

COORONG THRIVING TOWNS OPPORTUNITIES & VISION 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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1. INVESTIGATING THE OPPORTUNITIES FOR THE MAIN STREETS
2. DEVELOPING A VISION FOR THE TOWNSHIPS



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



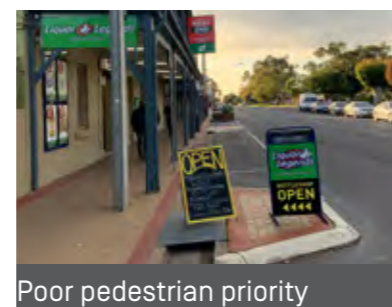
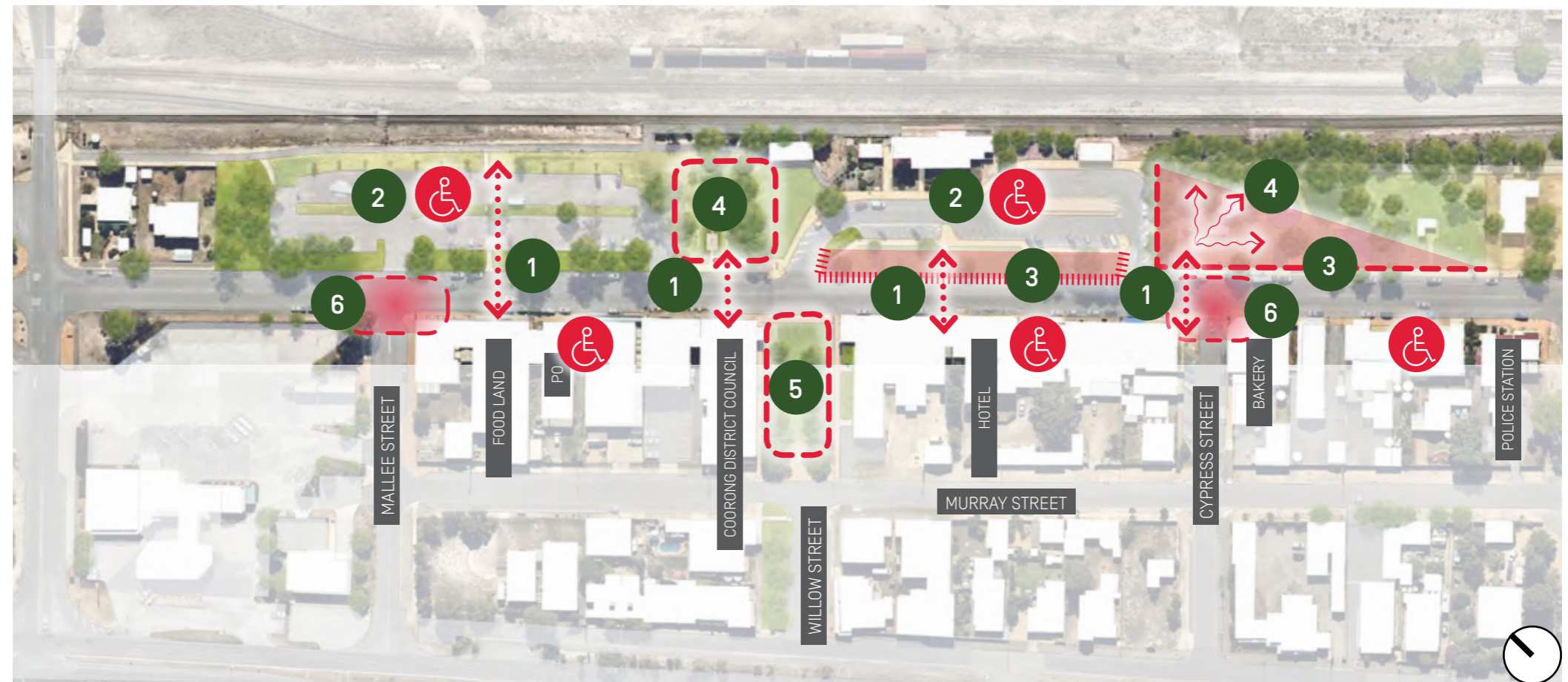
TAILEM BEND

WHAT'S HOLDING US BACK?

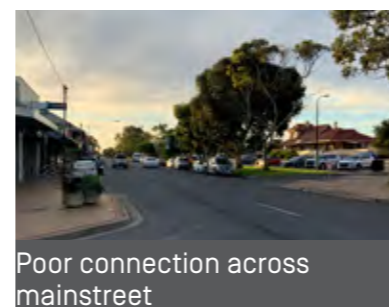
ACCESSIBILITY AND PEDESTRIAN PRIORITY

Summary of the key issues:

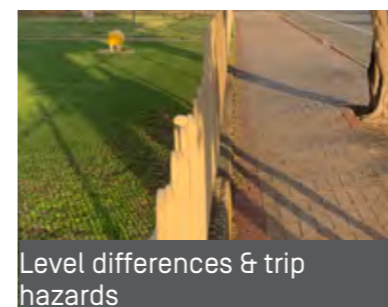
1. Safe crossing points and pedestrian priority areas such as protuberances and refuges
2. DDA compliance and accessibility issues in off-street and on-street car parking zones
3. Level and grade differences at the interface of street and park lands.
4. Lack of accessibility provided through shaded paths 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



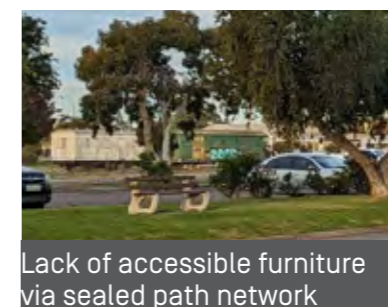
Poor pedestrian priority



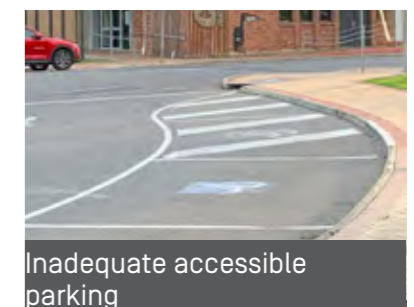
Poor connection across mainstreet



Level differences & trip hazards



Lack of accessible furniture via sealed path network



Inadequate accessible parking

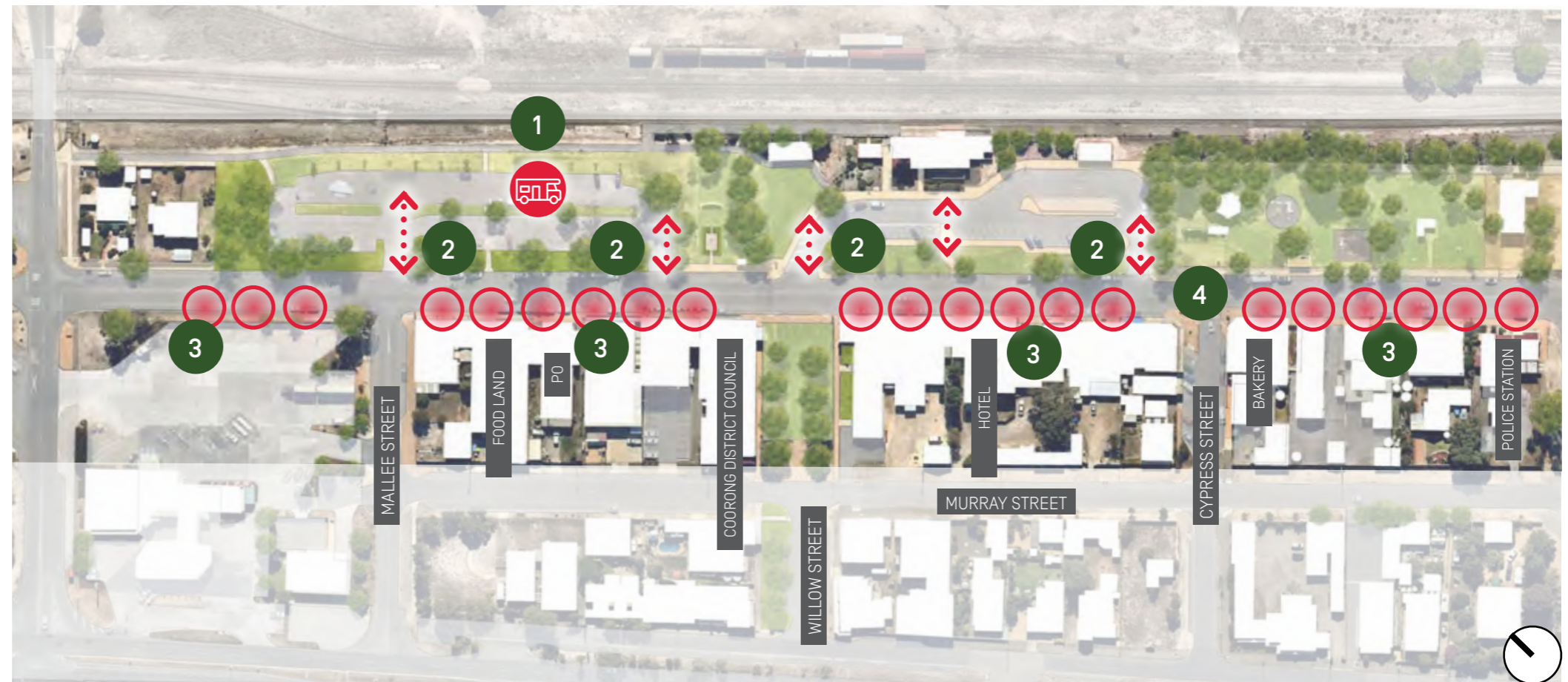
TAILEM BEND

WHAT'S HOLDING US BACK?

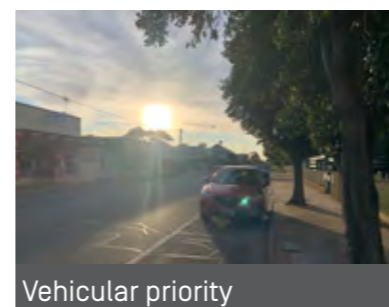
TRAFFIC MOVEMENTS, STREETScape QUALITY

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



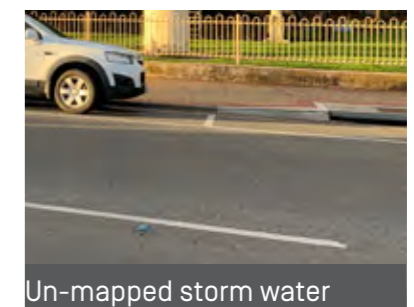
Vehicular priority



Minimal on-street shade



Poor pedestrian infrastructure



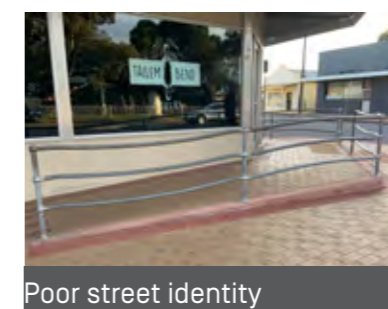
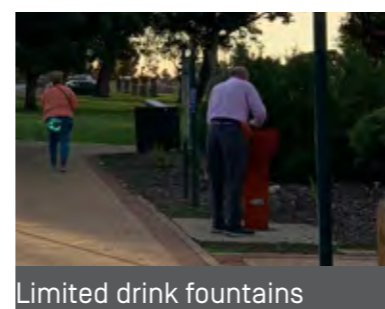
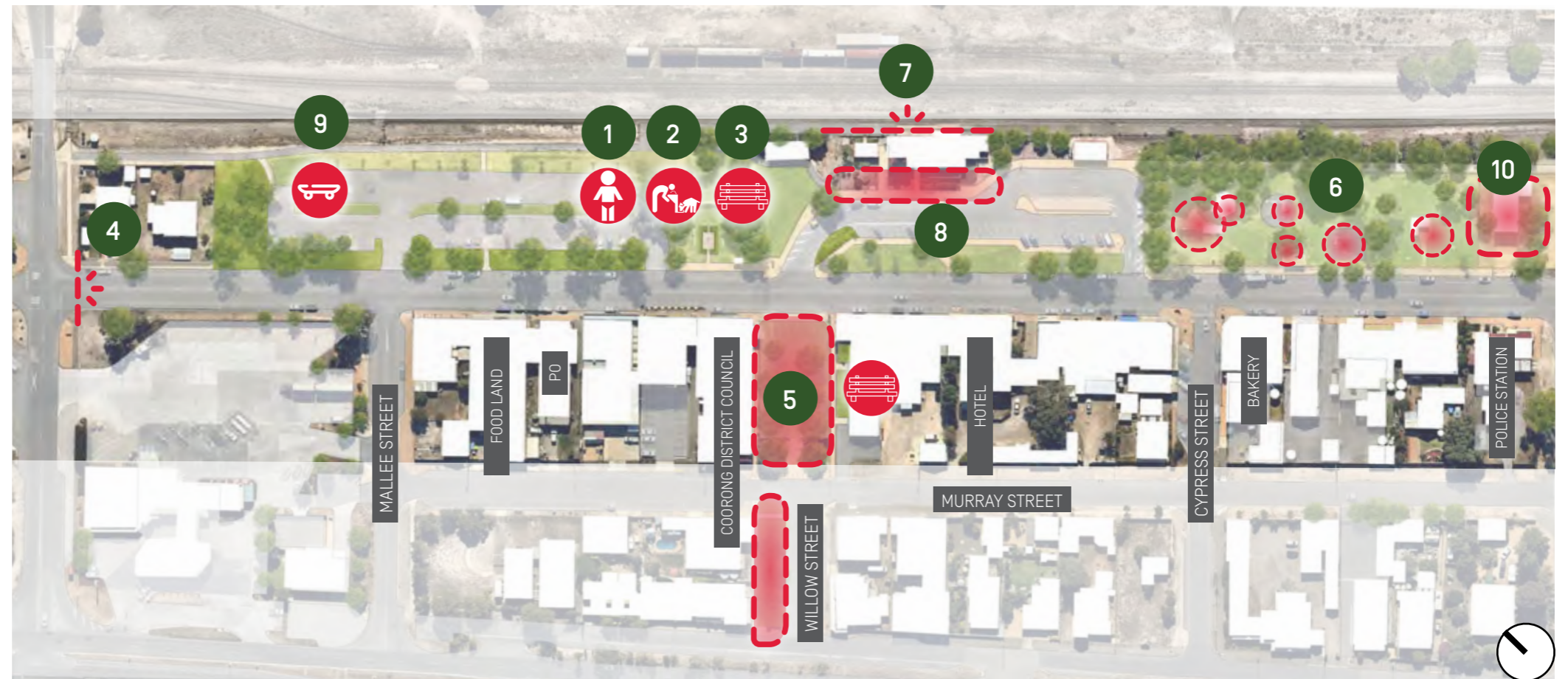
Un-mapped storm water

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]

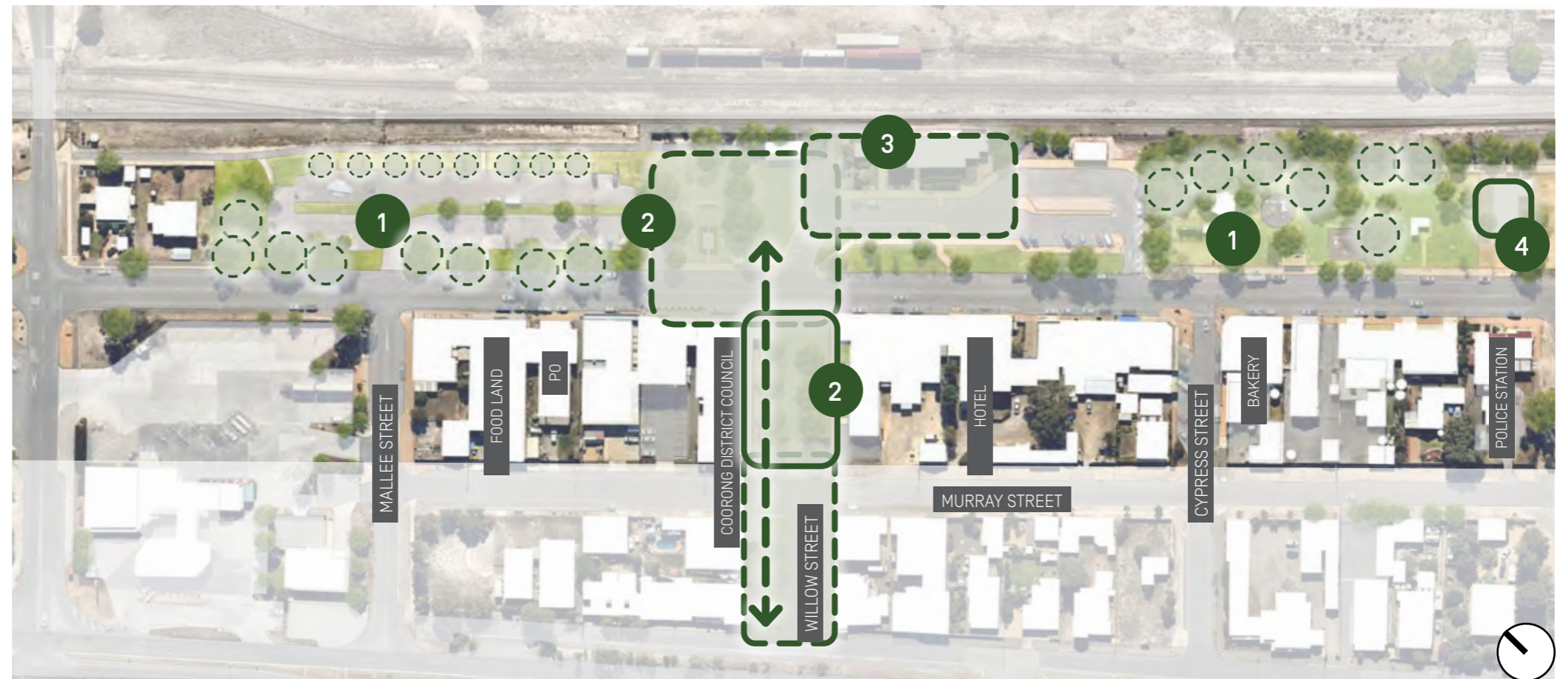


TAILEM BEND WHAT TO BUILD ON

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

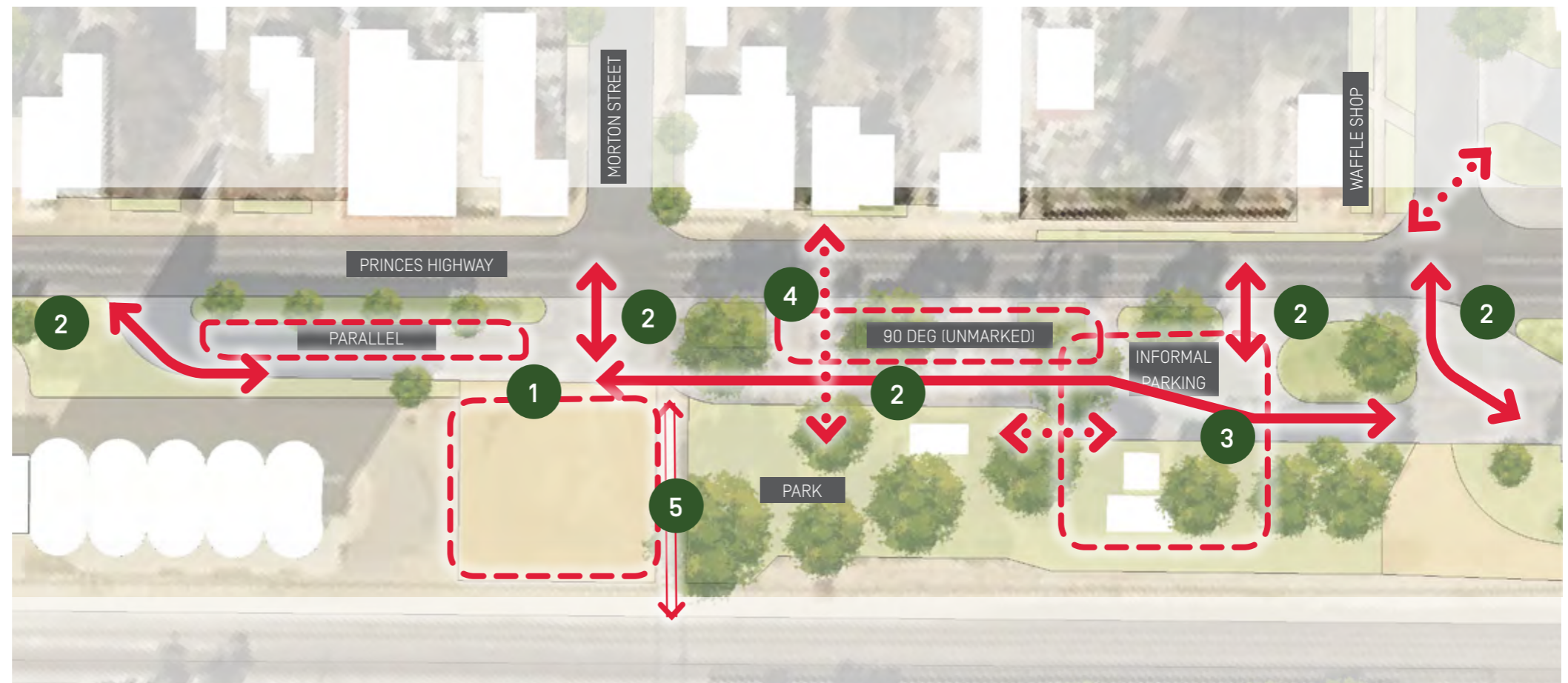


COONALPYN WHAT'S HOLDING US BACK?

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

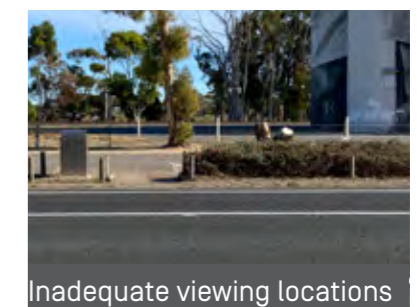
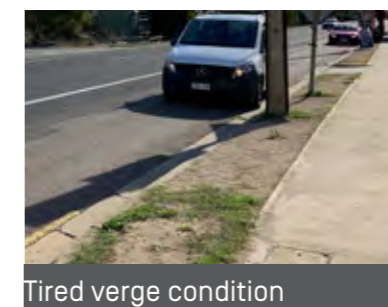
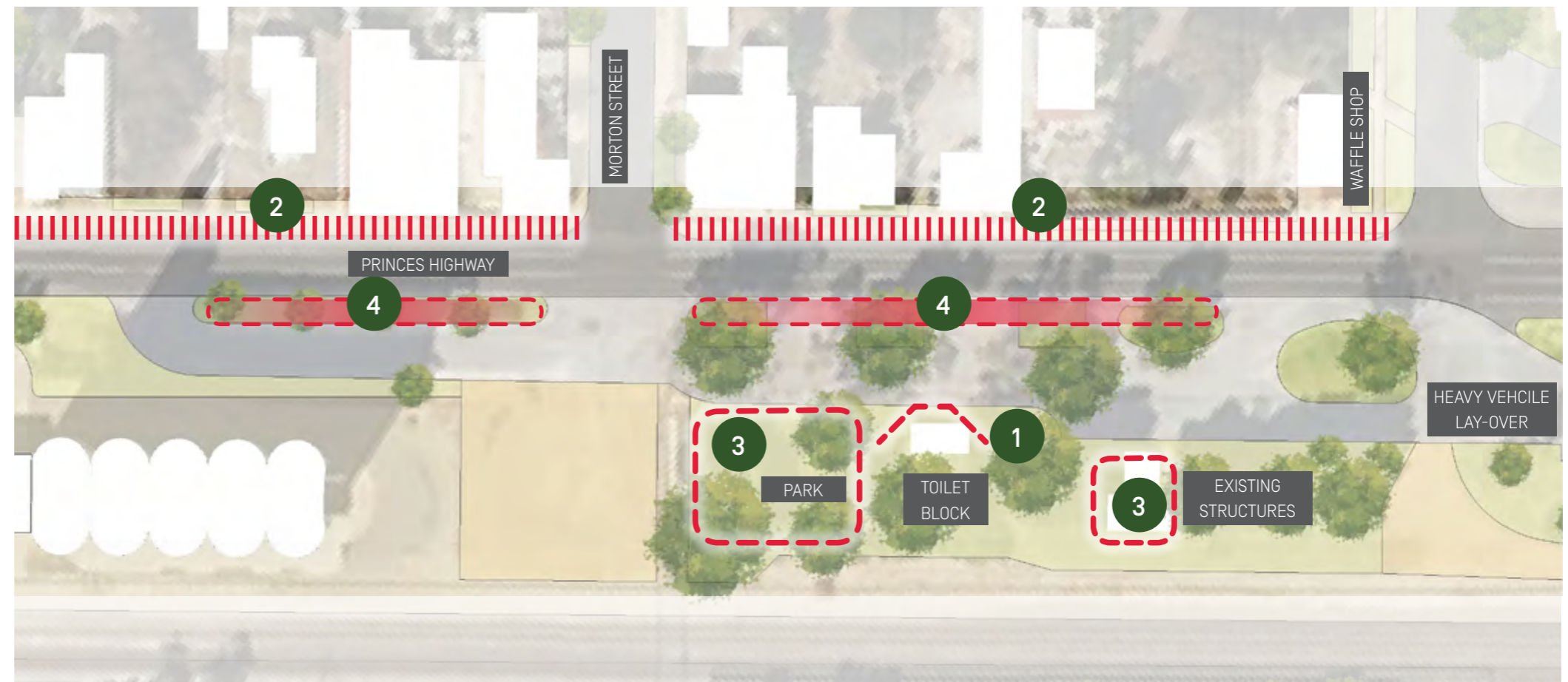


COONALPYN WHAT'S HOLDING US BACK?

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

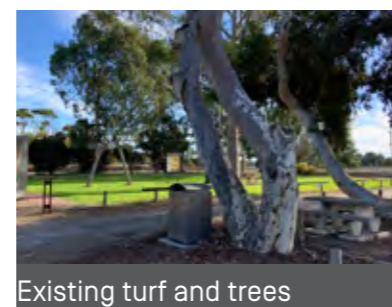
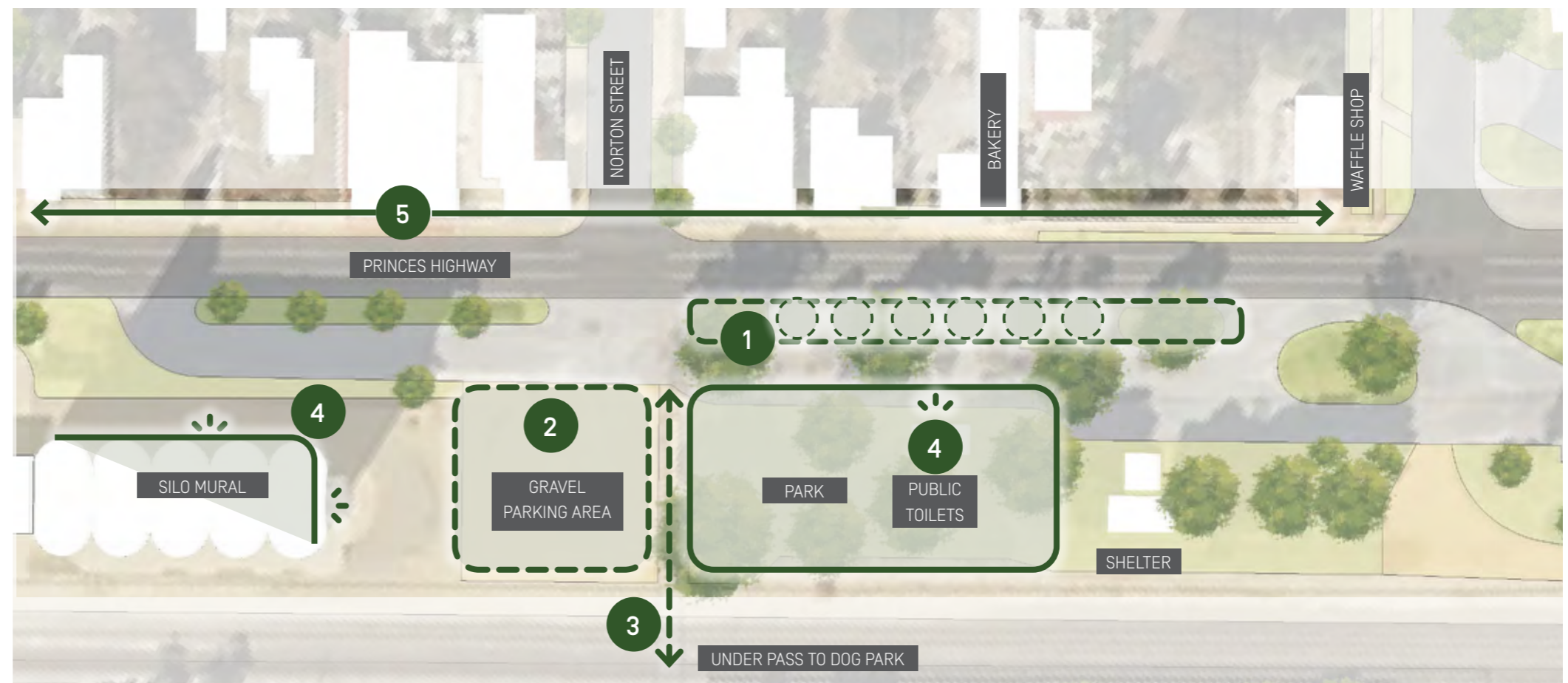


COONALPYN WHAT TO BUILD ON

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. Public 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



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



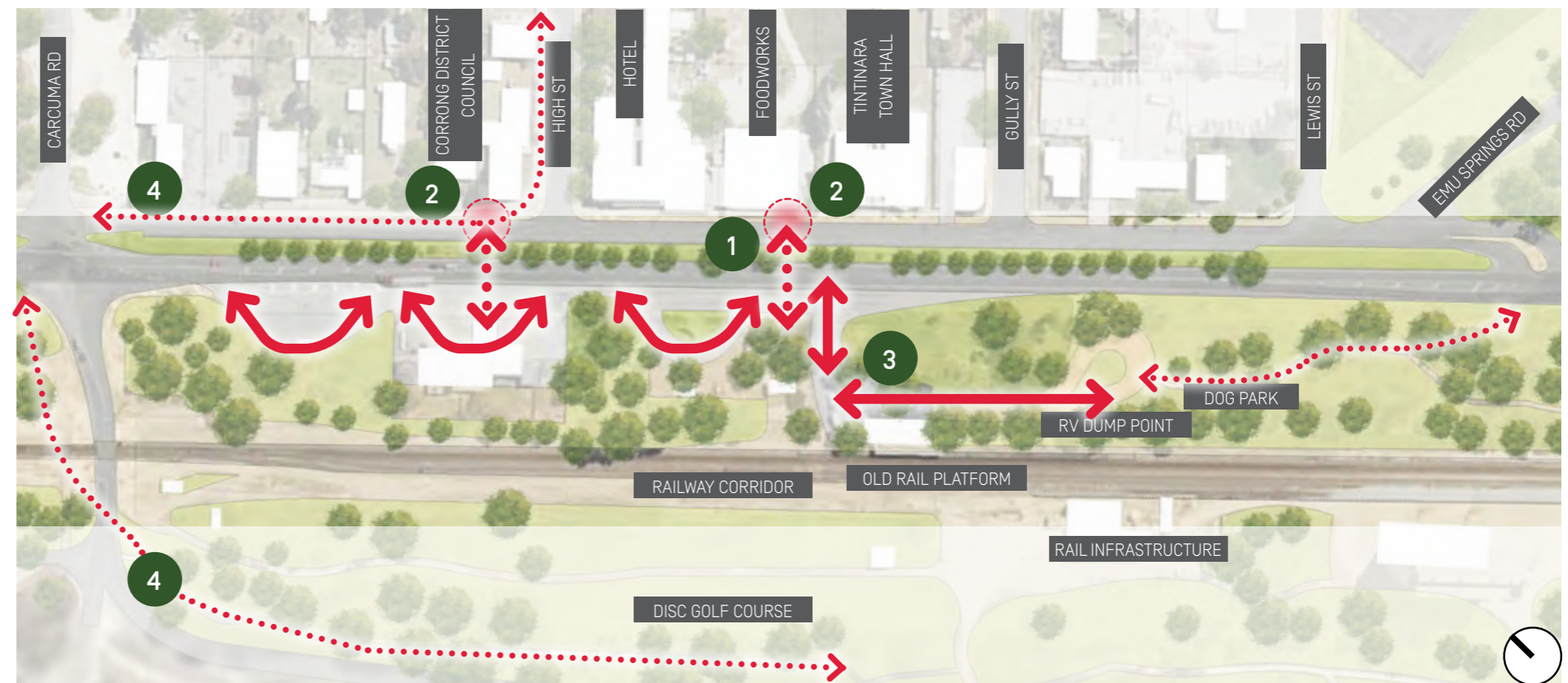
TINTINARA

WHAT'S HOLDING US BACK?

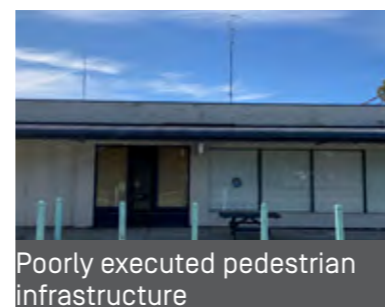
PEDESTRIAN AND VEHICLE MOVEMENTS,

Summary of the key issues:

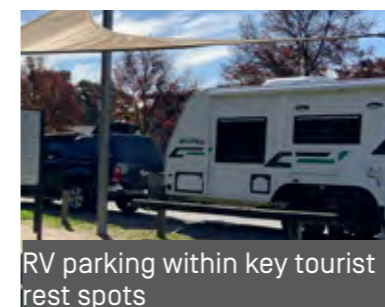
1. Central median refuge - current alignment in conflict with driveway entries
2. Poor pedestrian infrastructure at pedestrian crossing locations
3. Car Parking areas lack efficiency with combined RV movements and park users
4. Indirect path network with local school and Heart of the Parks facilities



Conflicting movement



Poorly executed pedestrian infrastructure



RV parking within key tourist rest spots



Insufficient path network



Tired surfaces

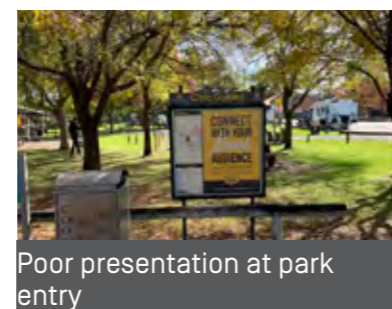
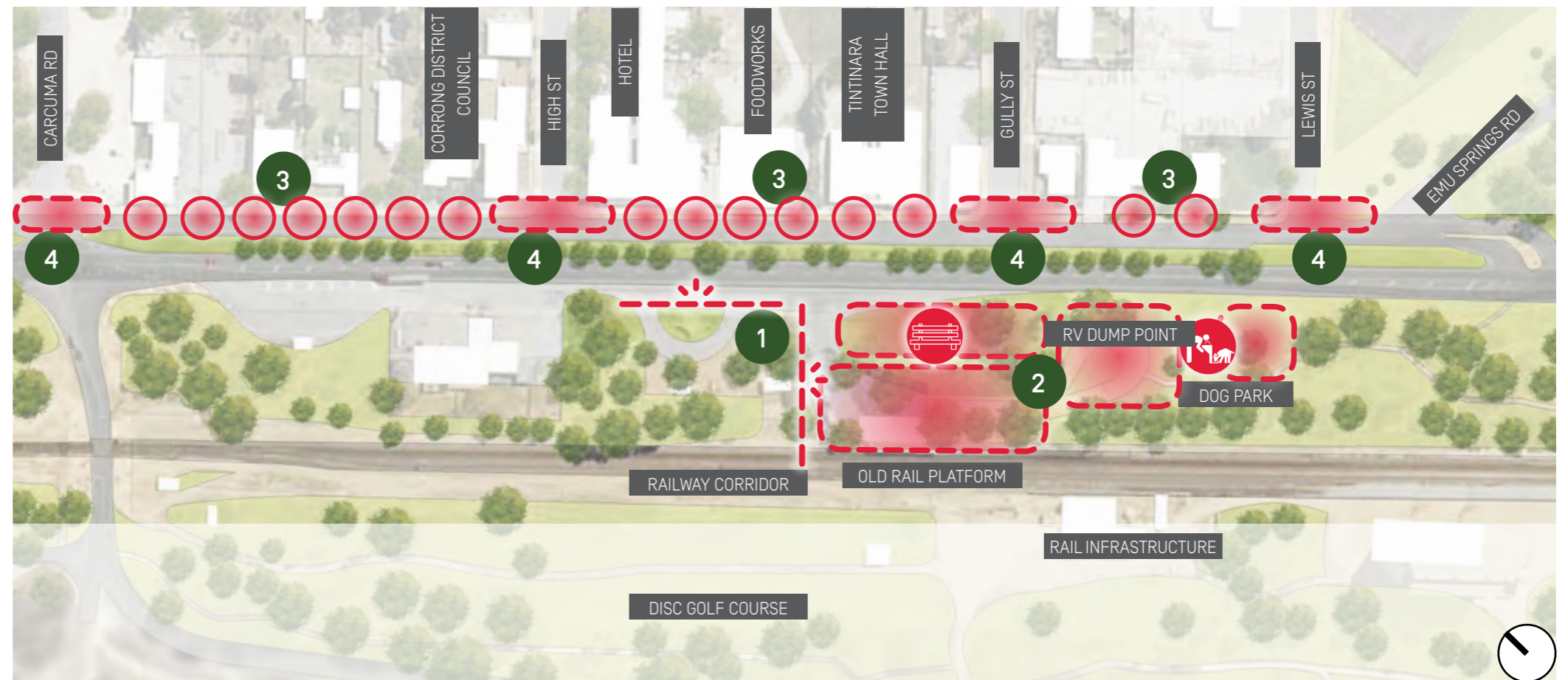
TINTINARA

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

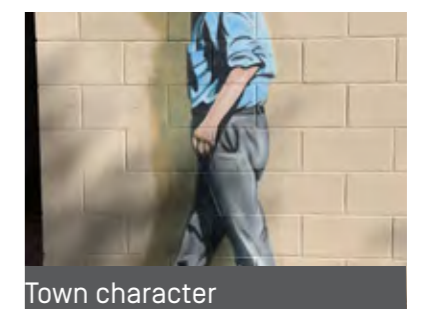
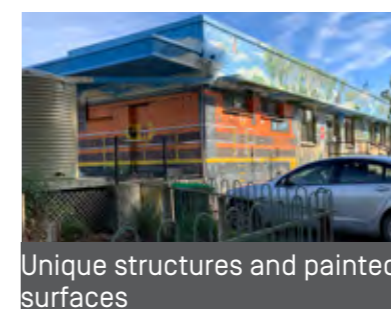
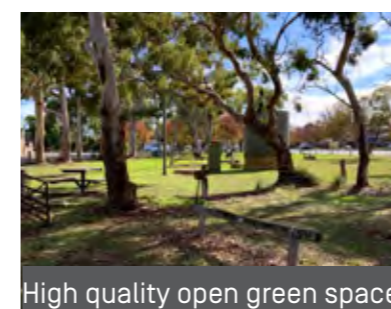
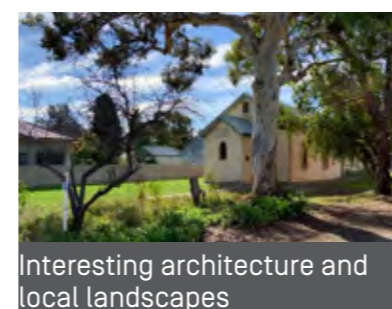
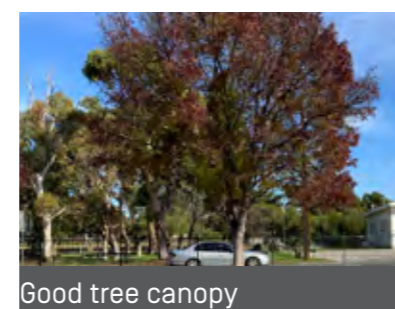
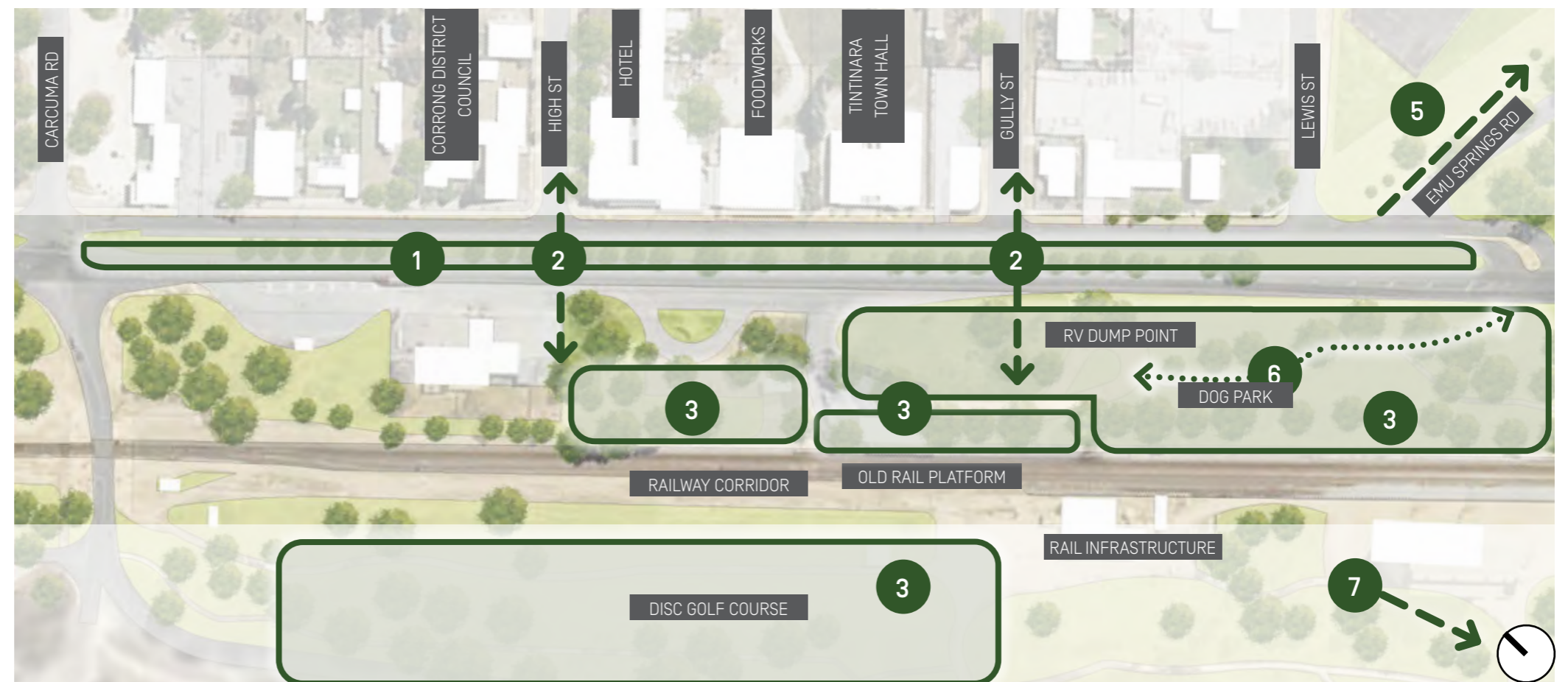


TINTINARA WHAT TO BUILD ON

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.

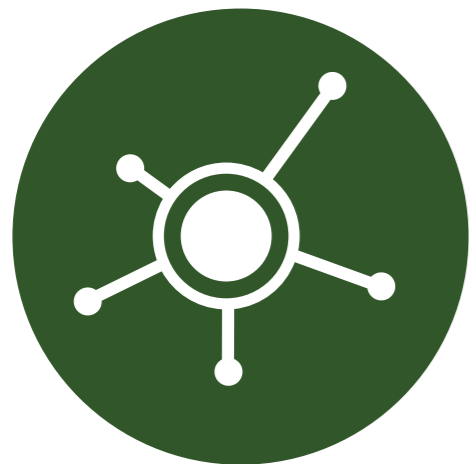
The vision seeks to capture the needs and aspirations of both towns.

"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

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