



# GAWLER TOWN CENTRE DESIGN FRAMEWORK



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Gawler



Government of South Australia



# ACKNOWLEDGMENTS

The development of the Gawler Town Centre Design Framework has been led by Ryan Viney (Team Leader Strategy & Policy) and Henry Inat (Chief Executive Officer). With the Town of Gawler council staff providing information and comments through the planning process.

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# EXECUTIVE SUMMARY



The objective of the Gawler Town Centre Design Framework was to build upon previous strategic level investigations and after a comprehensive community engagement process, document new urban design thinking, structure plans, design guidelines and associated implementation actions for various precincts across the town centre.

The Gawler Town Centre Design Framework is intended to be neither prescriptive nor absolute. Instead, it should be used as a visionary 'big picture' guide to demonstrate the potential of Gawler in future and to ensure that all future development is consistent with existing context as well as the community and council vision for the future direction of the town centre. The design framework can be used to guide Council's public infrastructure investment decisions; guide updates to Council planning policies and encourage further economic development opportunities and investment.

The Gawler Town Centre is poised at a cross roads where its heritage as South Australia's first town and its longstanding role as a service centre for a predominantly rural hinterland meets its emerging role as the regional centre for a rapidly urbanising region. Gawler's location and regional function results in two key economic drivers.

Firstly as a service and retail centre for the surrounding population. While the areas around Gawler to the south, east and north-east are being developed rapidly for residential purposes there is competition from nearby retail centres. In the longer term, the urban catchment for Gawler may extend to Roseworthy and Concordia. Consequently, Gawler will need to meet future economic, social and environmental demands.

The second driver is suggested to be the tourism and leisure market due to its close location adjacent to the regions such as the Mid North and Barossa but also as a unique character destination in its own right.

The challenge for the Gawler Town Centre and its businesses and their customers is to maintain a relevance and power of attraction to appeal to potential investors and consumers as population catchment changes, new trends develop and opportunities present themselves.

A retail demand analysis of the Gawler town centre undertaken by SGS Economics and Planning in mid-2012 highlighted that current supply levels would meet demand until 2032. As such, there was no need to expand existing retail floor space. However, the SGS findings were based on expected population estimates at that time and also factored in competition from a proposed major retail development at Roseworthy – which may not proceed as planned.

The design framework does not specifically focus on demand; instead consideration is given to the following questions, What are the strengths and opportunities of the Gawler Town Centre that can be captured and promoted to grow its value and demand potential? Where are the gaps or issues in its current form or function that can be addressed to create new spaces and places that draw people to visit, stay and spend? How can the characteristics that make Gawler special be enhanced.

The design framework takes into consideration a number of physical, cultural and environmental factors and demonstrates the total capacity within the town centre for growth and development while considering how existing and proposed building could integrate with open spaces, the public realm and transport connections. The actual level of future development will be dependent on numerous factors such as market conditions, developer commitment, council lead opportunities and future projects. There is an element of flexibility built into the design framework, which encourages adaptive land uses and mixed use developments that will be able to respond to changes in demand in the future within the capacity of the town centre. While, it is acknowledged that there will be a slow level of growth and development in Gawler over the next 10 to 15 years, the design framework demonstrates the capacity of the town centre to meet future demand for the next 20 to 30 years, beyond the perimeters of the current demand analysis.



# EXECUTIVE SUMMARY

The Gawler Town Centre Design Framework identifies three principal precincts within the town centre - the Gawler North, Gawler Central and Gawler South. Each has its own character, both in terms of its principal land uses, its built form and potential future opportunities and urban character. Each precinct is focused on urban design outcomes that include the consideration of the public realm, encourage appropriate urban forms and scales that response to the local context as well as the lifting of local demand without negatively impacting upon existing retail offerings.

The existing town centre and the associated precincts contain areas of rich historical value which the community is keen to preserve into the future. However, the community has also expressed a desire for a more activated and vibrant town centre, one that incorporates contemporary styled mixed-use developments within the areas of historical character. As a result, the design framework considers both elements of urban form and demonstrates how such developments could be integrated into the town centre without having a detrimental impact on historic character.

A high-level review of the existing development plan concludes that at present the objectives of the Town Centre Historic (Conservation) Zone are essentially silent in terms of residential land uses and/or mixed used styled developments. While the zone does not explicitly preclude such developments, it does not encourage it either. Another key objective of the existing zone is to limit development to one-two storey buildings in an effort to ensure future development enhances and contributes to the visual cohesiveness and historic character of the area.

The vision for the design framework is to adopt a contemporary approach to urban design to benefit from the many social, economic and environmental opportunities associated with mixed use developments and walkable neighbourhoods. The design framework has explored how the town centre could develop in future and has explored a number of situations that could increase retail demand within the town centre. The design framework explores increasing residential development within the town centre through the use of mixed-use development responding to current urban trends and taking advantage of the benefits of Gawler town centre such as proximity to facilities, public transport and open space.

The northern and southern precincts are particularly suitable for this, leaving the central precinct to focus on the further consolidation of retail, civic, hospitality and town centre 'core' offerings. At the same time, acknowledging that mixed use residential development should be encouraged in the town centre to support future retail and commercial land use demands and broader community and urban design objectives.

The design framework precinct plans explore increasing the opportunity for a variety of development that respond to the local character and also provide unique experiences for residents and visitors to the town centre; for example Gawler South Precinct with a focus on entertainment, tourism, hospitality, residential and retail experiences. Building on this there is the opportunity for the town centre as a whole to create a unique shopping experience which capitalises on the character and public realm of the town centre and has a point of difference from the surrounding retail centres.

The design framework acknowledges that this would be medium to long term objective and would be dependent on a number of factors requiring a more integrated and responsive collaboration between council, retail tenants, developers and the community. A series of amendments to the existing planning policy framework would also be required to enable this vision to be realised, particularly in relation to increased building heights and mixed use/residential developments



The design framework recommends that the future development of the Gawler town centre would require a managed approach to policy changes. Although important, urban design frameworks and updates to development plan policies in themselves do not facilitate development outcomes. The design framework recommends an integrated layered approach to the future development of the town centre which could include the following:

**Establish a Framework (vision and objectives)**

*This document is to be read in conjunction with the previous Strategic Framework Strategy*

**Establish the Planning Regime**

*As proposed by the Town Centre Development Plan Amendment and associated policy levers considerations to promote development.*

**Implement Improvements**

*Undertaken the recommended action of this Framework. Develop a responsive Implementation Plan. Consider Place Activation Plan.*

**Development Facilitation Role**

*Council as a landowner and as an advocate / coordinator, bringing landowners together to encourage development.*

Included in the design framework for further consideration is the recommendation to assess the retail capacity of the Local Government Area as a whole and identify where the retail offerings should be located and to what scale. A key consideration is to increase demand for retail and commercial offerings within the town centre and protect the centre from 'demand erosion'. This could be achieved through adopting a desire to increase the residential population of the town centre into the future and reflect this into the Development Plan. Population growth located close to the town centre will have a large impact on the long-term success of development in the town centre. This could be achieved within the town centre or in adjacent residential locations.

In respect to undertaking a development facilitation role, a challenge for the community and Council is the underlying land ownership patterns, which have remained largely unchanged for a considerable period. The immediate difficulty is that some long term owners, who may be generating what they see as adequate returns on an investment made one, two or three decades ago can have little incentive to embrace change. It is in these circumstances that direct engagement can be used to encourage them to become critical facilitators in a new vision for the Town of Gawler. The design framework allows for the council and property owners to identify potential development opportunities and potential partnerships between stakeholders.

The design framework provides a clear vision and set of actions that explore the potential of Gawler while providing an integrated planning approach for its streets, public realm and open spaces. The design framework could be used as a lever to encourage appropriate development proposals and ensure it coordinates and prioritises its public streetscape upgrades to support private sector development outcomes for the greater benefit of the town and local community. Likewise, it can be used to identify areas to develop future activation plans or detailed concept plans which could act as a catalyst for further development.





# 1.0 CONTEXT

## 1.1 PREAMBLE

The Gawler Town Centre Design Framework builds upon the investigations and significant community engagement associated with Council's Gawler Town Centre Strategic Framework Report (2014) (The Strategic Framework). The Strategic Framework, included strategic – high-level analysis of retail capacity, traffic and parking management, town centre business development and marketing opportunities, and reviews of State and Council key development strategies to ensure alignment of resources.

The Strategic Framework concluded that there is significant opportunity for The Town of Gawler in collaboration, with its existing community, to implement the vision for the future development of the Town Centre.

Managed appropriately and proactively, Gawler Town Centre can develop as a thriving Major District Centre. Council can play a lead role in advocating for private sector investment that promotes greater vibrancy as well as further use of existing businesses and public facilities and places that meet the objectives of the strategy.

In addition to its advocacy role, Council can utilise its existing resources and association with its businesses and community groups to lead the implementation of these strategies.

The Strategic Framework established the following vision:

*The Gawler Town Centre is a place where people and businesses want to be. Its identity is based on its authentic heritage, streetscape appeal, and great accessibility to parks, events, arts, shopping, services and entertainment. It's a vibrant, integrated, sustainable, safe, mixed use 18 hour precinct that proudly fulfills the needs of its regional community.*

### Development Principles

- 1. Governance and Management.** A proactive, inclusive, collaborative and supportive local government and business development group that actively manages and markets the commercial and community benefits of the centre within a business plan / performance framework.
- 2. Identity.** Gawler Town Centre's identity is based on its authentic heritage and great accessibility to parks, events, arts, shopping, services and entertainment, within a context of new contemporary places, promoted by quality streetscapes, signage and marketing.
- 3. Destination.** An attractive destination for both users of community facilities and businesses.
- 4. Land Use.** Promotion of integrated mixed uses, including retail, offices, community and health facilities, governance, education, residential (including serviced apartments), entertainment, dining, markets, and recreational uses.
- 5. Murray Street.** Development that reinforces the main street role and function including activation of the streetscape while providing opportunities to increase mixed use development on and around existing commercial uses.
- 6. Heritage.** Celebrate cultural and built heritage to promote Gawler as a unique and vibrant destination by while promoting respectful design solutions for new buildings and for the reuse use of heritage places.
- 7. Retail.** The creation of an appropriately diverse range of highly commercial retail facilities to promote a collaborative and connected retail centre that caters for both the local and regional catchments. Create new retail opportunities and offerings that capitalise on growing local populations.
- 8. Public Places and Built Form.** Quality infill developments of up to 3 storeys that are designed to be respectful of character and heritage buildings and places and respond to the topographic context of the town centre. Public places (including parks) and streets that are child and aged friendly to facilitate vibrant, casual community meeting places that provide opportunities for dining, events, public arts and markets.
- 9. Access and Transport.** Gawler Town Centre is easily accessible and served by efficient and coordinated public transport, car, bike and pedestrians. This will be undertaken by encouraging the provision of public transport infrastructure (upgrade train station and regional road bypass), discourage heavy vehicles from using Murray Street and promote the more efficient and integrated use of on and off site car parking.
- 10. Reserves.** Redefine Gawler Town Centre's Pioneer Park, Apex Park and Goose Island as active destinations for family-friendly environments.
- 11. Sustainable.** Foster environmental sustainability in all aspects of urban transport, environmental planning and practice.
- 12. Design and Management for Safety.** Public places that promote a high level of community surveillance and are designed and managed so that all people



## 1.2 VALUE OF STRUCTURE PLANNING

A series of precinct plans have been proposed in order to create a design framework for the town. The aim is to manage the many diverging demands for development, population growth, transport connections, community infrastructure and the need to maintain the distinct heritage and a sense of place within the contested urban realm of the town centre.

The Gawler Town Centre Design Framework will aid in the formation of detailed planning frameworks and future works programmes that will support changes over the next 20 – 30 years.

Without careful planning and urban design considerations there is a risk that development may limit the potential to meet future demands or negatively impact the existing character of Gawler Town Centre. Ultimately, the future planning must reinforce the life and vitality of the local community and businesses and industries that live and work in these areas.

The design framework expand on the accepted approach that structure plans follows a land-use planning process. The design framework seeks to explore the context of the precincts, the urban form, scale, character, existing services and infrastructure in order to create a framework that builds on the existing qualities to create a new urban fabric that will meet the capacity requirements as anticipated by Council and its community.

All too often, structure planning and the resulting urban development involves the loss and subsequent reinvention of 'place'. The role of the design framework is to identify the potential opportunities that can deliver a planned urban design framework that provides integrated public and private realms and which combines the existing character of the precincts new investment and development opportunities.

## 1.3 PROCESS

The Gawler Town Centre Design Framework has been developed as a result of:

- *Identifying land uses, infrastructure systems and programs that provide and support future development as well as public realm and place making opportunities*
- *Assessing and identifying land, open space or streets that have the potential to become important or recognised public places for the future*
- *Identifying existing land that has the potential to meet future development demands*
- *Assessing existing building heights and massing within precincts that will inform future planning of mixed use development, recognising the interface between commercial/mixed use/residential land use and the effect of built form on desired streetscape character*
- *Identifying potential sustainable transport solutions and connections within each precinct*

The design framework has involved a detailed assessment of the context and potential future of Gawler Town Centre. The process has involved background research into existing case studies, key town centre trends and literature, as well as a site analysis which has

provided an understanding of the character and function of the precincts.

Critical to the study was the 'Design Lab' process. This involved urban design and planning workshops with Council staff, key stakeholders, community members, local schools, state government including Department of Planning Transport and Infrastructure, Regional Development Authority and Office for Design and Architecture SA as well as the project team. Further detail is provided in Section 2.4 of the report and Background Report.

The findings from the Design Lab combined with the contextual analysis and site assessment provides a strong understanding of the practical considerations, community needs and possibilities for Gawler Town Centre into the future. From this, precinct plans were developed considering future land use, public realm function, traffic and parking demands as well as the current and future demands of the community.





## 1.4 PRECINCTS

The Gawler Town Centre Design Framework has been broken down into three major precincts (Gawler North, Gawler Central and Gawler South) with a supporting precinct (Adelaide Road).

### **Gawler North**

The Gawler North Precinct's primary focus engages with the existing Gawler Central railway station as a regional transport hub. The precinct extends to the South through the Coles site, which currently provides retail services and some parking service to the train station.

The precinct also considers the multi-storey carpark and the laneways of Centenary Lane that connect the carpark to Cowan Street and through to the railway station. The precinct also recognises the importance of Pioneer Park which currently provides approximately 1 hectare of public open space, both to the precinct and to the town.

### **Gawler Central**

The Gawler Central Precinct encompasses Walker Place and Tod Street, the junction of Murray Street and the junction of Calton Road as well as the area extending west towards Apex Park and Goose Island.

The precinct is made up of a range of diverse commercial businesses formed predominantly by Murray Street as a central spine to the town.

### **Gawler South**

The Gawler South Precinct focuses on the southern corner of Murray Street and the junction Bridge Street South. The precinct includes the historical mill as well as the Gawler River Trail.

### **Adelaide Road**

The Adelaide Road Precinct supports the Gawler South Precinct. It is the main entrance way into the town centre from the south with an established heritage character and mainstreet function.







## 2.0 BACKGROUND



## 2.1 LITERATURE REVIEW

A review of the following documents has identified a number of key opportunities that will need to be considered as part of masterplan review and place making strategy. These include:

1. A Vision for Public Space and Public Urban Realm (April 2004)
2. Town of Gawler Walking and Cycling Plan (December 2008)
3. Population Change 2008-2013
4. Youth Development Plan 2008-2013
5. Gawler River Open Space Strategy (May 2009)
6. Southern Gateway Definition Statement, Town of Gawler (December 2009)
7. Town of Gawler Ageing Strategy 2009-2014
8. Strategic Plan 2010 – 2018 (August 2010)
9. Gawler Urban Rivers Master Plan (April 2013)
10. Barossa Light and Lower North Region Recreation, Open Space and Public Realm Strategy, (April 2014)
11. Draft Gawler Town Centre Strategic Framework Report and Appendices, (May 2014)
12. Gawler Centre Strategic Directions Report (2014)
13. Community Plan 2014-2024 (2015)
14. Draft Traffic and Transport Management Plan (2015)
15. Draft Community Facilities and Services Plan (2015)
16. Draft Open Space, Sport and Recreation Strategy (2015)
17. Gawler Connect Project (<http://www.gawler.sa.gov.au/page.aspx?u=729>: accessed 23 July 2015)
18. Digital Inclusion Project (<http://digital.gawler.sa.gov.au/video-conferencing/digital-inclusion-project>: accessed 23 July 2015)

A complete literature review is included in the Background Report.

Reference has also made to the Gawler (CT) Development Plan (April 2015)

## 2.2 TOWN CENTRE CASE STUDIES

To inform the development of the Gawler Town Centre Design Framework a detailed analysis on current local and international trends, in town centre and mainstreet planning and design, was undertaken.

This analysis was then used to assess the current functionality against contemporary mainstreet designs and town centre trends. Consideration of these trends provides opportunities for enhancing the existing and identifying future development potential of the town centre.

The assessment of town centre trends was considered based on the following:

1. Best practice case studies
2. Recognised trends which effect public realm and streetscapes
3. Murrumbidgee Street as an existing main street
4. Transport hub development

Six case studies were examined to identify critical planning and design outcomes relevant to the Gawler Town Centre. This included examples of transport stations, shared use malls and public squares.

The Case studies included:

- *Subiaco Railway Station, Perth, WA*
- *Hargreaves Mall, Bendigo, Victoria*
- *Nicholson Street Mall, Footscray, Victoria*
- *New Road, Brighton, UK*
- *Madden Square, Footscray, Victoria*
- *River Street, Batavia, Illinois, USA*

The case studies were used to explore the potential for each precinct within Gawler Town Centre through best practice design examples. A detailed analysis of the case studies are included in the Background Report.





## 2.3 KEY TRENDS

A range of literature was reviewed in relation to town centre planning and design; including research papers, planning theory and official guidelines. From these, a number of key trends were identified that will influence the development of the Gawler Town Centre. These focused on:

- Healthy Cities
- Economics and Consumer Trends
- Densities and Walkable Neighbourhoods
- Road Design – Safety for all Users
- Urban Design and Placemaking
- Place Management
- Climate Change and Green Infrastructure

An overview of each of these trends is provided below and key considerations for the development of the design framework are highlighted.

## HEALTHY CITIES



There has been recognition that the built environment can impact on health issues of the community. To optimise walking, streets need to be places for people to gather and linger; this can include the quality of the public space and the activities that are available there.

There is a huge potential for recreation and pedestrian activity within the Gawler Town Centre due to the extensive open spaces located close to the mainstreet and the various streets and laneways. Strong links to Gawler's river through the town and into adjacent areas should be promoted as well as creating landscaped public spaces and streets.

## ECONOMICS AND CONSUMER TRENDS



Economic research indicates that walkable urban areas, on average, generate higher real estate values for surrounding office, retail, hotel, rental apartments and housing compared to low-density drivable locations.

While Gawler Town Centre is a regional centre and caters for a wide catchment of people who drive into the centre the town centre itself is a walkable location. Strengthening the pedestrian links within the town centre will improve accessibility throughout the precincts.

A variety of shopping options already exists within the town centre, including traditional small shopping street experiences and larger mall destinations. Opportunities exist within the town centre to increase retail, commercial, residential and tourist development as well as increase the amount of people who live and work in the town centre that can capitalise on the unique character of the mainstreet and surrounding public realm.

## DENSITIES AND WALKABLE URBAN FORM



Research shows that Australians are increasingly willing to forgo the low-density, car-dependent suburbs to live in higher density neighbourhoods that are within reasonable proximity to a commercial centre, employment areas and public transport, with the immediate area walkable with great public spaces.

Currently, there is minimal residential development within the town centre and there is limited mixed use development opportunities. The precinct plans need to explore the potential for mixed-use and residential development in the town centre. In addition, consideration needs to be given to accessibility to public transport especially the railway and the delivery of a walkable urban environment and upgraded open space.

# BACKGROUND

## ROAD DESIGN SAFE FOR ALL USERS



The design of streets for the Gawler Town Centre has to consider the functionality and intended use of the roads. There are certain areas that the pedestrian, as the most vulnerable road user, must be foremost in design considerations and safe access for all users must be paramount.

As Murray Street acts as the main traffic street through the town traffic management needs to be considered, especially vehicle movement at the arterial road intersections and pedestrian crossings at key locations along Murray Street. In addition, connector roads and laneways must provide an increased role in creating vehicle and pedestrian access.

## URBAN DESIGN AND PLACEMAKING



Urban design and planning theory advocate a move towards an urban model of increased density, mixed use precincts, walkable neighbourhoods, reduced car usage, quality public space.

Recently urban planning has recognised the importance of place making in supporting community activation and ownership of the public realm. There are key locations within Gawler Town Centre such as Pioneer Park and Apex Park that have strong community use that can be enhanced in future. There are also a number of roads and laneways within the town centre that provide additional opportunities for placemaking activation including Centenary Lane, Walker Place and Tod Street.

The precinct plans must demonstrate urban design principles that encourage community access and walkability as well as delivering open space and streets that provide opportunities for place making within the town centre.

## POPULATION AND COMMUNITY



Population growth, demographic shifts and lifestyle choices can all have an impact on the future urban planning of towns and cities. In Australia there are some key trends including an aging population, higher proportion of migrants, smaller family sizes and a higher proportion of single person households. These trends lead to the consideration of issues such as the requirements for ageing in place, access to services, walkable neighbourhoods, provision of a wide range of housing options and housing affordability.

In Gawler, these trends are directly reflected in the demographic figures (ABS 2011). Gawler's function as a regional centre and existing restricted housing choice (with a high percentage of separate dwellings) means that there is significant opportunities as part of design framework to explore new approaches to town centre living. A more detailed demographic analysis is included in the Background Report.

The precinct plans should consider the provision of a range of housing choices located close to shops,



## PLACE MANAGEMENT



There is recognition that mainstreets require collaborative governance to ownership systems to reduce and manage issues such as neglect, poor building maintenance, competition with the digital market, disparate marketing, transport issues, parking, and in some cases alcohol-related violence.

While not a key focus of the project, consideration should be given to options for future governance arrangements with particular focus on creating an active 18 hour public realm that is safe and welcoming. Consider the integration of crime prevention through environmental design principles into the precinct planning.

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## CLIMATE CHANGE AND GREEN INFRASTRUCTURE



Climate change and associated factors such as greenhouse gas emissions, the urban heat island effect and water restrictions all impact the liveability of urban centres. These impacts will continue to grow and will particularly effect younger and older aged community members.

There is a strong linear open space along Gawler's rivers with established vegetation; this green environment should be continued into the town centre. Green infrastructure (such as roof top gardens, green walls) and increasing the landscape amenity of streetscape and existing open space was identified during the design lab process as an opportunity and should be explored further.

The precinct plans need to encourage landscape treatment and green infrastructure approaches. These should include; water sensitive urban design, green walls and roofs, subgrade water storage (cool pave), structural soil vaults and micro climate mitigation.

2.4 DEMOGRAPHIC ANALYSIS

Population

The population in 2014 for Gawler was 22,219 (ABS). According to the Government of South Australia population projection in 2015 figures indicate that the population will increase to 28,196 in 2026, this is an increase of 5,977 people. Based on the Department of Planning, Transport and Infrastructure’s medium growth projections from 2015 the population of Gawler will increase to between 32,000 - 33,000 by 2036 based a growth rate of 0.74% for 2026 to 2031 and 0.65% from 2031 to 2036.

The majority of the population of Gawler in 2011 was from an English speaking background with 90% of residents born in Australia (77%), United Kingdom (12%) or United States of America (1%). This is not expected to shift significantly in future.


There are two key age brackets whose lifestyle and housing requirements will change over the next 20-30 years. Younger people especially those aged 15-19 years and adults around the 40-54 year age bracket. Considerations should be given to changing housing choices, affordability, active living, ageing in place and walkability.

Family Composition

The family composition represents varying residential needs which are influenced by the space needed by the family and the cost of various housing choices. While there is a high percentage of couples with no children (41%), this includes not only young and old couples without children but also older couples whose children no longer live at home. Younger couples that plan to have children in future could be looking for a family home or older couples whose children have left home could be looking to downsize their family home. One parent families’ housing choice could be influenced by lower disposable income, based on a single income.

The population of the Town of Gawler could grow to  
**32,858 people in 2026** and  
**40,606 people in 2036.**

 **key age brackets** which  
might impact on the Town of Gawler in  
future **15-19** and **40-54** years

 **39%** of households are  
**couples with**  
**children** in the Town of Gawler

 **41%** of households are **couples**  
**with no children** in the Town of  
Gawler

 **19%** of households are **one**  
**parent with children** in the  
Town of Gawler

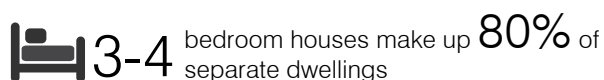
## Household Composition

Current household composition, when analysed against current trends and housing provision can indicate considerations for future residential provision. It can be seen that in 2011 there was a higher percentage of dwellings occupied with two person families; this reflects the high percentage of couples without children (41%) and a proportion of one parent families. There is also a high percentage of dwellings with one resident (28%) and the majority of non-family persons chose to live alone (92%). There has been an increase in one person households across Australia in the last few decades; with 24% of households being lone person in 2011. This trend can be seen internationally. There can be a diverse range of individuals who live alone from young professionals to older retirees; these will all have a range of housing requirements. Implications could include a higher provision of residential options for household with one occupant such as smaller semi-detached dwellings and flats, units or apartments.



## Dwelling Structure

The existing housing stock in the Town of Gawler will determine the type of dwelling people live in. There is a high percentage of separate houses (86%) and a relatively low percentage of alternative housing options such as semi-detached houses, flats, units and apartments (14%). Furthermore a large proportion of these separate houses are three or four bedroom houses (80%). This shows that currently there is a restrictive housing choice particularly within the Town of Gawler. This can have implications for families and non-families who cannot afford the higher cost of renting or buying a separate house, especially younger people leaving home who wish to live alone, and older couples who want to downsize their dwelling.



## Key Considerations

The demographic information for the town of Gawler gives an indication of the existing population characteristics. This information along with national demographic trends can give some indication of how the population profile of Gawler might change over the next 20-30 years. While some key considerations have been identified, it is important to acknowledge that these are only indicative.

- There is not a diverse range of housing options in Gawler, with the majority of occupied dwelling being separate housing (86%).
- The majority of dwellings which are occupied by non-families have a single occupant (92% of non-family households, 28% of total households)
- There are key age brackets (4-19-year-olds, 40-54-year-olds) that represent a high proportion of the population of Gawler and whose housing and lifestyle demands will change over the next 20 years
- Current building stock does not reflect growing trends for single occupancy dwellings close to services and facilities
- Opportunities exist to encourage younger people to stay and live in Gawler and for older people to age in place.



## 2.5 ENGAGEMENT AIMS

A key focus of the project was the active engagement of the community and stakeholders in the urban design process. The aim of the engagement process was to:

- Ensure stakeholders and the community are well engaged and informed about the Gawler Town Centre Design Framework through the development of planning responses and urban design propositions that reflect future opportunities for the town centre
- Actively involve stakeholders and the community in developing a shared vision for the future development of the town centre precincts by:
  - *Innovatively seeking their views on opportunities to develop the town centre precincts;*
  - *Inviting their input and feedback into the development and exploration of options for the each precinct*
  - *Seeking their feedback on the draft Structure Plan.*
- Gain the commitment and 'buy-in' from key stakeholders to get involved and support the Gawler Town Centre Design Framework
- Build relationships with stakeholders and the broader community as a strong foundation for ongoing involvement in implementing the structure plans
- Monitor community perceptions and pro-actively address competing views regarding perceived impacts and benefits of the project.

The process used by Council and the design team focused on active community engagement. The result was a series of Design Labs that provided opportunities for the community, stakeholders and council staff to work together, map and prototype urban design outcomes for the town centre precincts.

### 2.5.1 DESIGN LAB

The design lab process is based on the Helsinki Design Lab (<http://www.helsinkidesignlab.org/>) and seeks to bring together the community stakeholders, specialists and professionals through a design based engagement process providing an opportunity to work together to explore the potential of these three precincts.

The aim of the design labs was to explore what was possible. By examining the opportunities, challenges, risks and visions that exist for the future planning of Gawler and particularly the precincts of Gawler North, Gawler Central and Gawler South.

The design lab used a 'planning for real' process where challenges and solutions were explored in an interactive environment using models and mapping to provide spatial solutions for the precincts.

For the purposes of the design labs, Lego blocks were used to represent 1:200 and 1:500 scale buildings, with scaled aerial mapping providing a base on which to develop urban design scenarios. Open space, car parking and street tree requirements were also included in order to understand future demands within the urban fabric of the precincts.

The findings, thoughts and solutions generated from the design lab directly informed the development of the precinct plans.

### 2.5.2 ENGAGEMENT PROCESS

The design labs were held over three days on the 18, 19 and 20 March with multiple sessions on each day. On the 18 and 19 March the design labs focused on stakeholder and community consultations and included property owners, many community groups, state government organisations and council staff.

The sessions held on the 20 March provided an opportunity for students from local Primary Schools and High Schools to be involved in the same consultation process as key stakeholders and the rest of the community.

These included;

- St. Brigid's Primary School
- Xavier College
- Trinity College
- Gawler District College

The design labs at the schools provided an opportunity for the views of young adults and children to be heard equally and considered through the same process as the wider community, stakeholders and other professionals.

In this way, the information provided from each session could be reviewed and correlated to create an integrated community response for each precinct.

The findings, thoughts and solutions generated from the design labs have been analysed, reviewed and directly inform the development of the town centre precincts and the future development of Gawler Town Centre.

On the 26 March, a community presentation was held to provide immediate feedback on the design labs and illustrate some of the possible directions that were explored.



## 2.5.3 DESIGN LAB OUTCOMES

For the purposes of the report, the following paragraphs represent a summaries of ideas from each design lab in relation to the ideas, comments and critique provided by the stakeholders, community and students. These ideas form the basis for the precinct plans. The complete consultation process and response is included in the Background Report.

### Gawler North

1. Develop “Coles” shopping centre complex (upper story development, roof top, parking considering heritage context and contributory items.
2. Redevelop multi-level car park. Increase pedestrian permeability to train station redevelopment.
3. Extend Murray Street north to increase the mainstreet and improve north-south connections. Increase landscape amenity and activate building edges through high-quality development, streetscape upgrades and public art.
4. Develop strong, safe walkable links through to train station.
5. Develop Pioneer Park as a key vibrant and active destination. Improve links to Town of Gawler Administration Centre, rail and mainstreet.
6. Support high quality mixed use and residential development that enhances the character of Gawler and activates the northern edge of the town.
7. Integrated transport hub with rail, bus and parking and suitable platform access to station.
8. Future capacity of the heavy vehicle transit corridor.
9. Improved cycle links.
10. Improve connection to open space.



## Gawler Central

1. Increase capacity and amenity (seating, shade, play, fitness equipment, landscape treatments, cafe). Relocation of toilets along Whitelaw Terrace.
2. Capitalise on South Para River proximity to create mixed use re-development with good connections to existing open space.
3. Increase pedestrian permeability (North-south, east-west). Remove existing barriers and increase permeability to and from Walker Place and South Para River.
4. Create public spaces integrating Tod Street as important future public realm and major people connector.
5. Open access between NAB carpark and Julian Terrace.
6. Increase active edges (improved retail opportunities), high-quality share use space, tree planting, widen footpaths, and parking) encourage spill out areas and events (markets).
7. Increase landscape amenity (street trees, seating, bike facilities). Increase retail activation (adaptive re-use of heritage or vacant buildings) and encourage mixed use redevelopment.
8. Increase east-west links to Gawler Connect and through to High Street.
9. Improve access to High Street and increase landscape amenity, balance future development (Calton Road and Target edge).

## Gawler South

1. High-quality redevelopment (mixed use) activate key heritage buildings (adaptive re-use). Reinforce links to river corridor and mainstreet. Increase permeability to open space (east-west links).
2. Capitalise on the river frontage and develop a well designed residential edge and mixed use hub (cafes, small deli, community services).
3. Reinforce entrance to town centre, integrate landscape into Murray Street (trees, landscape treatment), improve pedestrian legibility (north-south links to open space).
4. Increase/ review car parking capacity of commercial and cinema complex.
5. Increase landscape amenity of river frontage open space. Maintaining the heritage significance of the Morten Bay Figs.
6. Redevelop existing land use to create mixed use development (retail, commercial, residential), increase streetscape amenity of Julian Terrace and increase permeable links (east-west) to open space.
7. Increase links to High Street and increase laneway connections. Encourage mixed use redevelopment (increase retail edge activation).



A photograph of a stone archway, likely a gateway or entrance. The arch is constructed from large, rectangular stone blocks. The central keystone is a large, light-colored stone block. The arch is flanked by two pillars, each with a decorative capital. The archway is set against a cloudy sky. The text "3.0 PRECINCT PLANS" is overlaid on the image in a white box.

## 3.0 PRECINCT PLANS



The planning of the Gawler North, Gawler Central and Gawler South Precincts builds on the information, analysis and intelligence acquired from a detailed site assessment, review of government policy and urban planning and design thinking undertaken during the design lab session.

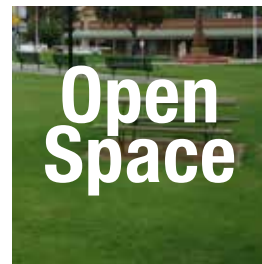
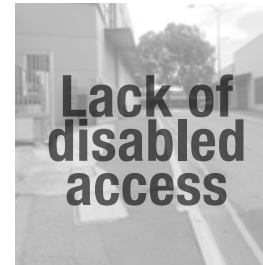
The precinct plans represent land use, movement planning, public realm and open space propositions and demonstrate how different urban forms, access, land use functions and public realm responses will need to be planned for and integrated with the existing town framework over the next 20-30 years.

The following sections analyse the existing context of each precinct in relation to its urban form, land use character and heritage. The precinct plans includes a vision, key objectives, a structure plan, implementation plan illustrations and detailed masterplan of key public realm opportunities.



# PRECINCT PLAN

## 3.1 | GAWLER NORTH

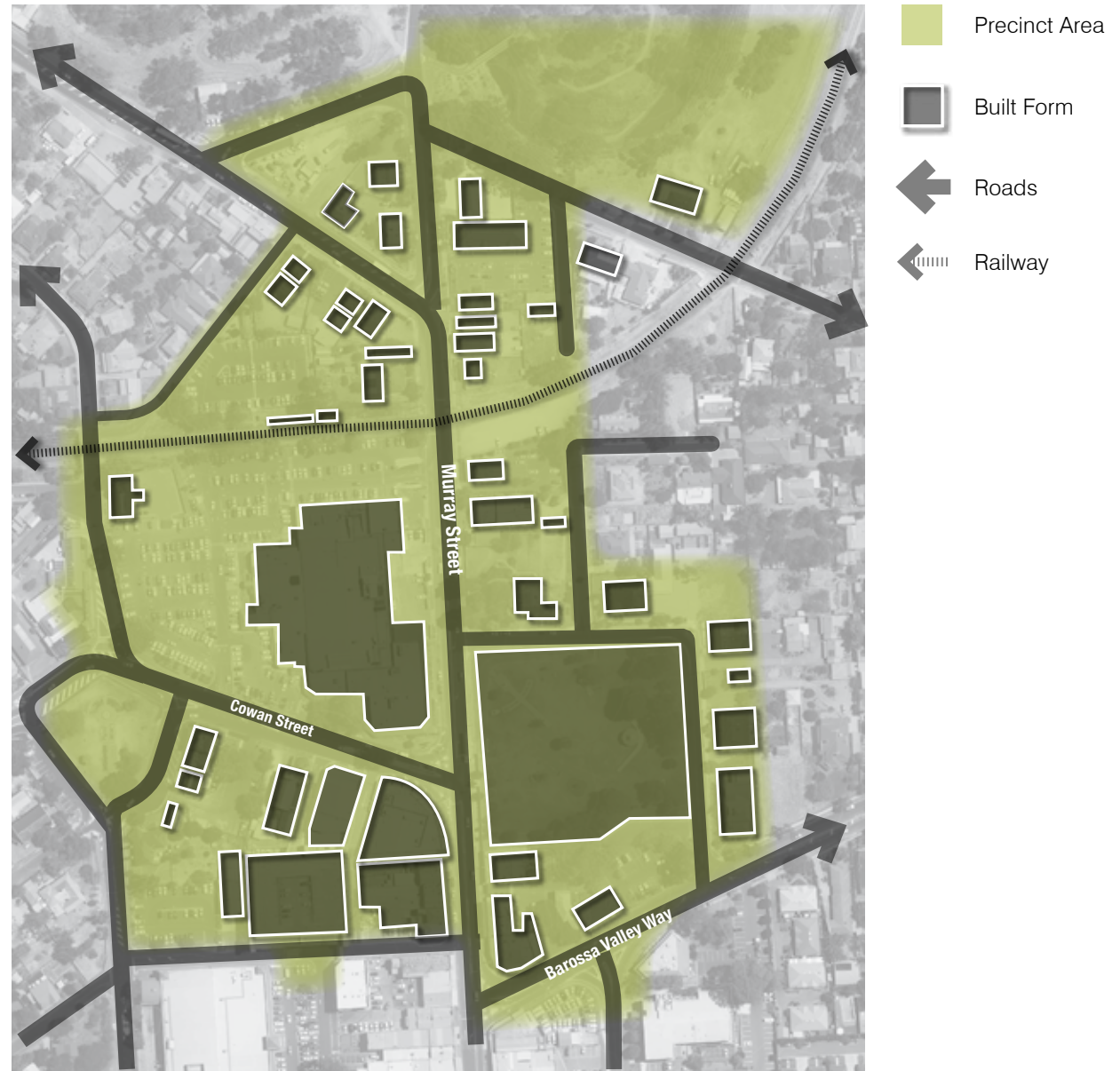


### 3.1.1 BACKGROUND

The design lab investigations tested the potential for Gawler North to become a critical transport precinct with defined and accessible connections to the existing town centre.

The consultations supported the idea that Gawler North should develop as a high-quality mixed use and residential precinct with a variety of retail, commercial and dwelling options that increase urban density and diversity.

Key to the development of the precinct is its connection to the rest of Gawler, particularly the provision of safe and accessible pedestrian and cycle links to Murray Street, Pioneer Park, the town centre and surrounding open space.





# PRECINCT PLAN

## 3.1 | GAWLER NORTH

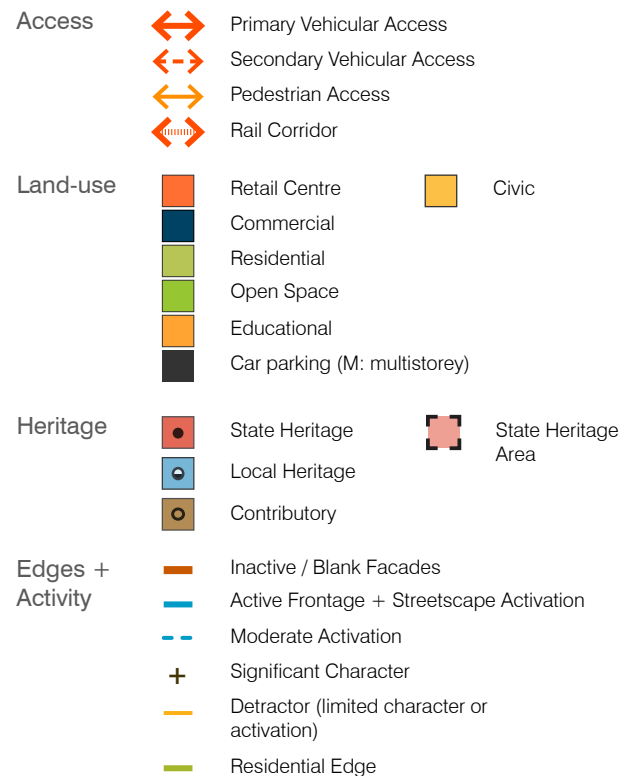
### 3.1.2 SITE ANALYSIS

#### Land form

- Defined ridge lines that form barriers and define zones
- Local topography impacts on pedestrian access and connections
- Embankment to Pioneer Park represents significant barrier to open space
- Potential to capitalise on elevated ridgelines to create vantage points and land mark developments

#### Access

- Dominated by vehicular corridors east and west
- Few pedestrian links east/west or north/south
- Some good quality footpath connections within Murray Street
- Major barriers created by rail corridor
- Poor links to railway station through existing shopping centre and carpark
- Disconnected pedestrian connection through multi-level carpark
- Disabled access from the south to train station disjointed (DDA compliance)
- Lack of links to existing open space (vehicular dominant barrier)
- Major rail connection to wider region



## Land-use

- Strong commercial main street with diverse mix and built form scale.
- Large scale shopping destination (create single land use to the north)
- Isolated civic and educational land use (need to connect)
- Need to increase open space provision and connection
- Residential edge in close proximity to precinct

## Heritage

- Gawler's historic character and unique 19th century architecture identified, preserved and enhanced (Gawler Community Plan 2014 Strategy 1.3.5)
- Potential fragmentation and loss of heritage items
- Review and identify future heritage items that will contribute to Gawler's future character
- Consider the future of Gawler's existing heritage items
- Review significance of contributory items and seek to protect where required

## Edges + Activity

- Mainstreet maintains active edges, improved by veranda coverage
- Significant inactive edges to local centres with blank facades
- Potential to improve active edge to open space

*It is acknowledged that State and Local Heritage listed properties and community land are protected by the Heritage Places Act 1993 and the Development Act 1993. Works to or on heritage properties require development approval with heritage assessment, and changes to community land requires revocation under the Local Government Act 1999*



# PRECINCT PLAN

## 3.1 | GAWLER NORTH

### 3.1.3 VISION

Gawler North will become a vibrant mixed use zone with residential, retail, commercial development and a transport hub, easily accessible with well-designed pedestrian connections to the town centre and surrounding open spaces.

The existing local centre and railway station that currently define the northern entrance to Gawler have the potential to be transformed into a transport orientated mixed-use centre that connects Gawler Town Centre to the region. The combination of new buildings, pedestrian walkways, urban gardens, trees and road crossings will deliver an...





...accessible gateway for Gawler  
with a vibrant mix of residential,  
retail, commercial opportunities  
and transport links with a strong  
connections to the town centre  
and adjacent open spaces.





# PRECINCT PLAN

## 3.1 | GAWLER NORTH





### 3.1.4 OBJECTIVES

- Encourage development that creates opportunities for **vibrant high-quality mixed use and residential** use.
- Develop transport interchange opportunities with **integrated access to rail and bus, cycle connections** and parking (review against State Government recommendations as part of the Integrated Transport and Land Use Plan).
- Create **continuous, safe and easily accessible pedestrian links** north-south through the precinct.
- **Extend Murray Street** north (to the railway station) and create a continuous mainstreet.
- Develop a **sense of arrival for the north** end of Murray Street using well-designed building, tree planting and landscaping.
- **Develop Pioneer Park** as a primary destination on Murray Street with pedestrian and cycle connections to the town centre and surrounding residential areas.
- Encourage innovative development and **integration of landscape treatments** to create attractive public spaces including green roofs and green walls.









#### Land Use

	Commercial (small scale)
	Mixed Use
	Transport
	Retail
	Tourism and Hospitality
	Open Space
	Public Realm
	Parking and Service Areas



#### Access

	Ring Road Connection
	Access Road
	Major Pedestrian Links
	Bike Path

#### Function

	Rail Corridor
	Bus Link and Stop
	Multi Deck Parking
	Pedestrian Crossings
	Green Walls and Roofs
	State and Local Heritage Sites (Adaptive re-use of existing built form)
	Contributory Heritage Sites
	Lift

#### Urban Form

	Anticipated Building Height (storeys)
	Important Buildings that enhance public realm and streetscape character







PRECINCT PLAN

3.1 | GAWLER NORTH



### 3.1.5 PRECINCT ACTIONS

#### 1. Transport Interchange

- Integrated transport function with rail, bus and parking
- Increased links from east to west and north to south integrating the Coles shopping centre precinct and surrounding suburbs with the isolated existing station
- Improved open space and landscape provision as well as signage
- Investigate future capacity of the transit corridor and Murray Street / rail crossing (potential grade separation of rail corridor - long term)
- Consider potential for cycle link to the Barossa (along rail corridor)
- Explore opportunities for residential development that activates Murray Street and transport interchange

#### 2. Retail and Commercial Centre (Coles)

- Increase retail and commercial floor space of shopping centre
- Increase mixed use and retail vibrancy
- Develop strong links through shopping centre between transport interchange and town centre
- Potential future development within existing building car park footprint
- Potential service access to north of the existing shopping centre from Murray Street.
- Future development of shopping centre along west side of Murray Street as part of mainstreet extension
- Explore opportunities for mixed use development with residential, commercial and retail development

#### 3. Murray Street (mainstreet)

- Extend Murray Street north and develop high-quality built form (2-3 storeys) as part of the existing shopping centre development
- Improve north-south connections from Murray Street to transport interchange and shopping centre
- Increase landscape amenity with high-quality landscape treatments including street trees, green walls and roofs
- Explore opportunities for mixed-use development with residential, commercial and retail development complimenting existing development
- Increased activity to building edges through good urban design and appropriate land use planning with a focus on retail and hospitality

#### 4. Council Car Park/Laneway Activation

- Redevelop multi-level car park to increase pedestrian access and passive surveillance (potential development of lift adjacent to multi-deck car park)
- Explore adaptive uses for Council car park including temporary event space, market and youth park
- Redevelop laneways to provide short-term accessibility and increase connectivity and activation with high-quality urban design outcomes and appropriate landscape treatments

#### 5. Pioneer Park

- Maintain open space character of Pioneer Park (respect heritage context)
- Undertake open space improvements to create a vibrant and active destination with a good provision of facilities, amenity and play value to support future residential development to the north of the town
- Redevelop information centre with a tourism and hospitality focus to support open space activation of Pioneer Park and Town of Gawler Administration Centre (outdoor dining areas facing on to open space)
- Improve pedestrian and cycle links to Town of Gawler Administration Centre, transport interchange and mainstreet
- Increase range of activities within Pioneer Park

#### 6. Existing Shopping Precinct

- Maintain significance of shopping centre complex
- Consider upper storeys development, roof top garden and parking
- Increase pedestrian links through laneway upgrades to shopping precinct
- Increase east-west links to mainstreet

#### 7. Town of Gawler Administration Centre Site

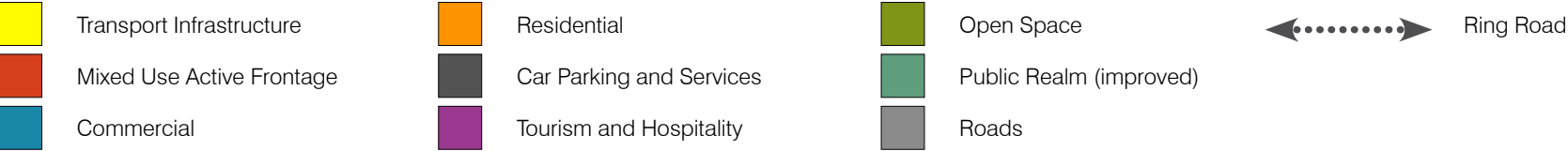
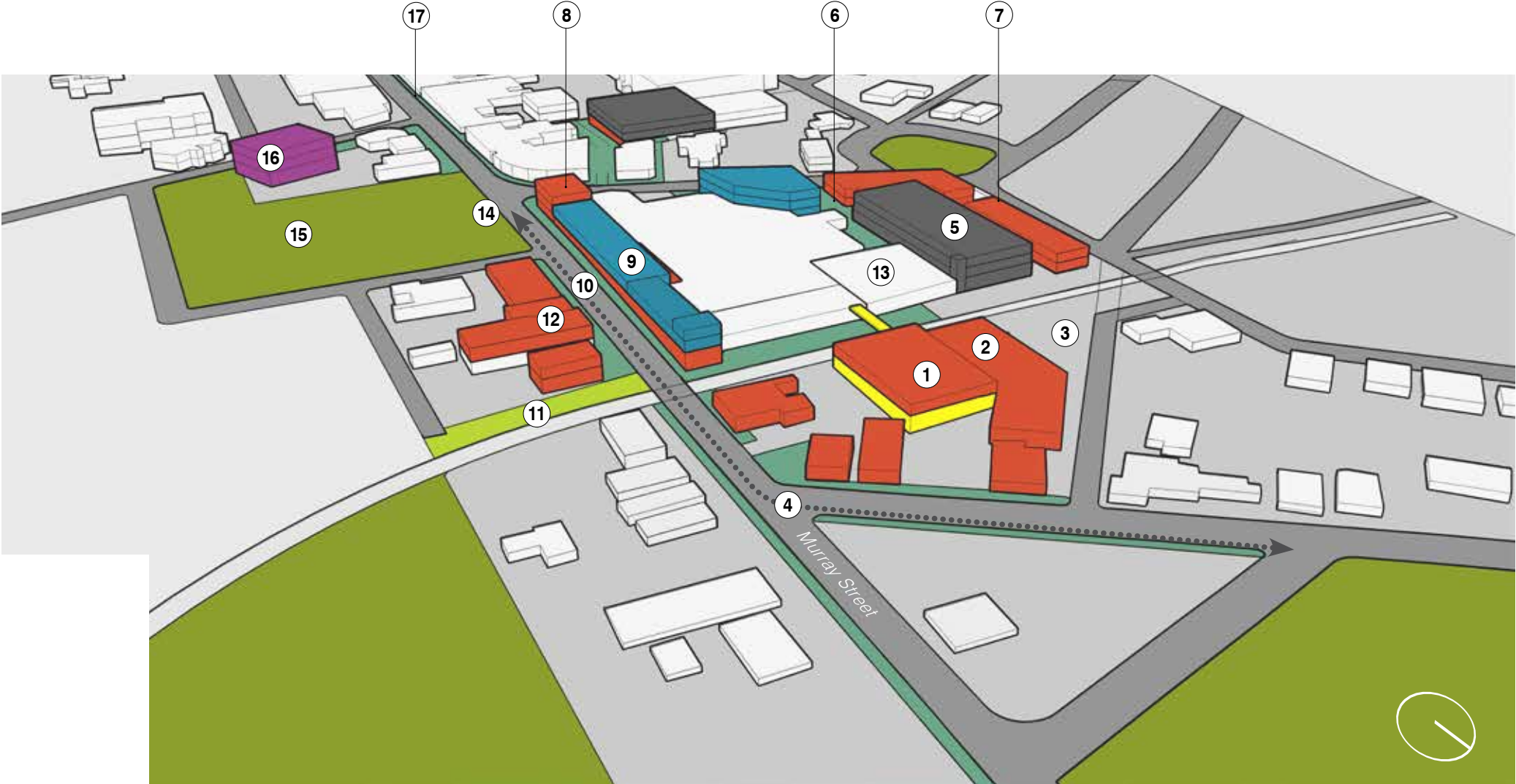
- Develop quality urban realm that connects Town of Gawler Administration Centre site to the town centre
- Improve links to High Street from Murray Street and Pioneer Park
- Increase parking capacity relative to demand

#### 8. Light Square

- Increase amenity of open space
- Continue to review vehicular layout to improve access in response to continued change within the precinct
- Take account of relevant management plans for the Church Hill State Heritage Area.

# PRECINCT PLAN

## 3.1 | GAWLER NORTH



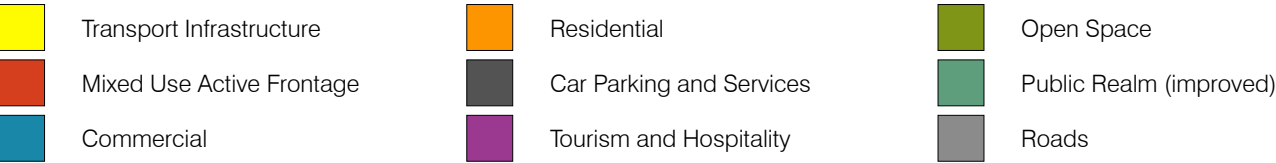


### 3.1.6 IMPLEMENTATION PLAN

No.	Recommended Action	Responsibility	Support
1	Redevelopment of Bridge Street North triangle to include mixed use and transport infrastructure (long term) (2-3 storeys) limited to the existing car park area, and excluding contributory items. Ensuring interface with existing residential edge compliments existing land use character and heritage value.	State Government	Council Private Sector
2	Develop new transport interchange with built form development that creates integrated train, vehicle and bus access (2-3 storeys) high-quality public realm and elevated walkway connection and seamless integration of bus and train access.	State Government	Council Private Sector
3	Bus interchange, car park and turn around with primary access from Murray Street and Bridge Street North (review against development plan concept Fig CoP/4)	State Government Council	Private Sector
4	Maintain the ring road and potential opportunities to improve access, connections to rail station and public realm. Consideration will need to be given to the ongoing impacts of traffic and rail crossing on Murray Street redevelopment (limited improvement pedestrian access and potential impacts for grade-separated rail crossing)  A detailed traffic assessment should be undertaken as well as ongoing review of the State Government Integrated Transport and Land Use Plan	Council	State Government
5	Explore potential to develop a multi-deck car park with retail development and create access to King Street/Light Square. Explore the potential of integrating existing built form into new development.	Private Sector	Council
6	Develop pedestrian access and retail development from Cowan Street	Private Sector	Council
7	Development of mixed-use edge to precinct (2-3 storeys with 4 and 8 m frontages)	Private Sector	Council
8	Mixed-use development to create landmark building on Murray Street with residential apartments to Cowan and Murray Street corner ( $\leq 3$ storeys)	Private Sector	Council
9	Explore the development of street frontage to Murray Street including commercial and retail land uses and relocation of service access ( $\leq 3$ storeys with 4 and 8m frontages)	Private Sector	Council
10	Upgrade Murray Street with central median, street trees and widening of footpaths to encourage pedestrian access and activation (review on street parking and consider removal)	Council	Community Private Sector
11	Open space upgrade along rail corridor with cycle path connection to Warren Street and Pioneer Park providing continuous footpath and cycle link	Council	State Government Community
12	Infill redevelopment, consideration of mixed use residential development (2-3 storeys)	Private Sector	Council
13	Redevelopment of Coles site to provide reconfigured service area enabling development of Murray Street frontage	Private Sector	Council
14	Development of ramp access and landscaping to improve access and create entrance to Pioneer Park	Council	Community
15	Development of Pioneer Park to increase amenity and recreation value, and potential reinstatement of memorial arch (seating, tree planting, play space, footpaths)	Council	State Government Community
16	Maintain and enhance tourist visitor centre site to create active frontage to the park including outdoor seating, café and parking (2-3 storeys)	Council Private Sector	-
17	Maintain heritage character of Murray Street	Council	Private Sector

# PRECINCT PLAN

## 3.1 | GAWLER NORTH



### 3.1.7 IMPLEMENTATION PLAN

No.	Recommended Action	Responsibility	Support
18	Future development of Town of Gawler Administration Centre site	Council	State Government
19	Maintain and preserve heritage value of Light Square with opportunities for additional landscape treatments, public art and lighting to create a north eastern entrance to the town centre	Council	Community
20	Modification of vehicle circulation along Finnis Street with potential lane closure (one way), between Centenary Lane and Murray Street, to increase footpath width and allow development of lift (refer to masterplan for detail)	Council	-
21	Upgrade Centenary Lane to improve pedestrian access to the town centre including paving upgrades, seating and rest stops, street furniture and landscape amenity (green walls)	Council	Stakeholders
22	Improve pedestrian access with zebra crossing to Cowan Street to provide continuous footpath access between transport interchange and town centre	Council	State Government Community
23	Pedestrian walkway and retail strip creating links between transport interchange and Cowan Street	Council	Private Sector
24	Potential development of lift as part of site redevelopment and improve connection between council car park and town centre	Council	Private Sector
25	Develop green wall to facade of council car park and green roof to southern edge to improve amenity and create landscape backdrop to car parking and retail area	Council	Community
26	Potential modification of car park structure to accommodate small retail and cafe frontage (3-4m frontages) and improve pedestrian access	Council	Private Sector
27	Limit Centenary Lane access to Woolworths carpark (right turn) increase pedestrian access and circulation	Council	-



# PRECINCT PLAN

## 3.1 | GAWLER NORTH



...accessible gateway for Gawler with shops, commercial opportunities, transport links and strong connections to the town centre and adjacent open spaces.

## MURRAY STREET







CENTENARY LANE



# PRECINCT PLAN

## 3.1 | GAWLER NORTH



## FINNISS STREET



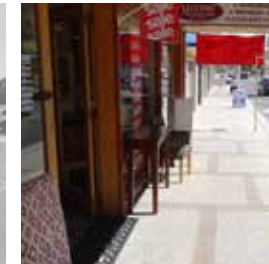


1. Tree planting to edge of car park access road to increase amenity of road way and heritage building
2. Upgrade pedestrian connection between Cowan Street and car park
3. Develop continuous footpath connection through car park to existing bridge connection and proposed lift (modify parking and remove seven spaces to facilitate access route)
4. Develop lift to external face of multi-deck car park and consider public art and branding opportunities
5. Consider redevelopment of car park to increase activity and create a new destination in the town  
(a) ground floor of car park to develop active frontage and new retail opportunities  
(b) roof top garden and cafe space
6. Upgrade of Centenary Lane with continuous paving treatments, lighting and bollards to create a shared space for pedestrians and cars (maintain service access)
7. Develop green wall (climbers) to increase amenity of Centenary Lane
8. Maintain car access
9. Create paved plaza and expand footpaths to improve circulation and provide development space for lift
10. Remove informal right turn from Centenary Lane
11. Future development sites
12. Upgrade Finnis Street between Murray Street and Reid Street



# PRECINCT PLAN

## 3.2 | GAWLER CENTRAL





### 3.2.1 BACKGROUND

The design lab investigations for Gawler Central began by focusing on Walker Place and whether the street could become a shared space for cars and people. As the community explored the potential of Walker Place other opportunities became apparent and the precinct was increased to include Tod Street.

The planning investigation explored how Gawler Central could be developed as a well-designed pedestrian orientated precinct in the centre of the town. An area that provides public space, new development opportunities (commercial, retail, hospitality and a lesser extent residential) with access to a variety of destinations and shopping areas and links to Gawler Connect, Murray Street and the South Para River.





# PRECINCT PLAN

## 3.2 | GAWLER CENTRAL

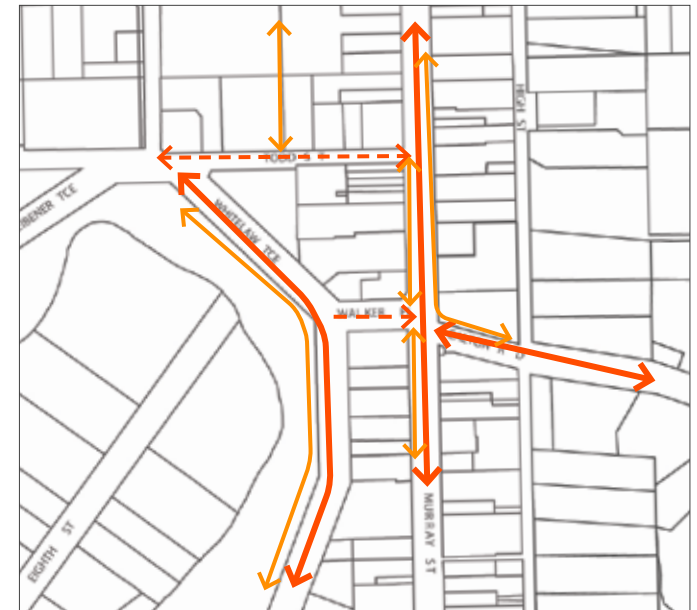
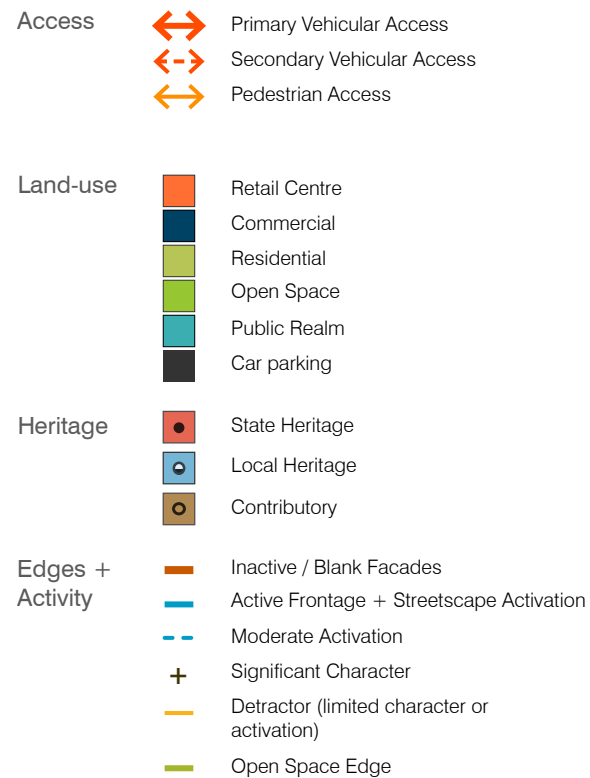
### 3.2.2 SITE ANALYSIS

#### Land form

- Elevated land profile to the east
- Sloping topography to open space (South Para River)

#### Access

- Dominated by vehicular corridors east and west
- Pedestrian links primarily focused north-south building on the quality footpath connections of Murray Street
- Lack of pedestrian links east/west
- Good links through open space corridor with disconnected access to open space from Murray Street (vehicular dominant barrier)



## Land-use

- Strong commercial main street with diverse mix and built form scale.
- Medium scale local centre to the north of precinct area
- Good provision of open space, need to increase connection, particularly Goose Island
- Good quality public realm to Murray Street with good footpath connection
- Entire precinct within 400m catchment to open space provision (Goose Island)
- Little public realm to west of Murray Street
- Poor quality laneways between precinct and town centre limit access and amenity

## Heritage

- Gawler's historic character and unique 19th century architecture identified, preserved and enhanced (Gawler Community Plan 2014 Strategy 1.3.5)
- Potential fragmentation and loss of heritage items
- Review and identify future heritage items that will contribute to Gawler's future character
- Consider the future of Gawler's existing heritage items
- Review significance of contributory items and seek to protect where required

## Edges + Activity

- Mainstreet maintains active edges, improved by verandah coverage
- Significant inactive edges west of Murray Street with potential to improve active edge to open space

*It is acknowledged that State and Local Heritage listed properties and community land are protected by the Heritage Places Act 1993 and the Development Act 1993. Works to or on heritage properties require development approval with heritage assessment, and changes to community land requires revocation under the Local Government Act 1999*



# PRECINCT PLAN

## 3.2 | GAWLER CENTRAL

### 3.2.3 VISION

Gawler Central will have a well designed and landscaped public space for the centre of Gawler that creates a unique destination for visitors and the community, connecting the mainstreet, shopping areas and open spaces.

Gawler Central acts as a pivot point about which the unique qualities of Gawler can be experienced. Extending north and south is Murray Street; east the rising residential edge of the town and west the open space of the South Para River and Goose Island. Gawler Central has the potential to become the...





...heart of the town, not simply a  
retail strip, but a centre point for  
place making and community  
activities...









# PRECINCT PLAN

## 3.2 | GAWLER CENTRAL





### 3.2.4 OBJECTIVES

- Upgrade **Walker Place as shared use public space** with good pedestrian connection, trees and shrubs, paved areas, parking and one-way vehicle access that supports future commercial activity.
- Redesign of **Tod Street as major public realm** with pedestrian connections north-south to Walker Place and Jacob Street and east-west between Murray Street, Julian Terrace and Goose Island.
- **Redevelop existing car parks** along Tod Street as new landscaped multi-use public open space in the heart of the town that provides parking and civic function
- Encourage **development along Whitelaw Terrace and Julian Terrace** that faces the River and capitalises on existing open space amenity.
- Increase **landscape treatments that improve the amenity** of the precinct.
- **Improve footpaths and cycle links** to the river corridor and Goose Island and develop new amenity and facilities.







#### Land Use

	Commercial (small scale)
	Mixed Use
	Residential
	Retail
	Tourism and Hospitality
	Open Space
	Public Realm
	Civic Purpose
	Parking and Service Areas



#### Access

	Ring Road Connection
	Access Road
	Major Pedestrian Links
	Bike Path

#### Function

	Multi Deck Parking
	Pedestrian Crossings
	Green Walls and Roofs
	State and Local Heritage Sites (Adaptive re-use of existing built form)
	Contributory Heritage Sites
	Shared Space and Parking

#### Urban Form

	Anticipated Building Height (storeys)
	Important Buildings that enhance public realm and streetscape character

50 m







PRECINCT PLAN

3.2 | GAWLER CENTRAL



### 3.2.5 PRECINCT ACTIONS

#### 1. Walker Place

- Increase capacity and amenity (seating, shade, play, landscape treatments, cafe)
- Improve as a shared use space to increase pedestrian access. Manage vehicular movement through appropriate surface treatments to reduce speed and provide visual cue to drivers.
- Improve design and quality of public realm
- Improve connection to river edge and Goose Island
- Increase commercial and retail activity and vibrancy (encourage mixed land use)
- Increase pedestrian safety (future signalised crossing) improving connection to Calton Road and High Street from Walker Place

#### 2. Goose Island and River

- Capitalise on river proximity to create high-quality open space that responds to seasonal flooding (consider wetlands and water sensitive urban design approaches)
- Encourage mixed use development with a residential focus along the river frontage
- Increase pedestrian permeability (North-south and east-west)
- Create public spaces that connect to and integrate Tod Street and Walker Place as important future public realms and major connectors
- Relocation of existing toilets to increase visual connections to Goose Island and the river.
- Investigate potential development options (cafe and small retail opportunities)

#### 3. Post Office Site and Public Realm

- Remove existing post office boundary wall to council car park to increase pedestrian connections (north-south and east-west) to river
- Increase shop frontages and activity to street edges (improved retail opportunities, windows and outdoor dining)
- Create high quality shared use space for people and cars with tree planting, widen footpaths and parking (town square)
- Encourage spill out areas and opportunities for events e.g., closure of car parks for markets
- Encourage the redevelopment of the existing post office site with a focus on tourism and hospitality

#### 4. Tod Street

- Increase landscape amenity (street trees, seating, bike facilities)
- Develop council car park and major town centre public space and destination (temporary parking - shared use)
- Increase retail activation (re-use of heritage or vacant buildings) and encourage mixed use redevelopment
- Increase cycle links along Tod Street
- Seek to establish a lower speed environment

#### 5. Calton Road

- Increase east-west links to Gawler Connect through to High Street
- Improve footpath connection to existing Target development and car park










#### 6. Murray Street and High Street

- Improve access to High Street through increased pedestrian walkways
- Increase landscape amenity of streetscapes
- Increase safe pedestrian access across Murray Street (signalised crossing)

# PRECINCT PLAN

## 3.2 | GAWLER CENTRAL



- |  |  |  |
|--|--|--|
|  Adaptive Reuse            |  Residential              |  Open Space              |
|  Mixed Use Active Frontage |  Car Parking and Services |  Public Realm (improved) |
|  Commercial                |  Tourism and Hospitality  |  Roads                   |



### 3.2.7 IMPLEMENTATION PLAN

No.	Recommended Action	Responsibility	Support
1	Develop pedestrian links to existing shopping centre and Jacob Street	Council	Private Sector
2	Develop existing car parks as shared spaces with paving, tree planting and increased pedestrian access (civic square or market place with potential for car parking as well as community activation) and increase footpath connection north – south across Tod Street to surrounding retail areas and town centre destinations	Council Private Sector	State Government
3	Potential redevelopment to create mixed use active frontage onto pedestrian walkway and public space, consideration should be given to the existing character and built form (integration of existing heritage buildings required)	Private Sector	Council
4	Investigate redevelopment potential of post office site as a key mixed use and residential development fronting Tod Street and Whitelaw Terrace ( $\leq 3$ storeys) recognising local topography and need to maintain prominence of the Institute Building) including below ground or undercroft parking	Private Sector	Council
5	Create pedestrian access between Tod Street and Julian Terrace	Council	State Government
6	Explore potential for small scale café or restaurant (hospitality) development to activate river edge including potential public toilet facilities		
7	Upgrade footbridge connection (review asset life span)	Council	State Government
8	Redevelopment of Goose Island and river corridor to include open space, kick about area and congregation space (combined amphitheatre and detention basin), tree planting, footpaths, cycle tracks and nature play opportunities	Council	State Government Community
9	Develop east – west pedestrian connections to Gawler Connect	Council	State Government
10	Redevelopment of Walker Place building frontage to create retail edge and increase pedestrian activity and outdoor dining ( $\leq 3$ storeys with 3-4 m frontages) with green walls and roofs to increase landscape amenity	Private Sector	Council
11	Develop Walker Place as either a) a one-way shared use zone (maintain car parking opportunities, widen footpaths, increase tree planting and public art); OR b) promote as a pedestrian plaza with limited vehicle access into the future	Council	Private sector Community
12	Maintain pedestrian access between Walker Place and Calton Road	Council	State Government
13	Increase edge activation of existing heritage building	Private Sector	Council
14	Relocate existing toilets to improve visual connection and direct access to the river corridor from Walker Place. Integrate toilets as part of cafe (6) or post office redevelopment (4)	Council	-
15	Increase street tree planting along Calton Road to improve landscape amenity as well as providing shade	Council	-
16	Increase edge activation of existing heritage building and undertaken streetscape upgrades to improve access and amenity	Private Sector	Council
17	Redevelopment of buildings along Julian Terrace to create commercial street frontage with residential above (3 storeys). Consideration should be given to the design, bulk and scale of existing development.	Private Sector	Council
18	Redevelopment of Target car park to create commercial development (internal walkway) to High Street and remove blank facade	Private Sector	Council
19	Upgrade of Julian Terrace as a premium boulevard to include review of parking, footpath upgrades and additional tree planting – consider bus stop connection for town centre	Council	Private Sector Community
20	Development of land along High Street to create commercial and mixed use edge to town centre ( $\leq 2$ storeys)	Private Sector	Council
21	Explore the potential for vacant properties at key locations along the mainstreet	Council Private Sector	-

# PRECINCT PLAN

## 3.2 | GAWLER CENTRAL



...heart of the town, not simply a retail strip, but a centre point for place making and community activities...





# WALKER PLACE

1. Potential redevelopment of north edge of Walker Place to create better activation of the street and to support the development of the town centre (3-4 m building frontage up to 3)
2. Retain heritage character of building fronting Murray Street
3. Increase footpath width and develop tree planting with rain gardens and water sensitive urban design principles
4. Maintain on street parking
5. Upgrade Walker Place to create a paved shared space with a strong focus on pedestrian access
6. Establish pedestrian connection across Julian Terrace (consider signalised crossing longer term)
7. Relocate toilet and develop open space with tree planting, seating and public art as a focal point to end of Walker Place
8. Upgrade Julian Terrace as a premium boulevard, including new surface treatment, tree planting and widening of pavement.
9. Potential redevelopment site with a focus on mixed-use and residential land uses
10. Underground powerline and upgrade streetscape with new paving, seating and street trees
11. Upgrade public realm to reflect heritage character of Calton Road with new paving and street trees

25 m





# PRECINCT PLAN

## 3.2 | GAWLER CENTRAL





12. Consider redevelopment car park and walkway between Tod Street and Woolworths Shopping centre and establish a continuous pedestrian connection with street trees and landscaping
13. Develop paved car parking area with potential to be used for markets, gathering and civic events
14. Create landscape edge to car park and market place
15. Potential development site (up to 3 storeys)
16. Paved shared space creating a town centre with vehicular and pedestrian links to the rest of the town
17. Potential redevelopment of the existing post office site with active frontage and outdoor dining facing the paved town centre (longer term)
18. Tree planting and landscape treatments to provide amenity to town centre
19. Tree planting and water sensitive urban design
20. Parking retained on site with potential to use paved area for community events
21. Maintain pedestrian connection to Murray Street
22. Develop green wall or public art to south boundary of town centre
23. Remove existing brick wall and create new pedestrian link to Julian Terrace and the river with tree planting and seating

25 m



Whitelaw Terrace

Tod Street

Murray Street

PRECINCT PLAN

3.3 | GAWLER SOUTH





### 3.3.1 BACKGROUND

The design lab for Gawler South focused on the retention of heritage buildings and the potential for re-use of these buildings within the precinct, exploring how the buildings, streets and open space could be developed to create a vibrant precinct with a focus on hospitality, tourism and entertainment.

New development and residential opportunities are anticipated with streetscapes, public spaces and facilities that reflect the character of the area and create destinations that showcase the best of Gawler and the region.



## Access

- Precinct dominated by vehicle corridor which forms major vehicle connection to town centre
- Few pedestrian links east / west
- Good quality footpath connections within Main Street
- Major barriers created by road corridors (need to increase connections)



## Land-use

- Strong commercial main street with diverse commercial mix and built form scale.
- Opportunity to increase significance of open space provision
- Residential edge in close proximity to town centre.
- Southern gateway capitalising on topography and relationship to the South Para River.
- Visual impact of some commercial (car dealership, tyre shop)

## Heritage

- Gawler's historic character and unique 19th century architecture identified, preserved and enhanced (Gawler Community Plan 2014 Strategy 1.3.5)
- Key landmark state heritage buildings in visible locations
- Review and identify future heritage items that will contribute to Gawler's future character
- Consider the future of Gawler's existing heritage items
- Review significance of contributory items and seek to protect where required

## Edges + Activity

- Vehicle dominant entrance to the town centre.
- Strong heritage character around town entrance (Gawler Bridge, The Mill)
- Few pedestrian links east/west
- Good quality footpath connections within Murray Street

*It is acknowledged that State and Local Heritage listed properties and community land are protected by the Heritage Places Act 1993 and the Development Act 1993. Works to or on heritage properties require development approval with heritage assessment, and changes to community land requires revocation under the Local Government Act 1999*





# PRECINCT PLAN

## 3.3 | GAWLER SOUTH

### 3.3.3 VISION

Gawler South will become a vibrant residential, hospitality, entertainment and lifestyle precinct with streets, public spaces and facilities which create a region destination that showcases the best of Gawler and the region. The character and qualities of the mill, bridge, adjoining river corridor and significant trees reinforce the heritage character of the area and provide a unique framework that will influence the future development of the area.

The Gawler South Precinct has the potential to become a destination that entertains and delights, building on the existing entertainment options and providing an alternative venue for visitors and the community when they come to Gawler.









With a focus on residential, hospitality, entertainment and lifestyle activities, the streets and public spaces will be transformed into vibrant places with seating, areas for congregation, street trees, urban gardens and pedestrian connections.







### 3.3.4 OBJECTIVES

1. Encourage adaptive and **creative reuse of key heritage buildings** including the Mill and EWS building
2. Improve **access and activation along the river** between Apex Park & Dead Man's Pass.
3. Increase **amenity and facilities in Apex Park** to reinforce community function of open space.
4. Use landscape treatments to create a **welcoming sense of arrival to Murray Street** and the town.
5. Encourage **new-mixed use and residential development** that capitalises on access and views to the South Para River and associated open space.
6. Provide **integrated car parking** proposals that capitalise on access and land form opportunities provided by High Street.
7. **Enhance pedestrian links** east-west between High Street, Apex Park and the area south of Bridge Street.
8. Create development **framework that encourages mixed-use**, residential and tourism land uses.
9. Create **shared use streets** that provide landscape amenity and balance pedestrian and vehicular demands.







#### Land Use

	Commercial (small scale)
	Mixed Use
	Residential
	Retail
	Tourism and Hospitality
	Open Space
	Public Realm
	Civic Purpose
	Parking and Service Areas



#### Access

	Ring Road Connection
	Access Road
	Major Pedestrian Links
	Bike Path

#### Function

	Multi Deck Parking
	Pedestrian Crossings
	Green Walls and Roofs
	State and Local Heritage Sites (Adaptive re-use of existing built form)
	Contributory Heritage Sites
	Shared Space and Parking

#### Urban Form

	Anticipated Building Height (storeys)
	Important Buildings that enhance public realm and streetscape character

50 m







PRECINCT PLAN

3.3 | GAWLER SOUTH



### 3.3.5 PRECINCT ACTIONS

#### 1. The Mill

- High-quality adaptive reuse redevelopment (mixed use, residential and tourist accommodation) to activate key heritage buildings
- Reinforce links to river corridor and mainstreet
- Increase permeability to open space (east-west pedestrian links)
- Maintain heritage and landscape character to town entrance
- Adjacent development to complement scale and form of existing built form and not dominate

#### 2. Town Entrance Precinct

- Reinforce river corridor through the integration of town and country character
- Recognise and reinforce the underlying heritage value of surrounding built form
- Preserve and retain views to the escarpment of Gawler
- Encourage land use change over time (relocation of car yard)
- Promote mixed use redevelopment (retail, commercial, residential), and increase streetscape amenity of Julian Terrace, Bridge Street South and Murray Street
- Strengthen links to open space
- Improve pedestrian access safety to Bridge Street South crossing and consider cyclists and gophers
- Manage safe vehicular movement particularly around the Bridge Street South and Julian Terrace intersection
- Integrate landscape treatments with Murray Street
- Improve pedestrian legibility (north-south) links to open space.

#### 3. Murray Street South and High Street

- Explore redevelopment potential and land use change along Murray Street
- Develop appropriate traffic responses to existing intersection (consider traffic management report)
- Review development impacts on heritage site
- Increase and review capacity of commercial and cinema complex with car park access from High Street
- Incorporate stone boundary walls along High Street to contain car parking and compliment the surrounding character

#### 4. River Frontage and Open Space

- Increase landscape amenity of open space adjacent to the South Para River
- Increase function and facilities along the river
- Review car parking along the edge and maintain character of river corridor.
- Develop mixed use and residential opportunities capitalising on the river frontage and open space
- Create vibrant hub open space and entertainment (cafes, small deli, gym, community services)
- Increase links to adjacent open space.
- Improve linear open space and reclaim land along the southern edge of precinct for parklands
- Recognise the topography of the open space along the River edge, consider a tiered or stepped embankment to improve stability
- Recognise and preserve heritage value of the Morton Bay Fig Trees

#### 5. Laneways

- Improve pedestrian links between Murray Street and Julian Terrace
- Increase pedestrian links between High Street and Murray Street
- Improve landscape amenity
- Encourage mixed use redevelopment (increase retail edge activation)

#### 6. Target

- Potential redevelopment of Target and future entertainment complex (retail, commercial, cinema and hospitality)



# PRECINCT PLAN

## 3.3 | GAWLER SOUTH



### 3.3.7 IMPLEMENTATION PLAN

No.	Recommended Action	Responsibility	Support
1	Develop mixed use street frontage with residential above (3 storeys)	Private Sector	Council
2	Create pedestrian connection from High Street to Julian Terrace with improved crossing points and landscape amenity (tree planting and green walls)	Private Sector Council	Community
3	Potential for a mixed use built form with active street frontage and residential above (3 storeys)	Private Sector	Council
4	Potential redevelopment of Target as entertainment precinct (retail shopping, cinema, bowling, laser skirmish and restaurants). Encourage street frontage activation and strong links to Murray Street.	Private Sector	Council
5	Future infill development site ( $\leq 2$ storeys) should consider surrounding heritage character	Private Sector	Council
6	Redevelopment of Julian Terrace as key connector road with modified parking arrangements and increased footpath widths	Council	State Government
7	Develop mixed use land mark building with active street frontage (2-3 storeys)	Private Sector	Council
8	Investigate redevelopment potential of Steinborner site for mixed use development with residential apartments ( $\leq 3$ storeys)	Private Sector	Council
9	Upgrade Apex park including toilets to northern end as part of an integrated river corridor upgrade	Council	State Government
10	Southern Hotel with development of car park deck accessed from High Street (long term)	Private Sector	Council
11	Develop public realm as part of town entrance, consider public art, landscape or outdoor dining.	Private Sector	Council
12	Develop commercial and tourist accommodation to provide continuous street frontage to Murray Street South with car park deck and access off High Street (consider 90-degree parking to Murray Street South frontage)	Private Sector	Council
13	Redevelopment of area as commercial development with well-designed frontage that reinforces the entrance to the precinct and town – complement built form character and scale of the Mill (2-3 storeys)	Private Sector	Council
14	Develop landscape edge to Bridge Street South creating an entrance to the town and reinforce the context of Murray Street and the Gawler River (landscape and stone wall treatments)	Council	Private Sector Community
15	Upgrade access and lighting to bridge underpass	Council	Community
16	Review traffic circulation to facilitate access to Gawler South from Bridge Street South and Julian Terrace	Council	State Government
17	Upgrade and support reuse of Mill to provide mixed use, residential and tourist accommodation – maintain historic character	Private Sector	Council
18	Develop public space, car parking and shared use areas that provide outdoor public space, congregation and dining areas that support mixed use and residential land uses	Council Private Sector	Community
19	Develop along Murray Street South to maintain street frontage and activation at ground level	Council	Private Sector
20	Develop pedestrian laneway with stepped and ramped access and landscape amenity to link town centre and precinct	Council	Community
21	Develop mixed use with active street frontage (2-3 storeys) to provide continuous street frontage to Murray Street South with car park deck and access off High Street (consider 90-degree parking to Murray Street South frontage)	Private Sector Council	
22	Development of mixed-use and residential frontage to Julian Terrace (3 storeys) utilise the river frontage	Private Sector	Council
23	Retention of EWS building – adaptive reuse as café, restaurant, gym, museum or community use	Council	Private Sector
24	Upgrade Gawler River Trail (footpath and cycle way) to increase connections along the river corridor (north – south) and review river embankment stabilisation (consider development of boardwalk to increase accessibility)	Council	State Government



# PRECINCT PLAN

## 3.3 | GAWLER SOUTH



JULIAN TERRACE



With a focus  
on hospitality,  
entertainment and  
lifestyle activities,  
the streets and  
public spaces will be  
transformed into vibrant  
places with seating,  
areas for congregation,  
street trees, urban  
gardens and pedestrian  
connections.

# PRECINCT PLAN

## 3.3 | GAWLER SOUTH

1. Increase footpath width and provide additional outdoor dining areas to the front of the Southern Hotel
2. Develop public artwork to reinforce the entry to the town (implement as a major commission public artwork project)
3. Redevelop eastern edge of Murray Street South in accordance with the Precinct Plan recommendations
4. Review Murray Street South intersection in relation to reopening of Julian Terrace south consider possible restriction of right turn onto Murray Street (traffic assessment required)
5. Upgrade Murray Street South with new paving, street furniture and a tree-lined central median
6. Develop central median with tree planting to Bridge Street South
7. Develop new landscape edge to Bridge Street South to create a landscaped entrance to the town
8. Potential redevelopment site
9. Redevelopment of Julian Terrace and Bridge Street South and provide 'four-way' pedestrian crossing to enable through traffic into southern end of Julian Terrace (based on council's traffic assessment)
10. Upgrade Julian Terrace as a premium boulevard including improving the footpath to increase access and meet future pedestrian activation of the area
11. Maintain and upgrade parking including water sensitive urban design responses
12. Upgrade shared path connection and consider boardwalk access to rivers edge
13. Encourage redevelopment of the Mill in accordance with the recommendations of the Precinct Plan
14. Potential redevelopment area (longer term)
15. Paved and landscaped shared space with opportunities for outdoor dining, market spaces or car parking
16. Paved plaza area with trees, seating and street furniture
17. Paved and landscaped shared space with opportunities for outdoor dining, market spaces or car parking
18. Redevelopment site with a focus on residential dwellings that increase the local population and capitalise on the river frontage
19. Small pocket park providing open space opportunities along Julian Terrace and the river frontage
20. Future residential development with active street frontage including small shops, cafes and restaurants
21. Development of the river corridor to increase access, improve bank stability and provide greater amenity





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Murray Street South

Bridge Street South

Julian Terrace

Julian Terrace



# PRECINCT PLAN

## 3.3A | ADELAIDE ROAD

### 3.3A.1 VISION

The Adelaide Road mainstreet represents the southern entrance to Gawler. The single story buildings, heritage character, footpaths and street trees reinforce the significance of this precinct. Adelaide Road has the potential to establish as a distinct heritage mainstreet for Gawler. Building on the historic properties that line the street, opportunities exist to reinforce the town's sense of arrival. Well considered planning is needed that reinforces and adds to the existing character while meeting potential challenges and exploit future opportunities.

*An entrance precinct that reflects the character, landscapes and community value of Gawler.*



### 3.3A.2 OBJECTIVES

1. Encourage development that **maintains the existing single storey built form** of Adelaide Road
2. Seek to develop and improve the open space value of the
3. Increase **pedestrian access, crossing points and activation** through increase footpath widths
4. Retain an adequate **parking provision that meets demands** but does not dominate the heritage character and public realm
5. Protect and **maintain the heritage character** of Adelaide Road
6. Improve **street tree planting** and landscape character
7. Maintain mixed use land use along the Adelaide Road





PRECINCT PLAN

3.3A | ADELAIDE ROAD





### 3.3A.3 PRECINCT ACTIONS

#### 1. Bridge Street South

- Continue streetscape upgrade recommendation of the Gawler South masterplan.
- Maintain pedestrian and bike path connection
- Maintain landscape setting of the river and increase street tree planting.

#### 2. Twelfth Street Intersection

- Continue traffic assessment of Twelfth Street intersection to reduce vehicular and pedestrian conflicts.
- Consider modification to Tenth Street intersection as part of traffic management.

#### 3. Adelaide Road

- Consider undergrounding to power line between Fifth Street and Tenth Street to improve the visual amenity and enhance the built form character of existing properties
- Develop protuberances at existing intersection to improve pedestrian crossing points
- Develop additional pedestrian crossing point to improve access along the street
- Explore street tree planting opportunities and explore potential for central median tree planting as an extension of the Bridge Street South masterplan
- Undertake progressive paving upgrades
- Maintain bike path
- Upgrade lighting
- Consider public art opportunities for the Adelaide Road and Sixth Street roundabout to reinforce entrance to the town centre
- Assess potential to modify a limited number of car parks to increase the public realm (particularly in relation to local cafes and restaurants)
- Encourage consolidation of car parks to the rear of allotments to minimise road cross overs

#### 4. War Memorial Entrance Precinct

- Modify Thirteenth Street cul-de-sac to increase open space setting to War Memorial (create suitable space to ANZAC celebrations)
- Maintain existing open space provision to Adelaide Road and Fifth Street intersection
- Continue to upgrade open space and develop large street tree planting to Adelaide Road edge



## **4.0 INFRASTRUCTURE GUIDE**

## 4.1 GENERAL REQUIREMENTS

### Power

Gawler is relatively well serviced but there is not a great deal of spare capacity. There are plans for a new sub-station in Gawler East to supplement one in Evanston Gardens. There may be some new feeders required as and when development proceeds.

The Gawler Belt Sub-station has either just been or is in the process of being upgraded which will provide additional capacity in the Evanston Substation. There are also longer term plans in South Australian Power Network to provide a new sub station in Evanston Gardens and one at Gawler East.

The precise location and timing of this will effectively be driven by the residential development that is occurring in the Gawler East area.

Electrical loading for additional residences based upon 4KVA to 6KVA per dwelling. For commercial development, an additional loading of roughly 7KVA per 100 Square metres could be considered.

### Water

The existing network has sufficient capacity to service proposed developments. It is anticipated that water supply demands will need to be monitored and upgrade works as required.

### Sewer

The existing sewer system in Gawler North has sufficient spare capacity to accept additional discharge from further developments. However, the sewer network in the central and southern precincts has insufficient capacity to accept additional discharge from future development without upgrade of the existing 300mm diameter main in Patterson Terrace. Any further development in the Gawler Central and/or Gawler South precincts is likely to trigger augmentation works by SA Water.

### Roads & Traffic

The timing of road infrastructure is critical to meet future development demands. Precincts need to be developed in a programmed manner so that impacts are minimised and transport accessibility (public transport & walking / cycling) can be modified to suit demands and land use changes.

In addition, there is a need to consider better public transport access to reduce reliance on vehicle traffic, particularly the development of the transport interchange in Gawler North.

In general, access to key areas will be of concern, particularly for car parks. Location of entry/exit points need to be located so that they are safe but do not impinge on pedestrian environment.

### Social Infrastructure

As the population of the town and surrounding areas grow, Gawler Town Centre will experience additional demands for the kind of community services that are best based in a regional centre.

This will include higher order health and medical services including those provided by specialists and allied health professionals.

It could also include further education and training facilities and childcare and early learning centres that support people working and studying in the Town Centre.

The Gawler Connect project will evolve to meet the changing needs of the regional community for social and digital connection, creativity and cultural expression.

It could be expected that new facilities are developed by both the private and public sectors separately and in partnership to provide spaces for a range of visual, aural and performance arts.

The Integrated Urban Design Framework identifies a number of opportunities for the location of these kinds of activities which add a rich vibrancy to community life.

Several of the underutilised historic buildings could be used for these purposes as could upper levels of new retail and commercial buildings reinforcing the mixed use planning approach of the precincts.

An ongoing challenge for both public and private service providers will be balancing investment in new, higher order facilities in the Town Centre while also servicing the growth areas to the south and east of Gawler.

Council is currently preparing a Social Infrastructure and Services Study. Once the final report of this study is expected before the end of 2015 and will include recommendations about population trigger points, timelines and staging for new social infrastructure.



## 4.2 GAWLER NORTH

### Power

Electrical loading for additional residences based upon 4KVA to 6KVA per dwelling and 7KVA per 100 square metres of commercial/mixed use development – in the northern precinct, it is anticipated that there will be an additional residential load of about 260KVA, and a commercial and mixed use load of about 2,205KVA.

### Stormwater

With reference to the Gawler River 100 year ARI hazard map it is considered that there is a low risk of flooding immediately to the north-west of Bridge Street North.

Consideration should be given to flood mitigation measures in this area, such as establishing minimum floor levels, before undertaking development in this vicinity.

### Sewer

The existing sewer system in the northern Precinct has sufficient spare capacity to accept the additional discharge from further development. There is a proposal to extend a rising main in Julian Terrace heading south and an upgrade to the pump station in Patterson Terrace. With this and no other upgrade work, there would be spare capacity for about an additional 30 residential allotments;

If this is supplemented by an upgrade of about 430m of 300mm diameter sewer along Main North Road, the spare capacity would increase to about 80 residential allotments;

If this is further supplemented by an upgrade of about 540m of 300mm diameter sewer in Edith & Blanch Street, the spare capacity would increase to about 270 residential allotments.

### Roads & Traffic

Key issues:

- Access into area from the north may need to consider an alternative to Murray Street that connects to Julian Terrace Route, particularly the development of Bridge Street North and will need to include the upgrade of the bridge crossing (refer to page 34 and 35: Ring Road Option 2).
- With the transport interchange, there is a need to consider bus access and the development of looped access on to the existing bus network. In addition, parking capacity for the transport interchange needs to be increased.
- Removing other car parks and centralising in north may create congestion issues and further investigation will be required. This approach will need to be mitigated by new car parks along High Street in Gawler South Precinct
- Pedestrian crossing of Murray Street needs to be focused on key movements and locations
- Need to be cognisant of Crime Prevention Through Environmental Design – underpasses not preferred unless can activate some how

- Need to review traffic impact on Cowan Street and status of Bridge Street North (including the bridge crossing). Likelihood of increased traffic movements on Cowan Street from surrounding future developments. If there is no connection on Bridge Street North then higher volumes including commercial traffic will be directed onto Murray St north of Cowan St. This would have adverse impact on connectivity across Murray Street (to Pioneer Park) which is one of key recommendations of Plan.
- The provision of extra traffic on Cowan St also reduces ability for safe pedestrian movement across it and hence connectivity of Coles site to rest of Town Centre.
- No issue with residential traffic as alternative access points are available for area north of rail line.



## 4.3 GAWLER CENTRAL

### Power

Currently, all of the 11KV feeder cables serving the Gawler town area come from the existing Evanston sub-station. Each feeder has a maximum capacity, and the one currently serving the Gawler Central Precinct is running at about 90%. It is therefore most likely at some stage in the future that this feeder will need to be either upgraded or duplicated.

Electrical loading for additional residences based upon 4KVA to 6KVA per dwelling and 7KVA per 100square metres of commercial/mixed use development – in the northern precinct, we can anticipate an additional residential load of about 108KVA and a commercial and mixed use load of about 504KVA.

### Stormwater

Tod Street: No drainage in Tod Street itself. Nearest potential connection is a 450mm diameter pipe at the intersection of Julian Tce, about 80m away. This pipe link (probably 375mm diameter) would need to be constructed if there was to be any raising of the road carriageway in Tod Street.

The Gawler River 100 year ARI hazard map indicates two open water courses to the east of the Gawler central area. Runoff from these channels is obviously picked up by the underground pipe network and discharged further west. There is no indication that there is any issue with the underground pipes at present; however as the Gawler East area develops by way of urban consolidation and broad acre development, some upgrading work to the pipes through the Central Precinct may be required.

### Sewer

The sewer network in the central precinct has insufficient capacity to accept the additional discharge from ANY further development without upgrade of the existing 300mm diameter main in Patterson Terrace. Development in this precinct is subject to SA Water's Northern Suburbs Sewer Augmentation charge which is approximately \$654 per dwelling, or \$2,941 per industrial or commercial property. A full table of SA Water's augmentation charges is available at the SA Water website.

A locality plan of the 300mm diameter water main requiring upgrading is shown in figure 2 below. Once any development is likely to proceed, SA Water will look at undertaking flow monitoring to better understand the sewer network behaviour.

### Roads & Traffic

#### Key Issues

- Need to be cognisant of role of Julian Terrace as bypass of Murray Street and is key heavy vehicle route to service existing and future development
- Pedestrian crossing of Julian Terrace needs to be focused on key movements and locations



## 4.4 GAWLER SOUTH

### Power

Currently, all of the 11KV feeder cables serving the Gawler town area come from the existing Evanston Sub-station. Each feeder has a maximum capacity, and the one currently serving the Gawler South Precinct is running at about 90%. It is therefore most likely at some stage in the future that this feeder will need to be either upgraded or duplicated.

Electrical loading for additional residences based upon 4KVA to 6KVA per dwelling and 7KVA per 100square metres of commercial/mixed use development – in the northern precinct, we can anticipate an additional residential load of about 370KVA and a commercial and mixed use load of about 980KVA.

### Stormwater

Murray St / Bridge St intersection: No underground drainage near this intersection shown on MapInfo data - However, photos do show new side entry pits in Murray St, closest one is at the boundary of Steinborner Holden & the Baptist Church. So long as it is deep enough, this infrastructure should be able to drain a raised intersection to this pit.

The Gawler River 100 year ARI hazard map shows that Goose Island floods in the 100 year event, and there is also some shallow, but high velocity flows in Julian Terrace just south of Walker Place. Development along this stretch of Julian Terrace and on Goose Island could therefore occur once consideration has been given to flood mitigation in that area of the town.

There are localised drainage issue at the corner of Adelaide Road and Seventh Avenue in Gawler South. Some localised drainage upgrade works are likely to be required here irrespective of any further development.

### Sewer

The sewer network in the southern precinct has insufficient capacity to accept the additional discharge from ANY further development without upgrade of the existing 300mm diameter main in Patterson Terrace. Development in this precinct is subject to SA Water's Northern Suburbs Sewer Augmentation charge which is approximately \$654 per dwelling, or \$2,941 per industrial or commercial property. A full table of SA Water's augmentation charges is available at the SA Water website.

A locality plan of the 300mm diameter water main requiring upgrading is shown in figure 2 below. Once any development is likely to proceed, SA Water will look at undertaking flow monitoring to better understand the sewer network behaviour.

### Roads & Traffic

#### Key Issues

- Need to be cognisant of role of Julian Terrace as bypass of Murray Street and is key heavy vehicle route to service existing and future development
- North south pedestrian crossing of Bridge Street South will have impact on signalised intersection
- Access to the southern section of Julian Terrace would be only from north and eastern approaches. The exit will allow for all movements. This matches the intent of the Traffic and Transport Management Plan with regard to the intersection. With regard to Murray Street South the plan indicated to do nothing – on this basis we would suggest that improvement to the intersection should be based on traffic generation and urban design requirements for the precinct.



## 5.0 RECOMMENDATIONS



## 5.1 RECOMMENDATIONS

As a result of the Gawler Town Centre Design Framework there are a number of recommendations that provide the next steps for the successful implementation of the design framework. These should consider both the Gawler Town Centre Strategic Framework Report (2014) and the design framework.

### Traffic Assessment

- Undertake a traffic assessment to assess the flow of vehicles and to ensure safe and appropriate outcomes for pedestrians and cyclists throughout the town centre
- Need to undertake car parking study based on the recommendations of the Precinct Plans

### Heritage

- Recognise important heritage buildings as part of Town Centre character.
- Support Gawler Community Plan 2014 Strategy 1.3.5 - Gawler's historic character and unique 19<sup>th</sup> century architecture identified, preserved and enhanced.
- Review Development Plan and other Council policies to assist ongoing use and reuse of heritage places and to encourage new development on non-heritage sites to complement and build on the historic character of the town centre.

### Town Centre Activation Plan

- Develop an Activation Plan for key sites throughout the town centre such as Centenary Lane and Walker Place. The activation of these spaces should happen alongside improvements made to the public realm. Council has the opportunity to take the lead in these locations and provide good practice examples such as Gawler Connect. These projects have the potential to act as catalysts for further development interest.

### Precinct Place Management

- Allocate a resource from Council (or elsewhere)

to work with traders and owners and establish a Mainstreet Management Committee to foster communication between stakeholders and promote a unified and cohesive approach to the management of the mainstreet

- Support the town centre 'core' trader environment through careful curation, mentoring, motivation and policy relief to facilitate changes and improvements to the public realm of Gawler. Explore opportunities to free up the regulatory environment to stimulate a lift in ownership and interaction with the streets and public spaces of Gawler through increased service offerings, positive attitudes and the attraction of new players to fill identified gaps in the service supply and to facilitate new development.
- Programme place management activities in parallel with the establishment and implementation of an urban planning context and incremental improvements to the public realm.
- Undertake research to profile the existing offerings (in relation to retail, tourism, commercial) and identify gaps in both type and volume. Regulatory barriers should be identified and softened or withdrawn to encourage trader engagement with the design framework (this recommendation could require an external facilitator).

### Residential Demand Testing

- Research should be conducted to determine the level of demand, potential product and associated price points to establish if both market demand and developer supply desires are aligned. A key direction of the design framework is the development a residential population for the town centre. While trends suggest there is demand, this demand for inner township medium to higher density living is untested in Gawler.

### Ongoing and Responsive Implementation Plan

- Develop an ongoing and responsive implementation plans that consider, respond and exploit opportunities provided through private sector investment.

- Successful implementation of the design framework relies on confidence building, by improving the public realm in a strategic manner, starting with key projects such as the Walker Street, Tod Street and Centenary Lane masterplans and continuing with public realm upgrades until owners, traders, visitors, shoppers etc. begin to see the emerging mosaic of activity and investment delivering the vision of the Gawler Town Centre.
- Implementation should balance reducing vacancy rates, attracting investment into the town with increasing the demand for retail, commercial and hospitality within the town centre
- While some indication of implementation actions are provided in this document it is acknowledged that such a detailed plan is beyond the scope of this project.

### Active Facilitation

- A passive, planning changes and public realm upgrades approach is unlikely to provide sufficient catalyst on its own; Council should undertake active facilitation to encourage and instigate development in specific locations.
- The objective of this should be to encourage development in key sites, which in turn will act as a catalyst encouraging further change immediately adjacent and change attitudes towards the Town Centre. This will entail close engagement with the owners of key sites.
- As a land owner itself, Council should consider opportunities to leverage change, either by redeveloping its own properties or by using its own landholdings to initiate reconfiguration to bring about desired outcomes, such as improved connectivity.
- Beyond this, individual traders in key locations might be encouraged to consider how their operations can be used to better the overall environment and shopping experience.
- As the public authority, Council's participation in such conversations should be productive and persuasive.



## 5.2 DEVELOPMENT PLAN AMENDMENT

Based on the contents of the Gawler Town Centre Design Framework it is recommended that Council initiate a Gawler Town Centre Development Plan Amendment (DPA). The DPA fundamentally will seek to incorporate the relevant design framework recommendations into an updated Development Plan. Having regard to the Gawler (CT) Development Plan consolidated on 30 April 2015, a summary of the recommended updates are proposed.

It is noted that the proposed updates to Council's Development Plan will be reviewed in greater detail and finalised during the preparation of the DPA's Statement of Intent as required by Section 25 of the Development Act 1993 and Regulation 9 of the Development Regulations 2008.

### *Mapping / Structure Plans*

1. Amend (potentially enlarge) the Town Centre Historic (Conservation) Zone boundary illustrated on Gawler (CT) Zones Map Ga/5 in accord with the objectives/ relevant boundaries of the design framework. This may include encapsulating the allotments fronting Pioneer Park.
2. Delete Gawler (CT) Town Centre Historic (Conservation) Policy Areas Figure TCeH(c)/1 as it appears to replicate the information contained in Gawler (CT) Policy Areas Map Ga/14.
3. Update Gawler Town Centre Concept Plan Fig CoP/1 based on the recommendations of the design framework.
4. Gawler Town Centre Concept Plan Fig CoP/2, Fig CoP/3 and Fig CoP/4 are considered appropriate

### *Desired Character Statements*

- The Town Centre Historic (Conservation) Zone does not accommodate a Desired Character statement (DCS). Although it is acknowledged that the two associated Policy Areas do. It is generally considered to be best practice to prepare well drafted DCS at the Zone and Policy Area. The Environment, Resources and Development Court have often commented that a well-crafted DCS assist in the interpretation of Development Plan policy, particularly where such policy may appear to have multipurpose-objectives. DCS should be drafted in accord with the Department of Planning Transport and Infrastructure (DPTI)'s "Planning Guide – Desired Character Statements".
- The two Policy Areas DCS need revision (particularly the Town Centre Light Policy Area). The revision should be based on the mentioned DPTI Planning Guide. In addition to deleting non-core text, the Statement can adopt more persuasive language relating to mixed-use and residential development which seek high-quality architectural design that complements (not replicates) heritage buildings.

### *Zone Objectives and Principles of Development Control*

- Although many of these provisions are still appropriate, they need to be fine-tuned within the context of design framework.
- Introduce additional urban design policies, particularly at the street level that reinforce main street activation of places (i.e., promoting 3 to 8metre regular shop frontages and discourage long inactive walls) and increase design policies relating to medium density apartments.

### *Building Heights*

- Existing Development Plan policies refer to “one and two storey” developments. These policies could be adopted by stakeholders to discourage developments higher than two storeys. Once the design framework is adopted (including desired building heights), it is recommended that these building heights be incorporated into Council’s Development Plan (an example of such an approach is contained within the City of Port Adelaide Enfield Regional Centre Zone Concept Plan Map PAde/35 - Main Street Policy Area).
- Appropriate building heights which encourage residential development should be considered allowing for yield and commercial return issues, views and separation from traffic noise and footpath behaviour.

### *Car Parking*

- As per the Gawler Town Centre Strategic Framework, amend the existing Development Plan Table Ga/2 to update car parking requirements to better reflect best practice (change car parking rates for shops from 7 spaces per 100 square metres of floor space to 5.5 spaces per 100 square metres).
- Update other land uses (i.e., serviced apartments) car parking rates to reflect best practice. Refer to updated DPTI standards and Aurecon “Parking Spaces for Urban Places: Car Parking Study – Guideline for Greater Adelaide” (2013).
- Within certain locations, design car parks to promote alternative after hours use such as temporary markets or community events (ie avoid use of car wheel stops that a trip hazards)

### *Heritage*

- Support Gawler Community Plan 2014 Strategy 1.3.5 - Gawler’s historic character and unique 19<sup>th</sup> century architecture identified, preserved and enhanced.
- Review Development Plan and other Council policies to assist ongoing use and reuse of heritage places and to encourage new development on non-heritage sites to complement and build on the historic character of the town centre.

### *Outdoor Dining*

- Development Plan policies should be updated to encourage activities (i.e., café tables) to occupy the road reserve in appropriate locations thereby increase town centre vibrancy.

### *Catalyst Sites*

- The concept of catalyst site Development Plan policies (refer to Adelaide City Council Development Plan) that promotes intensive high-quality development on large sites considered. However, given the clarity of the design framework and the proposed Development Plan policies (including increased urban design policies and on merit height provisions), catalyst policies are not required.

## **Considerations Beyond the Scope of a Town Centre DPA**

### *Adjacent Policy Areas*

Consideration should be given to incorporating further changes to adjacent policy areas surrounding the town centre over time that allow and encourage medium to high density residential development within 800m of the town centre. Any additional residential in that proximity will increase local demand for retail and hospitality offerings in the town centre.

### *Retail Planning and Development Plan Policy*

In the broader context, council should consider its planning controls and consider restricting retail and commercial development elsewhere in the LGA e.g. Gawler East (to provide only living essentials) in order to build demand for the leisure, retail, and hospitality provided in the town centre. The objective of Council is to ensure the existing Mainstreet / Town Centre grows into a vibrant centre that attractive to retailers and residents. This objective may result in Council ensuring out of centre retail developments within and outside of its boundary do not unreasonably erode the role and function of the Town Centre to the extent that a retail do not effect results, that is, retailers vacate the town centre to suburban centres. Having said that, Council also has a responsibility to ensure there are appropriately located / zoned sites that promote retail/commercial development within the Town Centre.

### *South Australian Planning Policy Library (SAPPL)*

Council’s Development Plan has not yet adopted the South Australian Planning Policy Library (SAPPL). Subject to identifying and incorporating “local additions”, separate to a Town Centre DPA, it is recommended that Council convert its Development Plan to the SAPPL format. There are several important policies within the existing Town Centre Historic (Conservation) Zone that should be incorporated as “local additions” within a SAPPL format. For instance, these policies include principles relating to heritage, urban design and integrated rear car parking spaces.

The background is a vibrant, abstract composition of organic, flowing shapes in various colors including teal, light blue, green, yellow, orange, red, and purple. These shapes are separated by thick, black, hand-drawn outlines, giving the overall effect a sense of dynamic movement and artistic expression. A white rectangular box with a thin black border is centered horizontally and vertically, containing the text.

## 6.0 DESIGN GUIDE



## 6.1 DESIGN GUIDELINES

The need to create cohesive public places and open spaces will be critical to the success of the Gawler Town Centre Design Framework. Opportunities exist to reinforce the culture, social vibrancy and place-making potential across each precinct.

By applying a consistent approach to the design and selection of elements, objects and materials, quality outcomes can be delivered. The analysis and community consultation has highlighted Gawler needs to maintain its heritage values while creating a new contemporary context.

In essence, the vision of the precinct plans must be reinforced in the planning and design of the town's future public realms and open spaces.

# DESIGN GUIDE

## 6.2 | DESIGN PRINCIPLES

The following represents a set of guidelines for the design and delivery of the urban realm and public spaces within the town centre. The guidelines are designed to act as aspirational targets, as well as, providing key performance indicators for future urban design projects.

The guidelines have been developed in response to Gawler Town Centre's context and best practices urban design approaches. They focus on the following areas:

UNIVERSAL PRINCIPLES AND  
GUIDELINES  
HUMAN EXPERIENCE  
SOCIAL ACTIVATION & PLAY  
URBAN CONTEXT AND BUILT FORM  
ACCESS  
INTEGRATION AND COMPATIBILITY  
QUALITY, DURABILITY AND ADAPTABILITY  
PUBLIC TOILETS  
NATURAL LANDSCAPE AND  
ENVIRONMENT  
STREET FURNITURE  
PUBLIC ART  
MANAGEMENT OF THE PUBLIC REALM

## UNIVERSAL PRINCIPLES AND GUIDELINES

- Ensure all design and management responses are socially and environmentally sustainable.
- Ensure design and management responses attempt to meet and resolve issues and opportunities using innovative and best practice approaches.
- Apply Crime Prevention Through Environmental Design (CPTED) principles to all aspects public realm design and implementation.
- Ensure the public realm, pathways, share use areas and playspaces are compliant with the Disability Discrimination Act 1992 (accessible for all where appropriate).

## HUMAN EXPERIENCE



- Design public spaces to have a high level of amenity including shade, shelter and aesthetic character.
- Provide opportunities for human interaction such as, congregation, meeting, seating and play in all public realms.
- Seek to create high-quality public realm and landscapes that deliver a sense of beauty and add to a general sense of well-being.
- Provide shade to meet seasonal demands of the South Australian climate (consider a balance of natural and constructed shade and the provision of amenity).
- Provide adequate climate control and micro-climate mitigation through shading, and shelter screens (both natural and constructed) to increase the comfort and usage of public realm.
- Consider opportunities to express 'Prospect and Refuge' (create a feeling of security and/or seclusion) within the design and development of Public Realm.
- Avoid visually dominant constructed shade and ensure that a suitable balance is reached in relation to visual enclosure (refuge) and the ability for passive surveillance (prospect).
- Create safe and secure places, connections and environments by embedding Crime Prevention Through Environmental Design (CPTED) principles within the public realm. The public realm must be perceived as safe to encourage use, particularly for older aged people, women and children (unaccompanied).
- Ensure that the relationship of public realm and built form creates a legible urban environment without enclosed or hidden spaces or public realm dominated by built form (over shadowing).
- Avoid locating facilities or seating in areas of prolonged shadowing (consider extent of over shadowing).
- Provide quality landscaping or screens where there are undesired views, particularly along laneways, rear property fencelines to screen fences and frame reserves or where public realm terminates at car parking areas and other undesirable elements.
- Provide consistent lighting levels within public realms with a hierarchy of light levels that responds to:
  - *Access, public spaces and pedestrian lighting*
  - *Landscape and tree lighting*
  - *Decorative and feature lighting*
  - *Compliance with the new Australian Standard AS/NZS 1158 3.1:1999 Pedestrian Area (Category P) Lighting*
  - *New technologies (LED)*



## SOCIAL ACTIVATION & PLAY



- Provide opportunities and programmes that encourage social and cultural engagement and deliver new community events and memories.
- Consider the opportunities for public art to be used as an activation or regenerative urban design tool.
- Ensure that the public realm delivers a range of accidental, occasional and planned events.
- Explore opportunities to deliver commercial and retail activity to the edge of buildings and within public spaces.
- Seek to create opportunities for changing engagement and entertainment within the public realm.
- Ensure that edge activation is designed to respond to a human scale and pedestrian speeds and avoid the dominant impact of vehicles and large scale built form.
- Maximise play opportunities and value, with a focus on natural play, that respond to land use and demographic demands.
- Develop strong relationship between play spaces, equipment, open space function and landscape setting.
- Passive surveillance from surrounding residential areas, night time lighting will help foster a safer play environment.

## URBAN CONTEXT & BUILT FORM



- Ensure significant activation of building façades with windows and balconies to allow passive surveillance of the public realm. Avoid boundary fencing and blank boundary enclosures.
- Avoid concealed alcoves, dark areas, and hidden entrances which limit passive surveillance.
- Avoid the use of multiple fencing styles and materials in order to reinforce a consistent public realm design response.
- Ensure that building edges and setbacks do not create a dominant sense of containment (response to a human scale).
- Provide separation of not less than 6 metres width between buildings to ensure suitable visual and physical interconnection to the surrounding streets, public spaces and urban realm.
- Encourage building edge frontages to be typically 3-4 metres and not exceeding 7-8 metres in length to maintain a human scale to the public realm.
- Consider development that recognises and enhances the heritage value and character of the existing urban form.

## ACCESS



- Footpaths and public access points should be of a sufficient width to allow equitable access by wheelchairs and push chairs, in accordance with the Disability Discrimination Act 1992.
- Provide kerb ramp access points into reserves to ensure easy and safe crossing and entry, in accordance with AS1428.
- Design car parking and access areas to ensure compatibility between all users – pedestrian, wheelchair, cyclist and vehicular (including service and emergency)
- Cycle paths to be a minimum width of 2.0 m with a preferred width of 2.5 m.
- Shared use paths and trails (cycle/pedestrian) to be a minimum width of 3.0 m.
- Provide adequate bicycle parking on share use paths and at identified recreation nodes
- Develop signage strategies that provide a hierarchy of information that is consistent, legible, with pictograms, images and devices to assist the visual impaired - ensuring a clearly articulated intent and the correct delivery of information.
- Provide consistent lighting and clear sight lines along laneways and streets and across parking areas, and ensure that safe pedestrian routes are provided.

## INTEGRATION & COMPATIBILITY



- Consider the development of buildings and infrastructure that promote and enhance the demands and needs of public realm.
- Design roads, car parks and vehicular accessways that focus on shared use principles, in order to maximise the potential for usable public space (consider roads as shared social infrastructure not just vehicular transport assets).
- Deliver water sensitive urban design (WSUD) principles that enhance the function and amenity of public realm.
- Seek to maximise design responses and minimise the visual impact associated with dominant infrastructure such as roads, electrical cabinets, pumping mains and fire hydrants (reduce the utilitarian aspect of facilities)
- Seek to maximise landscape and biodiversity opportunities and encourage habitat creation within all aspects of the public realm.
- Ensure that the public realm is connected to open space, public transport and other social infrastructure.
- Design and select street furniture and facilities that contribute to a contemporary and sophisticated public realm through design, material selection and detailing.
- Furniture and facilities should be placed with care and in response to the context of the public realm, in order to enhance the character of the area and avoid excessive physical and visual clutter and potential conflicts with users.

## QUALITY, DURABILITY & ADAPTABILITY



- Maintain continuity of design to ensure that quality is evident in all public realm.
- Consider the durability of materials, furniture and landscaping and the requirement for maintenance and asset renewal.
- Maintain consistency in the development and delivery of the public realm.
- Deliver robust designs that meet the usage expectation of the community.
- Develop and select materials, paving and furniture that are robust and durable; and which respond to the increased usage that is experienced in the public realm.
- Develop and select materials and infrastructure that can respond to climate change during the life of the asset (consider whole of life properties)
- Provide opportunities for public realm programming that allow for adaptive use and temporary transformation (road closures and street markets).
- Provide opportunities for the adaptive reuse of landmark heritage buildings.
- Consider trees, plants and landscape treatments that can adapt to future changes in climate.
- Develop flexibility in the design of facilities within the public realm, particularly in relation to street furniture (opportunities for flexible seating, mobile lighting, planters and interactive public art and play).

## PUBLIC TOILETS



- Public toilets can increase visitor numbers and visit length which increases the use and activation of public spaces
- Locate public toilets within walking distance to areas which attract high usage such as parks, playgrounds and events spaces, with consideration to less mobile users such as the elderly and young children.
- If possible co-locate public toilets adjacent to or within developments with complementary uses such as cafes, shopping centres or shopping streets to improve passive surveillance
- Provide accessible toilets (both to the toilet block and within the toilet cubicle) which comply with Australian Standards (AS1428 and AS2890) as well as additional provisions such as baby change facilities
- Consider CPTED principles when locating public toilets, including orienting the entrance towards the most publicly used space to provide clear sight lines and exit points
- Consider low planting to improve amenity but maintain sight lines
- Provide solar lighting only in locations where it is anticipated that the toilet will be used at night time
- It is important that the public feel safe when entering, leaving and/or using the toilet facility



## NATURAL LANDSCAPE & ENVIRONMENT



- Consider opportunities for increasing biodiversity and habitat value within the public realm.
- Ensure that landscape areas provides adequate habitats for local native fauna such as small birds, butterflies, bats, lizards and frogs.
- Seek to establish and maintain large trees and shrubs that provide an immediate sense of maturity within the public realm.
- Develop planting areas and tree vaults that will accommodate mature trees and shrubs (make provision for trees to reach maturity and provide soil volumes in excess of 7-10 m<sup>3</sup>).
- Provide landscapes that support food production through 'edible' landscapes and community gardens.
- Provide diversity within the design of landscapes to create different characters, aesthetics and various levels of amenity. Planting selections for the public realm should comprise of a mixture of native and exotic species to match town character and provide shade or winter solar access.
- Use landscape treatments to establish a vertical sense of scale that offsets frames and potentially screens the built form.
- Plant species should be carefully considered for drought tolerance, climate adaptation, provision of shade, amenity value, seasonal variation and species origin.
- Develop landscapes and moderate the urban environment (providing shade, reducing heat island effects and limiting dust pollution)
- New trees should be selected for their longevity (40-50 years), amenity, climate adaptation abilities and habitat value.
- Trees within the public realm should not impinge on visibility and should be clear stemmed to a minimum of 2.5m above ground level (once mature).
- Amenity landscapes within the public realm should be low to medium height and not create visual barriers where surveillance is an issue.
- Landscape treatments should assist in creating a legible public realm with defined entrances, edges and spaces and with significant levels of shade and amenity.
- Establish water efficient water use and irrigation systems including subsurface irrigation - IPOS standards (>85% efficiency). Incorporate where appropriate porous surfaces to allow water to permeate and increase stormwater inundation.
- Ensure that the selection of trees and shrubs avoids impact on infrastructure and does not lead to potential public liability issues (reference should be made to State Government requirements, detailing recommendations and other requirements specified by service providers such as AGL, Origin, Telstra and SA Water).
- Ensure landscape areas are mulched in order to conserve water by decreasing evaporation and reducing soil temperature (consider both organic and inorganic mulches spread at a depth of the mulch is 75 mm to tree and shrub beds).
- Negotiate with ETSA to modify infrastructure or maintenance schedule to reduce impact or damage to culturally significant trees.

## STREET FURNITURE



- All outdoor furniture should be designed and maintained in compliance with Australian Standards, including Occupational Health and Safety Regulations, and the Disability Discrimination Act 1992.
- Compliment the heritage character within the public realm through the select of materials, finishes and colours.
- Select durable materials which will provide a significant public realm asset for the Town Centre and ensure that structures, equipment, street furniture and paving have a 20-30 year asset lifespan.
- The location of street furniture and facilities should assist in place making and define public realm within the urban realm, as well as guide pedestrian movement - ensure footpaths interface well with destinations and seating areas.
- Shelters should be designed to capitalise on site aspect and should take in views and vista to the surrounding landscapes.
- Select materials, products and systems that have a low embodied energy, low transport miles or energy consumption and that are sustainable and locally sourced.
- Select timber from recycled or approved non-rainforest plantation sources.
- Street furniture, shelters and other objects within the public realm should be located within an area of hard standing to facilitate maintenance operations and all-weather access.
- Seating should be provided at regular intervals along footpaths, walking tracks and shared use paths, as rest stations for recuperation, contemplation and viewing.
- Seats and benches should be set back from paths on paved areas to avoid potential conflicts and hazards for bike riders, joggers or the visually impaired.
- Street furniture should be well designed, comfortable, resistant to vandalism, easy to maintain, and functional with fixings below final finished surfaces.
- Street furniture should be typically constructed using materials that require no or limited applied finishes, including aged timber, stainless steel, pre-aged mild steel stone and concrete.
- Avoid the use of multiple fencing styles and materials in order to reinforce and consistent public realm design response.
- All lighting should ensure optimal energy efficiency and seek to use renewable energy powered technologies were appropriate.
- Minimise light pollution where possible, whilst providing a degree of lighting to encourage evening activation and a general sense of security.
- Bike racks should be designed as part of a coordinated street furniture collection.

## PUBLIC ART



- Use public art to create activation, animation and destinations within public realm.
- Avoid commemorative or 'plonk' art responses that add little to the public realm and public realm value.
- Public art should be an integral part of the public realm with artworks designed to reflect the culture, history and community of the area, building on the existing works that have occurred within sites previously.
- Explore public artworks that commemorates and celebrates the history and sense of community, considering both Aboriginal and European histories and narratives.
- Local artists should be utilised to help create individual detail.

## MANAGEMENT OF THE PUBLIC REALM



- Develop and maintain the public realm to an agreed standard.
- Undertake regular maintenance and address vandalism and graffiti.
- Understand the lifecycle and replacement requirements of the public realm and its facilities as part of ongoing asset management.
- Manage the provision and location of activity spaces (and particularly play and youth spaces) to minimise impacts on public realm whilst ensuring good passive surveillance.
- Undertake tree management and garden maintenance on a regular basis to maintain landscape assets to a high standard.
- Identify trees and landscape as assets - consider impact of depreciation and renewal.
- Manage the provision and location of activity spaces (and particularly play and youth spaces) to minimise impacts on adjoining land uses whilst ensuring good passive surveillance.
- Locate and design commercial areas to manage noise, car parking and other impacts.
- Develop an asset renewal program that is consistent with the allocated hierarchy and level of use.
- Underground powerlines to reduce the potential visual impact of infrastructure.



# DESIGN GUIDE

## 6.3 | STYLE GUIDE

Much of the character of Gawler comes from architectural heritage and is contained in the buildings, walls and fencing with associated materials such as stone, cast iron, brick and timber. These materials reflect Gawler's history and exhibit the ideas of permanency and quality; lasting elements that reinforce the resilience of the town and its community.

The guide does not propose a simple copying of the historic but considers relevant design responses, which are unique, confident and progressive, and that will deliver outcomes that match the future expectation of Gawler's community.

The following pages provide recommendations and imagery of the suggested character in relation to the urban design and landscapes character of the Gawler Precincts.

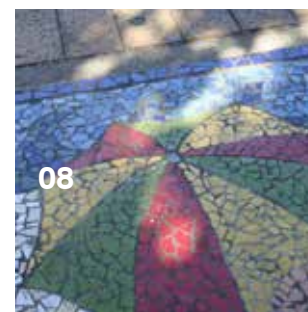
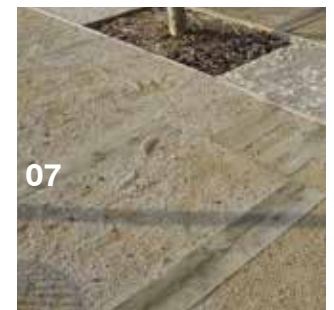
### 6.3.1 SURFACE TREATMENT/PAVING

- Vary use of hard surface materials (paving, exposed aggregate concrete and compacted gravels) to achieve a range of textures, contributing towards a more diverse and visual experience (01).
- Paving elements should be robust and incorporate the use of one or two tones in paving in line with the surrounding character with a contrasting colour incorporated in the banding (stone, brick, concrete paver) to highlight significant locations or reflect heritage architecture (02).

- Paving along Tod Street and Walker Place should be high quality, dark brick pavers with a light colour banding (stone, brick, concrete paver) (03). Steel edging and stone kerb detailing should be used to reinforce the presence of these streets (04).

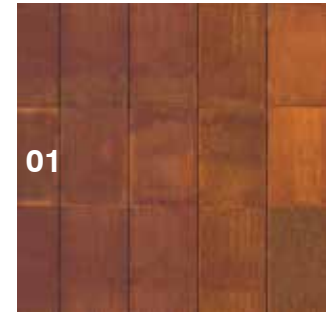
*Suggested combination is Little Hampton mahogany pavers (05) with Little Hampton old red cobble stone pavers as a banding insert.*

- Paving throughout the remainder of the town centre should consist of large format, straight edge pavers or exposed aggregate concrete lighter in colour with darker smaller format/stone banding (06).
- Rustic elements such as corten steel, stone and timber can be incorporated to provide connections with the historic context of the town centre as edging and highlight details (07).
- Artistic elements such as mosaic tiles, shot blasted patterns or cast in metal details can be incorporate to provide fun elements that help create a strong cultural identity for Gawler (08).



## 6.3.2 STRUCTURES & FURNITURE

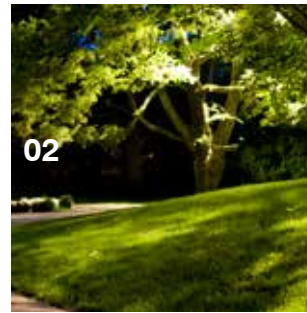
- Materials should be selected for their robust nature requiring little maintenance such as stone, chunky timbers, brick and metal that are aesthetically pleasing, reinforce permanence, feature weathered textures, comprise natural features and respond to the surrounding rural and working character of the surrounding landscape (01).
- Opportunities to acquire and reuse materials will help maintain an authentic visual aesthetic and should be considered (02).
- Use colour palette which consist of lighter shades of green, red, oranges and brown with highlights of vibrant yellows, pinks, blues, greens and reds taking inspiration from the surrounding landscape (03).
- Proposed structures should be designed or selected to maximise the provision of comfort and amenity while maintaining an appropriate scale in relation to the built form of the precincts (04).
- Suggested street furniture is robust and well designed ensuring a consistency and unity across the public realm to reinforce the character of the area (05).
- The suite of furniture should allow for subtle changes in detailing or combination of materials to be applied to reinforce or highlight areas of importance.
- Designs should be highly functional.
- Bespoke structures and furniture to incorporate artistic combinations of materials such as timber, stone, glass, stainless and corten steel, ceramics and exposed aggregate that serve as both functional and aesthetically pleasing art pieces in themselves(06).





### 6.3.3 LIGHTING

- An appropriate selection of lighting that reflects the historic context of the town centre without reproduction or faux replication.  
Suggested street lighting is the WE-EF PFL series with timber lighting post (01).
- Lighting should be robust, resistant to vandalism, easy to maintain, efficient (LED) and provide security and facilitate access.
- Strip and focused beam lighting elements should be included on the ground plane for directional emphasis and in the illumination of congregation spaces (02).
- Use of lighting effects to enhance art pieces, prominent architecture and mature trees of architectural grandeur should be incorporated to coordinated effect (03).



6.3.4 PLANTING

- Vegetation selected for seasonal attributes, hardiness and should contribute to native species habitats.
- Hardy, drought tolerant native species incorporated through landscape treatments.

Indicative Plant List

Trees:

Cupanioposis  
anacardiodes  
Eucalyptus odorata  
Eucalyptus porosa  
Jacaranda mimosifolia  
Platanus x acerifolia  
Pistacia chinensis

Shrubs:

Acacia cognata 'Lime Light'  
Atriplex vesicaria  
Correa ssp.  
Dodonaea viscosa  
'Purperum'  
Enchylaena tomentosa  
Eremophila scoparia  
Grevillea lavandulacea 'Mt  
Lofty'  
Maireana sedifolia  
Ptilotus obovatus  
Rhagodia spinescens  
Westringia 'Jervois Gem'  
Viburnum tinus

Ground Covers

Ajuga australis  
Bulbine bulbosa  
Calostemma purpureum  
Carpobrotus rossii  
Chrysocephalum  
apiculatum  
Disphyma crassifolium ssp.  
clavellatum  
Eremophila glabra  
(Roseworthy form)  
Goodenia varia  
Hardenbergia violacea  
Hyalosperma glutinosum  
Kennedia prostrata  
Myoporum parvifolium  
Podolepis jaceoides  
Podolepis rugata  
Scaevola albida  
Scaevola humilis

Grasses, Sedges &  
Rushes:

Cymbopogon ambiguus  
Cymbopogon obtectus  
Cyperus vaginatus  
Danthonia caespitosa  
Dianella revoluta  
Dianella 'Goddess'  
Dianella 'Little Jess'  
Ficinia nodosa  
Lomandra multiflora  
Poa labillardieri var.  
labillardieri  
Stipa elegantissima  
Themeda triandra







A vibrant, pedestrian-friendly street scene. In the foreground, a woman in a white patterned dress and sunglasses stands next to a man in a striped shirt and sunglasses, who is leaning on a bicycle. They are on a cobblestone-paved path. To their right, a couple is walking; the woman is in a black and white patterned dress, and the man is in a white t-shirt and light blue shorts. Further back, a woman in a green striped shirt and shorts is walking, and a man in a grey shirt and shorts is standing near a small dog. A child in a colorful jacket is also visible. A silver car is parked in the background. The street is lined with modern buildings, including one with a sign that says "RESTAURANT CAFE". Large, leafy trees frame the scene, and a string of warm-toned lights hangs across the top. The overall atmosphere is bright and lively.

# 7.0 CONCLUSION



## 7.1 CONCLUSION

While Gawler currently faces both opportunities and challenges in relation to future development as well as social, economic and environmental impacts, what is clear from the analysis, and consultation undertaken by the project team, is the desire for the Gawler Town Centre to strengthen and grow as a major regional destination, vibrant town centre and community asset into the future while maintaining its unique heritage character.

The Gawler Town Centre Design Framework provides a roadmap and long-term strategic directions for three major precincts within the township, ensuring that future actions, developments, investment and capital works contribute to achieving the vision for the town centre.

The precinct action, precinct plans, implementation plans, masterplans and style guide provide and illustrate a progressive framework of urban, social, economic and environmental revitalisations for Gawler. The recommendations contained within the design framework will require an ongoing commitment from the community, Council, stakeholder, investors and State Government.

The design framework provides a unique vision for the Town Centre that encourages a collaborative approach to the creation of a vibrant and active urban realm and public space for Gawler that incorporates future development demands while ensuring its sense of place and intrinsic heritage character remains intact.

