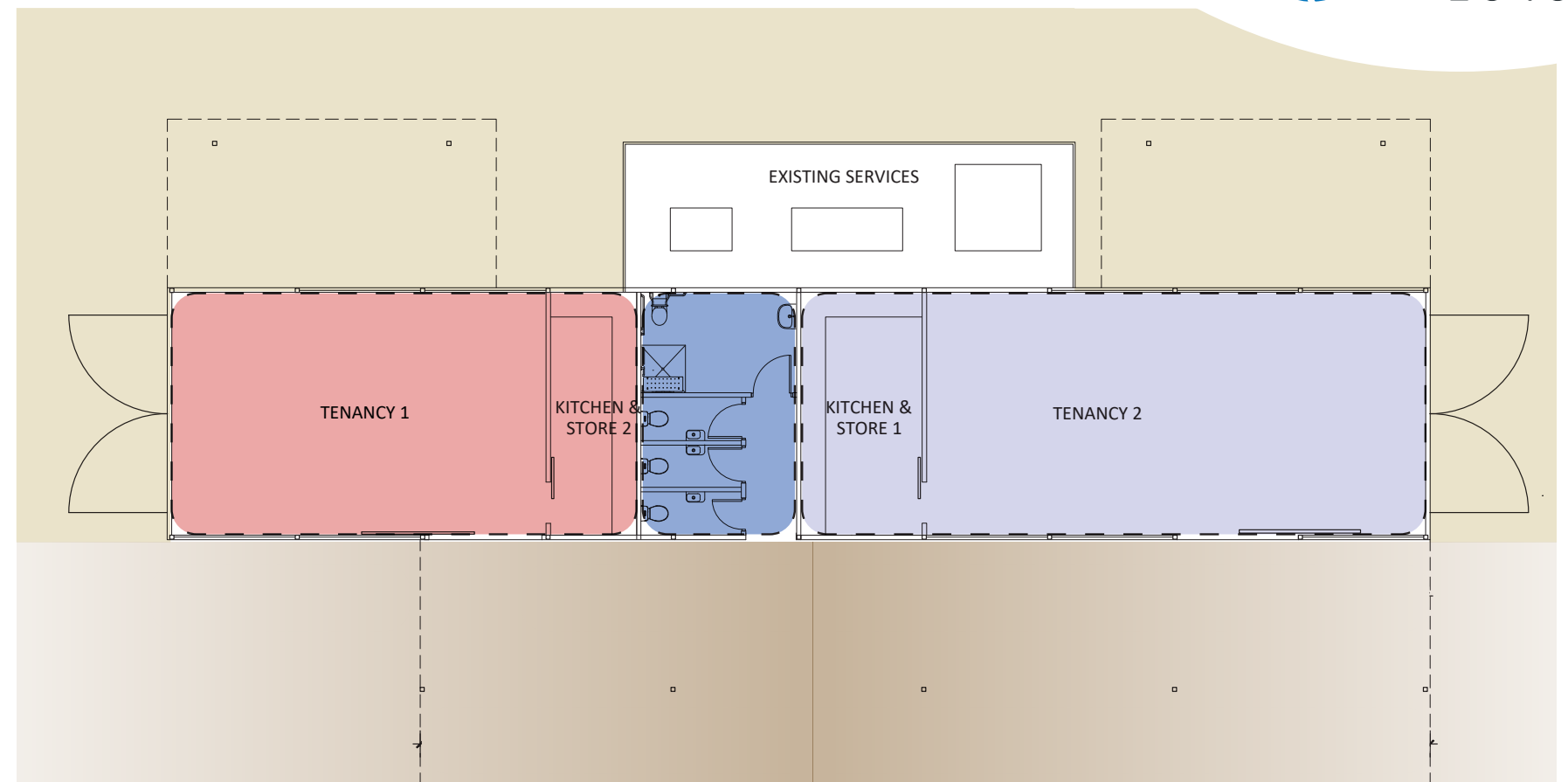
PV07- turfstone (vehicular)



PV08- Quarry fines (pedestrian)

WHARF SHED

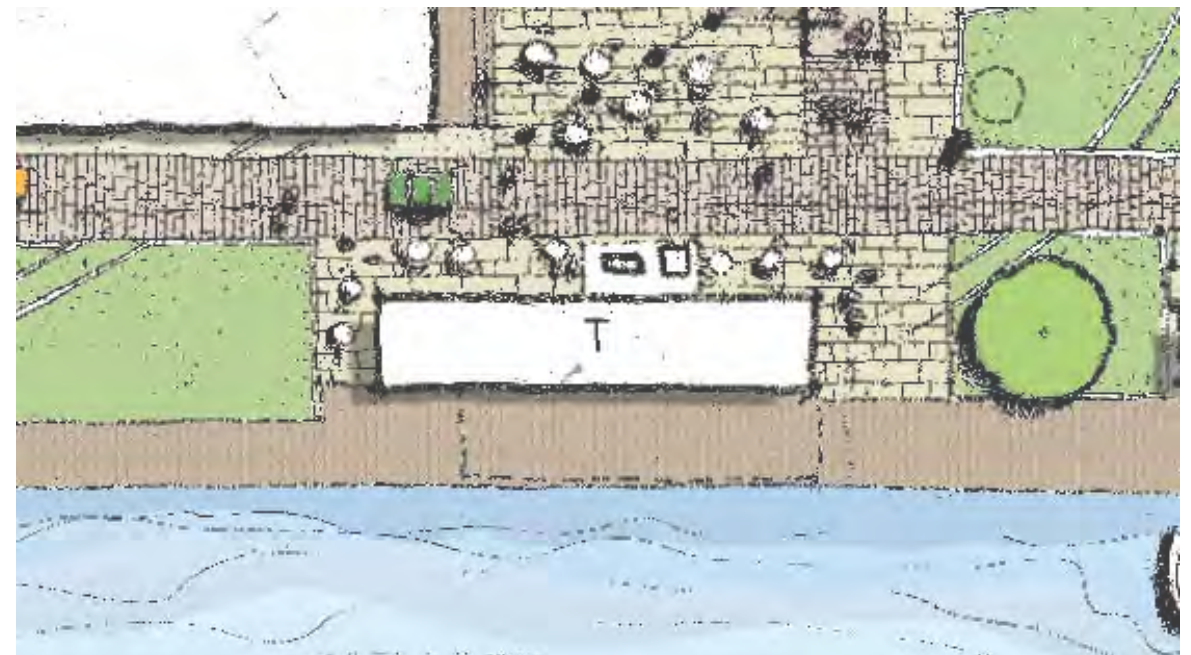
- Centralised amenities and kitchen facilities
- Replacement of existing non-compliant WCs
- Improved outdoor activation
- Glazing to open up views
- Increased weather protection



Glazing to open up views.



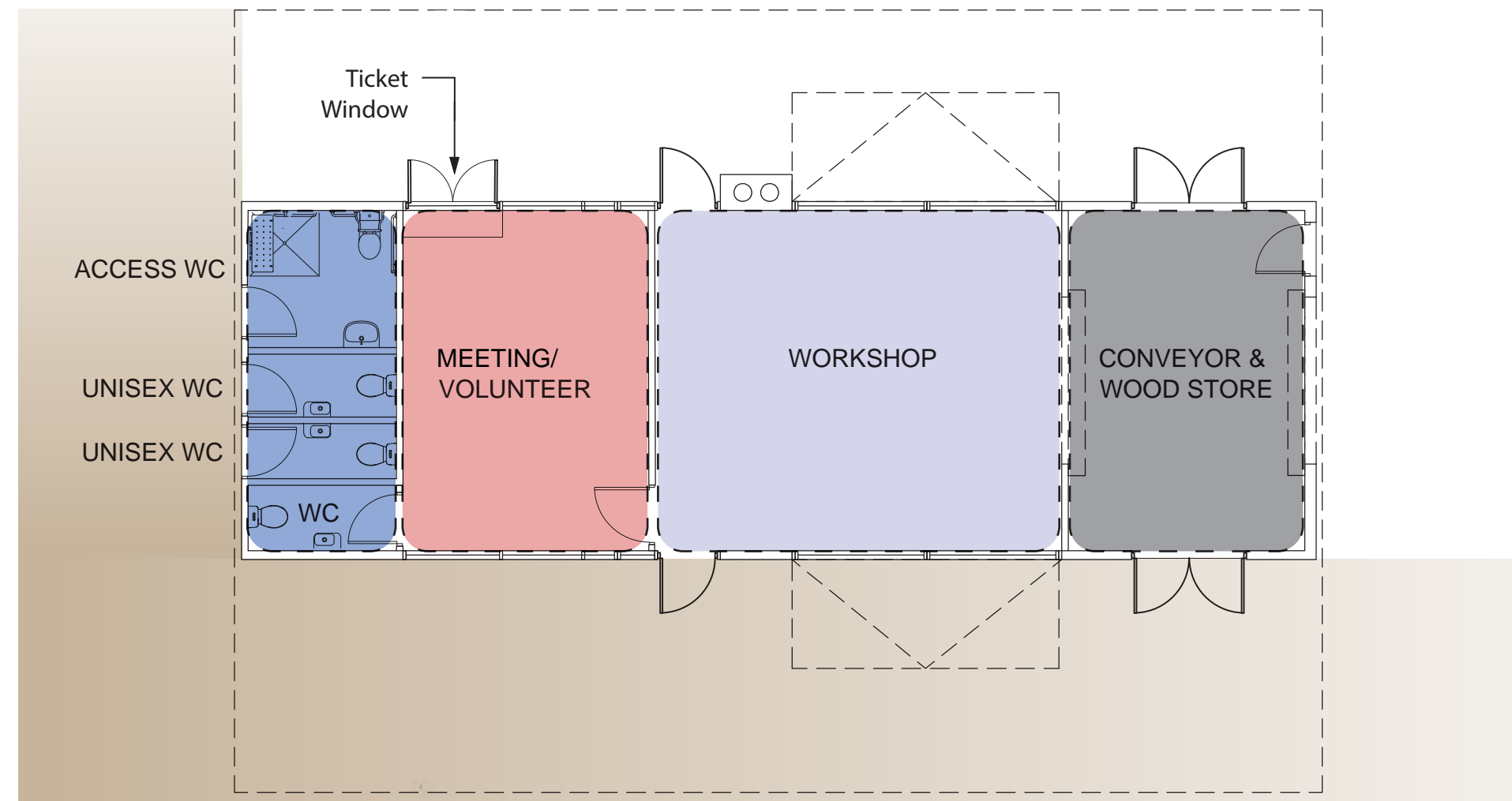
Screening to existing services.



PS OSCAR W CENTRE

NEW BUILDING

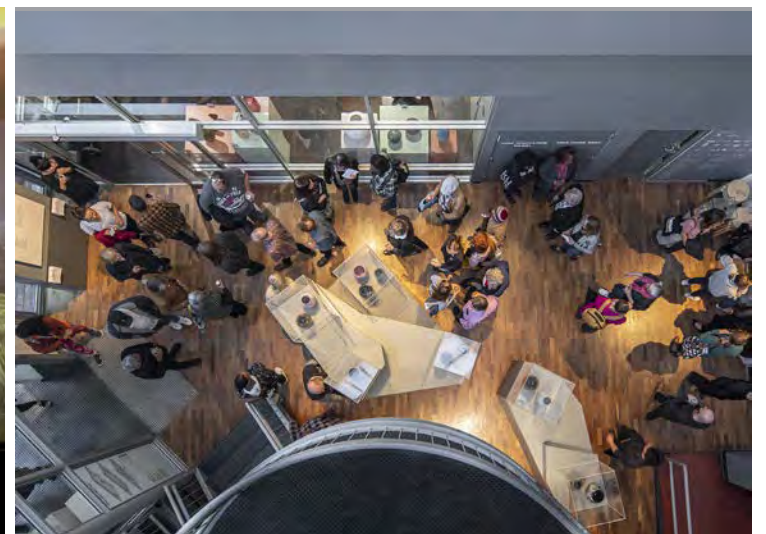
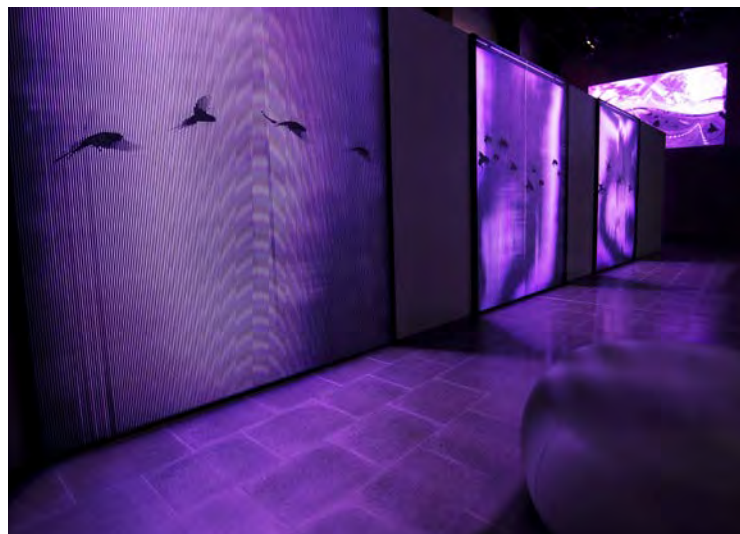
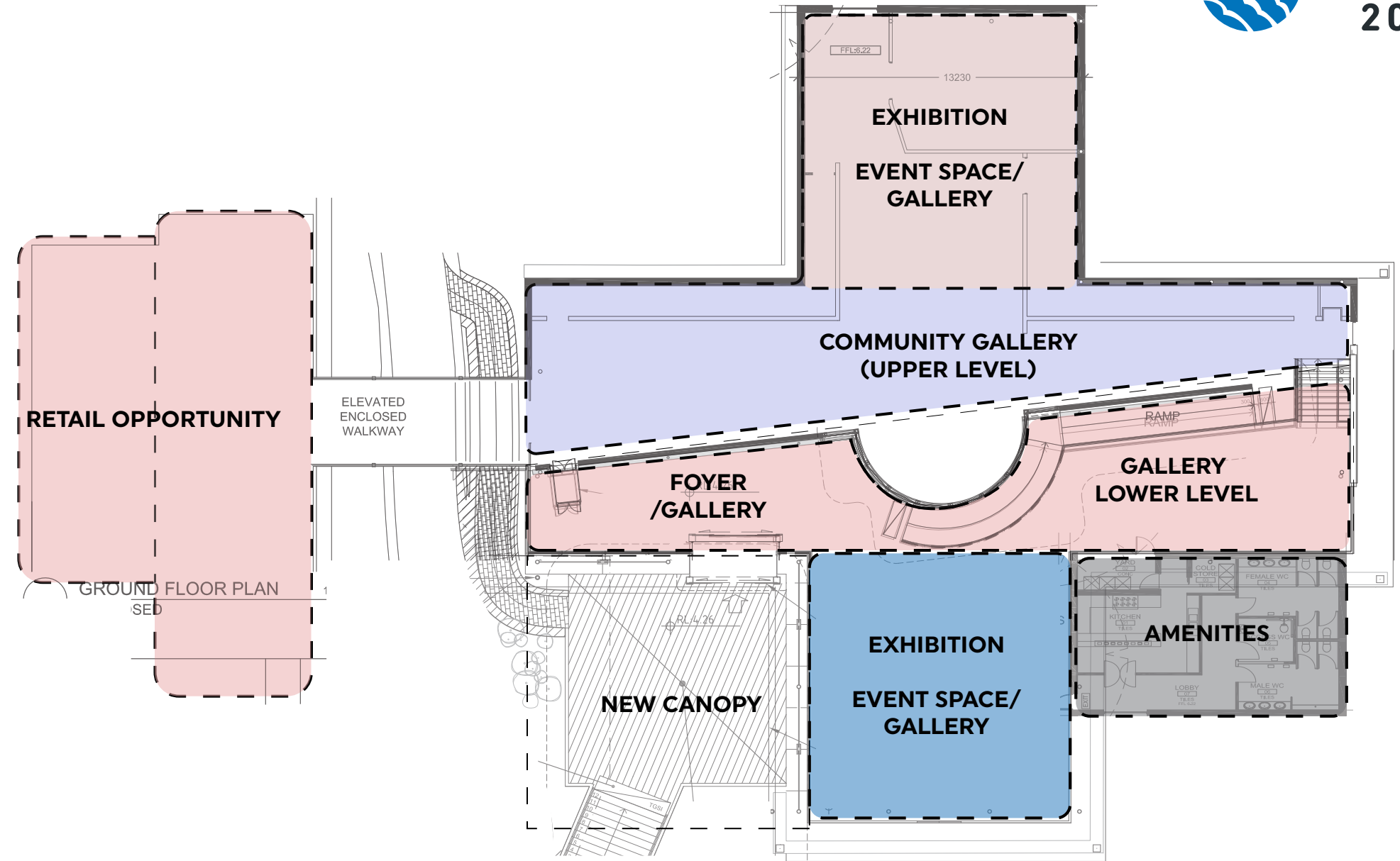
- PS Oscar W relocation
- New amenities
- New Workshop
- New wood store and conveyor



SIGNAL POINT

LAYOUT

- Story telling/Exhibition Space/Gallery
- Improved connection with Wharf Precinct
- New roof, heating/cooling system and solar panels
- Internal changes to improve use of the area



SIGNAL POINT

BUILDING CANOPY



- Canopy structure is simple and low profile so as to not compete with main Signal Point structure
- Canopy opens away from the prevailing weather
- White painted steel structure responds to Signal Point
- Polycarbonate roofing modifies light while providing weather protection and mitigating bird roosting

GOODS SHED



HECTORS + SIGNAL POINT



WHARF SHED

