

VIRGINIA MAIN STREET CONCEPT

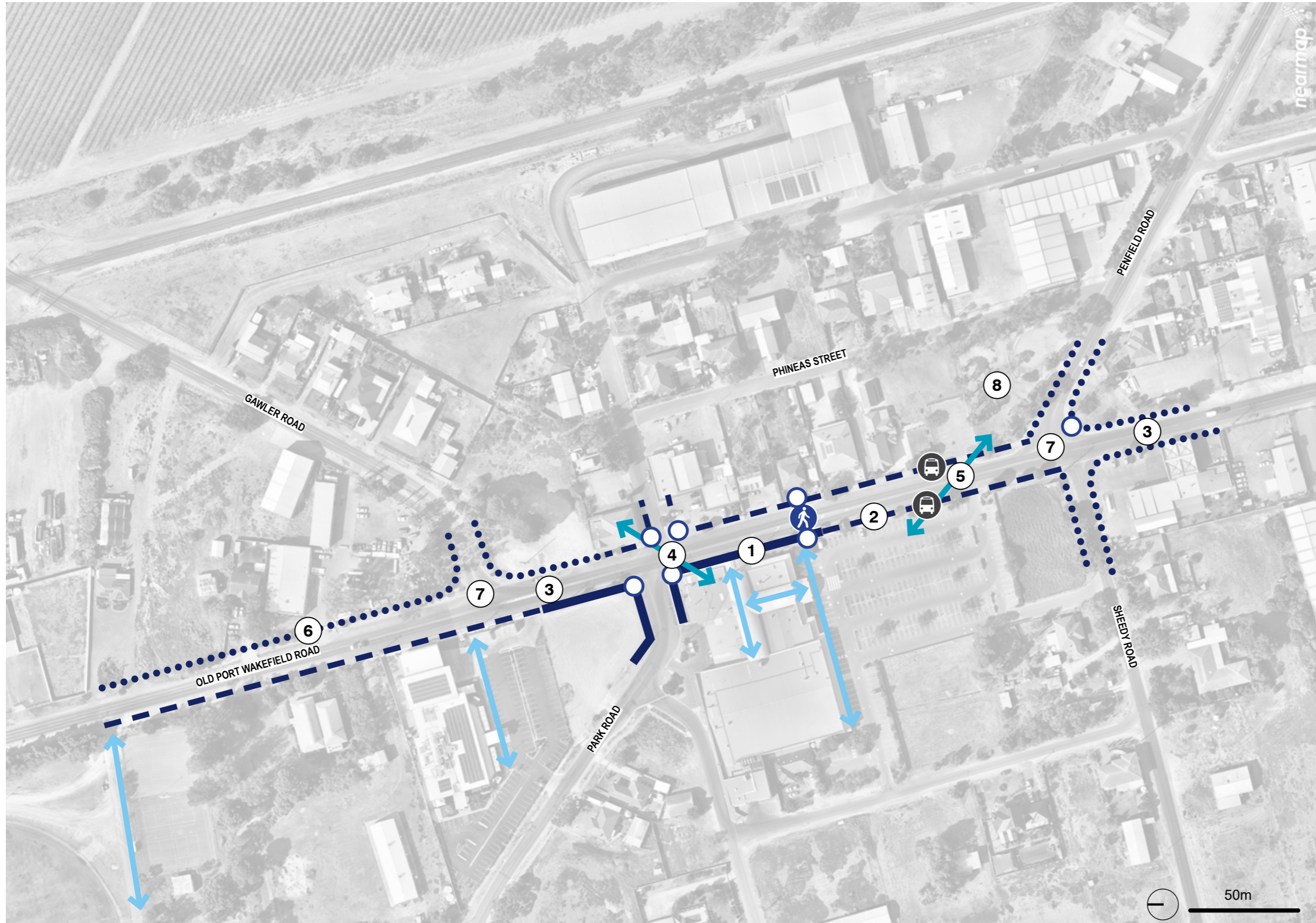
ENDORSED CONCEPT PLAN

26 MAY 2020



VIRGINIA MAIN STREET ANALYSIS

PEDESTRIAN AND CYCLING MOVEMENT



- ① WIDE FOOTPATH UNDER VERANDAH.
- ② NARROW FOOTPATH IMPACTED BY LARGE EXISTING TREES.
- ③ LACK OF ON-ROAD CYCLING LANES.
- ④ DESIRE LINE BETWEEN INFORMAL PARKING POST OFFICE AND WOOLWORTHS.
- ⑤ DESIRE LINE BETWEEN WOOLWORTHS AND OPEN SPACE.
- ⑥ LACK OF FOOTPATH.
- ⑦ WIDE PEDESTRIAN CROSSING POINTS (EQUIVALENT OF CROSSING NORTH TERRACE: 20M+).
- ⑧ CONCENTRATION OF PUBLIC SEATING (POOR QUALITY).

KEY









- FOOTPATH (GOOD QUALITY)
- FOOTPATH (MEDIUM QUALITY)
- FOOTPATH (POOR QUALITY)
- PEDESTRIAN DESIRE LINE
- LINKAGES (OFF STREET)
- PEDESTRIAN REFUGE IN MEDIAN
- BUS STOP
- KERB RAMP

VIRGINIA MAIN STREET ANALYSIS

VEHICLE MOVEMENT AND CAR PARKING

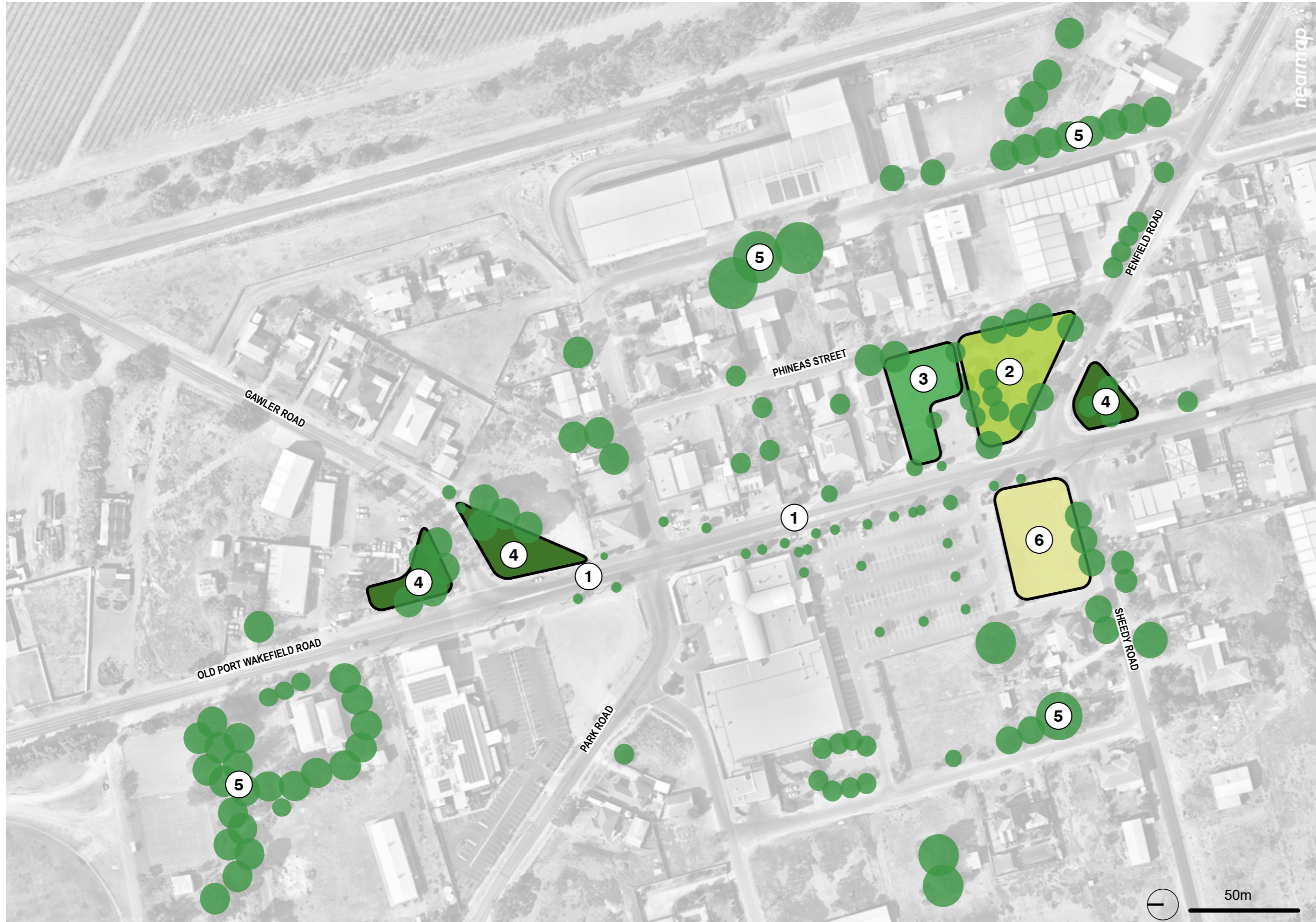


- ① ON-STREET PARKING (BOTH SIDES).
- ② CAR PARKS DOMINATE STREETScape.
- ③ OPPORTUNITY TO ENCOURAGE REAR CAR PARKS (AS PART OF FUTURE DEVELOPMENT).
- ④ REVIEW INFORMAL VEHICLE ACCESS AND PARKING PROVISION.
- ⑤ POTENTIAL TO IMPROVE PUBLIC REALM WITH PUBLIC PLAZAS.
- ⑥ SCOPE FOR RECONFIGURING CAR PARKING TO ENCOURAGE STRONGER CONNECTION TO THE STREET (AS PART OF FUTURE DEVELOPMENT).

KEY	
	DPTI OWNED ROAD
	COLLECTOR ROAD (COUNCIL OWNED)
	LOCAL ROADS (COUNCIL OWNED)
	CAR PARK
	INFORMAL CAR PARK
	COUNCIL ROAD RESERVE
	DIRECTION OF VEHICLE
	ON-STREET PARKING






VIRGINIA MAIN STREET ANALYSIS

LANDSCAPE AND PUBLIC REALM



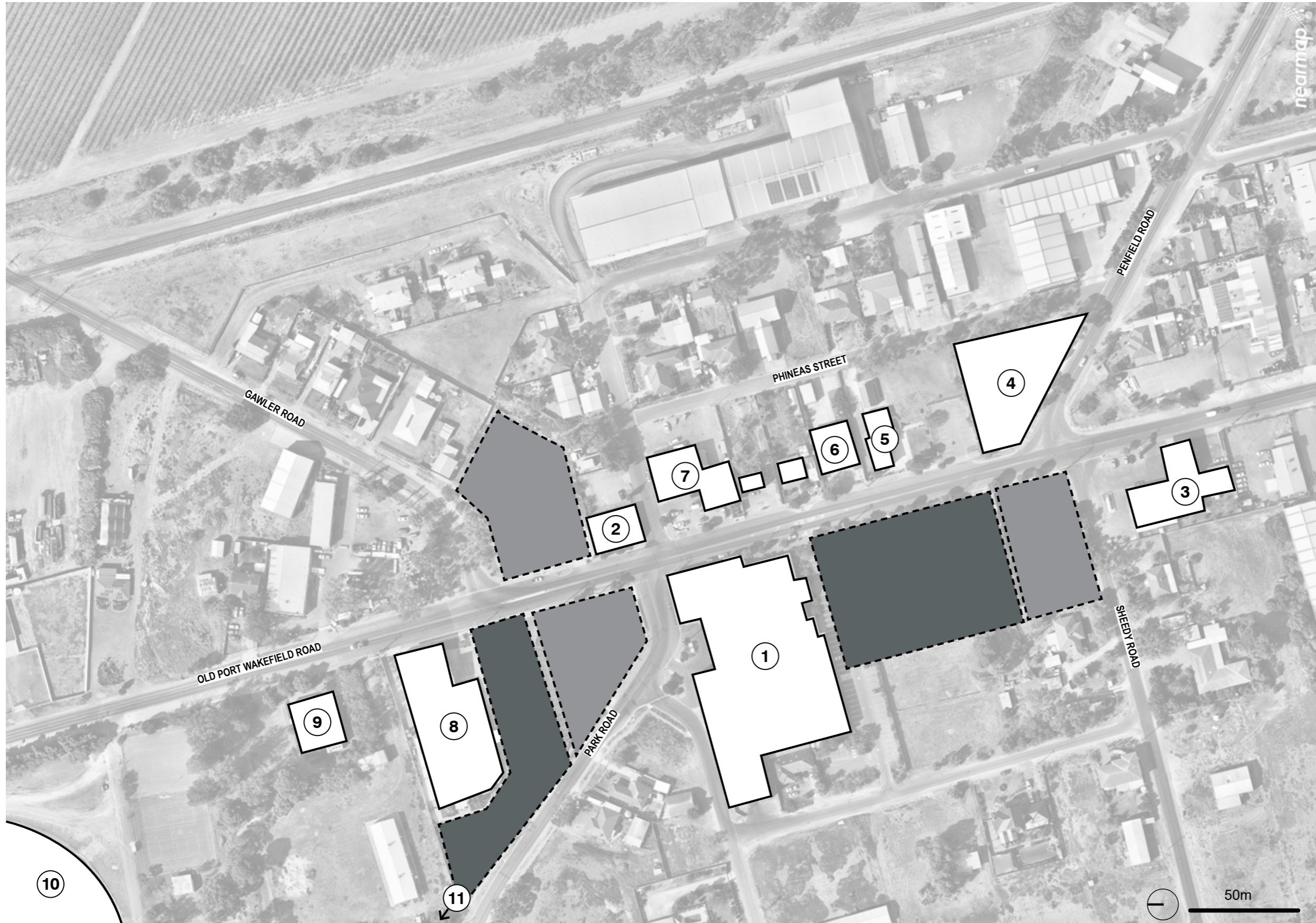
- ① EXISTING BRACHYCHITON RUPESTRIS STREET TREES REDUCE VISIBILITY, DISTURB FOOTPATH AND PROVIDE LIMITED SHADE.
- ② EXISTING OPEN GREEN SPACE WITH MEMORIAL TREES.
- ③ FENCED GREEN SPACE ADJACENT INSTITUTE (REDUCED PUBLIC ACCESS).
- ④ UNDERUTILISED ROAD RESERVES PRESENT OPPORTUNITY FOR GREENERY AND/OR ENTRY STATEMENTS.
- ⑤ SIGNIFICANT STANDS OF MATURE TREES PROVIDE LANDSCAPE BACKDROP TO MAIN STREET.
- ⑥ UNDEVELOPED LAND IN PRIVATE OWNERSHIP.

KEY

-  MATURE TREE COVER
-  OPEN GREEN SPACE
-  FENCED GREEN SPACE
-  UNUSED COUNCIL ROAD RESERVE
-  UNDEVELOPED LAND IN PRIVATE OWNERSHIP

VIRGINIA MAIN STREET ANALYSIS

URBAN FORM AND DESTINATIONS






- ① WOOLWORTHS SHOPPING CENTRE
- ② POST OFFICE
- ③ SERVICE STATION
- ④ PARK
- ⑤ INSTITUTE BUILDING
- ⑥ MEDICAL CENTRE
- ⑦ SPECIALTY STORES
- ⑧ VIRGINIA HOTEL (AFTER HOURS ACTIVATION)
- ⑨ HORTICULTURAL CENTRE
- ⑩ VIRGINIA OVAL AND COURTS
- ⑪ VIRGINIA PRIMARY SCHOOL

NOTES

- FRAGMENTED DESTINATIONS AND URBAN FORM.
- SPECIFIC SERVICE/ COMMERCIAL ORIENTED DESTINATIONS.
- LIMITED RETAIL/ HOSPITALITY/EXPERIENCE RELATED DESTINATIONS.
- SPATIAL SEPARATION OF DESTINATIONS.
- LIMITED OPEN SPACE/ PUBLIC REALM DESTINATIONS.

KEY

-  DESTINATION
-  UNDERUTILISED
-  LARGE PRIVATE CAR PARKING

VIRGINIA MAIN STREET ANALYSIS

INFRASTRUCTURE



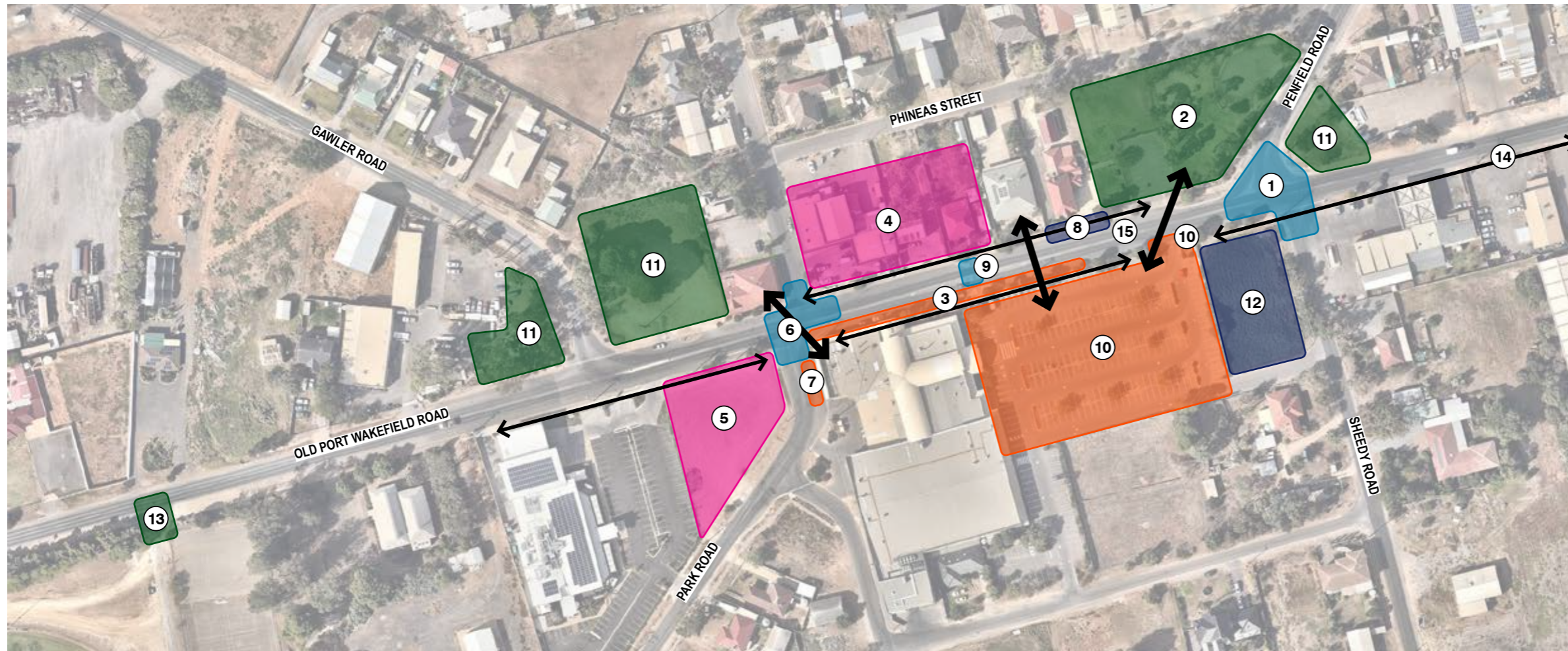
- 1 POWER LINES TO BE UNDERGROUNDED BY SA POWER NETWORKS.
- 2 TOWNSHIP IS UN-SEWERED.
- 3 SIGNIFICANT STORMWATER PONDING TO MAINSTREET.
- 4 STORMWATER OVERLAND FLOW PATH (BASED ON 100 YEAR ARI).


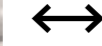





KEY

- SIDE ENTRY PIT
- STREETLIGHTS ON STOBIE POLE
- - - OVERHEAD POWER LINES
- STORMWATER PONDING AREA
- ➔ OVERLAND FLOW PATH

VIRGINIA MAIN STREET CONCEPT

CONSULTATION FEEDBACK AND SUGGESTIONS



-  MAJOR PEDESTRIAN CROSSING POINTS
-  LINKAGES
-  PUBLIC REALM
-  BUILT FORM
-  INFRASTRUCTURE
-  PARKING
-  TRAFFIC

1. Sheedy Road Intersection

- Sheedy Road is a pinch point due to vehicles exiting Woolworths and traffic generated from Virginia Grove. Creates conflicts at intersection.
- Needs future intersection treatment to reduce conflicts.
- Large truck movements.
- No distinction (kerb) between road and service station.
- Poor sight lines.
- Need to improve right turn into Penfield Road.

2. Institute Park

- Complete kerbing around park.
- Potential location for Farmers Market.
- Increase public amenities in park e.g. play space, toilets, BBQ, parking and drainage.
- Potential for implementation of water play to reflect agricultural history.
- Recognise names on memorial trees.

- Potential relocation of parking (create space for RV's).
- Adjust fencing to maximise public space.

3. On Street Parking

- Provision for large vehicle parking is important (short term).
- Maintain car parks.
- Opportunity to increase disability parking.

4. Main Street Redevelopment

- Consider opportunities for future redevelopment to provide rear car parking to create improved connection between buildings and the street.

5. New Development

- Future development site.

6. Park Road, Brady Street and Main Street Intersection

- Blind corner, difficult to cross as a

pedestrian and navigate in a car.

- Improve pedestrian crossing points.
- People cross between bank and post office.
- Slow traffic down to 40km/h.

7. Park Road Parking

- Disability car parking important (is it the right location?)
- Potential for loading bay.

8. Institute Frontage

- Drainage an issue. Ponding out to 1.5m from kerb.
- Maintain accessible parking

9. Pedestrian Crossing

- Potential for raising pedestrian crossing to be explored.
- Improve landscape amenity.
- Improve crossing and traffic flow.

10. Woolworths Car Park

- Revising access arrangements could reduce conflicts with road users.
- Blind spot when exiting due to parked cars on road.
- Informal crossing node between car park and Institute Building.

11. Virginia Entrances

- Opportunities for entry statements that could reuse the bottle trees with signage and/or public art.
- Entry statement and paved speed hump to slow approaching cars to 40km/h.

12. Vacant Land

- Land is unsightly and ponding needs to be addressed.

13. Virginia Oval

- Entrance to oval is not very visible. Needs to be improved.
- Require footpath connections to oval.

14. Virginia Grove

- Require footpath connections to Virginia Grove entrance on Old Port Wakefield Road.

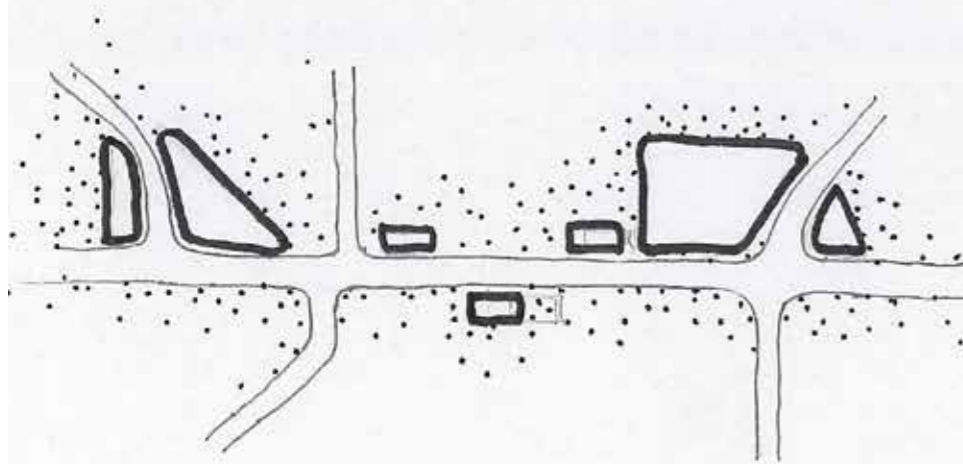
15. Stormwater

- Stormwater ponding is prevalent along the entire street and needs to be addressed.

VIRGINIA MAIN STREET CONCEPT

KEY DESIGN PRINCIPLES

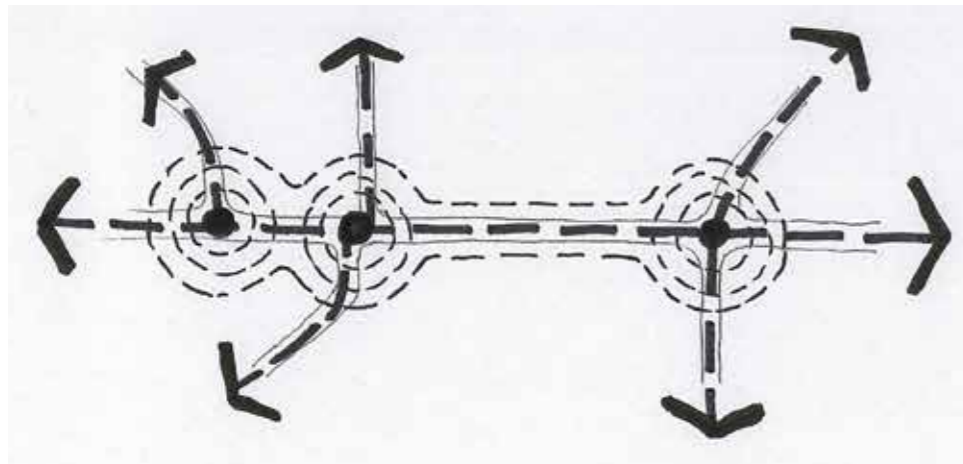
SENSE OF PLACE



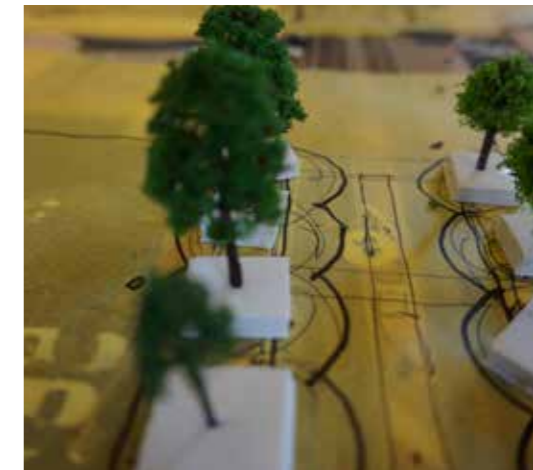
- REFLECT THE RURAL CHARACTER OF THE MAIN STREET
- DEVELOP AN AUTHENTIC, CONTEMPORARY SENSE OF PLACE
- CAPITALISE ON EXISTING OPEN SPACE OPPORTUNITIES
- EXPLORE NEW PUBLIC SPACES AND LANDSCAPES



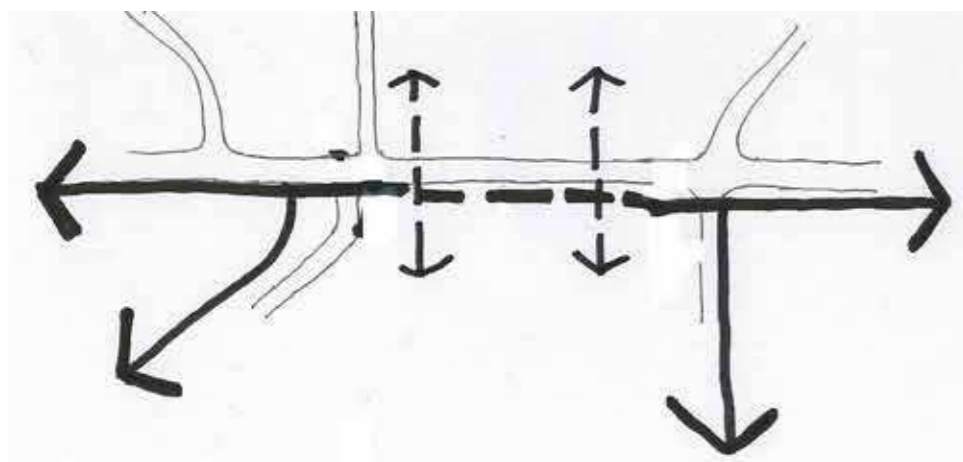
LEGIBLE PLACE



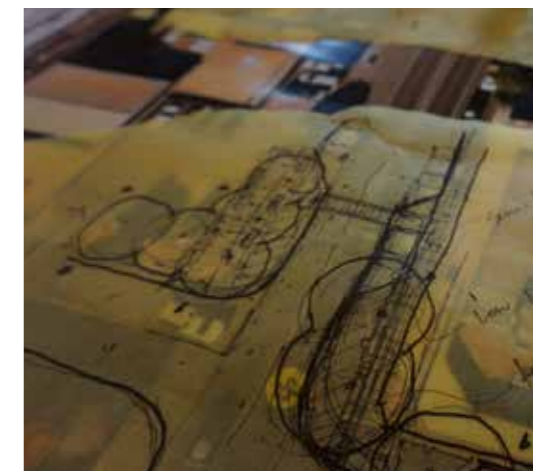
- DEVELOP A CONSISTENT ROAD WIDTH TO REINFORCE MAIN STREET CHARACTER
- IMPROVE SAFETY OF ROAD INTERSECTIONS
- REMOVE CENTRAL MEDIAN AND REINFORCE PEDESTRIAN CROSSING POINTS
- ESTABLISH DEFINED, ACCESSIBLE ON-STREET PARKING



CONNECTED PLACE



- INCREASE CONNECTIONS TO AND FROM THE MAIN STREET
- IMPROVE FOOTPATHS AND INCREASE ACCESS FOR ALL USERS
- CREATE PEDESTRIAN CROSSING POINTS THAT PROMOTE ACCESS ACROSS THE MAIN STREET



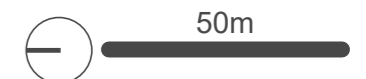
Images of design development during community workshops

VIRGINIA MAIN STREET CONCEPT

MAIN STREET CONCEPT



- | | | | |
|---|---|--|---|
| <ol style="list-style-type: none"> 1. UPGRADE ENTRANCE TO OVAL WITH KERB BUILD-OUT AND LANDSCAPING 2. KERB BUILD-OUTS WITH TREE PLANTING, LANDSCAPING AND WSUD (WATER SENSITIVE URBAN DESIGN) ALONG BOTH SIDES OF THE STREET 3. UPGRADED VERGE TREATMENTS NORTH OF GAWLER ROAD TO MANAGE STORMWATER WITH KERBING, UNSEALED PATH AND PLANTINGS 4. MODIFIED JUNCTION ALIGNMENTS 5. GAWLER ROAD ENTRANCE STATEMENT TO INCREASE THE SENSE OF ARRIVAL TO THE MAINSTREET | <ol style="list-style-type: none"> 6. NEW ACCESS POINTS TO PRIVATE LAND 7. SHORT STAY PARKING (LARGE VEHICLES) WITH ACCESS TO THE POST OFFICE 8. CONTINUOUS FOOTPATH TREATMENT TO BRADY STREET 9. ADJUSTMENT OF PARK TERRACE INTERSECTION TO INCREASE JUNCTION STAGGER 10. INDENTED PARKING 11. TABLE-TOP PEDESTRIAN CROSSING AT KEY CROSSING POINTS WITH REDUCTION OF SPEED LIMIT TO 40KPH ALONG ENTIRE MAINSTREET | <ol style="list-style-type: none"> 12. MODIFICATION OF ENTRANCE TO PRIVATE PROPERTY TO ENABLE DEVELOPMENT OF PEDESTRIAN CROSSING (IN CONSULTATION WITH PROPERTY OWNER) 13. FOOTPATHS WIDENED TO 3.9M TO CREATE PEDESTRIAN FRIENDLY ENVIRONMENT 14. RETENSION OF DRIVEWAY CROSSOVERS (SHORT TERM) 15. REDUCTION OF FENCED LAWN AREA TO INCREASE SIZE OF THE PARK 16. NEW TOILET BLOCK WITH ACCESSIBLE CUBICLES | <ol style="list-style-type: none"> 17. INDENTED PARKING TO PHINEAS STREET 18. EXISTING CAR PARK RETAINED 19. PLAYSPACES 20. OPEN LAWN AND PICNIC AREA 21. ENTRANCE FEATURE 22. UPGRADE OF INTERSECTION BY STATE GOVERNMENT (TIMING BASED ON RATE OF GROWTH) 23. LANDSCAPING TO OCCUR FOLLOWING UPGRADE OF INTERSECTION |
|---|---|--|---|



VIRGINIA MAIN STREET CONCEPT

MAINSTREET PARKS



1. CARRIAGEWAY WIDTH REDUCED TO 7M TO ENCOURAGE SLOWER VEHICLE SPEEDS
2. RAISED CONTINUOUS CONCRETE FOOTPATH TREATMENT TO BRADY STREET WITH BOLLARDS TO EDGE OF THE FOOTPATH CREATING SAFER PEDESTRIAN CROSSING
3. CLOSELY PLANTED GROUPS OF DECIDUOUS TREES CREATING GATEWAYS TO THE PEDESTRIAN CROSSINGS WITH GARDEN BEDS BELOW.
4. TABLE-TOP PEDESTRIAN CROSSING (6M) WITH BOLLARD TO THE PEDESTRIAN CROSSING THRESHOLD
5. NEW EXIT FROM OFF-STREET PARKING AREAS
6. RETENTION OF DRIVEWAY CROSSOVERS (SHORT TERM)
7. NATIVE STREET TREES
8. PARALLEL PARKING BAYS IN BETWEEN DRIVEWAY CROSSOVERS
9. POTENTIAL SEATING AREAS WITH STREET TREES
10. LANDSCAPE EDGE WITH INTEGRATED TREE PIT (SOIL VAULT AND DRAINAGE CHANNEL)
11. WIDENED SHARED USE FOOTPATH (3.9M) FOR PEDESTRIAN AND BICYCLE ACCESS (BOTH SIDES OF THE STREET)
12. KERB BUILT OUT TO SLOW TURNING TRAFFIC



1



2



3



4

1. PEDESTRIAN CROSSING WITH PUBLIC SEATING
2. POTENTIAL OUTDOOR DINING AND SEATING
3. PAVING UPGRADES WITH TREE PLANTING AND GARDEN BEDS
4. GROUPS OF TREES CREATING LANDSCAPE AMENITY

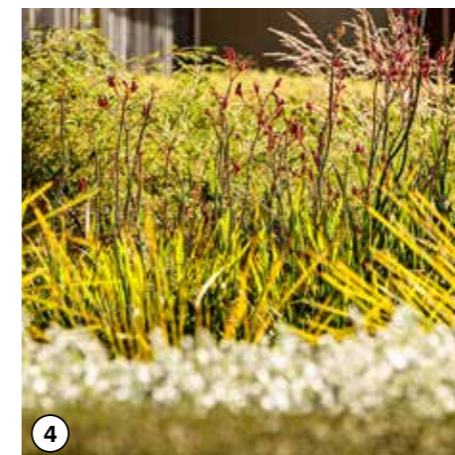


VIRGINIA MAIN STREET CONCEPT

VIRGINIA MAINSTREET ARTIST IMPRESSION



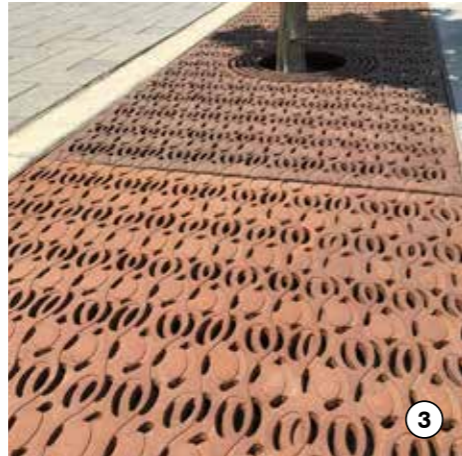
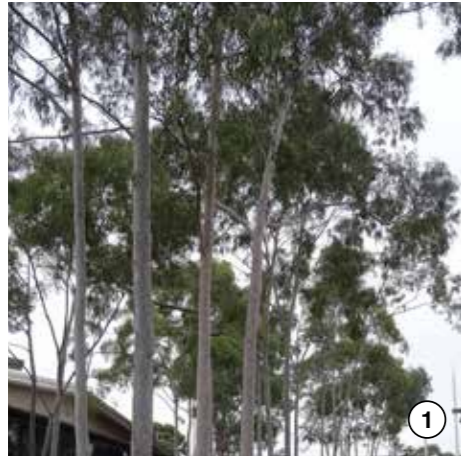
1. BRICK PAVED SHARED-USE FOOTPATH WITH PEDESTRIAN AND BICYCLE ACCESS (3.9M WIDE)
2. FEATURE AGED METAL GRATE WITH TREE GRILLES TO FACILITATE DRAINAGE, LARGE TREE PITS AND STORMWATER MANAGEMENT (POTENTIAL FOR INTEGRATED PUBLIC ART)
3. LANDSCAPED GARDEN BEDS AT PEDESTRIAN NODES WITH DECIDUOUS TREE PLANTING
4. BOLLARDS TO DEMARCATATE PEDESTRIAN AREAS
5. RAISED PEDESTRIAN CROSSING TO INCREASE PEDESTRIAN SAFETY AND REDUCE VEHICLE SPEEDS
6. TREE PIT WITH GRILLES TO PROVIDE PASSIVE IRRIGATION
7. NARROWED ROAD WIDTH TO INCREASE SPACE FOR PEDESTRIANS
8. EXAMPLE OF FUTURE DEVELOPMENT ACTIVATING THE MAINSTREET
9. NATIVE STREET TREES ALONG ROAD EDGE



1. EXISTING VIEW
2. BRICK PAVERS WITH COLOUR GRADIENT PATTERN
3. AGED METAL GRATE AND TREE GRILLE INCORPORATING LARGE TREE PITS AND STORMWATER DRAINAGE
4. LANDSCAPE GARDEN BEDS

VIRGINIA MAIN STREET CONCEPT

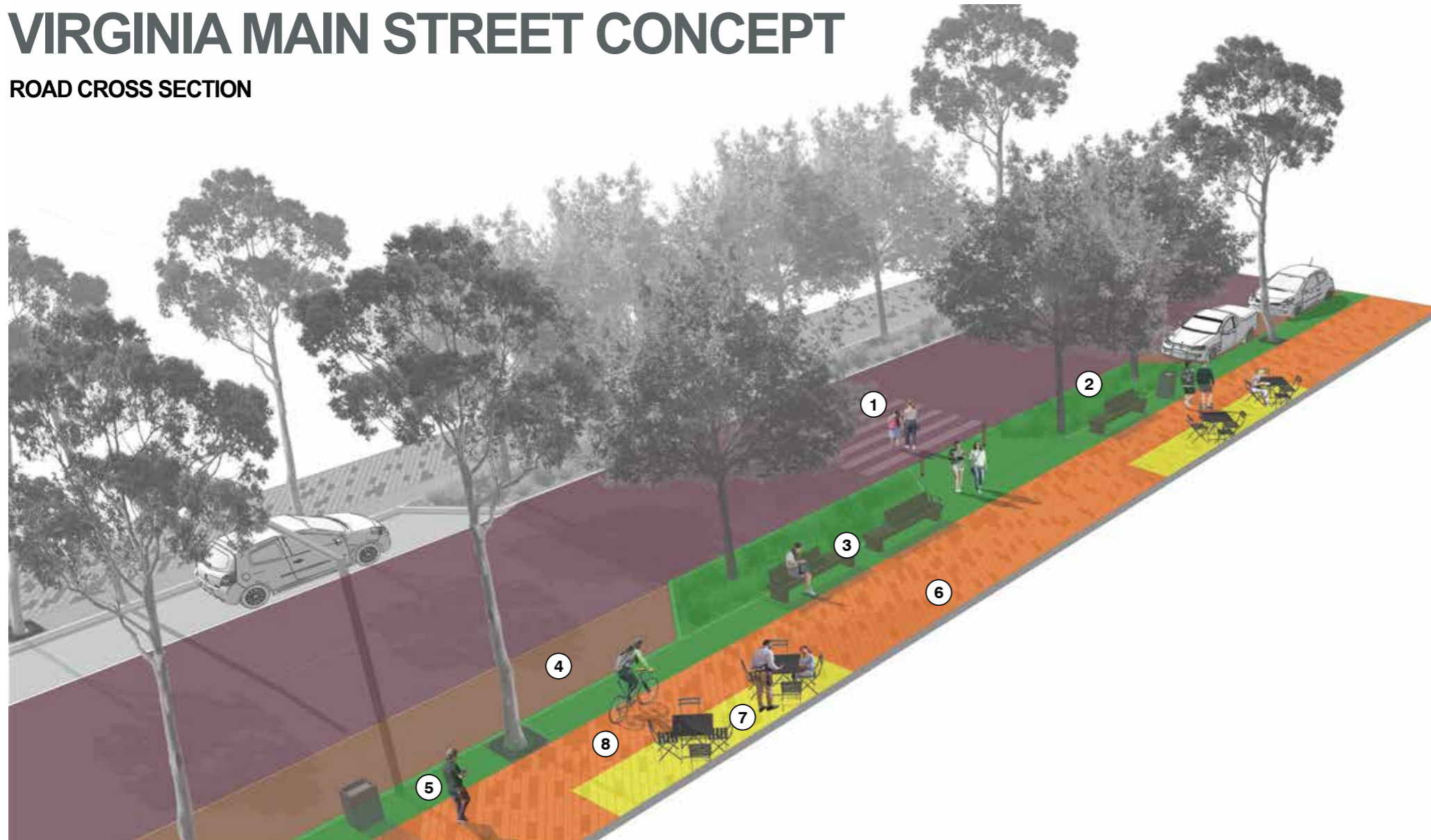
MAINSTREET AXONOMETRIC



1. NATIVE STREET TREES
2. NEW STREET LIGHTING (AS PER DPTI SPECIFICATIONS)
3. FEATURE AGED METAL GRATE WITH TREE GRILLES TO FACILITATE LARGE TREE PITS AND STORMWATER MANAGEMENT (0.9M WIDE) – PART OF THE STORMWATER UPGRADE RECOMMENDATIONS FOR THE MAIN STREET
4. SHARED PEDESTRIAN AND CYCLE PATH USING BRICK PAVING (BOWRAL HAMLET 230X76X65MM) WITH GRADIATED PAVING PATTERN
5. GARDEN BEDS WITH INTEGRATED WATER SENSITIVE URBAN DESIGN
6. RAISED PEDESTRIAN CROSSING WITH EXPOSED CONCRETE FINISH (6M WIDTH)
7. CLOSELY PLANTED GROUPS OF DECIDUOUS TREES TO IDENTIFY PEDESTRIAN NODE
8. PARALLEL PARKING BAYS

VIRGINIA MAIN STREET CONCEPT

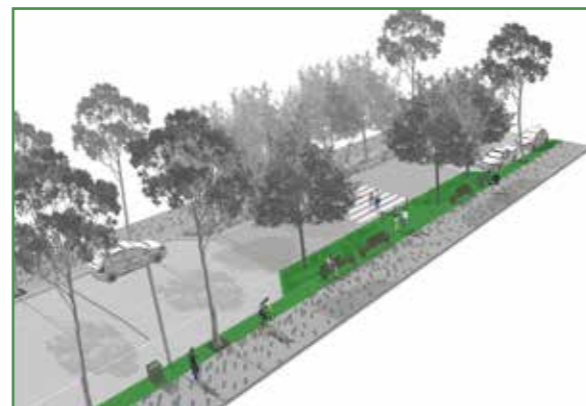
ROAD CROSS SECTION



1. RAISED PEDESTRIAN CROSSING (7.0M WIDTH MAX) CREATING A LOW SPEED VEHICLE ENVIRONMENT
2. DEFINED LANDSCAPE AMENITY TO ROAD EDGE REINFORCING LOW SPEED ENVIRONMENT
3. DESIGNATED SEATING AREAS, BINS AND GARDEN BEDS TO EDGE OF FOOTPATH MOVEMENT ZONE (0.9M WIDE)
4. PARALLEL PARKING BAYS (2.6M WIDTH)
5. FUNCTION EDGE WITH STORMWATER DRAINAGE, TREE PITS AND ENABLING PEDESTRIAN ACCESS (0.9M WIDTH)
6. FOOTPATH MOVEMENT ZONE PROVIDING ACCESS ENVIRONMENT FOR PEDESTRIANS AND CYCLISTS (3.0M WIDTH)
7. POTENTIAL BREAK-OUT AREAS TO SUPPORT MAINSTREET ACTIVATION
8. NARROWING OF FOOTPATH TO 1.5M WIDTH TO ENABLE STREETSCAPE ACTIVATION (MARKET STALLS, SIGNBOARDS OR OUTDOOR DINNING)



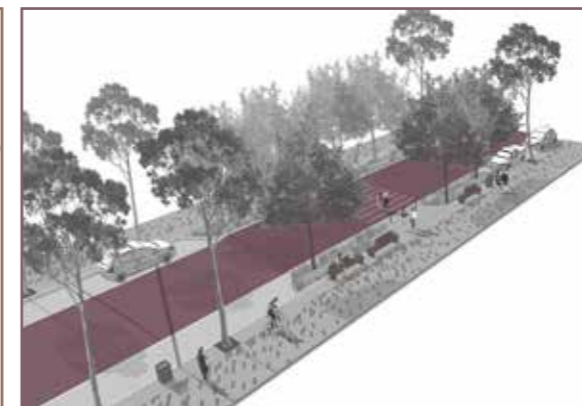
Footpath Movement Zone



Functional and Furniture Zone



Car Parking



Road Corridor



Future Activation Zone

- 3.0m width pedestrian and cycle zone
- Clear zone for pedestrian access
- Continuous 'shore-line' provided for people with visual impairment
- Highly accessible pedestrian environment with limited clutter
- Accommodates share-use opportunities for cycling

- 0.9m wide zone for street furniture and other functional requirements
- Stormwater infrastructure contained within zone
- Tree pits and grates located outside footpath zone
- Street furniture located to edge of footpath movement zone (removal of conflicts between active and static use of the mainstreet)

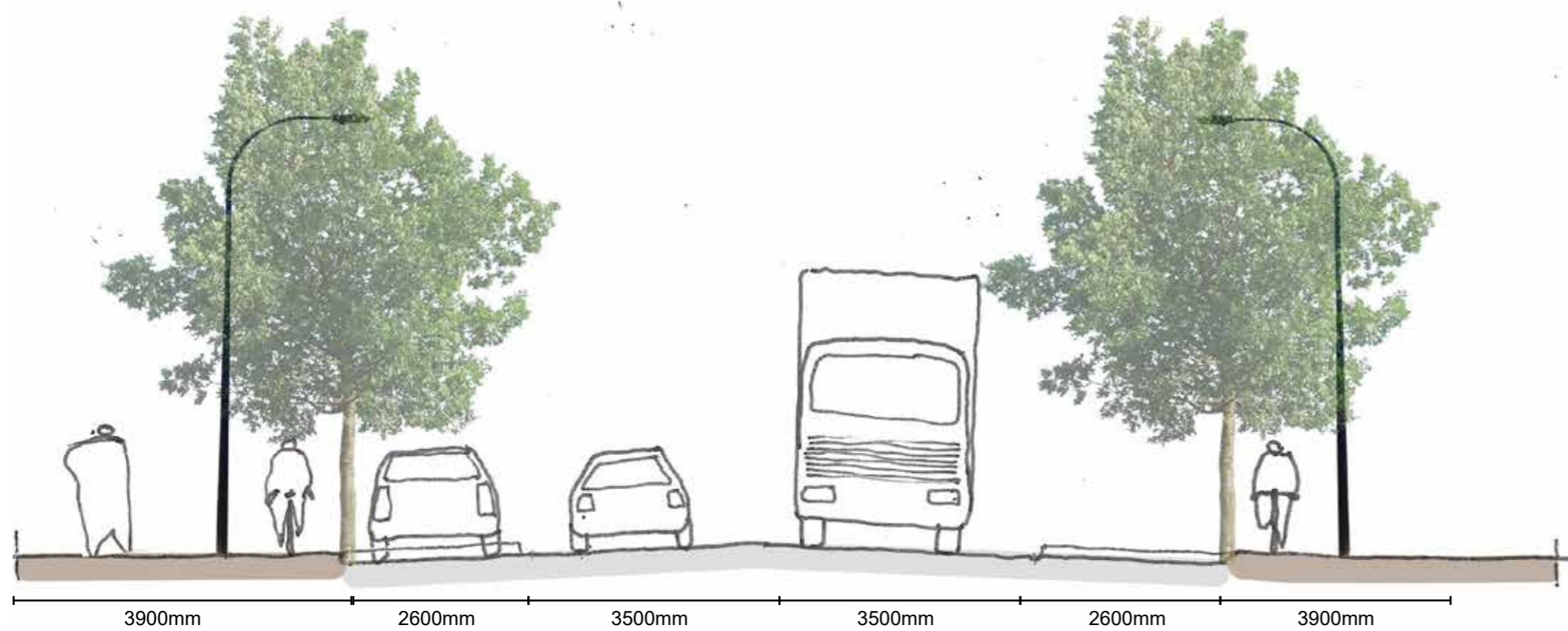
- Generous 2.6m width parking space (designed for truck and bus based on AS2890.5-1993)
- Functional zone to back of kerb (0.9m width) provides footpath access without impacting on pedestrian access

- Standard 3.5m carriageway widths
- Maximum width for raised pedestrian crossing based on 7m (wider road widths negate opportunity for 'wombat crossing')
- Development of 40KPH speed environment to support raised pedestrian crossings

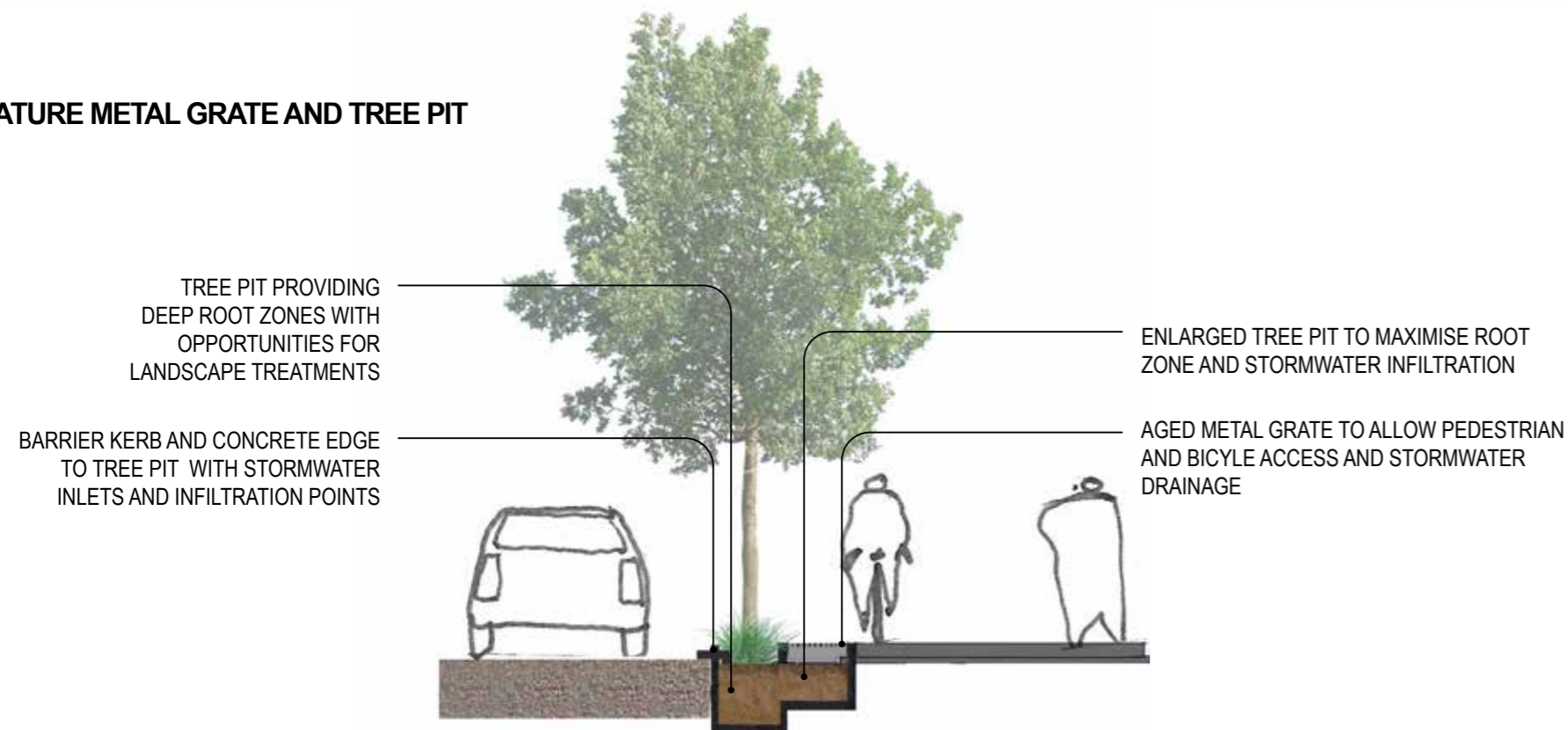
- Potential for break-out areas, market stalls and outdoor dining along the mainstreet (1.2 to 1.5m width)
- Proposed 3.0m width enable future activation without impacting on pedestrian movement

VIRGINIA MAIN STREET CONCEPT

ROAD CROSS SECTION



FEATURE METAL GRATE AND TREE PIT



- 3.9 METRE WIDE SHARED PEDESTRIAN AND CYCLE PATH PROVIDING SAFE ENVIRONMENT FOR PEOPLE AND CYCLISTS
- ROAD CARRIAGE ALLOWS FOR ON-STREET PARALLEL PARKING AND TWO WAY TRAFFIC MOVEMENT
- THE NARROWED ROAD CARRIAGE WILL ENCOURAGE SLOWER TRAFFIC SPEEDS THROUGH THE MAIN STREET
- STANDARD PARKING BAY WIDTHS PROVIDING ON-STREET CAR PARKING OPPORTUNITIES

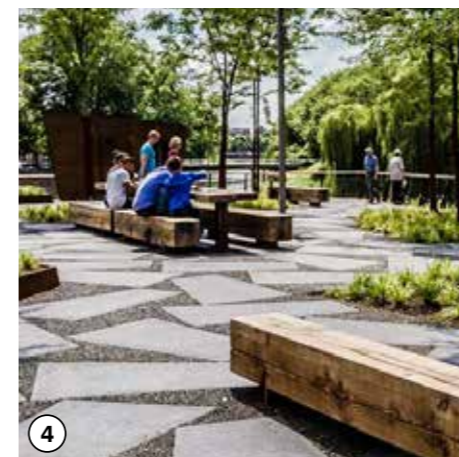
VIRGINIA MAIN STREET CONCEPT

ARTIST IMPRESSION- EXAMPLE OF INTEGRATION OF PUBLIC AND PRIVATE REALMS TO CREATE WELCOMING ENVIRONMENT



FUTURE REDEVELOPMENT OF PRIVATE PROPERTY TO HELP REINFORCE A PEOPLE-FRIENDLY STREET ENVIRONMENT USING THE FOLLOWING GUIDELINES:

- ACTIVATING PROPERTY FRONTAGES BUILT TO THE STREET BOUNDARY
- AVOIDING BLANK WALLS ADJACENT TO STREET FRONTAGES
- LOCATING CAR PARKING AT THE REAR OF BUILDINGS
- INTEGRATING PUBLIC AND PRIVATE REALMS
- CREATING SAFE PEDESTRIAN LINKS BETWEEN CAR PARKING AREAS AND THE STREET
- PROVIDING LANDSCAPING AND SEATING FOR CUSTOMERS TO SIT AND STAY



1. EXISTING VIEW
2. ACTIVATED STREET FRONTAGE
3. EXAMPLE OF INTERACTIVE PUBLIC ART
4. LANDSCAPE AREA WITH SEATING

VIRGINIA MAIN STREET CONCEPT

INSTITUTE PARK



1. SMALLER FENCED LAWN AREA TO INSTITUTE BUILDING (POTENTIAL FOR PRIVATE HIRE)
2. EXISTING CAR PARK RETAINED
3. SLIDE MOUND WITH CLIMBING NET
4. SOFTFALL WITH SWING SET INCLUDING A BASKET SWING
5. ACCESSIBLE TOILET WITH ACCESS FROM THE CAR PARK, PLAYSPACE AND FENCED AREA
6. CENTRAL ACCESS PATH WITH SEATING AND NEW SIGNAGE
7. CENTRAL LAWN AND KICK-ABOUT SPACE
8. NATURE PLAY OPPORTUNITIES PROVIDING A LINK BETWEEN PLAYSPACES
9. BICYCLE ACCESS RAMP TO THE MAIN STREET
10. SHELTER AND PICNIC TABLE WITH BARBECUE
11. ADVENTURE PLAY AREA WITH A GREATER LEVEL OF PLAY CHALLENGE
12. AGED METAL SCULPTURAL SIGNAGE WITH A CIRCUS OF BOTTLE TREES (RELOCATED FROM THE MAIN STREET) CREATING A UNIQUELY VIRGINIA ENTRANCE
13. JUNCTION UPGRADE BY STATE GOVERNMENT
14. LANDSCAPED ROAD RESERVE
15. PERIMETRE POST AN WIRE FENCE (1.2M HIGH)
16. PARALLEL PARKING WITH PERMEABLE PAVING
17. REVIEW OF BUS STOP REQUIRED TO ACHIEVE COMPLIANT ACCESS TO EXISTING CAR PARK (POSSIBLE RELOCATION)



1. SLIDE MOUND
2. OPEN LAWN FOR CONGREGATION
3. PLAY AREA WITH SEATING AND SWINGS
4. CAR PARK RETAINED
5. POTENTIAL WATER PLAY



VIRGINIA MAIN STREET CONCEPT

INSTITUTE PARK AND PENFIELD ROAD INTERSECTION



1. FUTURE UPGRADE OF INTERSECTION BY STATE GOVERNMENT (TIMING DEPENDENT ON RATE OF GROWTH)
2. ENTRY FEATURE WITH SCULPTURAL LETTERS AND BOTTLE TREES
3. PLAYSACE
4. OPEN SPACE FOR CONGREGATION AND COMMUNITY EVENTS
5. SHELTERS WITH SEATING AND BARBECUE FACILITIES
6. ACCESSIBLE TOILET



1. EXISTING VIEW
2. POTENTIAL ENTRY STATEMENT
3. LANDSCAPE PLANTING TO OPEN SPACE
4. RELOCATION OF EXISTING BOTTLE TREES

VIRGINIA MAIN STREET CONCEPT

GAWLER ROAD ENTRANCE



1. OPTION FOR ENTRANCE FEATURE WITH AGED SCULPTURAL LETTERS AND RELOCATED BOTTLE TREES
2. OPEN SPACE WITH IRRIGATED LAWN
3. ONE-WAY VEHICULAR ACCESS OFF GAWLER ROAD (IN ONLY)
4. POTENTIAL NEW ACCESS ON TO PRIVATE LAND
5. PARKING BAYS THAT CATER FOR SHORT STAY LARGE VEHICLE PARKING TO BOTH SIDES OF THE ACCESS ROAD
6. VEHICULAR EXIT (ONE WAY) WITH CONTINUOUS FOOTPATH ACROSS THRESHOLD



1. POTENTIAL ENTRY STATEMENT
2. LANDSCAPE PLANTING TO OPEN SPACE
3. RELOCATION OF EXISTING BOTTLE TREES
4. PARKING AREA

