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BLUEPRINT VIRGINIA URBAN DESIGN FRAMEWOR FINAL REPORT

Virginia & Dishi Community B

City of Playford June 2010

Contact

David Bills Senior Associate dbills@hassell.com.au

HASSELL Level 5 70 Hindmarsh Square Adelaide SA Australia 5000 T +61 8 8203 5222 F +61 8 8203 5200 © June 2010

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Content

Section

Page

Appendices

01	_Introduction	1
02	_Understanding Virginia	6
03	_Community Consultation	20
04	_Framework Strategies	25
05	_Urban Design Framework	29
06	_Key Projects	48
07	_Implementation	58
08	_Conclusion	65

i	Appendix A
	Strategy-Actions Matrix
ii	Appendix B
	Community Consultation
	Session One Presentation
iii	Appendix C
	Community Consultation
	Session One Feedback
iv	Appendix D
	Community Consultation
	Session Two Posters
V	Appendix E
	Community Consultation
	Session Two Feedback
vi	Appendix F
	Image References

INTRODUCTION

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Virginia & Distri Community B BLUEPRINT Virginia Urban Design Framework

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vii

1.1 Executive Summary

This Urban Design Framework has been prepared for the township of Virginia by HASSELL for City of Playford as part of the BLUEPRINT Townships initiative for Virginia, Angle Vale and One Tree Hill . The Urban Design Frameworks are the important first step in the ongoing BLUEPRINT Townships project for council.

Urban design is the term used to describe thinking about and designing the arrangement, appearance and function of towns, suburbs and cities. Urban design thinking and projects are just as important and relevant for small towns and suburbs as for large district centres or the centre of cities. As urban design is about the places we live and work in, urban design is important to everyone. The aim of an Urban Design Framework (UDF) is to stimulate positive change and set out a long term strategic vision for a place. UDF's provide ideas and strategic directions on the future of an area. Key components are specific recommended actions and projects to achieve the strategic vision. Urban Design Frameworks assist Councils in guiding future development, establishing land use policies and the strategic implementation of capital works improvement projects.

The project involved a number of stages including:

- _Analysis of the strategic and planning context and the existing urban form of the townships
- _Engagement with the community, elected members and council officers to gather feedback on identified issues and opportunities
- _Development of a draft framework ideas and review and refinement with community, elected members and council officers input
- _Preparation of a final Urban Design Framework report for presentation to council and the community for comment

The project is the result of the combined efforts of the HASSELL project team, the City of Playford project working group and the essential input of the community participants, elected members and other specialist council staff.

At the commencement of this project the South Australian Government had released the draft of the 30-year Plan for Greater Adelaide for public consultation. The final plan was released in mid February during the community consultation stage of the project. Specifically for Virginia the 30 Year Plan identifies expansion of the existing township through 'future urban growth' to the south and north. The 30 Year plan sets a target for the northern townships (Virginia & Angle Vale) of an additional 4,800 new houses (12,700 new residents). Divided across the two towns this targets around 2,400 new houses (6,300 extra people) in Virginia over 30 years. The 30 Year Plan also shows indicative 'potential mass transit' connection between Buckland Park, Virginia and Elizabeth. The project team responded to the final 30 Year Plan by addressing this new State Government Policy in the extent of the project study and the Urban Design Framework actions.

In undertaking the analysis of Virginia's strategic and planning context and the character of the existing town a number of key issues and opportunities were identified. In no particular order these are: _Infrastructure Provision (sewer, stormwater & flood) _Limited public transport _Infill development and accommodating growth

- _Housing mix -options for elderly & young
- _Town Centre prosperity and vibrancy
- _Reducing traffic impact
- _Community facilities
- _Horticulture employment generation
- $_$ Utilising heritage and open space
- _Connecting key uses and wayfinding
- _Improving township appearance
- _Pedestrian and cycle movement

1

2 1.1 Executive Summary

Participation by community members was an invaluable input into this project. The interests of local residents, land and business owners were evident by the great turn outs to both community sessions. The community was invited to input into the project during the analysis and ideas stage to enable the project team to draw on the local communities intimate knowledge of Virginia and learn about their aspirations for the future. This first session provided valuable feedback, detailed information and ideas that informed the project team's development of a draft urban design framework. Community review and feedback at the second session assisted in understanding participants opinions of the draft proposal and refining the ideas. The feedback received from the second community session demonstrated the large majority of respondents were supportive of the draft ideas and that the project team was on the right track.

Urban Design Framework

The analysis and community consultation stages of the project identified key issues and opportunities to be considered and addressed in thinking about developing an Urban Design Framework to guide the future of Virginia. These many issues and ideas have been synthesised into five high level strategies that set the vision for the future of Virginia. It is these five strategies that all the individual actions within the framework are working together to achieve over time.

Framework Strategies:

- _Underpin with Coordinated Infrastructure and Facilities
- _Planned Quality Development & Growth
- _Facilitate Prosperous & Vibrant Town Centre
- _Quality Connections
- _Enhance Town Character & Identity

Precinct Plan and Actions

To provide a structure to the Urban Design Framework the project study area for Virginia has been divided into seven precincts. Each precinct identifies an area that has plays a particular role in the physical form of the town, or has similar existing characteristics or for which a consistent aim or vision has been identified in the Strategies. The identified precincts are a organising tool in this document only and are not recommended 'zones' for the Development Plan although some precinct boundaries have been informed by understanding the existing development plan and some may influence future decisions about zones.

The identified precincts are:

- _Central Precinct
- _Commercial Focus Precinct
- _ Sport & School Precinct
- _Residential Infill Precinct
- _Established Residential Precinct
- _Southern Growth Precinct
- _Northern Future Growth Precinct

The actions identified across the precincts will be achieved in various different ways. As urban design is about the physical elements of a place many actions ultimately result in either council construction works or influencing what someone else (e.g a developer) constructs.

1.1 Executive Summary

Key Projects

Key Projects are construction works that can make a big contribution to the lives of the community, the character of a town & encourage private development or encourage visitors to stop or stay longer. Key Projects are usually of a reasonable scale and in a location that is important to the whole town rather than smaller more local actions ,that while important, won't have a great influence on the broader town. The three key projects for Virginia have been selected to achieve change across a range of important urban design issues including town centre vibrancy, quality connections, public space for community life and town identity.

Key Project A: Town Centre Streetscape Upgrade Project

_The aim of this project is to enhance the town centre as the central meeting place for shopping, services, and socialising. The streetscape upgrade will improve the identity and appearance of the centre and the experience for pedestrians, while facilitating safe local traffic movement and convenient parking

Key Project B: Institute Park Upgrade

_The aim of this project is to revitalise the park as a central space for community activities and outdoor recreation that attracts people of all ages and adds to main street activity and town character.

Key Project C: Town Backbone and Gateways _The aim of this project is to improve the quality of the arrival, particularly for pedestrians and cyclists and well as enhancing the appearance, character of Virginia and strengthen its identity as a unique township.

Implementation

To assist in effective implementation of the framework actions each action has been considered in terms of what type or types of activities are needed to achieve the action. Often actions will involve more than one step or activity to work towards the end aim. Identifying these sub steps upfront will mean appropriate planning and time frames can be applied to an action to ensure it is achieved over time. As the framework is made up of multiple actions across the identified precincts it is important to clearly priorities these. It is important to recognise that while Council will drive the implementation of the urban design framework, other key stakeholders play very important roles in contributing to the realisation and success of specific actions.

The aim of this Urban Design Framework is to stimulate positive change and set out a long term strategic vision for Virginia that responds to the state government directions of growth and builds on the positives of the existing town. This Urban Design Framework is a key document for Council in guiding future development, establishing land use policies and the strategic implementation of capital works improvement projects for Virginia. It is an important first step in the ongoing BLUEPRINT Townships initiative. Commitment from council to implementing the framework, along with involvement from key stakeholders such as state government, the community, business and land owners is fundamental to translating the framework from the page into a physical reality on the ground for Virginia.

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4 **1.2 The Project**

The City of Playford has initiated a BLUEPRINT Townships Project and appointed HASSELL to prepare Urban Design Frameworks for the townships of Virginia, One Tree Hill and Angle Vale. The Urban Design Frameworks are the important first step in the ongoing BLUEPRINT Townships project for council.

Urban Design is the term used to describe thinking about and designing the arrangement, appearance and function of towns, suburbs and cities. Urban Design thinking and projects are just as important and relevant for small country towns and suburbs as for large district centres or the centre of cities. As urban design is about the places we live and work in, urban design is important to everyone and everyone has something to contribute. 'Urban Design Frameworks' (UDF's) are projects supported by both local councils and the state government and have been undertaken in many other towns and suburbs around SA and interstate. This project is funded by City of Playford and Department of Planning and Local Government through the Places for People Programme.

The aim of an Urban Design Framework (UDF) is to stimulate positive change and set out a long term strategic vision for a place. UDF's include integrated analysis of the planning and design context and existing issues & opportunities and provide ideas and strategic directions on the future of an area. Key components are specific recommended actions and projects to achieve the strategic vision. Urban Design Frameworks assist Councils in guiding future development, establishing land use policies and the strategic implementation of capital works improvement projects.

1.3 Project Approach and Methodology

The project involved a number of stages including:

- _Analysis of the strategic and planning context and the existing urban form of the townships
- _Engagement with the community, elected members and council officers to gather feedback on identified issues and opportunities _Development of a draft framework ideas and review and refinement
- with community, elected members and council officers input _Preparation of a final Urban Design Framework report for
- presentation to council and the community for comment
- _The project is the result of the combined efforts of the project team, the City of Playford project working group and the essential input of the community participants, elected members and other specialist council staff.

HASSELL project team: David Bills Sky Allen Anthony Gatti with input from Jeremy Wood Chris Melsom Alun Chapman

City of Playford project working group: Keith Davis Greg Pattinson Paul Johnson Rachel Paterson Cate Atkinson

1.4 Overview

This report encapsulates the Urban Design Framework prepared for the township of Virginia by HASSELL for City of Playford as part of the BLUEPRINT Townships initiative . The introduction section explains the project background, aims and approach taken by the project team. Section two summaries all the analysis undertaken to understand the strategic and planning context of Virginia and the urban form of the town as it is today. Section three outlines the process and feedback resulting from the community consultation component of the project. Sections four and five cover the Urban Design Framework itself, including the high level strategies and detailed precinct actions. Section six describes the key projects that have been identified as part of the framework. Section seven focuses on how the Urban Design Framework can be implemented by prioritising the actions. The report is also supported by a number of relevant appendices.

The aim of the report is to explain the project process and the key inputs as well as succinctly and clearly articulate an Urban Design Framework that can act as the key document for council in making decisions and undertaking future planning and design work in Virginia.

1.5 Background

Northern Adelaide is undergoing significant change. In the last ten years there has been considerable residential and retail expansion along with increased provision of industrial land and a growing recognition of the importance and employment generating capacity of horticultural activities. Transport projects such as the Northern Expressway and Northern Connector are altering transport patterns in the north providing high speed access, particularly for heavy vehicles. Other projects such as the proposed Intermodal at Direk, expansion of the Bolivar pipeline, Playford Alive regeneration project and a major expansion of military facilities and personnel at Edinburgh should facilitate further economic growth and opportunities.

Playford's population is expected to grow and could increase by an additional 90,000 persons by 2036. A clear challenge is to continue to improve economic prosperity as well as providing an affordable housing and lifestyle mix for all. The three townships in the City of Playford, Virginia, Angle Vale and One Tree Hill offer different opportunities for residential and economic activity taking into account local context and community aspirations. The 2009 -10 Council Plan states that Playford will seek to *"Manage future visioning for townships and facilitate strategic planning for future long term development"*. This series of three Frameworks forms an important step in this process.

6 1.6 Study Area

The core study area comprises the township of Virginia and immediate surrounds including the urban growth area identified in the 30 Year Plan for Greater Adelaide.



Fig. 1.1_Project Study Extent

1.7 Previous Consultation

In recent times there have been a number of local and regional strategies or documents prepared that impact on all three townships. In accordance with best practice, the City of Playford engaged with the community to identify their views. This means that previous community feedback exists to help inform the engagement process for this project. Key themes of priorities and issues for each township derived from previous consultation include (in no particular order): _Lack of public transport and vitality and vibrancy of town centre

_Safe movement within township and impact of commercial traffic

- _Provision of infrastructure including drainage and mains sewerage
- _Population growth character, extension of township boundary?
- _Density and population mix
- _Improve appearance of township
- _Greater mix of cultural centres / temples and activities for children/ young people plus need for high school
- _Reinforcing the role of main office/horticultural distribution centres within the region

Consultation for the draft 30 Year Plan

In mid 2009, the State Government published the draft 30 Year Plan for consultation. The City of Playford responded to this engagement process in late September. The Council's submission outlined that:

- _Population growth is essential for the sustainability of both Virginia and Angle Vale, including the long term viability of Virginia's town centre
- _Virginia should expand north and south in the corridor between Port Wakefield Road and the Port Augusta-Adelaide railway line increasing population up to 23,000 persons
- _Angle Vale should expand north to the Gawler River, south to Curtis Road and east to the Northern Expressway increasing population up to 20,000 persons
- _All three townships lack key services, including community facilities, public transport, high schools and accessible health services. These services should be integrated and keep pace with dwelling construction. Models of governance should be explored to ensure delivery.

_Horticulture is integral in planning for the Virginia area

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2.1 Strategic and Planning Context

South Australian Strategic Plan

The South Australian Government, in responding to world trends and influences and to position our state for the future, has prepared the South Australian Strategic Plan. The Plan articulates six objectives intended to guide the future of the state over the medium to long term. These focus on prosperity, wellbeing, sustainability, creativity, communities and opportunities. Of particular note, Target T1.22 seeks an increase in South Australia's population to 2 million by 2050, with an interim target of 1.64 million by 2014.

Strategic Infrastructure Plan for South Australia 2005-2006

The Strategic Infrastructure Plan for South Australia was prepared by the Department for Transport, Environment and Infrastructure in order to guide new infrastructure investment by government and the private sector over the next 5 and 10 years. It is also used to improve the management and use of the state's existing infrastructure assets. The four broad aims of the Strategic Infrastructure Plan are:

_To coordinate infrastructure planning and construction across the State _To pursue more efficient and competitive infrastructure systems _To pursue and promote

sustainable development through sound planning and use of infrastructure _To meet future infrastructure demands in a timely and

Metropolitan Adelaide Industrial Land Strategy

innovative manner

The Industrial Land Strategy provides a review of supply and demand of industrial land within the metropolitan region ensuring that there is an adequate supply of development ready land available when required.

The government has identified three Strategic Industrial Areas which, based on their economic importance to the state, should be afforded long term protection from incompatible or competing uses. One of these major strategic industrial areas includes Edinburgh Park which is located to the south of the new Northern Expressway.

While, the Industrial Land Strategy does not identify land beyond the metropolitan region, it shows a high concentration of existing and future industrial land within the northern section of Adelaide.

The 30 Year Plan for Greater Adelaide

At the commencement of this project in January 2010 the South Australian Government had released the draft of the 30-year Plan for Greater Adelaide for public consultation. The final plan was released in mid February during the community consultation stage of the project. The Plan for Greater Adelaide aims to set regional targets for housing and population growth over the next 30 years. Furthermore, it will provide targets for jobs needed to sustain population targets, provide strategies to respond to climate change, identify transit corridors, growth precincts and land use priorities and identify areas for conservation and protection. It will be the primary document to set policy and principles for local government strategic plans,

Section 30 reviews and Development Plans.

The premise for the Plan is that, as a result of growth in, amongst others, mining, defence and education in South Australia over the next three decades, the State's population will increase by up to 600,000 residents, resulting in a demand for almost 250,000 additional dwellings in the Greater Adelaide area.

The Plan segments Greater Adelaide into 7 regions with the City of Playford located in 'Northern Adelaide'. Relevant policies and targets include:

- _80% of existing urban character largely unchanged
- _70% of all new metropolitan housing within established areas by end of Plan life
 _Maintain or improve primary production's share of economic activity in Greater Adelaide (protect 375,000 sqm)
 _Provide for limited expansion of key townships and sufficient other new growth areas for a 15-25 year supply of land
 _Make specific provision for
- employment lands in townships

The City of Playford's consultation submission to the State Government on the draft plan confirmed support for the Plan including key directions. The Council also outlined support for township growth particularly Virginia and Angle Vale.

The 30 Year Plan includes a significant new urban growth area at Buckland Park to the immediate north west of Virginia across Port Wakefield Road. Specifically for Virginia the 30 Year Plan identifies expansion of the existing township through 'future urban growth' to the south and north. The 30 Year plan sets a target for the northern townships (Virginia & Angle Vale) of an additional 4,800 new houses (12,700 new residents).



10 2.1 Strategic and Planning Context

Divided across the two towns this targets around 2,400 new houses (6,300 extra people) in Virginia over 30 years. The final 30 Year Plan extended the initial growth area (and targets) shown in the draft plan.

The 30 Year Plan also shows an indicative 'potential mass transit' connection between Buckland Park, Virginia and Elizabeth.

The project team responded to the final 30 Year Plan by addressing this new State Government Policy by extending the study area to reflect the growth areas and the ensuring the Urban Design Framework actions are consistent.

City of Playford Council Plan (2009-2013)

The Council Plan identifies the City of Playford's priorities over a 4-year period, defines its key strategic response and provides an annual budget to fund activities and therefore, it communicates Council's contribution to the realisation of the community vision, contained within the Playford Community Plan.

As a preamble the Plan states that "The recently released draft Plan for Greater Adelaide will shape how our City develops over the next 30 years. In response the Council will develop its position on what our City should look like when it is fully developed. In all probability it will provide for quite significant expansion of our townships which will require comprehensive master planning of these expanded urban communities"

The Plan identifies a series of key goals and objectives, including economic prosperity. Under this collective banner, the Plan identifies the need for strategic planning to accommodate population growth, visioning and management of the townships and the provision of sewerage to townships and growth areas.

The Plan identifies a series of key goals and objectives, including economic prosperity. Under this collective banner, the Plan identifies the need for strategic planning to accommodate population growth, visioning and management of the townships and the provision of sewerage to townships and growth areas.

The City of Playford Population Vision (2005)

This Vision was prepared as the first step in articulating a strategic vision about population growth in Playford.

The Vision provides a proactive response to the State Government's Prosperity through People Vision (achieving a population of 2 million by 2050. It seeks to form a strategic approach to ensure the Council can facilitate appropriate development and prosper without detriment to the existing environment, community and its values. This work has projected a population increase for Playford alone from 68,650 persons to 91,400 persons by 2016, an increase of 22,750 persons (forecast.id, Population Vision for City of Playford, 2003, 8) based on current local growth rates, land availability and current dwelling approvals.

Playford considered three population growth scenarios and considered it most likely that the population could double to around 130,000 people by 2050. This rate of growth is unlikely to be accommodated within existing available land at current dwelling low densities. For the City of Playford, appropriate strategies and will need to be developed and implemented. This may include promoting a variety of housing styles and densities, advocating a holistic review of the existing urban growth boundary (including township boundaries) and increasing dwelling densities.

2.1 Strategic and Planning Context

Metropolitan Context

Virginia is located approximately 30 kilometres from the Adelaide CBD and is one of three townships in the City of Playford. The remaining two; Angle Vale and One Tree Hill, lie to the east approximately 8 and 20 kilometres respectively.

Virginia is positioned south of the Gawler River on the Adelaide Plains. The Adelaide Plains is defined as the horticultural area to the north of Metropolitan Adelaide extending to Port Wakefield. This area contains approximately 20,000 ha of agricultural land and approximately 1200 growers, plus a mix of industrial, rural living, recreation and other uses.

Virginia is within the Urban Growth Boundary, although it forms a one of a series of smaller 'satellite' parcels of land separated from the significantly larger balance of urban lands within the boundary.

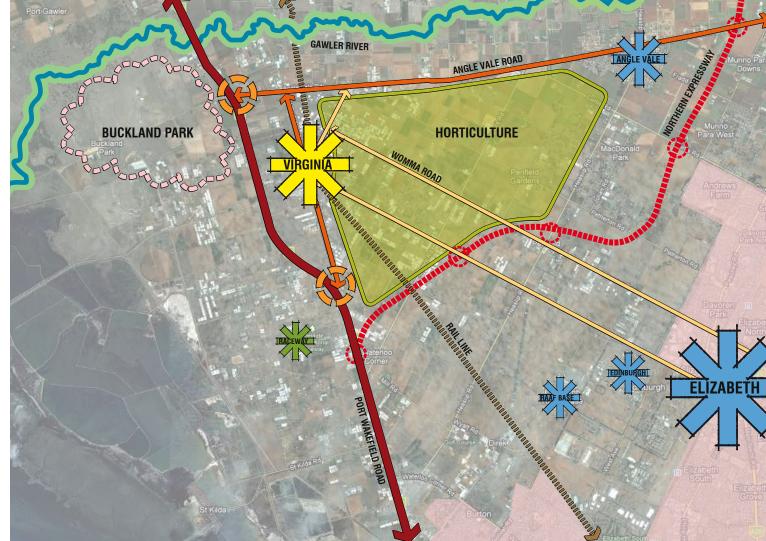


Fig 2.1_ Virginia Context Diagram



2.1 Strategic and Planning Context

12

Water Proofing Northern Adelaide

Metropolitan Adelaide's northern region includes the adjoining Councils of Playford, Salisbury and Tea Tree Gully.

The Water Proofing Northern Adelaide Project is the region's commitment to ensure future growth is sustainable and water is used as effectively as possible, it is a coordinated plan to Water Proof Northern Adelaide and sustain the region. It seeks to ensure northern Adelaide's 300,000 residents have potable and 'fit for purpose' water, while at the same time reducing Adelaide's reliance on the scarce resources of the River Murray.

This is to occur through reduced consumption, better management of existing systems and the use of pioneering technologies not yet in use anywhere in the world.

Development of Horticulture Industries on the Adelaide Plains A Blueprint for 2030 The Blueprint identifies the

Adelaide Plains' horticulture industry as being concentrated around Virginia and Angle Vale, with expansion likely to occur into the area around Two Wells. It seeks urban growth contained within planning boundaries and identifies that township development and expansion is inclusive of buffer areas. In this, Angle Vale and Virginia are most relevant to horticulture.

The Blueprint suggests the Virginia 'horticulture cluster' should be preserved and expanded where production, packaging, processing and support industries are located in close proximity.

Gawler River Floodplain Management Authority (GRFMA)

The Gawler River is the largest and most significant watercourse in the Northern Adelaide Plains. Flows in the Gawler River are seasonal with most occurring throughout the winter. On average, large flood flows occur every 10 years.

The GRFMA was established in response to the multiple floods which occurred in 1992. Since its inception the GRFMA has established a work program which has addressed the following issues:

- _In 2007 the construction of a flood control dam on the North Para River
- _The raising of the dam wall of the South Para Reservoir and modifications to the spillway _Completion of the flood Mapping Project.

The flood mapping project has had special significance to the Virginia and Angle Vale areas. It recommends the construction of levees throughout the length of the Gawler River. By doing so, in the case of a 100 year ARI flood event:

 The flood hazard for Angle Vale would be rated as low and approximately 112 hectares of land would be protected
 The floodwaters affecting Virginia would be reduced and approximately 168 hectares of land would be protected.

2.1 Strategic and Planning Context

City of Playford Development Plan

The township of Virginia contains four zones: Residential (Virginia): Primarily for detached dwellings on individual allotments no less than 1200sqm

Town Centre: Primarily for smallscale convenience shops, offices, businesses and services, and local community facilities

Flood Plain (Virginia): Primarily for a limited amount of lowdensity residential development on allotments no smaller than one hectare in size.

Commercial (Virginia): Primarily for commercial purposes, although small-scale light industries and service industries acceptable

The township is surrounded by a Horticultural Zone on all sides.

Hinterland Development Plan Amendment (DPA)

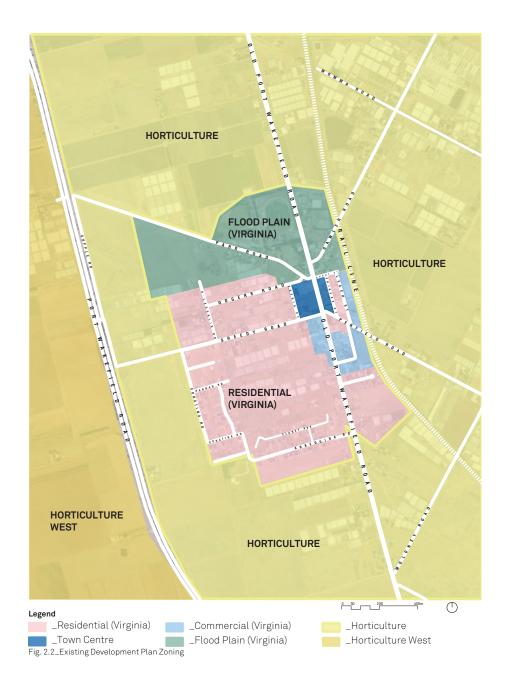
The City of Playford recently undertook consultation on a

Township and Hinterland Development Plan Amendment (DPA). The intent of this DPA was to prepare a set of Objectives and Principles of Development Control to guide future development and built form in the three townships.

Key outcomes sought were: _Consistency of policies _Updated Structure Plans _40m vegetated buffers around the townships _Potential higher density in Angle Vale _Extension of Angle Vale township boundary

The DPA was withdrawn from consultation in late 2008 due to considerable public concern regarding policies, in particular the proposed buffers.

In March 2009, the Council resolved not to proceed with the DPA. A revised DPA may be prepared following completion of this Framework.





14 **2.2 Character**

2.2.1 Land Use & Economic Activity

Virginia comprises a mix of residential, retail, recreational, industrial and horticultural uses. Virginia functions as a trade and service centre for neighbouring areas comprising a mix of uses greater than required for a township of this size (particularly bulky good sales). The town has become a significant packing and processing location for food grown outside of the region.

In 2006, Virginia contained approximately 230 allotments with a township population of approximately 700. Recent land division has increased the number of allotments by approximately 170 However, a substantial amount horticultural land remains primarily positioned on the elongated allotments west of Old Port Wakefield Road.

Retail activity (approx 5,500sqm) is generally confined to the north and west, straddling either side of Old Port Wakefield Road. Recreational and educational activity takes place north of Park Road. The balance of the town comprises low density residential dwellings and a mix of industrial uses to the western edge. The Development Plan contains four zones that recognise this mix within Virginia.

Key Features

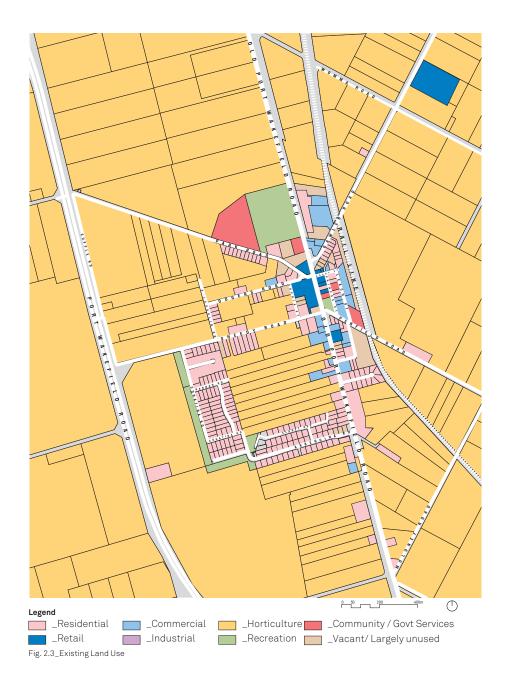
_Virginia and Eradis Shopping Centres _Virginia Primary School - 5ha, 300 student capacity _Virginia Oval _New land releases such as Virginia Grove _Virginia Nursery

Key Issues

 Expansion and upgrade of retail and service provision and relationship to Buckland Park
 Balanced provision of commercial uses associated with horticulture within and adjacent to the township
 Residential population and housing mix
 Release of existing horticultural land

Key Opportunities

Increasing residential opportunities
Mix of housing types facilitated by provision of sewer
Retain and enhance retail and commercial mix
Distinguishing boundaries between town and surrounding horticulture uses



small cul-de-sacs and regular

size. Analysis undertaken in

ha of undeveloped land in the

The built form of Virginia is

diverse in scale and character.

under construction residential

storey setback from the street

There are retail and commercial

a larger bulk. These buildings

buildings along the main street of

vary in quality and interface with

the street differently. Many are

The horticultural green house

significant impact on the built form character of Virginia with

greenhouses in the central part

There are also six local heritage

identified on Figure 2.4. These

are concentrated around Phineas

of town have fallen into disrepair.

structures currently have a

their significant size. Many

listed places in Virginia as

Street in the centre of town.

dominated by car parking.

The form of established and

houses, are primarily single

with open front yards.

town.

2008 identified approximately 50

02____Understanding Virginia

2.2 Character

2.2.2 Urban Form, Built Form & Heritage

Virginia was laid out in 1858 primarily to serve travellers moving north. The growth of the township was relatively slow until market gardening began to develop in the late 1960's. There is significant greenhouse and market gardening evident in the township particularly the run of elongated allotments within the central sector of the township.

The township is constrained by the PortAugusta-Adelaide railway line to the east and consequently the town extends further westward towards Port Wakefield Road. Four roads converge radially onto Old Port Wakefield Road defining the centre of the township. The subdivision pattern generally comprises a series of girds aligned at ninety degrees to Old Port Wakefield Road with a tighter cluster of allotments around the town centre.

New subdivisions in the south and east of the township comprise linear streets with

allotments generally 1200sqm in Key Features

- _Heritage listed Virginia Institute
- _Heritage listed churches _Greenhouses in a range of conditions
- _Various types of buildings along Old Port Wakefield Road

Key Issues

_Condition of older buildings, greenhouses and vacant land _Difference in scale & style between residential and large commercial sheds

Key Opportunities

- _Large areas of town not yet developed- can achieve quality development
- _Improve town centre design and appearance
- _Enhance park and street setting of heritage Virginia Institute



16 **2.2 Character**

Key Features

2.2.3 Landscape Character & Open Space

The shape of Virginia township and significant areas of undeveloped land within the township mean the landscape plays a significant role in the character of the town.

The variety horticultural crops and associated greenhouses create a productive, open landscape character. This type of landscape also opens up long views particularly to the hills in the east as a point of different to the flatness of the immediate plains.

Within the township, the Institute Park and the Oval are the principal open spaces. Both of which feature large mature trees.

As part of the new Virginia Grove residential subdivision a corridor of open space has been created that also manages stormwater. While the planting is only young this corridor, which includes a local playground, is contributing a new type of space to the open space character of the town. _Market gardens, particularly Greenhouse structures within township

- _Sections of vineyards amongst the market gardens
- _Oval ringed by mature pine trees
- _Mature trees along key roads into town _Long views of the hills to the
- east

Key Issues

- _Some greenhouses in poor condition, particularly within township
- _Lack of street trees in sections _Access to open space for entire township
- _Large open space on far north some distance from residential in south of town

Key Opportunities

- _Extending areas of road side tree avenues
- _Develop an open space network to serve current and future needs
- _Surrounding horticultural landscape contributes to clear
- township edges
- _Future function of buffer bordering Virginia Grove
- _Biodiversity/Green links to Gawler River.







Fig. 2.5_Landscape Character

2.2 Character

2.2.4 Movement & Access

The township sits parallel to Port Wakefield Road and the Port Augusta-Adelaide Railway line. It is well connected to adjoining areas by a series of roads stemming from Old Port Wakefield Road.

The Port Augusta- Adelaide Railway line does not carry local commuter traffic. however it carries significant freight and interstate passenger trains.

Within the township, Old Port Wakefield Road is the dominant thoroughfare. This road carries the highest volume of traffic up to 4500 vehicles (including 380 commercial vehicles) AADT in latest estimates.

The 900 bus route connects Virginia to the regional centres of Elizabeth and Salisbury, and interchanges with the Gawler Rail Line. The route has a twice weekday morning and late afternoon service.

Most commercial properties contain off street parking. On street parking is permitted along Old Port Wakefield Road.

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Shopper parking is available in the Virginia Shopping Centre car park (160 spaces).

Residential car ownership is very high in Virginia, in part, reflecting demand and poor public transport accessibility

The walkabilty of Virginia is impacted by large expanses with no street connections, lack of footpaths and shady street trees outside of the main shopping precinct

Development at Buckland Park west of Port Wakefield Road is likely to have an impact on traffic movement within the township.

Key Features

Old Port Wakefield Road as main street _Port Augusta- Adelaide Railway line

Rd as key local connectors _Low grain local street pattern

Kev Issues

Previous consultation has raised concern regarding the number of heavy vehicles using the local road network. Some reduction is anticipated with the

opening of the Northern Expressway. _Pedestrian and cycle connectivity is poor with minimal connections between land uses (i.e Oval. town centre). Newer residential subdivisions are also poorly linked to the town centre.

- _Old Port Wakefield Road has some tree planting and footpaths, however, it remains a vehicle dominated route that is not attractive for pedestrian or bike activity
- _Future needs at key intersections to accommodate any increase in local traffic resulting from Buckland Park

Key Opportunities

- _Improved bike and pedestrian connections to key destinations _Reduction in through movement by commercial vehicles with opening of Nexy
- _Penfield Rd, Gawler Rd and Park _Streetscape improvements to Old Port Wakefield Road _Managing traffic flows within
 - township _Improved public transport
 - _Proximity to Port Wakefield Road
 - _Long term mass transit options indicated in the 30 Year Plan for Greater Adelaide



18 **2.2 Character**

2.2.5 Community & Destinations

Virginia has a diverse multicultural community with many persons from a non-English speaking background. This includes significant Vietnamese, Italian and Greek communities.

Employment is strongly based on the surrounding horticultural region accounting for approximately 25% of the township's workforce.

The local community is generally older with less children at home. It has a substantial 'work at home' component and is highly vehicle dependent.

Virginia contains a strong mix of facilities for a township of its size. However the existing services and possibly new services will need to cater for the planned growth in population.

Local community destinations and services are clustered in the town centre and the northern section of town. Virginia Nursery is currently the main attractor of visitors to the area but is located north east of the township proper.

Key Features

A mix of facilities including: _Virginia Primary School _Virginia Horticultural Centre _Virginia Oval and Recreation Centre _Virginia Institute _Local Retail _Churches

Key Issues

Improving pedestrian/bike connections to and between existing destinations
Future demand for other services as population grows. What is viable?
e.g. child care, aged care, fitness centre, secondary school and police station

Key Opportunities

Linkages between Town Centre and school, oval and playground
Ongoing prosperity and expansion of shopping facility within Town Centre
Centrally located undeveloped land provide logical location for any additional services
Retirement accommodation
Supporting ongoing and new activities in the recreation centre and Institute









2.2 Character

2.2.6 Infrastructure

Virginia is an established township served by electricity, gas, water and telecommunications. A notable exception is the lack of main sewer connection. This results in on site treatment using systems such as septic waste disposal. In part, this requires larger allotments and poses an additional risk in flooding events. Investigations are ongoing into the provision of sewage treatment.

The northern part of the township is subject to flooding from the Gawler River. The Gawler River Floodplain Management Authority have investigated floodplain mapping and options for future mitigation.

The township is relatively flat and stormwater flows need to be carefully addressed. Recent work has commenced in latest subdivisions to ensure that water flows to the southwest, not towards the town centre.

Key F eatures

_Flooding risk in northern sections

- _Waste water managed through individual septic systems _Stormwater management varies
- Key Issues

 Addressing flooding risk through broader Gawler River strategies
 Comprehensive stormwater management across the town
 Environmental risks of septic systems & restrictions of housing choice
 Limited extent of mains water provision outside the immediate town boundaries

Key Opportunities

- Provision of communal sewer (main, CWMS) would allow for allotments less than 1200sqm.
 Integrated stormwater solutions that enhance open space character
- _Reduction of flooding risk releases northern areas for development
- _Under grounding of power lines in the central retail area along Old Port Wakefield Road
- _Extension of mains water to services new subdivisions north and south of Virginia and at Buckland Park increase access for surrounding rural residents





2.2 Character

2.2.7 Town Centre

As part of the character analysis to understand Virginia the town centre was examined in greater detail, reflecting its importance in the life and character of the town.

Key Features

- _'Bookended' by key intersections
- _Lively 'main street' style retail/ commercial with adjacent shopping centre
- _Institute building and park
- _Large visually dominant car park

Key Issues

- _Quality of pedestrian routes varies
- _Overhead powerlines impact on street trees
- _Number of undeveloped sites and run down buildings

Key Opportunities

- _Build on 'good bones' with improved streetscape and private redevelopment
- _Enhance Institute Park as central community space



Park Rd Intersection & link to school/oval Central intersection & important route to the school, oval and recreation centre





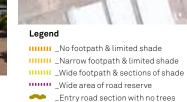


Fig. 2.9_Town Centre Analysis





Gawler Rd Intersection Potential northern entry to 'main street'



stitute Building & Park Enhance this central community space



Penfield Rd Intersection Potential southern entry to 'main street'

2.3 Key Issues and Opportunities

In undertaking the analysis of Virginia's strategic and planning context and the character of the existing town a number of key issues and opportunities were identified. Often an issue can also be considered an opportunity whereby new possibilities, improvements or potential are created.

In no particular order these are:

Infrastructure Provision (sewer, stormwater & flood)

- _How a communal sewer system could address environmental risks, housing choice and stimulate development within the town
- _Current flooding risks are to the northern area of Virginia and there are future opportunities if this risk is reduced
- _Effective management of stormwater to protect properties and opportunities to harness stormwater for reuse

Limited public transport

- _Current limited bus service and its impact on the community
- _Opportunities for improved services as a result of growth in the population

Infill development and accommodating growth

_How to encourage development of vacant and under utilised land within the existing town to improve town character and vitality _Considering where, when and how Virginia might grow so as to positively contribute to the future of the town and community

Housing mix -options for elderly & young

_Currently limited options for elderly residents to 'down size' to smaller home within Virginia and age in their local community _Opportunity to provide a range of housing choices through communal sewer system and new development

Town Centre prosperity and vibrancy

_Maintaining and building on the vibrancy of main street retail by improving the appearance and identity

Reducing traffic impact

- _Balancing importance of commercial vehicle access to local businesses with the main street retail being an important place for pedestrians
- _Investigating future traffic movements with Nexy and Buckland Park

Community facilities

_Maximising the flexibility of existing facilities and planning for the expansion of facilities and new facilities as the town population grows over time

Horticulture - employment generation

_Recognising the central role of the horticultural industry for the town and strengthening the role of businesses that support the industry in the growth of Virginia

Utilising heritage and open space

_Enhancing and celebrating Virginia's heritage, both building and cultural to strengthen town identity and character _Opportunity to build a network of open space as the town grows

Connecting key uses and wayfinding

_Improving the routes between key destinations within the town and the presence of the town to passing visitors

Improving township appearance

_The combination of run down greenhouses, vacant lots and rough verges without street trees or footpaths impacts on overall town appearance.

Pedestrian and cycle movement

- _Currently limited footpaths outside of the main street make it unpleasant for pedestrians
- _Street upgrades and new subdivisions present opportunity to ensure quality footpaths and marked cycle lanes to provide alternatives to travelling by car

21



COMMUNITY CONSULTATION

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03 Community Consultation

3.1 Community Consultation Overview

Community Consultation is a central part of the project as outlined in the project approach.

The project team has reviewed previous community feedback to council to understand the history of key issues for people living and working in Virginia.

The community was invited to input into the project during the analysis and ideas stage to enable the project team to draw on the local communities intimate knowledge of Virginia and learn about their aspirations for the future.

This first session provided valuable feedback,detailed information and ideas that informed the project team's development of a draft urban design framework.

Community review and feedback at the second session assisted in understanding participants opinions of the draft proposal and refining the ideas.

3.2 First Consultation Session: Input and Ideas

The first session took the form of a three hour community workshop held at the Virginia Recreation Centre on the 8th of February 2010. Eighty five community members attended along with HASSELL project staff, Council elected members and officers.

The session was an interactive workshop in small groups, encouraging all particpants to contribute their thoughts. A set of three exercises was prepared for the first workshop. The first was a question, "What is your favourite thing about Virginia?" An analysis of Virginia, undertaken by HASSELL was then presented to the community and the participants were asked to comment on and prioritise the issues and opportunities raised in the analysis.

The final exercise was to brainstorm ideas about Virginia's future, the participants were asked to nominate what they would retain, change or introduce about Virginia around key themes. When asked what the resident's favourite things about Virginia were, there were two answers which resounded from the participants. These were, the friendly people and the community spirit and Virginia's location and the fact it had a country feel and town character. yet it was also close to Two Wells, Gawler and Elizabeth while not being too far from the city. Some of the other favourites were the multicultural community, the peace and quiet, the sporting clubs and activities, the main street and its shops, spacious blocks for families and space between neighbours, the Virginia nursery, the market gardens and their associated jobs and Virginia's History.

The key issues and opportunities presented by HASSELL, were largely agreed with by the community. The top issues and opportunities consistently nominated by multiple groups were; infrastructure provision, that being mains water, stormwater, flood mitigation and sewer, limited public transport, infill development and accommodating growth, town centre prosperity and vibrancy, improving township



Community Consultation 03

appearance and pedestrian and cycle movement When asked about Virginia's future there were many people which offered similar suggestions. There was an overwhelming response to retain the country town character of Virginia, the horticulture industry, the large blocks and the range of shops.

24

Many of the participants wanted to change several things throughout the town, the most frequently mentioned were to improve stormwater and flood infrastructure, improve footpaths and street trees, incorporate cycling facilities, better bus service, upgrade older buildings and greenhouses, improve the appearance of town entries, upgrade Old Port Wakefield Road, provide a choice of block size and upgrade the town centre park.

When asked what they would like to introduce the participants said that any new development should occur within existing township boundaries before growth happens outside, the town centre should be a focal point, there could be a regular growers market and a major event could be introduced, for

example a Horticulture expo. the fact that Virginia is a multicultural feedback forms and many other community should be celebrated via, for example, public art and there should be a greater variety of shops.

Complete minutes of the first consultation session are included in the appendicies.

3.3 Second Consultation Session: Presentation and Refinement

A draft Urban Design Framework, prepared by HASSELL, was presented at the Horticultural Centre in Virginia on the 22nd of February 2010. The draft Urban Design Framework was presented as a series of posters. accompanying these posters were key questions in which the participants were asked to write comments in response to the information provided on the posters.

There were 55 attendees and all were asked to fill out a feedback form. The participants were also presented three key projects and were asked to vote on which project they would like to see developed first.

HASSELL received 35 completed comments on posters and to project staff.

An analysis of the completed feedback forms indicated:

- _71% of respondents said they were either supportive or very supportive of the draft Key Strategies
- _65% of respondents said they were either supportive or very supportive of the draft Structure Plan
- _85% of respondents said they were either supportive or very supportive of the Key Projects that were suggested as the most important for the town _50% of respondents would like to see the Town Centre Streetscape Upgrade as the first priority Key Project







03 Community Consultation

The following is a summary of comments provided by the participants at the second community workshop in Virginia.

Question 1 asked Taking into consideration the State Government 30 year growth targets established for Virginia how supportive are you of the draft Key Strategies? There was a variety of answers ranging from very supportive to not supportive. Those who were supportive believed it was a good strategy to cater for the aged and a good way to bring in new residents and visitors, however the railway station needed to be re-engaged. Those who were unsupportive believed that the southern growth area needed to include park road and that Virginia and Buckland Park needed to be linked so that they could share resources.

Question 2 asked Taking into consideration the State Government 30 year growth targets established for Virginia how supportive are you of the overall structure plan? Results from this indicate a very similar response to Question 1.

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The main difference was concern that the proposed northern growth area is subject to floodwaters and this may have an impact on residents.

Question 3 asked How supportive
are you of the Draftmain comment was not to mix
packing sheds with houses.Recommended Actions for each
Precinct?Commercial Precinct:

Established Northern Precinct: Of the comments in this precinct 71% were supportive of the proposals, of those neutral to the proposal, the comments were to include Park Road in the in the Residential Growth area and to ameliorate Waterloo Corner.

Town Centre Precinct: Comments provided on the Town Centre precinct were supported by 86% of the participants. However additional information provided stressed the importance of providing sewerto allow redevelopment of older buildings

Mixed Use Infill Precinct: Comments on the Mixed Use Infill precinct were mixed. 43% supported the proposals, while 37% were neutral to them. A poster comment mentioned that this area provides good opportunity for retirement living so people can age in their community. Of the 6% that disagreed to the proposals the main comment was not to mix packing sheds with houses.

Commercial Precinct: Results from the Commercial precinct showed that 69% of residents supported the proposals. 9% did not support the proposals. Of those who supported and those who did not support the proposal the main comment was the commercial precinct needs to be bigger and Old Port Wakefield Road needed to accommodate safe commercial vehicle access.

Established Residential Precinct: Comments on the Established Residential precinct were largely positive and showed that 74% of the respondents supported the proposal and 17% were neutral to the proposal. The main issues emerging from this precinct were in regards to stormwater and flood management.

Southern Growth Precinct: The Southern Growth Precinct is the first area of land to be released in accordance with the 30 Year Plan for Greater Adelaide. 60% of respondents supported, 23% were neutral, and 9% were against the proposal. Comments regarding this area included the importance of having a water management plan including sewerage.

Northern Future Growth Precinct: The Northern Future Growth Precinct is the second area of land to be released in accordance with the 30 Year Plan for Greater Adelaide. 54% of respondents supported, 23% were neutral, and 11% were against the proposal. General comments regarding this area brought up the issue of flooding and issues with the proximity to the Jeffries compost plant.

Question 4 asked How supportive are you of the key projects suggested as the most important for the town as a whole? The majority of respondents for this question were supportive or very supportive. 11% were neutral and there was no one who did not

support the proposal. Generally comments were supportive of the proposals and respondents agreed that the town does need a facelift as it is looking tired and rundown, however there were comments that aged care facilities, sewerage and a bus service are also needed.

The draft Urban Design Framework presented at the session and a complete summary of the feedback from the second community session is included in the appendices.

03____Community Consultation

26 **3.4 Issues outside scope of** project

The summaries on the previous pages and the detailed record of feedback (see appendices) demonstrate the high level of interest from the Virginia community in expressing their concerns and ideas on a range of issues.

Some points that were raised, while valid and important are outside of the scope of an urban design framework for the township and in some cases outside of the direct influence of council. However these comments have been recorded for council's reference.

Some issues that were raised that are outside of the project boundary but are worth drawing council's attention to include issues with the impact of the new Northern Expressway on surrounding local road network. Also the impact of the Jefferies compost plant on the amenity of neighbouring properties

3.5 How Community ConsultationInformed the Final Urban Design Framework

Participation by community members was a invaluable input into this project. The interest of local residents, land and business owners was evident by the great turn outs to both community sessions.

The feedback received at the first community session provided confirmation on much of the project team's analysis and also identified specific issues and ideas that came from resident's intimate local knowledge of their town.

An example includes knowledge about local flooding risks and the restrictions septics have placed on redeveloping existing commercial buildings.

The feedback received from the second community session demonstrated the large majority of respondents were supportive of the draft ideas and that the project team was on the right track. Information was gathered on particpants opinions on key project priorities which reinforced the project team thinking that improvements to the main shopping strip should be the first priority.

Feedback at the second session also identified specific actions that had not been picked up in the draft ideas such as a greater focus of facilitating a prosperous commercial sector in the town that is appropriatly located with good vehicle access.

FRAMEWORK STRATEGIES

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Framework Strategies 04

28 4.1 Introduction

4.2 Strategies

The analysis and community consultation stages of the project identified key issues and opportunities to be considered and addressed by the Urban Design Framework to guide the future of Virginia.

These many issues and ideas have been synthesised into five high level strategies that set the vision for the future of Virginia. The individual actions within the framework will work together to achieve these strategies over time.

4.2.1 Underpin with Coordinated Infrastructure and Facilities

Underpinning Virginia with the necessary infrastructure and facilities sets up the foundation for other private development and a vibrant community.

Infrastructure includes power, mains water, waste water management, flood and stormwater management, gas and telecommunications and internet connection. Facilities include community facilities managed by councils such as local open space and community centres.

Effective management of the flooding risk to Virginia from the Gawler River is critical for the town, particularly to facilitate future growth to the north. Linked housing choice for different life to this is implementing comprehensive stormwater management infrastructure throughout the town. Stormwater management that is part of a Water Sensitive Urban Design (WSUD) approach to the design of new subdivisions and upgrade of

existing streets can utlise stormwater as an asset to irrigate landscaping and enhance open spaces and town character.

Implementation of a communal sewer system for all future residential subdivisions and consequently extension throughout the existing town will deliver multiple benefits. A communal sewer system (either mains connection or CETS) removes the environmental risks septics are prone to in low lying areas like Virginia. A communal sewer system will also facilitate redevelopment of existing businesses in the town centre. Importantly sewer allows a range of block sizes that provide stages, including retirement living so residents can age in their own community close to family.

As part of provision of mains water to new subdivisions north and south of Virginia and nearby Buckland

Park endevour to extend the coverage of mains water infrastructure to rural areas surrounding Virginia.

A connected network of open space is important to provide 'green infrastructure' for the community that delivers multiple services including recreation, stormwater management and improving micro climate. Planning and implementing an open space network, including enhancing existing facilities at the recreation centre and Institute Park over time, can provide these services for the growing population. Planning and delivering apprioriate infrastructure by thinking ahead with consideration for the future population and community needs will ensure growth in Virginia is well supported.

04____Framework Strategies

4.2 Strategies

4.2.2 Planned Quality Development & Growth

State Government policy in the 30 Year Plan for Greater Adelaide is for 'future urban growth' to the south and north of the existing township boundaries of Virginia and sets new dwelling targets (refer to planning section 2.X for further details). This identification of growth presents an opportunity for proactive forward looking planning so that the growth positively contributes to Virginia's futue.

Undertaking comprehensive and integrated planning for township growth areas will ensure so that new development is coordinated and positively contributes to Virginia's future and character. Effective planning for growth areas can also facilitate a prosperous commercial sector in Virginia to service the horticulture industry and provide local jobs.

Developing clear structure plans for growth areas that address key infrastructure and facilities, street connections & open space will create a tool for Council and give clear direction for developers. Growth areas are to include design initatives that contribute to improved sustainability including block solar orientation, harnessing stormwater, walkable street network and street and open space planting to improve micro climate and biodiversity.

The formulation of straight forward and clear built form guidelines for different locations or types of buildings will be important to ensure new developments and redevelopments make a positive contribution to their streetscape and the overall character of Virginia. 4.2.3 Facilitate Prosperous & Vibrant Town Centre

The 'town centre' of Virginia is considered to be the section of Old Port Wakefield Road between the Gawler Rd intersection and just south of the Penfield Rd intersection and includes the street blocks either side. This is the retail heart of the town and also includes the Institute building and park. The character, vibrancy and prosperity of its centre is very important to any community and strongly influences overall town character.

Virginia's main street has 'good bones' in that all its retail and other key services are grouped logically along the main street with ample car parking. Old Port Wakefield Road is a busy street and it is important to balance traffic movement with the role of the town centre as a place for people.

Upgrading the streetscape of the town centre can deliver multiple benefits for Virginia including

enhancing the experience for pedestrian and improving the centre's attractiveness to shoppers and visitors.

Importantly it also can install greater pride and confidence in the adjacent businesses and property owners and act as a catalyst for upgrades to existing buildings or new developments on currently vacant sites. It is important to influence any such new development so that it positively contributes to the centre 's role and character.

There is opportunity to build upon the Institute building and park as a wonderful central community facility that adds to the vibrancy of the town centre. Enhanceing these facilities will ensure they can cater for Virginia's population as its grows and be a central meeting place that celebrates the town's community and character.

04____Framework Strategies

30 4.2 Strategies

4.2.4 Quality Connections

Connections are routes for any form of getting around, by vehicle, public transport, walking, cycling, wheelchair, gopher or pram.

'Quality' encompasses the importance of connections being logical, safe, easy to move along, enjoyable and atrractive. It also captures the importance of connections being of quality for all the different ways of getting around, not just cars.

Ensuring all new subdivisions include street networks that connect to existing streets will provide clear and safe connections to important destinations, including for pedestrians and cyclists.

Focusing on improving existing local residential streets for walking & cycling that form routes to and between important destinations will achieve the greatest impact. The design key roads & intersections to manage traffic flows as Virginia & Buckland Park grow over time will also need to facilitate heavy vehicle access to commercial businesses.

Facilitating in street designs space for public transport routes and stops will assist in lobbying for the improvements to public transport connections to nearby centres & rail to cater for the existing and growing community.

4.2.5 Enhance Town Character & Identity

The character and identity of a town is formed from a combination of its history, its physical form and its community.

Town character isn't static, it changes over time and character can sometimes be influcenced by negatives attributes as well as positive aspects of a town.

The community of a town are central to the town character and have the most capacity to influence character and to articulate what parts of town character they would like to project and what they might like to improve into the future.

Utlising landscape features such as existing roads, landscape corridors, street planting and the surrounding horticulture will reinforce new town edges and Virginia as a distinct township.

Celebration of Virginia's history, location and community though public art in Key Projects and at key open spaces and facilities can add to town character.

Developing guidelines will ensure new subdivisions contribute to the country town character through quality local residential streets and consistent house setbacks.

URBAN DESIGN FRAMEWORK

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32 5.1 Introduction

The role of an Urban Design Framework is to apply the high level Strategies to the physical urban form of Virginia. The urban design framework brings together Virginia as it is today and the future vision outlined in the Strategies.

Each individual action is intended to contribute to achieving one or more of the high level strategies. Refer to Appendix A (page X) for a table that nominates which strategies each action is contributing towards. The table illustrates that many individual actions are relevant to multiple strategic aims.

5.2 Concept Diagram

A Concept Diagram is a simple conceptual sketch that encapsulates the key elements of the urban design framework.

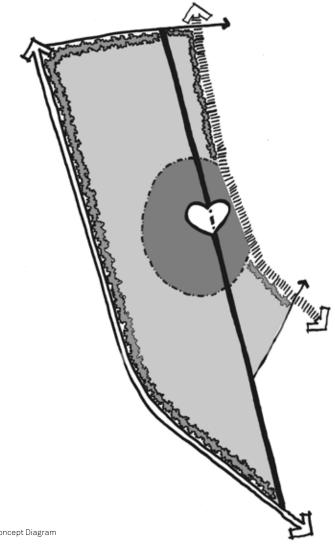
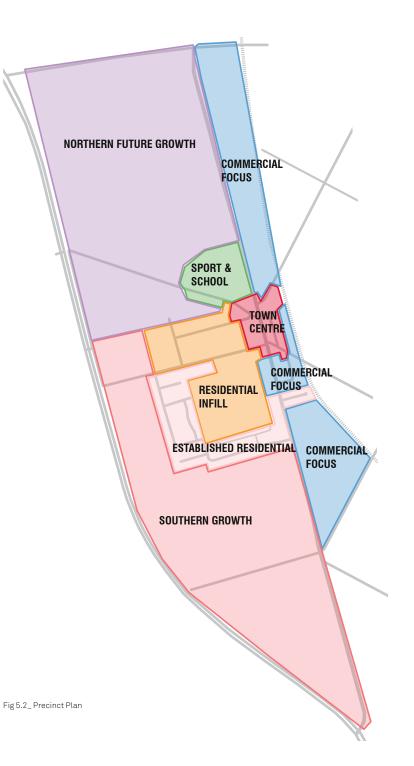


Fig 5.1_Concept Diagram

5.3 Precinct Plan

To provide a structure to the urban design framework the project study area for Virginia has been divided into seven precincts. Each precinct identifies an area that has plays a particular role in the physical form of the town, or has similar existing characteristics or for which a consistent aim or vision has been identified in the Strategies.

The identified precincts are a organising tool in this document only and are not recommended 'zones' for the Development Plan although some precinct boundaries have been informed by understanding the existing development plan and some may influence future decisions about zones.





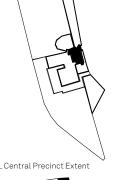


Fig 5.3_Central Precinct Extent

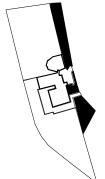


Fig 5.4_ Commercial Focus Precinct Extent

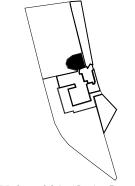


Fig 5.5_Sports & School Precinct Extent

5.4 Precinct Descriptions and Intents

5.4.1 Central Precinct (CP)

_This precinct is the heart of Virginia, the town centre including shops, post office, Wheatsheaf Hotel, Institute Building & park _The main street is supported by the adjacent blocks that include the Church, some residential & the petrol station

_The precinct also includes the car parks associated with various shops and several undeveloped sites

_The town centre will build and enhance its role as a pedestrian friendly bustling retail, social & community hub with quality enjoyable streetscapes, a well utilised park surrounded by attractive commercial buildings with both families and the elderly living in nearby housing.





5.4.2 Commercial Focus Precinct (CF)

_This precinct is made up of three parts, the central established section and proposed future sections to the north and the south all siting between Old Port Wakefield Road and the rail line _The commercial focus precinct will be made up of a range of commercial businesses that service the local community and the surrounding horticulture industry. The precinct will provide businesses with access to large blocks with minimal interface with residential and direct access for commercial vehicles off Old Port Wakefield Road.

_The businesses will present quality 'shop fronts' and landscaping to Old Port Wakfield Road that contribute the attractiveness of this important main street

5.4.3 Sport & School Precinct (SS)

- _This precinct is in the existing Flood Plain zone and includes the primary school, oval & recreation centre, a vacant block and residential across Park Road
- _With effective resolution of the flooding risk this precinct will become more centrally located within growing Virginia and improvements to these important facilities will strengthen their role









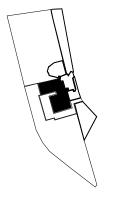


Fig 5.6_ Residential Infill Precinct Extent

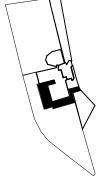


Fig 5.7_ Established Residential Precinct Extent

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5.4.4 Residential Infill Precinct

_This precinct is within the existing town boundary east of the town centre and Old Port Wakefield Road and is currently mostly greenhouses with a few existing houses

_The very central location of this precinct means this precinct has a large impact on town character and also great potential.

_The precinct can be a key central residential neighbourhood for all life stages where residents can make the most of its excellent proximity to the town centre and school and oval.

_The precinct will be formed by a connected street network and include local open space

_Delivery of a communal sewer system will facilitate creation of a residential neighbourhood that includes a range of block sizes (minimum in the order of 600sqm) and some semi-detached, retirement living and short term accommodation for seasonal workers.

_Allowing this mix of block sizes (the average still within low density range) could assist in 'unlocking' individual land parcels & encouraging important development that strengthens the core of the town

5.4.5 Established Residential Precinct

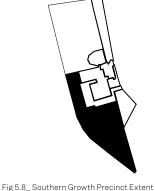
- _This precinct includes the new residential subdivision Virginia Grove & other established houses on Natalie Drive.
- _This precinct will mature as houses are constructed on the recent subdivision and landscaping grows

_The stormwater management corridor will be coordinated with surrounding new development to integrate this important infrastructure and open space element in the growing town









5.4.6 Southern Growth Precinct

_This area, which is currently horticultural land has been identified in State Government 30 year plan for town growth between 2010 & 2025

_This precinct can become new residential neighbourhoods that are well planned with connected streets, local open spaces and modern infrastructure.

_The residential neighbourhoods will respond to location, provide different lifestyle options and contribute to reinforcing town character

_The new western edge of this precinct will be separated from busy Port Wakefield Road by a mult functional landscape corridor



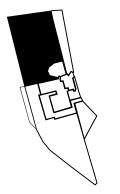


Fig 5.9_Northern Future Growth Precinct Extent

5.4.7 Northern Future Growth Precinct

- _This area is currently horticultural land and is within the Gawler River Flood zone
- _The area is identified in State Government 30 Year Plan for town growth after 2025

_Horticultural use should continue until development of the Residential Infill and Southern Growth Precincts has occured

_Effective resolution of the flooding risk needs to occur as part of planning for future growth into this precinct

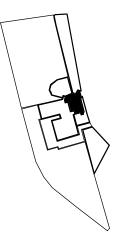
_In the long term this precinct can become new residential neighbourhoods that are well planned with connected streets, local open spaces and modern infrastructure.

_The residential neighbourhoods will respond to location, provide different lifestyle options and contribute to reinforcing town character

_The new western edge of this precinct will be separated from busy Port Wakefield Road by a mult functional landscape corridor







5.5 Precinct Actions

5.5.1 Central Precinct (CP)

CP.1 (1)Key Project: Town Centre Streetscape Upgrade (KP.A) _Comission a Master Plan for the

upgrade of the Old Port Wakefield Rd streetscape & intersections between the Horticulture Centre to the north and the service station to the south.

_Plan the upgrade to be delivered in stages _Refer to Key Projects KP.A for the further details (page 52)

CP.2 (2)

Key Project: Institute Park Upgrade (KP.B)

_Comission the design of an upgrade of the Institute Park _Refer to KP.B for futher details (page 52)



_Key Project Boundary



_Key placemaking location



(3)

(4)

05____Urban Design Framework

5.5.1 Precinct Actions: Central Precinct (CP) continued

CP.3 Facilitate Development that adds to the Town Centre

- _The significant number of undeveloped and underdeveloped sites in the Central Precinct present an opportunity to guide the types & physical design of future development to positively reinforce the town centre.
- _Review the Development Plan to ensure development of vacant/under developed sites or redevelopme positively contributes to the character & functionality of the town centre.
- _Encourage and facilitate the use of undeveloped sites within the Central Preinct as the best location for any future retail, retail scale commercial, community & government services

CP.4 Influence Future Car Park Locations to Improve Character

- _Positioning buildings along the footpath edge is important for a strong main street character. Large expanses of car parking are best located to the side or rear of the main street
- _Review the Development Plan to ensure development or redevelopment in the Central Precinct locates car parking to the rear of blocks off the secondary side streets
- _Any extension or redevelopment of the shopping centre should include shops along Old Port Wakefield Rd instead of the current large expanse of car parking.

CP.5 Improve Pedestrian Street Connections

- _Park Road: Construct a footpath & introduce shady street trees along the southern verge
- _Gawler Road: Construct a footpath & introduce street trees in coordination with stormwater drainage upgrade
- _Sophia St & Sheedy Rd: Construct quality footpaths as adajcent sites redevelop, including stormwater drainage
- _Penfield Rd: Construct a footpath & introduce street trees on the southern verge to create a balanced gateway with the existing trees on the northern side
- _Bardy and Phineas Sts: Construct footpaths that coordinate with the two Key Projects (page X)

CP.6 Improve Uniting Church link

- _Liase with the Uniting Church regarding feasibility of formal pedestrian link between Phineas & Leach Streets as part of sustainable landscaping of church grounds
- _Investigate funding grant options to assist the church





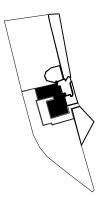






(6)

38



5.5.2 Precinct Actions: Residential Infill Precinct (RI)

Actions

(1) RI.1 Prepare a Structure Plan for Precinct

- _Develop a structure plan for the precinct and include as part of a Development Plan Amendement (DPA)
- _Include provisions that allow a range of block sizes facilitated by communal sewer system (minimum in the order of 600sqm for detached houses)

(2) RI.2 Facilitate uses that positively interface with retail centre

_Encourage through development plan mechanisms future land uses and built form that positively support the neighouring town centre _Such uses may include commercial offices, home offices, government services



Fig. 5.11_Residential Infill Precinct Actions Diagram

Legend _Indicative Primary Street Connections (-----) _Indicative Secondary Street Connections



_Key Location for Specifc Uses

_Indicative Location of New Open Space _Indicative Integrated Stormwater

200m







40 5.5.2 Precinct Actions: Residential Infill Precinct (RI)

(3) RI.3 Create Logical and walkable Street Network

- _Clearly indicated in a structure plan key street connections to achieve a quality street network
- _Extend the alignment of existing streets O'loughlin Rd, Odgers Rd, Hannah Rd and Coratina Rd
- _Introduce new streets that maintain the existing grid alignment
- _Emphasise north-south streets to achieve east-west lots to maximise passive solar design opportunities

(4)RI.4 Achieve central & multi functional open space

- _Plan a central open space of appropriate area and dimensions to perform multiple functions including:
 - _Local recreation park
 - _Key pedestrian link in a larger clear and quality route from the established residential precinct and southern growth precinct to the town centre
 - _Stormwater management
 - _Quality green outlook for neighbouring properties
- _Ensure the open space is located and designed to best practice as a key facility

5 RI.5 Integrate Stormwater management & Extend existing local park

_Achieve integration of stormwater management strategies in any proposed subdivisions with an overall management plan for the town, including the existing detention infrastructure in the Established Residential Precinct



RI.6 Facilitate logical location for Key Accommodation Types

_As part of contributing to Virginia's residents having access to a range of housing options for different life stages encourage through the Development Plan and liason with developers the development of Retirement Living style housing in a location that provides residents with proximity to the town centre and public transport routes

Facilitate private development that addresses the local need for short term accommodation for horticulture workers in a central location within walking access of key facilities

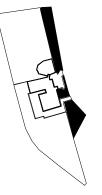


(6)

RI.7 Pedestrian Link between Odgers and Park Roads

_As part of any redevelopment of this land aim to achieve a public pedestrian link to improve connections to the school and oval, subject to compatibility with the proposed development





5.5.3 Precinct Actions: Commercial Focus Precinct Actions

1 CF.1 Resolve Flooding Risks to the Northern Section of the precinct

_As part of broader management of the Gawler River flood risks, mitigate flooding risks north of Gawler Road to facilitate future commercial development

2 CF.2 Key Project: Town Backbone & Gateways (KP.C) Old Port Wakefield Rd South Streetscape

_Refer to Key Projects KP.C page 58

(3) CF.3 Review Old Port Wakfield, Moloney and Nash Roas Intersection

_ Review this intersection and Moloney Road's capacity to cater for local access of commercial vehicles to future commercial developments



Legend _Potential Development Site _Main Street Enhancement



Planting



50 100

200m



42 5.5.3 Precinct Actions: Commercial Focus Precinct

(4) CF.4 Key Project: Town Backbone & Gateways (KP.C) Moloney Intersection Gateway

_Refer to Key Projects KP.C page 58

(5) CF.5 Facilitate Commercial development cluster

_Rezone the section of the precinct south of the Natalie Dr housing to facilitate the extension of the types of commercial activities within the established commercial area, including commercial activity that supports the horticulture industry and 'home industry'

Include in the Development Plan requirements for quality street interfaces through quality buildings, car parking location and landscaping

6 CF.6 Achieve Landscape Corridor along Rail Line

_As part of amendments to the development plan require new commercial developments to contribute to the achievement of a landscape corridor along the edge of the rail line to reinforce the town boundary and create opportunities for improved biodiversity.

7 CF.7 Key Project: Town Backbone & Gateways Penfield Road Gateway Refer to Key Projects KPC page 58

_Refer to Key Projects KP.C page 58

8 CF.8 Enhance landscape setting of heritage Church

Liase with the church regarding interest and potential funding sources for sustainable landscaping of the church grounds. Planting will contribute to the setting of the heritage church and the streetscape of Penfield Road as a town 'gateway'









- CF.9 Key Project: Town Backbone & Gateways Enhance Old Port Wakefiled Rd North Streetscape _Refer to Key Projects KP.C page 58
- (10) CF.10 Key Project: Town Backbone & Gateways Northern Town Centre Gateway _Refer to Key Projects KP.C page 58

(1) CF.11 Key Project: Town Backbonw & Gateways Gawler Road Gateway _Refer to Key Projects KP.C page 58

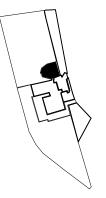
(12) CF. 12 Key Project: Town Backbonw & Gateways Future North Gateway

_Refer to Key Projects KP.C page 58

(13) CF.13 Facilitate Commercial development cluster

_Rezone the section of the precinct north of the existing Flood Plain Zone boundary to facilitate the extension of the types of commercial activities within the established commercial area, including commercial activity that supports the horticulture industry and 'home industry'

_Include in the Development Plan requirements for quality street interfaces through quality buildings, car parking location and landscaping



5.5.4 Precinct Actions: Sport & School Precinct (SS) Actions

1 SS.1 Improve Pedestrian Street Connections

_Construct a footpath along the southern vege of Park Road _Construct a footpath on the Park Road northern verge west of the school to cater for future pedestrians in the Northern Future Growth Precinct

2 SS.2 Enhance Link to Recreation Centre

_This access point via Park Rd presents a better pedestrian route than Old Port Wakefield Road and will also see increased use as residential areas to the south develop

_Create a strong entrance to the shared car park and recreation centre beyond that includes entrance signage and/or community art, a dedicated pedestrian path, safe low speed vehicle access, and shaded car parking



Legend _Potential Development Site _Pedestrian Link Improvements



_Key Placemaking Location

_Upgrade Facilities



(3) SS.3 Review Car parking facilities

_Liase with Recreation Centre users to consider potential improvements to car parking facilities & arrangements _Consider action SS.5 in any short-medium term upgrades

(4) SS.4 Improve Connection between School sports fields & Community Oval

_Liase with the Primary School to investigate improvements to the pedestrian path and informal connection between sporting grounds

5 SS.5 Facilitate Future Pedestrian/Bike link from Northern Growth Area

_As development occurs in the Northern Growth Precinct create a quality pedestiran and bike link through to the oval and school and the town centre via Park Rd

6 SS.6 Resurface Tennis Courts

_Monitor the condition of the tennis courts and schedule future resurfacing in the future

(7) SS.7 Facilitate appropriate Development

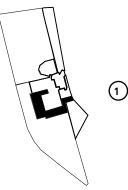
- _The vacant land adjacent to Park Road is an ideal site for any additional education or children services such as childcare or other government services
- _Land uses that can interface with the recreation centre, particularly the playground, in a positive way and provide opportunities for casual surviellance should be strongly encouraged







44



5.5.5 Precinct Actions: Established Residential Precinct (ER) Actions

ER.1 Improve Pedestrian Street Connections

_As subdivision development occurs in the adjacent Southern Growth and Residential Infill Precincts that create through pedestrian routes, construct quality footpaths with shady street trees on Hannah and Coratina Roads

2 ER.2 Consider Open Space & Stormwater Corridor in holistic planning for Southern Growth Precinct

As part of structure planning for the Southern Growth Precinct consider how existing stormwater management can be integrated with future strategies and/or potentially consolidating southern stormwater management in the proposed landscape corridor along Port Wakefield Rd and changing sections of the existing corridor north of Coratina Rd to residential blocks _Retain the component with the playground as a local park

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ths with shady
n Hannah and
s
Open Space &
prridor in holistic
puthern Growth
cture planning for
Growth Precinct
existing
anagement can
with future
I/or potentially

_Indicative Primary Street Connection Indicative Secondary
Street Connection



50 100

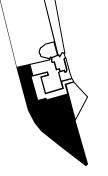
200m











5.5.6 Precinct Actions: Southern **Growth Precinct**

SG. 1 Undertake Comprehensive (1)**Structure Planing**

_Develop an integrated structure plan for the precinct and include as part of a Development Plan Amendement (DPA) that includes:

- _Block size range and location
- _Quality Street Network
- _Stormwater management
- _Open Space Network

(2) SG.2 Create Logical and walkable Street Network

_Clearly indicated in a structure plan key street connections to achieve a quality street network _Extend the alignment of existing streets Hannah Rd and Coratina Rd

- _Introduce new streets that maintain the existing grid alignment
- _Emphasise north-south streets to achieve east-west lots to maximise passive solar design opportunities

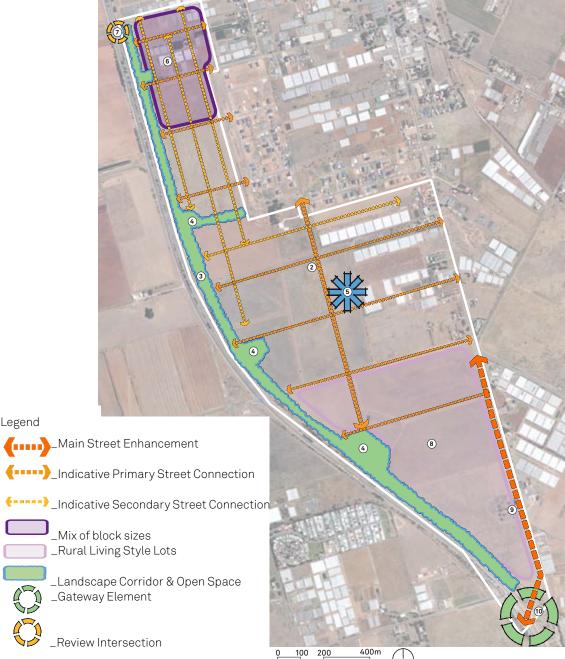


Fig. 5.15_ Souther Growth Precinct Actions Diagram

Legend

G

 $\checkmark \checkmark$

5.5.6 Precinct Actions: Southern Growth Precinct Actions

(3) SG.3 Achieve a Multi use Landscape Corridor to Reinforce Town Boundary & Identity

_Through a DPA require provision of a continuous landscape corridor along Port Wakefield Road that combines stormwater management, visual and sound buffer to the highway, recreation open space and biodiversity opportunities while providing a strong western boundary to the town.

_Ensure the detailed planting design of the corridor responds to bushfire management principles.



_Integrate the landscape corridor into the adjacent residential neighbourhourhoods by expanding at key points to form local neighbourhood parks

$\overline{5}$) SG.5 Achieve central & multi functional open space

_Plan a central open space of appropriate area and dimensions to perform multiple functions including:

_Local recreation park

_Stormwater management

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_Quality green outlook for neighbouring properties

_Ensure the open space is located and designed to best practice as a key facility

6) SG.6 Facilitate a range of block size choices in proximity to centre of town

_Accommodate through a DPA the development of a range of block sizes (minimum around 600sqm) in this northern part of the precinct supported by a communal sewer system



SG.7 Plan for future of Supple Road Intersection

Consider future traffic access to Port Wakefield Road as Virginia grows, having consideration for the influence of Buckland Park on traffic movement

(8) SG.8 Use Rural Living style blocks to 'bookend' the town proper

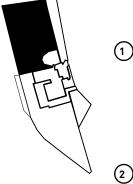
_Containing the Commercial Focus Precinct on the eastern side of Old Port Wakefield Road to the north of Moloney Road results in the intersection of Moloney and Old Port Wakefield Road acting as a clear 'threshold' to the town.

_Reinforce the Moloney intersection as a key gateway by allowing only 'larger' residential blocks (min 1500sqm up to 4000sqm) that create a 'rural living' southern 'bookend'

SG.9 Key Project: Town Backbone & Gateways (KP.C) Enhance Old Port Wakfield Rd South Streetscape _Refer to Key Project KP.C page 58

SG.10 Key Project: Town Backbone & Gateways (KP.C)
 Port Wakfield Road Gateway

_Refer to Key Project KP.C page 58



5.5.7 Precinct Actions: Northern Future Growth Precinct (NF)

1 NF.1 Investigate and Resolve Flooding Risks

_As part of broader Gawler River flood management, mitigate the risks of flooding to this precinct prior to any structure planning or subsequent development.

NF.2 Undertake Comprehensive Structure Planning

_Develop an integrated structure plan for the precinct that includes:

_Block size range and location _Quality Street Network _Stormwater management

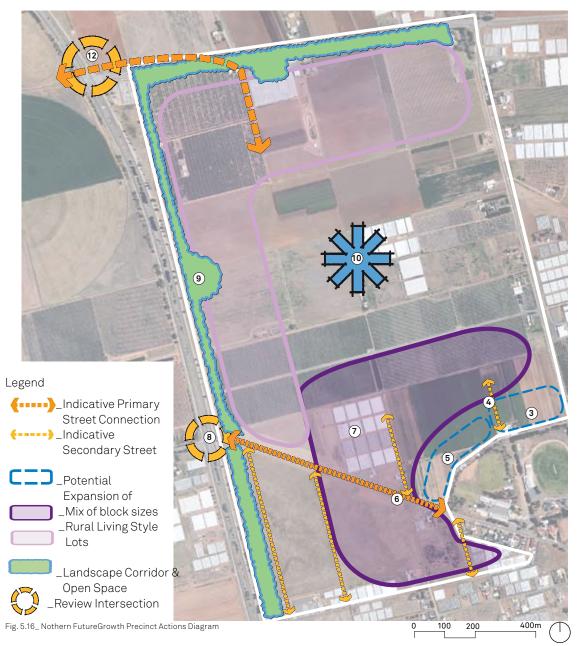
_Open Space Network

(3) NF.3 Plan for Future Recreation Needs as Population Growths

 Investigate the need for expansion of existing recreation facilities to cater for the estimated future population
 Clearly nominate an appropriate area to accommodate any additional facilities

4 NF.4 Plan Direct link to the School & Recreation Centre

_Include a clear direct route from the north as part of a Structure Plan indicative street network to be delivered as part of future development



5.5.7 Precinct Actions: Northern Future Growth Precinct (NF) Actions

(5) NF.5 Plan for the future of the Primary School

_Liase with the Education department to investigate the need to nominate any land adjacent to the existing primary school for potential expansion to cater for the estimated future population

(6) NF.6 Park Road Streetscape Improvements

_As adjacent land redevelops achieve streetscape improvements including, drainage, safe bike routes, footpaths and shady street trees

(7) NF.7 Housing mix central to services & destinations

_Facilitate a range of block sizes and housing types, supported by communal sewer system, to cater for different life stages, to make the most of this central location with proximity to the school, oval and town centre

NF.8 Park Rd-Port Wakefield Rd Connection

(8)

_Consider future traffic access to Port Wakefield Road as Virginia grows, having consideration for the influence of Buckland Park on traffic movement

(9) NF.9 Achieve a Multi use Landscape Corridor to Reinforce Town Boundary & Identity

_Through a DPA require provision of a continuous landscape corridor along Port Wakefield Road and Angle Vale Road that combines stormwater management, visual and sound buffer to the highway, recreation open space and biodiversity opportunities while providing a strong western boundary to the town.

_Ensure the detailed planting design of the corridor responds to bushfire management principles.



NF.10 Achieve central & multi functional open space

_Plan a central open space of appropriate area and dimensions to perform multiple functions including:

_Local recreation park

_Stormwater management

- _Quality green outlook for neighbouring properties
- _Ensure the open space is located and designed to best practice as a key facility

NF.11 Use Rural Living style blocks to 'bookend' the town proper

_Designate the most northern and western areas of the precinct (furthest from the town centre) as larger'rural living' style blocks (1500sqm - 4000sqm) to provide housing & lifestyle choice and reinforce the edge of Virginia and its distinctness from Buckland Park to the north west.

(12)

(11)

NF.12 Plan Northern Connections to Port Wakefield Rd & Buckland Park

_Develop strategic traffic network plans for future transport movement between Buckland Park, Virginia and Old Port Wakfield Road, including the potential mass transit route nominated in the 30 Year Plan for Greater Adelaide, with particular consideration for local impacts on the Northern Future Growth precinct



KEY PROJECTS

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6.1 Key Project Selection

The actions identified across the precincts will be achieved in various different ways which is further explained in the Implementation section on page 61. As urban design is about the physical elements of a place many actions ultimately result in either council construction works or influencing what someone else (e.g a developer) constructs.

Key Projects are construction works that can make a big contribution to the lives of the community, the character of a town & encourage private development or encourage visitors to stop or stay longer. Key Projects are usually of a reasonable scale and in a location that is important to the whole town rather than smaller more local actions, that while important, won't have a great influence on the broader town.

As the implementation of all of the recommendation actions will happen over many years the Key Projects are nominated as priority projects for the council to pursue in the short to medium term.

Key Projects must address a location and issue that is in council's juristiction and be achieveable from a design and budget perspective and be able to be logically delivered in stages if necessary.

The three key projects for Virginia have been selected to achieve change across a range of important urban design issues including town centre vibrancy, quality connections, public space for community life and town identity.

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KP.A : Town Centre Streetscape Upgrade Project

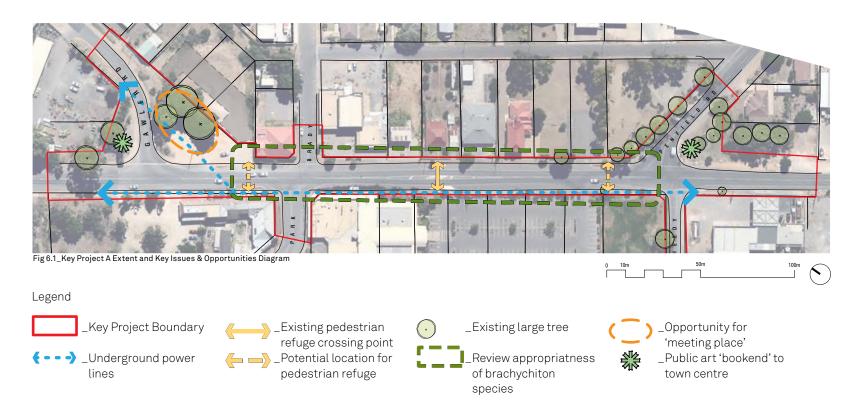
- _Commission the design of a master plan for the upgrade of the Old Port Wakefield Road streetscape
- _The scope of the master plan should include Old Port Wakefield Road between the Horticulture Centre to the north and the service station to the south and incorporate the intersections with Sheedy Rd, Penfield Rd, Brady St, Park Rd and Gawler Rd
- _The aim of the project is to enhance the town centre as the central meeting place for shopping, services, and socialising. The streetscape upgrade is therefore working to improve the identity and appearance of the centre and the experience for pedestrians, while facilitating safe local traffic movement and convenient parking

As part of Key Project A:

- _Plan the master plan so that it can be delivered in logical and achievable stages that respond to budget roll outs and construction management issues for local businesses and traffic.
- _Seek funding to underground over head powerlines between Sheedy Road and Gawler Road at a minimum. This will significantly improve capacity for large attractive shady street trees at regular intervals
- _Undertake a Movement Study to review and provide design solutions for all forms of movement within the town centre; pedestrian, cycle, car, commercial vehicle, public transport and parking.
- Liaise with Department of Transport, Energy & Infrastructure (DTEI) as the managing agency of Old Port Wakefield Road north of the Penfield Road intersection
- _Coordinate the design with the design proposal for Key Project B: Institute Park Upgrade



_Examples of Streetscape Upgrades from left to right; Pomona Qld, Ceduna SA, Bacchus Marsh Vic, Bacchus Marsh Vic and Mitchelton Qld



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Fig 6.3_Artist impression of how the town centre could change in the future

KP.B : Institute Park Upgrade

- _Commission the design of a master plan for the upgrade of the Institute Park
- _The project scope should include the Institute building and Penfield Road and Phineas Street verges and the design must be coordinated with the design of Key Project A.
- _The aim of the project is to revitalise the park as a central space for community activities and outdoor recreation that attracts people of all ages and adds to main street activity and town character.

As part of Key Project B:

- _Celebrate the heritage Institute building by improving the heritage 'curtilage' particularly its frontage to Old Port Wakefield Road by moving the bus stop to the immediate south.
- _ Survey the existing mature trees to establish a strategy for integrating the trees into the design and managing long term health
- _Consider the suitability of a public toilet facility, possibily intergrated into the Institute building facilities
- _Rationalise car parking to behind the Institute building and to the street edges of the park to make the central space for people.
- _Create a activity and event area next to the Institute building that can easily accommodate community events such as markets,fairs, expos or Christmas carols.
- _Include picnic tables , comfortable benches and some play elements under the beautiful trees to create an attractive space for families and visitors
- _Include public art in either functional park furniture and/or sculptural elements to celebrate the unique history of Virginia and its multi culture community.
- _Review the Institute building to identify any potential necessary improvements to make the most of the adajent park spaces.



Examples of contemporay park play elements and seating





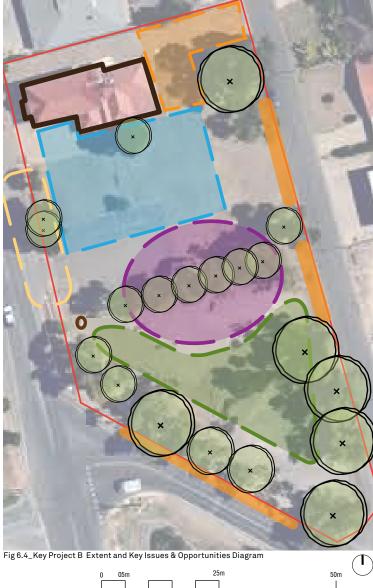




Fig 6.5_Institute Park today



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58 KP.C: Town Backbone & Gateways

- _Commission the design of a strategy to improve the approaches and gateways into Virginia.
- _Along key roads into Virginia there are existing and future sections that impact on the experience of 'arriving' at the edge and central part of town. These points are key 'gateways' that influence town character, way finding and traffic speed.
- _The design strategies need to respond to the fact that the act of arriving is a movement and therefore stretches of street, rather than static points can contribute to gateway elements.
- _Gateway designs should aim to improve the quality of the arrival, particularly for pedestrians and cyclists and well as enhancing the appearance and character of Virginia.

Old Port Wakefiled Rd North Streetscape

- _Upgrade stormwater drainage between the town centre and northern boundary of the oval and extend north as adjacent development occurs. Ensure stormwater management techniques facilitate commercial vehicle movement & business access
- _Widen shoulders to provide safe bike routes
- _Plant regular shade trees to the northern boundary of oval and extend north as development occurs

Northern Town Centre Gateway

- _The approach along Old Port Wakefield Road and arrival at the oval signals the northern arrival in the town centre
- _In the future the intersection of Old Port Wakefield Road and Angle Vale Road will form the northern gateway to the expanded township, however the 'oval gateway' will remain an important signifier of the town centre

Gawler Road Gateway

- _Gawler Road is a secondary local gateway to the higher order primary gateways on Old Port Wakefield Rd but is still important
- _The rail line forms a strong threashold with strong view lines to the mature pines at Gawler Road's intersection with Old Port Wakefield Rd in the town centre
- _Enhance this gateway with strong tree avenue plantings





_Examples of creative signs and gateway elements from Ararat Vic, Cockburn WA and hardy street landscaping

Key Project C: Town Backbone & Gateways (KP.C)

Old Port Wakefield Rd South Streetscape

- _Implement stormwater management south of Arbequina Road having consideration for commercial vehicle movement
- _Construct footpaths between the town centre and Arbequina Road
- _Widen shoulders to provide safe bike routes south of Arbequina Dr
- _Consoilidate existing street tree plantings with infill, particularly on the eastern verge between the town centre and Natalie Dr
- _Extend new street tree plantings south of Arbequina Road as development occurs

Penfield Road Gateway

- _Penfield Road is a secondary local gateway to the higher order primary gateways on Old Port Wakefield Rd but is still important. _The rail line forms a strong threashold with strong view lines to
- Penfield Roads termination with Old Port Wakefield Rd
- _Enhance this gateway with strong tree avenue plantings

Southern Town Gateway

_As the southern section of Commercial Focus Precinct develops the intersection of Old Port Wakefield Rd with Moloney Rd will act as a clear arrival point into Virginia from the south.

_Reinforce the Moloney intersection as a key gateway

Port Wakefield Road Gateway

- _The intersection of Old Port Wakefield Road with Port Wakfield Road Highway is a key access point to the town.
- _It is important to enhance the 'presence' of Virginia on the highway to improve way finding for vehicles, encourage visitors and celebrate pride in Virginia and its community.
- _Design a unique gateway element that includes creative signage elements and is legible to vehicles traveling at speed













IMPLEMENTATION

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A key aim of the Urban Design Framework is to identify specific actions and importantly how and when each action is to be instigated and achieved. To assist in effective implementation of the framework actions each action has been considered in terms of what type or types of activities are needed to achieve the action.

Often actions will involve more than one step or activity to work towards the end aim. Identifying these sub steps upfront will mean appropriate planning and time frames can be applied to an action to ensure it is achieved over time.

As the framework is made up of multiple actions across the identified precincts it is important to clearly priorities these. The following page explains the thinking behind how the actions have been prioritised and also estimated time frames for achievement 'on the ground'.

It is important to recognise that while Council will drive the implementation of the urban design framework, other key stakeholders play very important roles in contributing to the realisation and success of specific actions. Where a stakeholder is considered to play a central role to achieving an action they have been identified.

Action Categories

Design/Technical Development

_Involves either investigation and/or resolution of a technical issue impacting on an action or preparation of a detailed design to achieve an action

_Often the first step in commencing an action that will ultimately be delivered through physical construction

Capital Works

_Physical construction work to council assets such as infrastructure, streets and parks

DPA Development Plan Amendment

_Involves Council making a change or addition to its Development Plan to influence private development.

_DPA's involve a formal public notification and consultation process in their own right

Liaison with others

_Council approaching, discussing and/or negotiating with organisations or individuals such as the state government, specific community groups (e.g. sports clubs), land owners or local businesses

Other Council Program

_A number of council's other programs may be able to contribute to some of the actions.

62 Priority Categories

1 First Priority

_Major impact on the existing town – in terms of facilities, amenity, character

and/or

_Key design, investigation, planning work needed to be undertaken now for future

and/or

- _Easy to deliver action to commence work 'on the ground'
- _Ideally all first priorities are commenced within 2 years and complete within 4 years

2 Second Priority

_Key action but not highest impact

and/or

_Addresses an issue that is not yet a major issue

_Ideally all Second priorities are commenced within 4 years and complete within 7 years

3 Third Priority

_Not as significant an impact on the whole town – more a local/ specific outcome

and/or

_Not required until future longer term development happens and/or

_Addressing a predicted future issue that is yet to occur

_Ideally all third priorities are commenced within 7 to 10 years

As Relevant Priority

_Achievement of action relates to instigation by others

_For example an action requires a private individual to instigate plans to develop a site before council can actively engage to achieve the desired outcome.

Key Stakeholders

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- DTEI Department of Transport, Energy and Infrastructure
- PSA Planning SA (part of Department of Planning & Local Govt)
- Com Community of Virginia, including community groups
- LO Land Owners
- BO Business Owners

Estimated Time frame Categories

- S Short Term 1-3 years
- M Medium Term 4-6 years
 - Long Term 7-10 years

Implementation Table by Precinct

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CODE	PRECINCT & ACTIONS		ACT	ION CAT	EGORY		KEY STAKEHOLDERS		ESTIMATED TIME FRAME
		Design/ Technical Development	Capital Works	DPA	Liaison with others	Other Council Program			
СР	Central Precinct								
CP.1	Key Project: Town Centre Streetscape Upgrade	\checkmark	\checkmark		\checkmark		PSA, DTEI, Com	1	S
CP.2	Key Project: Institute Park Upgrade	✓	\checkmark				PSA, Com	2	М
CP3.	Facilitate Development that adds to Town Centre			\checkmark	\checkmark		LO, B	1	S
CP.4	Influence Future Car Park Locations to Improve Character			\checkmark	\checkmark		LO	2	S
CP.5	Improve Pedestrian Street Connections	\checkmark	\checkmark					2	
CP.6	Improve Uniting Church Link				\checkmark	\checkmark	LO, Com	3	L
SS	Sport & School Precinct								
SS.1	Improve Pedestrian Street Connections		\checkmark					2	Mto L
SS.2	Enhance Link to Recreation Centre	\checkmark	\checkmark				Com	2	S to M
SS.3	Review Car parking facilities	\checkmark	\checkmark				Com	3	S to M
SS.4	Improve Connection between School sports fields & Community Oval		✓		\checkmark		LO, Com	3	М
SS.5	Facilitate Future Pedestrian/Bike link from Northern Growth Area	\checkmark	\checkmark				Dev	3	L
SS.6	Resurface Tennis Courts		\checkmark					2	М
SS.7	Facilitate appropriate Development			\checkmark	\checkmark		Dev	1	М



64

Implementation Table by Precinct continued

CODE	PRECINCT & ACTIONS		ACT	ION CATI	EGORY	KEY		ESTIMATED	
		Design/ Technical Development	Capital Works	DPA	Liaison with others	Other Council Program	STAKEHOLDERS		TIME FRAME
CF	Commercial Focus Precinct								
CF.1	Resolve Flooding Risks to the Northern Section								
CF.2	Key Project: Town Backbone & Gateways Old Port Wakefield Rd South Streetscape	\checkmark	\checkmark					2	S to M
CF.3	Review Old Port Wakefield, Moloney and Nash Roads Intersection	\checkmark						3	М
CF.4	Key Project: Town Backbone & Gateways: Moloney Intersection Gateway	\checkmark	\checkmark					3	Μ
CF.5	Facilitate Commercial development cluster			\checkmark	\checkmark		Dev	1	M to L
CF.6	Achieve landscape corridor along Rail line			\checkmark	\checkmark		Dev	As relevan	t M to L
CF.7	Key Project: Town Gateways Penfield Road Approach	\checkmark	✓				DTEI	3	М
CF.8	Enhance landscape setting of heritage church				\checkmark	\checkmark	Com, LO	3	М
CF.9	Key Project: Town Backbone & Gateways: Enhance Old Port Wakefield Rd North Streetscape	\checkmark	\checkmark				DTEI	2 to 3	M to L
CF.10	Key Project: Town Backbone & Gateways: Northern Town Centre Gateway	\checkmark	\checkmark				DTEI	3	Μ
CF.11	Key Project: Town Backbone & Gateways: Gawler Road Gateway	\checkmark	\checkmark				DTEI	3	Μ
CF.12	Key Project: Town Backbone & Gateways: Future North Gateway	\checkmark	\checkmark				DTEI	3	L
CF.13	Facilitate Commercial development cluster			\checkmark	\checkmark		Dev	1	M to L
ER	Established Residential Precinct								
ER.1	Improve Pedestrian Street Connections		\checkmark					2	M to L
ER.2	Consider Open Space & Stormwater Corridor in holistic planning for Southern Growth Precinct	\checkmark		\checkmark	\checkmark		Dev	1	S to M

Implementation Table by Precinct

CODE	PRECINCT & ACTIONS		ACT	ION CAT	EGORY	KEY			
		Design/ Technical Development	Capital Works	DPA	Liaison with others	Other Council Program	STAKEHOLDERS		TIME FRAME
SG	Southern Growth Precinct								
SG.1	Undertake comprehensive structure planning	\checkmark		\checkmark			Dev	1	S
SG.2	Create Logical and walkable Street Network	✓		\checkmark			Dev	As relevar	S
SG.3	Achieve a Multi use Landscape Corridor to Reinforce Town Boundary & Identity	✓	√	\checkmark			Dev	As relevan	t S to M
SG.4	Widen the Landscape Corridor at key points to deliver linked local Open Space	\checkmark	\checkmark	\checkmark			Dev	As relevan	t S to M
SG.5	Achieve central & multi functional open space		\checkmark	\checkmark			Dev	As relevan	t S to M
SG.6	Facilitate a range of block size choices in proximity to centre of town			\checkmark			Dev	As relevan	t Ongoing
SG.7	Plan for future of Supple Road Intersection	\checkmark					DTEI	3	М
SG.8	Use Rural Living style blocks to 'bookend' the town proper			\checkmark			Dev	As relevan	t S to L
SG.9	"Key Project: Town Backbone & Gateways Enhance Old Port Wakfield Rd South Streetscape"	\checkmark	✓				Dev	3	L
SG.10	"Key Project: Town Backbone & Gateways (KP.C Port Wakfield Road Gateway") 🗸	\checkmark				DTEI	2	Μ
NF	Northern Future Growth Precinct								
NF.1	Investigate and Resolve Flooding Risks	\checkmark	✓	\checkmark	\checkmark		GRFMA	1	Ongoing
NF.2	Undertake Comprehensive structure planning	\checkmark		\checkmark			Dev	3	L
NF.3	Plan for Future Recreation Needs as Population Growths	n 🗸			✓			3	L



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Implementation Table by Precinct continued

CODE	PRECINCT & ACTIONS		ACT	ION CAT	EGORY	KEY		ESTIMATED	
		Design/ Technical Development	Capital Works	DPA	Liaison with others	Other Council Program	STAKEHOLDERS		TIME FRAME
NF.4	Plan Direct link to the School & Recreation Centre	\checkmark					Dev	3	L
NF.5	Plan for the future of the Primary School	\checkmark					Dedu	3	L
NF.6	Park Road Streetscape Improvements		\checkmark					3	L
NF.7	Housing mix central to services & destinations			\checkmark				3	L
NF.8	Park Rd-Port Wakefield Rd Connection	\checkmark					DTEI	3	L
NF.9	Multi use Landscape Corridor Reinforces Town Identity	\checkmark		\checkmark			Dev	3	L
NF.10	Achieve central & multi functional open space	\checkmark		\checkmark			DEV	3	L
NF.11	Use Rural Living style blocks to 'bookend' the town proper			\checkmark				3	L
NF.12	Plan Northern Connections to Port Wakefield Rd & Buckland Park	\checkmark					DTEI	3	L
RI	Residential Infill Precinct								
RI.1	Prepare Precinct Structure Plan	\checkmark		\checkmark			Dev	1	S
RI.2	Facilitate uses that positively interface with retail centre			✓				As relevan	t S to L
RI.3	Create Logical and walkable Street Network	\checkmark		\checkmark			Dev	As relevan	t S to L
RI.4	Achieve central & multi functional open space	\checkmark		\checkmark	~		Dev	As relevan	t S to L
RI.5	Integrate Stormwater management & Extend existing local park	\checkmark		\checkmark			Dev	As relevan	t S to L
RI.6	Facilitate logical location for Key Accommodation Types			\checkmark	\checkmark			As relevan	t S to L
RI.7	Pedestrian Link between Odgers & Park Rds			\checkmark	\checkmark		Dev	As relevan	t M to L

CONCLUSION

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08____Conclusion

68 The aim of this Urban Design Framework is to stimulate positive change and set out a long term strategic vision for Virginia that responds to the state government directions of growth and builds on the positives of the existing town.

> The framework outlines specific actions that are achievable over time and together will work to achieve the high level strategies that set the vision for the future of Virginia.

> This Urban Design Framework is a key document for Council in guiding future development, establishing land use policies and the strategic implementation of capital works improvement projects for Virginia. It is an important first step in the ongoing BLUEPRINT Townships initiative.

> Commitment from council to implementing the framework, along with involvement from key stakeholders such as state government, the community, business and land owners is fundamental to translating the framework from the page into a physical reality on the ground for Virginia.