



VERSION 22122016 – ENDORSED BY COUNCIL 6 FEBRUARY 2017



Goolwa Beach Car Park + Surrounds Masterplan

FINAL REPORT – APPENDICES

JENSEN PLANNING + DESIGN in association with TONKIN CONSULTING and EBS ECOLOGY - DECEMBER 2016



Acknowledgement to Country

Alexandrina Council acknowledges the Ngarrindjeri people as the Traditional Owners of Goolwa Beach and the surrounding area and we respect the rights, interests and obligations of Ngarrindjeri to speak and care for their traditional lands and waters in accordance with their laws, customs, beliefs and traditions.

For Ngarrindjeri, the area is a culturally sensitive, living landscape. In accordance with the 2002 Kungun Ngarrindjeri Yunnan Agreement signed by Alexandrina Council and the Ngarrindjeri Nation, we are committed to working together to uphold Ngarrindjeri rights and advance Ngarrindjeri interests when decisions are being made about their Ruwe (Country). This includes working together to ensure that future management actions in and around Goolwa Beach seek to enhance rather than diminish the connectivity of landscape elements.

Alexandrina Council extends its thanks to everyone who has contributed the insight, expertise and suggestions that have informed the development of this Masterplan.



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APPENDIX 1. LITERATURE REVIEW

Alexandrina Council Community Strategic Plan 2014-23

The Alexandrina Community Strategic Plan 2014-23 outlines the community aspirations and priorities from 2014-23 to meet the future vision for Alexandrina Council, as envisaged by its community.

The development of lifesaving facilities and extension of the Encounter Bikeway are both identified as major projects to be completed between 2014-23.

Additionally, one priority of the Plan is the creation of 'climate-ready communities'. An identified outcome of this is the preparation of a 'Climate Resilient Community Action Plan'. This relates to the requirements set out by the Coast Protection Board, and the minimum building floor height to accommodate rising sea levels to 2050 and 2100.

The Plan includes reference to the Kungun Ngarrindjeri Yunnan Agreement, which was first signed in October 2002. In line with the Agreement, Alexandrina Council continues in a shared conversation with the Ngarrindjeri Regional Authority about the next phase in the Kungun Ngarrindjeri Yunnan Agreement, and a commitment to working alongside the Ngarrindjeri to ensure their unique cultural heritage is maintained.

Alexandrina Council Environmental Action Plan 2014-2018

As outlined in the Alexandrina Environmental Action Plan 2014-18, vegetation within the Council area has been subject to broad-scale clearance and disturbance for agriculture, urban and coastal development. Today, less than 12% of the original vegetation remains. The Goolwa Dune System is one of the few remaining significant areas of remnant vegetation under Council's care. The dune system is therefore of significant environmental and conservation importance.

In order to promote its conservation, Council continues to join with other agencies and environmental groups to undertake revegetation and weed control programs at the Goolwa Dunes.

Making Sense of Goolwa's Growth Opportunities GO 2030

The GO2030 is a proactive strategic plan with an intent to manage the future sustainable and healthy growth of Goolwa over the long term to 2030.

One of the goals outlined in the Plan is the provision of 'recreation and sports facilities to meet the needs of Goolwa's population'. One of the identified actions is the upgrade of car park facilities at Goolwa Beach.

Also relevant to the Masterplan, the GO2030 seeks to ensure 'roads are efficient, safe and well connected'. Beach Road, which terminates at the Goolwa Beach Car Park, is an important collector road link between the beach and the town centre. The Plan identifies that 'an avenue of trees is needed to give it shade, beauty, and to signify its importance'. Additionally, a footpath and bike lane are identified for Beach Road in order to allow safe access from the coast to the town centre, schools and shops.

There is also an emphasis on working with the Ngarrindjeri community to explore and identify ways in which to integrate elements of Ngarrindjeri culture through art and cultural display within the cultural precinct and around Goolwa more generally.

Goolwa Open Space and Recreation Strategy (2011)

The Goolwa Open Space and Recreation Strategy refers to the Goolwa Beach Reserve. As minor renovations to the café at Goolwa Beach had recently been undertaken at the time of the strategy's production, any further upgrades were not identified as a priority. However, suggestions for future, more long term upgrades included:

- Redesign and landscape of the car park to reduce expanse of bitumen, as well as consideration of retaining non bituminised landscaped area for overflow parking.
- Additional seating and viewing points (e.g. decking overlooking the coast from the edge of car park).
- Upgrade of the public amenities.

DRAFT Ngarrindjeri Sir Richard Peninsula Cultural Heritage Management Plan (August 2014, Ngarrindjeri Regional Authority Inc.)

The Draft Ngarrindjeri Sir Richard Peninsula Cultural Heritage Management Plan details the cultural importance and management recommendations for the Sir Richard Peninsula, as outlined by the Ngarrindjeri Regional Authority Inc. (NRA). The vision described by the NRA is to respect and adhere to the Ngarrindjeri laws that have been inherited from the Ngarrindjeri Creation Ancestors, and is guided by the knowledge and vision of Ngarrindjeri Elders.

The NRA has developed a management strategy to guide any development. The Plan clearly articulates the cultural and spiritual importance of the area, a registered part of the 'Meeting of the Waters', describing a fundamental aspect of the Ngarrindjeri world, where all things are connected.

The Draft Cultural Management Plan asserts that the cultural health of this region is threatened because the Ngarrindjeri community has been excluded from the management of the area. Ecological impacts from modification to natural systems, inadequate visitor control and management, pest plants, climate change threats, and disturbance of burial sites are some of the many issues placing pressure on the Peninsula's cultural health.

The NRA hopes to be involved in the ongoing and future management of the area, in order to ensure community well-being, preservation of culturally significant sites, and transfer of knowledge from generation to generation.

Goolwa Dunes & Tokuremoar Reserve Environmental Action Plan 2015

The Goolwa Dune and Tokuremoar Reserve Environmental Action Plan documents the various management actions occurring within the project plan area, and compiles the past, present and future actions in one useful plan for improved coordination and resource sharing between all stakeholders and interested parties. It is intended that the Plan will strengthen existing partnerships to allow for continued threat abatement actions and strategies to protect the local ecosystem.

The area covered by the Plan includes the Goolwa Beach Car Park, as part of the Goolwa Dunes system.

As highlighted in the Plan, substantial work has been undertaken by the Goolwa Coastcare Group and the Goolwa to Wellington Local Action Planning Association (GWLAP). Alexandrina Council supports these groups in the form of on-ground activities across an area incorporating Sir Richard Peninsula and the Goolwa Beach dune system including the Goolwa Beach Car Park.

This work has involved:

- Fencing off dune areas.
- Closing off unnecessary paths.
- Planting hotspot erosion areas.
- Installing signage.
- Weed control.
- Installing bicycle racks.
- Improved conditions around horse management.
- Revegetation in collaboration with Bombora Café of the adjoining dune area.

The Plan identifies key weed species and vegetation communities for the Goolwa Dunes. Within the vicinity of the Goolwa Car Park, the key weed species were identified as 'boxthorn', 'bridal creeper', 'acacia cyclops' 'Seascape Daisy' and 'Iceplant'. It is noted that the prevalence of Iceplant has increased along the northern boundary of the Goolwa Beach Car Park where horse manure has been disposed of into the reserve, spreading this weed. It recommends specific actions to ensure that weed species are managed appropriately.

An additional issue identified in the Plan with regards to environmental management was the impact of dogs, with dog droppings commonly found along the fore dune in the vicinity of the Car Park. This was considered to be a medium priority, along with the aim of improving aesthetics, environmental health and protection of native wildlife.

Goolwa Cittaslow Accreditation

Goolwa is accredited as part of the Cittaslow Australian Network. Cittaslow is an international "slow town" movement of small towns with population less than 50,000 people. It is based on a philosophy of preserving the environment, history, character and local culture of a town. The Cittaslow charter emphasises the importance of partnerships between the residents, Council and business community to improve the quality of life for people who live and work there. Cittaslow Goolwa hosts a range of community events promoting the food, wine, arts and artisans of the area, and in May 2017 will host the International Cittaslow General Assembly. The movement also has a strong focus on sustainability and its events in Goolwa have showcased wind energy, electric cars and other alternative energy technologies.

Economic Development Strategy (2016-2022)

The Alexandrina Council 2016-22 Economic Development Strategy outlines a vision for local economic development that will deliver an improved standard of living to its communities and will be driven by continuing enhancements in productivity and innovation. Alexandrina Council notes its community is 'open for business' and that Council will equally balance economic development with community wellbeing and environmental sustainability.

The Strategy outlines nine action areas, four of which are of relevance to the Goolwa Beach Masterplan – Infrastructure, Tourism – create memorable experiences, Alexandrina Town Centres and Alexandrina Lifestyle.

Under Infrastructure, the strategy seeks to ensure sufficient quality infrastructure is provided that supports business efficiency and contributes to the quality of life of residents, specifically noting continued improvements to river and coastal infrastructure that supports aquaculture and tourism activities. Under Tourism, the strategy seeks to expand and improve the local tourism offering and create memorable experiences for visitors. Alexandrina has significant potential as a tourism destination that can provide a wide range of experiences to visitors, including the coast and natural environment. Under Town Centres, the strategy seeks to support Alexandrina's town centres as locations for employment and drivers of economic activity given that 50% of jobs in Alexandrina are likely to be located in the town centres. Under Lifestyle, the strategy seeks to protect and enhance the 'lifestyle' associated with living in Alexandrina including access to beaches, hills, hinterland, lakes and fresh air.

APPENDIX 2. FINAL STAKEHOLDER + COMMUNITY ENGAGEMENT

OVERVIEW

The draft Masterplan for the Goolwa Beach Carpark and Surrounds was endorsed for the purposes of community and stakeholder engagement by the Alexandrina Council on Monday, 19 September 2016.

Council then embarked on a period of community and stakeholder engagement to provide information about the draft Masterplan, as well as obtain feedback prior to its finalisation.

The following engagement activities were undertaken:

- The draft Masterplan was available for comment during the period 10 October 2016 to 13 November 2016.
- The draft Masterplan was available on Council's website during this period.
- A display of key elements of the draft Masterplan was available at Council offices, at both Goolwa and Strathalbyn.
- A flyer was prepared and distributed (eg Community notice boards, Goolwa and Strathalbyn libraries, Strathalbyn Show).
- Advertisements were placed in the local press ("The Times" and "The Argus") promoting the availability of the draft Masterplan, as well as promoting a public information session.
- An article (based on a Press Release issued) promoting the draft Masterplan appeared in "The Times" on 6 October 2016.
- A public information session was held at the Goolwa Beach Carpark on Saturday, 15 October 2016 from 10am–2pm. The session was well attended, and feedback was very positive overall.
- A MySay survey was available online and in hardcopy format (refer **Appendix A**).

- Council's project manager met with the Ngarrindjeri Regional Authority to outline the draft Masterplan and receive feedback.
- A range of key stakeholder groups received emails indicating the availability of the draft Masterplan and seeking feedback to it, as well as an offer to meet with Council's project manager if desired.
- All those who had previously made comment to the initial concept planning phase of work (leading to the development of the draft Masterplan) received an email inviting them to make comment to the draft Masterplan.

A total of 126 written submission was received, of which:

- 86 were from Alexandrina ratepayers/residents;
- 4 were from Victor Harbor ratepayers/residents;
- 11 were from other council areas; and
- 25 were 'not stated'.

26 of the 126 written submissions were received at the public information session held on 15 October 2016.

The large number of responses to the survey were positive overall, although there were many suggestions for improvements received, including from key stakeholder groups, such as Horse SA, the Fleurieu Regional Waste Authority and Goolwa Coastcare.

The following sections outline the feedback received in detail.

Goolwa Beach Car Park & Surrounds
draft Masterplan
Have Your Say!

Alexandrina Council is seeking community input on the draft Masterplan for the Goolwa Beach car park and surrounds.

We are keen to hear your feedback....
Consultation opens on Monday 10 October and closes on Sunday 13 November 2016

Come along and find out more at the
"pop-up" information booth
Goolwa Beach Car Park
on Saturday 15 October,
between 10am - 2pm



- View the full draft Masterplan on our consultation website 'MySay Alexandrina' at: <http://mysay.alexandrina.sa.gov.au/goolwabeachplan>
- Pick up a hard copy of the survey at the Council Offices and post to **PO Box 21 Goolwa SA 5214**
- View the **information display** at Alexandrina Council Offices, 11 Cadell Street, Goolwa

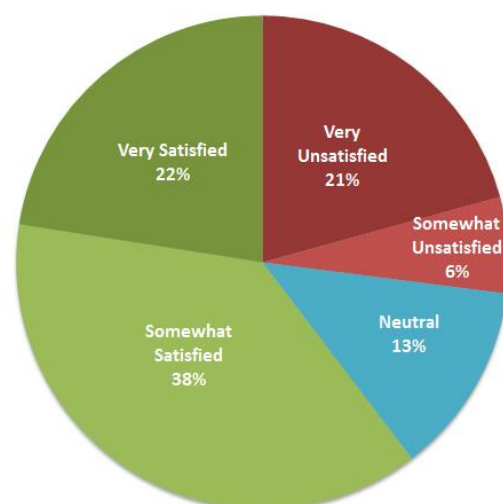
SURVEY RESULTS

Car Park Layout + Beach Road Improvements (Q1.)

Viewing the Masterplan, please indicate how satisfied you are with the provision of parking spaces and layout of the car park and proposals for Beach Road. (5 being the highest and 1 being the lowest).

Approximately 60% of respondents were either very or somewhat satisfied with the proposed improvements to the car park and beach road.

Just over a quarter of respondents were either very or somewhat unsatisfied.



Q1. Satisfaction Survey Results

Q1. Comments

Long Vehicle Parking

- General support for the long vehicle / horse float parking area, but some concern that the area wasn't large enough for the demand (including Recreation Vehicles, buses).

Beach Road

- Some concerns with vehicle speed along Beach Road, and that speed humps will not deter hoon driving.
- Need to widen Beach Road for paths (both sides).

Parking for Surf Schools

- The two surf schools require trailer parking close to the beach access points, as per current arrangements (one on east side, one on west side).

Vehicle Access to Beach

- Only allow vehicle access via slip-lane, not by left turn at round-a-bout too.

Drop Off Zone

- Some suggestions for a five minute drop off zone near beach so families can unload gear and elderly passengers, etc.

Size of Carpark

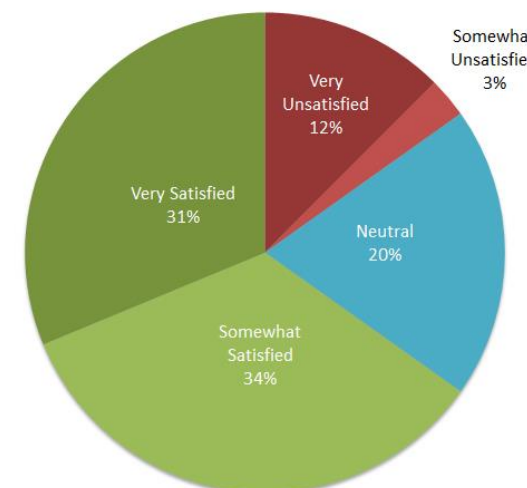
- Some questioned of the need to expand the carpark given that it is only full in a short-peak period around Christmas / New Year.
- Recognition expanded carpark is still undersized for the peak period.
- Concern that loss of dune to create expanded carpark

Vehicle access to the Beach (Q2.)

Please indicate how satisfied you are with the ideas presented regarding 4WD vehicle access to the beach. (5 being the highest and 1 being the lowest).

Approximately two-thirds of respondents were either very or somewhat satisfied with the proposals relating to vehicle access to the beach.

Only 15% of respondents were either very or somewhat unsatisfied.



Q2: Satisfaction Survey Results

Q2. Comments

Vehicles on Beach

- Preference of no cars to be on the beach due to safety / environmental concerns.
- Increase council monitoring of vehicle speed and vehicles heading west along beach.

Permit Fee

- Some confusion as some thought that local residents would need to pay fee.
- Other residents were happy to pay a fee.

Access Track

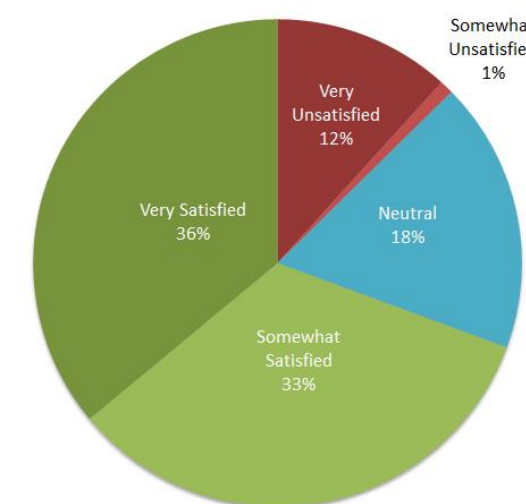
- Need to ensure construction/infrastructure materials are safe for horses.
- Concern that changing the surface will not work given the extreme sand drift.
- Apparent conflict between improving access conditions whilst discouraging 2WD vehicles.

Pedestrians + Cyclists (Q3.)

Please indicate how satisfied you are with the with the proposed upgrades to pedestrian and cyclist amenities, both approaching the car park from the Encounter Bikeway and within the car park. (5 being the highest and 1 being the lowest).

Approximately 70% of respondents were either very or somewhat satisfied with the proposals relating to pedestrians and cyclists.

Only 13% of respondents were either very or somewhat unsatisfied.



Q3: Satisfaction Survey Results

Q3. Comments

Shaded Walkway through Carpark

- There were many comments indicating that the shade structures over the pedestrian walkway through the carpark were undesirable (not needed, too cluttered, too costly, etc).

Other

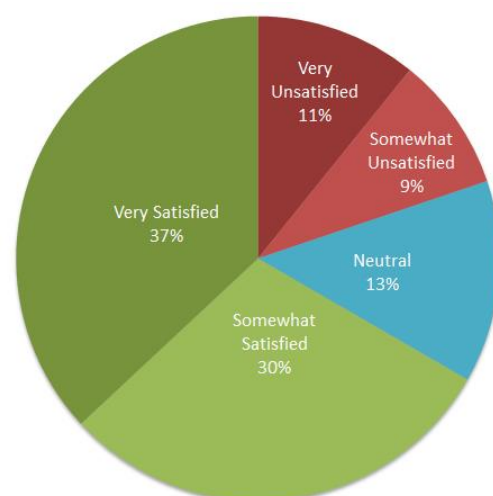
- Need better emergency access to beach (i.e. dedicated access way).
- Improve cyclists movements from Beach Road through to beach.
- Create cycle lanes on both sides on Beach Road.

Café + Public Plaza Area (Q4.)

Please indicate how satisfied you are with the proposal for a new café building and public plaza area. (5 being the highest and 1 being the lowest).

Approximately two thirds of respondents were either very or somewhat satisfied with the proposals relating to the café and the public plaza area.

20% of respondents were either very or somewhat unsatisfied.



Q4: Satisfaction Survey Results

Q4. Comments

Character

- Several comments regarding desire to keep the unique Bombora Café character “as is”.
- Keep the “Bombora” name.

Weather Protection

- Café needs wind protection for any outdoor dining area.
- Include more shaded areas in Plaza.
- Need wind protection for Plaza area.

Size of Cafe

- Café looks similar in size – needs to be larger.

Combined Café/SLS Building

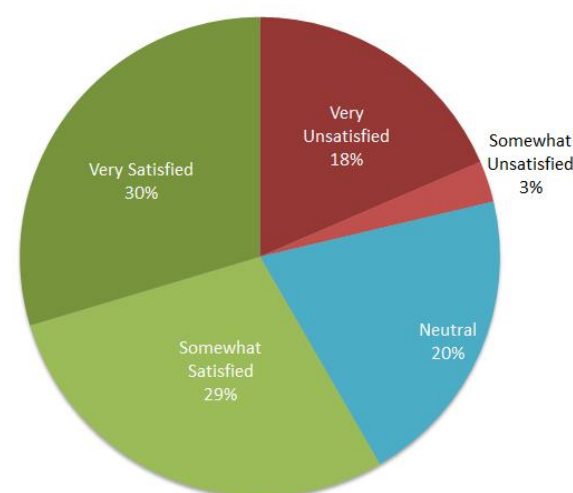
- Several comments suggesting combine all three buildings into one, with Café outsourced.

Surf Life Saving (SLS) Building (Q5.)

Consultation about the proposed SLS building will occur as part of the formal Development Assessment process. However, in relation to the Masterplan, we are interested in hearing your thoughts about the location of the proposed building. Please indicate your overall satisfaction with the proposed location of the new SLS building. (5 being the highest and 1 being the lowest).

Approximately 60% of respondents were either very or somewhat satisfied with the proposed location of the Surf Life Saving (SLS) Building.

Approximately 20% of respondents were either very or somewhat unsatisfied.



Q5: Satisfaction Survey Results

Q5. Comments

Scale of Building

- Some are concerned at the large size of the building footprint and for the potential for the building to be two story.
- Some are concerned at the inclusion of the bar/function area, as Council is already funding the Aquatic Club.

Location of Building

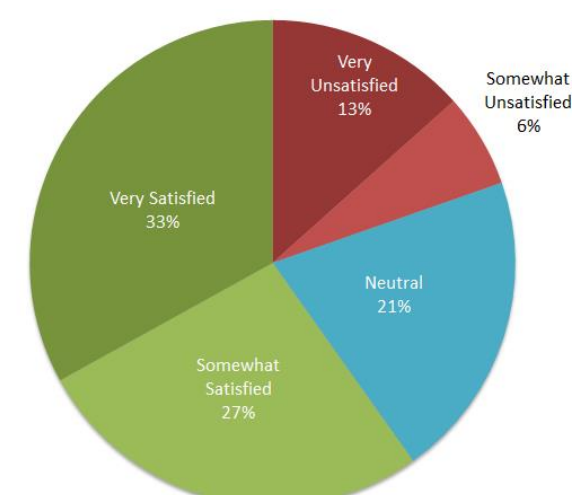
- Some express views that club building should be on western side of the carpark, away from the Café (largely for safety reasons but also to better provide for club events).
- Concern that buildings are not far enough away from the 2100 estimated shore line.

Public Amenities, Public Art, Signage & Landscaping (Q6.)

Please indicate how satisfied you are with the proposals for new public amenities (toilets/change rooms etc.), public art, signage, landscaping, seating, showers etc. (5 being the highest and 1 being the lowest).

60% of respondents were either very or somewhat satisfied with the proposals relating to public amenities, public art, signage and landscaping.

Approximately 20% were either very or somewhat unsatisfied.



Q6: Satisfaction Survey Results

Q6. Comments

Toilets

- Many comments indicating concern at location of toilets / change room facility (too far away / isolated and potentially blocking views).

Showers

- More outdoor showers needed.
- Incorporate multiple shower heads and taps for feet washing.

Rubbish Bins

- Need not more bins and regular emptying.
- Detailed submission from FRWA (eg. event bin locations, green bins for horse waste, need for coordinated approach).

Electric Vehicle Charging Station / Tyre Inflation Station

- Support for tyre inflation station.
- Some concerns with provide electric vehicle charging station due to cost / environmental conditions / maintenance issues.

Lighting / Security

- Need better management of activities through to the Murray River mouth.
- Ensure toilets / Café areas are well lit.

Public Art

- Comments re potential for graffiti, desire to retain Cockle Shell Sculptures and need to emphasis culture values.

Signage

- Make all signage clear and durable to handle the extreme environmental conditions.
- General support for types of signage indicated.

Pedestrian Access to Beach

- Improve pedestrian stair access to the beach by orientating towards south-east (restricting sand build-up).
- Ensure stormwater from carpark does not flood the steps.
- Support for provision of access for people with disabilities.

Landscaping

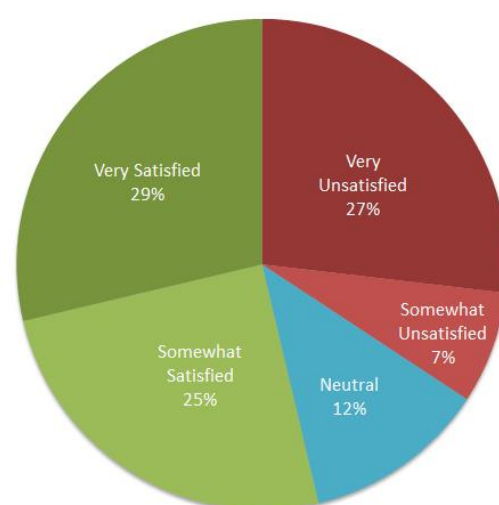
- Suggestions for increase in landscaping.
- Concerns landscaping will not be properly maintained given sand / wind impacts.
- Minimise any encroachment into dune areas.

Horses & Horse Floats (Q7.)

Please indicate how satisfied you are with the proposed new parking and beach access arrangements and facilities for the horse riding community. (5 being the highest and 1 being the lowest).

Just over half of respondents were either very or somewhat satisfied with the proposals relating to the new parking arrangements and beach access arrangements and facilities for the horse riding community.

Approximately one third of respondents were either very or somewhat unsatisfied.



Q7: Satisfaction Survey Results

Q7. Comments

- Many concerns at time restrictions (keep availability totally open).
- Inadequate area for vehicles with horse floats.
- Concern at manoeuvrability for vehicles with horse floats.
- Suggestions that the tacking yard is not required. Horses tied to back of floats will congest the driveway – needs to be redesigned.
- Area along Beach Road is unavailable for horse floats during peak periods.
- Some concern that horse riders cause safety issues with other beach users 'support for time limits for horse riders'.
- Some concern at safety for horses having to cross the main entry/exit to the carpark.

- Suggestions by some horse riders for a different horse access to Goolwa Beach; e.g. near the barrage or the 19th beacon (i.e. away from the majority of the general public).
- Proposed pedestrian/horse track adjacent 4WD track is far too narrow.
- Also need safer separation barrier, (e.g. post and rail fence in lieu of bollards).
- Detailed submissions / media release from Horse SA (note support for tacking yard, response to a horse related emergency).

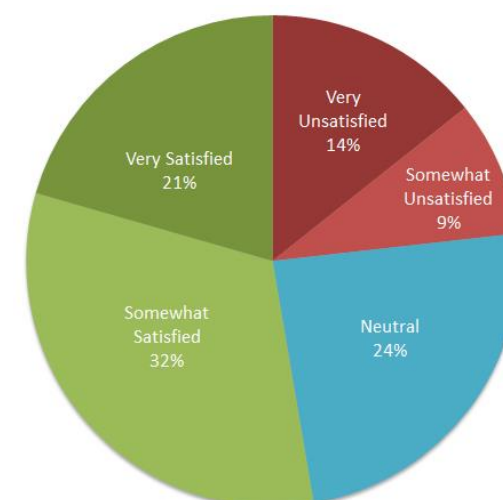
Overall Satisfaction with Draft Masterplan (Q8.)

Please indicate your overall level of satisfaction with the vision and recommendations of the draft Masterplan. (5 being the highest and 1 being the lowest).

Just over half of all respondents were either very or somewhat satisfied overall with the vision and recommendations of the draft Masterplan.

Almost one quarter of respondents were either very or somewhat unsatisfied, whilst approximately a quarter were neither satisfied or unsatisfied (i.e. neutral).

It is important to note that a large proportion of those who were unsatisfied overall with the Draft Masterplan were particularly influenced by their dissatisfaction with the recommendations relating to horses (in particular the suggestion that horse float parking should have restricted hours during the peak holiday season).



Q8: Satisfaction Survey Results

SUMMARY OF SURVEY RESULTS FOR THOSE ATTENDING THE ONSITE COMMUNITY INFORMATION SESSION

The onsite community information session was well attended, with many people inspecting the information boards and obtaining information from Council and consultant representatives.

26 surveys were submitted on the day and these have been separately analysed (refer **Appendix B**) for a comparison between those attending the onsite community information session and the remainder surveys received from respondents.

Overall, those attending the onsite community information session expressed higher levels of satisfaction compared to those that did not attend (but filled in the same questionnaire, having viewed material either online or as part of displays at Council offices, etc).

Those attending the onsite community information session were generally less likely to be “neutral” with respect to their opinions.

They were also less likely to be either very or somewhat unsatisfied regarding both the car park layout / Beach Road improvements, and the proposals relating to horses / horse floats.

Those attending the onsite information session were a little more unsatisfied regarding pedestrians/ cyclists and the proposed location of the Surf Life Saving (SLS) Club Building.

Of particular note was the fact that **all** of those who participated in the ‘litmus test’ question *“Is the draft Masterplan on the right track - Yes or No ?”* answered YES (73 in total).

OVERALL SUMMARY

Overall the draft Masterplan has been very well supported by the community, as indicated through approximately 75% of respondents either being very satisfied, somewhat satisfied or neutral regarding the proposals.

The aspects where respondents indicated the highest level of satisfaction included, in the order of highest satisfaction to lowest:

- Café / Public Plaza Area
- Pedestrian / Cyclists
- Public Amenities / Public Art / Signage / Landscaping
- Vehicle Access to the Beach
- Surf Life Saving (SLS) Club Building
- Horses / Horse Floats
- Car Park Layout / Beach Road Improvements.

The areas of most concern to respondents relate to:

- Proposals relating to horses (hours of access to the carpark, number of parking bays for vehicles with horse floats, manoeuvrability, and whether or not the tacking yard is required).
- The carpark layout (a view that the covered walkway through the middle of the carpark is not required, concern at the expansion of the carpark northwards into the vegetative dune, safety at the pedestrian/horse crossing point at the proposed round-a-bout).
- Buildings (concern expressed in 8 responses at the location of the toilets, a view that there should be consolidation of the buildings, concern that the SLS Club Building is too large, a view that the SLS Club Building should be relocated to the western side of the carpark).
- Vehicles on the beach (view that there should be greater monitoring of the vehicle users on the beach to reduce speed and improve safety, and to ensure access to the beach west of the beach entry point is not used).
- Café (desire for the ‘look and feel’ of the Café to remain similar to the existing Bombora Café, greater size and better wind protection for patrons).
- Desire for improved landscaping.

Given that the majority of respondents were either ‘satisfied’ or ‘neutral’ on all aspects of the masterplan, the comments suggesting change need to be considered in some context. That is, most of the detailed comments received were suggesting changes and improvements, but this should not be interpreted as indicating that overall, the community was opposed to the recommendations as presented (given the “level of satisfaction” survey results).

While a range of comments has led to amendments to the Final Masterplan and Recommendations, there are numerous more specific comments that have been provided, including those from key stakeholder groups, that can be further considered as part of the Detailed Design phase for and future management of the project.

APPENDIX A: SURVEY QUESTIONNAIRE

FEEDBACK FORM

GOOLWA BEACH CAR PARK + SURROUNDS DRAFT MASTERPLAN 2016



You are invited to share your views on the draft Goolwa Beach Car Park + Surrounds Masterplan.
Please provide your feedback in the spaces below, or online at:
<http://mysay.alexandrina.sa.gov.au/goolwabeachplan>

This consultation is open from **Monday 10 October 2016** until **Sunday 13 November 2016**.

If you require more space for your response, you may staple additional sheets to this form.

.....
Name (optional):
.....

.....
Address (optional):
.....

Q1. **Car Park Layout + Beach Road Improvements** – Viewing the masterplan, please indicate how satisfied you are with the provision of parking spaces and layout of the car park and proposals for Beach Road. (5 being the highest and 1 being the lowest)

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

Q2. **Vehicle Access to the Beach** – Please indicate how satisfied you are with the ideas presented regarding 4WD vehicle access to the beach. (5 being the highest and 1 being the lowest)

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

Q3. **Pedestrians + Cyclists** – Please indicate how satisfied you are with the proposed upgrades to pedestrian and cyclist amenities both approaching the car park from the Encounter Bikeway, and within the car park. (5 being the highest and 1 being the lowest)

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

Q4. **Café + Public Plaza Area** – Please indicate how satisfied you are with the proposal for a new café building and public plaza area. (5 being the highest and 1 being the lowest)

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

Q5. **Surf Life Saving (SLS) Building** – Consultation about the proposed SLS building will occur as part of the formal Development Assessment process. However, in relation to the masterplan, we are interested in hearing your thoughts about the location of the proposed building. Please indicate your overall satisfaction with the proposed location of the new SLS building.

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

Q6. **Public Amenities, Public Art, Signage + Landscaping** – Please indicate how satisfied you are with the proposals for new public amenities (toilets / change rooms etc.), public art, signage, landscaping, seating, showers, etc. (5 being the highest and 1 being the lowest)

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

Q7. **Horses + Horse Floats** – Please indicate how satisfied you are with the proposed new parking and beach access arrangements and facilities for the horse riding community? (5 being the highest and 1 being the lowest)

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

Q8. **Overall** – Please indicate your overall level of satisfaction with the vision and recommendations of the draft Masterplan. (5 being the highest and 1 being the lowest)

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

Additional Comments:

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Thank you for your participation.

.....
Please return this form by submitting it on-line, or hand it in to the Alexandrina Council Offices or the Strathalbyn Library, or via mail to:

PO Box 21 Goolwa SA 5214

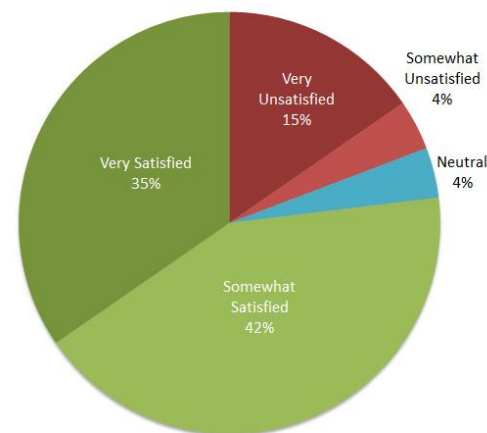
The information you supply in this submission will be used to assist the Goolwa Beach Car Park Masterplan Project Committee in its decision making. This information, including personal information, may be included in a Council report which is available to the public. You can find more information on how the Alexandrina Council manages your personal information in the Council's Privacy Policy, available on our website www.alexandrina.sa.gov.au

APPENDIX B: ONSITE SURVEY RESULTS

Q1. Car Park Layout + Beach Road improvements

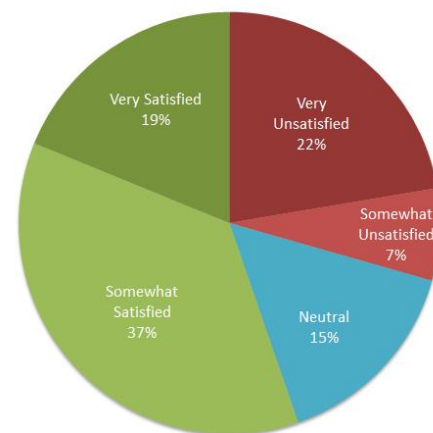
Viewing the Masterplan, please indicate how satisfied you are with the provision of parking spaces and layout of the car park and proposals for Beach Road. (5 being the highest and 1 being the lowest).

Car Park Layout + Beach Road Improvements



Q1 Survey Results from Onsite Participants

Car Park Layout + Beach Road Improvements

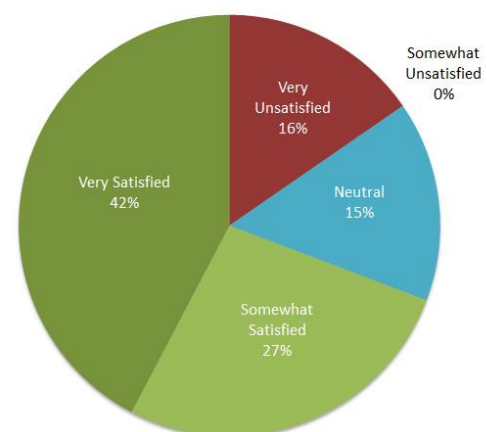


Q1 Survey Results from all Other (non-onsite) Participants

Q2. Vehicle access to the Beach

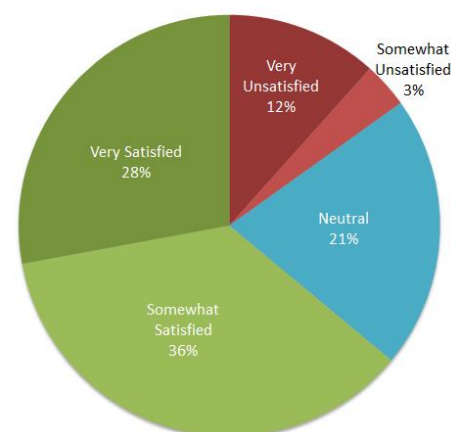
Please indicate how satisfied you are with the ideas presented regarding 4WD vehicle access to the beach. (5 being the highest and 1 being the lowest).

Vehicle Access to the Beach



Q2 Survey Results from Onsite Participants

Vehicle Access to the Beach

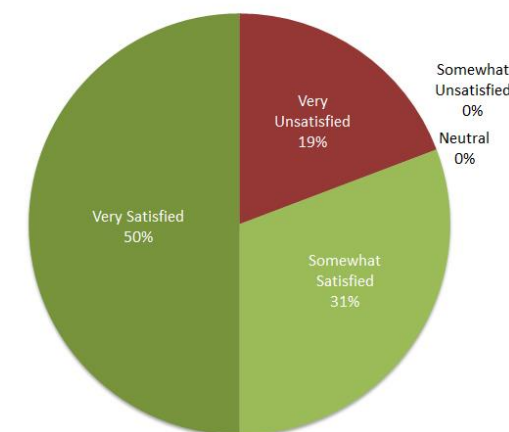


Q2 Survey Results from all Other (non-onsite) Participants

Q3. Pedestrians + Cyclists

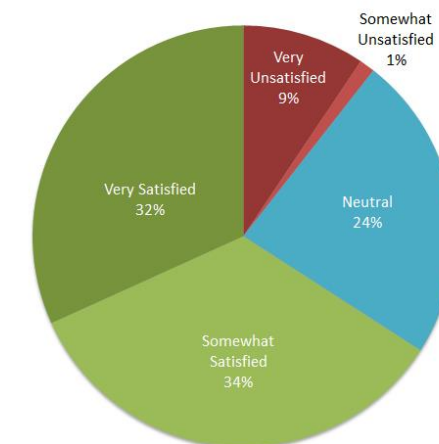
Please indicate how satisfied you are with the proposed upgrades to pedestrian and cyclist amenities, both approaching the car park from the Encounter Bikeway and within the car park. (5 being the highest and 1 being the lowest).

Pedestrian & Cyclists



Q3 Survey Results from Onsite Participants

Pedestrian & Cyclists

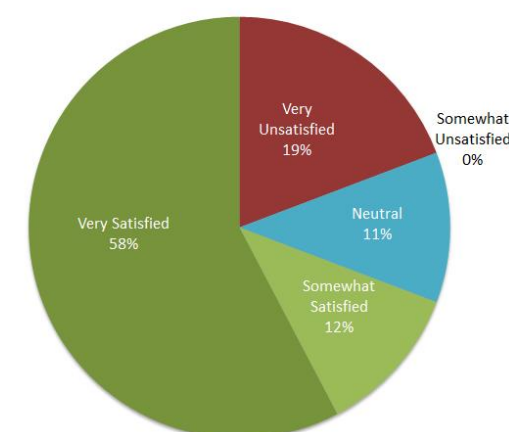


Q3 Survey Results from all Other (non-onsite) Participants

Q4. Café + Public Plaza Area

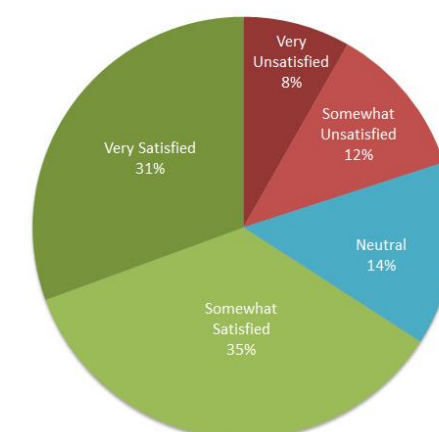
Please indicate how satisfied you are with the proposal for a new café building and public plaza area. (5 being the highest and 1 being the lowest).

Cafe + Public Plaza Area



Q4 Survey Results from Onsite Participants

Cafe + Public Plaza Area

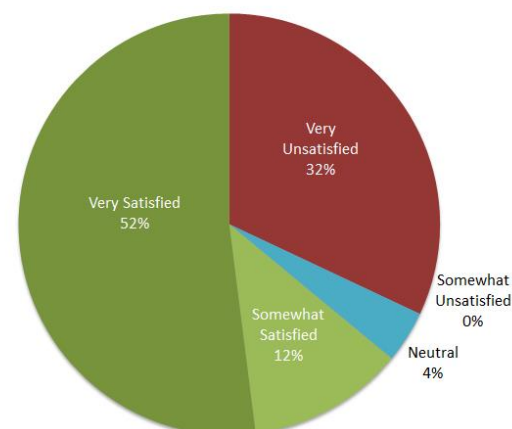


Q4 Survey Results from all Other (non-onsite) Participants

Q5. Surf Life Saving (SLS) Building

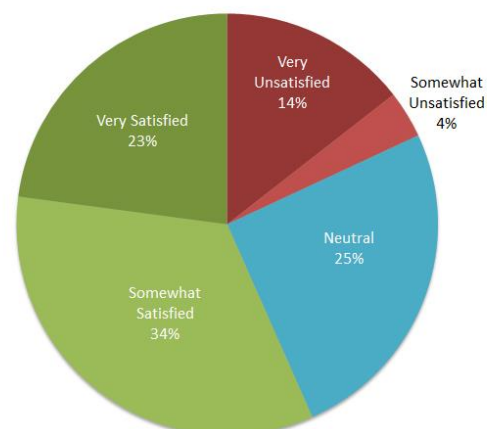
Consultation about the proposed SLS building will occur as part of the formal Development Assessment process. However, in relation to the Masterplan, we are interested in hearing your thoughts about the location of the proposed building. Please indicate your overall satisfaction with the proposed location of the new SLS building. (5 being the highest and 1 being the lowest).

Surf Life Saving (SLS) Building



Q5 Survey Results from Onsite Participants

Surf Life Saving (SLS) Building

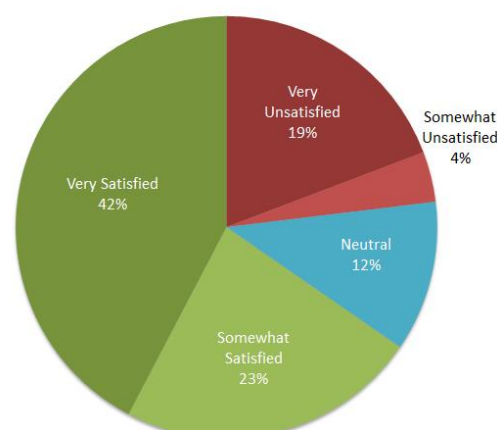


Q5 Survey Results from all Other (non-onsite) Participants

Q6. Public Amenities, Public Art, Signage & Landscaping

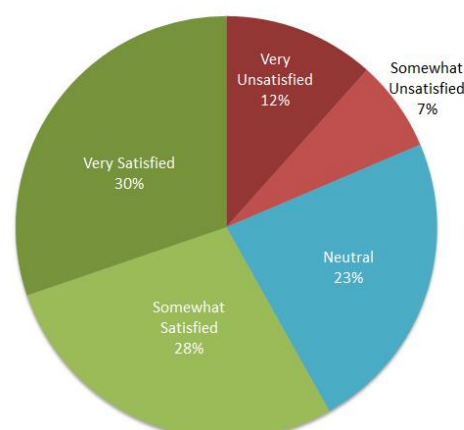
Please indicate how satisfied you are with the proposals for new public amenities (toilets/change rooms etc.), public art, signage, landscaping, seating, showers etc. (5 being the highest and 1 being the lowest).

Public Amenities, Art, Signage + Landscaping



Q6 Survey Results from Onsite Participants

Public Amenities, Art, Signage + Landscaping

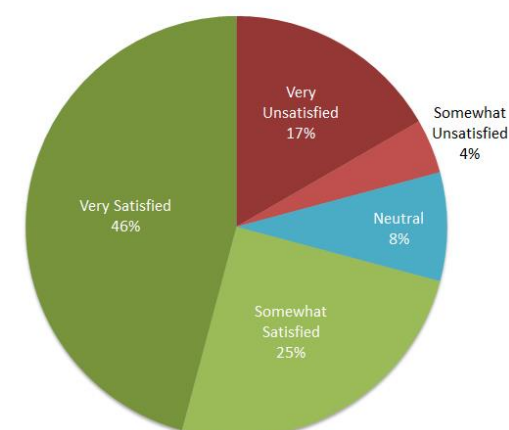


Q6 Survey Results from all Other (non-onsite) Participants

Q7. Horses & Horse Floats

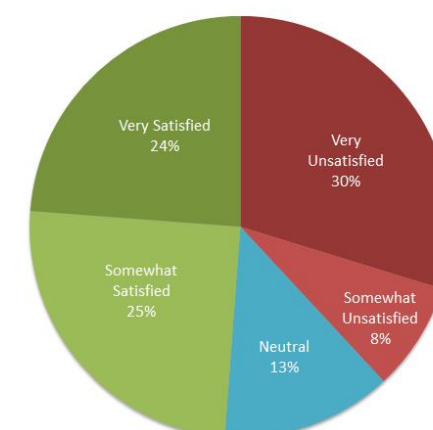
Please indicate how satisfied you are with the proposed new parking and beach access arrangements and facilities for the horse riding community. (5 being the highest and 1 being the lowest).

Horses & Horse Floats



Q7 Survey Results from Onsite Participants

Horses & Horse Floats

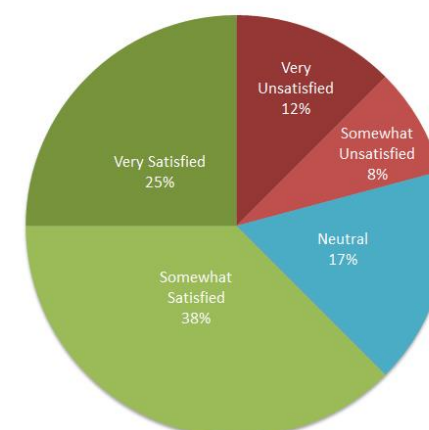


Q7 Survey Results from all Other (non-onsite) Participants

Q8. Overall

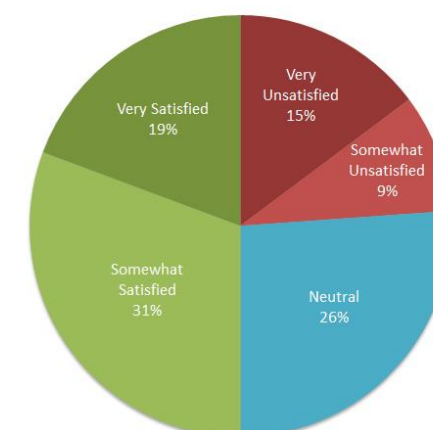
Please indicate your overall level of satisfaction with the vision and recommendations of the draft Masterplan. (5 being the highest and 1 being the lowest).

Overall



Q8 Survey Results from Onsite Participants

Overall



Q8 Survey Results from all Other (non-onsite) Participants

APPENDIX C: ADDITIONAL DETAILED COMMENTS RECEIVED

Carpark Layout + Beach Road Improvements

Long Vehicle Parking

- Buses park in (20) assume?
- Has sufficient consideration been given to RV and Long Vehicle parking?
- Carparking - angle parking is easier and safer to park. 4WD are much harder to see around if you are parked along-side (angle parking will make it better to reverse).
- Need a space for "pop up" vans food / icecream / drinks. People do not want to go to café for icecream when wet in swimming gear. Café should NOT be only drink/food source in summer / school holidays. Variety /competition is good.

Beach Road

- I have concerns with the increase of tourist along Beach Road. Generally OK during day time - speedway at night.
- Speed humps on Beach Road if required will not deter hoon driving.
- All recommendations have some merit, but the whole length of Beach Road footpath needs to be double in width at least. During holidays and weekends many people (local & tourist) walk to the beach carrying surfboards, pushing prams, dogs on leash, etc and at other times locals barely have room to walk 2 abreast with ugly trees overhanging and bike riders not allowed on footpath. There is room to widen. Clean up the road verge and get residents to fix over-hanging gardens.
- Remove parking near beach access areas. Parking on beach road not supported.
- Car should not be parked along Beach Road during summer holidays, etc, due to safety of walking visitors/children.

Vehicle Access to the Beach

- Only allow vehicle access via slip-lane, not by left turn at round-a-bout too. This will prevent cars going on the beach, blocking round-a-bout if a queue (i.e. bogged car or busy)

Disabled Carparks

- Please indicate the area for disabled parking. Especially for loading and unloading wheelchairs. Not all wheelchair bound people can stand and walk. May I suggest close to the beach access and the Restaurant/Café.

Drop off Zone

- Need a '5min only drop off/pick up' zone near walk ways for families with tents/gear, surfboards, elderly, etc - near disabled carparks.

Shade for Carpark

- Suggest that shade for car parking be considered, have seen simple designs used in similar climate e.g. Spain in shopping centres.
- Request for trees or shade for parking areas - more importance for bicycles (easily sun damaged)

Permit for Carpark

- Peak parking permit during holiday season would work. There are already so many beaches with daylight savings restrictions to access beaches during the day. Would be nice to have the option of paid parking permit booking system over holiday times 10-6.
- Suggest consideration be given to allowing overnight (only) parking for RVs, most are self-sufficient for toilets, cooking etc. Could be a chargeable waste disposal station."
- Traffic movement assumes 4WD will turn right when they return from beach. Is this the reality? What implications for deflate/ inflate, congestion and pedestrian safety? Staged planning is noted incl. that pedestrian upgrade will occur later. What mitigation is in place during construction - pedestrian access, bike access, car access? How is broader damage along sir husband peninsula being addressed?

Size of carpark

- Question size and need for dedicated car parks. Ample car parks with street and roadsides nearby.
- Carpark still under sized for amount of summer visitors to Goolwa Beach. Why have a clear way through middle of carpark. I would think it's more sensible to have access straight down from current sea rescue shed to ramp, instead of spoiling current Café area.
- The proposal is overwhelmingly in favour of motor vehicles. There should be greater emphasis on keeping vehicles away from the layout closet the dunes. For example, in the proposal, the last car park area should be changed to be a community/pedestrian area that is always free of vehicles. This is especially important to have a safe area for children. The conversion of remnant vegetation and dune to a car park is unacceptable. No amount of 'off set' can replace the complexities of an ecosystem.
- The carpark is only full during Christmas holidays and it's a beautiful sunny day.
- Would like to have minimal impact on surrounding dunes and natural environment with minimal or no encroachment into these areas.
- Although it was good to see the inclusion of the path to the beach moving towards and over the dune, rather than through the dune, model it is still really disappointing that the council is pursuing with the removal of the native vegetation on the north side of the carpark for the sake of a few extra parks. The vegetation in that section is the only remnant veg in the area and has significant ecological importance and its value cannot be replaced with new seedlings. It will be a real loss.

Surf Schools

- Possible longer parks for the two surf schools either side of parking strip, in-line with café.
- As manager of one of the Goolwa Beach Schools; I would really like to be able to keep my trailer on the paved area between the lifeguard tower and emergency services carparks. It's where it's been for the last 6yrs and I don't think it would pose any problems to continue doing this.

Vehicle (4WD) Access to the Beach

Vehicles on the Beach

- I prefer no cars on beach.
- I'd prefer to not have vehicles on the beach, especially as at times, they drive onto prohibited areas - which is dangerous for people on the beach and can disturb nesting birds.
- I don't support or see the need for vehicle access to the beach. Blame the stupidity of the few that speed and show scant regard for others. May limit speed to 10kph and policed.
- I do not think having any vehicles on the beach is the go.
- Restrict (selected days only) or STOP 4WD access to the beach!

Permit Fee

- Charge a fee for 4wd access to maintain dune system. This fee could be incorporated in annual rates for rate payers.
- Fee to 4WD to use beach - work with SA Water on this.
- If beach access is to continue, I strongly urge a permit (\$5) system and a highly-reduced speed limit (10-30kph)
- Vehicles must pay fee to enter Beach. Footpath needs to go under road to beach to provide safe access for walkers and gofers.
- Regarding raising funds by 4WD entrance fee: What are our council rates for? I thought rate were for beautifying and maintaining, etc.
- Happy to pay a fee for beach access but an annual pass would be most convenient and should be discounted compared to single day passes.
- Permit is raised and appears to be primary source of funds for upgrade - what happens if the permit system is not enacted nor supported? What funds will be used?
- Adopting a 4WD permit system may have a negative impact as there are a number of socioeconomic groups that use the area between Goolwa and the Murray mouth.
- I do not see any justification for requiring ratepayers to pay for a permit for vehicle beach access; surely as ratepayers we are already providing funding to enable council to implement management framework. Rather than take the easy way out of asking ratepayers to put their hands in their pockets you should do the hard work of reviewing services to operate within existing budgets.

Access Track

- The final design and use of a geocell type base for 4WD is of interest. Depending on the final finish and ultimate sustainability, as any exposed base may then prove a foot trap for horses should they end up on it.
- No need for barrier and slip way to separate 4WD traffic. Traffic is traffic.
- 4WD Beach Access – A small area for 4WD's to park and air down prior to entering the Beach Access track, even with a sign recommending tyre pressures would help inexperienced 4WD'ers.
- 4WD access track ongoing problem. Narrowing and hard surfacing will not fix as prone to sand drift and flooding from high seas. Also, conflict with horse access.
- With the proposed upgrade of the beach access road why not allow cars to drive on the beach as well as 4 wheel drives?
- Making the 4WD track better attracts all-wheel drive and 2WD, while adding the rock to discourage them is contrary to this.

Pedestrians + Cyclists

Shaded Walkway through Carpark

- The need for and desirability of the awnings or coverings in the middle of the car park is not apparent to me and again could give rise to an overbuilt look with unnecessary cost and maintenance implications.
- I do not understand the need for a shade structure over the pedestrian path (22 on the plan) and I think this is a waste of money.
- Pedestrian access doesn't appear to be a priority feature of the master plan. It doesn't look any safer than what is currently in place, maybe even less safe.
- Shaded pedestrian walks are a waste of money
- I think the shaded walkway is going to look like clutter. If people can't find the way to the beach without visual clutter they should stay home.
- Don't bother spending money on shaded walkway (no. 22 on map).
- No need for shade structure over path - better to be over shower.
- Why the shade structure over walkway - unnecessary expense.
- When I studied the Draft Plan I thought "what the!!" The carpark has to be open space - does not need covered walkways which are taking up car spaces. Who is going to step out of their car with all the "stuff" that beach goers have for their day at the beach and walk to the covered walkways. The covered walkway is even across the path that the horses and their riders have to go under.
- I don't think you need shade structure over pathways.
- Suggest shade is focused on pedestrian plaza where people will be congregating rather than walkway through carpark.

Other

- Where are the bike racks? (re 1.8). Shared path should extend back to recently installed bike path or Neighbour Avenue.
- I can envisage issues with traffic/pedestrian congestion in times of beach emergencies when moving injured/drowned from the beach to SLSC building through carpark. There is a higher possibility of such an incident during busy beach times. Suggest there should be a dedicated emergency access way from SLSC to beach without the need to go through the carpark. Opinion is based from working in emergency services industry for almost 40years.
- As long as there is respect from cyclists towards pedestrians who should have complete right of way. Needs to be policed.
- Pedestrians/Cyclists - Paths seem to end at entrance to carpark. No clear path for cyclists/pedestrians down to plaza or beach - would need to go across carpark or across SLSC access and driveway.
- Pedestrians/Cyclists - From the lane going east to west, closest to Beach Road, there are several points that are confusing and need clarification.
- Please can you ensure that the cycle lanes on Beach Road, Goolwa are extended on both sides of the road as currently the road is extremely dangerous for cyclists.

Café + Public Plaza Area

Character of the Cafe

- Would like to see Beach Kiosk Style remain as-is
- Please keep Bombora Café its unique self.
- Please keep the 'Bombora' name.
- Please keep the 'Bombora' name.
- Café/Plaza is great as long as it is affordable and doesn't become a haunt for the rich and famous.
- The change to Bombora site will lose too much of the flavour of Goolwa Beach. Too late to go back when it's gone! It's a bit Victor Harbor-ish; if we wanted that we would live there.
- Prefer the character of the existing Café building. The charm of the existing Bombora is part of the character of the area. Understand that there is a need for a larger kitchen, but more sympathetic architecture would possibly help retain some historical beach character.
- Café/Plaza: It will spoil current area, which is very popular. I have spoken to people from Asia, Europe and Australia who all love the atmosphere as nowhere else is able to come from Beach to Café and not dress up!
- Don't want Bombora changed, it is unique to our area and modernisation will take that away.
- Would like to see Building Elevations.

Protection from the Weather

- The current shade structures may be aesthetically pleasing but are useless apart from about 1/2 hour a day. Even in the Plan the photos show the shade from those structures does not protect the seating or tables. Care should be given to the design of such structures.
- Have just eaten at Bombora Café and the wind was blowing a gale but very pleasant in outdoor eating area, with plastic blinds fully down. From sketch of draft plan, it looks like the café has an outdoor area (looks very small) with a temporary looking roof. This will not be at all appropriate for the type of weather Goolwa Beach frequently experiences.
- More shade in areas by foreshore. E.g. shadesails
- Would elevated deck of new café include shade cover and wind protection like current facility? I think it would need this.
- The raised view area made larger - To incorporate shelter with table and chairs and ramp for wheelchairs. Goolwa Beach doesn't have lawned areas near the beach that have large trees for shade where people can picnic out of the sand like Port Elliott and Victor Harbor.
- The Café area could mimic the SLSC area - Half being Café and half being shelter that is open so people from Café can sit in shade and it can also be for everyone to sit under.
- Café/Plaza - Has anyone thought of blowing sand and the effect of this to café dining.
- Regarding legend 6 - As most of our cold winds come from the SW more shelter is needed for Plaza area. Please look at the area outside the Hotel Crown in Victor Harbor (i.e. see-through screens).
- The area behind the existing sand dune needs more shade shelter structure and furniture.
- Consider shade area on raised timber viewing deck (no.7 on map) for wheelchair visitors.

Size of Café/Plaza

- Plaza area should be expanded/ extended, with safe space without cars.
- Bombora looks to be no bigger than currently – surely it needs to be larger in area as Goolwa Beach is getting busier.
- Café + Seating as big as possible.
- The area does not need a viewing platform (no whales here). The sand will soon cover the platform and make a new sand dune.

Combine Café/SLS Building

- I think all buildings should be combined, with a low profile
- I would have thought it would be more effective and feasible to integrate the café, toilet/changeroom facilities and Surf Lifesaving Club into one building. The café could still be outsourced/leased to a commercial operator. I think this has been done at other Surf Life Saving facilities in Adelaide. I don't mind the overall location of the Surf Club as long as you can obtain sea views.
- SLS Building better to be in one area NOT spread around area which will cause traffic problems, it's bad enough now in summer.
- It may be more cost effective and would minimise the impact on the local environment if both the Cafe and the Surf Club were to be combined. It has already been said that the community values the open 'look and feel' of the car park and does not wish to see it become overdeveloped or too 'urban' in character. There are many examples where multipurpose buildings have been erected and blended into the local surroundings.
- Ideally, I would like to see SLSC, café + toilets, all in one structure.
- In relation to the SLS building this should be incorporated into the footprint of the existing cafe/toilet block. The current design is not best practice (a private cafe, plus SLS, plus public conveniences). The SLS building should facilitate multi-use. A multi-story SLS would allow for a cafe upstairs with fabulous views & SLS bar/function area, downstairs SLS storage, plus public conveniences, kiosk etc. This approach would be much less piece meal and meet the needs of the local community & visitors well into the future.

Surf Life Saving (SLS) Building

Scale/Facilities of SLS Building

- Totally disagree with the amount of ground space/footprint of the SLSC building. Understand that it will also be two storey! Another agenda going on there, I think! I am very concerned about 'development creep'. Build an appropriate SLSC building, but don't go down the two storey, potential function venue - we already have one that is underused sitting on the river.
- A sense from past engagements and information obtained elsewhere (the Masterplan is unusually light on in this respect given the detail supplied for the other elements) that there is some risk that the SLSC may be unduly dominant and overbuilt. This building should be functional of course and unobtrusive rather than a publicly funded entertainment complex.
- The size of the SLSC is ridiculous, particularly as they only use it 3months of the year. We never see local surf lifesavers actually training. They also currently walk nippers across the sand dunes and disrespect Aboriginal land. The local surfers need to be respected. We don't want the surf lifesavers taking over the beach will all their craft.
- SLSC do not need a bar & club house. Rate payers are already paying for the Aquatic Club so I don't see the necessity to use \$1M of ratepayers money.
- I question the need for SLSC building of that size and 2storey (advised). This smacks of a clandestine commercial plan. The final plans were conveniently not available at the open day.
- I am concerned that the proposed SLSC will become as so many others are - a social club and hub. Please retain it as its name suggests - life saving - whose primary role is looking after swimmers and saving lives. There is plenty of opportunities for socialising and spending money at the other end of Beach Road. It is also nice for me that bombora is low key and independent. I know that growth is unavoidable but why not keep the beach a beach and the economics and social activities in town? Keep the life savers building to a minimum. That's my thoughts!
- Please only consider the SLSC development if they actually do some surf life-saving. I've rarely seen them on active duty.

- As someone who chose to live in Goolwa (from another state) because of the unique quality of a reasonable size town with facilities, history and the abundant natural environment, I have a huge concern that the end result could end up being like every other seaside town - over developed - another Victor Harbor!

Location of SLS Building

- SLS Building needs to be bigger and closer to the watchtower.
- Would prefer the whole SLS Building to be relocated behind the current watch tower.
- Regarding proposed location of the new SLS clubrooms raises a number of concerns. 1. Building an emergency response club room next to a public café. Why are the buildings being co-located in the complex - they have totally different purposes. What happens when the SLS have a training day and wish to park equipment outside their building – right in the way of those wishing to attend the cafe or for that matter the toilets. What happens when there is an emergency situation – all the activity is going to occur right in front of the Cafe and its patrons – perhaps a drowning – the attendance of ambulance and police right in front of the Cafe. Far more discrete and I believe practicable to have the SLS club rooms located on the western side out of sight of the general public. Separating the Cafe and the SLS Club would decentralise pedestrian and vehicular traffic (including emergency services). 2. The requirement then to have an emergency driveway through the middle of a busy carpark – has this been thought through – it is more likely the emergency services of SLS club will be required when the carpark is at its fullest and potentially the busiest time for pedestrians. Why aren't the SLS Clubrooms being built on the other side (west) of the carpark, where the proposed horse tacking yard is indicated? In doing so the emergency track could be completely continued on the western side of the carpark passing directly alongside the lookout tower, shorter in length and with all SLS club facilities effectively grouped together.
- Would prefer SLSC building to be over near existing watch tower and emergency service carparking and the SLSC access to beach. I think it would be better to keep all facilities associated with SLSC in one location - or is it located where it is on the plan because it would use the cafe and public toilet facilities? I think it would be better to have its own facilities.
- Place SLSC by Tower. This will make for easier access to beach negates having to cross the carpark. If tragedies occur there is less chance of visually being seen. People with injuries can wait for ambulance in SLSC First Aid Area. Also this building could be bunkered down, it could have curved roof resembling sand dune and at the back of sand could be build up against walls and planted on. You could do the same with the front wall; though with time the wind will do this, what you lose in dunes you will gain where the proposed SLSC is.
- Why put SLS Building on the farside to the Tower and their access to the beach. This would make far more sense if it was put altogether.
- SLS Building should be on the west side.
- Given that there does not seem to be any plan to retard erosion due to sea level rise (by way of say a rock wall etc) the proposed location of the cafe, toilets and maybe even the Lifesaver building will mean that they will be gone well before 2100. If the 2100 estimated shoreline is correct (Bruun's Rule?) then there will need to be a buffer zone of at least 10 to 20 metres judging by today's dune profile. The best location for any reasonably permanent structures would be along the far northern part of the car park. The proposed locations may well become quickly uninsurable.

Public Amenities, Public Art, Signage + Landscaping

Public Amenities

Toilets/Changerooms

- The toilets should not be next to café and behind line of sight from carpark. This is an OHS issue. High visibility - like current location - increase the safety and perception of safety. Tucking it behind the café increases risk of anti-social behaviour. I am happy to let my children walk to current toilets because I can see them from all parts of plaza area and it is visible from carpark + high pedestrian traffic areas. This is also a child protection issue. Strongly disagree with proposed location of toilets for these reasons.
- Toilets need to be left where they are - only bigger and more modern, not near the café!
- Any improvements to local toilets would be great.
- Can't imagine why the toilet block would be built in that position to block the fabulous view from the cafe.
- If possible, incorporate toilets in new SLSC building.
- Move toilets close to carpark for elderly and disabled
- Why are the proposed toilets being built on the eastern side of the proposed café? Users of the toilets have to travel past the café? Why aren't the toilets being consolidated in the one building, i.e. rear of the café? Furthermore if the SLS club was built on the western side then public toilets could also be included in that building again providing an alternative location for toilets.
- Amenities - I can see big problems with toilets being behind café - Graffiti/vandalism.
- If the plan is adhered to, not happy with positioning of toilet block. Detracts from view of café. People flowing from the car park will be “flowing past the café to the toilets spoiling the ambience of café”. Toilets should be moved or lower set so not a distraction for café goers.
- RE toilets amenities - Some people don't like walking past watching people with children
- Proposed location of toilets: assumes they are more needed for people who are eating, and able. However, the area is utilised for other uses. View " Moonta Bay" beach area. Consider people with disability, having to navigate what could be a congested area. You need quick and easy access. Current proposal fails to consider safety issues: sending your child across a car park full of cars for example, or if you are biking past only. Work people also stop here.
- Solution: Another toilet near the horses?
- I am concerned that the public amenities and showers are potentially light on for a full summer attendance

Showers/Changerooms

- Not in total agreement with public amenities due to what prevails already; e.g. the wash/shower outside Bombora, that being huge water wastage as I presume at great expense to the Goolwa ratepayer.
- Make shower area a “water green” area by raising the height of the deck – when the shower is used the water can drip into tanks under the decking and feed green areas.
- Please install multiple showerheads (no. 9 on map) sooner rather than later. The current 1x shower is ridiculous.
- Please provide additional showers outside.
- Could shower head facility be made from wooden posts like current one - I like the natural look. I would also like hose facility to wash down dogs.
- Hopefully extra allowances are made from extra water due to extra shower. The old drainage worked well. Better than Middleton Beach shower.
- Change facilities need showers and more room to change (more cubicles).
- Separate change area – surfers will be more inclined to use the change area if it is near the showers and not part of the toilets. It will definitely be better than changing in the carpark.

- I see that the current single shower has been upgraded to two showers in the new Plan. I would strongly recommend that each of these shower facilities have multiple shower heads and taps for feet washing, as a simple duplication of the existing single shower head will be inadequate to deal with summer peak use. I would recommend a minimum of two shower heads at each shower facility (eastern and western end of the carpark) - i.e. minimum of 4 total.
- Stormwater management onto the beach from carpark and buildings is critical. As recognised, the current situation erodes the sand dunes / stairs and careful management of any alternatives must eradicate this problem wherever it is released.

Rubbish Bins

- Need more rubbish bins and emptied every day especially over the holidays (possibly by private contractors).
- Rubbish left on beach cans/bottles etc also needs monitoring.
- I cannot see any mention of rubbish/recycling/dog faeces bins on the public plaza area.
- Opportunity for green waste bins for manure so that it can be recycled into compost and used in area. Also, natural swales in the carpark to remove of oil from vehicles and also promote water drainage from a large area of bitumen.

SUBMISSION FROM FLEURIEU REGIONAL WASTE AUTHORITY

We note that waste management is substantially understated in the draft Masterplan, and so we make the following recommendations and suggestions:

Public Litter Bins (PLBs)- off peak and peak

- I refer to Figure 3 on page 10
- To meet average off-peak demand we recommend the following locations for PLBs

Location number (as per legend)	Number of PLBs off peak	Comment	Peak season	Options for improvements
4	2+2	2 bins on each side of the shade structure	Allow for space for 2 additional bins	Allow for a permanent space for a CDL bin in lieu for a PLB
6	4		Allow for space for 2 additional bins	Allow for a permanent space for a CDL bin in lieu for a PLB
14	2			
15	2+2	Allow for 2 bins on each side of the Horse tracking yard	No additional demand as horse riding is an all year round activity and doesn't increase during holiday season	All of these bins could be green bins if horse riding community was encouraged and supportive of keeping non compostable material out of it
Total	14		18	Consideration should be given to move away from the maroon coloured 240L PLBs towards systems and designs that encourage waste avoidance,diversion and reduction of landfill waste

General comment: road design to allow safe use for kerbside collection vehicles

Event Bins

- Goolwa beach is subject to many event with typically attract a large number of participants and spectators
- Currently the additional demand on waste disposal is being managed through the PLBs which regularly led to emergency actions and ad hoc pick up demands
- PLBs by numbers and nature are not designed to deal with large amounts of event waste
- Therefore it is recommended to make provisions for event bin locations, preferable in close proximity to the beach access areas

Businesses/ clubs in the area

Horse riding

- demand can be met by MGBs
- at the moment waste from this activity, mainly horse poo, is collected as public litter and goes to landfill
- as recommended in the table above- we suggest early engagement with the horse riding community to divert the compostable fraction from landfill by providing green bins for the horse poo and
- reduce the PLB (waste to landfill)

Surf Life Saving and Beach Café

- at the moment both activities are undertaken in separate areas; the SLSC does not have a designated building and therefore any waste generated for this activity would go in PLBs
- the Café has a mix of privately arranged waste services (front lift bin), on site composting and FRWA services
- the future co-location of both activities does offer a great opportunity to combine services, introduce better ways of waste diversion and to design an enclosure for waste and recycling bins that provides a practicable solution as well as design opportunities in sync with the redevelopment and the location
- the current proprietor of the beach café takes a very proactive approach and would like to see more separation of waste, an increase in recycling, diversion of CDL material and other recyclables and would like to see a better design of dedicated waste areas; it is great to see that there is increasing awareness within the business community and the desire to get it right- this should be utilised
- that is strongly supported by FRWA and we suggest to engage with stakeholders active in the Goolwa Beach car park area (the sooner the better) to discuss options or better management of waste and recycling

The redevelopment provides a unique opportunity to improve waste and recycling to engage with all stakeholders and showcase the beautiful location - we should not waste this opportunity!

Electric Powered Car Charging Station / Tyre Inflation Station

- Consider a staging area for 4X4s preparing or returning from beach. (e.g. set tyre pressures, etc).
- Concerned about charging station - solar powered or having an impact on the Council Rates
- Would like provision of electric vehicle charging facility.
- Electric vehicle charging facility - what a waste of money. Vandals and the sea environment would wreck equipment.
- Air Pump Station - If you are going to have an electric charge station you should also have an Air Pump Station so that 4WD vehicles can pump up tyres after returning from the beach. You often see 4WD vehicles pumping up tyres in the carpark.
- Consider providing vehicle tyre inflation facilities for 4WD vehicles leaving the beach in order to encourage drivers to deflate tyres before travelling on the beach. Some National Parks provide this facility.

Other

- Will there be a dog drinking fountain?
- Bike provision of shaded areas and drinking fountain - would this include facility for dog's drinking bowl too?

Lighting/Security

- Patrol the beach to the mouth (other councils do). Pass out Leaflets to beach users about the area and rules (e.g. speed, stay out of the dunes, no camping, respect beach dogs.)
- Would like more lighting
- Concerned about security and use of security cameras.
- Would also like to see solar powered lighting and solar panels on new buildings in carpark facility.
- There is no lighting shown near toilets/café/SLS - very big over sight.

Public Art

- Public Art attracts graffiti
- Would like cockle shell sculptures to remain / be placed into new carpark.
- Cultural values need stronger presence and linkages to broader peninsula.

Signage

- Public toilets need clear signage at main thoroughfare (roadway) otherwise they would be better situated as before - by footpath.
- The new stone wall that says "Goolwa Beach" does not appear on the plan - does that stay?

- Speed signage should be placed at intervals along the beach, also warning to check tide movements near access point perhaps indicating appropriate app or web site "
- Signage needs to be more weather-proof than the signs used on the Tokuremoar section of the bikeway. These were initially good but have become illegible now.
- Suggest an environmental education signage regarding birdlife - fish - plants - Aboriginal life. What can you expect to see?
- I would like to see signage for cars (4WD) at beginning of track to beach not just on Beach Road entrance. Signage shown between 4WD track and boardwalk? - If this is general informative information could it be closer to entrance to boardwalk - easier to read.
- I would like signage to be very large and clear especially that concerned with protecting wildlife (eg hooded plovers) and the dune and beach environments - speed limits, pipi season times/limits, etc.
- A sign: We are an inclusive community, drive slow please? (I like to see the horses, dogs, children, all sorts coming and continuing to come. However tolerance is something that needs to be taught and older people also need to be reminded that the world will not stop for them because they don't enjoy the noise of children, dogs coming up and saying hello, motor bikes being loud, and oldies do not have the right of way. Sometimes as we get older we need to recognise that we inhibit growth and change because we are not coping with the environment. However I built at Goolwa Beach because I want to continue to experience seeing people enjoy what the area has to offer. As I live in the city, near Brighton, the old people brigade think the beach belongs to them at all times.

Pedestrian Access to the Beach

- The carpark is a wind-swept area and at high tide the sea actually comes right up to the stairs that lead to the beach and erodes the sand under the stairs or covers the stairs completely.
- Removing wheelchair access to beach - yes but use existing walk way at west end, near SLSA Tower
- Beach access re steps - when we first came to Goolwa 26yrs ago, there were 2 ramps: where the current ramp is and one in front of the kiosk, which most beaches have. If one is sanded up the other is free, obviously not many council people walk down to the beach very often. The steps are in the wrong place as water from carpark drains down and causes problems. Having ramps in opposite directions seems the best way for access to beach - if one sands up in one direction - the other is clear.
- Regarding legend 8 - Stairs should "dog leg" to SW to cope with sand build up due to those winds from the SW.
- Encourage people with disability and provide access to the beach (I know this is difficult): provide wheel chairs that can be taken onto the beach for a small cost.
- Active life style means healthy people, including people with disability (please provide the best you can for them, as many live in the area already)
- Stairs should be rebuilt to run SE and protected from the south-westerlies and improve maintenance requirements.
- Disability access not well described nor disability features.
- Ensure path (no 1 on map) has good disabled access.
- Pedestrian beach access needs to come from the carpark as a ramp and point eastward, which will avoid the constant sand build-up that currently occurs on the stairs. Winds from the easterly direction are nowhere near as strong as from the west / south west - therefore sand build-up will be minimal. The evacuation of surface water from the current beach stairs needs to be across into the sand dunes eastward from the Bombora restaurant. Any sand build up should then be easily cleaned-up and keep clear to ensure the area never experiences sand build-up as occurs currently. These will work hand in hand to ensure reduced sand and surface water build-up.

Landscaping

- Has any thought been put into the erection of some shade structures on the actual beach instead of the ones as previously mentioned?
- Has any thought been put into the construction of a free water park similar to the one at Moonta?
- Not a good idea to remove sand dune at point of park.
- More landscaping. See Summit Landscaping.
- Needs a lot more landscaping; i.e. plant provision
- Should consideration be given to the entire coastal sand dunes strip being declared National Parks, because of the unique environment and abundant bird life.
- I would like to see trees planted for shade for cars and improve aesthetics of the carpark and add to the natural environment.
- No shrubs are needed as they are not watered or maintained and when the wind blows the sands soon make mounds around the bushes. There is not enough ground staff to maintain the carpark and surrounds.
- Does this plan mean all the existing landscapes and concrete cockles and paving disappear?
- The black plastic netting that was supposed to hold the plants and sand down could be removed and replaced with concrete paths.
- Visual amenity has not been addressed.
- There should be no loss of original native vegetation either for additional car parking or pedestrian and cycle access. Stormwater has always been an issue and various solutions tried unsuccessfully. Needs to be diverted away from the beach front.
- The need to minimise the encroachment onto and impacts upon the dune areas with the layout, extent of the built elements and the construction process.
- Once damage has been done to the dunes via construction/footings etc, there is no going back.

Horses + Horse Floats

- I would be very disappointed if the proposed restrictions were implemented. This is a great beach & one of the safest to take children. Currently if a child is having problems with a pony it is easy to get off and walk back to the carpark without worrying how long it will take - if floats are required to be removed from the carpark by a set time it could lead to people trying to rush a frightened child which could result in accidents & injury. It is also fantastic that Goolwa is an option at any time of day, it is great to be able to take a child down during their holidays with their pony (often a pet, companion & best friend in the child's eyes). I would hate to lose that. Moving the toilets further from the float area means that horses may need to be left unattended for longer. The proposed position on the far side of the cafe means that they would also be out of sight for longer. The proposal to formalise float parking spaces may also cause issues where people have floats/horse trucks that are wider or that are side loading. Currently we park as close as practical while having the freedom to leave as much room as required. There are rarely problems with people later parking too close however if there is a marked empty space people will have a tendency to park there even if this no longer leaves room for horses to be loaded back onto floats. While the tacking yard may be appreciated, it is often easier to tie horses to their own float. This reduces the risk of injury as all of the gear required is carried on the float & horses end up spending less time being tied. If horses had to be tacked up at the tacking yard many riders would have to tie their horse and make several trips back and forth between their float and the yard area to get equipment leaving the horse unattended each trip. Many horses are also calmer when tied to their own float as this is familiar to them. Although I don't take cars onto the beach this remains one of my favourite memories. If this became something that needed to be paid for I feel that it would be a less attractive option. After a few hours on the beach we would buy lunch in the area. If the beach had not been free to drive on I am sure my parents would have taken us to either Hallett Cove beach (within walking distance of our home) or the jetty at Port Noarlunga instead.

- 6 car parks for vehicles towing/trucks is not enough. That is just one group of horse riders. The time limits aren't bad although access between 5pm and 10am is more suitable I don't agree with the time limits. Most riders won't go in the heat of the day when lots of people but there are days during the 'peak period' that general beached goers would not go due to weather but riders would.....
- 5 car parks for cars with trailers which includes horse floats is nowhere near enough. More are required I've seen 10 or more floats at the beach car park at times
- The overall plan sounds good, however please don't put a round -about in for I'm visualizing a small type of round about due lack space this will very hard to negotiate with a horse float. We cannot (ideally) run over a round -about (or any sharp incline) without putting the horse off balance, if you could make it so the horse floats do not have to go through a roundabout (put the entrance for float parking before the main beach carpark) that would be great. I love the fact you've put in a plan to have separate access to the beach from the cars, this will be so much safer. Thank you
- Why not move corral (sp.) further north into the corner. Problems with horses and 4WD together.
- Only 6 parks for horses?? And none for others with trailers. Move the electric cars forward a row and make the area where the electric cars were pull through parking. As putting the angle parking down beach Rd takes away the current float overflow parking.
- 6 parks for floats is not enough. It would be ok if it was designated ONLY cars and floats. I think the space could be better set out.
- The need for car parks that can be driven through from one to another to accommodate vehicles with floats or similar is very important as Goolwa beach is a beautiful spot for us to bring horses both as individuals and in a club capacity e.g. pony club groups.
- The Horse float area appears too small (6 spaces) and very difficult to drive in and out of. As the other bays cannot be driving through, where are trailers and floats going to park on most days when all six parks are full? Leaving from the bays nearest the tie up area does not allow enough turning room for a car and float, especially floats these days which are much longer than the old standard ones. I understand the idea of a tie up area but it will not be used. Everyone will tie to their float as tack and grooming items are stored there. No one will carry their saddle, bridle, saddle pads, brushes, etc. from their vehicle to that area. It also allows horses to become loose while they are left alone because owners are carrying gear back and forth. This idea will not work well and be a safety issue for public, horses and owners. I would not use a tie up area as I will tie to the float and as there is little room between the parking bays there will be cars and floats kicked by tethered horses. Modern floats have tie ups at the rear also and this will block the drive way when horses are tied here because of lack of room between the parking bays. The tie up area will not be used. I suggest the tie up area be done away with making a wider turning circle so long vehicles can exist the area safely and making the long parking bays wider to accommodate tied horses to trailers. Design also needs to be adjusted to accommodate more than 6 bays. I feel this area needs to be redesigned by someone who uses this area with an extended float and has horse knowledge.
- Horse floats need more room than is allowed in this plan. Your "tacking" yard is a waste of space as it won't get used, we need to tie our horses to the float to saddle up etc. (turn it into a hose down bay...brilliant) I do however like the idea of the separate access to the beach from 4wd vehicles, this is absolutely necessary to avoid accidents. Also please consider the turning capabilities of a car/4wd with a float attached, not sure there is enough turning room allowed. Thanks
- I think more space for parking of horse floats should be considered
- I'm not a great fan of horses near people/children on the beach.
- Horses/Floats - It's unique in many ways and current users appear to use facilities sensibly and responsibly.
- Item (13) is inappropriate for our beach. The horse area (20) is dangerous. Horses backing out of floats into traffic entering is a recipe for disaster.
- The area for the horses and floats should stay the same. The tacking yard should be where the electric vehicle charging facility is going to be.
- How are you going to stop the sand drifting since the small horse way is very narrow.
- How do you purpose moving sand and relocating sand to the horse land and vice versa.
- Horses/Floats - Should be further back.
- My only concern is that of the horse float / long vehicle parking area. It looks like there are only 6 parking bags for horse floats and for people who leave their boat trailers there. I have had my float there and on days the trailers take up all the space and then horse floats are parked down Beach Road. I wonder if (17) could be for boat trailers and electric vehicle charging facility put in the next bay.
- Having access to the beach for horse riding with no restricted times is of real importance too, as we need to be able to work/ride our horses to suit times as we may be working, etc. So access all day is of importance.
- The area for horse floats and tie up should have enough room to tie up and be separate from boat trailers.
- Also conflict with horse access. Stormwater has always been an issue and various solutions tried unsuccessfully. Needs to be diverted away from the beach front. Alternative beach access for horse training should be looked at, if required at all, e.g. No 19 beacon but not west of Goolwa beach car park. Need to keep our footprint minimal and the facilities simple as this is a wild dynamic high maintenance area.
- Riding horses at full speed causes a serious threat to the safety of people and dogs on the beach, they should be restricted to certain hours on the day in the weekends and holiday periods. they congest traffic on the entrance as well as it just isn't wide enough.
- The arrogance we experience from these horse owners on the ramp AND on the beach on a regular basis is incredible! We have been enjoying this beach for many years as it is 4wd only and the only beach our dogs can run free off the leash (controlled).
- Horses on the beach?, fine, but after a certain time (10 am for instance) they should not be allowed as there are many families with children and dogs having a good time and horses at full speed are a real safety issue! Same as jet skies and unregistered motorbikes... just my 2 cents... "
- Only 6 parking spaces for horse floats AND longer vehicles is ridiculous!! Many riding clubs and groups use this beach and you would have more than 6 members at a time there. If horse access is going to be restricted to early and late in the day, why not make all the car parks drive-through types to allow for longer vehicles which then have to vacate anyway during the busier times of the day. As i now live some distance from this area, knowing I am not likely to get a park would mean I wouldn't even bother to come anymore - such a shame as it is a wonderful place to ride. What provisions are there to stop single vehicles from parking in these spaces when the rest is full (as currently happens), thus reducing the float parking even more! I do however like the separate beach access for the horses - so much safer than playing Russian roulette with the 4WD. Thank you for that small allowance.
- The area for horses and floats is not going to work. Three of the parks allocated would be impossible to get out of if other vehicles are there as towing vehicles and trucks need a larger area to turn. Horses are tacked up at the float or truck (where all the gear is) not in a yard so parking areas would need to be wider to allow for a horse to stand side on to the vehicle. I suggest the planners spend some time trying to manoeuvre a truck or vehicle and float in a small space, and then make umpteen trips from vehicle to distant yard carrying rugs, grooming gear, saddle, bridle, bandages, helmet etc while making sure no one interferes with the horse or steals equipment while lugging everything back and forth. Who will be responsible if Council forces people to leave horses unattended and a sightseer is injured? Who will be responsible if gear is stolen whilst the horse is attended to? This plan gives the impression that the horse and float area is just a token thing with little or no real thought or consideration given to it.
- I don't get there often but it's the only beach I'll go to because of that ability to park the float and manage the horses separately while saddling up is amazing and we don't want to lose that "in busy times" - imagine driving all the way there to not get a park. The other upgrades look great i.e. safe yard for tying up and a separate walkway all the way to the beach (that's one thing I had put in my submission, great to see a solution planned!). Overall it looks fantastic!
- More horse float parking than 6 bays - go for about 8 to 10 bays, add a horse wash down bay, tie up bays so people can saddle up their horses in safety with gates on them and more bin for the horse poop to go in to.
- I travel a lot to Goolwa Beach – approx 6 times a year with my float and horses. I would like to see more parking for horses and floats and not restricted during peak periods
- Disagree with restricting access to horses during the day, and more parking would be better.

- As a horse rider I would be very disappointed if you reduced access to prior to 10am and after 6pm during busier parts of the year. Many riders travel a significant distance to get to Goolwa and enjoy a 2 hour ride typically minimum and then utilise the café for coffee/snacks. It would significantly reduce possibility for many to ride at beach. Once horses get past immediate busy area of beach they are of little impact on the public as the majority of beach is only used by 4WD vehicles so it would be a real shame to reduce access times. Other plans look very good.
- On fire ban days and public holidays the beach is a place of refuge and recreation for horses and riders. Professional racehorse people are off the beach early. Recreational riders like to be off the beach early but the time of access to the beach is governed by tides. The main conflict for horses on the beach on busy days is parking and the access shared with vehicles to the beach. The proposal addresses both these physical deficiencies in a positive manner. I feel it would be a backwards step to not allow horses on so called busy days and between certain hours only. It would be very difficult to police. It would further the divide between professional and recreational riders, the beach is one place where the two worlds collide in a positive way. Not allowing horses the access hours to the beach as currently once the physical access issues have been addressed would be a sad discrimination not necessary once the access and parking are improved.
- More area for float parking and room to tie up horses especially in peak holiday period
- It is imperative that horse floats be permitted in their allocated space in the car park in the daytime hours. Goolwa beach is the only beach within reasonable driving distance of the large horse sport community in the Adelaide hills and vales that permits 24/7 beach riding. Use of the beach by riders is generally low, so we do not impact on other beach users in any significant way and the presence of horses continues a century or more long tradition and culture of beach riding, which the masterplan is in danger of destroying.
- While the layout seems sound, the proposal to restrict horse vehicle parking and therefore horse access to the beach in peak times is bullshit. This defeats the purpose of the ideals that the master planning was developed for in the first place.
- The 10am to 6pm prohibition of horse vehicles may work for the members of the racing industry, but NOT for the members of the public who wish to ride on the beach.
- You may wish to reconsider any ban of horse vehicular parking during peak periods."
- As a horse rider, a tax payer and a hills resident I am saddened to see the provision for horse owners/trainers/riders being restricted to the beach. I have used Goolwa Beach since I was a child and always enjoyed my time using the beach. As a horse rider I value being able to access the beach but feel the plan misses the mark somewhat when it comes to being inclusive. The location of float/truck parking is ok but horses still need to cross over the entrance road to get to the beach and so do pedestrians. Would it not be better to have the entrance and exits in two completely different places? Therefore reducing the car traffic volume, increasing the safety of all users and reducing the bottleneck effect on high use times and days? The plan doesn't really have any major changes to the site and isn't very imaginative. Why not have the entry road coming from the western end of the carpark, the exit then where the current southern entrance is? Horses are far better unloaded on gravel not bitumen. Perhaps provide bins for the collection of manure? This could be used by local community garden groups as a valuable addition to their compost. Some of us do actually have provisions to remove manure. Perhaps like dog owners are educated with signage you could do the same for horse owners? Then with education you may find less manure is left behind. I agree there needs to be separate access to the beach for horses as some 4WD owners are not aware of how to behave around horses. Some showing a total disregard for the safety of riders. Perhaps signage showing drivers how to behave would also be useful as less and less road users understand how to approach or drive near horses.
- I applaud you for continuing to allow horses onto the beach but please don't stop us riding after 10am. This appears to meet the needs of the local trainers but not other riders.
- Another idea is to ensure that the speed limit on the beach is managed. I have witnessed many cars speeding along the beach putting children, adults and dog as well as horses coming from the water back up the beach at risk.
- I hope that your consultation does take into account the feedback you receive. Please keep Goolwa Beach available and unrestricted to riders.
- The number of float parks is too few, and the restricted access times for horses harsh. The beach is a hugely popular destination for horse riders and an integral part of some training programs (such as Thoroughbreds). Restricting this access will be a huge deterrent, and the current lack of suggested times other than 'peak periods' will cause greater confusion.
- The current access arrangements for horses and floats should remain. Goolwa Beach is possibly the only beach in the Adelaide area accessible to horses and both recreational and professional horse owners should have unlimited access.
- We have been shut out of many beaches and limiting the access goes against our cultural background and will push the multi equine beach users to use the beach at the same/ similar times. This then creates an influx of horses on the beach and heightens the risk management issues.
- With limited times it will put the racehorses on the beach at the same time as pony club or other riders with lesser abilities, equalling risk and congestion.
- Parking will be insufficient for riding groups such as Trail Riding Australia and Carriage driving groups or those using it for equine fitness or business.
- To have a separate access to the beach would eliminate a large percentage of issues that have been found with working alongside 4x4 drivers. The new access should be looked into further as in personal thoughts it is small and confining, when riding an energetic horse the discussed access will become a danger to horse, rider and pedestrians alike. There should be enough beach and time in a day for all Australian's to use and enjoy in their own ways
- Alternative beach access for horse training should be looked at, if required at all, e.g. No 19 beacon but not west of Goolwa beach car park. Need to keep our footprint minimal and the facilities simple as this is a wild dynamic high maintenance area.
- For safer movement of horses to and from the beach, an underpass needs to be considered. A ramp down from their parking location exiting to the road to the beach.
- My only concern is your proposal to limit horse access to the beach during 'peak' periods. From my observations of the horse riders there they are both competent and considerate of other users, and it is wonderful to have the horses sharing the facility.
- As a regular user of Goolwa Beach (3 times a week) to train our race horses I think the redevelopment is a great idea and the car park area looks great. My only concern is that the idea to allow horses only 1.5m down the shoot to the beach is nowhere near enough room. This doesn't allow any room to get past other horses nor does it allow space for a horse to move away from vehicles driving too fast and revving their engines in low gear. Bollards in particular are quite dangerous for horses a solid fence is much safer (post and rail, not wire and particularly not cyclone mesh). I also feel that it would be much better for everyone if horses were able to access the beach from either the barrage or the nineteenth beacon and be away from the majority of the general public, particularly the jet skis, and the beach has a better surface (more consistent sand density) down further. People see the tracks we leave and hence where we need to work on the beach, yet still don't move and we can't go further up the beach towards the dunes or further down towards the sea as the softer and harder sand easily damages horses joints at any speed.
- I am a full time racehorse trainer and I use the beach 6 days a week and is vital to my training of racehorses.
- I think the separating the horses on the track to the beach is a good idea, but however my concern is that the proposed 1.5 m is not really wide enough for horses to pass each other safely without possible problems occurring and the proposed bollards could cause injuries to horse and riders by possibly running into them in particular when passing each other. I would suggest post and rail fence would be safer for all to separate the cars from the horses.
- The horse float area needs to be sufficiently big enough to accommodate a reasonable amount of trucks and floats as in the holiday periods at the moment the public park their cars and boats in the float area whilst they visit the café which doesn't leave enough room for horse floats. So the proposed extensions behind the current area should work well.

SUBMISSION FROM HORSE SA ON 31 OCTOBER 2016

Many horse riders favour Goolwa Beach as a destination. A special place to travel to for an experience, an outing to remember. Leisure riders, racehorse trainers, and carriage drivers all regularly utilize the beach, with clubs making an outing of it with members.

Alexandrina Council has commissioned the ‘Goolwa Beach Car Park and Surrounds Masterplan’, to help guide utilisation of the site for the next 20 years. The plan is currently out for consultation. Horse SA, a non-profit advocacy group which takes an interest in public land and recreational trails, has viewed the draft plan and undertaken a site visit. There are infrastructure improvements for horse float parking and beach access. However, Horse SA believes the plan has not gone far enough.

“The proposal to restrict horse riders after 10 am ‘during peak periods,’ is in contrast to the current permit which indicates 24 hr access all year is available,” said Executive Officer, Julie Fiedler. “This is a significant shift from the beach being a tourism and outdoor recreation destination to one threatened by decreased access.”

Goolwa business proprietor and horse owner, Jude Matusiewicz, agrees. ‘Restricting horse trailer parking to the proposed hours during the holiday season sends a clear message to the horse community that they are discouraged from spending time at the beach when they might also wish to enjoy the cafe there, which is only open throughout the week during these very times.’

Endurance rider and Horse SA Board member Melanie Scott is also concerned about the proposed restriction on times. “On total fire ban days, or hot days the beach is a great place of retreat for all horse riders, I have friends who travel up to 2 hours to use the fantastic beach,” Melanie said. “Even on the busiest public holidays, once onto the beach all users mix and manage each other well.”

National Parks and Forestry SA sites are often closed to the public when the fire risk is high. “Horse SA would also like to see further safety options considered about the 4WD access track and to revisit how horse riders could be made to feel more welcome.” said Julie Fiedler, “Carriage drivers for example, who also often use the beach, are not mentioned.”

‘It would make more sense to encourage horse trail riding clubs, other riders and carriage drivers to Goolwa Beach as a priority destination.” Jude Matusiewicz said. “It would be great for the local economy and would also enhance the experience of other beach-goers, many of whom just love seeing horses and having their pictures taken with them.”

This week, as Australians celebrate the living cultural heritage that is the Melbourne Cup, let’s not forget where many a human or equine hero started their journey – on a local beach.

SUBMISSION FROM HORSE SA ON 7 NOVEMBER 2016

The Goolwa beach is often recognised as one of the premier beaches in South Australia for the riding and driving of horses. It is appreciated that Alexandrina has considered improvements to horse related infrastructure in the Masterplan.

Horse SA, as a recipient of this year’s National Community Champion’s award from the National Climate Change Research & Adaptation Research Facility, also supports efforts by Council to manage risks associated with climate change.

Where proposed infrastructure and other improvements are not mentioned in the submission below, it will be because they are generally supported.

MISSING USER GROUPS

- ❑ The carpark and beach are utilised by carriage drivers, yet this plan is silent on this user group. It is of particular concern as 4WD and carriages travel at a different speed on the access/egress track which does lead to conflicts.
- ❑ Allocation of suitable space at the tie up /yarding area to allow for a horse with carriage attached.
- ❑ Further work will need to be done to ensure that this user group has their needs met and have been consulted as to the final plans.
- ❑ Continuing to provide for carriage access is one of the most disability friendly way for users to enjoy the beach.

ADDITIONAL INFRASTRUCTURE

- ❑ A mounting block located near the yards will assist users to mount more safely than balance on the edge of wheel arches, car park railing or other unsuitable or unsafe infrastructure.
- ❑ Provision of a mounting block particularly assists people with a disability and senior riders, whilst also reducing strain on the back of the horse.
- ❑ The City of Onkaparinga will have engineering drawings which will be a starting point, otherwise mounting blocks are still found in some public places around the state.

BEACH ACCESS

- ❑ The access/egress track between the carpark and the beach needs further work undertaken to ensure that all feasible options have been investigated.

- ❑ Separation of horse and vehicle traffic on this track is strongly supported.
 - ❑ The width of the proposed horse track, whilst appropriate for a regular trail, is likely to prove too narrow for a soft, sandy (shifting) surface. The users of the track are also not only ‘typical’ trail riders, but range from young racehorses to children on ponies.
 - ❑ Is it possible to create a second track for horses near to the 4WD track, so that vegetation separates the two user groups?
- Is it possible to improve sight lines and create ‘nodes’ whereby if there are two users who for some reason need more room to pass, one can pull over into a node and let the other pass.
- ❑ Is it possible to improve sight lines and create ‘nodes’ whereby if there are two users who for some reason need more room to pass, one can pull over into a node and let the other pass.
 - ❑ The final design and use of a geocell type base for 4WD is of interest. Depending on the final finish and ultimate sustainability, as any exposed base may then prove a foot trap for horses should they end up on it.

TRAFFIC MANAGEMENT

- ❑ Access by horses through the carpark on marked pathways is supported, however this needs to be done in conjunction with signage and traffic rules. On trails, horses traditionally have right of way (i.e. other users must stand aside) when a horse is using the trail, as they are more difficult to maneuver than one’s own feet or a bike. This also needs to be considered when rights-of-way are sorted in the carpark when crossing over sections of roadways where cars are travelling.

SITE ACCESS

- ❑ It is very concerning, alarming even, that Council has even considered times when it may not ‘be convenient’ to allow horse floats & related vehicles to use the carpark. This in turn, has a direct impact on people who want to use the beach with a horse.
- ❑ Restricting times is a very quick way to say to horse riders ‘you are no longer welcome here’
- ❑ The Council has failed to mention in the plan how these time restrictions will be enforced e.g. will it lead to new by-laws and regulations as Council seeks to enforce set hours?
- ❑ The option to reduce access to Goolwa beach carpark for horse owners is not supported.

EDUCATION & INFORMATION

- ❑ Clear signage and readily accessible information for all carpark and access track users is essential.
- ❑ Codes of practice, or notification on expected behaviours, needs to be developed for each type of beach users equally.
- ❑ Will there be good WIFI available to the public at the carpark?
- ❑ An App could be developed which provides information about the beach, tide times, environmental and cultural information and engages users in positive behaviours. Additional features could include information about what normal horse behaviours are (as a bridge between rural and city folk) a GPS locator so that any emergency help that is needed can be expedited by knowing exactly where on the beach or in the carpark those services are required.

ANIMAL WELFARE

- ❑ The provision of water for horses is supported, as are tacking up yards. It would be also appropriate to consider some sort of shade covering for the yards and to look at plantings around the yard and horse float designated areas which could serve as a future windbreak.

CONNECTIVITY

- ❑ It would be appreciated if Council can seek clarification about horse use on the Encounter bikeway. Whilst horses are not promoted, it would be appropriate to clarify if they are, or are not, prohibited.
- ❑ There could be opportunity to promote or provide linkages between horse keeping areas with the beach along sections of this trail or other access & egress points

EMERGENCIES

- ❑ The final plan should address how response to a horse related emergency may be supported by the carpark upgrade. In the type of emergency referred to, a horse may have become recumbent or have died on the beach and need retrieval to the carpark area. There is opportunity for the Surf Lifesaving Club to work with the SA SES to train in large animal rescue skills and store a large animal rescue glide in their proposed new building.
- ❑ The SA Government currently has the ‘Animals in Emergencies’ framework currently out for consultation. Whilst there are varying roles for local councils in any sort of natural emergency, in a desperate bushfire for example, the Goolwa carpark would be possibly seen as a refuge area for horse owners and other residents. It may be appropriate for suitably experienced emergency services planning personnel to review the final design so that Council gains an understanding of the opportunities and constraints.

GENERAL NOTES

- ❑ Recreation SA coordinates the South Australian Trails Advisory Committee. User groups include horse, walking, cycling, scuba diving and canoe.
- ❑ Recreation SA also coordinates the State Trails Forum, which includes the above user groups along with state government representatives from departments which have trails on their tenure, including DEWNR and a Local Government representative
- ❑ It would be appreciated if the Recreation SA networks can be included in notifications of all future trail and related consultations

Other Comments

SUBMISSION FROM GOOLWA COASTCARE

Goolwa Coastcare Group
Coordinator
44 Beach Road
Goolwa South

Alexandrina Council
Goolwa Beach and Surrounds Master Plan
11 Cadell Street
Goolwa
SA 5214

13/11/2016

RE: Suggested feedback and requested considerations to the 'Goolwa Beach Carpark and Surrounds Master-plan Septemeber 2016' (Jensen Planning and Design in association with Tonkin Consulting and EBS Ecology-September 2016).

Dear draft plan steering committee, elected members and relevant council staff

Thank-you for the opportunity to have involvement in the drafting of the Goolwa Beach and Carpark and Surrounds Master Plan 2016. We are pleased to see a number of great improvements in areas of the site and the removal of some earlier suggestions. Congratulations on the current draft plan and the process undertaken, it is a hard task to work through. Below are some of our suggestions for further improvements to the planned activities.

In reference to the draft
Page 3 – Summary of recommendations
1.2

1.
"Increase the capacity of the car park through an expansion to the north of the site (by approximately 4 0 metres), combined with the creation of additional formalised car parking spaces on Beach Road. "

1& 2 - Although well voiced to the council, consultants and other stakeholders, the intended clearance of any of the total area of dune- system in the Goolwa Dunes for the development of mere car-parking (by the looks about 25) is of great disappointment and on-going concern to the Goolwa Coastcare Group, regardless of the notion of simply paying for loss of coastal vegetation, with money or a formula. This vegetation is of great local significance, (regardless of formal vegetation assessments and manipulative quoting of assessment comments) containing some very old *Leucopogon parviflorus* shrubs (estimated to be decades old) and suggestions to offset any clearance with foredune plantings cannot offset this as these plant do not grow on the foredune areas suggested for SEB offset. We feel any clearance to the dunes is very poor demonstration of commitment to such as statement or policy such as No Net

Loss and do not support the destruction of this area, it sends a terrible message to the community and the Alexandrina Council should be ashamed of themselves for ever thinking this areas is expendable. Other options could still be explored West of the carpark on cleared land.

6. -dot point 3

Providing a separate 'shared use' service corridor for use by the Surf Life Saving Club alongside the Club facility

This should be consulted on further as we are not convinced this is needed nor should be provided given an area has already been accommodated at the West entrance track .

9. - We are supportive of the notion of a shared use 3m wide path provided it does not effect the roadside vegetation adversely or encroach into the reserve due to proposed width also required for angle parks. We support removal of the *Casuarina glauca* as part of the upgrade.

10. Increase in plaza area –will this impinge further into the dune vegetation south? If so we do not support this.

13. – Strongly support infrastructure to site on top of the dune rather than stairs- like a large dutch ladder

15. – Provided footprint of this does not effect existing dunes leading up to lookout.

17 & 18 – Happy to collaborate!

20. –Object to soft base dutch ladder idea for off-ramp based on witnessing of and the increased likelihood of storm surges, flooding and particularly as it will encourage every SUV, AWD, 4WD and otherless suitable vehicles to drive onto the beach, increasing the likelihood of damage to the beach, dunes and most importantly, increasing the crowds and associated risks. The improvement of access to this stretch of beach increases unpatrolled beach numbers markedly, contradicts GSLS patrol areas and would increase numbers of beach users not being looked after by GSLS facilities.

21. – We welcome any help

24. - Strongly support. Would like all to be spent on on-ground works on the equivalent vegetation community likely to be destroyed via carpark expansion. Goolwa coastcare would like a place on the panel that may decide where this funding might be spent.

26.- Funds to education not mentioned....

27.- Now funds to education mentioned? Not consistent

33. Please add comment regarding enforcement of horse management through compliance e.g. dung, dumping and disposal

41. – SupportBTW doesn't mention GSLS....

49. – The size of the GSLS building should have NO impact on the surrounding dunes and should fit within the existing carpark footprint, don't like the use of the word minimal effect, its too open

54. – Do not support the construction of solid fencing/walls/plaza/bollards on this site as the associated sand management issues would be excessive due to build-up, sand tunneling in areas of high people traffic etc. Suggest construction of barriers using large boulders with vegetative barriers that allow sand movement through and around the site but shelter the site.

59. –.

In order to expand the car park, clear approximately 40 metres of existing vegetation to the north of the car park, with the clearance area offset by the following: ♣
increase of native vegetation in fore dune area at southern side of car park; ♣
rehabilitate vegetation along the edge of existing beach vehicle access track; and ♣
rehabilitate area east of new surf club.

- The above comments suggesting offset and No Net Loss through planting of the fore-dune is ludicrous and unfeasible as many of the species growing in the clearance area are not fore-dune plants and do not grow there.
- There is a comment stating that the vegetation East of the proposed SLS club is in very poor condition. We feel the North of the Access track is in far poorer condition than South, where much of the dune is in good condition based on regular field observations (B.Simon Pers Obs.) North of the access track is largely revegetation of what was once large blow-outs, South of the track was not.

61.- effective fencing needs sand movement through, solid fencing is not really practical with so much sand movement. Close attention will need to be placed on wind eddies and prevailing winds. As in earlier remarks, we feel approaching with boulders and carefully used plants will serve the same purpose and still be aesthetically pleasing

62. – How can a 3m wide shared use track and at least 4m for an angle park fit within the current footprint of the roadside? Will further dune vegetation be cleared? We do not feel both angled parking and a 3m wide path is possible without narrowing the road to one lane. We would like to know more about this concept.

63. – Support viewing deck provided it does not impinge into the dune reserve or site-lines.

65. – number 59. In the recommendations will make "minimize sand drift..." hard as you are suggesting to rehabilitate the dunes which will remove current thick growth of sea wheat grass (which is a weed, but holding sand at bay) and re-establish an open sand-dune which will mobilise the sand in and around the carpark (think this needs more thought and how suggestions of SEB in foredune elate) Real threats to the dunes in the form of weeds and rabbits are not on the foredune.

66. Please consider changing to 'Plant only indigenous coastal species able to withstand usage of the area'. This needs to be spelt out; there is no excuse for not using local natives as we have done in and around the site.

67. – Maintain ongoing program of weed control though annual budget allocations to local community environment groups to implement the works- an actual budget line for this needs to be committed.

71. – Stormwater- this needs to be carefully approached and discharging to the seaward side of the dunes sounds inappropriate without further thought and info.

Figure 3. – Footprint of GSLS looks larger than first viewed. Will they be encroaching into the dune vegetation at all?

-New toilets should be considered for incorporation into current footprint as should GSLS area or build into SLS club

Figure 5.- there doesn't appear to be enough width to accommodate both angled parking and shared bike path without clearing native vegetation?? We only support this if it doesn't involve further native vegetation clearance

Page 32.- GWLAP has in fact invested over \$900,000 plus hundred of volunteer hours managing the Goolwa Dunes- please correct this miscalculation.

Page 32.- paragraph 7

This paragraph purveys the wrong message to say none of the flora species were of conservation significance- to the layman, this says it's not of any significance. Rather, wording it to say 'there were not any formally listed native plant species of conservation significance' would be kinder to the really high relative importance of the Goolwa dunes to other dune areas east (Sir Richard peninsula), which are in far poorer condition in health.

Again, thanks for the opportunity and look forward to your response.

Sincerely
Goolwa Coastcare

- I strongly object to the proposal of extending the carpark area to the north and in doing so destroying very important and valuable endemic coastal vegetation. We are very lucky to have still intact a significant coastal dune system along Goolwa Beach which is extremely important to us all both ecologically and culturally. This has not purely happened by accident but is a respect of many people over a long period of time and countless thousands of hours devoted to the protection, stabilisation and regeneration of the Goolwa Beach System.

I have been one of these as a custodian of family property which included coastal dunes between Goolwa Beach and Middleton in the 1960s and 70s as a council employee some stabilisation in the 1970s and 1980s and as council's parks and gardens supervisor I indicated a Goolwa Dunecare Group and sourced funding and support in the 1990s.

I am now a volunteer with the current Goolwa Dune Care Group. Every bit of this remaining natural dune system must be retained as the edges become easily degraded and difficult to maintain. This is usually from weed incursion, people or animal pressures or wind and water erosion.

If the argument for destroying an area of natural vegetation is because it is degraded with weeds present, and deemed less valuable, then a new edge is formed which can quickly also become degraded from the pressures mentioned before.

The Masterplan mentions that there would be no net environmental loss by establishing new plantings in other degraded areas, particularly along the beach access track and in front of the carpark. But the plan rightly concedes that these areas will be lost over the next hundred years due to sea level rise caused by climate change. Definitely a loss all round!

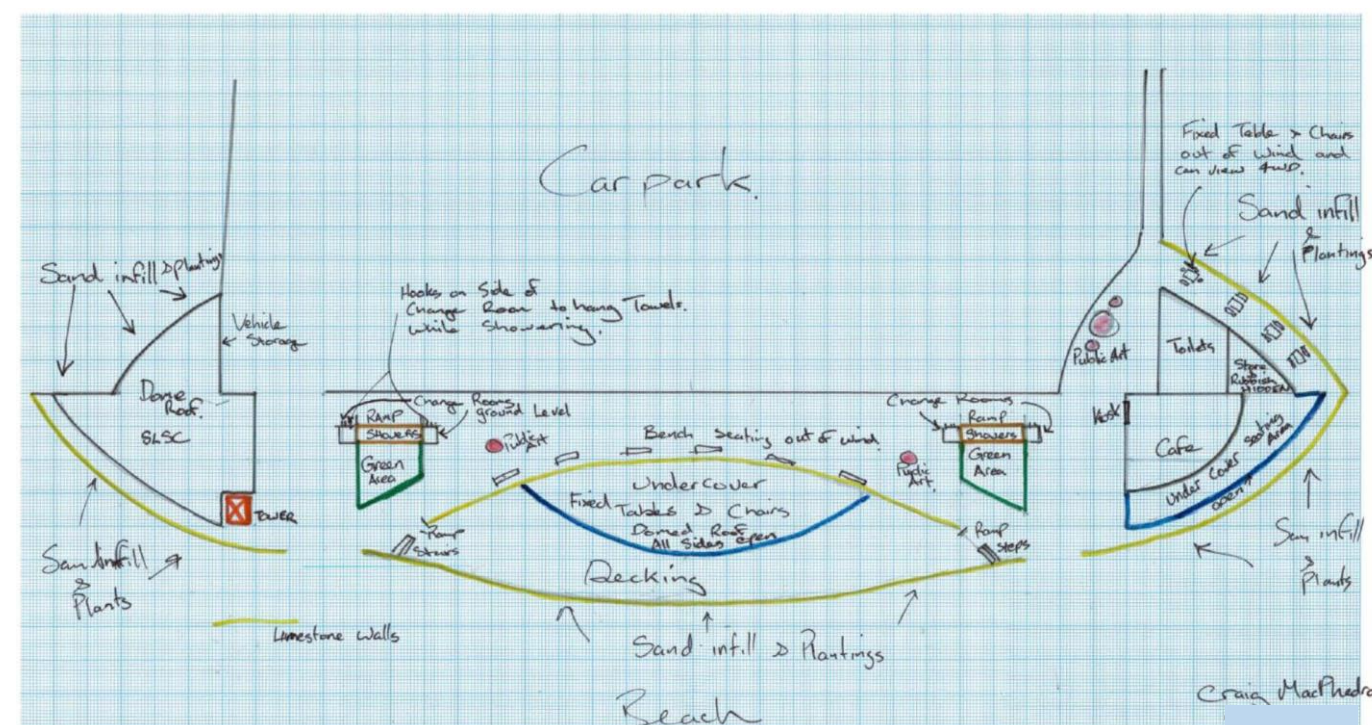
Not to mention the difficulty in establishing new plantings in dynamic zones of shifting sands and a receding coast and high foot traffic. And the fact that the species associations are quite different in these zones compared to a stable dune area in the lee of the primary dune.

For the few days a year that the present carpark area is not adequate, there is plenty of roadside parking available along Beach Road and the side streets of this. This is only a short walk to the beach facilities. The proposed angle parking along Beach Road would easily cater for the perceived shortage of parking spaces. Perhaps a small drop off area could be established for people to unload their gear and then park their car away from the main beach access.

It is also worth noting that the main Goolwa Beach carpark area is not the only access point to Goolwa Beach. As Council deliberates on this draft Masterplan and the communities respond, I urge you not to compromise on our natural heritage because when it is lost, it is lost forever.

I strongly object to this proposal as I do not believe extra car parking is needed as there is plenty of spill over places on the few times it is necessary along Beach Road and the side streets in the vicinity. And certainly not at the cost of a natural area of diverse coastal vegetation. There is so little of it left intact along our coasts and every bit of it that is left must be preserved for us and for future generations. The Plans justification and proposed offsets are not valid and need to be rejected.

- I have studied and given a lot of thought to the Council Plan for Goolwa Beach. Goolwa has been a big part of my life, I have been surfing Goolwa Beach since I was 15 and now at 52 I live permanently in Goolwa Beach. Therefore, I have been observing Goolwa Beach for a long time. The council has an opportunity to do something exciting, innovative and practical for all concerned, there are some very good points in the plan, and I know that it is always hard to satisfy everyone. I have enclosed a concept plan. I am by no means an Architect, just a sketch to give you some visual idea of my points [these have been entered into each relevant category accordingly]. It may mean extra infrastructure now, but better now than regret it later. (Refer above right)



- I am concerned that Council may take to treating this area as a 'fanciful seaside location' that will inevitably put stresses onto a highly unique and beautiful environment. I moved here because of this environment and have already noticed unreasonable abuse of this environment by 1. stupidity of drivers on the beach (e.g. speed). 2. the dog walkers 'poo bags' - too damn lazy to walk to the bin to put the poop/bag into it. 3. I'm concerned that cars have moved into the Middleton end of the Beach. All these things are sign posted but not policed by police or Council, hence useless rules. 4. Highly excessive water usage at our cost; not the visitor. (Refer below).



APPENDIX 3. INITIAL STAKEHOLDER + COMMUNITY ENGAGEMENT

Engagement with a broad range of people informed the development of the draft Masterplan. Valuable insight was contributed by traditional owners, community, government agencies and other relevant experts, and has been critical to the responsive decision-making approach applied to the development of this plan.

Consultation and engagement activities included individual meetings, in-person conversations, an onsite community event, workshops, and online and onsite surveys. During these activities, we heard about community values, and some of the challenges and opportunities associated with the management of the car park and surrounding area.

Community values:

- swimming, surfing, walking, fishing, horse riding, visiting Bombora café and 4WD vehicle driving are key attractions of Goolwa Beach
- unique natural environment
- importance of the area as part of Sir Richard Peninsula ecosystem
- low-key, laid back, not developed - open, expansive views
- clean, unspoilt beach
- cultural significance of the surrounding area
- diversity of access and recreational activities
- Bombora café is popular – liked for it's relaxed, quirky beach feel
- horses appreciated for the additional character they bring to the 'beach mix'

Challenges and Opportunities:

- the many and varied interests of user groups frequenting the car park
- increasing numbers of visitors (locals and tourists) creates both a challenge and an opportunity
- balancing any new development with an appreciation for the character of the area
- increasing car park capacity
- improving management of vehicles and access track
- more amenities, particularly shade but also toilets and showers, and (off-beach) public gathering space
- new educational and interpretative signage and/or public art that reflects the cultural and environmental significance of the area



On-Site Community Engagement held on 30 August 2015



these were some of the responses

APPENDIX 4. ANALYSIS AND KEY DIRECTIONS (DRAFT MASTERPLAN)

CAR PARK AND BEACH ACCESS

Car Park Capacity, Usage and Traffic Management

What You Told Us

The close proximity of the car park to the beach is appreciated. The diversity of users and activities emanating from the car park and surrounding area is valued. Use of the car park is cyclic - for nine months of the year, the car park size is adequate, but during peak periods overcrowding causes frustration and increases potential risk to users. Without over-regulating or over-developing it was widely acknowledged that a range of traffic management options will need to be introduced to improve safety and user experience.

Issues and Opportunities

There are presently 129 formal (including 4 access) car parking spaces in the Goolwa Beach car park. In busy periods, motorists also use informal car parking spaces along the Beach Road reserve. There is also an informal area for horse floats at the northern end of the car park and this can accommodate up to six floats at a time.

Anecdotally, the number of horse floats is increasing. Horse riders use Goolwa Beach mostly during the early morning before 10:00am but recreational riders are increasingly using the beach throughout the day.

During peak visitor season (December and January) the beach receives over 2400 vehicle visits per day. The 4WD track from the eastern side of the car park is the only point for vehicles to access Goolwa Beach and travel along Sir Richard Peninsula to the Murray Mouth. Approximately 130 4WD vehicles use the access track to the beach on peak days (figures based on traffic survey conducted over the period December 2014 – January 2015).

In these circumstances, there is a queue of vehicles, including non-4WD vehicles, waiting to enter the car park. Many people park some distance down Beach Road or the surrounding road network and walk to the beach.

It is anticipated that Goolwa will attract increasing numbers of vehicles due to the growing popularity of off road sports utility vehicles (SUVs). Feedback received from the 4WD community has provided further indication that the Murray Mouth and Goolwa Beach will remain a popular off-road destination in the future.

For much of the year the car park has sufficient capacity but demand for parking is anticipated to increase for a number of reasons:

- a projected increase in local and regional population;
- improvements to the safety of the beach through a stronger surf lifesaving presence make it more appealing to a wider range of people and families;
- the proposed new surf lifesaving facility;
- improvements to amenities are likely to attract more visitors to this location; and
- the growing popularity of 4WD vehicles is anticipated to lead to greater use of the vehicle access track to the beach.

Congestion is increasing during peak periods and will result in greater risk to pedestrians, cyclists and horses over time.

There was a view that during peak periods the interaction between different uses within the car park needs to be better managed. There was also a view that traffic speed on the Beach Road approach to the car park, and within the car park, should be lowered to improve safety for other users.

During consultation there was general support for an expansion of the car park, although reservations were expressed that an expansion of the car park

would potentially put pressure on the surrounding environment and sensitive cultural areas.

There was support for the creation of formalised parking spaces on Beach Road although some concern that 45 degree angle parking could pose a danger to cyclists and pedestrians due to reversing cars and poor visibility.

There was also a suggestion that Council consider purchasing vacant allotments in the nearby area to provide additional car parking spaces.

The existing car park lighting should be upgraded to meet Australian Standards, and poles (and new buildings) could be incorporate security cameras to improve public safety and reduce vandalism.

Discussion

The capacity of the car park can be increased through an extension of the car park on the northern side and delineating formalised angled car parking spaces along Beach Road. Approximate figures are as follows:

- An additional 45 car parking spaces within an expanded car parking layout.
- 25 angled car parking spaces can be formalised along Beach Road.

An independent study conducted by EBS Ecology indicates the area of native vegetation can be removed provided the loss is compensated by rehabilitation of degraded areas of vegetation in other locations in close proximity to the car park.

The purchase of vacant blocks of land was investigated but ruled out as cost prohibitive. Council is able to cost effectively extend the car park without purchasing additional land and there will be a relatively small cost to compensate for the removal of native vegetation.

Draft Recommendations

1. Increase the capacity of the car park through an expansion to the north of the site (by approximately 40 metres), combined with the creation of additional formalised car parking spaces on Beach Road.
2. Implement Council's no net loss commitment by working with the Native Vegetation Council, Goolwa to Wellington Local Action Planning and the local Coastcare group to minimise and offset vegetation loss.
3. Provide a pathway network dedicated to pedestrians and bikes, and safe road crossing points.
4. Introduce visual cues to channel pedestrians, horse riders and cyclists to safely cross roads, vehicle access points and car park areas.
5. Create a long-vehicle stay-parking area for horse floats, buses, RVs and trailers.
6. Introduce a range of traffic management mechanisms to improve safety and flow, including:
 - Safe access / roundabout at convergence of car park and beach access track
 - Introduce slip lane to channel 4WD beach goers directly to the vehicle access track
 - Providing a separate 'shared use' service corridor for use by the Surf Life Saving Club alongside the Club facility
 - Provide designated spaces for the SLSC within the car park
 - Narrow the entrance to the car park to act as speed deterrent (possibly incorporating a speed hump / raised plateaux)
 - Provide a track for surf life saving and emergency vehicles to access the beach at the south-western corner of the car park (to be shared with pedestrians)
7. Upgrade public lighting to the car park and associated areas to meet Australian Standards.
8. Install security cameras in suitable locations to improve public safety and reduce vandalism.

Pedestrians and Cyclists

What You Told Us

Goolwa Beach is a popular destination for pedestrians and cyclists and is especially valued by locals who visit daily as part of a regular exercise or coffee regime. Walking and cycling to the beach should be encouraged. Consideration should be given to enhancing the safety of pedestrians/cyclists, especially in relation to improved separation from vehicles in peak times.

Issues and Opportunities

The single footpath on the eastern side to Beach Road leading into the car park crosses the entrance to the 4WD access track and is too narrow. The Encounter Bikeway has recently been redirected to be in closer proximity to the car park, making the beach more accessible by bicycle. At present cyclists must cross to the eastern side of Beach Road and ride along the road or footpath into the car park. There are no traffic controls to assist cyclists to cross Beach Road and there are no bike parking facilities within the car park.



Many cyclists access the beach

Pedestrians and cyclists could be separated from vehicles entering the car park by extending the Encounter Bikeway alongside the western side of Beach Road into the car park. This would lead to safer access to the car park by cyclists and better connections with the Encounter Bikeway. This option would however require the road reserve to be widened to create space for an off-road cycling path as well as additional parking.

A refuge could be established in the middle of Beach Road to assist pedestrians and cyclists using the Encounter Bikeway.

Bike parking facilities could be developed within the car park to encourage people to cycle rather than drive to the beach.

Increased space for pedestrians could be created adjacent to the future new café (following relocation).

Improvements could be incorporated for pedestrians accessing the beach, including improvements for those unable to use stairs.



Example of a disability access ramp to a beach



Need to improve the connection to the Encounter Bikeway

Draft Recommendations

9. Construct a 3m wide shared path along the western side of Beach Road linking the car park to the Encounter Bikeway.
10. Increase pedestrian plaza areas at the southern end of the car park, incorporating seating, shade and other amenities.
11. Improve access to the beach for those unable to use the stairs (e.g. prams, wheelchairs).
12. Establish specific road and track crossing points for pedestrians and cyclists.
13. Consider replacing existing stairs to beach with pedestrian-friendly infrastructure that sits 'on top of the dunes' rather than 'through the dunes'.
14. Introduce bicycle parking facilities in the car park.

4WD Beach Access Track

What You Told Us

The beach drive from Goolwa Beach to the Murray Mouth is an iconic off-road experience that is valued by locals and tourists. A range of management mechanisms is required to improve user experience, safety, and conservation of the surrounding area.

Issues and Opportunities

Goolwa Beach is unique on the greater Adelaide coastline as it offers unrestricted vehicle access to the beach. A sand track suitable for 4WD vehicles provides access from the car park through the dunes to the beach and along the Sir Richard Peninsula to the iconic Murray Mouth. The beach access track is used by SA Water and surf lifesaving vehicles for operational purposes and is shared with horse riders and, occasionally, pedestrians.

It is acknowledged that off-road visitors bring economic benefit to the area, frequenting local retail and hospitality outlets.

A number of concerns have been raised about 4WD vehicles moving through the Goolwa Beach car park and onto the beach, including the regular bogging of vehicles on the soft sand access track. This is anecdotally through inexperienced drivers using the track, or a failure to adjust tyre pressure, but there have also been reports of 2WD vehicles entering the track and becoming bogged. This causes further delays to both vehicle movement on the track as well as vehicles entering the car park. The traffic congestion caused by 4WD vehicles waiting to enter the track and delays caused by vehicles becoming bogged have been identified by the Goolwa Surf Life Saving Club (SLSC) as a threat to emergency vehicle response times. There are also concerns about safety, with reports of vehicles travelling at relatively high speeds on the access track to gain traction on the soft sand.

Although it is acknowledged that the majority of 4WD vehicle owners do 'the right thing', there is a minority who continue to act irresponsibly and there has been some concerns raised about environmental and cultural heritage damage caused by 4WD vehicles. For example, overtaking on the

track has caused it to widen, damaging vegetation and causing erosion to the dune system.

There are also reports of damage caused by 4WD vehicles on Sir Richard Peninsula. Sea level rise and high tides are narrowing the beach area between the sea and dunes for vehicles to travel to the Murray Mouth. Vehicles reportedly encroach into the dunes in order to remain on dry land. There is also concern that some 4WD vehicles are deliberately being driven into the dunes and this is causing damage to important cultural heritage sites such as middens.

Concerns have also been raised that vehicles have been driven along the beach through habitat of the Hooded Plover, a threatened bird species.

The Goolwa Surf Life Saving Club is seeking to have a dedicated access track to the beach to move equipment to and from the beach, and to transfer patients from the beach to a first aid station or to other emergency services vehicles waiting in the car park. Currently the club shares the 4WD access track and its vehicles can be delayed by other traffic



in peak periods.



Erosion on the beach access track

Draft Recommendations

A raft of recommendations are suggested to improve management of the track (including maintenance and upkeep), mitigate risk, and enhance user experience.

15. Create a dedicated left turn 'slip' lane at the entrance of the car park to separate 4WD vehicles using the beach access track from other vehicles entering the car park.

16. Place self-limiting height devices at the entrance to the track to limit access to 4WD vehicles.

17. Introduce new signage at the entrance to the track, at the 4WD parking area, and potentially at strategic locations along the track that provide interpretive and educational information, and remind vehicle drivers about their responsibilities.

18. Collaborate with organisations and agencies such as Ngarrindjeri Regional Authority, GWLAP, Coastcare, 4WD Association of SA, and SA Water, Marine Parks SA to develop a range of educational and interpretative materials.

19. Narrow and contain the vehicle access track to a consistent 6.5 metres (5m for vehicles + 1.5m for adjoining horse track).

20. Install a 'soft infrastructure' base (i.e. Dutch laddering, matting or the like) along the length of the track to prevent vehicle bogging.

21. Work with local groups (such as Goolwa Coastcare) to rehabilitate dunes and vegetation areas adjoining the narrowed track.

22. Collaborate with volunteer organisations such as the 4WD Association of SA (and associated 4WD clubs) to enhance education about responsible off road driving in the area.

23. Work with relevant government agencies such as SA Police, SA Water, Marine Parks SA to improve education of beach drivers, and to enforce driving and permit regulations.

24. Introduce a fee-paying tiered permit system for vehicle beach access that will provide a management framework for controlling vehicle numbers, monitoring driver behaviour, and enabling environmental and cultural heritage conservation works. (Note the development of the tiered system should give consideration to Alexandrina ratepayers receiving free- or low- fee access).

25. Work with the Ngarrindjeri Regional Authority, GWLAP, Coastcare, 4WD Association of SA, SA Water, Marine Parks SA, the local community, and other key stakeholders to collaboratively manage the area.

26. Commit funds raised from the proposed permit system to the ongoing environmental and cultural conservation and protection works in the immediate area.

27. Establish a Section 41 Committee (Council advisory committee) to guide the spending of permit funds raised on environmental and cultural heritage conservation and education in the immediate area.

28. Convert the existing pedestrian beach access track at the SW corner of the car park into a vehicle track for use by SLS / emergency vehicles. It is intended that this track would be shared with pedestrians.

Horses and Horse Floats

What You Told Us

During the consultation we heard that the beach is enjoyed by recreational and professional horse riders and trainers. We heard from the non-riding community that they enjoy seeing horses on the beach – that horses added to the ‘beach mix’. There was support for maintaining beach access for horses, balanced with introducing mechanisms for improving the experience and safety of the horse community and other beach users.

We also heard that the management of the existing horse float area needed to be improved, as did facilities for those bringing horses to the beach.

Issues and Opportunities

The northern section of the car park is used for horse- float and truck parking. Race horse trainers use the straight section of beach between Goolwa Beach access track and the Murray Mouth to run their horses, and other horse riders also use the car park and track to access the beach for recreational riding.

Whilst there are no specific amenities for horses in the car park area, the surface is gravel rather than asphalt and a wire fence next to the existing surf club shed is used to hang towels and other equipment. Horses must cross in front of any traffic in order to enter the 4WD track and currently share the track with 4WD vehicles.

The horse riding and training community values the proximity and ease of access to the beach provided by the car park and track and wish to retain this access into the future. Feedback identified a range of opportunities to improve the horse float area by increasing its size and placing more gravel on site. Respondents had a range of views about whether there should be upgrades to the existing car park facilities, with some people preferring no change to the existing conditions. Others suggested placing drinking and washing water closer to the horse floats.

The horse float area can be unsightly and takes space within the car park. During consultation there were reports of horse manure deposited over the fence into the revegetated area, which has the effect of spreading weeds.

A number of safety concerns have been raised by the horse riding community during consultation, including the safety risks posed by sharing the beach access track with vehicles. There has been at least one reported case of a collision between a vehicle and a horse on the beach access track, and another of a frightened horse bolting from its rider and



Horses and horse float parking area in front of existing SLSC building

Draft Recommendations

A range of recommendations are suggested to enhance the experience and safety of the horse riding community and other beach users, including:

- 29. Provide a dedicated parking area for vehicles with horse floats at the northern end of the car park.
- 30. Restrict the use of the car park by horse floats/trucks to before 10 am and after 6pm during peak (holiday) periods.
- 31. Providing for safe crossing from the float parking area to the beach access track.
- 32. Provide a safe and separate track to the beach for horses (and pedestrians) alongside the 4WD track (separated by bollards or similar).
- 33. Provide specific facilities for horses, including tethering posts and access to fresh water.
- 34. Introduce signage to enhance understanding and experience of the area, and about responsibilities of horse owners / riders.
- 35. Increase enforcement of appropriate removal of horse manure by horse owners and apply penalties where required.

Interpretation, Education, Public Art

What You Told Us

The community values the natural and cultural heritage of the area and strongly supports renewed signage and artwork to raise awareness about the area's significance, to provide information about safe and responsible patronage of the area, and to enhance visitor experience.

Issues and Opportunities

Given the cultural heritage and environmental values of the site, there are great opportunities to build increased awareness of these values into the public infrastructure as part of the upgrade of the precinct. Opportunities exist for interpretation, awareness building and education through interpretive signage and public art initiatives.



The existing Goolwa Beach sign wall

There are a number of signs at the entrance to the vehicle access track but there is an over proliferation which causes them to block each other and become difficult and too complicated to read. The signs are only in English.

Additional signage relating to the 4WD track is required prior to arriving at the access track to provide important information about off-road driving and to avoid congestion at the entry point.

The legibility of signage could be improved by:

- rationalising the number of signs to reduce confusion.
- delivering messages using a smaller number of larger signs, potentially through different organisations collaborating on a shared message.
- Incorporating different languages into signage.



Example of interpretive signage



Some of the signs at the entrance to the 4WD vehicle access track



Examples of public art in the Council area

Draft Recommendations

36. Develop new 'entry statement' sign at the junction of Beach Road and Hewett Road.

37. Improve landscape treatment around existing "Goolwa Beach" sign wall.

38. Erect a new sign 'wall' (with sliding sign boards) at (or near) the entrance to the vehicle access track) to provide greater legibility with clearer messages, and allow for interchangeable time-specific signs (e.g. pipi season, beach closures etc).

39. Install theme-specific signage at appropriate locations in the car park (e.g. horse-related information in horse parking area, 4WD-related information in 4WD parking area and along access track).

40. Install interpretive signage (cultural heritage and environmental values) within the precinct, particularly at the southern end of the car park and within the proposed new plaza area adjacent the café.

41. Collaborate with the Ngarrindjeri Regional Authority, Coastcare, SA Water, Marine Parks SA, Tourism SA, local operators (and others) to design targeted messaging.

42. Develop signage, and potentially other information materials, in languages other than English.

43. Incorporate opportunities for public art initiatives (both integrated and free standing works) in key locations (e.g. entry statement, proposed public plaza, and southern end of the car park).

BUILT FACILITIES

Shoreline Retreat

The Coast Protection Board (CPB) has provided advice about the implications of rising sea levels for the development of new buildings on this site. It indicates a potential landward retreat of the shoreline due to erosion between 2015 – 2100, (using the CPB beach survey data from 1977 – 2000). This landward retreat of the shoreline is indicated in **Figure A**.

The CPB advice has significant implications for the siting and development of new buildings on the site. Buildings should not be sited on the coastal side of the potential 2100 coastline. In addition, new buildings require a minimum building site level of 2.85 metres AHD (Australian Height Datum) in order to mitigate flooding risk and withstand a further 0.7m rise in sea levels to the year 2100.

Draft Recommendations

Council acknowledges and accepts the advice provided by the Coast Protection Board and the recommendations reflect this:

44. Retain the existing café in its current position in the short-medium term but plan for a new purpose-built café behind the 2100 shoreline retreat.

45. Future buildings (surf life saving club, new café, toilets / change rooms) will be located behind the potential 2100 shoreline, and be constructed to the required minimum site level.

46. Other improvements to the car park, pedestrian plazas and other infrastructure associated with the use of the precinct by the public may be constructed forward of the potential 2100 shoreline, with the recognition that such works will be considered 'sacrificial'.



Figure A - Potential retreat of shoreline by 2100 caused by rising sea levels, Coast Protection Board, August 2015

Goolwa Surf Life Saving Club Building (Proposal)

What You Told Us

There is widespread support and appreciation for the services provided by surf life savers. Community voiced a strong preference for ensuring any building development be in keeping with the character of the area, and that environmental and cultural impacts be minimised.

Issues and Opportunities

Surf Life Saving South Australia (SLSSA) is seeking to increase its presence along the Fleurieu Peninsula coastline, and has proposed upgrading facilities at Normanville, Chiton Rocks, Port Elliot, and Victor Harbor (to be a rescue centre) and at Goolwa. The Goolwa Surf Life Saving Club (SLSC) has been active for approximately five years. The club and equipment is presently housed in a shed on the north western corner of the car park. SLSSA and Goolwa SLSC propose to build a new facility at Goolwa Beach to replace the existing shed.

Goolwa SLSC has also indicates its willingness to include opportunities for the broader community to utilise the facility.

Plans for the facility are currently in development, and it is likely that the building will become a prominent feature of the site. The location proposed for the building, supported by Council, is to the east of the car park, behind the existing café and the 2100 potential shoreline shown in **Figure A**.

The club building will be visible from the surrounding area including Neighbour Ave, Underwood Ave, Bristow Smith Ave, the Beach Rd approach, and the beach itself. It will also obscure some south-easterly coastal views from within the car park.

A number of options for the location of the SLSC building within the car park area were considered prior to the commencement of the masterplan. These options included locating the building parallel to the beach behind the fore dune (SLSSA's preferred option), or on the western side of the car park. These options were ruled out due to their

visual impact, proximity to sensitive vegetation and need to be set behind the potential 2100 sea level rise line. Council has also preferred to group buildings together onsite to reduce their visual impact.

The current proposed location on the eastern side of the car park is considered to have the least visual impact, as it is located behind the café building and will preserve the open views in other areas of the car park. The proposal is to offset the building so that it doesn't obscure the road entrance and views to the sea. This option will nevertheless require some clearance of vegetation and site filling in the area directly to the east of the car park.

There was a general consensus from stakeholders and the wider community that a new SLSC building is required for the site. The proposed location on the eastern side of the car park is generally supported, although concern was expressed about the building encroaching into the dune. Some strong concerns were expressed about the size of the building and questions raised about the need and viability of a function area.

In order for a new surf club to be built as close to the current car park footprint as possible to minimise the easterly incursion into the dunes, it will be necessary to convert part of the land currently within the public road reserve to community land. This will potentially provide for more secure tenure for lease arrangements for new buildings, as well as a better environmental outcome.

A general theme emerged that the community values the open 'look and feel' of the car park and does not wish to see it become overdeveloped or too 'urban' in character. It is important to note that the community was only provided information about the footprint size and location of the proposed SLSC building and not its design or materials.

The appearance, bulk, design and use of materials for the proposed SLSC building will be important decisions in terms of how well the building fits into the site. A building which is sensitive to the surrounding environment and minimises its visual impact will be better received by the public. Seaford Lifesaving Club in Victoria was provided as an example of a surf lifesaving club building that blends

in with the surrounding coastal environment (see adjacent photograph).

Plans for the proposed SLS facility will proceed through a formal Development Assessment (DA) process over the coming months. This is standard (legislative) procedure for any development application. The DA process will include all of the required referrals and notifications, including a public notification stage during which any interested party will have the opportunity to comment on the



Surf life saving club lookout tower to remain



proposed surf life saving development.

Draft Recommendations

47. The new Surf Lifesaving Club building should be located on the eastern side of the car park.

48. The building should incorporate spaces that can be used by community organisations for training or meetings.

49. The size of the building and its location should minimise its impact on the surrounding dunes and vegetation.

50. The design of the building and use of materials should blend in with the surrounding environment and reflect the 'relaxed and open' feel and character of the place.

51. Alexandrina Council should proceed with the conversion of part of the Beach Road public road reserve to community land to enable the club and café buildings to be located on community land, providing greater security of tenure for future lease arrangements of new buildings.

Café

What You Told Us

Having a casual beachside café is a great community amenity, and adds a lot to the beachside culture. Bombora Café is a popular destination for locals and people visiting Goolwa, and a café should be retained within the car park site.

Issues and Opportunities

The café building is structurally sound at present but has a limited lifespan. In the longer term, the building that houses the café will deteriorate to the point of no longer being useable. The options are:

- Relocate the café into the proposed surf lifesaving facility.
- Construct a new stand-alone café building in approximately 6-8 years on the eastern side of the car park, on the seaward side of the proposed SLSC building but behind the CPB potential shoreline for 2100.

The option to develop a new stand-alone café building on the eastern side of the car park has a number of advantages. It will continue to provide Council with the ability to directly lease commercial space for a café at Goolwa Beach. It will also continue to provide the community with a relaxed 'beach kiosk' that has a separate identity to the SLSC and is considered to make a positive contribution to the community precinct.

Draft Recommendations

52. Continue the operation of the existing café whilst the building and its location remain viable.

53. Construct a new, stand-alone café located behind the potential 2100 shoreline, and construct to the required minimum site level of 2.85m AHD. This recommendation is presented in the masterplan as a medium term proposal (6-8 years) - however there are advantages in bringing it forward to the shorter term if possible.



A welcoming figure outside Bombora cafe



Bombora café and outdoor eating

Public Facilities and Plazas

What You Told Us

The basic amenities provided at the car park are appreciated and well utilised. While acknowledging the preference for keeping the area ‘undeveloped’ and ‘low key’, there was general consensus that some improvements to the facilities would be valued by locals and visitors.

Issues and Opportunities

Goolwa Beach car park provides basic facilities for visitors and there is potential to enhance visitor experience by upgrading facilities whilst being mindful of community feedback about not overdeveloping.

The car park currently provides limited shade associated with the outdoor tables - the only other shaded area is the cafe seating area.

There is a lack of educational signage to raise awareness of the cultural and historical importance of the area.

There is limited public art.

There are no specific facilities for horses (other than a gravel surface), or for cyclists.

The existing toilets are reported to be inadequate for peak periods of usage, particularly when large school, tourist or surf club groups visit.

There is no dedicated place for people to wash cockles and there have been reports of people using the public toilet cisterns to wash cockles, causing damage to the toilets.

There is one outdoor shower and no changing area for beach users.

There is no viewing point in the car park that allows visitors to observe the sea. Presently people climb onto the tables or the fore dune which causes erosion and vegetation damage.

There are no drinking water taps in the car park.

There is currently inadequate access for wheelchairs and prams to the beach.



Outdoor showers at Kirra (photo supplied by David Reynolds)

Draft Recommendations

A range of public facilities are proposed to be included in the precinct, predominantly at the southern end of the car park and in front of the proposed new café and public toilet buildings.

54. Recommended public facilities include:
- Large new community space on the seaward side of the future café building, incorporating seating, shelter, landscaping, public art, etc.;
 - New public toilet / change room building located on the seaward side of the proposed Goolwa SLSC, to the east of the proposed new café;
 - Additional outdoor showers located close to the two beach access points;
 - Improved pedestrian areas, seating, shelters and elevated viewing deck at the southern end of the car park adjacent the dunes;
 - Charging points incorporated in or near the redeveloped café for gophers;
 - Dedicated parking spaces and charging point for electric vehicles;
 - Drinking fountains;
 - Bicycle parking facilities;
 - Beach access track for use by wheelchairs/ prams/ bicycles (integrated into the beach track at the SW corner of the car park)

ENVIRONMENT AND CULTURE

Cultural Heritage

What You Told Us

The cultural heritage of the area is highly valued, and there was strong support for increasing education and awareness of the cultural significance of the area.

Issues and Opportunities

The Goolwa Beach Car Park is situated within an important cultural heritage area of Sir Richard Peninsula. Sir Richard Peninsula is part of the living body of Yarlumar-Ruwe/Ruwar (lands, waters, sky, body, spirit and all living things) and Creation Ancestors. Ngarrindjeri people, past, present and future are part of this living body. Sir Richard Peninsula has been cared for by Ngarrindjeri over many generations. For this part of Ngarrindjeri Yarlumar-Ruwe to continue to give life to the Ngarrindjeri Nation it must be healthy and cared for in a culturally respectful and appropriate manner.

Currently there are no references to the Ngarrindjeri dreaming story and culture on the site. The recently released Ngarrindjeri Cultural Heritage Plan for Sir Richard Peninsula considers the proposed redevelopment of the car park at Goolwa Beach and provides guidance on the cultural considerations to be taken into account in developing the masterplan.

Additionally, Council is committed to complying with the Aboriginal Heritage Act and the established Ngarrindjeri Regional Authority's protocols for the handling of cultural materials.

Reducing visitor impacts on the Sir Richard Peninsula and implementing adequate visitor management of the surrounding area are key issues. Ngarrindjeri people seek a greater role in the management of Sir Richard Peninsula and have identified the current 4WD access arrangements as a particular concern. There have been instances of vehicles being driven onto the dunes and destroying cultural sites such as middens and native vegetation.

There is an opportunity to educate visitors to the area about its traditional owners and the rich cultural history. A range of stakeholders indicated support for the inclusion of the Ngarrindjeri story, particularly in the form of artwork. It was suggested that this be planned for from the beginning of the project, to ensure it is properly incorporated into the development.

Improvements to infrastructure and amenities could incorporate public art and signage with a cultural interpretation of the area. This would help transfer knowledge about the Ngarrindjeri story as well as information about the environment and walking trails. The Ngarrindjeri people should be closely involved in this process.

Draft Recommendations

55. Continue discussions with the Ngarrindjeri Regional Authority and key stakeholders regarding the redevelopment of the car park.

56. Council to utilise Ngarrindjeri Cultural Heritage protection processes and protocols in any redevelopment works.

57. Ensure that local Indigenous culture is recognised and celebrated through public art and signage to raise awareness and educate visitors about the cultural significance of the place.

58. Introduce a vehicle permit system for access to the beach, the money from which will be channelled to cultural and environmental conservation, protection and restoration works in the immediate area.

Natural Environment

What You Told Us

The area surrounding the car park is valued for its natural environment. The dune system and native vegetation are important features of the Sir Richard Peninsula ecosystem, and negative impacts from any car park expansion or development should be minimised as far as possible.

Issues and Opportunities

Significant investments in time and money have been made by local community organisations and volunteers over many years to revegetate, restore and conserve the dunes around the car park. For example, the Goolwa to Wellington Local Action Planning Association indicates it has invested approximately \$900,000 plus hundreds of volunteer hours from the local Coastcare group to rehabilitation works in the local area. Revegetation work includes the area directly to the north of the car park which is proposed for its expansion.

The Goolwa Beach car park and associated public usage of the precinct has been a catalyst for disturbance to the sensitive coastal vegetation in its surrounds. It has led to the degradation or removal of native vegetation through vehicle and pedestrian access to the dunes and led to the establishment of certain weed species.

Significant concerns were raised about the potential impact of the proposed expansion and development of the car park on surrounding native vegetation.

Any clearance of native vegetation will need to be approved by the Native Vegetation Council and be offset with a Significant Environmental Benefit (SEB). The SEB can be achieved through one of several options:

- Managing an area of native vegetation for conservation purposes.
- Undertaking a revegetation program.
- Making a payment to the Native Vegetation Fund.

EBS Ecology has prepared a vegetation assessment as part of the Masterplan investigations. The assessment considers the ecological values of the car park area and its surrounds, the quality of habitat present and the impact of the proposed changes. The assessment includes a site survey of existing vegetation and fauna of the fore dune and secondary dune areas immediately surrounding the car park area. The assessment and subsequent recommendations were based upon the principle of offsetting any removal of native vegetation with rehabilitation or replanting in other locations.

During the assessment, a total of 29 flora species were observed within the study area, including 10 exotic species. There were not any formally-listed native plant species of conservation significance identified in the survey.

The results of the assessment indicate that the southern fore dune immediately adjacent to the car park is dominated by low grass and small shrub species, with relatively low weed invasion. Due to the high level of use and human disturbance of this area, the habitat values were considered low. The close proximity of the car park to the high water level, and the unrestricted entry to the fore dune has allowed erosion and loss of plant species. A lack of suitable vantage points for visitors wanting to access the highest point in order to view the beach was another identified factor contributing to disturbance of the fore dune.



Fore dune being used as a vantage point

The vegetation section north of the car park was deemed to be very poor at the edge of the car park, increasing to moderate within approximately 40 metres of the northern car park boundary.

Areas to the east of the car park, including the areas adjacent to the 4WD access track, are in very poor condition, and significant revegetation works are recommended here. The area to the west of the car park is in a much healthier condition.

The Swamp Rat, a State threatened fauna species, has been observed in the main part of the reserve and in the adjoining dune system. Threatened coastal bird species are known from the general area, although the area surrounding the car park is not considered core habitat for threatened bird species. A targeted survey for fauna was not undertaken as part of these investigations. However, one Red Fox was observed during the field survey, and the Painted Dragon is widespread and reliant on the dune system for its habitat requirements.

Draft Recommendations

59. In order to expand the car park, clear approximately 40 metres of existing vegetation to the north of the car park, with the clearance area offset by the following:

- increase of native vegetation in fore dune area at southern side of car park;
- rehabilitate vegetation along the edge of existing beach vehicle access track; and
- rehabilitate area east of new surf club.

60. Install adequate fencing to restrict access to within the car park and associated access points and provide a distinct boundary. All areas outside of the boundary should then be treated as intact vegetation, and extensive weed control and rehabilitation should be carried out to result in significant improvement to existing ecological values. Exclusion of people to the best possible extent will allow vegetation to establish more successfully than previous efforts.

61. Install fencing that is more pleasing to the eye than permanent posts and wire, particularly adjacent areas of high public usage.

62. Utilise the area adjacent to Beach Road as angled parking, as this includes areas of poorest quality vegetation.

63. Install an elevated platform adjacent to the fore dune that allows people to have easy visual access to the beach and discourages unauthorised entry into the fore dune area (e.g. similar to Basham's Beach). A deck structure with seating can be elevated above the existing dune level allowing establishment of plants at the fringes of the decking and movement of seed resources and fauna.

64. Remove woody weeds prior to construction or rehabilitation of the area behind the café and ensure that soil removed from the area is dumped where no ongoing weed spread can occur so as not to cause ongoing issues in new area.

65. Where practical, manage sand drift, maximising the use of vegetation plantings.

66. Plant hardy vegetation that can sustain the harsh environmental conditions and expected usage of the area.

67. Maintain an ongoing program of weed control.

68. Install interpretive and educational signage to raise awareness of, and promote respect for, environmental values of the area.

69. Collaborate with local community groups to implement an environmental works program (potentially funded via the vehicle permit system).

70. Commit funding into environmental and cultural conservation works in the immediate area.



Inadequate fencing leading to vegetation loss

SITE SERVICING

Water Supply

A water distribution providing water to the site is located in Beach Road. A 150mm main runs down Beach Road before reducing to a 100mm main to run down Hewitt Road. There is no formal information provided on the existing water meter but it is expected to be a common 20mm residential meter. Due to the likely water use of the proposed Life Saving Facility, and toilets and café, it is expected that the existing meter would require upgrade to a 40mm meter.

It should be noted that any water supply limitations for the proposed development, and the consequent need for augmentation works, must be identified by SA Water as part of a network assessment. SA Water would typically undertake a network assessment once a Development Application has been lodged by the developer. If augmentation works were required, these would be identified in the conditions of development approval.

Stormwater

Currently stormwater runoff drains to the south eastern corner of the site. The existing soakage trenches between car park rows are approximately 10 years old and constitute an early water sensitive urban design (WSUD) initiative. The trenches do not capture or reuse water and are now considered to be ineffective as they are blocked by compacted sands and other materials. Council staff have also seen fisherman (cocklers) dump their waste materials into the beds. There is now minimal vegetation within the beds and nearly all surface flows run to the south east corner of the car park and overflow down the steps to the beach, often causing erosion (refer **Figure B**).



Ineffective sand trenches

A number of options were considered in reviewing stormwater management, including:

- Create a new WSUD detention (potentially retain and re-use) system within the car park area. There will however be an ongoing requirement for maintenance with such a system due to the substantial drift sand in the area.
- A similar option is a Gross Pollutant Trap (GPT) with retention or discharge but this will also have a high maintenance regime.
- An alternative solution would involve removing stormwater from the site via a pipe and discharging it to a different location.
- Use of native vegetation for functional and aesthetic enhancement.

An alternative discharge point could be from the southeast corner of the car park through the fore dune area, incorporating erosion control measures at the end of the stormwater pipe (thus avoiding the discharge of water to the existing stairway to the beach).

Draft Recommendations

71. The preferred approach to managing stormwater from the car park area is for it to be directed (as it is now) to the southeast corner of the car park. However, instead of it being directed towards the timber stairs down to the beach in a haphazard manner, it should be purposefully directed and collected along the edge of the new large plaza area, prior to being discharged through an underground pipe through the fore dune area.

72. An end wall and dissipation / erosion management feature should be constructed where there is a natural depression in the existing fore dune area.

73. Further detailed investigations to identify the preferred stormwater management approach will be undertaken as part of the detailed design of the precinct upgrade.

74. Alexandrina Council to ensure that any water supply infrastructure upgrades that may be required as a result of the SLSC development be addressed by the surf club as part of the development application process.



Figure B - February 2016 Storm Erosion
(Source: Alexandrina Council, 2016)

Council Waste Water/Sewer Reticulation (CWMS)

There is an existing septic tank and pumping station on site to service the small toilet block and café on site. The pumping station pumps effluent in a 50mm sewer main for approximately 850 – 900m up Beach Road to a 100mm gravity main at Billabong Road.

Anecdotal evidence suggests that the septic tank has a 3,000L capacity, and the pumping tank is 1.8 metres deep and 1.6 metres in diameter. The existing pump is expected to be a single phase 1.2kW pump.

Based on the size of the future development a number of assumptions were made based on the following guidelines prepared by the Department of Health and Ageing:

- Standard for the construction, installation and operation of septic tank systems in South Australia.
- Septic tank effluent drainage scheme design criteria.

Assuming that SLS proceeds with a two-storey building as initially indicated, the number of patrons potentially attending the SLSC facility was assumed to be:

	Fitness Centre (Downstairs)	Function Centre (Upstairs)
Average	10	38
Peak	40	150

Based on the need to provide for the SLSC, the café and the public toilets / change rooms, the existing septic tank is not of sufficient size and will require replacement with a tank in the order of 9,000L capacity. It is anticipated that the existing pump would also require upgrade as the duty/standby requirements will be far higher and as such the wet well may also require upgrade. Furthermore, due to the likely upgrade of the pumping station the rising main may require upgrade to a 100mm main. Once the proposed development has been finalised and the flow rates have been determined a detailed

design can be undertaken to understand emergency storage requirements and finalise the design.

The current capacity of the downstream network including the 100mm gravity main will be considered during the detailed design phase for new facilities. Any future development will need to be mindful of system limitations or upgrade requirements.

Water reticulation and wastewater/sewer designs will be undertaken by approved engineering consultants, and designs are subject to typical SA Water or Department of Health approval.



Existing underground septic tank adjacent to Bombora Café

Power Supply

The electricity supplied to the car park is currently only served by a single phase and load-limited power supply. This is used to power the toilet block, pumping station and kiosk as well as some car park lights. Current existing demand sees the power supply approaching capacity and as such it is anticipated that the proposed Surf Life Saving development will trigger an upgrade of the electrical reticulation (to be funded by SLS as part of its development).

Existing 3 phase high voltage infrastructure currently extends to the boundary of the site with a pole mounted transformer, and as such it is expected that upgrading of the on-site power infrastructure will not require network upgrades. It is expected a new ground level transformer on-site is likely to be required. Further liaison with SA Power networks will need to take place closer to construction to determine a plan for decommission and demolition of the pole mounted transformer, as well as the installation of the new transformer.

This site is powered from the Goolwa sub-station and fed by 11 kV lines. According to the Electricity System Development Plan – 2012 (SA Power Networks) the Goolwa sub-station has a nameplate capacity of 25 MVA and had a peak summer load of 12.6 MVA in 2011/12. The sub-station is not forecast to be constrained in the next three years. However, the feeder was forecast to be constrained in the next three years (based on pre forecast demands from the network) with load transfer works scheduled to take place in 2012 to provide additional capacity. Further liaison with SA Power Networks will be required once the requirements of the development are understood to ensure these works were undertaken.

