

T.C.L



City of Port Adelaide Enfield

June 2021

PORT ADELAIDE WATERFRONT PUBLIC REALM GUIDELINES PROJECT

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Traditional Owner Acknowledgment

We respectfully acknowledge the past, present and future Custodians of Yertabulti, the original Kurna name given to the lands around the Port River.

We acknowledge the traditional Kurna inhabitants deep and ongoing connection to this country, both spiritual and physical.

We commit to listen and learn, and find ways to respectively acknowledge this relationship to country, and translate this into design and ongoing custodianship.

Report No: A2028 Port Adelaide Waterfront Public Realm Guidelines

Rev	Description	Date	By	Checked	Approved
P1	Draft for Review	17.03.2021	DH/EP	DS/AC	DS
P2	Minor amendments to P1	18.03.2021	DH	DH	DS
P3	Final Draft Amendments	12.04.2021	DH/EP	DS/AC	DS
P4	Council Amendments	26.05.2021	DH/EP	DS/AC	DS/AC
P5	Final Issue	18.06.2021	DH	DS	DS

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Executive Summary

Vision

The Port Adelaide Waterfront Public Realm Guidelines sets out **A Bold Vision**:

for an authentic world class waterfront that provides an immersive waterside experience, is reflective of Port Adelaide's progressive identity, and builds on its rich culture and heritage

Site Themes & Guiding Principles

The guidelines were approached through **six site themes** and corresponding guiding principles, which highlight the Port Adelaide Waterfront's key qualities and stories. These inform the principles and, in turn, focus key initiatives for the inner harbour's future. They are:

Linkages

Living Narratives

Resilience

Authentic

Kaurna (of Country)

Destinations

Together, the Vision and **Guiding Principles** outline a shared aspiration and set of commitments for the future of the inner Port that:

is Connected

is Sustainable

is Resilient

is Experienced

is of Place

is Accommodating

Key Initiatives & Implementation

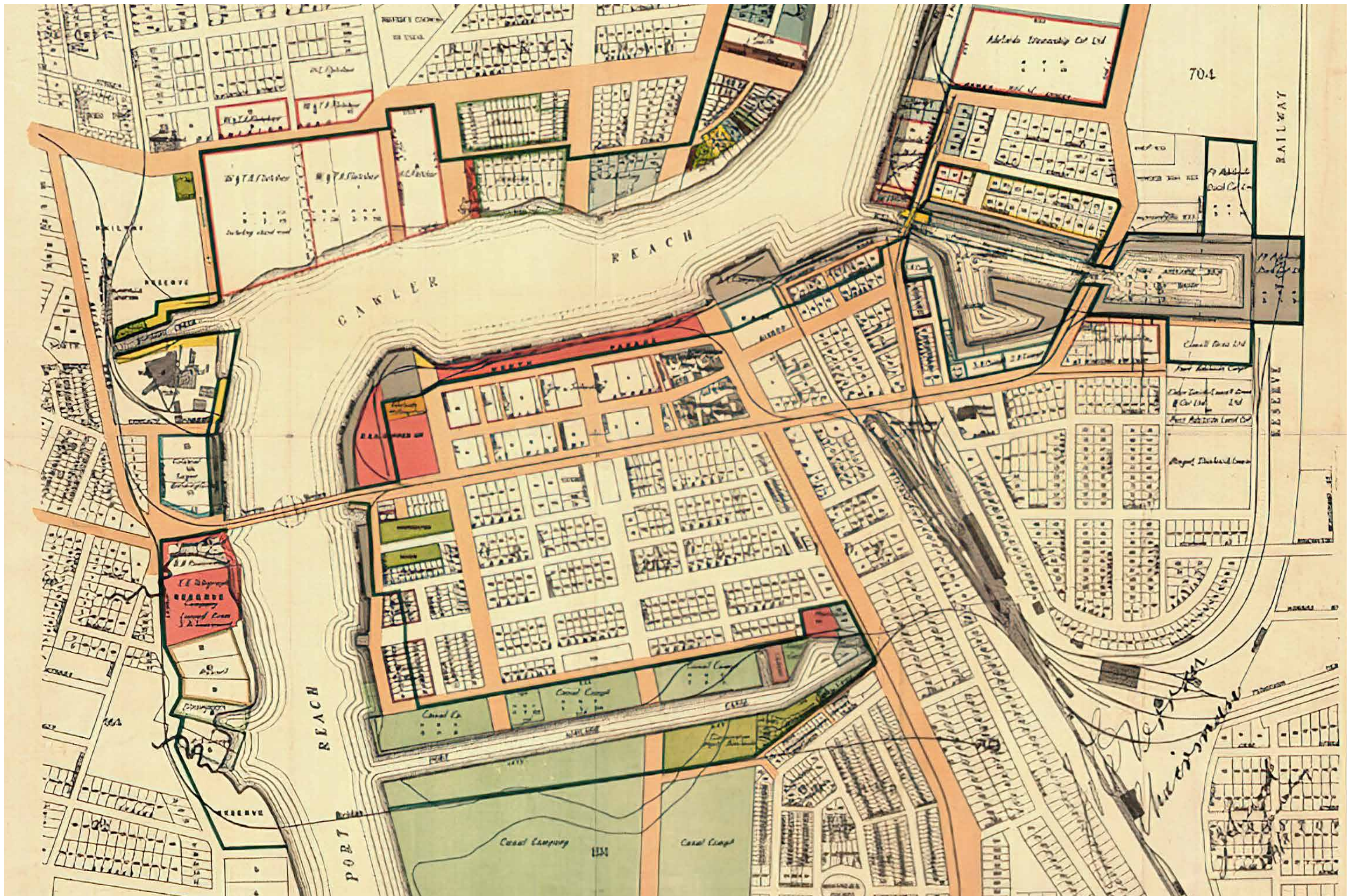
The recommendations and project proposals put forward as a part of this report were developed following a thorough survey of the physical and strategic landscape of the Port. This revealed a series of projects and actions that were subsequently catalogued. These range in scale from smaller activations and interventions designed to address immediate needs and opportunities, through to larger precinct based project master plans.

The recommendations contained within:

- balance a respect for the traditional and continuing inhabitants of place - the Kaurna community,
- extend Port Adelaide's vitality and community agency within the waterfront space, and
- establish a framework for Council and developers that ensures future developments work together to realise the potential of the Port; as one of the world's most authentic and engaging waterfronts.

Some recommendations will necessitate Council leading the process of instigating major public realm project redevelopments, in line with the vision and recommendations set out in this document, and according to Council's own internal hierarchy of preference. Likewise, the sequence of land assets becoming available to Council, and existing project commitments will have a bearing on the subsequent order of development. Other recommendations will necessitate developer commitments or a shared undertaking between Council and developers delivering a shared outcome. This scenario capitalises on Council's strengths in conceiving and 'grounding' projects that align with their strategic Visions and civic requirements. It also has the added benefit of reducing unknowns and risk for developers undertaking such activities, instead capitalising on their expertise in project delivery.

Site Themes	Linkages	Living Narratives	Resilience	Authentic	Kaurna (of Country)	Destinations
Principles	<p>is Connected</p> <p><i>A continuously connected promenade, with a variety of connections to, and from the water</i></p>	<p>is Sustainable</p> <p><i>Sustains and enlivens authentic connections to past, present and future.</i></p>	<p>is Resilient</p> <p><i>Create places that are bold, resilient and adaptable to future conditions</i></p>	<p>is Experienced</p> <p><i>Is read implicitly, and experienced as a unique but cohesive Public realm</i></p>	<p>is of Place</p> <p><i>Incorporates Kaurna approach to, and knowledge of place into design thinking</i></p>	<p>is Accommodating</p> <p><i>Accommodates a diversity of activities, communities and interfaces</i></p>
Key Initiatives	<ul style="list-style-type: none"> • A Continuously connected and identifiable waterfront promenade that is unified and unique. • Clear and legible Urban Design configurations that anticipate future development and integrate existing assets and site specific character. • Core materials and public realm elements implemented throughout, and supplemented with place specific palettes. • Provision of access to the water broadly. Including access for swimming, fishing, small and large watercraft, and views to the water, key items and places of significance to be maintained and strengthened. 	<ul style="list-style-type: none"> • Nodes and transitional zones along the promenade define interpretive frameworks and future outcomes. • Dual-Language Kaurna/English signage and place naming • Adopt, adapt and celebrate existing elements and provide new ways of looking at them • Augmentation of existing Kaurna storytelling frameworks and provision of a Kaurna Cultural Heritage Precinct • Encourage diverse use of the Port River, including the working port, recreation, conservation, learning and teaching 	<ul style="list-style-type: none"> • Develop integrated solutions that are responsive to current and future climatic conditions • Identifies forward-looking urban development that mitigates flood risk through sea-level rise • Provide intertidal habitats and reed beds that improve river health and raise ecological awareness • Assist Deep understanding of the complexity of the place. 	<ul style="list-style-type: none"> • Allow the place to be read implicitly through retention of historic fabric, views and ongoing activation. • Support and encourage uses that are directed at the local community (over tourism focused) • Responding to community input and support of public art projects and identification of nodes • Waterfront design and interpretation that responds to the multifaceted narratives of place • Interpretive strategies that are site-specific, nuanced and engaging 	<ul style="list-style-type: none"> • Development of a cultural precinct and centre that connects and consolidates existing interpretation and traditional storytelling for the Kaurna and local Community • Investigate formation of a Kaurna gateway experience to the Port estuary and link to Aboriginal Cultural Centre. • Reinstatement of indigenous and endemic plant species where possible. • Provision of frameworks to guide holistic designing with Country • Dual-Language Kaurna/English signage and place naming 	<ul style="list-style-type: none"> • Build on existing places of congregation and focus • Provide linkages to and between key nodes along the waterfront • Ensure destinations are able to host informal/recreational and formal/civic events. • Improve amenity and public facilities, prioritising major and shared cultural spaces



1.0 Introduction

This project begins with a recognition of the waterfront's central importance to the Port Adelaide identity.

In looking to preserve this significance, a new balance must be established between respecting the fabric of past whilst looking to forge a bold future.

The Port Adelaide Waterfront Public Realm project establishes a cohesive Vision and set of site-specific Guidelines; commitments that will guide future developments within the inner harbour.

This project begins with a recognition of the waterfront's central importance to the Port Adelaide identity.

In looking to preserve this significance, a new balance must be established between respecting the fabric of past whilst looking to forge a bold future. Large scale post industrial waterfront settings require bold and often controversial gestures. Such change is seldom polite or modest. Likewise, it will require bold project champions and a commitment to see the vision come to life through successive contributions of Council, community members, advocates and activists, and public space professionals.

At its foundation, the vision has three themes:

- an Authentic, Bold and Ambitious Landscape,
- Enabling Access to the Water; the lifeblood of the Port,
- and a Vibrant and Active Destination.

This document outlines a series of aspirations drawn from an initial period of observation and deep immersion in place, and benchmarked against best practice and world class waterfront precedent. Each section frames future design interventions in a language of place. It seeks to establish pragmatic and logical design guidelines that balance the aspirations with the realities of the site, and together establish the preconditions for the bold reconfiguration of the Port and subsequent destination developments. Most importantly, it looks to build consistency between the elements of the Port Waterfront, and facilitate future urban space interventions.

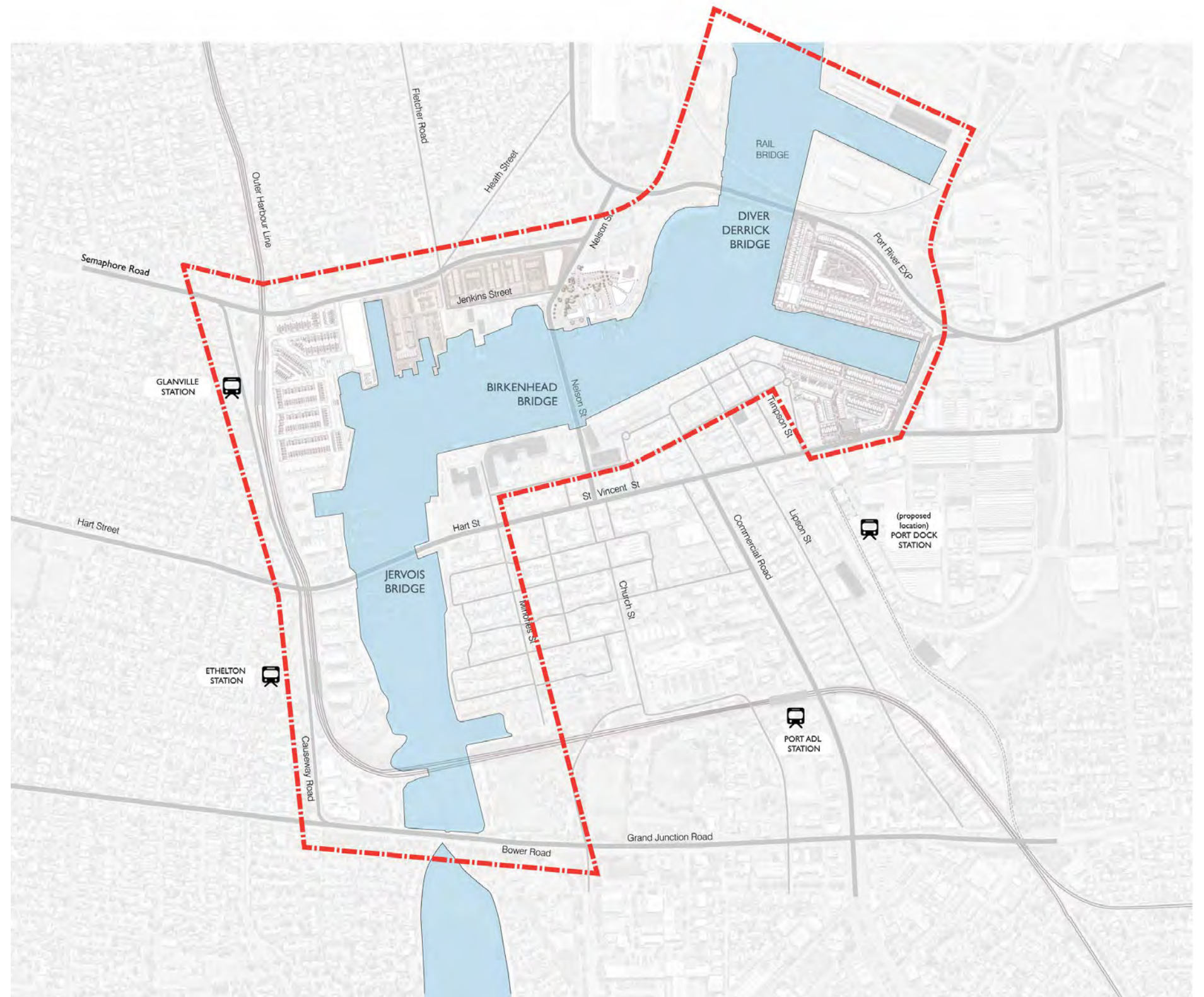
The recommendations contained within:

- balance a respect for the traditional and continuing inhabitants of place - the Kaurna community,
- extend Port Adelaide's vitality and community agency within the waterfront space, and
- establish a framework for Council and developers that ensures future developments work together to realise the potential of the Port; as one of the world's most authentic and engaging waterfronts.

It will form a database and reference document for future works. It will require reappraisal every 5-10 years, or as circumstances and developments necessitate. Its aspirations will be shared by various Port Stakeholders; Council, consortiums of developers and community, residents and recreationists alike for the common good of the Port Adelaide waterfront.

1.1 Site Overview

The Port Adelaide Waterfront is a former working port strategically located 12km from the Adelaide CBD, and accessed via Port Road from the Adelaide CBD. Formerly South Australia's major industrial Port, the inner harbour area is characterised by a mix of post-industrial, industrial, commercial and residential developments across a wide range of sites, and varying ownership scenarios. Whilst the focus is the waterfront promenade and adjacent public spaces, the study site is broadly extended to the south by Bower Road, to the west by Causeway Road, to the north by Semaphore Road and Port River Expressway, and bounded to the east by St Vincent and Minorities Streets.



1.2 Methodology

Beginning with a site synthesis mapping phase, a holistic ‘State of the Waterfront’ was established. Areas of investigation included existing waterfront Promenade and Public Space provisions (and conditions), a gap analysis, review of prior stakeholder consultation, and identification of site specific themes and stories. A document review surveyed the policy and strategic ‘landscape’, and ensured existing policy and development directions were captured in the final mappings and schedules.

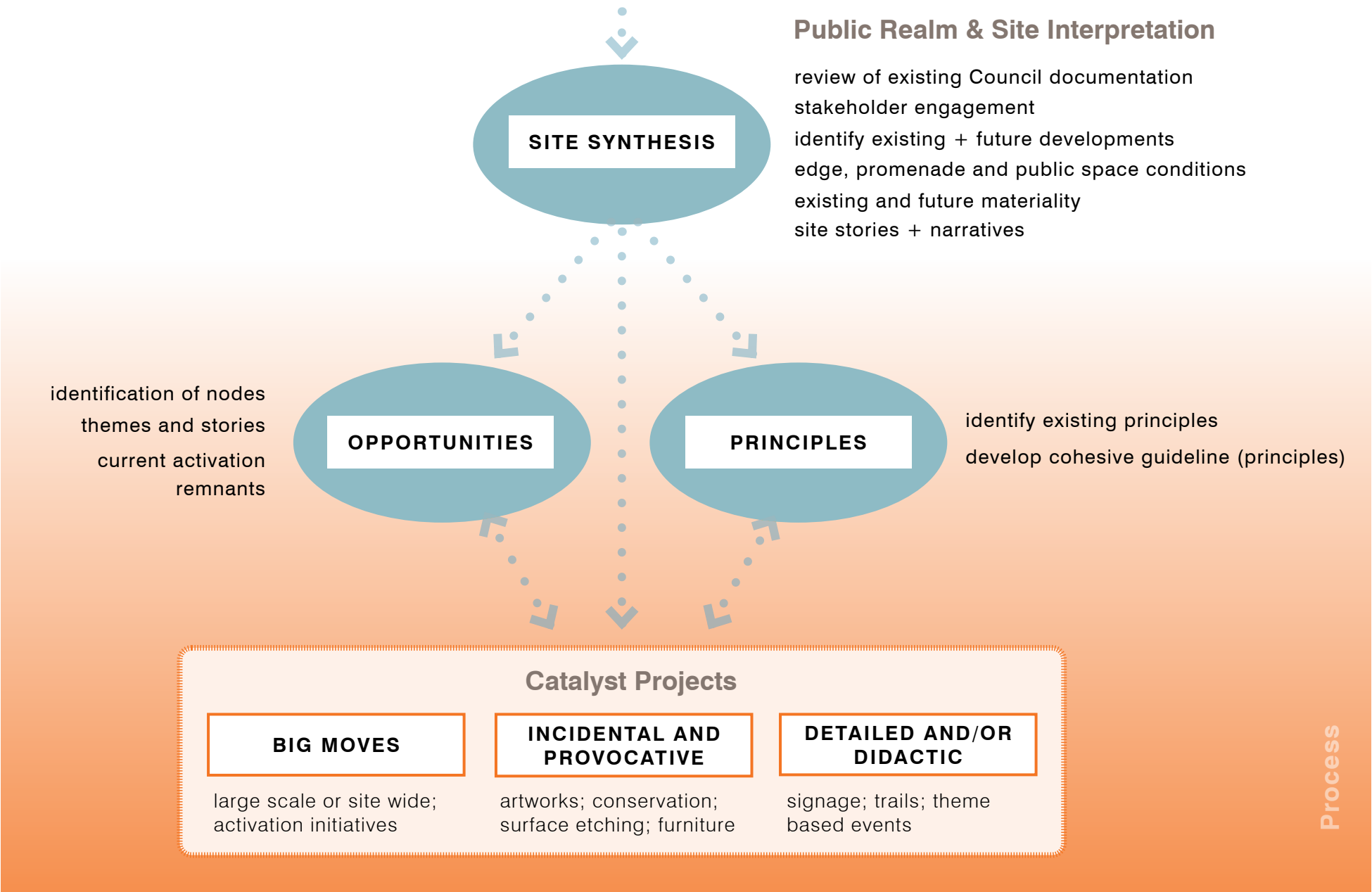
From this synthesis phase, a cohesive vision for the inner harbour was established, informing the development of a series of waterfront Public Realm Guidelines that balanced achieving the visions’ aspirational objectives through more measurable place based recommendations.

The final phase saw the consolidation of a series of place specific recommendations and Catalyst projects.

The resultant report can be summarised in 4 parts:

- Public Realm and Waterfront Audit
‘site synthesis’ mappings; public realm schedule;
- Public Realm Guidelines
Vision and design guidelines; benchmarking against best practice waterfronts; spatial, material and lighting guidelines
- Site Interpretation
Inner Harbour themes and stories mapping;
Site Interpretation protocol; Site interpretation schedules
- Catalyst Projects
Implementation Recommendations; Projects Schedule;
Priority Projects Recommendation

It is intended that the resultant report and accompanying schedules form the comprehensive reference document for all future waterfront developments.



1.3 Policy Context

We began this undertaking by acknowledging the profound body of work that exists around Port Adelaide. We see this as emblematic of the challenge inherent in working in Port Adelaide. How do you work in such a place, appropriately acknowledge such a landscape so rich in history and potential, a history so full of character and characters?

A full list of the reference documents can be found opposite, and includes strategic and statutory documents that guide planning and design in the Port, along with developer documents that capture intentions and commitments, as well as assorted studies and cultural mappings that attempt to distil the more peculiar qualities of the City of Port Adelaide Enfield and it's waterfront.



	Document Title	Ref Code	Source
DOCUMENT REGISTER	Active Recreation Facilities Needs Assessment 2019	ARFA.19	City of PAE Council
	AdaptWest Regional Adaptation Plan 2016	AWAP.16	City of PAE Council
	Annual Business Plan 2021	ABP.21	City of PAE Council
	Arts and Culture Strategy 2020 to 2025'	A-CS.20-25	City of PAE Council
	City Plan 2030	CIPL .30	City of PAE Council
	Design Outcome Guide Dock 1 and Starfish FINAL 16 June 2017	DOG.D1.SFA.17	City of PAE Council
	Design Outcome Guide Fletcher's Slip and NW Policy Areas	DOG.FSS NW	City of PAE Council
	Design Outcome Guide McLaren's Wharf	DOG.McLW	City of PAE Council
	Economic-Development Strategy 2020	E-DS.20	City of PAE Council
	Inclusive Communities Plan 2019 to 2024	ICP.19-24	City of PAE Council
	Kaurna Cultural Heritage Survey 2007	KCHS.07	City of PAE Council
	Landscaping and Building Plan - McLaren Wharf Hotel and Development	LP-BP-Mc WH	City of PAE Council
	Landscaping Plan - Cruickshank's Corner Draft Proposed Masterplan	LP-CCDM	City of PAE Council
	Landscaping Plan - Fletcher's Slip	LP-FS	City of PAE Council
	Landscaping Plan - North West Precinct Stage One	LP-NWP.S1	City of PAE Council
	Landscaping Plan - North West Precinct	LP-NWP	City of PAE Council
	Living Environment Strategy 2017 to 2022	LES.17-22	City of PAE Council
	PAE-Open-Space-Strategy	PEA-OSS	City of PAE Council
	Port Adelaide Centre and Semaphore Rd Public Signs Manual	PA-C&SPSM	City of PAE Council
	Port Adelaide Centre Public Domain Manual	PA-CPDM	City of PAE Council
	Port Adelaide Centre Vision and Framework	PA-CVF	City of PAE Council
	Port Adelaide Cultural Mapping and Survey Project 2013	PA-CM&SP.13	City of PAE Council
	Port Adelaide Historic Ships and Boats Strategy Report 2017	PA-HSBSR.17	City of PAE Council
	Port River Public Realm Design Guideline Attachment - Project Context	PRPRDGA-PC	City of PAE Council
	Port Waterfront Public Art Framework 2007	PWPAF.07	City of PAE Council
	Public Art and Placemaking Policy (CD27)	PA-PP(CD27)	City of PAE Council
	Tourism Strategy and-Action Plan 2020	TSSAP.20	City of PAE Council
	Phase 1 draft engagement report.24.8.20	PAWFDG Stakeholder Engagement	City of PAE Council
	Activities and activity areas mapping	AAM	City of PAE Council
	PAE Associated Access and Movement Study_Context & Features Map	PAE-AAMSCFM	City of PAE Council
	v3 DRAFT_PA E Port Dock Station_Movement Study	V3 D-PAE PDS-MS	City of PAE Council
	Environment Walk - https://www.cityofpae.sa.gov.au/explore/things-to-seeand-do/visit-port-adelaide-app		City of PAE Council
	Heritage Plaques Trail /Website - https://portenf.maps.arcgis.com/apps/Shortlist/index.html?appid=fa83bfef53434b03b45a299865847e9d and a virtual tour that was set up due to this years history month tour being cancelled due to COVID https://poly.google.com/view/52m47CoQVN8		City of PAE Council
	Local history https://www.cityofpae.sa.gov.au/explore/libraries/local-history		City of PAE Council
	Coastal inundation mapping: https://www.adaptwest.com.au/mapping/flood-maps		City of PAE Council
	McLaren Parade Streetscape information https://haveyoursay.cityofpae.sa.gov.au/mclaren-paradestreetscape-upgrade		City of PAE Council

	Document Title	Ref Code	Source
DOCUMENT REGISTER	Stakeholder spreadsheet - for TCL	SS-T.C.L	City of PAE Council
	Port River Public Realm Strategy - open space background	PR-PRS.B	City of PAE Council
	Port River Public Realm Questionnaire - FULL	PR-PRQF	City of PAE Council
	Port River Public Realm - Questionnaire	PR-PRQ	City of PAE Council
	Record-of-Proceedings-Aboriginal-Cultural-Centre	RoP.ACC	City of PAE Council
	Western Region Reserve 8-December-2020-Ordinary-Council-Meeting	WRR.20.OCM	City of PAE Council
	Port Adelaide Precinct Document	PA-PD	ourport-resource Docs
	Newport-Quays-Master-Plan	NQ-MP	ourport-resource Docs
	Concept_Master_Plan_Report	CM-MPR	ourport-resource Docs
	McLaren-Wharf-and-Cruickshank's-Corner-Strategic-Framework-Dec-2010	MCWC-CSF.10	ourport-resource Docs
	Port_Adelaide_Centre_Car_Parking_and_Movement_Study_October_2011	PACCPMS.11	ourport-resource Docs
	Jensen_Document_Review_Final_April_2012	JDRF.12	ourport-resource Docs
	McLaren_Wharf_and_Cruickshank's_Corner_Final_Master_Plan_Report	McWCCMR	ourport-resource Docs
	Community-Open-Day-Summary-of-Community-Ideas-Mar-2013	COD-S.13	ourport-resource Docs
	Port-Adelaide-Waterfront-Redevelopment-Community-Engagement	PA-WRCE	ourport-resource Docs
	Port Adelaide Interpretive Trail - Concept Report - 2010	PA-IntT.10	online
	City of Port Adelaide Enfield - Development Plan 2020	CoPAE-DP.20	online
	Port Adelaide Enfield - Open Space Strategy 2021-2026	PAE-OPS.21-26	unreleased extracts referenced from PR-PRS.B
	Port Adelaide Enfield - Active Recreation Facilities Plan - March 2020	PAE-ARFP	unreleased extracts referenced from PR-PRS.B
	Port Adelaide River Seawall Study Volume 2 - Concept Design Development	PARSS-2	City of PAE Council
	Couper Smartt, John, <i>Port Adelaide, Tales from a Commodious Harbour</i> , Friends of the South Australian Maritime Museum Inc, 2003	Couper Smartt	Mulloway Studio resource
	Vivienne Wood, Hemisphere Design, GHD for City of Port Adelaide Enfield, <i>Kaurna Cultural Heritage Survey</i> , 2007	Kaurna Cultural Heritage Survey 2007	Mulloway Studio resource
	Port Adelaide Waterfront Cultural Mapping Reports 1-3, 2008-2011	PAWCM+S 1,2,3	Mulloway Studio resource
	Melvin, Sheridah and Veronica Brodie for Lartelare Homeland Association, <i>Kudlyo The Black Swan Dreaming: Veronica Brodie and the Continuity of Kaurna history at Glanville and Le Fevre Peninsula</i> , 1994	Kudlyo the Black Swan Dreaming	Mulloway Studio resource
	Visit Port Adelaide App	-	Downloaded - Nov 2020, accessed - varies
	PAE Mudlangga to Yertabulti Track Trail Guide	-	online. accessed - varies
	Estuary Care Foundation SA website	-	online. accessed - varies



2.0 Port Adelaide Waterfront



2.1 Port Adelaide Waterfront

Urban waterfronts are constantly in flux; crusty, utilitarian, muscular and dissolving; with temporal qualities that engage all our senses. Yet waterfront redevelopments are often characterised by the removal of the very qualities that attract us to these places. Waterfronts in the post industrial city are the target of extensive urban regeneration and are a vessel to facilitate a city's revitalisation.

Beginning with a site synthesis mapping phase, a holistic 'State of the Waterfront' was established. Areas of investigation included existing waterfront Promenade and Public Space provisions (and conditions), a gap analysis, review of prior stakeholder consultation, and identification of site specific themes and stories.

A document review surveyed the policy and strategic 'landscape', and ensured existing policy and development directions were captured in the final mappings and schedules.

2.2 Waterfront Public Realm Audit

Waterfront Developments

Government and private sector client considerations, and their strategic and economic imperatives require that we not only engage with the peculiarities of place, but do so in a commercially savvy manner.

With this in mind, we have captured the major developments happening around the Port and their current status. This list is subject to change on an ongoing basis, and this ambiguity is attempted to be captured.

Development	Zone	Developer	Status
Dock One	Dock One	Starfish & Renewal SA	Under Construction
Port Approach	Port Approach	Starfish & Renewal SA	Under Construction
Cruickshank's Corner	Cruickshank's Corner (north)	City of PAE	Future Consideration
	Cruickshank's Corner (south)	Southern Sea Eagles	Informal Concept
Fletcher's Slip	Fletcher's Slip	Cedar Woods & Renewal SA	Masterplan
North West Precinct	North West	Cedar Woods & Renewal SA	Under Documentation
Hart's Mill	Hart's Mill	Renewal SA	Complete
Black Diamond Square	McLarens Wharf	City of PAE	Under Consideration
Dock Two	Dock Two	Renewal SA	Unknown
New Port	New Port	Renewal SA (formerly LMC)	Complete
Fishermans Wharf	McLarens Wharf	-	
PT Adelaide Hotel	McLarens Wharf	CK Property Group	Under Documentation
Western Region Park		City of PAE	Under Consideration

Legend

Public Open Space - Complete

Public Open Space - Currently Under Development

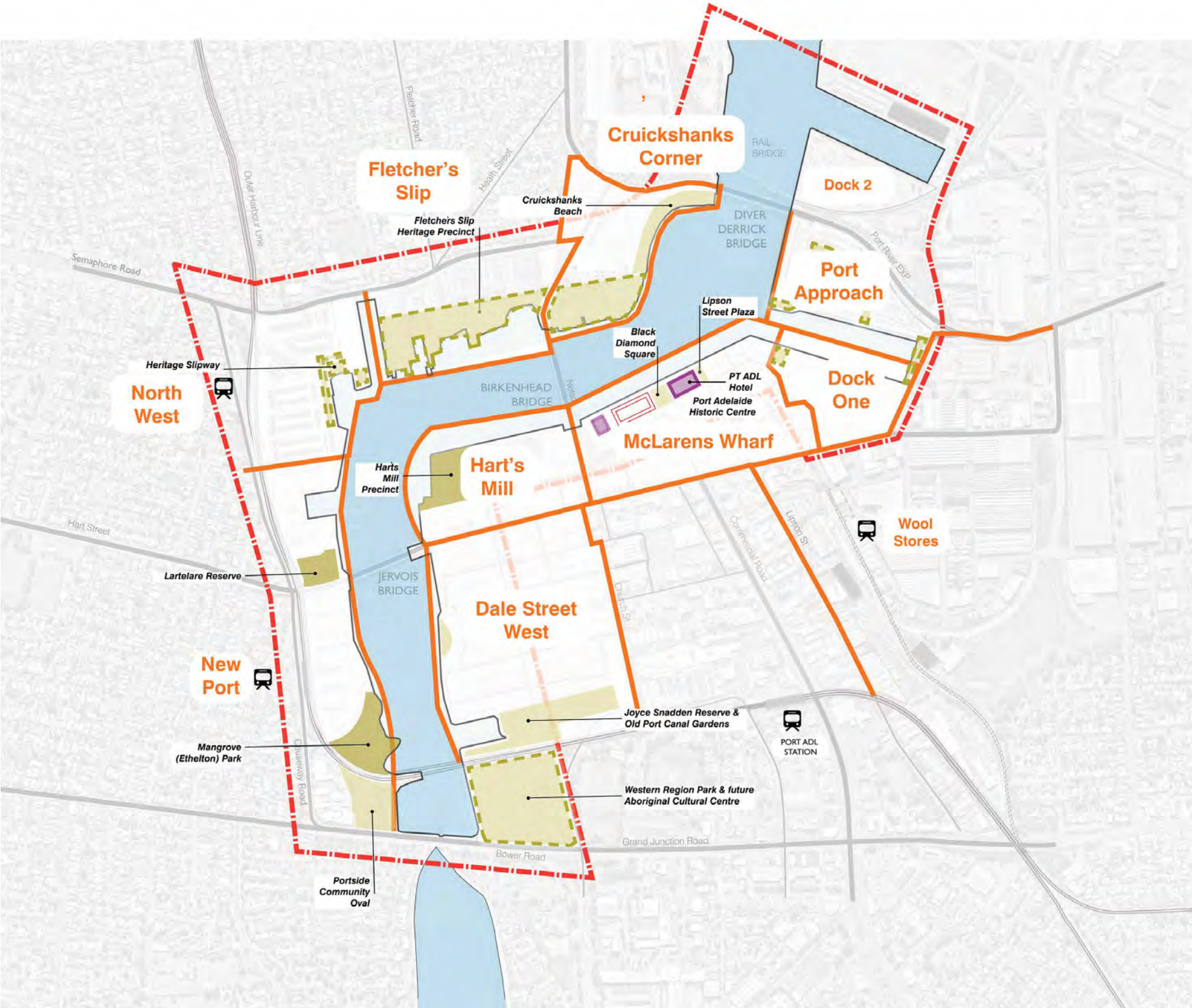
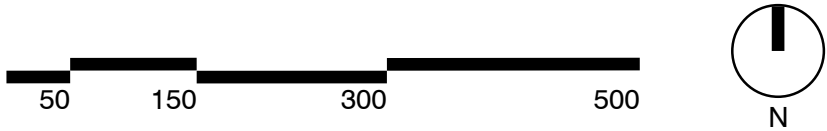
Public Open Space - Existing (various states of Development)

Key Waterfront Site - Currently under Development

Key Waterfront Site - Unknown Development

Key Waterfront Site - Cultural Heritage

Development Zones



2.2 Waterfront Public Realm Audit

Waterfront Promenade Conditions

The inner harbour waterfront is a highly variable environment characterised by a mix of trails, promenades, paths, and in-between spaces largely reflective of the eras of development and agendas of developing parties.

The audit that follows attempts to firstly establish the levels of precinct connectivity, and secondly the material and spatial make up that define the inner harbour.

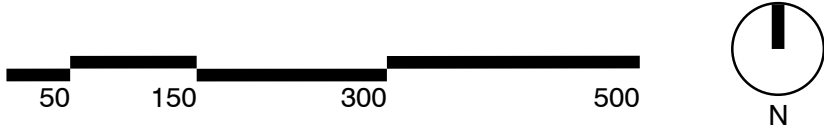
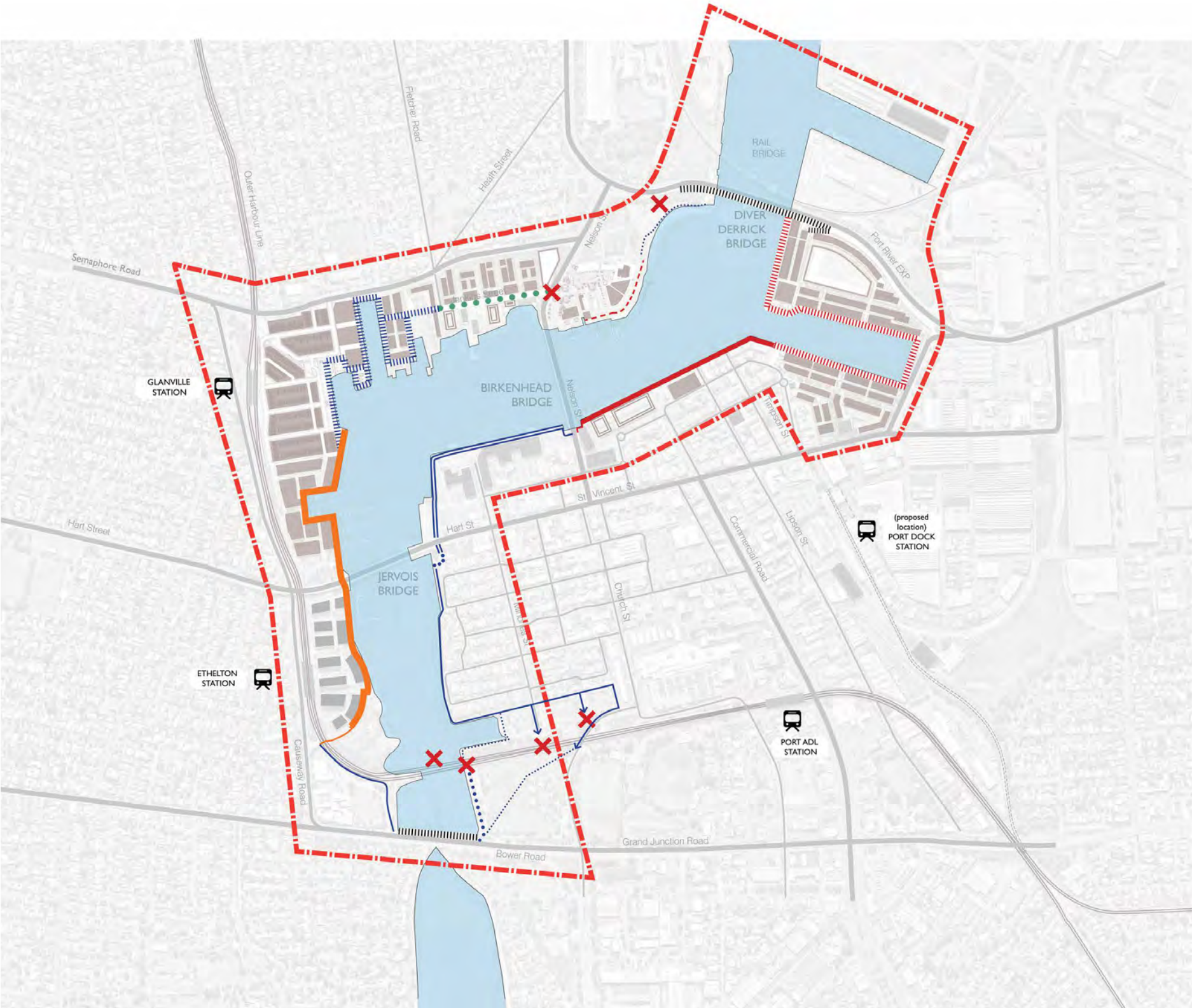
The table below looks to outline the Promenade:

- Form
- Configuration
- Size / Scale
- Condition / Status

Legend

	Primary Material	Typ. Dimensions	Status
	Asphalt	Typ. 8m (4m shared path + 4m pedestrian)	Existing
	Asphalt	2.5-3m Shared Path	Existing
	Unsealed Gravel & Dirt	Varied	Existing
	Road Verge - Pedestrian path	Cedar Woods & Renewal SA	Existing
	Concrete	3m	Existing
	Concrete	Typ. 8m (5m shared + 3m urban elements)	Existing
	Concrete	Typ. 7m (4m shared + 3m urban elements)	Existing
	Asphalt + Concrete	Typ. 8m (6m shared + 2m urban elements)	Under Documentation
	Shared Road - Asphalt + Concrete	Undocumented	Masterplan
	Undocumented	2m	Informal Concept
	Clay Unit Pave & Corten Planters	Typ.8m (2.5m shared + 2m planters + 2.5m)	Under Construction
	Unit Paver	Typ. 10m (2m urban setback + 6m shared + 2m waters edge)	Existing
	Asphalt / Unit Paver	Typ. 2.5M	Existing

Disconnected / Incontinous Access



2.2 Waterfront Public Realm Audit

Waterfront Promenade Context

The Waterfront Promenade passes through a range of public spaces ranging from ecological open space sanctuaries through to community parks, playgrounds and residential reserves. This overview allows a clear picture of the interface treatment and types that will be encountered by any continuous Promenade. Capturing the mix is a crucial first step in reviewing the open space provisions against the ambitions as outlined in Port Adelaide’s strategic documents and in recommending directions in future.

Legend

Green Public Open Space - Existing

Green Public Open Space - Under Development / Consideration

Urban Plaza - Existing

Urban Plaza - Future Consideration

Urban Plaza - Currently Proposed

Urban Waterfront link - Existing / Under Development

Key Waterfront Site - Unknown Development

State Heritage Listed

Local Heritage Listed

A detailed map of the Port Adelaide waterfront area, showing the layout of the Waterfront Promenade and surrounding public spaces. The map includes labels for various locations such as Fletcher's Slip Heritage Precinct, Black Diamond Square, Port Adelaide Historic Centre, and the Portside Community Oval. It also shows major roads like Semaphore Road, Hart Street, and Grand Junction Road, as well as bridges like the Birkenhead Bridge and Jervois Bridge. The map uses color coding to indicate different types of public spaces: green for open space, orange for urban plazas, and pink for waterfront links. A red dashed line outlines the main waterfront area. A scale bar at the bottom left indicates distances from 0 to 500 meters, and a north arrow is located at the bottom center.

Port Adelaide Waterfront Public Realm Guidelines Project | T C L | Mulloway

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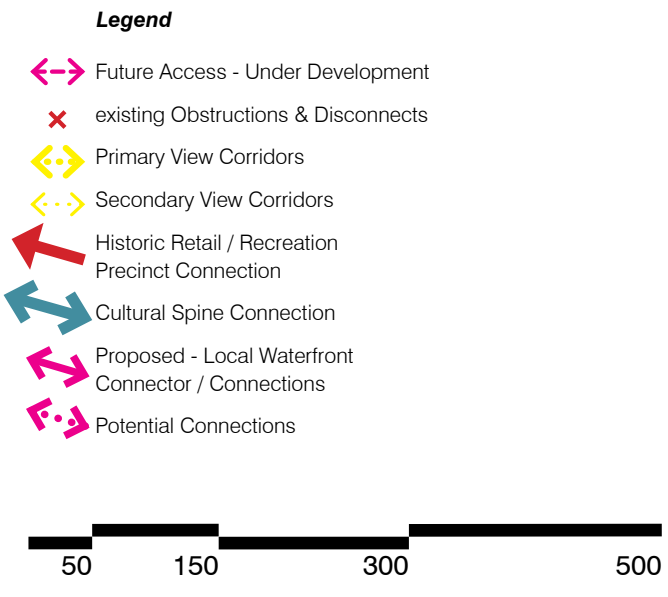
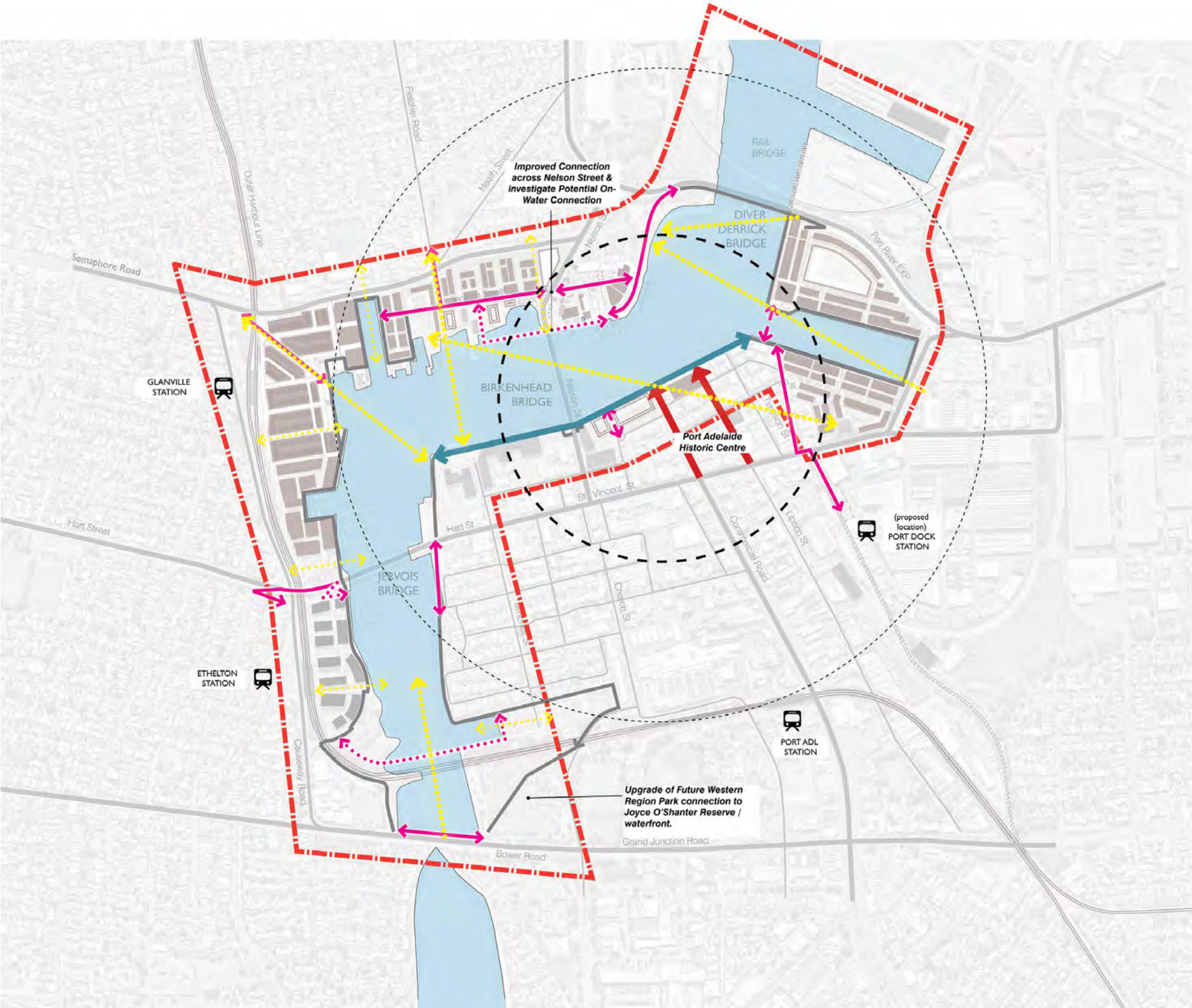
2.2 Waterfront Public Realm Audit

Waterfront Promenade Context Linkages

At present, the Waterfront is interfaced by two key linkage types - those connecting to and those connecting around the waterfront.

Connections to the waterfront are highly varying, from the established and successful hospitality and cultural offerings of Commercial and Lipson Street of the Port Adelaide Heritage Area, to the poor (to non-existent) connections from the waterfront's north, west and south. New linkages around the waterfront are being realised as former industrial and commercial land transitions to more public usage, and form key recreational destinations for the Port, it's residents and visitors. Annie Rennie Path, the Port Adelaide Inner Harbour Loop, Mudlangga to Yertabulti Track (involving 16 signs and 8 nodes around Port Adelaide and the Lefevre Peninsula), and the Kaurna Heritage Trail are some of these links that centre around an emerging connected waterfront.

Enabling and improving these potential and existing connections represents the main challenge in activating the inner Port Waterfront into the future.



2.3 Waterfront Public Realm Register

As part of this project a Public Realm register was initiated which collates directions and aspirations for the Port Adelaide inner harbour waterfront public realm, as extracted from documents and strategies outlined in Section 1.3 - Policy Context. It is intended that this register act as an ongoing resource for Council to take custodianship of and continue to evolve along with the Port. Digitisation of the content would allow this resource to be accessible to a larger number of people within Council and community. Likewise, there is the potential to accompany this register as a digital map in the form of a GIS mapping or similar that would allow for greater interactivity and communication. The themes identified have been used to ground the following set of recommendations, and in some instances adopted and implemented.

Public Realm Register Excerpt

TYPOLOGY	THEME/S	REFERENCE	NOTES	SOURCE CODE	
PROMENADE					
Overarching		- Provide generous (minimum 8 metre wide where possible) continuous waterfront promenade connecting to surrounding area		Development Plan & DOGs	
		- Links Community with Environment, Economy with Placemaking and Displays Leadership		PACP 2030	
		(1) Celebrate The Waterfront - Continuous promenade - Good spaces, interesting features and room for events along the promenade - Opportunities to access and interact with water (4) Promote the Port's History - Space along the promenade for culturally relevant and referenced trails / markers / public art - Adaptive re-use of heritage buildings (6) Facilitate coming and going - Effective, continuous shared use paths, links and support facilities for pedestrians and cyclists		PAC-V&F	
PR01		Ensure Jenkins St is of sufficient width as public promenade to accommodate shared use path (undergrounding of power)			
PR02		- DDA compliant pedestrian and cycle footbridge across Dock One waterbody - Retain public water access to dock one (e.g. opening bridge, public marina)		PAPP & DOG-FS&NW (p1&2)	
PR03		-Generous open space with wide frontage to promenade - Activate and develop promenade around nodes, including corner sites			
		Highlight the views of the Port River and links to surrounding precincts by strengthening the promenade experience		DOLM (p3)	
PR04		"The McLaren Wharf area will be the cornerstone of the Port Adelaide Waterfront renewal."		PAPP	
		Open up views and pedestrian linkages to the waterfront.		DOG-PA&DO (p1)	
PUBLIC OPEN SPACE					
OS01		Support large, consolidated and usable open spaces and incorporate public WiFi, recharge stations, water and power for community events		DOG-FS&NW (p2)	
OS02		Provide public access to the water for recreation		DOG-FS&NW (p2)	
OS03		Key focus area for integration with water activities and should include appropriate facilities to support: - Water Access & Integration - Small Vessel Launching - Public Boat Mooring		DOG-FS&NW (p3)	
OS04		Promontory west of Fletcher Dock as an event space & Create large, consolidated and usable open space that allows' for playgrounds, toilets and parking. Incorporate public WiFi, recharge stations, water and power for community events		PAPP & DOG-FS&NW (p3)	

2.4 Waterfront Best Practice

Traits & Characteristics

We have identified a mix of characteristics and qualities that define some of the world's best and most successful urban waterfront projects. These benchmark our thinking, and most importantly test our assumptions. These four points help us define the qualities we were looking for in the Port Adelaide waterfront, and that we can build a successful waterfront around. These are:



Urban waterfronts are constantly in flux; crusty, utilitarian, muscular and dissolving; with temporal qualities that engage all our senses. Yet waterfront redevelopments are often characterised by the removal of the very qualities that attract us to these places. Waterfronts in the post industrial city are the target of extensive urban regeneration and are a vessel to facilitate a city's revitalisation.

Water Activation

A Port is a constructed artefact, it's functionally driven. It is designed to be used. The appeal of looking out onto a working harbour is self evident. By contrast there is limited appeal in looking out onto a once vibrant working harbour that has been neutered and stripped of its function.

The default response to the empty harbour has often been to rent expensive moorings that are packaged with adjacent residential uses. This large 'boat park' for those that can afford it, has a vicarious appeal but is ultimately a static view and a lost opportunity. The primary aim should be to deliver new commercial, entertainment and recreational uses that visually energise this public asset and convey that once again this water body has a life. Retention of water based industries are particularly important. This plurality of uses have a myriad of benefits in terms of visitation, draw, visual appeal and a shifting program of activities for a range of demographics. Fishing, ferries, concerts, taxis, pools, rowing, yacht classes, model boat racing and tours of the inner harbour by boat should all be part of a waterfront cacophony.

Patina

Waterfronts are tough bits of infrastructure, functionally engineered to withstand extreme forces and designed to host massive ships. The resultant scale is often intimidating but also intoxicating. Great waterfronts understand we relate to these places because they are not like our smoothly paved city streets. We relate by contrast to these exposed sites, to the crust, salt laden air, grit, utilitarian concrete, massive timbers, mooring and the architecture of lifting and haulage.

We are drawn to this vocabulary of materials, robust scale and patina which forms an exquisite visual language peculiar to the industry based on efficiency, site conditions and functional needs and is well suited to their site and provides a sound foundation material and visual palette for the addition of new layers and experiences. This language is appreciated and celebrated in the great waterfronts.

Morphologies

Just as cities have their distinct urban DNA built up over time, so to do waterfronts have their own unique grain and constructed morphologies. Waterfronts comprising formal edge lines, tabular topography contrasting with deep shelves, incisions, grooves and cuts are all distinct. Each basin orientates and is spatially different, dependent in part on their way of dealing with turning movements, city relationship or tidal issues. Each waterfront reflects the vagaries of its development history, the culture of the workplace, geomorphology, settlement, transport linkages. Each waterfront reveals an extreme contrast in scales between the infrastructure of the wharves and the apparent minutia of the utilitarian architecture servicing the workers and wharf functions.

The great waterfronts are also places of exchange between land and ocean and the passage of ships, trade, workers and immigrants that connect cities and the global economy. The tracery of this movement is subtle but remains long after the ships have left. The great waterfronts view the patterns of place that generated grain, marks and movement systems as the flow paths and morphology of the waterfront's future.

Diversity

Working waterfronts are historically singular in program. The great opportunity waterfront regeneration represents is to replace the mono-industrial typology, segregated from public life, with water related public destinations that provide a setting for true public engagement, and with a density and diversity that encourages multiple ways of social exchange.

More often than not however, the singular maritime use is replaced by another singular use; the promenade and café. Although an important part of the waterfront mix, this condition often suppresses a diversity of other experiences, multiple ways of experiencing water, richness of water based industry and urban density. Great waterfront spaces don't just accommodate but celebrate this diversity of experience.

The pleasure of enjoying a meal, coffee or a beer in a beautiful waterside setting is not disputed. However, to have this as the only way of experiencing the view, is stifling and precludes a host of more public ways to engage in the setting. As has been argued previously, a complexity of programming of the public realm encourages a range of demographics to 'own' this new public space.

Benchmarking

1# Geelong Promenade



LOCATION: Geelong, Victoria
DESIGNER: TCL
TYPOLOGY: Waterfront Promenade with Parks and Plazas
MATERIALS: Timber, Corten Steel, Concrete and Granitic sand
ADJACENT LAND USES: Mixed commercial and residential
BEST PRACTICE ATTRIBUTES:

- Continously connected
- Variety of edge conditions and informal event spaces
- Accommodates a range of experiences and uses.
- Uses Public Domain investment as Catalyst to attract likewise high-quality development investments
- Incorporates maritime artefact as/into interpretive and place based art

The project transformed the Geelong waterfront, creating new boulevards, promenades, harbours, event spaces, cafes and public parks. It has been a significant catalyst for private investment and a major focus of community pride. The project also facilitated major pedestrian and visual connections between Geelong's CBD and Corio Bay, strengthening the city's relationship with the water.

A celebrated feature of the project has been its site-responsive design and integrated artworks, which reinforce Geelong's unique waterside location.

2# Auckland, North Wharf Promenade



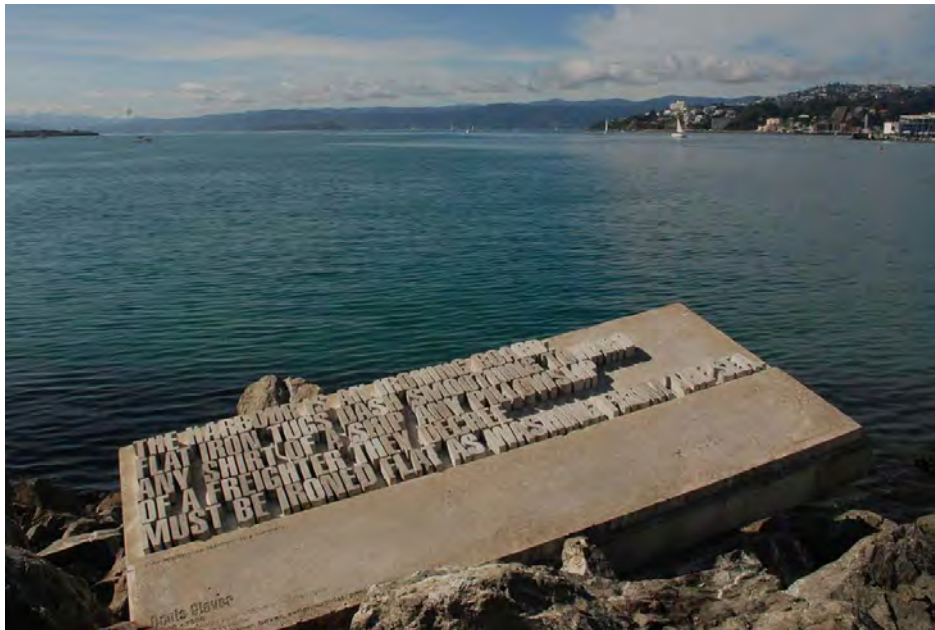
LOCATION: Wynyard Point, Auckland, New Zealand
DESIGNER: TCL with Wraight Associates
TYPOLOGY: Waterfront Promenade with Parks and Plazas
MATERIALS: Repurposed and existing wharf front material, new painted steel, timber and concrete
ADJACENT LAND USES: Fishing and maritime industries, CBD
BEST PRACTICE ATTRIBUTES:

- Authentic interpretation of place
- Retains and Interprets historic wharf fabric
- Wharf remnants integrates new ecological, cultural and social resilience
- Highly recognisable and High Profile Major Cultural Space

Jellicoe Harbour is a major tourism attraction centred on the retention of the fishing fleet, wholesale and retail fish and seafood markets, and new promenades and restaurants. Silo Park is a layered public space that facilitates a range of hybrid uses including passive recreation, event space, youth precinct, industry and folly. Each program is new to the site, yet built from the pattern language, infrastructure and the mythology of place.

Underpinning the design are two 'key moves'. Retention and enhancing of fishing and maritime industries form the focus of new public experiences and, interpreting the site's peculiar archaeology of patterns and materiality to inform a new public landscape.

3# Wellington Writers Walk



LOCATION: Wellington, New Zealand
DESIGNER: Catherine Griffiths and Fiona Chriteller
TYPOLOGY: Promenade/ Walks and Interpretation
MATERIALS: Routed timber with metal inlay, cast concrete
ADJACENT LAND USES: Mix commercial and residential
BEST PRACTICE ATTRIBUTES:

- Wayfinding and place based narrative interpretation
- Adds complexity and water activation
- Incidental and affordable interventions into existing fabric of place

Developed originally for the New Zealand Society of Authors the Wellington Writers walk includes 23 text sculptures on a path around the Wellington Waterfront. The quotations are taken from well-known Authors whom have (or had) connections to the Wellington area. Implemented over two stages the walk has been critically acclaimed as well as being popular for tourists, schools and locals alike.

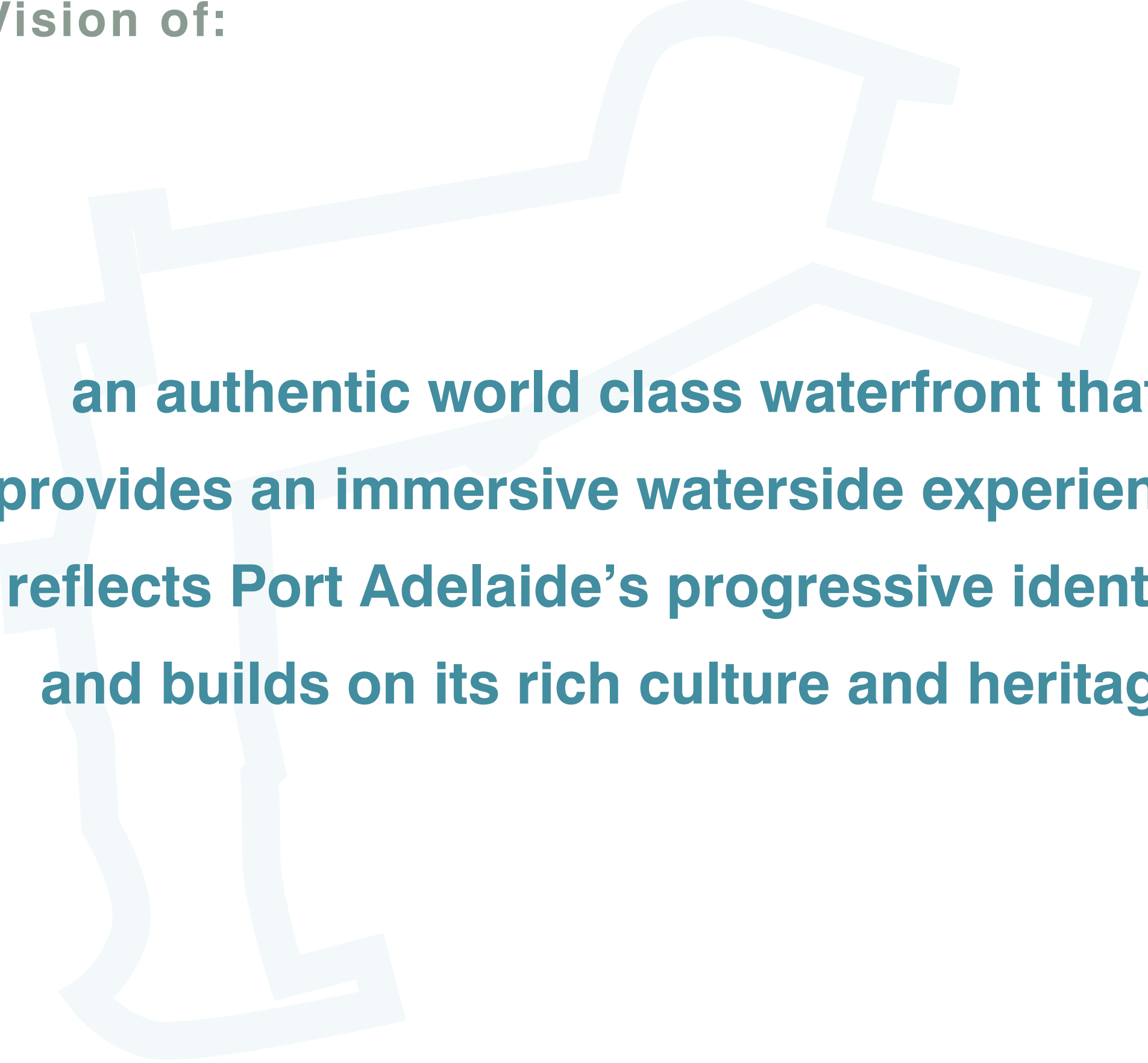
Projects such as Wellington Writers Walk provide a valuable model for potentially negotiating developer contributions in the public realm. In adapting a model such as that at Wellington Writers Walk, Council could develop a project brief, select a pool of writers and project partners, and define in-kind contributions that could then be negotiated with developers and external parties. This scenario would capitalise on Council's strengths to conceive and deliver projects that align with their Visions and needs, and reduces the risk for developers in undertaking such activities that sit outside their skill base.



3.0 Public Realm Guidelines



3.1 A bold Vision of:



**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**

Aspirations for an ‘authentic’ waterfront experience, one that communicates a ‘brand’ and a progressive identity in the global marketplace is best served by first examining the specificity of place. This distinctive and local identity is more likely to convey a convincing story and genuine experience.

An authentic approach to Public Realm design involves a receptiveness and openness to receive site instructions from the specifics of place, a ‘micro-up’ approach. At the same time, you need an ambitious vision and principles strong enough to tie these together, whilst remaining clear enough to communicate to varying audiences, with varying personal, commercial and creative agendas; developers, councillors, residents, business owners, historians, artists, traditional owners and new arrivals.

And yet it is in this creative negotiation between ‘as found’ and ‘new’, this negotiation between micro-up activation and engagement and top down strategy and steering documents that ultimately a richer, more rewarding and authentic vision of place is found.

Guiding Principles

The following guiding principles form a set of clear, measurable and communicable design principles, developed to guide and audit future inner harbour development. They should be read in conjunction with the inner harbour vision (opposite).

The vision has at its foundation three themes – an Authentic, Bold and Ambitious Landscape, Enabling Access to the Water; the lifeblood of the Port, and a Vibrant and Active Destination.

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 Kaurua approach to, and knowledge of place into design thinking

is Accommodating

Accommodates a diversity of activities, communities and interfaces

3.2 Waterfront Configurations & Interfaces

The safe typology of promenade and café may come at the expense of a truly engaging and dynamic public life; full of risk, interruptions, surprise, and social engagement.

An aspiration for a range of public programs and water based activities creates friction between uses and users. This should be intentional. Friction between uses and multiple transport modes requires the sharing of space and negotiation. By contrast relegating a waters edge to solely pedestrian or cyclist uses ultimately creates a linear promenade with very little to either activate its edge conditions or create a sequence of destinations. Interruptions of flow, pauses in the path, a bit of grease and grime and the slowing down of the journey caused by friction between modes, differentiates working waterfronts from our cities and is ultimately more interesting. Friction conveys an important message for all users. It relates that waterfronts in the inner harbour are for everyone, it negates a common tendency for uniformity and to minimise visual interference from the elevated apartment, commercial offices or industrial areas.

The Promenade experience for the inner harbour waterfront must be able to negotiate the many and varying conditions it encounters - from adjacent cultural and economic development, to remnant site based artefacts and inherited stories.

A set of strong spatial guidelines will be required to deliver cohesion to this diverse landscape. The Promenade will need to be seen holistically, not just culturally, functionally or environmentally. This breaks down traditional notions of borders and instead seeks to opens up dialogues with place.

The whole of the Promenade will be greater than the sum of its parts, and feature a continuous public promenade that is at least 8 metres wide and consists of:

The Promenade Path

A 6m continuous and cohesive public promenade.

A surface that is both a durable, high class walking surface and relatively cost effective in order to allow the expensive surfaces and fixtures to be specifiably deployed in adjacent Public Spaces

The Promenade Edge

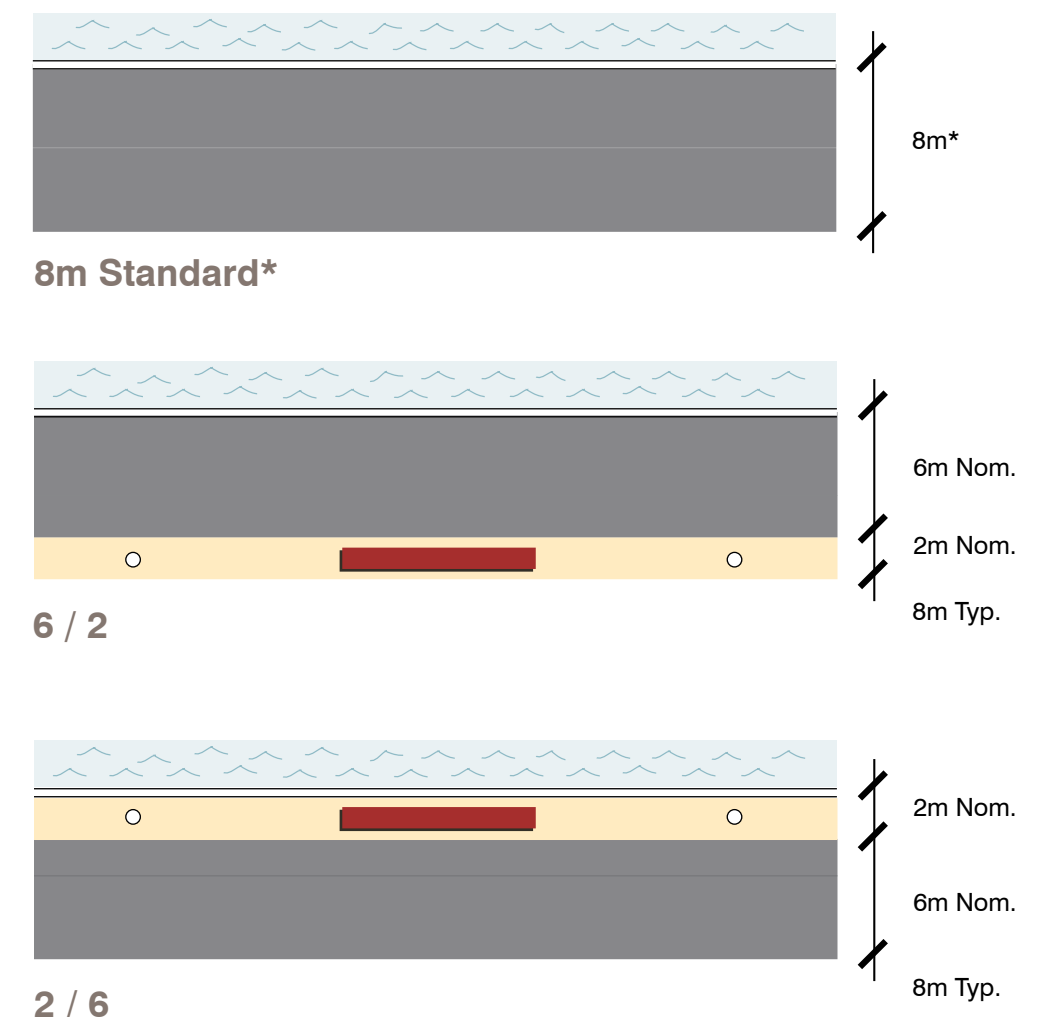
A 2m strip that locates lighting, furniture, bins, planting and urban infrastructure. This edge locates heritage objects and interpretive nodes, as well as provides points in which to 'step off' the Promenade and take in the view.

As stated in the Planning & Design Code March 2020, Port Adelaide Centre Subzone PO6.1 (refer P&DC.20) "Development creates and enhances a public promenade with a minimum width of 8 metres along the waterfront that achieves:

- (a) continuous public pedestrian and cyclist access
- (b) convenient, safe and attractive linkages between sections in areas of high pedestrian or cycle traffic and in front of key tourism uses
- (c) allowance for infrastructure provision and flood mitigation including a sea wall or levee."

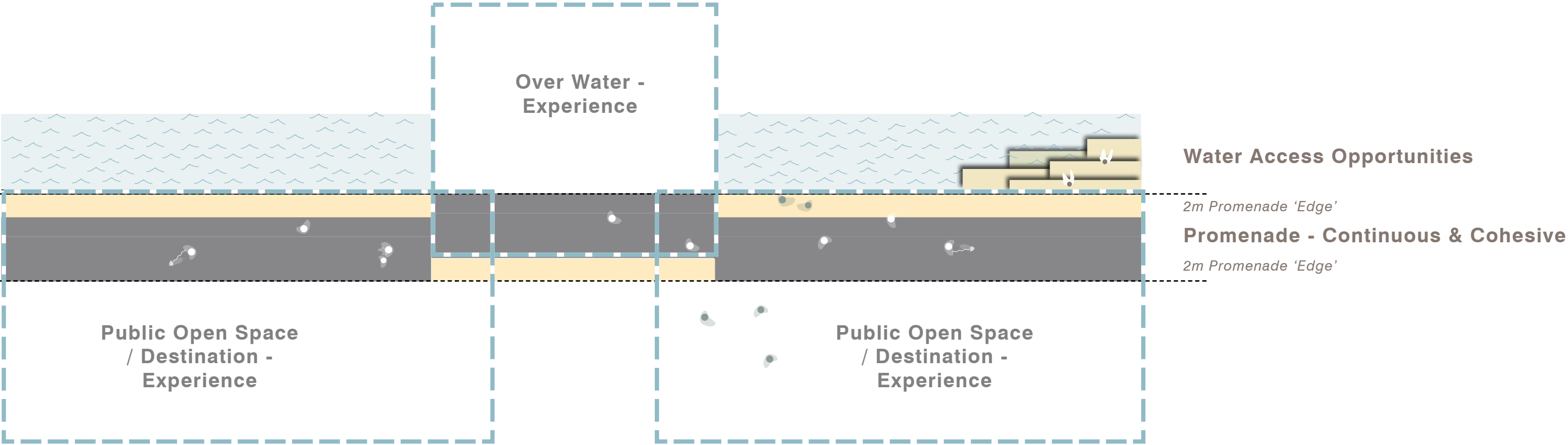
We resultingly recommend the 6 and 2m or 2 and 6m configuration respectively, depending on the proximity of adjacent spaces and assets.

Configurations



Configurations & Interfaces

*Diversity of ways to access
and experience water -
water steps, pools, small
craft boat laches, big ships
and the 'Port Experience',*
(refer Water Access)



*Diversity of Edge Conditions
- Local Parks, Apartments
and Townhouses, Hotels,
Apartments and Townhouses*
(refer Waterfront Destinations)

*Diversity of Edge Conditions
- Plazas, Local Parks, Hotels,
Hospitality and Entertainment*
(refer Waterfront Destinations)

Key Destinations



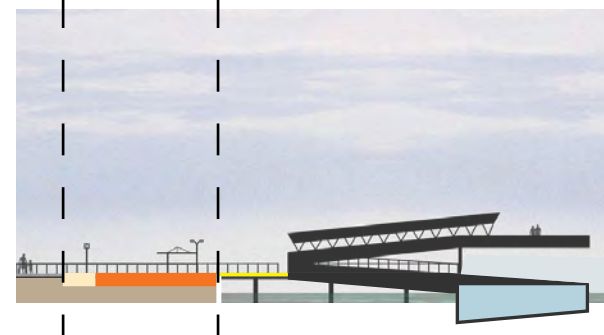
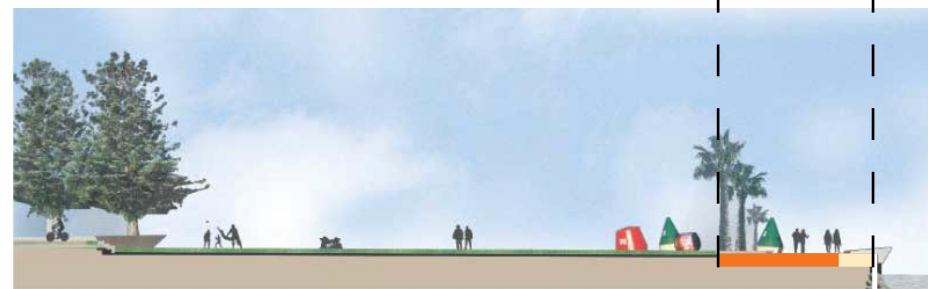
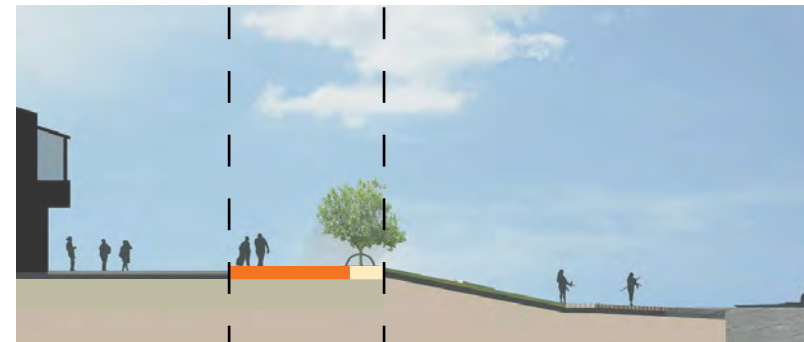
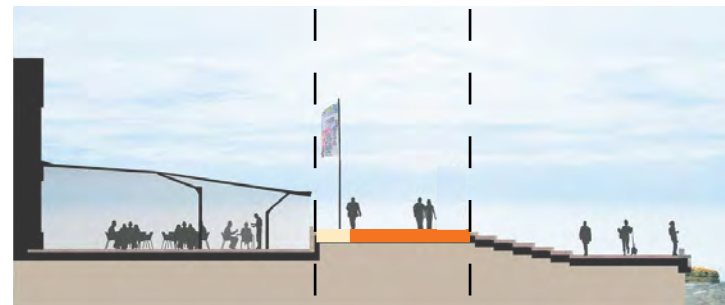
Consistency



Water Access

*Diversity of Edge Conditions
- Plazas, Local Parks, Hotels,
Hospitality and Entertainment,
Apartments and Townhouses*

(refer Waterfront Destinations)



*Diversity of ways to access
and experience water -
water steps, pools, small
craft boat laches, big ships
and the 'Port Experience',*

(refer Water Access)

3.3 Waterfront Destinations

Key waterfront destinations looks at the mix of public spaces within the inner harbour area. These destination recommendations outline a hierarchy of places; an aspirational framework and commitment to vision, as well as set standards and quality expectations. Their ultimate success lies in a shared advocacy and buy in from all parties engaged in the ongoing revitalisation of the inner Port. The guidelines should be provided at the outset of any future developments, and be used as a tool by Council in any ongoing waterfront advocacy and design negotiations. Developments currently underway will require Council to collaborate and consult with developers so as to ensure outcomes align with, and contribute to the waterfront aspirations as much as possible.

Hierarchy is established through a consideration of existing context - cultural and spatial, and future development aspirations. The visual relationships and physical proximities of the sites are considered, as well as the 'mix' so as to deliver a curated range and scale of experiences within a 5 and 10 minute walk.

The space designations are:

Legend

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



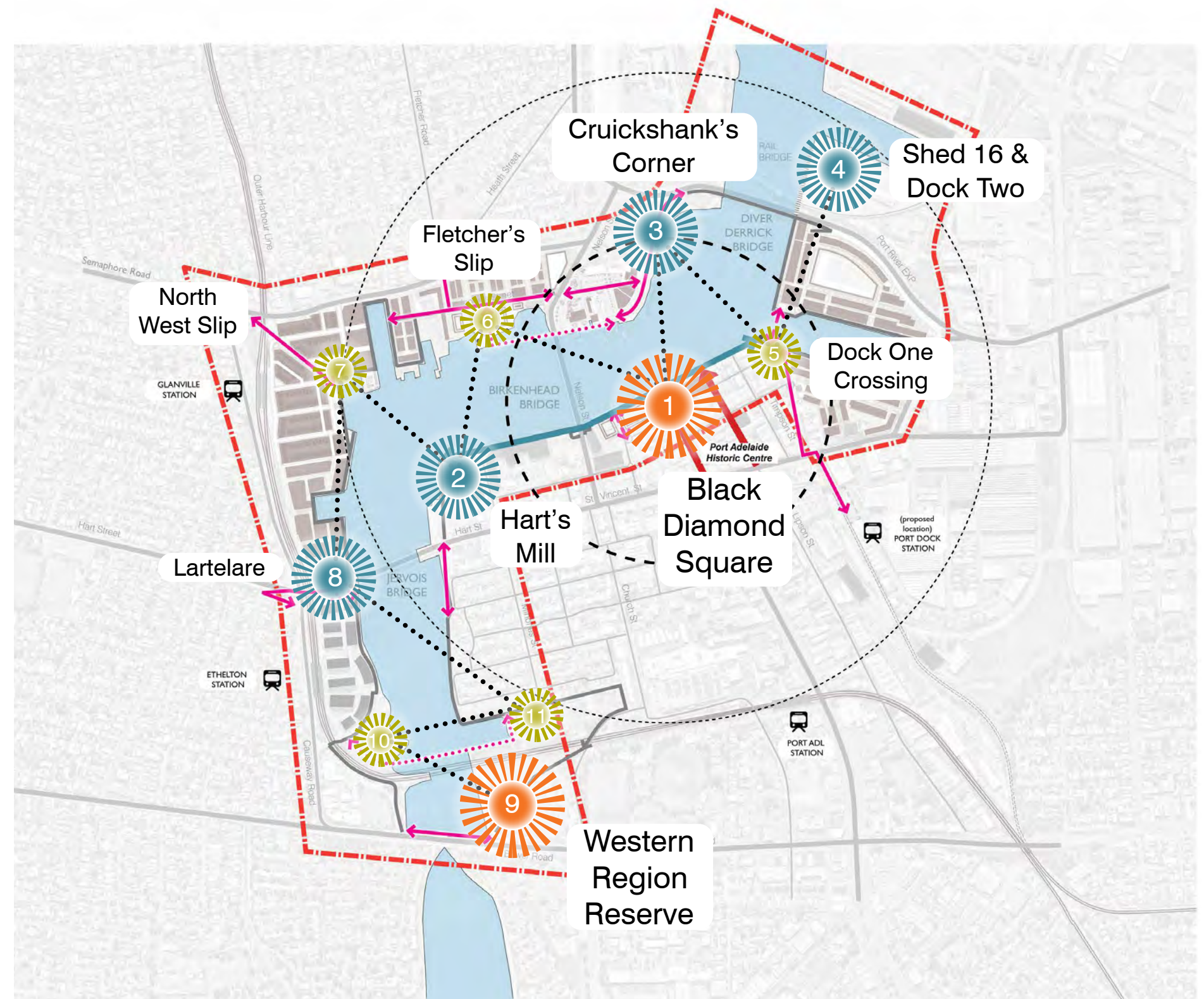
Small Scale / Local Spaces

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



Legend (cont..)

- Visual Relationship (dotted line)
- Historic / Retail / Recreation Precinct link (red dashed line)
- Cultural Spine (blue arrow)
- Local Spine Link (future and existing) (pink arrow)
- 400 / 800 metre 5 / 10min. walk radius (dashed circle)



Waterfront Destination Overview

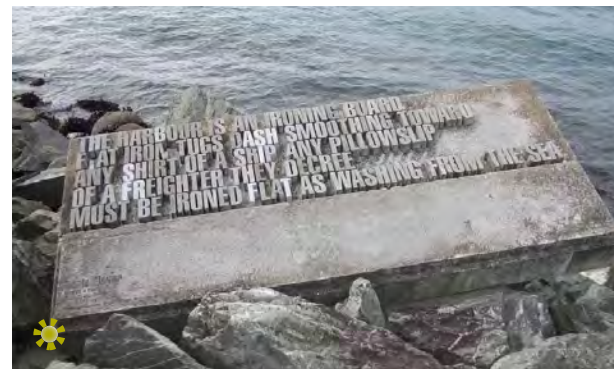
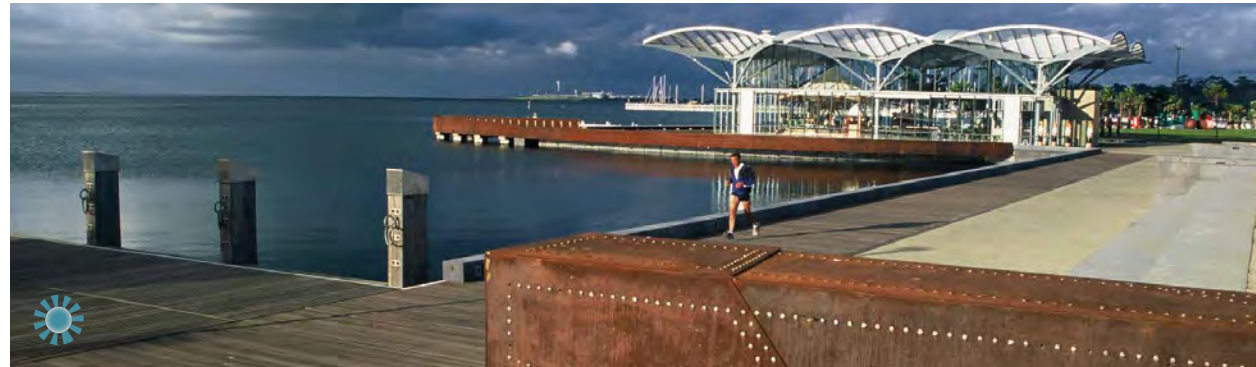
The locations outlined opposite are designated as areas for extended occupation, and as sites of interpretation; where stories are made evident. Some proposals are for further development or investigation, and will require re-evaluation over time to assess currency and catalogue achievement.



	Title	Cur-rent	Future	Description
1	Black Diamond Square		✓	<ul style="list-style-type: none">- Black Diamond Square to be redeveloped into the premier Civic Public Space of the inner Port- Identified in this report as the highest priority destination and under current consideration by City of PAE- Interpretation of the site and its maritime history to be considered integral to the design of the site and its elements- Future built forms to site's west face to be of a scale in keeping with the remnant Fisherman's Wharf building fabric, to be of a high quality commensurate with its high-profile location, and celebrate its central location in the Port
2	Hart's Mill	✓	✓	<ul style="list-style-type: none">- Opportunity to upgrade amenity offerings for waterfront access ie. fishing/ swimming / small craft launching- Potential to provide controlled access to <i>Troubridge</i> structure, and further water access opportunities through ramp
3	Cruickshank's Corner		✓	<ul style="list-style-type: none">- Key Shared Cultural Space. Opportunity to improve beach and adjacent land to support day recreational uses, ie. playground / shade and pavilions / swimming and small craft launch and wash down facilities- Potential public toilets- Current connection is rated as poor and in need of physical upgrades wayfinding improvement
4	Dock Two		✓	<ul style="list-style-type: none">- Extant buildings and elements; Sheds, Cranes, Historic Ships- Presence of SA Maritime Museum and City of Adelaide Clipper Ship on Site- Consolidated location for historic ships and maritime storytelling
5	Dock One / Port Approach Crossing	✓	✓	<ul style="list-style-type: none">- Crossing currently under design.- Arrival and departure plazas to be strongly linked with the crossing and ensure key sightlines preserved across and to the water- Site Interpretation to be considered integral to the design of site and its elements in creating a Small Scale Local destination- Maximise sightlines and wayfinding links to future 'Port Dock' train station and heritage buildings
6	Fletcher's Slip		✓	<ul style="list-style-type: none">- Role in showcasing the history of the Fletcher's slip small boat industry, through remnants, ruins, reinstated and new interpretive artifact- Should advocate for the active preservation of the Port Adelaide dragon boat social clubhouse and PA Artists Forum Gallery Yampu- Foster and strengthen emerging ecological layer of inter-tidal vegetation species and mangrove re-colonisation.
7	North West Slip & Precinct		✓	<ul style="list-style-type: none">- Designated local space with amenity provisions to be provided in line with Public Open Space designation.- Potential future investigation of multi-use courts space and plaza to service north east and west residential communities on bluff- Slipway to reinstate winch and form a high quality local neighborhood space with shelters, BBQs and wash down facilities for small craft enthusiasts and fishing community
8	Lartelare	✓	✓	<ul style="list-style-type: none">- Has the potential to be elevated beyond a Small Scale / Local Space to a Shared Cultural Space.- A Current lack of defined precinct wide connectivity holding it back from achieving this.- Existing site interpretation has been damaged (extents to be assessed) and is to be re-instated as part of any interpretive upgrades
9	Western Region Park + (Aboriginal Cultural Centre)		✓	<ul style="list-style-type: none">- Role in the establishment of an Aboriginal Cultural Centre, and traditional storytelling precinct for the Kaurna Community- Form a 'Kaurna'gateway to the Port estuary along with proposed Bower Road Interpretive Link
10	Mangrove Park	✓	✓	<ul style="list-style-type: none">- Role in the active telling of stories of Estuary Care and the active renewal of natural water environments- Potential to form part of an active Kaurna link encompassing the souther residential regions, in association with Lartelare, a widened Bower Road crossing with Kaurna interpretation gateway, Western Region Reserve and Aboriginal Cultural Centre, and renewed ecology efforts at Joyce Snadden Reserve (potential reedbeds and WSUD gesture) and eastern residential River edge up to Hart Street.
11	Joyce Snadden Reserve		✓	<ul style="list-style-type: none">- Opportunity to tell the story of the Old Port Canal through the introduction of a Water Sensitive Urban Design channel gesture. This has the ability to capture and cleanse stormwater from the Town Centre, and discharge through a re-instated Reedbeds ecology.- To form the major east-west link from Commercial Road through to the Waterfront

Key Destination Project Snapshot

The vision has at its foundation three themes –
an Authentic, Bold and Ambitious Landscape,
Enabling Access to the Water; the lifeblood of the Port,
and a **Vibrant and Active Destination**.



3.4 Water Access Opportunities




Across the site there is a diverse, and evolving (through redevelopment), relationship between land and the water. The whole waterfront is and will be characterised by a series of typologies including:

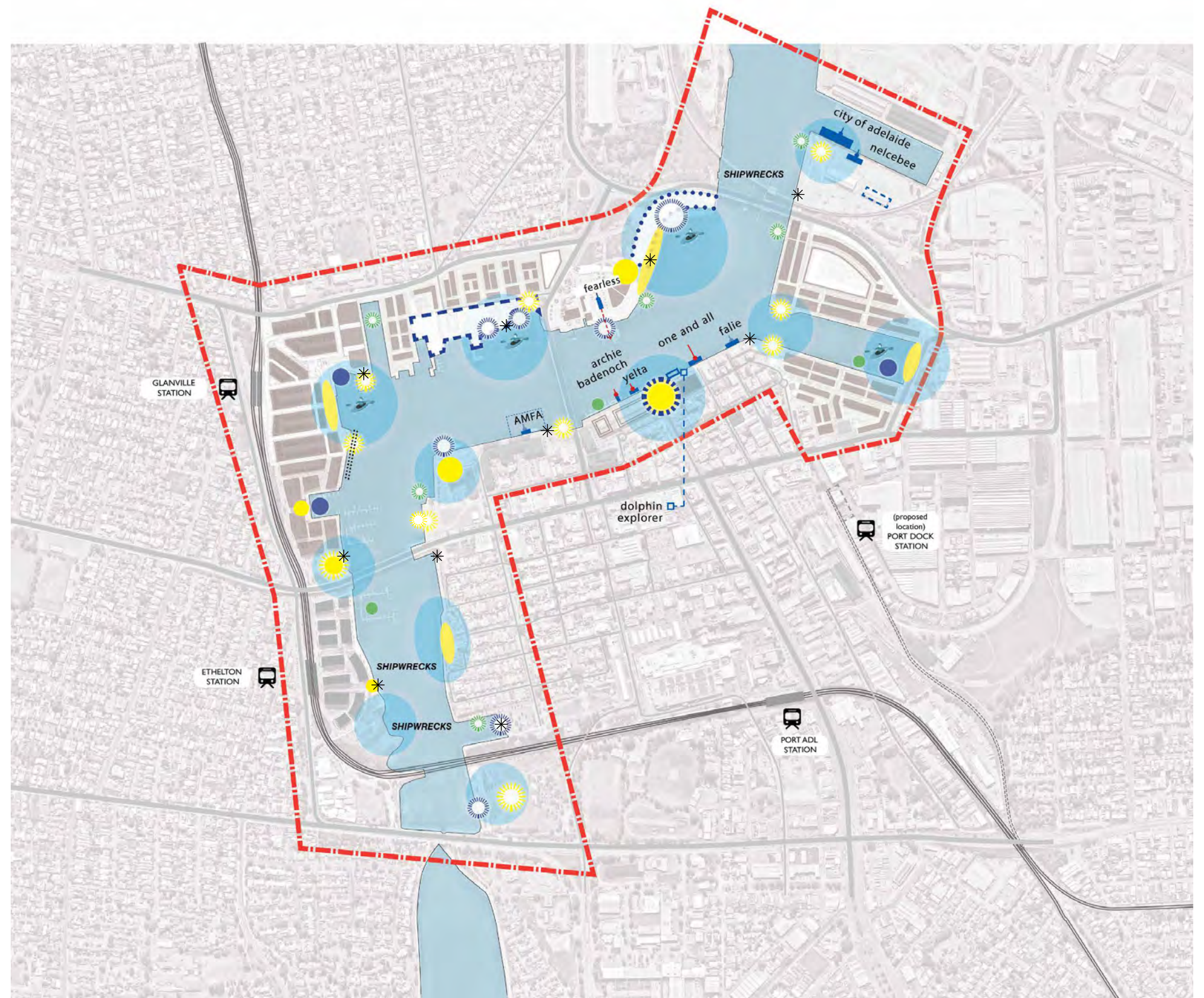
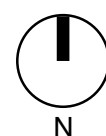
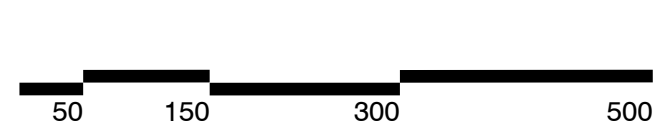
- Views – panoramic/across (Bridges, lookouts and Vantage Points)
- Views – down 'Looking over the edge' / High wharf (Ship berthing)
- Views over / through - bunded wall scenario
- Graded landform – sloping or stepped
- Beach – in and out of water.
- In Water - Launching for personal watercraft or pontoons for swimming

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.

It is noted the River is already a popular destination for fishing, with vehicular accessible areas (adjacent car parks preferred). It is recommended designs leverage this low cost and passive watersport through inclusion of appropriate wash up facilities, and adoption of suitable edge conditions and setbacks at locations where direct water access is not possible. It is noted that water conditions are generally considered acceptable to human health outside of rainfall events. Swimming in, and across the Port has a long history as celebrated to this day in annual events such as the Northhaven Surf Life Saving Club's 'Swim the Port'. Continual efforts to improve the river ecology and natural water environments will ensure these activities are viable into the future.

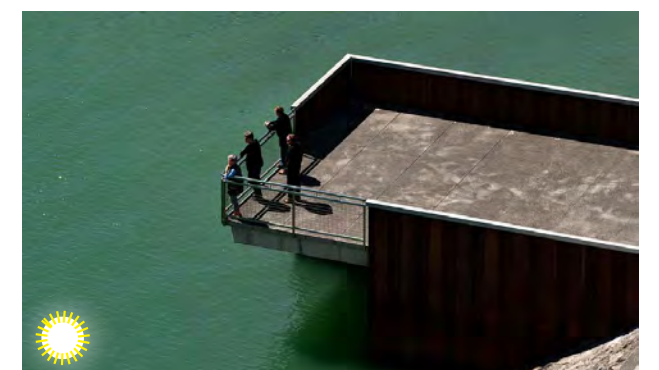
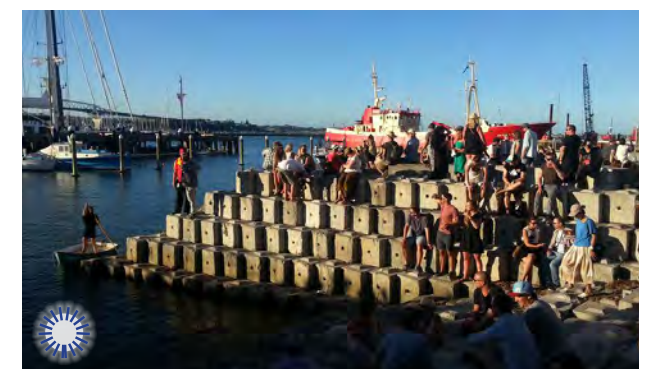
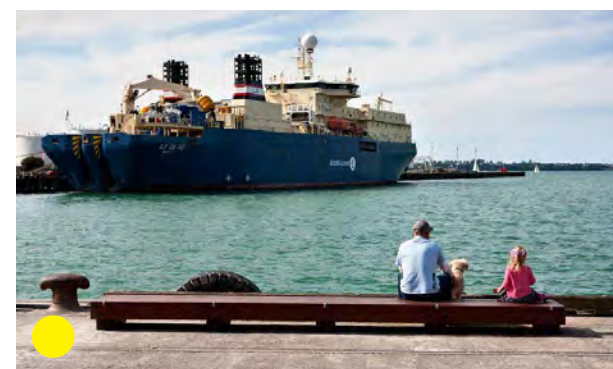
Legend

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



Water Access Project Snapshot

The vision has at its foundation three themes –
an Authentic, Bold and Ambitious Landscape,
Enabling Access to the Water; the lifeblood of the Port,
and a Vibrant and Active Destination.



3.5 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)

We are pleased to see a deep commitment within the project team towards preserving and celebrating the Aboriginal cultural heritage of the precinct, specifically through increased recognition of the Traditional Kurna Owners, their values and ongoing connection to Country. The Port Adelaide Enfield Council's recent *Aboriginal Lives Matter* commitments stand to further the push to promote, recognize and rebalance the place of Aboriginal stories and experience across the work of the Council.

The Kurna Cultural Heritage Survey commissioned by Council in 2007, and developed in consultation with Traditional custodians, identifies these associations and paints a picture of a continuous and:

‘strong spiritual attachment to the land, understood through stories of the ‘dreaming’, which aren’t just fairytales; they speak, about our country, our law, and our knowledge’.

Lewis O'Brien, Kurna Elder

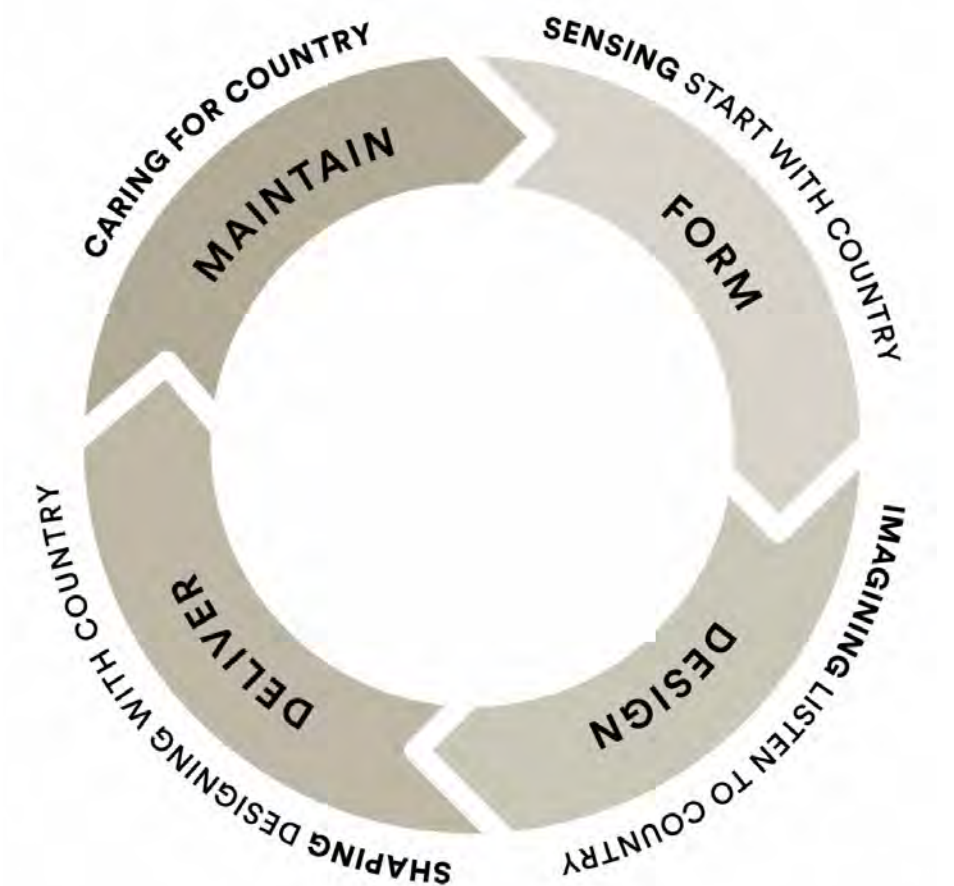
Currently the Port Adelaide Inner Harbour waterfront features the Mudlangga to Yertabulti Track, the Kurna Heritage Trail and Lartelare Park. These assets could be utilised and built-upon to create a Kurna Cultural Precinct, with a focal point being the proposed future Aboriginal Cultural Centre. Likewise, 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. We acknowledge there are greater and ongoing opportunities to acknowledge Kurna living heritage on country and in a combination of ways that recognises the continuing and central presence of Indigenous people in Port Adelaide's history.

Designing with Country

Momentum for change is building across Australia. Government bodies, large organisations, and institutions are looking toward developing strategies to further engage, celebrate and collaborate with Aboriginal and Torres Strait Islander people in more meaningful ways.

In-line with Council's 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.

Some of these frameworks have recently been shared by the Government Architect New South Wales. They have been developed as a starting point, that will grow through further conversations and consultation, looking toward embedding First Nations knowledge holistically into the design process, from project conception through to design, implementation and maintenance.



Connecting with Country, Government Architect NSW, 2020

CONNECTING WITH COUNTRY

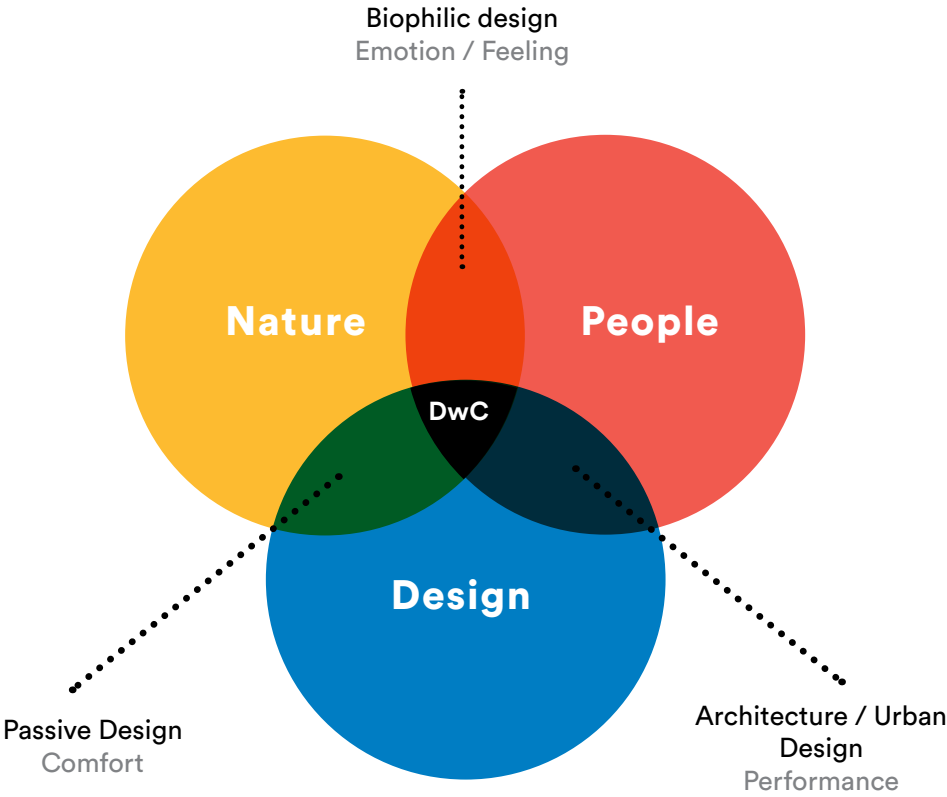
To create the opportunity for built environment projects to connect with Country, we need to think differently through new words that reflect physical experiences of Country. For example:

- 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.

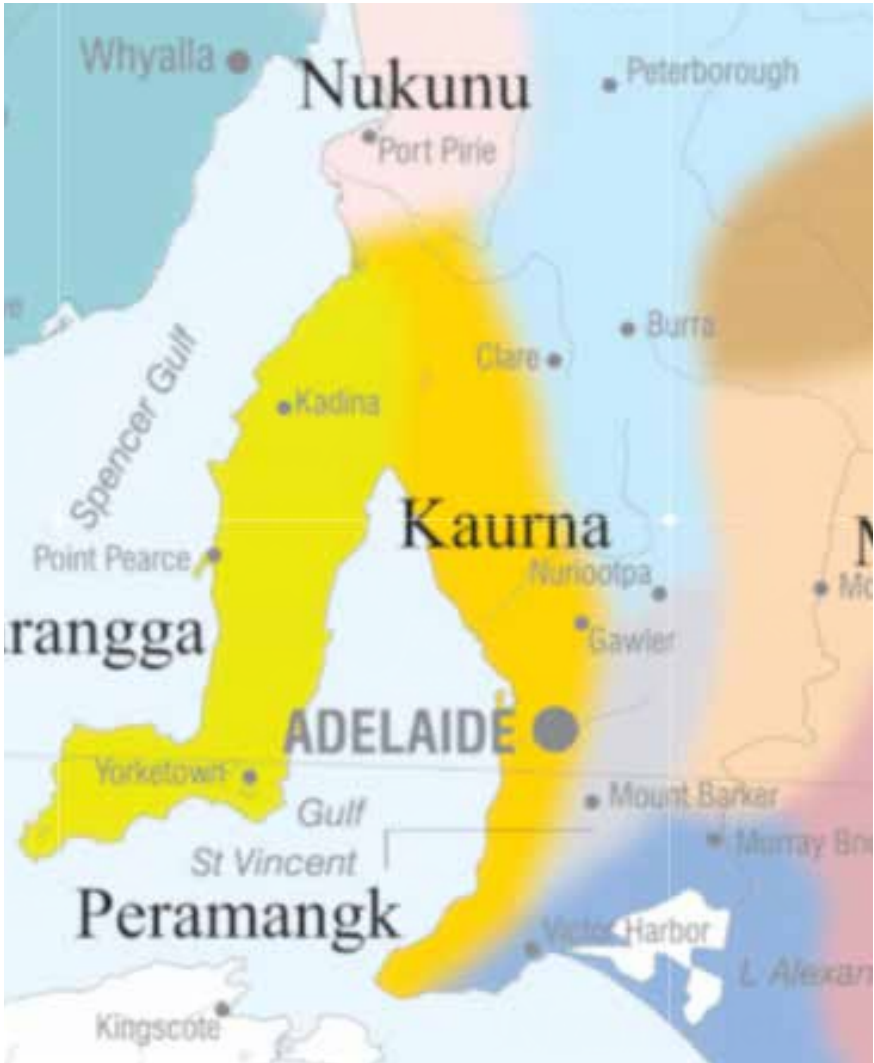
ELEMENTS OF DESIGNING WITH COUNTRY

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.



Designing with Country, Government Architect NSW, 2020



Excerpt from Horton Indigenous Map of Australia © Aboriginal Studies Press, AIATSIS, and Auslig/Sinclair, Knight, Merz, 1996.

3.6 Resilience

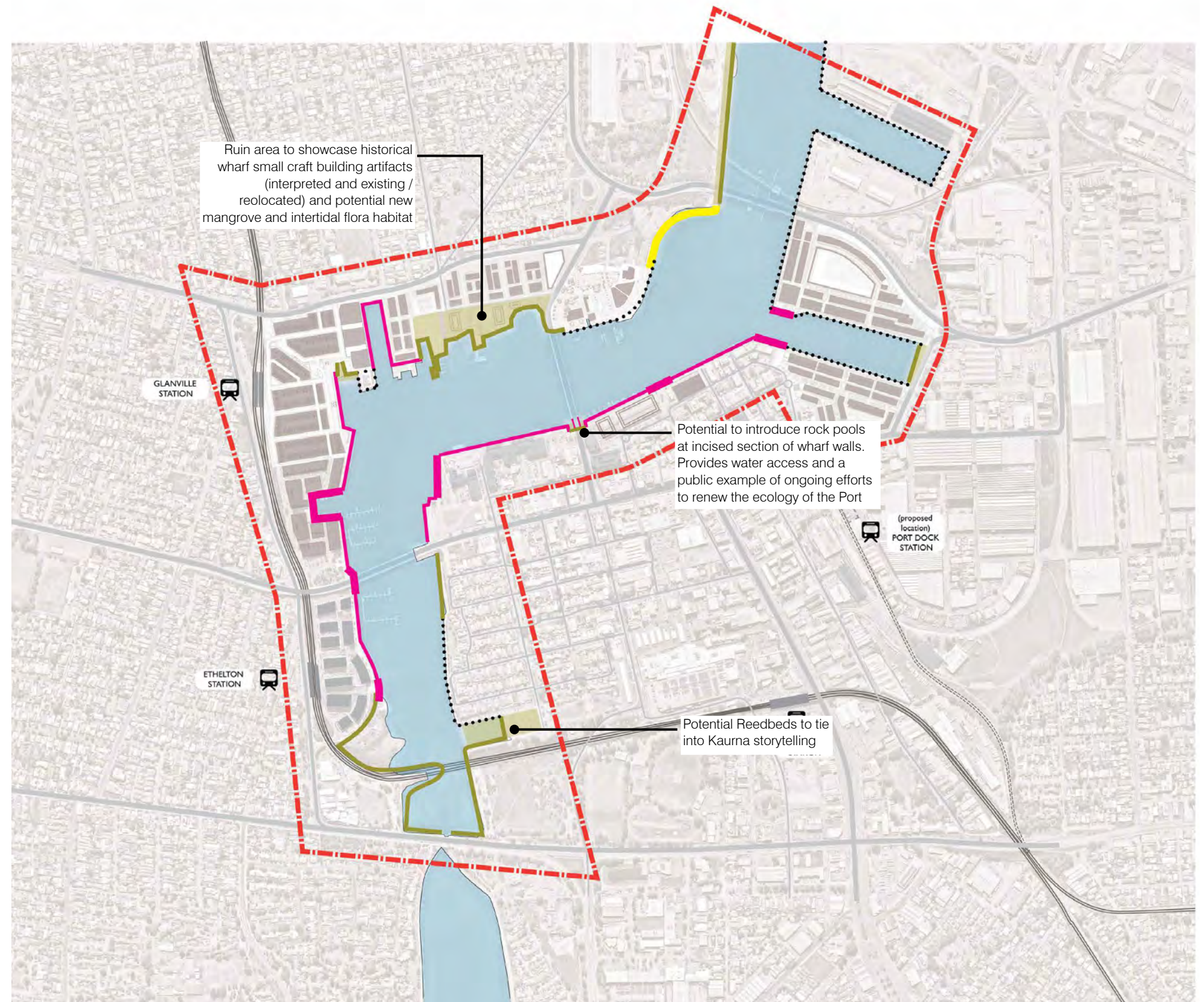
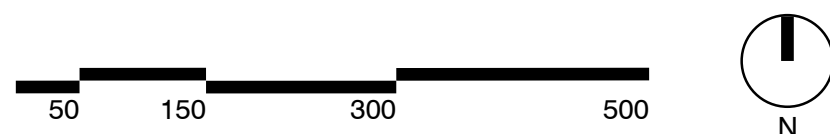
Working wharves traditionally have no ecological agenda. Yet they occupy vast tracts of land, which once were home to complex intertidal ecologies providing a multitude of habitats. Post industrial waterfronts are ripe for a new paradigm, which reflect the nuances and interrelationships which occur at the edge where land meets the water. The 'contemporary city on the water' has an obligation to tackle sustainability seriously. This rhetoric should be replaced with substance and the Port Adelaide public realm should take the lead as one part of layering in a new complexity to this once singular experience.

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.

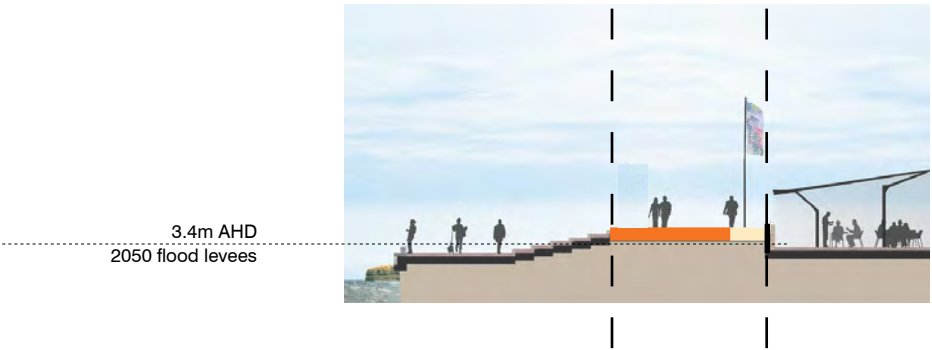
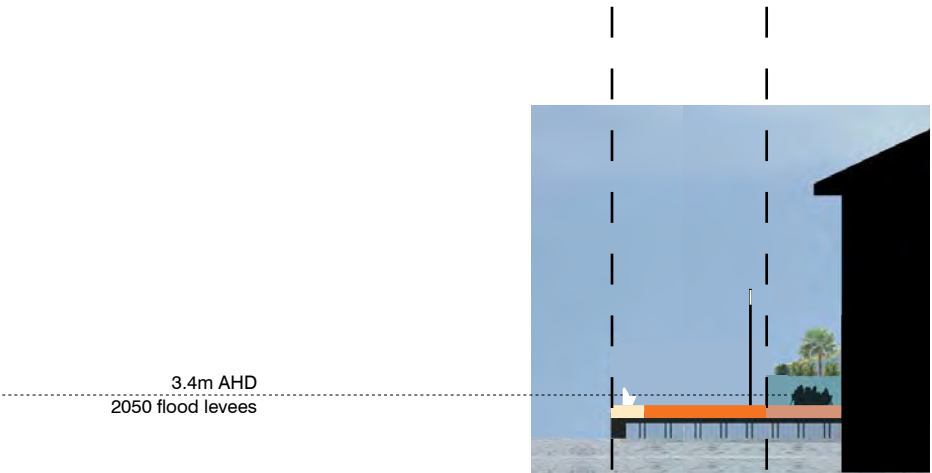
The following mapping represents a set of urban design opportunities for tackling 2050 level rise. It is recommended, where possible, that a suite of approaches be adopted to combat such scenarios. Engineered upstand vertical walls will be necessary in areas where public domain space is limited to the minimum prescribed 8m setbacks. It is understood in these instances a vertical wall type barrier be implemented in approx. 1 m in from the current edge. This edge condition represents an opportunity to integrate seating, public art, architectural and interpretive 'edge' treatments in key locations. Other areas will best be served through subsequent redesign of the urban edge.

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.



Resilience & New Ecologies Project Snapshot

The vision has at its foundation three themes – an **Authentic, Bold and Ambitious Landscape**, **Enabling Access to the Water**; the lifeblood of the Port, and a **Vibrant and Active Destination**.



Legend

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



3.7 Palettes - Promenade & Public Realm



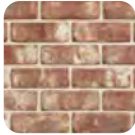



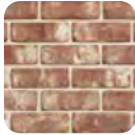



























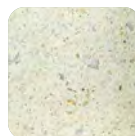





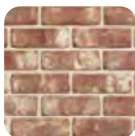
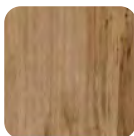


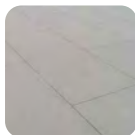
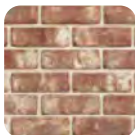


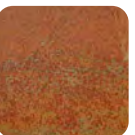
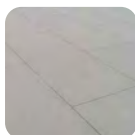
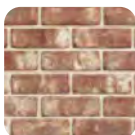


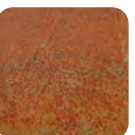
Materials of the Port Adelaide Inner Harbour are largely reflective of their past Industrial application, and / or reflective of their era of subsequent retail, commercial or residential development. This diversity did however yield a series of common materials and finishes. The quality these had in common was their relative strength, durability, versatility, resistance to rot and insect induced decay, and ability to withstand varying levels of inundation.

Material Guidelines

For the purposes of this document, 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 (referred to as Outliers on opposite page), 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

Port Adelaide Waterfront - Promenade Material Audit

	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 Documentation								
HART'S MILL	Complete								
NEW PORT	Complete								
PORT ADELAIDE HOTEL	Under Documentation								
DOCK ONE	Under Construction								
PORT APPROACH	Under Documentation								

Predominant Palette

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

Outliers / Place-Specific Materials

In establishing a new cohesive waterfront for the Port, it will necessitate 'outliers (anomalous and / or erratic) and place-specific' selections be respected and normalised.

Material Recommendations

Waterfronts should take cues from the character and textures of the surrounding context, and past site usage with particular reference to historical themes and stories of the individual precincts, as outlined in the site interpretation schedule. Designs for individual precincts and developments should look to respect the language and typology of adjacent developments and designs. Designs should look to integrate adjacent Public Domains and look for logical points to transition designs and materiality. This 'blending' of adjacent space can be complemented by 'sampling' of materiality from other waterfront developments and potentially introducing them into designs for edges, promenades and planter beds, etc.

Design approaches to materiality should value the difference and diversity (the necessary 'otherness') of a working wharf environment. It is important designs and selections do not attempt to overly unify or gentrify, however work to clarify the sites material language and find a suitable language for the site.

Consideration should be given to the future anticipated nature of public use, so that the selections offer a suitable level of comfort and amenity. New structures should be designed to compliment the authentic built form of the original wharf infrastructure.

Materials and elements should be high quality; original, provocative, communicative, and of suitable design and materials for the urban environment and highly trafficked areas.

Outliers / Place-Specific Materials

Approved Materials and Finishes

The recommended material palette for the Waterfront Promenade (following pages) 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, ie. 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:

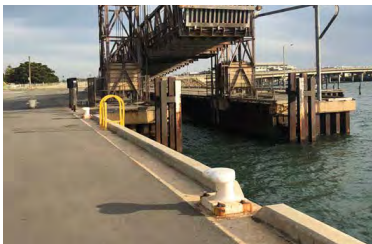
- Local recycled wharf timbers and pylons
- Local retrieved stone
- Mooring point designation plates and bollards

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 ie. 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.

Port Adelaide Waterfront -
Core Promenade
Material Selection

Asphalt & Wharf
Linemarkings



Concrete

Steel -
Coated/Uncoated



Timber /
Reclaimed Wharf
Timber

Red Brick / Paver



Port Adelaide Waterfront -
Materials & Finishes
Reccomendations

		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							

Furniture Suite - Utilitarian

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



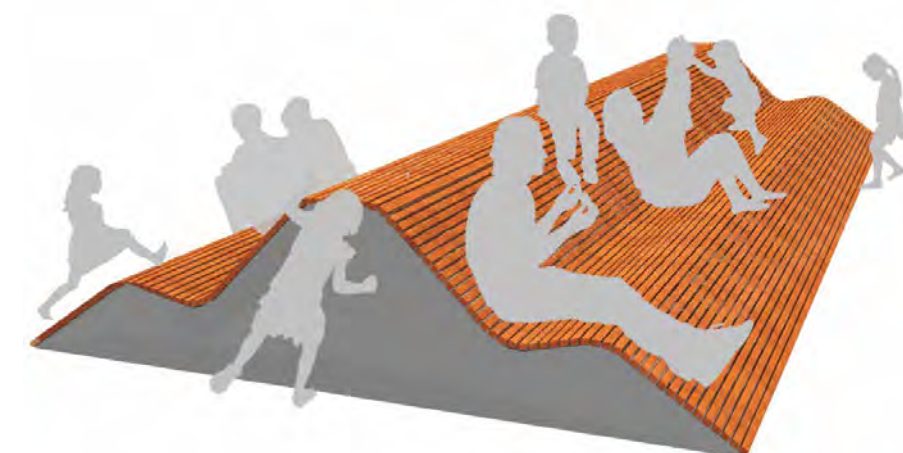
High table and bar stools



Bar table and bar stools



Cubes



Chaise Lounge

Utilitarian Furniture Suite - Precedent



Furniture Suite - Integrated Artefact / Expressive

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. These elements will punctuate the public realm and Promenade ‘edge’, define the sense of place and create excitement and intrigue.

Whilst the Utilitarian furniture suite is designed to a cost (which may preclude costs associated with sourcing, milling and finishing wharf timber for battens), the ‘integrated artefact’ furniture would work to a variety of price points depending on available budgets and profile of its location.



Artefact

Underpinning all experiences should be a ‘Sense of Authenticity.’ This is based on a genuine valuing of the remnants and artifacts of site, and commitment to revealing their inherent narratives of place, and ongoing significance in the future fabric of the Port.

A careful appraisal of site often reveals artefacts that can be given a viable part in a waterfront’s future. These elements designed for and of the site relate, more than any interpretive overlay, to the sites cultural or industrial past. These robust materials, furnishings, retaining structures, bollards, gantries, bunds and slipways interrupt the new and allow a shift in the experience of the landscape without destroying existing valued features.

These site artefacts should be respected, conserved and where possible interpreted on site. These elements should remain dialogic, and encourage different ways of looking at the existing – revealing the prior manifestations of the place and the ways in which different people value and respond to the place. Narrative opportunities should aim to adapt and enliven artifacts, so they are seen not solely as obsolete objects of site but living, original, provocative and communicative urban design gestures.

Artifacts interpretation and integration should be of high quality and consider versatility in modes of use and interaction employed, and form part of the overall ‘brand’ of site. Adaptions should ensure the appropriate consultation is undertaken with the appropriate communities to represent interpretation accurately that is endorsed by all stakeholders. Stockpiles of timber and other artefacts should be the first priority for milling, reuse and adaptation. They are tough, appropriate for the conditions, cheap, sustainable and ultimately reinforce site identity.

Colonial Artefact Intepretation Snapshot

The vision has at its foundation three themes – an **Authentic, Bold and Ambitious Landscape**, Enbling Access to the Water; the lifeblood of the Port, and a Vibrant and Active Destination.



Kaurna Artefact Intepretation Snapshot

The vision has at its foundation three themes –
an **Authentic, Bold and Ambitious Landscape**,
Enbling Access to the Water; the lifeblood of the Port,
and a Vibrant and Active Destination.

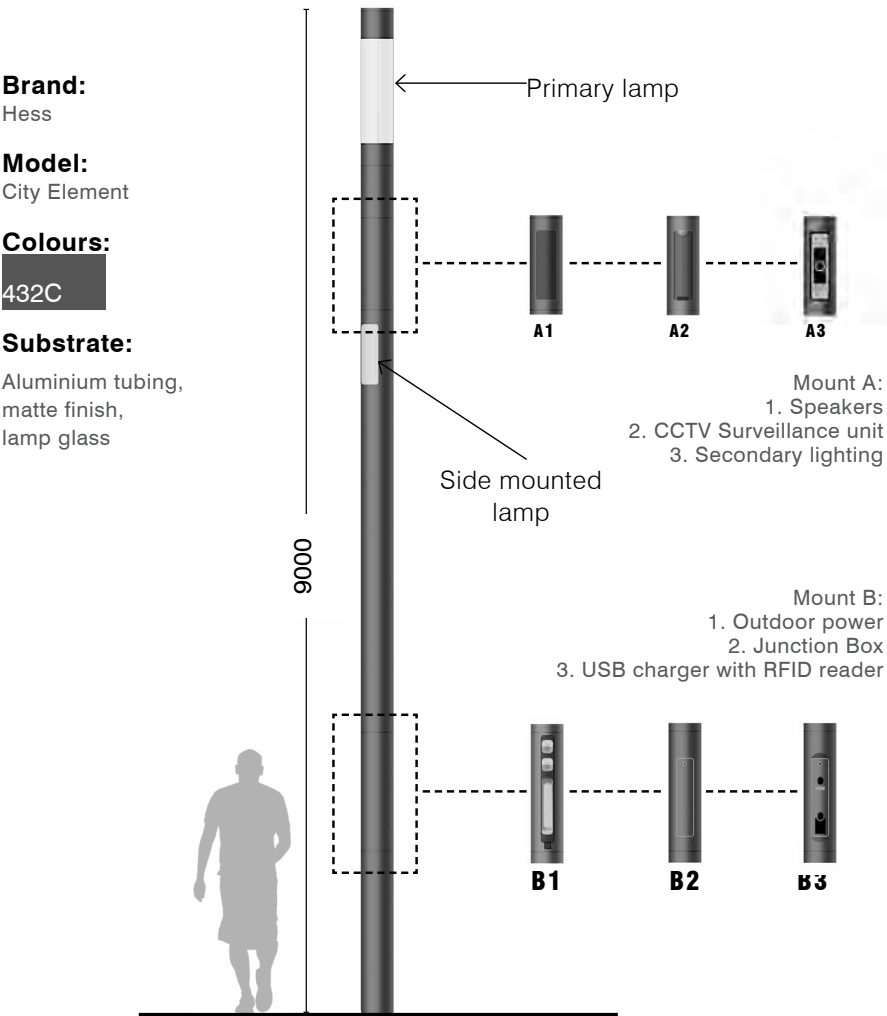


Lighting

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. This lighting system also provides wifi and bluetooth access, as well as CCTV options for further public benefit and safety. Column height is adjustable between 6-9 meters at 15 meter centres.



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



Infrastructure & Future Opportunities

Innovative pole design allows a host of opportunities such as CCTV, banners/signage, pedestrian signals and telecommunications. Enables flexible location for pop up stalls, outdoor music and events.



Luminaire Selection

Must have suitable lenses/ optic distribution to ensure light is directed where required and light spill minimised. The colour temperature (CCT) of 3000k should be applied in a consistent manner.

Shelters

The scale, length and context of the waterfront means 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. It should not inhibit, or look to upstage the setting but to provide relief from the elements in a range of manners that shifts with life at the edge.



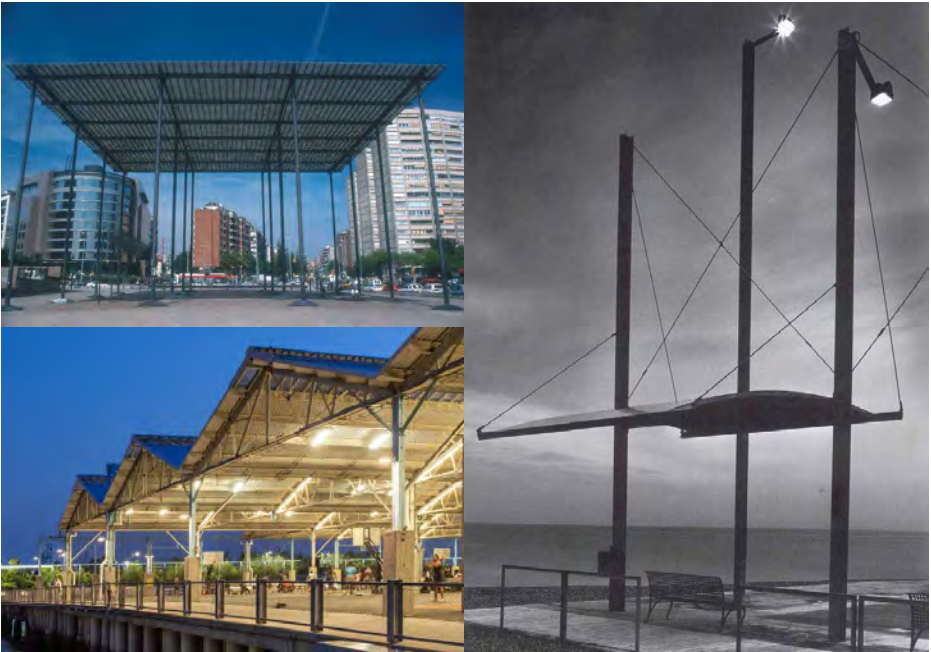
Enhance Public Spaces & Night Activation

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 fascade onto the Promenade where possible.



Efficient / Overscaled

In keeping with the 'otherness' of wharf Infrastructure and simple performance oriented design.



Integrated as Architectural Facade

Building facades 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.



as 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.



4.0 Site Interpretation



4.1 Approach

The waterfront experience can be considered in two typologies; A series of promenades – implying movement, and the other, a series of ‘nodes’ that offer experiences of being in place: Movement and Stasis.

The idea of continuous movement around a body of water is a desirable attribute and forms an experience that is identifiable. People may be moving between nodes of interest, commuting to work or transport, or simply exercising.

Experiences

The waterfront experience can be considered in two typologies; A series of promenades – implying movement, and the other, a series of ‘nodes’ that offer experiences of being in place: Movement and Stasis.

The idea of continuous movement around a body of water is a desirable attribute and forms an experience that is identifiable. People may be moving between nodes of interest, commuting to work or transport, or simply exercising. At the same time the way information and narrative is embedded and revealed relates to moving through space and changing perspectives; glimpses and provocative elements that are pieces of a larger framework.

Nodes are characterised by the ability to spend time in a place and defined by particular activities: recreation, boat launching, investigating ecology, attending events, museum visits, arrival – for example at Black Diamond Square waiting for on-water activities or boat viewing.

Audience

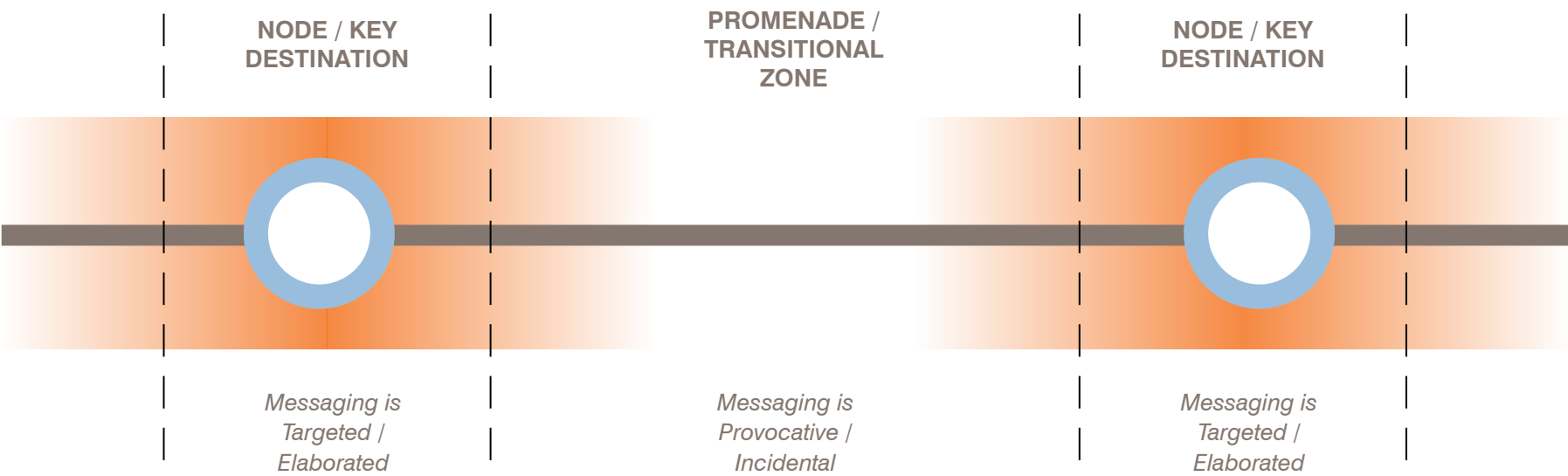
Understanding the audience is key to a successful design outcome. While it could be assumed that the desired audience is ‘all-encompassing’ there are two key categorisations that are important. These are;

- Visitors / tourists
- Residents + workers

Visitors and tourists are more likely to use the promenade as a dedicated experience; an experience that could be undertaken as a specific activity either by itself or in connection with other activities related to visiting the Port area. This group is more likely to be responsive to storytelling and more easily engaged with interpretive techniques.

Residents are more likely to use the promenade for recreation, such as a regular exercise route or as a method of moving around the Port from A to B. They may use the whole or just part of the promenade. Development around the promenade should be inclusive, accessible and safe for all users.

Development should be mindful of diverse user groups, in particular divergent length of stay and probability of repeat visitation. Providing functional high quality spaces that are suitably maintained is important for residents/workers and visitors alike.



Policies

The policies are there to act as guide while the place develops in order to maintain a consistent approach across a range of different users and occupiers.

Both Aboriginal (Kaurna) and ‘European’ stories should be presented, where possible, around similar topics and concepts providing a dualistic approach. The landscape should be able to be read implicitly by;

- Retaining views to and from the water
- Retaining views and access to remnant infrastructure

All place names should include Kaurna and English naming where possible (Dual naming). Incorporation of Aboriginal names and language within the wayfinding and signage should be applied generally.

Include a minimal amount of explicit interpretation and narratives into the public realm to frame to the various audiences understanding of the place. Detailed storylines should be delivered as close to the site-specific place as possible.

Interpretation generally is to be located in the major cultural spaces and shared cultural spaces across the sites (refer diagram).

Developed elements should remain dialogic, and encourage different ways of looking at the existing – revealing the prior manifestations of the place and the ways in which different people value and respond to the place.

Narrative opportunities should aim to adopt and adapt existing and new infrastructure, including landscaping, wayfinding signage, bins, lamp-posts, shading devices, seats, and paving. Taking opportunities to be coordinated with other infrastructure works to facilitate implementation.

Digital multimedia and smartphone apps provide another way to explore the site. These can contain more expansive and interactive content, and link to external information sources. Integration into existing sources of detailed information (such as the visit Port Adelaide App) should be pursued.

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

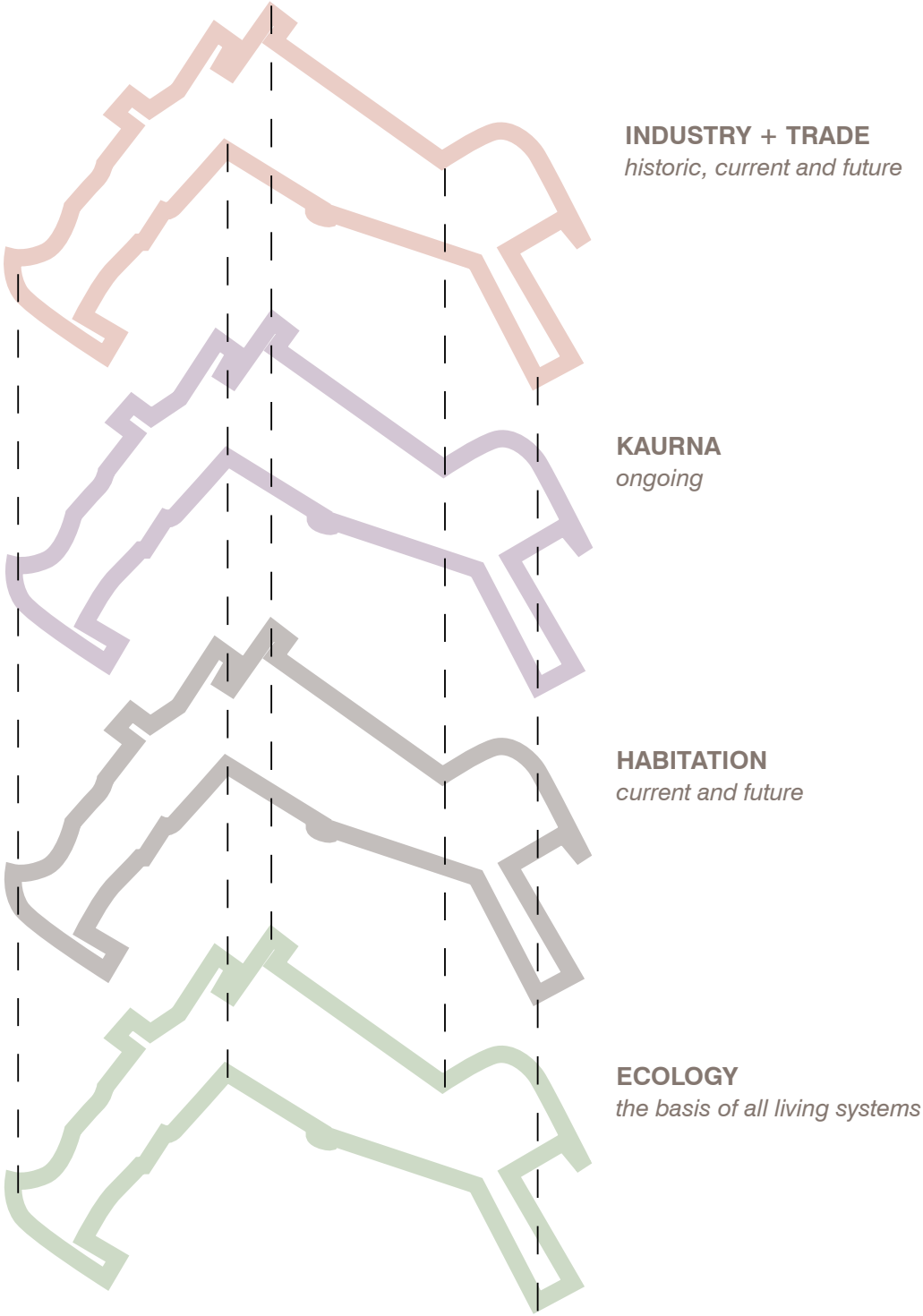
A place of continued connection between Kaurna people and Country. A place of cultural, spiritual and literal importance.

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

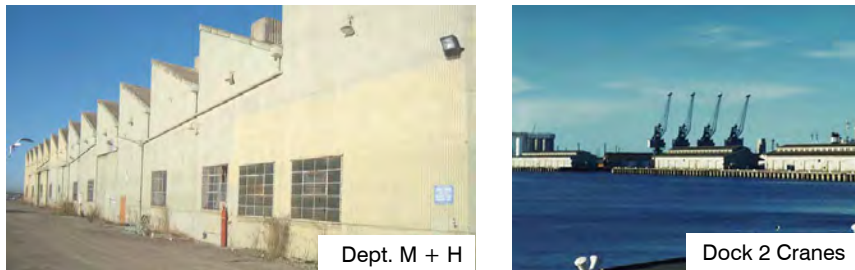


4.2 Themes & Stories

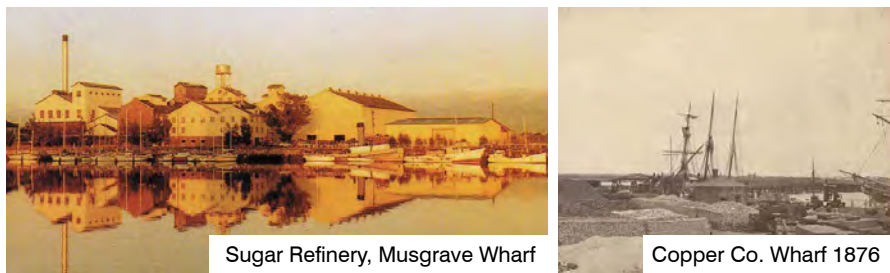
Narrative Threads

INDUSTRY + TRADE

waterside operations



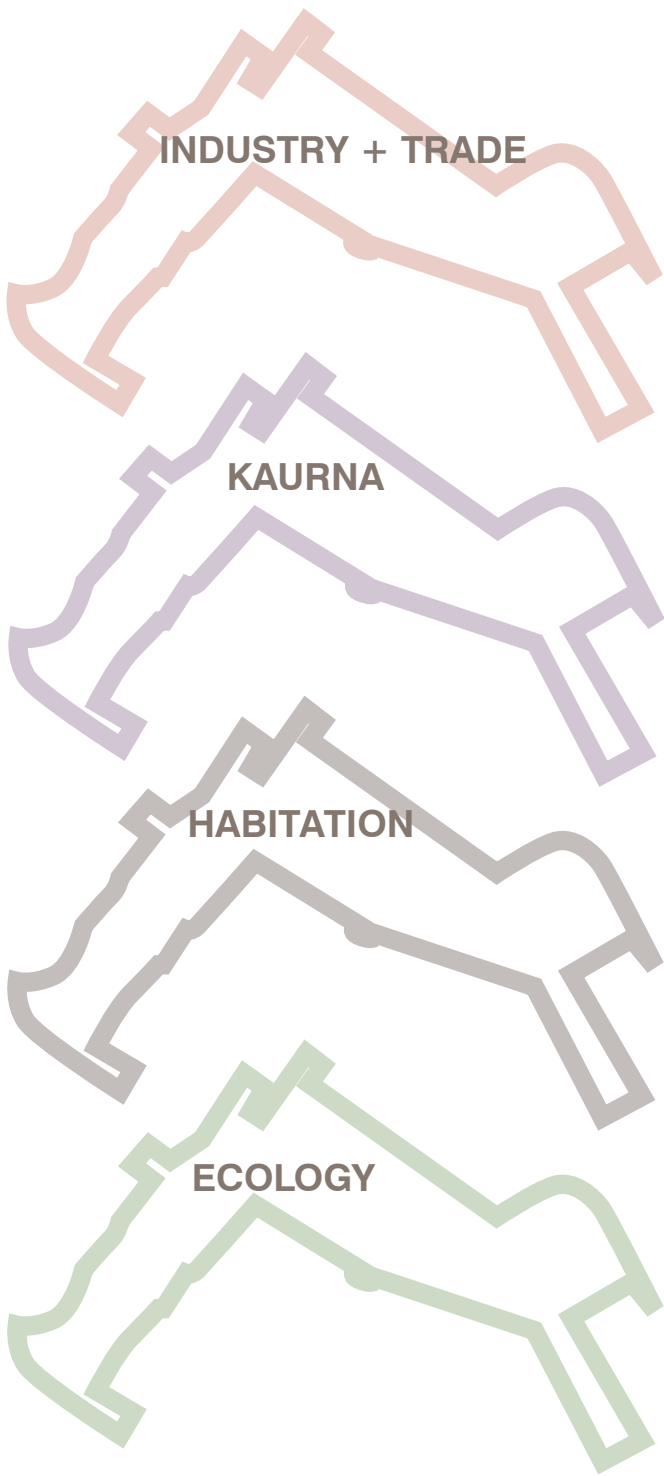
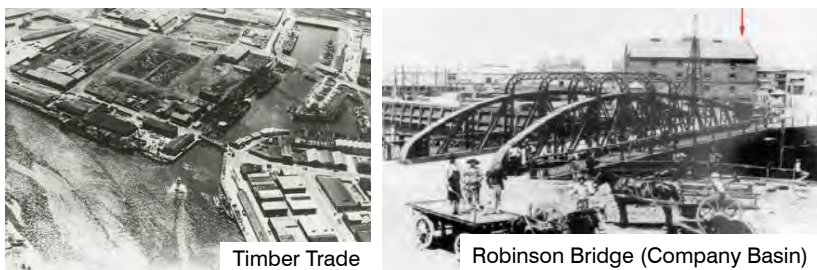
industry 2



industry 1



transport



KAURNA



HABITATION

recreation



the people of the Port



ECOLOGY



Themes & Trails Mapping

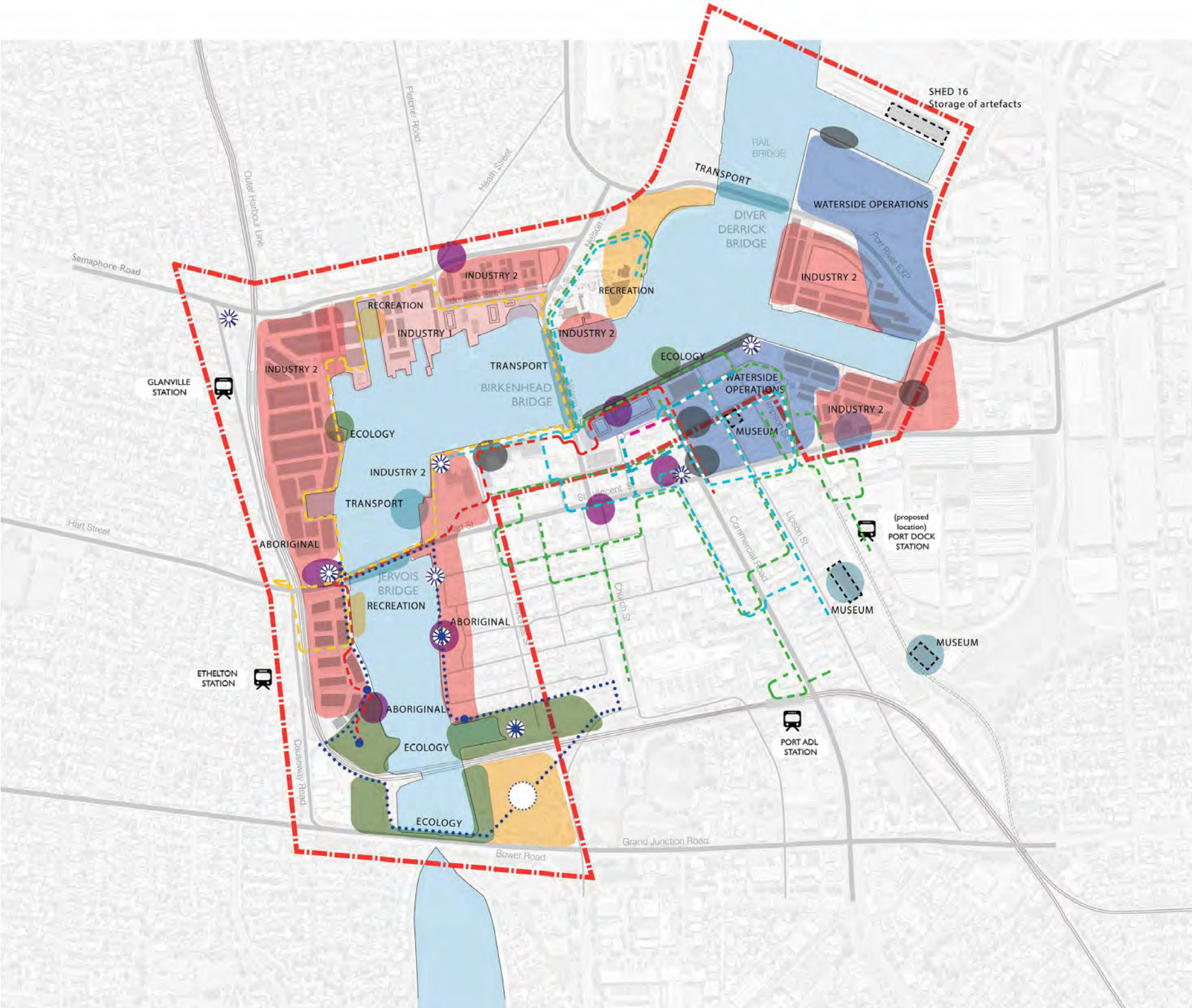
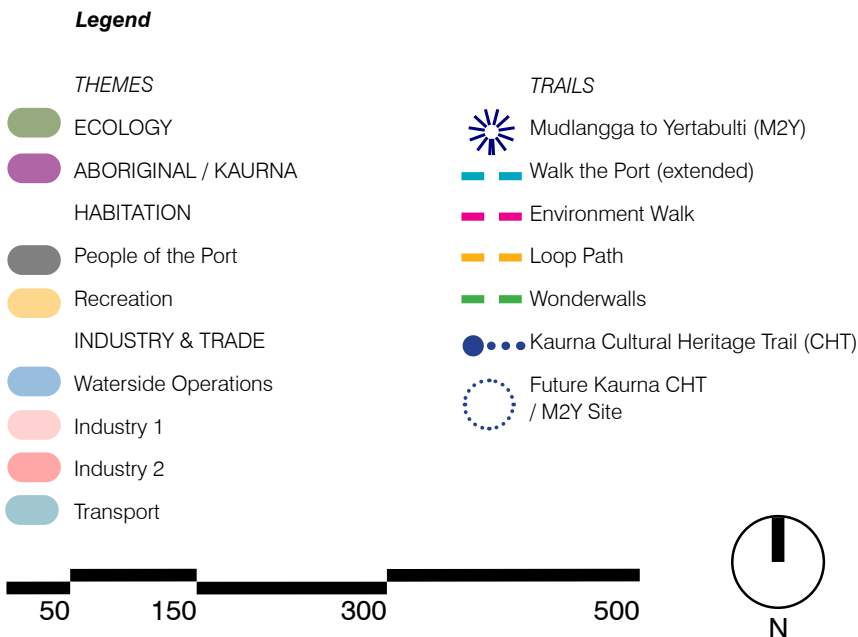
Themes

‘A theme is the main point or message the communicator is trying to convey about a topic. It is the answer to “so what” or “big deal”. It is the moral to the story’ (S. Ham, B. Weiler, Developing Interpretative Themes, 2003)

Identifying themes is a useful system to simplify complex narrative layerings, it is not essential that it is understood within the urban fabric and built interpretive outcomes. Rather themes can act as a reference, a tool in the kit of the designer to embed meaning and provide genuine experiences.

Trails

There is a potential to formalise a Kaurna Cultural Precinct, comprising Inner Harbour section between Jervois Bridge and Bower Road. This would encompass the existing (and potentially upgraded) Lartelare, future Aboriginal Cultural Centre, connecting with other sites along the Kaurna Cultural Heritage Walking Trail, and the larger Mudlangga to Yertabulti trail. There is an opportunity to create an interpretive gateway through an upgraded and widened pedestrian link along Bower Road.



Stories

By first examining the specificity of place, a distinctive and local identity will be defined that is more likely to convey a convincing story and genuine experience.

- Legend**

ECOLOGY

 - e.1 Dolphins
 - e.2 Mangroves
 - e.3 Tam O'Shanter Creek
 - e.4 Hawkers Creek
 - e.5 Tide Hut
 - e.6 Development of West Lakes
 - e.7 Estuary Care + Research

KAURNA

KAURNA/ ABORIGINAL

 - a.1 Kaurna Campsite
 - a.2 Lartelare Stories
 - a.3 Mudlanga to Yertabulti trail (M2Y)
 - a.4 Campsite along foreshore
 - a.5 Camp on high ground
 - a.6 Parnatayya- contact with Europeans
 - a.7 Black swan

HABITATION

PEOPLE of PORT ADELAIDE

 - s.1 City of Adelaide + Immigration
 - s.2 Education + Tafe
 - s.3 Black Diamond Square- Public plaza
 - s.4 Pubs
 - s.5 Residential Use (current)

RECREATION

 - r.1 Fishing
 - r.2 Swimming + Swimming Clubs
 - r.3 Sailing Club
- INDUSTRY + TRADE**

WATERSIDE OPERATIONS

 - w.1 Police Training
 - w.2 Cranes- GMH Elizabeth
 - w.3 City of Singapore- Fire
 - w.4 Customs
 - w.5 Timber Transport
 - w.6 Marine and Harbor's
 - w.7 Bond Stores, Shipping Agents + Stevedores
 - w.8 Waterside Workers
 - w.9 Tall Ships

INDUSTRY 1

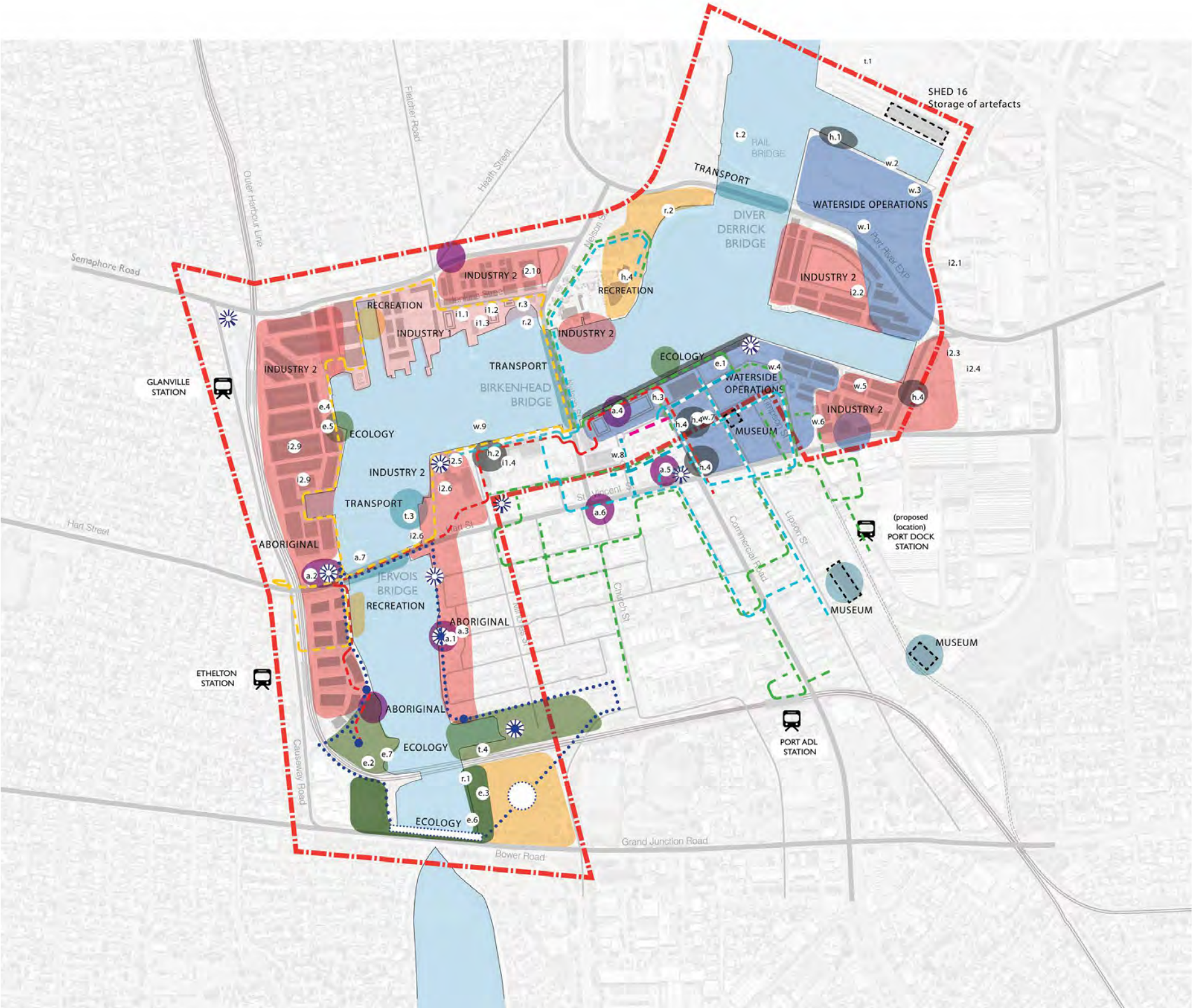
 - i1.1 Navy
 - i1.2 Boat Building
 - i1.3 Intergenerational use/ occupation
 - i1.4 Submarines

INDUSTRY 2

 - i2.1 Fertilizer
 - i2.2 Saw Mill
 - i2.3 SA Company
 - i2.4 Wool Store
 - i2.5 Flour + Milling
 - i2.6 Copper
 - i2.7 Fishing
 - i2.8 Pipeworks
 - i2.9 Sugar Refinery
 - i2.10 Car Manufacture

TRANSPORT

 - t.1 Tramways Trust Power Station
 - t.2 Containerisation
 - t.3 Ferry, Passenger Transport- KI, Port Lincoln
 - t.4 Railways- Outer Harbor to Adelaide

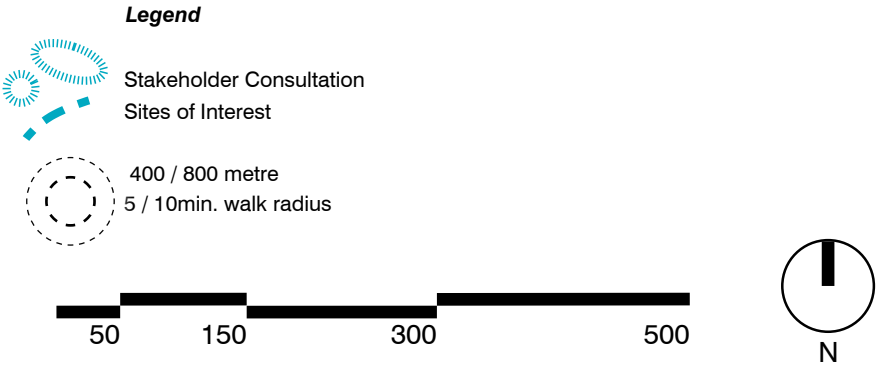
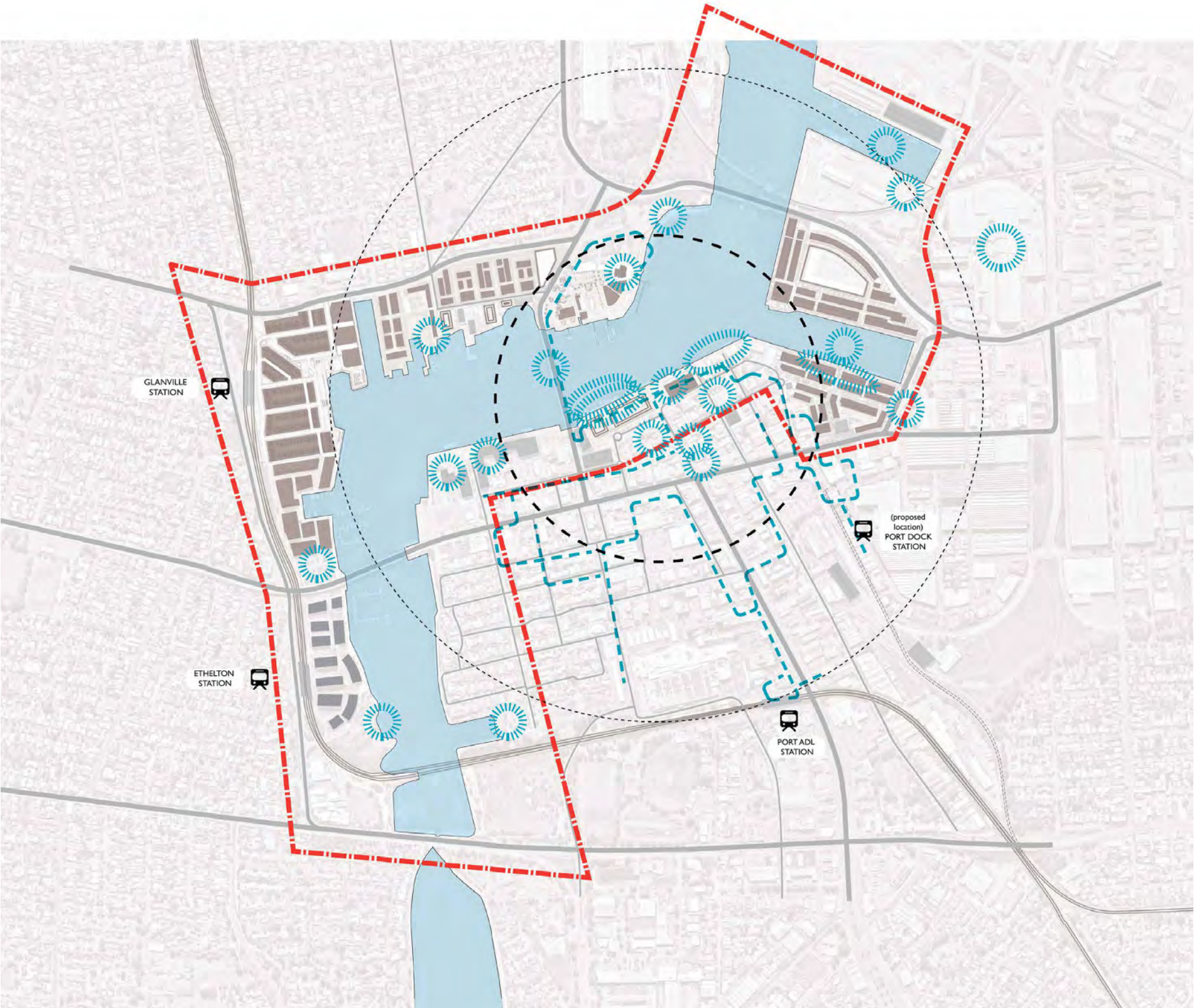


Themes & Stories from Consultation

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 and fears for the site; identifying opportunities and significant places; and collecting stories.

Stories and themes were embedded in the following ‘Site Interpretation - Themes and Stories Schedule’. The opportunities and aspirations have helped inform development of nodes and catalyst projects outlined in this report.

The diagram adjacent is a useful indicator of the current stakeholders priorities and focal range. The key sites identified, often recurrently, are predominantly centered within the 5 minute walking (400m) distance from Black Diamond Square. Other key locations identified include the Mangroves, Dock 2 (and ships), Hart’s Mill, Lartelare and Cruickshank’s corner.



4.3 Site Interpretation

Themes & Stories Schedule

A series of themes and storylines have been derived from the place. Sources of information include;

- recognised heritage significance of the place;
- background documentation;
- remnants on site;
- interpretation on site;
- stakeholder consultation and
- historic sources.

Each of the four narrative layers and sub-themes is underpinned by a number of stories. The following schedule identifies key storylines, their placement within the project area, and associated remnants, extant interpretive information that can found both on-site and within documentation.

Most stories and themes from the site overlap significantly and can encompass areas much larger than the Port Waterfront. The sites identified in the schedule have particular relevance to the story being told, either through remnant fabric/views/access, or specific usage (historic/current/future).

The accompanying Site Interpretation Schedule is the definitive site interpretation resource for future Port Adelaide developments, tracking current levels of interpretation and outlining future opportunities. It is intended these accompanying documents act as an ongoing resource for Council to take custodianship of and continue to evolve along with the Port.

The spaces identified in the themes and stories schedule align with the waterfront destinations mapped earlier in this document.



Major Cultural Space

Destination place with multiple uses and users, high levels of visual connection to other nodes or landmarks. A place of stasis or recreation. Several layered stories evident on the site.



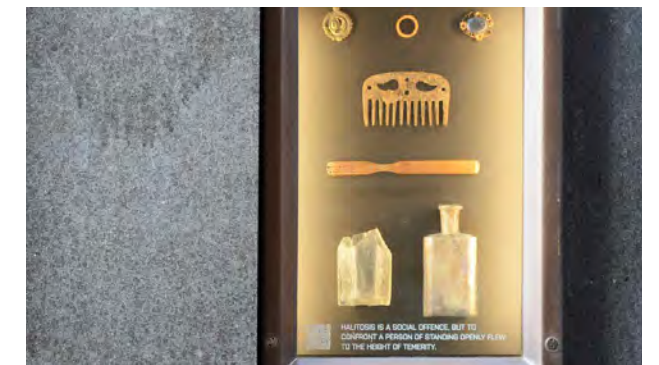
Shared Cultural Space

A shared place with generally recreational uses and users. Visitation often for a specific activity. Varied levels visual connection to other nodes or landmarks. A number of layered stories evident on the site.



Small Scale / Local Spaces

A shared place within predominately residential zones. Promenade/urban realm a place of movement. Visual connection to other nodes or landmarks. Narratives to be incidental and provocative.



Major Cultural Space
Shared Cultural Space
Small Scale / Local Spaces

	Story	Notes	Precinct	Existing Interpretation	Opportunity/Remnants	Source
INDUSTRY + TRADE	WATERSIDE OPERATIONS					
	Trade, Customs, Bond stores, Shipping Agents, Stevedores, Waterside workers, Unions, Marine and Harbor's					
	Marine and Harbor's establishment, growth, and dissolving. Various manufacturing operations related to port and marine infrastructure.		Dock yards	Loop path signage - 'former government dockyard basin - sunken treasure' and 'Port Adelaide Inner Harbour Development, North Parade Wharf + Princess Wharf, Hawker's Creek and Fletcher's Slip' 'Former government dockyard basin-sunken treasure'		PAWCM+S_St 3; PAWFDG Stakeholder Engagement
	Tragedy Dock- City of Singapore Explosion + Fire 1924		Dock 2	none		PAWCM+S_St 3 Pages 3.11-3.29
	Police camp on Ocean Steamers Road during 1928/9 waterside workers strikes, then converted into training facility. Basic living conditions, tents and former timber storage shed as food hall.		Dock 2	none		PAWCM+S_St 3 Pages 3.11-3.29
	SA Company + their role in the establishment of Port Adelaide in its current location. Monopoly of trade + land in SA. Power over government		Dock 1 (Starfish Development)	none	Remnants- Marine + Harbor's Building Wharf edge- current line created by SA Company- Originally larger.	PAWCM+S_St 3
	Adelaide Steamship company. Port operations and shipping - particularly Adelaide - Melbourne Route then nationally.		Dock 1 (Starfish Development)		-	PAWCM+S_St 3
	Wool and grain storage		Dock 1 (Starfish Development)		Remnants- Former Elder, Smith & Co ' X' Wool Store (originally D & J Fowler Warehouse); Former Goldsbrough Mort Wool Stores; Former Dalgety's Wool Store + former Warehouses along St Vincent St	PAWCM+S_St 3; PAWFDG Stakeholder Engagement

Major Cultural Space
 Shared Cultural Space
 Small Scale / Local Spaces

	Story	Notes	Precinct	Existing Interpretation	Opportunity/Remnants	Source
INDUSTRY + TRADE	Widening and deepening of Docks- rebuilding by South Australian Harbors Board in 1920's and 30's. various proposals for modernisation through to the 1950s. South Australian company basin and former bridge at same location.		Dock 1 (Future Bridge)	none	Remnants- Marine + Harbor's Building Wharf edge- current line created by SA Company- Originally larger.	PAWCM+S_St 3; PAWFDG Stakeholder Engagement
	Specialisation of dock areas - Timber and steel in particular.		Dock 1 (Future Bridge)			
	Customs Clearing Office - Stories of management of goods duties and day to day operations of controlling flow of goods. Customs and excise, tax.		Dock 1 (Future Bridge)		Remnants- Customs Clearing Office - currently sales showroom for Dock 1	PAWCM+S_St 3; PAWFDG Stakeholder Engagement
	Waterside workers - Description of labour arrangements and specific activities. 1928 strike and changes to labour laws. Labor party origins and various movements and events.	Various locations around waterfront but mainly at the WWF Hall in Nile Street.	Dock 1 (Future Bridge)		Remnants- WWF Hall in Nile St	
	Customs + Trade: Various customs buildings in Commercial Road and then clearing house in Todd Street. Establishment of regulation and trade control, import and export frameworks. Illegal imports - refer to cranes.		Black Diamond Square		Remnants- Historic Buildings within State Heritage Area	PAWCM+S_St 3; PAWFDG Stakeholder Engagement
	Bond Stores, Shipping Agents and Stevedores - various buildings		Black Diamond Square		Remnants- Historic Buildings within State Heritage Area	
	Tall Ships, Grain transport. The grain races, freight from SA to Europe		Hart's Mill	Thematic Playspace Loop path signage- 'Port Adelaide Inner Harbour Development, North Parade Wharf + Princess Wharf, Jenkin's Slip, Hart's Mill' and 'Hart's on fire'	Remnants- Hart's Mill + Adelaide Milling with associated packing shed Railway tracks left in ground surfaces	PAWCM+S_St 3 Pages 3.30-3.56; PAWFDG Stakeholder Engagement

Major Cultural Space
Shared Cultural Space
Small Scale / Local Spaces

	Story	Notes	Precinct	Existing Interpretation	Opportunity/Remnants	Source
INDUSTRY + TRADE	Cranes - established at Dock 2 as a suite of 4 - now 2, primarily for the unloading of steel for Holden for bodies. Stories around illegal imports related to transistor radios and other small goods.	Retained as tall identifying structures within the urban area.	Dock 2	Visit Port Adelaide App- Historic Site	Opportunity- Nelcebee Activation from SAMM workshop/boat maintenance + building and City of Adelaide Clipper Ship Remnants- Existing Heritage Cranes; Shed 13 + Shed 14	PAWCM+S_St 3 Pages 3.11-3.29; PAWFDG Stakeholder Engagement
	Contemporary working Port, weekly limestone boat, cement factory, fishing vessels etc)		Black Diamond Square -McLaren Wharf + Throughout	Place to see moving ships etc...	Activation- Falie 'Working' Ships/Boats/Factories Remnants- Existing Heritage Cranes; Shed 13 + Shed 14	PAWFDG Stakeholder Engagement
	INDUSTRY 1					
	Supporting Trade, Boat Building					
	Concrete boat construction and wreck.		Dock yards			
	Lawrie diving business and Mac Lawrie - Diving Slipway incl Blue Streak rocket rails - anchor retrieval submersible craft at SAMM. Roof painting for Queen's visit in 1964.		Jenkins St Area	Loop path signage - 'former Port Adelaide sailing club- movers and sailors' and 'former lawrie/ bolt tenancy + Slipway, former port Adelaide rowing club- rocket rails'		PAWCM+S_St 3 Pages 3.57-3.93
	Porter's tenancy + Shipyard - various boat construction. Fishing vessel support and building.		Jenkins St Area	Loop path signage - 'former porters tenancy + Slipway, former searles slip + shed- Jenkins Street boatsheds'		PAWCM+S_St 3 Pages 3.57-3.93
	Searles operations and various boats that were manufactured since the late 19th C. Construction of 'Popeye.'		Jenkins St Area			PAWCM+S_St 3 Pages 3.57-3.93

Major Cultural Space
Shared Cultural Space
Small Scale / Local Spaces

	Story	Notes	Precinct	Existing Interpretation	Opportunity/Remnants	Source
	Naval Yard - Continuing Navy presence and retained in Federal ownership. Previous Salt works shed remains.		Jenkins St Area		Remnants- Navy presence on site	PAWCM+S_St 3 Pages 3.57-3.93; PAWFDG Stakeholder Engagement
	McFarlane + Sons tenancy - Formerly in Cruickshank's Corner. Business incorporated ship wrighting, boat building fitouts, painters and dockers work. Fabrication of racing yachts - Sayonara and others.		Jenkins St Area			PAWCM+S_St 3 Pages 3.57-3.93
	Central Boating Services tenancy. Relocation of operations and building related to construction of the Birkenhead bridge in 1939. Retained (dismantled) shed has cut out for ketch bowsprits illustrating tidal movement and type of shipping.		Jenkins St Area	Loop path signage - 'former McFarlane's, former Central's boating services- Slipping'		PAWCM+S_St 3 Pages 3.57-3.93
	Fletcher's operations - boat slipping and repair. Development from Fletcher's through to Adelaide Ship Constructions - Large organisation and employer. Private/Public business model.		Jenkins St Area		Remnants- Slips + waterfront 'soft' edge; Fletcher's Slip complex - currently sales showroom for Fletcher's Slip development; Many images available of large vessels	PAWCM+S_St 3 Pages 3.57-3.93; PAWFDG Stakeholder Engagement
	Former boatyards + Central's Shed- shifted in 1930's		Cruickshank's Corner		Remnants- Building currently stored in Shed 16	PAWCM+S_St 3
INDUSTRY + TRADE	INDUSTRY 2					
	Milling, Copper, Tanneries, Sugar, Pipeworks					
	Musgrave's wharf, CSR- Sugar factory. Pipeworks along North and South side of Hawker's Creek. 1926 fire, general operational period and closure.		Pipeworks	Loop Path signage - 'former SA pipe company- pipes galore'	Remnants- Sugar company wharf	

Major Cultural Space
Shared Cultural Space
Small Scale / Local Spaces

	Story	Notes	Precinct	Existing Interpretation	Opportunity/Remnants	Source
INDUSTRY + TRADE	Saw Milling businesses - import and export and timber regulations. Private public interface. Resumption of waterfront land by Govt.	Connection over Dock 1 essential for increased activation of Dock 2 precinct	Dock 1 (Starfish Development)			PAWCM+S_St 3
	GMH factory - development in 1927 established as Holden plant assembling American made cars. Production of boats during WWII including Archie Badenoch.		Jenkins St Area		Remnants- In-ground tile entrance mosaic	PAWCM+S_St 3 Pages 3.57-3.93
	Hart's Mill + Adelaide Milling - Longest continuously serving flour milling enterprise in SA. Urban renewal programmes, heritage and community identity.		Hart's Mill	Loop Path Signage - 'former Hart's Mill, former Adelaide milling company - hart's on fire'	Remnants- Hart's Mill + Surrounds Activation- Green space, Playspace + Events	PAWCM+S_St 3 Pages 3.30-3.56
	Copper Company - Archeological remnants. Smelter establishment fairly early and relationship to inland mining centres at Burra and Moonta etc. State reliance on export on raw materials.		Hart's Mill	Loop path signage - 'former copper company- the chimney stack'	Remnants- Archeological remnants	PAWCM+S_St 3 Pages 3.30-3.56
	Mooring for commercial fishing boats (current). Re-establishment of fishing boat base within the inner harbour.		Cruickshank's Corner	none	Remnants + Activation- Existing boats	
	Mooring for commercial fishing boats (former) Fish market mooring at Jervois Bridge and other locations incl North Arm.		Troubridge Ramp	none		Couper Smartt; PAWFDG Stakeholder Engagement
	Mosquito Fleet		Dock 2	SAMM displays etc	Opportunity- Nelcebee	PAWCM+S_St 3 Pages 3.11-3.29

Major Cultural Space
Shared Cultural Space
Small Scale / Local Spaces

	Story	Notes	Precinct	Existing Interpretation	Opportunity/Remnants	Source
INDUSTRY + TRADE	TRANSPORT Ships (Sea going), Railways, Roadways (Cars, Trucks, Buses)					
	Goods transport crossing the River to get to/from Outer Harbor. Port River expressway/ Diver Derrick Bridge Establishment of new opening bridges. Patterns of former curved railway corridors to support various factories, industries and goods transport.	Becoming undecipherable. Remain evident at warehouses. Also on McLaren Parade	Cruickshank's Corner, Eastern sections of inner harbour. And former Sugar and Pipe Factories.	Birkenhead bridge signage - Birkenhead Bascule	Remnants- Bridges; Railway tracks in-ground	Couper Smartt - pp 211-234,
	Containerisation and its effects on the Port, establishment of Outer Harbor.	Diver Derrick Bridge	Cruickshank's Corner, Eastern sections of inner harbour.		Remnants- Diver Derrick Bridge Activation- Containers in use Perkins Dr + Port River Expressway	Couper Smartt - pp 84 ; PAWFDG Stakeholder Engagement
	Train; Outer Harbor to Adelaide Passenger Line. Various iterations of Port Adelaide railway stations - at Commercial road (upper) and St Vincent Street.	Generally outside study area	Western Region Park	n/a	Activation- Train line active	Couper Smartt - pp 211-234, Adelaide Metro
	Ferries: Birkenhead to Port Adelaide. Lipson Street and Mundy Street	Possible to use story of schoolgirls see swimming.	Hart's Mill Area	none	Opportunities- Public art Remnants- Steps on Birkenhead edge	PAWCM+S_St 3 Pages 3.30-3.56
	Roll-on Roll-off Wharf construction, completed by 1961. Passenger ferry. Intrastate shipping.		Troubridge Ramp	Loop Path signage - 'roll-on roll-off'	Remnants- Roll-on Roll-off wharf	PAWCM+S_St 3 Pages 3.30-3.56
	Trams and trolley buses: Use of trams including horse drawn versions.		Glanville Station		Remnants - Some junctions and street layouts to accommodate rails.	Couper Smartt - pp 228
	Shipping: general - Goods transport + Tall Ships (Grain Races)		Black Diamond Square	Visit Port Adelaide App	Activation- Falie- active + prominent on site Visiting Ships	PAWCM+S_St 1,2,3 generally, Visit Port Adelaide App; PAWFDG Stakeholder Engagement

Major Cultural Space
Shared Cultural Space
Small Scale / Local Spaces

	Story	Notes	Precinct	Existing Interpretation	Opportunity/Remnants	Source
KAURNA	KAURNA A place of continued connection between Kurna people and Country. A place of cultural, spiritual and literal importance.					
	Kurna Campsite, Corroborree ground and Battleground		Black Diamond Square			Kudlyo the Black Swan Dreaming; Kurna Cultural Heritage Survey 2007
	Kurna Campsite		Glow Taltaityai			Kudlyo the Black Swan Dreaming; Kurna Cultural Heritage Survey 2007,
	Current location of Emu Sculptures	Encourage connections to Lartelare	Glow Taltaityai	Glow Taltaityai' Artwork- inspired by the dreaming story of Tjilbruke + Yertabulti Track - signage		Signage on site PAE Mudlangga to Yertabulti Track Trail Guide
	Lartelare + Kurna Stories	Stories specific to the site/family-connect to broader Kurna stories across region	Lartelare	Native plantings Yertabulti Track - signage Interpretive Artworks	Remnants- Native flora and fauna	Signage on site PAE Mudlangga to Yertabulti Track Trail Guide
	Kurna Campsite (until 1858)		Lartelare			Kudlyo the Black Swan Dreaming; Kurna Cultural Heritage Survey 2007
	Parnatartja /'King Rodney' - first Aboriginal person encountered by Europeans 'when they arrived at Pt Adelaide. Mullawirraburka 'King John'; Kadlitpinna 'Captain Jack' leading men at contact		State Heritage area	unknown		Kurna Cultural Heritage Survey 2007, PAWFDG Stakeholder Engagement
	Black Swan/Kudlyo + Bird totems		Throughout	unknown		Kurna Cultural Heritage Survey 2007

Major Cultural Space
Shared Cultural Space
Small Scale / Local Spaces

	Story	Notes	Precinct	Existing Interpretation	Opportunity/Remnants	Source
KAURNA	Port Adelaide region - Yertabulti; meaning place or land of sleep or death		Throughout	unknown		Kaurna Cultural Heritage Survey 2007, PAWFDG Stakeholder Engagement
	'Tjilbruke' dreaming, 'The Seven Sisters' dreaming, 'The Red Kangaroo' dreaming, 'Tidley the Frog' dreaming, 'Dreamtime', Teaching of totem origins		Throughout	unknown		Kaurna Cultural Heritage Survey 2007
	Aboriginal People carrying European women off boats due to swampy landscape		Throughout + Mangrove Cove	unknown		PAWFDG Stakeholder Engagement
	Aboriginal food sources, including hunting, crabbing, foraging		Throughout + Mangrove Cove	unknown	Remnants- Native flora and fauna	Kaurna Cultural Heritage Survey 2007, PAWFDG Stakeholder Engagement
	Aboriginal workers- Frickers corner or Poverty Corner		Dock 1 (Future Bridge)	Tjilbruke + Yertabulti Track - signage		Signage on site PAE Mudlangga to Yertabulti Track Trail Guide, PAWFDG Stakeholder Engagement
HABITATION	RECREATION					
	Water based: Swimming, Rowing, Sailing					
	Port Adelaide Rowing Club. Former/original RSAYS	Connection to Semaphore Worker's Club	Jenkins St Area			PAWCM+S_St 3 Pages 3.57-3.93
	Port Adelaide Sailing Club - establishment of working mens club. Relocation of building.		Jenkins St Area	Signage on site	Remnants - Existing building- recommend retention	PAWCM+S_St 3 Pages 3.57-3.93
	Swimming - Competitions around the Port and inner harbour. Swim through the Port. Schoolgirls swimming across the river and saving ferry money.	Various locations including graving dock	Jenkins St Area		Activation- Repeat events	PAWCM+S_St 3 Pages 3.57-3.93
	Swimming - current recreation	establishment of beach near Birkenhead Tavern	Cruickshank's Corner	Various instructional signage	Activation- Current use of beach for recreation, boat ramp	Site visit 19/01/21
	Swimming Clubs - Birkenhead and Ethelton - school programmes. Police training in Canal		Ethelton Park Area			Couper Smartt - pp 407

Major Cultural Space
Shared Cultural Space
Small Scale / Local Spaces

	Story	Notes	Precinct	Existing Interpretation	Opportunity/Remnants	Source
HABITATION	Recreational fishing (current) various locations around Port. Daily pattern of Mulloway movement in and out of the river. Sunken boats as fish habitats.		Western Region Park/ Jenkins St	Various instructional signage	Activation- people fishing	Site visit 19/01/21
	PEOPLE OF THE PORT					
	Development of commercial/ industrial and residential area around transport hub	First State Heritage Listed Precinct	Black Diamond Square	unknown	Remnants- Infrastructure/ built elements within Port Adelaide	PAWCM+S_St 3 Pages 3.3-3.9
	Education- Former TAFE site: Establishment and demise. Former Institutes and other bodies - usually located back from waterfront.		Hart's Mill	none	Remnants- Former tafe building	PAWCM+S_St 3 Pages 3.30-3.56
	Emigration- arriving in Port Adelaide. Multicultural population, past, present and future.		Dock 2	SAMM displays	Opportunity- City of Adelaide Clipper Ship	PAWCM+S_St 3 Pages 3.11-3.29, PAWFDG Stakeholder Engagement
	Port Misery due to the mosquitoes and fleas - first mentioned 1838. Swampy land and insects made disembarking ships difficult.		Throughout + Mangrove Cove	SAMM displays, possibly others		PAWFDG Stakeholder Engagement; Couper Smartt - pp 48
	Pubs in Port Adelaide		Various	Heritage plaques	Opportunity- Key place to tell multiple stories	PAWFDG Stakeholder Engagement
	Current + Future residential and commercial populations/ Development		Throughout	none	Activation- Encourage residents and visitors to Port Adelaide	PAWFDG Stakeholder Engagement

Major Cultural Space
Shared Cultural Space
Small Scale / Local Spaces

	Story	Notes	Precinct	Existing Interpretation	Opportunity/Remnants	Source
ECOLOGY	ECOLOGY Waterways, Habitats- Dolphins, Natural systems and human interference in them					
	Port River Dolphins - Dolphin sanctuary establishment, population type and specific dolphins and their movement. Adelaide Dolphin Sanctuary	Dolphin Explorer cruises	Black Diamond Square - Dolphin Explorer	Signage on Site Visit Port Adelaide App Dolphin Explorer Cruises		PAE Website, National Parks + Wildlife Service Website- Port Adelaide Dolphin Sanctuary; PAWFDG Stakeholder Engagement
				Loop path signage within Fletcher's Slip Redevelopment 'the dolphins'		
	Tam O'Shanter Creek: Remnant Canal offers story of importance of waterfront for industry and resultant pollution. Filling and manipulating of existing waterways to form hard edges. Filling of canal cut and stability of ground conditions, water table etc.		Western Region Park		Remnants- Canal	PAWFDG Stakeholder Engagement
	Development of West-Lakes - manipulation of water flow from sea (Tennyson) to Port River and eventual reduction of pollution. Fish movement in the Port River'		Western Region Park		Remnants- Westlakes, water pipe below Bower Road	Estuary Care Foundation SA website
	Hawkers Creek: as above. Remnant pipe outlet, refer 'Causeway' as former creek crossing		Pipe works	Loop Path signage- 'Hawkers Creek - standing on water'		Couper Smartt- Pp81
	Tide Hut operations and use.		Pipe works	none	Remnants- Tidal hut (non functioning).	
	Samphire salt marshes- habitat for a wide range of bird species		Throughout (Mangrove Cove)		Remnants- vegetation	Visit Port Adelaide App- 'Environmental Walk'
	Mangroves: Most southerly mangrove location in Southern Hemisphere/world. Mangrove ecology, estuary flora and fauna		Ethelton Park Area		Remnants- Mangrove forest Opportunity- Mangrove boardwalk	Visit Port Adelaide App- 'Environmental Walk'; PAWFDG Stakeholder Engagement


Major Cultural Space
Shared Cultural Space
Small Scale / Local Spaces

	Story	Notes	Precinct	Existing Interpretation	Opportunity/Remnants	Source
ECOLOGY	Estuary Care and renewal of natural water environments, including living walls trials; Shellfish Reef		Ethelton Park Area		as above	PAWFDG Stakeholder Engagement
	Former Samphire Flats, former native vegetation; Halosarcia sp.; Sclerostegia sp; Atriplex paludosa; Sarcocornia sp.		throughout		as above	Kaurna Cultural Heritage Survey 2007
	OTHER					
	Birkenhead Tavern - establishment and continued operation. Changing landform and removal of streets etc for turning basin.		Cruickshank's Corner	none	Activation- Food + Beverage operation active	PAWCM+S_St 1,2,3, PAWFDG Stakeholder Engagement
	Pylons with sculptures - remnant structures that indicate various former uses and occupation.	Public Art	Ethelton Park Area	none	Remnants - Pylons and sculptures	
	Shipwrecks: various around the inner harbour. Some deliberately abandoned and some sunk	Jervois Basin Shipwrecks - Vessel remains accessible at low tide	Ethelton Park Area	Signage on site	Remnants- Shipwrecks	Ships Graveyard Brochure by Dept of Environment and Heritage
	March for more rations 'Beef march'/ 'Beef Riot' January 1931 protests around food rationing		Throughout	none		PAWFDG Stakeholder Engagement, Couper Smartt - pp 257


Key Interpretive Locations

Developed as part of the site synthesis, a series of key locations for interpretation have been identified. They have been broken down into four levels dependant on the complexity and frequency of relevant stories (see opposite page), existing site elements, the current uses and users, and visual connections to key sites and other nodes. The nodes shown have informed the Design Guidelines, particularly the Waterfront Destinations on page 29.


Legend




KEY NODE
Several layered stories, destination, multiple uses and users, visual connection to other nodes




SUB NODE
Layered stories, interpretive beacon, focussed uses and users, visual connection to other nodes



STORY SITE
Focused stories, incidental or provocative interpretation, narrative connections to nodes




WAYFINDING LINK
incidental or provocative local interpretation, directions to key nodes




Visual Linkages


TRAILS




Mudlangga to Yertabulti (M2Y)




Walk the Port (extended)




Environment Walk




Loop Path




Wonderwalls



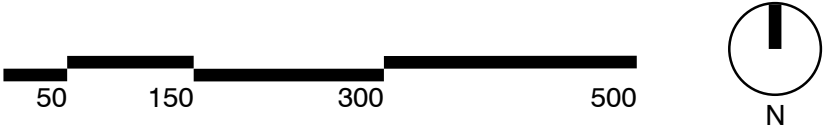
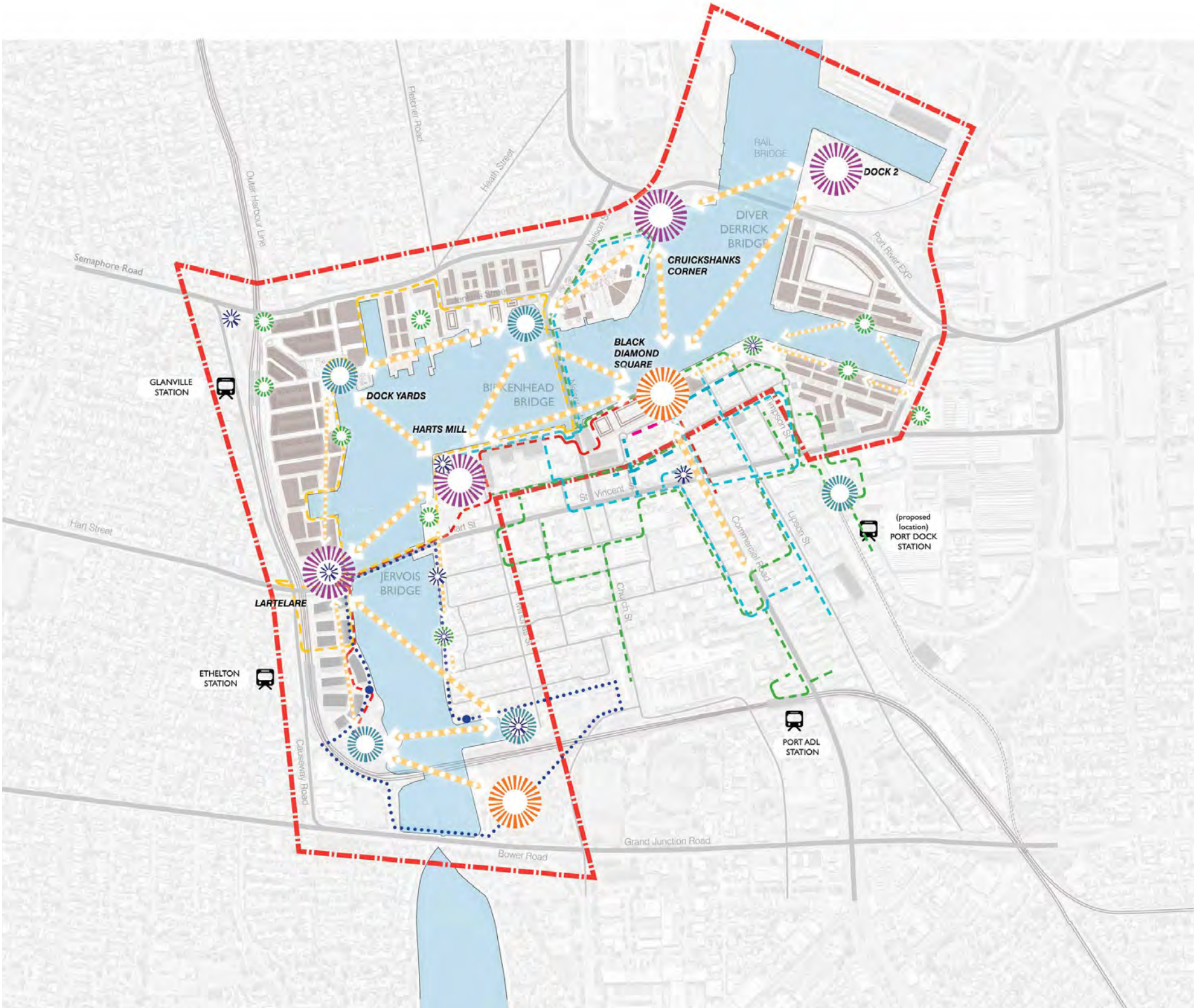
Kaurna Cultural Heritage Trail (CHT)

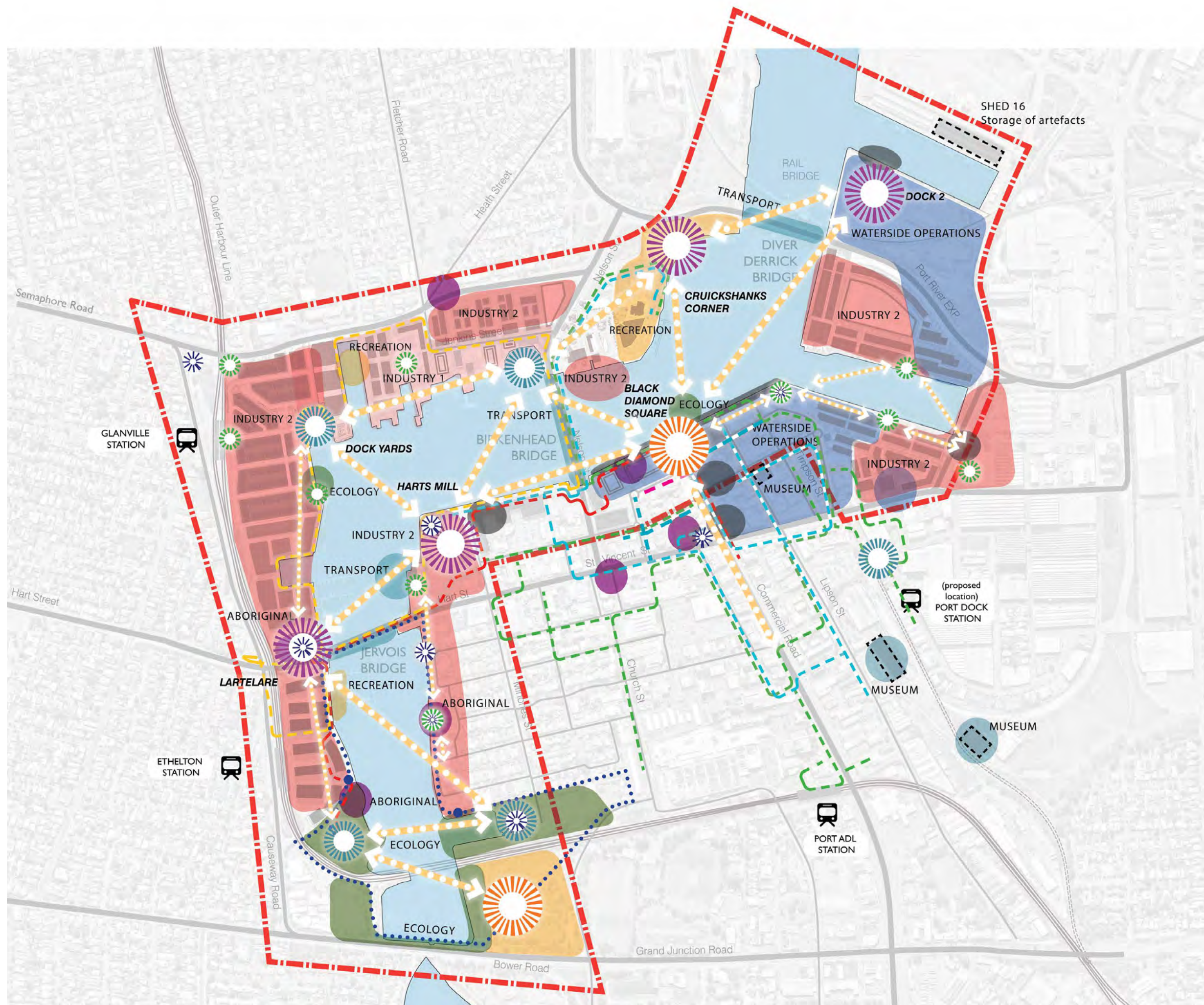


Future Kaurna CHT / M2Y Site



400 / 800 metre
5 / 10min. walk radius





Legend

ECOLOGY

ECOLOGY

- e.1 Dolphins
- e.2 Mangroves
- e.3 Tam O'Shanter Creek
- e.4 Hawkers Creek
- e.5 Tide Hut
- e.6 Development of West Lakes
- e.7 Estuary Care + Research

KAURNA

KAURNA/ ABORIGINAL

- a.1 Kaurna Campsite
- a.2 Lartelare Stories
- a.3 Mudlanga to Yertabulti trail (M2Y)
- a.4 Campsite along foreshore
- a.5 Camp on high ground
- a.6 Parnataty- contact with Europeans
- a.7 Black swan

HABITATION

PEOPLE of PORT ADELAIDE

- s.1 City of Adelaide + Immigration
- s.2 Education + Tafe
- s.3 Black Diamond Square- Public plaza
- s.4 Pubs
- s.5 Residential Use (current)

RECREATION

- r.1 Fishing
- r.2 Swimming + Swimming Clubs
- r.3 Sailing Club

INDUSTRY + TRADE

WATERSIDE OPERATIONS

- w.1 Police Training
- w.2 Cranes- GMH Elizabeth
- w.3 City of Singapore- Fire
- w.4 Customs
- w.5 Timber Transport
- w.6 Marine and Harbor's
- w.7 Bond Stores, Shipping Agents + Stevedores
- w.8 Waterside Workers
- w.9 Tall Ships

INDUSTRY 1

- i1.1 Navy
- i1.2 Boat Building
- i1.3 Intergenerational use/ occupation
- i1.4 Submarines

INDUSTRY 2

- i2.1 Fertilizer
- i2.2 Saw Mill
- i2.3 SA Company
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- i2.9 Sugar Refinery
- i2.10 Car Manufacture

TRANSPORT

- t.1 Tramways Trust Power Station
- t.2 Containerisation
- t.3 Ferry, Passenger Transport- KI, Port Lincoln
- t.4 Railways- Outer Harbor to Adelaide



A group of young men are posed on a wooden structure, possibly a bridge or a set of stairs. Three men in the foreground are in athletic wear (singlets and shorts) and are in a starting crouch. A man in a suit stands in the center, looking towards the camera. Other men are visible in the background, some sitting and some standing. The entire image has a strong orange color overlay.

Appendix A - Catalyst Project Toolkit

A.1 Ambitions



The progressive transformation of the Port Adelaide Waterfront through a number of overlapping actions involving small interventions, as well as major built projects over time.

A.2 Achieving Change

Delivering Projects

The following Catalyst projects have come about as a result of our review of site and strategic document conditions. This Site Synthesis revealed many latent opportunities to deliver meaningful change, and ultimately achieve the Inner Waterfront Vision, to deliver:

‘an authentic world class waterfront that provides an immersive waterside experience, is reflective of Port Adelaide’s progressive identity, and builds on its rich culture and heritage’

The projects broadly organise under three main categories. Although projects are aligned to one for organising purposes, they may contain elements belonging to two or even three. At the extreme ends of the spectrum, the categories are dealing with two languages - one about urban design and the other about information. The link is experience.

The Big Moves

large scale or site-wide activation initiatives; trails

Big Moves are generally urban design type items, outcomes that are fundamental or central to experience and activation. These might have incidental and Detailed / Didactic elements incorporated within them, depending on how they are executed.

The Incidental and Provocative

artworks; conservation; surface etching; furniture

Incidental and Provocative are items that are not drivers of destinations, however are things that are ‘found’; additions to other activities; the experiential links.

The Detailed and/or Didactic

signage; theme based events; interp panels

Detailed and / or Didactic is the lower slower hierarchy. Where information is delivered and stories told.

Based on the Burra Charter Heritage Interpretation Protocol, these categories provide a framework for conceiving and undertaking projects in the Inner Port. Such a framework provides a valuable guide through which to assess the success or otherwise of a project, beyond it’s aesthetic merits.

It is important to understand how the design of public spaces can act as a catalyst for the success of urban, commercial, civic and residential developments which, in turn, are becoming an increasingly important element in attracting the knowledge based workforces that will drive underlying economic activity.

A commitment to delivering a world class waterfront is the ultimate catalyst, and only sure fire way of ensuring the success of Port Adelaide as a world class but locally specific waterfront. The delivery of Catalyst projects are an opportunity to:

- Rewards stakeholders currently invested in place (time, energy, finances), with projects that aid them
- Highlights and supports wayfinding between key nodes of increased activity, visual prominence or historic significance
- Provide interpretive overlay of physical remnants and historic sites
- Promotes useage of, and investment in, the waterfront through redevelopment projects
- Explore shared funding arrangements, including ‘like for like’ contributions with waterfront partners

A.3 Catalyst Project Typologies

	large scale or site wide; activation initiatives	artworks; conservation; surface etching; furniture	signage; trails; theme based events;
	<i>Big Moves*</i>	<i>Incidental and Provocative*</i>	<i>Detailed and/or Didactic*</i>
Project			
Eastern Loop Path			
Cargo Container shelter installation			
Public Artwork Commisions/ Art Trail			
Shed 16 Artefacts incl. Central's Shed			
Cruickshank's Corner Upgrade			
Pedestrian Connectors			
Street furniture			
Pedestrian Connectors			
Parks			
Conservation Works			
Jenkin's Boatyards Heritage Precinct / Boardwalk			
Lighting – new or upgrading			
Falie Upgrades			
Public events/ festivals			
Advertising			

*Burra Charter Heritage Interpretation Protocol

A.3.1 Catalyst Projects - Priority

Project # 1

Eastern Loop Path - Interpretive Trail Extension

Typology

Incidental and provocative typologies, detailed information. Consolidation of a continuous walking path around the waterfront is considered a destination element or Big Move.

Location

Singular items, located at key points around the eastern promenade; at sites of events, views, or former uses, and at key changes in direction.

Intent

To underpin the idea that the body of water is a key place and promotes various levels of experience. It offers information, direction and connection – in time and place. The intent is also to extend an already established suite of elements, providing matching ones to indicate the cohesiveness of the experience.

Actions

- Develop a plan/layout of elements based on content availability.
- Write and gather content + undertake graphic design
- Tender, fabricate and install.

Outcome

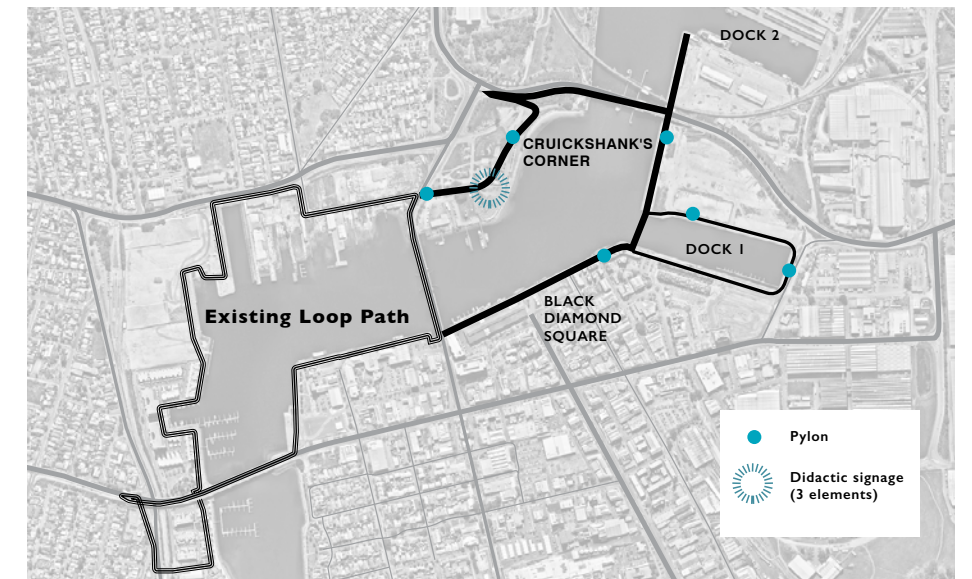
- Consolidated and lengthened loop path
- Can be used in whole or part – by visitors or residents for a range of experiences. It can be museum gallery or it can be exercise track.
- Identifiable destination and activity in its' own right

Order of Cost

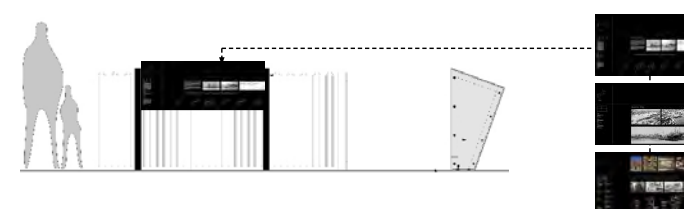
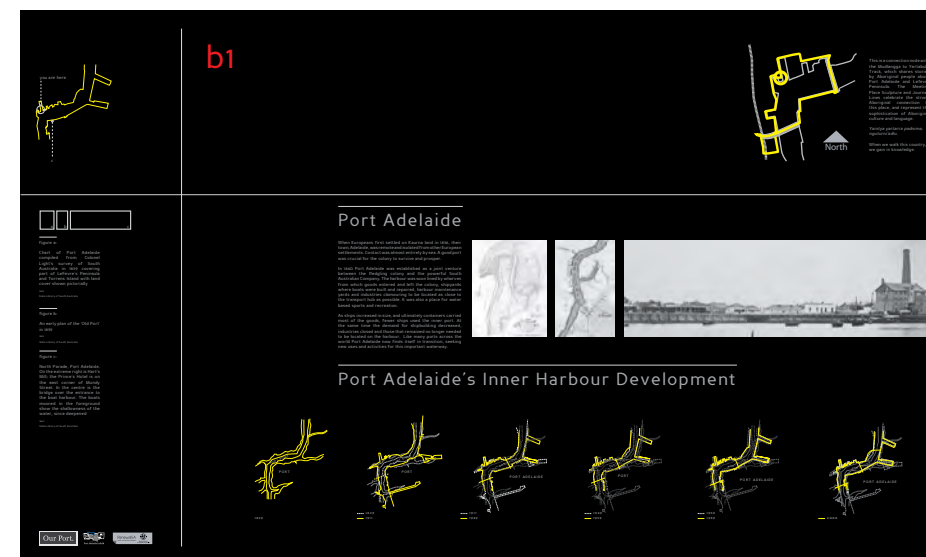
Pylon elements (located at key story sites), 1 didactic signage panel. Wayfinding signage to be implemented alongside continuous promenade installation.

The project comprises the consolidation and expansion of the existing loop path by adding the eastern section. Long proposed as a key part of the Port's urban evolution, it comprises the formation of a continuous path and the addition of story-markers and way-finding around the inner-harbour eastern section.

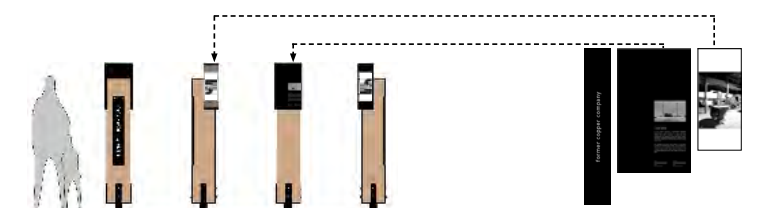
This gesture of a continuous path around the eastern section of the inner harbour becomes an experience, a destination element, and an identifier of place.



Existing Loop Path Interpretive Pylons



Existing Loop Path Graphic Panel



Approximate extent + elements of Eastern Path

A.3.1 Catalyst Projects - Priority

Project # 2

Cargo Container Shelter Installation

Typology

Incidental and provocative that begins process to formalise the 'big move' of the Cruickshank's Beach

Location

Cruickshank's Corner

Intent

Build on Cruickshank's beach, and original sand 'catalyst', through the collection of converted interpretive and wayfinding containers from around the port and or placement at Cruickshank's to function as beach pavilions - follies for beach life and leisure.

Actions

- Upgrade and maintenance works on existing shelters
- Relocation of existing shelters to Cruickshank's
- Investigate potential food and beverage partner / operator and new plumbed / powered container space (subject to seperate process) , leveraging off appeal of the beach soace and new community space
- Council to Program events and activities to further activate space

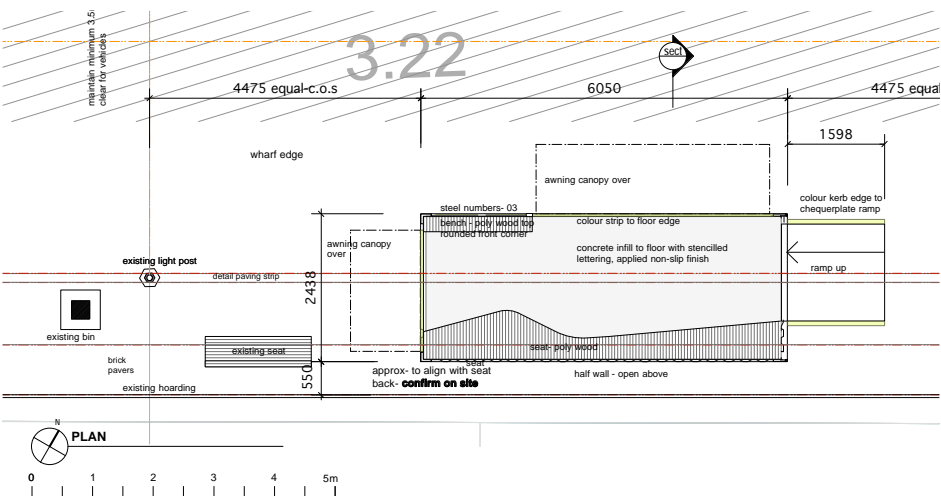
Outcome

- Improvement of amenity and passive recreation for Port Adelaide locals.
- Host impromptu markets
- Potentially host small food and beverage offering on a part time basis

Order of Cost

Budget costings to be advised.

The project comprises the collection, relocation, upgrade and potential expansion of the Cargo Containers as 'Beach' pavilions, or flotsam and jetsam that speaks to Port's past of Adelaide's key Port, and its future as one of path by adding the eastern section.



A.3.1 Catalyst Projects - Priority

Project # 3

Public Art in the Port - Art Trail

Typology

Big Moves ie. an annual arts festival and trail that builds on the locally specific Port Adelaide artist offerings. Artworks can include incidental and provocative typologies, and even offer specific detailed information and interpretation about particular and sometimes peculiar aspects of place.

Location

Various – around the waterfront or in the water.

Intent

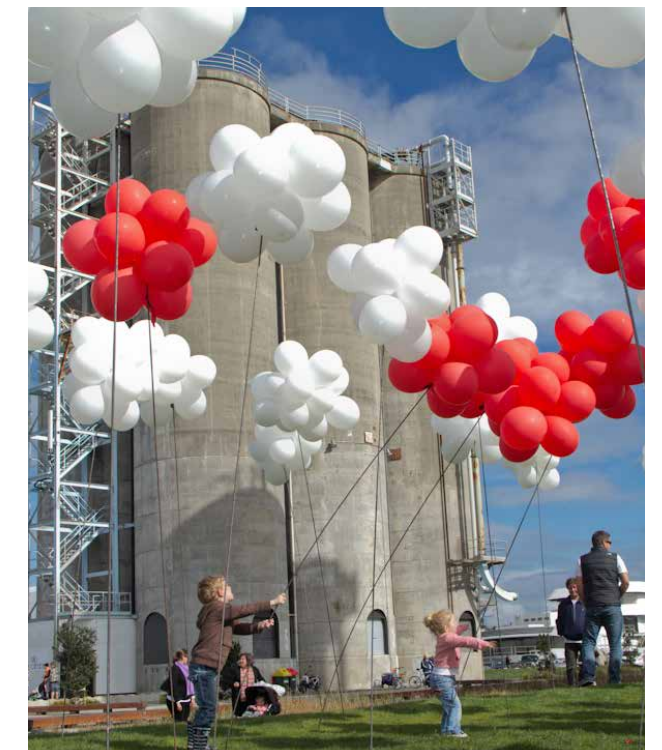
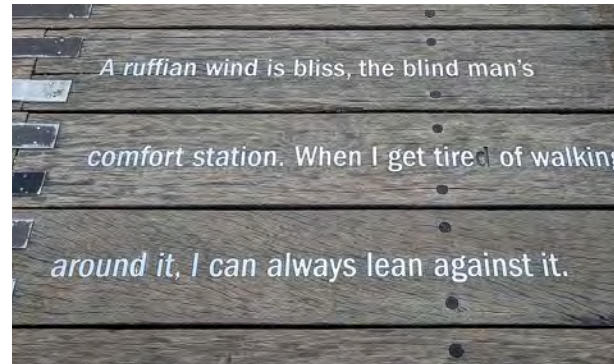
While the artwork opportunities are broad, they should all remain connected by their relationship – tangible or otherwise with the interface between land and water. Artworks - encompassing sculptural, assemblage, interpretive, performance and ephemeral arts should be located so as to build on the inner harbour walk experience, and be located a short distance from other artworks. Artworks should look to be aligned with existing and new Key Public Destinations, or appropriate settings and platform for showcasing specific artforms and messages. Sculpture by the Sea type annual events gather significant local and national visitation, international media, and promotional coverage. This concept is highly supported amongst Stakeholders in Port Adelaide and offers a high profile and significant opportunity to anchor precinct specific branding. Artworks should be specific to the Port; build on existing narratives or respond to particular contexts; and preferably be integrated into landscape and or architectural space design.

Actions

- Prepare an annual arts allocation budget.
- Commission an arts, environmental and architectural panel for preparation of shortlist of Port and International artists who are associated with the Port, either through geographical location of artforms / works / sensibilities.
- Prepare annual and perpetual arts program and brief under the inner harbour Branding, and put out calls for applications of interest

Outcome

- Increased patronage to the Port and increase in return visitation
- Economic stimulation to local businesses
- Increase in length of stay and times of activation
- Builds Social media presence of the Port and Word of mouth advertising



A.3.1 Catalyst Projects - Priority

Project # 3.1

Public Art in the Port / Play / Theatre (Performance)

The development of a theatrical piece that is played out and performed in site-specific locations around the waterfront. Based on real events and people, but fictionalized to create a piece that is accessible and relevant to contemporary audiences. It is important that the piece is developed professionally and played out with professional actors. This is not a ghost tour or a guided tour.

Typology

Essentially this approach offers incidental and provocative typologies and at the same time offers specific detailed information about some aspects of the place. It is intended that the work operates around and within the existing environment.

Location

Various – around the waterfront but where the events actually happened or where the remnant or current environment offers a strong platform for particular scenes. Would anticipate a number of scenes around the waterfront.

Intent

To underpin the experience of being in-place and looking at that place from a range of perspectives, ultimately revealing some of the levels of significance. As an 'event' it would have a limited run and would then encourage relatively high levels of publicity.

Actions

- Develop a script with characters and storylines based on real people and events.
- Determine the intended audience and time of year for each 'run' of shows.
- Assemble cast, rehearse.
- Publicize and perform.

Outcome

The outcome will be an artistic offering that uses the environment around the waterfront as the platform for the action. It will attract a dedicated audience. The work can be adapted/developed from year to year incorporating new characters or events.

Order of Cost

Once the initial outlay for the script and setting up the first run, the enterprise is largely self-funding. Initial set-up might be \$30-40k.

While the artwork opportunities are broad, they should all remain connected by their relationship – tangible or otherwise with the interface between land and water.



A.3.1 Catalyst Projects - Priority

Project # 3.2

Public Art in the Port / Short Story Fiction or Poetry

A number of local writers have already produced work that is about or set within the place. The work could be conceived as an ongoing developing work that has a community interface (refer to 'Rachel' – Mulloway Studio and Cameron Raynes 2103)

Typology

Essentially this approach offers incidental and provocative typologies and at the same time offers specific detailed information about some aspects of the place.

Location

Various – around the waterfront but essentially operates as a lens that readers can look through to uncover some interpretation of the place and underpin it with a sense of authenticity.

Intent

To underpin the sense of authenticity and to offer differing views on how to read that landscape. The work/s will add a level of identity to the place and can be marketed as a place where this artwork can be accessed within the place – similar to Wellington Writer's Walk. Showcase writer's work – local or other.

Actions

- Commission a writer or series of writers to develop a story or poetry works.
- Gather existing works related to the place and select sections.
- Determine delivery methods.
- Obtain approvals for use.

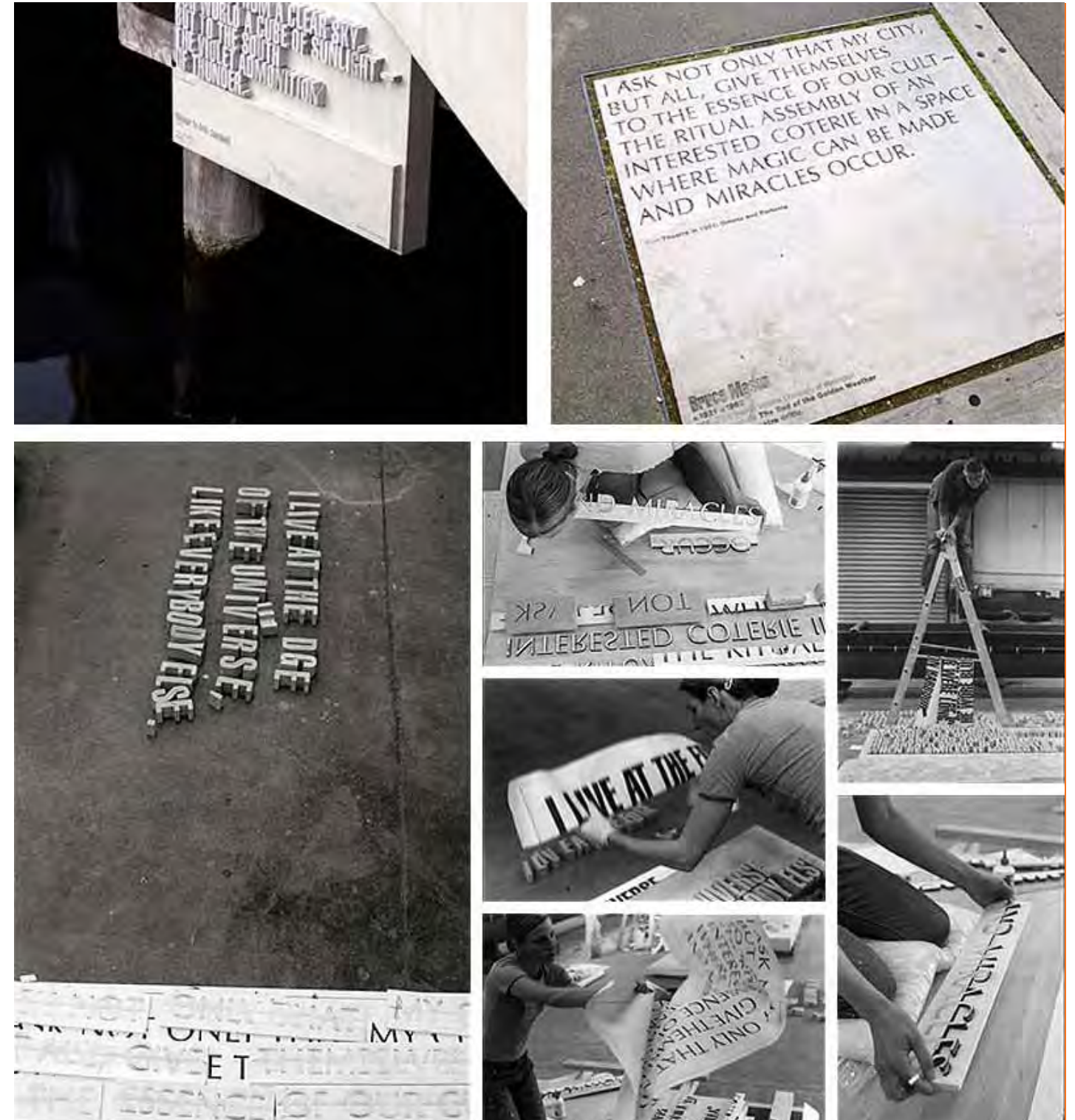
Outcome

The outcome will be an artistic piece or series of works that remain fluid and can be deployed within the environment in many ways. It has the ability to connect the digital realm and the physical realm.

Order of Cost

Budget costings to be advised.

The development of a short story or novel set within and around the place – based on the stories, types of characters and events that occurred and exist within the space. The story or poetry itself can then be used in a variety of different ways and inserted in sections into the landscape. While the actual work remains as a book – in printed or digital form, elements can be taken and built into furniture or surfaces.



A.3.1 Catalyst Projects - Priority

Project # 3.4

Public Art in the Port / Outdoor Museum

Typology

Essentially this approach offers incidental and provocative typologies and at the same time offers specific detailed information about some aspects of the place.

Location

Various – around the waterfront but essentially signifies place-specific stories.

Intent

To underpin the sense of authenticity and to reveal some of the narratives with the use of actual material. It can be added to the identity of the place and underpin the idea of the waterfront as more than a simple promenade: a promenade gallery. It will encourage further exploration and underline the sense of authenticity.

Actions

- Review material available and/or add to that through a community engagement programme.
- Determine display methods and levels of explanation.
- Build into landscape.

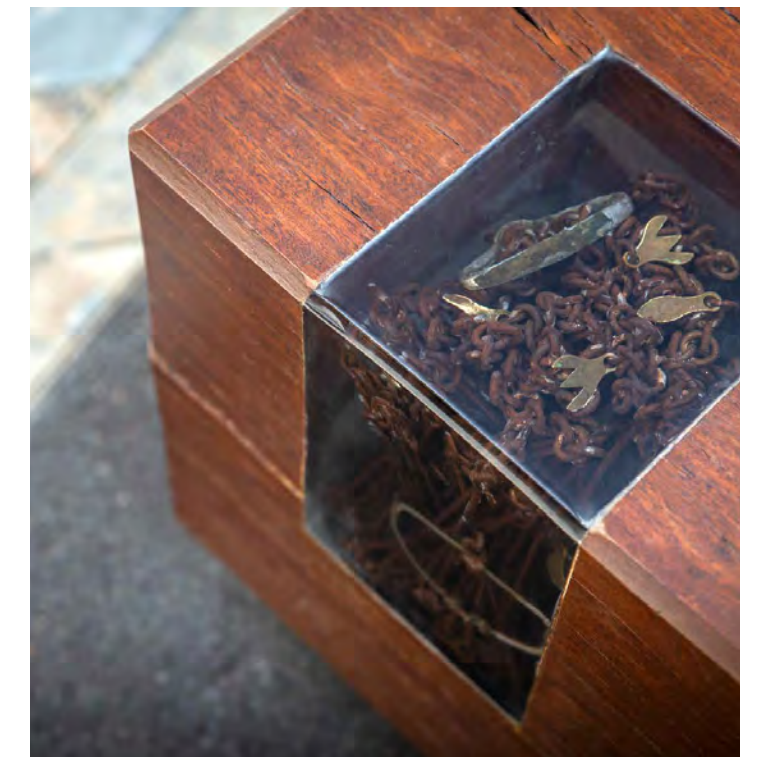
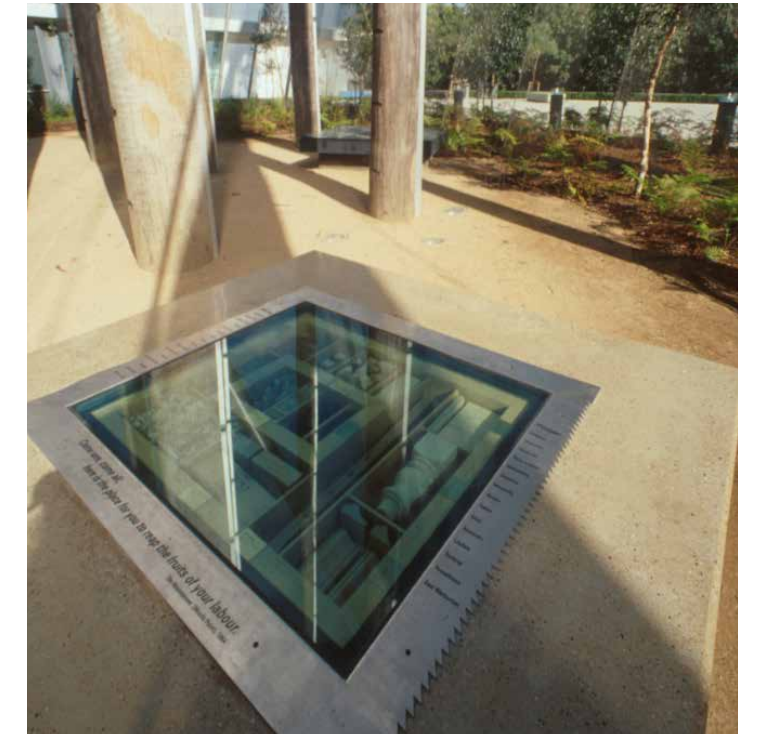
Outcome

As an outdoor museum or gallery, the space will have another level of identity and marketed as such.

Order of Cost

Budget costings to be advised.

The deployment of gathered objects within and across the waterfront. Using objects that have associations with the history of the place, the waterfront can be seen as a gallery that provides clues to the narratives of place. Objects can be built into furniture, can be retained and displayed in specific ‘cases’ and can be curated across the entire waterfront.



A.3.1 Catalyst Projects - Priority

Project # 3.5

Public Art in the Port / Tide Hut Adaptation

Typology

This provides both incidental and detailed interpretation.

Location

Existing Tide Hut – North-west corner.

Intent

To re-use and re-engage with the remnant structure and the idea of scientific monitoring.

Actions

- Determine what types of monitoring and display are feasible.
- Design adaptive requirements and display methods.
- Fabricate and install

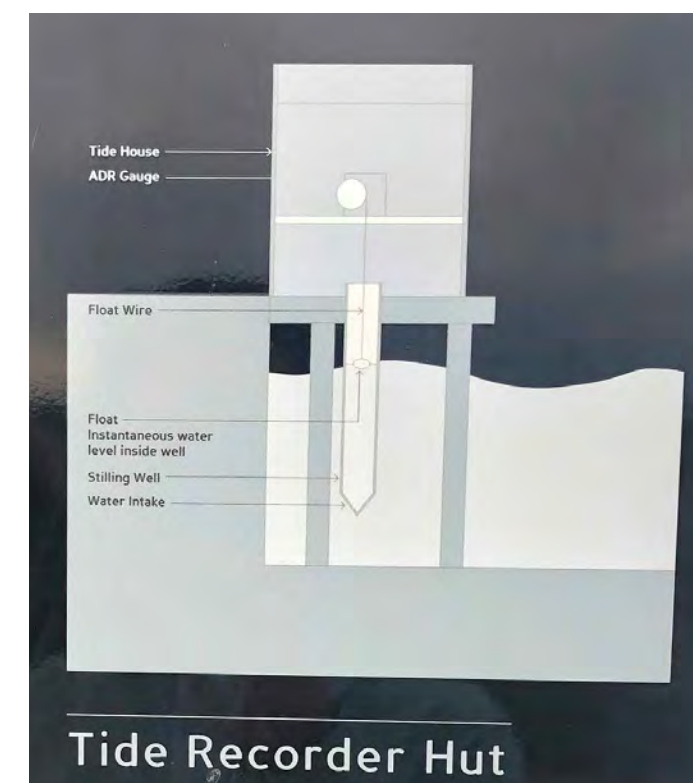
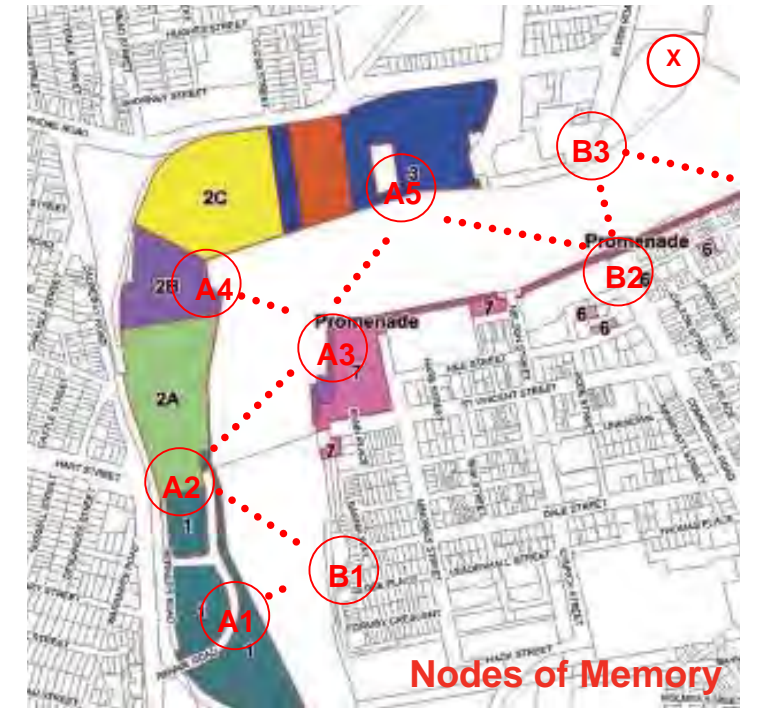
Outcome

- Re-engages with existing element within the space.
- Offers an interactive or changing aspect to the work that will engage a recurring audience.

Order of Cost

Budget costings to be advised.

The remnant tide hut on the western side of the basin offers an opportunity to tell stories of the place from perhaps a scientific perspective. As a piece of infrastructure that was used to record tide movements, the element could be artistically reconfigured so that it records and displays other types of information about the water (quality, salinity, fauna variety or other.)



A.3.1 Catalyst Projects - Priority

Project # 3.6

Public Art in the Port / ‘Reconstructed Ruins’

Typology

This provides both incidental and detailed interpretation as well as being part of ‘Big Moves’ around infrastructure.

Location

Most likely to occur at Cruickshank’s Corner and around the Jenkins Street Boatyards.

Intent

To re-use and re-engage with remnant structures and possibly the idea of environmental recovery. To suggest the former uses within new developments and possibly to re-use some material previously collected and stored.

Actions

- Review material available.
- Develop proposals and budgets

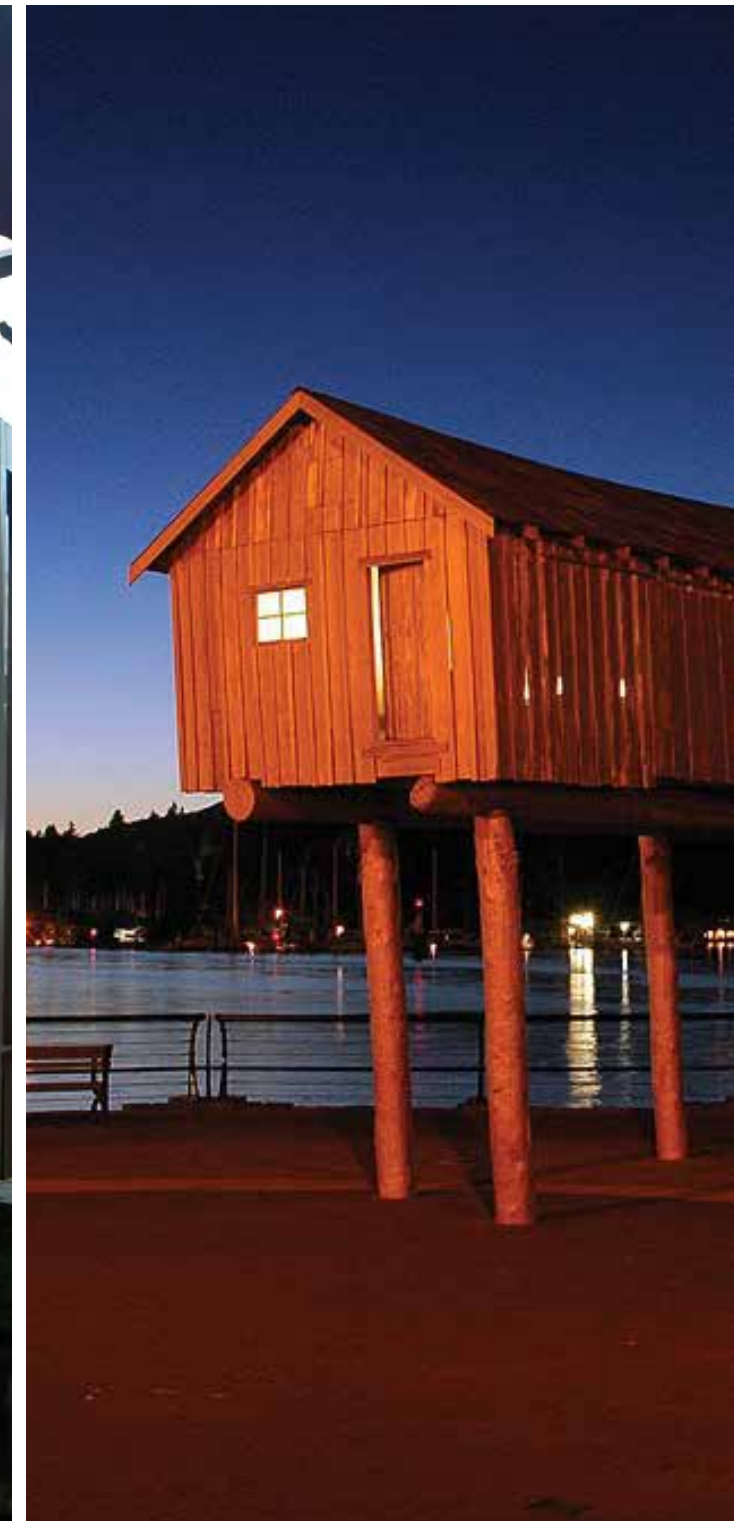
Outcome

Re-engages the former narratives and re-folds them into a new outcome that has a contemporary use within the context of the new development.


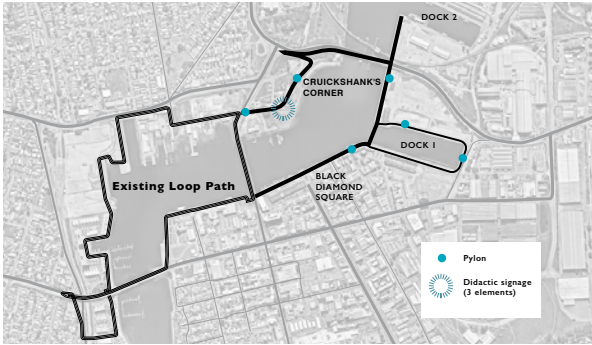


Order of Cost


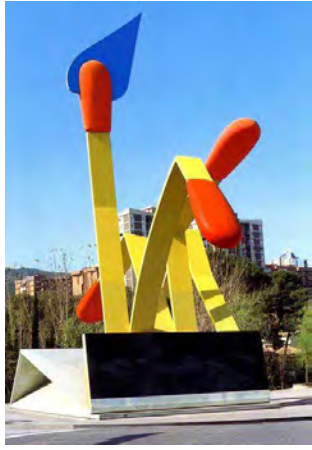



Budget costings to be advised.

*Partial or whole reconstruction of some elements (buildings) within key areas.
Similar to the Rocks in Sydney.*












A.3.2 Catalyst Projects

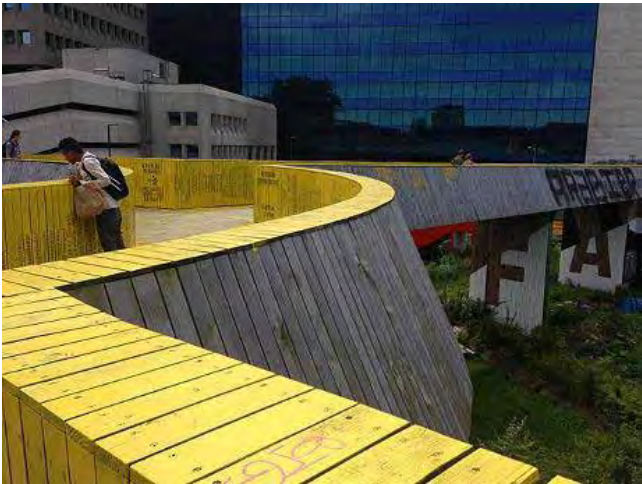
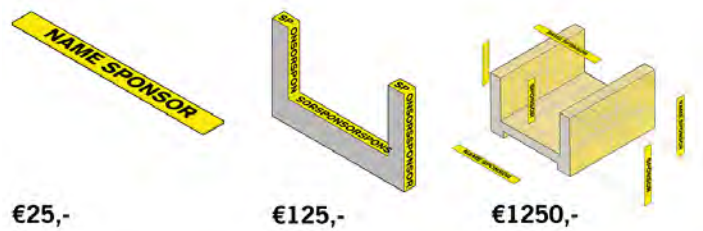
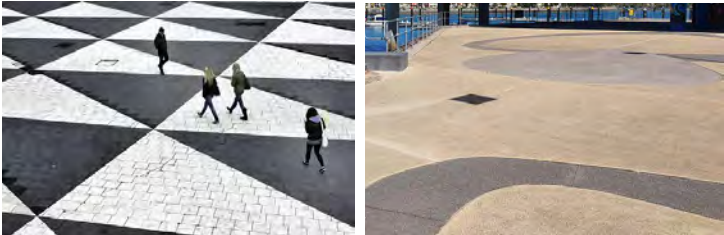

Type	Project	Location	Notes	Images
INCIDENTAL + PROVOCATIVE: DETAILED AND/OR DIDACTIC	Eastern Loop Path	See preliminary diagram	Locating elements around Eastern half of the inner harbour to match Western half	<div>  <p>Western Loop path elements</p>  </div>
BIG MOVES; INCIDENTAL + PROVOCATIVE	Gathering existing container shelters into a group	Possible locations; Somewhere on eastern loop, Cruickshank's Corner, Dockyards/Heritage Slipway	Shelters may require restoration	<div>  <p>Shipping Containers- Granary Row, Salt Lake City</p> </div>
BIG MOVES; INCIDENTAL + PROVOCATIVE	Container shelter/s	Possible locations; Somewhere on eastern loop, Cruickshank's Corner, Dockyards/Heritage Slipway	New containers- 'matching' various ones existing	<div>  <p>Existing container shelter</p> </div>





Type	Project	Location	Notes	Images
INCIDENTAL + PROVOCATIVE: DETAILED AND/OR DIDACTIC	Public Artworks Commissions	Several Possible locations; Black Diamond Square, Cruickshank's Corner, Shed 16 surrounds/ Dock 2, Hart's Mill,	Explore possibility of engaging Aboriginal artists. Kurna/Aboriginal input on content development and/or artwork outcomes. Might include objects from Shed 16. Preference for larger scale or high impact artworks - can work as a icon for place. Thematics of artwork developed in regard to Theme + Story mapping and schedule. Identified stories to be told as close to the origin as possible.	  Cold Dark Matter (Cornelia Parker) Mistos (Klaus Oldenburg)
				 Grass Blades (John Fleming)
INCIDENTAL + PROVOCATIVE	Sea wall - 'more than engineering'	Locations as required by engineer report	Focus on NODE spaces. Consider land and water-based users. Opportunity to provide increased amenity, biodiversity and habitat alongside flood mitigation due to sea level rise.	 Metamorphous, British Columbia, Canada (Paul Sangha Landscape Architecture)
				 Carss Park Rockpool Seawall, Sydney (Georges River Council)




Type	Project	Location	Notes	Images
INCIDENTAL + PROVOCATIVE: DETAILED AND/OR DIDACTIC	<p>Story-telling interactive artwork</p> <p>Community engagement/ interchange generates narrative and material outcomes within artwork itself.</p> <p>This could be through</p> <ul style="list-style-type: none"> - text in the environment or -ongoing writing programmes 	<p>Several</p> <p>Possible locations;</p> <p>Black Diamond Square,</p> <p>Cruickshank's Corner,</p> <p>Shed 16 surrounds/ Dock 2,</p> <p>Hart's Mill,</p> <p>Dispersed along promenade</p>	<p>Focus on NODE spaces.</p> <p>Possibility for the narrative to be released in 'chapters' and therefore work alters over time, and it can be spread over different media.</p> <p>Requires some ongoing curation and management</p>	<p>Rachel _ concept (Cameron Raynes + Mulloway Studio)</p>
INCIDENTAL + PROVOCATIVE; DETAILED AND/OR DIDACTIC	<p>Shed 16 Artefacts incl. Centrals Shed</p>	<p>Requires land securing- Cruickshank's Corner; or Dock 2</p>	<p>It is noted that this project falls out of Council's remit at present, however still constitutes a project of significance for future consideration.</p> <p>Artefacts in Shed 16, including winches.</p> <p>Proposal for re-construction/adaptation of Centrals Shed.</p>	<p>Centrals Shed prior to + during dissassembly</p>





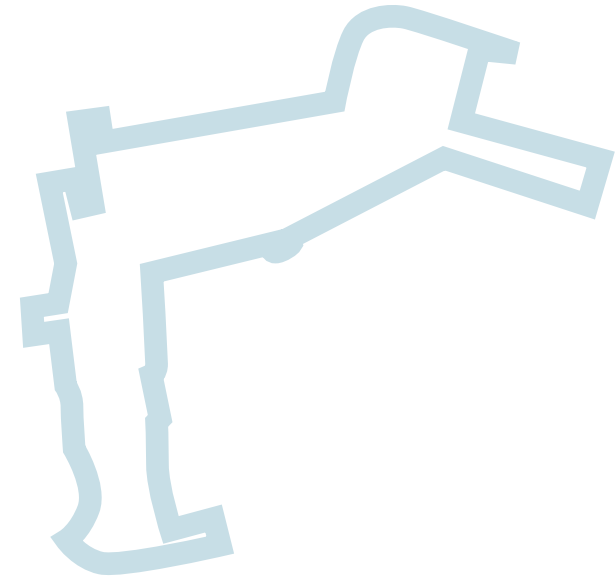
Type	Project	Location	Notes	Images
BIG MOVES	Cruickshank's Corner Upgrade	Cruickshank's Corner	Identified as NODE (shared cultural space) Signage upgrade, Beach accessibility, Shelter/ seating, Landscape planning	 <p>Existing site conditions</p>  <p>Lookout/ Shelter- Riosa, Spain (Zon-E Arquitectos)</p>  <p>Longest bench, West Sussex, UK (Studio Weave)</p>
	Water access design, including pontoon, wash down facility, small boat launching	Adjacent Cruickshank's Corner, Dock 1, Joyce Snadden Reserve, Fletcher's Slip	Existing land/river edge typology will determine the scope of work required. Consider adjacent land uses when developing connections to the water.	 <p>Swimming pontoon</p>
DETAILED AND/OR DIDACTIC	Time Machine interactive element		Communicate ambition / facilitate public consultation on a future upgrade of Black Diamond Square Can be linked to digital interfaces. Requires some ongoing management	 <p>Looking for Love, New Orleans, USA (Civic Center)</p>

Type	Project	Location	Notes	Images
BIG MOVES	Pedestrian Connectors	Improved connection between Jenkins Street and Wilson Street (across Nelson St) with promenade along front of Birkenhead Tavern. Potential water link under Nelson Street.	Creation of a continuous pedestrian/ cycling path around the waterfront links activity nodes while being a ‘destination’ in its own right. Requires DIT consultation/approval	
	Bower Road Footpath widening			
INCIDENTAL + PROVOCATIVE	Street furniture	Several. Determine locations and design of possible new elements	Can be rolled out progressively. Cohesive waterfront furniture suite. See materials palette in Design Guidelines	 <p>Existing Hart’s Mill bench seats (ASPECT Studios)</p>
BIG MOVES; INCIDENTAL + PROVOCATIVE: DETAILED AND/OR DIDACTIC	Pedestrian Connectors	Bridge at Dock 1	Art-based or interpretive additions to new bridge.	 <p>Luchtsingel footbridge (ZUS + Hofbogen BV)</p>   <p>Former Bridge over Dock 1 Timber footbridge (Dietmar Feichtinger Architects)</p>

Type	Project	Location	Notes	Images
BIG MOVES; INCIDENTAL + PROVOCATIVE	Pedestrian connectors	North of Bower Rd 'Kurna Gateway' Bower Road footpath widening	Connection across railway bridge or over Port River Investigation of pedestrian linkages across water and rail line. Form a 'Kurna' gateway to the Port estuary along with proposed Bower Road Interpretive Link	  <p>€25,- €125,- €1250,-</p> <p>Crowd funding scheme for Luchtsingel pedestrian bridge (ZUS + Hofbogen BV)</p>
	Upgrade/rehabilitation of paving	Various locations to facilitate connectivity and consistency.	See design guidelines for materials palette. Interpretive overlay can be intergrated through patterning, etching, sandblasting etc. Consideration of interpretive elements in the design phases results in better outcomes, for example Certain types of concrete and paving work more successfully than others.	 <p>Paving patterns; Sweden (Chris Karlson), and Newport Quays waterfront (TCL)</p>  <p>Interpretive elements in Fremantle (Mulloway)</p>

Type	Project	Location	Notes	Images
BIG MOVES; INCIDENTAL + PROVOCATIVE	Parks	Joyce Snadden Reserve		 <p>Existing reserve</p>  <p>Red ribbon, Hebei Province, China (Turenscape)</p>
	Parks	In Starfish Development – Dock 1 areas	Emerging. Details yet to be determined. Needs capital budget.	
	Parks	Cedar Woods – Fletcher’s Slip	Identified as KEY NODE	 <p>Fletcher’s Slip</p>
INCIDENTAL + PROVOCATIVE	Conservation Works	Musgrave Wharf	<p>It is noted that this project falls out of Council’s remit at present, however still constitutes a project of significance for future consideration.</p> <p>Conservation works would be in the realm of \$750,000 to \$1m</p>	 <p>Musgrave Wharf (image from Google Street View, accessed 25 Jan 2021)</p>

Type	Project	Location	Notes	Images
INCIDENTAL + PROVOCATIVE; DETAILED AND/		Remnant hut	<p>It is noted that this project falls out of Council's remit at present, however still constitutes a project of significance for future consideration.</p> <p>Conservation and Interpretation. Incorporating explanation of its operation</p>	
BIG MOVES; INCIDENTAL + PROVOCATIVE; DETAILED AND/ OR DIDACTIC	Jenkins Boatyards Heritage Precinct / Boardwalk	Southern edge/ waterfront side of Jenkins St buildings		  <p>Jack Evans Boat Harbour (ASPECT)</p>  <p>Site remnants + Rolling City masterplan concept for Åndalsnes, Norway (Jagnefalt Milton)</p>
	Lighting – new or upgrading	Various	Cohesive lighting around waterfront.	

Type	Project	Location	Notes	Images
BIG MOVES	Falie Upgrades	McLaren Wharf	<p>It is noted that this project falls out of Council's remit at present, however still constitutes a project of significance for future consideration.</p> <p>Focus on activation of the water</p>	 <p>The Falie</p>
BIG MOVES	Public events/ festivals	<p>Based around Key Nodes</p> <p>Possible locations;</p> <p>Cruickshank's Corner,</p> <p>Black Diamond Sq,</p> <p>Hart's Mill Precinct,</p> <p>Fletcher's/Dockyards</p>	<p>Identified as KEY NODES</p> <p>Black Diamond Square - Development in progress. Future civic outcomes to be considered when re-developing.</p> <p>Preference for on-going activation. Consider partnerships or 'pilot' events.</p>	   <p>Artwork/ Light installation, Food Trucks + Music Festival in Hart's Mill Precinct</p>
BIG MOVES	Branding + Identity (Advertising) exercise	<p>Online</p> <p>Print</p> <p>Gorilla marketing</p> <p>International and National</p> <p>Feature length articles, stories and traditional press</p> <p>Blogs</p>	<p>Advertising campaign</p> <p>The preparation of this document has identified the need for the creation of a cohesive, positive and strong identity for the inner Port Adelaide Waterfront. It is envisaged this would complement any existing branding for the Port.</p> <p>This identity should communicate the image of the 'Port', a brand inspired by the waterbody itself. Its substance should convey an 'authentic' experience, and a progressive identity in the global marketplace. This distinctive and local identity is more likely to convey a convincing and compelling image.</p> <p>These themes in turn can be incorporated into signage and interpretation throughout the inner Port to ensure a consistent and genuine identity is established throughout the Precinct.</p>	



PORT ADELAIDE WATERFRONT PUBLIC REALM GUIDELINES PROJECT