



BARUNGA WEST MAINSTREETS PLANNING STUDY MASTER PLAN REPORT



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Prepared by:



In collaboration with:

**TRACT, MLEI, RLB,
Mosel Surveyors**

Acknowledgement of Country

City Collective respectfully acknowledges the traditional custodians of the land of the Yorke Peninsula: the Narungga 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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EXECUTIVE SUMMARY

With a population of 2,544 at the 2016 Census, the Barunga West Council area amasses some 1,590 square kilometres, and has 931 kilometres of roads within it. It shares Council boundaries with Copper Coast Council, Yorke Peninsula Council, Port Pirie Regional Council, and Wakefield Regional Council.

The main industries in the Council area are agriculture, aged-care services, and recreational and commercial fishing. Engineering, mining and tourism are similarly highly relevant and influence much of Council's decision making and strategic direction.

With an increase in the average age of the population, Council are acutely aware of the services and infrastructure demands of an ageing population, and are expecting this trend to continue.

The Council has embarked on the next step in establishing a vision to guide, manage and support upgrades to their Main Streets which will, over time, build vibrancy through additional utilisation and ownership of public spaces, whilst ensuring that physical upgrades support the needs and functions of communities and businesses.

Through the creation of a concept plan for upgrades within the seven towns of the Mainstreets Planning Study, Council will be equipped with plans that have been tested with their community, provided with high level costings for improvements, and an implementation approach to begin to apply for budget and grant funding to realise these.



PURPOSE OF THE STUDY

In May 2020, Council endorsed the process for developing a plan for the main streets of seven identified towns within their Council area.

The Council originally identified three towns: Bute, Tickera, and Port Broughton; however was later added to include Kulpara, Mundoora, Alford, and Fisherman Bay.

The objectives of the Mainstreet Planning Study are to:

- Guide the staged upgrade of Barunga West main streets including identifying and including actions that can be delivered in stages
- Identify ways to create activity and vibrancy through built form, events, and programs
- Ensure physical upgrades support the needs, functions and success of communities and businesses
- Lift the profiles of Barunga West Council's main streets within the Yorke Peninsula
- Engage with Elected Members, building owners, traders, stakeholders and the broader community in developing actions and longer term aspirations for the main streets
- Remove barriers currently limiting traders from taking ownership of the public realm

Key stakeholders within the study areas include:

- Elected Members
- Progress Associations
- Main street traders
- Property owners
- General community

The Mainstreet Planning Study, once complete, is able to be used as a tool to identify areas of upgrade and improvement, and new spaces that could allow the respective township to have a defined 'main street', to evolve and grow into the future.



MAIN STREET PRECINCTS

Council's main streets in Mundoora, Tickera, Alford, Kulpara, Bute, Fisherman Bay and Port Broughton are the focal point for Barunga West's communities. They serve as a reflection of community image, pride, prosperity and the town's history.

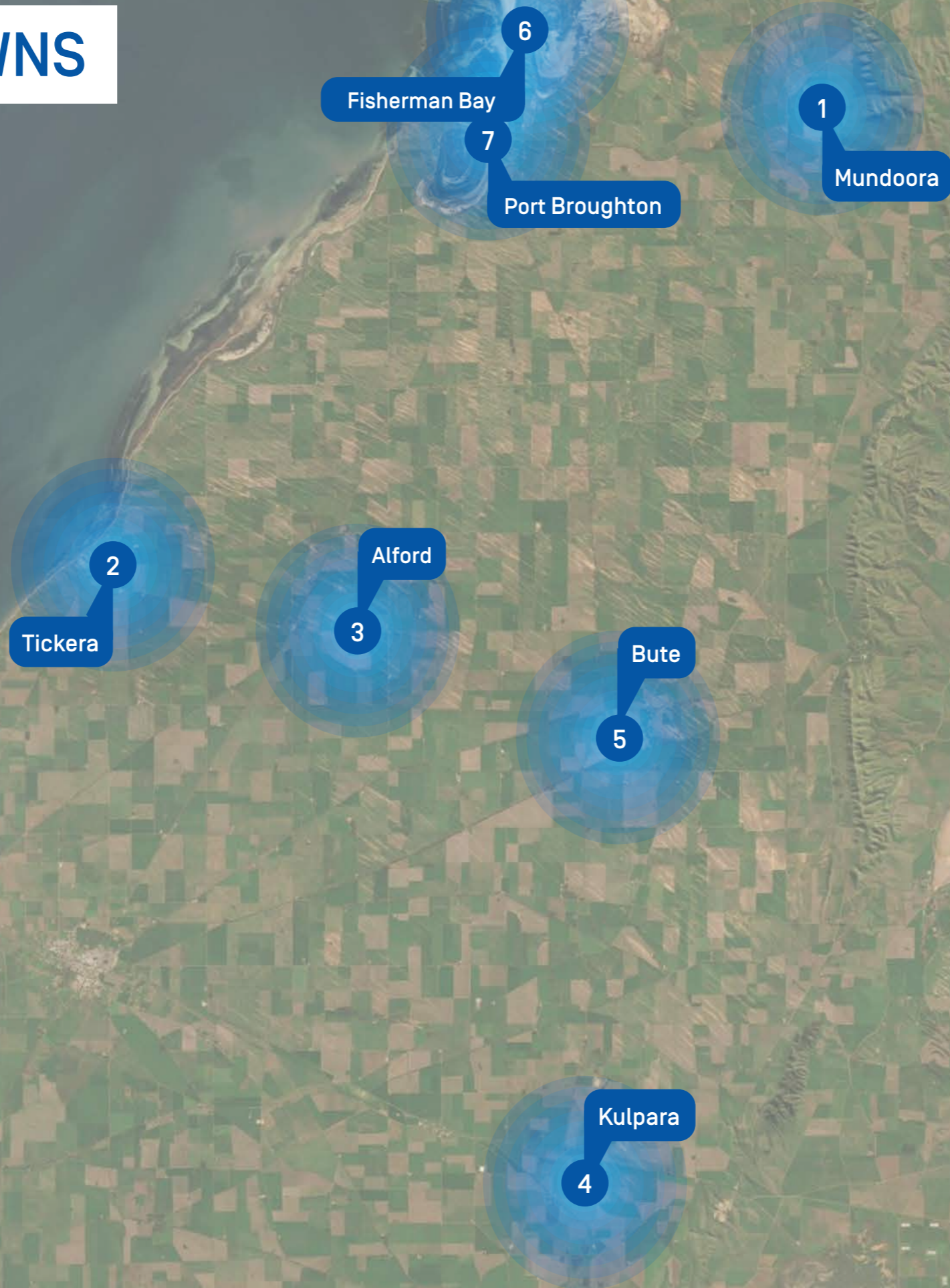
Main streets matter because:

- They attract businesses and commercial activity which employs people in the community
- A healthy main street core can protect and assist with property values in surrounding residential areas
- They are significant public assets for ratepayers, and provide an important civic function for the community to hold parades and other events.

Council's main streets have not received any major investment from Council over the past decade and more, with the opportunity existing now to capitalise on significant grant and funding opportunities to realise improvements to main streets.



THE SEVEN TOWNS



THE SEVEN TOWNS



Muntoora

Muntoora was established in 1874; being one of the first settlements on the plains of Yorke Peninsula. Its name is that of the Aboriginal word meaning “deep water”.

The Muntoora area was favoured over Port Broughton at the time of establishment as it was beyond the Mallee scrub area of the plains, which meant it was easier to clear land for purposes including wheat farming.

By 1876 a general store had opened in Muntoora, a post office opened the following year and a blacksmith too. The Port Broughton to Muntoora horse railway opened in 1878. The line was used until 1939 and dismantled in 1950.

At the 2016 Census, 130 people lived in Muntoora. At this time, these residents had a median age of 48 years.



Tickera

Located some 20 kilometres north of Wallaroo, Tickera was surveyed in 1882 following proclamation. Tickera was slow to grow with neither significant growth nor stability being realised until the 1970s.

The Tickera school opened in 1887, and a Methodist church soon following in 1889. The Tickera Hotel opened in September 1884, but was closed in October 1905 when it was purchased by the temperance movement.

By the 1870s, land in Tickera was being taken up by people looking for holiday homes and a congenial location for retirement.

At the 2016 Census, 195 people lived in Tickera. At this time, these residents had a median age of 60 years.



Alford

Alford is a small rural town located 20 kilometres north of Kadina, and 25 kilometres south of Port Broughton.

Named after Henry Alford, one of South Australia’s leading police officers, Alford was established in 1882. Following its proclamation, a number of businesses soon established which included blacksmiths, wheelwrights, machinists, engineers, builders, carters, saddlers and shearers. Sadly, none of these businesses exist today.

The Alford area is known as peelaweela; an Aboriginal word meaning ‘eagle eyrie’, with the Alford School named Peela Weela at its opening in 1883.

At the 2016 Census, 158 people lived in Alford. At this time, these residents had a median age of 48 years.



Kulpara

Named after the Aboriginal word for eucalyptus, ‘kula’, Kulpara is located at the intersection of Upper Yorke Road (to Bute) and Copper Coast Highway (to Kadina).

Kulpara was proclaimed in 1862 and surveyed in 1864, with European settlement following a year after. In 1867, the Miners’ Arms Hotel was built, with a store being built alongside some time after. In the 1930s, the town was established with a new store, which operated as a general store, post office, and petrol station.

At the 2016 Census, 60 people lived in Kulpara. At this time, these residents had a median age of 36 years.

THE SEVEN TOWNS



Bute

Bute was once a bustling, productive town, with a railway that once carted grain and other commodities across the Yorke Peninsula.

In 1888, the town of Bute (and surrounding hundred of Wiltunga) was annexed by the District Council of Ninnes, which brought local government administration to the town for the first time. At this time, Bute was well established with a church, a school, and had a licenced hotel.

Now, however, the town is supported by agricultural and pastoral land which surround it, and has a more passive presence as a township.

At the 2016 Census, 413 people lived in Bute. At this time, these residents had a median age of 48 years.



Fisherman Bay

Fisherman Bay is located approximately 2 kilometres north of Port Broughton, and is predominantly a holiday home town, with 400-odd basic shacks making up the town.

The township is currently going through a significant change. Shacks which are currently tenured under a leasehold arrangement are undergoing a freehold title process, where tenants have the opportunity to purchase their land - and in turn requiring developers to install essential infrastructure.

At the 2016 Census, 140 people lived in Fisherman Bay. At this time, these residents had a median age of 63 years.



Port Broughton

Port Broughton was surveyed in 1871 to service the surrounding wheat and barley growers, and is named after the Broughton River; the mouth of which is about 40 kilometres north of the township.

Port Broughton's coastline is relatively protected, resulting in large expanses of shallow seagrass, tidal flats, and mangroves that flank the inlet on which the town is built.

Port Broughton's economy today has largely been driven by agriculture - in particular cereal crops. Commercial fishing is also an important part of the economy, with prawns, scalefish and blue swimmer crabs being the primary catch.

At the 2016 Census, 1225 people lived in Port Broughton. At this time, these residents had a median age of 60 years.

PROJECT MISSION, GOALS AND OPPORTUNITIES

The Barunga West Council has started to work with their community to define the **opportunity to revitalise** the seven mainstreets within their council region, to **unify the precincts**, capitalise on the increased tourism opportunities and define the region as the **'Top of the Yorke'**. The planning study will look to focus on the unique experiences of each of these townships and draw on the **qualities and characteristics** to underpin urban design principles and strategies that reinforce the **communities aspirations** for their mainstreet precincts.

The key features of the existing precinct can be grouped together into **3 distinct categories**: the **waterfront**; the **existing tourist attractions**; and the **built form and urban environment**.



EXPLORE OPPORTUNITIES TO
MAXIMISE CONNECTION TO THE WATERFRONT



EXPLORE OPPORTUNITIES TO CAPITALISE
ON THE TOURIST ATTRACTIONS



EXPLORE OPPORTUNITIES TO LINK TO
THE EXISTING ENVIRONMENT



CREATION OF A COHESIVE PUBLIC REALM
THROUGH STAGED IMPLEMENTATION



INCREASING TOURISM & BUSINESS INVESTMENT
BY ENHANCING THE OFFERING



FOCUS ON INCLUSIVITY & ACCESSIBILITY
FOR ALL MAINSTREET USERS

SECTION 01:

URBAN DESIGN PARAMETERS

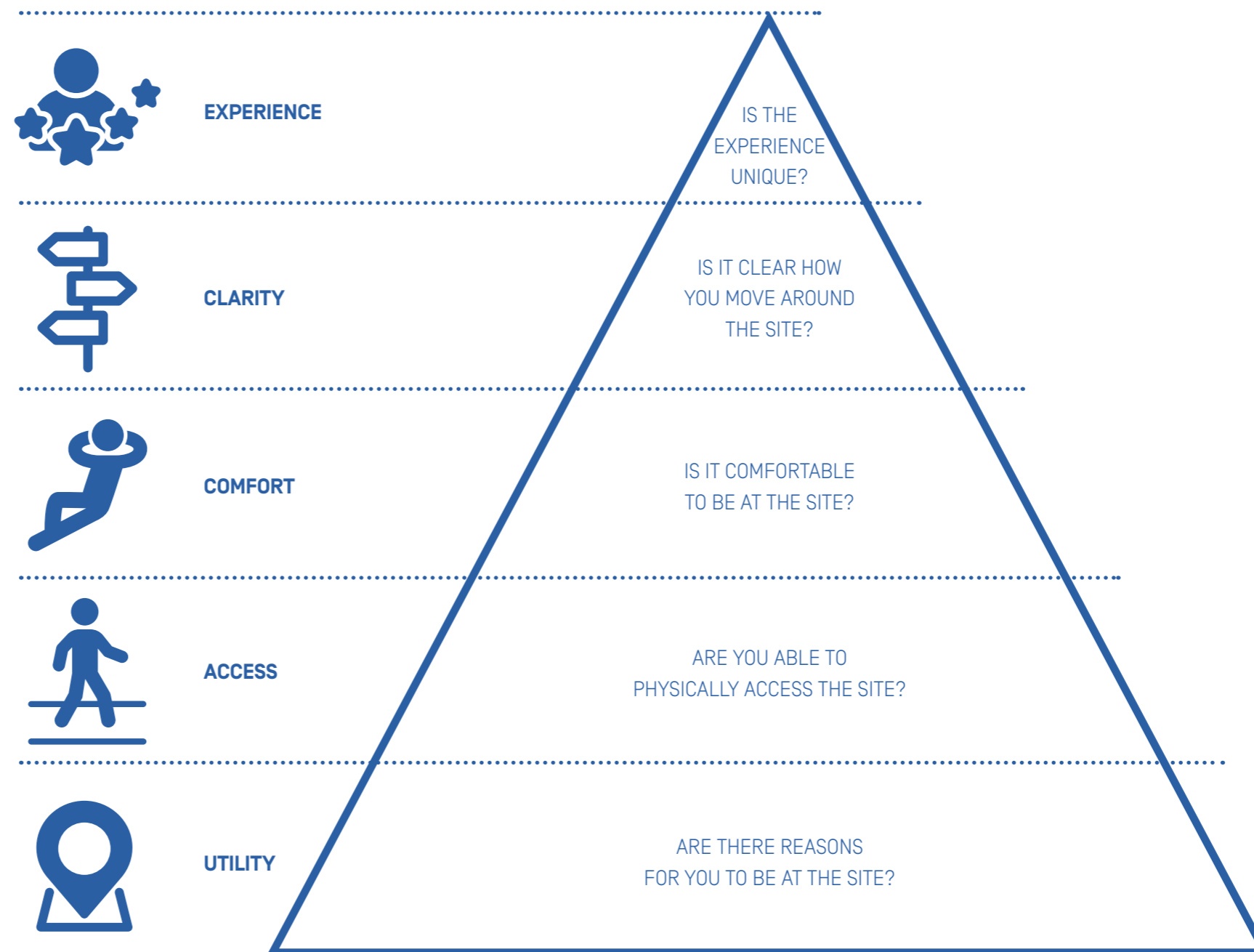
FIVE MAJOR URBAN DESIGN PARAMETERS FOR CONSIDERATION

URBAN DESIGN PARAMETERS

Prior to exploring the site issues and constraints in detail, an overview was taken of the key urban design parameters of each of the towns, along with an assessment of how well each are currently performing.

This allows the focus to be applied to those where performance is low, and to enhance the parameters which are currently successful or provided in part. The score matrix, shown below, evaluates each of the five urban design parameters, shown to the right, within each of the townships.

These parameters are coupled with the four Guiding Principles set out earlier. This structure has then been used as an Assessment Criteria to determine the appropriate opportunities which would address the key issues and constraints identified by the Project Team.



A WELL TESTED SITE ASSESSMENT PROCESS

The site assessment matrix interrogates each site against the five guiding principles: **experience, clarity, comfort, access and utility**. Based on the findings from our site visits, we have scored each town against these principles, which we can then begin to understand the **performance of each town** against the determined criteria - and where the **priorities lay for intervention**.

EXPERIENCE

Is the experience unique, and authentic?

An authentic experience gives pride to its community, builds tourism opportunity, and sets it apart from other townships. The experience of a town which provides multiple activities can be a major attractor and a reason for return visitation.



MUNDOORA

TICKERA

ALFORD

KULPARA

BUTE

FISHERMAN BAY

PORT BROUGHTON



CLARITY

Is it clear how you move around the site?

Clarity can be in the form of wayfinding, through the visual connection with landmarks, or even through a pavement treatment that continues a set path. A town with clarity, and one that provides urban legibility, is one that is well connected.



COMFORT

Is it comfortable to be at the site?

Environmental comfort could include opportunities for shade, places to rest and seek respite, or simply peace and quiet.



ACCESS

Are you able to physically access the site?

Accessibility in townships is paramount for inclusion. Towns with smooth surfaces to walk or roll on, places to safely cross roads, and getting around without hurdles all amount to access.



UTILITY

Are there reasons for you to be at the site?

These are the 'value add' propositions; whether they are tourism drawcards or daily destination offerings such as supermarkets and cafes; these are the reasons you come to visit, and to stay.



SECTION 02:

SITE OBSERVATIONS AND ASSESSMENT

MUNDOORA: THE SITE TODAY

Home to 150 people (in the 2016 Census), Mundoora was once a productive town that was connected to Port Broughton by narrow gauge rail. This 16 kilometre stretch of rail carted wheat from nearby towns to Port Broughton, where it was then collected by boats and distributed.

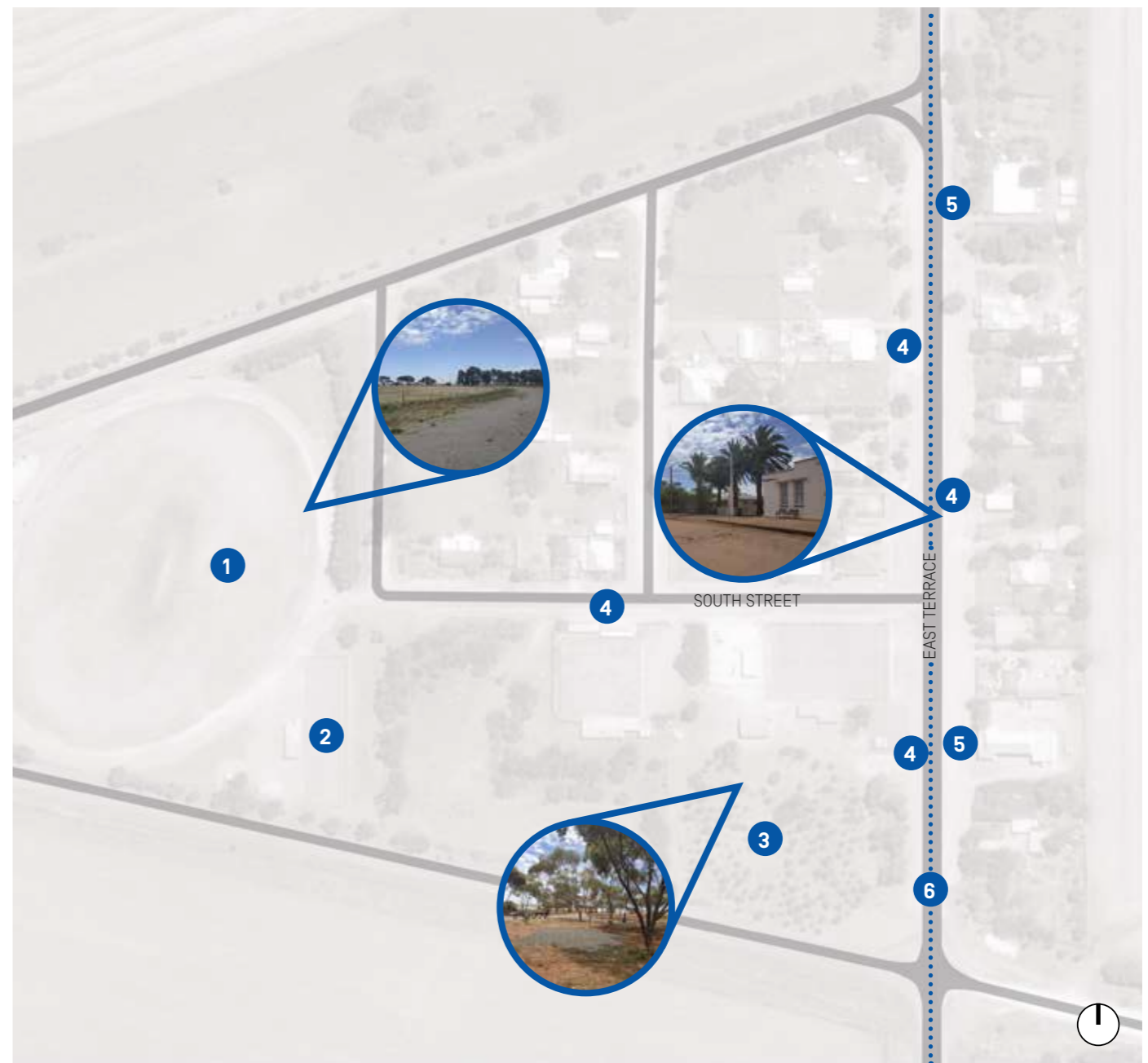
The town was once well supported, however is mostly devoid of its former features including its hotel, school, and church which are all now closed. Currently supporting the amenity of the town is the Community Sporting Club, which trades as a 'club', providing meals and drinks. Mundoora Oval, located at the western edge of the town, is no longer in use and presents in a state of dilapidation. Currently only East Terrace and South Street are sealed, with none of the streets having formal footpaths or kerbs. There is currently no stormwater management in the township. A small town, Mundoora is home to a bowling club, a playground, and memorial hall. The town hosts 'Mundoora Indoor Markets' at the Soldiers Memorial Hall on the first Sunday of each month.



MUNDOORA: SITE CONSTRAINTS AND OPPORTUNITIES

Since the closure of the sporting oval **[1]** and netball courts **[2]**, there is a clear link to analyse just how and why the sports offering has failed within Mundoora, and how (and indeed whether) Mundoora could attract sports clubs from other towns. Further opportunities exist to explore showcasing the historic farming relics in the park at the southern end of the town **[3]**, investigate additional tree planting **[4]**, and control the ponding of stormwater **[5]**. East Terrace **[6]** divides the town between Port Pirie Regional Council and Barunga West Council, which may present challenges to upgrades of this street.

	EXPERIENCE	
	CLARITY	
	COMFORT	
	ACCESS	
	UTILITY	



MUNDOORA: ENGINEERING AND TRAFFIC ASSESSMENT

The plan shown at right is included in the appendices section of this report.
The following engineering and traffic observations were made at Mundoora:

EAST TERRACE

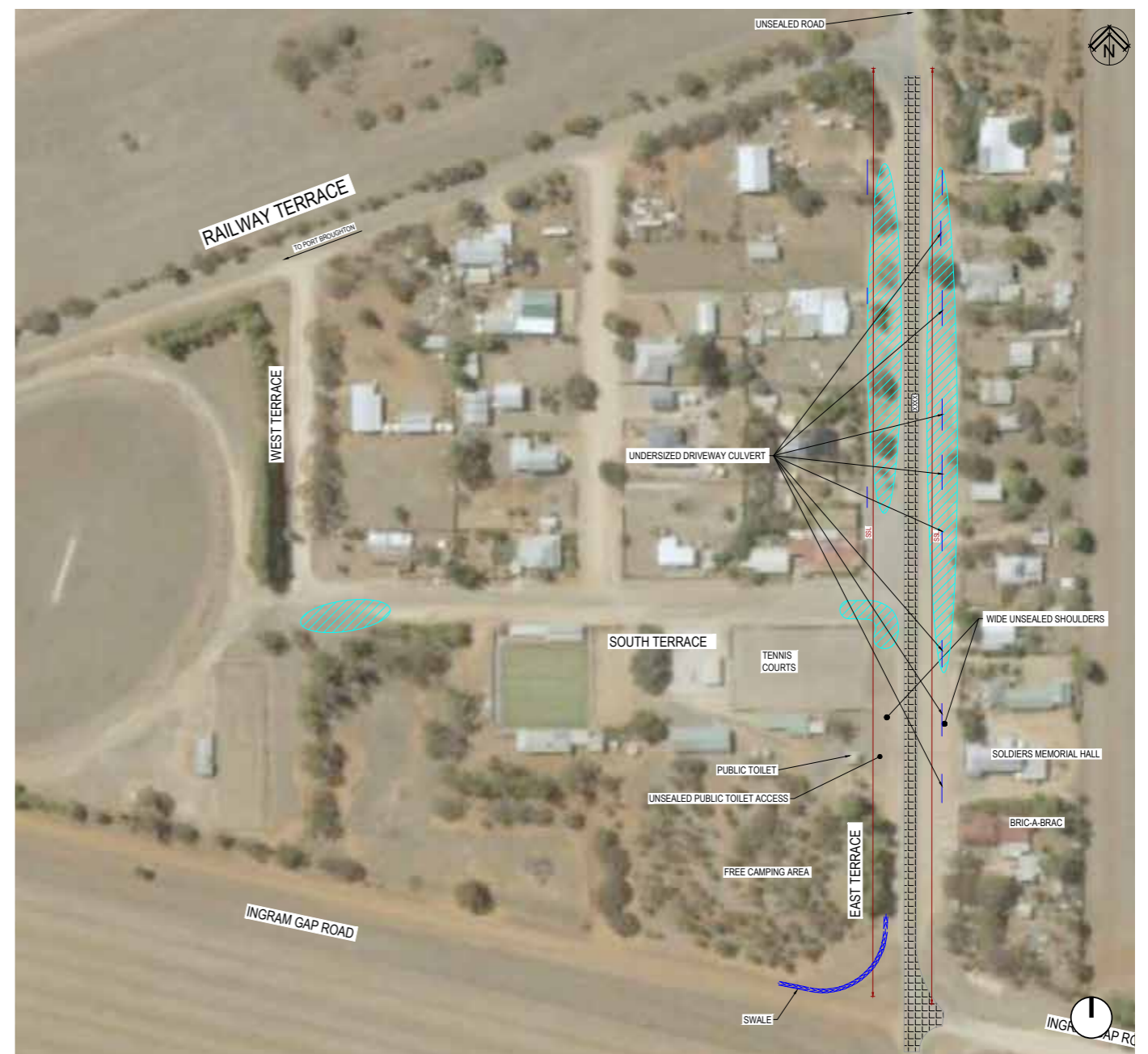
- Council rural road, jointly maintained with Port Pirie Regional Council (to the east) and Barunga West Council (to the west);
- AADT 140 vpd (34% CV's)
- 50km/hr speed zone-85%tile speed 55km/hour;
- No accident blackspots identified and no accidents reported in past five years;
- Very wide unsealed verges with poorly drained and undersized culvert crossovers resulting in ponding;
- Street lighting set too far back from main carriageway to be effective; Lighting assessment and consider upgrading to LED;
- Road pavement seal in poor condition with edge breaks along seal edge;
- No formal on-street parking;
- Public toilet on western side south of Tennis Courts is the main parking/generator and its vehicular access has no formal pavement which becomes soft under trafficking;
- Free camping area on western side attracts traffic with no formal constructed access, shared with access to public toilet;
- Bric -A- Brac shop appears to be only open business for passing trade;
- Short section of concrete paved footpath only outside Soldiers Memorial Hall;
- Septic only system SA Water water mains;
- Based on topographic information from Location SA Map View, the natural fall of the Mundoora town is from east to west. No formalized stormwater infrastructure currently exists on the site with all runoff either dissipating within the pervious ground nearby, or discharging into the natural swale or verge areas with a very gentle grade to the north;
- DRAINS modelling was undertaken to assess the peak flows currently discharging into the swales on both sides of East Terrace which resulted in a peak flow of 169L/s during the

major storm event.

- Based on an assumed longitudinal grade of 0.2%, in order to capture the peak major flows, a 0.30m deep, grassed lined swale with a 0.30m wide base width and 2.7m top width would be required to sufficiently convey runoff and the existing driveway culverts would need to be significantly upsized . In order to include freeboard, the overall depth would need to be increased.
- In order to complete a detailed stormwater analysis, survey information of the area is required.

SOUTH STREET

- Local Council road;
- No kerb & gutter;
- Flooding localized ponding at western end adjacent to Centennial Park gate;
- Existing unsealed vehicular access to bowls unsealed carpark;
- Unsealed shoulder on south side used for playground and tennis court parking-maintenance issue
- Septic only system SA Water water mains



TICKERA: THE SITE TODAY

Tickera is a coastal fishing town, with much of the population having a connection with recreational fishing. Tickera is informally known as 'The Crab Capital of the Spencer Gulf, with its shallow shores which stretch vast distances from the shoreline.






Although it was surveyed in 1882, Tickera experienced neither significant growth nor stability until the 1970s, when the town was considered attractive for holiday home purchases and retirement prospects. Today, and with a population of 195 (in the 2016 Census), the town has limited offerings - with a community centre and playground, an informal boat launching facility, and BBQ and picnic area. Whilst it has no defined Main Street, three streets have been identified which could provide 'main street' opportunities.

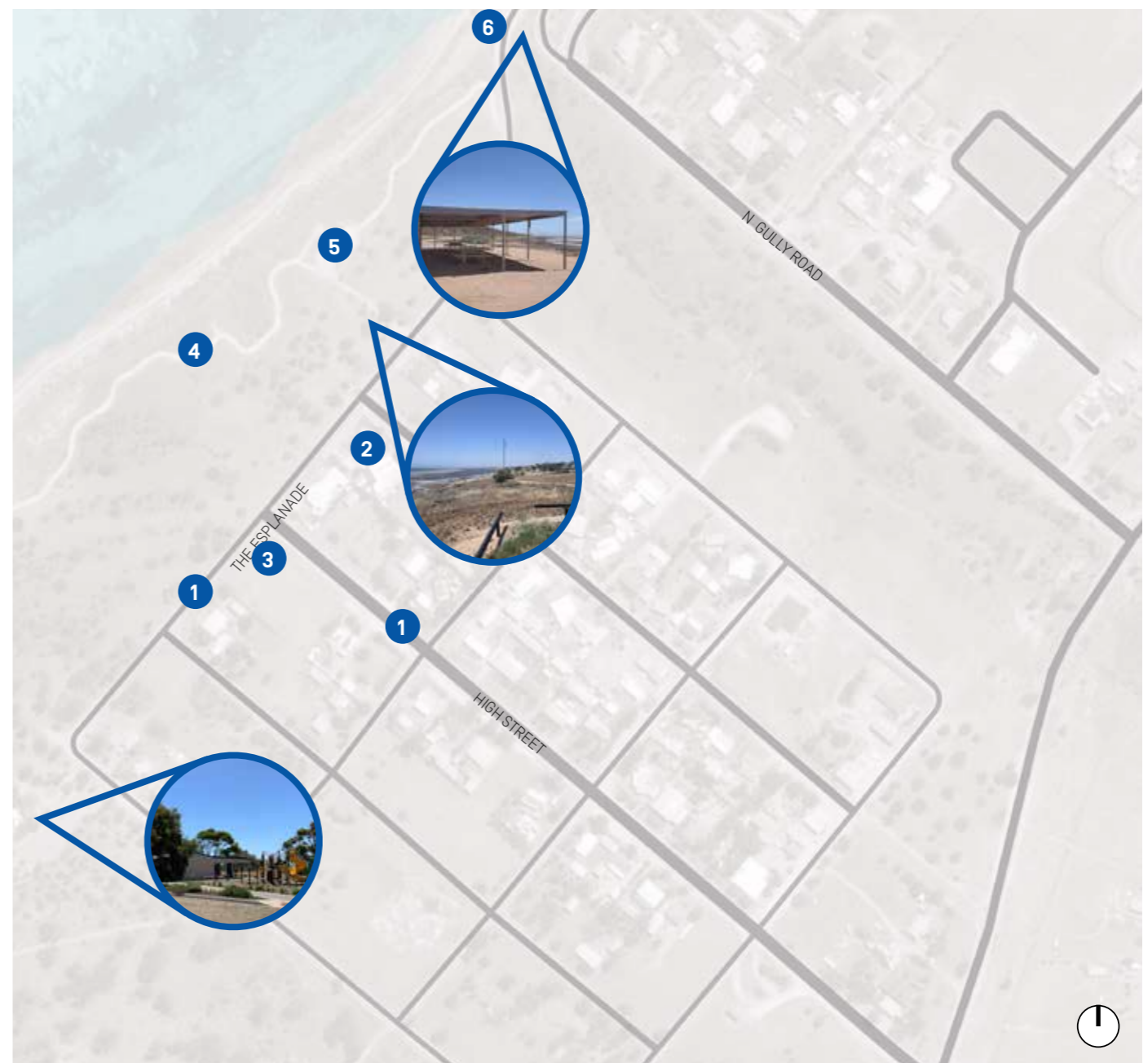
Tickera can be described as town with great potential, with modest property prices and the tranquillity of towns with much higher price points being a main attractor for people to Tickera. The sunsets at Tickera are said to be the best on the Yorke Peninsula.



TICKERA: SITE CONSTRAINTS AND OPPORTUNITIES

As Tickera has no Main Street, the hierarchy and function of the town are not legible. A logical placement for a Main Street is The Esplanade, or High Street **[1]** - however these two streets currently comprise residential dwellings **[2]** and vacant allotments **[3]**. As an informal town, the footpaths and walking trails **[4]** are not formalised or sealed, and limited civil infrastructure exists. The town has undulating topography, and vantage points are aplenty **[5]**, with opportunities to formalise and improve the existing shelter locations **[6]**.

	<p>EXPERIENCE</p> <ul style="list-style-type: none"> Limited experience on arrival, with visitor information detached No identifiable 'unique' offering within the town Esplanade offers good views over Spencer Gulf 
	<p>CLARITY</p> <ul style="list-style-type: none"> No defined Main Street A walking trail exists, however this has limited offerings besides just a trail No landmark objects (other than the Esplanade), which weakens wayfinding 
	<p>COMFORT</p> <ul style="list-style-type: none"> Limited shade, with trees offering limited canopy cover A number of seating and picnic areas in the township A very quiet town, with a peaceful nature; particularly at the Esplanade 
	<p>ACCESS</p> <ul style="list-style-type: none"> Minimal compliance with accessibility, however some pram ramps present Most of the town's walking paths are permeable Majority of footpaths are not sealed. Road surface generally in fair condition 
	<p>UTILITY</p> <ul style="list-style-type: none"> No shopping options, no corner store No cafes or restaurants within the town No pub. Closest facilities at Wallaroo or Kadina 



TICKERA: ENGINEERING AND TRAFFIC ASSESSMENT

The plan shown at right is included in the appendices section of this report.
The following engineering and traffic observations were made at Tickera:

HIGH STREET

- Overhead power and streetlighting north side only; Lighting assessment and consider upgrading to LED
- Unkerbed carriageway with shoulders;
- No accidents reported in past five years;
- Information bay with pull off access south side;
- Residential frontage;
- No underground drainage;
- Septic only system SA Water water mains.

COMMUNITY CENTRE

- Kerb & gutter in Wallaroo Terrace extending into carpark
- Community Centre carpark pavement unsealed.

ESPLANADE

- Un-kerbed, with the exception of some kerbing and spoon drains at Second Street

NORTH GULLY ROAD, CHALMERS ROAD AND BOAT RAMP ACCESS

- Road falls to the west No Kerb & gutter drains to verges and swales;
- No accidents reported in past five years;
- Kerb and gutter on north side of boat ramp access road west of Chalmers Road and 1200mm wide concrete spoon drain across Chalmers Road junction and north Kerb on Chalmers Road -discharges to boat ramp sealed hardstand leading to erosion scouring of pavement surfacing;
- No formal boat trailer or visitor parking or boat wash down for boat ramp-non compliant with current guidelines;

- Existing foreshore infrastructure such as the shelter the boat ramp car park area and seawall will be vulnerable to coastal inundation and damage from wave overtopping;
- The coastal edge will be vulnerable to coastal erosion arising from sea level rise;
- Timber access stairs to the beach/ boat ramp from the Chalmers Road public toilet not wheel chair accessible;
- Side entry pits at Gulf View Road and underground drainage connection to gully/creek to the south
- Limited streetlighting at playground and public toilet on Chalmers Road and none at boatramp; Lighting assessment and consider upgrading to LED
- Septic only system SA Water water mains.
- All stormwater runoff from the area is currently either flowing directly towards the beach or is being channeled to a natural valley located between North Gully Road and Broughton Terrace which also discharges onto the beach. Given the natural valley is significantly vegetated, no change to the flow regime is required.
- Roads within the township which currently discharge directly towards the beach should either be kerbed to prevent erosion or construct a formalize swale. Given the slope of the land, particular emphasis should be placed on preventing erosion through planting or use of compacted materials.



ALFORD: THE SITE TODAY

Spencer Highway, a road owned by the Department for Infrastructure and Transport, bisects the town. The road has a width of some 20 metres between its kerbs, which reduces the intimacy of its main street.

Although it has one of the smallest populations of the Barunga West Council area with 158 residents (in the 2016 Census), Alford's liveliness is supported by the active Progress Association, Alford CFS group, an RV park and adjacent playground, and 'Karimi's' which offers takeaway food to people traveling through the town.



ALFORD: SITE CONSTRAINTS AND OPPORTUNITIES

Owing to its linear or 'gunbarrel' **[1]** and very wide road reserve **[2]**, Alford suffers. It is criticised as a 'drive through town'; firstly as a result of its urban parameters, but secondly has limited attractors for staying activities - let alone stopping activities. The road has a width of some 20 metres between its kerbs **[2]**, which further reduces the intimacy of its main street. Opportunities exist to carry out vegetation for shade **[3]**, explore rainwater catchment **[4]**, and outdoor dining areas along the Main Street **[5]** which would support reasons to dwell.

	<p>EXPERIENCE</p> <ul style="list-style-type: none"> Limited experience on arrival, with no information board/visitor information No identifiable 'unique' offering within the town RSL and town history on display, with local community pride 	
	<p>CLARITY</p> <ul style="list-style-type: none"> Highly identifiable Main Street (Spencer Highway) Clear directions, with good wayfinding and road signage Expansive width of Spencer Highway allows visibility of entire main street 	
	<p>COMFORT</p> <ul style="list-style-type: none"> Limited shade in main street, with trees in median having no canopy cover Great offering of seating and picnic areas in the township Quiet town, with a peaceful nature 	
	<p>ACCESS</p> <ul style="list-style-type: none"> Minimal compliance with accessibility, however pram ramps present Central median prevents direct crossing for prams, wheelchairs, etc. Footpaths are sealed and road surface generally in fair condition 	
	<p>UTILITY</p> <ul style="list-style-type: none"> No cafes or restaurants within the town, with one takeaway 'food truck' No pub/hotel to support locals or visitors No formal accommodation offering with the exception of the RV park 	



ALFORD: ENGINEERING AND TRAFFIC ASSESSMENT

The plan shown at right is included in the appendices section of this report.

The following engineering and traffic observations were made at Alford:

SPENCER HIGHWAY

- DIT Road Spence Highway [Kadina-Pt Broughton Road]
- 50km/hour speed zone;
- AADT-1000vpd (10%CV's);
- No accident blackspots identified;
- Kerb and gutter both sides [South Terrace -30m north of West Ave] underbed with shoulders elsewhere;
- Kerb & gutter 200mm high in some locations might impact on effective parking and generally in poor condition;
- 24m wide carriageway [South Terrace -30m north of West Ave] - very wide for pedestrians and vulnerable road users to cross;
- 23m wide carriageway Spencer Highway - very wide for pedestrians and vulnerable road users to cross;
- Only business open is Karimi's Kitchen Takeaway on western side attracts parking on both sides- 2 on western side / 2 on eastern side;
- No designated marked parking bays to inform parking;
- No pram ramps at intersections;
- Footpaths and service covers in poor condition;
- Driveway culvert crossovers on western side north of South Terrace obstructing stormwater flow;
- Tables and chairs on verge outside Karimi's kitchen are obstructing footpath and not allowing continuous access path of travel;
- Driveway crossovers on western side north of South Terrace have yellow linemarking to enforce NSAT;
- The public toilet, free camping, and bowls club are potential traffic and parking generators;
- School bus zone NO parking 8-9am 3.30-4.30 M-F eastern side outside former closed school site-may be redundant;
- Road pavement in reasonable condition although a low spot depression is evident at the middle street due to commercial/heavy vehicle volumes;
- Vehicles observed to adhere to the posted speed limit during daylight hours;
- Overhead power eastern side street lighting poor;
- Lighting assessment and consider upgrading to LED;
- Septic only system SA Water water mains.
- Based on topographic data from Location SA Map Viewer, the section of Spencer Highway running through Alford is located upon a gradual ridge with runoff likely flowing towards the north and south.
- The upright kerbs range from 150-200mm high and are incrementally obstructed by steep driveway crossovers with a 150mm pipe allowing stormwater to pass through.
- DRAINs modelling was undertaken to assess the peak flow rate within the kerb and water table which was determined to be approximately 104 L/s during a minor 5-year ARI storm event.
- The above analysis scenario had a peak flow width of 3.4m which did not overtop the top of kerb.
- Based on an assumed longitudinal grade of 0.5% in order to adequately allow runoff to pass through the crossovers without obstruction, a dual 225mm diameter pipe or single 300mm diameter pipe would be required.
- In order to complete a detailed stormwater analysis, survey information of the area is required.

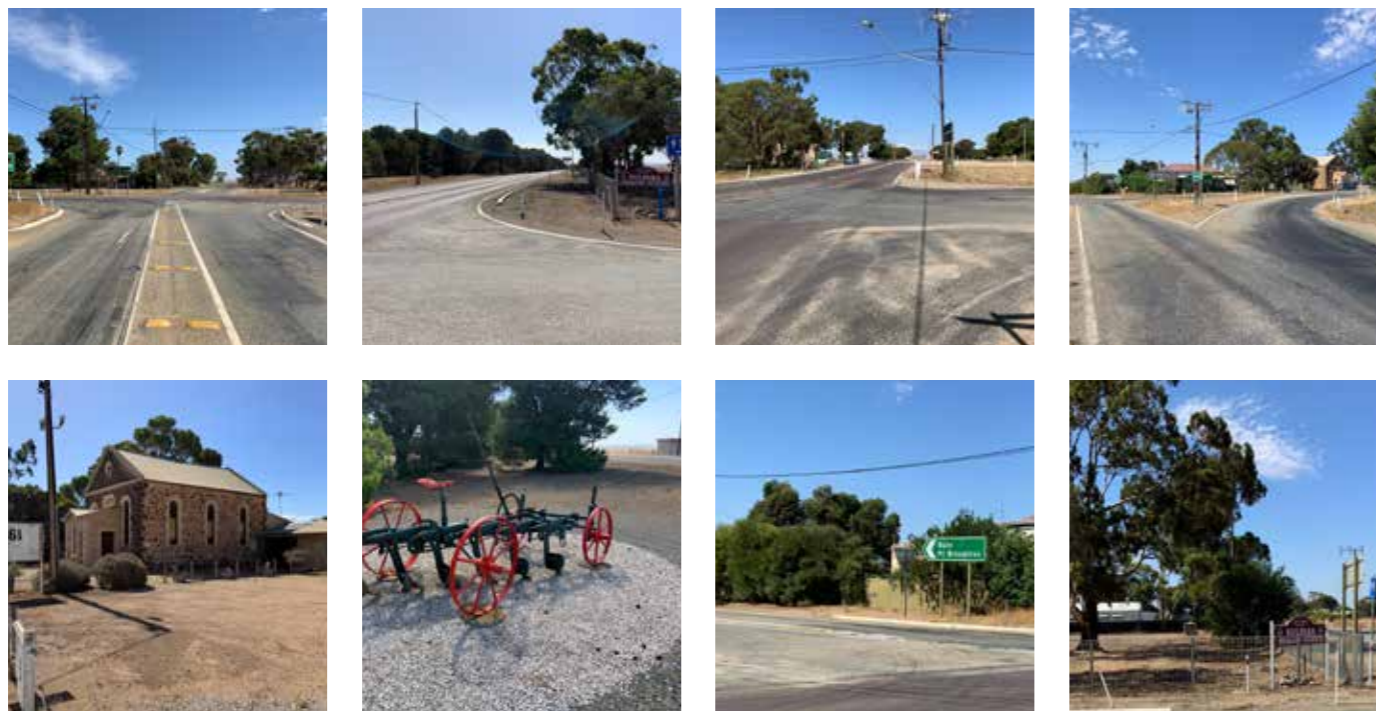


KULPARA: THE SITE TODAY

The gateway to the Yorke Peninsula, Kulpara is home to 60 people (in the 2016 Census). Kulpara located at the intersection of Upper Yorke Road (taking traffic north to Bute then on to Port Broughton), and Copper Coast Highway (taking traffic west to Paskeville then on to Kadina).

The Church, which was used as a cafe in its later years, is now disused.

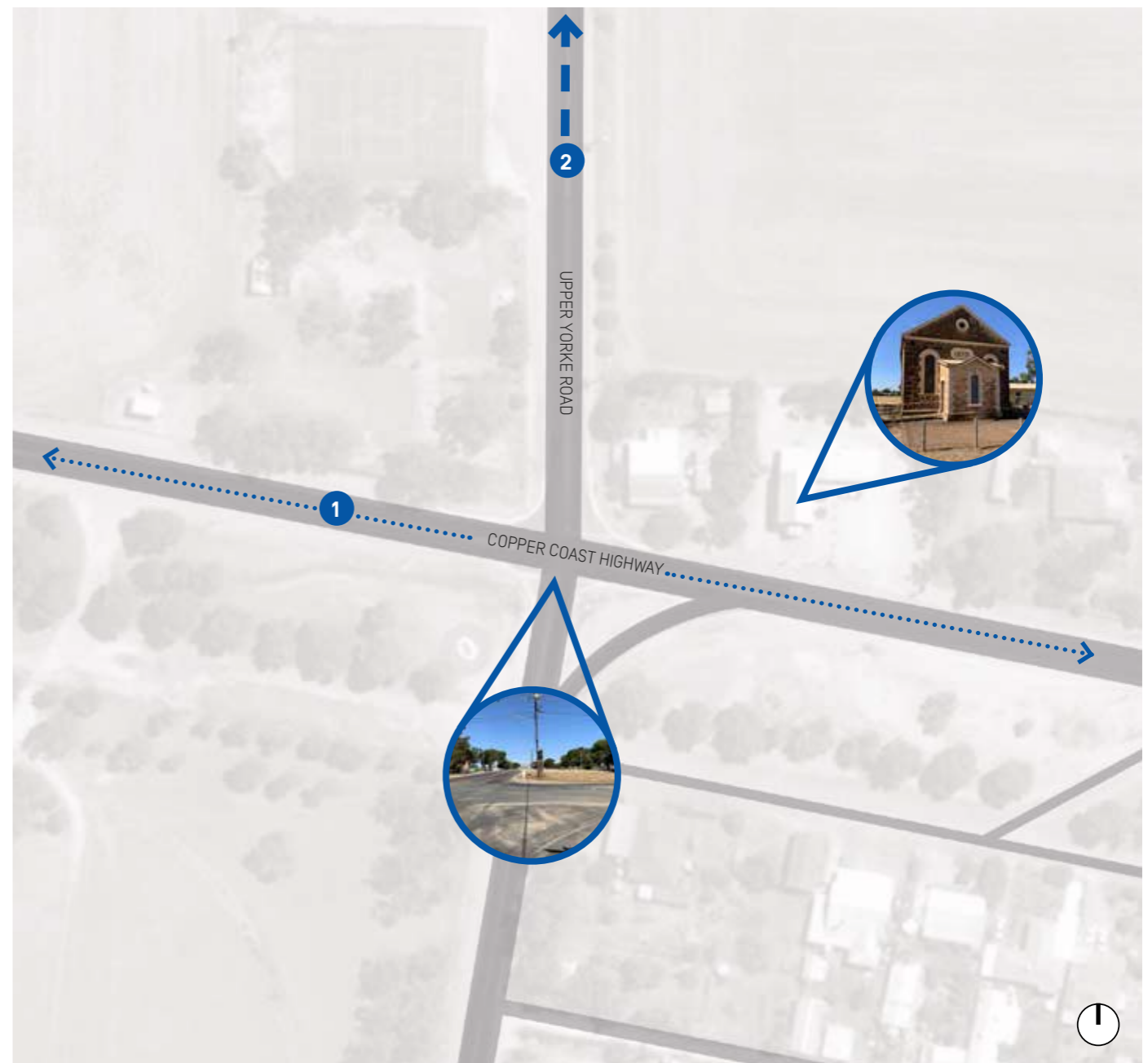
There is no defined main street of Kulpara, but most town features are located along Copper Coast Highway, which include the former Kulpara Primary School, former Church, and the well utilised public toilet facilities. As it stands today, Kulpara is very much a 'drive through' town, with minimal reasons to stop and stay. The township further suffers from high traffic volumes which includes trucks and other heavy commercial vehicles, which peaks on weekends, public holidays, and during school holidays as visitors pass through the town from surrounding areas.



KULPARA: SITE CONSTRAINTS AND OPPORTUNITIES

Kulpara currently suffers from two things: a small [and diminishing] population, and traffic that pass through the town **[1]**. As a result, the town has seen its features slowly lost as a result. There is opportunity to create new and targeted implementations to attract motorists to stop and stay; and similarly increase the offering to its residents to what is currently provided. Kulpara, acting as a gateway town, has the opportunity to showcase the greater Barunga West Council area **[2]**.

	EXPERIENCE	<ul style="list-style-type: none"> Limited experience on arrival, information board hidden next to public phone No identifiable 'unique' offering within the town Missing sense of community given lack of main street identity 	
	CLARITY	<ul style="list-style-type: none"> Wide Main Street with good visibility Clear directions, with street signage well positioned Wayfinding is acceptable, however opportunity to identify town features 	
	COMFORT	<ul style="list-style-type: none"> Shade in main street at parking area on southern side of Copper Coast Hwy Limited opportunity for respite given traffic volume and frequency Former school site, and tennis courts area provide additional rest places 	
	ACCESS	<ul style="list-style-type: none"> No kerbs within Kulpara Footpaths are unformed and not uniform Road arrangement does not provide any safe crossing points 	
	UTILITY	<ul style="list-style-type: none"> No retail, eateries or accommodation within the town Highly utilised, basic public toilet facilities, set well back from Upper Yorke Rd Kulpara Soldiers' Memorial Hall used by play groups with limited activation 	



KULPARA: ENGINEERING AND TRAFFIC ASSESSMENT

The plan shown at right is included in the appendices section of this report.
The following engineering and traffic observations were made at Kulpara:

COPPER COAST HIGHWAY

- Existing DIT Road;
- 60km/hour speed zone in built up section/80km/hour eastern approach;
- AADT 2400-2800vpd (13%CV's);
- No accident blackspots identified only two minor property damage only accidents reported in past five years at intersection, however anecdotal evidence suggests this is a problematic intersection particularly at peak demands during tourism seasons and truck movements;
- Sealed service road on south side abutting dwellings and unsealed pull off area used for caravan and RV parking;
- A 3.9m sealed shoulder and off-street carpark provided on north side abutting former church;
- No kerb & gutter;
- No existing businesses open to attract passing trade;
- Intersection drainage drains via 375mm culvert to west bound draining open swale;
- Ponding issue on south east corner of West Terrace;
- Overhead power with limited streetlighting; Lighting assessment and consider upgrading to LED
- Septic only system SA Water water mains.
- Based on topographic information from Location SA Map View, the intersection of Copper Coast Highway and West Terrace is currently located upon a ridge. No formalised stormwater infrastructure currently exists on the site except at the intersection with all runoff either dissipating within the pervious ground nearby, or discharging into the grassed swale on the south side.

UPPER YORKE ROAD

- Existing DIT road;
- 60km/hour speed zone from north of Memorial hall/ 100km/hour north
- AADT-400vpd (11.5%CV's);
- Advance give way warning signs;
- Memorial Hall Tennis Courts and off-street sealed carpark and public toilet and rest area on western side attracts passing traffic and local users;
- Widened shoulder opposite hall carpark entrance;
- Stormwater drains to south;
- No streetlighting evident; Lighting assessment and consider upgrading to LED;
- Unsealed shoulders except SM kerb located at Spencer Highway radials which are trafficked by Heavy vehicles on turning;
- Guidance signage provided on all approaches;
- Septic only system SA Water water mains.
- Based on topographic information from Location SA Map View, the intersection of Copper Coast Highway and West Terrace is currently located upon a ridge. No formalised stormwater infrastructure currently exists on the site except at the intersection with all runoff either dissipating within the pervious ground or shoulder nearby, or discharging in the grassed swale and pipe network on the eastern side.



BUTE: THE SITE TODAY

Now home to 400 people, Bute was once a bustling productive town - with a railway that once carted grain and other commodities across the Yorke Peninsula. Now, however, the town is supported by agricultural and pastoral land which surround it, and has a more passive presence.

The main streets (High Street and Railway Terrace) feature an RSL, a Soldiers' Memorial Hall, with an attractive War Memorial garden located alongside it, a Rural Transaction Centre (incorporating Council office and Australia Post), an active CFS, community centre, a gym, a corner store, a hotel, and a history group. Located on the edge of the town centre is a caravan park, a sheltered public BBQ area, and amenities block.

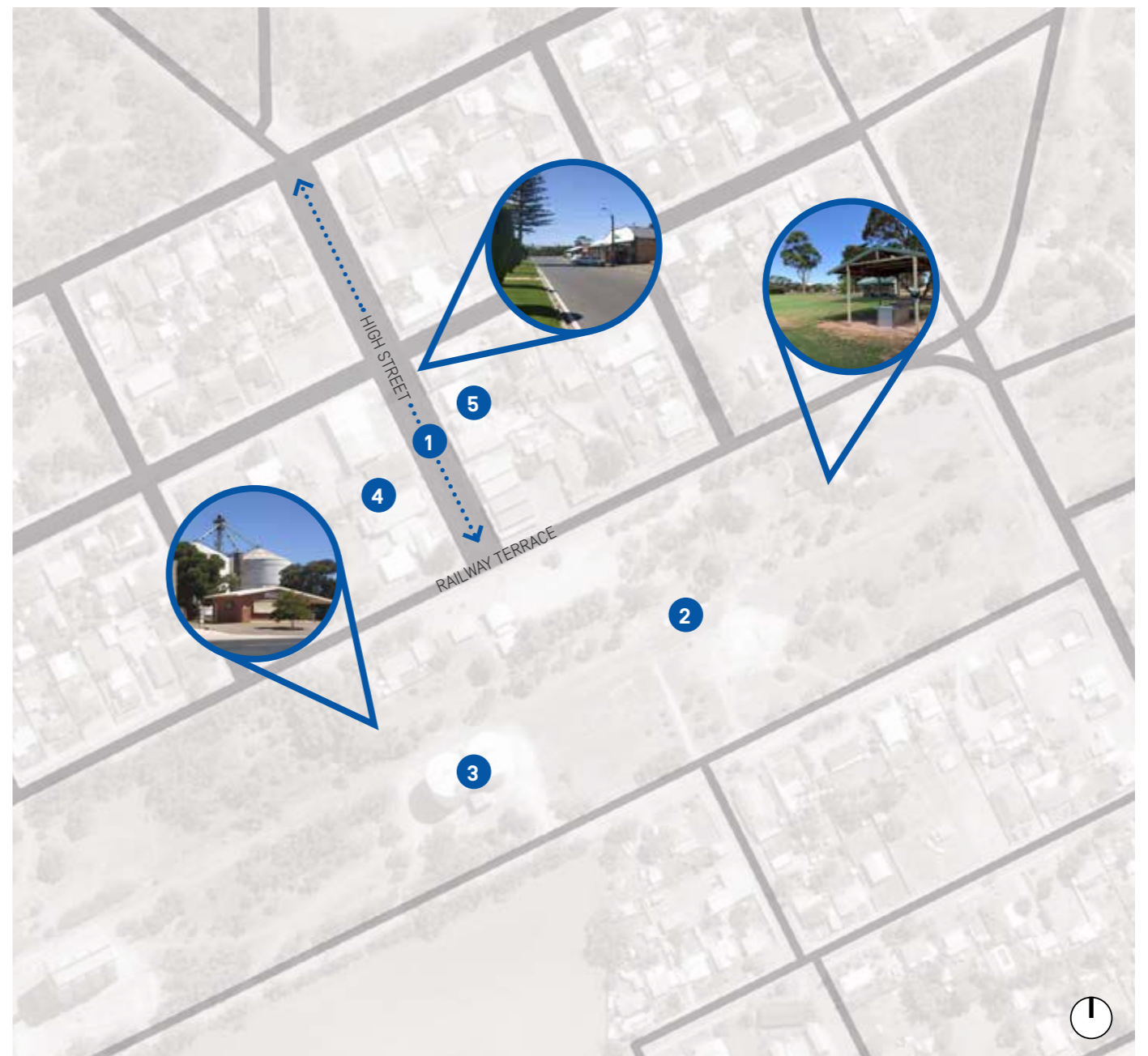
The town centre is punctuated by a central median, which is vegetated with trees and lawn. Public facilities are located each side of High Street, which stretches some 200 metres.



BUTE: SITE CONSTRAINTS AND OPPORTUNITIES

Identifying and playing to the strengths of the town, and the commitment of its locals to be successful, will be important to realising how Bute can be transformed. These opportunities are identified through the issues, which include replanting the median on High Street with appropriate trees that provide shade **(1)**; utilising and showcasing the disused railway platform **(2)**; implementing silo art **(3)**; realising a successful garden area alongside the RSL **(4)**; and celebrating the history of Bute through a wayfinding strategy or similar **(5)**.

	EXPERIENCE	
	CLARITY	
	COMFORT	
	ACCESS	
	UTILITY	



BUTE: ENGINEERING AND TRAFFIC ASSESSMENT

The plan shown at right is included in the appendices section of this report.
The following engineering and traffic observations were made at Bute:

RAILWAY TERRACE

- DIT road with 50km/hr speed limit;
- 650 vehicles per day (AADT);
- No accident blackspots in last 5 years;
- Kerb and gutter north side unsealed shoulder side;
- Ponding issues on southern verge at eastern end due to silted up railway swale and incorrectly levelled culvert invert outlet in East Terrace (culvert outlet invert above swale invert) large catchment and poor longitudinal grade on Railway Terrace;
- Bute Hotel is the main traffic and parking generator resulting on on-street parking in abutting 60 degree angled parking on north side and overflow parking on unsealed hardstand on south side- 18 cars parked at 12.15-1pm period;
- Post office on north side west of High Street is second highest traffic and parking generator- visitors park in abutting on -street spaces and caravan park carpark to the west-up to 10 cars parked;
- Public toilet and playground on south side attracts passing traffic with vehicles parking on unsealed verge abutting gates to avoid ponded swale;
- Poorly graded kerb and gutter on north side west of High Street resulting in ponding at First Street;
- Protuberances at Second Street obstructing stormwater;
- Inconsistent footpath pavement on north side;
- Non-DDA compliant pram ramps at junctions-too narrow;
- Minor pavement cracking at High Street and Second Street junctions;
- Overhead Stobie street lighting; Lighting assessment and consider upgrading to LED;
- 13 off-street spaces I disabled bay provided at caravan park;
- 59 x 60 degree angled parking bays provided on north side-demand less than allocation;
- Bus shelter and 8-9am 3.30-4.30 M-F bus zone north side outside caravan park;

- Granular hardstand verge and parking area on south side becomes soft after rainfall;
- CWMS and SA Water water mains in the street;
- DRAINs modelling was undertaken to assess the peak flow rate for the southern side of Railway Terrace, it was determined that a peak flow rate of 91 L/s contributed to the area during a minor 5-year ARI storm event.

HIGH STREET

- DIT road with 50km/hr speed limit;
- 390 vehicles per day (AADT);
- No accident blackspots identified and no accidents reported in past five years;
- Kerb and gutter both sides;
- Poor longitudinal grading and poor condition on kerb and gutter and intersection spoon drains combined with no underground drainage and large catchments from the west results in severe ponding at the north end;
- Excessive height of kerb on western side abutting Soldiers Memorial and RSL buildings;
- Stepped verge 450mm total rise with barrier fence and 300mm high kerb outside RSL and Soldiers Memorial prevent DDA direct access to these buildings;
- Footpath on east side north of Railway Terrace in poor condition; and no footpaths both sides north of Third street;
- 16 x 45 degree angled spaces (Railway-Third) 11 west side plus 5 east side);
- Streetlighting provision very limited;
- Major grade change at Third Street spoon drains resulting in vehicle scraping;
- Non-DDA compliant median opening;
- Non-DDA compliant pram ramps at Third street intersection.



FISHERMAN BAY: THE SITE TODAY

Located 2 kilometres from the northern edge of the Port Broughton township, Fisherman Bay is currently undergoing a process of converting its 400-odd leases into freehold titles. Part of the works required to facilitate this includes road resurfacing and coastal protection measures comprising revetment walls and the raising of the existing concrete block seawall near the boat ramp.

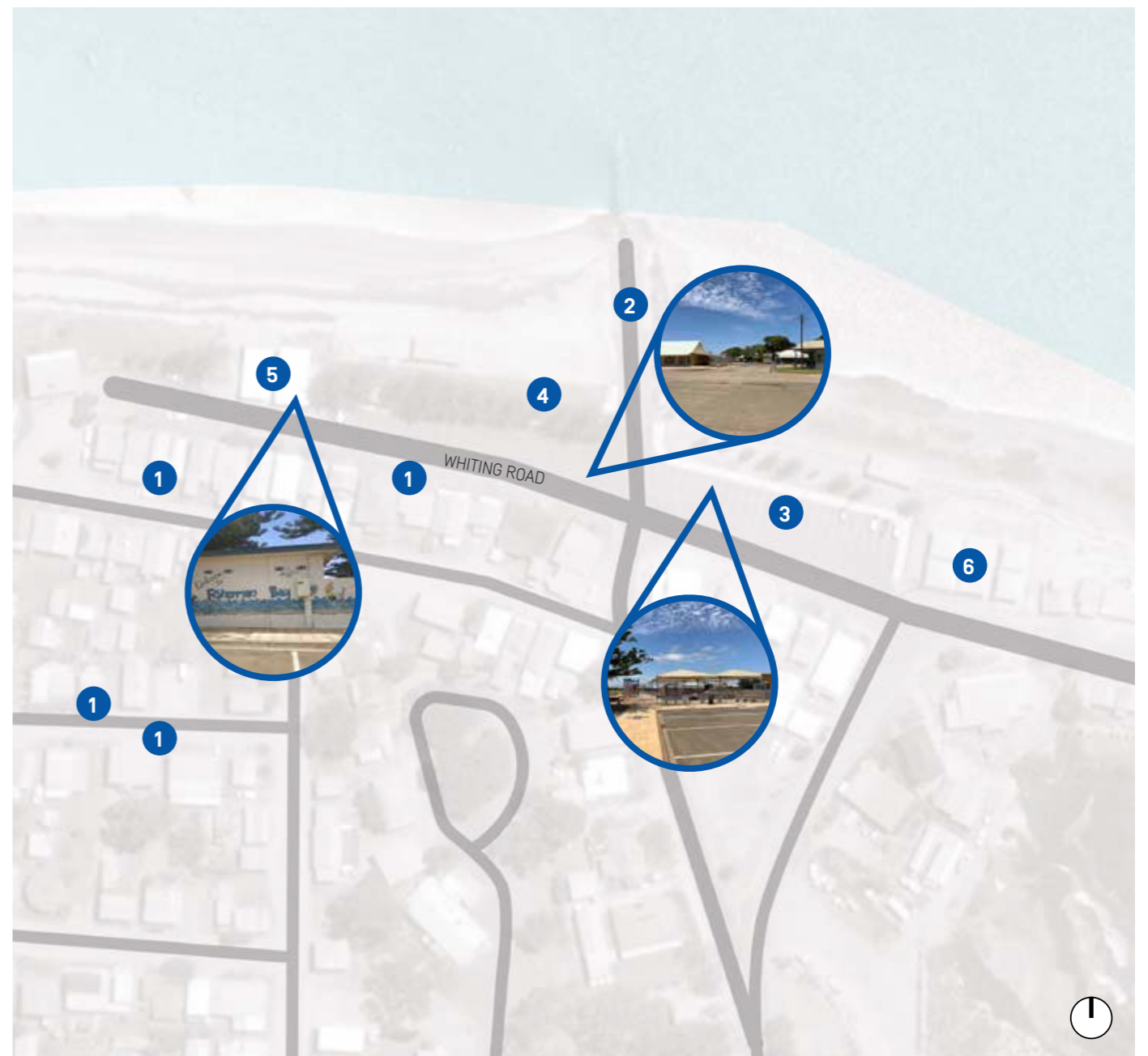
The township is a conglomeration of fairly simple shacks, many of which have narrow side setbacks which present them in a 'row' fashion. Most dwellings are very basic, which contributes heavily to the charm of the township.

Whilst the town does not have a defined Main Street, it locates its primary services towards the northern foreshore of the town, where the boat ramp, boat ramp car park, two playground areas, a public BBQ area, shelter, and toilet block are located.



FISHERMAN BAY: SITE CONSTRAINTS AND OPPORTUNITIES

Primarily a holiday house destination, the population swells considerably at peak holiday times, which causes issues of congestion of vehicles - ordinarily in front of dwellings **[1]** and at the boat ramp **[2]**. There is opportunity to create a strategy for 'overflow' at these times **[3]**. There is a further opportunity to create a formal event/meeting space **[4]**, where this would support permanent residents and holiday makers alike, and to upgrade the toilets **[5]** and playgrounds **[6]**.



	<p>EXPERIENCE</p> <ul style="list-style-type: none"> • Charming township with a somewhat haphazard arrangement of shacks • Good offering of amenity along foreshore, however slightly disconnected • Opportunity to build on strengths of town 	
	<p>CLARITY</p> <ul style="list-style-type: none"> • No 'defined' Main Street, however grouping of amenities assists • Roadways are all named after fish - iconic and kitsch • Limited landmarks, with difficult wayfinding 	
	<p>COMFORT</p> <ul style="list-style-type: none"> • Shaded section along foreshore, with additional shade at playgrounds • Picturesque picnic areas at the foreshore • Quiet and calm town, particularly in 'off season' 	
	<p>ACCESS</p> <ul style="list-style-type: none"> • Minimal compliance with accessibility • Some sealed roads, some unformed • No formed footpaths, owing to development patterns within the township 	
	<p>UTILITY</p> <ul style="list-style-type: none"> • No shopping options • No general store or any food offerings • Primarily a holiday location, with a strong 'summertime community' 	

FISHERMAN BAY: ENGINEERING AND TRAFFIC ASSESSMENT

The plan shown at right is included in the appendices section of this report.
The following engineering and traffic observations were made at Fisherman Bay:

WHITING ROAD

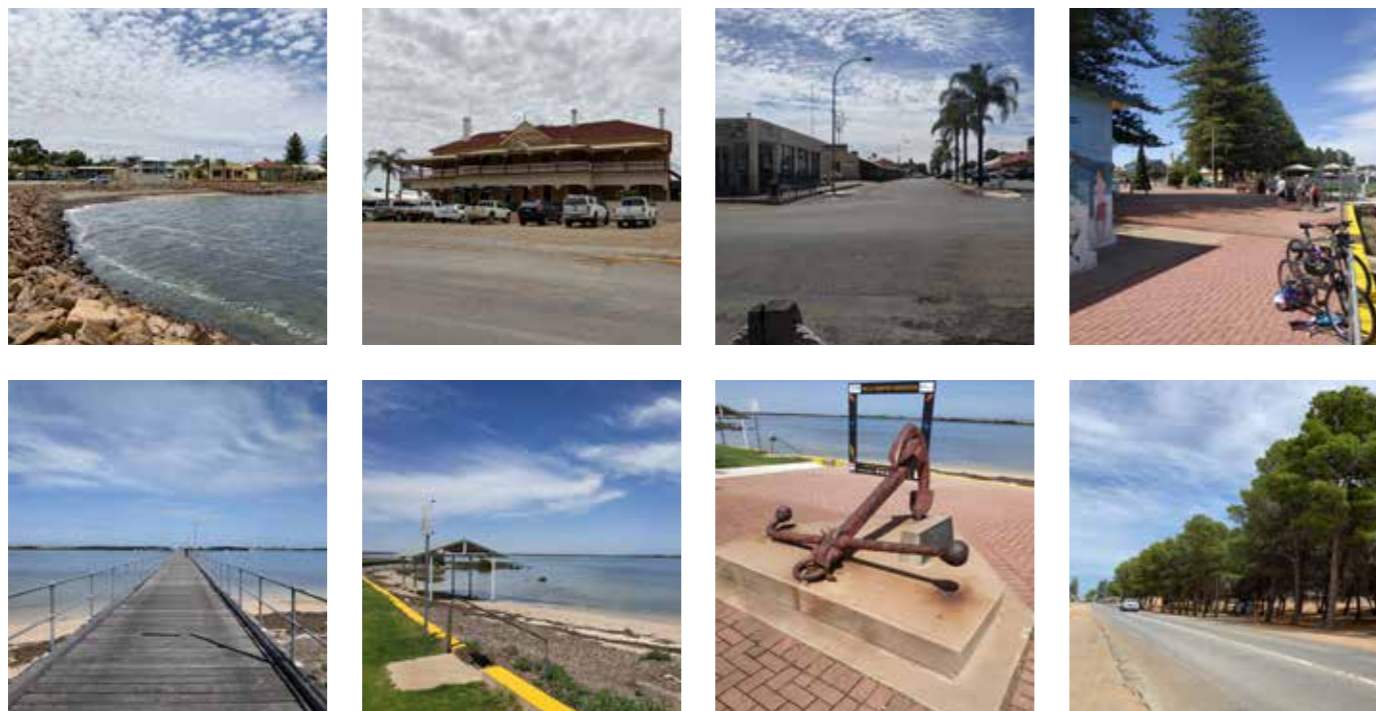
- Old overhead Stobie pole power limited street lighting;
- Only 1 light at playground and at Public toilet;
- Lighting assessment to be undertaken and consideration of upgrading to LED
- Road is low lying and subject to sea level rise inundation;
- No accident blackspots identified and no accidents reported in past five years;
- New sea wall designed by WGA yet to be constructed with old interlocking concrete block sea wall still present either side of boat ramp;
- 6 x 90 degree carparking bays plus 2 x disabled 90 degree bays provided abutting public toilet plus 39 x10m x3m trailer parking bays either side of boat ramp;
- Concrete kerb and gutter and footpath abutting coastal side only;
- No underground stormwater;
- Pavement in good condition;
- Localised stormwater ponding at Snook Road;
- Pedestrian ramp to playground gate and public toilet non DDA compliant no Tactile indicators;
- Township relies on private waste water systems (septic tanks) and water mains;
- The assessment area currently has no formalized stormwater system, with all runoff being channelled towards the beach through overland flow paths.



PORT BROUGHTON: THE SITE TODAY

Port Broughton is the largest township of the Barunga West Council area. In the 2016 Census, there were 1225 residents of Port Broughton; many of whom are employed in the immediate area through aged care services, labour, grain growing, education, and transportation. Fishing is a popular recreation activity, where the town's only jetty is a fully-functioning commercial jetty which takes catches from commercial crab fleet. A boat ramp further supports the fishing in the town, with use by both recreational users and professional users. In the summer months, Port Broughton becomes a popular holiday destination, where its population will swell significantly in these warmer months - to some 4000 people.

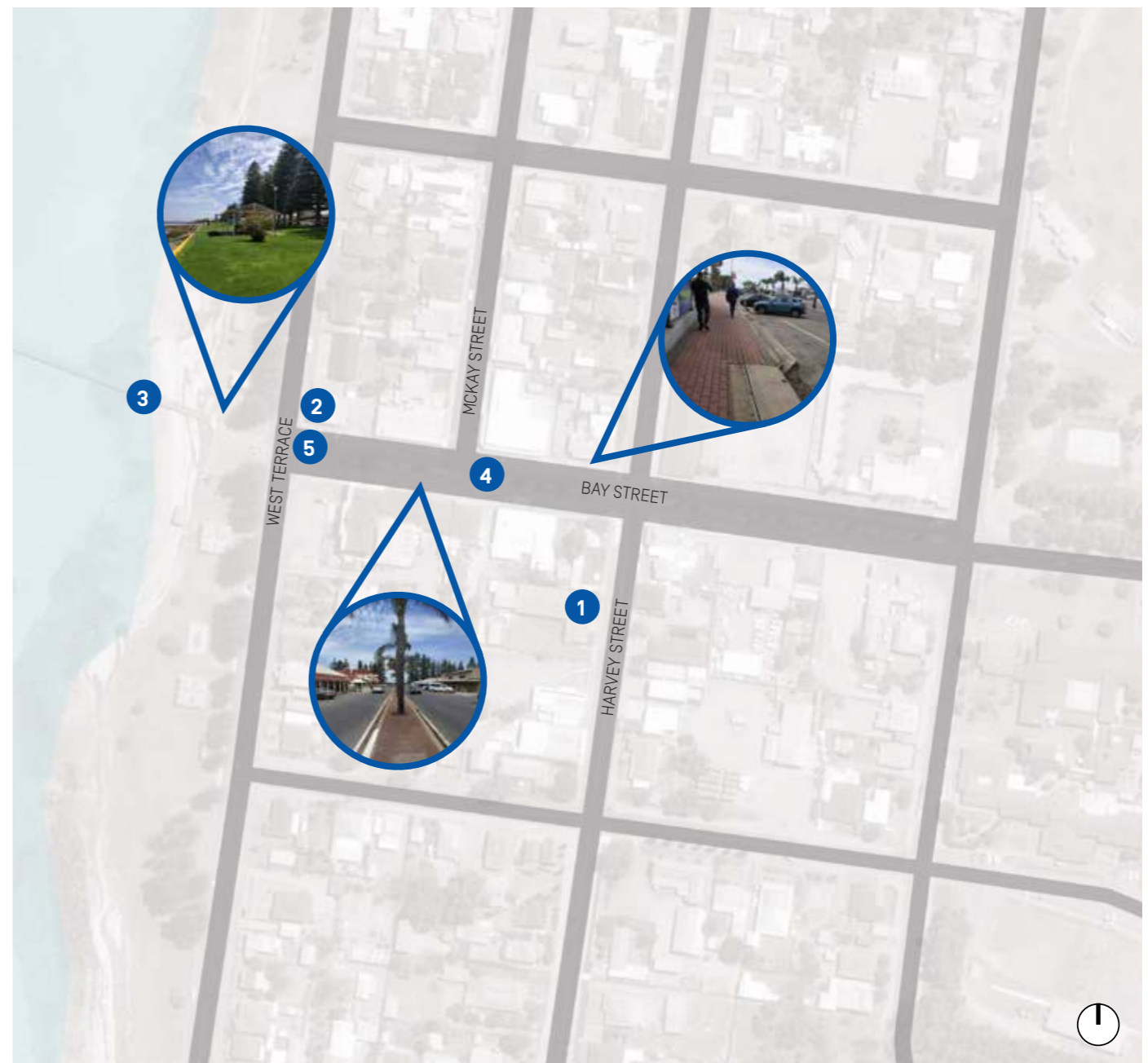
Port Broughton features two caravan parks, takeaway shops; a hotel; supermarket; hardware store; post office; cafes; bakery; an RSL club; a school, a hospital; a retirement village. Sport and recreation facilities include cricket, football, netball, golf, skating, and playgrounds, including an all-access playground, located on the foreshore.



PORT BROUGHTON: SITE CONSTRAINTS AND OPPORTUNITIES

Showcasing Barunga West, Port Broughton has the responsibility as its biggest township to act as a 'centre' for the Council area. The town is well serviced with shops **[1]**, cafes **[2]**, and other town-based focal activities (including its jetty) **[3]**, however lacks in terms of navigation through the town, the clarity within the town, and current infrastructure including roads and footpaths are either non-compliant or dilapidated **[4]**. Stormwater infrastructure suffers during heavy falls **[5]**, and this is an area of investigation as to how to manage and possibly capture water from problematic areas.

	EXPERIENCE	
	CLARITY	
	COMFORT	
	ACCESS	
	UTILITY	



PORT BROUGHTON: ENGINEERING AND TRAFFIC ASSESSMENT

The plan shown at right is included in the appendices section of this report.

The following engineering and traffic observations were made at Port Broughton:

WEST TERRACE

- Stepped kerbing on west side abutting angled parking creates a potential trip hazard for pedestrians;
- No accident blackspots identified in past five years;
- Carriageway very wide leading to potential speeding issue;
- 16 cars parked on-street at 12.30pm well below parking allocation;
- On-street disabled parking bays on west side abutting reserve public toilet non-conforming;
- Key pedestrian movements occurs outside former 'Baker Bears' at existing passive crossing outside Port Broughton Hotel and to foreshore reserve public toilet jetty and playgrounds;
- No surface tactile indicators provided to bottom and top of existing disabled access ramp adjacent former 'Baker Bears Café'.

BAY STREET

- Section from West Terrace to Harvey-Council Road, section from Harvey-East Tce DIT Road;
- AADT-2300vpd (10.5% CV's) Harvey-East Tce;
- AADT West Tce -Harvey St -2645vpd (3%CV's) January 2021, 85% speed 33km/hour;
- No accident blackspots identified and no recorded accidents in past five years;
- Pedestrian access ramps to Port Broughton Hotel main doors over 940mm wide gutter non DDA compliant (1V: 3.6H slope);
- 80 x 60 degree angled parking bays (3 x 1/4P outside Beachfront Deli) plus 4x 60 degree disabled provided plus 5x parallel bays;
- Peak parking demand occurs outside Port Broughton Hotel at evening dinner period where 13 angled on-street bays plus 1 angled disabled bay are provided, outside Post Office and outside Beachfront Deli but peak demand didn't exceed parking allocation;

- Majority of pedestrian ramps at intersections are non DDA compliant -too narrow, some without tactile and non-provision at East Tce southern side and at West Ave;
- Stepped kerbing in several locations abutting parking bays creates a potential trip hazard for pedestrians;
- Road and central median pavement in poor condition and requires replacement/reconstruction;
- Underground power with 9m pole 2m outreach streetlighting from both verges; Lighting assessment and consider upgrading to LED;
- Informal non-conforming (ramped) mid-block crossing points provided across median creating a trip hazard for pedestrians and mobility impaired road users;
- Traffic sign pole on NE corner of Harvey Street restricts continuous access path of travel width to 1.3m gopher could barely get through;
- Several stormwater gutter flow obstructions within the critical 2m flow width zone (eg Alfresco dining buildout west of Harvey street, protuberances at Harvey Street intersection, culvert crossovers at driveways and Post Office);
- Kerb build out protuberance at south-eastern corner of Harvey Street completely obstructing upstream stormwater gutter flows;
- Outlet stormwater pipe from Harvey Street Protuberance at north east corner too small for flows (150mm Diameter PVC);
- Some parallel parking bays on south side are too wide and non-conforming;
- Parking supply appears to exceed demand with the demand at the eastern end the lowest;
- Post office and the Port Broughton Hotel are the main parking generators;
- Parking demand east of Harvey Street very low;
- Inconsistent footpath paving provision.



SUMMARY OF ASSESSMENT: COMMON ISSUES



Experience

What is the user experience within the precinct?

EXPERIENCE ISSUES

- Towns need their identity showcased within the first few moments of arriving
- Where a town has an identity/iconic feature, these are scarcely celebrated
- Connectivity (physical or visual) to water is problematic in a number of townships
- Township history and culture is not demonstrated well across the towns
- Port Broughton suffers from lack of main street activation, with many vacant blocks and shops, or shops used for storage



Clarity

How easy is it to identify where you need to go?

CLARITY ISSUES

- Visitor Information/Information Boards are critical, as is their placement in a navigable location
- Not all towns had a locatable information board
- Landmarks not easily identifiable within the towns, weakening natural wayfinding opportunity



Comfort

Does the user feel welcome, safe and comfortable?

COMFORT ISSUES

- Many of the townships lack sufficient tree canopy coverage
- Inland towns suffer from often extreme heat, with limited respite
- Townships could offer designated areas away from noise, to capture natural beauty of that town
- Bay Street, Port Broughton has many vacant land parcels in the desirable Township Activity Centre Zone, with comfort and safety able to be improved through development



Access

What are the connections like throughout the precinct?

ACCESS ISSUES

- All towns present DDA compliance issues, particularly smaller towns
- Smaller towns have no formal footpaths
- Road crossings are informal, with no towns having signalised crossing points
- Wide streets with 60 km/hr limits increase danger to pedestrians
- No dedicated cycling infrastructure in any of the towns



Utility

Are there reasons for you to be or stay at the site?

UTILITY ISSUES

- Most towns lack basic shopping offerings, with the need to travel to larger towns
- Towns lack food and beverage offerings including cafes, bakeries, hotels or bars
- Port Broughton shops trading at inconsistent hours
- Most towns feature an RSL and/or community hall, which are underutilised or disused



SUMMARY OF ASSESSMENT: COMMON OPPORTUNITIES



Experience

What can be included or built on to boost the user experience?

EXPERIENCE OPPORTUNITIES

- Creation of entry/arrival features – things that spark interest and intrigue
- Celebrating the existing heritage, cultural, or civic features of the town and creating identity or a 'town brand' around them
- Linking towns to each other in an experiential way
- Capitalising on the natural assets
- Create incentives for current shop owners to lease or improve shopfronts
- Incentivise new businesses to establish and operate out of town



Clarity

Are there ways to improve wayfinding and directions?

CLARITY OPPORTUNITIES

- Opportunity to explore digital boards, or app/QR-based information
- Implementation of a Council-wide wayfinding/signage strategy – creating consistent imagery, text, materials and colours across the Council area
- Identifying and showcasing landmark spaces/buildings/objects, to then be used in directional and wayfinding ways, e.g. the silos in Bute as a visually recognisable form and location



Comfort

What opportunities are there to make the visitor comfortable?

COMFORT OPPORTUNITIES

- Positioning shelters in strategic locations, e.g. along walking trails or nearby playgrounds and BBQs
- Creating a greening strategy to plant appropriate vegetation which will provide shade and other environmental benefits including stormwater management
- Locating any new rest points away from noise generating areas such as high volume traffic routes



Access

What ways can access problems be solved in the towns?

ACCESS OPPORTUNITIES

- Addressing DDA compliance matters in a staged, town by town approach which considers priority and needs
- Creation of formal footpaths for high-trafficked areas
- Creation of signalised or 'wombat' crossings in towns where necessary
- Minimising physical barriers to road crossing, e.g. creating punctuations in the central median in Port Broughton



Utility

How do we build on the reasons to be or stay at the site?

UTILITY OPPORTUNITIES

- Capitalising on the number of vacant shops to provide 'pop up' spaces for events or shops
- Unlocking the 'hidden gems', and putting these front and centre to locals and to visitors, creating new uses
- Create drawcards to attract new or return traders to the townships
- Expand the sense of community in towns, e.g. draw on the success of the Mundoorra Indoor Market and make a monthly location/town change



SECTION 03:

SUMMARY OF CONSULTATION

COMMUNITY ENGAGEMENT INTRODUCTION

In order to gain community input in continuing the drafting of the plans for each township, a three week community engagement period was conducted. Community interaction comprised of two public drop-in sessions, which were held on 12 May and 13 May 2021.

Anchoring the engagement was an online survey, which was made available between 3 May and 24 May 2021. During these three weeks, members of the public were able to make a submission of the elements they felt were important to them, both in the township they reside in, and from an overall Council-wide perspective. Supplementing the engagement was a meeting with the Progress Associations in each of the townships to garner their views.

The community of the seven townships across the Barunga West Council area were the primary audience for the community engagement, whose level of interest in the Master Plan for each township will evolve as these plans are developed. The target 'community' typically comprised permanent residents and ratepayers, business owners, and those who frequent the Barunga West Council area through day-to-day activities and those with holiday homes.

Overall, the aim of the community engagement was to provide an 'involve' level of influence which seeks to work directly with the public throughout the process to ensure that their concerns and aspirations are understood, considered and reflected in the formulation of the respective Master Plans for each town. This 'involve' level of influence is informed by the public's impact on the project and is guided the IAP2 Spectrum of Public Participation.



City Collective
Tract

What matters
to you on a
main street?

Barunga West Council is currently looking at ways to improve the main streets in the towns of Port Broughton, Fisherman Bay, Alford, Tickera, Munderoo, Bute, and Kulpara.

We are seeking your input on what you see the current issues are, and what matters to you on these main streets.

To view the initial concept plans and have your say on the Mainstreets Planning Study, visit the Council website:

barungawest.sa.gov.au
for more information, phone the Barunga West Council on 8635 2107

Barunga West
Council

HOW WE ENGAGED

NOTIFICATION OF ENGAGEMENT

Prior to the commencement of engagement, the public were made aware of the upcoming consultation by:

- Notices on the Council website
- Posting on the Council-owned Instagram page
- Posting on the Council Facebook page
- Television classified advertisements
- Newspaper advertisements
- Radio advertisements
- Notices to Progress Associations
- Distribution of flyers to businesses in the Council area (shown at right)

ENGAGEMENT ACTIVITIES

The community the Barunga West Council area were given opportunities to participate in the engagement through:

- Two community drop-in sessions:
 - 12 May 2021, between 4:00pm and 6:00pm at the Bute Town Hall
 - 13 May 2021, between 4:00pm and 6:00pm at the Port Broughton Town Hall
- Seven one-hour face-to-face meetings with Progress Associations:
 - 12 May 2021 at Kulpara, Tickera, Alford and Bute
 - 13 May 2021 at Mundoora, Fisherman Bay and Port Broughton
- An online survey which was available between 3 May and 24 May 2021.

ENGAGEMENT TOOLS

The primary tool for the engagement was using the survey as hosted on the Survey Monkey platform. This enabled completion of the process online, and was supported by a 'Community Engagement Information Pack' which accompanied the survey; which was available on the Council website for the duration of consultation.

The Community Engagement Information Pack included a survey, with this entire pack printed and distributed by Council to a number of businesses across the Council area, including at the Bute and Port Broughton Council offices. This enabled respondents who did not have access to or chose not to complete the survey digitally the opportunity to do so in print form.

All printed responses were entered back into the Survey Monkey platform by Council staff as a record of engagement.

The survey collected responses only, and the identity of each respondent anonymous, unless otherwise identified by direct response (by email), or through the contents of their responses.



Progress Association Meeting - Alford



Consultation Drop-in Session - Port Broughton Town Hall

SUMMARY OF CONSULTATION: COMMON THEMES



Experience

- Towns should have their identity showcased at arrival, however this has the risk of coming across 'kitsch'
- Connectivity (both physical and visual) to water could be improved in townships
- Township history and culture is not demonstrated well across the towns
- Run-down and vacant shop fronts detract from the visual amenity within a town, and should be a focus for improvement



Clarity

- Visitor Information/Information Boards are critical, as is their placement in a navigable location
- Not all towns had a locatable information board
- The use of landmarks within a town should be used to its advantage; e.g. the silos in Bute and the avenue tree planting in Port Broughton
- Towns could be linked through consistent wayfinding strategy/style



Comfort

- Many of the townships lack sufficient tree canopy coverage, with any new trees should be of a suitable species
- Inland towns suffer from often extreme heat, with limited respite (e.g. Alford)
- Townships could offer designated areas away from noise, to capture natural beauty of that town
- Bay Street, Port Broughton has many vacant land parcels which could be better used



Access

- All towns present DDA compliance issues, particularly with kerbs and crossing points
- Smaller towns have no formal footpaths
- Road crossings are informal, with no towns having signalised crossing points
- Wide streets with 60 km/hr limits increase danger to pedestrians
- No dedicated cycling infrastructure in any of the towns



Utility

- Most towns lack basic shopping offerings, with the need to travel to larger towns
- Cafes, bakeries, or similar eating places could provide greater activation
- Port Broughton has good 'bones', but limited traders invest in the town
- Most towns feature an RSL and/or community hall, which are underutilised or disused
- Activities for children was a strong focus



SECTION 04:

CONCEPT PLANS

CONCEPT PLANS

Building on the issues and opportunities assessment, the community engagement, and workshops with both Council staff and Elected Members, the Design Team continued to evolve the Concept Plans for each of the seven townships.

BUILDING ON THE EXISTING

The Concepts Plans reference the aspirations and desires of their local community, and link back to the mission, goals and opportunities the project at a Council-wide level;

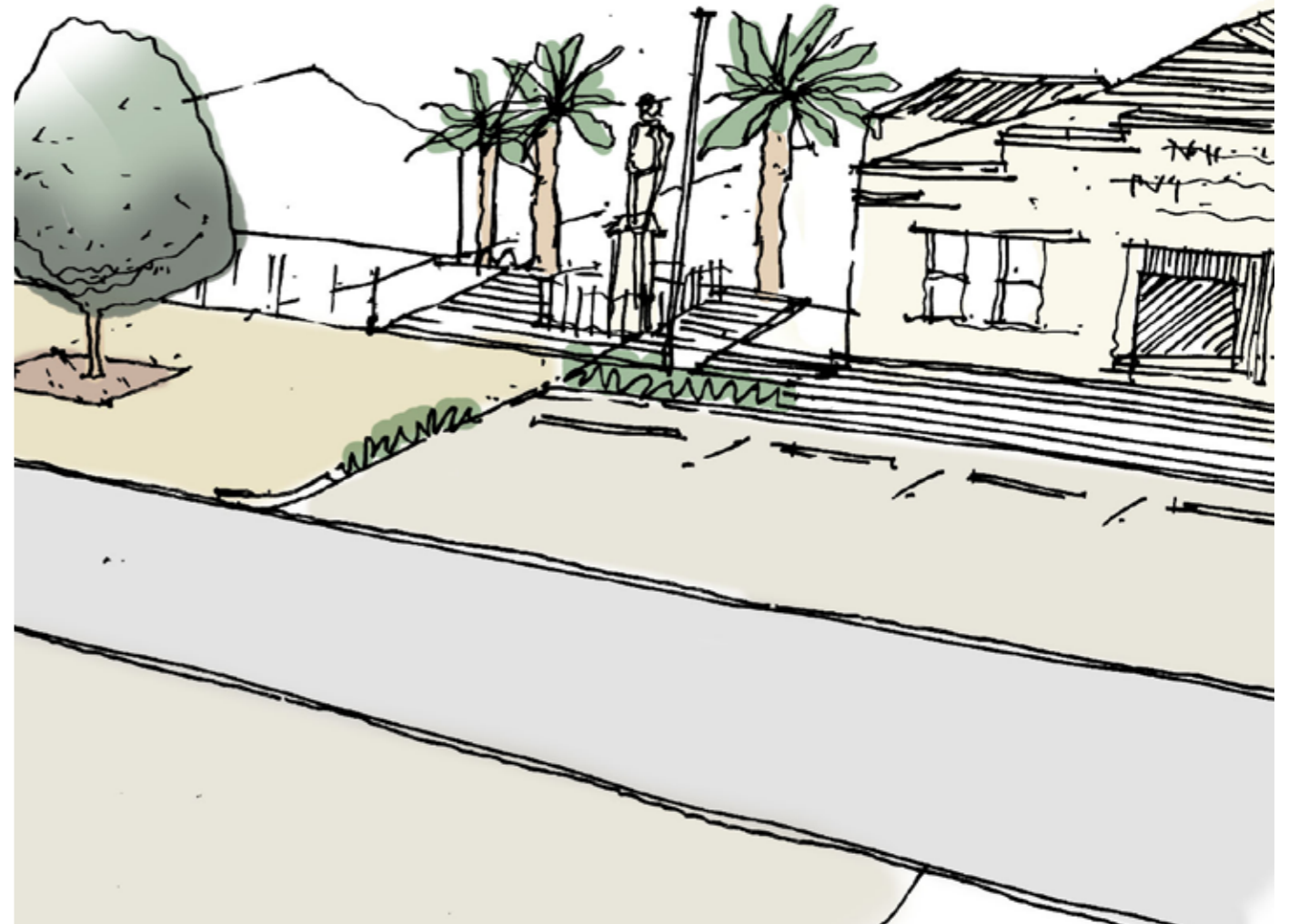
- Explore opportunities to maximise connection to the waterfront
- Explore opportunities to capitalise on the tourist attractions
- Explore opportunities to link to the existing environment
- Creation of a cohesive public realm through staged implementation
- Increasing tourism and business investment by enhancing the offering
- Focus on inclusivity and accessibility for all mainstreet users.

Through the Concept Plans, the Mainstreets Planning Study focused on the unique experiences of each of these townships, and draw on the qualities and characteristics to underpin urban design principles and strategies that reinforce the community aspirations for their mainstreet precincts.

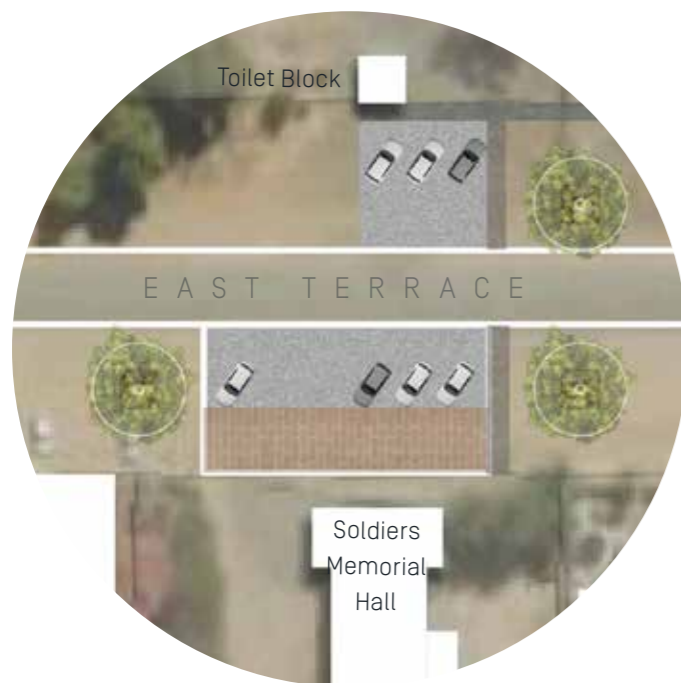
CREATING KEY MOVES

A number of key moves within each of the townships have been created. These key moves are typically standalone, and can form small projects without requiring significant civil upgrades as part of larger and more intensive projects.

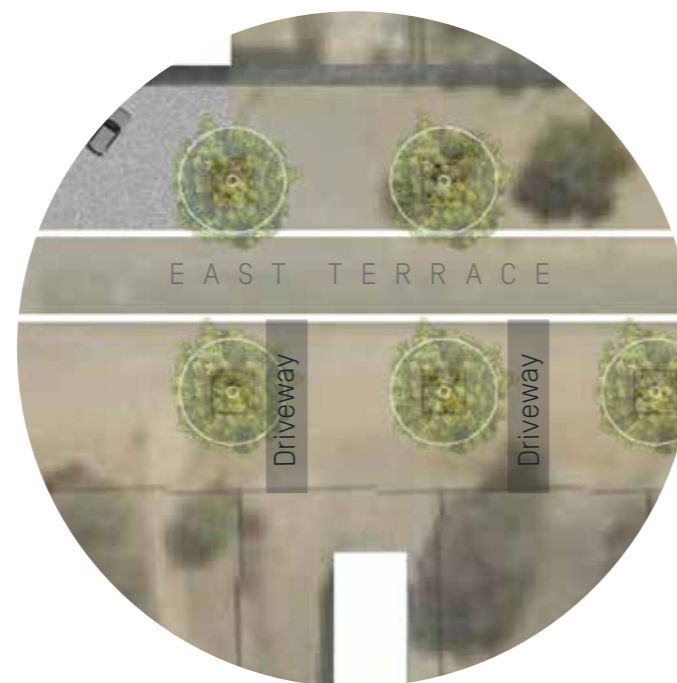
The key moves are a way for Council to apply grant funding or to begin to realise an implementation strategy for the respective township in which they are located.



MUNDOORA: KEY MOVES



- **Paved 'threshold'** treatment to Soldiers Memorial Hall
- **Formalised parking** area with angled parking on compacted roadbase
- Upgrade to **road edge** to correct current erosion



- **Tree planting** within gravel verge
- Maintain existing access arrangement to driveways, including **rebuilding of culverts** to maintain overland flow

MUNDOORA: CONCEPT PLAN

BARUNGA WEST COUNCIL

PORT PIRIE REGIONAL COUNCIL

3

EAST TERRACE

2

1

4

5

6

SOUTH TERRACE

Key

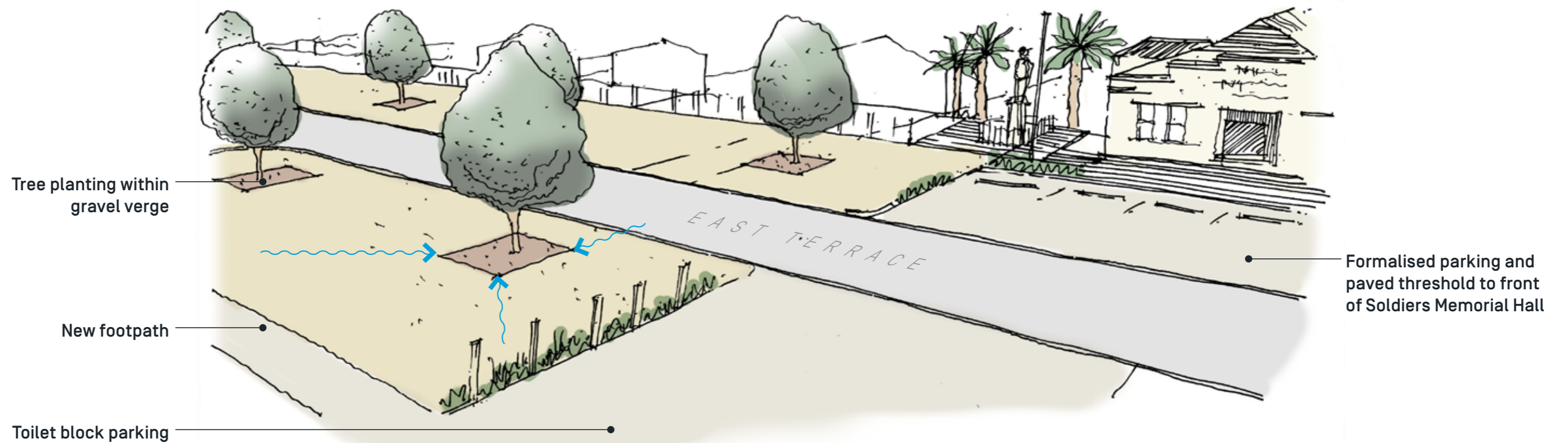
- 1 Verge tree planting at natural low points to capture stormwater run-off
- 2 Undergrounding of overhead HV to allow safe passage of machinery
- 3 Road re-seal and edge treatment
- 4 New footpath
- 5 Pedestrian crossing point
- 6 Sealed parking to Memorial Hall forecourt



Mundoora Concept Plan

Not to scale

MUNDOORA: UTILISING STORMWATER RUNOFF FOR IRRIGATION



TICKERA: CONCEPT PLAN

Key

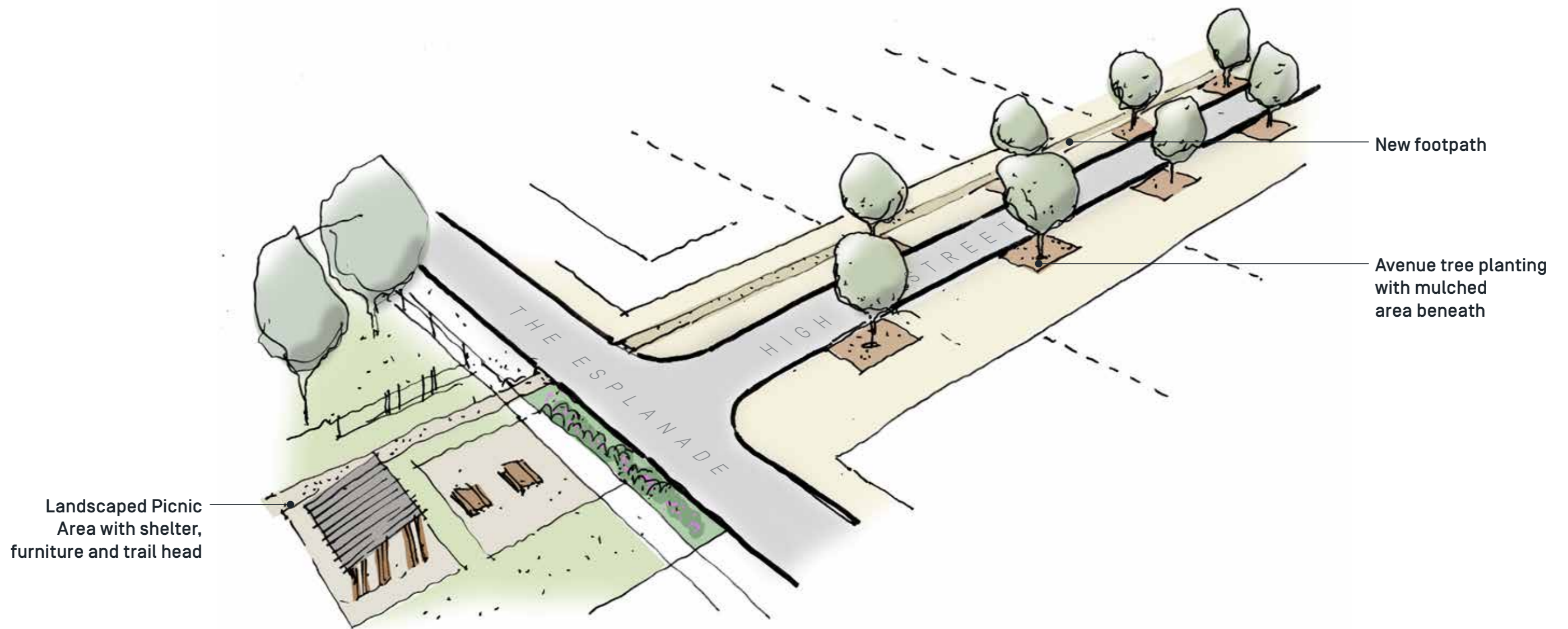
- 1 Boat ramp and shelter upgrade, with fish cleaning station
- 2 Trail head featuring a sunset frame, seating, shelter, and landscaping
- 3 Public toilet upgrade
- 4 New footpath (single side)
- 5 Verge tree planting at natural low points to capture stormwater
- 6 New kerb and water table at Esplanade



Tickera Concept Plan

Not to scale

TICKERA: CONNECTING THE STREETS TO THE TRAIL HEAD

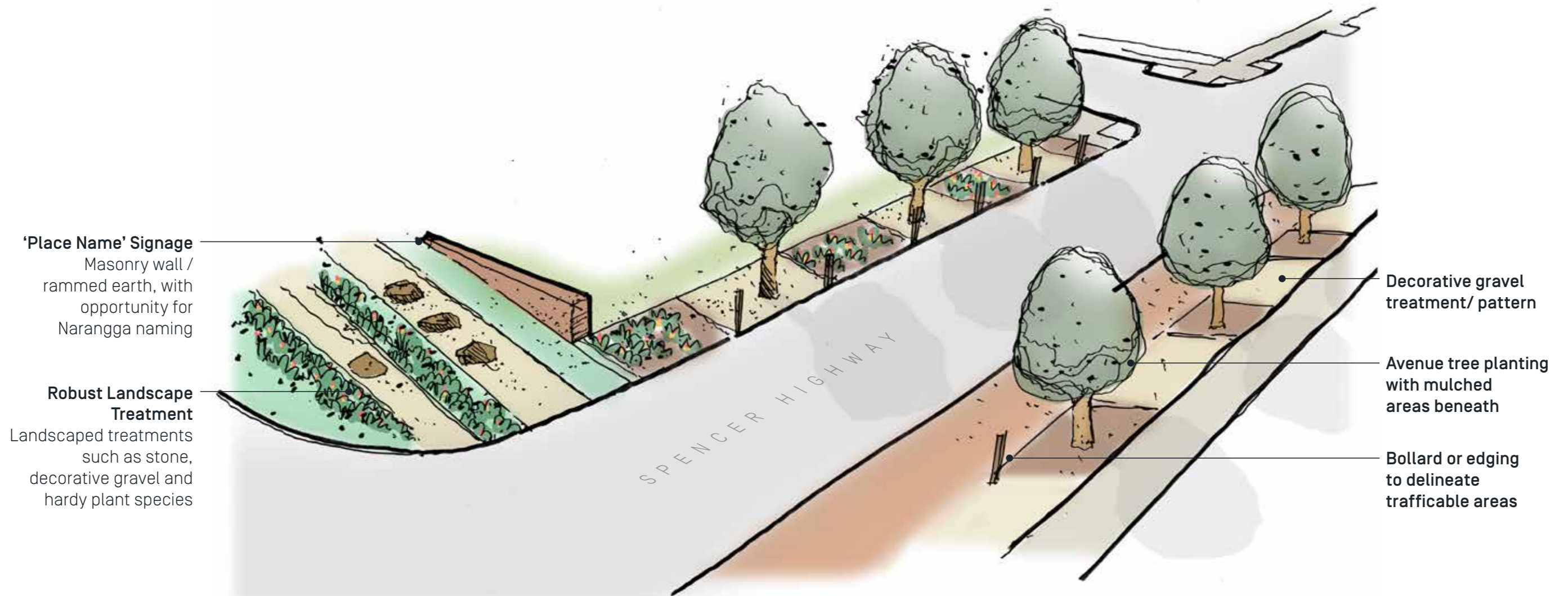


ALFORD: CONCEPT PLAN

Key

- 1 Kerb and footpath upgrade
- 2 Outdoor dining 'Parklet'
- 3 Trees planted within protuberances (kerb build-outs)
- 4 New kerb ramps at key intersections
- 5 Landscaped town entry and signage
- 6 Truck stopping area

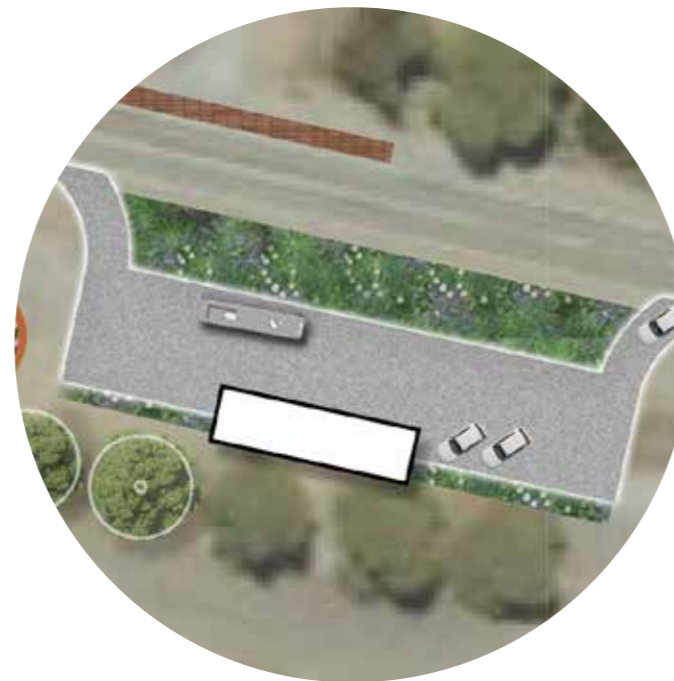
ALFORD: LANDSCAPED ENTRY AND VERGES



KULPARA: KEY MOVES



- Safe **pedestrian environment**
- **School bus** amenity including shelter and toilet upgrade
- Improved **car parking** which maintains truck parking alongside Upper Yorke Highway
- **Footpath** connectivity to former school site
- Multi-use upgraded **courts**



- 'Top of the Yorke' **signage information**, showcasing events and town features
- **Information board**, with opportunity for technology (digital screen)
- **Car parking** area
- Minor **landscape improvements**



- Upgrade of **existing play space** to incorporate nature play and bicycle facilities
- **Community Garden** for use of local community, and visitors alike
- **Shelter** and amenities within park for BBQs, picnics, and weather protection

KULPARA: CONCEPT PLAN



Key

- 1 Replacement toilet and amenities block
- 2 School Bus shelter
- 3 Courts surface upgrade with multi-court line marking
- 4 Information board - 'Top of the Yorke'
- 5 Gateway signage
- 6 Community garden
- 7 Nature play space
- 8 Pedestrian crossing point



Kulpara Concept Plan

Not to scale

BUTE: KEY MOVES



- **Trees** planted within **protuberances (build-outs)**
- Central **median upgrade** including succession planting of median trees
- Improved **footpath** and connectivity
- **Green link** adjacent Town Hall for public access



- **Honour Board** and Civic Square plaza upgrade for events
- Improved **pedestrian** facilities
- New **kerb ramps** at key intersections, allowing safe connectivity to new silo art area



- Improved **car park and information hub**
- **Open space trail** with connection to silo art
- Re-vegetation and **new planting** strategy to soften and screen



- Improved gravel verge with **delineated parking** (rocks as vehicle stops)
- Formalising current spoon drain arrangement to successfully **manage** overland flows and ponding of standing **stormwater**

BUTE: CONCEPT PLAN

Key

- 1 Succession tree planting within existing median
- 2 Kerb ramps within landscaped protruberances (build-outs)
- 3 Street and footpath lighting
- 4 Honour Board/Civic Square upgrade
- 5 Tree planting in protuberances (build-outs) within angled parking spaces
- 6 Landscaped town entry signage upgrade
- 7 Silo art and walking trail parking area



Bute Concept Plan

Not to scale

BUTE: CREATING A PEDESTRIAN ENVIRONMENT



BUTE: A LANDSCAPED INTERSECTION UPGRADE



FISHERMAN BAY: KEY MOVES



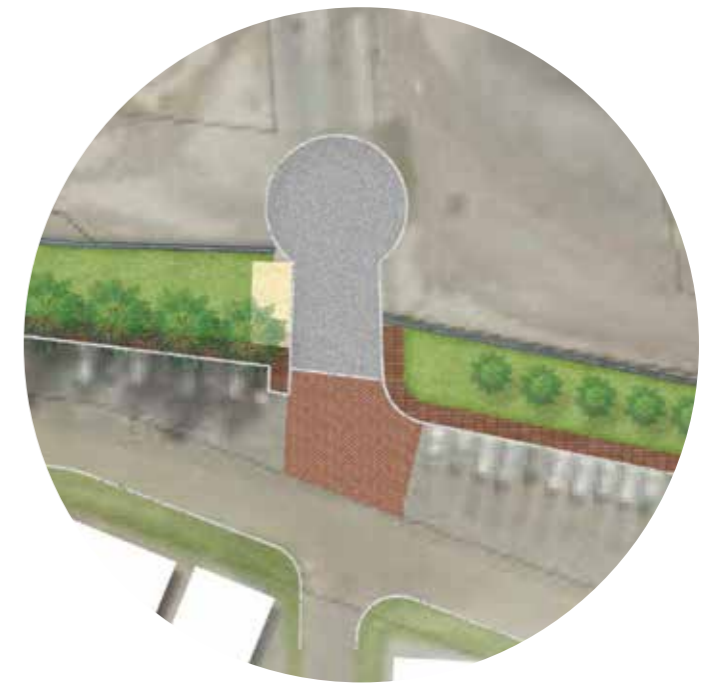
- Upgraded **toilet facilities**
- Provision of new picnic shelter
- New **access ramp** to the beach
- Replacement and upgrade of paving



- **Verge tree planting** at entry road

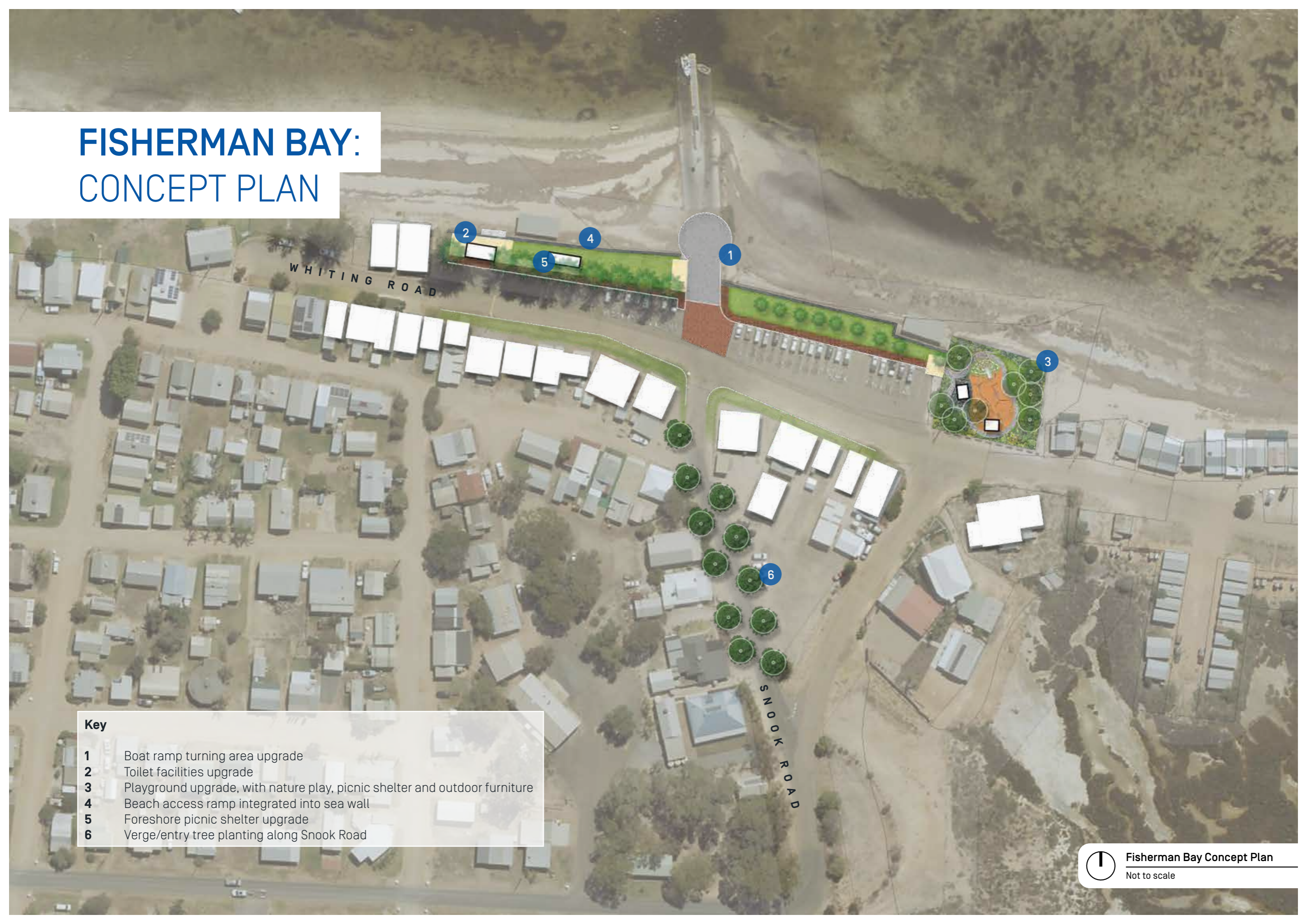


- **Playground upgrade** incorporating nature play, picnic shelter and outdoor furniture



- **Boat ramp turn-around** area upgrade incorporating differentiation in surface material, edge treatment, and formalising a footpath towards playground

FISHERMAN BAY: CONCEPT PLAN



Key

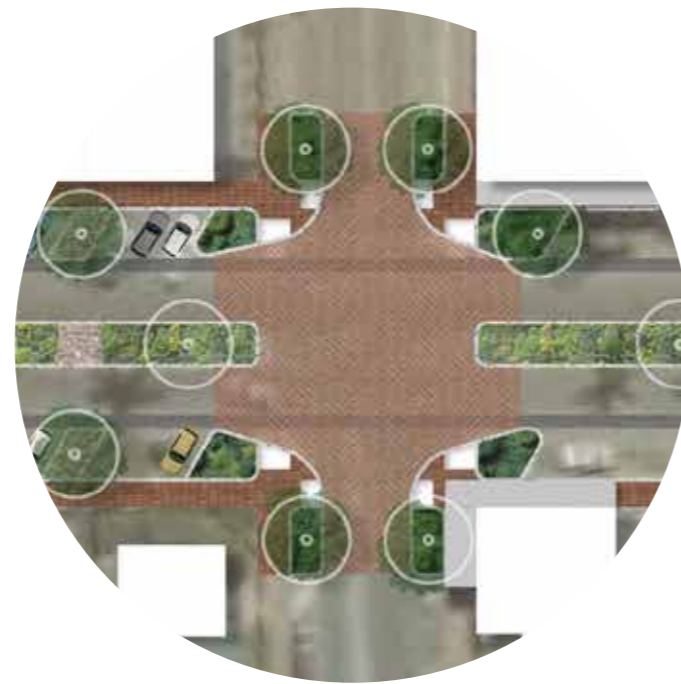
- 1 Boat ramp turning area upgrade
- 2 Toilet facilities upgrade
- 3 Playground upgrade, with nature play, picnic shelter and outdoor furniture
- 4 Beach access ramp integrated into sea wall
- 5 Foreshore picnic shelter upgrade
- 6 Verge/entry tree planting along Snook Road



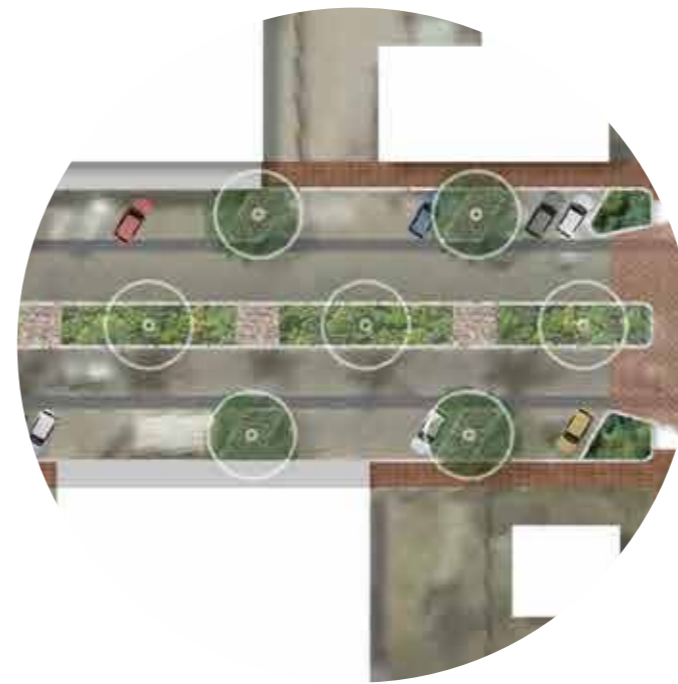
PORT BROUGHTON: KEY MOVES



- **Civic Square** upgrade, with feature paving, lighting upgrades and improvements to public amenities
- Improved Esplanade treatment, including **vehicle calming** at the intersection with Bay Street, and safer pedestrian access

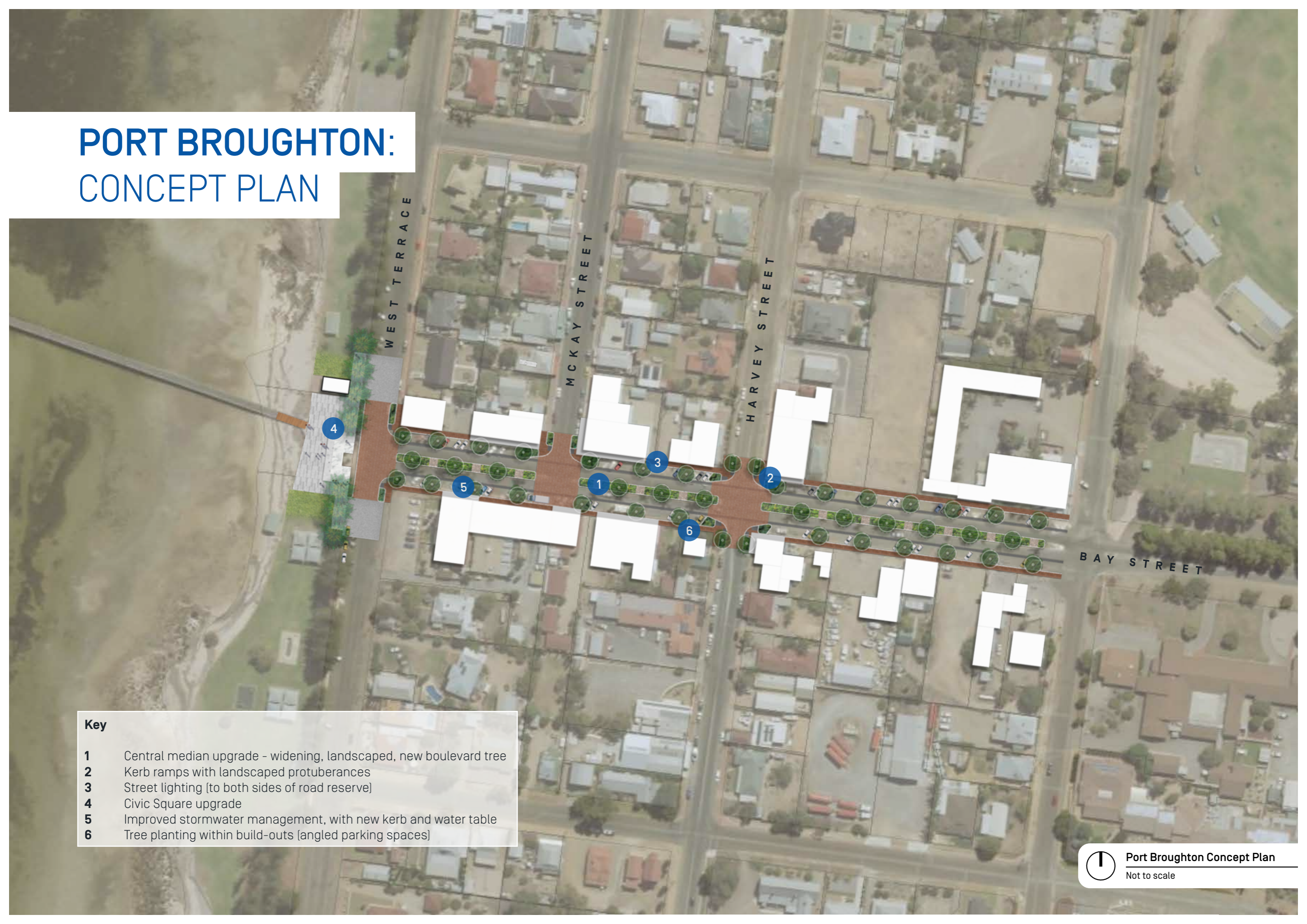


- **Kerb/pram ramps** within landscaped protuberances
- Angled ends featuring **trees and shrubs** to add additional opportunity for shading and treatment of stormwater runoff



- **Central median upgrade** including the off-site relocation of Date Palms widening of median, and understorey landscaping
- Incorporation of **shade trees** within angled parking spaces

PORT BROUGHTON: CONCEPT PLAN

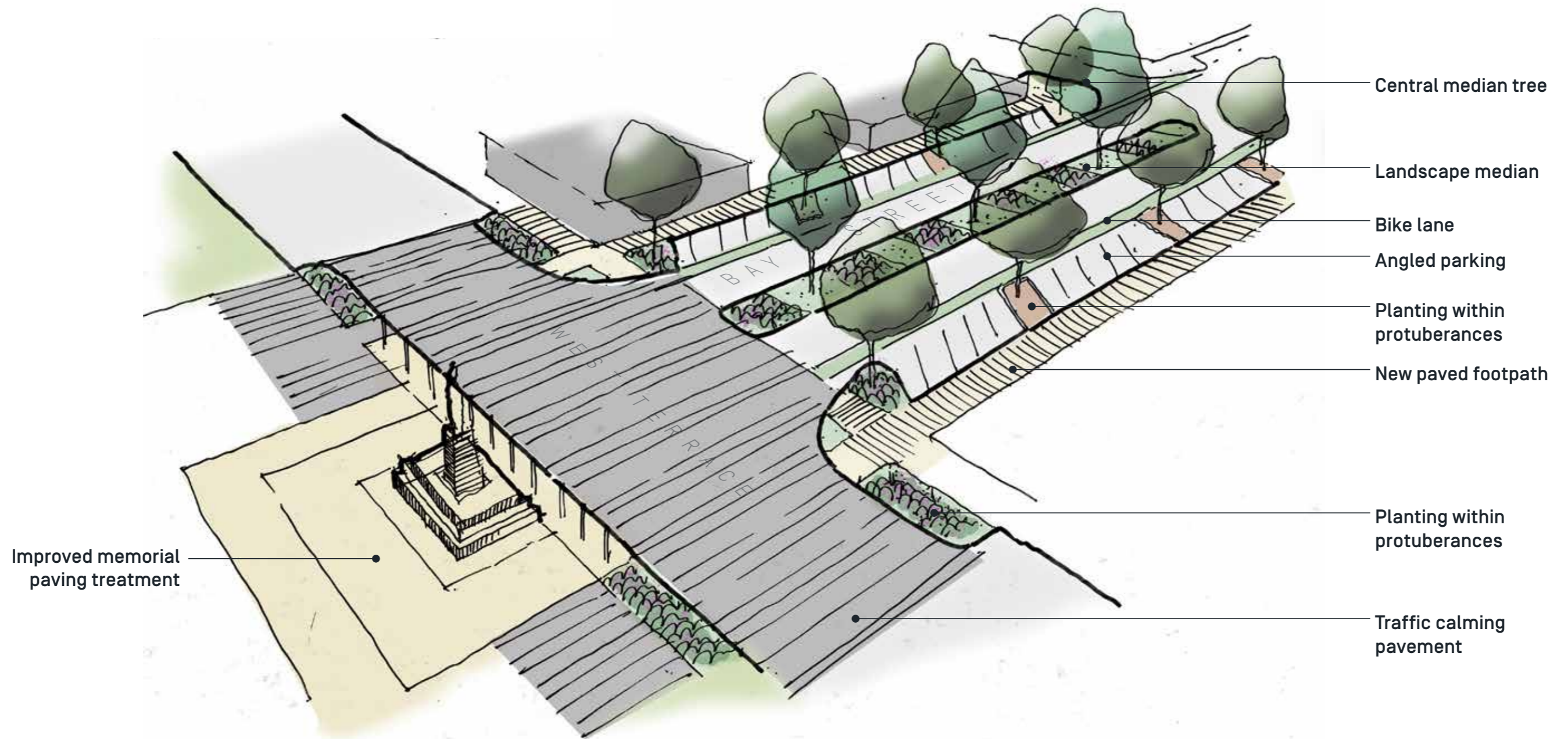


Key

- 1 Central median upgrade - widening, landscaped, new boulevard tree
- 2 Kerb ramps with landscaped protuberances
- 3 Street lighting (to both sides of road reserve)
- 4 Civic Square upgrade
- 5 Improved stormwater management, with new kerb and water table
- 6 Tree planting within build-outs (angled parking spaces)



PORT BROUGHTON: A SAFER ESPLANADE CONNECTION



SECTION 05:

STRATEGY FOR IMPLEMENTATION

IMPLEMENTATION: FUNDING & GRANT OPPORTUNITIES

In order to unlock potential aspects of the Concept Plan for each of the towns, a number of funding and grant opportunities are available which may assist in funding the various strategies of the Concept Plan, additional to those of Council's ordinary budget.

IDENTIFYING FUNDING OPPORTUNITIES

Grant and funding opportunities range from Council funding through budget streams which would support capital projects identified, through to Federal funding where regional Councils can seek partnership and funding.

Specific funding and grant opportunities which relate to the elements contained in this Master Plan Report include the following:

- Open Space and Places For People Grant -
A State government initiative
- Regional Development Australia (Building Better Regions Fund) -
A Federal government initiative

Specific and tailored responses to the various funding sectors would be required once a specific project has been identified and further testing carried out.



Government of
South Australia

















Regional
Development
Australia



SECTION 06:

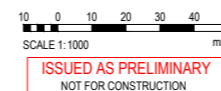
APPENDICES

LEGEND

-  NO PRAM RAMP / NON-COMPLIANT RAMP
-  DRAINAGE PONDING
-  UNPROTECTED / WIDE CROSSING POINT
-  STORMWATER OBSTRUCTION
-  POOR FOOTPATH CONDITION / NO FOOTPATH
-  POOR CONDITION / EXCESSIVE HEIGHT, SEMI MOUNTABLE KERB & GUTTER / SPOON DRAIN
-  EXISTING STORMWATER CULVERT
-  NON-COMPLIANT PARKING
-  EXISTING INFORMAL SWALE
-  POOR ROAD PAVEMENT CONDITION
-  SUB STANDARD LIGHTING (SSL)
-  EXISTING SPOON DRAIN
-  PEDESTRIAN DESIRE LINE
-  AADT UPD



PLAN
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











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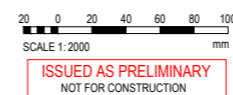


LEGEND

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











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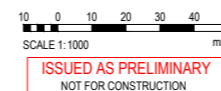
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LEGEND

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-  EXISTING INFORMAL SWALE
-  POOR ROAD PAVEMENT CONDITION
-  SUB STANDARD LIGHTING (SSL)
-  EXISTING SPOON DRAIN
-  PEDESTRIAN DESIRE LINE
-  AADT UPD



PLAN
SCALE 1:1000
















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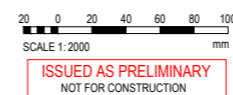


LEGEND

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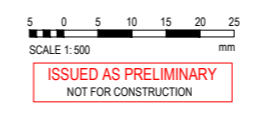
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LEGEND

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- UNPROTECTED / WIDE CROSSING POINT
- STORMWATER OBSTRUCTION
- POOR FOOTPATH / CONDITION / NO FOOTPATH
- POOR CONDITION / EXCESSIVE HEIGHT, SEMI MOUNTABLE KERB & GUTTER / SPOON DRAIN
- EXISTING STORMWATER CULVERT
- NON-COMPLIANT PARKING
- EXISTING INFORMAL SWALE
- POOR ROAD PAVEMENT CONDITION
- SUB STANDARD LIGHTING (SSL)
- CURRENT 1% AEP FLOOD RISK INUNDATION
- 2050 1% AEP FLOOD RISK INUNDATION












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A	05.01.2021	ISSUED FOR REVIEW	MB	DB	DB

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		DRAWN MB DESIGNER DB APPROVED CG	DATE No. A2020-10796	SHEET SK03	REV A

LEGEND

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-  NON-COMPLIANT PARKING
-  EXISTING INFORMAL SWALE
-  POOR ROAD PAVEMENT CONDITION
-  SUB STANDARD LIGHTING (SSL)



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NOT FOR CONSTRUCTION

ISSUE	DATE	DESCRIPTION	DRAWN	DESIGNED	APPROVED
A	05.01.2021	ISSUED FOR REVIEW	MB	DB	DB

CITY COLLECTIVE	mlei CONSULTING ENGINEERS	BARUNGA WEST MAIN STREETS MASTERPLAN EXISTING INFRASTRUCTURE ISSUES MUNDOORA			
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		A2020-10796	SK05	A	

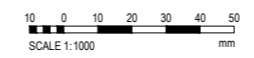


LEGEND

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- UNPROTECTED / WIDE CROSSING POINT
- STORMWATER OBSTRUCTION
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- POOR ROAD PAVEMENT CONDITION
- SUB STANDARD LIGHTING (SSL)
- EXISTING DRAINAGE HEADWALL
- AADT 1000
- EXISTING STORMWATER CULVERT
- NON-COMPLIANT PARKING
- EXISTING INFORMAL SWALE
- POOR CONDITION / EXCESSIVE HEIGHT, SEMI MOUNTABLE KERB & GUTTER / SPOON DRAIN



PLAN
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NOT FOR CONSTRUCTION

CLIENT
CITY COLLECTIVE



BARUNGA WEST MAIN STREETS MASTERPLAN	
EXISTING INFRASTRUCTURE ISSUES	
KULPARA	
DRAWN MB	DESIGNER DB
APPROVED CG	DWG No. A2020-10796
SHEET SK04	REV A

ISSUE	DATE	DESCRIPTION	DRAWN	DESIGNED	APPROVED
A	05.01.2021	ISSUED FOR REVIEW	MB	DB	DB

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