

LOCAL PARKS

Local parks are distributed throughout the City of Unley, yet they only represent a small proportion of Unley's public open space. It is important that local parks provide high quality, public open space to maximise their value within the community.

Local parks provide open space that can be used for a range of important social and environmental functions which form an integral component of creating vibrant and integrated communities.

As density increases and private open space decreases within the City of Unley, the importance of local parks will only increase. It is therefore important that existing local parks meet the needs of the community, as well as the local wildlife and environment.

Green Infrastructure principles form an important foundation to establish high quality, connected and inclusive local parks.



LOCAL PARK NOW

KEY THEMES

1. COMMUNITY AND ENVIRONMENTAL FOCUS
2. DESIGN WITH CONSULTATION
3. GREATER ASSET VALUE
4. INCLUSIVE AND CONNECTED
5. HIGH QUALITY PUBLIC AMENITY

GREEN INFRASTRUCTURE OPPORTUNITIES

1. Integrate with surrounding built form and streets

- > Enhance street presence to create a well connected and activated park which is integrated with the surrounding streets and suburbs
- > Infrastructure which is consistent in style and supportive of community activities

2. Enhance design quality

- > Ensure that the park has a 'sense of place' which is unique to the City of Unley
- > Provide high quality facilities, design and management to ensure that the park is well used and maintained

3. Shared open space

- > Provide a variety of spaces which includes recreation areas, as well as areas to sit, relax and socialise
- > Accommodate community space to encourage schools and institutions to utilise the park

4. Provide wildlife and biodiversity habitats

- > Enhance local wildlife and biodiversity
- > Encourage community interaction with nature
- > Utilise local native and endemic species where possible

5. Establish large shade trees

- > Provide large deciduous shade trees to increase amenity and ensure that the park is used all year round



LOCAL PARK OPPORTUNITY



ENHANCE INTERFACE



SHARED OPEN SPACE



LARGE SHADE TREES

Tram and Train Corridors

TRAM AND TRAIN CORRIDORS

The Adelaide to Glenelg Tram line corridor as well as the Belair, Tonsley and Seaclyff train line corridors pass through the City of Unley. Greater use can be made of the corridors for biodiversity and pedestrian and cycle movement.

Tram and train corridors provide valuable open space which can be utilised to establish biodiversity corridors and walking and cycling networks. Natural corridors enhance local ecosystems and wildlife and walking and cycling networks have positive health implications and decrease car dependency.

Tram and train corridors should connect to existing infrastructure such as the Mike Turtur Bikeway, Charles Walk and Windsor Street Reserve to contribute to a network of walking and cycling greenways within the City of Unley.



TRAM CORRIDOR NOW

KEY THEMES

1. OPEN SPACE NETWORK
2. INTEGRATED TRANSPORT STRATEGY
3. HABITAT CREATION
4. SAFE AND ACCESSIBLE
5. STRATEGIC VISION

GREEN INFRASTRUCTURE OPPORTUNITIES

1. Utilise tram and train corridors as important open space
 - > Utilise tram corridor as important open space which can have important community, health and environmental benefits
2. Explore potential pedestrian and cycling links
 - > Establish additional pedestrian and cycling links along tram and train corridors which are integrated with existing infrastructure
3. Enable and enhance natural wildlife and ecosystems
 - > Establish native plant buffer to provide natural habitat for local wildlife and ecosystems to flourish
4. Ensure open views
 - > Provide open views to ensure tram and train corridors are visible and accessible to reduce CPTED issues and encourage use
5. Retain safety
 - > Establish appropriate buffer to ensure safety of pedestrians and cyclists within close proximity of tram and train lines
6. Provide long term management plan
 - > Ensure the long term success of tram and train corridors by implementing management plans
7. Reduce car dependency
 - > Provide attractive and accessible public transport to reduce car dependency and increase walking and cycling



TRAM CORRIDOR OPPORTUNITY



PROVIDE NATURAL CORRIDOR



PROMOTE WALKING AND CYCLING



REDUCE CAR DEPENDENCY

CREEK CORRIDORS

The City of Unley is dissected by Brownhill and Keswick Creeks, which form an important component of Unley's character and identity. Sections of the creeks are engineered solutions which include open and closed concrete lined culverts. Generally, culverts will be a barrier separating communities by preventing pedestrian access across them.

Unley's creek corridors can have multiple functions, including slowing down and detaining floods, providing biodiversity habitats and enhancing amenity. In order to achieve the positive effects of creek corridors, a consolidated creek management strategy should be established which aims to convert culverts where possible to more natural creek beds, including re-vegetation.

Unley's creek corridors should be considered as a part of the larger green corridor strategy which consolidates walking and cycling systems to create a network of green infrastructure.



CREEK CORRIDOR NOW

KEY THEMES

1. WATER MANAGEMENT
2. HABITAT CREATION
3. OPEN SPACE NETWORK
4. ACCESSIBLE AND SAFE
5. INTEGRATED TRANSPORT STRATEGY

GREEN INFRASTRUCTURE OPPORTUNITIES

1. Mitigate flooding

- > Integrate Water Sensitive Urban Design techniques to retain rainwater and reduce runoff
- > Develop a series of linked detention basins to recharge aquifers and reduce the risk of potential flooding

2. Open views and accessibility

- > Ensure open views to creek corridors to reduce CPTED issues and increase interest, activation and use
- > Develop open and accessible creek corridors to promote exploration and education

3. Explore opportunities for pedestrian and cycling links

- > Establish walking and cycling networks along creek corridors which link with existing infrastructure

4. Re-vegetate creeks

- > Increase the permeability and biodiversity of watercourses
- > Create valuable wildlife and biodiversity habitats
- > Establish attractive and functional spaces which promote interest and use along creek corridors

5. Long term maintenance

- > Ensure the long term success of creek corridors by implementing long term management plans



CREEK CORRIDOR OPPORTUNITY



MITIGATE FLOODING



PEDESTRIAN LINK



RE-VEGETATION

Arterial and Connector Roads

ARTERIAL AND CONNECTOR ROADS

The City of Unley is divided by several major arterial and connector roads which service the city as well as the broader community. Arterial and connector roads within the City of Unley accommodate relatively high levels of traffic, as well as pedestrian use which is generated by a concentration of retail and commercial use.

Main roads help define the character of a neighbourhood and have the potential to service a number of green infrastructure strategies. Main roads form important places of social interaction, establish movement corridors for pedestrians and cyclists and form vegetation and habitat corridors.

To establish safe and inclusive main roads, it is important to develop holistic strategies which consider long term outcomes, such as establishing large street trees, implementing designated bicycle lanes, enhancing the public realm.

KEY GREEN INFRASTRUCTURE PRINCIPLES

1. **Organise service infrastructure**
 - > Underground common services to maximise space for green infrastructure opportunities
2. **Establish tree strategy**
 - > Plant large deciduous trees for shade and visual scale
 - > Develop a long term strategy which incorporates new tree implementation and succession planning for existing trees
3. **Utilise WSUD techniques**
 - > Establish rain gardens along main roads to retain rain water, reduce runoff and flooding and enhance visual amenity and character
 - > Improve biodiversity and establish wildlife
4. **Shift focus towards walking and cycling**
 - > Designate Goodwood Road as a clearway during peak hours to improve safety and usability
 - > Improve pedestrian experience by enhancing sidewalk quality and amenity
5. **Support streets as destinations and places themselves**
 - > Enhance shade and provide visual appeal to the street
 - > Provide opportunities for socialising and community activities
6. **Value all spaces**
 - > Utilise verges as valuable assets
 - > Opportunities for WSUD, community space and habitat creation



ARTERIAL ROAD NOW

KEY THEMES

1. WALKING AND CYCLING INFRASTRUCTURE
2. STREET + PUBLIC REALM ACTIVATION
3. UNDERGROUNDING COMMON SERVICES
4. WSUD TECHNIQUES
5. INTEGRATED TRANSPORT STRATEGY



ARTERIAL ROAD OPPORTUNITY



INTRODUCE LARGE STREET TREES



VALUE ALL SPACES



STREETS AS DESTINATIONS

LOCAL STREETS

Local streets account for a significant proportion of open space within the City of Unley. It is therefore important that local streets provide community and environment benefit, and contribute to a council wide Green Infrastructure Strategy.

Local streets play an important role in establishing and enforcing local identity and 'sense of place' within a community. Local streets also positively contribute to local biodiversity and enable pedestrian, cycling and vehicle movement.

Local streets can be considered as important components to the green infrastructure network within Unley.



LOCAL STREET NOW

KEY THEMES

1. WALKING AND CYCLING INFRASTRUCTURE
2. HABITAT CREATION
3. UTILISE VERGES AND MEDIANS
4. STREET TREE + MAINTENANCE STRATEGY

GREEN INFRASTRUCTURE OPPORTUNITIES

1. Organise service infrastructure

- > Underground common services to allow more space for green infrastructure provisions

2. Street tree strategy

- > Plant large trees for shade and visual scale and to attract wildlife and biodiversity habitats
- > Develop long term management strategy which incorporates community ownership and responsibility
- > Establish succession plan for existing street trees

3. WSUD techniques

- > Establish rain gardens along local streets to retain rain water, reduce runoff and enhance visual amenity and character

4. Shift focus towards walking and cycling

- > Enable local streets to be primary connector routes for pedestrians and cyclists
- > Ensure high quality and safe materials

5. Continue 'Pocket Park' development

- > Consider multiple uses for verges and medians which include native planting as well as food production and recreation

6. Offset parking

- > Consider multiple uses for verges and medians which include native planting as well as food production and recreation



LOCAL STREET OPPORTUNITY



ESTABLISH LARGE STREET TREES



INTRODUCE WSUD TECHNIQUES



UTILISE VERGES WHERE POSSIBLE