

Urban Design Guidelines

2025

An urban design guideline to define the future urban form of residential subdivision layout and design, streets and streetscapes, open spaces, places and local character in the City of Playford.

CITY OF Playford

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1. Introduction

1.1 Our City

The City of Playford is approximately 346 square kilometres in size and is bounded by the Gawler River to the north, Little Para River to the south, the coastline of the Gulf St Vincent to the west and the escarpment of the Mount Lofty Ranges to the east.

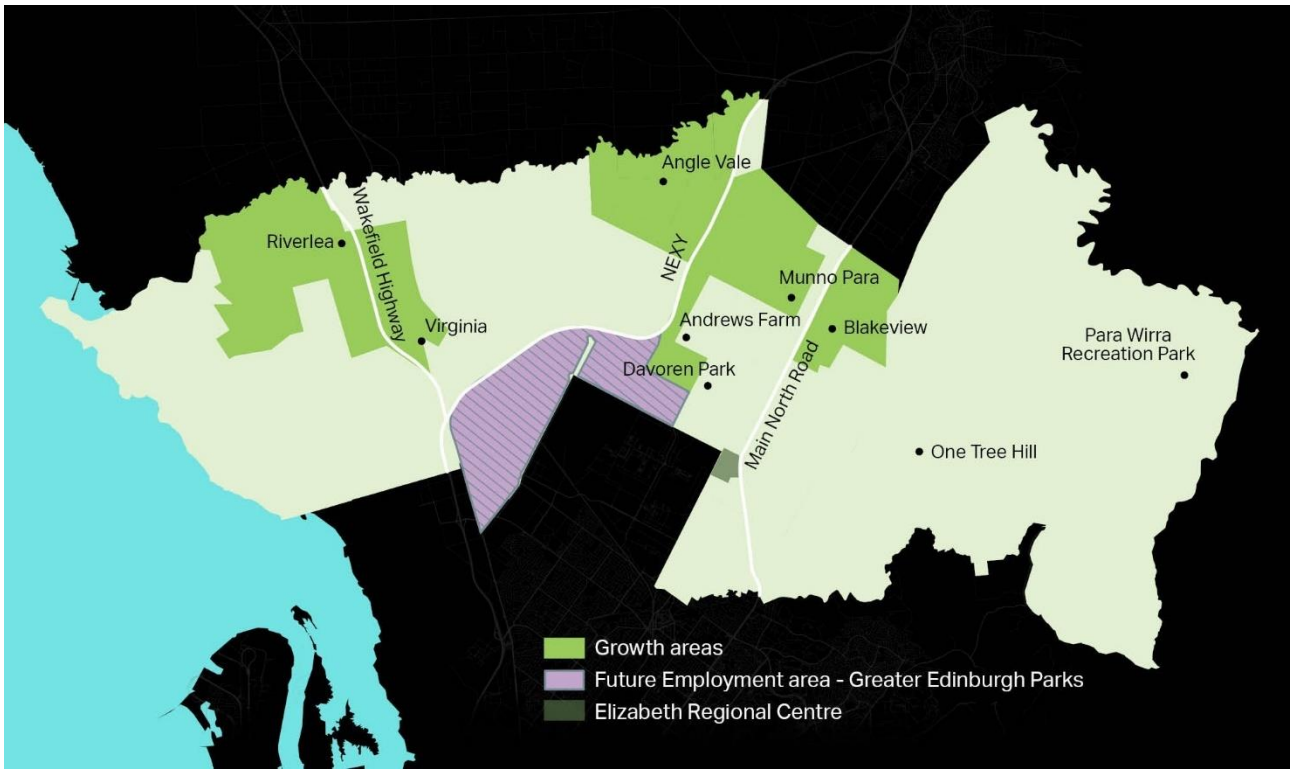
The urban core encompasses the established Elizabeth suburbs and is concentrated around the spines of Main North Road and the Gawler Rail Line.

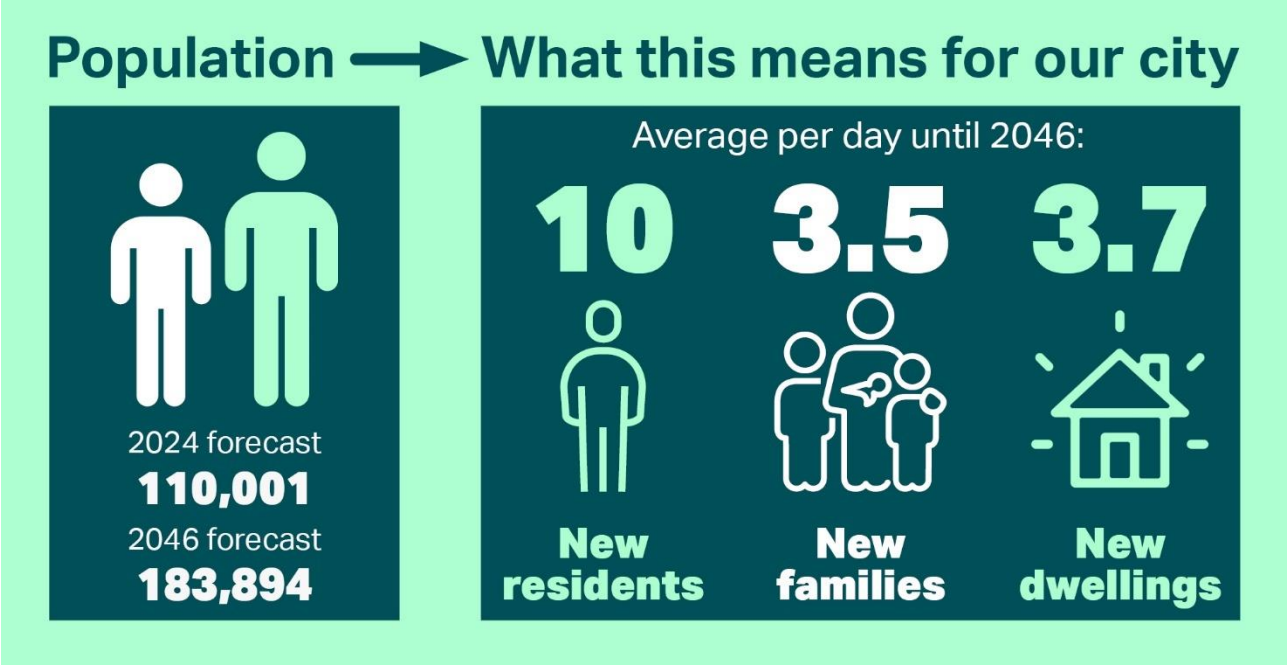
Key employment precincts include the Elizabeth Centre, the Playford Health and Wellbeing Precinct (focused around the Lyell McEwin Hospital), Lionsgate Industrial Park, the Defence Precinct and future industrial lands at Greater Edinburgh Parks.

Rural and horticultural lands surround the urban areas and play a vital role in the City's economy. These areas are supported by the townships of Virginia and Angle Vale in the western plains and the township of One Tree Hill in the eastern foothills.

The City of Playford has the highest population growth within South Australia and has multiple urban growth fronts located at Munno Para, Munno Para Downs, Eyre, Angle Vale, Virginia, Riverlea and Blakeview.

City of Playford showing key areas





1.2 Benefits of Good Urban Design

Good design is critical in creating liveable communities for many decades to come, which includes the ability to withstand and respond to a changing climate. This is especially important in our greenfield areas where new urban form is being created, but also for renewal and upgrades to streets and open spaces in established areas.

A well-designed public realm has been shown to contribute to:

- improved physical and mental health
- encouraging physical activity
- improved sense of wellbeing and happiness
- supporting children's development by encouraging play
- reduced car use
- improved biodiversity and habitat provision
- improved air and stormwater quality
- cooling of urban environments
- increased social connection[1].

[1] Office of the Victorian Government Architect (2024) *The Case for Good Design: Urban Design*, accessed 2 March 2025 The case for good design: Urban design | ovga.vic.gov.au

1.3 About this Document

The City of Playford's Urban Design Guidelines support the creation of welcoming and well-functioning public spaces for our community.

They provide **guidance for developers in the creation of new streets, suburbs and open spaces** by outlining Council's expectations.

They also **provide guidance for Council-led renewal works and open space upgrades** within established suburbs.

It is not intended that Council will retrofit existing infrastructure to meet these new standards outside of the normal asset upgrade program.

This document does not override the Planning and Design Code, Australian Standards or other legislative requirements and should be read in conjunction with Council's Land Division Guidelines, Integrated Transport Strategy, Open Space Strategy, Materials Catalogue and any other relevant documents determined by Council.

All urban design and landscaping outcomes will be determined in consideration of the site-specific characteristics and in consultation with Council staff.



Note: Example photographs in this document are real-world examples – primarily from within the City of Playford council area. All public realm elements within these photographs do not necessarily reflect the preferred design outcomes described within this document.

1. Introduction

The document is structured in the following way:

Subdivision

This part of the document outlines the fundamental elements of subdivision design. Getting this right up front will help to achieve a functional, walkable and sustainable outcome.

Streetscape Elements

This part of the document provides guidance on some key elements of streetscapes. These elements contribute to streets that are easy to move through, feel safe and are visually pleasing.

Movement and Place

This part of the document informs the street design by considering its role in the movement network and the 'place' value of streets that accommodate community destinations. It will help to inform what streetscape elements are needed and where they should go.

Character Precincts

This part of the document describes the five key precincts within the Council area that warrant additional design considerations to reflect their unique role and character.

Open Space

This part of the document provides guidance for the development of open spaces for informal recreation (excludes sportsgrounds)

Retrofitting in Established Urban Areas

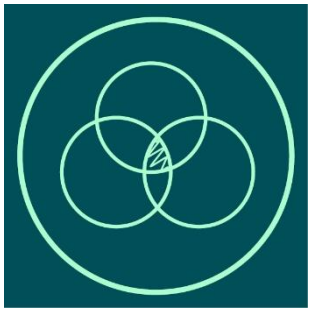
This part of the document provides some specific guidance for renewal or upgrade of existing urban elements.

2. Urban Design Principles



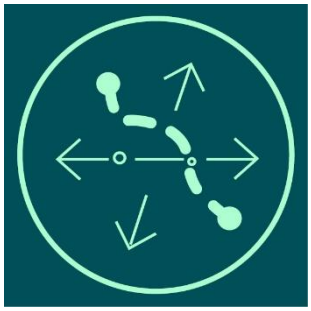
Functional Today and Tomorrow

- Urban spaces are flexible and adaptable to changing community aspirations, climate conditions and technological advances.
- Places are robust and resilient and support community needs today and in the future.
- Urban spaces use designs and materials that are able to be maintained to a standard that meets community expectations and have considered whole-of-life costs.



Liveable and Healthy

- Public spaces are safe, accessible and welcoming for people of all ages, cultures and abilities.
- Public spaces feel safe during the day and night time.
- Comfortable public spaces are created through urban design, material selection and greening that supports urban cooling within a changing climate.
- Urban spaces provide opportunities for social connection and being active.



Connected and Integrated

- Street networks provide connected and legible urban environments.
- Connected and legible pathways promote walking and cycling.
- Services, public transport and recreation spaces are accessible to all residents.



Sustainable

- Natural features, such as native vegetation, creeks and wildlife habitats are preserved and enhanced.
- Urban design incorporates sustainable stormwater management solutions.
- Urban streets and open spaces promote increased tree canopy and biodiversity.
- The urban form is designed to respond to the impacts of a changing climate.



Reflective of character and identity

- Local identity is expressed through public realm design elements and materials that reflect local characteristics.
- Kaurna places of cultural significance are recognised and respected.

3. Whole of Asset Life Considerations

Public realm designs and material selections will need to balance quality of outcomes with maintenance and asset management requirements.

a) The whole lifespan of assets (costs and practicalities of acquisition, maintenance, replacement and disposal) must be factored into the selection of materials. Costs should be commensurate with the community benefit in consideration of the street or open space's respective hierarchy (i.e. higher maintenance and renewal costs will generally be more appropriate in high-activity / high-visibility locations and vice versa).

b) Maintenance requirements should consider:

- durability and robustness
- resistance to graffiti and ease of removal
- serviceability, i.e. the ability for Council vehicles to access locations to undertake required works
- proactive and reactive maintenance requirements.

c) The practicalities of undertaking maintenance must be considered, such as:

- minimising disruption to the community, e.g. assets that require temporary closure of road lanes to maintain
- health and safety requirements of maintenance staff e.g. minimising the need for staff to work within road carriageways.





Subdivision

4. Neighbourhood Design

4.1 Integrating Environmental and Cultural Features

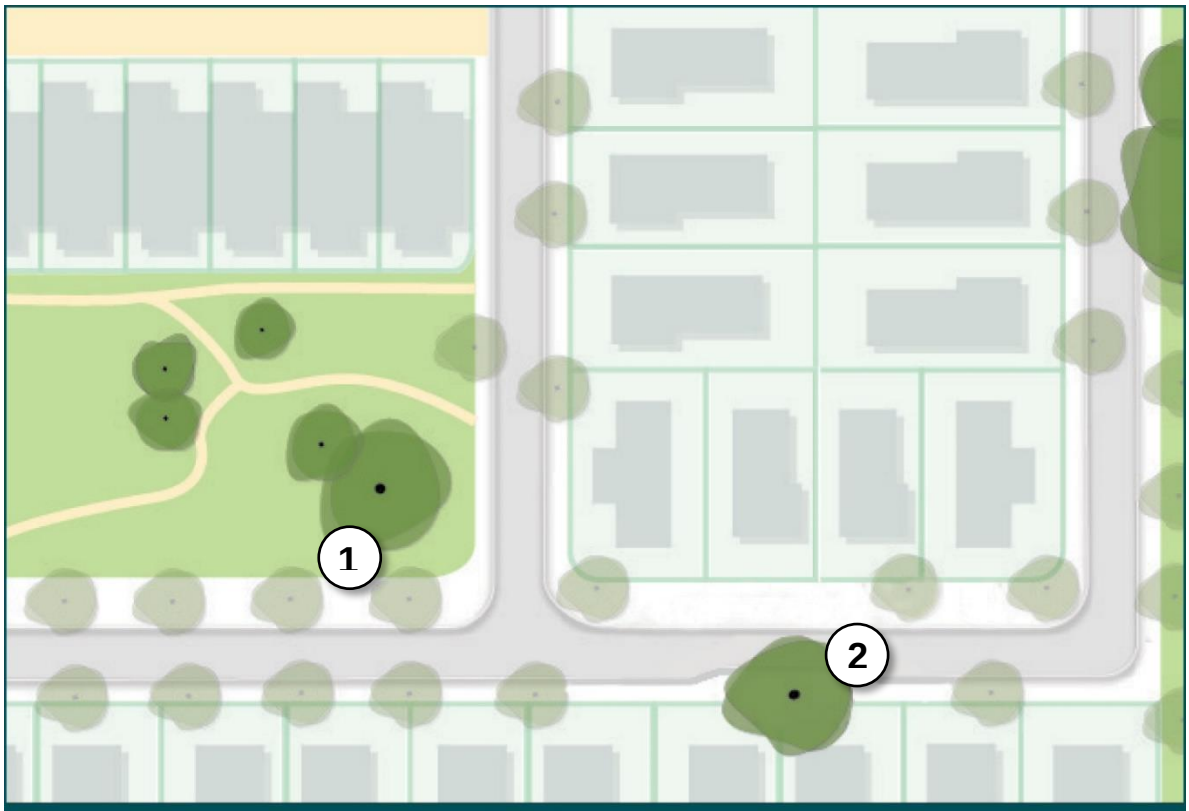
Subdivision design that considers natural topographical features, culturally significant areas and solar and climatic conditions will help to protect local character, heritage and biodiversity. Aligning streets to facilitate passive heating and cooling for future dwellings will reduce energy costs for homeowners and contribute to sustainable communities.

a) Urban subdivision should be designed to consider culturally significant sites for Aboriginal people and/or sites that contain evidence of Aboriginal occupation as identified in a cultural heritage survey and engagement with the Recognised Aboriginal Representative Body. Further information is available from the Attorney General's Department: Guidance on Aboriginal heritage in South Australia | Attorney-General's Department.

b) Urban subdivision design should incorporate an area's natural features (such as slope, creeks and native vegetation) to retain local character, protect and enhance biodiversity, reduce earthworks and create interesting and varied subdivision patterns (Figure 1).

c) Mature and healthy trees (not just regulated or significant trees) should be retained and incorporated into subdivision design.

Figure 1: Subdivision incorporating natural features



1. Cluster of trees incorporated into local park
2. Roadway features a protuberance to retain large tree within the verge

d) The opportunity for passive heating and cooling of future dwellings should be maximised by orientating streets as close as possible to a north-south-east-west alignment (Figure 2). This enables more dwellings to orientate living areas and outdoor spaces to a northerly aspect (Figure 3).

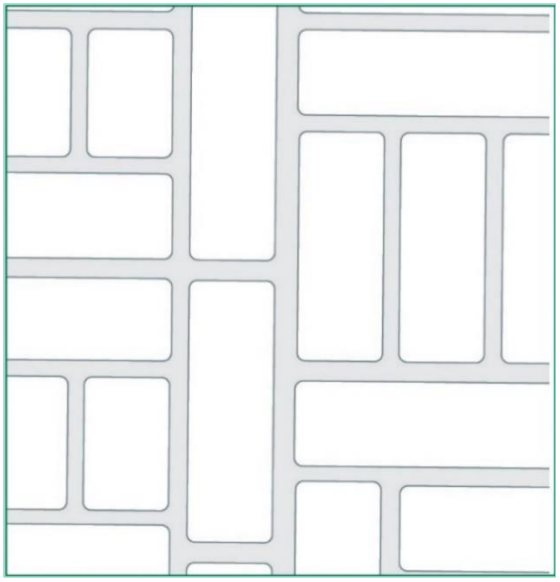


Figure 2: Example of north-south street alignment

A north-south-east-west street grid allows more dwellings to utilise passive solar access for living zones.

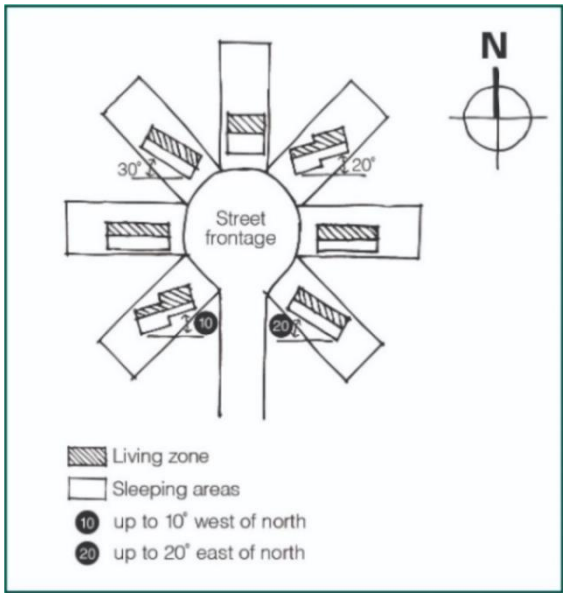


Figure 3: Orientating Living Zones to Maximise Solar Access

A north-south-east-west street grid makes it easier to orientate dwellings to maximise solar access within the dimensions of a typical residential block.

Sourced from the Australian Government's Your Home guide: Orientation | YourHome

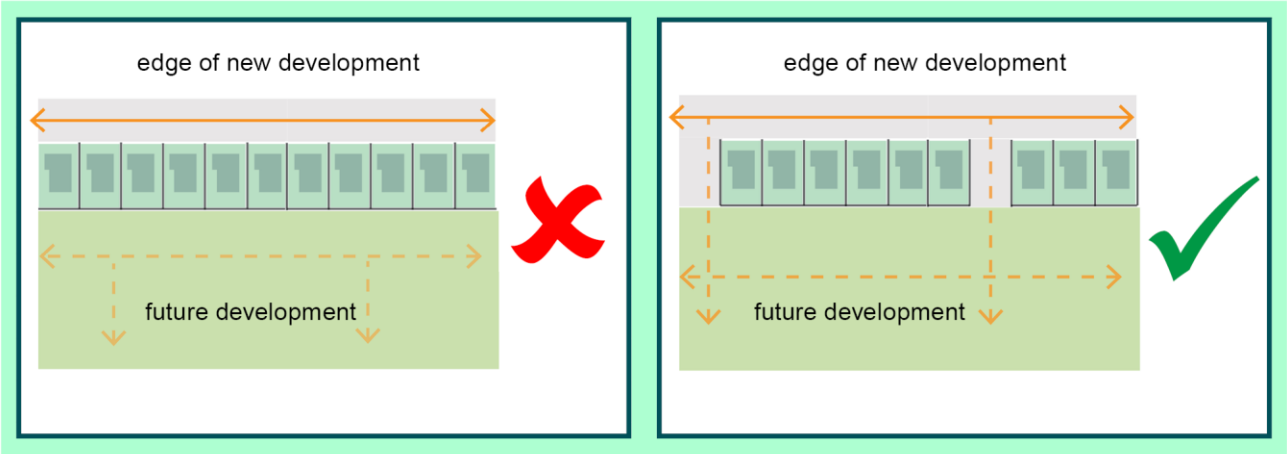
4.2 Integrating Existing and New Streets

a) Existing and new subdivisions should be integrated by a connected street network to avoid 'inward' facing subdivisions and provide legible and connected neighbourhoods.

b) There should be multiple vehicle and active transport access points into and out of new subdivisions to provide for a resilient transport network.

c) Residential subdivisions should provide links to vacant land that will be developed in the future (Figure 4).

Figure 4: Providing for future Street Connections



4.3 Incorporating Open Space

a) Open spaces should be surrounded and overlooked by dwellings to promote passive surveillance (Figure 5).

b) Open spaces should generally avoid directly abutting private properties, which creates boundaries of solid fence lines and reduces visibility and accessibility (Figure 7).

c) Higher density dwellings with minimal private open space, such as townhouses, may directly front onto open spaces along one boundary. This provides a high level of passive surveillance for the park and a close connection to recreation space for these residents (Figure 6).

Figure 5: Example of open space with good passive surveillance



Woodbridge Avenue Reserve, Angle Vale: All park boundaries are overlooked by dwellings and abut public streets.

Figure 6: Example of open space with good passive surveillance



Blake's Lake Reserve, Blakeview: All park boundaries are overlooked by dwellings and abut public streets, except for the northern boundary where townhouses have direct access to the park.

Figure 7: Example of open space with reduced passive surveillance



Willison-Goodman Reserve (Elizabeth South): This park has fencing along two of its boundaries, which reduces accessibility and passive surveillance.

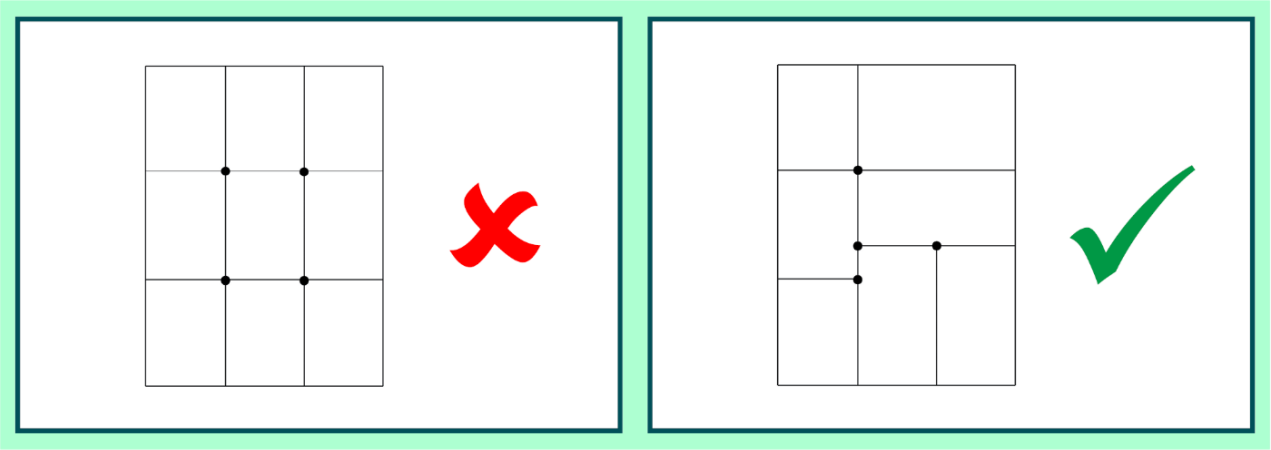
5. Safe and Connected Streets

Well-designed streets promote safe traffic movements, walking and cycling and access to public transport to ensure residents can access services and reduce their reliance on private transport.

5.1 Street Design

a) The design of the street network should utilise a modified grid-layout with junctions located at sufficient distances apart to separate traffic movements, avoid traffic banking and provide reasonable intervals for drivers to make decisions (Figure 8).

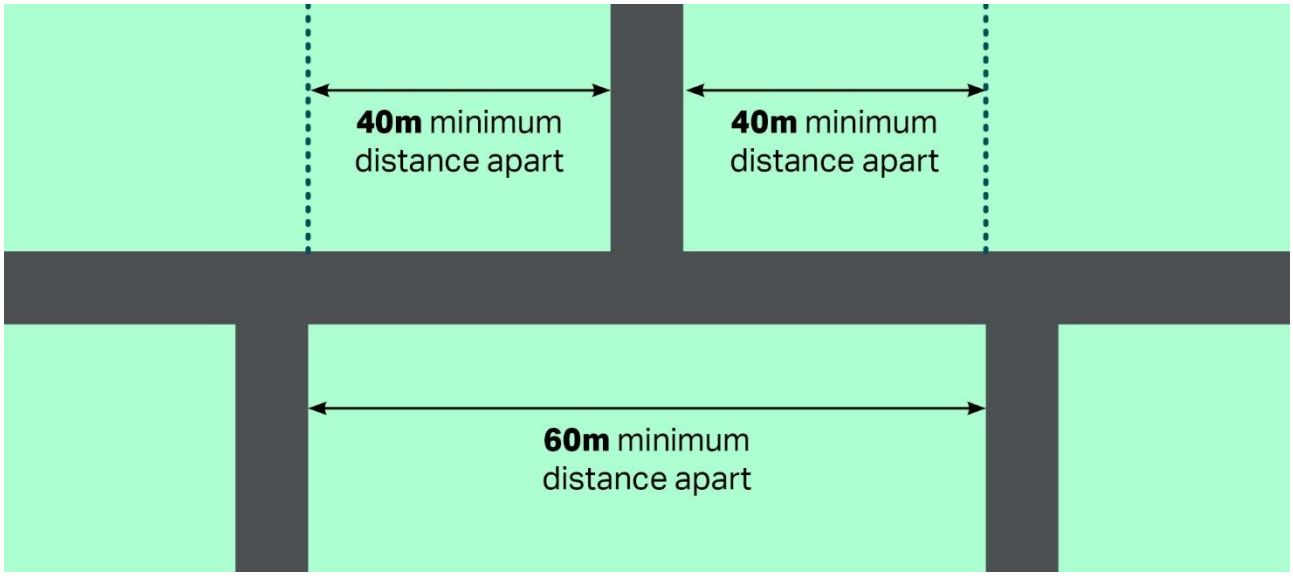
Figure 8: Local street networks should minimise four-way intersection



b) The recommended minimum spacings for T-intersections within the local road network are:

- 60 metres if the adjoining streets are located on the same side of the street
- 40 metres if the adjoining streets are located on opposite sides of the street (refer to Figure 9).

Figure 9: Minimum intersection distances within the local road network



c) Four-way intersections should be minimised but where they occur, traffic control treatments such as roundabouts should be implemented.

d) Long straight sections of road within the local road network should be avoided. In circumstances where the road is longer than 200 metres, traffic calming treatments are required (e.g. protuberances).

e) Speed bumps are not an acceptable traffic calming intervention for new road designs (but may be utilised in established suburbs where no other traffic calming options are appropriate).

5.2 Active Transport

a) Subdivisions should incorporate pedestrian and cycle linkages that connect to services such as public transport, shopping centres, open spaces and employment opportunities.

b) The street network should be designed to facilitate future bus routes.

c) Shorter block lengths (ideally 100-150 metres and not exceeding 200 metres) are encouraged to increase permeability and promote walking and cycling.

d) Cul-de-sacs should be avoided but if they are used, pedestrian and cycling linkages must be provided to connect to adjacent streets (Figure 10).

Figure10: Example of walking and cycling linkages through cul-de-sacs (Riverlea)



5.3 Walkways

a) Residential streets should be designed to avoid mid-block walkways as much as practicable.

b) Where such walkways cannot be avoided, they should be short, direct, and sufficiently wide to provide good sightlines through the space (Figure 11).

c) Public lighting should be considered within walkways and landscaping should not create concealment spaces.

Figure 11: Example of mid-block walkway that promotes a sense of safety



Chestnut Lane, St Clair: This mid-block walkway has an open feel, low-level vegetation and is overlooked from adjacent dwellings, which contributes to a sense of safety.

5.4 Rear Loaded Laneways

Rear loaded laneways provide vehicle access to garages at the rear of dwellings. They are predominantly vehicle environments and are not designed to be part of the pedestrian or bicycle network. Access to garages may be on one or both sides of the laneway.

a) Rear loaded laneways are public roads and therefore require tactile indicators at entrances from local streets to signal to pedestrians they are crossing a public road.

b) Entrances to rear loaded laneways should be designed to slow vehicles and include:
- narrowing of the road carriage entrance; and/or
- application of a threshold treatment. Stamped asphalt or concrete is preferred, block pavers are not acceptable (Figure 12).

c) Sightlines for both pedestrian and motorists must be provided at intersections of rear loaded laneways with local roads.

d) Rear-loaded laneways are slow-speed environments and should not be longer than 90 metres.

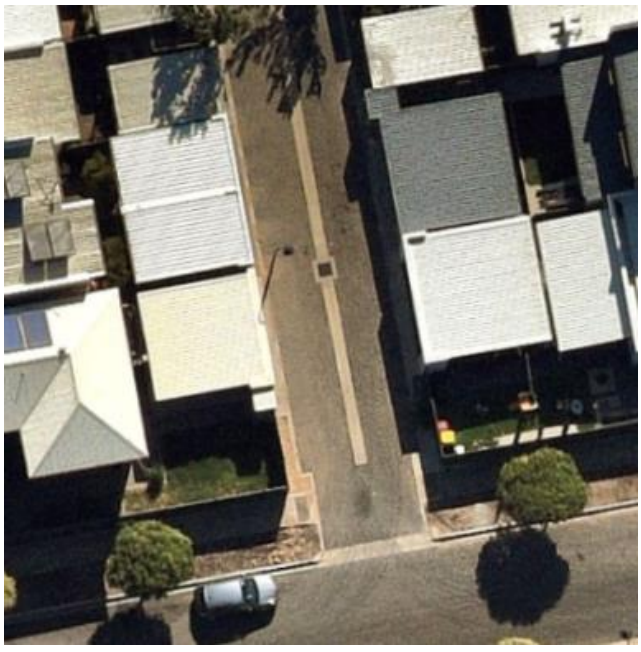
e) Room within rear loaded laneways must be provided for vegetation, lighting, and bin placement on rubbish collection days. Refer to Section 6.4 for further guidance on requirements for rubbish truck access within rear loaded laneways.

Refer to Section 12.2 for an example cross-section of a rear loaded laneway.

Figure 12: Local Examples of laneway entrances that slow traffic



Torrens Lane, Blakeview: rear loading on one side of the street - entrance has an exposed concrete aggregate threshold treatment to signal vehicles are entering into a slow- speed environment



Barklea Lane, Blakeview: rear loading both sides of the street - entrance is indented to force vehicles to slow down upon entering the laneway

6. Residential Street Design

Visually appealing, activated, and walkable streets are supported through a mix of allotment types, dwellings that address the street, continuous and connected footpaths and driveway placement that maximises space for trees and greening.

6.1 Street Frontages

a) Varied streetscapes should be created through a mix of allotment sizes and frontage lengths to cater for different dwelling types and add interest to streetscapes.

b) Subdivision design should ensure that dwellings face the primary street address and solid boundary fences are minimised along street frontages.

c) An exception to 6.1(b) is rear-loaded allotments where dwellings face a street or open space, and a rear laneway provides access to off-street parking (Figure 13).

Figure 13: Example of rear-loaded dwellings with frontages to open space (Angle Vale)



Saverio Boulevard Reserve, Angle Vale: Townhouses overlook reserve with access to garages via rear laneway

d) Dwellings located on corner blocks should be designed so that doors, windows and articulated facades can address both the primary and secondary street frontages (Figures 14 and 15). Permeable fencing can assist with this.

Figure 14: Side fences on corner blocks set back from front boundary

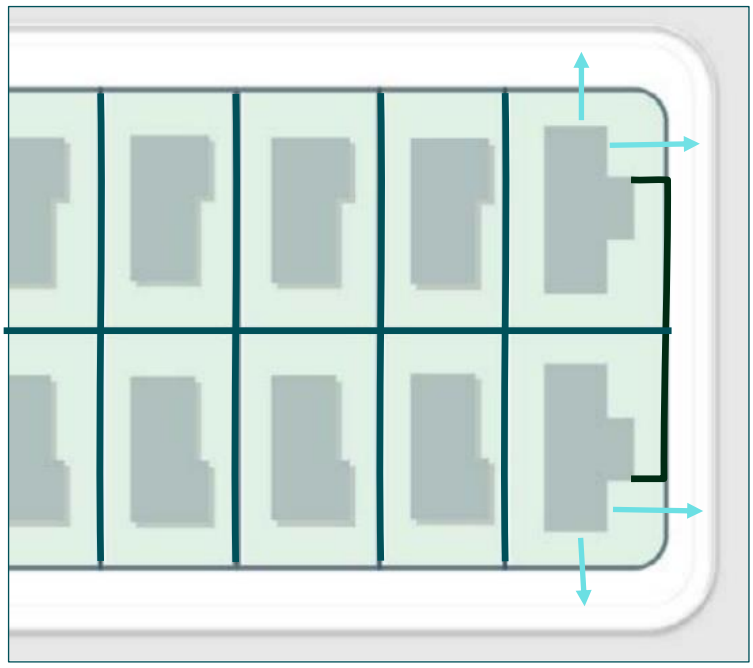
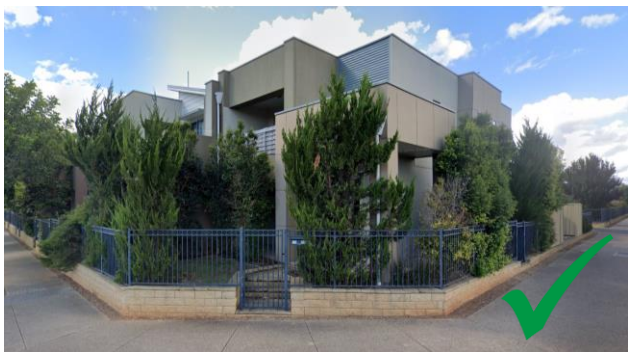


Figure 15: Examples of corner dwellings addressing both street frontages







Above: Good examples which increase passive surveillance and contribute to streetscape amenity.

Left: These side fences are not set back from the front property boundaries and dominate the streetscape.

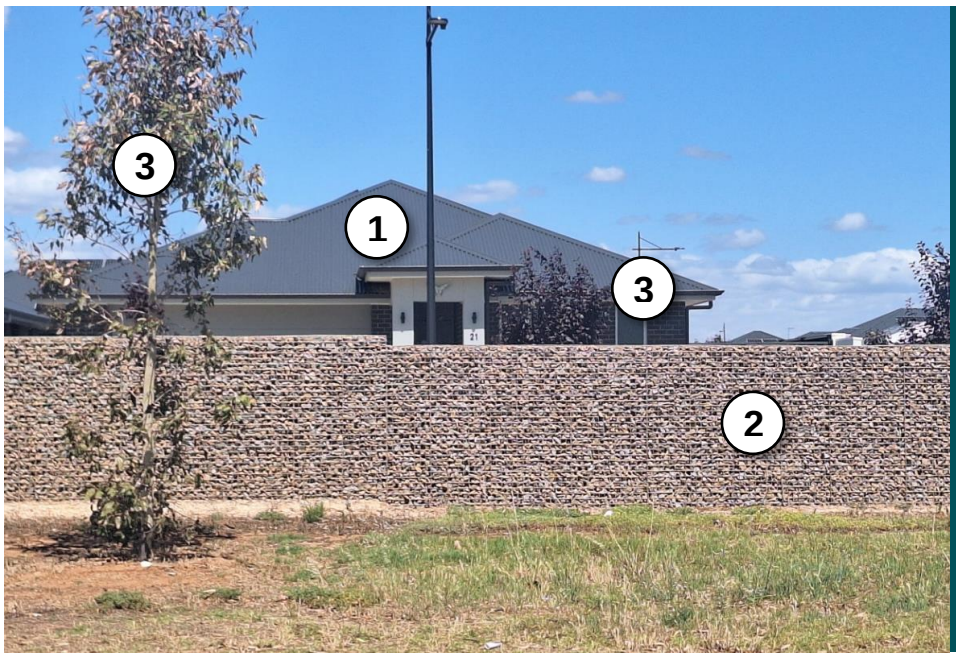
e) Dwellings that abut roads with high traffic volumes and/or speeds should be protected from negative impacts with a barrier (noise attenuating wall and/or landscaping), while still addressing the street frontage (Figure 16).

f) Noise attenuating walls should be designed to be visually appealing e.g. by using a mix of materials, varying heights, incorporating natural materials such as stone etc. Fences made entirely of solid steel panels are not acceptable (Figure 16).

Figure 16: Examples of dwellings fronting residential streets with buffers to arterial road



1. Dwellings address the service road frontage
2. Landscape buffer mitigates the visual impacts of the arterial road
3. Arterial road with high volumes of traffic



1. Dwellings address the street frontage

2. A gabion wall provides a noise and visual barrier between residences and busy arterial road

3. Tree planting on both sides of the wall softens the visual appearance

6.2 Driveway Placement

a) Driveways should be located to facilitate safe access to and from the property while maximising verge space for street tree planting, bin collection and on-street parking.

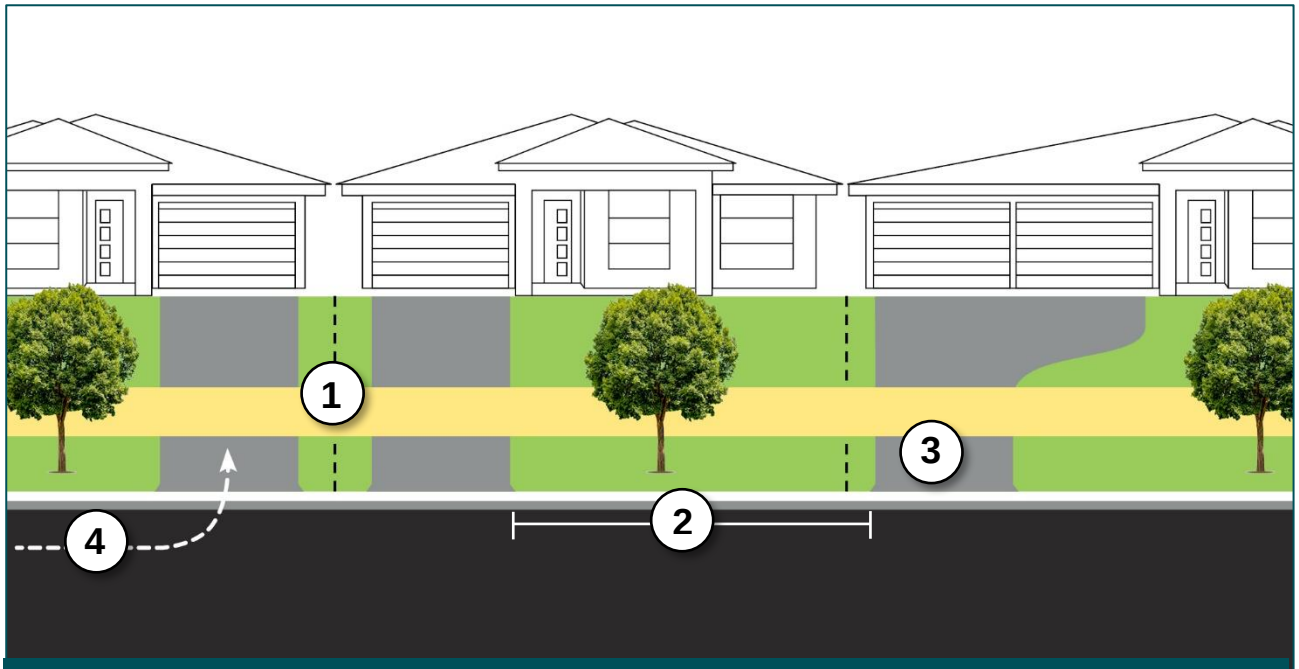
b) Driveway widths should be ‘single width’ (3 metres wide) within the Council verge. The driveway can then be widened within the private property boundary to provide access to a double garage. This will maximise space for on-street parking and verge greening (Figure 17).

c) Driveways should be paired where possible, to provide for longer verges that are uninterrupted by driveways (Figure 17).

d) Driveways should be separated by a minimum of 6 metres to enable on-street parking and planting of street trees (Figure 17).

e) Allotments should only have one driveway crossover. The cross over should be flared slightly at the kerb to reduce the size of the turning circle arc for vehicles entering the driveway (Figure 17).

Figure 9: Preferred driveway layout



1. Pairing driveways (locating them close together) helps to create longer verge areas
2. Provision of at least 6 metres between driveways provides space for tree planting and on-street parking
3. Properties with double garages should have a single width driveway at the kerb to provide more verge space and then widen the driveway within the property boundary
4. Driveway crossovers should be flared at the kerb to reduce the arc of the turning circle

f) In established streets, where allotments are subdivided (e.g. one allotment into two), the location of new driveway crossovers should prioritise the retention and health of existing street trees and protection of existing assets (e.g. side entry pits, streetlights, kerb ramps), over creating space for on-street parking (Figure 18).

Figure 18: Example of driveway placement that retained existing tree



Elizabeth Downs: Subdivision from one into two allotments

6.3 Infrastructure Placement

a) Utility infrastructure should be located within Common Service Trenches with sufficient room provided for footpaths and tree planting in verges.

b) Service connections from the trunk infrastructure in the street to households should be provided within 1 metre of the property boundary (Figure 19). This will provide more room within the verge space for tree planting.

c) Electricity transformers should be located at the rear of corner residential allotments and have direct street access (Figure 20).

d) Infrastructure (e.g. electricity transformers) should not be located within open spaces that will be developed and used by the community for recreation purposes.

Figure 19: Alignment of service connections to households

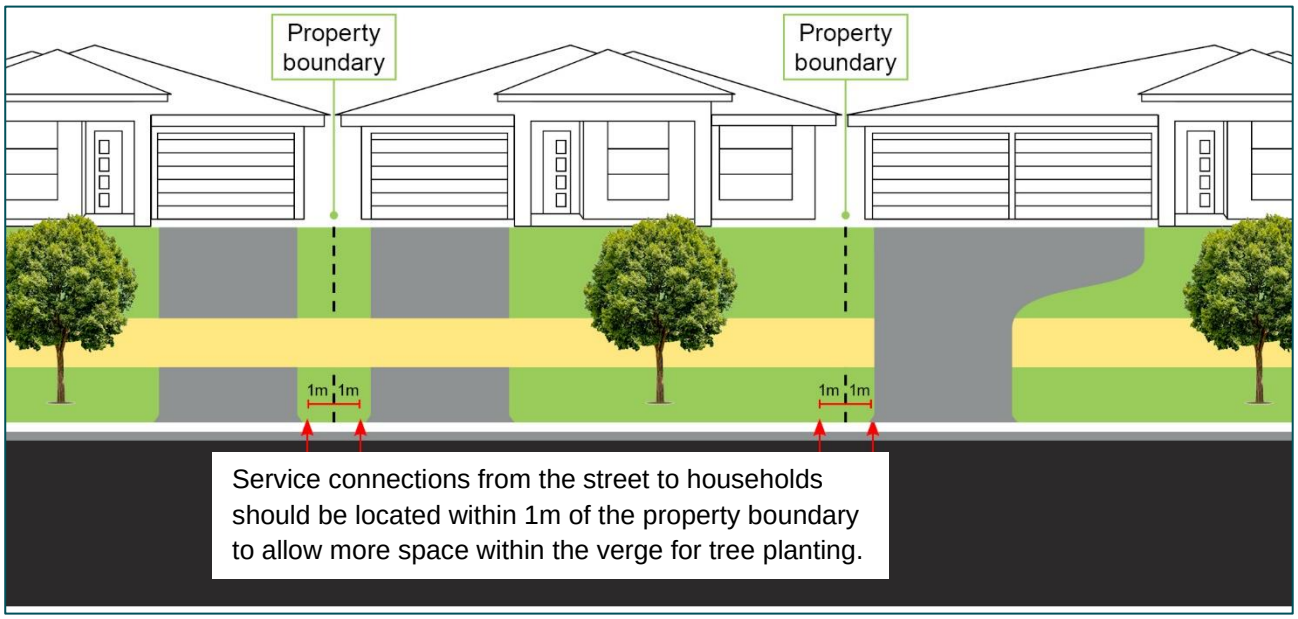


Figure 20: Example of preferred siting of transformers within streetscape (Eyre)



1. The transformer is located at the rear of a corner residential allotments
2. Fencing is placed around the transformer
3. The transformer has direct access to street, allowing service providers to access as needed

6.4 Bin Collection

a) Residential streets should provide sufficient space on the verge for two bins per household to be placed for weekly rubbish collection.

b) Residential streets must have sufficient room for rubbish collection trucks to enter and exit (appropriate turning circles) and ensure on-street parking arrangements do not restrict access for trucks on collection day.

c) The need to use private/strata roads by rubbish collection vehicles is discouraged.

d) Technical guidelines regarding requirements for rubbish collection are provided in the Waste Management in New Developments Guideline (developed by the Northern Adelaide Waste Management Authority) and must be adhered to.

e) Dwellings with rear loaded garages should provide space at the rear for bins to be situated for weekly rubbish collection. This will deter households from storing bins at the front of dwellings, which creates an unsightly street frontage.

f) The design of rear-loaded laneways must provide sufficient room for rubbish collection trucks to enter and exit the laneway (Figure 21).

g) Residential streets with indented car parking bays need to provide sufficient verge space between car parking bays for bins to be placed for weekly rubbish collection.

h) Residential flat buildings (apartments) should consider the need for a shared waste collection point to prevent the need for multiple bins to be placed on the verge on rubbish collection days. The waste collection solution must cater for the separation of waste into landfill, recycling and green organics.

Figure 21: Rear loaded laneways must provide adequate turning circles for rubbish collection trucks to enter and exit.





Streetscape elements

7. Walking and Cycling Infrastructure

Safe and connected walking and cycling infrastructure encourages healthy lifestyles and less reliance on private vehicles, which reduces road congestion and is better for the environment. It also provides people who do not have access to a private vehicle with a way to get around their communities.

7.1 Footpaths

a) Footpaths should provide a safe, accessible and continuous path of travel.

b) Footpaths should:

- be located away from the kerb (separated from the road by the verge or 'nature strip') to provide a buffer between pedestrians and vehicles (Figure 22)
- be offset 100 millimetres from the private property boundary to allow room for front fences to be installed. This strip should consist of cement treated quarry rubble.

Figure 22: Footpath placement examples



Above: The footpath in this street is separated from the road by the landscaped verge (Andrews Farm).



Above: The footpath in this street is situated at back of the kerb which means that pedestrians have little separation from cars (Craigmore).

c) Footpaths should maintain a consistent material treatment and grade (no greater than a 2.5% cross-fall) at driveways to provide a continuous and uninterrupted pathway for pedestrians (Figure 23).

Figure 23: Examples of footpaths intersecting with driveway crossovers



The footpath treatment and grade remain consistent over the driveway crossover



The footpath is interrupted by the driveway crossover



The gradient on this footpath is too steep

d) On local residential streets where a footpath is only provided on one side of the street, there must be sufficient space provided on the opposite verge to allow for a footpath to be installed in the future. The verge space must include room for a 1.5 metre wide footpath with a cross-fall no greater than 2.5% that is free of obstructions (refer to the cross-section at Section 12.1).

e) Footpaths should be constructed of broom-finished, plain or tinted concrete. Exposed aggregate concrete is accepted in high-use and high-amenity locations.

f) Footpaths should not be made from asphalt, and block pavers are only to be used in specific circumstances (e.g. within Character Precincts).

What	Description	Where to use
1.5 metres	Preferred footpath width for comfortable pedestrian movements.	Residential and non-residential streets that attract a relatively low level of pedestrian activity.
1.8 metres	Preferred footpath width for higher levels of pedestrian movements.	Streets that attract medium-high levels of pedestrian activity (usually due to the presence of a community destination).
Shared Use Path (3 metres)	Off-road paths that are designed for both pedestrians and cyclists.	Streets that: • Are determined to be part of the Shared Use Path network; or • Provide a logical continuation/connection with a Shared Use Path network; or • Are otherwise determined by Council to contribute to the establishment of a connected cycle and pedestrian network.

Refer to Section 7.3 for further information on cycling infrastructure and shared use paths.
Refer to Sections 9-12 for further information on Movement and Place.
Refer to Section 28.1 for guidance on installation of footpaths in established streetscapes.

g) Footpaths should be free from obstructions (e.g. seating, bins, lights, signs etc), which should be offset from the footpath and/or pedestrian ‘through zone’ (Figure 24)

h) Pathways should be well defined with:
- solid edges
- use of contrasting materials and/or line marking where there is a lack of definition between the pathway and surrounds (Figure 25).

Figure 24: Example of a park bench off-set from the footpath



This pathway maintains a hazard-free path of travel (Pete Smith Reserve, Davoren Park)

Figure 25: Example of a footpath that is clearly delineated from surrounds

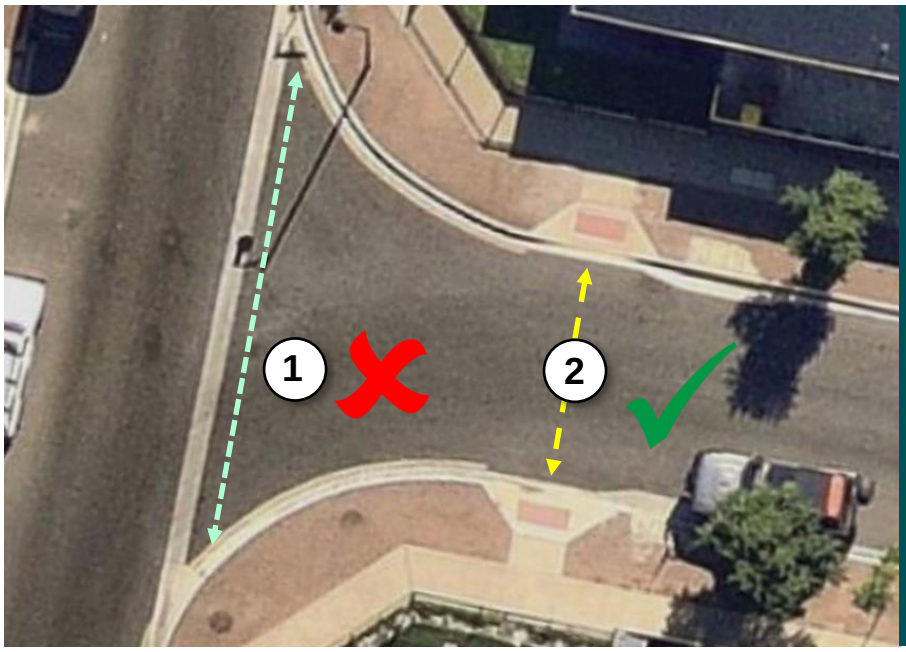


The footpath is clearly delineated from the adjacent bollards and verge landscaping using contrasting colours and materials (Elizabeth Way, Elizabeth)

7.2 Pedestrian Crossings

a) Pedestrian crossing points should be provided at all street junctions and be set back from the intersection tangent point to provide for the shortest route across the road carriage (Figure 26). Side entry pits should not be placed in these locations as they prevent kerb ramps being placed in the preferred crossing point location.

Figure 26: Example of desired pedestrian crossing placement



1. If the crossing points were placed here, there is more road carriageway width for pedestrians to cross

2. Pedestrian crossing points offset from the intersection provide a shorter and safer path of travel across the road

b) Pedestrian crossing points at road junctions where there are high traffic volumes or speeds (but where a Pedestrian Activated Crossing is not warranted) should minimise the distance across the road carriage for pedestrians to cross. This can typically be achieved by:

- narrowing the road carriage at the crossing point; or
- installing a pedestrian refuge in the middle of the road (Figure 27).

Figure 27: Examples of pedestrian crossing points that reduce crossing distance



Pedestrian refuge at Philip Avenue and Curtis Road intersection (Angle Vale)



Galda Way and Scarlet Avenue intersections (Munno Para)

c) Pedestrian crossing points should be:
- located to reflect pedestrian desire lines, especially near community destinations (e.g. bus stops, shops, schools)
- be provided at approximately every 200 metres along roads with high traffic volumes or speeds.

d) Upright kerbs must be used within all streets. Rollover kerbs are not accepted. This is due to the difficulty some mobility devices experience in traversing rollover kerb as well as rollover kerbing making it easy for cars to park on verges, which can obstruct footpaths and damage assets (Figure 28).

Figure 28: Examples of acceptable and non-acceptable kerb profiles



Upright kerb profile



Rollover kerb profile

7.3 Cycling Infrastructure and Shared Use Paths

a) Cycling infrastructure/shared use paths should be implemented:
- in accordance with the Department of Infrastructure and Transport's Active Travel Design Guide
- in accordance with the Movement and Place typology (refer to Sections 9-12)
- in accordance with the existing and future bicycle/shared use path network identified in Council's Integrated Transport Strategy
- in accordance with relevant growth area structure plans
- where otherwise determined by Council to contribute to the establishment of a connected cycle and pedestrian network.

b) On-street bicycle lanes should be 1.8 metres wide.

c) Low traffic volume local roads (and rural roads) generally will not require dedicated bicycle infrastructure.

d) Some local roads may be recognised as a Greenway (a low-traffic and low-speed safe route for cyclists) and will be identified by painted 'sharrows' (Figure 30) on the road carriage way. Greenways will typically follow a linear corridor such as a railway line.

e) Shared use paths should be located within streets that have minimal conflict points (e.g. driveway crossovers and street intersections) as much as practicable (Figures 29 and 32).

f) Shared use paths should:

- be 3 metres in width
- be made of concrete within streets, and concrete or asphalt within open spaces
- incorporate line marking
- ensure there is a minimum 0.5 metre clearance buffer (i.e. free of signage, trees etc) on either side of the path (note that Austroads promotes a 1 metre minimum buffer)
- be evaluated for lighting requirements
- consider the need for terminal treatments at the entrance/exit of shared use pathways. These should comply with Austroads *Guide to Road Design Park 6A: Paths for Walking and Cycling*, Section 7.3
- incorporate amenities (e.g. seating, bins, drinking fountains) along the path route, which will generally be concentrated in nodes with higher activity levels (Figure 31)
- Avoid having multiple conflict points (e.g. private driveways).

Figure 29: Example of treatment at intersection with a shared use path



Intersection treatment slows vehicles and signifies to drivers that pedestrian and cyclists may be present (Bethany Road, Tarneit, VIC)

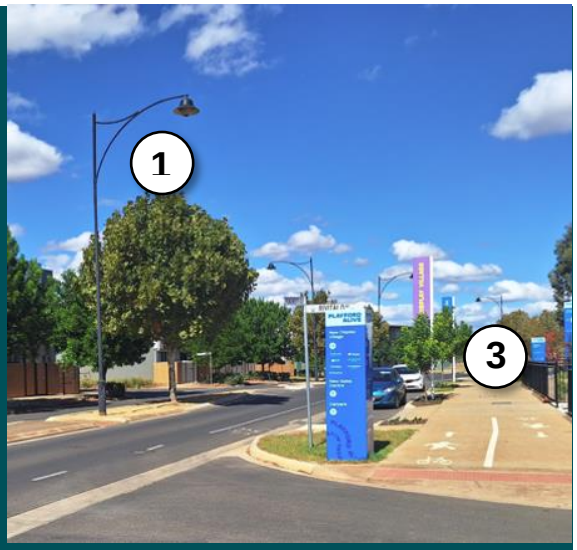
Figure 30: Example of a 'sharrow' that denotes a Greenway route



This 'sharrow' is on a local road adjacent to the Outer Harbour railway line and designates a safe cycle route along quiet streets

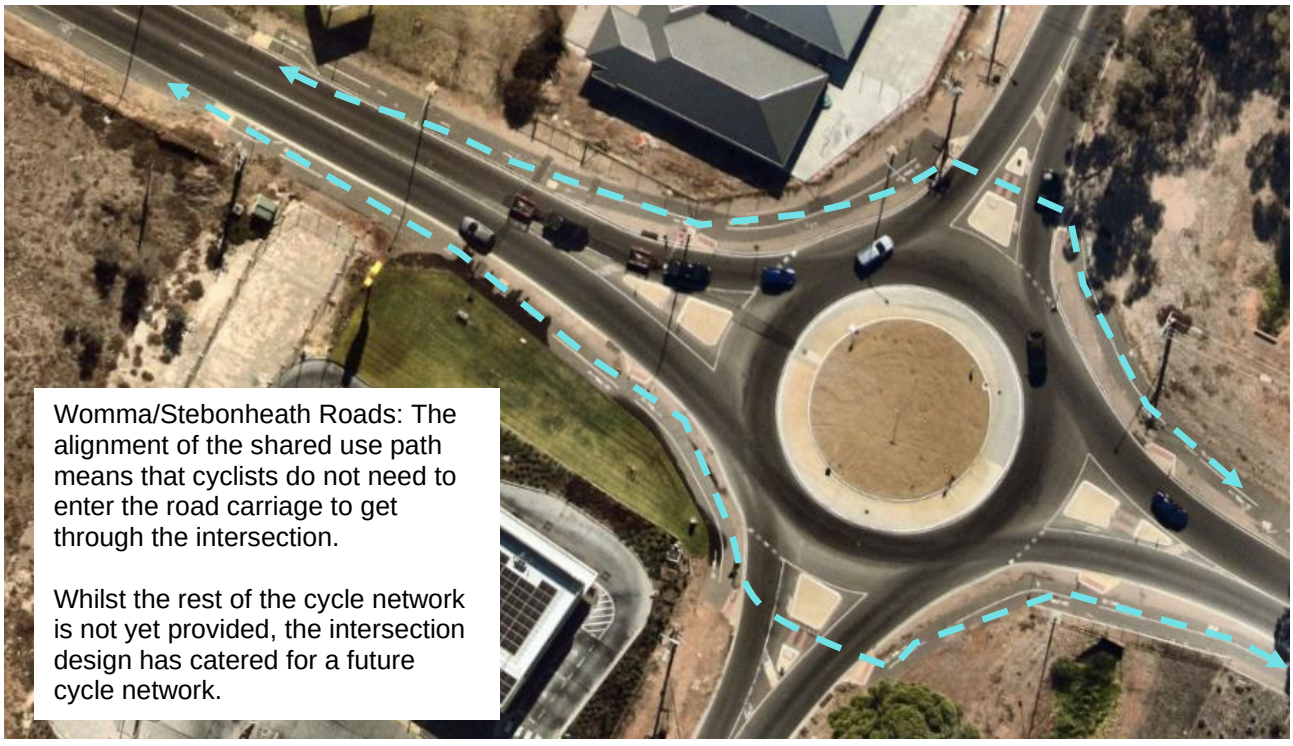
Figure 31: Example of a shared use path within a street (Peachey Road, Munno Para)





1. The street and shared path are well lit
2. A shared use path (separated from vehicles) and on-street bicycle lane is provided
3. The concrete path is line marked for shared use
4. Presence of multiple driveway crossovers is not ideal due to potential conflicts

Figure 32: Example of a safe design for cyclists to move through a busy intersection



Womma/Stebonheath Roads: The alignment of the shared use path means that cyclists do not need to enter the road carriage to get through the intersection.

Whilst the rest of the cycle network is not yet provided, the intersection design has catered for a future cycle network.

8. Street Features

The elements that make up streets, such as greening, wayfinding and street furniture make a significant contribution to functional, comfortable and visually appealing neighbourhoods.

8.1 Street Trees

a) Street trees should achieve the following outcomes:

- A minimum of one street tree per dwelling must be planted in residential streets – with an aim of creating head-to-head canopy at maturity (Figure 33).
- Verges abutting side fences should have plantings that create 'head-to-head' tree canopy at maturity (Figure 35).
- A minimum of one street tree every 10 metres within non-residential streets – with an aim of creating head-to-head canopy at maturity, where possible.

Figure 33: Example of street with high canopy cover (Dewey Street, Elizabeth East)



b) The location of street trees should consider proximity to driveways, houses, underground services and encroachment into driver sightlines.

c) Tree species and other vegetation should contribute to a cohesive and consistent character along streets.

d) Street tree selection must be based on maintenance needs, non-invasive growth habits, life span, suitability to the local microclimate and resilience to climate change. A mix of deciduous and evergreen trees may be used. A list of acceptable street trees species is available from Council's website: Landscape Standard Details · City of Playford.

e) Street tree selection must also consider:

- maximising canopy and shade (larger species should be selected in locations with larger verge space and smaller species in locations with limited verge space)
- underground services and overhead power lines
- solar access (deciduous trees should be focused along streets with an east-west orientation and evergreen trees should be focused along streets with a north-south orientation)
- proximity to infrastructure and property
- nursery availability
- uniformity (regarding consistency with what is currently in the street, where relevant).

f) Streets that connect with areas of biodiversity should be planted with native species to provide a wildlife corridor.

g) Provision for watering of street trees during their establishment must be made. Water-sensitive design options should be integrated where possible to reduce the need for manual watering (Figure 34).

Figure 34: Example of rain gardens in the Virginia Main Street





The Virginia Main Street rain gardens help to manage stormwater runoff and provide passive irrigation for trees and plants.

Figure 35: Example of head-to-head tree canopy along a side boundary fence



8.2 Verges

Verges within Local Residential Streets

a) Verges within residential streets should be minimum 1.5 – 2 metres wide (excluding the footpath) and free of services to allow room for street trees to be planted and mature to a size that provides a good level of shade and canopy cover.

b) Verges in front of dwellings should have one of the following treatments:

- Non-irrigated roll-out turf (preferred)
- Compacted fines (Figure 36)

Roll-out turf is preferred as grass contributes to cooler streets, is easier to maintain and enables residents to maintain their own verge (if desired).

c) Hydro-seed turf is an unsupported treatment as it is more resource-intensive than roll-out turf to get established and has a poor survival outcome.

d) Compacted fines should be considered where:

- verge elements make it difficult to accommodate Council mowers, e.g. due to being
  - too narrow
  - irregularly shaped or on sloping land
  - impeded by street trees or other infrastructure positioned too close together
- it will create consistency with the rest of the street/subdivision.

- it is in front of medium density housing that has minimal private open space (and therefore residents are less likely to have a lawn mower).

e) Verges abutting residential side fences should be landscaped with either gravel or compacted fines (Figure 36).

Residents who would prefer to implement an alternate verge treatment and/or exclusively maintain their own verges must apply through Council's Verge Maintenance application process.

Figure 36: Examples of front and side verge treatments



Side boundary verge - gravel with mulched tree bowl (Munno Para)



Turfed verge (Angle Vale)



Front verges with compacted fines and mulched tree bowls (Munno Para)

High Amenity Verges

f) High Amenity Verge treatments should be provided on streets that have (or provide a key connection to) community destinations, including:
- shopping centres
- schools
- district or regional level recreation facilities and open spaces
- transport hubs
- any destination that is anticipated to have a high level of visitation.

g) For streets that are identified as requiring High Amenity Verges, landscape treatments should be focused around key nodes, such as:
- the front/main entrance to community destinations
- pedestrian crossing points
- protuberances
- entrances into residential subdivisions or precincts (Figure 40)
- significant intersections or roundabouts (usually with at least one higher-order road)
- at other intervals on long roads to break monotony.

h) High Amenity Verges should consist of a mix of the following treatments (not all treatments need to be utilised):
- Irrigated turf (must be greater than 1 metre wide)
- Irrigated and mulched garden beds
- Water Sensitive Urban Design treatments (e.g. tree pits and rain gardens)
- High-density street tree planting which aims to achieve head-to-head canopy cover
- Gravel or compacted fines

i) High Amenity Verges should be a minimum of 2 metres wide (excluding the footpath or shared path) to allow sufficient room for tree planting. Refer to Section 8.4 for required verge width on existing or proposed bus routes.

j) Verge treatments adjacent to on-street parking bays that are close to community destinations should be sealed to provide a hard surface for people to exit vehicles and prevent green landscaping being trampled (Figure 40).

k) Verge treatments must allow for appropriate sightlines at intersections:
- In low speed and/or low traffic volume environments, turf or low-level shrubbery is appropriate (Figure 40).
- In high speed and/or high traffic volume environment, landscape treatments should be used which provide for sightlines and consider maintenance needs, including safety of maintenance staff (Figure 39).

l) Boundary-to-kerb sealed verges:
- should be implemented in front of community destinations and within Character Precincts, especially in locations that have buildings with activated frontages[2] (Figure 37)

[2] Activated frontages are commercial, retail and community buildings that have windows and doors that open directly to the street (i.e. are built up to the property boundary). Buildings with activated frontages enhance passive surveillance and contribute to increased pedestrian activity.

- are generally not warranted at destinations that are primarily car dependent and have minimal relationship to the public realm.
- should locate street trees and street furniture near the road to provide a buffer between vehicles and the main path of travel for pedestrians.

Figure 37: Examples of kerb to kerb paving at community destinations



Blakeview Shopping Centre: boundary to kerb paving treatment around retail outlets



Stretton Centre, Munno Para: boundary to kerb paving treatment around a community facility

m) Irrigated verge treatments should have a buffer between the road kerb and landscape treatment that:

- is in accordance with the below table
- consists of a low maintenance treatment (typically compacted fines).

Landscape Treatment	Location	Roads 60km/hr or less	Roads 70- 80km/hr
Irrigated turf and/or garden beds	Medians and verges (straight road sections)	No buffer required (treatment may go up to kerb)	Buffer required: minimum setback distance where a traffic management work zone is not required (as per DIT standards); plus an additional 1 metre to allow staff to undertake maintenance and not encroach into the work zone setback area
	At intersections, tangent points and end of medians	Buffer may be required depending on location, design (width) and function of road (Figure 38)	

Figure 38: Example of buffer within local road network (Riverlea)



Due to truck movements from construction activities, 600mm buffers were implemented at the corners of these local roads. Without the buffers, trucks would damage the turf and irrigation systems.

Figure 39: Example of verge treatment at intersection with major road (Angle Vale)



1. High amenity verge treatment is set back from the intersection, allowing for sightlines

2. The corners of the roads are treated with compacted fines

n) Medians can contribute to the High Amenity Verge treatments and may be landscaped with the following treatments:

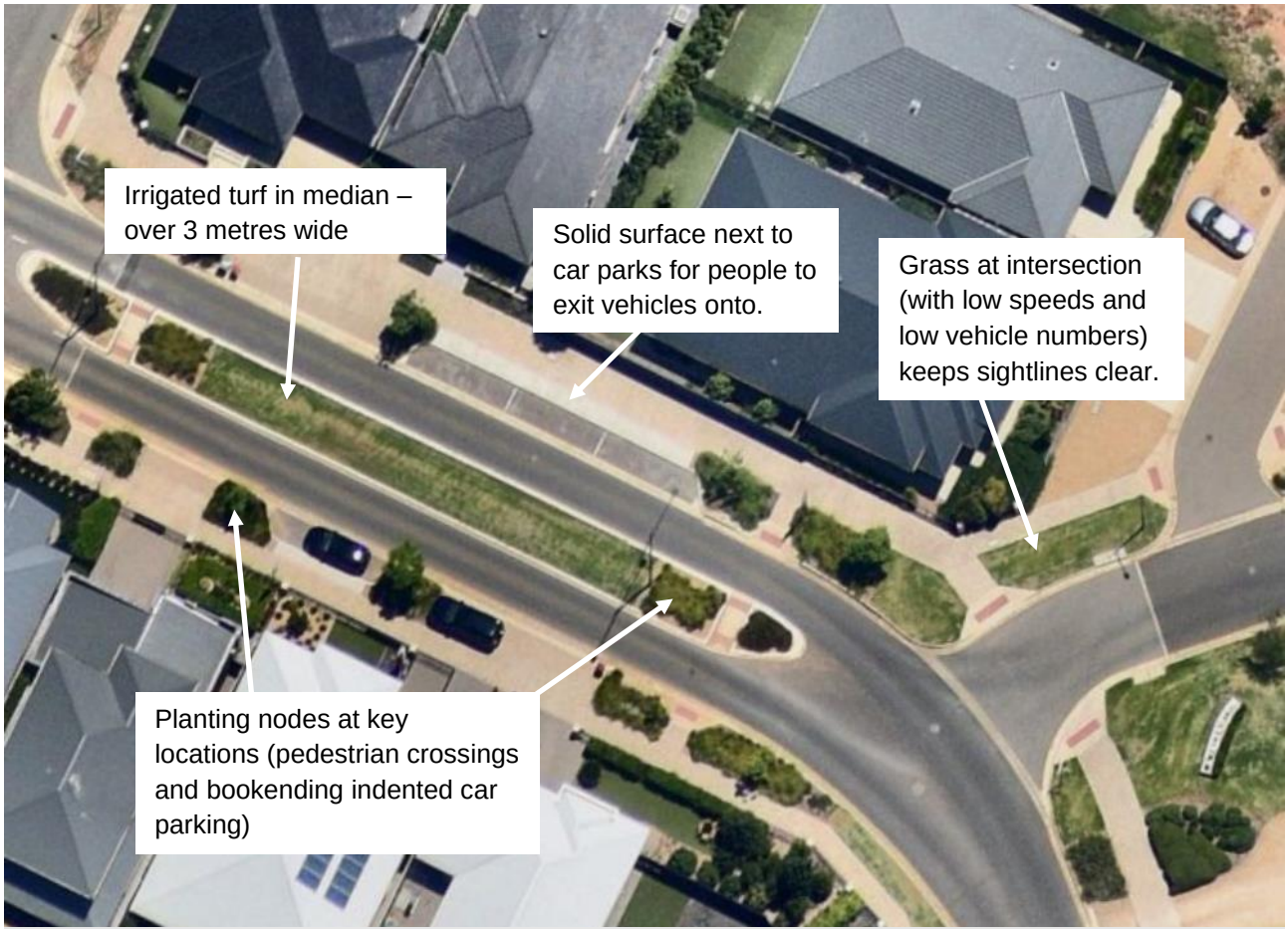
- Irrigated turf (only for medians 3+ metres wide) (Figure 40)
- Irrigated tree plantings that result in head-to-head canopy cover at maturity
- Irrigated understorey planting nodes
- Gravel
- Compacted fines

o) High Amenity Verge treatments should contribute towards Water Sensitive Urban Design (WSUD) outcomes as well as reducing irrigation costs and increasing the rate of growth of trees and plants through:

- utilisation of Council's recycling and aquifer recharge system (where available)
- use of rain gardens within street verges
- minimisation of impervious material
- use of climate appropriate trees and plants
- tree inlet pits (tree pits that capture and re-use stormwater to passively irrigate trees).

WSUD resources can be found at Water Sensitive SA

Figure 40: Example of high amenity verge treatments



Saverio Boulevard, Angle Vale: This entrance into the 'Miravale' subdivision connects with a large neighbourhood park and has high amenity verge treatments

Roundabouts

p) Roundabouts (Figure 41) with an outer mountable or semi-mountable anulus and inner non-mountable anulus should have the inner anulus bordered by upright kerbing and landscaped with two or more of the following treatments:

- Tree planting (if sightlines and underground services allow)
- Irrigated turf or plantings
- Gravel
- Compacted fines

q) A street sign may be positioned anywhere within the inner anulus of a roundabout and in consideration of the landscape design.

r) The outer mountable anulus of roundabouts should have a plain concrete finish. Paved or pattern press finishes are not acceptable.

s) Small roundabouts should be constructed entirely of solid concrete.

Figure 41: Example of landscaping treatment within a roundabout (Angle Vale)



8.3 Protuberances and Car Parks

a) Protuberances can be implemented to narrow streets, slow traffic and provide for safer pedestrian crossing points (by reducing the width of road to cross).

b) Protuberances can be implemented to create a larger verge area for outdoor dining, seating or public art. In these instances, bollards should be used to provide a barrier between people/diners and vehicles.

c) Protuberances should be used to define on-street parking spaces and should be angled at 45 degrees to provide easier vehicle access into/out of the car parking space. Where 45 degrees cannot be achieved, 90 degree protuberances may be provided, together with longer parking bays (Figure 42).

d) Protuberances should accommodate trees or other vegetation where this cannot be provided within the verge.

e) Indented car parking bays must be a minimum of two-spaces long. Street sweepers cannot get into single bay indented car parks.

f) On-street parking bays should be a minimum of 2.2 metres wide.

Figure 42: Example of protuberance design (Blakeview)



1. Protuberances demarcate on-street parking area

2. Protuberances with a 45 degree angle assist with ease of car parking; alternatively longer parking bays need to be provided (as per this example)

3. Protuberance is vegetated and tree canopy height provides for sightlines

8.4 Bus Stops

Bus stop provision

a) Future bus routes and stops should be identified as part of the early subdivision planning process in conjunction with the state government (South Australian Public Transport Authority).

b) The need for bus indents should be considered as part of the bus route planning. Where provided, they should be made of concrete.

c) Future bus stops should be located away from driveway crossovers.

d) Pedestrian crossing points on roads with high volumes or high speeds should be provided within the vicinity of bus stops (within approximately 50 metres). The type of pedestrian crossing (e.g. refuge, Pedestrian Actuated Crossing) will need to be determined in accordance with the road conditions.

e) Junctions and intersections should facilitate bus turning paths along proposed bus routes.

Bus stop design

f) Bus stop design should meet the Department of Transport's Bus Operational Guidelines (2019) and any subsequent revisions.

g) Streets identified as a future bus route should have a verge width of at least 3.5 metres to provide sufficient room for a bus shelter, bus pad and a clear path of travel along the footpath.

h) Where bus shelters are provided, they should be located next to the property boundary with the footpath in front to reduce concealment opportunities (Figure 43).

Figure 43: Preferred bus stop layout



1. Where provided, shelters should be positioned near the property boundary to prevent concealment opportunities and provide a clear path of travel for pedestrians.

2. Bus pads with compliant tactiles should be provided at each bus stop.

3. Bus stops which are indented allow for traffic to flow when buses are stationary but can make it more difficult for buses to re-enter the road carriageway when leaving the stop.

8.5 Signage and Entry Statements

a) Entry statements into subdivisions are acceptable in consultation with Council.

b) Entry statements into subdivisions should be simple, easy to maintain and not dominate the streetscape (Figure 44).

c) Entry statements into townships or precincts are encouraged and should align with the Character Precinct guidelines (Sections 13-18), Council's Signage Strategy or specific masterplans/concepts that may apply to these locations.

d) Street names must be implemented on blade signs at all street intersections.

e) Suburb name signs should be provided at the threshold of suburb boundaries along major roads.

f) Entry statements should only implement threshold treatments where there is a change in the road environment or to indicate a speed reduction (such as when entering into a local road from a collector road). They should not be used at all intersections and should not utilise block pavers (stamped asphalt or concrete is preferred).

Figure 44: Example of subdivision entry statements



Entry statement signage is simple, easy to maintain and not dominate the streetscape

Refer to Section 21.2 for guidance on wayfinding within open spaces.

Further information on signage design can be found in Council's Signage Strategy.

8.6 Public Art and Culture

a) Public art can contribute to a sense of place, culture and community ownership. The development of public art should be led by skilled local artists who engage the community in the development or implementation of art pieces, where possible (Figure 45).

b) Interpretive signage should be incorporated into public spaces where appropriate, to acknowledge and celebrate Aboriginal and non-Aboriginal history and culture.

Figure 45: Examples of public art that reflect culture and place



Stolen Generations Healing and Memorial Garden at Stebonheath Park (Davoren Park): The mosaic art was created in collaboration with community members affected by the Stolen Generations.



Northern Sound System (Elizabeth): The Saana Mural was designed by two Nairobi artists. It acknowledges the power of art and creativity in bridging gaps and increasing inter-cultural understanding.



Tan Dao Reserve (Ferryden Park): This Vietnamese themed reserve acknowledges the large South-East Asian migration to the area.



Movement and Place

9. What is Movement and Place

Traditional road network planning considers roads as a way for vehicles to get from A to B. However, this approach ignores the many other functions of streets, for example as places for people to live, work and spend time.

A more holistic view of streets is now emerging, where their role as a place – as well as their movement function - is considered as part of the design.

These functions are plotted on a matrix which considers the following:

- **Movement**: the volume of movements and modes of transport, including cycling, public transport and larger vehicles
- **Place**: measures the amount of people using the street (walking, sitting, dining, playing)

The matrix provides Movement and Place values between 1 (highest value) through to 5 (lowest value).

The Movement value indicates the level of transport movements from M1 (a highway) through to M5 (residential street).

The Place value indicates the level of activity and the distance people travel to use the street. For example, a value of P1 represents places such as Rundle Mall in Adelaide CBD and a value of P5 would represent a residential street.

10. Playford Movement and Place Matrix

The scope of Playford's day to day business will generally be concentrated within areas with low to medium place values (i.e. P3 - P5) and streets with low to medium movement values (i.e. M3 - M5).



The majority of Playford's streets are focused within the green part of the matrix.

10. Playford Movement and Place Matrix

It is important to note that long streets will often have different values at different locations (e.g. higher place values near shopping precincts or schools and lower values elsewhere).

For Playford's growth areas, design decisions need to be made based on the envisaged future use of a street and not necessarily its current movement and place role.

Movement Definitions

The Playford Movement and Place Matrix incorporates the definitions from the state government's *South Australia's Active Travel Design Guide* (2024), prepared by the Department of Infrastructure and Transport.

Within the Playford context, the following road hierarchy classification will *generally* align with the Movement values shown below:

M1	**Expressway**	Provides major regional and inter-regional traffic movements with no stopping and carries unrestricted level of traffic. State owned.
M2	**Sub-Arterial & Arterial**	Provides primary linkages between districts, major centres and townships and forms the primary road network for metropolitan traffic movements. State owned.
M3	**Distributor**	Provides connections for traffic movements between sub-arterial and collector roads or local roads to distribute traffic to local street systems. Council owned.
M4	**Connector Street**	Provides connections to distributor and arterial roads from local streets within and through a local area, as well as providing property access. Council owned.
M5	**Local Street**	Provides property access. Includes service roads that may share the same name as higher order roads. Council owned.
M5	**Laneway**	Provides for rear property access. Not designed to have a through traffic function. Council owned.

However, movements along streets are diverse, comprising cycling, scooters, e-bikes, personal mobility devices (gophers), cars, buses, and trucks. In the State's Active Travel Strategy (p.13) movements are grouped and defined as per the following table. Some movement types such as freight and public transport generally occur within the higher movement values (M1-M3).

Pedestrian activities are reflected within the Place categorisations.

10. Playford Movement and Place Matrix

Guide to categorisation of transport modes

	Cycling	Public transport	General traffic	Freight
M1	**C1 – Regional cycling routes** High priority cycling routes that connect the capital city with Urban Activity Centres and other significant destinations.	**PT1 – Priority bus corridors** Core backbone corridors that connect major activity hubs along primary travel routes, providing route connectivity over longer distances at higher speeds.	**T1 – Strategic roads** Roads that connect the largest population centres and key destinations crucial to national economic development. These national roads serve as primary links between capitals, and between Adelaide and major SA cities.	**F1 – Principal freight routes** Roads that offer high connectivity and efficiency for nationally significant freight movements between the capital, major cities, strategic economic regions, and major logistics centres.
M2	**C2 – District cycling routes** Routes that connect major activity centres with each other and with C1 routes, creating a comprehensive high-quality network linking important destinations. Recreational trails of district significance are also part of C2 level route network.	**PT2 – Frequent bus corridors** Secondary backbone corridors that connect major activity hubs along high-demand routes over shorter distances, with strong integration with the rapid network.	**T2 – Major arterial roads** Roads that provide primary links between urban and outer urban areas, function as bypasses or ring roads, and accommodate high-capacity cross-metropolitan vehicle movements. In rural areas, these roads connect regional towns with higher traffic flows or serve as key tourist routes.	**F2 – Major freight routes** Roads that support the movement of high productivity freight to and from principal freight routes and between them. These routes are well-established and handle regular daily freight movements.
M3	**C3 – Local cycling routes** Routes that connect local activity centres and residential areas with each other and link to the C1 and C2 networks. Designated trails of mainly local or recreational significance are also included in the C3 network.	**PT3 – Connector bus corridors** Connector corridors that link residential areas and local centres to rapid or frequent networks.	**T3 – Arterial roads** Arterial roads in urban areas that handle moderate capacity metropolitan vehicle movements and connect important destinations, such as activity centres or high-employment areas. In rural areas, these routes link regional towns with moderate to low traffic flows.	**F3 – Local freight routes** Roads that facilitate the movement of high productivity freight to and from key nodes, depots and delivery destinations, and connect to higher-order (F1 and F2) freight roads.
M4			**T4 – Collector roads** Roads that collect and channel traffic from local streets to higher-order roads. In rural areas, these roads may have low traffic flows.	
M5			**T5 – Local streets and access roads** Streets or tracks used only for local movements. In rural areas, these roads are often unpaved or unsealed, usually have very low traffic volumes and mainly provide first and last-mile connections.	

10. Playford Movement and Place Matrix

Place Definitions

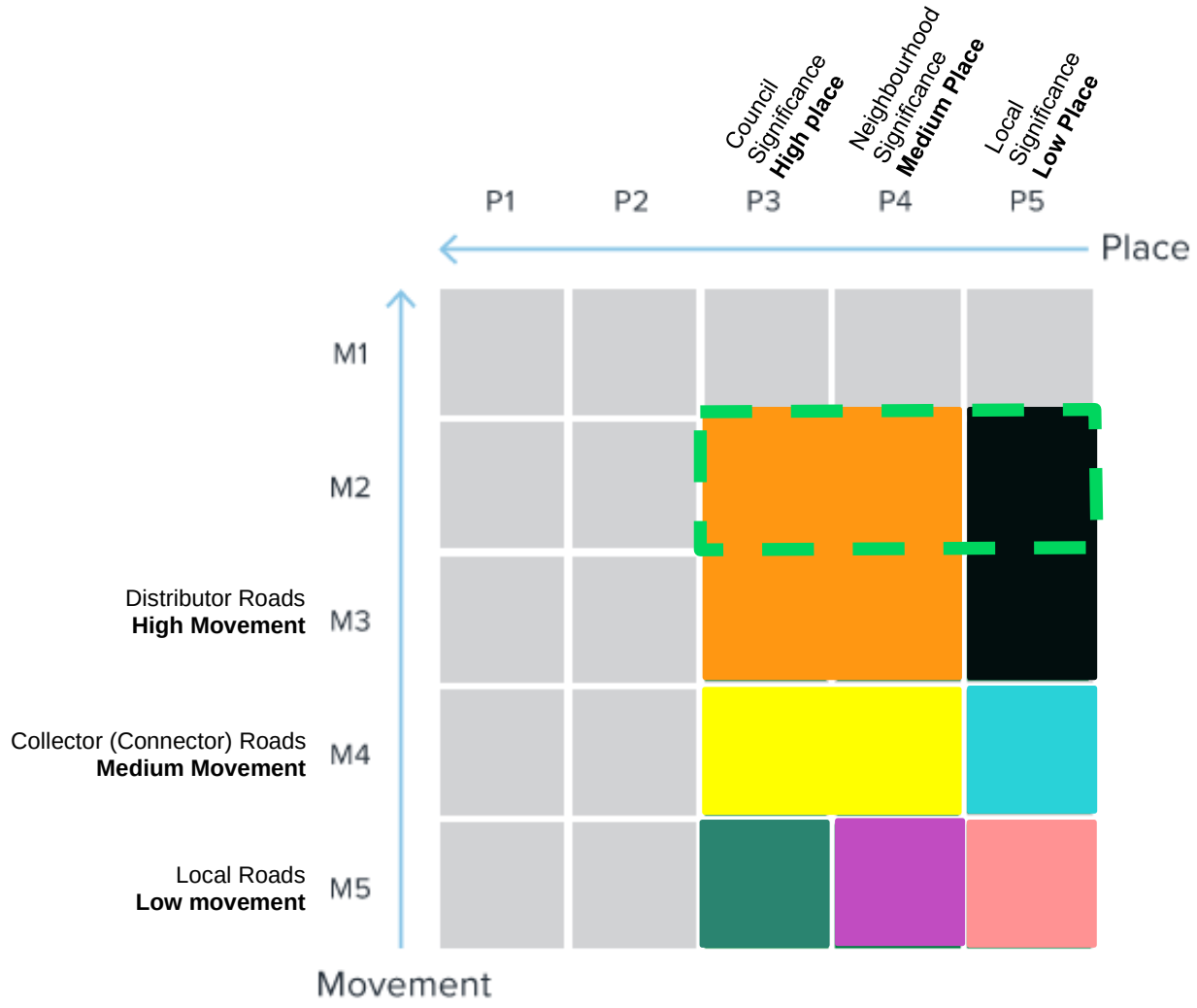
The definitions for Playford's Place values are provided in the table below. P1 and P2 reflect the State's Active Travel Strategy definitions.

Place Value	Description	Examples
P1 **Places of national or state significance**	• Street frontages (extending over 750 metres on both sides) that form part of state significant tourist precincts or are premier destinations for dining, entertainment, and/or high-density retail activities • Cultural, entertainment or concert venues with a capacity of 1,500+ people, and sporting venues that host national games	No examples within Playford Examples within Greater Adelaide include Rundle Mall, Rundle Street, North Terrace, Jetty Road Glenelg, Main Road Hahndorf
P2 **Places of metropolitan or city/town significance**	• Street frontages (extending over 500 metres on any side of a street) that are popular and well-known destinations with visitors from metropolitan-wide or city/town-wide catchments with dining, entertainment and/or high density retail activities • Cultural, entertainment or concert venues for 500-1,500 people	No examples within Playford Examples within Greater Adelaide include Prospect Road, The Parade, King William Road
P3 **Places of council significance**	• Destinations that attract people from a district-wide catchment or from outside of Playford e.g. high schools; district/regional shopping centres; district/regional sports/recreation facilities; transport hubs; medical centres; civic venues; township main streets	Elizabeth Shopping Centre, Munno Para Shopping Centre; Playford International College; Riverbanks College; Munno Para Town Park; Fremont Park; Lyell McEwin Health Precinct; Elizabeth Train and Bus Interchange; Playford Civic Centre
P4 **Places of neighbourhood significance**	• Neighbourhood-level parks and shops; primary schools; community centres	California Avenue Neighbourhood Reserve; Elizabeth Parks Shopping Centre; Swallowcliffe Primary School; The Precinct Community Centre
P5 **Places of local significance**	• Places of residence; small/local parks accessible via local residential streets; commercial destinations with small number of customers arriving mainly by appointment (e.g. small beauty shop)	Residential streets; Gould Street Local Reserve, Mandeville Street Local Reserve

10. Playford Movement and Place Matrix

Playford Movement and Place Matrix

The Matrix does not reflect streets with M1-M2 values, or places with P1-P2 values as these are generally not part of Council's day-to-day business. The terminology of 'low', 'medium' and 'high' is used in a City of Playford context.



Playford Movement and Place Typologies

	M2-3 | P5	High movement Low place
	M2-3 | P3-4	High movement Medium-high place
	M4 | P5	Medium movement Low place
	M4 | P3-4	Medium movement Medium-high place
	M5 | P5	Low movement Low place
	M5 | P4	Low movement Medium place
	M5 | P3	Low movement High place

Roads that are generally under State care and control. However, Council is responsible for the verge/footpath area and in instances where renewal or upgrade activities are being undertaken by Council, reference to the key considerations (Section 11) associated with M3 | P3-4 and M3 | P3 categories should inform the design decisions.

11. Key Design Considerations

Once the movement and place function of a street has been determined using the matrix and definitions in Section 10, the key considerations provided in the below table should be used to inform the design elements.

High Movement (M3)	Medium Movement (M4)	Low Movement (M5)
• Traffic movements are free flowing and will cater to large vehicles such as buses and trucks. • No/minimal on-street parking is provided. • Direct access from private properties to the streets is minimised to reduce conflict points. • Cycling infrastructure is provided. • Designated pedestrian crossing points provide for safe crossing of roads.	• Traffic movements are free flowing as much as possible but may experience some conflict points (e.g. from vehicles entering/exiting private properties or on-street parks). • Cycling infrastructure is provided. • Designated pedestrian crossing points provide for safe crossing of roads.	• Streets are generally low speed environments and allow for informal car parking on the street (one or both sides). • Streets are generally residential in nature with multiple driveway crossovers. • There is no cycling infrastructure but roads may be designated as a 'Greenway'. (Greenways provide a safe route for cyclists and typically follow the alignment of a public transport corridor or linear open space).

Medium-High Place (P3-4)	Low Place (P5)
• Footpaths are provided on both sides of the street to cater for high pedestrian activity and will widen near community destinations. • There will be a desire to park on the street, near to community destinations. This will either be facilitated through the provision of on-street parking bays or prohibited, depending on the context. • Higher levels of tree canopy and greening will provide for increased urban cooling and pedestrian amenity. • Pedestrian desire lines will influence the location of pedestrian crossing points, street furniture, boundary-to-kerb sealed verges and irrigated vegetation. • High maintenance standards are warranted.	• Within local residential streets, footpaths may be on one or both sides of the road. • Kerb ramps are provided at street intersections for pedestrians to cross but no formalised pedestrian crossing points are otherwise required. • Verge treatments will contribute to the streetscape amenity and be of a neat and tidy appearance. Verges will typically be un-irrigated.

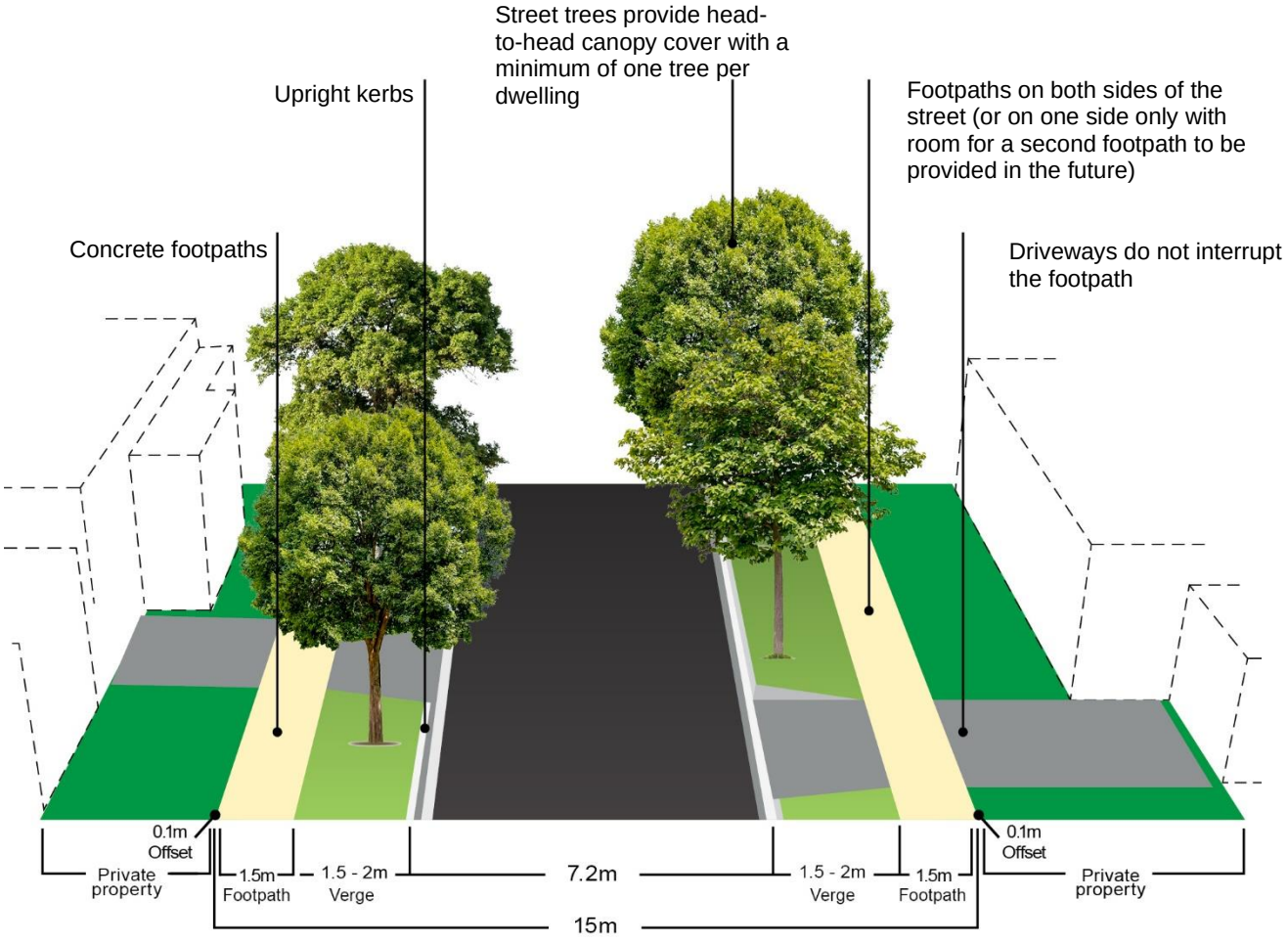
12. Example Street Cross-Sections

Example street cross-sections are provided for common street typologies, noting all street designs need to be considered with regards to their unique context and attributes.

12.1 Low Movement | Low Place

M5 | P5

- The below cross-section is for a typical residential street with housing on both sides.
- Traffic lanes are 3.6 metres wide to provide room for informal on-street parking on both sides of the road, maintaining space for a single lane width of traffic flow.



Local examples of ‘low movement, low place’ residential streets



Dewey Street, Elizabeth East: typical residential street

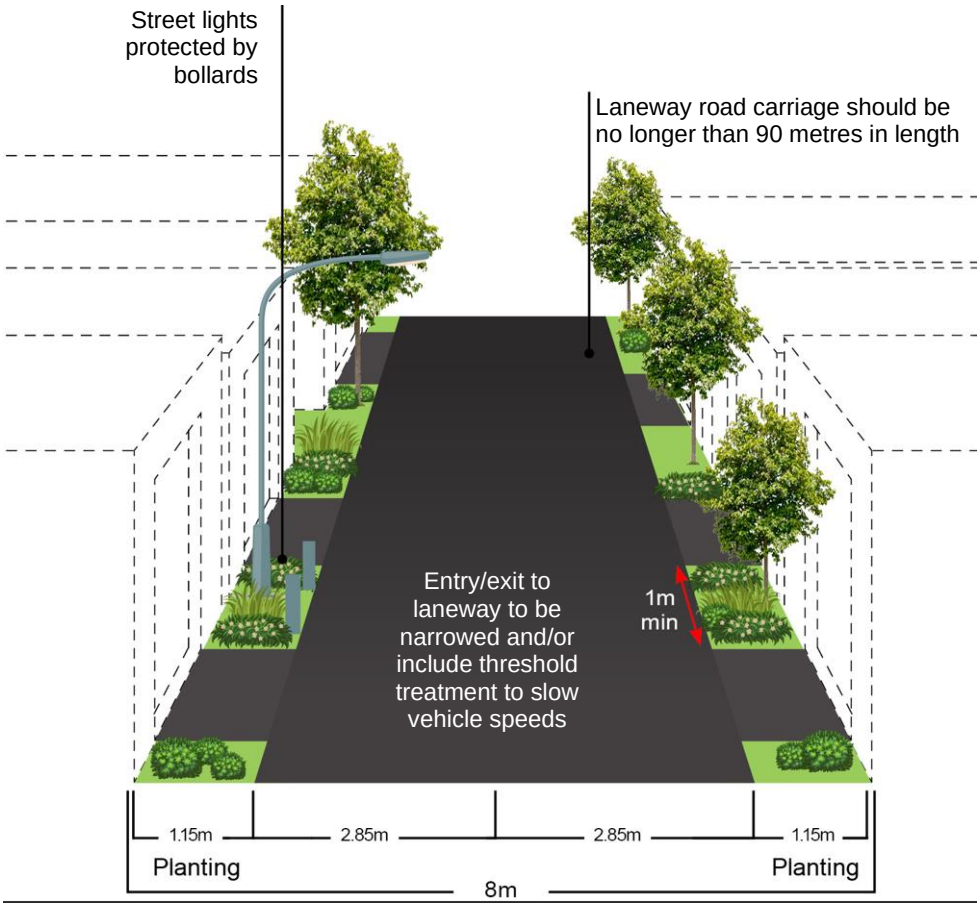


Andalusia Ave, Munno Para Downs: in this instance a local park abuts residential streets, replacing the verge on one side

12.2 Low Movement | Low Place: Laneways

M5 | P5

- This cross-section is for a rear loaded laneway with garages on both sides. Where garages are only on one side of the laneway, the space for vegetation, lighting and bins can be increased.



Local examples of rear-loaded laneways



Blakeview

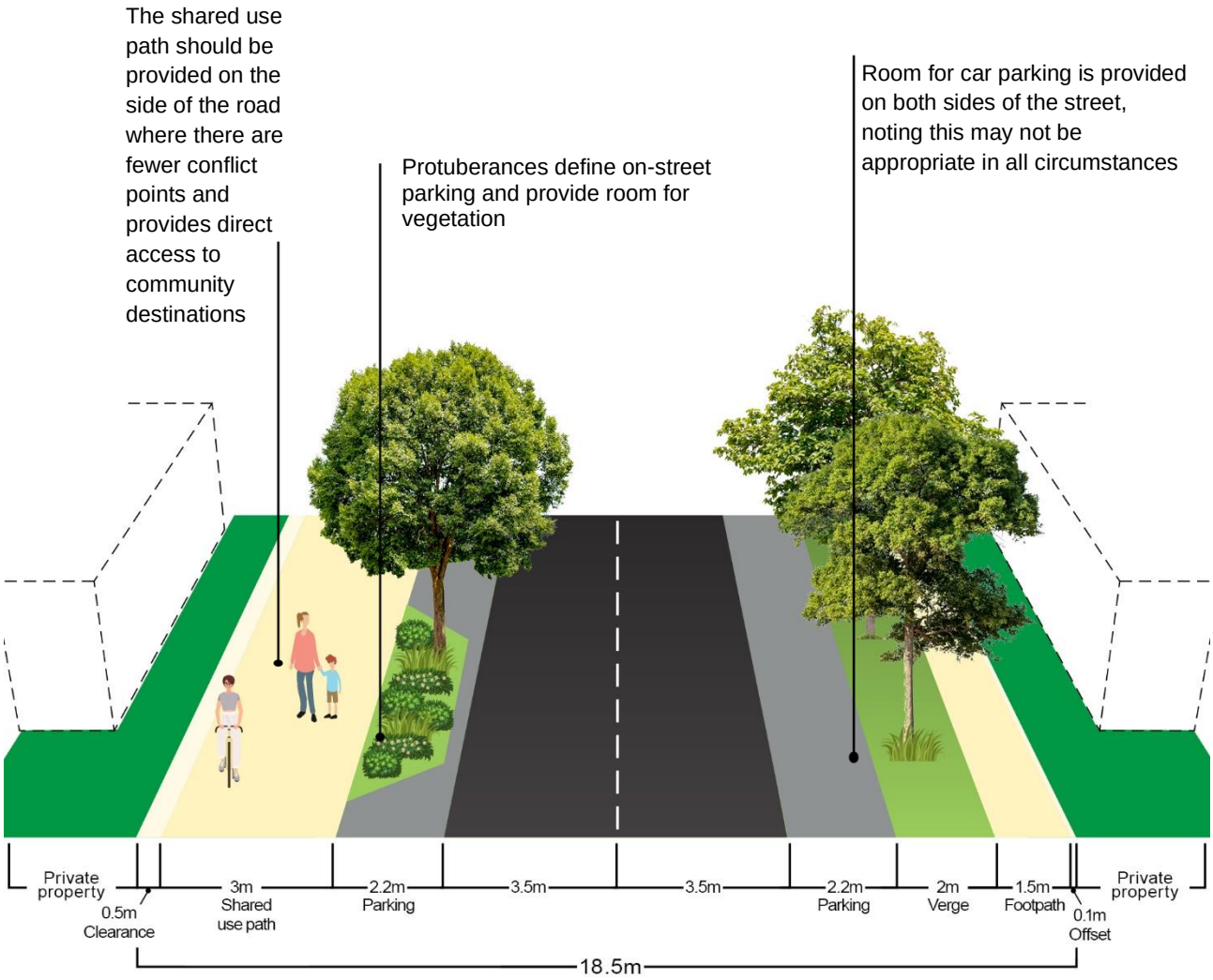


Angle Vale

12.3 Medium Movement | Medium-High Place

M4 | P3-4

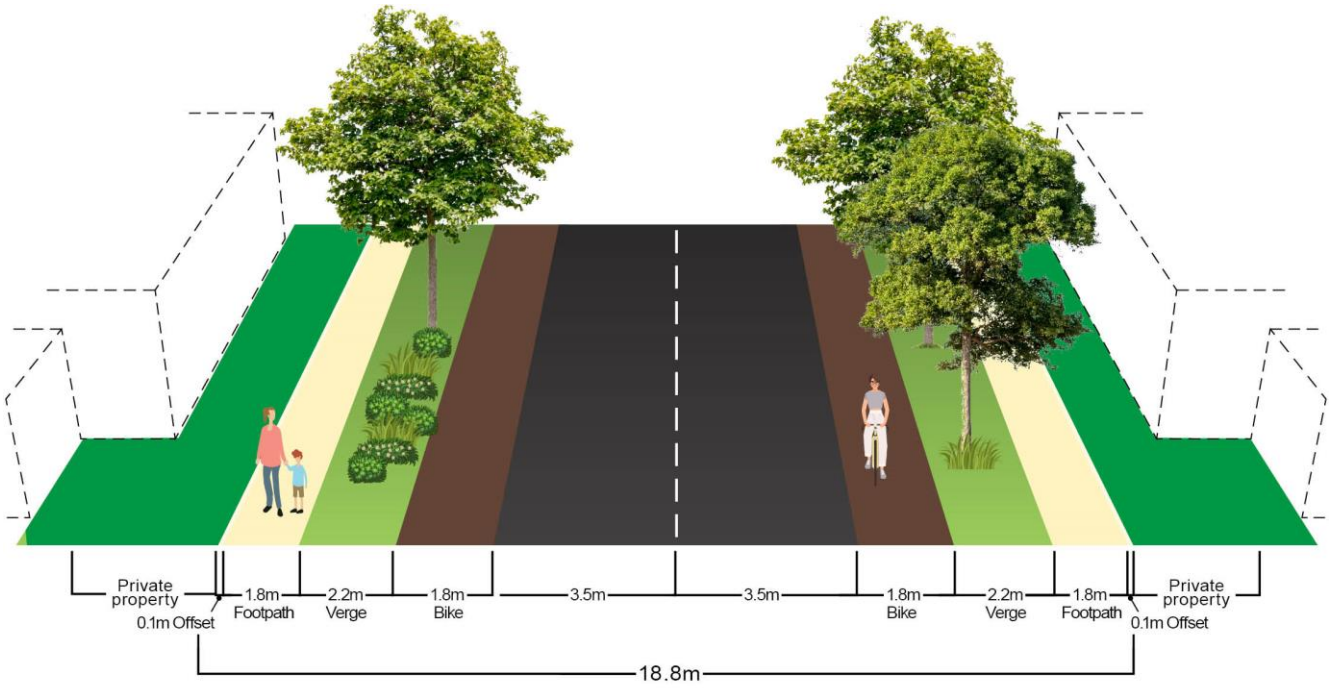
- The below cross-section represents a road with a medium level of movement and that provides access to community destinations, such as shops, schools or recreation facilities.
- Indented car parking between vegetated protuberances is provided next to the shared use path, which allows people to exit vehicles onto a solid surface.



12. Example Street Cross-Sections

M4 | P3-4

- The below cross-section represents a road with a medium level of movement and that provides access to community destinations, such as shops, schools or recreation facilities.
- This is an example of where a shared use path has not been implemented and 1.8 metre wide footpaths have been implemented on both sides of the road together with on-road cycle lanes.
- In this example no on-street parking is provided.



12. Example Street Cross-Sections

Local examples of Medium Movement, Medium-High Place streets



Saverio Boulevard, Angle Vale: access into subdivision and significant recreation park.

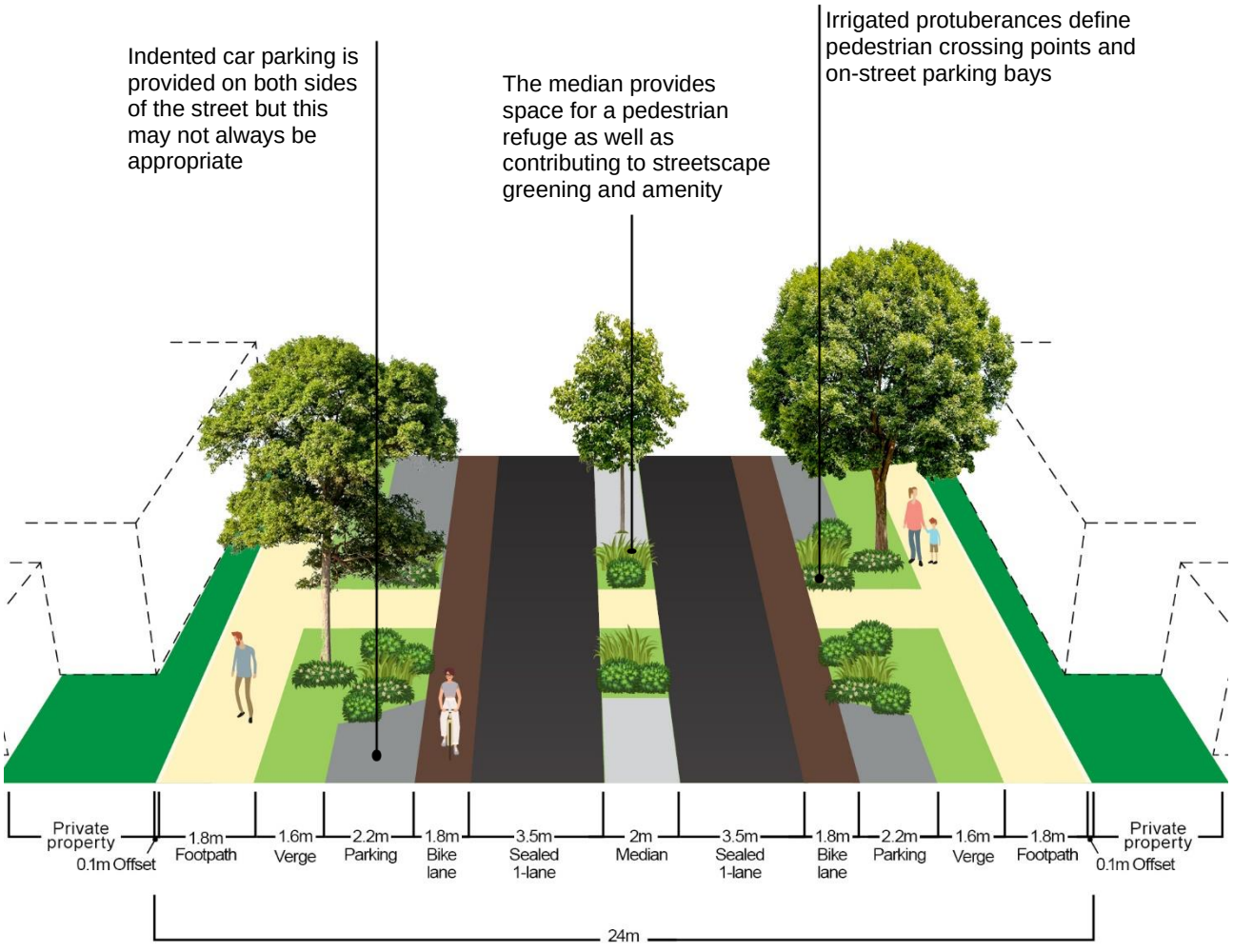


Main Terrace, Blakeview: Provides access to shopping precinct, school and sports oval and park.

12.4 High Movement | Medium-High Place

M3 | P3-4

- The below cross-section applies to a street that has high movement and high place value.
- This type of street often serves as a key boulevard through a suburb/sub-division.



Local examples of High Movement, Medium-High Place streets



Peachey Road, Munno Para is a key movement corridor that connects with key community facilities such as the Stretton Centre, Town Park and shopping centre. It includes an off-street shared use path and median with pedestrian refuge.



Peachey Road, Davoren Park**:** This portion of Peachey Road provides access to two key community facilities: a school and recreation centre.



Character Precincts

13. Introduction to Character Precincts

There are several localities within the City of Playford that have unique identities and character. The public realm should seek to reflect and complement those identities through urban design and material treatments.

The guidelines in this Section may seek slightly different or more specific design outcomes compared with what is envisaged in other sections of this document. Where there is a conflict, the guidelines in this section should take precedence.

Significant upgrade projects within these precincts should also incorporate input from the community and stakeholder groups, where appropriate.



Virginia Main Street pedestrian crossing

14. Angle Vale Character

14.1 Existing Character

Angle Vale is situated within a vineyard and horticultural area that produces a range of foods including potatoes, almonds and olives. It is bounded to the north by Gawler River, a significant watercourse and Kaurna cultural corridor.

Heaslip Road forms the main spine of Angle Vale and links to many community destinations including a shopping centre and school. The Heaslip Road and Angle Vale Road junction is a significant intersection of two major roads and forms the centre of the township.

Main roads are wide with established residential streets characterised by detached homes on large blocks that are set back from the road.

Angle Vale is currently undergoing urban expansion and is transitioning to a higher density suburban feel.



Angle Vale aerial showing horticultural land and urban development



This intersection on Heaslip Road is recognisable by the iconic trees and well-known Virgara Wines (Sneaky's Restaurant)



The River Red Gums that line Gawler River are part of the Kaurna cultural landscape and distinctive feature of the Gawler River corridor

14.2 Desired Character

a) **River Red Gums** are a feature of the Gawler River corridor. Whilst not appropriate for street tree planting, River Red Gums can be planted within key nodes, parks or linear reserves where there is sufficient room, to provide a visual connection back to the river.

b) **Street trees** should have a strong native theme, complemented with deciduous trees that bring in leaf colour.

c) **Timber (or products that look like timber) and curvilinear shapes** should be used to add interest and bring in natural shapes and materials into the public realm.

d) **Paving treatments** along the main streets should be used to highlight key community destinations, respite areas and entry statements. Treatments with warm (e.g. red), light (e.g. sandstone) or aggregate hues will help to brighten the streetscape.

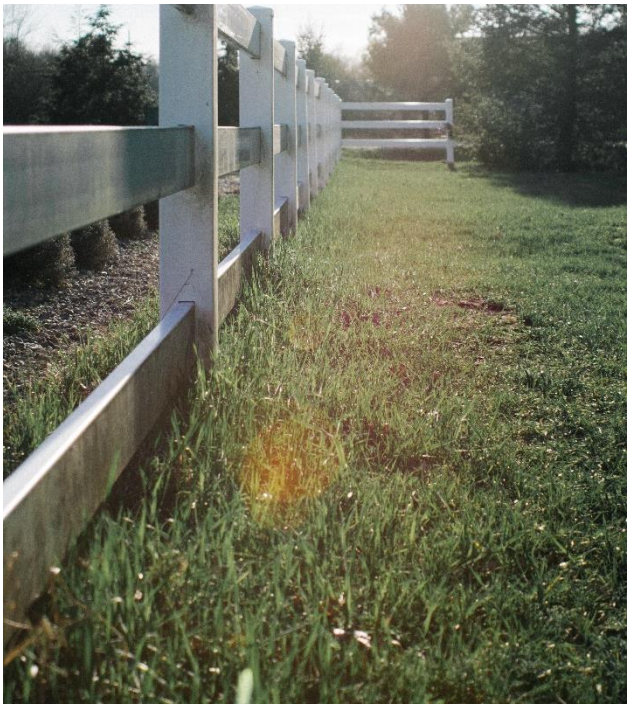
e) **Fencing** incorporated into entry statements or other prominent landscape treatments should take cues from the farming and horticultural history of the area.

14. Angle Vale Character



Blue Jacaranda street trees can provide colour and complement non-deciduous native species





Fencing made from natural materials can introduce texture and interest



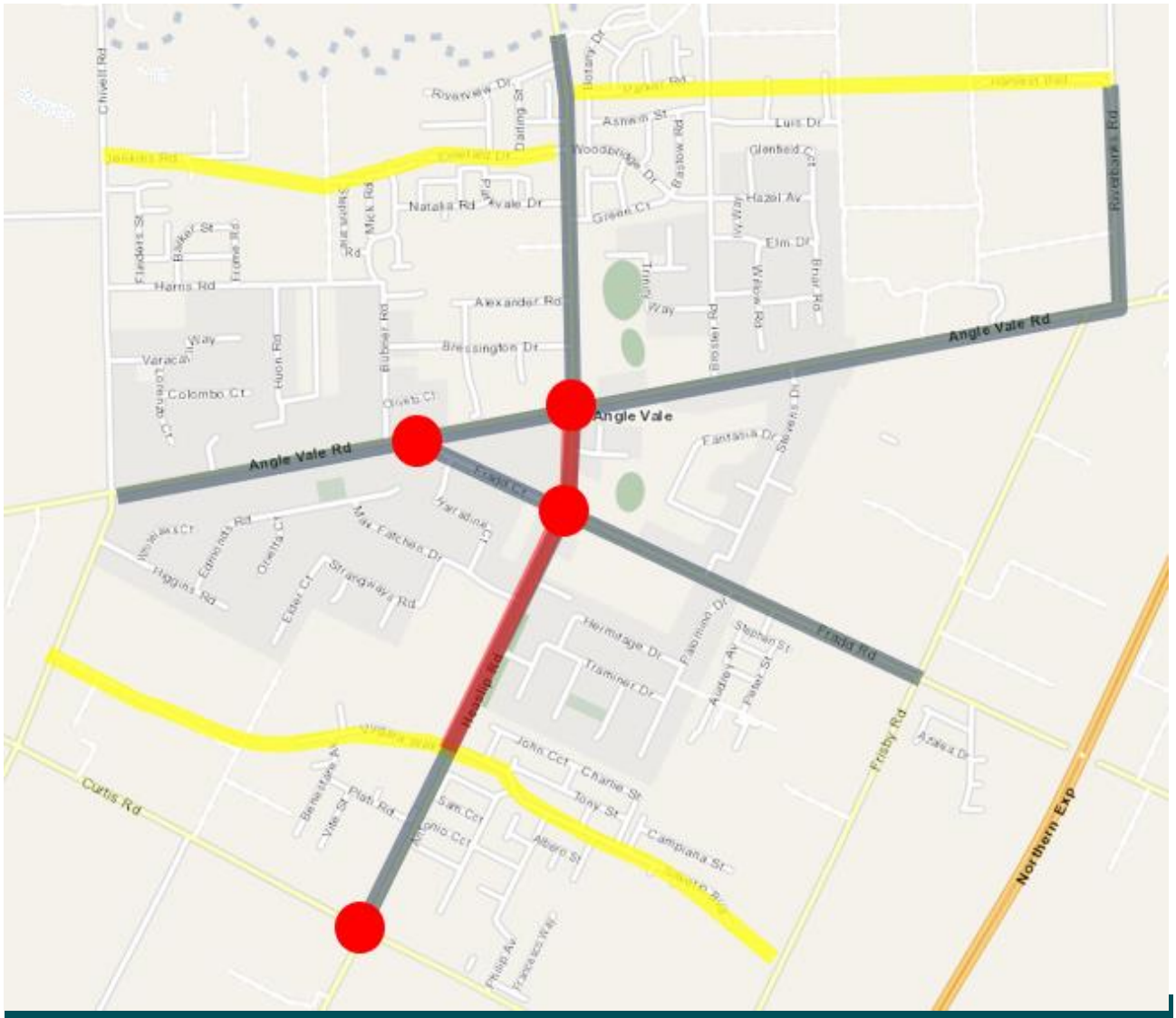


Paving can be used to highlight key activity areas and introduce warm colours to brighten the streetscape



Public furniture can introduce organic materials and curvilinear shapes into the public realm and create interest through unique designs

14.3 Character Precinct Locations



The main street and key intersections should have an elevated streetscape in accordance with the Precinct Character description.

Other significant streets should have landscape treatments that align with the Precinct Character at key nodes, such as in front of community facilities, at intersections and entry statements.

East-west connector streets that are being developed as part of new subdivisions should also include landscape treatments that align with the Precinct Character at key nodes, such as in front of community facilities, at intersections and entry statements.

Precinct character elements may also be used within other streets that connect into the streets identified above, as deemed appropriate.

15. Virginia Character

15.1 Existing Character

Virginia resides within the Northern Adelaide Plains horticultural area and forms part of Adelaide's food bowl. Destinations such as Virginia Nursery attract visitors from outside of Playford.

Established areas have a low density, rural feel with many properties characterised by market garden and greenhouse uses. The Virginia town centre and main street is the heart of Virginia, providing a range of services for the growing community.

Virginia is currently undergoing urban expansion and is transitioning to a higher density suburban feel.



The historic Virginia Institute



Virginia is a critical part of Adelaide's food bowl



'Virginia' fitness equipment



Corten entry signage on the main street



View of Virginia Main Street from the Virginia Horticultural Centre

15.2 Desired Character

a) **Street trees** within the Precinct should consist of the following species, which have been used along the main street (alternate species may be appropriate in consultation with Council staff):

- Corymbia citriodora ‘Scentuous’ (Lemon Scented Gum)
- Eucalyptus erythronema (Red Flower Mallee)
- Hymenosporum flavum (Native Frangipani)
- Plataunus orientalis var insularis ‘Autumn Glory’ (Plane Tree ‘Autumn Glory’)
- Quercus palustris (Spanish Oak)

b) **Corten** has been used as a key element within the main street entry statements and reflects Virginia’s agricultural history. The look and feel of corten should be incorporated within other elements of the public realm, such as street furniture.

c) **Wide verges with** brick pavers in a colour-gradient pattern define the core township and this design theme should be continued throughout the precinct (but not necessarily replicated – for example, paving treatments that have a similar colour or style could be used).

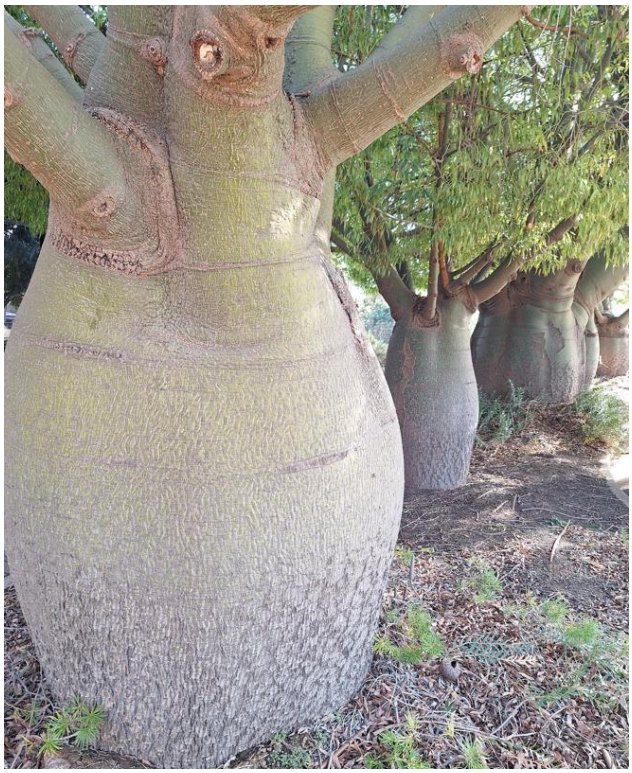
d) **Bottle Trees** (Brachychiton rupestris) are a feature of the main street, located at Institute Park and Park Road entry statements. Whilst they are not suitable as street trees, they may be planted within green nodes that have sufficient room for these trees to grow.



Corten steel can bring warm colours into the street



The new paving in the main street can be reflected within other streets in the Character Precinct

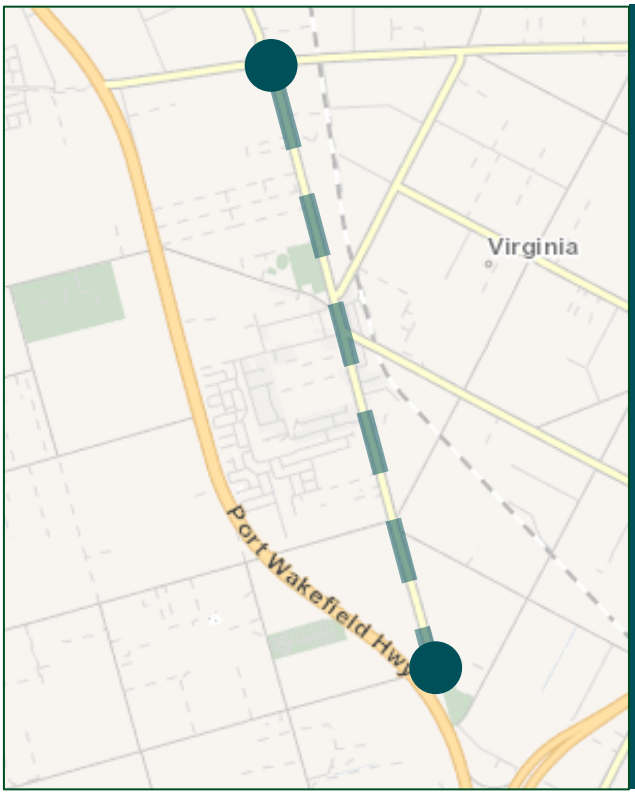


Bottle trees have been a long-standing feature of the main street

15.3 Character Precinct Locations



The focus of the Character Precinct is on the main street and road connections around the main street.



The Character Precinct also applies to the intersections on Old Port Wakefield Road with Angle Vale Road and Port Wakefield Road (entry nodes).

The verge treatments along Old Port Wakefield Road should align with the Precinct Character at key nodes (e.g. at key street intersections).

16. One Tree Hill Character

16.1 Existing Character

One Tree Hill has a small rural township feel and is surrounded by rolling farmlands. There are many large trees, particularly eucalypts, throughout the township.

One Tree Hill has the highest concentration of heritage listed buildings within the City of Playford council area. The main street is characterised by the One Tree Hill Institute and Uniting Church heritage-listed buildings.

The established residential streets are characterised by larger blocks and a lack of front fences.

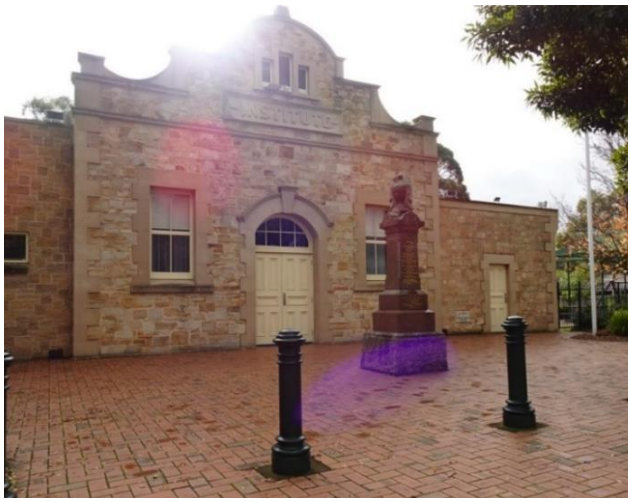


Aerial view of the One Tree Hill Township

16. One Tree Hill Character



Above: The gateway to McGilp Oval







Above: The historic Blacksmiths Inn

Top Left: The historic One Tree Hill Institute

Bottom Left: Tree lined McGilp Road

16.2 Desired Character

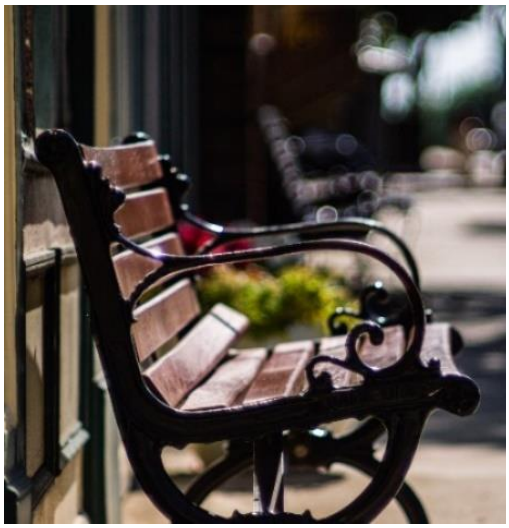
a) **Paving treatments** along the main street should be used to highlight and complement historic buildings such as One Tree Hill Institute.

b) **Traditional / heritage-style street furniture** (e.g. seating and street lighting) should be used to reflect the look and charm of the heritage buildings within the township.

c) **Formalised landscaping such as hedging and flowering plants** should be incorporated in the streetscape to complement the heritage character of the main street.

d) **Street trees** should provide colour and help to highlight existing eucalypts.

e) **Sandstone and metal** (represented in heritage buildings and the existing McGilp Recreation Park gateway) should be incorporated into entry statements or streetscape elements, as appropriate.



Left and Right: examples of heritage style street furniture.

Bottom Right: Planter boxes can provide a more formal aesthetic

Below Left: Trees can introduce colour and complement the eucalypts

Below: Pavers bring in colour and texture

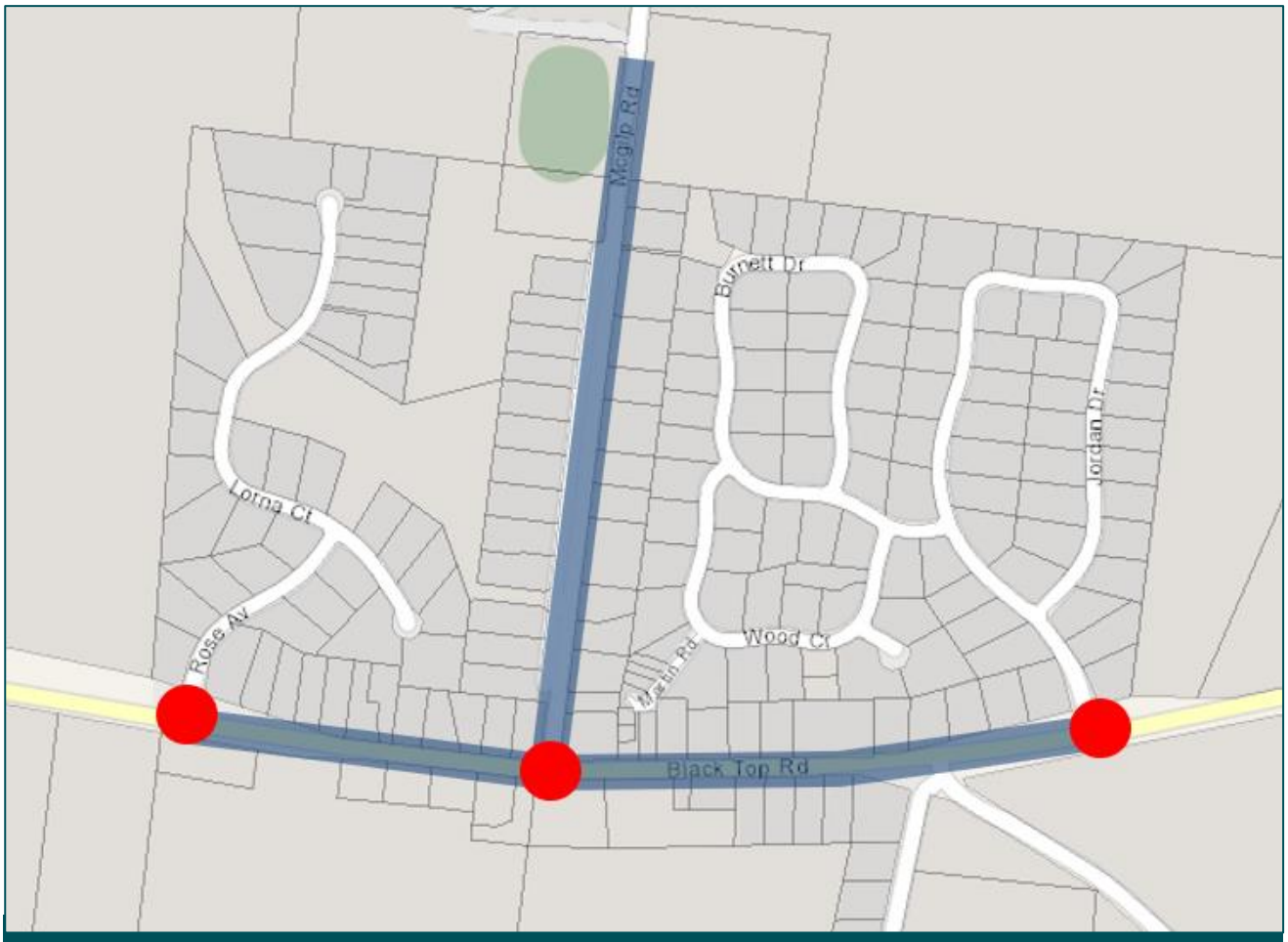








16.3 Character Precinct Locations



Black Top Road between Rose Avenue and Jordan Drive represents the main street of One Tree Hill and is the focus for character elements.

McGilp Road is the secondary spine of the township and should incorporate character elements where possible, in recognition of the challenging topography.

The intersections at Rose Avenue and Jordan Drive act as gateways into the township and the intersection at McGilp Road acts as a gateway into the township's community facilities. These intersections are also focal points for character elements.

17. Playford Health and Wellbeing Precinct Character

17.1 Existing Character

The Playford Health and Wellbeing Precinct accommodates the regional Lyell McEwin Hospital and envisages a range of complementary health-related services, accommodation, retail and commercial developments. The Precinct promotes a holistic view of health that supports mental, physical and social wellbeing.

The Precinct is in the process of transforming into a major health hub for northern Adelaide to meet the needs of the rapidly growing region.



Aerial view of the Lyell McEwin Hospital



The ‘Superstop’ provides improved accessibility to public transport



Paginton Park provides a range of opportunities to spend time in green space



New construction: Medical Consulting Rooms

17.2 Desired Character

Built Form

a) **Built form should contribute to a high quality and interesting aesthetic,** through:

- frontages that address the street by using minimal setbacks from the street property boundary and locating off-street parking to the rear or incorporated into the building design (e.g. undercroft car parking)
- creation of a human-scale interface with the public realm through:
  - windows and doors that open directly onto the street
  - avoidance of large blank facades
  - upper floors that are offset from the ground floor building envelope
  - inclusion of porticos/awnings/verandahs that frame entrances and provide shaded and defined pedestrian routes
  - articulated facades that utilise a mix of materials and a balance of vertical and horizontal architectural elements.

b) The **consolidation of allotments** is encouraged to create opportunities for larger scale developments and efficient use of available land. Shared/consolidated off-street parking and vehicle access arrangements that reduce driveway crossovers are desirable.

c) Buildings on **iconic/landmark sites should have a form and scale that is distinctive** with high quality design and materials which elevate the amenity of the precinct.

d) **A seamless transition** between non-residential developments (private realm) and the streetscape (public realm) should be sought where possible through use of consistent landscape treatments.

Public realm

e) **Designs and materials that add interest** and define different spaces should be used, such as:

- a mix of paving treatments
- use of curvilinear shapes
- textural plants
- combination of hard and soft landscapes

f) **A strong emphasis on street tree planting** will help to make the precinct shady and comfortable for people to move around whilst also acknowledging that green spaces, trees and the natural environment play a role in healing and wellbeing.

g) **Sensory elements** should be incorporated where possible and will tap into the connection with the environment, such as through:

- water elements or vegetation that encourages bird life (sound)
- planting of aromatic plants (smell)
- integration of interesting lighting (sight)
- use of tactile elements incorporated into street furniture or artistic features (touch)

h) **The precinct will prioritise pedestrian movements** through:

- street design that promotes slow vehicle movements
- connected pedestrian routes with wide, shaded pathways and designated pedestrian crossing points
- provision of rest stops and gathering places
- wayfinding signage
- designs and materials that support accessibility through use of universal design principles.

Also refer: City of Playford *Health Precinct Streetscape and Signage Concept Report* (2018) – key excerpts available at **Appendix A.**



1. Entrance that opens onto the street creating easy transition between public and private realms
2. Use of varied building materials
3. Greening to soften built form



1. Sculpture with integrated seating provides distinctive feature
2. Paving and landscaping defines main entrance
3. Tree planting provides shade

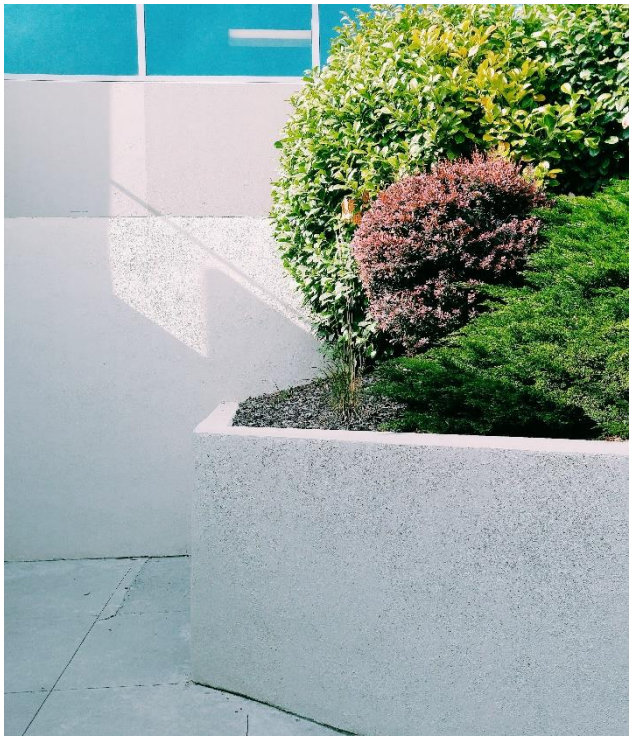
17. Playford Health and Wellbeing Precinct Character



Above: The therapeutic garden at Paginton Park incorporates curvilinear shapes and scented plants.

Below and Right: A mix of textures and materials create interest, colour and can help to define



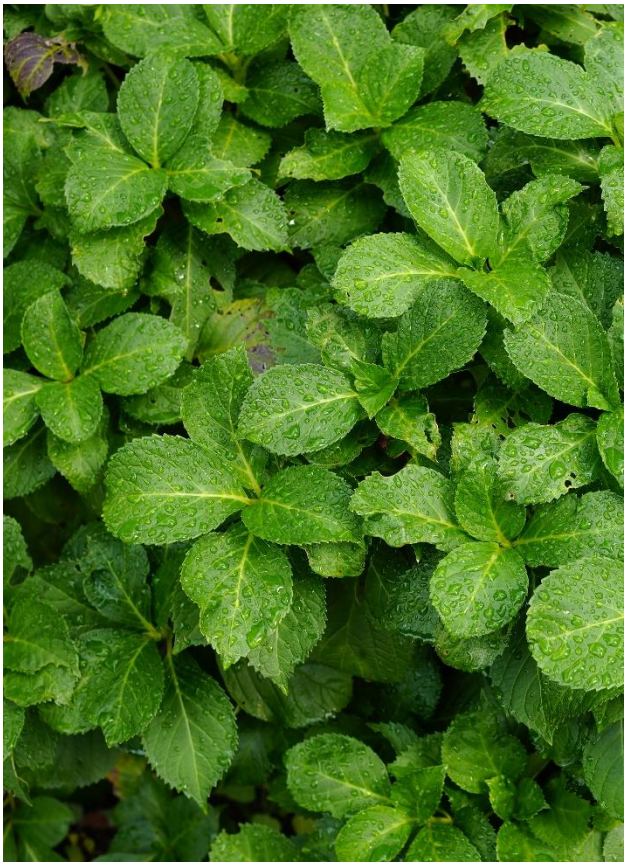










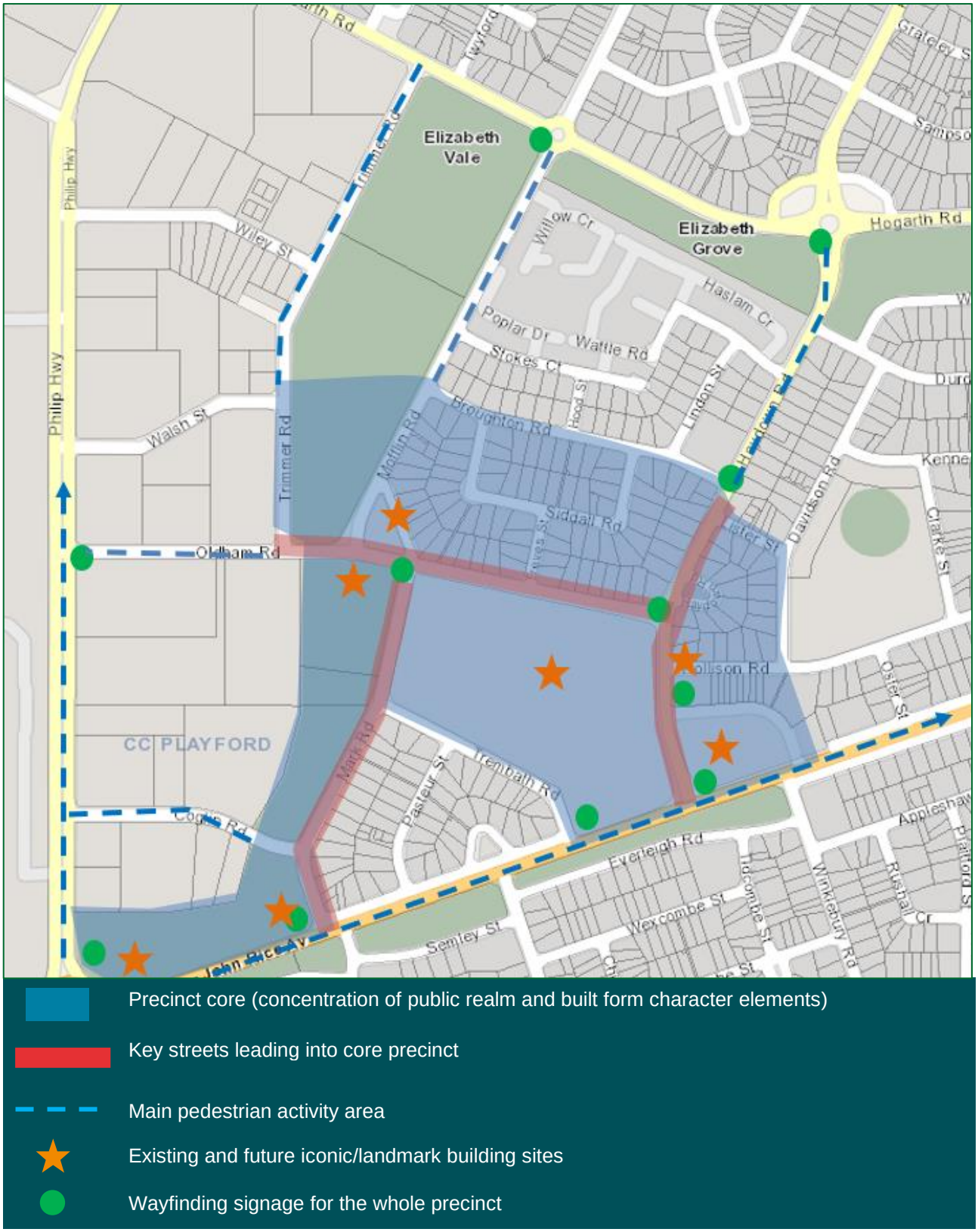


Above: Green, textural plants add colour and contribute to a welcoming environment.

Above Left: Sculptural elements and a range of materials create visual and sensory interest and contribute to a sense of place.

Left: Wayfinding signage is important to help visitors to the precinct find their way around. Council's Signage Strategy should inform the design of signage.

17.3 Character Precinct Locations



18. Elizabeth Centre Character

18.1 Existing Character

The Elizabeth Centre is the traditional heart of Playford and northern Adelaide, being a focus for employment, recreation, community, business, health, government and education services as well as accommodating a rail and bus transport hub.

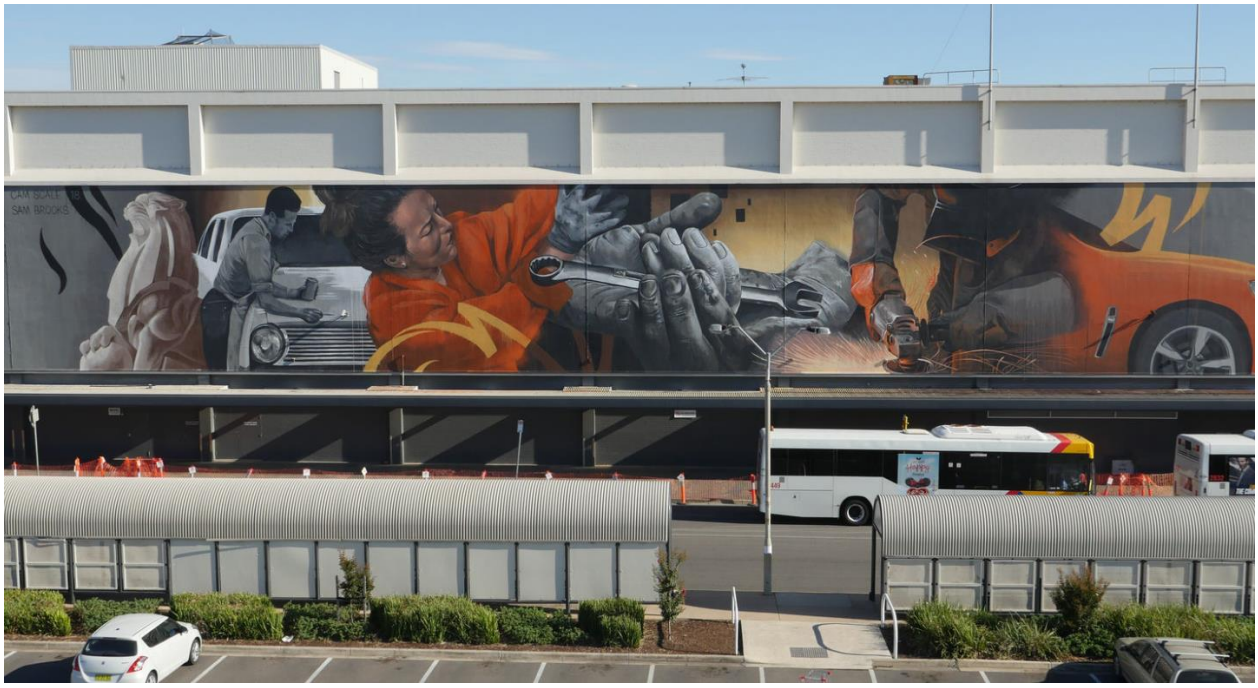
This precinct will continue to grow and innovate to ensure it keeps meeting the needs of a rapidly expanding northern population. The urban form is critical to creating a welcoming and accessible environment for all.





Above: aerial view of the Elizabeth Activity Centre – looking west from Fremont Park

Left: Windsor Car Park with commemorative ANZAC Day projections



Elizabeth City Centre: Bus interchange and ‘Holden’s’ mural



Prince George Plaza

18.2 Desired Character

Built Form

a) **A fine-grain[3] and connected built form with activated frontages** and a transition away from bulky buildings with blank facades is strongly desired.

b) **Built form should contribute to a high quality and pleasing aesthetic** through:

- frontages that address the street by having minimal setbacks from the street property boundary
- shared/consolidated off-street parking which reduces driveway crossovers and is located to the rear of buildings or incorporated into the building design (e.g. undercroft car parking)
- creation of a human-scale interface with the public realm through design treatments such as:
  - windows and doors that open directly onto the street
  - avoidance of large blank facades
  - upper floors that are offset from the ground floor building envelope
  - inclusion of porticos/awnings/verandahs that frame entrances and provide shaded and defined pedestrian routes
  - articulated facades that utilise a mix of materials and a balance of vertical and horizontal architectural elements.



Port Plaza Shopping Centre at Port Adelaide: As part of the redevelopment of this shopping precinct, cafes and restaurants were constructed around the exterior of the main shopping centre building, creating an outward facing and human-scaled exterior that attracts a lot of activity.

[3] Fine grain refers to a built form with small/narrow frontages and with a human-scaled exterior.

c) Buildings on **iconic/landmark sites should have a form and scale that is distinctive** with high quality design and materials which elevate the amenity of the precinct.

d) **A seamless transition** between non-residential developments (private realm) and the streetscape (public realm) should be sought where possible through use of consistent landscape treatments.

e) New buildings **should complement and integrate** with adjacent desirable built form within the precinct.

Public Realm

a) **Materials that convey a modern, vibrant feel** and that are durable for high levels of use should be used.

b) **Public realm design that prioritises pedestrian movements** through:

- streets within the Centre's core (defined at Section 18.3) that promote reduced vehicle speeds and prioritise safe pedestrian movements
- connected pedestrian routes that follow desire lines within public streets and through key retail and community spaces
- landscape treatments that help to define key pedestrian routes/thoroughfares
- provision of frequent and shaded rest stops near key activity areas
- wayfinding signage
- designs and materials that support accessibility through use of universal design principles.

c) The public realm should include comfortable places to gather which are welcoming to a range of people including young people, parents, children, and people with disability (e.g. through use of different seating types and arrangements (separated or clustered), provision of shade, incorporation of fun/play elements etc).



The Rundle Mall pigs are an iconic art feature that generates a sense of fun

"Children and adults alike are often seen hugging, sitting on and posing for pictures with the popular pigs…" Rundle Mall • 'A Day Out' – The Rundle Mall Pigs

d) **Streetscape elements should add interest**, for example by using:

- a variety of paving and landscape treatments to define different areas within the streetscape.
- artistic elements as standalone pieces or integrated with functional elements such as paving or street furniture - cultural representation that celebrates Kaurna culture, new arrival communities, young people and Elizabeth's historical past are highly desirable
- lighting that contributes to the sense of safety and night-time activation e.g. through the creative lighting of trees, buildings, and pathways
- Use of vertical elements (including trees) that can help frame a space.

e) **Prince George Plaza** provides an example of the approach to character within the precinct with its use of:

- aggregate concrete paving in different tones
- simple, clean lines
- mix of wood and metal
- raised concrete planter boxes with trees and vegetation (mix of hard and soft elements)
- sculptural element within the fountain.

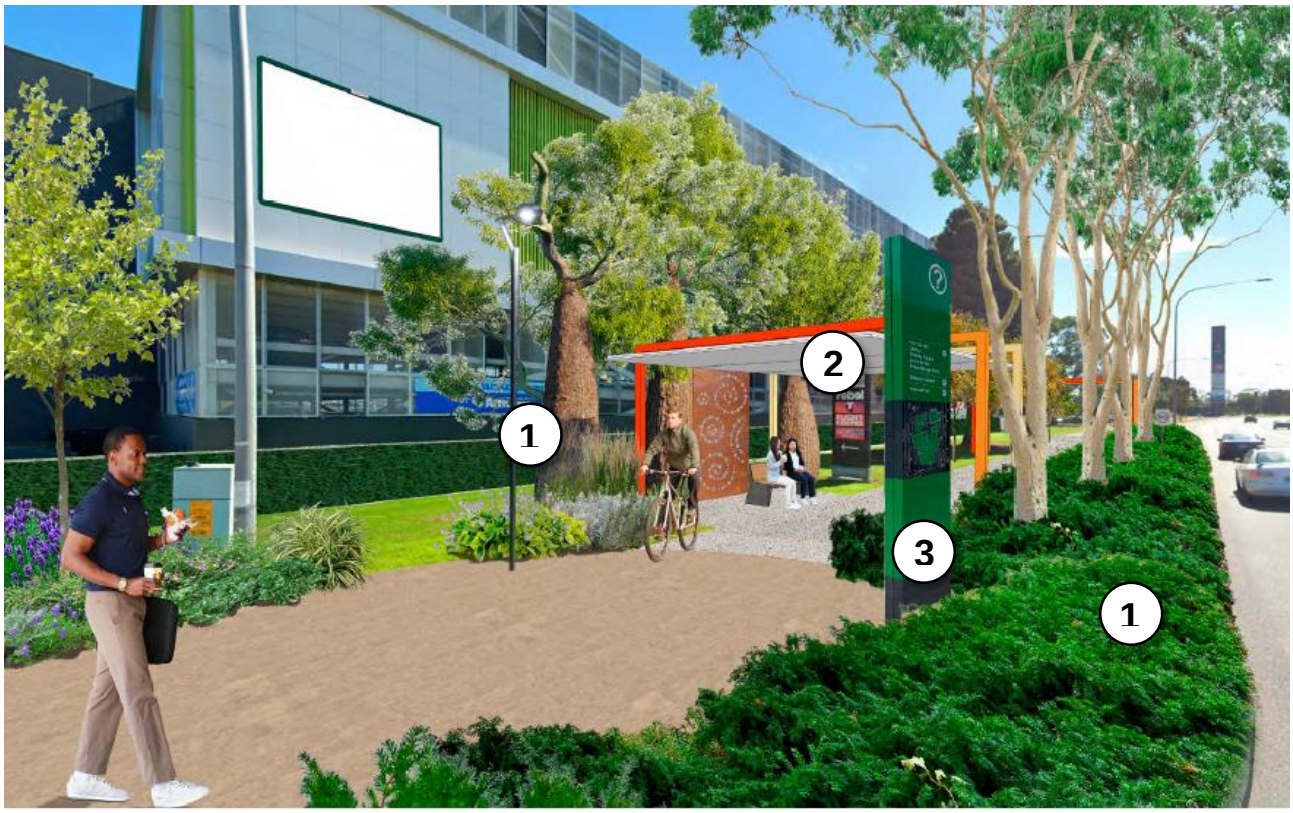
f) **High levels of greening** (tree planting and vegetation) is required to provide balance with the prevalence of hard surfaces and contribute to a cooler and attractive public realm.

g) **Streets and public spaces should be welcoming for day and night-time activity** through:

- provision of public lighting, especially that connects with evening destinations
- avoidance of concealment areas, blind corners, and dead ends
- designs that facilitate passive surveillance
- promotion of land uses and events that bring attract people into the precinct.

Also refer: *Public Realm for the Elizabeth CBD Project* (2024) – key excerpts provided at **Appendix B.**

18. Elizabeth Centre Character





1. High level of tree planting and greening to soften the exterior of the car parking and provide a buffer to the road
2. Pedestrian route defined by paving, shaded arbors (that help to create human scale) public art and seating/rest stops
3. Wayfinding signage

Artist impression (Main North Road in front of the Windsor Carpark looking north)

18. Elizabeth Centre Character





Above: A mix of hard and soft materials creates a modern feel.

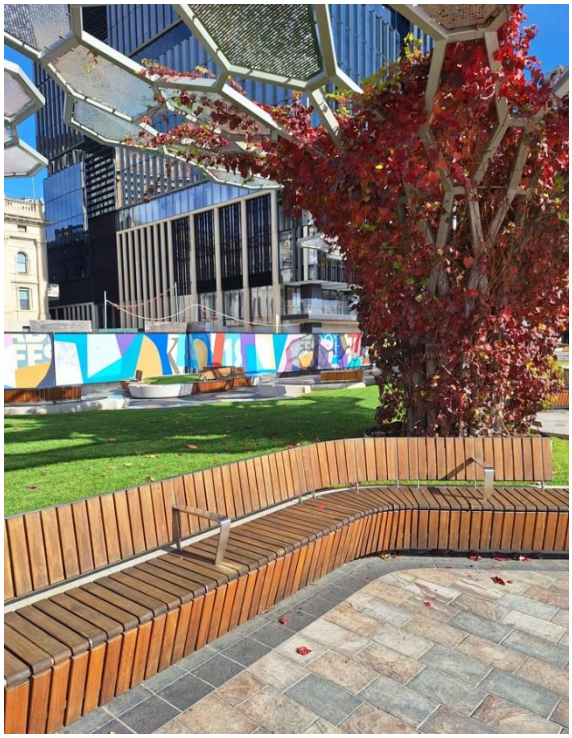
Left: Paving can be used to identify areas, assist with wayfinding and create interest.





Above: 'Square Eyed' installation, Elizabeth Centre 2018 SALA

Left: Prospect Road art and lighting installation



Above: Festival Plaza design integrates sculpture and vegetation to create interest and create a sense of place.

18. Elizabeth Centre Character



Above: Artist impression of the Playford Innovation Hub showing a modern and iconic design.

Right and below: Trees that define spaces and provide shade are important in creating a welcoming and attractive precinct.

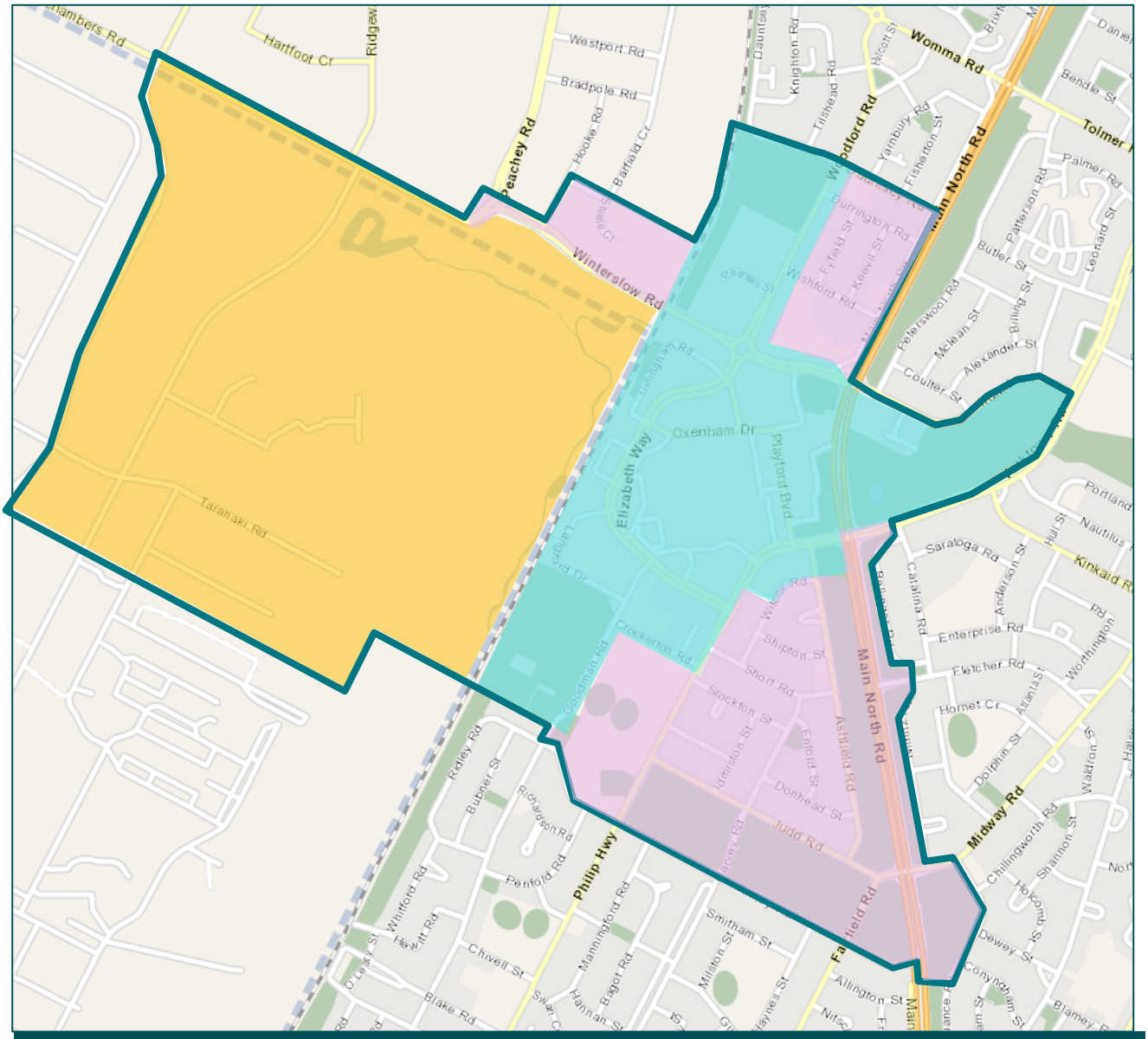




Above: Median on Elizabeth Way

Left: Pedestrian crossing on Elizabeth Way

18.3 Character Precinct Locations



Precinct Boundary

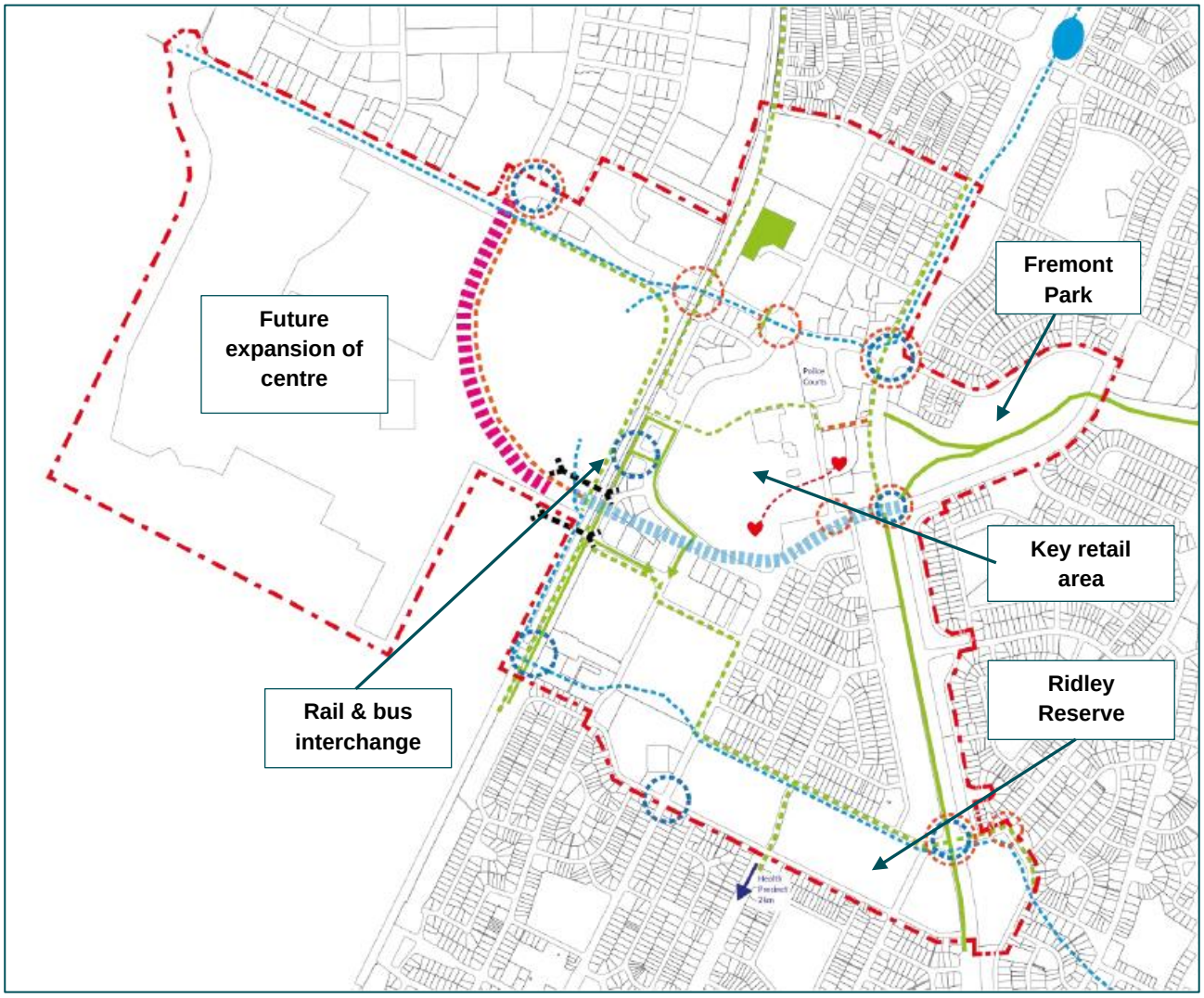
Precinct Core: the public realm and built form should strongly align to the desired character

Areas outside of the centre core. Public realm and built form within existing urban areas should have regard to the desired character.

Future expansion area: will require master planning with consideration to the desired character and interface with existing built form

18. Elizabeth Centre Character

Key Movement Linkages and Gateways



- Current Cycling/ Walking Paths
- Future shared Use Path (indicative only)
- Future Road Alignment (indicative only)
- 5% AEP Overland Flow Path (indicative only)
- 1% AEP Overland Flow Path (indicative only)
- Future Bridge Options
- Intersection Upgrades
- Entry Statements
- Community "heart" of CBD





Open Space

19. Introduction to Open Space

The purpose of these guidelines is to inform the design, development and management of open spaces within the City of Playford. They are general in nature and do not address specific open spaces. The Open Space Strategy identifies priorities for the upgrade of individual open space reserves.

Open space refers to land that is owned or under the care and control of Council and is provided for the benefit of the community. Open space is land that is undeveloped or 'open' in nature and provides for informal and organised recreation opportunities. It also includes land that has low recreation function but possesses an environmental value.

This document focuses on **open spaces used for informal recreation**. The City of Playford Sports Facility Strategy (2023) is the primary document that guides the establishment and design of formal (structured) sports facilities.



Peerless Road Reserve (Munno Para West)

19. Introduction to Open Space

Other documents that guide the development of open spaces are listed below:

State government's Planning and Design Code	A statutory document that provides guidance on the provision, siting and layout of open space	Key document that informs the assessment of land division applications lodged by developers
City of Playford Open Space Strategy (2018)	Provides directions for improving the provision, quality and access of open space throughout the City	Key document that informs the initiation of new open space projects / investment decisions
City of Playford Sports Facility Strategy (2023)	Identifies existing and future sports infrastructure requirements	Key document that informs the initiation of new sports infrastructure projects / investment decisions
This document	Provides guidance on the design of open spaces including management, disposal and acquisition	Key document that informs the concept design of open space and decisions around acquisition and disposal
City of Playford Land Division Guidelines	Provides technical guidance for developers	Key document that informs the detailed design and construction phases of open space
Playford Community Land Management Plans	Describes the purpose of Council's open space land holdings and how they should be managed	A requirement under the Local Government Act for all land classified as 'community land'

Definitions

Useable open space: spaces that are able to be utilised for recreation or sport

Quality open space: spaces that are useable and appealing (visually appealing, comfortable and safe)

19. Introduction to Open Space

19.1 Open Space Principles

The following principles apply to the provision, development and management of open spaces:

	Principle	Guidelines to Support Principles
1	**A good provision of open space to meet community needs**	• At least 3 hectares of useable open space per 1,000 people should be provided (a lesser amount may be acceptable if there is already useable open space in the locality).* • Most households should be within 400 metres from useable open space.** • Open spaces should be equitably spread across the City so that all communities have opportunities to pursue formal and informal recreation and sport activities. • Rural areas should have access to useable and quality open spaces linked to the townships. • The amount of open space should be balanced with the need for quality open spaces.
2	**Diverse and quality open spaces**	• Open spaces should be good quality and provide diverse facilities that encourage people of all ages and abilities to visit open spaces and be active. • A mix of open spaces types should be provided to cater for diverse community interests (recreation, sport, natural environment). • Development and management of open space should reflect the hierarchy of the reserves (regional, district, neighbourhood or local). • Investment in open space should seek to maximise community benefit and meet local community needs.
3	**Accessible recreation and sport opportunities**	• Open spaces should be available for the public and exclusivity of use should be limited (excluding sporting clubs lease/licence agreements with Council). • Open spaces should be accessible for cyclists and pedestrians. • Open space destinations should be easy to locate and have appropriate car parking. • Open spaces should be accessible to people with disabilities. • Connected linear open spaces that supports the movement of people (walking, bike riding, jogging) should be provided.
4	**Quality open space destinations at key locations**	• Unique and high-quality open spaces should be created across the City to provide destinations for community activities and events.
5	**Sustainable open spaces**	• Natural assets should be managed to improve or increase habitats for wildlife and help to respond to climate change. • Sustainable practices should be adopted in the design and management of open spaces (water management, energy efficiency etc). • Open spaces should incorporate vegetation that provides habitat for wildlife and contributes to connected open space corridors.
6	**Open spaces that are safe, activated and create a sense of place**	• Communities should be consulted as part of open space planning to ensure useable and safe spaces are developed that meet community needs. • Key open spaces and destinations should be activated through activities, events and facilities that increase the vibrancy and safety of the open space. • Open spaces should create a sense of place through facilities, signage, art and activities that reflect the history, culture and identity of Playford and the community.

* Benchmark open space provision varies between LGAs and States and ranges between 2.83 hectares per 1,000 people up to 5 hectares per 1,000 people[4]

** 400 metres is generally considered a comfortable 5-minute walking distance to access open space

[4] City of Charles Sturt, *Principles and Guidelines: Best Practice Open Space in Higher Density Developments Projects,* prepared by Suter Planners (lead consultant), p.8.

20. Hierarchy and Facilities

The following section provides guidelines for the development of open spaces in accordance with their hierarchy and type.

The open space 'type' refers to a space's categorisation (e.g. park, sportsground, wetland etc).

The open space hierarchy (e.g. regional, district, neighbourhood, local) refers to the catchment area or the distance a user may travel to visit the site and will be influenced by the size, quality and range of facilities provided.

Not all of the facilities listed for each open space type necessarily need to be provided but should be considered as part of the planning for the reserve design.



Pete Smith Reserve, Davoren Park

20. Hierarchy and Facilities

20.1 Regional Reserves

Regional reserves are important destinations for the Playford community whilst also attracting visitors from outside the Council area. They will have high quality facilities and landscaping and attract a wide range of users.

Typical size



Typical Catchment



Development Considerations	Facilities ** not essential to provide at every regional park*
• Should be a minimum of 4 hectares in size • Recreation destination that will potentially draw people from outside the Council area • Should provide a focal point in the region due to the size, unique character or diverse features of the park or reserve • Should incorporate quality, unique and diverse facilities • Should include multi-function spaces that accommodate a range of recreation activities • Should have the capacity to cater for large numbers of users • Should have the capacity to support extended visits (several hours) • Can be designed to host major events and gatherings • Could have the capacity to be activated in the evening • Should include mature trees and quality landscaping • Could include natural habitat (large trees, local native vegetation) and refuge for wildlife • Should connect to public transport and/or main roads	• Entry statements* • Trees and landscaping • Irrigated grassed areas • Seating (near activity zones and in quiet locations) • Shelters (including for large groups) • BBQs • Pedestrian paths • Cycle paths* • Playspaces that include some all-abilities equipment • Artificial shade over playspaces when natural shade is not available • Other recreation structures (e.g. basketball key, exercise equipment, skate/BMX, soccer goals) • Civic events / performance space* • Specialised spaces (e.g. dog park)* • Park lighting • Bins • Drinking fountains • Bicycle racks* • Reserve name signage • Playground communication boards • Way finding and interpretive signage* • Public art* • Wi-Fi* • Public toilets • On-site car parking

20. Hierarchy and Facilities



Left: Munno Para Town Park: Whilst a relatively small park (approx. 1.2 hectares) it has been categorised as Regional due to the level of facilities – including a skate bowl – making it one of our most popular parks.

Below: Fremont Park is located opposite to the Elizabeth Regional Centre, has a range of facilities and hosts Council's Civic Events.



20.2 District Reserves

District parks and reserves will attract visitors from a wide catchment. Like Regional parks and reserves, District reserves should include unique and special recreation facilities and cater to a wide range of users.

Typical size



Typical Catchment



Development Considerations	Facilities ** not essential to provide at every district park*
• Should be a minimum 3 hectares in size • Will cater for households within a 2 kilometre radius and some facilities will attract people from beyond the district • Potential local recreation destination (a focus for surrounding neighbourhoods) • Should provide an appealing and good quality recreation setting • Should include diverse facilities and activity opportunities • Should have the capacity to cater for a range of user groups • Should have the capacity to support large numbers of users linked to activities and events • Could have the capacity to be activated in the evening • Should have good tree canopy • Could include natural habitat (large trees, local native vegetation) and refuge for wildlife • Accessible via public transport	• Trees and landscaping • Irrigated grassed areas • Seating (near activity zones and in quiet locations) • Shelters (small groups) • BBQs • Pedestrian paths • Cycle paths* • Playspaces that include some all-abilities equipment • Artificial shade over playspaces where natural shade is not available • Other recreation structures (e.g. basketball court, exercise equipment, soccer goal) • Events space (for small events) • Specialised spaces (e.g. dog park)* • Park lighting • Bins • Drinking fountains • Bicycle racks* • Reserve name signage • Playground communication boards • Way finding and interpretive signage* • On-site car parking • Public art* • Public toilets • Wi-Fi*





Paginton Park is a District level park that also services people visiting the Playford Health and Wellbeing Precinct

20.3 Neighbourhood Reserves

Neighbourhood parks and reserves play an important role as a gathering and recreation space for local communities.

Typical size



Typical Catchment



Development Considerations	Facilities ** not essential to provide at every neighbourhood park*
• Should be a minimum 0.5 - 1 hectare • Will serve households within 500 metre radius • Will provide a focus for local recreation activities (e.g. dog walking, children's play) • Should be good quality and appealing • Should include good tree canopy • May include natural habitat (local native vegetation) and refuge for wildlife • Potential link to local schools and community facilities	• Trees and landscaping • Irrigated grassed areas • Seating (near activity zones and in quiet locations) • Shelters (small groups) • Pathways • Playspace that includes some all-abilities equipment • Artificial shade over playspaces where natural shade is not available • Other recreation structures (e.g. basketball half court)* • Bins • Drinking fountain • BBQ • Reserve name sign • Playground communication board • Indented on-street parking

20. Hierarchy and Facilities



California Avenue Neighbourhood Reserve, Craigmore



Kapinka Parade Neighbourhood Park, Riverlea

20.4 Local Reserves

Local reserves contribute greening and the amenity of neighbourhoods and are suitable for short stays.

Typical size



Typical Catchment



Development Considerations	Facilities
• Should be a minimum 0.2 hectares and up to 0.5 hectare in size • Will serve local residents within 300 metres • Typically short periods of use (in minutes) • Could have a landscape or recreation focus • Will contribute to visual amenity and character of neighbourhood	• Trees • Playspace • Pathways • Irrigated grassed area near activity spaces (other spaces may not be irrigated) • Seating (near activity zones and in quiet locations) • Bin • Shelter • Reserve name sign • Playground communication board

20. Hierarchy and Facilities



Mandeville Street Local Reserve, Davoren Park



Willison-Goodman Local Reserve, Elizabeth South

20.5 Minor Reserves

Minor parks may contribute to the visual amenity and character of the area or serve as a pedestrian connection.

Typical size

Less than 0.2ha

Typical Catchment

N/A

Development Considerations	Facilities
• Minor parks typically provide minimal recreation value either due to their size (generally less than 0.2 hectares) or because they have little to no recreation function • Parks under 0.2 hectares in size are not desired (larger useable open spaces are preferred). However, there may be times when a smaller space is appropriate • Minor parks may contribute to the visual amenity and character of the area or serve as a pedestrian connection • Some minor parks may be appropriate for future upgrades to function as a higher order park (e.g. local park) or be identified as surplus to requirements	No specific facilities are recommended, however the following may be appropriate: • Trees • Seating • Paths where the reserve has a value as a pedestrian connection



Grateley Street, Elizabeth Grove:Example of minor park with good tree canopy that contributes to urban cooling

20.6 Linear Open Spaces

These open spaces are often formed to facilitate a natural waterway or drainage systems. They incorporate pathways that form part of Council's movement network and provide walking and cycling connections between community destinations.

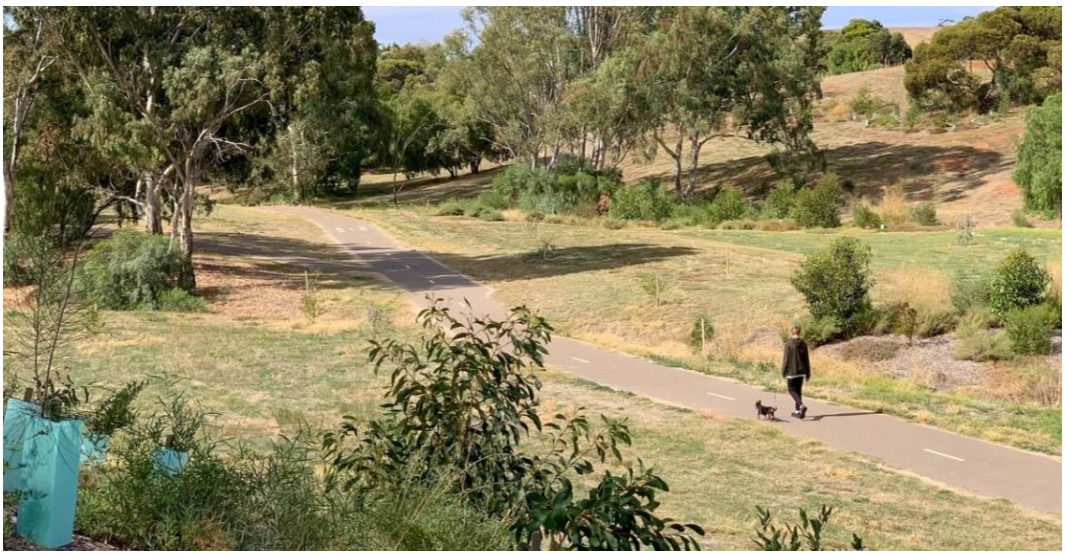
Typical size

Varies

Typical Catchment

2km Radius

Development Considerations	Facilities ** not essential to provide along every linear trail*
• Forms part of the urban trail network, providing walking and cycling pathways, usually offset from road corridors • May follow waterways or natural features such as valleys • Acts as a connector between neighbourhoods or urban destinations, such as shopping centres, sportsgrounds or recreation parks • Will typically function at a District level (i.e. may draw populations from a 2 kilometre radius) • May incorporate activity nodes along the route (e.g. playspaces, fitness equipment) • Will often include natural habitat (large trees, local native vegetation) and refuge for wildlife	Provision and siting of facilities to be informed by length of trail, accessibility, and connectivity to other recreation facilities. • Trees • Pedestrian / cycle pathways • Seating • Shelters* • Activity nodes (e.g. playspaces, fitness equipment)* • Drinking fountains, where service truck access is available • Bins, where service truck access is available • Public lighting* • Signage (name of linear trail, wayfinding, distance markers)



Smith Creek Linear Trail: This trail provides an east-west connection through the central Council area and is home to native vegetation and local fauna.

20.7 Windbreaks

The Windbreaks are large vegetated medians that were designed as part of the original Elizabeth satellite city to mitigate the winds and dust blowing in from the northern plains. They are a distinctive feature within the Elizabeth suburbs and particularly along Main North Road.

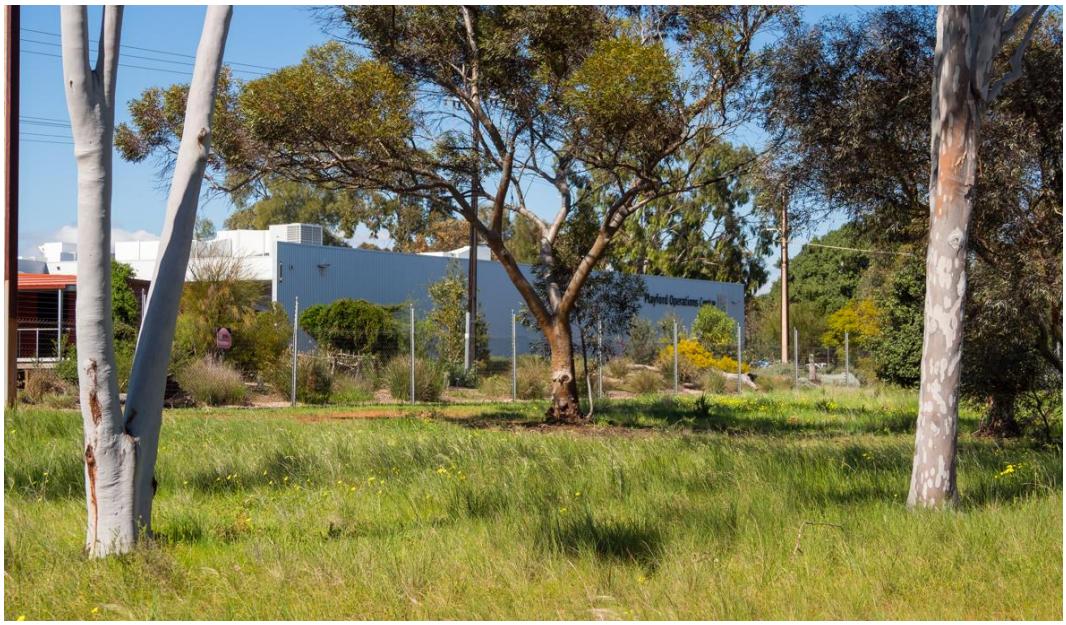
Typical size

Varies

Typical Catchment

N/A

Development Considerations	Facilities
• Provides a buffer from the impacts of main roads upon adjacent land uses, especially housing • May include natural habitat (large trees, local native vegetation) and refuge for wildlife • Provides visual relief within the urban environment and can function as a screen between residential properties and busy roads and railways • May include pathways as part of a linear connection • Minimal activation	No specific facilities are recommended, however the following may be appropriate: • Trees and vegetation • Pedestrian/cycle paths if part of the pedestrian/cycle network



Windbreak, Coventry Road, Davoren Park: Contains grassy woodland

20.8 Wetlands

Wetlands form part of Council's stormwater management systems and provide opportunities for urban greening. They are usually co-located with recreation facilities to create community destinations.

Typical size

2ha+

Typical Catchment

District/ Regional

Development Considerations	Facilities
• Contributes to urban stormwater management systems • Due to their size, scale and function wetlands, will usually service a district or regional population catchment • Wetlands are commonly included in new greenfield urban developments and will be developed with associated recreation features (paths, seating, lookout points etc) • Will include wetland landscape and provide refuge for wildlife	• Wetland/riparian landscape • Boardwalk / pathway • Informal recreation elements as per those listed in Regional and District Parks and Reserves facilities lists



Munno Para Wetlands

20.9 Civic Spaces

Civic spaces such as plazas provide places to sit and gather and often will accommodate community events. The provision of trees and vegetation can provide relief from built up commercial areas (such as shopping centres) where they are commonly located.

Typical size

Varies

Typical Catchment

Varies

Development Considerations	Facilities
• Located within centres or large reserves, usually at a regional or district level, but may occur on a smaller scale at a Neighbourhood level • Provides a multifunctional space that has the capacity to accommodate a range of uses, including recreation and community activities • Closely aligned with the adjacent built form in terms of activation at the edge of the space • Generally experiences a high concentration of users and justifies being good quality and sturdy • Formalised space that will often act as a conduit to commercial or civic facilities • Civic places can be attractive to skateboarders and deterrents will need to be considered in the design	The context and desired function of civic spaces will inform what facilities are provided but will generally include all or some of the following: • Trees and structures for shade • Seating • Event space • Public toilets • Public lighting • Bins • Drinking fountain • Public art • Wi-Fi • Solar phone charging station • Signage (wayfinding, interpretive)



Prince George Plaza, Elizabeth

20.10 Sportsgrounds

Sportsgrounds are designed for structured recreation in accordance with the standards of the respective sporting codes. The location, hierarchy and facilities for sportsgrounds are identified within the City of Playford Sports Facility Strategy (2023).

As part of the planning and design of sportsgrounds, the co-location of informal/unstructured recreation facilities should be included where possible, to increase the useability of the space.

Development Considerations	Facilities
• The hierarchy of the sportsground will inform the scale and scope of the associated informal recreation facilities • The provision and siting of informal recreation will be dependent on the space available, noting structured sports facilities will take priority • The siting of informal recreation facilities will consider the scope for conflict with structured sport (e.g. likelihood of stray balls hitting users etc) • The siting of playgrounds will be close to activity areas (such as spectator seating areas or club rooms) where possible	Unstructured recreation facilities at sportsgrounds will include all or some of the following: • Playspace that includes some all-abilities equipment • Artificial shade over playspaces where natural shade is not available • Walking/running loop on the perimeter of the oval, where appropriate • Seating • Shelter • BBQs • Drinking fountains • Other recreation structures (e.g. basketball key, exercise equipment, pump track etc) • Toilets (publicly accessible)



Eyre District Level Sportsground

21. General Design Elements

The following guidelines should be considered when designing open spaces, noting the design of a park or reserve will depend on a range of factors such as its position within the reserve hierarchy, open space provision within the locality, the needs of the community and available budget.

21.1 Interface with Adjacent Areas

a) The role of reserves should be considered in the context of surrounding uses, linkages to other destinations and likely users.

b) Destination reserves should be accessible via public transport.

c) Open space design should consider the impacts of facilities on adjacent properties, e.g. noise generating areas such as playgrounds or dog parks should be located at an appropriate distance from adjoining residential properties.

21.2 Paths and Wayfinding

a) Path networks should be continuous, unhindered and free from hazards.

b) Path networks should create logical/legible connections and utilise desire lines.

c) Fences and barriers should generally be minimised around and within open spaces to increase accessibility into and through reserves. Refer to Section 22.5 for guidelines relating to fencing around playspaces.

d) The provision of shade, seating and 'lookout' opportunities should be provided along pathways to encourage walking and cycling.

e) Signage should be provided to facilitate wayfinding to reserves and within reserves, particularly for higher order/destination reserves and along key linear connections.

f) Open spaces should not accommodate signage/entry statements with developers' branding.

g) Signage should be:
- clear and concise
- positioned near pathways and at predictable locations
- be consistent with Council's Signage Strategy
- not 'clutter' a reserve
- useable by a range of people e.g. who may have a disability or low levels of literacy. This can include using images instead of words and using text and colours that are easy to read. Options for vision-impaired people should also be considered (e.g. raised lettering, braille or audio options).

h) The incorporation of interpretive signage should be considered where appropriate, e.g. to provide information about native vegetation or the historical context of a site (Figure 46).

i) Wayfinding signage can incorporate distance markers and directions to reserves or destinations along/near open spaces.

Figure 46: Example of interpretive signage within the Little Para Seed Orchard, Hillbank



21.3 Safety

Infrastructure that is safe

a) Facilities and infrastructure should be sturdy, structurally sound and safe to use.

b) Climbing on buildings and infrastructure should be discouraged through design.

c) The design or siting of infrastructure should not facilitate inappropriate access to adjoining properties.

d) Tree maintenance and management requirements should be considered in areas that are designed to attract people (e.g. playspaces, seating areas, running tracks etc) in the interests of public safety.

e) Fencing or landscaping should not hinder sightlines for pedestrians and motorists using the adjacent footpaths or roads.

Crime Prevention Through Environmental Design

f) Reserve designs should allow for people to see and be seen (enabling passive surveillance).

g) Shade structures and planted vegetation should allow for clear sightlines (low vegetation up to 70 centimetres and trees with clear sightlines up to 2.4 metres).

h) Reserve designs should avoid the creation of concealment or entrapment opportunities.

i) Blank walls should be minimised and screened with artwork, vegetation, or interesting materials.

j) Solid fencing within reserves should be avoided and any walls should be low.

k) Recreation spaces and facilities should be co-located where possible (e.g. integrating skate and BMX facilities with other recreation spaces) to concentrate activity areas and increase passive surveillance opportunities.

l) Open space design should minimise the ability for vehicles to illegally enter reserves by creating natural barriers around the perimeter (e.g. through positioning of tree planting, boulders, stormwater detention etc).

21.4 Access for All

a) Sealed pathways should be provided within open space reserves that connect to key facilities such as seating, picnic areas and recreation areas. Also refer to Section 7.1 regarding footpath design.

b) A range of seating options should be provided within open spaces:
- Near activity areas (e.g. basketball keys)
- Near facilities where supervision is recommended (e.g. playspaces)
- Away from active recreation areas where it is quieter

c) Provision of different seating types should be considered, e.g. bench seats, informal seating (rocks or logs), deckchairs etc to cater to different user groups.

d) Park furniture such as picnic tables, bench seating, drinking fountains and BBQs should be designed to be accessible for wheelchair users (Figure 47).

e) Park bench seating should include the following features:
- A concrete pad next to benches for people using mobility devices (e.g. gophers, wheelchairs) or with a pram
- Back rests and arm rests

f) Bollards, gates and chicanes should not prevent access for people using mobility devices or prams.

g) Loose/gravel pathways should be avoided to facilitate easier access for people with limited mobility or who have a disability.

h) Steep slopes, especially in close proximity to pathways, should be avoided.

i) Playspaces should be designed for all-abilities (refer to Section 22.7).

Figure 47: Example of accessible park furniture



Drinking fountain and BBQ that are accessible to people with mobility aids, such as wheelchairs

21.5 Shade

a) Natural shade (i.e. tree planting) should be provided within all open spaces.

b) Shade structures should be provided where there is no existing natural shade and/or it is not appropriate to plant trees (e.g. due to proximity of built structures or safety issues).

c) Built shelters should be provided to support extended stays in parks and reserves.

d) Shade (natural and artificial) should be prioritised within activity areas e.g. near playspaces and seating areas.

21.6 Public Toilets

a) Public toilets should be provided at regional and district level parks. They may be located at neighbourhood level parks and other open space areas (e.g. linear trails) as deemed appropriate, where a high level of use is anticipated.

b) Public toilets should be located where:
- they have a high level of visibility (for example, locations next to streets, footpaths and car parks)
- are positioned away from residential properties
- do not directly open onto areas of high usage (e.g. BBQs, seating areas).

c) Entrances to public toilets should not be concealed and should be well lit.

d) All public toilets must be accessible to people with disabilities – this includes the toilet facility and pathway(s) to the toilet.

e) Toilet facilities should have an exterior design that is aesthetically pleasing and is graffiti resistant (Figure 48).

f) The operational requirements of the toilet (e.g. cleaning, opening hours) must be considered as part of the planning process.

Figure 48: Example of exterior 'wrap' on a public toilet



This 'wrap' helps to integrate the toilet into the park and is graffiti resistant (California Avenue Reserve, Craigmore)

21.7 Lighting

Lighting in open spaces

a) Public lighting in open spaces should be provided to illuminate:

- paths identified as a cycling and walking route in Council's Integrated Transport Strategy
- pedestrian paths that provide a logical shortcut or thoroughfare through the reserve, particularly where it forms a route to a community destination such as a school, medical facility, bus stop or shopping centre (Figure 49) - lighting may not be required if an alternate option to use the lit street footpath network is reasonable (does not add significant distance to a journey) (Figure 50)
- loop paths around the perimeter of reserves that would likely be used in the evening for exercise or dog walking and/or that function as part of the street's footpath network (Figure 51)
- reserves that contain a key recreation facility (e.g. tennis courts, skate park, dog park, loop path) likely to be used in the evenings (Figure 54).

b) In new subdivisions, consideration should be given to the placement of street lighting so that it can also illuminate pathways around reserves.

c) Playspaces, BBQs and shelters should generally not be illuminated, as this can encourage loitering during the evening. However, lighting of playspaces may be appropriate in parks that have designated evening use, for example at sportsgrounds which have evening matches or training sessions.

Figure 49: Example where public lighting is required in open space



This path through St Leonard's Reserve (Elizabeth Downs) warrants being lit as it forms a key pedestrian link, with alternative routes adding significant distance to a journey on foot.

Figure 50: Example of where public lighting is not required in open space



This local park in Eyre does not require public lighting as it is small and does not function as a key pedestrian link. There is also sufficient lighting that illuminates the streets surrounding the park.

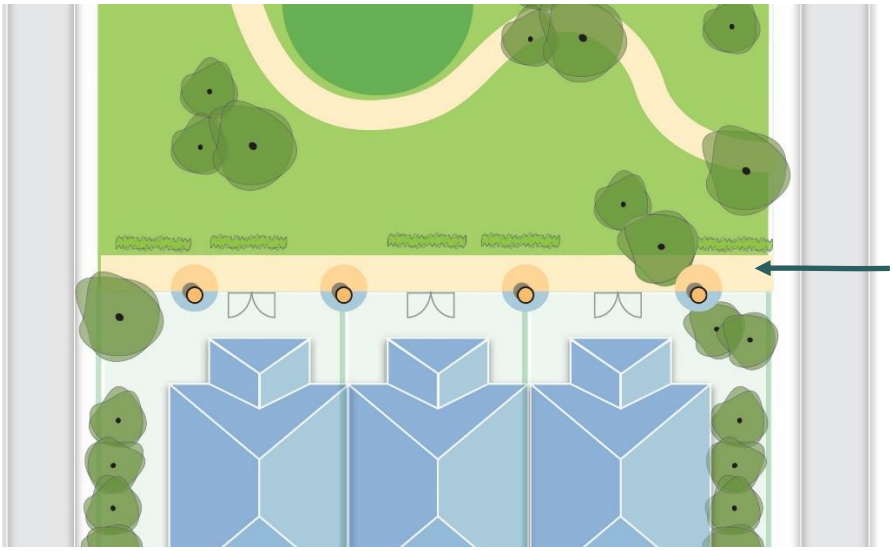
Figure 51: Example of lighting loop path around reserves



This loop path around Central Boulevard Reserve (Munno Para Downs) warrants being lit as it extends the hours of use of the reserve and also functions as part of the street's footpath network.

d) Entrances to dwellings that front open space reserves should be accessible via a lit pathway (Figure 52).

Figure 52: Provision of illuminated access to dwellings fronting open spaces



Lit pathways provide safe access to dwellings frontages. Lighting should face towards the reserve to avoid glare into dwellings.

Lighting in open spaces not used for recreation

e) Sealed footpaths within undeveloped open spaces (not designated for recreation) such as windbreaks, should be lit (Figure 53).

f) There may be instances where lighting is not provided (e.g. due to cost) but in these instances consideration for future installation of lighting should be made at the time that the pathway is installed.

g) Lighting may not be required if an alternate option to use the lit street footpath network is reasonable (does not add significant distance to a journey).

Figure 53: Lighting of footpaths located with open spaces not designated for recreation





These pathways within the windbreaks connect residential households to the Munno Para Shopping Centre and warrant being considered for lighting to be installed.

Lighting Design Considerations

h) Lighting in open spaces may be either solar or connected to mains power supply in accordance with the site conditions.

i) Lighting should be designed to avoid the creation of blind-spots, deep shadows or glare.

j) Lighting should not detrimentally impact adjacent residents' amenity through light overspill or glare.

k) Lighting should be designed and sited to have minimal impact on native fauna so that it does not impact on night-time foraging. Lighting is not appropriate within conservation areas.

l) Lighting will generally only be provided along sealed pathways.

m) Lighting design should be in accordance with the City of Playford's Public Lighting Guidelines.

n) Lighting will usually will not be required all night and can be installed with timers or dimmers that brighten when movement is detected.

Figure 54: Public lighting facilitates evening use



The lake at Blakeview is a popular community destination for walking. The lighting enables people to walk around the lake during the evening.

22. Playspaces

Play is an important part of a child's development and helps to foster a range of skills, such as problem solving, creativity, resilience, independence and flexibility.

Playspaces in open spaces provide opportunities for children to engage in play as well as being physically active and socially connected.

22.1 Playspace Values

a) Playspaces should aim to:

- be diverse and engaging
- be interesting and fun
- promote equity and accessibility by ensuring that a range of ages and abilities are catered for
- support creativity, learning and interaction
- provide opportunities for physical activity
- be safe and sturdy whilst also providing children with a degree of challenge and opportunity to test their own abilities
- provide sensory-rich experiences that are inviting, creative and promote exploration.

22.2 Playspace Elements

a) A diversity of play elements should be provided e.g. that allow for balancing, climbing, crawling, touching etc. The larger the playspace, the more elements that should be included.

b) The inclusion of equipment for swinging and sliding should be considered as these are popular play elements.

c) Playspaces within **District and Regional** level reserves should:

- include unique play features
- cater for multiple age groups
- include some all-abilities equipment
- provide a diverse range of play elements.

d) Playspaces within **Neighbourhood** level reserves should:

- feature a number of play elements
- include some all-abilities equipment
- cater for more than one age group.

e) Playspaces within **Local** level reserves will generally:

- be smaller with fewer play elements
- cater to a narrower age bracket.

f) Play elements that can cater to a wide range of ages are encouraged, such as nature play, basket swings and basketball hoops (Figure 55).

Figure 55: Example of a Neighbourhood park with diverse play features



Saverio Boulevard Reserve at Angle Vale has a range of play elements that appeal to different ages and includes a basket swing, nature play, pump track, a multi-play with slide, and basketball key.

Nature Play

g) Nature play should be incorporated into playspace designs where possible, particularly at parks that attract high levels of usage.

h) Nature play should:

- provide a space that will engage with the senses
- incorporate existing natural elements within the space, utilise landscaping as part of play elements and use natural materials for play features
- create connections between different areas, e.g. with winding pathways, tunnels, stepping stones etc
  incorporate a range of spaces that inspire different uses e.g. places to spark imagination, adventure, construction, gathering
- model sustainability by using materials already on site or available locally.



Nature Play at California Reserve, Craigmore

22.3 Water Play

Water play is increasingly popular and can serve as a key attractor within open spaces. Water play can be either large or small in nature. Larger systems where water is captured and reused require daily water testing to ensure they meet health and safety standards. Smaller systems connected to mains water do not require testing. Both large and small water play systems can require high levels of maintenance and be costly to operate.

a) Water play is only appropriate in District and Regional level open spaces or Civic spaces that attract regular high levels of activation.

b) Drainage associated with water play should be designed to minimise pooling to avoid safety, health and maintenance issues. However, pooling may be appropriate as part of the water play activity provided it is of a temporary / controlled nature.

c) Water play can also be facilitated by incorporating elements such as stepping stones, as part of naturally occurring streams to encourage interaction by children and families.



Water play at the Munno Para Town Park

22.4 Fencing

a) Playspaces should generally be located and designed to avoid the need for fencing as much as practicable to reduce visual and physical barriers within parks. However, fencing or barriers may be required where a hazard exists or to provide options for the community to access fully fenced playspaces.

b) Fencing around playspaces should be provided where a playspace is close to a safety hazard, such as:

- a road
- busy car park
- a water body
- a steep edge.

c) Where the hazard is 10 metres or less from the edge of a playspace, safety fencing should be installed.

d) Where the hazard is 11-20 metres from the edge of a playspace, fencing or another suitable barrier should be installed. Alternatives to fencing can include walls, mounds, trees, rocks or garden beds. An assessment of potential risks should inform the appropriate treatment.

e) Where the hazard is more than 20 metres from the edge of a playspace, the installation of fencing or other barrier may not be required and the need for fencing will be informed by the specific context and attributes of the site.

f) Gates on fully-fenced playspaces should be accessible and self-closing.

g) Fencing and other barrier treatments should not hinder sightlines for pedestrians or vehicles using the adjacent footpath and road networks.

h) Council recognises that the community would like options to visit fully fenced playspaces. As such, some playspaces may be fully fenced where no hazards exist.



Guardian supervision of children is required at all times within Council playspaces.

Left: Dauntsey Sportsground (Elizabeth) has a fully fenced playspace.

22.5 Shade

a) Playspaces should be shaded by natural shade where possible.

b) Where no natural shade exists, trees should be planted that will in time be able to provide natural shade. It may be appropriate to provide artificial shade in the interim.

c) As it is not economically viable to provide artificial shade for all playspaces, artificial shade should be provided in Neighbourhood, District and Regional level reserves where natural shade does not provide sufficient coverage.

d) Playspaces should be designed and positioned with sufficient clearance to minimise the risk of children climbing from equipment onto shade structures or trees.



Shade over playspaces allows for longer periods of use (Angle Vale)

22.6 Accessibility

a) Regional, district and neighbourhood playspaces should be designed to be accessible and inclusive and should:
- provide accessible pathways into playspaces. For fenced playspaces, gates should be wide enough to accommodate wheelchairs and other mobility devices
- include some pieces of all-abilities play equipment.

b) Rubber soft-fall should be installed to provide access to all-abilities equipment (Figure 56):
- Clustering all-abilities equipment and/or locating all-abilities equipment directly off pathways will increase accessibility and reduce the amount of rubber softfall required (in consideration of its high cost).
- Rubber softfall should provide sufficient space (minimum 1.5 metres wide) for people with mobility aids to access all-abilities equipment.
- Areas with rubber softfall should be located in shaded locations to reduce the propensity for hardening and cracking.

c) The incorporation of sensory elements (touch, sound, smell) should be considered as part of playspace design to increase inclusion for children who are vision impaired or with disabilities that respond to sensory stimulation.

Figure 56: All-abilities equipment at Paginton Park playground (Elizabeth Vale)



1. All-abilities trampoline, carousel and nest swings provide a range of fun options for children who use mobility aids

2. Rubber softfall provides an accessible surface to get to the equipment

3. Shade sails provide shade for users as well as protecting the rubber softfall from hardening and cracking

d) Playground Communication Boards should be installed as part of the development of new playspaces and upgrade of existing playspaces. Communication Boards should also incorporate Auslan and braille, where possible (Figure 57).

Figure 57: Playground Communication Boards





These boards make communication more accessible at the playground for people who have difficulty communicating their message with speech. This could include a person with a communication disability, a small child, or someone who speaks a different language.

22.7 Location and Siting

a) Playspaces should be located:

- away from residential properties to reduce noise impacts, whilst maintaining passive surveillance
- away from busy roads, car parks or potential hazards (e.g. water bodies); where this cannot be achieved fencing or other barriers should be implemented (refer to Section 22.5)
- so that children can be observed by adults (consider proximity to seating areas).
- near existing mature trees to provide natural shade whilst ensuring safety through ongoing tree management
- near other recreation activity spaces and infrastructure that will complement a playspace, e.g. half court, grassed area, picnic settings, seating.

23. Dog Parks

A dog park consists of a fenced area for people to exercise their dogs off-leash. Dog parks usually function at a Regional or District level.

Dog parks provide space for people to exercise their dogs off-leash without encountering hazards such as cars or cyclists as well as encouraging social connection between dog owners. They also provide a space for people with limited mobility to exercise their dogs.

Dog parks have risen in popularity, reflecting the high levels of dog ownership in the community.



Dog park (small dog section) at Fremont Park, Elizabeth

Site Selection

a) Whilst dog parks can vary in size, larger sites are preferable as they provide enough room for dogs to run around. Insufficient space can lead to crowding, which can lead to tension between dogs.

b) Other matters to consider in selecting a site for a dog park include the following:

- The spread of dog parks throughout the council area
- Site topography and drainage
- Other uses within the park that could create conflict
- Interface with adjacent residential properties or other sensitive uses
- Car parking capacity
- Maintenance requirements such as providing for council vehicles to access the site

Dog Park Design

c) Dog parks should contain the following features:

- Fenced area designed specifically for use by dog owners to exercise and socialise their dogs off leash – separate areas for larger dogs and smaller dogs is preferred (Figure 58)
- Seating
- Sheltered areas
- Drinking fountains for both dogs and humans
- Bins with doggie bags
- Two or more entry/exit points to minimise dog and human congestion (consisting of double gated 'safety airlocks' to provide a transitional space between inside and outside of the dog park)
- A combination of different surface materials such as turf, sand, concrete, bare earth, gravel, and mulch
- Signage relating to dog park rules and etiquette
- Lighting where evening use is envisaged – ensure lighting does not intrude into adjacent residential properties

d) Facilities such as dog drink fountains and seating should not be located near entry or exit points to avoid congestion, which creates a higher risk of generating conflict between dogs.

Refer to the Dog and Cat Management Board's *Unleashed: A Guide to successful Dog Parks* (2014) for more information about dog park design.

Figure 58: Dog Park with separate section for small dogs at Jo Gapper Regional Reserve, Hillbank



24. Skate Parks and Pump Tracks

Skate parks and pump tracks can cater to skaters, scooters, BMX bike riders and roller skaters. They are enjoyed by a wide range of ages from children to adults but particularly young people.

a) The location of new skate parks / pump tracks should consider:
- gaps in provision of facilities
- topography
- locations near public transport and cycle/pedestrian network routes
- locations near other existing community facilities or amenities (especially public toilets).

b) In planning for new facilities, consideration should be given to:
- the appropriate hierarchy and catchment of the facility
- age groups and activities that should be catered for
- the role and purpose of the facility.

c) A skate park or pump track site should:
- be visually prominent to provide for good levels of passive surveillance
- be located away from incompatible land uses or activities in the area
- provide access for emergency vehicles
- have access to car parking
- accommodate associated amenities such as spectator seating, water fountains, shelter and shade and toilets if none are close by
- be connected to other complementary recreation spaces and activity opportunities.

d) The design of skate parks, pump tracks (and other facilities such as dirt bike jumps) should be undertaken in conjunction with users and/or companies with relevant specialist skills. Council's youth officers can assist with connecting with key user groups.

24. Skate Parks



Skate Bowl at Northern Sound System, Elizabeth



Pump track at Angle Vale

25. Landscape and Biodiversity

The City of Playford contains a unique blend of habitats, from coastal mangroves, red gum lined rivers and grassy woodlands on the plains, through to stringybark and pink gum woodlands in the hills. As a result, a wide variety of native plants, animals and vegetation types as well as pockets of good local native habitats make up approximately 3% remnant vegetation overall.

The City's open spaces play an important role in protecting natural areas for current and future generations. Connection with nature is known to have beneficial health and wellbeing impacts and green infrastructure also contributes to cooler urban environments and improved air quality.

25.1 Management of Vegetation in Open Spaces

a) Consideration of environmental and biodiversity factors should be undertaken where:
- development (including reserve upgrades) is proposed within or adjacent to existing open space areas that contain trees or native vegetation
- land divisions create new open space areas which are within or adjacent to areas that contain trees or native vegetation
- disposal or acquisition of open space containing trees or native vegetation is being considered.

b) The management of trees and vegetation including any potential removal must be undertaken in accordance with Council's Vegetation Management Policy and Vegetation Management Procedure (or any subsequent revisions).

c) Where development (creation of new open spaces or reserve upgrades) is planned, a tree and vegetation assessment should occur prior to the design phase. This should identify any local and non-local tree species and any remnant native vegetation, including grasses, ground covers and herbs.

d) Where development of open space is to occur, a site action plan may need to be prepared that seeks to:
- avoid or minimise activities in or near areas which could have a detrimental impact on vegetation
- prioritise the retention of mature trees and trees with hollows (or with hollows forming) - dead trees and logs with hollows should similarly be retained
- identify vegetation protection zones and other protection measures (e.g. temporary fencing)
- ensure staff, contractors and sub-contractors are inducted so they are aware of environmentally sensitive areas to avoid.

e) Clearing of remnant native vegetation may require approval under the Native Vegetation Act 1991.

Further information is available in Council's Urban Tree Strategy 2022; Biodiversity Directions Report 2021 and Environmental Strategic Directions Report 2017.

25. Landscape and Biodiversity



Silver Cassia Senna artemisioides.

A good example of a small local native flowering shrub suitable to local climatic conditions



Sea-berry saltbush Rhagodia candolleana (and R. parabolica)

Important habitat and food source for local fauna and responds well to hedging in formal landscapes, used within streetscapes and along waterways



Stiff Flat-sedge Cyperus vaginatus

Local native plant commonly used within streetscapes and along waterways

25.2 Watercourses

a) The City of Playford incorporates five key creek / river systems and tributaries, including:

- Gawler River
- Smith Creek
- Adams Creek
- Little Para River
- Thompson's Creek.

b) Protecting the native vegetation along water courses is a priority and these vegetation corridors provide the best opportunity for habitat connection across the landscape between the coast and the hills.

c) Establishment of recreation infrastructure (playspaces, shelters etc) adjacent to watercourses should be sited to:

- be set back from watercourses to allow for vegetation to be maintained and enhanced
- not destabilise the watercourse banks
- not pollute or threaten the health of the watercourse in any way.

Activities affecting watercourses are guided by best practice procedures and may require permits in accordance with State legislative requirements.



Adam's Creek

25.3 Weed Management

Declared plants and weeds are regulated under the Landscape South Australia Act 2019 due to their threat to primary industry, the natural environment and public safety.

Weeds can be difficult and expensive to eradicate or control once established in open spaces. The City of Playford's weed management activities are prioritised and scheduled throughout the year in coordination with Green Adelaide, Trees for Life and other partner organisations.

a) The development of new reserves should minimise weeds by using sterilised (i.e. weed-free) topsoil. Declared weeds need to be identified and treated prior to works commencing to prevent them being spread when soil is moved. Regular spot spraying should also be undertaken to prevent weeds from setting seed.

25.4 Water Sensitive Urban Design

a) Management of water within reserves is important to avoid unnecessary generation of stormwater runoff and reduce the need for irrigation. This can be achieved through:

- minimising hard surfaces
- consideration of stormwater harvesting and re-use opportunities
- use of detention basins (Figure 59)
- selecting plant and tree species that are suitable for climate and soil conditions, with a preference for local native species
- utilising stormwater management solutions that have multiple uses e.g. to improve water quality, improve visual amenity, create wildlife habitats etc
- installing water efficient irrigation systems that comply with Irrigated Public Open Space (IPOS) standards.

Refer to Section 26 for further information on Natural Drainage systems.

Figure 59: Detention basin with high levels of vegetation (Angle Vale)



25.5 Landscaping in Open Spaces

a) Landscaping should be used to enhance biodiversity and support:
- increased local indigenous species in metropolitan areas
- restoration of watercourses
- creation of connected green corridors along transit corridors, linear trails, major watercourses and the coast

b) Local native plants should be the main species chosen for planting in open space corridors as they are best suited to local soils and climate.

c) Developers should contact Council for information about preferred tree and plant species to plant in open spaces.

d) The planting and retention of trees should be based on a ‘right tree species in the right location’ principle, which includes consideration of their impact at maturity.



Whitford Bushland Reserve, Hillbank

26. Natural Drainage

26.1 Introduction to Natural Drainage

Natural drainage systems are a key component of stormwater management within the City of Playford. The objectives of natural drainage systems are:

- **Flood management**
- **Community experience: encourage community interaction with the environment by co-locating natural drainage systems with parks and linear trails**
- **Biodiversity enhancement**
- **Water quality improvement**
- **Climate Resilience: creating systems that can withstand extreme weather events and retain water to promote urban cooling**

The different types of natural drainage systems are defined below:

Type	Description	Function
Open Channels (Swales)	Shallow, vegetated channels designed to convey stormwater runoff.	Primarily used for stormwater conveyance, filtration and infiltration. They reduce peak flow rates, improve water quality and can recharge local groundwater.
Ephemeral Wetland-Styled Ponds	Wetland or pond areas that temporarily hold water after rainfall events but may dry out at other times. They are designed to mimic natural seasonal wetlands.	Provide temporary water retention for flood control, habitat for seasonal wildlife and water quality improvement through natural filtration processes.
Detention Basins	Designed to temporarily hold stormwater runoff and release it slowly over time. These basins will generally be dry and utilised for recreational purposes most of the time with short periods of inundation.	Their main function is to mitigate flooding by temporarily storing stormwater and releasing it at a controlled rate. They can also improve water quality by allowing sediment and pollutants to settle.
Retention Basins	Similar to detention basins but designed to retain water permanently, with only excess stormwater runoff being slowly discharged. These basins often mimic natural ponds or lakes.	They serve to reduce stormwater runoff volume and peak flow, provide habitat for wildlife, and improve water quality through biological and physical processes.
Permanent Water Bodies	Natural or man-made bodies of water, such as lakes, ponds, or wetlands, that are intended to hold water year-round.	Offer recreational and aesthetic benefits, create habitats for various species, and play a role in stormwater management by capturing and storing runoff.

26.2 Open Channels

Design of Open Channels

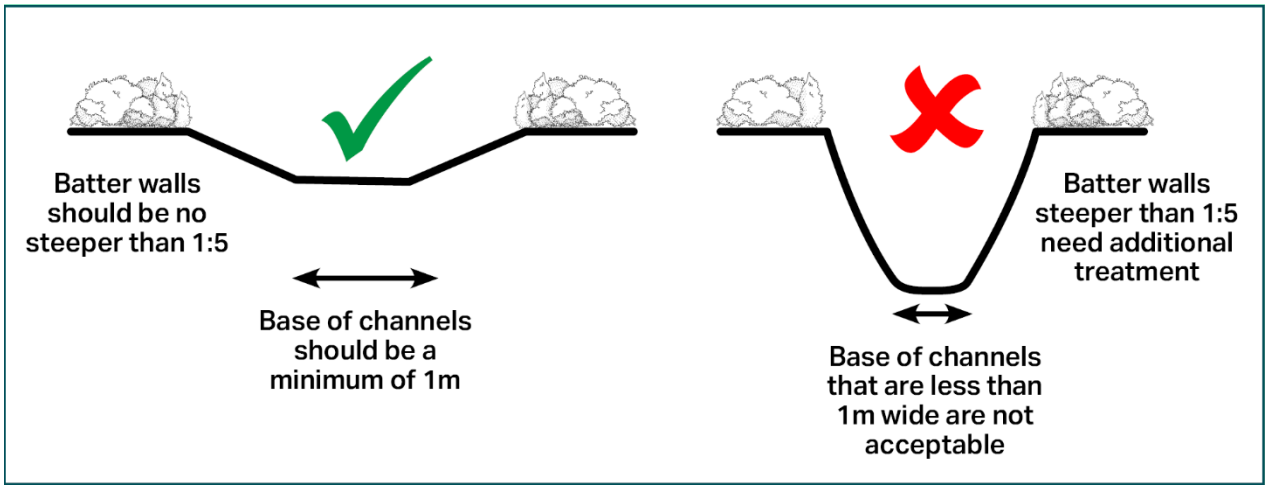
a) Open channels should either be integrated with open spaces or co-located with linear shared use paths (Figure 61).

b) Open channels should have shoulder areas 5-10 metres wide, situated above a 1% Annual Exceedance Probability flood level and designed in accordance with the latest version of the Australian Rainfall and Runoff Guidelines.

c) Open channels should have batter walls that are no steeper than 1:5 and are stabilised through grass or other vegetation (Figure 60). Where a batter of 1:5 cannot be achieved due to geographical constraints, other stabilisation treatments may be required such as geo-textile matting or rock/gabion walls (Figure 64).

d) The base of open channels must be at least 1 metre wide. Any less than this can encourage erosion of the base and batter walls and will be inaccessible to Council's mowers (Figure 60).

Figure 60: Key channel design elements



The longitudinal base of open channels should be treated with one of the following:

- A stabilised low-flow channel to convey the majority of stormwater flows – planted with semi-aquatic plants (refer to Council's Land Division Guidelines for further details)
- Rock riffles to reduce flow-speeds and provide retention capacity
- Ephemeral wetland-styled ponds that provide temporary water retention (Figure 63)

Figure 61: Example of a stormwater channel incorporated into the park design (Angle Vale)



e) Stormwater outlets that deliver water into natural drainage systems (most commonly via headwalls and culverts) should be integrated into the surrounding environment to maintain a pleasing aesthetic (Figure 62).

Figure 62: Example of headwall that is integrated with its surrounds (Angle Vale)



Figure 63: Examples of channel/swale designs that utilise rocks and plantings



Craigmore Creek: High density of plantings with rocks in the base to reduce flows and stop erosion



Bluetongue Creek, Blakeview: Rocks used to stabilise the bank, reduce flows and stop erosion.

Figure 64: Example of matting and vegetation stabilising the bank



Break Out Creek, River Torrens

Accessibility across Open Channels

f) Cycle/pedestrian access across open channels:
- should be provided at locations that provide a logical extension of the movement network and which prioritises connections to community destinations such as shopping centres, schools, parks, or public transport stops
- be a maximum of 400 metres apart
- may be supplemented by informal crossing points across channels such as stepping stones or crushed gravel paths, noting that these will not be counted as accessible pedestrian crossings.

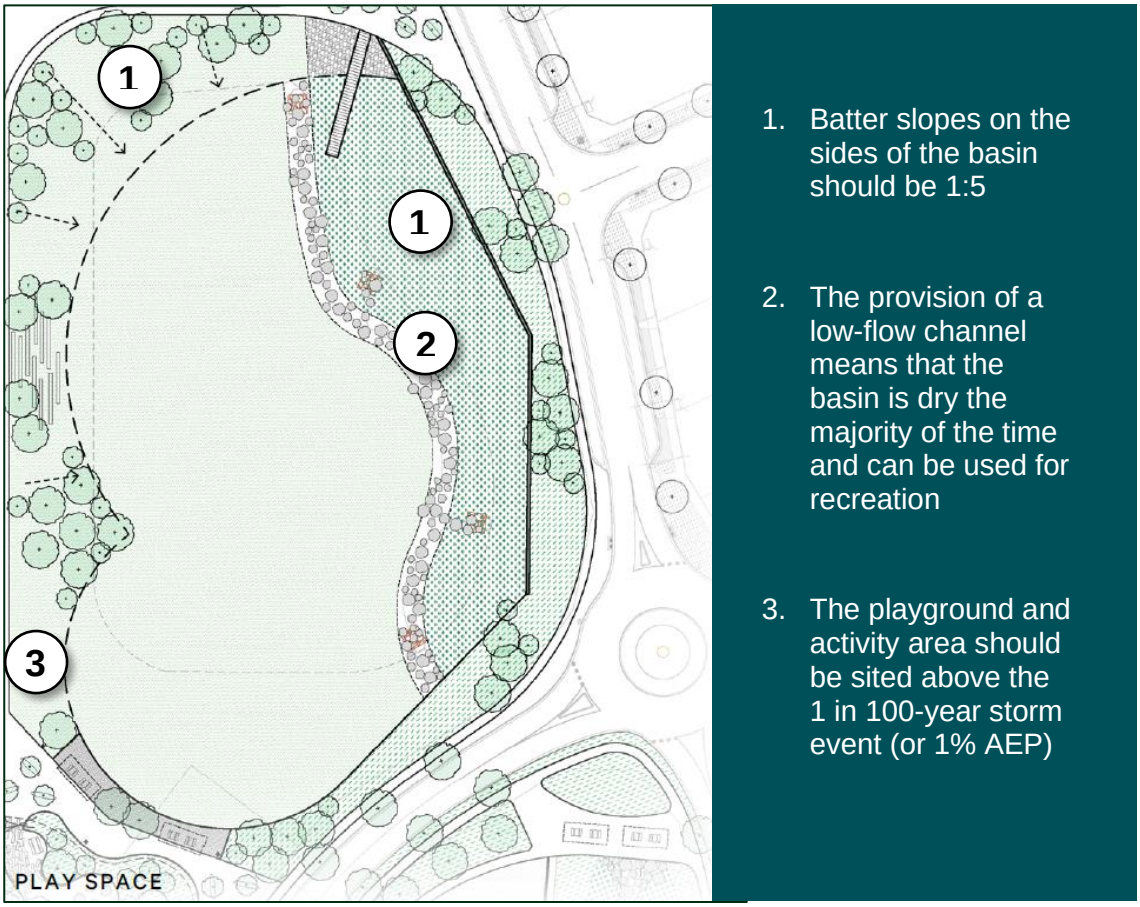
g) Separation distances of at least 1 metre must be provided between the top of the batter of open channels and pedestrian pathways (Figure 67).

26.3 Detention Basins

a) Detention basins:
- should be integrated with open space reserves
- should have a base that is free from stormwater flows for most of year and should only be inundated for an average of 10 days a year
- should have batter slopes that are 1:5. Batters greater or lesser may be appropriate in consultation with Council
- may be tiered so that different areas of the basin are inundated in different flood events
- should be landscaped (turfed and vegetated) to integrate with the rest of the reserve in accordance with its open space classification (i.e. Local, Neighbourhood, District or Regional) (Figure 65).

The ability for a detention basin to be considered ‘useable’ for recreation activities is outlined in Section 27.1 of these Guidelines.

Figure 65: Example layout of local park with integrated detention basin and low-flow channel



26.4 Landscaping of Channels and Detention Basins

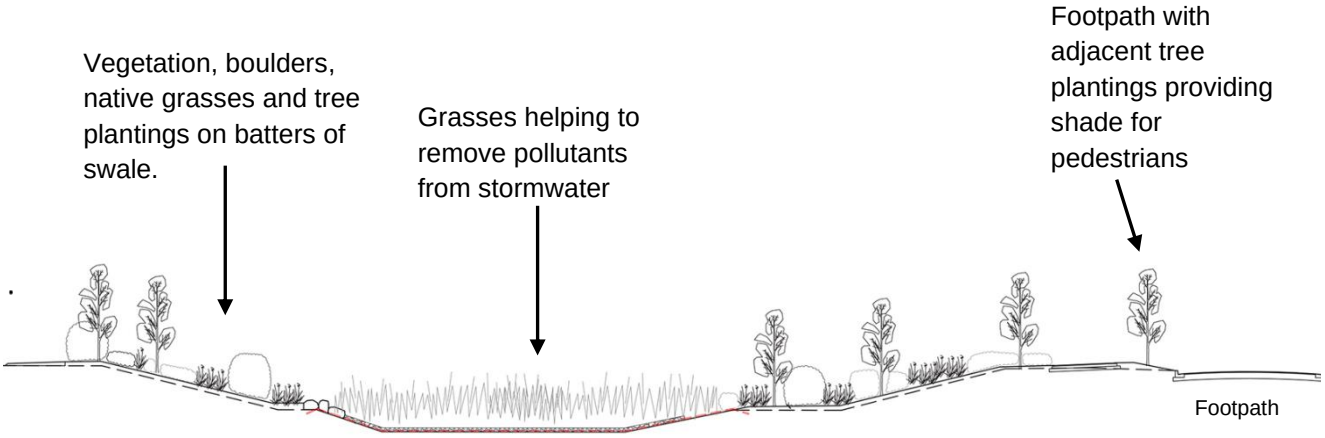
a) Open channels (inclusive of the shoulder area) and stand-alone detention basins that are not integrated with useable open spaces should be planted with trees that will contribute to Council's tree canopy and promote urban cooling (Figure 66).

b) Tree planting within channel and detention basins should seek to maximise the provision of shade over adjacent footpaths (Figure 66).

c) Informal and formal landscaping should be concentrated at locations which have higher visibility and usage to the community. These locations include:

- Parks and open spaces used for formal or informal recreation
- Rest stops
- Key linkages to community destinations
- Pedestrian crossings
- Other high-visibility locations

Figure 66: Example of vegetation plantings within an open channel



Water Sensitive SA has swale planning guidelines which can assist with the design and selection of plans, in consultation with Council staff.

Planting Layout

d) The planting layout for natural drainage landscapes should:

- identify opportunities for planting large tree species or creating ephemeral wetlands, which can otherwise be difficult to integrate into urban settings
- concentrate tree plantings and planted landscape beds within irrigated pods
- provide sufficient space between landscaped beds and trees for maintenance vehicle access.

Figure 67: Channel at Main Terrace, Blakeview



26.5 Maintenance

a) Green infrastructure (plants, grass and trees) and associated irrigation systems within open channels and stand-alone detention/retention basins must be maintained by developers for a minimum of 24 months to ensure their proper establishment. This includes controlling for pest or unwanted species, such as weedy sedges.

b) Detention/retention basins that are integrated with open spaces which are used for recreation purposes should be maintained in accordance with the maintenance requirements for the entire park.

26.6 Permanent Water Bodies

a) Ornamental ponds that provide no stormwater management function are generally not accepted.

b) Wetlands are only established in certain circumstances and require specialised investigations and design considerations.



The lake at Fremont Park is one of only two ornamental lakes in Playford. These lakes do not perform a stormwater management function.

27. Open Space Management

27.1 Open Space Contributions in New Developments

a) Section 198 of the Development, Planning and Infrastructure Act 2016 stipulates that land divisions greater than 20 allotments must allocate 12.5% of the subject area to open space.

b) The useability of land for recreation purposes will factor into Council's assessment of whether land will be counted towards the open space contribution. The circumstances of each land division is different and will be assessed on its own merits.

c) Consideration will also be given to the following factors before accepting a parcel of land as open space:

- Land topography: ensuring the land slope is useable for the intended open space activities and requirements. Steep gullies are not considered to be appropriate.
- Land contamination: where land is contaminated it will not be accepted as open space unless there is a commitment by the land provider to remediate the land.
- Co-location of recreation and water systems: recreation facilities should be, where possible, co-located with land used for stormwater management areas and natural waterways.

d) Provision of open space in new sub-divisions should consider available open space within the broader geographical area. If there is already sufficient open space available, Council may not require the entire 12.5% open space contribution and instead require a full/partial financial contribution. Quality of open space (space that is useable and appealing) will be prioritised over quantity of open space provision.



Neighbourhood park (Burdell Reserve, Elizabeth Downs)

e) The below table provides further detail as to what land will be counted towards the open space contribution.

Open space useability

Drainage capacity of land	Meaning	Open Space Useability	Infrastructure	Contribution to open space
1:100 year event (1% AEP*)	1% chance that this storm event will occur in a year (major storm event).	Most useable. Land will only experience inundation on very rare occasions.	Suitable for most types of infrastructure including playspaces and BBQs (but excludes habitable buildings i.e. sports club buildings).	Will count towards open space provision.
1:20 year event (5% AEP*)	5% chance that this storm event will occur in a year.	Suitable for playing fields and kick about areas. Land may be subject to inundation for short and infrequent periods.	Suitable for some types of infrastructure such as fencing, goal posts, basketball hoops and some seating.	Up to 50% of this land will contribute to open space provision.
1:5 year event (18% AEP*)	18% chance that this storm event will occur in a year.	Not useable. Low lying and likely to experience inundation several times a year.	Not suitable for any infrastructure.	Will not count towards open space provision.
Channel / swales	Designed to channel water to other areas.	Not useable. Will often contain some water. These may be suitable for pedestrian/cycle pathways.**	Shoulder areas may be suitable for sealed/unsealed linear trails and associated infrastructure such as seating and signage.	Channel areas will not count towards open space provision. Channel shoulder areas that are designated as linear trails will count towards open space contribution.

*Annual Exceedance Probability (AEP) as per the Australian Rainfall and Runoff AAR Guidelines (2024)
**Suitability will be assessed by taking into consideration the site context, safety, connectivity to the wider pedestrian/cycle network, maintenance considerations and any other relevant design factors.



Playground at California Reserve (Craigmore)

27.2 Acquisition of Open Space

a) Council may acquire new open space through the following main avenues, noting it does not have capacity to compulsorily acquire land for the purposes of open space:

- Market purchase of land to address a gap in provision.
- Transfer of ownership of land to Council from another tier of government. This may be associated with a payment of money or other in-kind arrangement such as a land swap. In some cases land ownership will reside with the State or Commonwealth government but Council has care and control. Land swaps may also be undertaken with private entities.
- Through new urban development where developers are obliged to provide 12.5% of the development area as open space. Councils can require the developer to provide the 12.5% as a land contribution or request that payment is made in lieu of providing the land if there is already a good supply of open space in the locality.

Within the City of Playford the acquisition of new open space is primarily through the 12.5% contribution as part of new residential sub-divisions.

b) Land acquired by Council for the purposes of new open space will meet one or more of the following:

- The land will increase provision of open space in areas which are lacking

- The land will provide access to open space for households which are not within 400 metres of good quality open space
- The land will improve or complete a linear connection
- The land will improve the function and useability of existing open space (i.e. through expanding the size of an existing park)

c) Land acquired by Council for the purposes of new open space must:
- be accessible to the community it is intended to serve
- be of a size and topography that will ensure it can perform its intended function as defined within the Open Space Hierarchy.

d) Council will accept ownership of open space from developers that meets the following criteria:
- It provides an adequate level of open space to the community (at least 3 hectares of useable open space for every 1,000 people)
- Residents are generally within 400 metres of open space
- A hierarchy approach to provision of open space has been adopted relevant to the size of the development area/precinct
- Larger developments provide Neighbourhood or District level parks provide a 'destination' for the community
- Neighbourhood or District level parks are located on significant roads and/or co-located with other community facilities so that they have a higher profile
- It is located so that it is accessible to the community it serves
- The land is of a size and topography that ensures it can perform its intended function in accordance with its hierarchy
- It does not include land that has purely a stormwater management function (is not useable for recreation purposes) - refer to Section 27.1 for further information
- The open space has been developed in accordance with the guidelines contained within this document

27.3 Rationalisation of Open Space

The City of Playford has a relatively high provision of open space, although the quality, function and useability varies.

Council may dispose of open space land that is surplus to requirements. The sale of such land allows Council to focus its resources in open space areas that yield the highest benefit to the community. This also saves Council money through reduced costs associated with maintaining land that provides little benefit to the community.

a) The following criteria should be considered when determining whether land is surplus to requirements:
- Whether there is an adequate supply of useable recreation open space land within the locality
- Whether the removal of open space will detrimentally impact the ability for most residents to access useable open space within 400 metres of their homes

- Whether the land has existing significant recreation, environmental, heritage or cultural value
- Whether the land makes a significant contribution to the existing or future cycling and walking network as identified within the City of Playford Integrated Transport Strategy, or otherwise contributes significantly to the City's linear open space network
- Whether the land provides, or has the potential to provide, required linkage(s) to key community facilities
- Whether the land has significant environmental, biodiversity or habitat value and/or forms part of a habitat corridor
- Whether the land plays a role in the management of stormwater for the City
- Whether the land forms part of a larger open space area and contributes to, or is needed to contribute to, the quality, safety and useability of the remaining open space
- Whether the land has limited ability to provide useable open space due to being small (generally less than 0.2 hectares), having steep slopes or being in a location that is difficult for the catchment population to access
- Whether the land is likely to be required for open space to cater for future population growth.

Council may choose to dispose of land that does not satisfy the above considerations, where it deems the rationalisation of the land will support the achievement of strategic objectives.

b) Disposal of land that is found to be surplus to requirements must have its Community Land classification revoked in accordance with Section 194 of the Local Government Act 1999 unless it is already held as freehold. The process for revocation broadly encompasses the following steps that must be undertaken by Council:

- Preparation of a publicly available report that includes:
  - the reasons for the proposed revocation
  - a statement of any dedication, reservation or trust to which the land is subject
  - a statement as to whether there is an intent to sell or dispose of the land and if so, how the sale proceeds will be used
  - an assessment of how the local area and the local community would be affected.
- Public consultation in accordance with council's public consultation policy
- Provision of a report to the Minister for Planning which includes all of the submissions received during the consultation and relevant reports presented to Council's Elected Members where the revocation proposal was endorsed
- Approval by the Minister for the removal of the Community Land classification

27.4 Third Party Usage

From time-to-time Council receives requests for the purchase or long-term lease of open space for commercial purposes, such as an entertainment facility, food outlet or telecommunications infrastructure. These requests are separate to the short-term casual hire of open spaces for events (e.g. circuses).

a) Where the open space is not considered to be surplus to requirements, the below criteria must be considered:

- Whether there is exclusivity of use and the degree of impact on the function and value of the open space to the community
- Whether the commercial activity will enhance or detract from the community's recreational experience of the open space
- Whether the activity will change the function of the open space to that of a lower hierarchy and if this is appropriate
- Whether the commercial activity will attract more users to the open space
- The impact of the commercial activity on surrounding properties in relation to matters such as car parking and noise
- Whether the commercial facility will significantly reduce the visibility of the open space
- What impact the commercial facility will likely have on the safety or perceived safety of the open space
- Whether a proposed building or structure will significantly detract from the open space's visual amenity
- The level of benefit of the proposal compared with the potential loss of open space and associated impacts on the community
- Whether (or to what level) the commercial development will impact on native vegetation or other environmental elements

b) The proposed use must be consistent with the provisions of the relevant Community Land Management Plan as per Section 200(2) of the Local Government Act 1999, Council's Sale and Disposal of Land and Other Assets Policy and Procedure and any relevant planning requirements.

Requests for purchase or lease of open space received outside of an Expression of Interest process will be subject to Council's Procurement Policy and Unsolicited Proposal Procedure.



Retrofitting in established urban areas

28. Retrofitting in Established Urban Areas

When Council is upgrading or renewing assets in established urban areas, it will strive to meet the guidelines outlined in this document.

However, upgrading infrastructure to current guidelines is often not viable or economical within an existing constrained streetscape. This section provides guidance for commonly encountered renewal scenarios.

28.1 Footpaths

a) The renewal of, or construction of new, footpaths should adhere to the guidelines in Section 7.1 and 7.2 as far as possible.

b) Footpaths should be widened to 1.5 metres or 1.8 metres as appropriate (refer to Sections 9-12 Movement and Place for further guidance).

c) Footpath obstructions such as service pits, light posts and signs should either be avoided or removed/relocated where practical.

d) Footpaths should not be installed at the same grade as the road or where there is no kerb. Missing kerbs must be implemented as part of new footpath delivery.

e) Safe pedestrian crossing points should be implemented, as required.

f) 'Missing' footpath links should be implemented to provide a continuous path of travel.

g) In circumstances where the alignment of the existing footpath is adjacent to the kerb, the new footpath should be set back from the kerb in accordance with 7.1(b) if there is room to do so. If there is not room, it may be renewed as per the existing alignment.

h) Where significant lengths of kerbing are being replaced as part of asset renewal, existing rollover kerb should be replaced with upright kerb. Where small sections of rollover kerb are being renewed, it may be replaced with rollover kerb to tie in with the rest of the street.

i) Only very short sections of an existing footpath made from block pavers may be renewed with pavers (as opposed to concrete) in order to tie in with connecting sections of the path.

j) Where a new footpath is constructed that does not join to an existing footpath, the new path should terminate around the corner and squared off to permit future connection (Figure 68).

Figure 68: Example of correct location to terminate footpaths



Footpath terminates off the road tangent



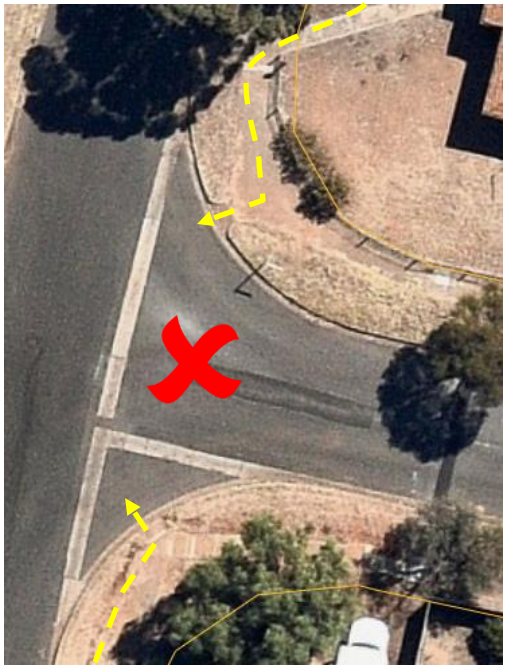
Footpath terminates at the road tangent

k) Kerb ramps should be set back from the tangent point of intersections in accordance with 7.2(a) which may require the relocation of existing crossing points as part of a footpath renewal (Figure 69).

l) Kerb ramp locations should avoid pedestrian/vehicle access gates and driveways.

m) If existing kerb ramps are not compliant with current DDA standards, compliant ramps with yellow heavy duty plastic cast-in tactiles should be provided as part of all footpath renewals (Figure 69).

Figure 69: Footpath Renewal showing relocated pedestrian crossing point



Before: Kerb ramps cross through spoon drain and are not compliant



After: Kerb ramps are relocated off the curved tangent point of the street and utilise compliant pram ramps with yellow tactile indicators

n) Existing kerb ‘drop downs’ that are not associated with a footpath will be left as is during renewal (Figure 70).

Figure 70: Examples of existing kerb drop-downs where there is no benefit in removal or upgrade



Kerb ‘drop down’ is adjacent a tree, preventing installation of a footpath and compliant ramp



Kerb ‘drop down’ is at the road tangent point. The new crossing point is aligned off the tangent point.

Figure 71: Example of a footpath realignment to avoid an existing service pit



1. Existing service pit
2. The new footpath is marked out in green and is realigned away from the service pit

o) Where a new footpath is being implemented in an established street or an existing footpath is being renewed, the footpath should aim to be uninterrupted by existing driveway crossovers (as per 7.1(c)). However, existing concrete driveway crossovers in good condition and with a compliant gradient can remain. Driveway materials that are not compliant with 7.1(c) will be removed as illustrated in Figure 72.

Figure 72: Example of where an existing driveway treatment has been removed to make way for a new footpath.



p) Footpath renewal works should take the opportunity to improve slope and gradient and reduce edge drop-offs if simple and economical to do so.

q) Council does not have the capacity to proactively resolve all infrastructure issues, however during renewal works, obvious historic issues should be attended to while on site.

28.2 Consideration of Street Trees

a) The management of trees and vegetation including any potential removal must be undertaken in accordance with Council's Vegetation Management Policy and Vegetation Management Procedure (or any subsequent revisions).

b) Council's Tree Services team can provide advice on the protection of trees during construction. If tree roots are encountered during construction or tree pruning is required prior to construction, Tree Services can attend site for Council renewal or new footpath works.

c) The retention of existing street trees should be accommodated as much as practicable. Options that can be implemented include:
   - encroachment into the desired footpath width, maintaining a minimum 1.2 metres for distances not exceeding 6 metres past the obstruction (Figure 73)
   - realignment of a portion of the footpath to be directly adjacent to the kerb, which is not the usually desired footpath alignment (Figure 74)
   - use of small sections of permeable footpath material (Figure 25)
   - raising the footpath level (retaining a gentle grade without resulting in a drop-off that requires a handrail) to bridge the tree roots (Figure 26).

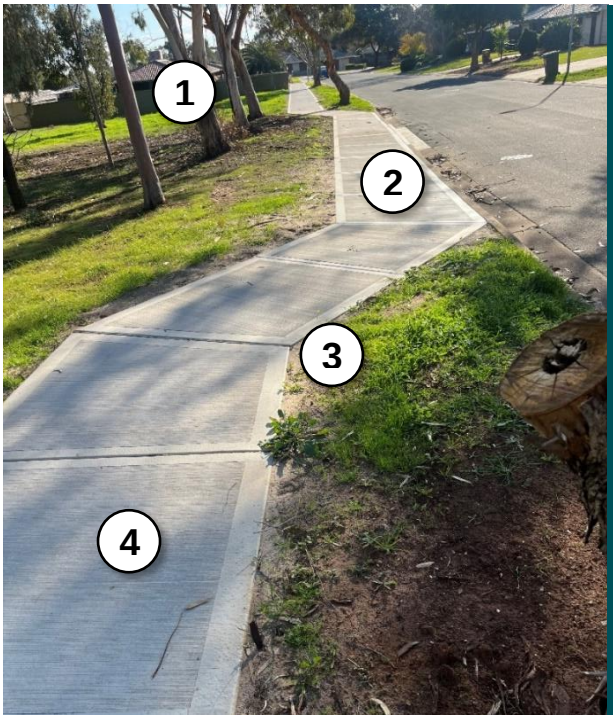
Where none of these options can be implemented, Tree Services can provide advice on the impact of and approval requirements for tree removal.

Figure 73: Example of a reduced footpath width to protect tree roots



Cowley Street, Blakeview: In this example the footpath width was reduced to 1.2 metres for a short length in order to avoid the existing tree roots

Figure 74: Example of realignment of a footpath to protect a stand of trees



1. Stand of trees being protected
2. Realignment of footpath to be back of kerb (generally not desired) over a short distance to protect the tree roots
3. Angled footpaths are preferred, not curved
4. The typical path alignment, set back off the kerb with a ‘nature strip’ in between the road and footpath

Figure 75: Example of using a permeable treatment as part of the footpath



Whitford Street, Elizabeth South: In this example ‘stoneset’ was used to protect the tree roots as part of the footpath renewal. Stoneset has a shallower construction profile and is permeable to allow water to pass through. It should only be used in limited sections as it is very expensive and does not have the same strength or life as a concrete footpath, requiring more frequent replacement.

Figure 26: Example of raising the footpath to provide clearance over the tree roots



Bloomfield Crescent, Elizabeth Downs: In this example the footpath has been gently raised to accommodate the height of existing tree roots.



Gawler Racecourse: In this example the footpath has been raised to accommodate the height of existing tree roots, resulting in a drop-off that requires fencing. This is a high cost treatment and is generally not preferred. It should only be used for very high value trees and in high place value locations.

28.3 Walkways

Many residential streets within the established Elizabeth suburbs were designed with narrow walkways to provide pedestrian linkages. Many of these walkways also accommodate easements for services such as water and electricity.

Whilst providing a vital role in pedestrian connectivity, the walkways are also associated with anti-social behaviour.

a) Prior to the renewal of a walkway, a review should first be undertaken to determine whether the walkway is still required or can be closed in accordance with Council's Sale and Disposal of Land and Other Assets Policy and Closure of Walkways Procedure.

b) Walkway footpaths should be renewed boundary-to-boundary.

c) A chicane / pedestrian maze should be installed at one end of the walkway to deter motorbikes, whilst ensuring access for mobility aids / prams is maintained.

d) Lighting (solar is acceptable) should be considered as part of the walkway renewal but needs to consider the impact of glare into adjacent residential properties. The utilisation of dimmers/timers may be appropriate.

e) Concealment spaces should be blocked, where possible.

These measures should only be applied to walkways in established suburbs. For guidance on new mid-block walkways, refer to Section 5.3.



The design of these older walkways is no longer appropriate. They have minimal passive surveillance and often attract anti-social behaviour such as dumping of rubbish.

28.4 Roads

When roads are programmed for renewal, a review should be undertaken to determine whether any alterations are required to their layout or geometry.

a) Paved threshold treatments should be removed and replaced with asphalt except where they are in locations that are appropriate as per Sections 5.4 and 8.5.

b) The road should be assessed for its role in the cycling and walking network to determine if updated line marking (e.g. marked cycle lanes) is required.

c) Where significant lengths of kerbing are being replaced as part of road renewal, existing rollover kerb should be replaced with upright kerb. Where small sections of rollover kerb are being renewed, it may be replaced with rollover kerb to tie in with the rest of the street.

d) Where kerb ramps are being renewed as part of the concrete works for road renewal, the Movement and Place category of the road should be determined so that the appropriate width kerb ramp is installed. Ramps may need to be relocated as per Section 28.1.

e) Speed cushions should be renewed as full width cushions (Figure 77).

Figure 77: Speed cushions should be full-width



f) Concrete and tactiles is the preferred treatment in the centre of pedestrian crossing points. Asphalt cannot be well compacted and leaves an uneven surface for pedestrians (Figure 78).

Figure 78: Tactile indicators should be provided in pedestrian refuges



g) Where roundabouts are being renewed, an assessment of the failure mode should be made to determine whether swept path analysis and redesign is required. Evidence of significant kerb damage may indicate unsuitable geometry for current vehicle use.

h) Landscaping requirements should be reviewed during roundabout renewal - refer to Section 8.2(p) - and conduits for irrigation installed in conjunction with the road resealing if practical.

28.5 Rural Roads

a) Spray seal is the preferred treatment for most rural roads, however any renewal should consider requirements for sections of asphalt on steep inclines, curves and at intersections.

b) Existing sealed rural roads which are due for full depth reconstruction and not just resurfacing, should be renewed to meet the minimum requirements specified within Austroads Guide to *Road Design Part 3: Geometric Design* (AGRD03-16 section 4.2.6) as far as possible within existing geometric constraints (Figures 79 and 80).

Figure 79: Example of typical rural road cross-section

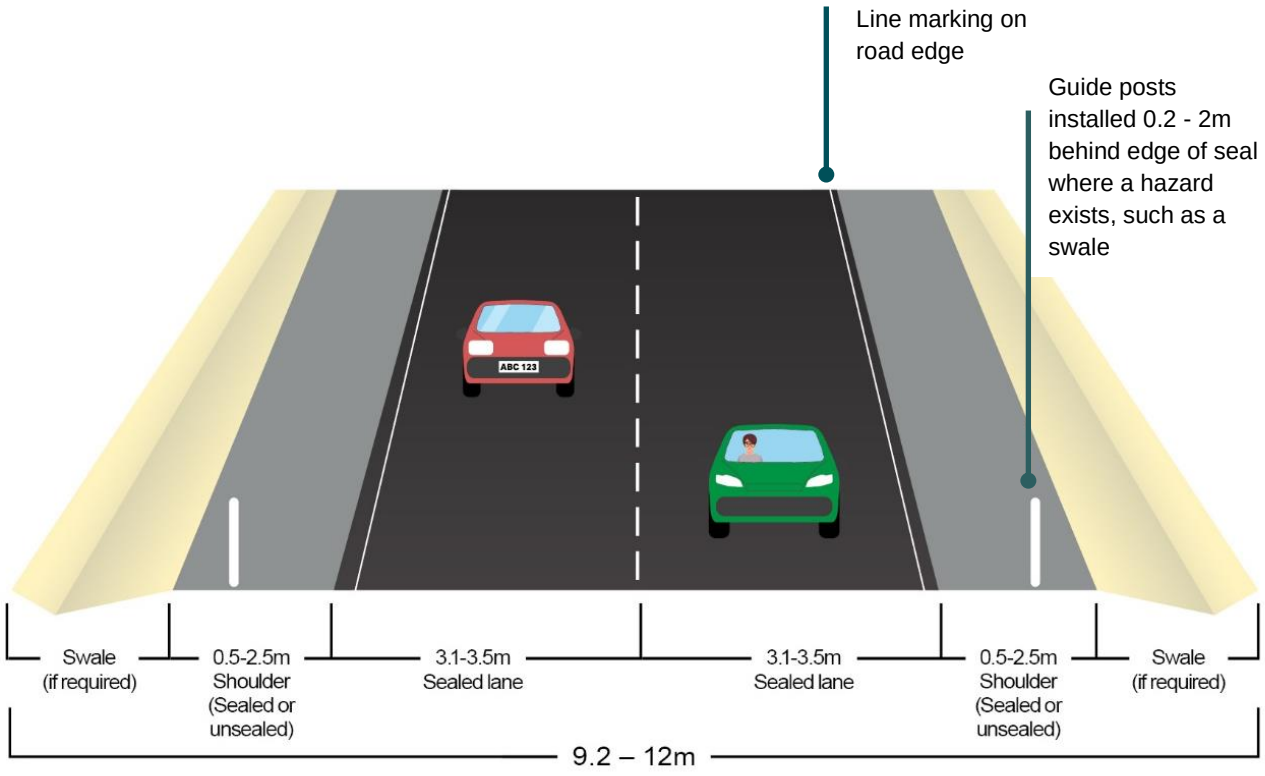


Figure 80: Example: Resealing of rural road (Alexander Avenue, Bibaringa)



Before: narrow lanes, no sealed shoulder



After: wider lanes, edge line, retro-reflective raised pavement markers, 300mm sealed shoulder. NB Guide posts are not required on this straight section of road – they are usually implemented where there is a hazard e.g. adjacent open swale or curve in the road.

28.6 Open Space

Renewal of open space assets should reflect community expectations, as follows:

a) Multiple assets should be renewed at once where possible (e.g. all seating and paths) to provide a cohesive and visibly enhanced appearance to the community, as opposed to an ad-hoc approach where individual assets (e.g. one bench seat, one section of path) are replaced as they reach the end of their economic life.

b) Additional assets (supplementary) should be included with the renewal, as appropriate, to reflect the standards for each park hierarchy identified within Section 20.

c) Renewal of playspaces should consider the need for shade and include an area of irrigated grass and one bench seat as a minimum in instances where the park does not have existing irrigated turf or seating.

d) When artificial shade structures are due for renewal, an assessment of whether they are still required should be made. If trees have matured sufficiently and are providing adequate shade coverage, the shade structures may be removed and not replaced.

e) Renewal of playspaces should seek to rationalise rubber softfall where possible due to the extremely high cost and short life of this product. Refer to Section 22.7 for guidance on installation of rubber softfall.

f) Many older playspaces have typically catered to a limited age range. As playspaces are renewed, the preference is to implement equipment that has a broader age range and ability appeal, noting that smaller playspaces have less capacity for this compared with larger playspaces.

g) The renewal of footpaths within open spaces should ensure they connect to the main activity areas within the park (e.g. BBQs, playspaces). A realignment of the footpath may be required to achieve this.



Pete Smith Reserve, Davoren Park

Appendix A: Health and Wellbeing Precinct Concepts

The following concepts are excerpts from the *Playford City Health Precinct Streetscape and Signage Concept* Report (2018) prepared by Outerspace on behalf of City of Playford

Philip Hwy Entry & John Rice Ave Concept



Appendix A: Health and Wellbeing Precinct Concepts

Mofflin Reserve, Oldham Rd & Mark Rd Concept



NOTES

13. Entry signage to Precinct
14. Upgraded bus shelter
15. Upgraded 1.5m wide footpath
16. Dryland grass to reserve
17. Irrigated kickabout area
18. Proposed feature playspace with tree planting and understorey
19. Plaza area in Mofflin Reserve with feature paving, tree planting, seating, planters, still water feature
20. Artwork/ sculpture to plaza
21. Deciduous street-tree species with underplanting
22. Proposed pedestrian crossing
23. Feature trees at intersection with underplanting
24. Proposed non-signalised give-way traffic intersection
25. Proposed pedestrian crossing point with sculptural arbour over road and associated
26. Proposed pedestrian crossing point with central refuge
27. Proposed smart-tech bus-stop
28. Proposed smart-tech transport 'hub'
29. Artwork/ sculpture at intersection
30. Threshold paving at intersection
31. Feature trees at intersection
32. WSUD at intersection
33. Upgraded signalised Pedestrian Crossing
34. Smart-tech bus-stop
35. Feature trees at intersection
36. New signalised intersection

Appendix A: Health and Wellbeing Precinct Concepts

Main North Rd Entry & John Rice Ave Concept



Appendix B: Elizabeth Centre Landscape Concepts

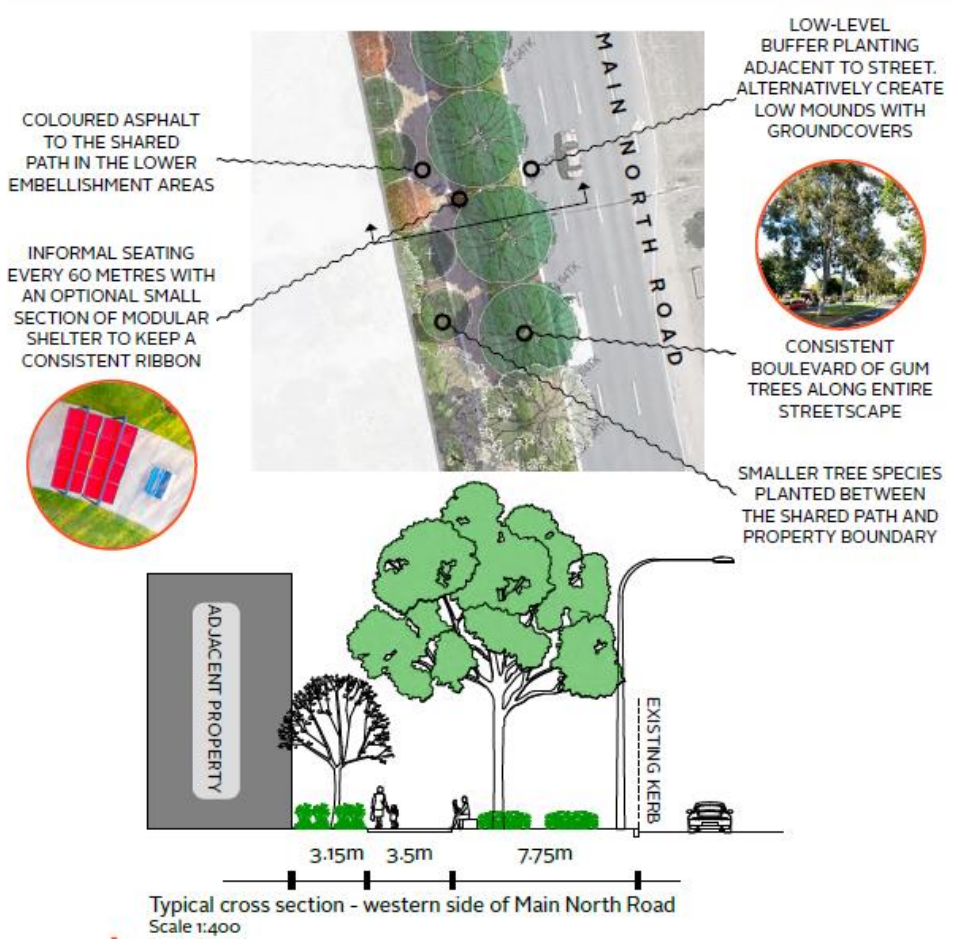
The following concepts are excerpts from the *Public Realm for the Elizabeth CBD Project Concept Design* (2024) prepared by Jensen PLUS for City of Playford.

Typical concept design for areas of high embellishment at the corner of Lot 12

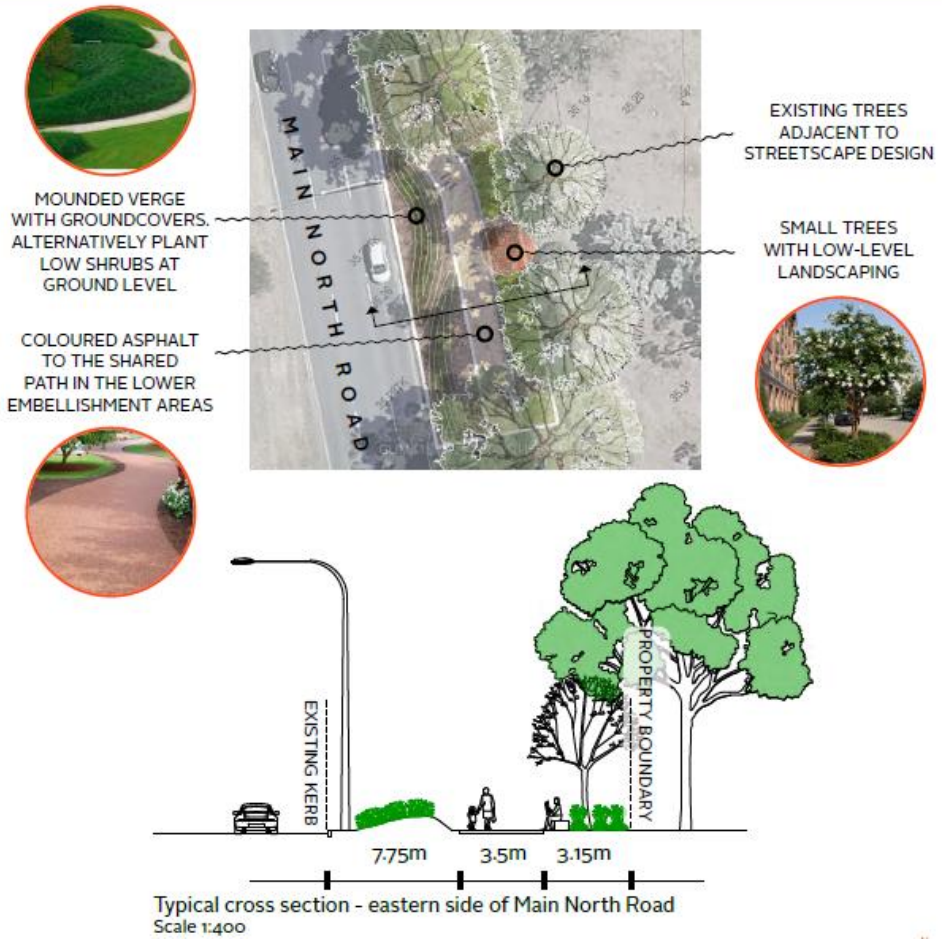


Appendix B: Elizabeth Centre Landscape Concepts

Typical concept design for areas of lower embellishment (eastern and western sides) south of Lot 12



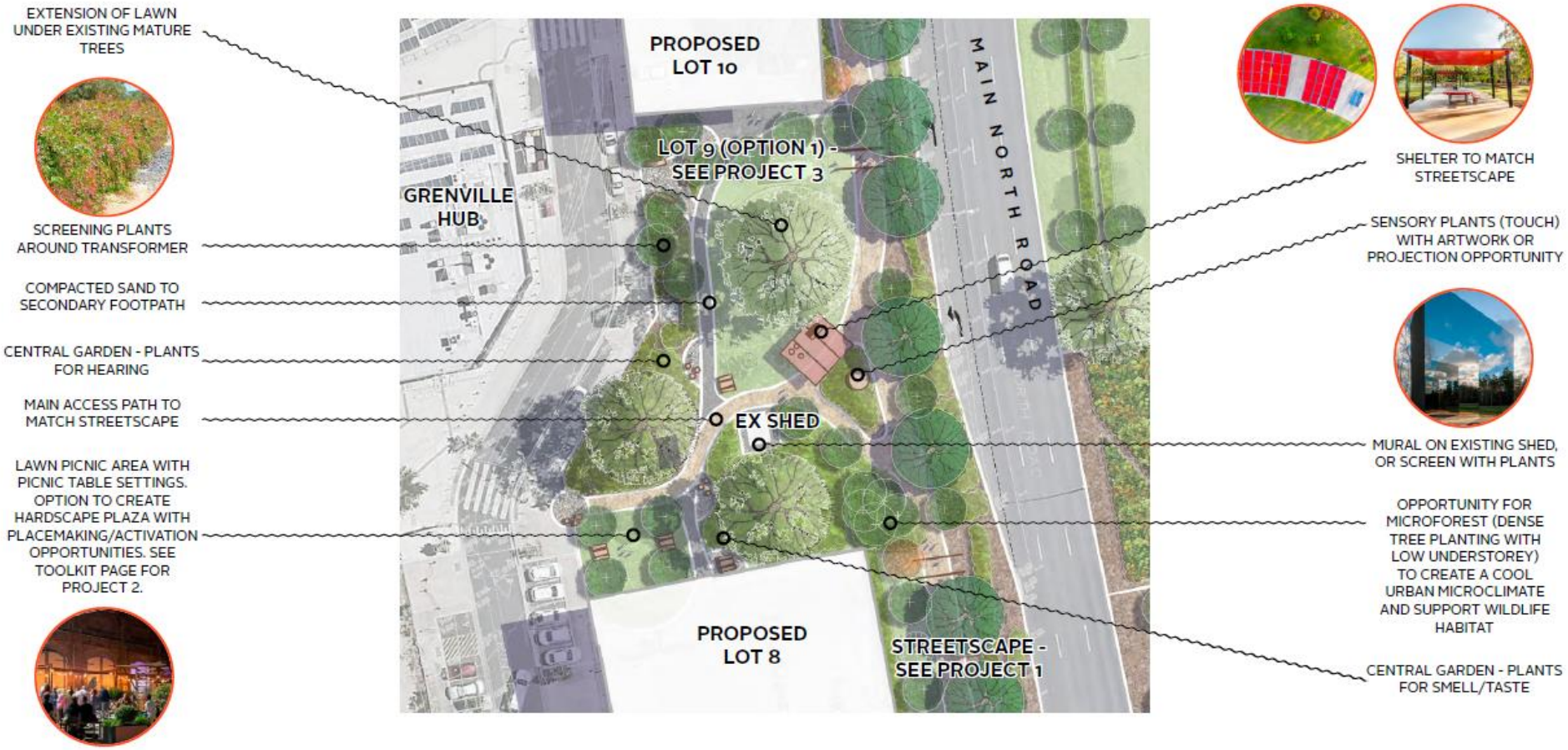
Typical cross section - western side of Main North Road
Scale 1:400



Typical cross section - eastern side of Main North Road
Scale 1:400

Appendix B: Elizabeth Centre Landscape Concepts

Concept design for the Central Garden adjacent to Lot 8



Appendix B: Elizabeth Centre Landscape Concepts

Concept design for the median from Elizabeth Way to Philip Hwy

