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inside **EDGE**

Balaklava Railway Corridor

Master Plan Report

Prepared for;



WAKEFIELD
REGIONAL COUNCIL

by JPE Design Studio

22032

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RevE

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A close-up photograph of tall, slender green grasses with numerous golden-brown seed heads. The grasses are in sharp focus, showing their fine texture and the intricate structure of the seed heads. The background is a soft, out-of-focus mix of green and brown, suggesting a natural, outdoor setting.

Wakefield Regional Council & JPE Design Studio acknowledge the Kurna, Ngadjuri and Narungga people as the Traditional Custodians of the Wakefield Region. We respect the spiritual relationship with Country that has developed over thousands of years, and the cultural heritage and beliefs that remain important to the Kurna, Ngadjuri and Narungga people today.

Contents

01

Page 05 - 06
Executive Summary

02

Page 07 - 011
Project Context

03

Page 12 - 13
Needs Analysis

04

Page 14 - 17
Site Conditions & Opportunities

05

Page 18 - 20
Consultation Summary

06

Page 21 - 23
Vision & Objectives

07

Page 24 - 31
Master Plan

08

Page 32 - 34
Implementation

A

Appendix A
Consultation Summary

B

Appendix B
Cost Estimate



01

Executive Summary

Executive Summary

The Balaklava Railway Corridor Park Master Plan has been developed by JPE Design Studio and Inside Edge Sports & Leisure Planning in conjunction with Wakefield Regional Council.

Following on from the Draft Master Plan and subsequent design refinement in response to the needs of Council, the community, and key stakeholders, the consultant team has prepared the following Master Plan Report.

This document brings together input in the areas of:

- Urban Design
- Landscape Architecture
- Post-Industrial Adaptive Re-use
- Public Art Strategies
- Community Consultation
- Quantity Surveying/Cost Estimating

The front end of this Report details the background, analysis and guiding principles which contributed to the development of the Master Plan. With the back portion hosting the Master Plan, subsequent Character Imagery, staging and associated cost predictions.

It is important to note that this Master Plan report does not commit Council or any other organisation to undertake works. The Balaklava Rail Corridor Master Plan is provided to guide site improvements as resources become available and in accordance with other Council priorities.

02

Project Context

Background

The historic railway corridor runs parallel to the main arterial route within Balaklava and is owned by the Department of Transport. The railway corridor was historically a hive of activity servicing the busy silos and local railway station. The whole complex, including the concrete silos, galvanised sheds, former railway station and turntable provides a good example of the technological changes in the storage and transport of rural produce, leading to its State Heritage listing in 1988.

The corridor runs parallel to a main arterial route running through Balaklava, which is well utilised by caravans and RVs travelling from Port Wakefield through to Auburn.

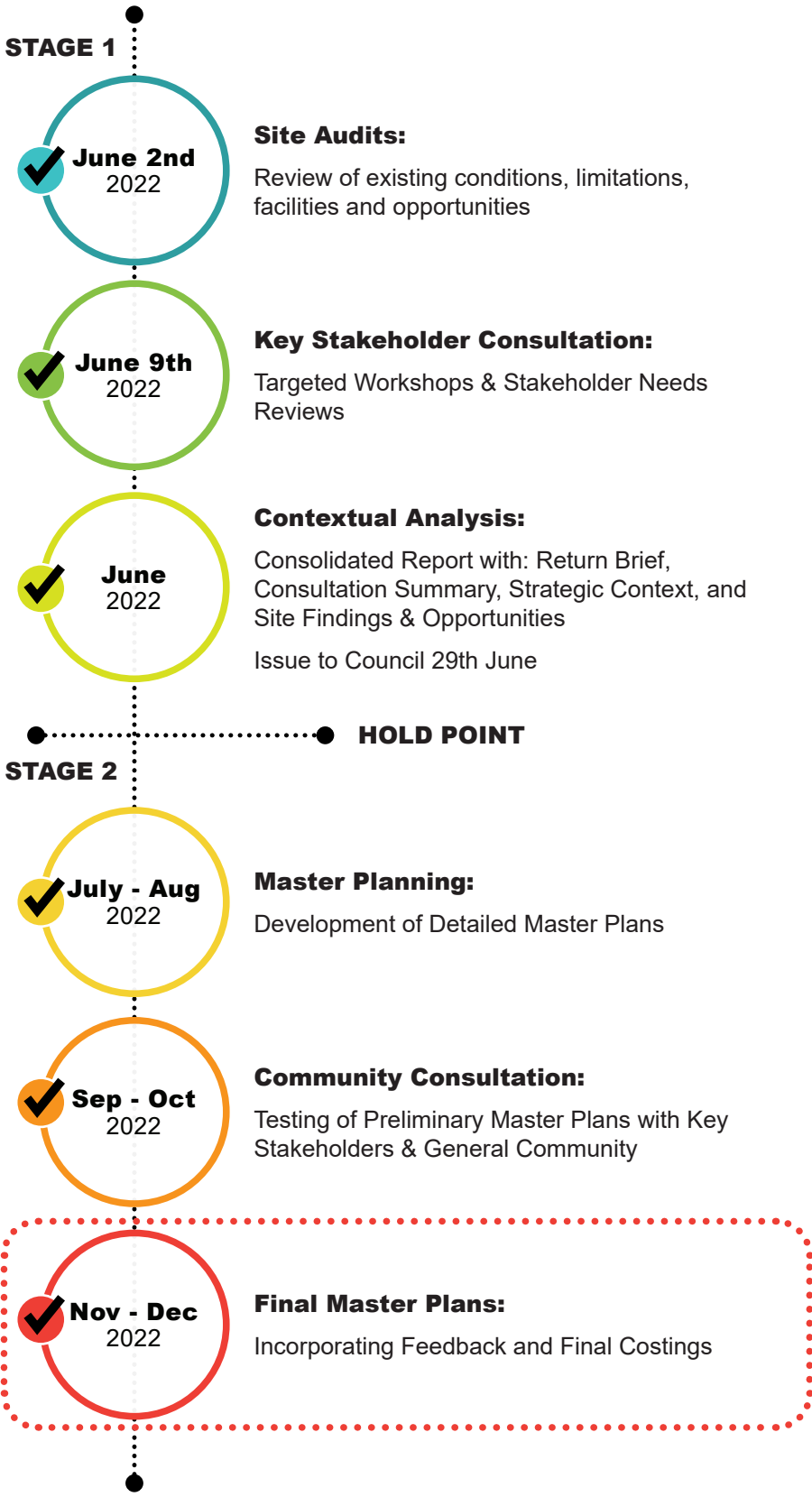
The land itself is owned by the Department of Transport, but Wakefield Regional Council is relatively advanced in taking care and control of the corridor to help facilitate future development opportunities.

Wakefield Regional Council's Copper Trail and Lions Walking Trail start at the railway corridor, but lack a formal trailhead point.

The Balaklava Lions Club is also going through the process of revamping the existing turntable on-site, at the western end of the railway corridor.

The Railway Corridor Master Plan sought to outline staged approach to create a more appealing destination that will increase visitation and encourage people to spend money and time within Balaklava. The Master Plan was to consider improvements to pedestrian accessibility and connectivity to the broader township.

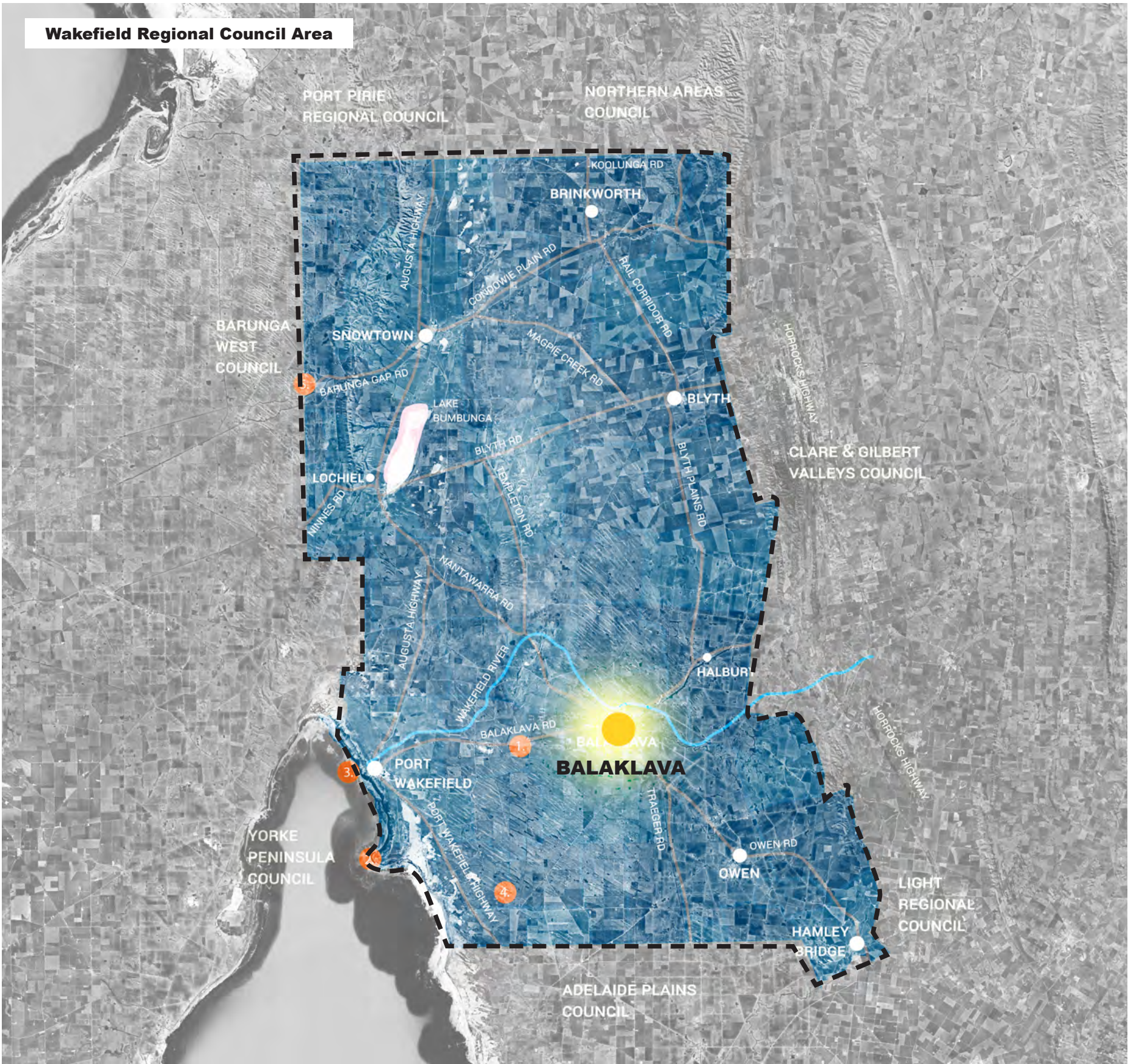
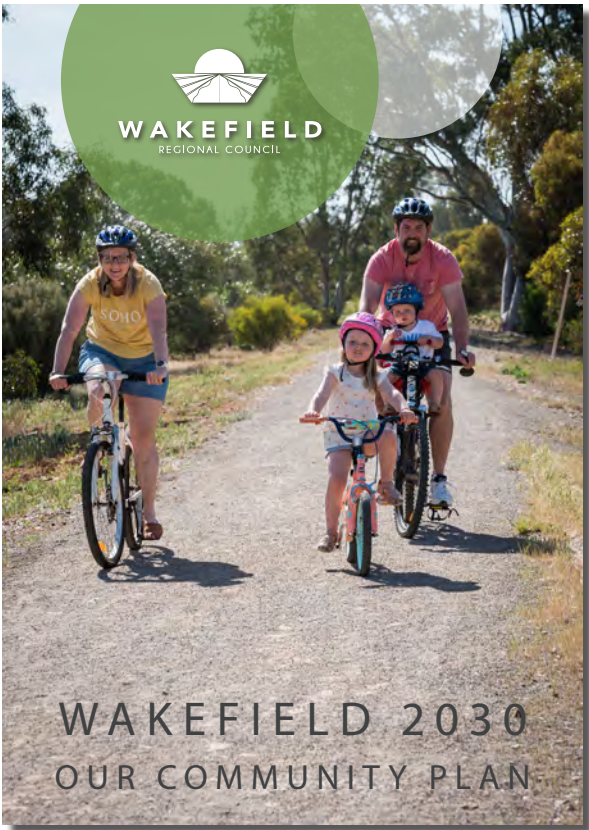
Project Process



Strategic Context

The Wakefield 2030 Community Plan forms a critical part of the Master Planning process and underpins the strategic directions and objectives of the resulting plan. The Wakefield 2030 Community Plan was developed to guide the future of the community's people, places and prosperity over the next 10 years. The Plan has identified the following key points which have been applied to the Railway Corridor Master Plan:

- Invest in art, culture and history programs that promote community pride
- Position Wakefield as an important stepping stone for adventures in our region and beyond
- Create a network of attractive and enticing tourist facilities to encourage travellers to stay longer
- Safeguard and sustainably manage the environment



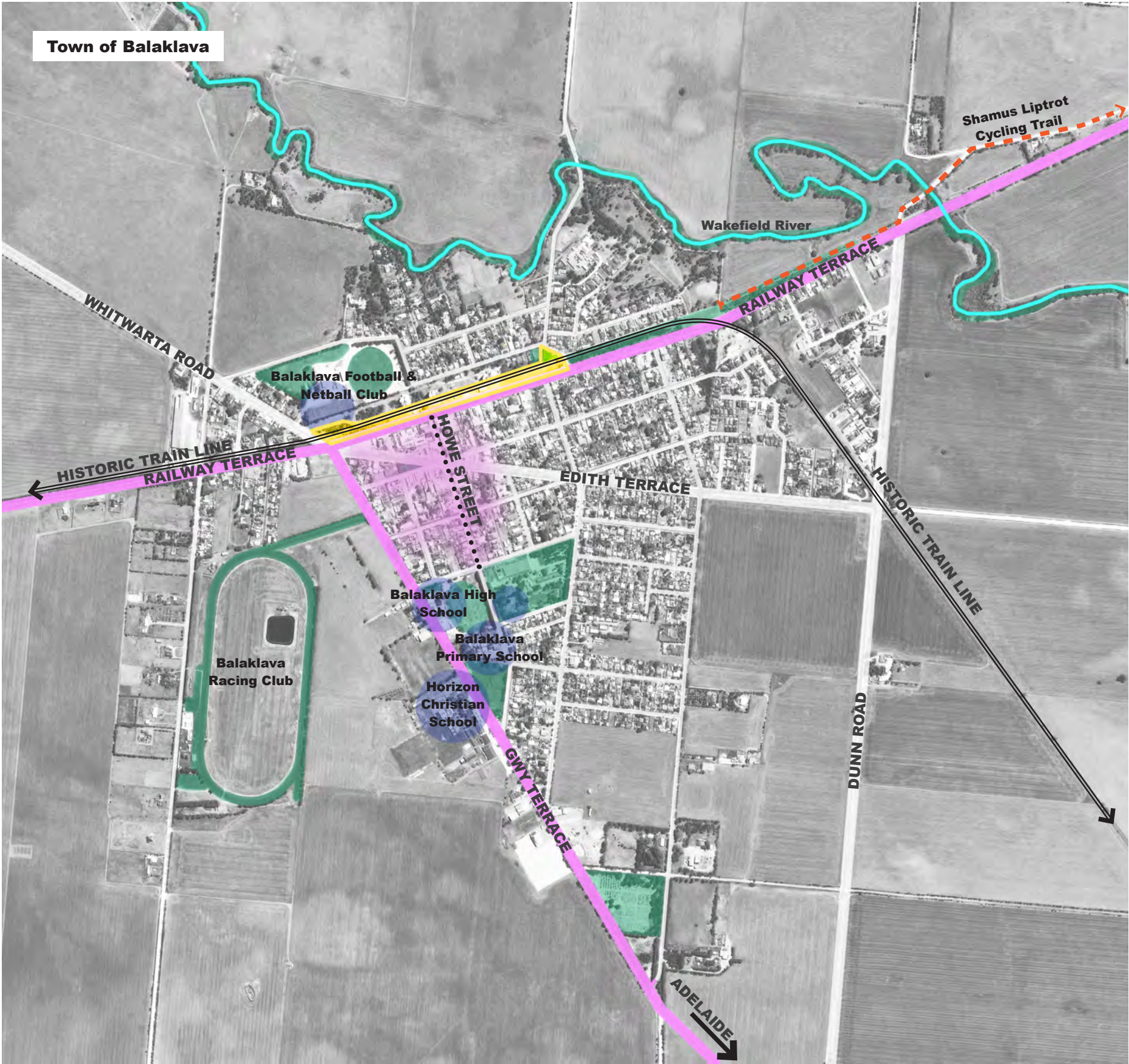
Site Context

The precinct, highlighted in dark yellow, is located north of the Town Centre. It sits on Railway Terrace which is the main connector road between Balaklava and surrounding townships. The precinct currently is seen and driven past by many locals and visitors on a daily basis. To the north of the precinct is private land, owned by Viterra. Viterra land is frequently cut through by locals to access the sporting clubs and residential area.

The existing railway line is decommissioned, however the precinct was formally a hub for railway activity. Towards Whitwarta Road there is a historic Railway Turntable which is still in working order. The railway lines snake through the site creating natural perspective views to the east and west. In close proximity to Howe Street is the original railway tea room.

The Balaklava Railway Station Complex is State Heritage Listed. The complex includes the goods shed, passenger station, turntable, silos and crane.

Towards the east of the site, the Shamus Liptrot Cycling Trail terminates however there is an opportunity to extend this trail through the precinct.



Community Aspirations

The adjacent diagram summarises the key themes and aspirations that came out of discussions with key stakeholders of the site prior to the first Master Plan designs being undertaken.

The Railway Corridor workshop was held on the 9th of July 2022 with members of the community representing:

- Youth / Play
- Town Committee
- Arts / History
- Lions Club
- Wakefield Regional Council



03

Needs Analysis

Community Profile

The Wakefield Regional Council area is located in the Yorke and Mid North Region of South Australia, about 100 kilometres north of the Adelaide CBD. The Wakefield Regional Council area is bounded by the Port Pirie Regional Council area and the Northern Areas Council area in the north, the Clare & Gilbert Valleys Council area in the east, the Light Regional Council area and the Adelaide Plains Council area in the south, and Gulf St Vincent, the Yorke Peninsula Council area and the Barunga West Council area in the west.

The region hosts one of the state’s largest wind farms at Snowtown, together with the largest Australian inland road/rail intermodal facility at Bowmans. The Council area covers 3,495km2 and has a population of approximately 6,926 people.

The Wakefield Regional Council is made up of the following characteristics, which should be taken into consideration when planning for sport and recreation spaces:

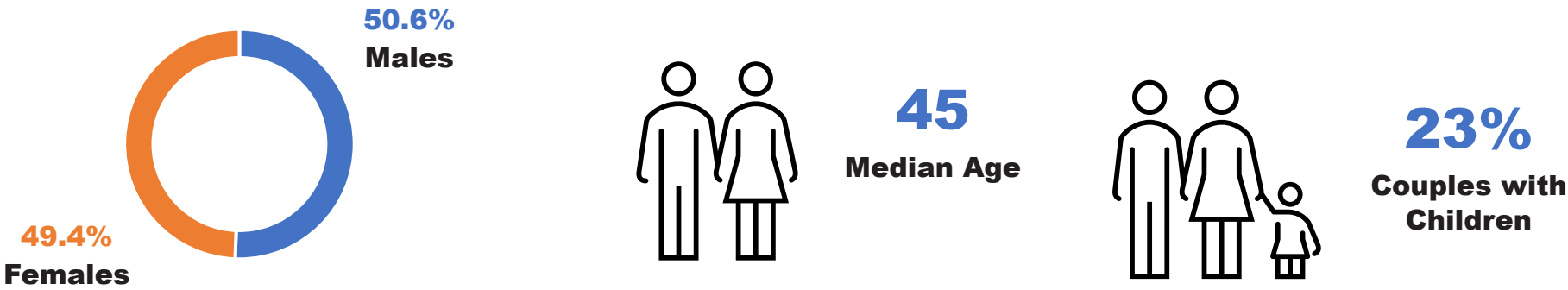
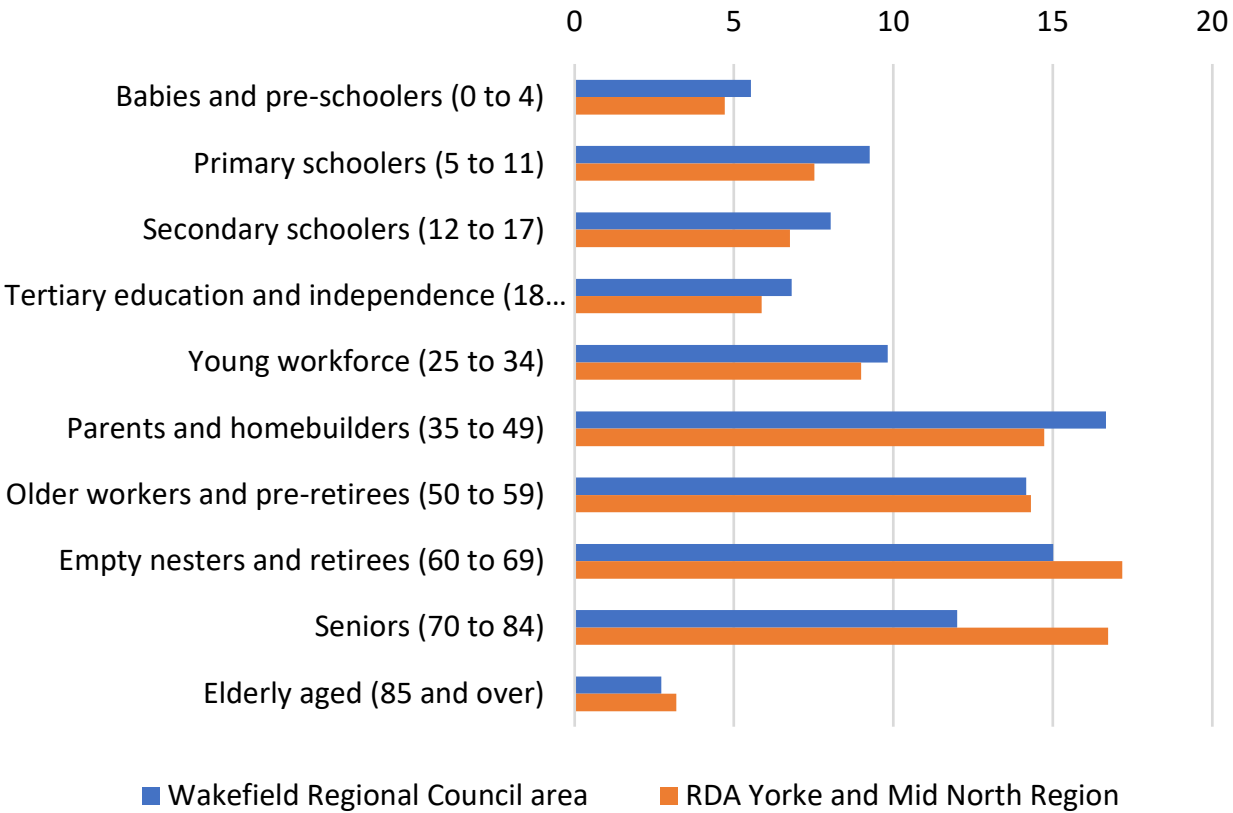
- Median age is 45
- 3% of the population is Aboriginal/Torrens Strait Islander (this is less than Regional SA which has 4.7%)
- 23% are couple with children, 14% are older couples without children and 29% are lone households
- Median weekly household income is \$1,115
- 21% of households are renting
- 10% were born overseas
- 4% speak another language other than English at home

Source: .idcommunity

WAKEFIELD REGIONAL COUNCIL POPULATION

2006	2021	% INCREASE
6,533	6,926	6%

SERVICE AGE GROUPS



04

Site Conditions & Opportunities

Site Conditions

The following pages demonstrate the existing site conditions through site photos and associated observations. These observations and site analysis have been summarised into two diagrams for 'Site Considerations' and 'Site Opportunities' at the end of the chapter.



railway track - infill between track with compacted fines or similar creating safe flat walkway and featuring the railway heritage



memorial site - upgrade and made into a feature drawing locals and visitors



silos - heritage listed, opportunity for art installation



railway turntable - Lions currently upgrading facility



railway tea rooms - historic building in relatively good condition



informal carparking stretches the length of the railway corridor



existing storage sheds in poor condition



Railway corridor adjoins Balaklava main street

Site Considerations

- 1 State Heritage listed Railway Turntable, Lions Club upgrade in progress
- 2 Four large silos, potential for silo art including night time art. Note that silos are located on Viterra land
- 3 State Heritage listed Railway Tea Room, to be retained and protected. Close proximity to Howe Street (Balaklava main street).
- 4 State Heritage listed Goods Shed in poor condition. Considerable works required for restoration.
- 5 State Heritage listed Railway Crane in poor condition
- 6 State Heritage listed concrete silos
- 7 Informal but heavily used crossing points through site to Viterra land to be maintained
- 8 Existing War Memorial, disconnected and not visible
- 9 Railway Terrace is one of the main vehicle routes with Balaklava. Large trucks frequently use the road and no designated pedestrian crossing
- 10 Viterra land with heavy truck volume during harvest season. Creates divide from town centre, railway corridor and main sporting precinct



Site Opportunities

- 1 Opportunity for a history walking tour along the old railway line. State heritage listed turntable to be incorporated as a story telling element.
- 2 Formalise a pedestrian access way to Viterra land to increase safety on the site.
- 3 Incorporate art into the working silos located on Viterra land. Negotiation with Viterra would be required. Potential for night art and being incorporated in the history trail.
- 4 State Heritage listed railway tea rooms to be restored and transformed into a functional business. Cafe, tasting room, community information centre are potential options
- 5 Town entry statement at the corner of the main street and approximately halfway along the Railway Corridor
- 6 Storage sheds to be demolished and removed. Potential to salvage for re-use by local sporting and community groups.
- 7 State heritage listed railway crane to be restored and incorporated into history tour
- 8 State heritage listed silos incorporated into railway history tour. Potentially used as a canvas for a permanent art piece or night time projected art piece, encouraging tourists to stay the night within Balaklava.
- 9 Formalise parking along Railway Terrace, including some RV long parking bays.
- 10 Old railway line being turned into historic walk way with story boards telling the history of Balaklava and the railway. Connect into the Shamus Liptrot Cycling Trail
- 11 Area for open recreation space such as a pump track, dog park, quality green space
- 12 Upgrade memorial space to connect better to greater corridor park and increase visibility



05

Consultant Summary

Consultation Process

The following pages summarise the thorough process of community consultation that was undertaken during the development of the Master Plan and the subsequent outcomes that informed and refined the final plan.

A two phase consultation process was undertaken to ensure the development of the Master Plan was a collaborative experience in which site users, Council, and the community had opportunities to shape the final outcome.

As demonstrated by the adjacent diagram, a Draft Master Plan was developed in response to the interactive workshops, surveys and in-person sessions held during Phase 1 in mid 2022.

At a Special Meeting on Wednesday 31 August 2022 Council endorsed the Draft Balaklava Railway Corridor Master Plan for community consultation and the following activities took place:

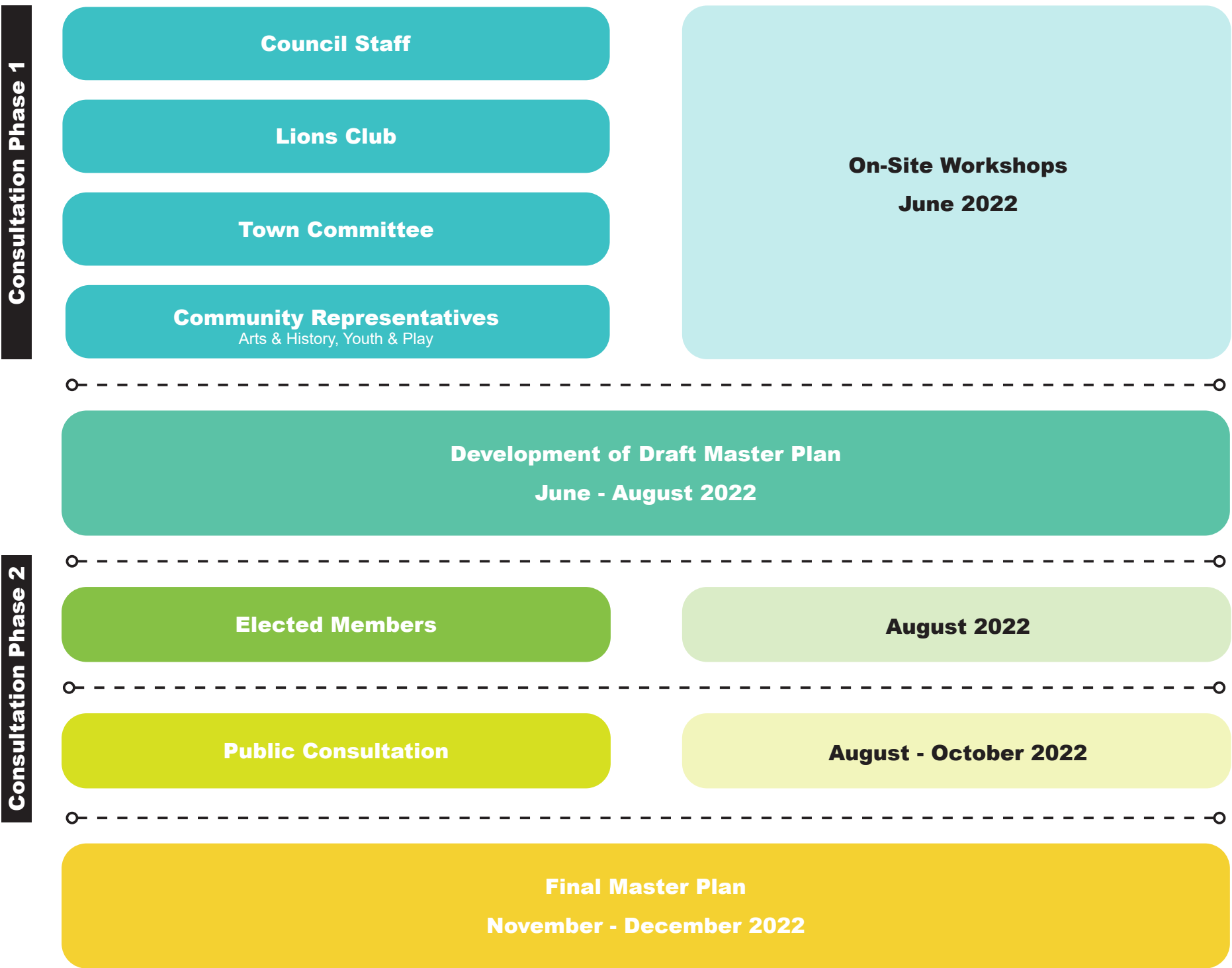
- Dedicated web page launched outlining the project and including an online feedback form
- Media release to local papers and ABC North & West
- Advertising in local print media
- Ongoing Facebook posts encouraging feedback
- Information provided to town newsletters and websites, as well as town management committees for distribution
- Hard copies of the plans on display in Council's foyer
- Letters or emails to:
 - All immediate neighbours (residential and business) of the Railway Corridor
 - Key stakeholder groups (history groups, site users etc)
 - Relevant government agencies and other peak bodies (SA History Trust, SA Tourism etc)
 - Relevant Ministers and local Federal and State MPs

Consultation concluded on Monday 17 October 2022 and the full Consultation Feedback Report (Appendix B) summarises the feedback received against the following questions:

- what three things do you most like?
- what would you like to change?
- do you have any other comments?

As well as group feedback opportunities, through the consultation Council received 11 written submissions.

A full summary of consultation outcomes can be found as Appendix B of this report.



Consultation Findings

The extensive community consultation process revealed a number of recurring areas of concern that the community and site users brought forward. This feedback was collated to determine the following proposed changes to be implemented in order to arrive at a Final Master Plan:

Pump / BMX Track

- Limited desire for Pump Track in Railway Corridor from wider community
- Decision made to investigate locating elsewhere within Balaklava
- Remove Pump Track from Master Plan

Walking Trail

- Walking trail needs to deviate around Viterra turning circles
- Include formalised pedestrian crossings through Viterra land

Heritage Restoration / Preservation

- Comments around history and preserving or enhancing what is currently on site
- Some concerns about converting Old Station House to a cafe
- Make Old Station House an information centre or museum

There were numerous comments from the consultation on the Draft Master Plan that stray into the realm of detailed design. These are included in the full Consultation Feedback Report for completeness but it was agreed amongst Council and the project team that these will not form part of this Master Plan document.

Railway Corridor Master Plan

DRAFT



- 1 Restored train turn table with seating areas and shelter. Area to have interpretative signage of railway history
- 2 Train line, semi lined with high amenity planting
- 3 90 degree car parking with intergrated tree planting - approx 84 parks
- 4 Revitalised tea room with outdoor high amenity landscape to be used for outdoor dining and quality outdoor space
- 5 Balaklava entry statement, with connection from main street to train line
- 6 Train line to be infilled with compacted granitic sand
- 7 Low amenity area with sweeping nature paths. Infill with areas with native vegetation
- 8 Parallel long vehicle parking. Parking to be inset from the road. 90 degree car parking directly adjacent road - approx 4 long vehicle parks, 27 standard parks
- 9 Restored crane and silo art. Feature crop. Area to have interpretative signage of railway and town history
- 10 90 degree car parking with intergrated tree planting- approx 27 parks
- 11 Dog park, including dog bubbler/water facility
- 12 Low amenity area with sweeping nature paths. Infill with areas with native vegetation
- 13 Parallel long vehicle parking. Parking to be inset from the road. 90 degree car parking directly adjacent road - approx 4 long vehicle parks, 34 standard parks
- 14 Pump track relocated from Apex park, connection to Shamus Liptrot Cycling trail
- 15 Revamped Memorial. Repositioned and reoriented to connect into Railway corridor

- Trail head marker
- Interpretive Art / History Trail
- Improved Connection

06

Master Plan Vision & Objectives

Master Plan Objective

The objective of this project is to deliver a Master Plan that improves visitor numbers, increases tourism spend, provides improve pedestrian access between the township and Ralli Park Sporting Precinct, enhances trailhead opportunities and importantly, assist in attracting grant funding for a staged development of the site.

The development and implementation of the Railway Corridor Master Plan will ultimately increase visitation, tourism, community pride and awareness of the townships history and thriving culture.



Guiding Visions

The below design drivers are a response to the community’s feedback and vision for the site and analysis of future needs.

They set an aspirational framework which underpin and guided the development of the Master Plan.

These principles should constantly be referenced throughout the delivery of the Master Plan to ensure the Council and community’s vision for the site is being met.



Showcase Balaklava

- A taste of what the Town has to offer
- Celebrate the township
- Encourage community pride + tourism



Create a Destination

- A reason to stop + stay
- Immersive garden spaces
- Places to park



Art + Cultural Storytelling

- Tell the history of Balaklava
- Adaptive re-use of heritage infrastructure
- Art integration

07

Master Plan

Railway Corridor Master Plan

Introduction

The following pages detail out the proposed Master Plan which is a result of extensive consultation and collaboration with Council staff, Council members, key stakeholders, site users, and the wider Balaklava and Wakefield community. The Master Plan reflects an ultimate collective vision for all current and potential future site users, responding to Council objectives for the Precinct to be a regional tourist destination and meet current and future needs.

Character Imagery & Palettes

Precedent imagery and selections palettes have been collated following the Master Plan and Building Plan to establish a consistent look & feel for the precinct and set a guiding framework for quality, character, materials and planting selections.

Railway Corridor Master Plan



- 1

Restored Turn Table with Seating Areas, Shelter & Interpretive Signage to Celebrate History of Railway & Township (In Progress with Lions Club)
- 2

Interpretive Art / History Trail with Public Art, Signage and Wayfinding Showcasing Balaklava
- 3

Formalised Zebra Pedestrian Crossing Through Viterra Property with Safety Signage
- 4

90 Degree Car Parking with Integrated Trees (Approx 84 Parks)
- 5

Low Amenity Area with Sweeping Nature Trail Paths. Infill with Areas of Native Vegetation
- 6

Tracks Infilled with Compacted Granitic Sand to Create Feature Pathway with Pockets of High Amenity Planting to Edges
- 7

Revitalised Tea Room as Information Centre with High Amenity Landscape, Picnic Area and Informal Play Opportunities
- 8

Formalised Zebra Pedestrian Crossing Through Viterra Property with Safety Signage
- 9

Balaklava Entry Statement (Signage to Connect Main Street to Railway Corridor)
- 10

Dog Park Area with Dog Bubbler / Water Facility
- 11

Low Planting Barrier to Edge of Tracks (Tracks Required for Viterra Vehicle Turning)
- 12

Parallel Long Vehicle Parking Inset from Road with 90 Degree Car Parking Directly Adjacent Road (Approx 4 Long Vehicle Parks & 27 Standard Parks)
- 13

Restored Crane and Silo Art with Ornamental Crop Planting and Signage to Celebrate History of Railway & Township
- 14

90 Degree Car Parking with Integrated Trees (Approx 27 Parks)
- 15

New Pedestrian Access Path Through Viterra Property (Open 24/7)
- 16

Low Amenity Area with Sweeping Nature Trail Paths. Infill with Areas of Native Vegetation
- 17

Parallel Long Vehicle Parking Inset from Road with 90 Degree Car Parking Directly Adjacent Road (Approx 4 Long Vehicle Parks & 34 Standard Parks)
- 18

War Memorial Re-oriented to Connect to Railway Precinct with Minor Refresh (New Planting and Path Connection)
- Trail Head Marker
- Potential Future Expansion / Land Acquisition Upon Viterra Closure (Estimated 20+ yrs. Subject to Future Funding and Viterra Operations)

Character Imagery

Art

- Reflects the culture of the town
- Silo art
- Temporary light displays
- Murals
- Sculpture



Paths

- Adaptive re-use of existing railway tracks
- Sealed and unsealed for range of experiences
- Shaded
- Accessible
- Generous width for shared use with bicycles



Amenity

- Natural timbers
- Lush planting & grass
- Shaded and accessible paths
- Places to sit, eat and stay
- Reference historical wheat fields and native grasslands



Character Imagery

Built Form

- Adaptive re-use
- Celebrate industrial past
- Sensitive and simple interventions
- Consider safety of industrial structures



Infrastructure

- Water sensitive urban design
- Low lighting
- Green & shaded car parks
- Features to support cycling & walking



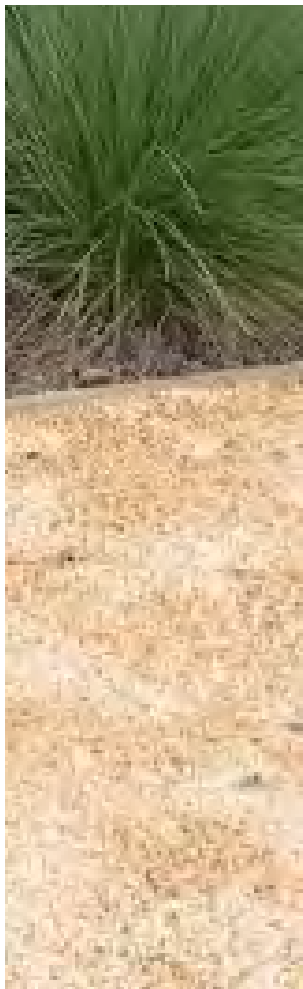
Wayfinding

- Consistent graphic design
- Hierarchy of sizes
- Interpretive signage
- Reflects character and history of the town



Materiality

The below materials provide a guide and base palette for future works. Expanded material palettes for specific projects must meet Council's sustainability and open space guidelines and respond to project budgets.



Compacted rubble



Local stacked stone



Cool tone concrete



Decorative wheat fields



Warm tone concrete



Coreten



Turf

The materiality of the Railway Corridor precinct should be durable, robust, have consideration to sustainability and biodiversity and reflect the character and history of the township.

Wayfinding and signage should use 1 or 2 feature colours.

Higher cost materials such as decorative concrete, hardwood timber elements, and higher maintenance finishes like powdercoating to be limited to feature areas.

Planting

The planting strategy supports the use of local native species and appropriate exotic species within the precinct which have low maintenance requirements.

The planting will provide seasonal change and give structure and character to the precinct.

The planting areas will:

- Define edges, paths and spaces
- Enhance amenity, interest and ecological value
- Accommodate water sensitive urban design
- Provide seasonal change
- Support local biodiversity to ensure healthy ecosystems and a complex habitat.
- Provide natural shade and shelter for seating, pathways and recreation areas
- Effectively maintain sight lines, particularly in high-use areas and near family use areas, such as play spaces
- Create ornamental references to historic wheat fields

Trees

- 1 Acer ‘Sensation’
- 2 Banksia integrifolia
- 3 Corymbia maculata
- 4 Grevillea robusta



Planting
Understorey

Chrysocephalum apiculatum
Centaurea cineraria
Eremophila 'Kalbarri Carpet'
Scaevola 'Fan Dancer'
Austrodanthonia caespitosa
Dianella longifolia



Lomandra longifolia 'Nyalla'
Poa labillardieri
Anigozanthos 'Big Red'
Anigozanthos 'Bush Dawn'
Callistemon 'White ANZAC'
Dodonaea 'Mr Green Sheen'



Correa decumbens
Grevillea lavandulacea
Westringia 'Wynyabbie Gem'
Stylidium graminifolium
Convolvulus mauritanicus
Hardenbergia violace



Salvia microphylla
Westringia 'Smokey'
Juncus usitatus
Enneapogon nigricans
Ficinia nodosa
Ghania filium



08

Implementation & Next Steps

Recommended Staging

Stage 1



- Stage 1 includes:
- Formalised Pedestrian Crossings through Viterra Land
 - Completion of Turntable Restoration
 - Planting, Seating and Shelters for Turntable Park
 - Trail Head Markers
 - Re-align Viterra Boundary with Low Fence & Buffer Planting
 - Formalised On- Street Parking (Western End)

Stage 2



- Stage 2 includes:
- Silo Art (Digital or Physical)
 - Main Walking Trail
 - History & Art Trail
 - Signage
 - Planting, Seating and Shelters for Old Station Park
 - RV Pull-In Parking (Central)
 - Formalised On-Street Parking (Central)

Stage 3



- Stage 3 includes:
- Low Amenity / Native Planting
 - Dog Park
 - RV Pull-In Parking (Eastern End)
 - Formalised On-Street Parking (Eastern End)
 - War Memorial Refurbishment
 - Restoration & Refurbishment of Old Station and Train Shed

Stage 4



Stage 4 exists as a potential long-term aspiration. In the event that Viterra choose to move on from the adjacent site; Council would investigate acquisition of this land for potential expansion of the Railway Corridor Reserve.



Cost Estimate

Introduction

The following estimated costing provides further detail to the Master Plan for consideration. A full cost estimate breakdown can be found in Appendix C.

It is important to note that this Master Plan report does not commit Council or any other organisation to undertake works. The Balaklava Railway Corridor Master Plan is provided to guide site improvements as resources become available and in accordance with other Council priorities.

Total Cost

Balaklava Railway Corridor Master Plan Total Cost Estimate:
\$10,230,787

Key Features

A number of key features of the Master Plan have been extracted from the overall estimate as per the below. This does not represent a full summary of the cost breakdown but rather provides a snapshot of particular key projects. The below figures exclude ancillary costs such as demolition and services works.

Restoration of Existing Tea Room
\$450,000

Public Art
\$225,000

History Trail - 3m Wide Shared Path
\$505,698

Viterra Land Zebra Crossings
\$36,157

New Asphalt Carparking
\$470,170

Granulitic Sand Infill to Rail Track
\$69,475

Next Steps

The key to the timely implementation of the Balaklava Railway Corridor Master Plan is the ability to attract significant levels of funding from a range of external stakeholders and partners.

Council has, and will continue to identify and act upon suitable funding opportunities as they arise, with the following identified and considered funding opportunities:

- 1. Office for Recreation, Sport & Racing – Infrastructure Projects.
- 2. State Government's Places for People Program

Council's financial capacity to undertake various capital works towards incrementally implementing the Master Plan will be informed by future updates to the Long Term Financial Plan, Council's annual capital works budget deliberations, and consideration of the impact on Council's core financial indicators.

Appendix A

Consultation Summary

Consultation feedback report: Balaklava Railway Corridor

Overview:

At a Special Meeting on Wednesday 31 August 2022 Council endorsed the Blyth sporting precinct, Balaklava Apex Park and Balaklava Railway Corridor master plan concepts for community consultation and the following activities took place:

- Dedicated web page launched outlining the project and including an online feedback form
- Media release to local papers and ABC North & West
- Advertising in local print media
- Ongoing Facebook posts encouraging feedback
- Information provided to town newsletters and websites, as well as town management committees for distribution
- Letters or emails to:
 - All immediate neighbours (residential and business) of Railway Corridor precinct
 - Key stakeholder groups (sporting bodies, history groups, Apex Park users etc)
 - Relevant government agencies and other peak bodies (SA History Trust, SA Tourism , Office for Recreation & Sport etc)
 - Relevant Ministers and local Federal and State MPs

Consultation concluded on Monday 17 October and the tables attached summarise the feedback received against the following questions – what three things do you most like; what would you like to change; do you have any other comments. Names and contact details have been removed from this report.

As well as group feedback opportunities, through the consultation Council received 11 written responses for the Railway Corridor.

Proposed modifications to master plans:

There were numerous comments that stray into the realm of detailed design. These are included in the feedback for completeness but it is understood these will not, in all cases, feature in the master plan documentation.

Specific feedback where changes should be made to the master plans is detailed in the table below.

Railway Corridor	
Pump / BMX track	Feedback for Apex Park and the Railway Corridor was consistent – no desire for pump track here. Remove the pump track from master plan
Walking trail	May need to reconsider based on Viterra access needs ... i.e. deviate track towards roadway. Viterra discussions ongoing
Heritage restoration / preservation	Several comments around history and preserving / enhancing what is there – some push back to a café offering at old station house (detract from town businesses) but feedback about value of having an information centre

Railway Corridor feedback

3 things like	Like to change	Other comments
Saving state heritage buildings, creating community space, attracting visitors to Balaklava	Remove the two metal white silos and dusty industrial work in front of my house to another location	Is there anything happening with the two white metal Viterra silos.? Also I have asked them to clear dead trees facing my view from my property but it hasn't happened. I'm excited to watch the new developments over the coming years.
I think it is a great incentive for the area especially the tea rooms keeping them in period costume	I think the parking for RV at Charles Street / railway Terrace is a hazard I live at 24 railway Terrace and with the corner house parking 3 cars there and now on west corner R.V. YOUR VISION TRYING TO TURN INTO RAILWAY TCE EAST IS BAD	I THINK YOU SHOULD LOOK AT THE PARKING FOR THE DOG PARK AS A LOT OF PEOPLE WILL DRIVE THERE
		<p>First email:</p> <p>Thank you for including BMCH, a key stakeholder where we abut approximately 20% of the Master Plan and more specifically our main entrance is directly adjacent the State Heritage listed Railway Station building. On the first quick read, in particular acknowledging:</p> <ul style="list-style-type: none"> • 84 carparks with integrated tree planting shown opposite BMCH • Revitalised tea room and outdoor high amenity landscape for outdoor dining and quality outdoor space to the old Railway Station near BMCH • Walking/cycling trail connection to the existing east and west trails each side of the town, in between existing train tracks • Silo art (day and night) to the concrete silos near the old Railway Station (and BMCH) • Possible retention of one of the raised platform outbuildings adjacent to the concrete silo, converted to an open air under cover raised viewing area with tables/chairs, for viewing the silo art • Balaklava town entry statement, near Howe street/Railway Terrace corner (BMCH) • Pedestrian and cycling connectivity between main

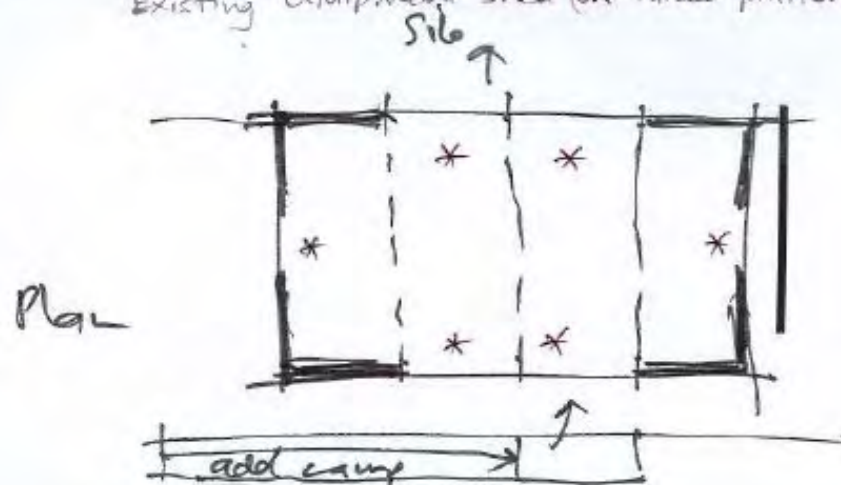
3 things like	Like to change	Other comments
		<p>street/sporting precinct (west of BMCH) and “Balaklava North residential” (east of BMCH) it all looks very promising.</p> <p>Please note that by the time the consultation is completed by 17 October 2022, BMCH will have amalgamated with Hamley Bridge Aged Care Inc. on 1 October 2022 to become Walara Balaklava Mill court (Walara BM).</p> <p>In due course, I will respond on behalf of the Walara BM facility/land, Board, staff, residents and resident families, regarding the portion of the Master Plan directly adjacent us. Also, as an interested community member, it is good to see what is proposed to the remaining western and eastern portions.</p> <p>2nd email:</p> <p>Please see the attached plan (very rough - and the southern elevation of the existing Equipment Shed on the raised platform, with concrete silos behind), relating to the fourth and fifth dot points - refer earlier feedback email. It was something I’d sketched up/noted two years ago, when I was on BAC and the early consideration of the Silo Art Project commenced. <i>Note - sketch is included below collated feedback</i></p>
	On the eastern end I would like to see a lake of water for the railway corridor	
This area is finally being recognised as a significant 'way through' and needs to be presentable. Parking spaces for travellers, and a way through to the main street. Maintaining the Old Railway Station for possible use.	Pump track next to a main road is not a good use of space (would be better at Ralli Park). Move up the green areas/dog park closer to Railway Station and parking.	Need to ensure that the work done with the main street beautification is mirrored in this area so the whole town comes together in a single vision (similar plantings/signage etc).
Revitalising the Station Tea Rooms. Creating a walking trail through the corridor. Creation of dog park.	Please don't remove the large trees along the corridor / Railway Terrace, these provide shade. Please plant more trees and shrubs, especially in the dog park.	The war memorial is a classic example of requiring shade. A seat is positioned so that a walker can rest and read the signage, but it has no shelter from the sun. There is a stand of trees nearby, but there is seating available for resting.

3 things like	Like to change	Other comments
Greening of the area Accessibility parking options	At the consultation meeting it was made clear by several people that the old railway station should not be a tea rooms as it discourages people from going down the street. It needs to be a tourist centre providing information and gear related to tourism.	Love the overall look of the plan. Great work.
Improving existing unused/eyesore land. Enticing travellers/tourists with facilities - long vehicle parking, place to stop and rest, dog park. Showcases the history of the town and region, while being updated and a space for locals and tourists to enjoy.	Remove tea room - still include information centre. Add in public toilet facility	
Dog park Extra trees and parking		Love the idea of a dog park for this area - I think it will be useful
1. Utilising railway station - desperately needed information centre to go there also café with local produce etc 2. Featuring the turntable, silos, crane, railway - BUT SHOULD INCLUDE GOODS SHED 3. Better parking areas - particularly for caravans and trucks to pull over	1. 7 and 12 are low amenity areas which should have shade trees, not just areas of native vegetation 2. A mono-rail train ride like in Keith playground would be ideal in this corridor, probably area 12 - much more likely to entice travellers to stop than a less-than-exciting duplication of area 7 - see photos below	1. Although the goods shed may need major restoration, to eliminate it would be shameful seeing as it is a major feature of the whole railway site's history. I would love to see it used for 'bed in a shed' accommodation - ideal location on this main road, needed by the town as accommodation is sometimes scarce, also not what travellers want. Also it would be revenue raising! 2. I believe the information centre / station cafe could be staffed by volunteers if necessary
Love the safe crossing - an ongoing issue this side of town particularly in harvest. Parking for larger vehicles and nature walkways fantastic.	I wouldn't encourage the placement of the pump track here near this problematic intersection and stretch of road. It is difficult for visibility due to pump house and sweeping bend. I like the position of this over with the swimming pool but if it had to be situated over here then I would really recommend it being taken back in further away from the road and well away from an intersection.	Would be fantastic to see this space beautified and maintained as currently is such an eye sore!

Sketch from Rob Veitch (Mill Court):



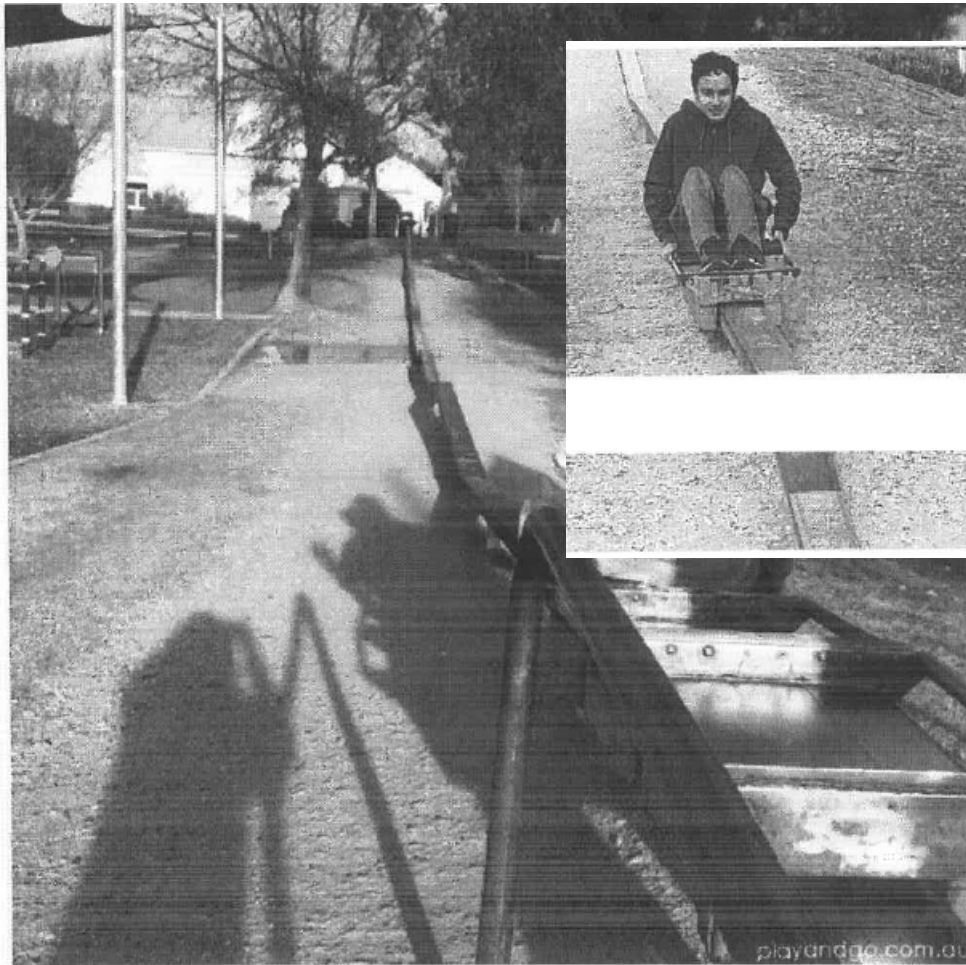
Existing Equipment Shed (on raised platform)



Remove *
middle *
portion of
Southern
wall &
Southern
wall (+ east/west
corner) -
use as

sheltered/
protected
viewing
platform
(add ramp
@ front)

Keith photos



Keith Playground

Parks - Playgrounds

By 458carak

The **playground** is excellent, the monorail is super fun for all ages and toilets were clean.

Appendix

B

Cost Estimate

RAILWAY CORRIDOR

MASTERPLAN COST ESTIMATE



LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

C Railway Corridor

Rates Current At December 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
DE	DEMOLITION AND SITE CLEARANCE				
135	Clear site of rubbish and debris	m ²	42,677	0.10	4,267.70
219	Take up existing low level vegetation and dispose off site	m ²	38,058	9.00	342,522.00
220	Take up existing rubble carpark and dispose off site	m ²	4,241	8.50	36,048.50
224	Demolish existing sheds and dispose debris off site	m ²	378	40.00	15,120.00
225	Extra over to demolish existing raised shed platform	m ²	373	25.00	9,325.00
221	Take down existing post and wire fence and dispose off site	m	295	9.00	2,655.00
222	Take down existing chainmesh fence and dispose off site	m	486	17.00	8,262.00
223	Remove timber sleeper wheelstops and dispose off site	m	334	10.00	3,340.00
226	Cut down existing tree including grubbing up roots and dispose off site	No	131	850.00	111,350.00
310	Isolate, disconnect and remove existing light tower and dispose off site	No	1	2,300.00	2,300.00
152	Allowance for sundry and unforeseen demolition	Item			10,000.00
153	Allowance to cut down additional selected trees to suit new works including grubbing up roots and dispose off site (PC Sum)	Item			20,000.00
227	No allowance for demolition of existing Tea Room	Note			Excl.
228	No allowance for demolition of existing locomotive shed	Note			Excl.
282	No allowance for removal or relocation of existing street lighting	Note			Excl.
	DE - DEMOLITION AND SITE CLEARANCE				565,190.20
EA	EARTHWORKS				
1	Strip topsoil and stockpile on site for reuse	m ²	38,058	6.80	258,794.40
231	Minor trim and earthworks across site to create levels	m ²	42,677	8.00	341,416.00
230	Minor earthworks to create levels for new ramp	m ²	423	15.00	6,345.00
2	Box out existing subgrade for new asphalt road pavement including disposal of spoil off site	m ²	5,053	28.50	144,010.50
361	Box out existing subgrade for new asphalt zebra crossing including disposal of spoil off site	m ²	418	28.50	11,913.00
4	Box out existing subgrade for new concrete footpath including disposal of spoil off site	m ²	1,565	23.75	37,168.75
333	Box out existing subgrade for new History Trail concrete footpath including disposal of spoil off site	m ²	2,627	14.25	37,434.75
184	Box out existing subgrade for new granulitic sand pavement including disposal of spoil off site	m ²	1,209	16.50	19,948.50
185	No allowance to box out subgrade for granulitic infill between rail tracks	Note			Excl.

RAILWAY CORRIDOR

MASTERPLAN COST ESTIMATE

LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

C Railway Corridor (continued)

Rates Current At December 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
10	No allowance for bulk earthworks across site to change levels	Note			Excl.
11	No allowance for excavation in rock	Note			Excl.
12	No allowance for handling or removal of contaminated material	Note			Excl.
EA - EARTHWORKS					857,030.90
PV	PAVEMENTS				
AC	Asphalt Carpark				
13	Trim, compact and proof roll existing subgrade	m ²	5,053	8.50	42,950.50
21	Supply and place quarry rubble subbase including trimming and compacting	m ²	5,053	18.00	90,954.00
22	Supply and place fine crushed rock base course including trimming and compacting	m ²	5,053	21.50	108,639.50
23	Supply and place AC10 or similar asphalt wearing course	m ²	5,053	38.50	194,540.50
24	Match new pavement into existing	m	509	65.00	33,085.00
AC - Asphalt Carpark					470,169.50
AF	Asphalt Road Pavement (Zebra Crossing)				
362	Trim, compact and proof roll existing subgrade	m ²	418	8.50	3,553.00
363	Supply and place quarry rubble subbase including trimming and compacting	m ²	418	18.00	7,524.00
364	Supply and place fine crushed rock base course including trimming and compacting	m ²	418	21.50	8,987.00
365	Supply and place AC10 or similar asphalt wearing course	m ²	418	38.50	16,093.00
AF - Asphalt Road Pavement (Zebra Crossing)					36,157.00
CF	Concrete Footpath				
15	Trim, compact and proof roll existing subgrade	m ²	1,565	8.50	13,302.50
29	Supply and place quarry rubble base course including trimming and compacting	m ²	1,565	19.50	30,517.50
30	Construct concrete footpath including edge formwork, reinforcement, selected concrete mix, joints, etc	m ²	1,565	138.00	215,970.00
31	Exposed aggregate or similar finish to new concrete pavement	m ²	1,565	28.00	43,820.00
229	Extra over for concrete ramp	m ²	423	75.00	31,725.00
CF - Concrete Footpath					335,335.00
HT	History Trail - 3.0m wide concrete path				
334	Trim, compact and proof roll existing subgrade	m ²	2,627	8.50	22,329.50
335	Supply and place quarry rubble base course including trimming and compacting	m ²	2,627	18.00	47,286.00

RAILWAY CORRIDOR

MASTERPLAN COST ESTIMATE

LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

C Railway Corridor (continued)

Rates Current At December 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
336	Construct concrete footpath including edge formwork, reinforcement, selected concrete mix, joints, etc	m ²	2,627	138.00	362,526.00
337	Exposed aggregate or similar finish to new concrete pavement	m ²	2,627	28.00	73,556.00
	HT - History Trail - 3.0m wide concrete path				505,697.50
GS	Granulitic Sand				
186	Trim, compact and proof roll existing subgrade	m ²	1,209	8.50	10,276.50
187	Supply and place quarry rubble base course including trimming and compacting	m ²	1,209	18.00	21,762.00
188	Supply and place selected granulitic sand including trimming and compacting	m ²	1,209	38.00	45,942.00
189	No allowance for cement treatment or similar	Note			Excl.
	GS - Granulitic Sand				77,980.50
CW	Concrete Works				
330	No allowance for concrete kerb and gutter or similar	Note			Excl.
	CW - Concrete Works				Excl.
MISC	Miscellaneous				
190	Supply and place selected granulitic sand as rail track infill including trimming and compacting	m ²	1,985	35.00	69,475.00
201	Supply and install timber or similar edging to granulitic sand pathway	m	1,414	28.00	39,592.00
296	Allowance for sundry feature pavements and banding	Item			15,000.00
324	No allowance for granulitic sand infill to rail tracks within Viterra boundary	Note			Excl.
	MISC - Miscellaneous				124,067.00
	PV - PAVEMENTS				1,549,406.50
LA	LANDSCAPING				
GB	Garden Bed				
43	Detailed excavation and preparation for new garden bed including stockpiling on site for reuse	m ²	5,517	13.50	74,479.50
44	Deep rip and cultivate existing subgrade	m ²	5,517	4.50	24,826.50
45	Ameliorate and place site won topsoil to new garden beds	m ²	2,911	9.50	27,654.50
325	Supply and place imported topsoil to garden beds within high amenity area	m ²	2,606	35.00	91,210.00
46	Supply and plant 140mm pots (4/m ²)	No	22,066	14.50	319,957.00
47	Supply and place organic mulch	m ²	5,517	11.50	63,445.50
	GB - Garden Bed				601,573.00

RAILWAY CORRIDOR

MASTERPLAN COST ESTIMATE

LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

C Railway Corridor (continued)

Rates Current At December 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
LLA	Low Level Amenity Planting				
191	Deep rip and cultivate existing subgrade ready for new low level amenity planting	m ²	10,129	3.90	39,503.10
192	Allowance to place ameliorated supplementary site won topsoil where required	m ²	10,129	11.00	111,419.00
193	Supply and plant tubestock (assume 2-3/m ²)	No	25,323	4.50	113,953.50
194	Place site won mulch	m ²	10,129	4.00	40,516.00
326	No allowance for imported topsoil	Note			Excl.
	LLA - Low Level Amenity Planting				305,391.60
TU	Turf				
48	Detailed excavation for new turf including disposal of spoil off site	m ²	7,211	9.50	68,504.50
49	Deep rip and cultivate existing subgrade	m ²	7,211	4.50	32,449.50
50	Supply and place imported topsoil to new turf area	m ²	7,211	33.00	237,963.00
51	Supply and lay instant turf	m ²	7,211	16.50	118,981.50
	TU - Turf				457,898.50
IRR	Irrigation				
59	Supply and install automatic irrigation system to new garden bed	m ²	5,517	50.00	275,850.00
61	Supply and install automatic irrigation system to new turf area	m ²	7,211	35.00	252,385.00
62	Allowance for irrigation conduit, pits, controller, etc	Item			15,000.00
306	No allowance for irrigation to low level amenity planting areas	Note			Excl.
	IRR - Irrigation				543,235.00
MISC	Miscellaneous				
73	Supply and place boulder edging including bedding	m	31	220.00	6,820.00
68	Supply and install timber or similar edge	m	1,771	38.00	67,298.00
71	Supply and plant 45L tree including preparation works	No	172	280.00	48,160.00
207	Extra over allowance for tree planting in new carpark	No	17	550.00	9,350.00
200	Allowance for 52 week establishment and maintenance period	Week	52	1,800.00	93,600.00
181	Allowance for sundry and feature planting (PC Sum)	Item			10,000.00
218	Allowance for ornamental crop planting	Item			5,000.00
283	No allowance for soft landscaping to Viterra owned land	Note			Excl.
	MISC - Miscellaneous				240,228.00
	LA - LANDSCAPING				2,148,326.10

RAILWAY CORRIDOR

MASTERPLAN COST ESTIMATE

LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

C Railway Corridor (continued)

Rates Current At December 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
PE	PLAY EQUIPMENT				
209	Allowance for playground equipment (PC Sum)	Item			100,000.00
	PE - PLAY EQUIPMENT				100,000.00
NP	NATURE PLAY				
110	Supply and place boulders including bedding	No	46	480.00	22,080.00
198	Supply and place log as seat including bedding	No	21	650.00	13,650.00
307	Allowance for sundry nature play including steppers, boulders, etc	Item			25,000.00
	NP - NATURE PLAY				60,730.00
FU	FURNITURE AND FITMENTS				
213	Supply and install proprietary drinking fountain including associated plumbing connections	No	1	9,800.00	9,800.00
103	Supply and install proprietary picnic settings	No	10	6,750.00	67,500.00
102	Supply and install proprietary bench seat	No	19	3,950.00	75,050.00
77	Supply and install steel or similar bollard	No	3	800.00	2,400.00
332	Supply and install concrete or similar wheelstops	No	188	120.00	22,560.00
126	Allowance for sundry street furniture including bins, benches, bollards, etc (PC Sum)	Item			30,000.00
	FU - FURNITURE AND FITMENTS				207,310.00
SL	SIGNAGE AND LINE MARKING				
366	Pedestrian crossing line marking	m ²	131	95.00	12,445.00
74	Paint chevron line marking	m ²	44	95.00	4,180.00
75	Paint carpark line	m	1,408	8.50	11,968.00
76	Paint DDA parking decal	No	3	250.00	750.00
215	Supply and install trail head markers	No	3	5,000.00	15,000.00
345	Allowance for sundry line marking	Item			5,000.00
203	Allowance for statutory signage	Item			5,000.00
204	Allowance for wayfinding signage	Item			15,000.00
206	Allowance for safety signage to Viterra pedestrian crossings	Item			1,000.00
262	Allowance for feature entry statement (PC Sum)	Item			25,000.00
	SL - SIGNAGE AND LINE MARKING				95,343.00
RW	FENCING AND RETAINING WALLS				
211	Supply and install black PVC coated chainmesh fence or similar to dog park	m	108	270.00	29,160.00
212	Supply and install black PVC coated pedestrian access gate to dog park	No	1	1,350.00	1,350.00

RAILWAY CORRIDOR

MASTERPLAN COST ESTIMATE

LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

C Railway Corridor (continued)

Rates Current At December 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
287	No allowance for new or alteration to existing retaining walls	Note			Excl.
302	No allowance for fencing to Viterra boundary	Note			Excl.
RW - FENCING AND RETAINING WALLS					30,510.00
SS	STRUCTURES AND SHELTERS				
TD	Timber Decking				
195	Construct substructure to new timber decking including footings, posts, bearers, joists, etc	m ²	154	750.00	115,500.00
196	Supply and install timber decking	m ²	154	395.00	60,830.00
197	No allowance for balustrade to timber decking	Note			Excl.
TD - Timber Decking					176,330.00
MISC	Miscellaneous				
199	Supply and install proprietary 6.0m x 6.0m shelter including footings	No	1	18,000.00	18,000.00
202	No allowance for turn table restoration - By Others	Note			Excl.
MISC - Miscellaneous					18,000.00
SS - STRUCTURES AND SHELTERS					194,330.00
BF	BUILT FORM				
208	Allowance for restoration of existing Tea room approx. 220m ² as Information Centre (PC Sum)	Item			450,000.00
232	Allowance for restoration of existing Locomotive shed approx. 300m ² (PC Sum)	Item			400,000.00
BF - BUILT FORM					850,000.00
SD	STORMWATER DRAINAGE				
329	Allowance for sundry stormwater pits and pipes to carpark	Item			125,000.00
367	No allowance for GPT to carpark	Note			Excl.
SD - STORMWATER DRAINAGE					125,000.00
SV	SERVICES				
ES	Electrical Services				
331	Allowance for lighting to new long vehicle parking bays	m ²	2,495	30.00	74,850.00
304	Allowance for feature lighting to rail turn table (PC Sum)	Item			20,000.00
327	Allowance for feature lighting Tea Room / picnic area (PC Sum)	Item			50,000.00
328	Allowance for feature lighting restored crane / silo art (PC Sum)	Item			40,000.00
350	Allowance for sundry electrical services	Item			60,000.00
308	No allowance for new electrical connections to existing Tea Room and Locomotive shed - assume existing	Note			Excl.

RAILWAY CORRIDOR

MASTERPLAN COST ESTIMATE

LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

C Railway Corridor (continued)

Rates Current At December 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
359	No allowance for new site Transformer or SAPN Augmentation	Note			Excl.
360	No allowance for site WiFi provisions	Note			Excl.
368	No allowance for lighting to full extent of carpark (as advised by architect)	Note			Excl.
	ES - Electrical Services				244,850.00
HS	Hydraulic Services				
179	Allowance to connect irrigation system to water supply point	Item			4,500.00
354	Allowance for sundry hydraulic services including garden taps, drinking fountains, etc	Item			30,000.00
309	No allowance for water connections to existing Tea Room and Locomotive shed - assume existing	Note			Excl.
351	No allowance for fire fighting water storage tanks	Note			Excl.
	HS - Hydraulic Services				34,500.00
	SV - SERVICES				279,350.00
BW	BUILDERS WORK				
369	Allowance for builders work and attendance in connection with services	Item			20,000.00
	BW - BUILDERS WORK				20,000.00
LN	LAND ACQUISITION				
284	No allowance for Acquisition of Viterra land	Note			Excl.
	LN - LAND ACQUISITION				Excl.
PA	PUBLIC ART				
205	Allowance for interpretive / Public Art (PC Sum)	Item			100,000.00
214	Allowance for re-orientation of existing War Memorial (PC Sum)	Item			30,000.00
216	Allowance for Silo Art (PC Sum)	Item			75,000.00
217	Allowance to restore existing crane (PC Sum)	Item			20,000.00
	PA - PUBLIC ART				225,000.00
PR	PRELIMINARIES				
159	Contractors Preliminaries and Supervision	Item			660,000.00
160	Traffic and Pedestrian Management (including temporary bunting)	Item			37,000.00
	PR - PRELIMINARIES				697,000.00
BM	BUILDERS MARGIN				
177	Contractors Margin and Overheads	Item			325,000.00
	BM - BUILDERS MARGIN				325,000.00

RLB Rider
Levett
Bucknall

C Railway Corridor (continued)

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
LL	LOCALITY LOADING				
280	Locality Loading	Item			675,000.00
	LL - LOCALITY LOADING				675,000.00
CT	CONTINGENCY				
161	Design Development Contingency	Item			700,000.00
162	Construction Contingency	Item			625,000.00
	CT - CONTINGENCY				1,325,000.00
RAILWAY CORRIDOR					10,329,526.70



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