Goolwa North
Enquiry by Design Workshop

OUTCOMES
REPORT

Prepared for Alexandrina Council
Prepared by Taylor Burrell Barnett
The participation, contributions and co-operation of numerous colleagues from local and state governments and various authorities, along with landowners and community representatives is appreciated and acknowledged.
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1. INTRODUCTION

Taylor Burrell Barnett (TBB) was engaged by the Alexandrina Council to examine the foundation of GO2030 having regard to the expectations of the Greater Adelaide 30 year plan whilst considering the objectives of the landowners to progress master planning processes for their individual landholdings.

Goolwa North is approximately 900 hectares in area, of which approximately 500 hectares is land identified within the GO2030 Structure Plan area, with the remainder identified for future urban land to 2038 as defined in the 30 year Plan for Greater Adelaide. The majority of land contained within the subject land is within the ownership of two families, the Skewes and Lloyd families, who partnered with Alexandrina Council to develop a shared vision for Goolwa North.

The Enquiry by Design Workshop was facilitated by Taylor Burrell Barnett (TBB) and involved the preparation of a preferred Master Plan, which was developed as a result of feedback from the EBD Workshop process. The team for this project included Bill Burrell (Director), Samantha Thompson (Director) and Mark Bancroft (Associate). Alexandrina Council has also engaged the services of other consultants to assist:

- Department of Planning  Planning Framework
- Essential Economics  Economic Considerations
- URPS  Demographics and Growth Projections
- Alexandrina Council  Infrastructure Paper
- Alexandrina Council  Environmental Considerations

The EBD Workshop involved a series of exercises as outlined below:

- Exercise 1  Confirming the Site, Context Opportunities and Constraints
- Exercise 2  Review of the Urban Growth Boundary
- Exercise 3  Confirm Objectives and Vision for Goolwa North
- Exercise 4  Examine the 3 Possible Growth Scenario Options
- Exercise 5  Formulation of Individual Group Growth Scenario Options
- Exercise 6  Formulation of Preferred Growth Scenario Framework
- Exercise 7  Agree Preferred Growth Scenario
- Exercise 8  Formulate Master Plan and Cadell Street Gateway Master Plan
- Exercise 9  Preferred Master Plan and Cadell Street Gateway Master Plan

Following the EBD Workshop process, TBB refined the Preferred Overall Master Plan and Cadell Street Gateway Master Plan to take into account practicalities and emerging information from the EBD process. The final Master Plans for Goolwa North and Cadell Street Gateway are presented in Section 7.
2. WORKSHOP AGENDA AND ATTENDEES

The Visioning Workshop was undertaken in accordance with the agenda below. A full copy of the Agenda presentation is also contained within Appendix 1.

<table>
<thead>
<tr>
<th>TIME</th>
<th>DETAILS</th>
<th>PRESENTER/FACILITATOR</th>
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<tbody>
<tr>
<td>9:00-9:05am</td>
<td>Welcome - Alexandrina Council</td>
<td>Sally Roberts (Council)</td>
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<tr>
<td>9:05-9:10am</td>
<td>15 mins</td>
<td>Samantha Thompson (TBB)</td>
</tr>
<tr>
<td></td>
<td>Introduction</td>
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<td></td>
<td>• Housekeeping</td>
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<td></td>
<td>• Purpose of Workshop</td>
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<td>• Workshop Format</td>
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PART 1: REGIONAL PLANNING FRAMEWORK/CONTEXT

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<tbody>
<tr>
<td>9:10-9:25am</td>
<td>Regional Planning Framework</td>
<td>Ben Murphy (DPTI)</td>
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<td>• 30 year plan for Greater Adelaide</td>
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</tr>
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<td></td>
<td>• Implications for defining the Study Area</td>
<td></td>
</tr>
</tbody>
</table>

10:20-10:35am Infrastructure, Transport and Public Open Space

- Goolwa Traffic/street network
- Public Transport
- Servicing/Drainage
- Public Open Space
- Implications for Goolwa North

Stewart Ratcliff (Council)

10:35-10:50am Environmental Implications

- Landscape/Landform
- Environmental Constraints

Shen Mann (Council)

11:05-11:20am Exercise 1: Site, Context, Opportunities and Constraints

Within groups and drawing on the findings of the presentations, review the Ideas, Issues, Opportunities and Constraints and define key implications for the Study Area

Groups 1-4

11:20-11:35am Exercise 1: Comment on the Site context, Opportunities and Constraints

Spokesperson from each table/All
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<th>TIME</th>
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<tbody>
<tr>
<td>11:35-11:55am</td>
<td><strong>Exercise 2: Review Urban Growth Boundary Discrepancies</strong>&lt;br&gt;Comment on urban growth boundary discrepancies between Greater Adelaide 30 year plan, GO2030 and Environ Food Production Areas Plan. Determine Study Area.</td>
<td>Groups 1-4</td>
</tr>
<tr>
<td>11:55-12:10pm</td>
<td><strong>Exercise 2: Urban Growth Boundary Discussion/Feedback</strong>&lt;br&gt;<em>Group responses and Q + A</em></td>
<td>Spokesperson from each table/All</td>
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<tr>
<td>12:10-12:40pm</td>
<td>LUNCH</td>
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<td></td>
<td><strong>PART 3: GOOLWA NORTH GROWTH SCENARIOS</strong></td>
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<tr>
<td>12:40-12:55pm</td>
<td><strong>Exercise 3: Confirm Objectives and Vision for Goolwa North</strong>&lt;br&gt;Test Vision, Objectives and Goals for Goolwa North</td>
<td>Bill Burrell/ALL</td>
</tr>
<tr>
<td>12:55-1:10pm</td>
<td><strong>Exercise 3: Discuss and agree Key Design Principles</strong>&lt;br&gt;<em>Group responses and Q + A</em></td>
<td>Groups 1-4</td>
</tr>
<tr>
<td>1:10-1:25pm</td>
<td><strong>Exercise 3: Agreed Key Design Principles Discussion/Feedback</strong>&lt;br&gt;<em>Group responses and Q + A</em></td>
<td>Spokesperson from each table/All</td>
</tr>
<tr>
<td>1:25-1:40pm</td>
<td><strong>Exercise 4: Possible Growth Scenarios – 3 Options</strong>&lt;br&gt;1. NW Greenfield – decentralised&lt;br&gt;2. NE Greenfield – decentralised&lt;br&gt;3. Extension of Cadell Street</td>
<td>Bill Burrell (TBB)</td>
</tr>
<tr>
<td>1:40-2:10pm</td>
<td><strong>Exercise 4: Possible Growth Scenarios - Review</strong>&lt;br&gt;Review the three growth scenarios against the key principles</td>
<td>Groups 1-4</td>
</tr>
<tr>
<td></td>
<td><strong>Exercise 4: Possible Growth Scenarios – Discussion</strong>&lt;br&gt;Comment on the three growth scenarios against the key principles <em>Group responses and Q + A</em></td>
<td>Spokesperson from each table/All</td>
</tr>
<tr>
<td>2:40-3:40pm</td>
<td><strong>Exercise 5: Groups to formulate Growth Scenario Options</strong>&lt;br&gt;4 tables each lead by a designer prepare preferred growth scenario based on workshop objectives</td>
<td>Groups 1-4</td>
</tr>
<tr>
<td>3:40-4:20pm</td>
<td><strong>Exercise 5: Growth Scenario Options Presentation and Feedback</strong>&lt;br&gt;<em>Group responses and Q + A</em></td>
<td>Spokesperson from each table/All</td>
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<tr>
<td>4:20-4:50pm</td>
<td><strong>Exercise 6: Formulation of Preferred Growth Scenario Framework/ Preferred Elements</strong>&lt;br&gt;Analysis and critique of Growth Scenario Options to determine framework of Preferred Growth Scenario against design principles&lt;br&gt;Facilitated <em>Q + A against assessment matrix to define elements of preferred Growth Scenario</em></td>
<td>Facilitated by Bill Burrell (TBB)</td>
</tr>
<tr>
<td>4:50 -5:00pm</td>
<td><strong>Summary of Day 1 Outcomes</strong>&lt;br&gt;Close</td>
<td>Samantha Thompson (TBB)</td>
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<tr>
<td></td>
<td><strong>Overnight</strong>&lt;br&gt;TBB to formulate preferred growth scenario based on agreed Framework</td>
<td>TBB</td>
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**DAY TWO - THURSDAY 21 APRIL 2016**

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>9:00-9:05am</td>
<td><strong>Exercise 7: Presentation of preferred Context, Growth Scenario and Activity Centre Framework formulated overnight</strong></td>
<td>Bill Burrell (TBB)</td>
</tr>
<tr>
<td>9:05-9:40am</td>
<td><strong>Clarify expectations of Day 2</strong></td>
<td>Samantha Thompson (TBB)</td>
</tr>
<tr>
<td>TIME</td>
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<td>PRESENTER/FACILITATOR</td>
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<tr>
<td>9:40-10:00am</td>
<td>Exercise 7: Discussion and feedback on Preferred Context, Growth Scenario and Activity Centre Framework</td>
<td>Facilitated by Bill Burrell (TBB)</td>
</tr>
<tr>
<td>10:00-11:30am</td>
<td>Exercise 8: Option formulation Master Plan Concept/Activity Centre</td>
<td>Groups 1-3</td>
</tr>
<tr>
<td>11:30-12:15pm</td>
<td>Exercise 8: Presentation of Options - Master Plan/Activity Centre</td>
<td>Spokesperson from each table/All</td>
</tr>
<tr>
<td>12:15-12:45pm</td>
<td>LUNCH</td>
<td></td>
</tr>
<tr>
<td>12:45-1:15pm</td>
<td>Exercise 9: Preferred Master Plan Concept and Activity Centre Concept</td>
<td>Facilitated by Bill Burrell (TBB)</td>
</tr>
<tr>
<td>1:15-3:45pm</td>
<td>Exercise 9: Preferred Master Plan Concept and Activity Centre Concept</td>
<td>2 x Groups</td>
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<th>TIME</th>
<th>DETAILS</th>
<th>PRESENTER/FACILITATOR</th>
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<tr>
<td>3:45-4:30pm</td>
<td>Exercise 9: Final presentation of Master Plan/Activity Centre Concepts</td>
<td>Group 1 and Group 2</td>
</tr>
<tr>
<td>4:30 - 4:45pm</td>
<td>Summary of Workshop Outcomes and Next Steps</td>
<td>Samantha Thompson (TBB)</td>
</tr>
<tr>
<td>4:45-5:00pm</td>
<td>Conclusion and Close</td>
<td>Sally Roberts (Council)</td>
</tr>
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The Workshop attendees included:

<table>
<thead>
<tr>
<th>Name</th>
<th>ORGANISATION</th>
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<tbody>
<tr>
<td><strong>SPDC Committee Members</strong></td>
<td></td>
</tr>
<tr>
<td>Mayor Parkes</td>
<td></td>
</tr>
<tr>
<td>Cr James Stewart</td>
<td></td>
</tr>
<tr>
<td><strong>ALEXANDRINA COUNCIL</strong></td>
<td></td>
</tr>
<tr>
<td>Peter Dinning</td>
<td>CEO</td>
</tr>
<tr>
<td>Neville Styan</td>
<td>General Manager I&amp;A</td>
</tr>
<tr>
<td>Alan Harvey</td>
<td>Manager Engineering Services</td>
</tr>
<tr>
<td>Sally Roberts</td>
<td>Manager Planning and Development</td>
</tr>
<tr>
<td>Tom Gregory</td>
<td>Policy Planner</td>
</tr>
<tr>
<td>David Burrow</td>
<td>Town Planner</td>
</tr>
<tr>
<td>Colin Shackleford</td>
<td>Manager Community Wellbeing</td>
</tr>
<tr>
<td>Anne Liddell</td>
<td>Manager Governance and Strategy</td>
</tr>
<tr>
<td>Stewart Ratcliff</td>
<td>Manager Infrastructure and Assets</td>
</tr>
<tr>
<td>Shen Mann</td>
<td>Environmental Strategy Officer</td>
</tr>
<tr>
<td>Peter Wood</td>
<td>Infrastructure Engineer</td>
</tr>
<tr>
<td><strong>DAP MEMBERS</strong></td>
<td></td>
</tr>
<tr>
<td>Don Donaldson</td>
<td>Presiding member</td>
</tr>
<tr>
<td>Trevor Lambert</td>
<td></td>
</tr>
<tr>
<td><strong>OTHER</strong></td>
<td></td>
</tr>
<tr>
<td>Brian Gilbert</td>
<td>DPTI Transport</td>
</tr>
<tr>
<td>Jonas Magiera</td>
<td>DPTI Transport</td>
</tr>
<tr>
<td>Ben Murphy</td>
<td>DPTI Planning</td>
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<tr>
<td>Karl Woehle</td>
<td>DPTI Planning</td>
</tr>
<tr>
<td>Andrew Stewart</td>
<td>SABA</td>
</tr>
<tr>
<td>Lawrence Shapland</td>
<td>Landowner representative</td>
</tr>
<tr>
<td>Kym Burke</td>
<td>Burke Urban Developments</td>
</tr>
<tr>
<td>Lyn Clark</td>
<td>Cittaslow Goolwa</td>
</tr>
<tr>
<td>Terry Lee</td>
<td>Regional Development Australia</td>
</tr>
<tr>
<td>Danny Troiano</td>
<td>SA Water</td>
</tr>
<tr>
<td>Steve Grieve</td>
<td>Goolwa Wharf Precinct Board</td>
</tr>
<tr>
<td>Geoff Bone</td>
<td>Glone</td>
</tr>
<tr>
<td>Sean Stephens (Senior Economist)</td>
<td>Essential Economics</td>
</tr>
<tr>
<td>Tony and Cathy Skewes</td>
<td>Landowners</td>
</tr>
<tr>
<td>Michael McKeown - Director, Urban Designer</td>
<td>Jensen Planning &amp; Design</td>
</tr>
<tr>
<td>David Barone</td>
<td>Jensen Planning &amp; Design</td>
</tr>
<tr>
<td>John Spillane</td>
<td>Goolwa District Ratepayers Assoc</td>
</tr>
<tr>
<td>David Hamilton</td>
<td>Landowner</td>
</tr>
<tr>
<td>Merridy Dennis</td>
<td>Landowner</td>
</tr>
<tr>
<td>Dylan Dennis</td>
<td>Landowner</td>
</tr>
<tr>
<td>Margaret Gardner</td>
<td>8555 2143/0428 811 117</td>
</tr>
<tr>
<td>Michael Arman</td>
<td>URPS</td>
</tr>
<tr>
<td>Angela Hazebroek</td>
<td>URPS</td>
</tr>
<tr>
<td>Stuart Heseltine</td>
<td>Hemisphere Design</td>
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<tr>
<td>Bill Burrell</td>
<td>TBB</td>
</tr>
<tr>
<td>Mark Bancroft</td>
<td>TBB</td>
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<tr>
<td>Samantha Thompson</td>
<td>TBB</td>
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</table>
Groups were formulated on Day 1 to ensure a cross section of stakeholders were distributed amongst the four workshop groups as outlined below:

<table>
<thead>
<tr>
<th>Group 1</th>
<th>Group 2</th>
<th>Group 3</th>
<th>Group 4</th>
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<tbody>
<tr>
<td>Mark Bancroft (Designer/Planner)</td>
<td>David Barone (Jenson/Landscape)</td>
<td>Geoff Bone (Planner/Designer)</td>
<td>Michael McKeown (Planner/Designer)</td>
</tr>
<tr>
<td>Stewart Ratcliff (infra)</td>
<td>David Farrelly (Environ)</td>
<td>Sally Roberts (Man Plan)</td>
<td>Kym Burke (Rep L/owner)</td>
</tr>
<tr>
<td>David Burrows (planner)</td>
<td>Peter Wood (infra)</td>
<td>Colin Shakleford (Com)</td>
<td>Tom Gregory (Planner)</td>
</tr>
<tr>
<td>Cr James Stewart</td>
<td>Don Donaldson (DAP)</td>
<td>Tony Skewes (L/owner)</td>
<td>Anne Liddell (Man Gov)</td>
</tr>
<tr>
<td>Michael Arman (URPS)</td>
<td>Cr Katherine Stanley Murray</td>
<td>Cathy Skewes (L/owner)</td>
<td>Mayor Parkes</td>
</tr>
<tr>
<td>Victoria MacKirdy (GM O&amp;C)</td>
<td>Neville Stan (GM I&amp;A)</td>
<td>Cr Frank Tuckwell</td>
<td>Brian Gibert (DPTI Trans)</td>
</tr>
<tr>
<td>Jonas Magiera (DPTI Trans)</td>
<td>Andrew Stewart (SABA)</td>
<td>Peter Dinning (CEO)</td>
<td>Lyn Clark (Cittaslow Goolwa)</td>
</tr>
<tr>
<td>Sean Stephens (Eas Econ)</td>
<td>John Spillane (Rate Pyrs As)</td>
<td>David Hamilton</td>
<td>Terry Lee (Reg Dment Adelaide)</td>
</tr>
<tr>
<td>Margaret Gardner</td>
<td>ML Stanley</td>
<td>KG &amp; RD Dennis</td>
<td>Stewart Heseltine</td>
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The exercises were facilitated at each group by four Facilitators:

<table>
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<th>Group 1</th>
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<th>Group 4</th>
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<tbody>
<tr>
<td>Mark Bancroft</td>
<td>Taylor Burrell Barnett</td>
<td>Jensen Planning &amp; Design</td>
<td>Jensen Planning &amp; Design</td>
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<tr>
<td>Group 2</td>
<td>David Barone</td>
<td>Geoff Bone</td>
<td>Michael McKeown</td>
</tr>
<tr>
<td>Group 3</td>
<td>Geof Bone</td>
<td>Town Planner</td>
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<tr>
<td>Group 4</td>
<td>Michael McKeown</td>
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Each group had a designated presenter and a scribe was appointed to record the discussions throughout the day. A Copy of the workshop booklet is contained within Appendix 2.
3. **PART 1 - REGIONAL PLANNING FRAMEWORK/ CONTEXT**

Part 1 of the workshop delivered presentations centred on the Regional Planning framework, the community and economic profiles and provided anecdotes from WA Planning Policy Liveable Neighbourhoods and the Murray Bridge project also in South Australia. Copies of the four PowerPoint Presentations delivered in Part 1 of the Workshop are provided in Appendix 1.

### 3.1 REGIONAL PLANNING FRAMEWORK

Key Elements of the Regional Planning Framework delivered by DPTI included:

- The Planning Development and Infrastructure Act 2016 (the Act) was assented to on 21 April 2016 after being passed by the Parliament of South Australia. A transformational Bill (PDI Bill) has been introduced into the South Australian Parliament to commence implementation of the new system.

- One of the key provisions of the PDI Bill is the adoption of an Environment and Food Production Area (EFPA), which defines boundaries for urban growth in Greater Adelaide whilst protecting our sensitive environmental and food production lands (refer Figure 1).

- The PDI Bill directs that the future Planning Commission should maintain a zoned, 15-year supply of land in response to land consumption, population growth and other economic trends.

- We anticipate that the process for future changes to the boundaries of the EFPA will occur through a consultative reporting process led by the Planning Commission, whose recommendation on potential changes will require the support of both houses of parliament in order to take effect.

- The 30 Year Plan for Greater Adelaide was initially released in 2010 and has since been updated, as required by legislation.

- The review process allowed government to respond to what has happened since 2010 and adjust projections and assumptions were necessary.

- As a result, an updated version of the 30 Year Plan was made available for public consultation in the second half of 2016, and which further submissions and feedback will be responded to prior to its final release.

![Figure 1: Environment and Food Production Area](image-url)
3.2 COMMUNITY PROFILE

Key Elements of the Community Profile, delivered by URPS included:

- 5,967 people at the 2011 Census
- 2015 estimation is 6,293 (1.3% growth rate)
- 90% of dwellings are detached dwellings
- 36% of dwellings are unoccupied
- Compared with South Australia, Goolwa has:
  - Similar proportions of children and teenagers
  - Proportionally fewer young adults and people in the parents and homebuilders age cohorts
  - Proportionally more older people over the age of 60.
  - Proportionally more couples without children and lone person households
  - Proportionally fewer couples living with children.
  - The average household size across the Alexandrina Council was 2.31 (2.39 for South Australia).
  - Household incomes lower than the State average.

- Economic Profile
  - 7,459 jobs were located in the Council area in the year ending June 2015
  - 10,623 residents were employed in the Council area in the year ending June 2015
  - There is a high level of employment self-sufficiency, with 72.9% of the people who work in the Council area also living in the Council area
  - Lower unemployment rate than South Australia

- DPTI Population Projections
  - Alexandrina Coastal SLA projected to increase by 1.72% per annum between 2011 and 2031
  - If we projected this rate over the 30 year horizon from 2016, Goolwa Urban Area would grow by 3,592 people to 9,046 by 2046
  - By way of comparison, between 2001 and 2011, Alexandrina-Coastal SLA grew by 4.1% per annum

3.3 ECONOMIC PROFILE

Key Elements of the Economic Profile delivered by Essential Economics Pty Ltd included:

- Jobs in:
  - Health services driven by ageing population
  - Tourism related industries such as accommodation, retail and services
  - Agriculture
  - Support services for growing population

- People in Goolwa:
  - Are passionate about their Community
  - Have strong connection with Lakes and Ocean
  - History of region is important to them
  - Have well established local business groups (SABA, Cittaslow)

- Considerations for new and existing centres:
  - Desire to protect and support the existing Goolwa Town Centre
  - Capacity for the Goolwa Town centre to expand, having regard for the ultimate doubling of the population
  - Potential for the retail role of Goolwa to expand to include a wider range of non-food retailing that would retain spending currently directed elsewhere (Ie Victor Harbour, Mount Barker etc)
  - Opportunity for a hierarchy of centres in the Growth areas
  - Staged approach to the development of new centres (long development timeframe)
Principles for new centres, having regard to existing retail structure (Refer Figure 2 below)

- Desirable Location – central to its catchment with high levels of accessibility and exposure
- Strong anchor tenant
  - Full line supermarket requires 8,000-10,000 persons
  - Discount Department store in excess of 30,000 persons
- Range of retail, community entertainment uses.

3.4 SETTING THE SCENE FOR GOOLWA

Key elements of the presentation delivered by Taylor Burrell Barnett addressed the urban design principles that underpin the Liveable Neighbourhood Code (WA) and the Smart Code (USA). These included a brief look at historic settlements of mixed use and how integrated groupings of neighbourhoods form towns and facilitate exchange of ideas and trade. Also included in the presentation was the fundamental concept of "sustainable environments" that maximise exchange while minimising the travel necessary to do it. This concept is sometimes called the social logic of space (eg. Bologna).

The Gifford Hill Masterplan for Murray Bridge was presented to demonstrate how careful analysis of constraints and landform opportunities produced a site responsive understanding that gave rise to the Masterplan concept.

The Murray Bridge example also demonstrated the importance of connectivity in the structuring of walkable catchments and managing the car in an urban environment. On the one hand, places need an activity centre and the movement economy can help sustain that activity. Human scale, safety and daily interaction requires the car to be slowed down and share the public spaces with other users.

By defining neighbourhood connectors through the village centres as a "high street", speed can be managed and the activity along those street enhanced. The landscaped boulevards define the edges of the villages or neighbourhoods and allow a local by-pass function to support the district as a whole and the town centre in particular.

The traditional urbanism example (Poundbury) was explained in terms of the Gifford Hill structure which shows the clustering of walkable villages around the town centre.
4. PART 2 - REVIEW OF GOOLWA NORTH SITE CONTEXT, OPPORTUNITIES AND CONSTRAINTS

Part 2 of the Workshop considered the site, its context and relationship with the balance of Goolwa, and issues, opportunities and constraints of the area. Site analysis (refer Figure 3) and environmental, transportation, infrastructure, economic and land use considerations were used to inform the preparation of opportunities and constraints mapping to inform the EBD process. Copies of the PowerPoint Presentations delivered in Part 2 of the Workshop are provided in Appendix 2.

4.1 INFRASTRUCTURE, TRANSPORT AND PUBLIC OPEN SPACE

Key elements of the presentation by Alexandrina Council included:

- Heavy vehicle by-pass (Airport Road)
- General vehicle bypass, partnered with Airport Road
- Network Scale WSUD

Key Objectives

- Maintain and improve grid network
- Arterial and sub-arterial hierarchy
- Low speed “village” residential environment
- Legible Hierarchy
- Integrated Water Management
- Advocacy for Steam Ranger
- Steam Heritage overall
- Centralised multi-use formal recreation hub (Goolwa Sports Precinct)

4.2 ENVIRONMENTAL IMPLICATIONS

Key elements of the presentation by Alexandrina Council included:

- Protect and enhance native vegetation, including buffers
- Green the built environment
- Integrated open space and urban water management outcomes
- Low carbon, climate ready communities
- Corridors connecting Currency Creek with Coastal zone
- Ecological Priorities identified:
  - Remnant vegetation corridors
  - Connectivity of remnant vegetation patches
  - Enhancement of multi-use drainage corridors
- Designs should retain and buffer remnant vegetation
- Corridors should give high priority to connecting Currency Creek ( Ramsar wetland) with Coastal Zone
- Other corridors based on the same principles of buffer and remnant vegetation and planting to reinforce biodiversity links should form part of the plan.
Figure 3 Site Analysis
4.3 OVERALL SITE CONTEXT, OPPORTUNITIES AND CONSTRAINTS

A thorough analysis of the site context, opportunities and issues was prepared to supplement the Council information presented to the EBD workshop on the first day. Council had provided applicable data to Taylor Burrell Barnett to incorporate into the analysis plans. The key matters and findings of this analysis were presented verbally to the workshop for future consideration.

The key elements of this presentation by TBB included:

- **Site Analysis (refer Figure 3):**
  - The physical form of the area, including the natural stormwater course alignments and catchments and the priority vegetation stands
  - Consideration of the adjacent environmental factors.
  - The existing infrastructure items, consideration of their locations, alignments and potential impact on future development staging

- **Opportunities and Issues (refer Figure 4):**
  - The spatial planning opportunities due to the lands physical form, its stormwater courses, priority classified remnant vegetation, drainage creeks, and topography and road structure
  - Potential for the railway depot to act as a development catalyst and destination
  - Opportunities provided by an established town main street character
  - Consideration for the ultimate shape of Goolwa expansion
4.4 EXERCISE 1 CONFIRMING THE SITE, CONTEXT, OPPORTUNITIES AND CONSTRAINTS

Following presentation of the Site, Context, Opportunities and constraints analysis, attendees were asked to give responses to the following question:

Within groups, and drawing on the findings of the presentations, review the Site, Context, Ideas, Issues, Opportunities and Constraints and define key implications for the Study area.

Do you agree with our assessment?

Have we missed anything?

Consider the implications of the analysis for this area?

A summary of the results of this exercise are summarised below and contained in full in Appendix 3:

TABLE 1 - SUMMARY OF EXERCISE 1 OUTCOMES

<table>
<thead>
<tr>
<th>Group 1</th>
<th>Group 2</th>
<th>Group 3</th>
<th>Group 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consider centre location, to service existing Goolwa North and East Goolwa</td>
<td>Hindmarsh Island – future growth area, access off Booking Street, Goolwa Primary School is the current constraint in the road alignment</td>
<td>Airport buffer – is this appropriate</td>
<td>Strategic environmental/green connections</td>
</tr>
<tr>
<td>Development East of Railway needs to consider stacking and queuing for road access eastward</td>
<td>Rec precinct – location needs to understand benefits of moving against why it is where it is.</td>
<td>Connection north on the western side of Goolwa North</td>
<td>Bypass – trucks delivering to and within town – so why would they bypass. Considered alternative local routes</td>
</tr>
<tr>
<td>Place Governance – place making, management and how we ensure we add to the rigour?</td>
<td>Is there enough recreation space to support future population</td>
<td>Bypass opportunities to miss Main Street</td>
<td>Where are centres – where is new Main Street</td>
</tr>
<tr>
<td>Consider connectivity of green spaces, vegetation and drainage into biodiversity corridors</td>
<td>Location of Heavy haulage route ?</td>
<td>Opportunity for central rail crossing area</td>
<td>Where is employment land best located, and how is it connected.</td>
</tr>
<tr>
<td>consider modifying train depot site configuration, remove turning head – use wharf turning disk</td>
<td>Is light industrial area in the correct location for access</td>
<td>North East – access to Currency Creek</td>
<td>Open space – how much, who owns, manages etc.</td>
</tr>
<tr>
<td>support recreation precinct location – synergy with water factory</td>
<td>Biodiversity connection - ecological not pedestrian. Can ecological and movement be integrated?</td>
<td>North-south connectivity disrupted by WWTP, Recreation precinct etc. Consider connectivity</td>
<td>Visual buffer to entrance road and gateway/character into town.</td>
</tr>
</tbody>
</table>
4.4.1 OPPORTUNITIES AND CONSTRAINTS - OUTCOME

Based on feedback received during Exercise 1, some elements of the plan have been modified (refer Figure 4) to reflect the feedback received during the workshop process, as summarised below:

**Movement**

When considering the urban expansion areas within Goolwa North, the key existing road, pedestrian and cycle networks were also analysed for improvement. This then provides an opportunity to connect main landuse activities of Goolwa in an improved, well connected and walkable movement network. For example, new connections to the proposed recreation precinct will activate and improve the access by the wider community. The issue of heavy vehicle movement through the town was also highlighted and shall be considered through the Masterplan process.

**Environmental**

New development within Goolwa North should minimise impact on priority vegetation and drainage alignments and consider opportunities to incorporate environmental priority areas into multiple purpose bio-diversity corridors. These strategic green-links can provide a distinct local character to future development for pedestrians and animals alike. The quality of the Goolwa entrance experience is paramount and the road side vegetation stands along Alexandrina Road shall be maintained and enhanced to achieve this, whilst also providing a visual buffer to future development (Goolwa North).

**Land use**

Development of Goolwa North should have regard to the established townsite functionality and the sensitivities of its main street land use viabilities. Potential future land uses within Goolwa North should take into consideration the opportunities for a consolidated education precinct, recreation precinct, localised village hubs with moderate retail components and providing appropriate interfaces to established land uses.

**Public open space**

The predominant active open space element in the vicinity of Goolwa North will be the proposed recreation precinct, which can be connected through passive green-linkages to future village development and activities towards natural environmental based passive recreation opportunities. It is anticipated that localised open space benefits will be promoted in the multiple use corridors that will weave through future development areas.
Figure 4: Opportunities and Issues
4.5 EXERCISE 2 REVIEW URBAN GROWTH BOUNDARY DISCREPANCIES

Following consideration of the Site, Context, Opportunities and constraints analysis, attendees were asked to give consideration to the following:

The most likely 30 year growth will double Goolwa’s current population of 6,300 by an additional 7,300 (assuming historic growth rate of 245 people/year) approximately 13,500 total population.

If we use the 12 du/ha density, we only require 300ha to fulfil the 30 year growth. This assumes 20% road, 12.5% POS but excludes shops and schools.

Of the three proposals:

- GA 30 year plan – 900ha approx
- GO2030 – 500ha approx
- Food Plan – 500ha approx

Consider the following matters:

- The likely rate of population growth for Goolwa/Goolwa north?
- The number of dwellings needed to meet this demand?
- Realistic and/or desired residential density for the growth areas?
- Land area requirements based on the above assumptions?

A summary of the results of this exercise are summarised below and contained in full in Appendix 4:

**TABLE 2 SUMMARY OF EXERCISE 2 OUTCOMES**

<table>
<thead>
<tr>
<th>Group 1</th>
<th>Group 2</th>
<th>Group 3</th>
<th>Group 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goolwa North in context of entire Goolwa Area.</td>
<td>Food boundary should protect food production given</td>
<td>Western reduction of EFAP restricts precinct due to existing Rec Precinct, schools etc, and reduce eastern side. Linkages to the existing community to the south-west</td>
<td>500ha is sufficient, EFAP boundary is fine.</td>
</tr>
<tr>
<td>Implications of infill resulting from new service upgrades</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Impact of drop in growth rate, flexibility to accommodate change</td>
<td>Urban growth boundary does provide certainty</td>
<td>4% growth rate is extreme. What jobs, employment opps. Consider 2-2.5% is good target</td>
<td>Logical, sequential growth boundary is important</td>
</tr>
<tr>
<td>EFAP boundary is practical, sufficient space to accommodation change in growth projections</td>
<td>What attracts people to Goolwa - water</td>
<td>Additional 200ha west of Food boundary – refer plan.</td>
<td>20% for roads is insufficient, make sure assumptions don’t constrain future growth.</td>
</tr>
<tr>
<td>Desirable elements of Goolwa that attract people here – water’s edge attracts people, main street, environmental amenity of Currency Creek</td>
<td>Consider agricultural buffer zones, given adjacent activities, and primary industry for Goolwa</td>
<td></td>
<td>South west precinct identified for food – should that be excluded</td>
</tr>
<tr>
<td></td>
<td>Be mindful of lower population projections</td>
<td></td>
<td>Climate change – may impact acceleration growth rates for Goolwa.</td>
</tr>
</tbody>
</table>
4.5.1 EXERCISE 2 URBAN GROWTH BOUNDARY - OUTCOMES

There was general agreement that the EFAP boundary was considered appropriate to guide the EBD process. Where possible, boundary variations identified through the process were to be further interrogated through the Design Scenario testing phase. Some of these included:

- West through to Houlden Road, consistent with the G02030 boundary.
- Agricultural area between Skewes and Houlden Roads.
- Sensitivity of the catchment adjacent Currency Creek.
- Consideration be given to longer term strategic requirements outside of the EFAP boundary.
5. **PART 3 - GOOLWA NORTH GROWTH SCENARIOS**

Part 3 of the Workshop considered and tested various growth scenarios having regard to the planning framework and site considerations addressed through Parts 1 and 2 of the Workshop.

5.1 **EXERCISE 3 CONFIRM OBJECTIVES AND VISION FOR GOOLWA NORTH**

Following consideration of the Site, Context, Opportunities and constraints analysis, attendees were asked to give consideration to the following:

Noting GO2030 was formulated some time ago ahead of the 30 year plan prepared by the State Government, and given the forecast growth for Goolwa North, comment on the suitability of the following key design principles distilled from the GO2030 Goals to guide the Goolwa North EBD process.

The results of this exercise are outlined below:

<table>
<thead>
<tr>
<th>Key Design Principle</th>
<th>Group 1</th>
<th>Group 2</th>
<th>Group 3</th>
<th>Group 4</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Urban Growth Area</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Enables urban growth to accord with key government policies</td>
<td>Agree</td>
<td>Agree</td>
<td>Agree</td>
<td>-</td>
</tr>
<tr>
<td>Urban structure of walkable neighbourhoods clustering around town centre</td>
<td>Linkage to Cadell Street, town centre, future town centre also the walkable.</td>
<td>Consider also connection to establish areas and centre and river.</td>
<td>Should refer to accessibility for all, i.e. access for gophers.</td>
<td>Need a typology of neighbourhoods clustered together that works for context.</td>
</tr>
<tr>
<td>Facilitate the urban expansion of Goolwa</td>
<td>Fundamental. Suggest sequential/staged.</td>
<td>Agree</td>
<td>Agree</td>
<td>-</td>
</tr>
<tr>
<td>Optimise the relationship between Goolwa North and the existing Town centre and environs.</td>
<td>Agree, complementary and supportive of.</td>
<td>Important design principle - liveability, historic connection, complement and not compete, support centre.</td>
<td>Agree</td>
<td>-</td>
</tr>
<tr>
<td>Provide an appropriate land use, built form and public domain interface between the existing and the new growth areas.</td>
<td>Agree</td>
<td>Integrate with established areas - east and west. Respect informal public realm at edges.</td>
<td>Blend new with old and ensure connectivity.</td>
<td>-</td>
</tr>
<tr>
<td>Ensure proposed road/infrastructure accommodates the longer term urbanisation goals of Goolwa.</td>
<td>Agree. Proposed AND existing. Existing connections to be enhanced, inter-connected.</td>
<td>Agree</td>
<td>Agree</td>
<td>-</td>
</tr>
<tr>
<td>Key Design Principle</td>
<td>Group 1</td>
<td>Group 2</td>
<td>Group 3</td>
<td>Group 4</td>
</tr>
<tr>
<td>-------------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------</td>
<td>------------------------------</td>
<td>-----------------------------------</td>
<td>-------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Land Use</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Activated street frontages</td>
<td>Thought needed a delivery model. Not all areas can be provided to all. Street frontage can be passive and active. Ability to drive who and why land use at frontage. Rationale?</td>
<td>Agree</td>
<td>Agree, ensuring accessibility for all.</td>
<td>-</td>
</tr>
<tr>
<td>Provide local centre including convenience retail in a central location for residents, workers and public transport users.</td>
<td>Convenience and compliments.</td>
<td>Agree</td>
<td>Agree</td>
<td>Wherever the centre is, should be able to walk to it - be central.</td>
</tr>
<tr>
<td>Provide residential densities and choice of housing that have regard for the amenity of existing residents and enable population growth consistent with the State’s objectives.</td>
<td>Agree</td>
<td>Agree</td>
<td>Agree. Housing diversity is essential.</td>
<td></td>
</tr>
<tr>
<td>Facilitate mixed use development</td>
<td>Where appropriate.</td>
<td>Agree - scale?</td>
<td>Agree</td>
<td></td>
</tr>
<tr>
<td>Enable the growth of commercial and mixed-use development to support the Goolwa main street.</td>
<td>Appropriate land use key.</td>
<td>-</td>
<td>Agree</td>
<td></td>
</tr>
<tr>
<td>Provide employment areas for locally based jobs and new industries wishing to locate in Goolwa.</td>
<td>Agree</td>
<td>-</td>
<td>Agree</td>
<td></td>
</tr>
<tr>
<td><strong>Movement</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Accommodate regional transportation requirements for Goolwa.</td>
<td>Steam ranger opportunity, park ‘n’ ride.</td>
<td>-</td>
<td>Agree</td>
<td>Steam Ranger needs support.</td>
</tr>
<tr>
<td>Access to neighbourhoods for all users</td>
<td>Agree</td>
<td>-</td>
<td>Agree</td>
<td></td>
</tr>
<tr>
<td>Interconnected network of streets</td>
<td>Agree</td>
<td>-</td>
<td>Agree</td>
<td></td>
</tr>
</tbody>
</table>
## Key Design Principle

<table>
<thead>
<tr>
<th></th>
<th>Group 1</th>
<th>Group 2</th>
<th>Group 3</th>
<th>Group 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve the connectivity of vehicle, pedestrian and cycle movement through the town and its extension(s).</td>
<td>Agree</td>
<td>-</td>
<td>And other forms of transport. May need separate paths for various modes.</td>
<td>-</td>
</tr>
<tr>
<td>Provide a pedestrian network that is safe, enjoyable and well-connected to key destinations.</td>
<td>Agree</td>
<td>-</td>
<td>Agree. And other modes of transport. Need good walking and cycling routes, inside and outside growth area. Bike track along rail corridor to growth area.</td>
<td>-</td>
</tr>
<tr>
<td>Ensure traffic movement within the residential neighbourhood is evenly-distributed, slow-speed and easy to navigate.</td>
<td>Agree</td>
<td>-</td>
<td>Agree</td>
<td>-</td>
</tr>
</tbody>
</table>

### Public Domain

<table>
<thead>
<tr>
<th></th>
<th>Group 1</th>
<th>Group 2</th>
<th>Group 3</th>
<th>Group 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Foster a sense of community and local identity</td>
<td>Agree</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Create an attractive and enjoyable place to live and work, through amenity in parks and streets.</td>
<td>Agree</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Provide a diversity of spaces for active and passive recreation.</td>
<td>Agree</td>
<td>-</td>
<td>-</td>
<td>Water-based parks - wetlands, ponds, lakes.</td>
</tr>
<tr>
<td>Retain high-value remnant vegetation and existing trees within parks and streets where possible.</td>
<td>Agree</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Steam Ranger - tourism/commuter services.</td>
<td>Agree</td>
<td>-</td>
<td>-</td>
<td>Agree.</td>
</tr>
</tbody>
</table>
5.1.1 EXERCISE 3 - GO2030 OBJECTIVES & VISION

There was general agreement by Workshop groups with the design principles distilled from the GO2030 vision and objectives. These design principles should form the basis of future masterplanning proposals for Goolwa North.
5.2 TESTING OF GROWTH SCENARIOS

Three possible growth scenarios were developed by TBB based on the information collated leading up to the EBD workshop process for testing and to generate ideas for during the workshop process.

A summary of the 3 Growth scenarios our outlined below:

**SCENARIO 1 North West Greenfield Decentralised (refer Figure 5)**

**Assumptions:**
- New village centre located at the intersection of Skewes Road and the inner ring road to complement existing Goolwa Centre
- Part of Alexandrina Road realigned at possible station location achieving stacking distance on the inner ring road
- Retain College site on Alexandrina Road frontage
- New employment areas located between Port Elliot Road and Kessell Road
- New primary school proposed west of Alexandrina Road
- Existing Primary School retained

![Image](Figure 5 Scenario 1 North West Greenfield Decentralised)
SCENARIO 2 North East Greenfields Decentralised (refer Figure 6)

Assumptions:

- New village centre as focal point of eastern precinct with relocated primary school
- Alexandrina Road realignment to accommodate necessary stacking distances to inner ring road
- Leave college site in its current location
- Consider connectivity to community education and recreation facilities in Glendale Grove
- Divert Brooking Street into Alexandrina Road through existing Primary School site.

Figure 6 Scenario 2 North East Greenfield Decentralised
SCENARIO 3 Extension of Cadell Street – TOD Village (Refer Figure 7)

Assumptions:
- Extension of Cadell Main Street along Alexandrina Road, to complement existing Town Centre
- Proposes realignment of Alexandrina Road to Skewes Road north of new Goolwa Main Street extension
- Reorientation of College future expansion area to facilitate Main Street extension
- Existing primary school retained in current location

Figure 7 Extension of Cadell Street - TOD Village
5.3 EXERCISE 4 - REVIEW TBB GROWTH SCENARIOS

Following presentation of the 3 possible Growth scenarios workshop participants were asked to review the 3 scenarios against the key design principles, and determine:

- What are the strengths and weaknesses of the options?
- Are there other options or variations?
- Is there a preferred option amongst these 3?

A summary of the results of this exercise are summarised overleaf and contained in full in Appendix 5:

5.3.1 EXERCISE 4 - GROWTH SCENARIO OUTCOMES

Wide and varied views were presented on the three growth scenarios. Whilst components of Scenario 2 and 3 were preferred, no single scenario demonstrated or satisfied the expectations of the Workshop participants.

Key themes established through this process included:

- The need for the western and eastern precincts to have their own heart/village hub centrally located to service their catchments
- The need to protect Goolwa Town Centre and consider opportunities for it to expand in the future
- Protect the Recreation Precinct
- The importance of a landscaped gateway into Goolwa
- Manage traffic within Cadell Street to create pedestrian friendly environment
- Consider staged and phased urban growth given infrastructure investment required in two distinct precincts

This exercise, for the most part, provided Workshop participants with the opportunity to visualise land use options and inform their design considerations for exercise 5. It raised a number of questions around key land use elements which enabled focussed consideration during exercise 5.
<table>
<thead>
<tr>
<th>GROUP 1</th>
<th>Option 1</th>
<th>Option 2</th>
<th>Option 3</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>With reduced urban catchment area on west now...limited energy available for this option. Concern over centre being located on bypass road Concern for land desirability east of rail if all energy is west of rail.</td>
<td>Is there opportunity to provide two local centres if located strategically? Move eastern centre further east with a retirement/health focus Western centre could have park and ride synergy</td>
<td><strong>Preferred scenario</strong>  Support extension of commercial/retail along Main St Reduce bulk and scale of centre shown on TBB plan Staged/phased delivery given infrastructure costs and proximity to existing growth edge</td>
<td>Full line supermarket requires 20k people in total to support existing – and potential 2nd Supermarket Future proof existing centre – vacancies are likely to increase</td>
</tr>
<tr>
<td>GROUP 2</td>
<td>-ves As per G1 +ves build on amalgamation of community/education uses Relocate PS to provide connection to Hindmarsh Is</td>
<td><strong>Preferred scenario</strong>  Liked connection to eastern precinct Natural progression of existing townsite growth. Less conflict with environmental matters Maintain Skewes road as a bypass – i.e. doesn’t conflict with Scenario 1 proposal Consistent with GO2030 therefore considered more acceptable</td>
<td>Potential for conflict with existing town centre Additional local centres Question midpoint connection Potential to move centre further north to avoid environ sensitivities, etc</td>
<td></td>
</tr>
<tr>
<td>GROUP 3</td>
<td>Too much being pushed to the western side</td>
<td><strong>Preferred Scenario</strong> with Brook St connection to Hindmarsh Keep centre close to Main street, but do things differently to compliment Main St Potential for nice entrance to town Supported east-west connections Maintain Priv School PS/HS in the eastern precinct Indoor recreation in eastern precinct Supported native veg retention better</td>
<td>Manage Traffic within Main Street to create a more pedestrian friendly environment. Supported brooking street connection – relocation primary school</td>
<td></td>
</tr>
<tr>
<td>GROUP 4</td>
<td>Concerns with Location of centre with environmental areas Considered synergies and concerns about retail and open space. Open space not suitable within Retail catchment Western centre too far from eastern precinct</td>
<td><strong>Preferred</strong> with the following mods: Each precinct needs its own heart/hub – not supermarket based centres – local convenience needs. Need to protect main st centre and therefore reduced centre in eastern precinct to protect Main Street Consider opportunities to expand Main Street Centre Retain PS and resolve traffic management in other ways.</td>
<td>Existing TC has significant scope to expand and enhance and don’t want proposed centre to compete</td>
<td>Consider opportunity for tourist hub and depot Consider future commuter rail corridor impacts – will corridor be sufficient and potentially require wider corridor.</td>
</tr>
</tbody>
</table>
5.4 EXERCISE 5 - FORMULATE GROWTH SCENARIO OPTIONS

Following Exercise 4, workshop participants were given the opportunity to formulate their own preferred growth scenarios, having regard to the information that had been presented throughout Exercises 1-4.

Key consideration was to be given to:

- Centre location/community nodes
- Movement network structure
- Recreation precinct location and size
- Future of the existing primary school
- WWTP – future, location, buffers, impact on development

Each group prepared a growth scenario plan and presented this to the workshop attendees. An overview of the results of this exercise are summarised below and contained in full in Appendix 6.
### Group 1 Growth Scenario

- Local Centre close to recreation precinct – similar to Scenario 3
- 2nd Local centre in eastern precinct
- Synergy between Primary School/High School (PS/HS) and Recreation Centre – reduce overall land take through sharing of facilities/infra (PS/HS likely to be delayed deliverables)
- Maintaining existing Primary School
- Green connections
- Heavy haulage continues on Airport Road.
- There may be opportunities for Main Street to extend north over a long period of time as demand determines
- Goolwa Beach, Beach Road – Foster Crawford Kessel Road important North – South linkage

### Group 2 Growth Scenario

- Broaden town centre east and west of Main Street
- Future Centres in East/West Precinct more as Village Centres
- Future employment south west precinct
- Ring Road to serve East/West Precincts and support existing areas to filter back to Adelaide
- Recreation and Education Precinct – new HS, tertiary and second primary school
- Retain existing Primary School – if it does relocate existing site could form part of Town Centre expansion
- Long term Heavy Vehicle bypass to the west
- Green network – as per plan
- Existing Rural living – may convert to conventional housing as infrastructure provided through developing precincts to the north

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Figure 8 Group 1 Growth Scenario

Figure 9 Group 2 Growth Scenario
Group 3 Growth Scenario

- Based on Scenario 3 – important to have gateway realign entry road into town to create this. Consider northern book end/extension to Main St. Community Services, local catchment needs
- East-West cross road – to deliver access across 2 precincts to achieve equitable outcomes for both sides
- Western Precinct – mass required to facilitate infrastructure provision to support development of land
- Split Recreation Precinct (E-W, Eastern Precinct – High School and Primary School recreation precinct and Western Precinct – Reconfiguration of College – bring housing in between College and Rec Precinct
- Relocate Primary School – Booking St bridge connection to Alexandrina Road
- Food boundary – consider expansion south for future residential and west to sustain a reasonable sized community

Group 4 Growth Scenario

- Heavy Haulage to Airport Road
- Ring Road – main arrival point
- West Village – supporting large neighbourhood – 800m walkable catchment. Opportunity for expansion west or north west to allow long term growth to occur. Community hub
- East Village – community site-school or health care site. Small local street based village. Community feel, centre of second large neighbourhood. Larger than western neighbourhood. Opportunity for larger lot development around the perimeter
- Retain Recreation/Education precinct – introduce some residential
- Future of Rural living area – transition to more intensive residential
- Retain existing Primary School
5.4.1 EXERCISE 5 - WORKSHOP GROUP GROWTH SCENARIO OUTCOMES

Following the presentation and scrutiny of the various growth scenarios, it became apparent that there were a number of consistent design themes emerging. The following key elements were discussed and agreed by the workshop attendees as being the key design considerations in progressing the preferred Growth Scenario:

1. **Gateway**
   - community want green entrance into town;
   - consideration to the phased arrival into Goolwa along Alexandrina Road, and then subsequently the Town Centre via Cadell Street
   - no bypass to town (except for heavy vehicles)

2. **Village Hubs**
   - Eastern and western precinct village hubs as community focal points
   - Not to detract from Goolwa Town Centre
   - Minimal retail – only if and when justified
   - Main street style development comprising mixed use, community, civic uses

3. **Recreation/Education Precinct**
   - Maintain proposed Recreation location – addresses buffer(s) and access to irrigation water
   - Improve road access to Recreation precinct with possible connections to the south
   - Locate future Education sites east of Alexandrina Road
   - Shape College around Recreation precinct

4. **Open Space**
   - Respect existing vegetation and drainage requirements
   - Opportunity for these to provide unique public realm character and address environmental considerations;

5. **Land Use**
   - Provide flexible land use options for future growth of townsite
   - Consider economics and community/demographic context in future land use mix
6. PREFERRED GROWTH SCENARIOS TESTING

Utilising the framework identified in 5.4.1 above, and to assist with the preparation for the Preferred Growth Scenarios, TBB undertook the preparation of a Possible Growth Scenario (refer Figure 12) and the Cadell Street Gateway Masterplan (refer Figure 13) on behalf of the Workshop participants for Goolwa overnight, as the basis for identifying and confirming the scope and requirements for the preferred scenario investigations.

6.1 PREFERRED GROWTH SCENARIO (PRELIMINARY TBB ALTERNATIVE)

Key elements and design principles of the preferred Growth Scenario were described as follows:

- **Urban Growth Boundary Refinement**
  - Limit the north east urban cell to the ridge line, but extend west to Houlden Road to maintain overall expansion amount
  - Responding to the site topography and limiting potential impact of future development north of ridge line (stormwater runoff and visual mitigation)
  - Western expansion beyond the Food Protection Area provides critical mass to future developmental support of recreation uses, village hub and townsites growth

- **Biodiversity Corridors**
  - Establish ‘Green – multi-purpose’ corridors around certain existing overland drainage routes and existing priority vegetation tracts.
  - Corridors should provide passive and active recreation in a high amenity open space network and will establish a specific character to future Goolwa North development

- **Open Space network** responds to specific site attributes with a pedestrian focused network that has the opportunity to interlink a diverse range of landuses

- **Village Hubs**
  - Acknowledging the limited potential for Retail capacity of these hubs, propose a Health, Education and Community focus for the eastern hub and recreation focus on the western hub as well as local convenience shopping for both
  - Intended to provide opportunities for the specific Goolwa aged population, this hub is located in proximity to existing residents of Goolwa North

- **Recreation Precinct**
  - Re-alignment of Glendale Grove provides improved access and connectivity of the recreation precinct

- **Consolidation of Recreation precinct** to reconfigure passive recreation zone and community parklands to the western extent of the precinct to co-locate with village hub
  - Potential refinement of College shape for overall benefits to access and site planning for College and adjacent recreation
  - Education Precinct to provide flexibility dependant on future demand for public Primary/High Schools

- **Land Use**
  - Diversity in lot densities and sizes recommended providing appropriate interfaces to existing development and environmentally sensitive areas
  - Opportunity to stage future development in a logical progression of the town centre utilising the existing road structure
  - Eastern Precinct also considers sites for Health/Aged Care development and potential synergies with adjacent higher education within the Education Precinct
Figure 12 Preliminary Growth Scenario Plan
6.2 PREFERRED CADELL STREET GATEWAY MASTERPLAN (PRELIMINARY TBB ALTERNATIVE)

Key elements of the preferred Cadell Street Gateway Master Plan were described as follows:

- **Goolwa Entry character**
  - Rural character of Alexandrina Road north of Gateway to be maintained and enhanced with additional planting.
  - Potential for this character to alter closer to Town Centre through different tree planting and intensification of land uses from rural gateway character to more urban landscaped character.

- **Iconic Gateway**
  - Gateway proposed as four way road intersection with landscaped corners integrated with existing priority vegetation.
  - Intersection configuration to provide safe vehicle movement over rail line
  - Adjacent development consists of High School oval to maintain green edge, Transport hub, and potential central village hub (non-retail).

- **Town Centre | Main Street**
  - Cadell Street to be enhanced as provider of retail focus for Goolwa, with existing road framework providing expansion opportunities.
  - Consider streetscape designs to integrate the Town Centre and Goolwa North along this entry for a consistent and unique experience.

Figure 13 Preliminary Cadell Street Gateway Master Plan
6.3 EXERCISE 7 – DISCUSSION AND FEEDBACK ON PRELIMINARY PLAN OPTIONS

Following TBB presentation of the preliminary Growth Scenario and the Cadell Street Gateway Masterplan plan options, there was open discussion and critique of the two plans. The key outcomes and considerations are detailed below. These outcomes were used as the basis for the formulation of the preferred masterplan scenarios.

6.3.1 OVERALL GOOLWA MASTERPLAN

- **Urban Growth Boundary**
  - Limit the north east urban cell to the ridge line (including precinct that falls into Currency Creek Catchment).
  - Consider the potential of the growth boundary west to achieve a viable residential catchment.
  - Consider the potential expansion of the Employment lands west into the food production area to support population growth.
  - Consider appropriate interface to Currency Creek.

- **Recreation Precinct**
  - Consider optimal configuration of the Rec Precinct and Investigator College
  - Consider connection of Glendale Grove to Skewes Road

- **Education**
  - Consider configuration of Education/Recreation Precinct (Western Precinct)
  - Consider Education configuration Eastern Precinct given unknown community profile and demand for education infrastructure?

- **Village Hubs**
  - Consider possible uses i.e. Medical, child care, medium density residential, community, commercial, multi use community spaces, i.e. open air markets.
  - Ensure land use complements the existing Goolwa Town Centre.

6.3.2 CADELL STREET GATEWAY MASTERPLAN

In considering the Scenarios, workshop participants were asked to consider the following elements:

- **Gateway Character Precinct**
  - Entry threshold to be defined
  - Iconic gateway architecture – function to bookend Cadell Street
  - Exclude Retail to protect existing Town Centre

- **Role of Depot**
  - 2nd Station/bus interchange to Victor Harbour
  - Depot site requirements – consider road alignment

- **Movement Network**
  - Consider north-south connection between Kessell and Glendale
  - Consider connection of Glendale Road to Skewes Road
  - Consider Glendale Road intersection with Cadell Street and Byrne Street
6.4 EXERCISE 8 – GROWTH SCENARIO AND CADELL STREET GATEWAY MASTERPLAN OPTION FORMULATION

Following Exercise 7, workshop participants were given the opportunity to formulate their own Growth Scenarios and Cadell Street Gateway, having regard to the scenario guidance and matters identified for further testing/consideration. Participants were divided into three groups for Exercise 8.

Key consideration was to be given to the outcomes defined in 6.3 above and included:

- Centre location/community nodes and desirable land uses
- Urban Growth boundary configuration
- Employment land requirements and suitable residential interfaces to development boundary
- Movement network structure and heavy haulage alignment
- Recreation precinct configuration and access options
- Form and strategic positioning of education uses

A summary of the results of this exercise are listed below and contained in full in Appendix 7:
Group 1 Preferred Growth Scenario

Growth Scenario Plan
- Support boundary refinement to ridgeline in north and expansion westwards
- Enhance ‘green-rural’ entry of Goolwa along Alexandrina Road through to Glendale Grove with landscape buffering to future development
- Glendale Grove should be the location of the Gateway – closer proximity to energy of Main Street
- Reduce prominence of proposed TBB gateway by altering from 4 way to ‘t’ intersections
- Greening to Port Elliot Road entry
- Relocate transport hub away from Alexandrina Road to recreation precinct for visitor synergies
- Promote Lifelong Learning Precinct as a wellness/fitness/education focussed destination
- Maintain existing primary school
- Heavy haulage to be maintained on Airport Road
- There may be opportunities for Main Street to extend north as demand determines
- Support expansion to employment zoned land, to complement adjacent food/horticulture basis industries

Gateway Masterplan
- No separate plan prepared, comments included in above
Group 2 Preferred Growth Scenario

Growth Scenario Plan
- Support strong green linkages along existing vegetation and drainage alignments
- Future Centres in East/West Precinct promoted as Village Centres
- Expansion to future employment south west precinct
- Ring Road to serve East/West Precincts and support existing townsite
- Rec and Education Precinct co-located with additional primary school adjacent Investigator College
- Retain existing primary school
- Long term Heavy Vehicle bypass to the west of Skewes Road
- Existing Rural living – may convert to conventional housing as infrastructure provided through developing precincts to the north

Gateway Masterplan
- No separate plan prepared, comments included in above
**Group 3 Preferred Growth Scenario**

**Growth Scenario Plan**
- Maintain Food boundary as extent of growth boundary
- Heavy Haulage to be maintained on Airport Road
- Ring Road – main arrival point
- Strong green open space opportunities interlinked throughout the site to celebrate natural site features
- Western Village Hub – supporting constrained residential catchment (due to reduced growth boundary) – 800m walkable catchment. Opportunity for expansion west or north west to allow long term growth to occur.
- Eastern Village Hub – community site, school or health care site. Small local street based village hub supporting significant residential catchment.
- Opportunity for larger lot development around the perimeter and along Alexandrina Road,
- Rec/Education precinct – introduce connection with the western village hub and adjacent residential
- Additional Education area east of Alexandrina Road
- Future of Rural living area – transition to more intensive residential
- Retain existing primary school

**Gateway Masterplan**
- Support four way gateway road configuration and future buildings oriented to these corners.
- Promote non-retail and residential landuses in this gateway location - Aged Care, Health, Education, Tourism and Residential
- Relocate Tourism information bay north to this gateway location
- Promote Goolwa rail history through Rail Museum/tourism site north of adjacent Depot site
- Maintain recreation precinct location
- Potential for retail expansion of Cadell St Main Street with some possible sites identified
- Service Station location preferred at Pt Elliot Road
6.4.1 EXERCISE 8 GROWTH SCENARIO AND MASTERPLAN OUTCOMES

Following the presentation by the 3 groups, there was an open discussion and critique of each plan. This session produced a set of agreed design elements for the preparation of the refined Overall Growth Scenario and Cadell Street Masterplans.

Goolwa - Agreed Design Elements of Growth Scenario and Cadell Street Masterplans

- Main entry into Goolwa (Alexandrina/Cadell) is to be a ‘Green Entry’ reflecting rural atmosphere, landscape of remnant vegetation and additional buffer planting.
- The entry ‘gateway’ is to be a cross road with non retail framing but include iconic development to mark the entry into Goolwa and signal this important intersection.
- The rail depot precinct, which could have:
  - Museum
  - Steam Ranger
  - Restoration of rolling stock
  - Bus stop but not a terminus
  - Tourist Information Centre
  - Rest areas for caravan and recreation vehicle travellers

Is to remain for the time being and allowed to become a tourist information facility but not to compete with the wharf.

The ultimate Depot relocation options might include the “historic rail and turn table at the wharf” where it was originally located.

- The local inner ring road is not a “heavy vehicle by-pass” but a neighbourhood connector linking east and west. Airport Road is to provide heavy haulage vehicle bypass.
- There are to be two local hubs or centres, east and west, preferably street based.
- Eastern Precinct is to show an ‘Education Precinct’ that may include higher education options (longer term) and a Primary School (based on a northern catchment) and maintain the existing Primary School for existing southern catchment.
- The proposed “employment precinct” east of Skewes Road is to be shown.
- South West food cell, west of Skewes Road is to be retained for food production but it must accommodate its buffers internally. This area should carry a note regarding its strategic importance as a possible employment area.
- Western urban expansion (beyond the GO 2030 & Food Plan E.F.P.A. boundary) is to be considered and should make best use of catchment but must include buffers against the GA30 boundary to make provision for agricultural uses between Houlden Road and the airport.

Items for further interrogation

In addition to the agreed design elements above, several items were identified by the workshop as requiring further investigation before being included on the Masterplan.

These matters are summarised as:

- Houlden Road as heavy vehicle bypass
- Recreation/education synergy and High School provision
- Development expansion westwards
- Gateway Form
- Hindmarsh Island – through traffic

Detailed discussions between City representatives and consultants during the course of the workshop resolved these matters, for the purposes of progressing the refinement of the preferred designs. The following resolutions were made:

- Houlden Road bypass - Identify Airport Road as Heavy Vehicle bypass
- Recreation/education synergy and High/Primary School provision – promote flexibility in location and capacity for long term education potential by locating east of Alexandrina Road. Maintain Recreation precinct and Investigator College co-location.
- Development expansion westwards – Growth Masterplan boundary to limit development extent to EFPA boundary, with long term potential for expansion with appropriate justification/demand.

- Gateway Form – to be a cross road with non-retail land uses along Alexandrina Road, Landscaped entry features to be considered for gateway.

- Hindmarsh Island traffic – to be considered as part of future town centre expansion proposals for Goolwa. Consideration to be given to preparation of detailed traffic analysis to determine impact of existing and future traffic volumes based on planned growth for Hindmarsh Island and Goolwa.
6.5 **EXERCISE 9 – PREFERRED GROWTH SCENARIO AND CADELL STREET GATEWAY MASTERPLAN CONCEPTS**

Workshop participants were divided into two groups for Exercise 9. One group would prepare the preferred Growth Scenario Masterplan Concept and the second group would prepare the Cadell Street Gateway Masterplan Concept. Each group would need to interrogate the detail of the agreed design elements and principles as they were applied to the refined plans.

The completed concept plans were presented to all participants in a group session with a facilitated discussion and critique.

6.5.1 **GROWTH SCENARIO MASTERPLAN**

Key plan (refer Figure 18) aspects and workshop feedback are summarised below:

- Promotes opportunity for growth to the west as per the brief but showed “appropriate” larger lots in the northern Currency Creek catchment (not in the brief).
- Northern long term development extent (beyond ridgeline) to consider environmental and visual impact sensitivity of location.
- Larger lots shown on eastern edge of development area for site sensitivity and ‘soft’ interface.
- Education precinct to include future High School, Middle School and/or higher education - robust 10-20 ha campus configured for maximum design flexibility.
- Primary School next door on Neighbourhood connector.
- Wellness Centre to be separated from education precinct but not far removed from Local Centre-Health, Retirement and Aged Care near centre.
- Staging of Eastern Precinct will most likely be from the east, off Byrnes Road.
- Staging of Western Precinct will most likely be off Cadell (north) and include access into the Investigator College site along its northern boundary (with or without modifications to college lot boundary).
- The Recreation Centre and College are to remain but with improvements to the road access, drop-off, intersection and new linkages for traffic including, walking and cycling.
- The College should be presented with the workshop findings including options for modifying their land holdings to produce a better layout/outcome.
- The western local centre “overlooking lake” should be moved further north to allow enlarged walkable catchment.
- The plan confirms ‘employment’ land to Skewes Road only but this was challenged by some including workshops economic/retail consultant. The case was made for a ‘Strategic statement’ to be placed on the Masterplan regarding the mid to long term future use of the land west of Skewes Road being used for ‘employment’ or ‘Future Enterprise Zone’.
- Traffic on the Port Elliott Road is much higher than Alexandrina Road which may logically lead to the expansion of the existing centre on Hutchinson Street and another service station/shop nearby.
Figure 18 Preferred Growth Scenario Plan
6.5.2 CADELL STREET GATEWAY MASTERPLAN

Refer Figure 19.

Key plan aspects and workshop feedback are summarised below:

- Plan confirms the "rural" feel and need for a plantation buffer along Alexandrina Road - large lots backing on is too much detail.
- Confirms 4 way intersection to achieve a legible cross-connector is acceptable and a preference to a round-about.
- Detailed consideration of intersection is required to account for rail crossing requirements.
- This can set up "rail trail" and drainage (lake) landscape at the 'entry' 4 way intersections.
- Supports the depot as a visitor's centre/museum with trains/rolling stock visible from gateway. Bus Depot could potentially co-locate but not a terminus.
- Supports caravan parking and lay by for visitors at this new entry.
- If rail infrastructure is removed (north of depot) the rail trail will be in place.
- College and Recreation Centre to remain in current form.
- Retail site opportunities identified along northern portion of Cadell Street to maintain consolidated Town Centre.
- Cadell Street Town Centre needs the street network to the west to be re-connected to support the main street function of the town.
- Council policy needed to allow an additional supermarket in Cadell Street north and a clear statement about the range of uses allowed at the entry - eg: Iconic built form, drainage, landscape, Tourist Information, Lay-by for caravans and recreation vehicles, Depot, Museum and Bus Depot.
- New road entry, just north of college site is needed to establish the initial stages of the western urban precinct entry - negotiations with the College whilst desirable are not essential!
- The capacity of Cadell Street to adapt and absorb change is critical to its survival. Need to take on retail, health products and services, tourism, education, accommodation and events - employment (particularly relating to agricultural services and supplies) and innovation through research and education.
- Retain remnant vegetation and enhance this through planting of linkages and land form/landscape corridors (drainage etc)
  - Must be independent of water mains
  - Minimise heat island effect through planting
- Link Currency Creek to the coast and river through the urban areas via landscape corridors.
- Council to provide traffic analysis dealing with turning movements off Hindmarsh Island Bridge into Brooking Street, Cadell Street, Hutchinson Street and roads east.
- Entry intersection where Alexandrina/Cadell Street meets Glendale Grove cross-connector received a great deal of attention suggesting that it would attract retail or at least a service station/shop. Others were saying "no retail" but put the case for iconic buildings, entry statement, landscape etc to emphasise Gateway Entry theme.
- Plan and presentation strongly promotes a Depot/Museum/Restoration/Tourist Information Centre/Caravan lay-by, drainage parklands and entry statement landscaping.
  - The bus depot might be a "stop" only but the terminus function could be in the industrial zone.
The ‘entry’ statement into Goolwa was clearly understood to be the whole length of street frontage from the zig-zag rail crossing in the north to the ‘wharf’ tourist precinct in the south. The initial entry statement is to be “rural” in character, retaining and enhancing the remnant vegetation, with uses along its length that reflect the Cadell Street historic/main street character. Retail was not supported but it was recognised that sites in the northern section of Cadell Street (including the existing primary school site) could be promoted through policy as possible future retail sites (including a supermarket).

Closer to Cadell Street it was acknowledged that the rural character could transition into a more urban landscape character to compliment Cadell Street Main street.
7. WORKSHOP OUTCOMES SUMMARY

Following completion of the Goolwa Enquiry by Design Workshop, both masterplans have been refined in accordance with the key design aspects and workshop feedback resulting from Exercise 9. The Masterplans, shown in the following diagrams, represent the agreed design elements and principles that were ratified through the workshop and have been prepared to guide future planning processes during the 30 year development timeframe for Goolwa. The Overall Goolwa North Masterplan is intended to provide guidance on Townsite expansion and as such, it should be viewed as flexible and subject to refinement following further detailed investigation and design. The Goolwa North Masterplan will be used to inform the Development Plan Amendment process.

7.1 OVERALL GOOLWA NORTH MASTERPLAN

Key elements of this plan, Refer Figure 20 are highlighted below:

- Goolwa vegetation entry character along Alexandrina Road to be maintained and enhanced.
- Future development site planning adjacent Alexandrina Road to support Goolwa entry character.
- Integration and consideration of current priority vegetation stands across Goolwa North.
- Future long term urban investigation area identified north of major ridgeline for further evaluation.
- Gateway experience along Alexandrina Road formalised through intersection design, landscape treatment, associated buildings and active land uses.
- Intensification of land uses and development adjacent Alexandrina Road south of the gateway.
- Neighbourhood Integrator road at Gateway location formalises the future neighbourhood structure, enhances connectivity and access to proposed land uses and destinations.
- Strategically located village activity hubs to form neighbourhood village nodes supporting future communities and providing diverse land use opportunities and local amenity.
- Promote bio diversity/multiple use corridors to accommodate vegetation and/or natural drainage alignments in a series of high amenity public domain networks.
- Expansive recreation precinct integrated with residential development and Investigator College to achieve an active, well surveilled and desirable destination. The final design and land use configuration is expected to be refined through future detailed masterplanning.
- Desirable future road connections identified for improved accessibility and functionality of the Recreation precinct.
- Reinforce Goolwa Town Centre Main Street as the preferred retail node through deliberate positioning of future retail and commercial activity.
- Education precinct configured for long term flexibility and ability to adapt to local or district future demands, such as primary, secondary or further education requirements. Final configuration and area requirements are expected to be refined through future detailed masterplanning.
Figure 20 Goolwa North Masterplan
7.1.1 GREEN NETWORK KEY PRINCIPLES

Refer Figure 21.

- Native vegetation, drainage corridors and possible buffers accommodated in the form of multiple use corridors
- Opportunity for fauna links
- Corridors provide strategic connections between Ramsar wetland and Coastal Zone
- Priority vegetation identified as key to ecological considerations.

7.1.2 MOVEMENT NETWORK KEY PRINCIPLES

Refer Figure 22.

- Formalise vehicle cross connectors to integrate Goolwa residents with proposed land uses and amenity
- Neighbourhood connector grid network integrated with existing road structure for robust connectivity and destination access
7.1.3 PEDESTRIAN/CYCLE CATCHMENT KEY PRINCIPLES,
Refer Figure 23.

- Promote future townsie structure with excellent walkability and access for non-vehicle trips
- Future village hub locations with successful pedestrian connections further enhanced with green network amenity

7.2 CADELL STREET GATEWAY MASTERPLAN
The Cadell Street Gateway Masterplan, refer Figure 24, identifies the key features for this entry experience and defines the 3 character precincts as follows:

1. Peri Urban Character
   - Achieve a transition from rural to peri-urban character along Alexandrina Road entry
   - Non-formal road verge planting retained for this section of Alexandrina Road
   - Enhance entry experience with supplementary planting to enhance screening where required

2. Urban Character
   - Enhance Urban gateway entry experience with expansive high quality landscape treatment
   - Formalised/symmetrical road verge planting announcing the change in character
   - Intensification of adjacent development to form introduction to the Town Centre

3. Town Centre Character
   - Augment Town centre gateway experience through building framing and unique landscape qualities
   - Reinforce Town Centre function as a vibrant and enjoyable core retail activity precinct
   - Consistent street and landscape design qualities define precinct.

Refer Figure 25 for cross sections detailing the character precincts along Alexandrina Road.
Figure 24 Cadell Street Gateway Masterplan

**PERI URBAN CHARACTER - Principles**
- Achieve a transition from rural to peri-urban character along Alexandrina Road entry.
- Non-formal road verge planting retained for this section of Alexandrina Road.
- Enhance entry experience with supplementary planting to enhance screening where required.

**URBAN CHARACTER - Principles**
- Enhance Urban Gateway entry experience with expansive high quality landscape treatment.
- Formalised/symmetrical road verge planting announces change in character.
- Intensification of adjacent development to form introduction to Town Centre.

**TOWN CENTRE CHARACTER - Principles**
- Augment Town Centre gateway experience through building framing and unique landscape qualities.
- Reinforce Town Centre function as a vibrant and enjoyable core retail activity precinct.
- Consistent street and landscape design qualities define precinct.

**Vision:** "Reinforce Goolwa entrance experience as an attractive, memorable and enjoyable journey"
Figure 25 Cadell Street Gateway Masterplan Cross Sections
APPENDIX 1
POWERPOINT PRESENTATIONS
APPENDIX 2
POWERPOINT PRESENTATIONS
APPENDIX 3
EXERCISE 1 RESULTS
APPENDIX 6
EXERCISE 5 RESULTS