



STREETSCAPE PROJECTS FOR COORONG DISTRICT COUNCIL 70% MASTER PLAN REPORT





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Prepared for

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Issue	Description	Date	Client
1	30% Master Plan Report	25/11/2022	Coorong District Council
2	Presentation to EL	16/01/2023	
3	70% Master Plan Report	26/03/2023	

Prepared by:

In collaboration with:



Acknowledgement of Country

City Collective respectfully acknowledges the traditional custodians of the land of the Coorong: the Ngarrindjeri people. We recognise their continuing connection to the land and water, and we pay our respects to their Elders past, present and emerging and extend this to all Aboriginal and Torres Strait Islander People.

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WHAT WE'VE HEARD
COMMUNITY ENGAGEMENT
SUMMARY

COMMUNITY ENGAGEMENT

In July and August 2022, City Collective and Coorong District Council undertook face-to-face and digital engagement through drop-in sessions in Tailem Bend, Coonalpyn and Tintinara.

The face-to-face sessions were supported by an online survey which posed the following questions:

1. What township are you commenting on?
2. How often do you visit the main street of that town?
3. What is your age?
4. Why is the town important to you?
5. What do you think makes the town unique?
6. What are some things you like about the main street?
7. What improvements could be made to the main street?
8. What is your big vision for the town?
9. Are there any important features we should protect?

The online survey received a total of 87 responses, whilst the three face-to-face sessions were attended by approximately 100 people between the three towns.

Printed maps at the face-to-face sessions provided a spatial tool to understand where specific concerns within each town were located, and these comments incorporated into the findings of the engagement summaries where relevant to the project.




Let's talk about...

**The future of the
main streets of Tailem Bend,
Tintinara, and Coonalpyn**



As part of the **Coorong District Council Streetscapes Project**, Council is currently looking at ways to improve the main streets in Tailem Bend, Tintinara, and Coonalpyn, and invite you share your thoughts on what matters to you on these main streets.

The **Streetscapes Project** is a **master plan tool** to guide Council in **future decision-making**, and will identify opportunities for **improving the quality and enjoyment of the main streets**. The project will investigate main street features such as paths, access, lighting, public toilets, playgrounds, car parks, fences, furniture, signage, and more.

You are invited to have your say in one of three ways

Online	By visiting www.coorong.sa.gov.au or scanning the QR code above		
Written	By completing a printed survey (overpage) and returning to Council offices		
In-person	At one of three face-to-face sessions in each township:		
	Tintinara	Football Club	5:00pm to 6:00pm, Thursday 28 July 2022
	Coonalpyn	Town Hall	6:30pm to 7:30pm, Thursday 28 July 2022
	Tailem Bend	Town Hall	4:00pm to 5:00pm, Friday 29 July 2022

Your response must be received by midnight, Sunday 7 August 2022

If you require assistance, or for more information,
visit www.coorong.sa.gov.au, or contact Council on 1300 785 277

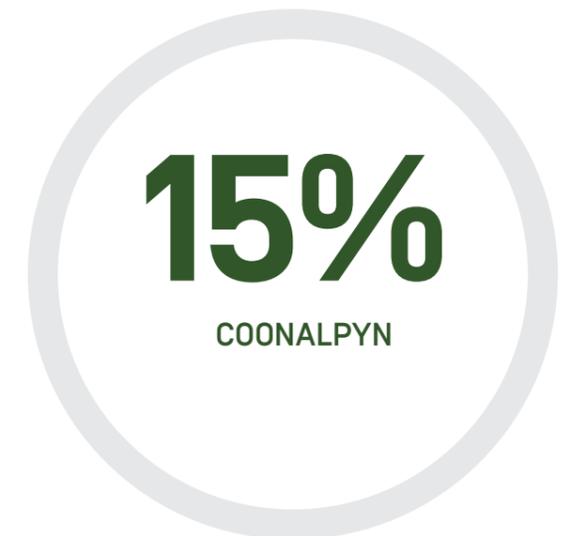
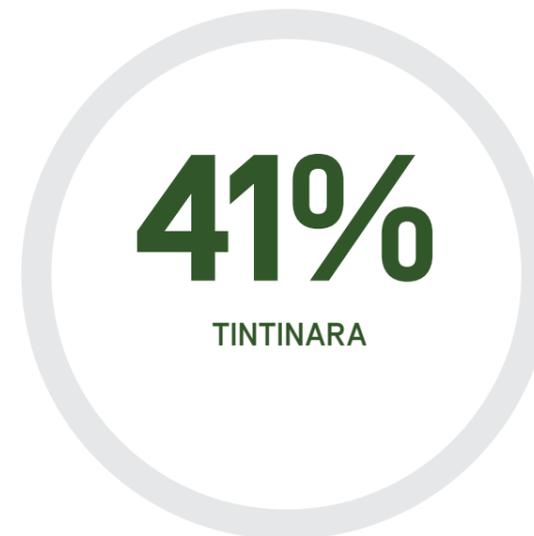
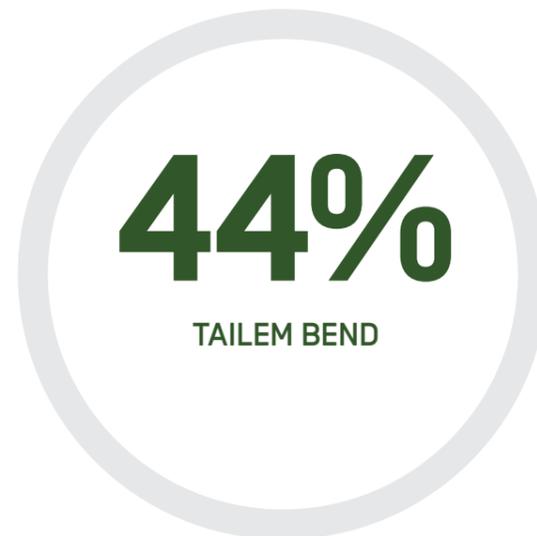
RESPONSES BY TOWNSHIP

A total of **87 respondents** provided a formal response to the engagement, through the online survey (which was accompanied by a printed survey for those who were unable to complete a survey online).

The survey ran for 24 days, between 12 July 2022 and 7 August 2022, with the three face-to-face sessions held effectively at the 'half way' point within the survey engagement period.

Of the respondents, 44% made comments about Tailem Bend, followed by 41% for Tintinara, and 15% for Coonalpyn.

This is representative not only of the population who make up the individual townships, but further demonstrates **the high level of engagement of respondents within the Tintinara township.**



FREQUENCY OF VISITATION

61 percent of respondents visit the main street of the township they commented on, whilst a quarter of respondents visit a couple of times a week.

Less than 10 percent visit only once a month, with 6 percent visiting once a week.

The visitation statistics show **that well over half of the respondents visit daily**, demonstrating that the main streets are highly utilised by residents, business owners, or visitors.



AGE DEMOGRAPHIC

A quarter of all respondents are aged between 24 and 34 years of age, closely followed by the 35 to 44 year old bracket.

1 in 5 respondents are aged 55 to 64.

The age demographic distribution suggests that the townships are **represented well by younger adults, which is equally supported by mature adults.**

As there is no distinct age group gap, and respondents in each age group are generally equally weighted, it is suggested that the townships generally provide services and features that accommodate for all age groups.



WHY IS THE TOWN IMPORTANT TO YOU?

40 percent of respondents feel that the town is important to them as they grew up within that town. **This suggests a strong emotional attachment to that place.**

Other features within the townships that are important to the respondents include the shopping, cafes and town services; the ability to raise a family; and the town pride and tidiness of the town.



WHAT DO YOU THINK MAKES THE TOWN UNIQUE?

A third of respondents believe the **'small town' character, culture and community** makes their township unique.

Other aspects which makes the townships unique include the **railway heritage, and trees and natural setting**.

Services for tourists and playgrounds were the least noted unique features, which indicates an opportunity to strengthen these particular elements within the towns.



WHAT DO YOU LIKE ABOUT THE MAIN STREET?

Over a quarter of respondents **enjoy the parks and open spaces** of the towns, closely followed by 26 percent liking the ease of car parking. Whilst these can compete, there is a challenge to retain the park and open space setting whilst retaining the current ease of parking a vehicle.

23 percent of respondents like the quality and variety of shops in the main street, with 20 percent liking the cafes, equal with the number of respondents who like the trees.

Safety and the width of the roadway were the least liked, which indicates the potential for improvement in these areas.

28%

PARKS AND OPEN SPACE

26%

EASE OF CAR PARKING

23%

QUALITY AND VARIETY
OF SHOPS

WHAT IMPROVEMENTS COULD BE MADE?

Respondents were asked what improvements could be made to the made streets within the town they provided comments on.

A third of respondents noted that they would like to see **maintenance of median strips and garden beds**, which suggests that these are currently not maintained or have low quality.

Closely followed is the desire for **additional and replacement trees and landscaping**, further suggesting that beautification is a priority for the respondents.

Other respondents proposed improvements which include highway and railway crossing points, improvements to signage for tourists, toilet upgrades, improvements to footpaths and access, and opportunities for younger users including skate park and pump track.

Further comments included shopfront activation, street and footpath lighting, and picnic tables and seating.

33%

MAINTENANCE OF MEDIAN STRIPS AND GARDEN BEDS

32%

ADDITIONAL AND REPLACEMENT TREES AND LANDSCAPING

17%

PLAY GROUND IMPROVEMENTS

WHAT IS YOUR BIG VISION FOR THE TOWN?

Big visions for the townships were mostly around the **beautification of the townships**, whilst respondents were interested in growing the towns however **preserving the 'country feel'**. This suggests that the respondents are welcome to change, but the way in this is done should respect the character of the town.

Other big visions included providing amenity to tourists through having cafes which trade on weekends, and to capitalise on the motorsport opportunity with The Bend Motorsport Park, which relates more specifically to Tailem Bend.

A number of respondents felt that the towns should demonstrate a 'theme' within it, with the railway theme featuring in 8 percent of respondent's big visions.

15%

TOWN BEAUTIFICATION

10%

TO GROW, BUT MAINTAIN
'COUNTRY FEEL'

10%

WEEKEND CAFE FOR
TRAVELLERS

WHAT IMPORTANT FEATURES SHOULD WE PROTECT?

From the respondents, **trees were the greatest asset to be protected.**

This was followed by **preservation of the railway stations and the rail heritage**, then followed by the Heart of the Parks (relating to Tintinara, however in the same theme of railway station preservation).

Heritage buildings were also included as features to protect.

The responses indicate a desire to protect and maintain the overall **beauty and natural amenity** of the towns, and the preservation of the **character** of each of the towns and their **rail history**.

The opportunities, as a response, would include the sensitive upgrades and potential reuse of buildings, and a strategy around greening and other landscaping interventions.





INVESTIGATING
THE OPPORTUNITIES
FOR THE MAIN STREETS

TAILEM BEND THE SITE TODAY

Summary of the key observations:

- Located on the Murray River at a 'bend in the river' or 'Thelum Ki' in Ngarrindjeri
- Gateway town to the south-east of SA, historically known as a highway town, situated at the junction of the Dukes Hwy, Princes Hwy, Mallee Hwy and the South Eastern Freeway
- Typically visited as the last stop before Adelaide, or the first stop out of Adelaide when travelling to the Southeast, Victoria or New South Wales
- Has a rich railway history, developing from 1884 following the construction of the inter-Colonial railway
- The town centre is located two blocks east of the Princes Hwy



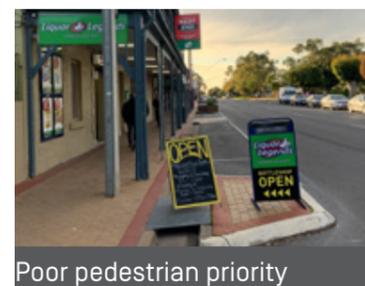
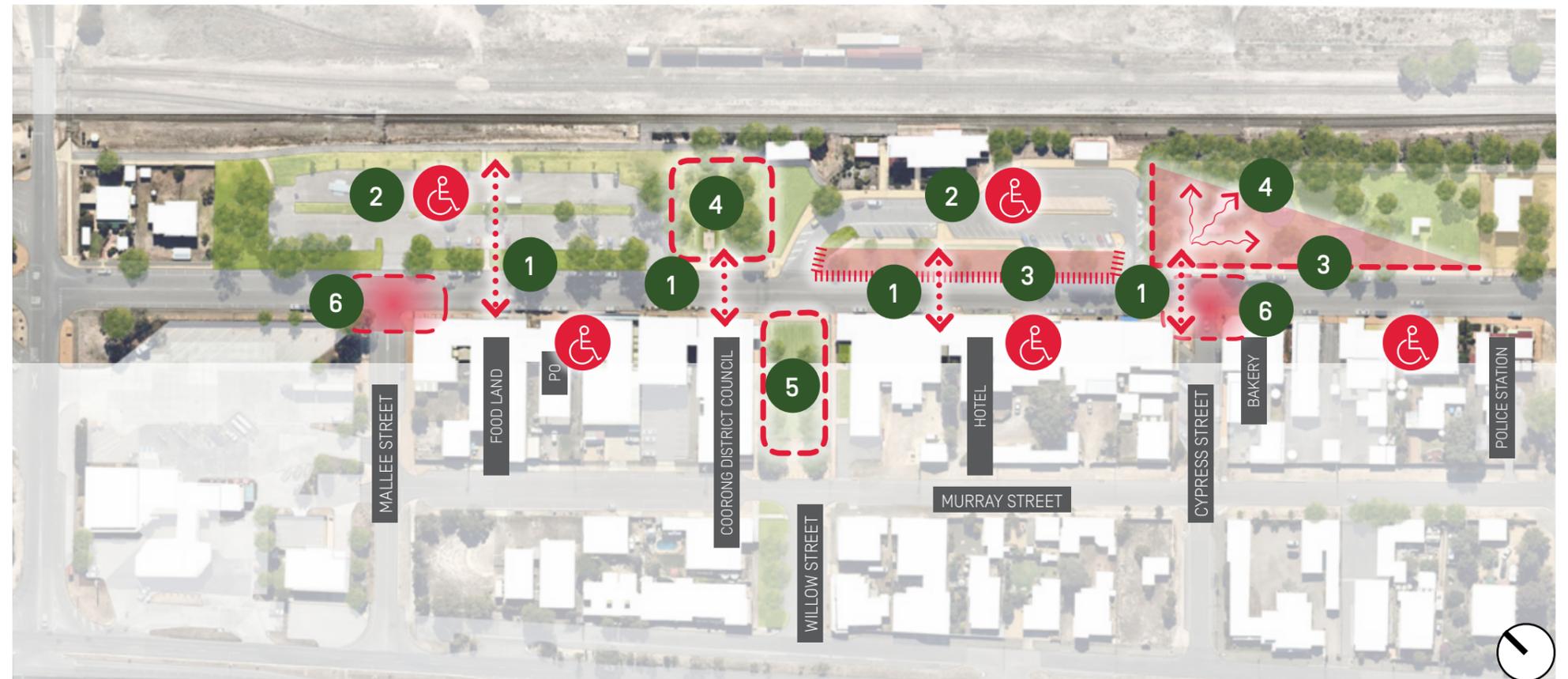
TAILEM BEND

WHAT'S HOLDING US BACK?

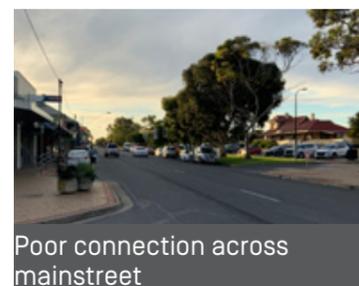
ACCESSIBILITY AND PEDESTRIAN PRIORITY

Summary of the key issues:

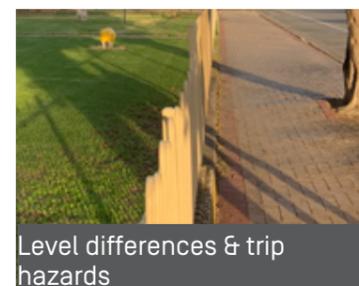
1. Safe crossing points and pedestrian priority areas such as protuberances and refuges
2. DDA compliance and accessibility issues in off-street and on-street car parking zones
3. Level and grade differences at the interface of street and park lands.
4. Lack of accessibility provided through shaded paths into existing green open space.
5. Limited infrastructure for hosting events.
6. Poor intersection treatments and opportunities for comfort along main street and shop fronts



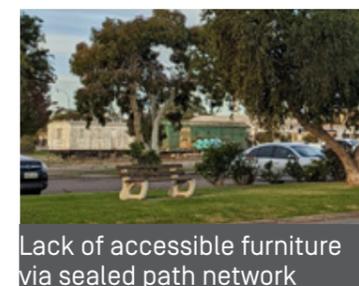
Poor pedestrian priority



Poor connection across mainstreet



Level differences & trip hazards



Lack of accessible furniture via sealed path network



Inadequate accessible parking

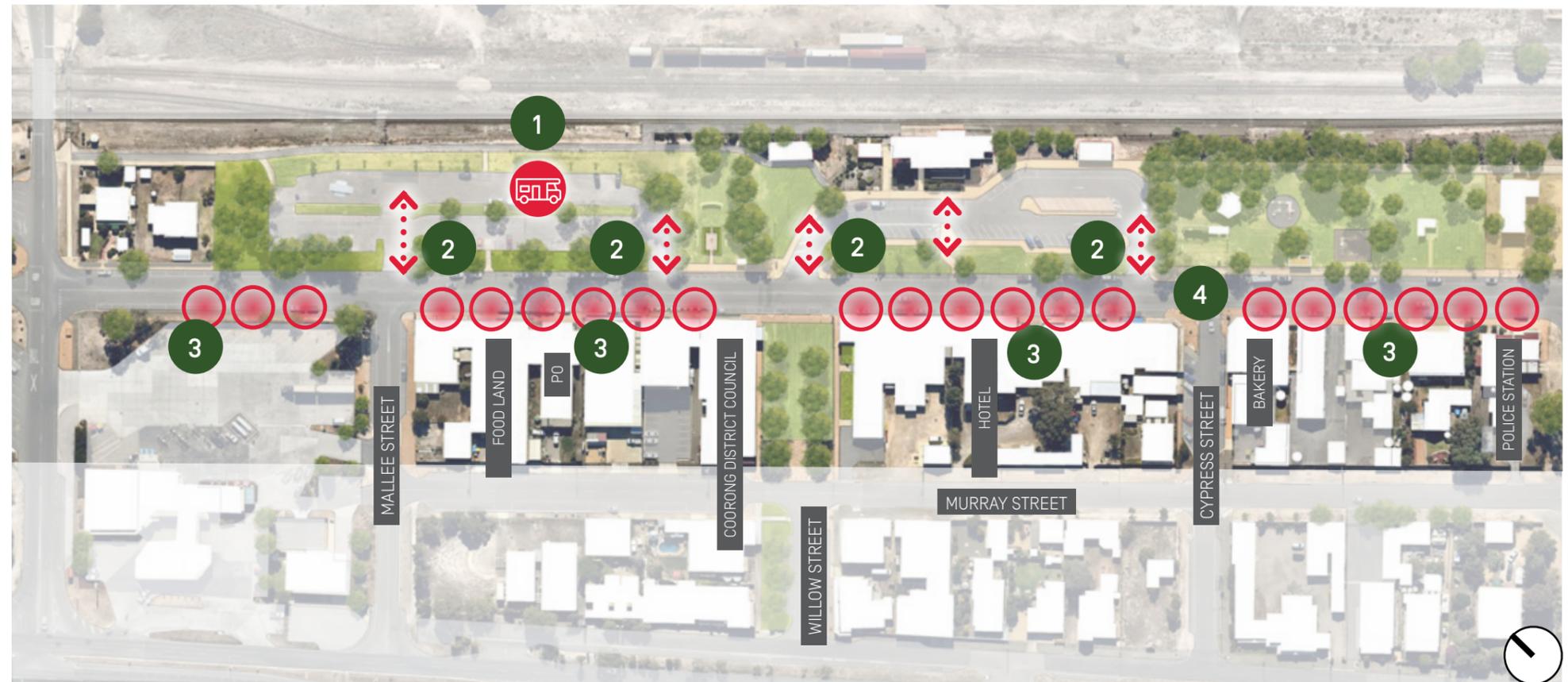
TAILEM BEND

WHAT'S HOLDING US BACK?

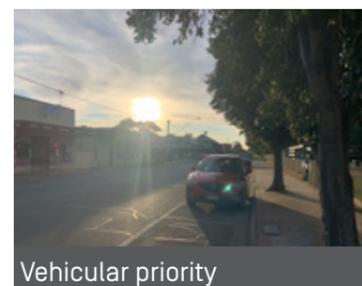
TRAFFIC MOVEMENTS, STREETScape QUALITY

Summary of the key issues:

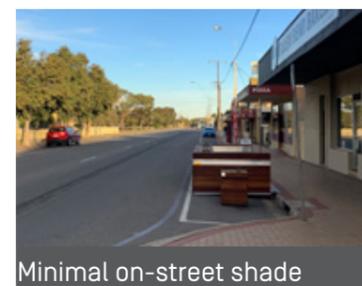
1. Limited dedicated RV parking and waste point
2. Conflicting areas of pedestrian and vehicle priorities due to bus and RV movements, access to shops during peak times
3. Minimal shade to main street
4. Unmapped stormwater infrastructure



Un-formalised parking



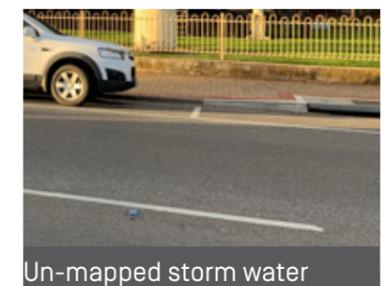
Vehicular priority



Minimal on-street shade



Poor pedestrian infrastructure



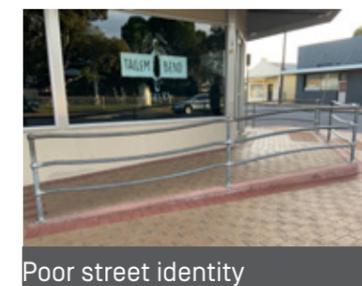
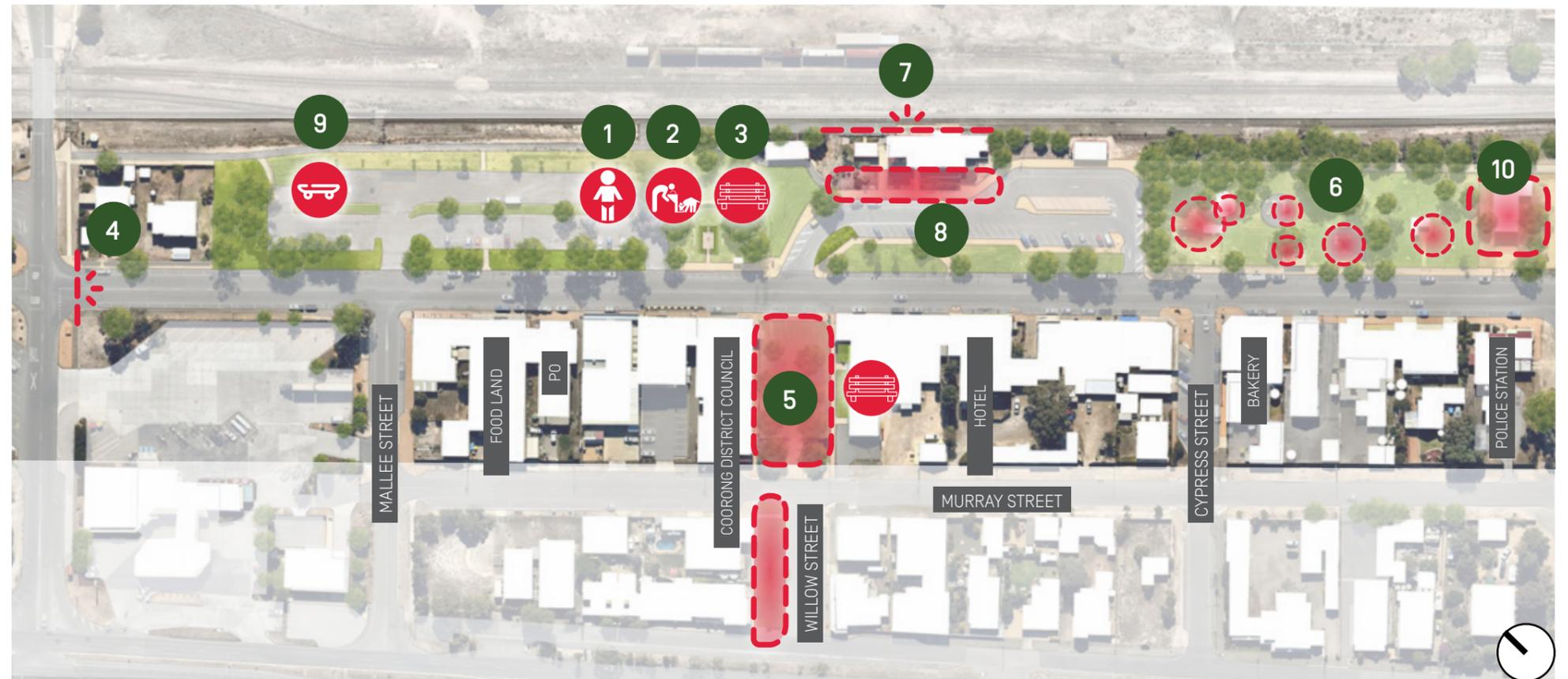
Un-mapped storm water

TAILEM BEND WHAT'S HOLDING US BACK?

AMENITIES, ATTRACTIONS AND RECREATION

Summary of the key issues:

1. Insufficient change facilities
2. Limited drinking fountains
3. Aging street and park furniture also lacking consistency and comfort
4. Poor street identity; entry/gateway and lighting
5. Limited attraction to Willow Street Reserve
6. Disjointed and aging play space and equipment, underutilised BMX track
7. Poor amenity to train viewing location
8. Limited functional space or amenity adjacent the front elevation to the Railway Museum
9. Underutilised skate park with poor connection to other youth attractions
10. Contamination at CFS building (extent unknown)

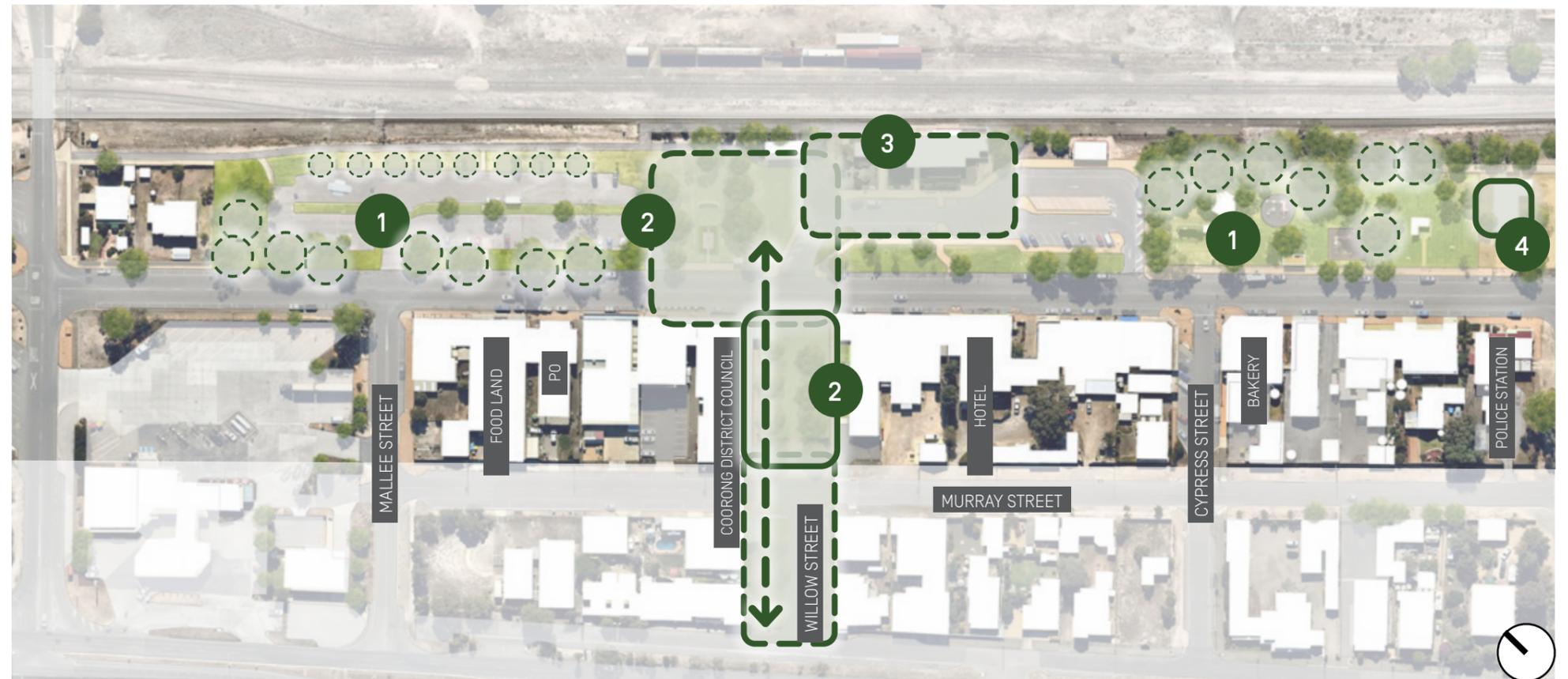


TAILEM BEND WHAT TO BUILD ON

OPPORTUNITIES FOR IMPROVEMENTS

Summary of the key opportunities:

1. Generous open space with a diversity of tree species with healthy canopies
2. Willow Street Reserve offers opportunities for greater precinct connections
3. Historic rail infrastructure, station and platform offers an interesting attraction to the region with potential economic benefits
4. Existing site of the current CFS building offers the potential to accommodate other uses offering good proximity to youth facilities



Generous open space



Willow street reserve



Heritage rail infrastructure



Rolling stock

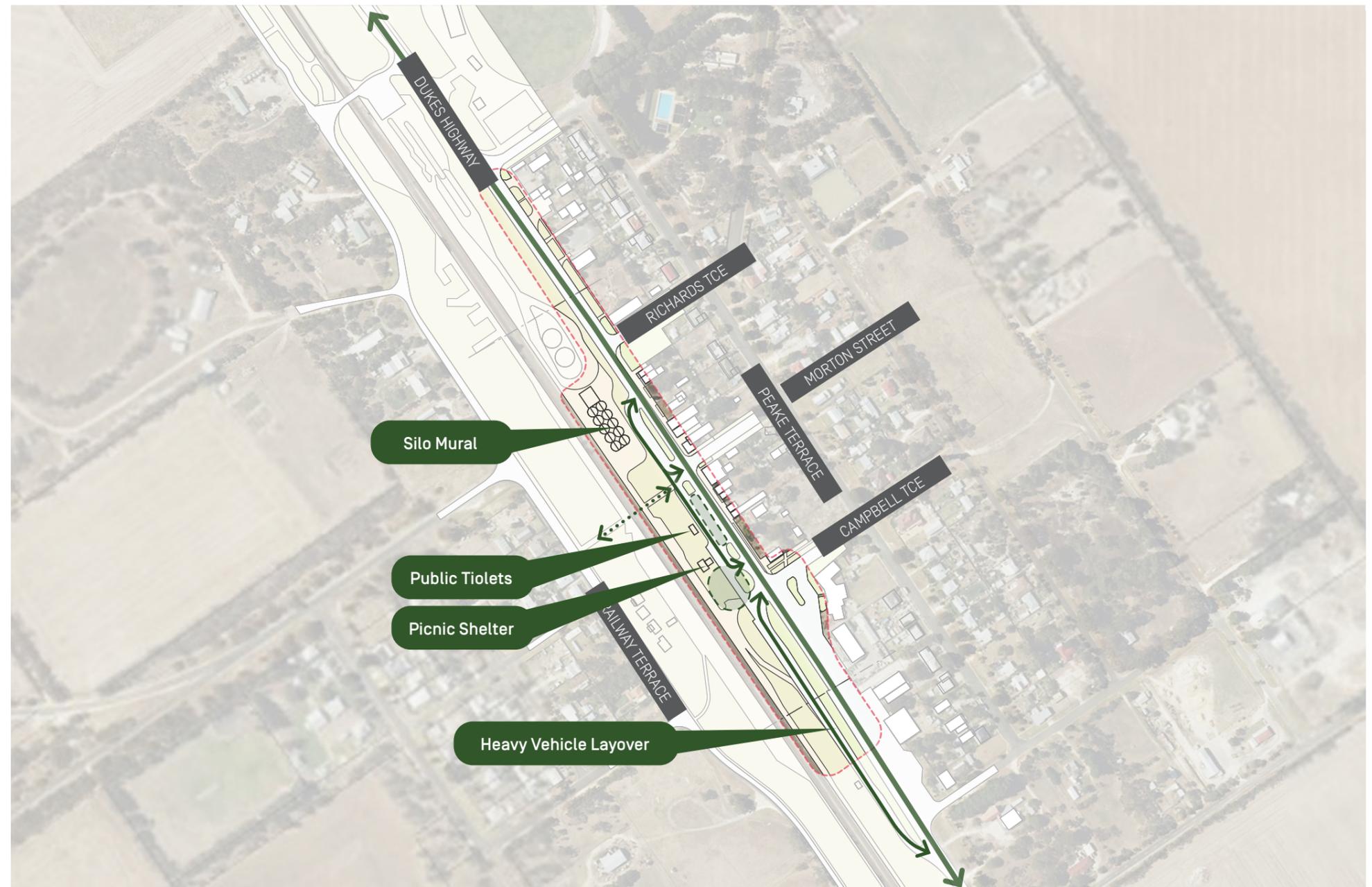


Underutilised CFS site

COONALPYN THE SITE TODAY

Summary of the key observations:

- Located on the Dukes Highway between Taillem Bend and Tintinara
- A frequented stopping point on the journey to and from the South-East and Melbourne, and other destinations serviced by the Dukes Highway
- Subject to approximately 4000 vehicle movements per day on Dukes Highway
- The town centre interfaces directly with Dukes Highway
- Located on, and bisected by, the Adelaide - Melbourne railway line
- Home to SA's first silo art project
- The majority of residential properties are located east of the railway and the highway
- Primarily supported by the agricultural sector

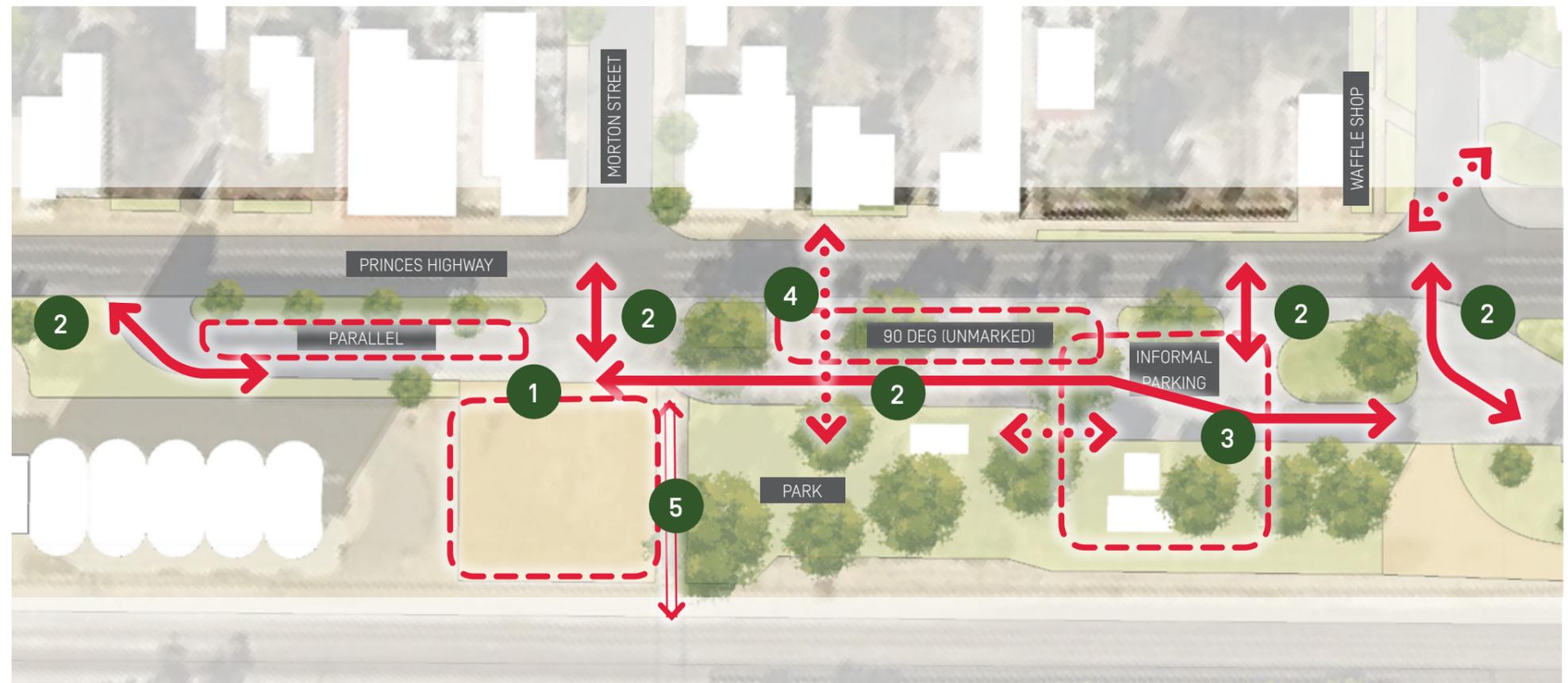


COONALPYN WHAT'S HOLDING US BACK?

VEHICLE MOVEMENT, PARKING AND PEDESTRIAN LINKAGES

Summary of the key issues:

1. Poor delineation within Silo Mural parking area, visitor movements and photo-observation points
2. Vehicle Movements in and through the site creating conflict points at intersections and legibility of pedestrian movement into the park
3. Delineation of parking within informal gravel areas, entries and exits
4. Pedestrian crossing points and safe refuge for pedestrians crossing Princes Highway
5. Poor lighting to pedestrian tunnel

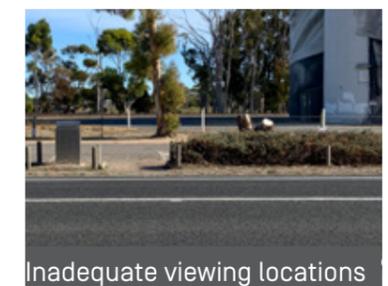
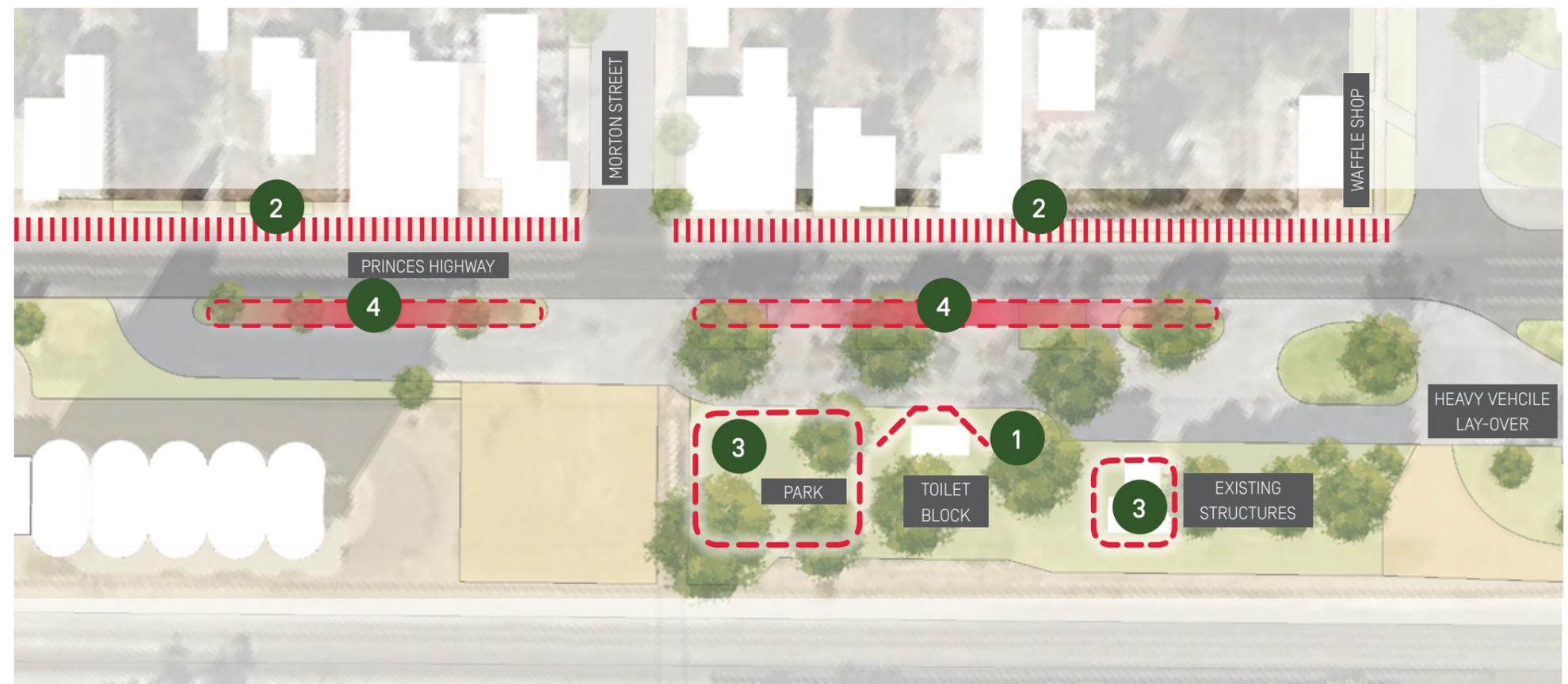


COONALPYN WHAT'S HOLDING US BACK?

PUBLIC AMENITIES, VERGES AND FOOTPATH TREATMENTS

Summary of the key issues:

1. Mosaic mural location, obscured vision of public toilets
2. Footpath surface treatments to retail strip, uneven surfaces and kerb ramps.
3. Aging public amenities and urban elements
4. Tired verge treatments

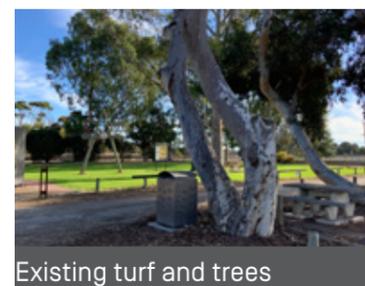
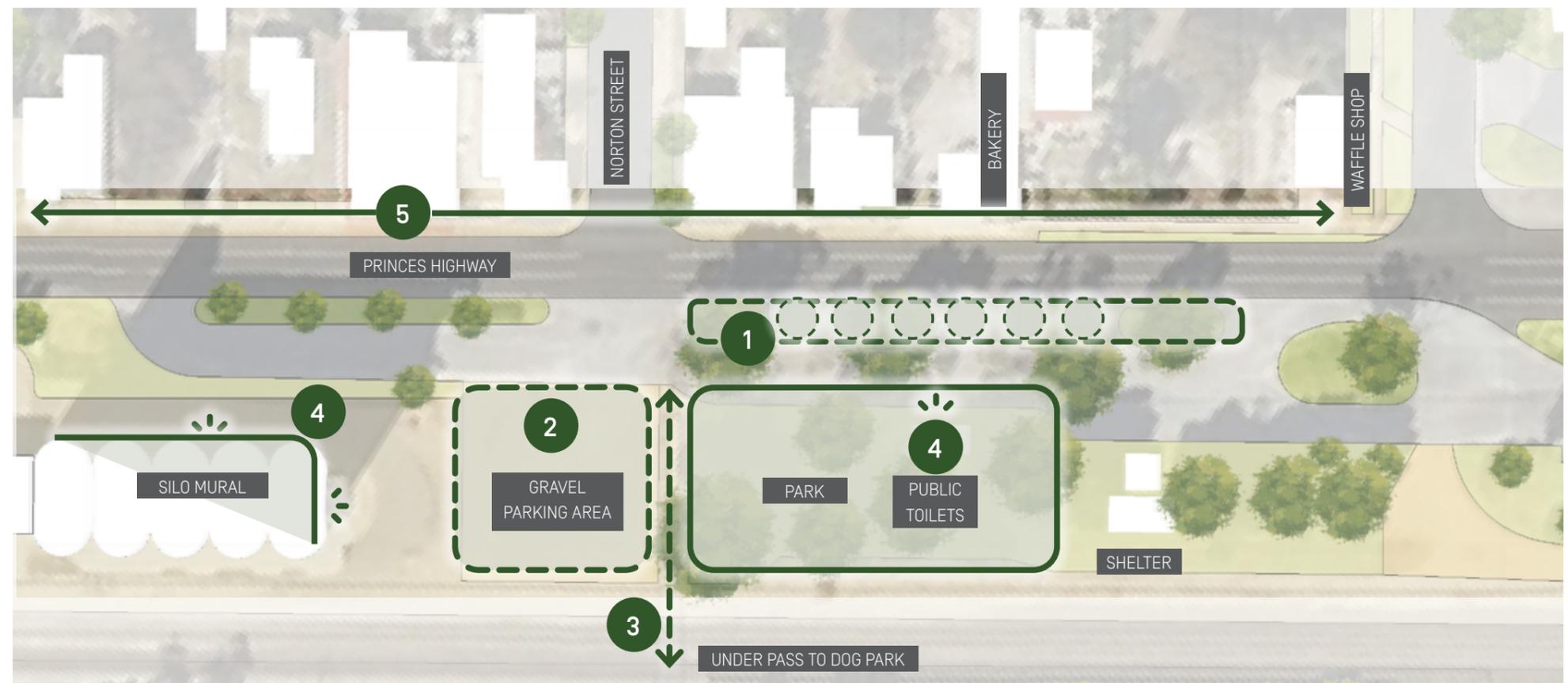


COONALPYN WHAT TO BUILD ON

OPPORTUNITIES FOR IMPROVEMENTS

Summary of the key opportunities:

1. Generous verge widths and areas of turf with large existing trees set back from the highway
2. Large area of gravel provides opportunities for large turning vehicles and overflow parking
3. Pedestrian tunnel linkage to 'SAs first Dog Park' offers unique attraction with opportunities for visitor engagement and public art
4. Pulic art viewing opportunities such as Silo Mural and mosaic; unique with good prominence and easy access for visitors
5. Businesses offering food and beverages for travellers



Existing turf and trees



Parking opportunities



Unique destination



Community art



Existing traders

TINTINARA

THE SITE TODAY

Summary of the key observations:

- Located on the Dukes Hwy, centrally between the Messent and Ngarkat Conservation Parks and the Coorong National Park
- Known as the 'Heart of the Parks' due to this location and proximity
- A frequented stopping point on the journey to and from the South-East and Melbourne, and other destinations serviced by Dukes Hwy
- Subject to approximately 4000 vehicle movements per day on Dukes Highway
- The town centre interfaces with Becker Terrace, which runs parallel to the Dukes Hwy, separated by a median
- The town is bisected by the Adelaide to Melbourne railway line
- The majority of residential properties are located east of the railway and the highway
- Primarily supported by the agricultural sector



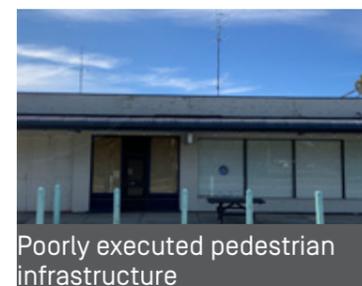
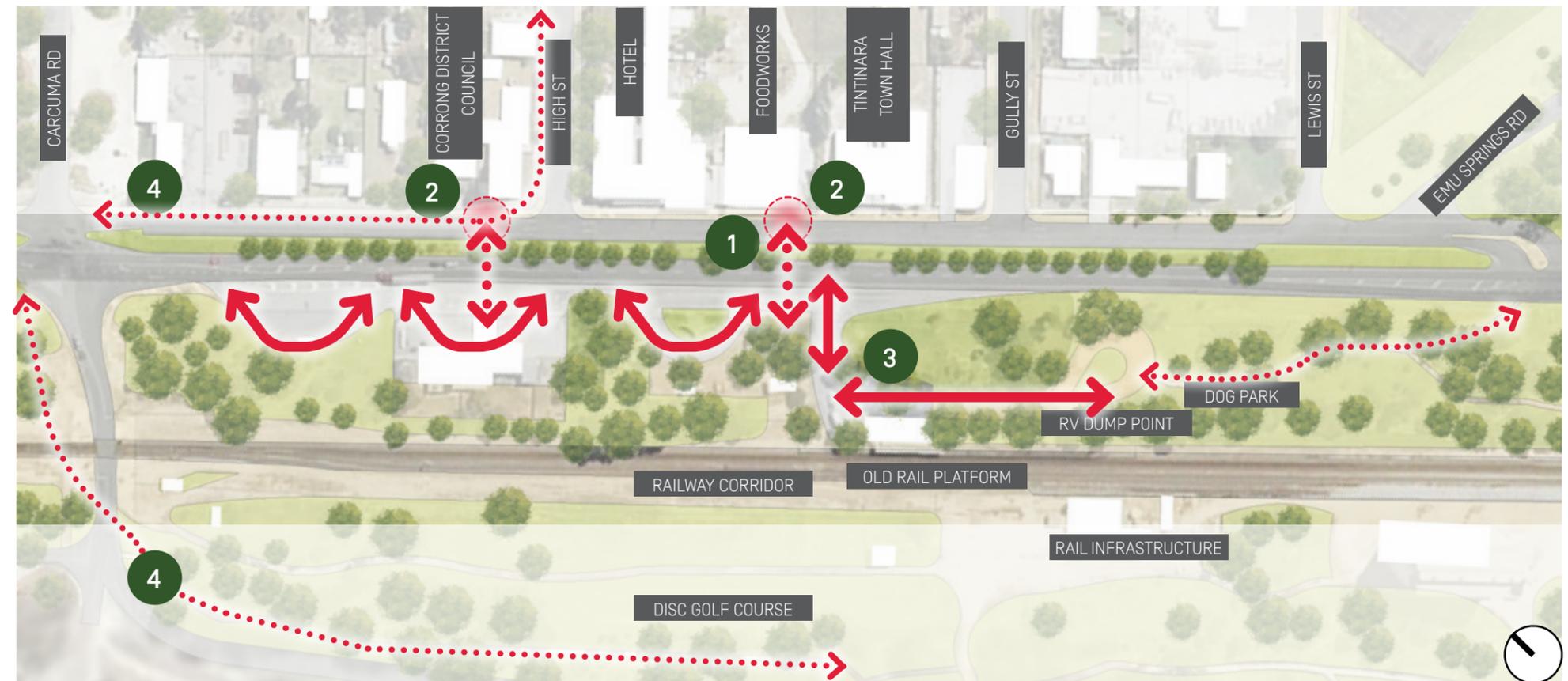
TINTINARA

WHAT'S HOLDING US BACK?

PEDESTRIAN AND VEHICLE MOVEMENTS,

Summary of the key issues:

1. Central median refuge - current alignment in conflict with driveway entries
2. Poor pedestrian infrastructure at pedestrian crossing locations
3. Car Parking areas lack efficiency with combined RV movements and park users
4. Indirect path network with local school and Heart of the Parks facilities



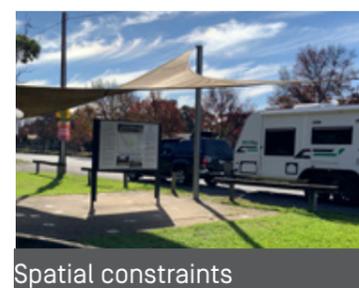
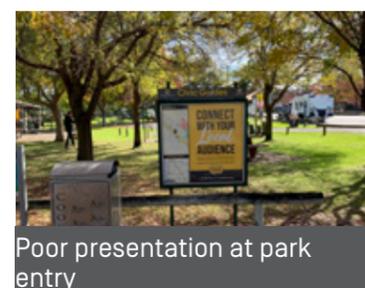
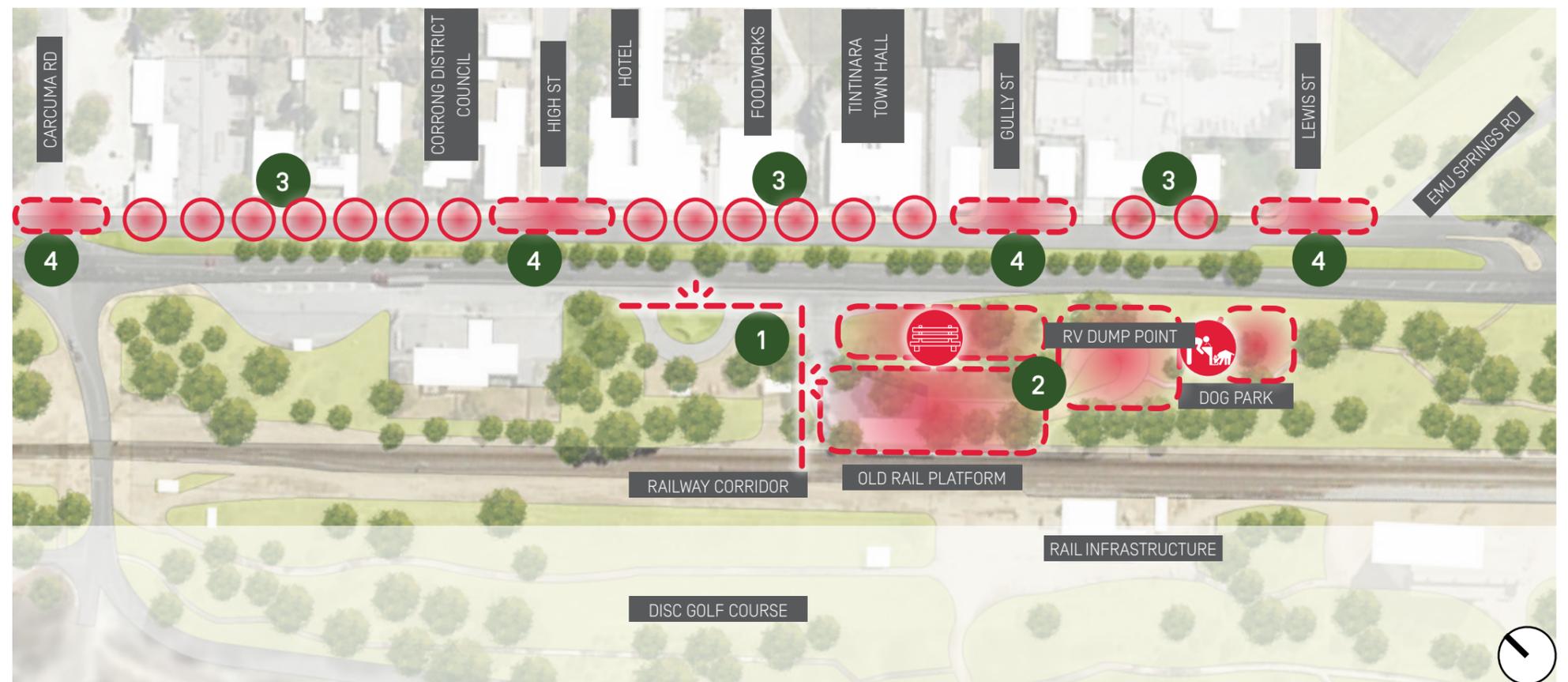
TINTINARA

WHAT'S HOLDING US BACK?

COMFORT AND AMENITY, AND STREETScape CONDITIONS

Summary of the key issues:

1. Poor park entry treatments
2. Conflicting spatial constraints and competing land-use. Minimal pedestrian comfort and amenity
3. Minimal shade to main street
4. Poor intersection treatments and opportunities for comfort along main street and adjacent shop fronts

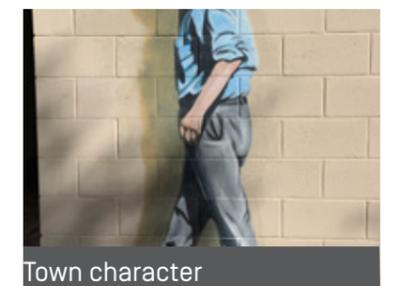
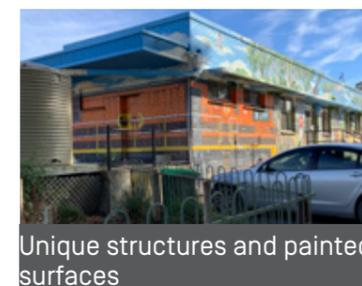
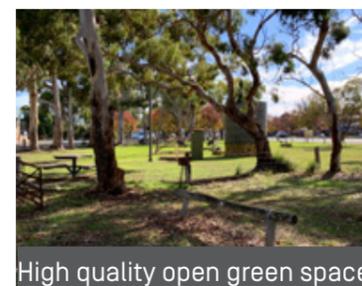
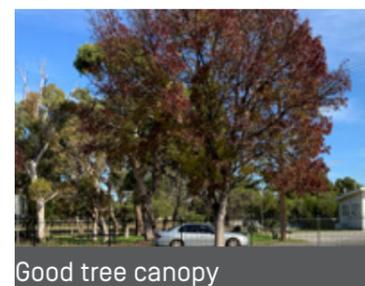
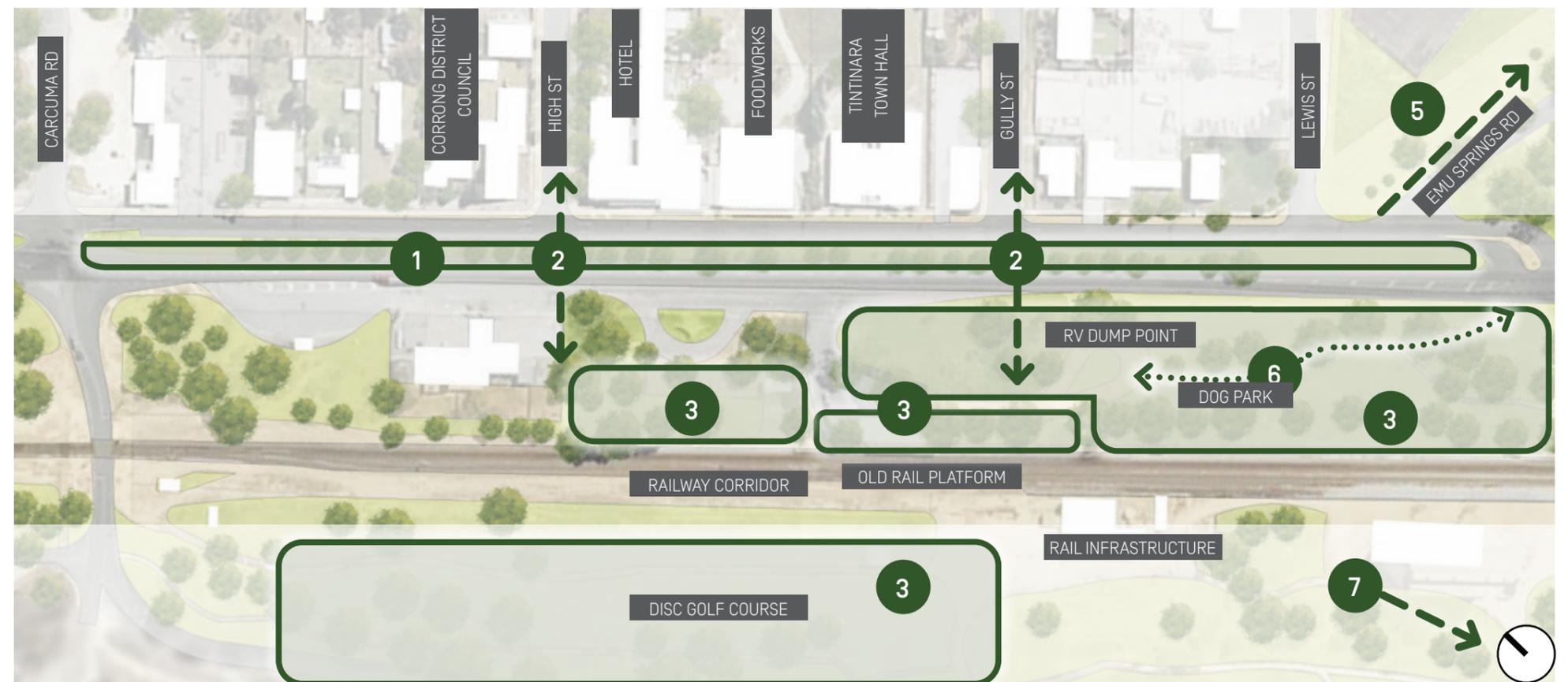


TINTINARA WHAT TO BUILD ON

PEDESTRIAN AND VEHICLE MOVEMENTS,

Summary of the key opportunities:

1. Generous width to central median, established deciduous trees
2. Good alignment with High Street and Gully Street
3. Healthy, green open space and parklands, established native trees and understorey
4. Unique and interesting rail infrastructure with economic potential
5. 'Gateway to Ngarkat'
6. Local trail network (Tintinara RSL Memorial Walking Trail)
7. Lake Indawarra





DEVELOPING A **VISION** FOR
THE TOWNSHIPS

ACHIEVING A SHARED VISION

TAILEM BEND

The vision builds on our **site analysis and the community engagement** which supports the master planning process.

The vision will be tested and workshopped with the Coorong District Council to ensure that it represents the **aspirations of the community**.

Establishing an **agreed vision** is an important part of the master planning process and enables cohesion in **developing a shared goal** for the future, and sets clear goals and priorities that contribute towards achieving the vision.

Tailem Bend, Coonalpyn and Tintinara face similar issues and have similar opportunities and aspirations.

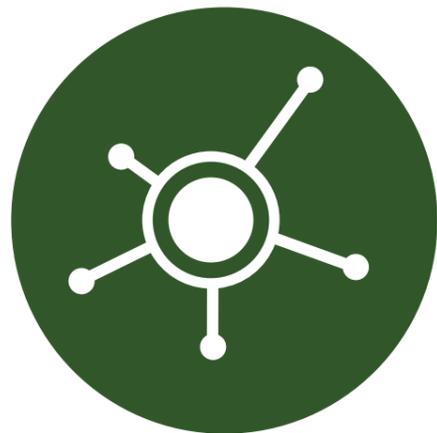
The vision seeks to capture the needs and aspirations of both towns.

"Create an appealing, safe, comfortable and functional main street that reveals and celebrates the heritage, and entices visitors to linger longer and experience the towns' attractions and character, and further explore the Coorong region."

FIVE PRINCIPLES TO ACHIEVE THE VISION

To achieve the vision for Taillem Bend, Tintinara and Coonalypn, we have developed **five urban design principles** to inform the **design strategies** and further guide the development of the streetscape master plans. These principles are intentionally high-level and should continue to be used beyond the development of the master plans to **guide further design stages**, be used to **guide decision-making**, and act as a **measure of success**.

These overarching principles can be applied to each of the towns in similar ways and set the direction for the design strategies and development of the key moves.



Improve Connectivity and Integration:

Places that are well connected and integrated are able to be experienced by a broader variety of people of all abilities. **A well connected public realm** is functional and enables people to **easily access amenities, services and attractions**.

Design strategies should:

- **Connect the precinct** linearly and across roads and side streets
- Connect the precinct with its **key destinations** and surroundings
- Consider **intuitive wayfinding** so, where possible, key destinations are easy to navigate without heavy reliance on signage
- Apply **Universal Design Principles** wherever possible
- Develop a suite of materials reflective of character, place and future aspiration that provide a **consistent identity** across the precinct



Create greener streets through adopting principles of environmental sustainability & stewardship: Improve the environmental sustainability of the precinct, **care for Country** and build **resilience to climate change**, and create more **liveable townships**

Design strategies should:

- Maximise opportunities for **green infrastructure** including tree planting, landscaping and Water Sensitive Urban Design (WSUD)
- **Utilise greening** for localised climatic comfort
- Incorporate plant species to support and **enhance biodiversity**
- Consider **whole-of-life costs** and prioritise materials and products that are more energy efficient and sourced from sustainable, recycled or renewable supplies

FIVE PRINCIPLES TO ACHIEVE THE VISION



Celebrate Place: Express the local character and Indigenous and non-Indigenous heritage to strengthen township identity and **sense of place**.

Design strategies should:

- Identify, enhance and **celebrate the unique character** of each township
- Consider opportunities for **Ngarrindjeri cultural representation** through meaningful engagement and partnership
- Consider **dual Ngarrindjeri/European naming** of places
- **Reveal non-Indigenous heritage layers** important to the towns' cultural, social and economic development
- Provide a consistent suite of urban elements to contribute to a **stronger identity**
- Incorporate **public art to reflect history, heritage, or unique stories** that are of the place



Improve economic sustainability through enhancing tourism opportunities: **Attractive and comfortable** environments entice people of all ages and abilities to stay longer. **Greater and longer visitation** from both tourists and locals, and an appealing public realm encourages investment and spending.

Design strategies should:

- Provide facilities, amenities and attractions to **encourage visitors to stop and stay**, and experience what the towns have to offer
- Provide a **comfortable, functional and attractive public realm**
- Ensure facilities, amenities and services are well connected via an **accessible and legible public realm**
- Contribute towards strengthening **community pride**

FIVE PRINCIPLES TO ACHIEVE THE VISION



Amenity, comfort & aesthetics

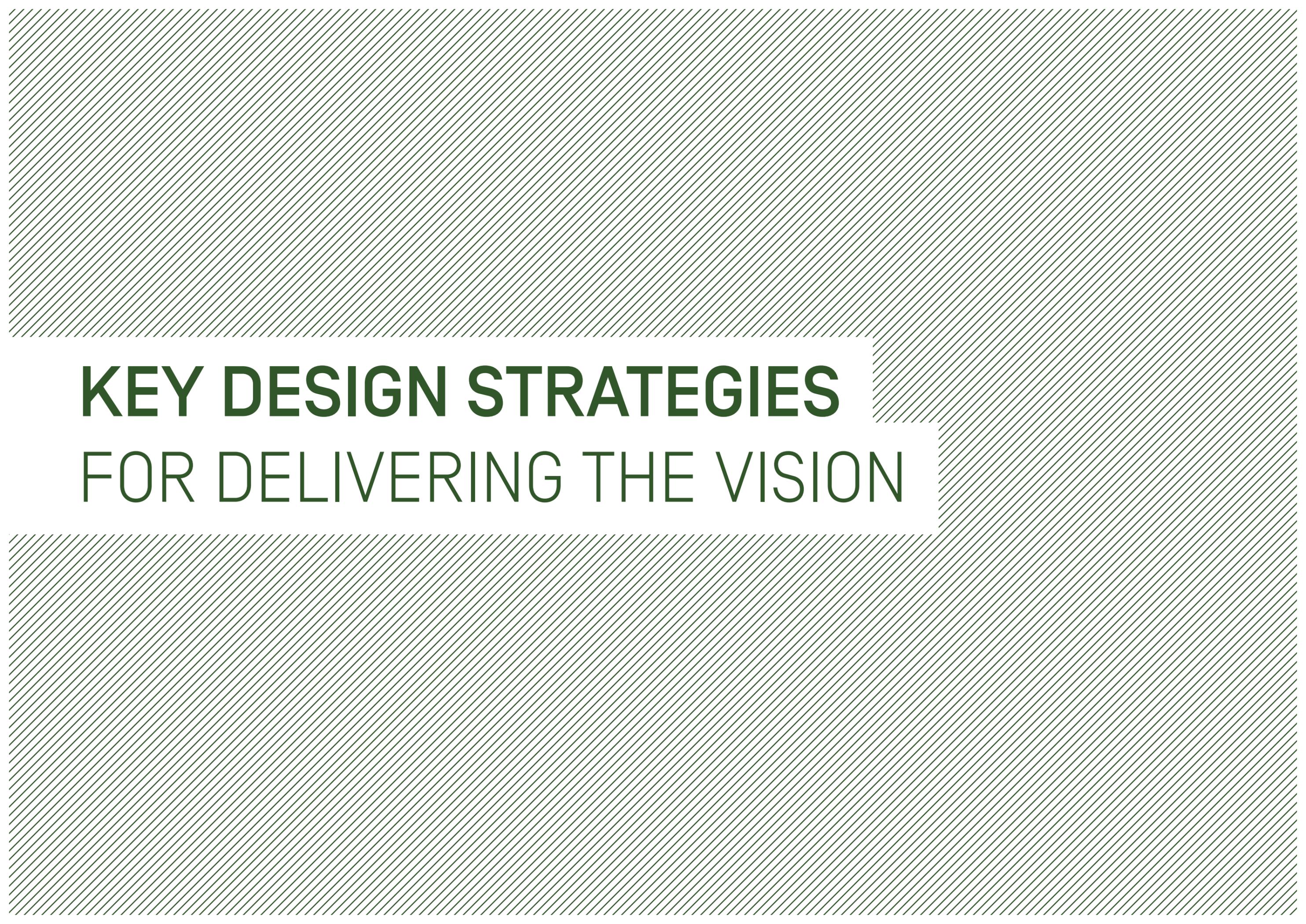
(functional & beautiful places):

Well-designed and visually appealing

elements comprising the public realm not only work well but help instil a **sense of community pride.**

Design strategies should:

- Provide good quality, **durable and appropriate** surface treatments
- Incorporate **shade, shelter and seating** opportunities within the public realm that are appropriately located
- Consider **facilities and amenities** for tourists to **encourage visitation** and to stay for longer
- Ensure people of **all ages, abilities and backgrounds** are considered and welcomed
- Ensure a **Dementia Friendly Town** to achieve the objectives of the Disability and Inclusion action plan and local demographics

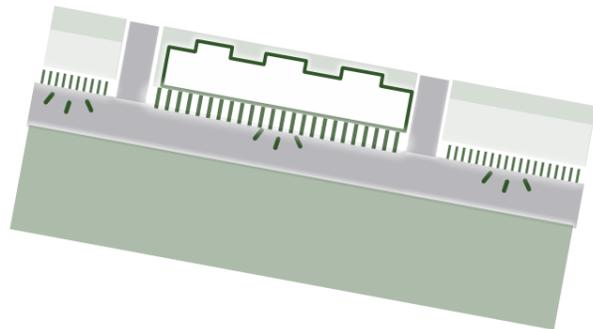


KEY DESIGN STRATEGIES
FOR DELIVERING THE VISION

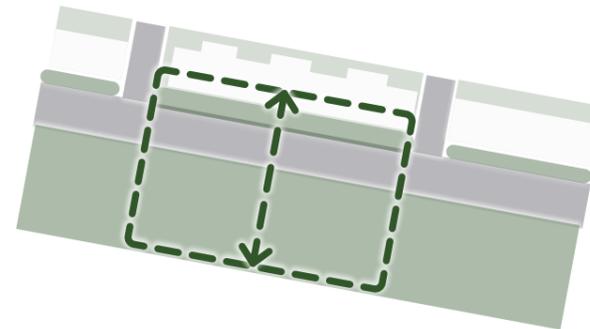
ESTABLISHING FOUR KEY DESIGN STRATEGIES

Based on the preceding **vision** and five **design principles** for Taillem Bend, Coonalpyn and Tintinara, **four key site-wide urban design strategies** have been identified to drive the Coorong streetscapes and accomplish a **successful outcome** for all stakeholders.

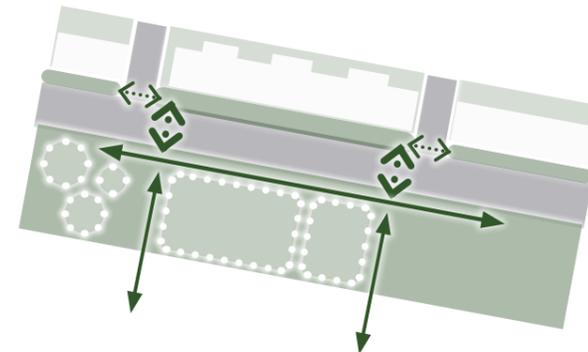
These strategies inform improvements to the main street experience, the civic heart of each township, pedestrian path networks, and prioritise places for people within each precinct.



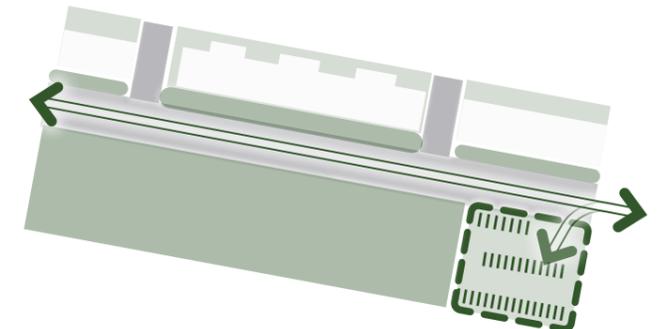
- 1 Create a main street experience** through improved footpaths, verge treatments, pedestrian comfort and accessibility



- 2 Define a civic heart** with high quality green spaces, visitor amenities and play opportunities that integrates the main street experience



- 3 Connect the precinct** through improved pedestrian path networks, dedicated crossing locations and links to key destinations



- 4 Consolidate and maximise efficiency of parking areas** to reduce pedestrian and vehicle conflicts and enable places for people to be prioritised

TAILEM BEND KEY DESIGN STRATEGIES

- 1 Create a main street experience
- 2 Define a civic heart
- 3 Connect the precinct
- 4 Consolidate and maximise efficiency of parking areas



TAILEM BEND DEFINING A SENSE OF PLACE

Summary of the key design strategies:

1. Provide a 'Civic Heart' to Taillem Bend by creating a 'Railway Plaza' forecourt to the old railway station/Tailem Bend Information Centre. Consider opportunity to include the old rolling stock relocated from adjacent playground.
2. Reconfigure car parking from the civic heart to create a plaza which can accommodate events
3. Consider additional uses for the old station building and improve access from the new Railway Plaza
4. Incorporate the existing Memorial Park and Cenotaph into the Civic Heart
5. Consider alternative surface treatment options for Railway Terrace to slow vehicular traffic and create a pedestrian friendly environment

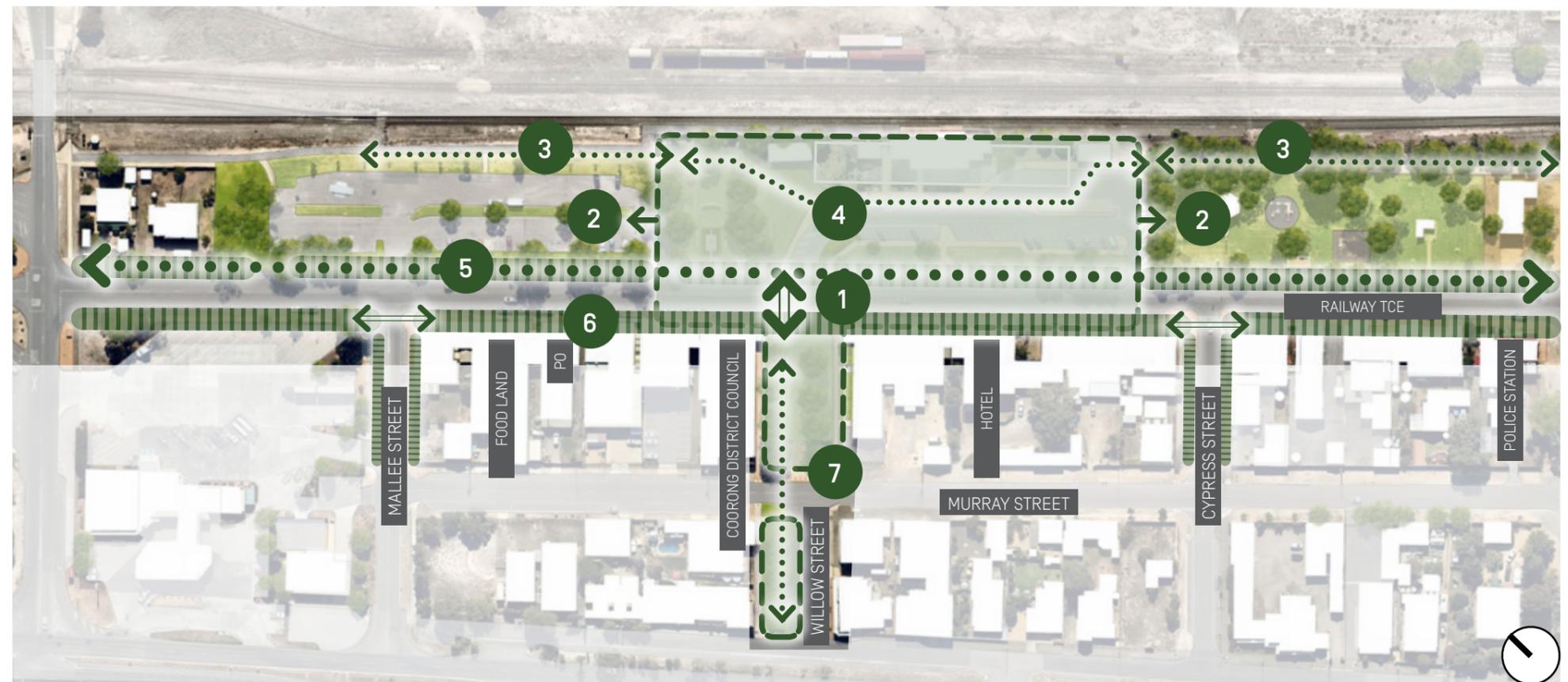


TAILEM BEND

LINKING THE EXISTING MAIN STREET ASSETS

Summary of the key design strategies:

1. Provide a pedestrian priority crossing between the Railway Plaza and Willow Street Reserve to integrate it into the 'Civic Heart'
2. Provide strong connections between the 'Civic Heart' and the recreation and car parking areas either side
3. Formalise the existing linear path along the rail corridor
4. Provide a strong link through the linear park connecting the main amenities and attractions
5. Provide a generous and continuous footpath to the northern side of Railway Tce to create a civic edge to the linear park
6. Create a strong linear connection and streetscape improvements along the commercial [southern] side of Railway Terrace
7. Improve connection beyond Willow Street Reserve to include smaller green space south of Murray Street

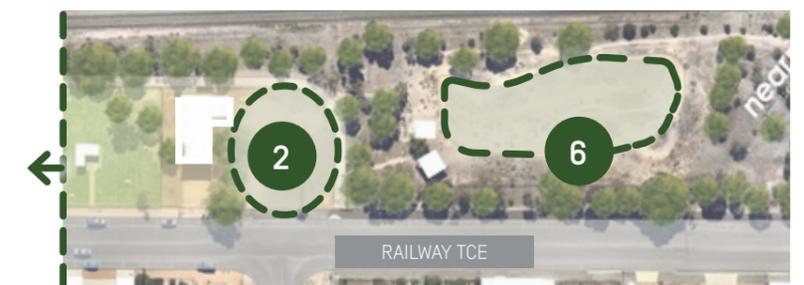
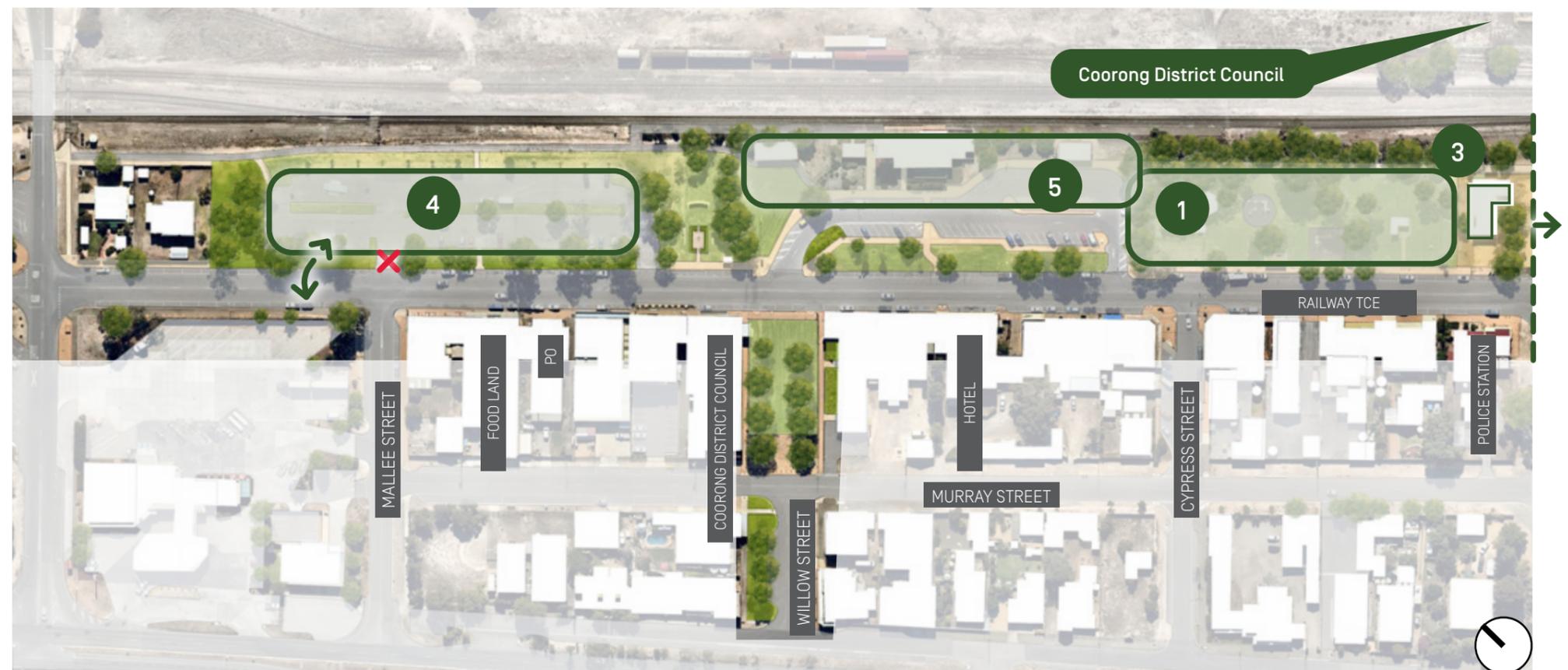


7. Improve connection beyond Willow Street Reserve to include smaller green space south of Murray Street

TAILEM BEND RATIONALISING AND IMPROVING EXISTING SPACES

Summary of the key design strategies:

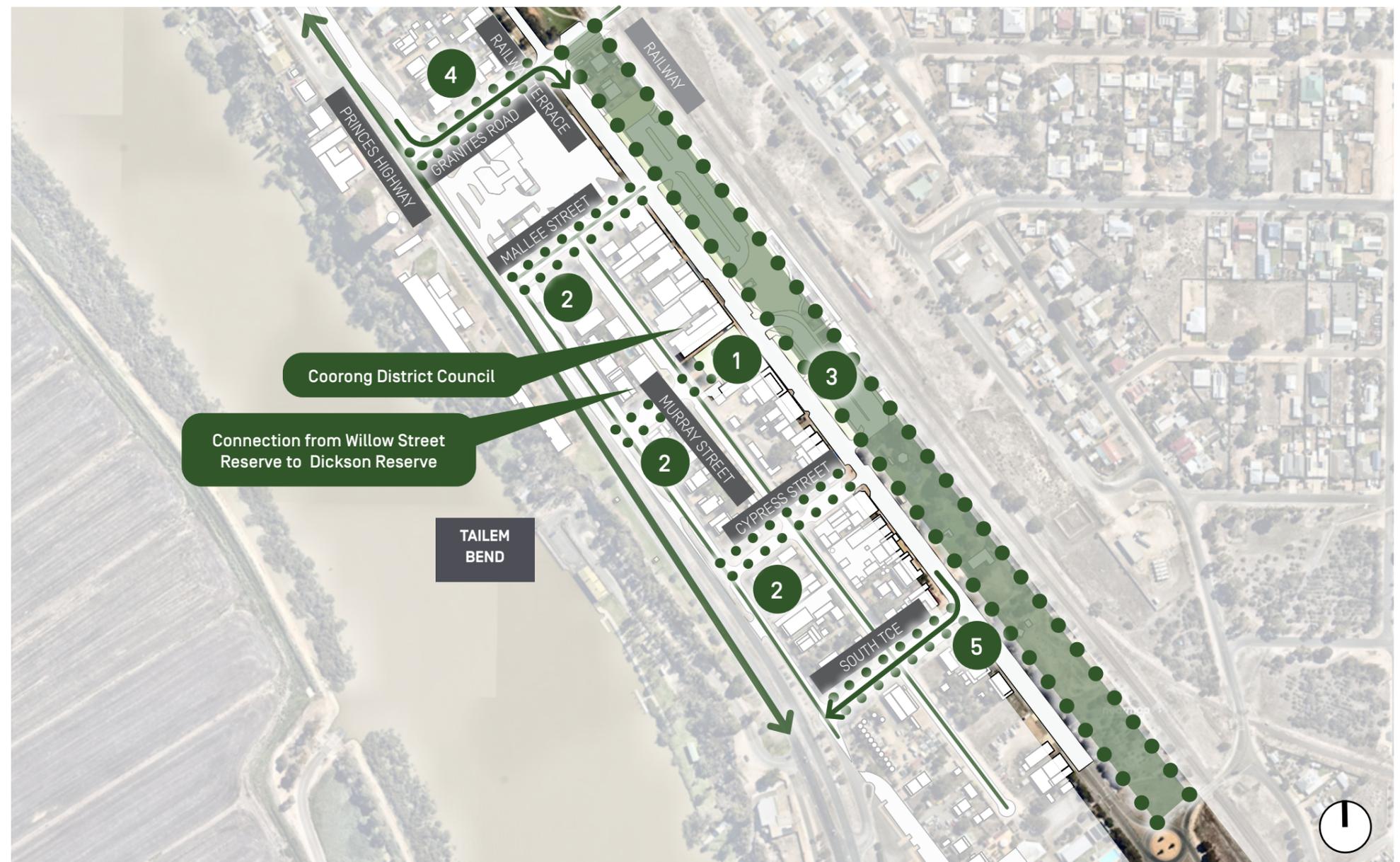
1. Upgrade park and consolidate playspace (including potential nature play), provide an irrigated lawn space and new fencing
2. New skate park facility
3. Repurpose CFS site as Youth Hub and community arts facility
4. Reconfigure car park to optimise layout and better facilitate use by RV's, including relocating entry further north-west along Railway Tce and incorporating Water Sensitive Urban Design
5. Enhance visitor experience of Heritage attractions. Incorporate furniture, trees and garden beds in lieu of excessive paved areas.
6. Upgrade BMX track and include pump track. Selectively remove trees from Railway Tce edge to improve visual connection and CPTED



TAILEM BEND BROADER CONTEXT OPPORTUNITIES

Other design strategies:

1. Partner with Ngarrindjeri Aboriginal Corporation to incorporate indigenous cultural layers and storytelling
2. Green the side streets between Railway Tce and the Princes Hwy
3. Undertake succession planting where existing trees senescing.
4. Provide new signage at the intersections of Granites Rd with Railway Tce and Princes Hwy.
5. Provide better wayfinding and street signage for tourists navigating back to the Highway via South Terrace
6. Undertake traffic movement study to improve vehicle movements in and throughout the precinct



TAILEM BEND BEST PRACTICE EXAMPLES



Enhanced pedestrian hierarchy along highstreet



Surfaces delineate pedestrian movement



Raised pedestrian crossings



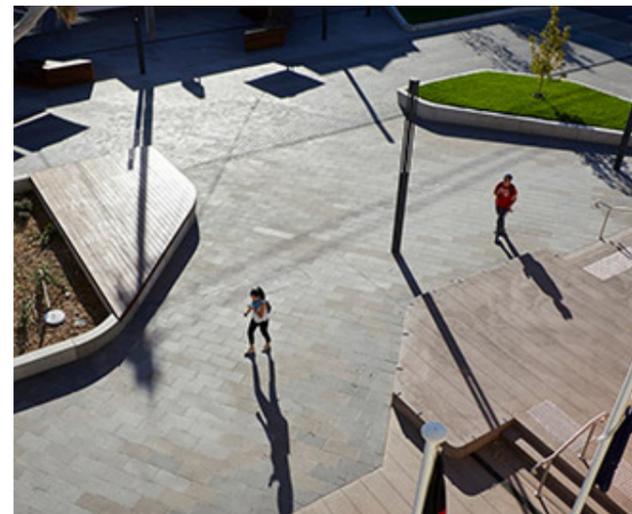
Ambient lighting



Streetscape beautification through attractive paved surfaces and planting



Suite of complementary furniture elements



Areas for pedestrian comfort



New opportunities for youth

COONALPYN KEY DESIGN STRATEGIES

- 1 Create a mainstreet experience
- 2 Define a civic heart
- 3 Connect the precinct
- 4 Consolidate and maximise efficiency of parking areas

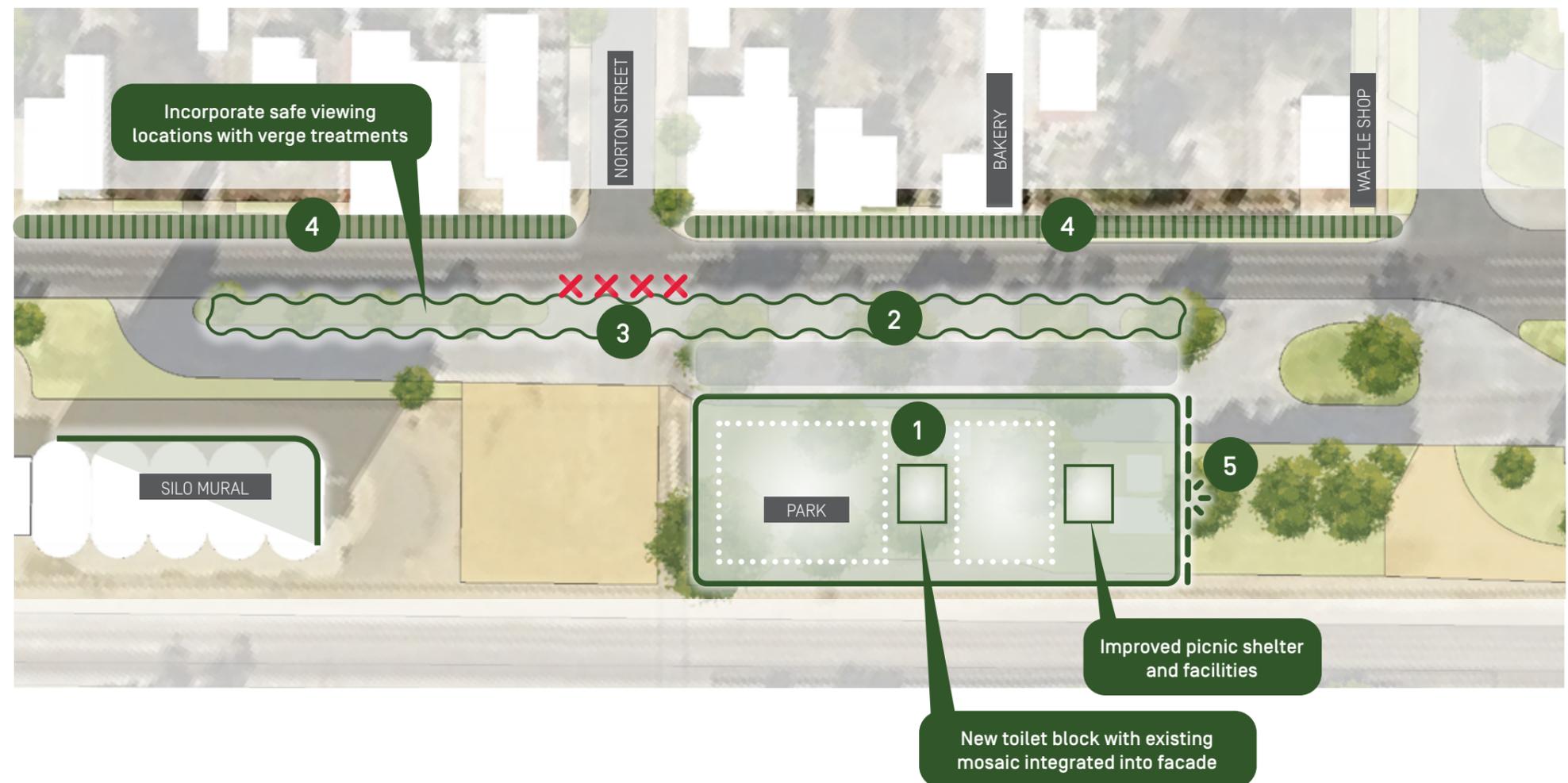


COONALPYN

IMPROVING THE EXISTING CONDITIONS

Summary of Key Design Strategies:

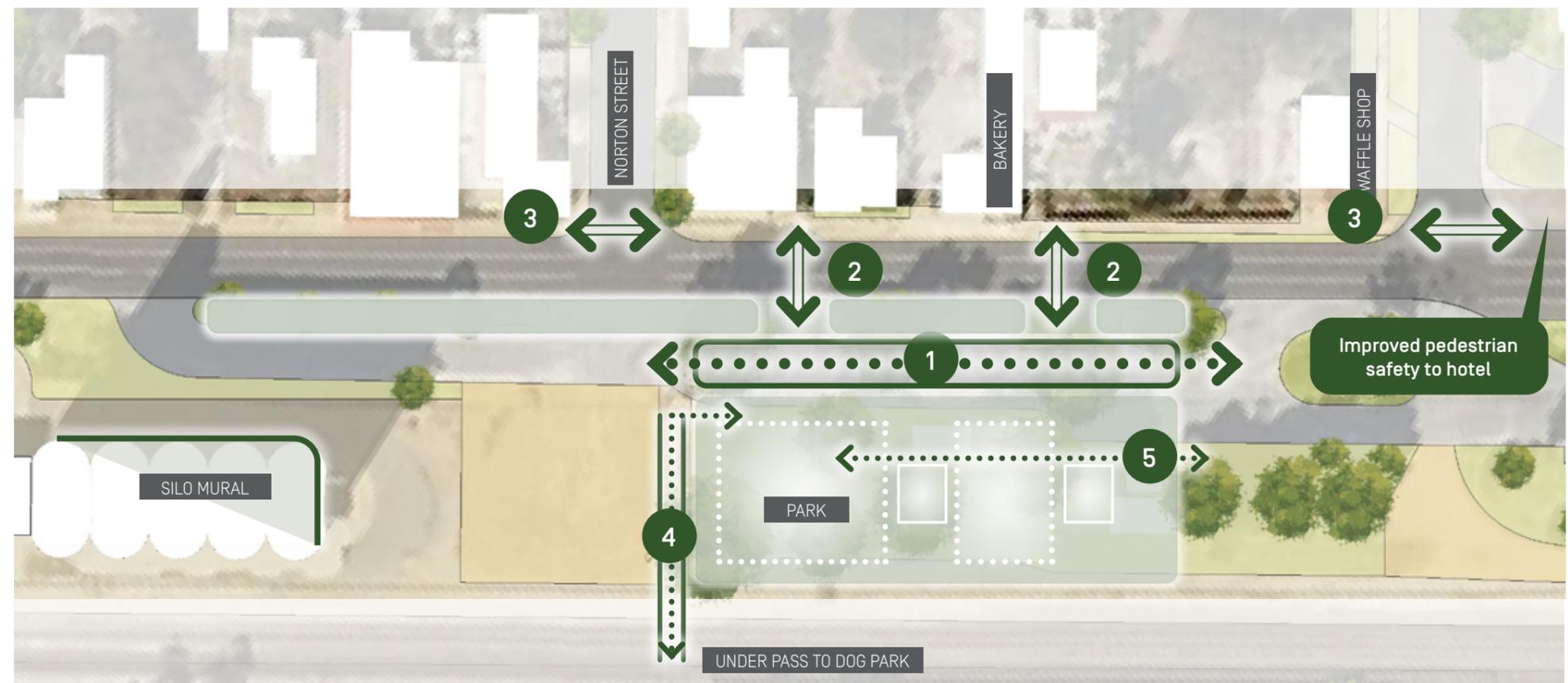
1. New upgraded and reconfigured rest area with shelter, amenities, playspace and fenced dog park
2. Remove car parking and re-vegetate (planting or lawn) under existing verge trees to provide a green edge to the 'civic' precinct
3. Remove car park entry point opposite Norton Street to remove potential conflict - provide continuous, landscaped verge treatment
4. Enhance footpath surface treatments along shop fronts to create a 'high street' experience
5. Improved presentation of park entry at the interface with car parking area



COONALPYN CONNECTING THE TWO SIDES OF THE HIGHWAY

Summary of Key Design Strategies:

1. Create a pedestrian priority shared space that allows safe vehicle movements through.
2. Provide formalised pedestrian crossing points and/or safe refuges at Dukes Hwy edge
3. Improve pedestrian infrastructure at intersections with new protuberances and kerb ramps.
4. Refurbished rail underpass with public art opportunity (including new balustrade)
5. Improved accessible path network within the park



COONALPYN

IMPROVING VEHICLE MOVEMENTS AND PARKING

Summary of Key Design Strategies:

1. Consolidate and formalise car parking to address parking inefficiency.
2. Opportunity for large vehicle parking and manoeuvring.
3. Simplify and improve vehicle entry and exit locations
4. Remove parking directly in front of Silo Mural to improve visibility
5. Undertake traffic movement study to improve vehicle movements in and throughout the precinct



COONALPYN BEST PRACTICE EXAMPLES



Legibility of edge treatments to delineate both pedestrian and vehicular traffic



Appropriate surface treatments



High quality urban furniture



Appealing green space



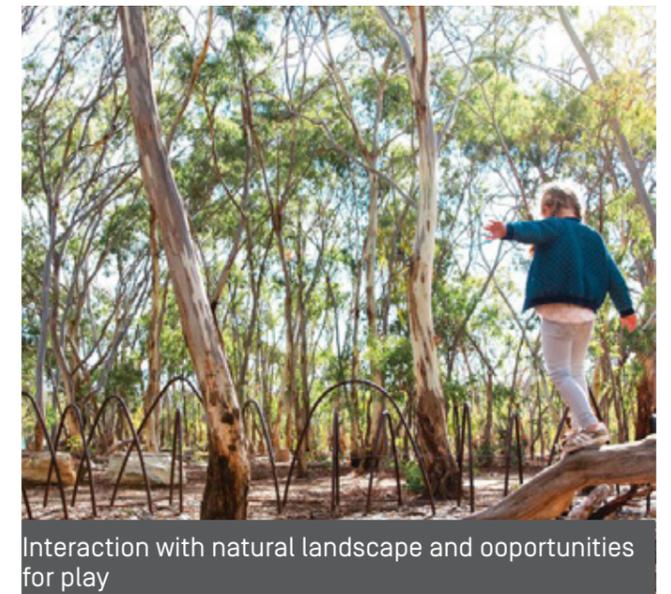
Unique offerings



Comfortable layover areas that celebrate the region as an attractive destination



Unique stop over facilities



Interaction with natural landscape and opportunities for play

TINTINARA KEY DESIGN STRATEGIES

- 1 Create a main street experience
- 2 Define a civic heart
- 3 Connect the precinct
- 4 Consolidate and maximise efficiency of parking areas



TINTINARA

IMPROVING THE CIVIC HEART

Summary of the key design strategies:

1. Establish a new 'civic' precinct that highlights the core for facilities, services and amenities including:
2. New upgraded and consolidated rest area with shelter, amenities, playspace and fenced dog park.
3. 'Heart of the Park' and Tintinara RSL Memorial Walking Trails information.
4. Streetscape improvements to Becker Terrace including new street trees and verge planting.
5. Planted median to highlight the civic heart.



TINTINARA PEDESTRIAN AND VEHICLE MOVEMENTS

Summary of the key design strategies:

1. Remove driveway crossovers and provide a consistent and formalised verge treatment
2. Consolidate car parking with the RV parking & dump point and provide new access off Dukes Highway
3. Integrate Old Railway Station and platform with rationalised parking to pedestrianise the area
4. Undertake traffic movement study to improve vehicle movements in and throughout the precinct
5. Remove rest bay, consolidate parking areas to within the Heart of the Parks precinct

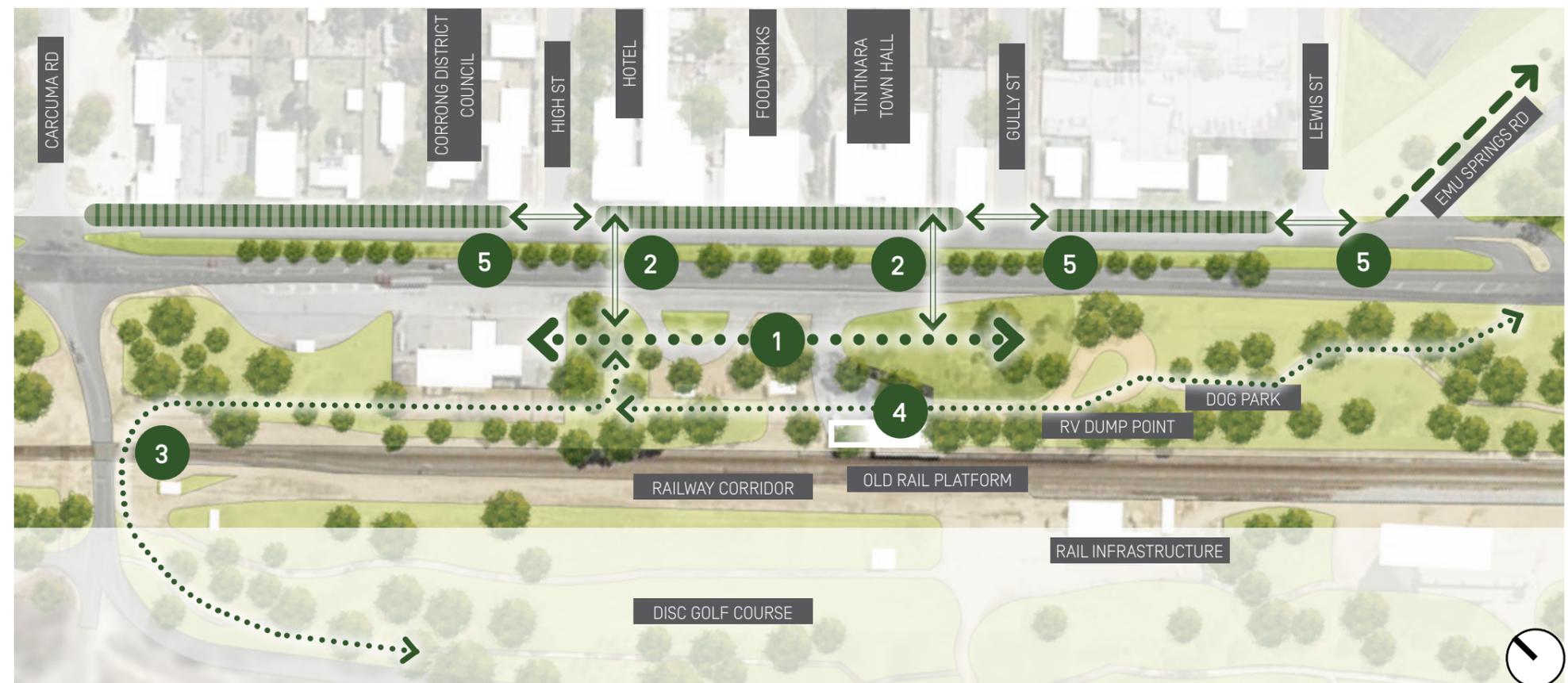


TINTINARA

LINKING A WALKABLE TOWN

Summary of the key design strategies:

1. Pedestrian connectivity through the core and between car parking and Shell.
2. Improved pedestrian crossings to access Becker Terrace.
3. Provide a formal connection to and from proposed new ARTC rail crossing and link with pedestrian crossing over Dukes Hwy and Becker Tce.
4. Highlight and formalise connectivity to the Tintinara RSL Memorial Walking Trails
5. Improved pedestrian connectivity along Becker Tce.



TINTINARA BEST PRACTICE EXAMPLES



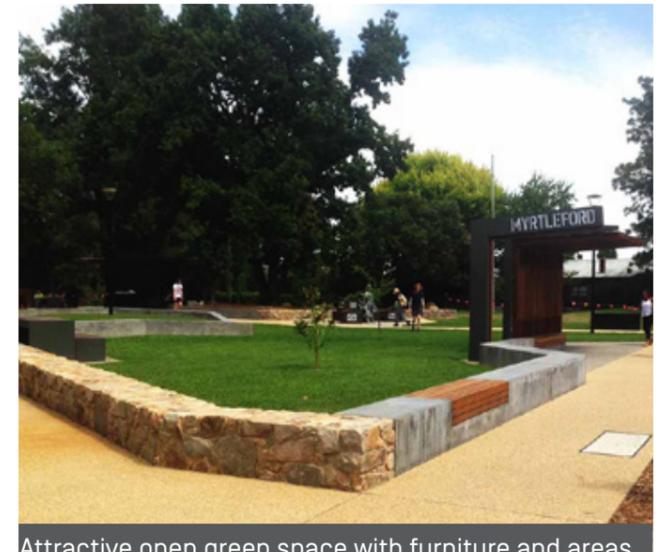
Improve pedestrian amenities, comfort and lighting



Improve becker tce through creating a pedestrian friendly environment, reducing traffic related risks



Appealing destinations for all ages within the park lands



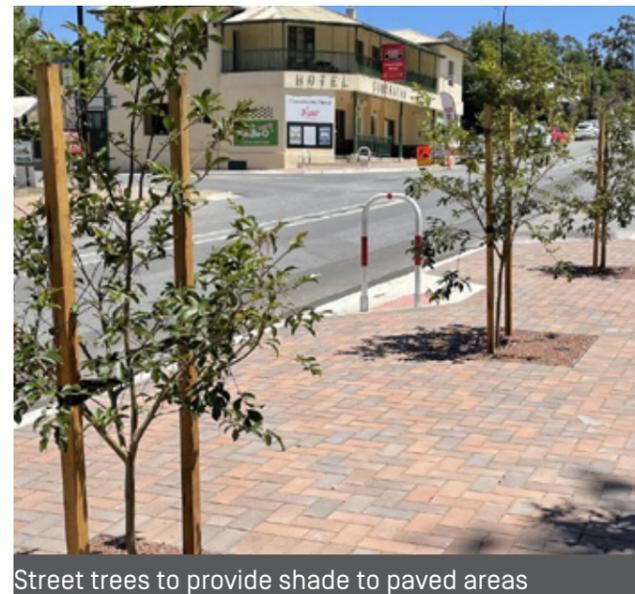
Attractive open green space with furniture and areas of maintained turf and natural shade



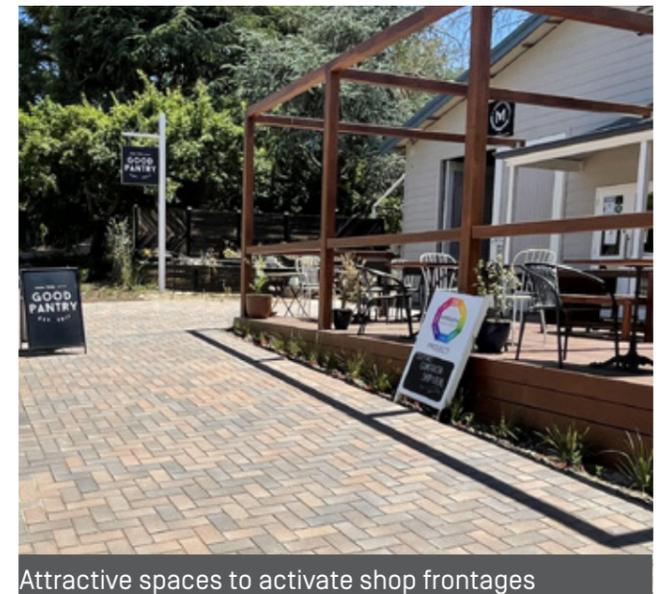
Natural materials and native planting



Attractive furniture and robust planting



Street trees to provide shade to paved areas



Attractive spaces to activate shop frontages

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