

An aerial photograph of the Port Adelaide waterfront, showing a mix of residential areas, industrial facilities, and a large body of water. A blue overlay with a wavy, cloud-like border covers the left and bottom portions of the image. Within this blue area, there are several circular callouts of varying sizes, each containing a small inset image of a specific location or feature from the main aerial view, such as a park, a building, or a waterfront area.

# Port Adelaide Waterfront Public Realm Guidelines

A Summary Guide



CITY OF  
Port Adelaide Enfield

July | 2021



# Introduction

The City of Port Adelaide Enfield set out to develop the Port Adelaide Waterfront Public Realm Guidelines which were prepared by TCL and Malloway Studios, to provide a bold vision and guiding principles for the area, as well as setting out a clear framework to guide all future waterfront developments.

As a result, a Summary Guide was developed to provide readers with an overview of the key information outlined within the Port Adelaide Waterfront Public Realm Guidelines. The summary guide is a snapshot of the information and is to be read in conjunction with the Port Adelaide Waterfront Public Realm Guidelines report.

The Summary Guide aims to assist readers to quickly and easily navigate the maps and detailed information from the Guidelines, at a glance.

With the information from both documents, readers will be fully informed to achieve exemplary outcomes for the Port Adelaide Waterfront, if and when, they are ready to develop or undertake works in the waterfront area.

Both documents should be referred to by anyone involved in the development of land around the Port River including the following:

- Council staff
- Developers
- Landscape Architects
- Architects
- Any designers
- Community

The Summary Guide and the Port Adelaide Waterfront Public Realm Guidelines documents can be found at [www.cityofpae.sa.gov.au/council/corporate-documents/plans](http://www.cityofpae.sa.gov.au/council/corporate-documents/plans)





# A Summary Guide

*a snapshot of the Port Adelaide Waterfront Guidelines*

The Summary Guide  
includes the following key information:

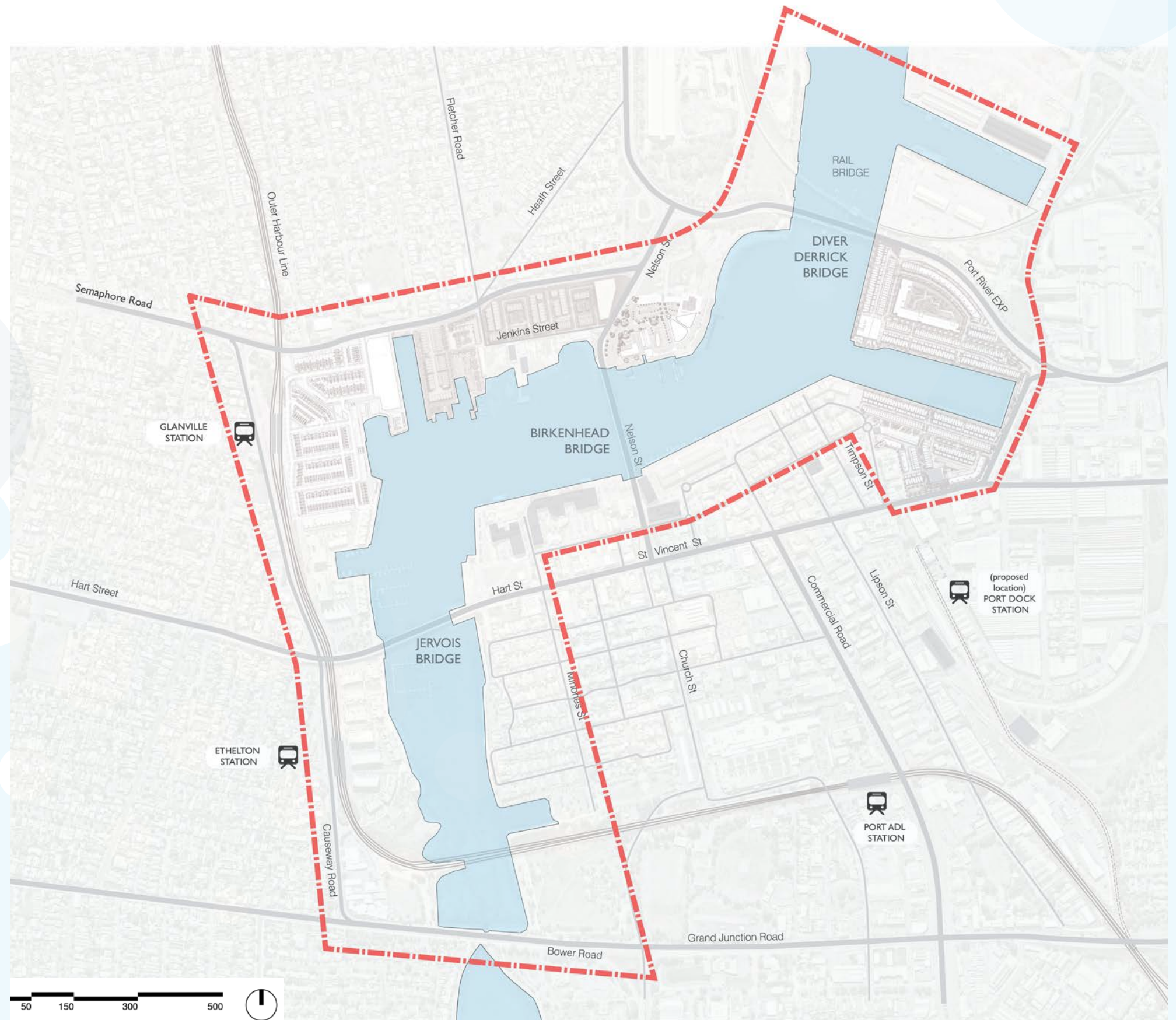
- A Map of the Port Adelaide Waterfront area
- The Vision
- Guiding Principles
- Waterfront Destinations
- Water Access Opportunities
- Living Kaurna
- Climate Resilience
- Palettes
- Themes & Stories
- Conclusion





# A Map of the Port Adelaide Waterfront area

The Port Adelaide Waterfront is a former working port strategically located 12km from the Adelaide CBD. Formerly South Australia's major industrial Port, the inner harbour area is characterised by a mix of industrial, commercial and residential developments across a wide range of sites. The waterfront character is varied and diverse.







## The Vision:

*“An authentic world class waterfront that provides an immersive waterside experience, reflects Port Adelaide’s progressive identity, and builds on its rich culture and heritage”*



# Guiding Principles

The following Guiding Principles form a set of clear, measurable and communicable design principles, developed to guide and audit future waterfront development.

The Vision and Principles outline a shared aspiration and set of commitments for the future of an Inner Port that....

## **is Connected**

A continuously connected promenade, with a variety of connections to, and from the water

## **is Sustainable**

Sustains and enlivens authentic connections to past, present and future.

## **is Resilient**

Create places that are bold, resilient and adaptable to future conditions

## **is Experienced**

Is read implicitly, and experienced as a unique but cohesive Public realm

## **is of Place**

Incorporates Kaurna approach to, and knowledge of place into design thinking

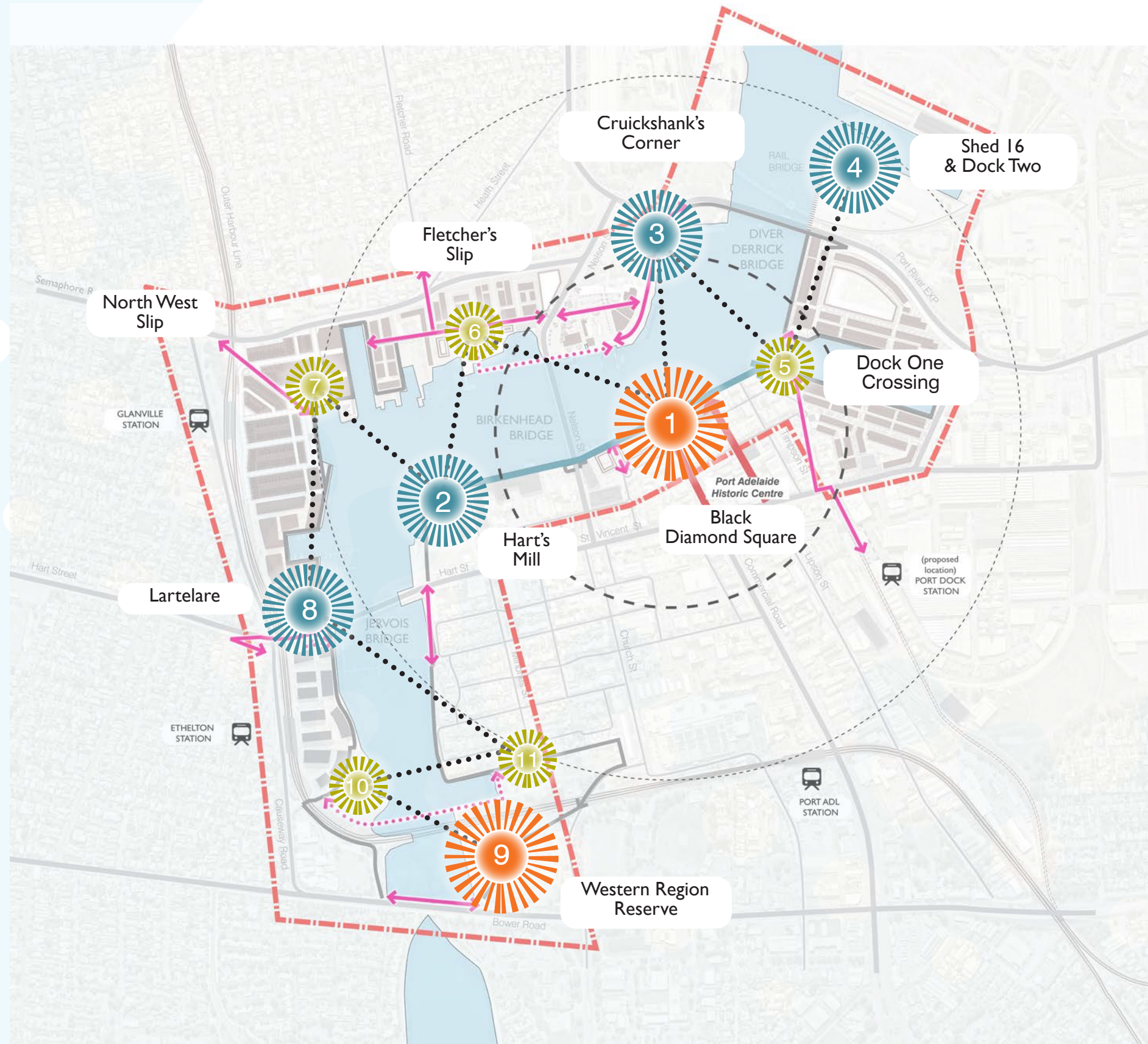
## **is Accommodating**

Accommodates a diversity of activities, communities and interfaces





# Waterfront Destinations



Key Waterfront destinations around the Port River include a mix of public spaces within the inner harbour area.

## LEGEND The Destinations are:

### Major Cultural Spaces

- Highly identifiable
- Incl. significant hardscape
- Capacity to host formal civic events (pax. varies with varying operational and carrying capacity of site)
- Highly visible and connected
- Adjacent public transport

### Shared Cultural Spaces

- Mix of hard and softscapes
- Facilitate recreation and informal event
- High level of design
- Facilities include BBQ's / pavilions / bubblers / wash down spaces

### Small Scale / Local Spaces

- seats and small spaces
- reflects local landscape
- generous softscapes
- links to local path networks

Visual Relationship

Historic / Retail / Recreation Precinct link

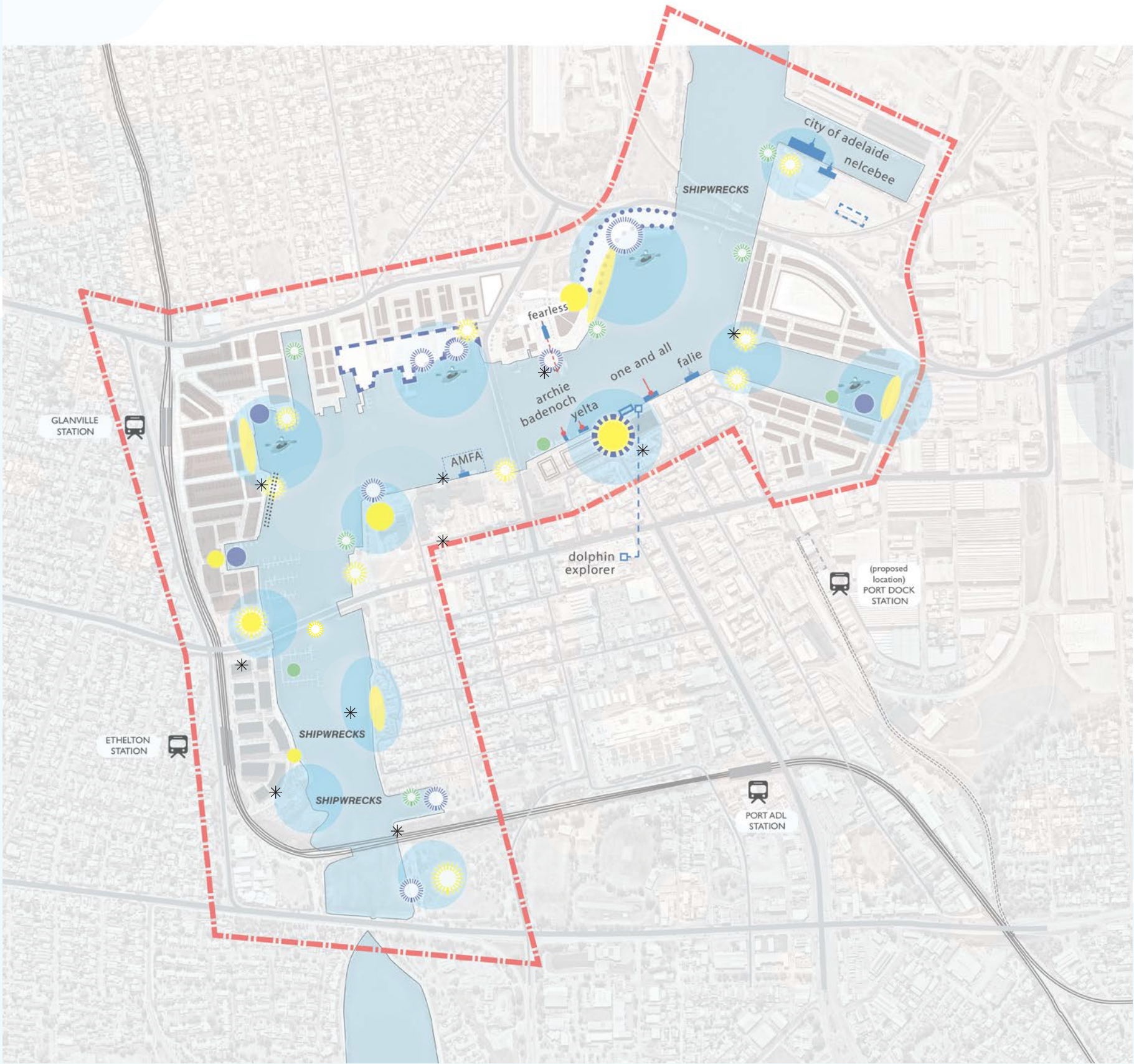
Cultural Spine

Local Spine Link  
(future and existing)

400 / 800 metre  
5 / 10min. walk radius



# Water Access Opportunities



The diversity of interface between land and water should be supported and strengthened and should respond to the adjacent land uses as well as water-based opportunities. A diversity of experiences should be valued.

Continual efforts to improve the river ecology and natural water environments will ensure a wide range of activities are viable into the future.

## LEGEND

- Waterfront Activity - now/proposed
- Water Access - now/proposed
- Small Vessel Launching
- Waterfront adjacent open green space
- Significant waterfront access
- Cruickshank's Beach
- Future Civic Scale Water Access
- Public Moorings - now/proposed
- Small craft wash down areas / fish measuring station
- Focus Zone



# Living Kurna

*“It is important to recognise and preserve Aboriginal cultural heritage; acknowledging the past, representing the present and fostering the future...recognise and celebrate culture across the region.”*

*(Aboriginal People and Culture Handbook, 2020)*

Currently the Port Adelaide Inner Harbour waterfront features the Mudlangga to Yertabulti Track, the Kurna Heritage Trail and Lartelare Park. These assets could be utilised and built-upon to create a Kurna Cultural Precinct, with a focal point being the proposed future Aboriginal Cultural Centre. Likewise, widening and redevelopment of the Bower Road pedestrian link could present an important opportunity to establish a new interpretive link and ‘Gateway’ to this Kurna Cultural precinct, and wider Port estuary.

In-line with Councils’ commitment “to work with and supporting the cultural, spiritual, health, emotional and economic wellbeing of Aboriginal People” we acknowledge there are greater and ongoing opportunities to acknowledge Kurna living heritage on country, and in a combination of ways that recognise the continuing and central presence of Indigenous people in Port Adelaide’s history.

## Connecting with Country

*To create the opportunity for built environment projects to connect with Country, we need to think differently through new words that reflect physical experiences of Country. For example:*

- *Project formation can be understood as an immersive process of sensing – the point at which we start with Country.*
- *Project design and conceptualisation can be understood as process of imagining – listening to Country.*
- *Project delivery can be understood as a process of shaping – designing with Country.*
- *Project maintenance can be understood as part of an ongoing continuum of caring for Country.*

## Elements of Designing with Country

*Country: nature, people and design. The interesting binary relationships across these three elements offer different design approaches:*

- *Architecture considers design and people (informed by nature). Architecture without people is just a sculptural object.*
- *Passive design considers design and nature, and when used by people becomes environmental design.*
- *Biophilic design considers the innate relationship between people and nature. Informed by design, this relationship could be understood as a genesis for Indigenous architecture.*



# Climate Resilience

Ongoing impacts from climate change and long term rising tidal movements present specific challenges to the heavily built up Port Adelaide harbour. Developments throughout the years have seen the progressive transformation of the banks of Yertabulti, the Port River, landscape from river corridor and low lying riparian flood zone to the settled city and tall wharfs of today.

The 2050 levels for flood levies in the inner harbour area is forecast for 3.4m, with an increase to 4.1 by 2100. This represents an increase on the current predominant inner harbour levels (approx. 3m ) of 400mm in 40 years, and 1.1m in the next 80.

The following mapping represents a set of urban design opportunities for tackling 2050 level rise. It is recommended, where possible, that a suite of approaches be adopted to combat such scenarios.

Where possible, edge conditions should facilitate opportunities for retreating flora and fauna being pushed up from existing habitat that risks being subsumed. This looks to reframe and address flood level rise as an opportunity to communicate positive and proactive approaches to Climate Change, and add value to the urban ecosystem.

## LEGEND



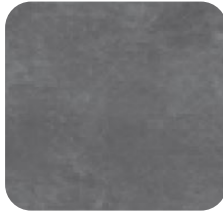












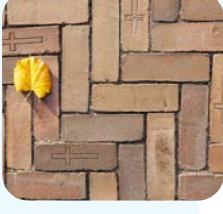



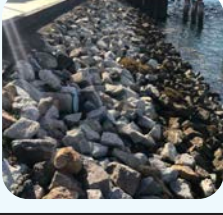
-  Vertical Bunded Sea Wall - simple
-  Vertical Bunded Sea Wall - Integrated / Interpretive
-  Upgrade & Raise Public Realm
-  Beach - Upgrade Public Realm & Integrate Levels
-  Ecological - Stepped Back / Sloping Armour
-  Potential New Ecological Zone





# Palettes

## Materials and Finishes

		Finish / Colour		Finish / Colour		Finish / Colour		Finish / Colour
ASPHALT	Standard asphalt with Class 1 Finish							
CONCRETE	Hanson 'Country Tan Moonscape' - Integrally coloured concrete, off-form Class 1 with light washback finish		Hanson 'Raven' - Integrally coloured concrete, off-form Class 1 with light washback finish.		Concrete Tactile Indicator Paver		Concrete Directional TGSi Paver	
FIBRE REINFORCED CONCRETE	Alpine in a burnished finish		Cactus in a burnished finish		Obsidian in a burnished finish		Rhino in a burnished finish	
STEEL	Stainless Steel SS316		2-pack epoxy paint system (or Micaceous Iron Oxide Finish) in Black colour (DULUX Luck SG6B9)		2-pack epoxy paint system in yellow / white color		Rusted finish (eg untreated mild steel or corten steel)	
TIMBER	Spotted Gum, Blackbutt or White Cypress Pine in Cutek CD50		Reclaimed timber milled and finish to suit in Cutek CD50					
UNIT PAVERS	Recycled and New Red Brick		Littlehampton Clay Pavers		Adbri Masonry Ecotrihex in fossil colour		Adbri Masonry Ecotrihex in charcoal colour	
ROCK BENCHING	Rock benching to match existing at Newport Quay							



# Palettes


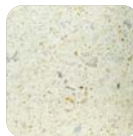



















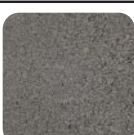
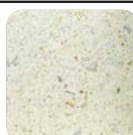



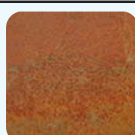


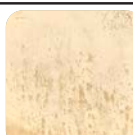
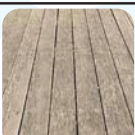
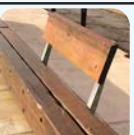
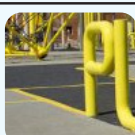
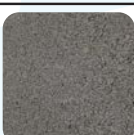
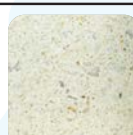
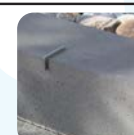




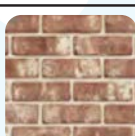
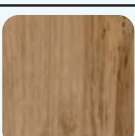
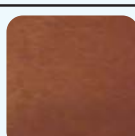

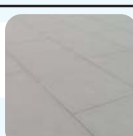
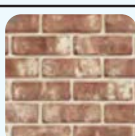


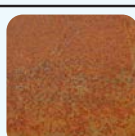
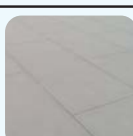
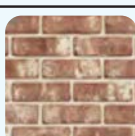


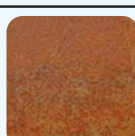
## Materials and Finishes

Materials of the Port Adelaide Inner Harbour are largely reflective of their past Industrial application, and / or reflective of their era of subsequent retail, commercial or residential development.

### Material Guidelines

Material recommendations apply to the entire length of the Port Adelaide inner waterfront continuous promenade link. It is understood developments and designs for adjacent and interconnecting Public Space will require the flexibility to select materials outside of the recommended Palette, in order to meet functional and aesthetic requirements, and create an individual sense of place. In such instances, the following criteria should guide their selection and application:

- Robust and long life functionality that will withstand the maritime conditions
- Maximising Environmental performance
- Reducing need for ongoing and intensive maintenance
- Fit-for-purpose and designated use
- Aesthetic and thematic selections that reinforce Sense of Place

	STATUS	MATERIAL Asphalt	Concrete - Light Country Tan Moonscape	Concrete - Dark Charcoal	Recycled Red Bricks/ Clay Pavers	Timber- Decking/ Seating	Reclaimed & Recycled Wharf Timber	Steel uncoated - Mild Steel Rusted / SS	Steel - Coated Paint finish
DOCK TWO	Existing								
BLACK DIAMOND SQUARE	Existing								
MCLAREN'S FISHERMAN'S WHARF	Existing								
CRUICKSHANK'S CORNER	Existing / Under Concept								
FLETCHER'S SLIP	Masterplan								
NORTH WEST PRECINCT	Under Documenta- tion								
HART'S MILL	Complete								
NEW PORT	Complete								
PORT ADELAIDE HOTEL	Under Documenta- tion								
DOCK ONE	Under Construc- tion								
PORT APPROACH	Under Documenta- tion								



# Palettes

	STATUS	MATERIAL Unit Pavers/ Other surface	Remnant/ Re-purposed Site Elements	
DOCK TWO	Existing			
BLACK DIAMOND SQUARE	Existing			
MCLAREN'S FISHERMAN'S WHARF	Existing			
CRUICKSHANK'S CORNER	Existing / Under Concept			
FLETCHER'S SLIP	Masterplan			
NORTH WEST PRECINCT	Under Documenta- tion			
HART'S MILL	Complete			
NEW PORT	Complete			
PORT ADELAIDE HOTEL	Under Documenta- tion			
DOCK ONE	Under Construc- tion			
PORT APPROACH	Under Documenta- tion			

## Approved Materials and Finishes

The recommended material palette for the Waterfront Promenade looks to generate cohesion in material selections, and continuity across public domains. These selections will achieve:

- A consistency of materials with a diversity of use
- A high standard Promenade experience, read as a continuous and shared public space
- Cost-effective but well-designed and executed outcomes
- Spaces that compliment, and are complimented by place-specific bespoke structures, artworks and furniture
- A continuous, i.e.. not 'stop start' Promenade

## Sustainable and Recycled Materials

All materials should be selected recognising sustainable and recycled sources where appropriate, and where possible extend the narrative and specificity of site:

- Local recycled wharf timbers and pylons
- Local retrieved stone
- Mooring point designation plates and bollards

## Durability and Maintenance

Materials where possible should not require extensive and ongoing maintenance and re-finishing to maintain desired look, however where necessary they should increase the life of the material, and consider (or minimise) ongoing maintenance requirements. To achieve this goal, it is proposed to generally ensure timber selections are of the specified hardwoods, and be left to grey off and weather naturally, with initial applications of timber protective oils. Steels should either be integral i.e.. marine grade Stainless Steel 316, have an application of a suitably specify 2-pack epoxy paint system (or Micaceous Iron Oxide Finish), or a finish such as galvanising, or be designed in such a way to allow rusting and be either a suitable gauge of mild steel or a corten steel.



# Palettes

## Furniture Suite

Functional, uniform and durable. This selection is deliberately conceived as a base style that is easily identifiable to the Port Waterfront. Its role is to facilitate and extend the experience of the waterfront. A number of Promenade locations require new furniture provisions in support of community and social gatherings, recreation and associated business. It is proposed a cohesive suite of furniture is developed for the Promenade that will suit a diversity of applications. It should have the following attributes:

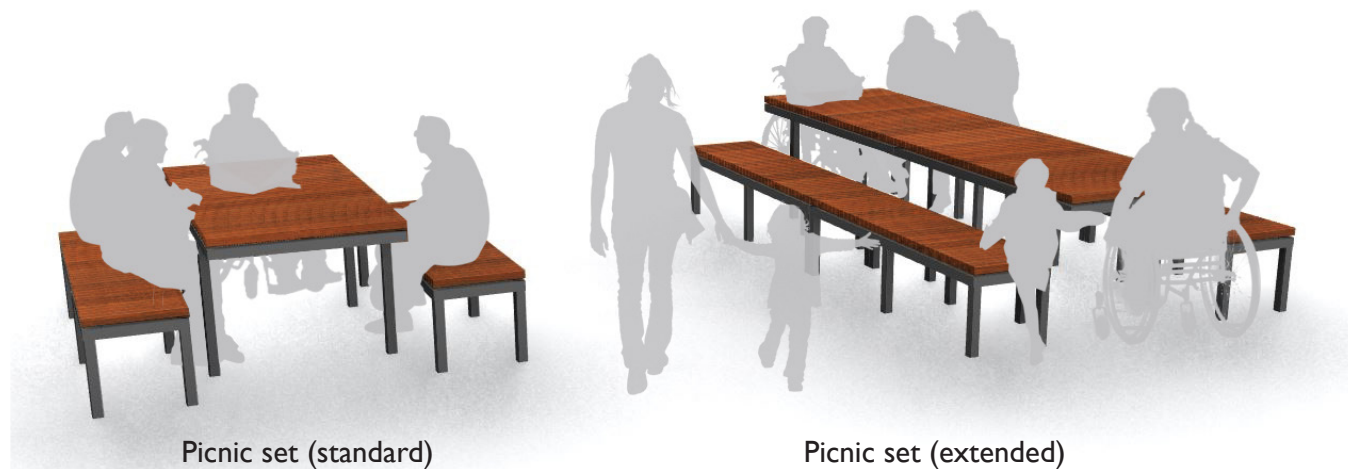
- Suitable for people with special requirements (wheelchair accessibility, armrests, move-able)
- Is flexible in use and can potentially include loose furniture or furniture that allows re-arranging by nearby traders
- A variety of types for a variety of uses (each of the pictured typologies)
- Playful elements for children and adults to sit, climb and interact
- Furniture to be selected according to site requirements, and full adopted suite subject to further design development.



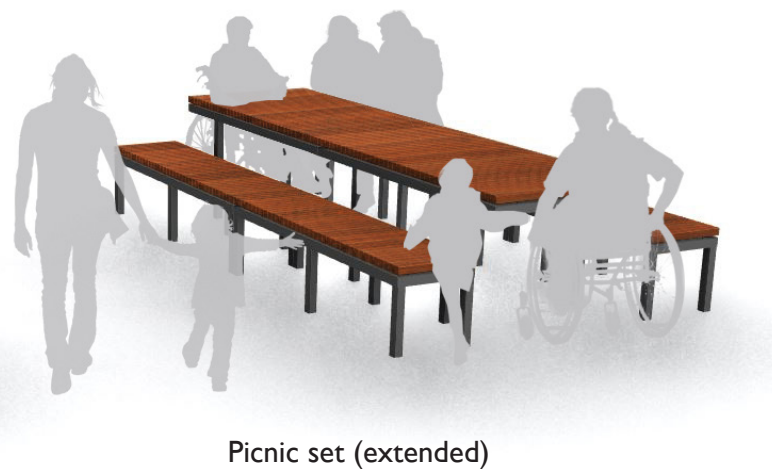
Bench seat with back



Bench seat without back and deck



Picnic set (standard)



Picnic set (extended)



Coffee table and seat with back



Bench seat with backs / armrests



Seat with back without armrests



High table and bar stools



Bar table and bar stools



Cubes



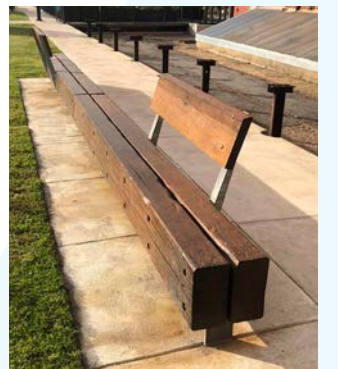
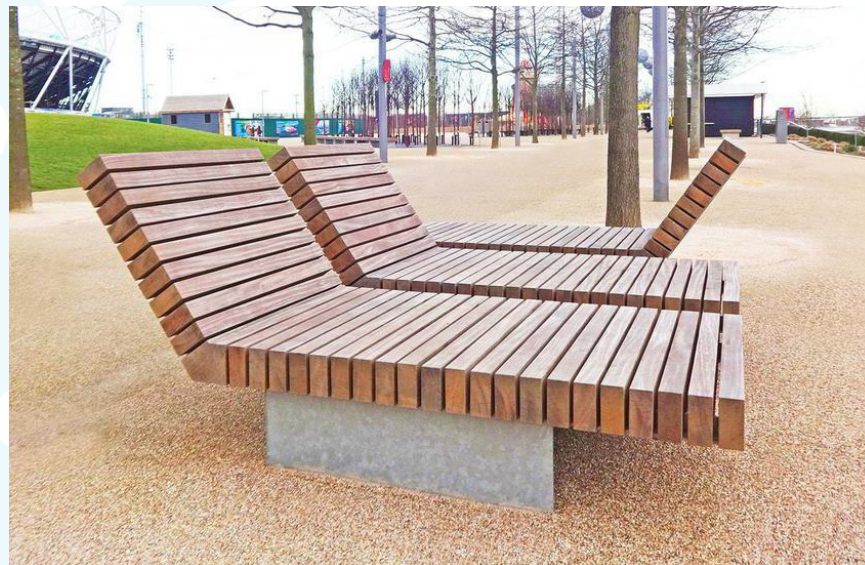
Chaise Lounge



# Palettes

## Furniture Suite

Furniture and seating selections outside of the authorised waterfront suite should be considered as 'integrated artefacts of site'. These would be objects of high design merit, utilising recognisable larger formats of milled, dressed and finished wharf timber. They should be expressive, creative and interesting.



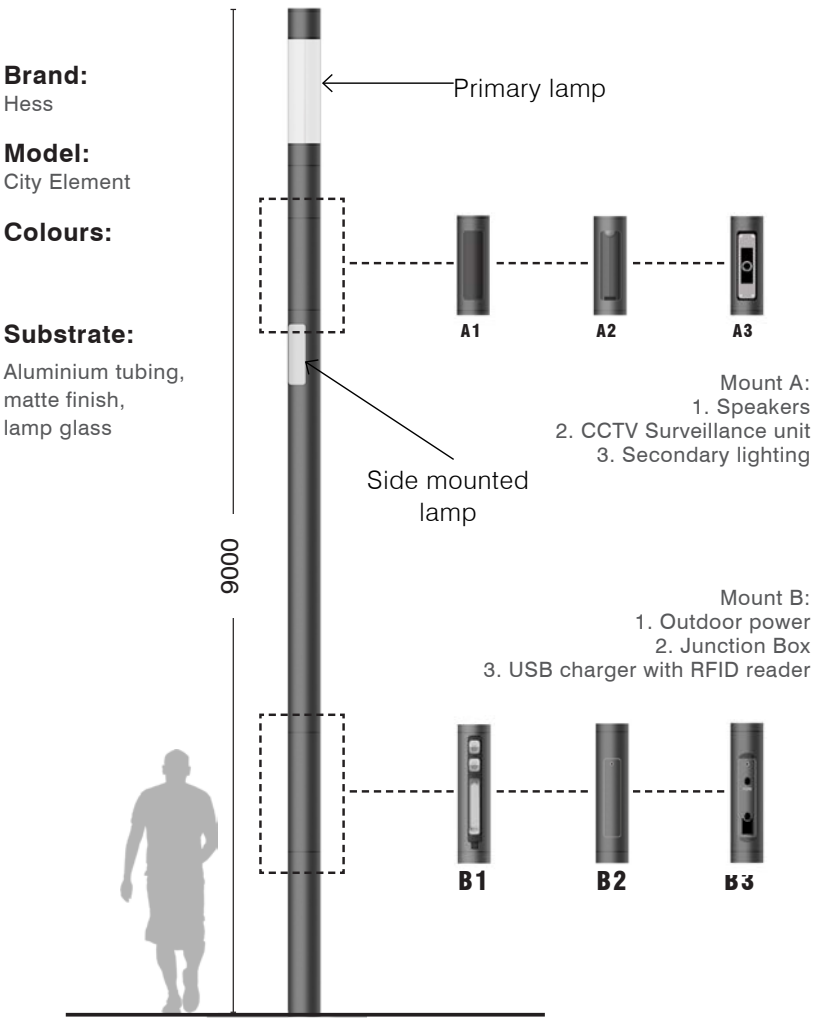


# Palettes Lighting

## Promenade Lighting

In order to allow the experience of the Promenade to be the waterfront itself, future lighting should be as discrete as possible, and of a neutral form so as not to clash with existing typologies and the setting.

Lighting can be flexible and integrated with smart technology. The poles can provide several mounting points for attachments depending on it's location and use.



## Adjacent Public Space Lighting

More gestural uses of light and high-end light fixtures should be utilised as features in adjacent Public Spaces, in a way that is scaled to the hierarchy of space and compliments intended use. A layered approach to lighting treatments, comprising of functional, architectural and feature elements, will enhance a visual hierarchy of lighting and will add a depth and richness to the Public Spaces. The design strives to enhance the public experience, showcase heritage and increase visual interest and activation in the evenings.

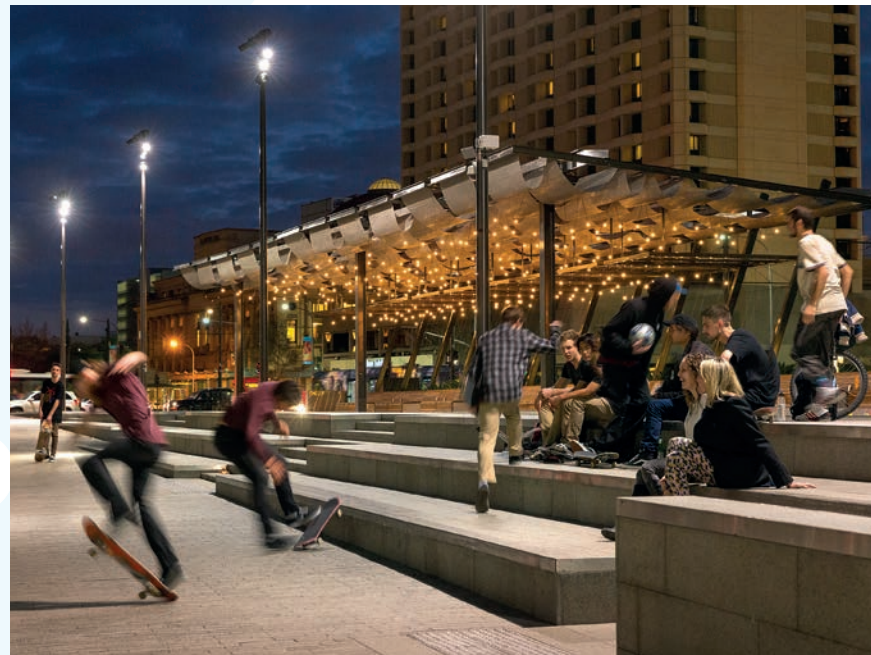


## Lighting Considerations





# Palettes Shelters



## *Enhance Public Spaces & Night Activation*

The lighting should invite residents and visitors alike to engage with the Key Destinations during the evenings, encourage gatherings, dining out experiences and increase overall activation.



## *Lit tenancy window displays*

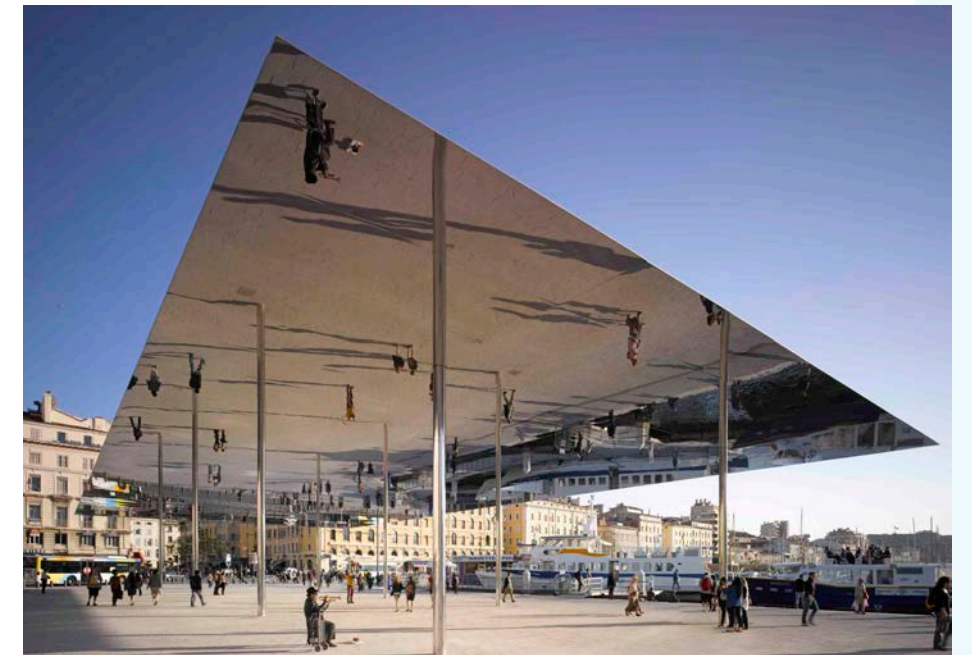
Public use and commercial premises adjacent Promenade should be designed in a way so as to present an active and illuminated facade onto the Promenade where possible.

Shading solutions will need to be delivered through a suite of measures sharing a common positive contribution to the comfort and experience of the waterfront. A range of measures offers different civic, natural and recreational opportunities. The appropriate application will need to take into account the use and availability of space.



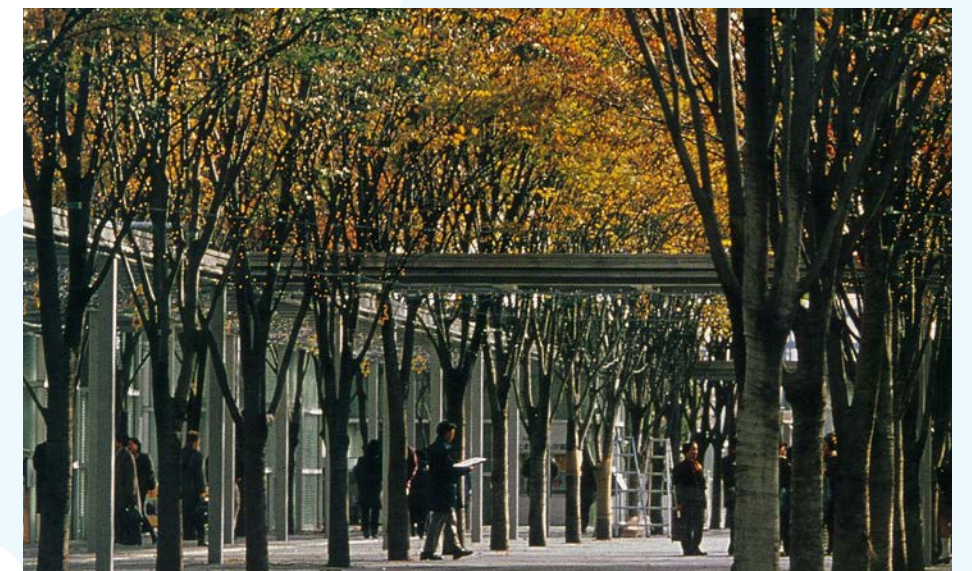
## *Integrated as Architectural Facade*

Building façades should look to contribute spaces of high quality urban design and human amenity, for people and place alike. Opportunities that incorporate seating and shade 'thicken' the edge and create a generosity of space that extends the waterfront experience.



## *Event*

Shelters in adjacent Public Space should look to create an iconic identity for the location. In transit spaces, smaller and integrated means of shading should be investigated on a site by site basis.



## *Trees (where possible)*

Trees should be maintained where existing, and introduced where setbacks and wharf tiebacks permit, to provide relief from the elements and predominant architectural waterfront context.



# Themes and Stories

## Narrative Threads

### Narrative Layers

Site interpretation has been divided into four narrative thematics to collect the stories and predominant narratives of the Port Adelaide waterfront. The narrative layers are shown as all-encompassing and superimposed, indicative of the multifaceted histories, current uses and various understandings of and connection to place.

The narrative layers are:

#### INDUSTRY + TRADE

*historic, current and future*

The understanding of the importance of the waterfront to industry and trade - a place of exchange of goods and ideas.

#### KAURNA

*Ongoing*

A place of continued connection between Kaurna people and Country. A place of cultural, spiritual and literal importance.

#### HABITATION

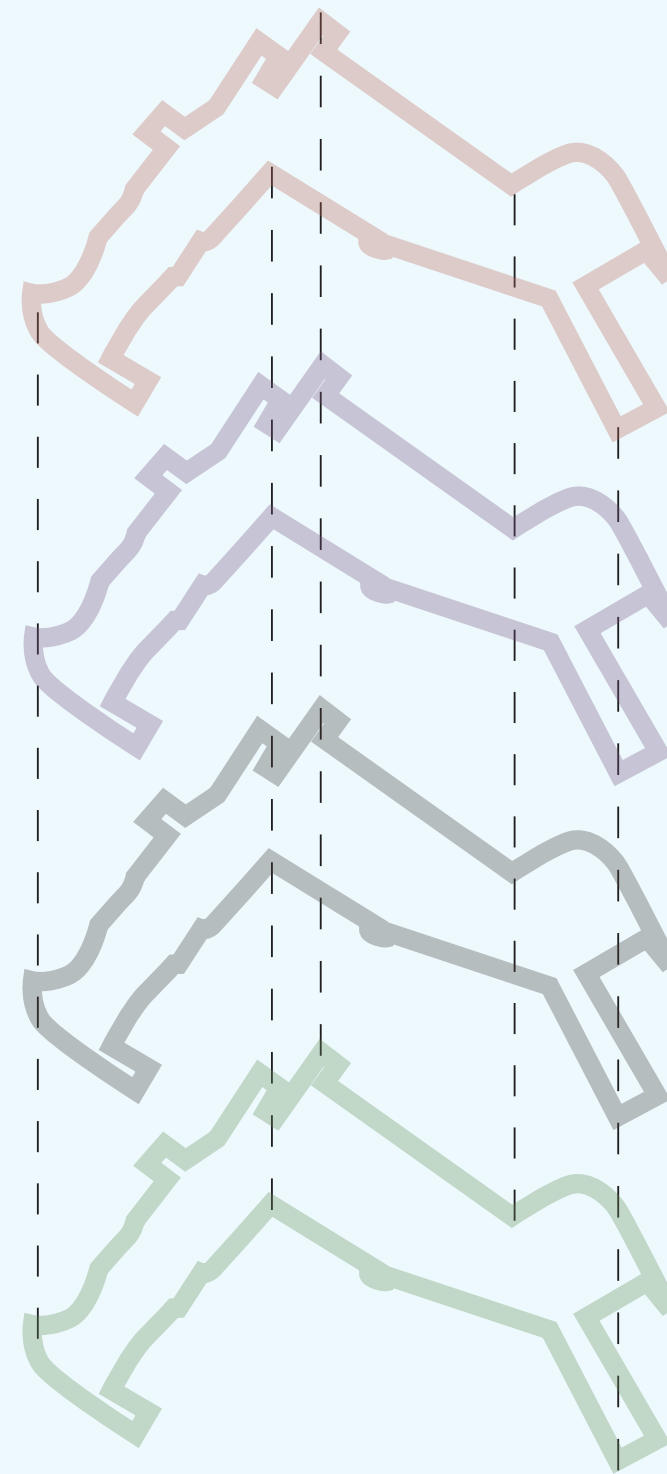
*current and future*

The understanding of the place as a complex urban space

#### ECOLOGY

*the basis of all living systems*

The understanding of the place as one of unique ecology



#### INDUSTRY + TRADE

*historic, current and future*

#### KAURNA

*ongoing*

#### HABITATION

*current and future*

#### ECOLOGY

*the basis of all living systems*





# Themes and Stories

A formal consultation was undertaken by Port Adelaide Enfield Council inviting 45 (26 respondents) key Stakeholders and Community members to have input into the Public Realm Guidelines for the Inner Port. The consultation was focused around their vision for the site; identifying opportunities and significant places; and collecting stories.

Each of the four narrative layers and sub-themes is underpinned by a number of stories.

Most stories and themes from the site overlap significantly and can encompass areas much larger than the Port Waterfront.

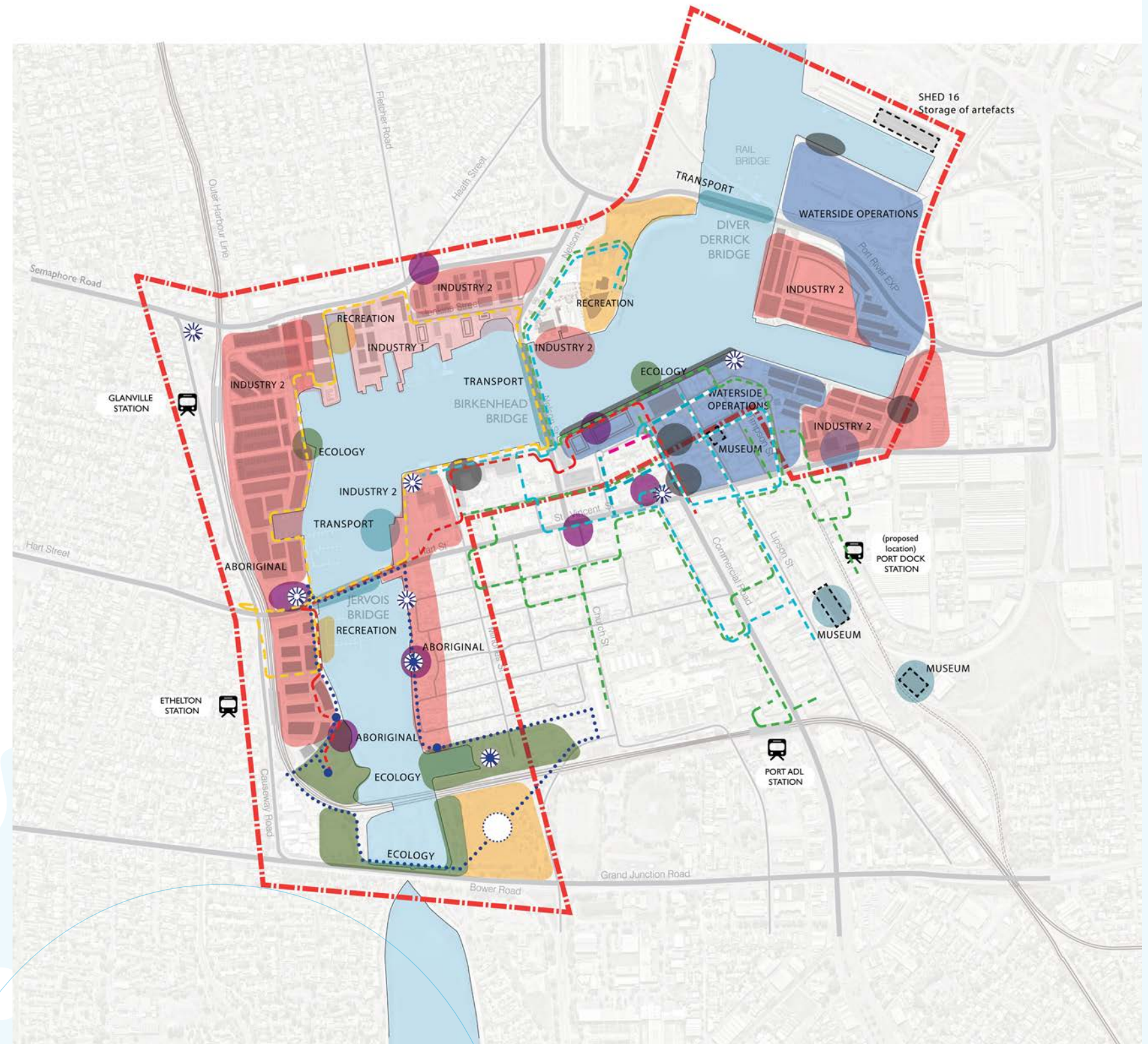
## LEGEND

### THEMES

- ECOLOGY
- ABORIGINAL / KAURNA HABITATION
- People of the Port
- Recreation
- INDUSTRY & TRADE
- Waterside Operations
- Industry 1
- Industry 2
- Transport

### TRAILS

- Mudlangga to Yertabulti (M2Y)
- Walk the Port (extended)
- Environment Walk
- Loop Path
- Wonderwalls
- Kaurna Cultural Heritage Trail (CHT)
- Future Kaurna CHT / M2Y Site





# Conclusion

*For more detailed information refer to:*

The **Port Adelaide Waterfront Public Realm Guidelines** document  
at [www.cityofpae.sa.gov.au/council/corporate-documents/plans](http://www.cityofpae.sa.gov.au/council/corporate-documents/plans)

If you want to find out about:

Waterfront Public Realm Register

Port Adelaide Waterfront - Public Realm Audit

Waterfront Best Practice

Vision and Guiding Principles

Kaurna reference

Palettes - materials and palettes

Themes and Stories

Catalyst Projects

You will find it on page:

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14-18

20-21

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34-35

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50-69

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CITY OF  
**Port Adelaide Enfield**

City of Port Adelaide Enfield  
Civic Centre - 163 St Vincent St, Port Adelaide

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