May 2026

Gawler Town Centre

–

Draft Structure Plan



The Heart of the Region

Jensen PLUS with

+ Be Engineering Solutions
+ David Snoswell Property Advisory
+ Phillips/Pilkington Architects
+ Rider Levett Bucknall
+ Six Cats Consulting

Prepared for the Town of Gawler

JENSEN PLUS

Planning
Landscape Architecture
Urban Design
Social Planning

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"Gawler Town Centre, the heart of the region."

Acknowledgement of Country

We acknowledge the Traditional Owners of the lands on which we live and work, and their deep connection to land, air and water as Custodians of Country. We recognise the Kaurna People of the Gawler region and pay our respects to all First Nations peoples and their enduring culture.

Revision number 3
13th May 2026

Produced by Jensen PLUS
Level 1, 21 Roper Street
Adelaide 5000 South Australia
08 8338 5511
admin1@jensenplus.com.au
www.jensenplus.com.au

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1. Structure Plan At A Glance

The Town of Gawler is strategically positioned at the centre of Adelaide's fast-growing north-eastern growth corridor.



Aim

Jensen PLUS was engaged by the Town of Gawler to prepare a Town Centre Structure Plan + Development Delivery Framework.

The purpose of the plan is to guide the future spatial structure, land use, built form, movement and public realm of Gawler Town Centre, managing anticipated growth to support ongoing vitality and economic resilience. The plan provides a framework for development and investment, infrastructure coordination and staged delivery, while reinforcing Gawler's heritage character, identity and role as a vibrant civic and community heart.

Vision + Strategic Directions

A vision statement and six strategic directions (right) outline the strategic intent of the Structure Plan (next page).

"Gawler Town Centre, the heart of the region."



Structure Plan + Key Moves to Grow the Town Centre Over Time





1. Planning for Growth

Identify development potential across the Town Centre, taking account of viability, whilst maintaining local character and heritage values.

2. Rezone land to accommodate change

Rezone to allow for appropriate, larger scale development and specific urban design and architectural design policies.

3. Address the River

Encourage new development facing the South Para River and enhance open spaces along the river to activate the riverfront and benefit lifestyles.

4. Transport Oriented Development

Maximise accessibility and use of Gawler Central Station and use public transport as a catalyst to nearby development.



5. Targeted investment in streets + public realm

Including pedestrian, traffic and streetscape improvements to Murray Street and side streets, High Street and Adelaide Road.

6. Develop Council-owned land

Provide leadership in mixed-use and well-designed development by offering one or more Council-owned sites for development.



7. Investment attraction

Promote Gawler Town Centre potential with Investment Prospectus and other actions.

Targeted Street + Public Realm Projects Are Proposed to Improve Movement + Place in the Town Centre



1. Movement + Place
2. Targeted
3. Safe
4. Pedestrian Friendly
5. Clearly Signed



2. Introduction + Context Analysis

2.1 Aim + Objectives

2.2 Study Area + Precincts

2.3 How We Arrived At The Structure Plan

2.4 Gawler Town Centre today

2.5 What We've Learned From Other Town Centres

2.6 What We've Heard (so far)

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2.8 Conceptual Framework

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This section provides an introduction and understanding of the project.

2.1 Aim + Objectives

Jensen PLUS was engaged by the Town of Gawler to prepare a Structure Plan + Development Delivery Framework.



The purpose of the plan is to guide the future spatial structure, land use, built form, movement and public realm of the Gawler Town Centre, managing anticipated growth to support ongoing vitality and economic resilience.

The plan provides a framework for development and investment, infrastructure coordination and staged delivery, while reinforcing Gawler's heritage character, identity and role as a vibrant civic and community heart.

The plan has been informed by technical investigations and recommendations. Together with findings from community and stakeholder engagement, these underpin the desired outcomes of the plan. Details of these background documents are embedded throughout this plan.

Structure Plan Objectives

- Vision for the future of the Town Centre.
- Land use planning.
- Guide form, scale, design of future developments.
- Community input.
- 20-30 year outlook.

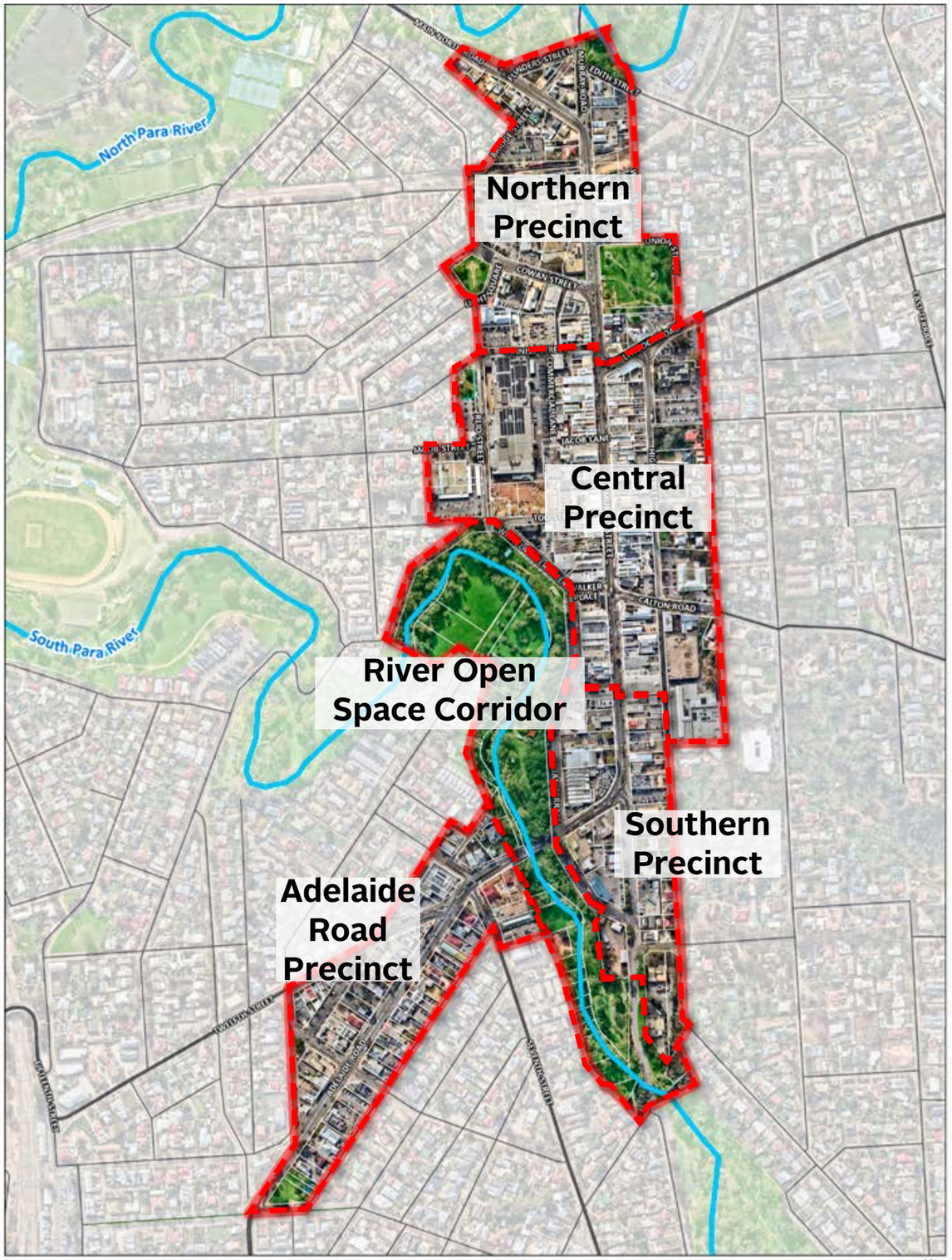
Development Delivery Framework Objectives

- Implementation-focussed.
- Address local transport issues.
- Public realm improvements.
- Costed action plan.
- 10 year staged implementation.

2.2 Study Area + Precincts

Gawler Town Centre is shown within its wider landscape setting, framed by the North and South Para Rivers, with the main built-up area following Murray Street in a north-south orientation.

We have divided the study area into five precincts, noting the geographical and character differences of the River Corridor and Adelaide Road Precincts.



Northern Precinct



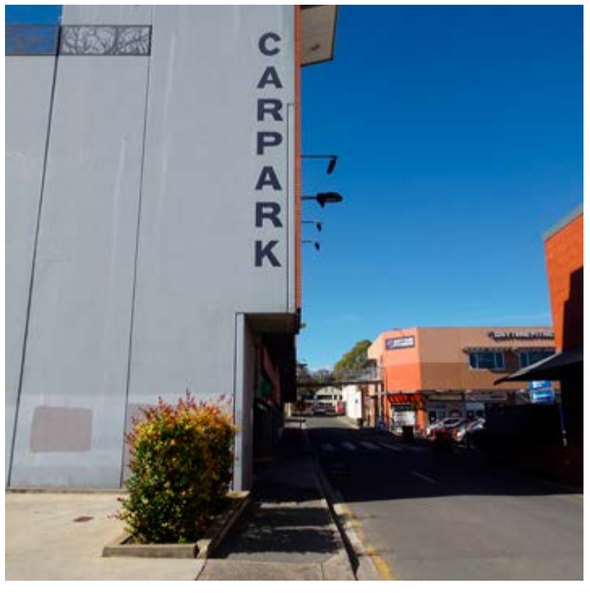
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The northern part of the Town Centre includes Gawler Central Station and the adjacent Coles supermarket and Gawler Central Shopping Centre.

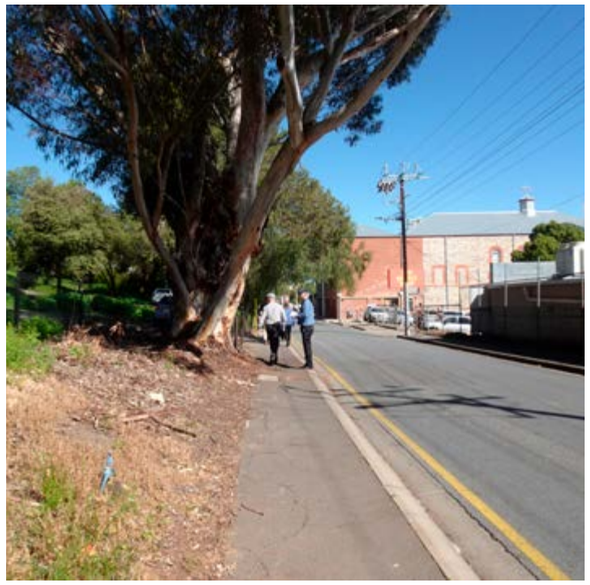




Light Square and the Gawler Church Hill State Heritage Area overlaps this precinct, with other land uses including commercial, health and multi-storey car parking on Finniss Street.

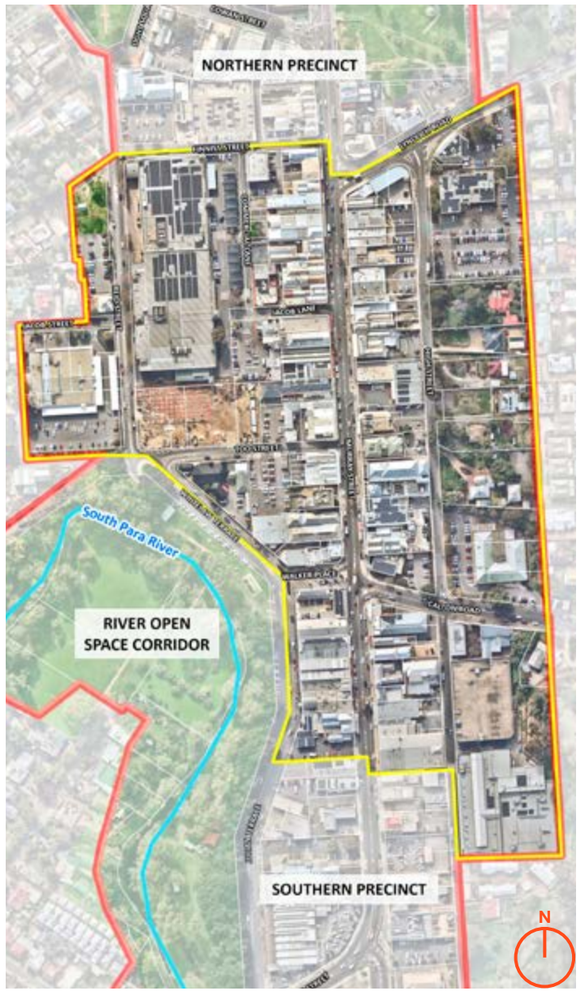
Central Precinct









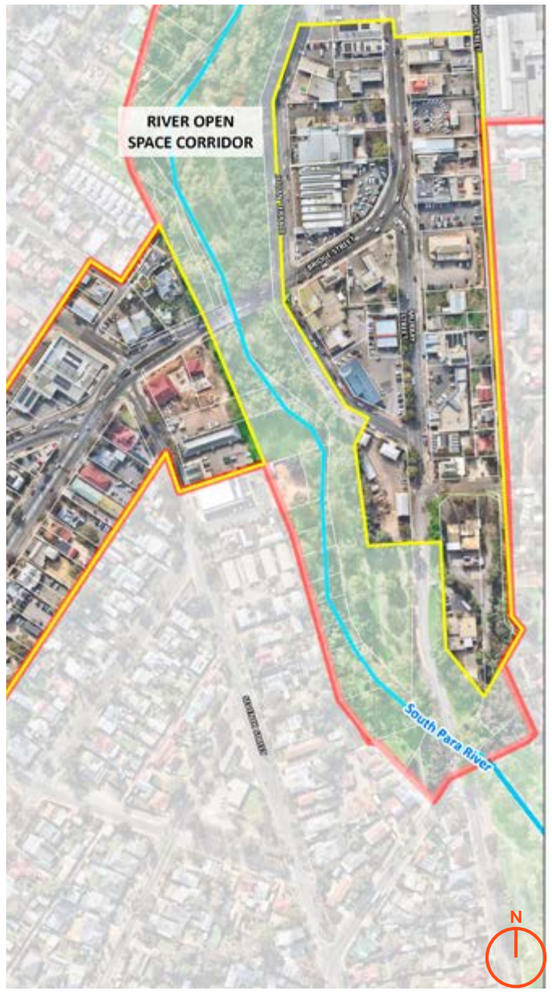


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The central precinct includes the main street area of Murray Street, which also has many heritage sites and redevelopment opportunities. A large Woolworths / Big W is to the west.

On High Street - a narrow road parallel to Murray Street - properties are less developed and many have slope, vegetation and heritage constraints.

Southern Precinct



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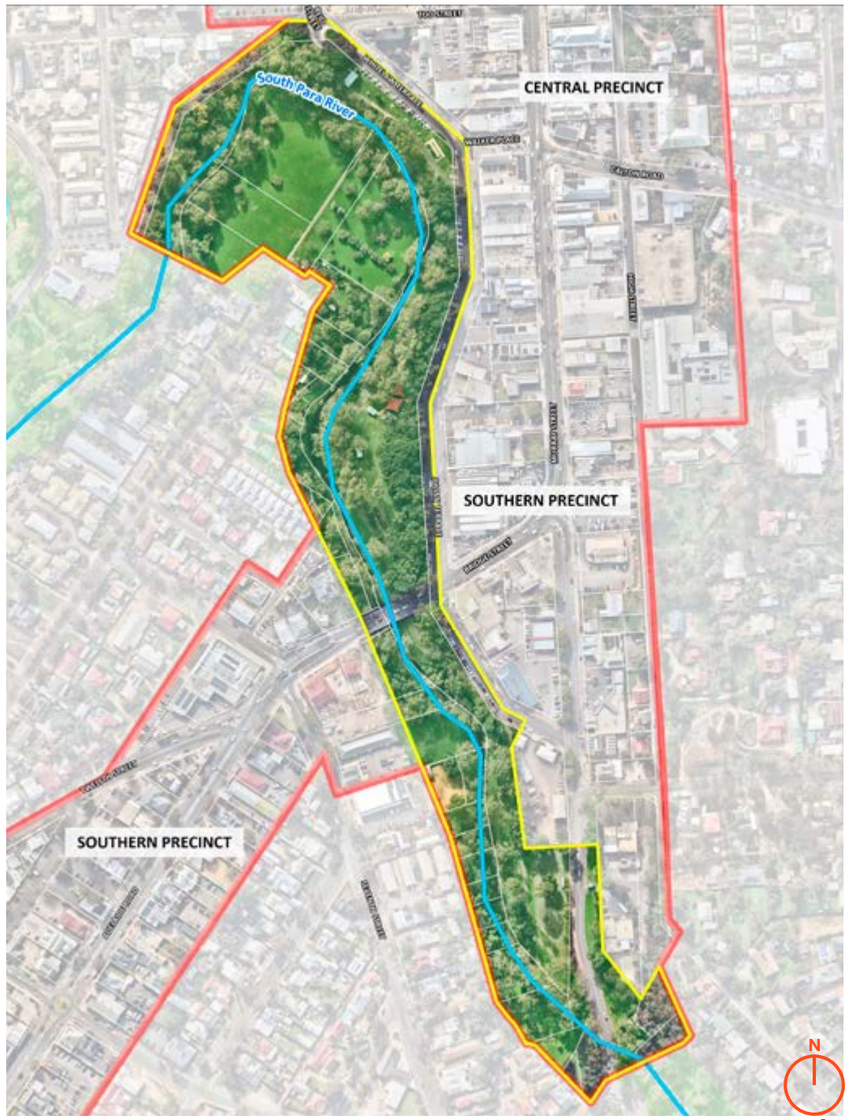






The southern precinct has many redevelopment opportunity sites created by underutilised land and buildings. The quieter southern part of Murray St could lend itself to mixed-use development including residential land uses.

River Open Space Corridor



1:5000 @ A3

The river corridor within the Gawler Town Centre is defined by the South Para River. It has continuous vegetation along both banks, forming a linear green open space through the study area.









Adelaide Road Precinct



1:5000 @ A3



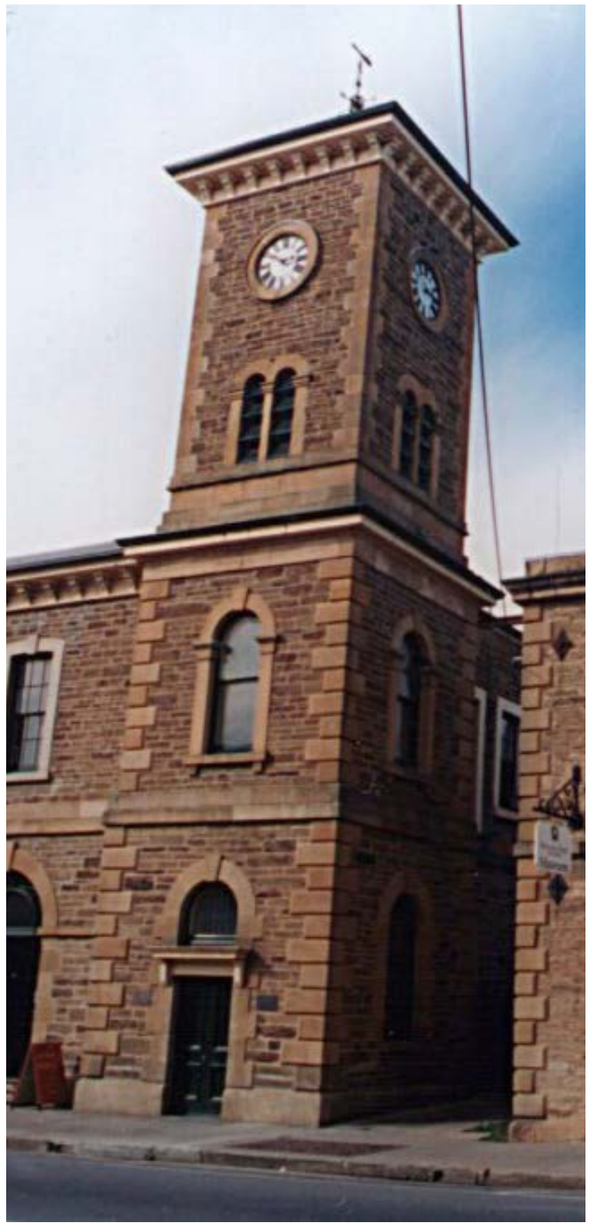


Across the South Para River is a large cluster of retail and commercial businesses along Adelaide Road, many in converted houses. Front and side setbacks between buildings contribute to a more spacious character than the town centre north of the river.





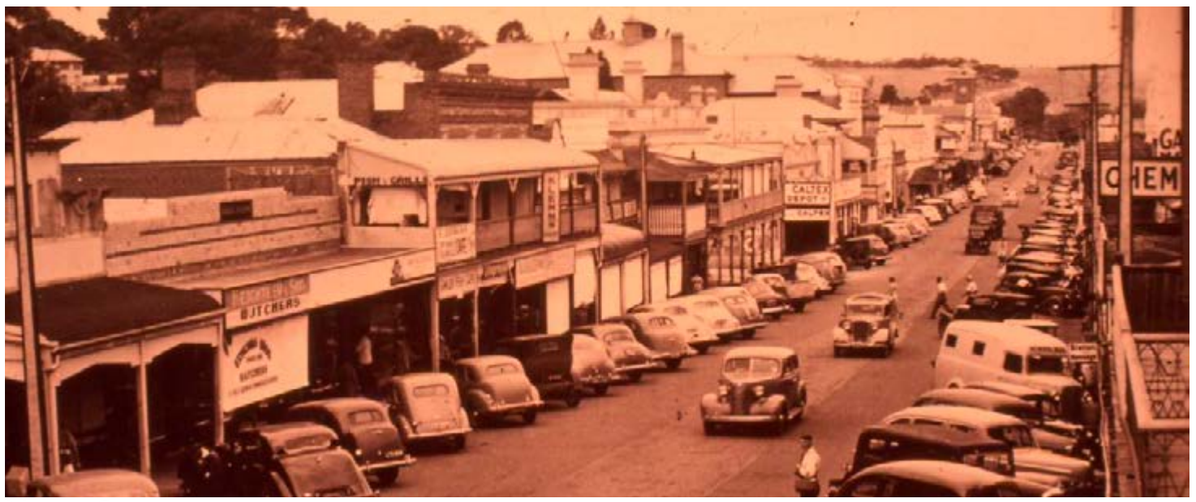
Historic views of Gawler Town Centre



Historic clock tower 2002



Murray Street + Institute



Murray Street



Murray Street c1900



Murray Street 1962 parade for a new pool.



Regal/Ozone Theatre 1960s cnr Murray St / Calton Rd

Source: https://www.gawlerhistory.com/

2.3 How We Arrived At The Structure Plan

1 Project Initiation + Early Engagement

September 2025

_ Study area visits
_ Strategic analysis
_ Stakeholder/Community engagement planning
_ Early engagement with stakeholders
_ Councillor workshop
_ Project announcement + webpage

2 Design Investigations

Oct-Dec 2025

_ Vision, principles, objectives
_ Development Scenario modelling
_ Planning + Urban Design analysis
_ Movement + Place workshop
_ Built Heritage and Adaptive Reuse Analysis
_ Early engagment with stakeholders

3 Draft Structure Plan

Jan-Mar 2026

_ Streetscape concept designs + interventions
_ Regenerative planning workshop
_ Draft Structure Plan
_ Delivery Framework
_ Finalise Technical Studies

4 Stakeholder Consultation

Apr-June 2026

_ Stakeholder + Elected Member Consultation
_ Community consultation + detailed stakeholder engagement on Draft Structure Plan

5 Final Structure Plan

_ Implementation



2.4 Gawler + Gawler Town Centre Today

Sources:

_ Council-supplied data
_ Movement and Access Strategy (version C draft), 2025
_ Gawler Growth Framework 2024

Gawler is a fast-growing regional service centre at the northern edge of metropolitan Adelaide, combining a state-significant heritage town centre with rapidly expanding residential growth areas.



Town of Gawler Population growth



Anticipated doubling of population to approx 50,000 (plus Roseworthy, Concordia, Kudla).

146,000m2



Building footprint area in the Gawler Town Centre.

>18,000



Daily traffic volumes on Murray Street.

3,985



Car parking spaces (on- and off-street).

66



State and local heritage places.

1%-5%



Commercial vehicles on Murray Street.

12%



Tree canopy cover (excluding the river open space corridor)

36



Residential properties

4



Major supermarkets.

19

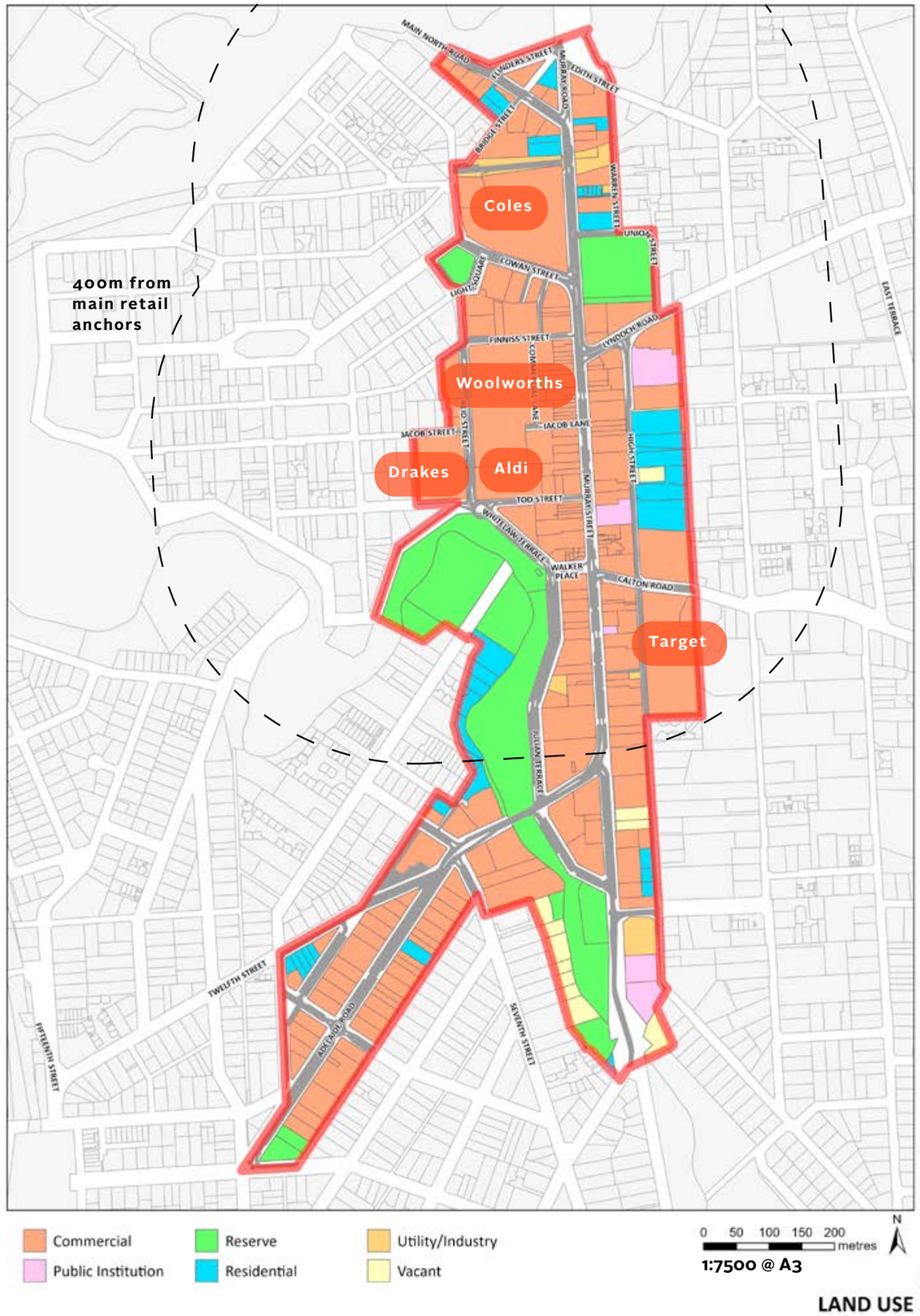


Vacant buildings in the Town Centre.

2.5 Spatial Analysis

Other than open spaces, the Land Use map shows predominantly commercial activities across the study area.

Only small residential areas (blue) are located on the outer edges of the Town Centre.



LAND USE

Key Opportunities

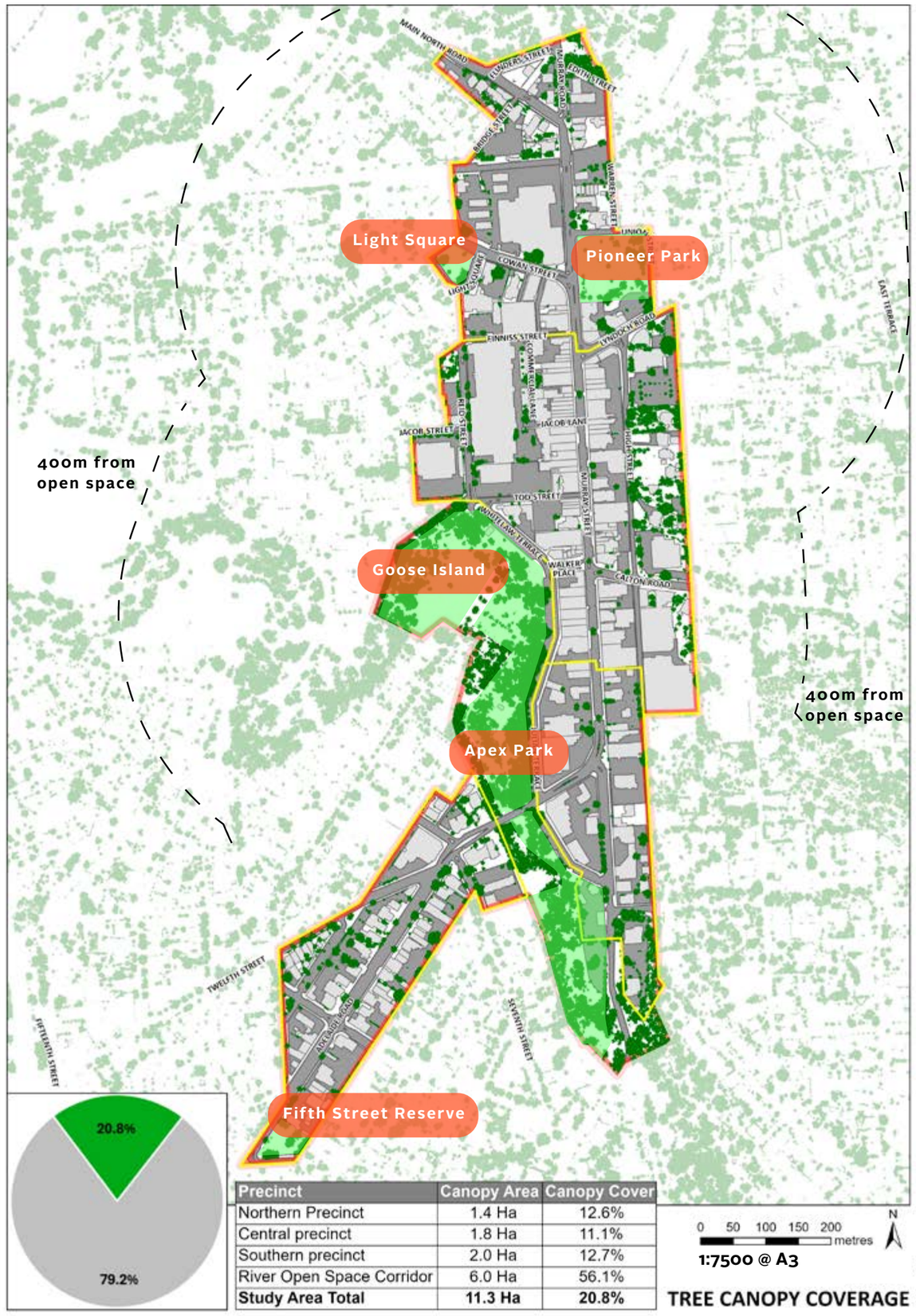
- Key shopping anchors are located off the main commercial spine.
- Sensitive interface treatments may be required where the town centre abuts to surrounding residential areas.
- Vacant sites are limited.

Spatial Analysis

Landscape + Open Space

The Tree Canopy Coverage Map shows approximately 20% canopy cover across the Gawler Town Centre.

Excluding the river corridor, the town centre canopy cover is 12%.



Precinct	Canopy Area	Canopy Cover
Northern Precinct	1.4 Ha	12.6%
Central precinct	1.8 Ha	11.1%
Southern precinct	2.0 Ha	12.7%
River Open Space Corridor	6.0 Ha	56.1%
Study Area Total	**11.3 Ha**	**20.8%**

Observations

- The Tree Canopy Coverage Map shows vegetation concentrated along the North and South Para River corridors, forming the largest continuous canopy areas within the Gawler Town Centre.
- Limited street trees along Murray Street and Adelaide Road.
- Majority of the town centre is within walking distance of an open space.

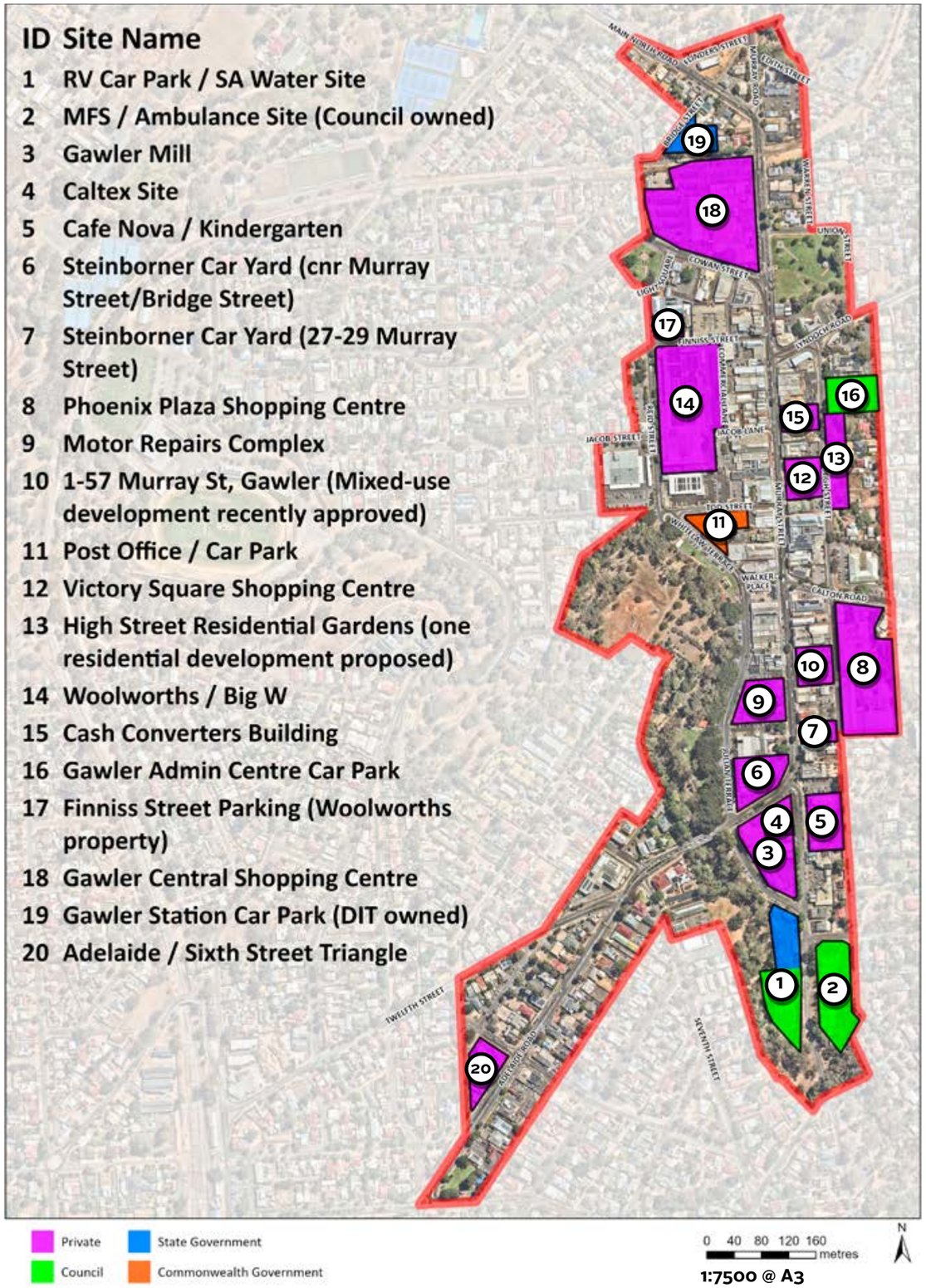
Key Opportunities

- Set a canopy cover target of 30% for the town centre (20% excluding river corridor).

Spatial Analysis

Strategic Sites

Twenty strategic redevelopment sites have been identified based on size, ownership and current land use (or under-use).



LAND OWNERSHIP

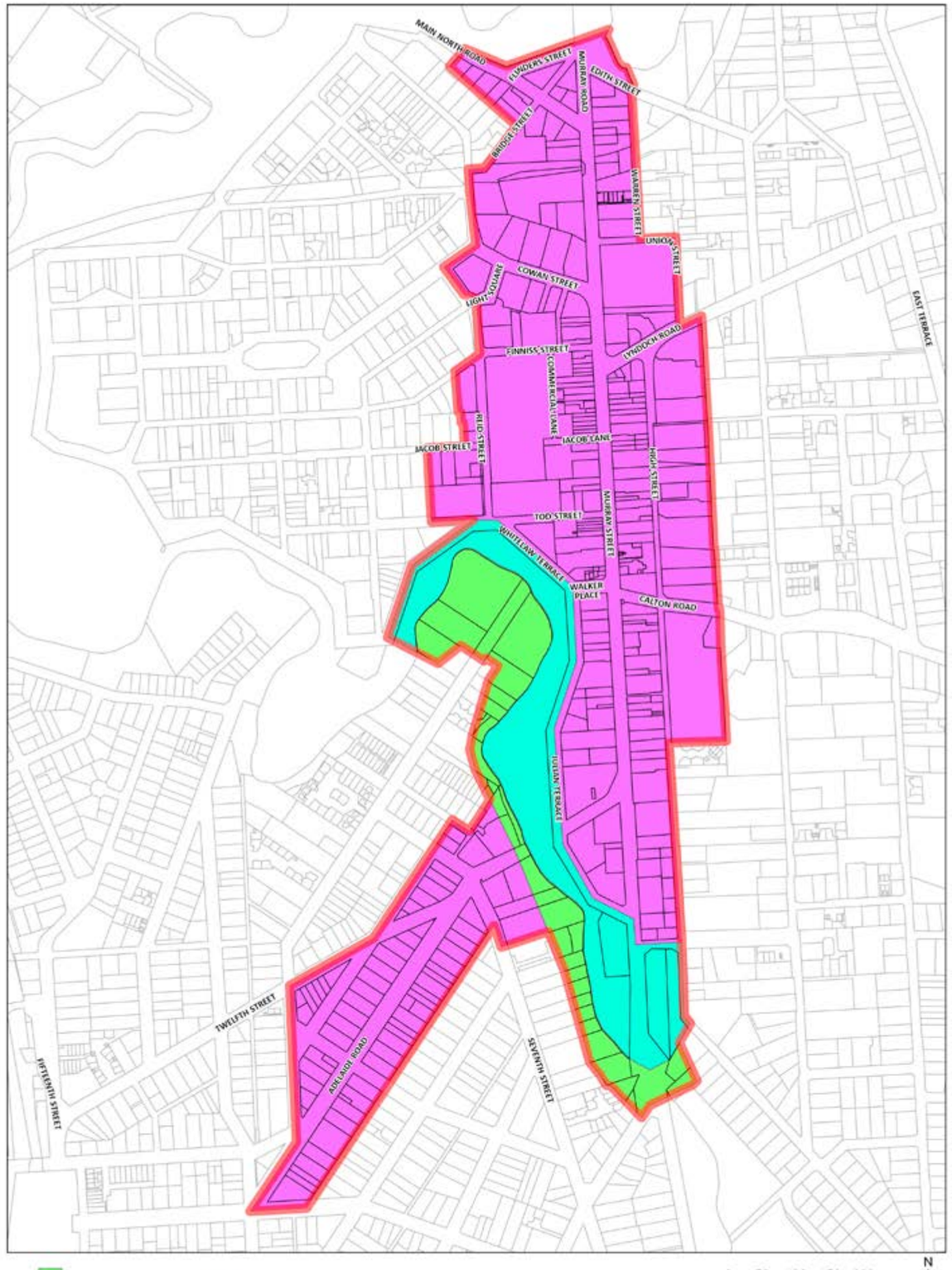
Observations

- Medium and large sized parcels are identified as strategic sites.
- Other development, within existing buildings, and on smaller sites can also be expected to occur.
- Three sites (1, 2, and 16) are Council-owned or part-owned.
- Clustering of strategic sites north and south of the town centre core.
- Many of the larger scale opportunities are adjacent to the river corridor.
- The existing supermarket centres and largest sites identified (sites 14 and 18) will likely play a major role in a growing town centre.

Spatial Analysis

Zoning (Planning & Design Code)

The Zoning Map shows the Gawler Town Centre organised around the Township Main Street Zone along Murray Street and Adelaide Road, with Open Space, and Recreation Zones following the river corridor.



ZONING

Observations

- The study area is covered by the Township Main Street Zone, which seeks:
  - *DO 1: A cohesive, active, accessible and welcoming main street environment for residents and visitors to shop, work, meet, entertain and relax.*
  - *DO 2: Development contributes to the vibrancy and activity of public spaces and reinforces the traditional main street character.*
- The Zone seeks to ensure new buildings complement the low-rise main street. Preferred building heights of 9m (2 storeys), with interfaces to residential areas to be designed with a 45° (or 30°) plane.
- Design requirements are focused on low scale building height rather than broader design outcomes.
- The Zone places some limitations on opportunities for new development to support a growing community.

Key Opportunities

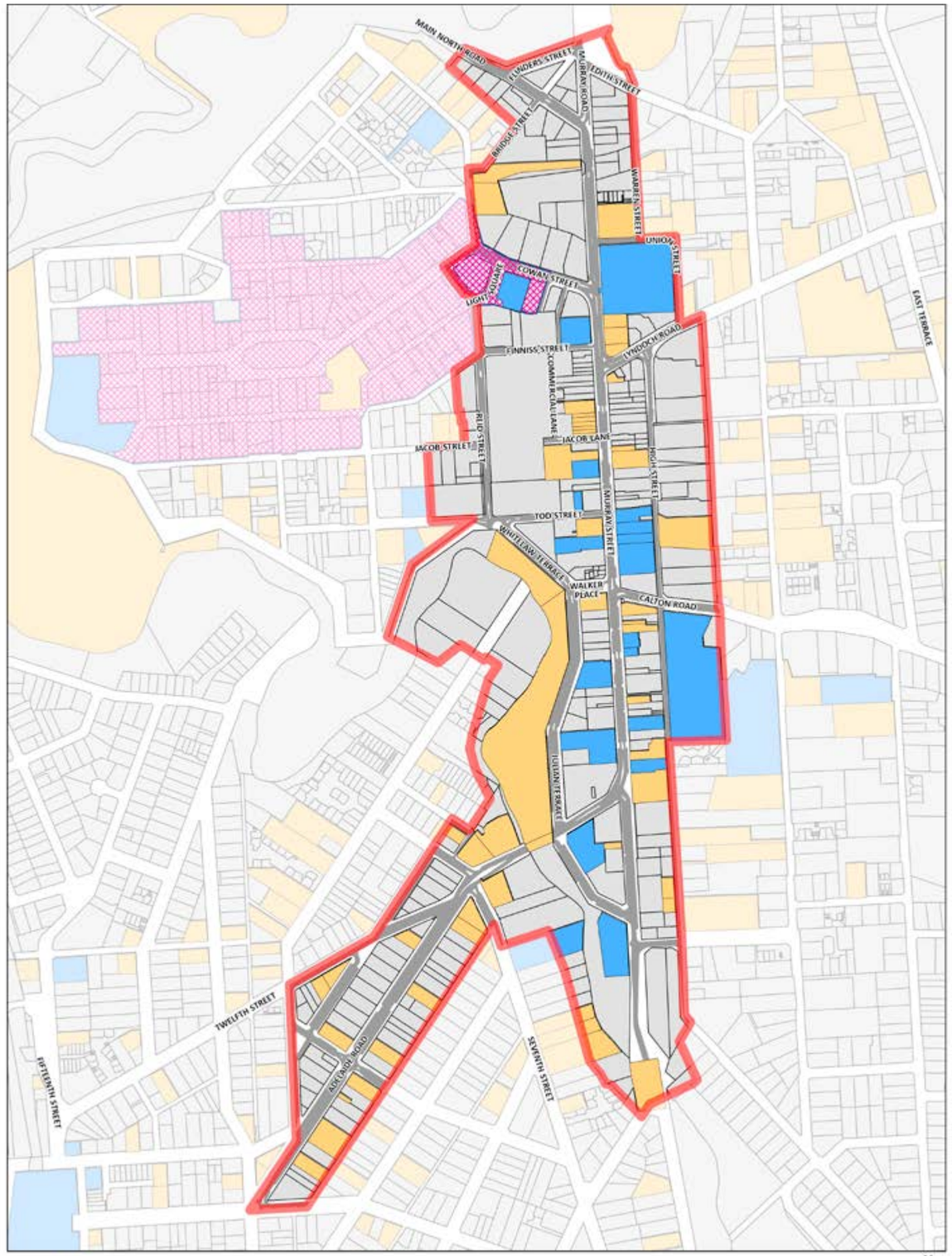
- Limited guidance in the Zone to deliver specific land use and built form ambitions for the area, and supporting its role as a District Centre.
- Conflicts with the Zone and Overlays may need to be resolved (Overlay prevails).
- Immediate boundary with the Established Neighbourhood Zone.

Spatial Analysis

Heritage Places

The Heritage Places Map shows a high concentration of heritage-listed buildings along Murray Street.

Local Heritage Places are fewer in number along Adelaide Road.



Observations

- The study area contains a substantial number of Heritage Places (66), comprising both State and Local heritage listings.
- State Heritage buildings are generally concentrated along Murray Street, where State Heritage Places form a continuous and prominent historic streetscape through the town centre.
- Along Adelaide Road, heritage listings are predominantly Local Heritage Places, contributing to the transitional character of the southern approach.
- A designated Heritage Area extends into the northern precinct, encompassing several significant historic structures and streetscapes.

Key Opportunities

- Adaptive re-use of heritage buildings / places.
- Review of heritage values to understand scale of change possible.

2.5 Spatial Analysis Summary: Eight Features

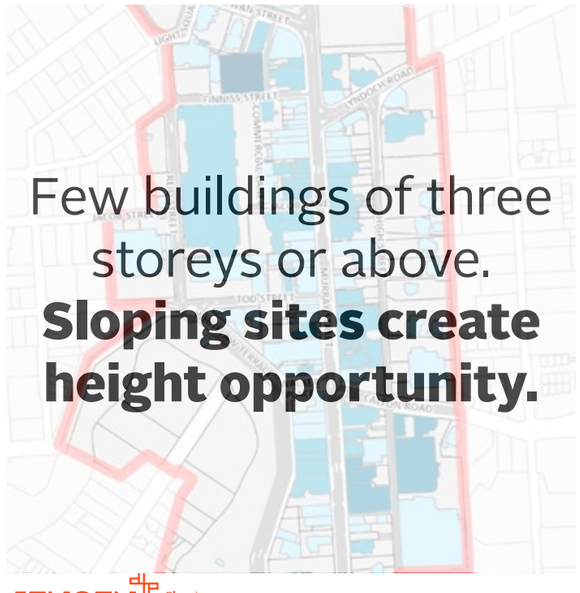
Further details in Appendix A: Investigations (Spatial Analysis)

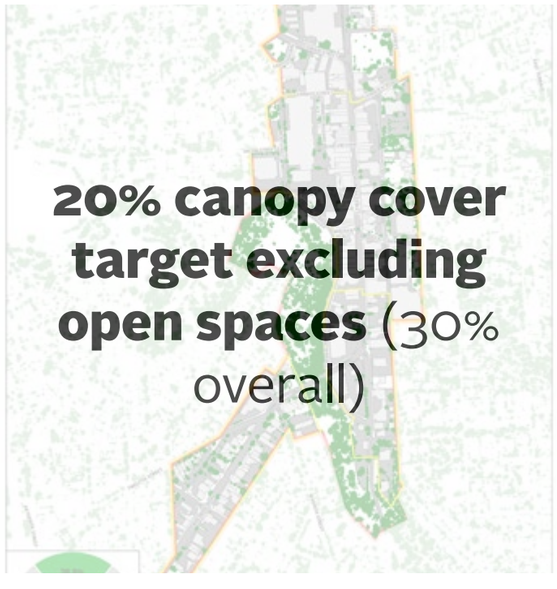


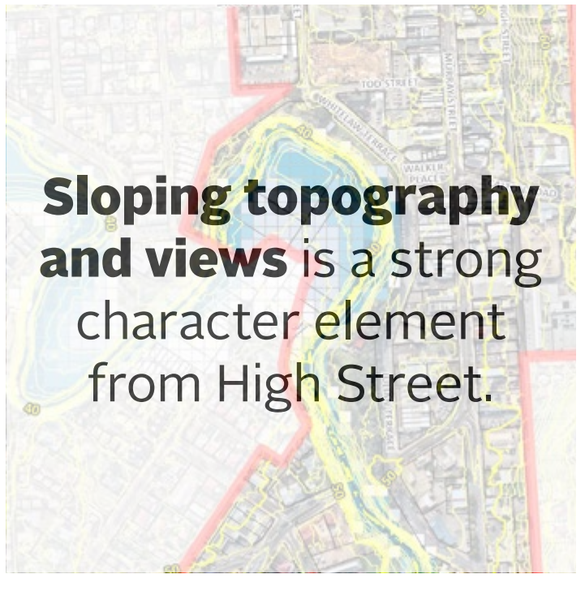














2.6 What We've Learned From Other Town Centres

Further details in Appendix A: Investigations (Spatial Analysis)

















2.7 Strategic + Policy Context

Further details in Appendix A: Investigations (Spatial Analysis)

Many state, regional and local plans, policies and strategies apply within the Town of Gawler. Few are directly relevant to the town centre, but several lessons for this town centre structure plan can be summarised.

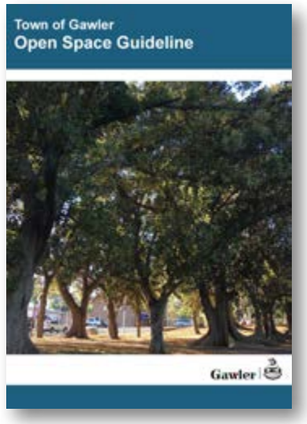


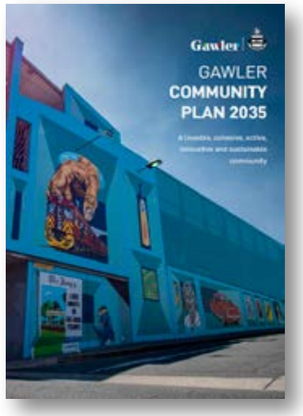


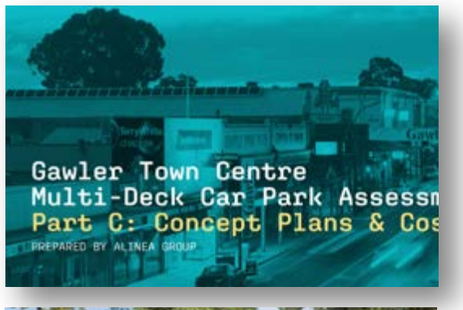


Key plans + policies











Other plans + policies

2.8 What We've Heard So Far

Further detailed description of this prcesss can be read in Appendix 2: Engagement Summaries.

Early community engagement has been undertaken to identify information and ideas from community members.

A dedicated Business and Community Reference Group (BCRG) was established for this project to assist with this.

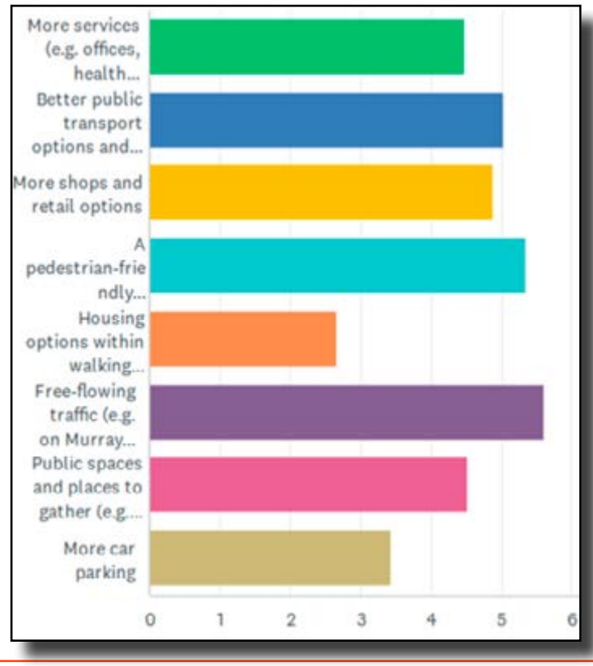


Early Community Engagement

- Initial public consultation period from 15 October to 7 November 2025.
- This engagement focused on understanding *what matters most* to the community to inform the future of Gawler's Town Centre.
- Engagement activities included surveys, online engagement, social media outreach, pop-up sessions, written submissions, and the establishment of a Business + Community Reference Group (BCRG).

Key community priorities

- A More **Walkable, People-Focused** Town Centre.
- **Traffic and Movement Resolution**.
- Protecting **Heritage and Local Character.**
- A More **Vibrant** Town Centre with **Retail Diversity**.
- **Mixed-Use Development and Housing** in the Right Locations.
- **Greener Spaces and River Connections**.
- **Community and Youth Spaces**.



BCRG Meetings

Meeting #1 (29th Oct 2025)

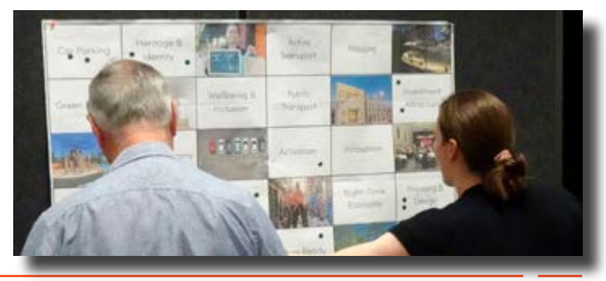
- Meet the team + introduction to what a structure plan and development delivery framework is.
- Key themes from each member were discussed.

Meeting #2 (17th Dec 2025)

- Workshop activity: reviewing priorities and perspectives.
- Community engagement results presented.
- Project update for Planning and Urban Design analysis, Movement and Place assessment and Built Heritage and Adaptive Reuse analysis.
- Feedback on draft development scenarios.

Meeting #3 (11th Feb 2026)

- Update on vision + principles, development scenarios testing, movement + place and streetscape improvements.
- Review of updated project objectives.



2.8 What We've Heard So Far

Further detailed description of this prcesss can be read in Appendix 2: Engagement Summaries.

Through a workshop series with councillors, staff, and stakeholders important directions have been identified for the structure plan.

Movement + Place Workshop

- October 2025 workshop with Council and Department for Infrastructure and Transport (DIT) staff.
- Introduction to Movement + Place approach.
- Workshop activity identifying the existing and future Movement hierarchy and Place hierarchy.
- Future place functions included changes to Murray Street, and a number of supporting road/intersection treatments identified.

Visioning + Scenario Workshops

- A series of workshops were held that identified a preliminary land use vision, development principles, and other objectives.
- SWOT analysis was undertaken to determine priorities.
- Development scenarios were introduced and tested.

Elected Members Workshop

- 11th November 2025
- Vision + prioritisation of principles was established.
- A "Would you rather?" exercise was undertaken to determine preferred outcomes for the town centre.
- Development scenarios were introduced.







2.8 What We've Heard So Far

Further detailed description of this prcesss can be read in Appendix 2: Engagement Summaries.

Through a workshop series with councillors, staff, and stakeholders important directions have been identified for the structure plan.

Elected Member Briefing

- 7th April 2026
- Presentation of the Draft Structure Plan and Delivery Framework.
- A 2-hour workshop structured into three parts:
  - Vision, Strategy and Key Moves
  - Design, Heritage and Zoning
  - Movement and Place Priorities

Elected Member Briefing

- April 2026
- This session provided an update for Elected Members and provided more information on the matters raised during the 7 April session.
- Key discussions included Greener Gawler priorities, building heights, transport impacts, public transport, heritage protection, careful residential growth, parking solutions and clear communication.

BCRG Meeting

Meeting #4 (22nd April 2026)

- Presentation of the Draft Structure Plan and Delivery Framework.
- Workshop structured into three parts:
  - Vision, Strategy and Key Moves
  - Design, Heritage and Zoning
  - Movement and Place Priorities







2.9 Summary of Investigations _ Gawler Town Centre Market Assessment (David Snoswell Property Advisory)

A market analysis - based on a growing local population catchment over 20 years time - has identified several land uses to plan for and include in the town centre scenarios.

Should constraints prevent some of these land uses developing in the town centre, the development may occur in other locations.

Land Use	Opportunities	Floor Area / quantity	Site Area Requirements
Retail	Additional retail and shopfront floorspace supported due to growth in catchment. Countered to a degree by new competition that will compete for market share	16,000sqm	Large sites, including redevelopment of existing shopping centres. Part of mixed use development with retail occupying ground floor
Medium density residential	Townhouse projects on small sites Small scale apartments	200 apartments in small developments of up to 20 units	Small sites (say 800-1,200sqm) Townhouses: 150-200sqm per unit
Commercial offices	Potential for demand from multiple sources: - Commonwealth, State Government, NFP Sector	2,000sqm / 2-3 opportunities	2,000-3,000sqm each May form part of a mixed use development
Childcare centres	New childcare centre under construction may limit future demand in the Town Centre. More likely to be built in new greenfield developments.	n.a.	
Healthcare	One or two integrated medical centres, combining GPs, Allied Health, Pharmacy, Specialist services	2,000sqm each. 1 or 2 centres	
Visitor accommodation	Serviced apartments with approx. 50 units. Built over multiple levels with complementary ground floor retail / hospitality use	50 unit development. 2,000-2,500sqm floor area	2,000sqm site May form part of a mixed use development
Retirement living and aged care	Future potential for vertical retirement village. However, the market is reasonably well served by both retirement living and aged care	n.a.	
Community Attractors	Possibility for cinemas	2,000-4,000sqm. Providing for multiple screens; complementary F&B	
	Community spaces and facilities	2,000sqm. 80 parking spaces	





2.9 Summary of Investigations _ Movement + Place Investigations (Be Engineering)

Unlike traditional road hierarchies, "Movement + Place" is a way of thinking about streets and roads that considers both the transport (movement) function as well as the place (land use / urban design / activity / cultural) function.

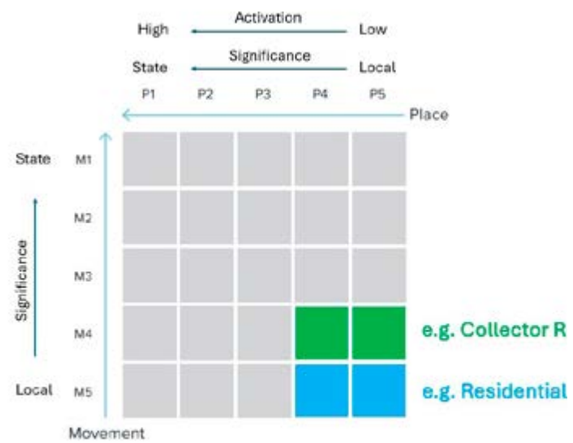
'Movement + Place' values for each street are charted on a matrix.



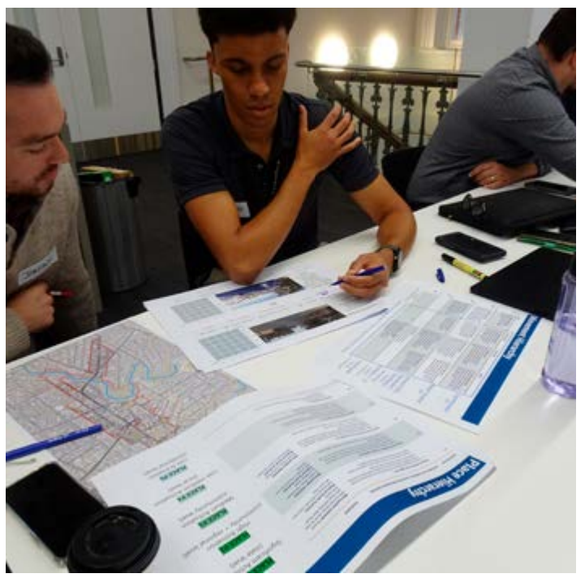
A Movement Corridor
To Save Time



A Destination
To Spend Time



e 5x5 matrix adopted for South Australia is based on a Movement M1-M5 and a Place P1 –P5 Scale



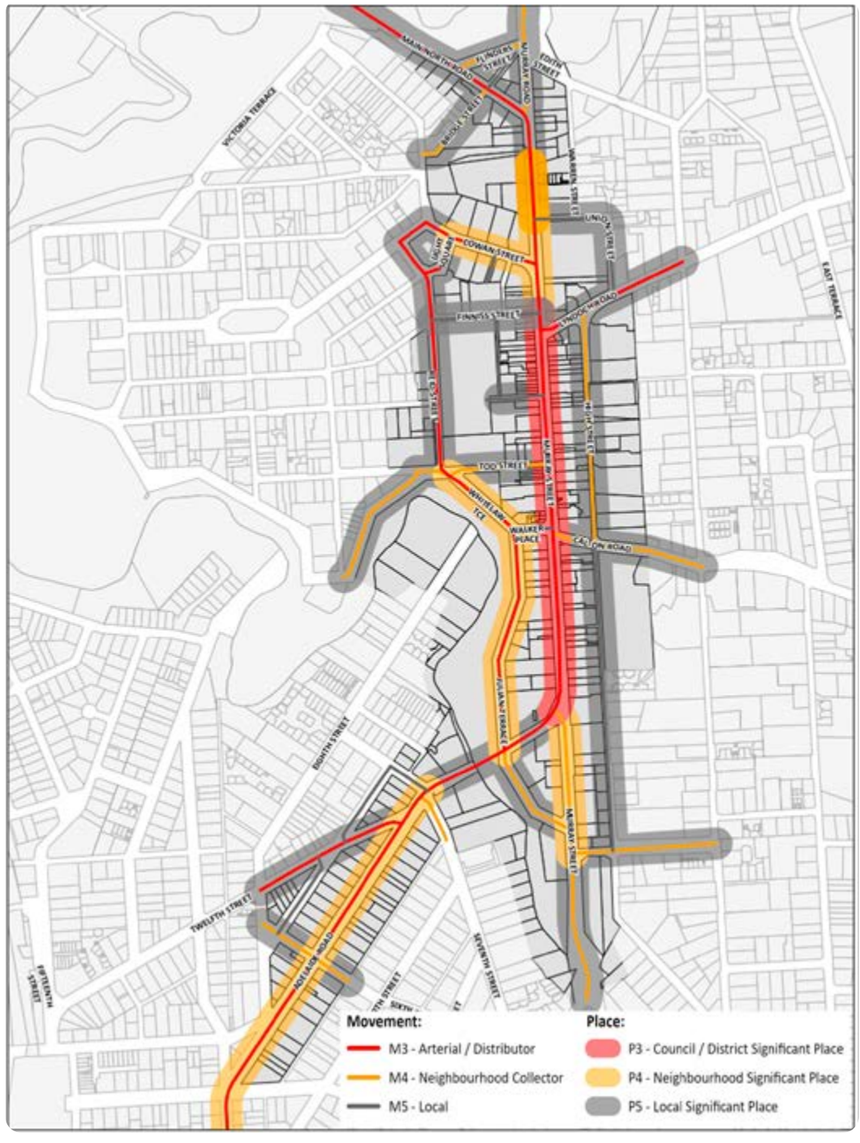


2.9 Summary of Investigations _ Movement + Place Investigations (Be Engineering)

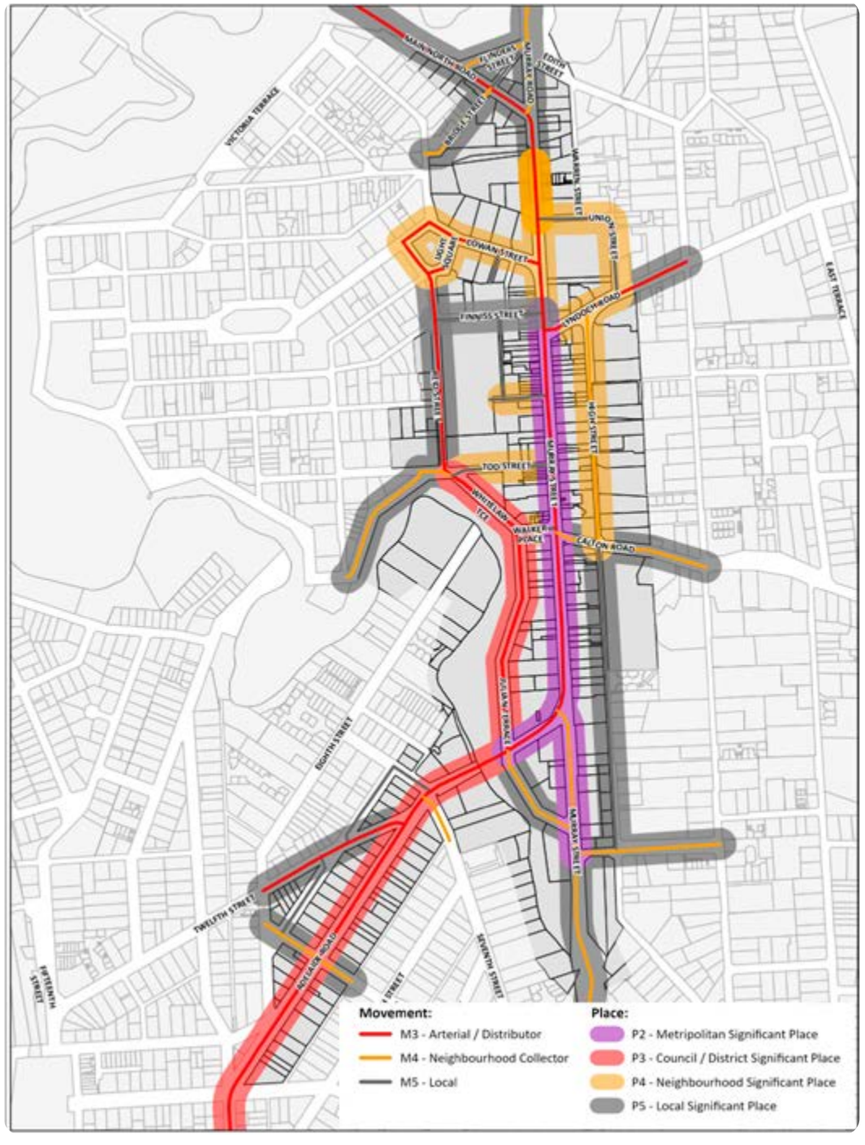
Be Engineering Solutions has prepared a Movement + Place Investigation reviewing transport and access conditions to inform current and future roles of the roads, streets and links around Gawler Town Centre.

By doing this, priority streets for upgrades (transport or public ream) can be identified.

While this analysis focussed has focussed on Gawler Town Centre, regard has been made to broader regional transport, including proposed connections avoiding Gawler Town Centre such as a future road connecting Barossa Valley Way to Sturt Highway.



Existing



Future

2.9 Summary of Investigations _ Built Heritage + Adaptive Reuse Analysis (Phillips Pilkington Architects)

This analysis provides an understanding of the heritage values and historic qualities of the study area, with the aim of balancing the retention and reinvigoration of heritage assets, with the need to accommodate appropriate new development within the Town Centre.

The report provides an assessment of the 66 State and local heritage places, and analyses their context. It identifies opportunities for redevelopment and adaptive reuse, and sets preliminary built form parameters.

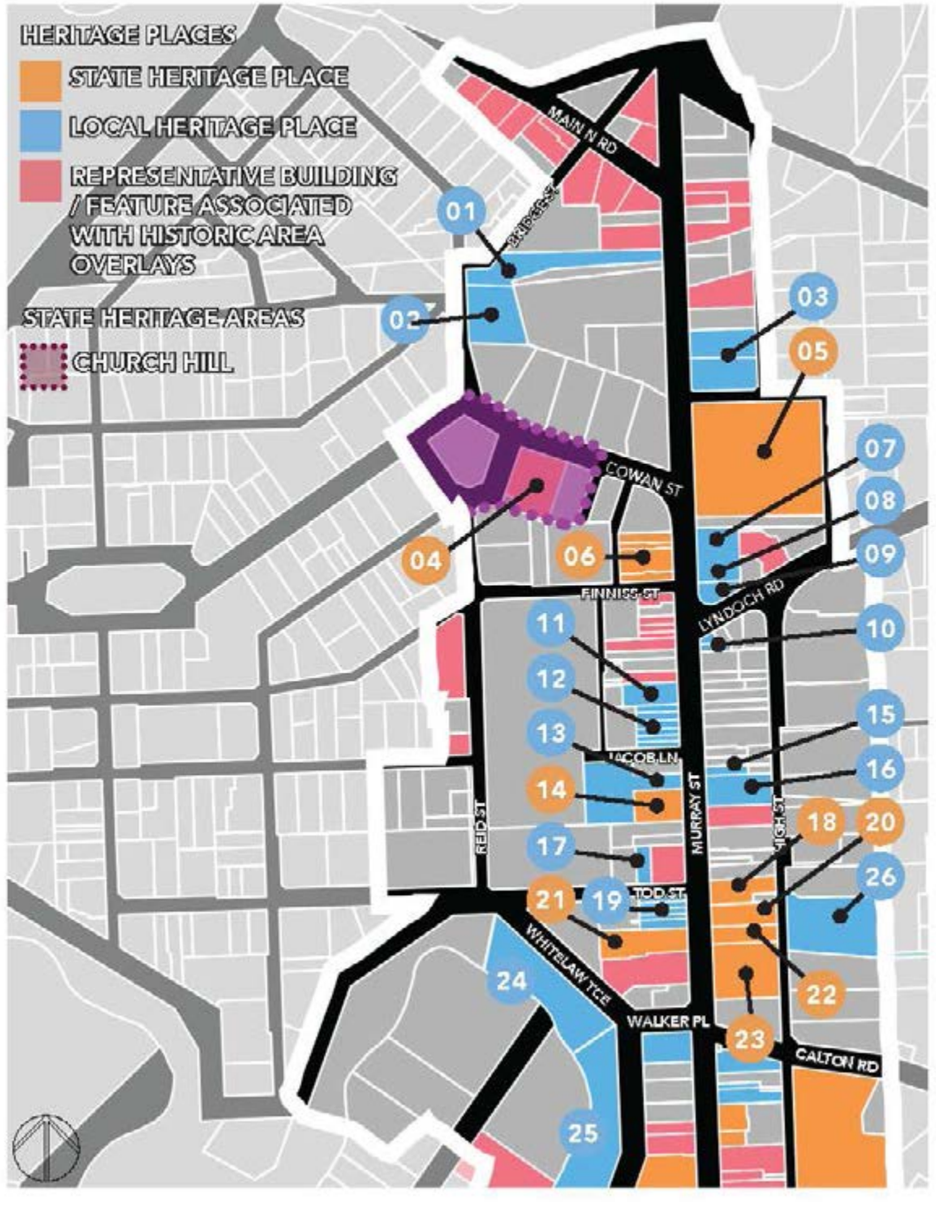
Key considerations to protect the and enhance the heritage and character of Gawler includes the following:

_***Reinforce Murray Street streetwall (8-10m), setback taller elements;***

_*Carefully manage height t**ransition to Gawler Church Hill State Heritage Area.***

_*Retain legibility of historic residences and **front gardens, setback taller elements** (Adelaide Road);*

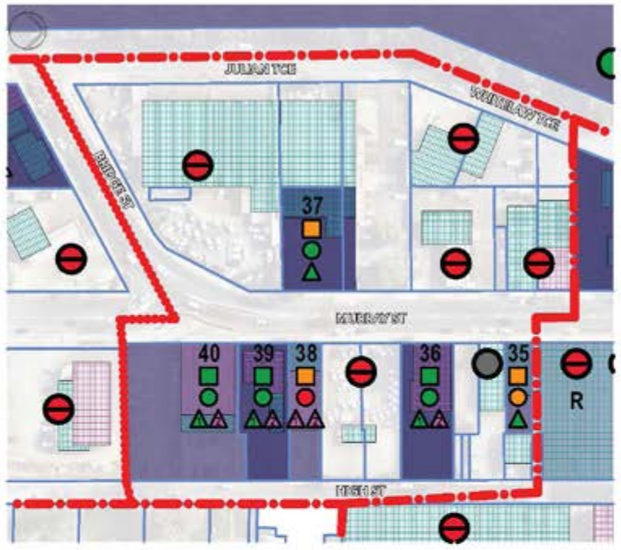
_*Carefully manage height to protect **views of Gawler East Escarpment.***



2.9 Summary of Investigations_ Built Heritage + Adaptive Reuse Analysis (Phillips Pilkington Architects) (cont.)

Example of Precinct Heritage Values & Opportunities Analysis

Southern Precinct A





- **Heritage Values & Opportunities Analysis**
- **Identifies Redevelopment Opportunity sites and Adaptive Re-Use Opportunity Sites**

HERITAGE ANALYSIS

SINGLE STOREY

DOUBLE STOREY

INTEGRITY

CONDITION

UTILISATION

GOOD

MEDIUM

POOR

FURTHER INFO REQUIRED

STATE HERITAGE

LOCAL HERITAGE

REPRESENTATIVE

CONTEXT ANALYSIS

POSITIVE IMPACT

DETRACTOR

NEUTRAL IMPACT

KEY VIEWS

(This analysis is currently based only on visual assessment of buildings through Google Streetview, further information of current usage of buildings would be required to make more detailed analysis)

OPPORTUNITIES AND RECOMMENDATIONS

- Forms part of the heritage core of the town centre.
- Significant redevelopment potential exists between whitelaw terrace and Murray Street (e.g., BP and car yard sites).
- Capacity for infill development and replacement of detracting buildings east of Murray Street.
- Potential height: three storeys, with scale and form to respect adjacent heritage character.
- Provide offsets for taller elements near heritage places and protect key view corridors to the Mill and other key heritage sites.
- Rear allotments of Murray Street properties may allow sensitive infill, noting the presence of historic fabric requiring careful management.
- Potential to improve connection between murray street and Apex Park.
- Apex park provides positive setting to whitelaw terrace.

REDEVELOPMENT OPPORTUNITY

ADAPTIVE REUSE OPPORTUNITY

POSSIBLE REDEVELOPMENT OPPORTUNITY - CAUTION RECOMMENDED

RESTORE/ENHANCE HERITAGE FACADE

2.9 Summary of Investigations _ Development Scenario Testing (Jensen PLUS)

Further details in Appendix C: Development Scenario Testing.

To test the capacity of Gawler Town Centre to accommodate future land use requirements (over 25-30 years) from the Market Asessment, different development scenarios are needed.

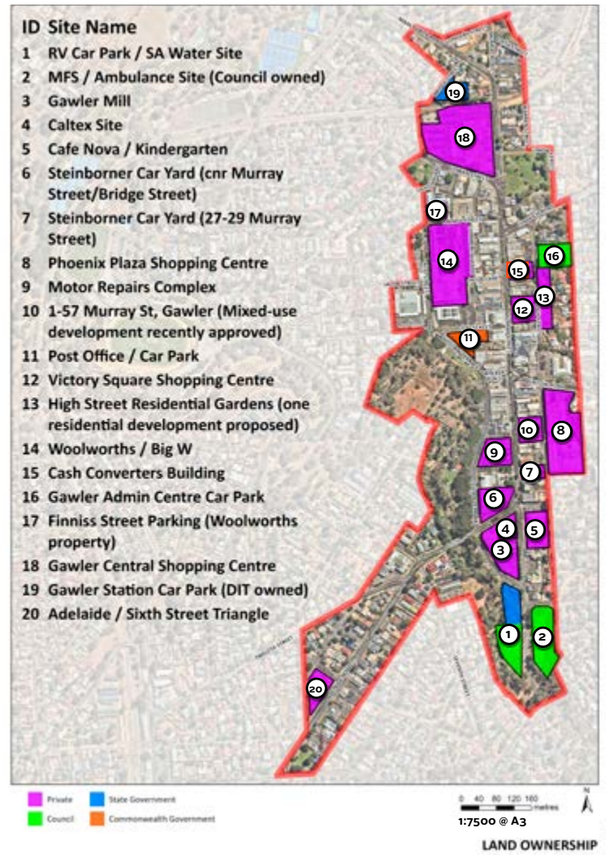
Scenarios can vary in the location, scale, form and land use mix of developments, to enable an informed decision about the preferred Town Centre Structure Plan.

Three new development scenarios for the town centre were prepared to test the viability of accommodating future land use demand, and to explore different approaches to achieving this. The following scenarios were tested:

1. Do nothing (base case for comparison only)
2. "Leverage Heritage" (prioritise adaptive re-use + well designed developments complimenting heritage and character)
3. "River-Town-Corridor" ('Regenerative', greener + enhancing urban renewal with a focus on the South Para River open space corridor)
4. "Targeted" (emphasis on strategic siites, including more easily developed sites, larger sites and TODs)

The following observations were made from the testing:

- Gawler Town Centre can accommodate future land use demand to 2046 and beyond.
- Only larger scenarios with many sites included can meet land use demand.
- Not all sites will be developed in next 20-30 years, and we can't predict which will / will not. Allow flexibility in planning.
- At least one expanded (or new) shopping centre is needed. Allow flexibility regarding which centre(s) expands.
- Building heights up to 5 storeys will help achieve the targets - rezoning required. Include design policies for good urban design and heritage outcomes.



Strategic Sites

2.9 Summary of Investigations _ Built Form Framework (Jensen PLUS)

Further details in Appendix D: Built Form Framework

The Built Form Framework tests how new development can align with the town centre vision and also with good urban design, local character and heritage objectives.

The Built Form Framework outlines the analysis and methodology that underpin the recommended built form outcomes for the centre.

The current Zone anticipates a height of two storeys (and 8-10 metres), which does not align with the vision and development capacity for the centre. This Framework will help establish clear direction for the centre, while responding to key considerations such as heritage, topography, solar access and good urban design principles.

The Framework will be a key component to provide clear and understandable built form controls, which can be effectively translated into the Planning Code (e.g. Concept Plan, Sub-Zone, Technical Variations).

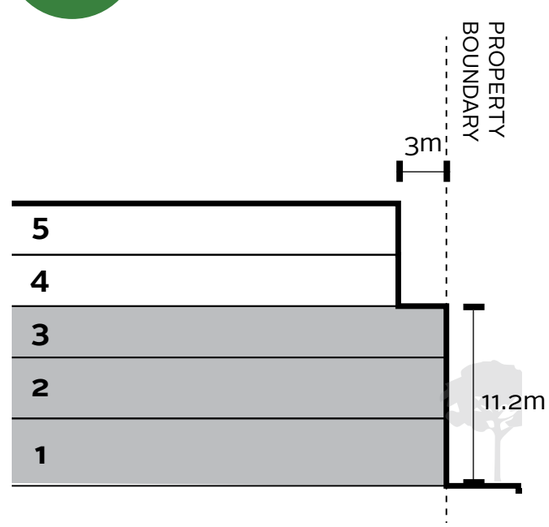
These recommendations underpin the built form and design objectives contained in the Gawler Town Centre Structure Plan + Delivery Framework.

Recommended Built Form

The Recommended Built Form requirements of the Centre has been assessed against a series of design parameters, which includes:

- Heritage + Character
- Streetwall
- Streetscape Ratio
- Solar Access to Murray Street
- Visual Bulk
- Relationship between streetwall and upper levels
- Solar Access to Open Space
- Transition and Skyline
- Residential Interface
- Building Separation.

Type 3 **Park Interface**



Further details in Appendix D: Built Form Framework

2.10 Conceptual Framework

'Town Centre First'

Gawler Town Centre should remain the largest, most diverse and most important centre in the Gawler area.

Co-locating retail, hospitality and business uses alongside community and civic services is what makes places like Gawler Town Centre identifiably the heart of their regions, to locals and visitors.



While South Australian planning has long included a hierarchy of "activity centres" - town and city centres where jobs, businesses and community services are concentrated - a *Town Centre First* policy approach makes a clear policy commitment: **Gawler Town Centre should remain the largest, most diverse and most important centre in the Gawler area.**

Concentrating activity in town centres provides community accessibility to services, supports public transport viability, and makes infrastructure investment more efficient. It also contributes to creating places that are prosperous, attractive, distinctive and civic in character.

"Out-of-centre" shopping centres and commercial developments also have a role, but while these locations can offer advantages in land availability and car accessibility, dispersed growth can weaken traditional centres without providing some of the wider benefits of mixed-use mixed-ownership town centres.

Origins

The Town Centre First principle emerged in response to this trend (firstly in Scotland and Ireland where out-of-town shopping centres had eroded town centre health and led to urban decay). The approach represents holistic, place-based planning - recognising town centres as the historic and ongoing social and economic heart of their communities.

In South Australia, the Greater Adelaide Regional Plan (2025) centres hierarchy identifies Gawler as a District Centre. District Centres serve sub-regional catchments and are intended to provide a diverse mix of retail, commercial, civic, health, community and residential uses, with 10-40,000m2 floor space typical.

Town Centre First and Gawler Town Centre Structure Plan

- **Responding to projected growth.** Regional growth areas, including Kudla, Concordia and Roseworthy will create new demand for retail, commercial, community and government services land uses.
- **Maintaining primacy within an evolving centres network.** New activity centres at Concordia, Roseworthy and Kudla should serve local communities. Gawler Town Centre should remain the highest-order centre in the area, providing the broadest mix of services and civic functions, at the largest scale, and with the greatest regional access.
- **Testing growth capacity.** Rigorously assess Gawler Town Centre's capacity to accommodate forecast demand.
- **Strengthening economic competitiveness.** Quantify gaps and opportunities across retail, commercial, and residential land uses, and translate these into clear investment priorities and investment attraction actions.
- **Reinforce civic and cultural identity.** Leverage Gawler's heritage character, main street environment and civic assets to strengthen its distinctiveness and regional role.

2.10 Conceptual Framework

Regenerative Planning

*this framework was also referenced in the Gawler Growth Framework, 2024

After four decades of planning for 'sustainability', it seems that environmental degradation and climate change and its serious and negative impacts on our communities are accelerating rather than moderating... do we now need a 'regenerative' approach to planning?

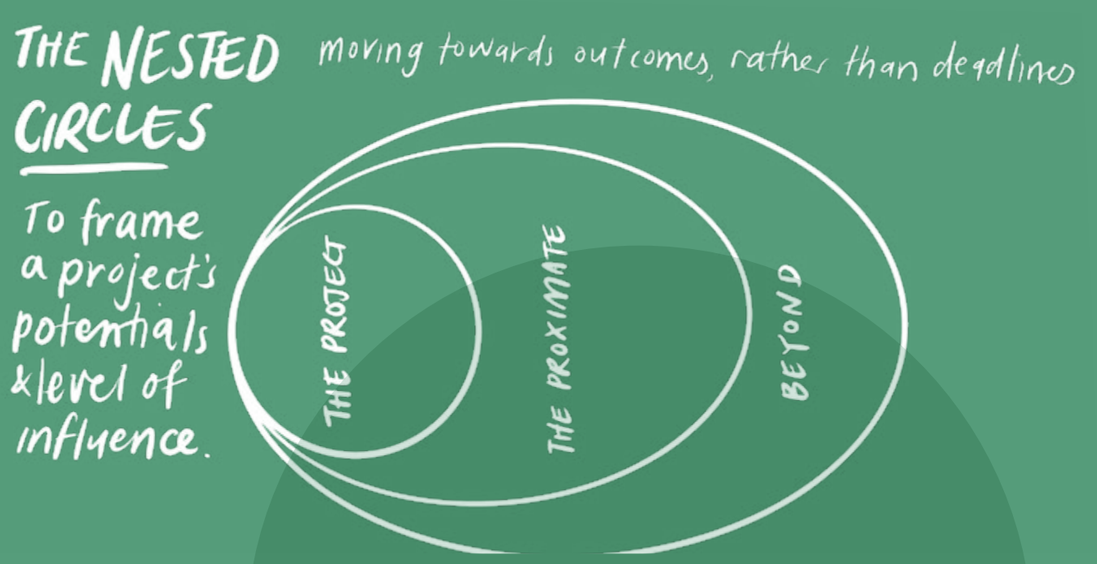
What do we mean by Regenerative Planning?

Trish Hansen (Regenerative Expert) defines regeneration as:

*"Regeneration refers to ways of being (working, learning, knowing and living) that **revitalise (restore, replenish, reconnect, rehabilitate) ourselves, each other and the places we live (and cherish)** on this beautiful planet. Ways of being that continually build the capacity and capability of the living systems in which we live."*

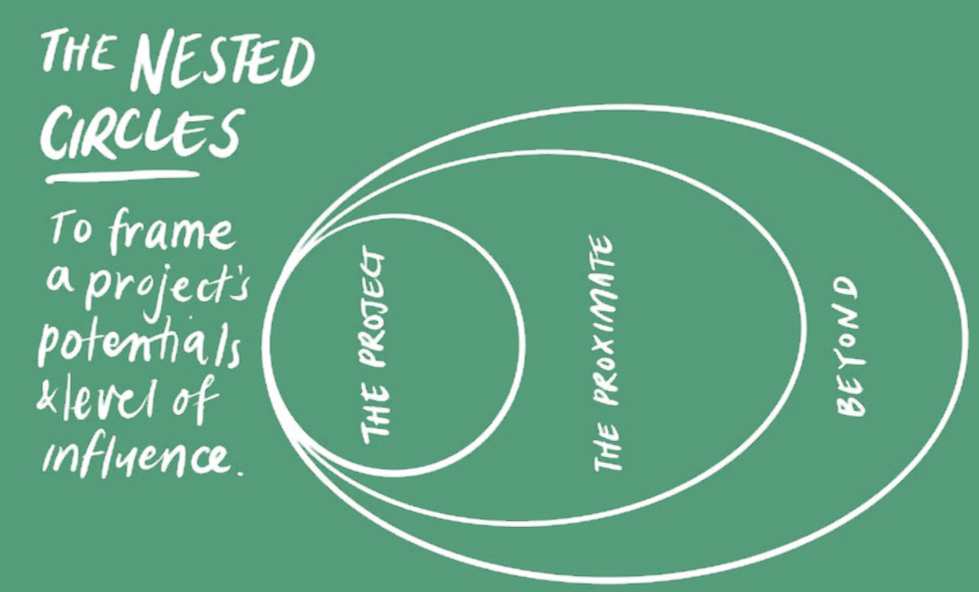
Whereas a balanced social-economic-environmental approach defines 'sustainability', a 'regenerative' approach to planning and design is now emerging which emphasises the need for **positive and restorative change to be achieved for local environments, communities and economies.**

In other words, we can't just balance or offset impacts against each other, we have to improve on current conditions and do so significantly. **We have to 'do good' through all of our projects, achieve 'net positive' rather than net zero.**

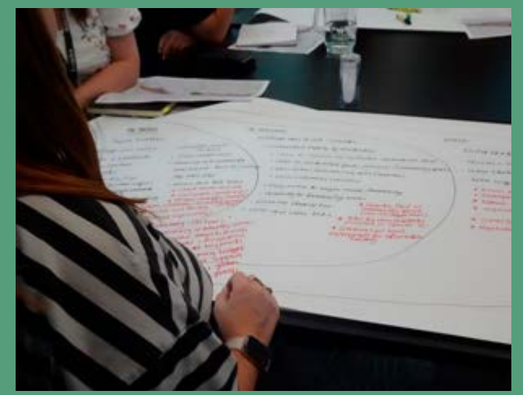


Workshop _ The Nested Wholes approach to achieving regenerative planning outcomes considers the town centre project from a holistic and global viewpoint.

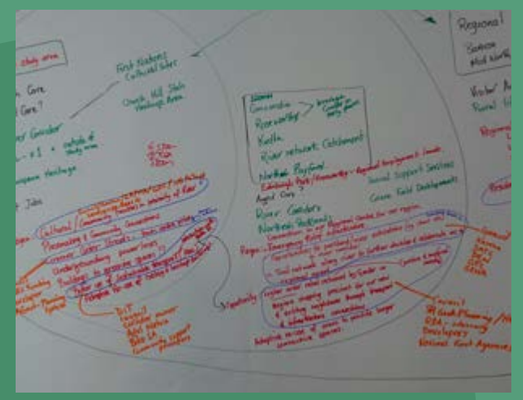
1. **Frame the project's potentials and level of influence. Establish the boundaries for three levels of influence:** Discuss where the project is located? The boundaries between the project and wider areas of influence?
2. **Identify and record what is unique or distinctive about each zone of influence:** Assess environmental, social, and cultural aspects within each zone.
3. **Recognise the highest order of potential for each zone:** Determine, prioritise and write-down the greatest potentials within each zone of influence.
4. D**iscuss who else might be interested in achieving the regenerative potential** of the project and other zones?



Acknowledgement: Trish Hansen, Re-Wonder Co Lab



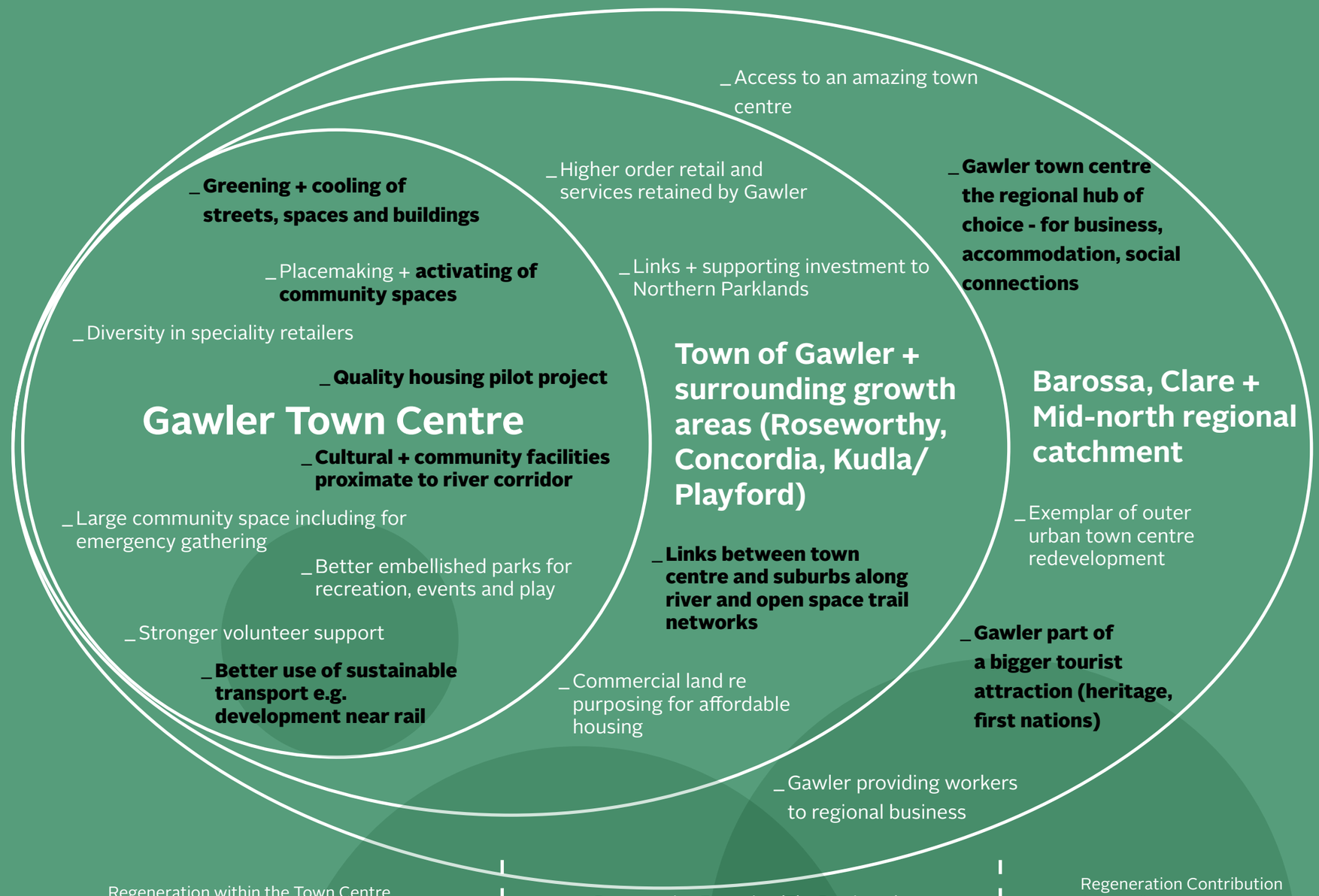




Identifying Gawler Town Centre Regenerative Planning Opportunities

Ideas identified during the workshop can be reflected in the Town Centre strategies, land use planning, and design responses.

In particular, the ideas highlighted in bold should be incorporated into the Structure Plan, even where some elements extend beyond the immediate scope of the current project.



3. The Structure Plan

3.1 Vision

3.2 Strategic Directions

3.3 Structure Plan + Key Moves to Grow the Town Centre Over Time

3.4 Town Centre Movement + Place Priorities

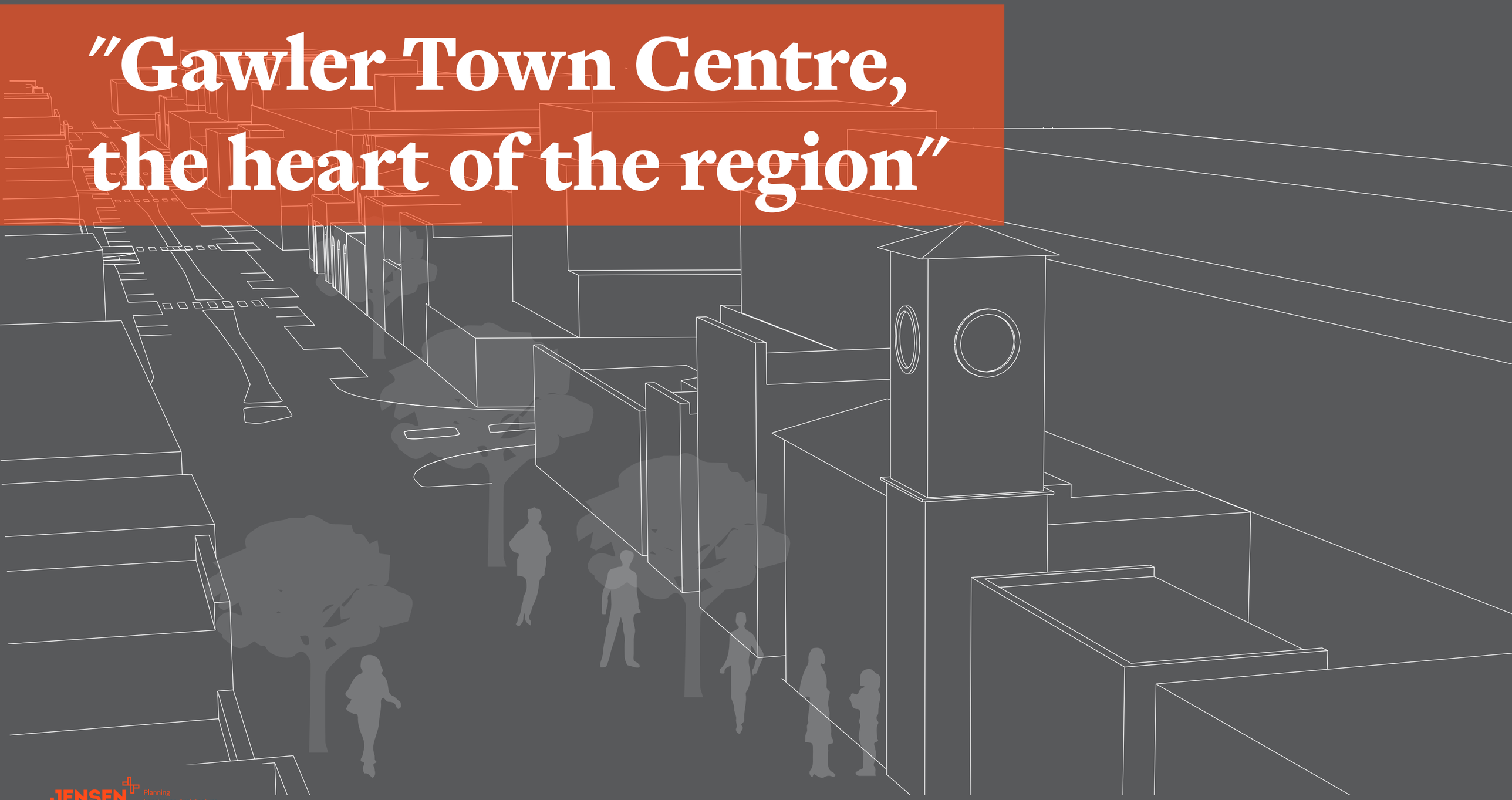
3.5 Movement + Place (Street + Public Realm) Improvement Concepts

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This section outlines the Vision, Strategic Directions and Key Moves of the Structure Plan

3.1 Vision for Gawler Town Centre

"Gawler Town Centre, the heart of the region"



Explaining the vision





The Town of Gawler is strategically positioned at the centre of Adelaide's fast-growing north-eastern growth corridor.

Our vision is for Gawler Town Centre to strengthen its role as a District Centre - remaining the primary town centre serving established and emerging communities. It will continue to provide a major concentration of business, retail and community services, and act as the region's principal meeting place.

To do this, by 2050 Gawler Town Centre will adapt, evolve and expand in capacity and diversity of land uses.

This growth will be accommodated by high-quality, well-designed developments and by targeted local infrastructure upgrades that reinforce its accessibility, functionality and appeal.

Set alongside the South Para River, the town centre will be recognised for its green, high-amenity environment - a destination for community, civic and cultural life.

Gawler Town Centre will continue to serve as a gateway between the Barossa and country regions to the north, and metropolitan Adelaide to the south. At the same time, it will mature into an increasingly vibrant and contemporary centre, offering modern services, experiences and attractions.

Its historic buildings and Murray Street - the main street - will remain central to Gawler's identity, providing character and authenticity that newer growth areas cannot replicate.

The town centre's evolution will also support existing businesses to grow and prosper, while attracting new entrepreneurs and investment. A strong mix of small and medium enterprises will contribute to economic resilience, innovation and local employment.

3.2 Strategic Directions



Heart of the Region

_Gawler Town Centre remains the largest, most diverse and most important centre in the Gawler area.

_Gawler Town Centre will grow to service established communities and new growth areas.

_Gawler Town Centre can accommodate future land use demand to 2046 and beyond.

_Reinforce civic and cultural identity, including with future community space or facilities.



Distinctively Gawler

_Leverage Town Centre heritage + place character to develop in a distinctively Gawler style.

_Encourage development facing the River and Open Spaces as an opportunity to enhance place values in the Town Centre.

_Integrate old and new to create new built forms that tell contemporary stories but respect context.



Good Design

_Increased development scale of two to five storeys in appropriate locations is needed to accommodate future land uses.

_Achieve sustainable building and public realm design with enhanced greening and canopy cover target of 30%.

_Adopt high quality architectural and urban design standards in new development.

_Take a "Regenerative Planning" approach to "give back" to local communities and environment.



Movement + Place

_Make Gawler Town Centre more pedestrian friendly.

_Use a Movement + Place approach to plan transport improvments for key streets and spaces.

_Integrate traffic + public realm improvements to maximise benefits.

_Use a targeted approach to improve amenity and connectivity while providing value for money.

_Stage Movement + Place investments over 10 years to support achievement of the Town Centre vision.



Vibrant

_Encourage day + evening / night uses and activity at Gawler Town Centre, making the centre more of a destination and extending business opportunities.

_Make Gawler Town Centre a great example of "Living Locally", proving a walkable and attractive mixed-use centre for residents.



Investment Ready

_Be forward-looking and investment-ready, identifying and promoting development and lifestyle opportunities widely.

_Not all land and buildings will be developed in the next 20-30 years. Allow flexibility in planning to adapt to investment and development needs over time.

_In particular allow flexibility for the location of major shopping centre redevelopment(s), as well as Residential and Visitor Accommodation land uses, to respond to market demand and viability.

3.3 Structure Plan + Key Moves to Grow the Town Centre Over Time



1. Planning for Growth

Identify development potential across Town Centre, taking account of viability, whilst maintaining local character and heritage values.

2. Rezone land to accommodate change

Rezone to allow for appropriate, larger scale development and specific urban design and architectural design policies.

3. Address the River

Encourage new development facing the South Para River and enhance open spaces along the river to activate the riverfront and benefit lifestyles.

4. Transport Oriented Development

Maximise accessibility and use of Gawler Central Station and use public transport as a catalyst to nearby development.



5. Targeted investment in streets + public realm

Including pedestrian, traffic and streetscape improvements to Murray Street and side streets, High Street and Adelaide Road.

6. Develop Council-owned land

Provide leadership in mixed-use and well-designed development by offering one or more Council-owned sites for development.



7. Investment attraction

Promote Gawler Town Centre potential with Investment Prospectus and other actions.

Structure Plan (Station)

Development Framework

The Station Precinct is a key renewal area anchored by Gawler Central Station and the adjacent shopping centre. It provides significant opportunity for redevelopment, including expansion and redevelopment of the shopping centre (1) and potential redevelopment of DIT car parking sites east of the rail corridor (2).

The precinct should support a mix of retail, office, community, residential and structured car parking uses, transitioning from large-format and surface parking toward more integrated mixed-use development.

Infill development, particularly near Light Square (3) and heritage interfaces, should respond sensitively to established character.

New buildings should strengthen street presence and active frontages along Murray and Cowan Streets (4).



Illustrative Plan (Indicative Only)

Structure Plan (Main Street Central)

Development Framework

The Main Street Central Precinct is the commercial heart of Gawler. Its further development includes major sites such as the Woolworths / Big W site. Expansion and renewal of this shopping centre (1) should support a more integrated mixed-use outcome, strengthening Murray Street (2) as the Town Centre's primary retail and civic spine.

Numerous other retail and mixed-use development sites along and around Murray St may also be developed, including reactivate heritage buildings, shop-top housing, adaptive reuse and better integration (3).

Public realm improvements, including additional street greening, widened footpaths and safer pedestrian crossings, will enhance walkability and amenity.

The precinct also provides an opportunity to re-imagine the river interface facing Apex Park, with improved public spaces, activation and sensitive new built form that connects the Town Centre to the river (4).



Illustrative Plan (Indicative Only)

Structure Plan (Main Street - Park)

Development Framework

There is a significant opportunity to re-imagine the river interface at Apex Park as an activated civic and recreation destination. Public realm improvements, landscape upgrades and carefully integrated new built form (1) can strengthen the Town Centre's relationship with the river and enhance its role as a community gathering space.

Mixed-use development incorporating visitor accommodation, hospitality and residential uses is encouraged where it supports activation, passive surveillance and year-round activity.

Improved pedestrian paths between Murray Street, Julian Terrace (2) and High Street (3) will make it easier for people to walk through the area and feel more connected to the park and river.

Development should maintain key views to the escarpment from Adelaide Road and reinforce the southern gateway to Murray Street through distinctive built form and landscape treatments that create a strong sense of arrival.



Illustrative Plan (Indicative Only)

JENSEN PLUS
Planning
Landscape Architecture
Urban Design
Social Planning

Structure Plan (Main Street - South)

Development Framework

The Main Street South Precinct centres on the masterplanned redevelopment of the former Gawler Mill site (1), including opportunities for adaptive reuse of heritage buildings. The site is well suited to a boutique hotel and complementary hospitality uses that celebrate its character and riverfront setting while strengthening the southern end of the Town Centre.

Other prime development sites exist in this precinct (2).

The precinct also provides scope to re-imagine the river interface with public realm improvements, activation and carefully integrated new built form, supported by upgrades to Julian Terrace adjacent the riverfront open space (3).

Surrounding riverfront and nearby sites, including Council-owned land along Murray Street South (4), present opportunities for sensitively designed residential and mixed-use development that enhances activation and passive surveillance.



Illustrative Plan (Indicative Only)

Structure Plan (Adelaide Road)

Development Framework

Adelaide Road will retain and reinforce its low-scale historic character, with development that respects the established built form, fine-grain shopfront pattern and streetscape rhythm (1). Retail and commercial uses should integrate with existing buildings, supporting incremental renewal that strengthens continuity along the street.

On larger or amalgamated sites, modestly scaled redevelopment - including shop-top residential - may be appropriate where it maintains heritage character and appropriate height transitions (2).

Public realm improvements, including additional greening, shade planting, widened footpaths and safer pedestrian crossings, will enhance amenity and walkability (3). Landscape upgrades on the approach from the south and south-west to provide an opportunity to establish a distinctive green gateway into the Town Centre (4).



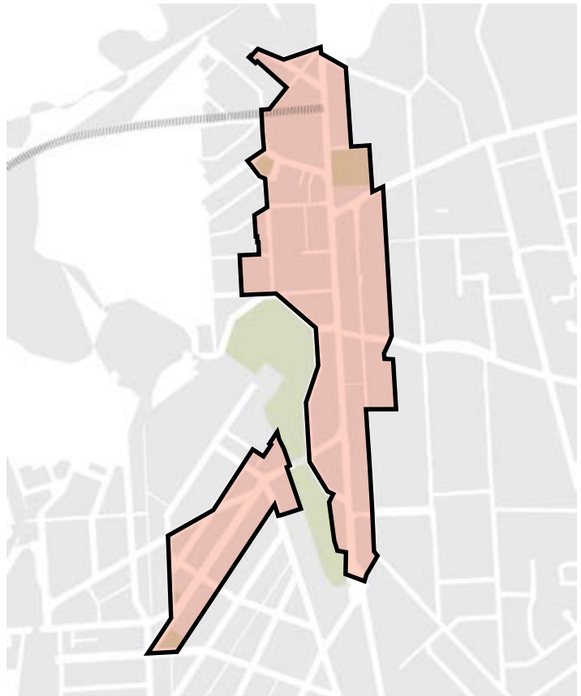
Illustrative Plan (Indicative Only)

JENSEN PLUS
Planning
Landscape Architecture
Urban Design
Social Planning

Structure Plan Elements

The structure plan places an emphasis on heritage and character, activating the South Para River corridor, and mixed-use development across the Town Centre.

Heritage + character



_ The Town Centre boasts strong local character driven by heritage buildings and areas. All of the Town Centre is within a Historic Area and 66 State or Local Heritage Places are listed in the centre.

_ New development is encouraged with the Town Centre and whether adaptive re-use or infill development it should be well designed to respect and complement the heritage values of Gawler.

River corridor + public spaces



_ Apex Park is a popular park in the Town Centre, and along with Pioneer Park and Light Square, creates a strong local public space network for the Town Centre.

_ The Structure Plan promotes greater use of and integration with the South Para River corridor and open spaces, both for community use and as a setting for attractive new developments nearby.

_ A master planned approach to riverside open spaces including Apex Park and Goose Island are encouraged to support this intent. The SA Government's Northern Parklands may lead to master planning.

Mixed-use development



_ While exact locations and patterns of future development cannot be predicted, planning analysis has highlighed numerous land parcels and buildings which may have development or redevelopment potential over the next 20 or 30 years.

_ Mixed-use developments are supported across the town centre to help create a vibrant and prosperous town centre.

Structure Plan Elements

A Movement + Place approach underpins the transport network strategy for the Town Centre (see next chapter).

North-south walking + cycling route



- Create a primary north-south walking and cycling route through the town centre avoiding Murray Street, using High Street and Julian Terrace / Apex Park.
- Links to wider cycling network along South Para River.

Alternative traffic route



- Julian Terrace / Whitelaw Terrace / Reid / Finniss Streets is already designated as a bypass route avoiding Murray Street, especially for freight vehicles.
- Encourage greater use of this route for through traffic with some traffic changes and signage.

Parking efficiency



- Several off-street car parks are located at the Town Centre, in a mix of public and private ownerships. While some are well used, others have capacity for more efficient usage, which can be supported by better wayfinding, signage and promotion.
- Public car parks like Finniss Street, Tod Street and High Street are all well-located to encourage a "park and walk" behaviour which helps activate streets and businesses.
- New developments should account for on-site parking, with publicly funded carparks considered only if demand is fully met.

3.4 Town Centre Movement + Place Priorities

A Movement + Place approach has been delivered under the following priorities.



1. Movement + Place

Adopt a street hierarchy informed by both Movement + Place functions.

Include a primary north-south route for traffic, and for walking/cycling, that is separate to the main street.



2. Targeted

Design and deliver targeted traffic, pedestrian and cycling projects to improve amenity and connectivity in the Town Centre.



3. Safe

Improve road safety for all users especially at intersections and pedestrian crossing points.



4. Pedestrian Friendly

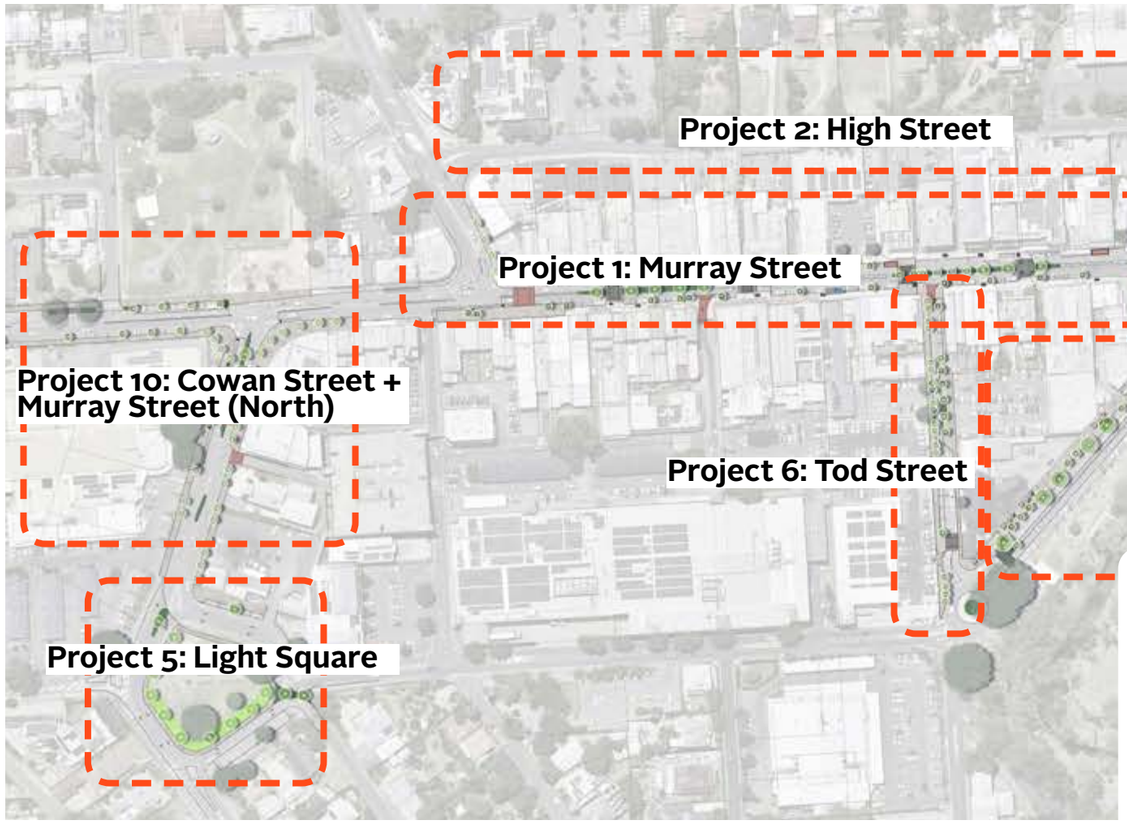
Make the main street and other key places more pedestrian friendly, including by encouraging through traffic to use other routes.



5. Clearly Signed

Provide modern directional and parking signage to benefit drivers and freight traffic, and maximise use of existing infrastructure such as public car parks.

14. Movement + Place (Street + Public Realm) Improvement Concepts

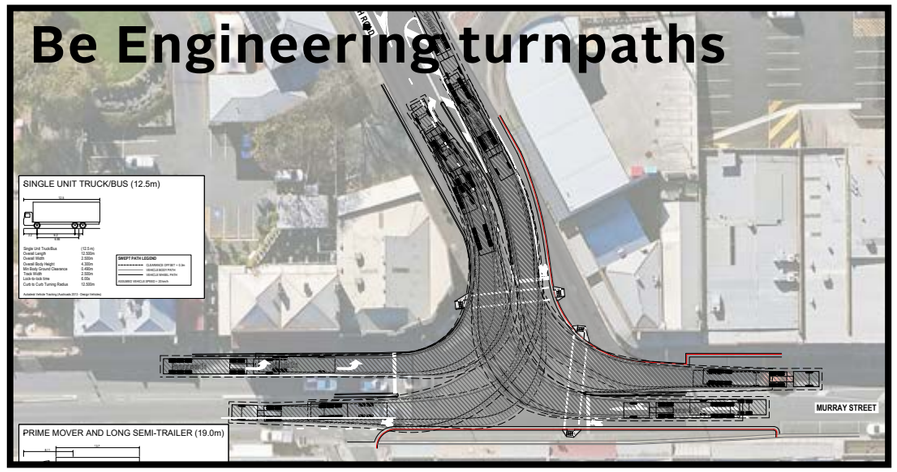




Project 9: Other Town Centre-wide projects (not shown):

- signage upgrades: truck signs, digital parking signs
- 40km/h precinct
- bicycle network
- misc. greening + street tree planting

Key Plan - Not to Scale







JENSEN PLUS
Planning
Landscape Architecture
Urban Design
Social Planning

Murray Street
Project 1: Public Realm Concept 1/2

Scale 1:500 @ A3 N





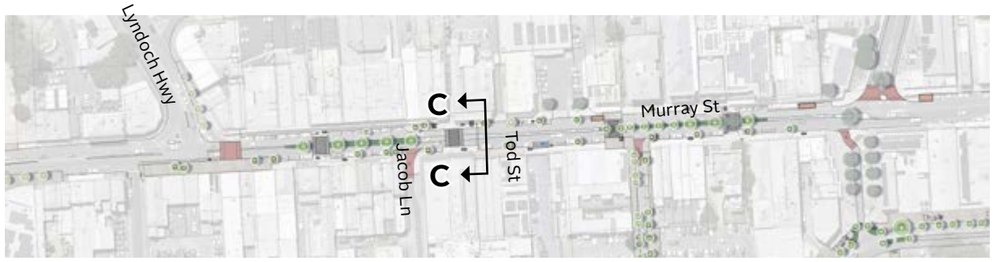
JENSEN PLUS
Planning
Landscape Architecture
Urban Design
Social Planning

Murray Street
Project 1: Public Realm Concept 2/2

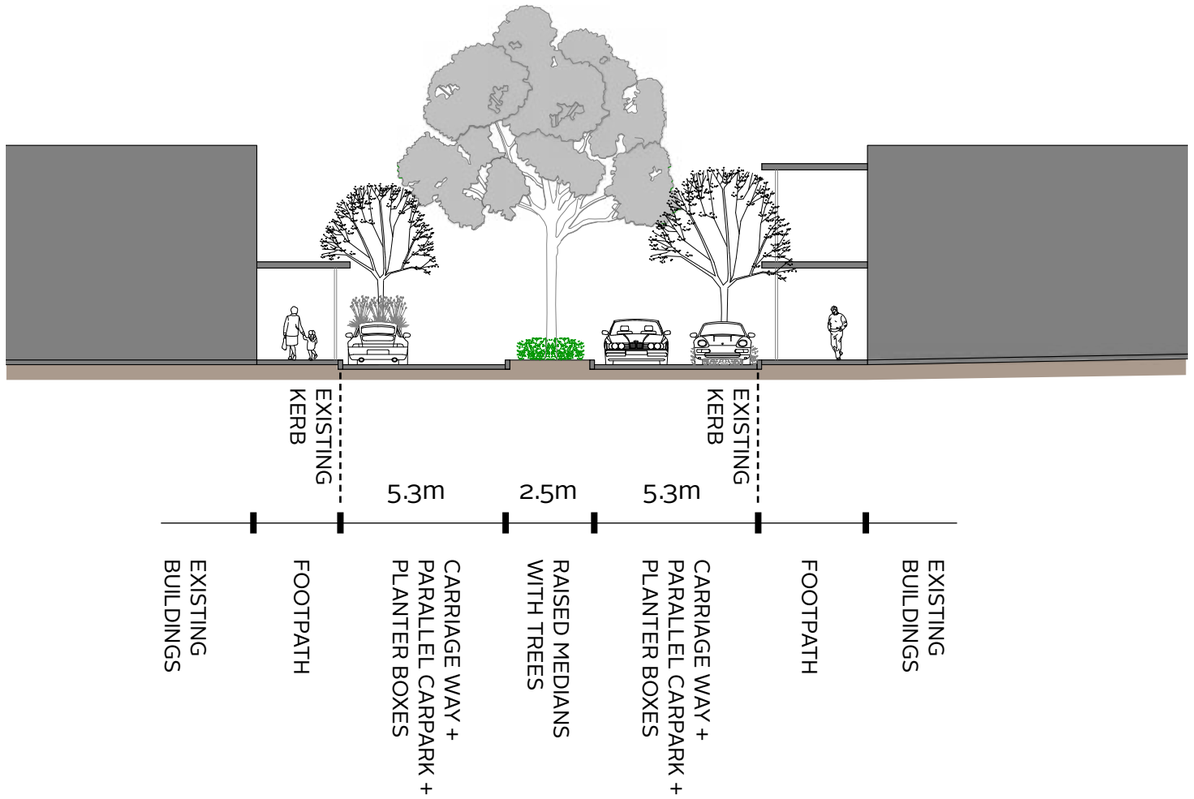
Scale 1:500 @ A3

Murray Street

Typical cross section



Key Plan

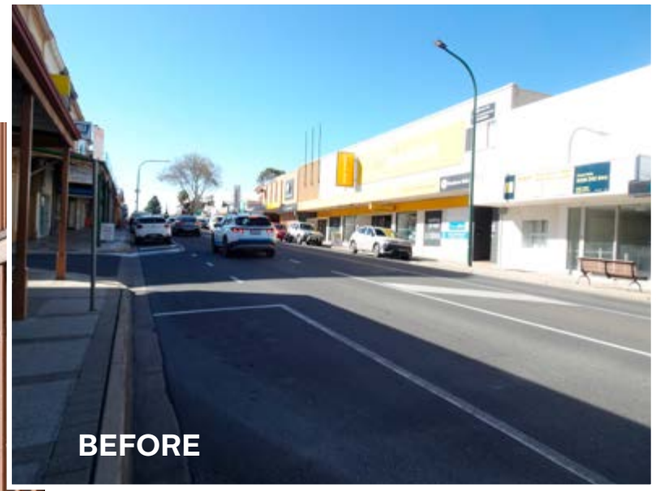


Typical cross section C - Murray Street

Scale 1:200 @ A3

Murray Street visualisation









One-way southbound single carriageway, maintaining existing infrastructure + services

High Street (Short Term)
Project 2: Public Realm Concept 1/2

Scale 1:500 @ A3



RETAIN EXISTING TREES

PLANTER BOXES WITH TREES

OVERTAKING/PARKING/BYPASS LANE

REBUILD / REPAIR RETAINING WALLS

HIGH STREET

CALTON ROAD

SHARROWS ON A ONE-WAY CARRIAGEWAY

CYCLING SHARROWS

High Street (Short Term)

Project 2: Public Realm Concept 2/2

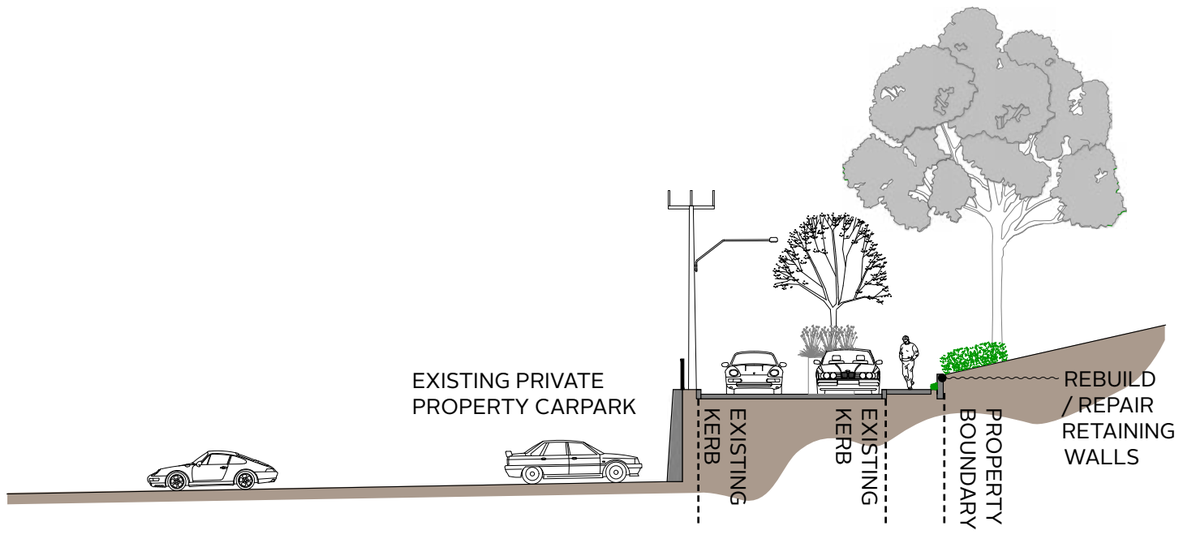
Scale 1:500 @ A3

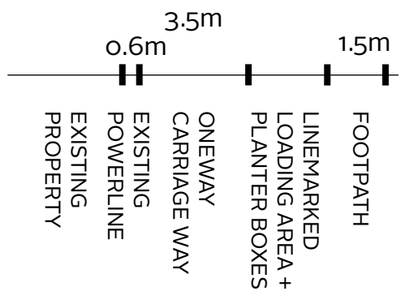
High Street (Short Term)

Typical cross sections



Key Plan





Typical cross section B - High Street

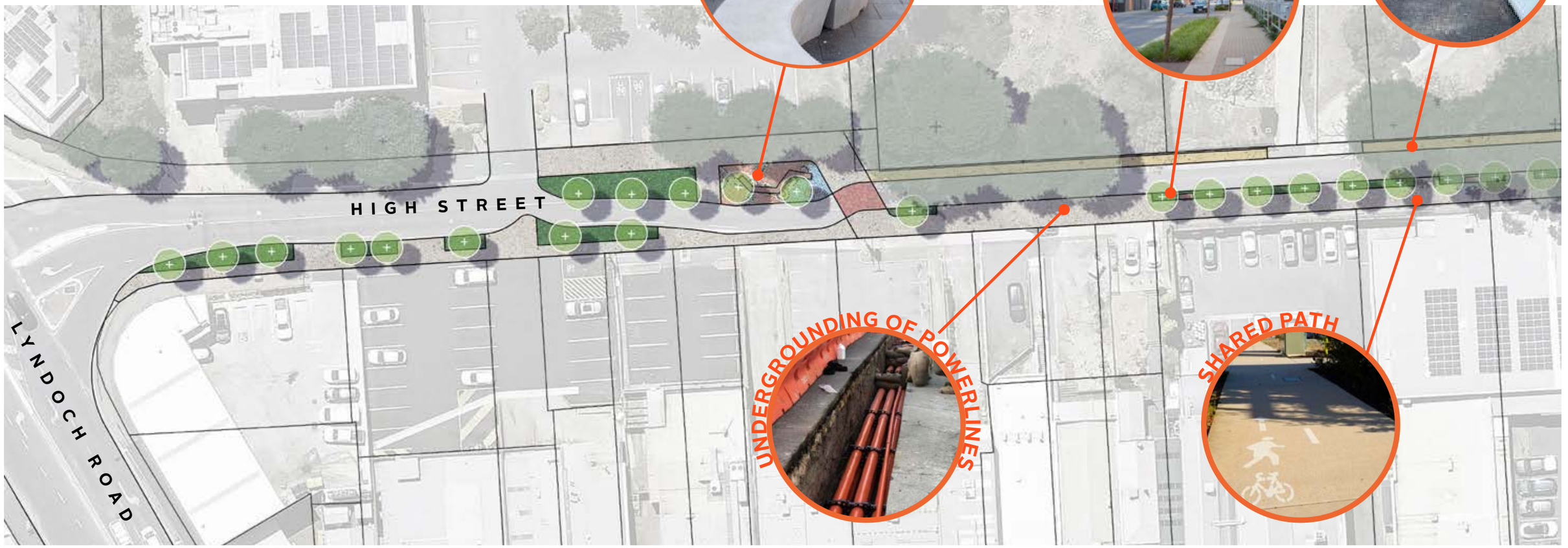
Scale 1:200 @ A3

High Street visualisation (Short term)



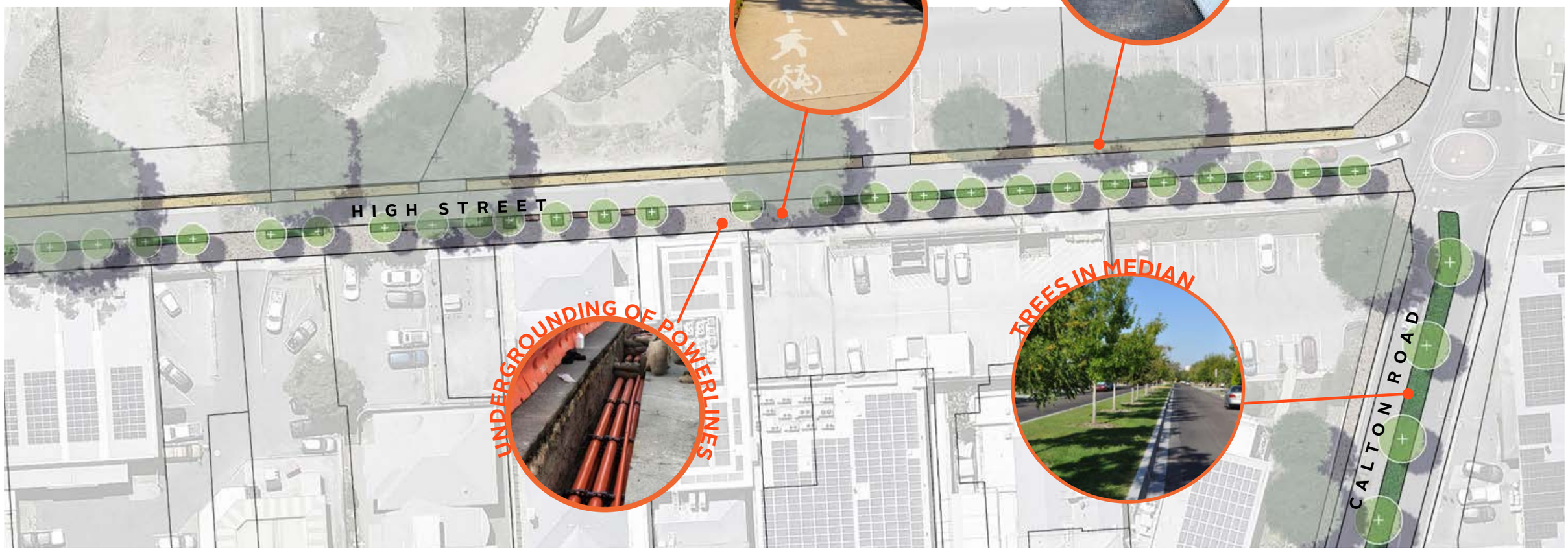






One-way southbound single carriageway to Calton Road.





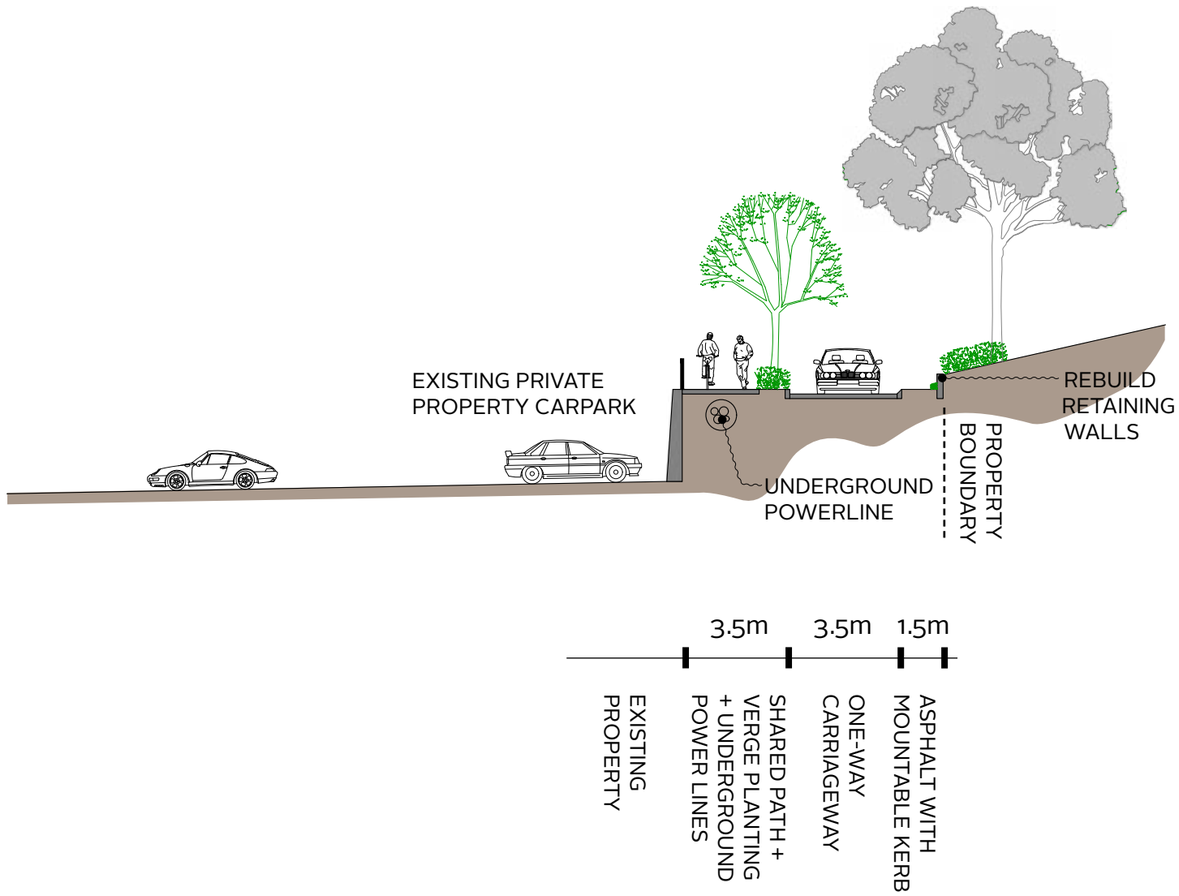
One-way southbound single carriageway to Calton Road.

High Street (Long Term)

Typical cross sections



Key Plan



Typical cross section F - High Street

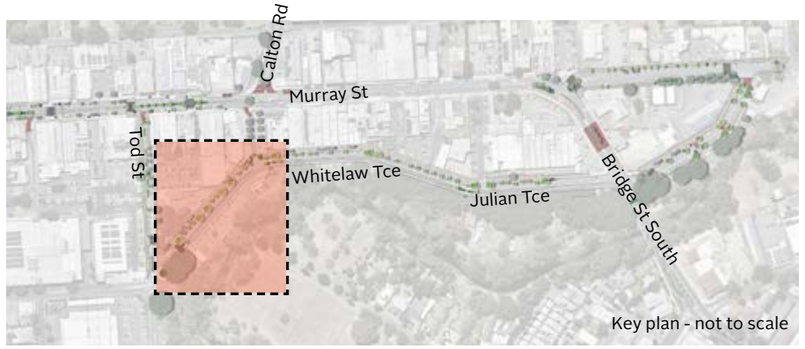
Scale 1:200 @ A3

High Street visualisation (Long Term)





Project 3: Whitelaw / Julian Tce





Julian / Whitelaw Tce

Project 3: Public Realm Concept 1/3

Scale 1:500 @ A3



OUTDOOR DINING



WIDE FOOTPATHS + TREES



WHITELAW TCE

UNDERGROUNDING OF POWERLINES

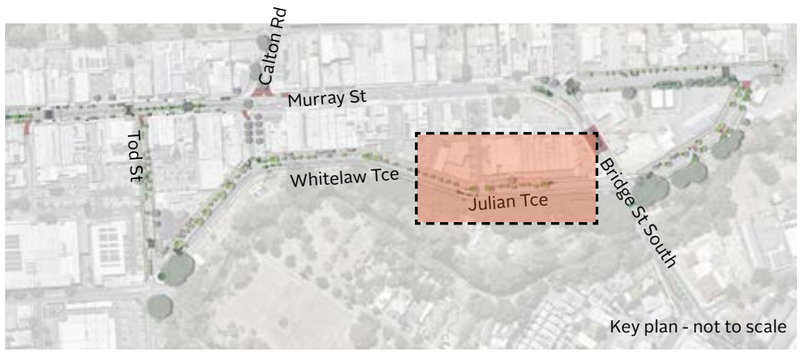


PEDESTRIAN REFUGE WITH TREES



Julian / Whitelaw Tce
Project 3: Public Realm Concept 2/3

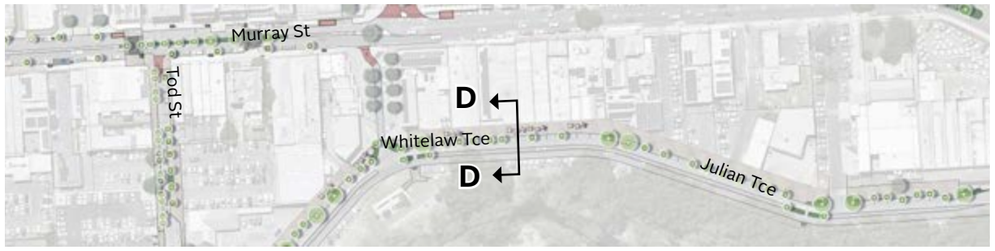
Scale 1:500 @ A3



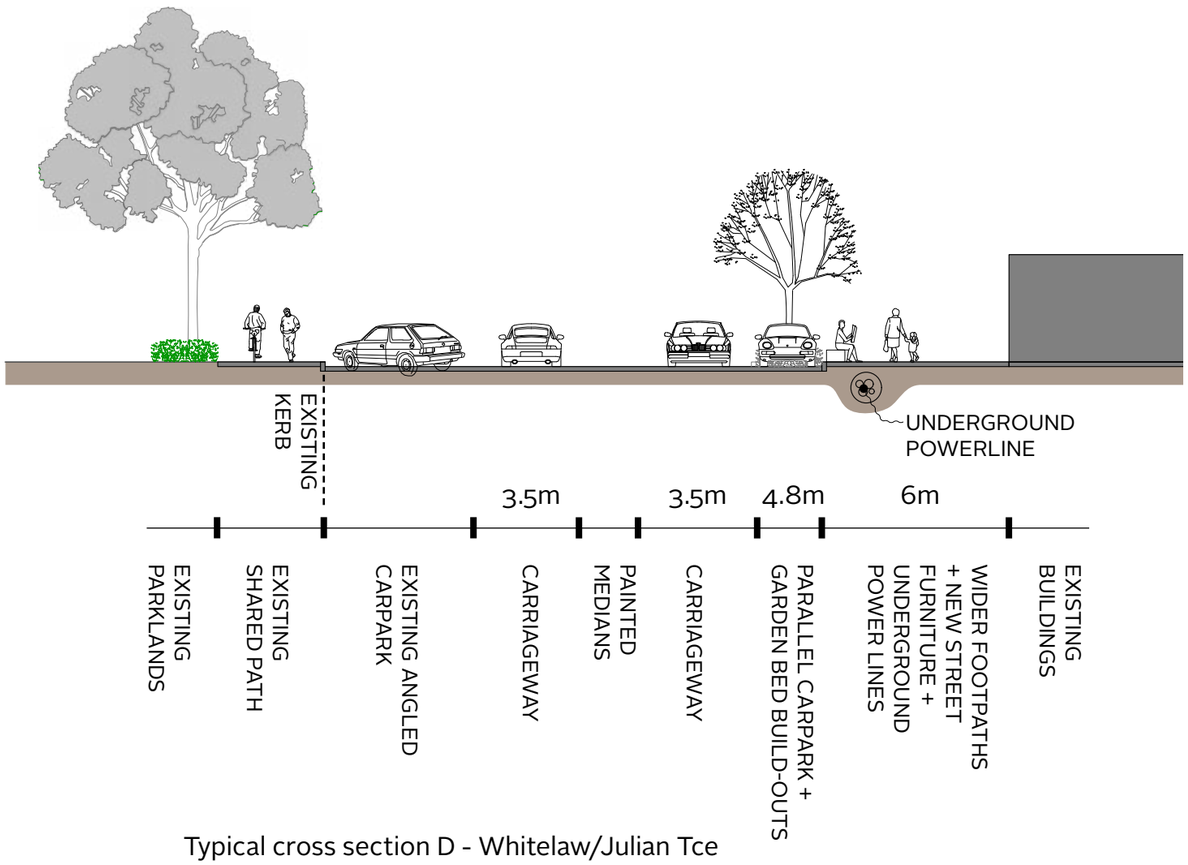
Be Engineering layout plan

Whitelaw/Julian Tce

Typical cross section



Key Plan



Typical cross section D - Whitelaw/Julian Tce

Scale 1:200 @ A3

Project 4: Adelaide Road



HIGH QUALITY STREET FURNITURE

PEDESTRIAN CROSSING

NEW FLAGS

TWELFTH STREET

ADELAIDE ROAD



ACCESSIBLE CARPARK

HIGH QUALITY STREET FURNITURE

PROPOSED PEDESTRIAN CROSSING

NEW FLAGS

ADELAIDE ROAD

SIXTH STREET

BIKE TO FOOTPATH RAMPS

JENSEN PLUS
Planning
Landscape Architecture
Urban Design
Social Planning

Adelaide Road
Project 4 Public Realm Concept 2/3

Scale 1:500 @ A3



HIGH QUALITY STREET FURNITURE

PROPOSED PEDESTRIAN CROSSING

NEW FLAGS

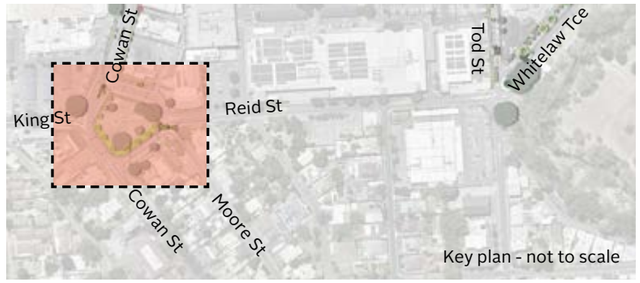
ADELAIDE ROAD

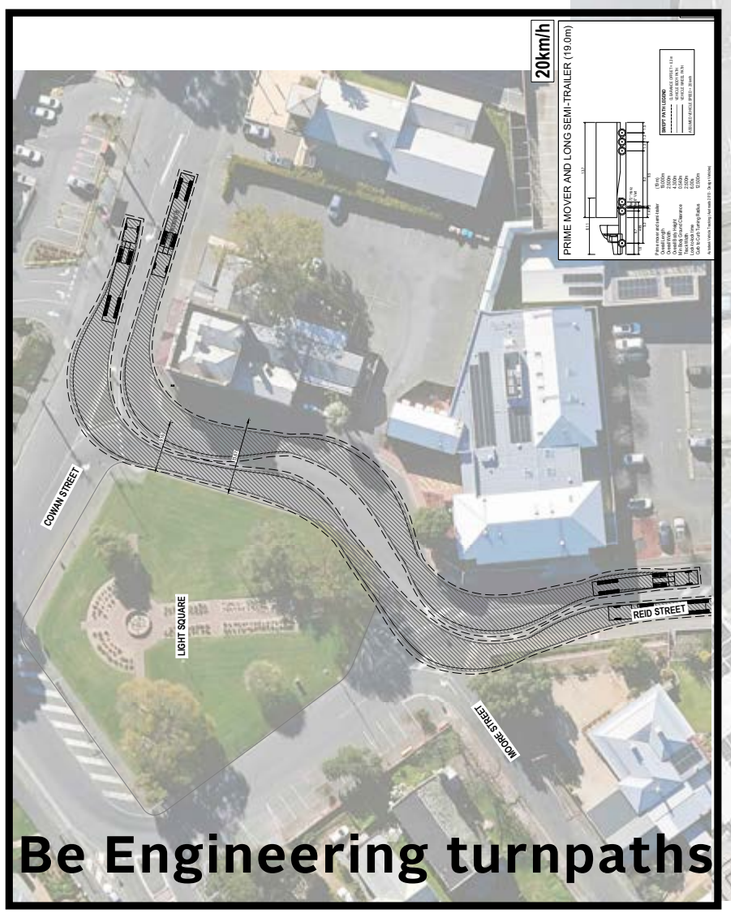
EIGHTH STREET

Adelaide Road
Project 4 Public Realm Concept 3/3

Scale 1:500 @ A3 N

Project 5: Light Square (Cowan St, Reid St)





Be Engineering turnpaths

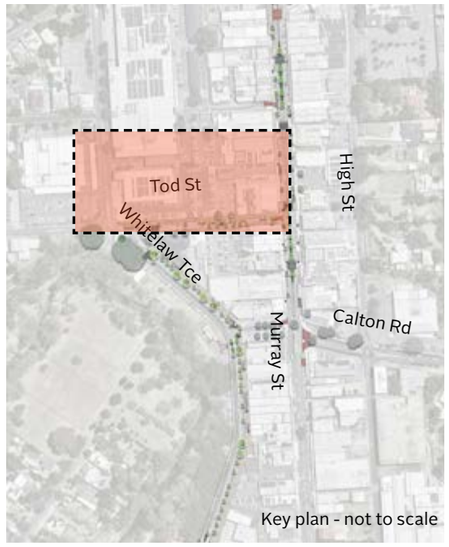


Road space and kerbing require further investigation.

Light Square
Project 5: Public Realm Concept

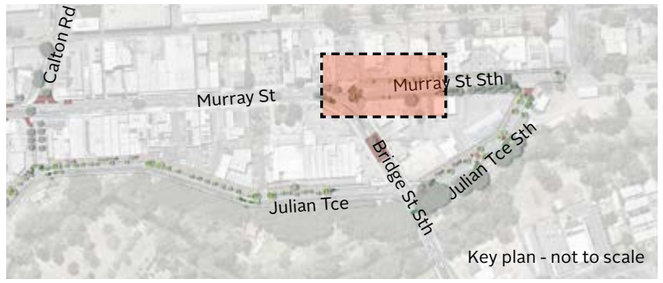
Scale 1:500 @ A3

Project 6: Tod Street





Project 7: Murray Street South







CONVERT PARKING SPACES TO PARKLET

NEW SEATS

NEW FOOTPATHS + TREES

PROPOSED PEDESTRIAN CROSSING

MURRAY STREET SOUTH

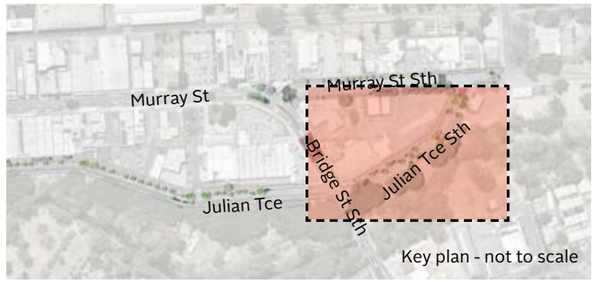
WOMBAT CROSSING

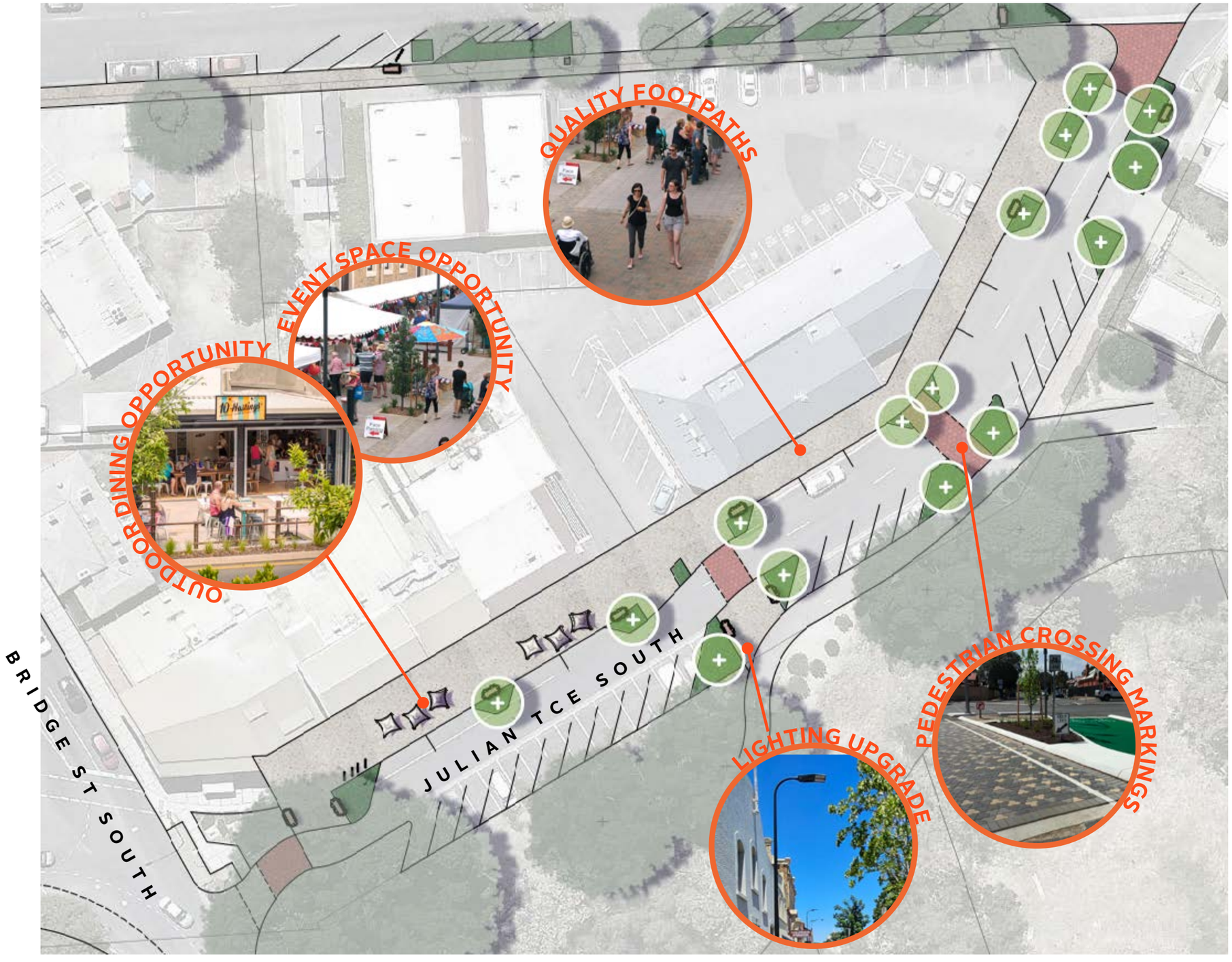
JULIAN TCE SOUTH

Murray Street South
Project 7: Public Realm Concept 2/2

Scale 1:500 @ A3

Project 8: Julian Terrace South





Julian Terrace South
Project 8: Public Realm Concept

Scale 1:500 @ A3

Project 9: Other Town Centre-Wide Projects

Project 9a: Signage upgrades

Project 9b: 40km/h precinct

Project 9c: Bicycle network

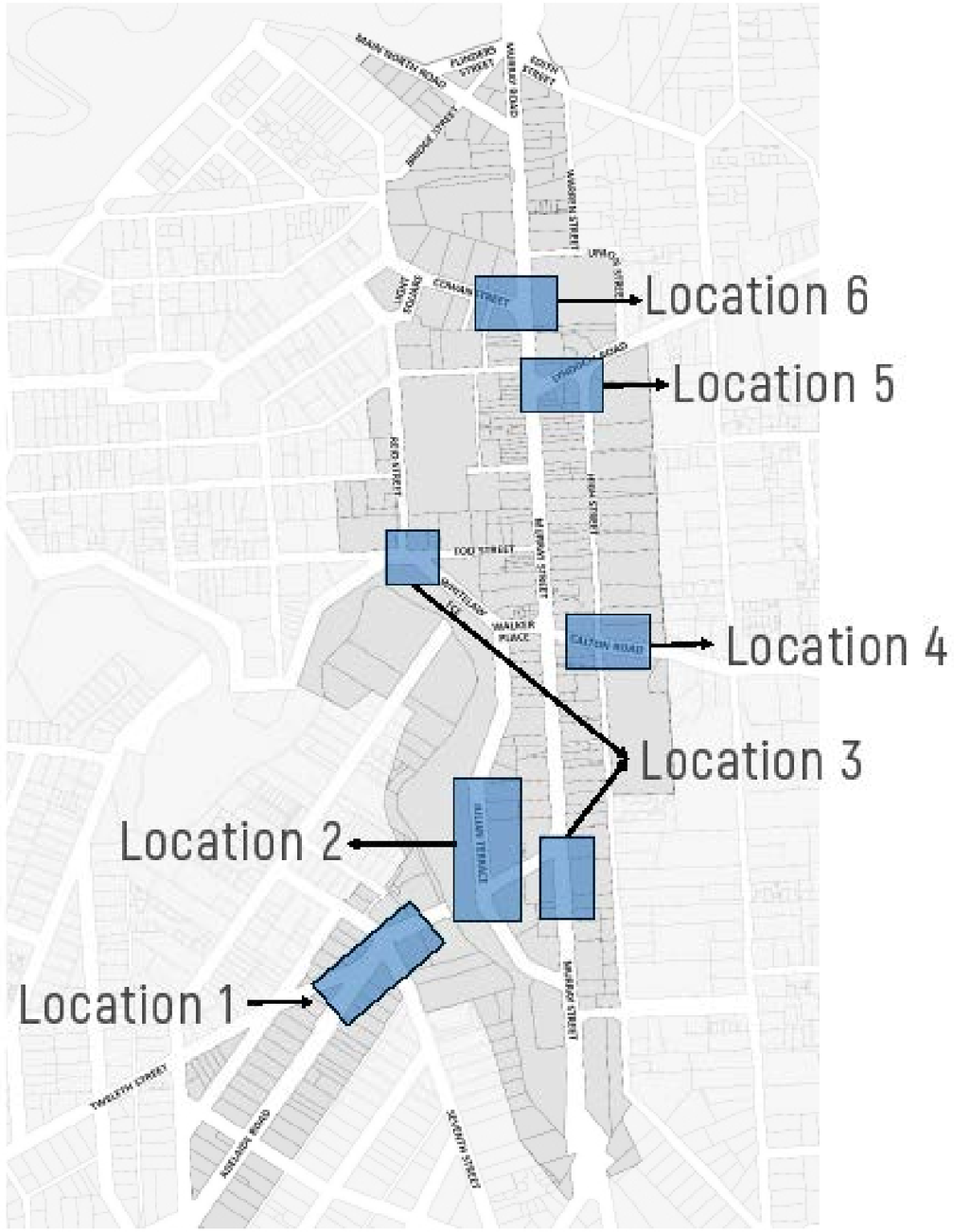
Project 9d: Miscellaneous greening + street tree planting

Refer to the following pages for details of each project

PROJECT 9A – PROPOSED SIGNAGE IMPROVEMENTS – DRIVER INFORMATION

Objective – Encourage reduction of traffic along Murray St and ensure the Town Centre is clearly signed

- Considers the requirements of AS1742.15, DIT Road Sign Guidelines and DIT Masterspec RD-LM-CA Sign Installation
- Site checks have been undertaken however underground service location is required to confirm sign location feasibility
- End load limit signs are not proposed as per existing conditions
- Proposed changes aim to minimise the amount of new signage, adopt standard /consistent wording with existing signs and retain load limits rather than introduce length limits
- Some signage phrasing deviates from the standards to match other existing sites within the network for consistency
- Proposed signage mounting options vary between sign overlays on existing sign panels, new posts, traffic signal poles or on lighting poles
- Some locations are identified with no change as existing conditions should be maintained or there is no more sign space. In other cases other sign types (parking or speed limit) may be applicable



PROJECT 9A – PROPOSED SIGNAGE IMPROVEMENTS - SMART PARKING

Objective – Provide improved information and signage for parking in the Town Centre

Murray Street South Approach

- Similar to Murray Street North approach, an advance sign location is identified as well as locations closer to the Julian Terrace traffic signals where drivers would choose their route.
- The locations identified are one or the other, a single sign could be installed on this approach. The below identifies possible locations that could physically fit a sign which are subject to further design and planning.





PROJECT 9B – PROPOSED 40KM/H SPEED LIMITS IN GAWLER TOWN CENTR

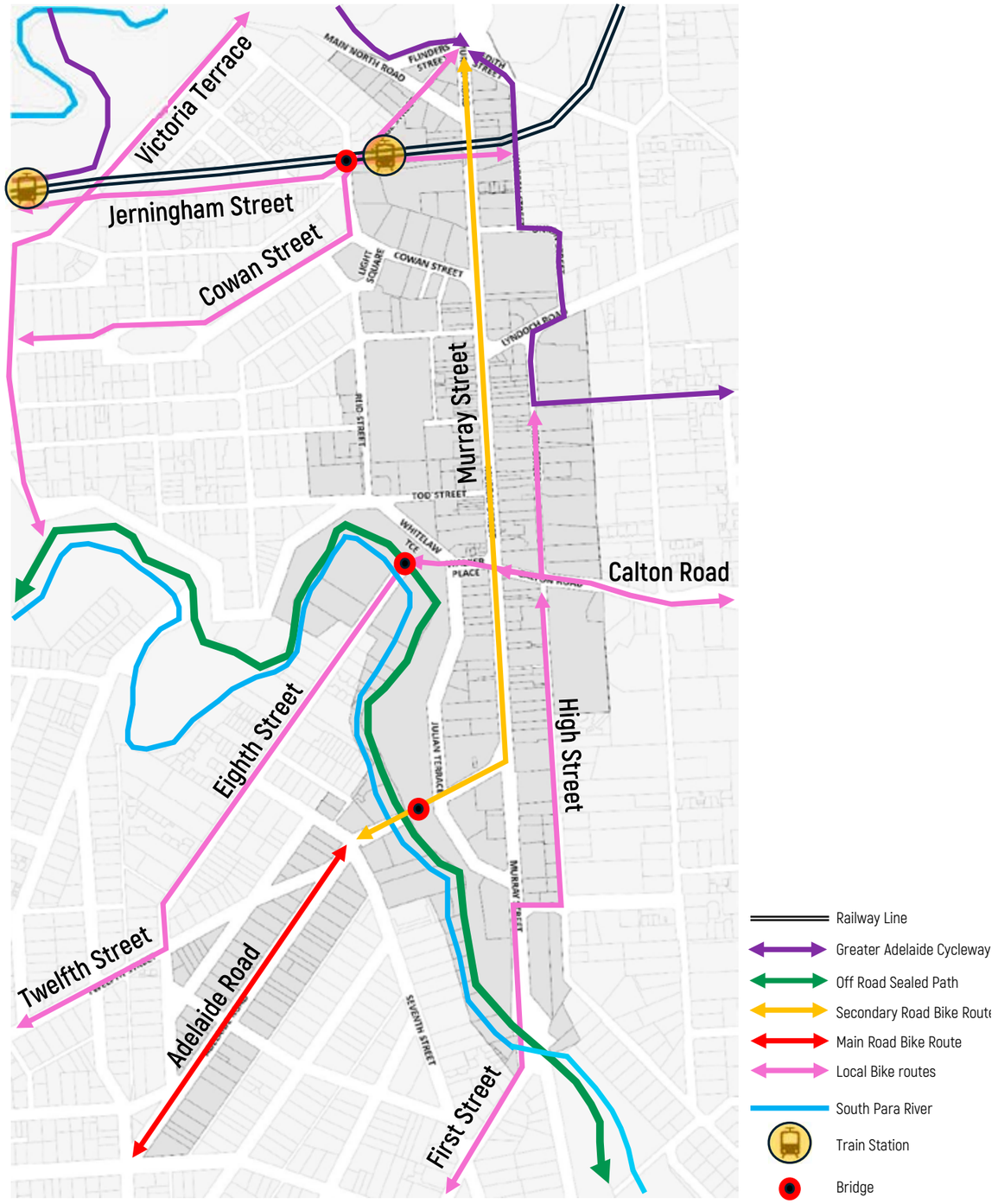
Objective – A targeted treatment to improve road safety for all users and support a more pedestrian friendly environment

- Proposes linear speed limits along Murray Street and High Street
- Assumes Tod Street access to Murray Street is reduced
- Assumes Murray Street South access to Murray Street is reduced
- Assumes Jacob Lane access is reduced





PROJECT 9C – BICYCLE ROUTES IN THE GAWLER TOWN CENTRE



Project 9d: Miscellaneous greening + street tree planting

Project 9d focuses on greening other areas around the Town Centre which are yet to be determined.

Planting techniques play an important role in providing suitable growing conditions for greening, and especially trees.

We have listed some suitable planting techniques that can be applied to existing streets around Gawler.

Techniques listed for greening include:

- planting conditions, including soil volumes, root zones, and others,
- WSUD (water sensitive urban design) including kerb inlets, slotted kerbs, and permeable paving,
- ground surface treatments including tree grates,
- planting near underground services,
- locations and spacings.

The following pages explain these techniques in more detail.



CONTINUOUS FOOTPATHS

SEATING

WIDE FOOTPATHS + TREES

GARDEN BED + TREE PLANTING

PERMEABLE PAVING CARPARK

MEDIANS WITH TREES

PEDESTRIAN CROSSING

COWAN STREET

UNION STREET

MURRAY STREET

Lyndoch Hwy
Jacob Ln
High St
Tod St
Calton Rd
Whitelaw Tce
Murray St
Key plan - not to scale

Cowan Street + Murray Street (North)

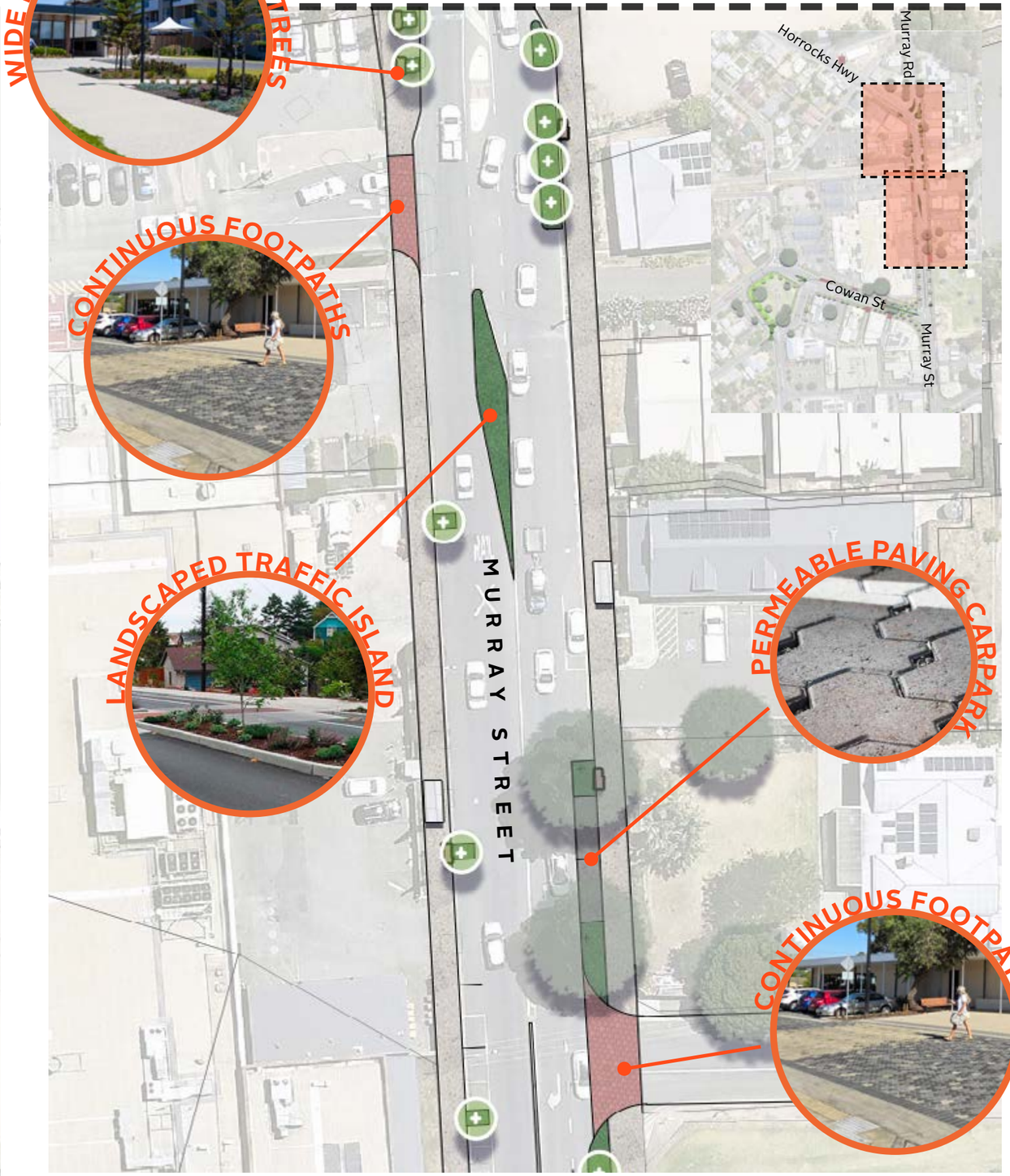
Project 10: Public Realm Concept 1/2

Scale 1:500 @ A3

N

Cut line refer to left





Cut line refer to right

Cowan Street + Murray Street (North)

Project 10: Public Realm Concept 2/2

Scale 1:500 @ A3

4. What comes next? Development Delivery Framework

4.1 Delivery Framework Themes

4.2 Planning & Design Code Recommendations

4.3 Prioritisation of Infrastructure Improvement Projects

.

This section outlines the Vision, Strategic Directions and Key Moves of the Structure Plan

4.1 Delivery Framework Themes

Five themes have been developed to guide the focus of-implementation. Town of Gawler must adopt a leadership position, working with partners including businesses, landowners and investors to achieve the growth and development of the Town Centre that is envisaged in this plan.



1. Investment Attraction + Facilitation

Start right away by promoting Gawler Town Centre to potential investors in businesses and property. Work with landowners and developers to facilitate project delivery.



2. Zoning

As outlined in this Delivery Framework, initiate an amendment to the Planning & Design Code to rezone town centre land and increase development potential. Include new design-based controls to ensure appropriate and well-designed development outcomes. Utilise Local Design Reviews, and developer agreements via Land Management Agreements to ensure outcomes.



3. Infrastructure Investments

Council should invest in Town Centre public realm amenity alongside street and traffic improvements, to make the Town Centre more attractive and successful. A 10-year staged implementation plan is proposed.



4. Develop Council-owned land

In the medium term, investigate the development of Council-owned land parcels for mixed-use developments. Different options are available for Council to facilitate such development with the private sector.



5. Partnerships + Consultation

As well as consultation on this Plan, continue a partnership with local businesses and landowners through the implementation phases.

4.2 Planning + Design Code Recommendations

The Planning + Design Code is the statutory mechanism for the implementation of actions contained in this plan.

The preparation of a Planning Code Amendment is necessary to implement the vision, objectives and actions in the Structure Plan.

At present, the Planning Code does not align with the overarching vision and aspiration of the centre. The current Township Main Street Zone seeks:

> *DO 1: A cohesive, active, accessible and welcoming main street environment for residents and visitors to shop, work, meet, entertain and relax.*
>
> *DO 2: Development contributes to the vibrancy and activity of public spaces and reinforces the traditional main street character.*

The building height is limited to two storeys (8-10 metres) and there is no clear guidance on interface treatments.

In a context where there are aspirations for the centre to be the heart of the region, and where there are heritage and topographical constraints, clear guidance within the Code is required.

It is recommended that the following changes are made to the Planning Code.

Urban Activity Centre Zone:

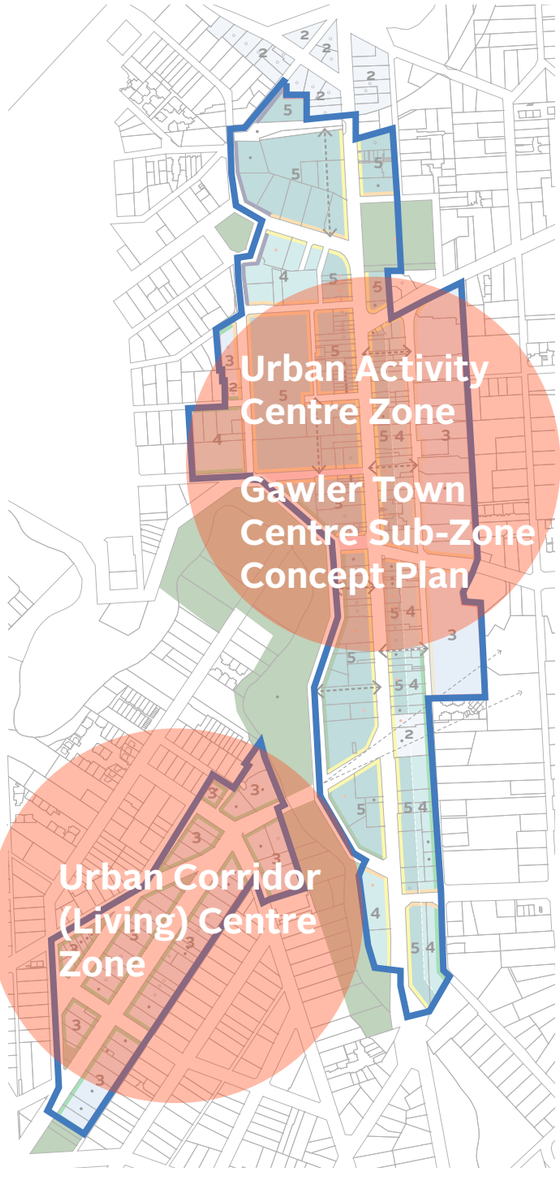
Propose the Suburban Main Street Zone to the majority of the activity centre. This will provide for better alignment with the vision, flexibility of land uses and its role as a District Centre.

Gawler Town Centre Sub-Zone + Concept Plan:

Introduce the Gawler Town Centre Sub-Zone to facilitate design guidelines and interface treatments, which should be clearly expressed in response to its heritage and topographical conditions.

Urban Corridor (Living) Zone

Propose the Urban Corridor (Living) Zone to Adelaide Road with a maximum height of 3 storeys and 11.2m.



Affected Areas

Planning + Design Code Recommendations

A review of the existing and proposed zones and sub-zones has been undertaken to inform these recommendations.

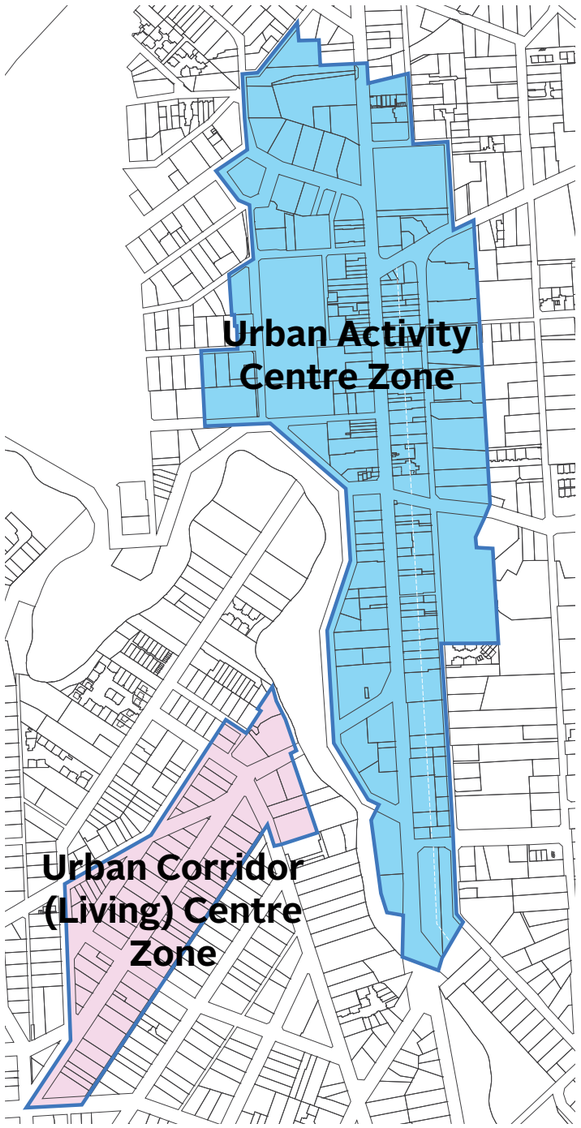
Planning Consideration	Township Main Street Zone (Current)	Urban Activity Centre Zone (Proposed)	Gawler Town Centre Sub-Zone + Concept Plan (Proposed)
Role of the centre District Centre , >100,000 residents (catchment)	✗ The zone applies to town centres that are focussed around a traditional main street.*	✓ The zone applies to large urban centres servicing a broad region...a range of regional facilities integrated with public transport networks.*	✓
Vision and Guiding Principles Heart of the region	✗	✓	✓
Land Use Retail (including Discount Stores/Bulky Goods, Medium Density Residential, Office, Childcare, Healthcare, Short-term Accommodation, Retirement / Aged Care, Community.	✗	✓ Greater flexibility (eg. bulky goods, retirement / aged care)	✓ Support retail uses (eg. shops to exceed maximum gross leasable floor area where integrated with residential development)
Building Heights 2-5 storeys	✗	✓	✓
Streetwall 1-3 storeys (including heritage)	✗	✗	✓
Upper level setbacks Heritage and upper level relationship, clock tower corridor	✗	✗	✓
Solar Access to key streets Murray Street and High Street	✗	✗	✓
Solar Access to public open spaces	✗	✗	✓
Residential Interface	✓	✓	✓

* References from the Guide to the Planning and Design Code (June 2022)

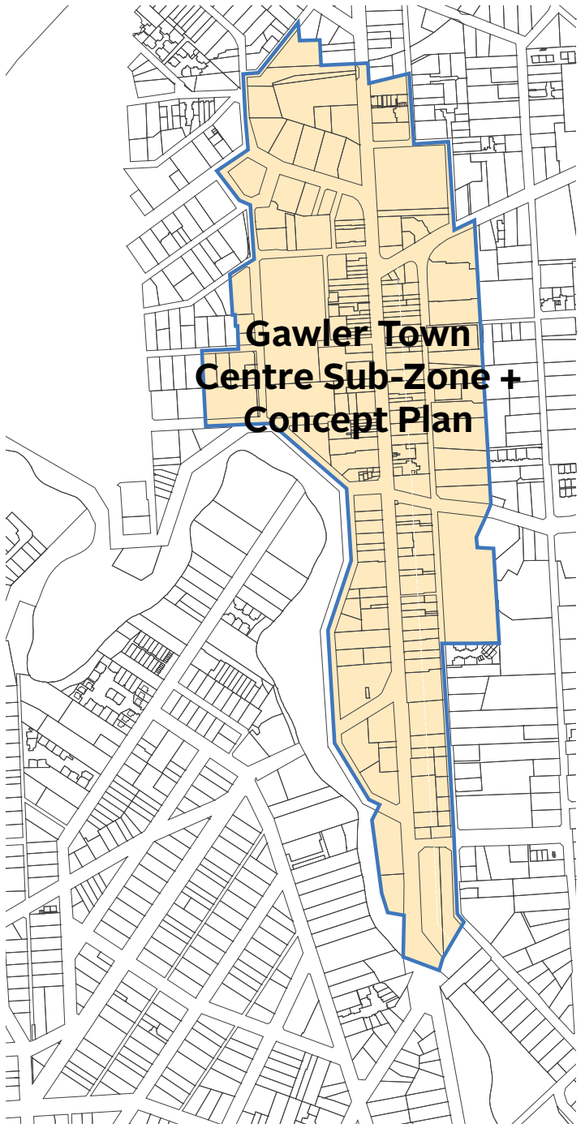
Planning + Design Code Recommendations

The following maps show the potential Zone and Sub-Zone parameters, subject to further detailed investigations as part of a Code Amendment process.

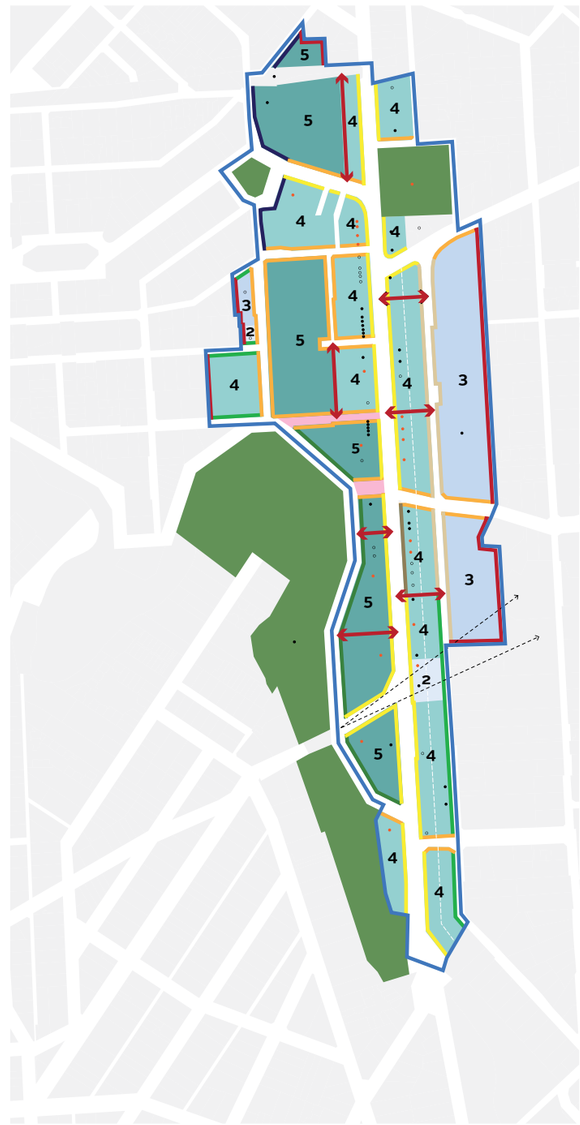
Proposed Zones



Proposed Sub-Zone



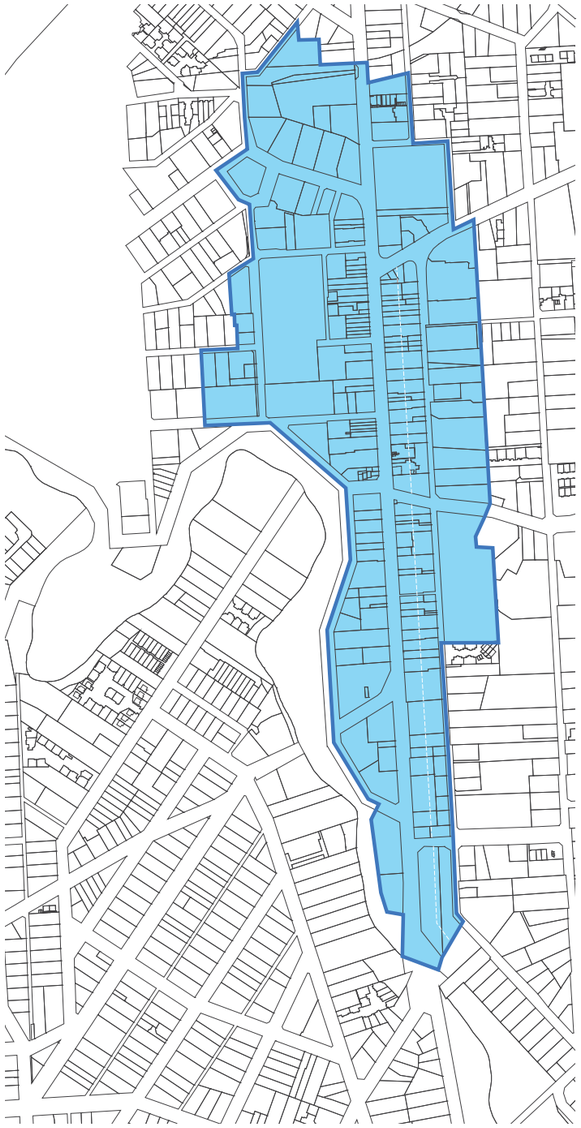
Proposed Concept Plan



Planning + Design Code Recommendations

Introducing controls, supported by built form requirements, can provide greater certainty for developers and the community, while still responding to context and maintaining flexibility.

Proposed Urban Activity Centre Zone



Desired Outcome (DO)

_*DO 1 A cohesive and legible environment supporting a broad spectrum of regional level business, shopping, entertainment and recreational facilities that can cater for large crowds, smaller social gatherings and events over extended hours.*

_*DO 2 Primary business, shopping and entertaining areas are integrated with public transport facilities, pedestrian and cycling networks, and community transport infrastructure, and designed to enhance the quality of the public realm.*

Land Use and Intensity

_*Development comprises one or more of the following:*

- _*Advertisement*
- _*Car Park Facility*
- _*Child Care Facility*
- _*Cinema*
- *Co-living*
- _*Community Facility*
- _*Community Transport Facility*
- _*Consulting Room*
- _*Dwelling*
- _*Educational Facility*
- _*Emergency Services Facility*
- _*Hospital*
- _*Hotel*
- _*Indoor Recreation Facility*
- _*Library*
- _*Licensed Premises*
- _*Light Industry*
- _*Office*
- _*Place of Worship*
- _*Public Transport Facility*
- _*Retail Fuel Outlet*
- _*Retirement Facility*
- *Shop*
- _*Store*
- _*Student Accommodation*
- _*Supported Accommodation*
- _*Telecommunications Facility*
- _*Tourist Accommodation*
- _*Warehouse*

Building height and setbacks

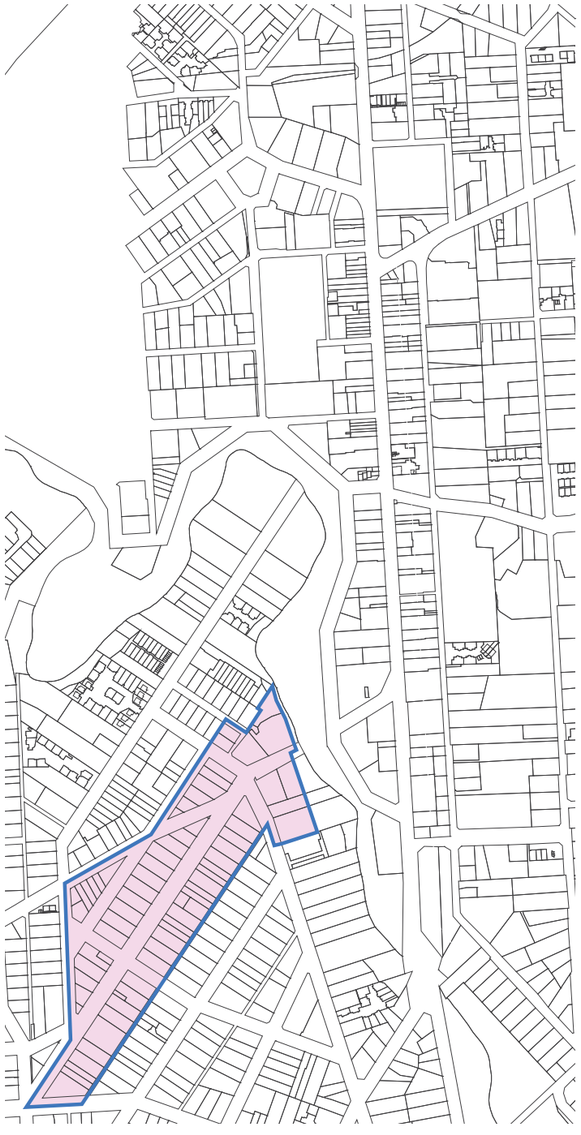
_Building heights between 2 to 5 storeys.

_Residential Interface with neighbourhood-type zone

Planning + Design Code Recommendations

The Urban Corridor (Living) Centre Zone should apply to Adelaide Road, reflecting its unique character, heritage, spaciousness and development pattern.

Proposed Urban Corrdor (Living) Centre Zone



Desired Outcome (DO)

_*DO 1 A mixed use area with a strong residential focus that provides a diverse range of medium density housing options primarily in multi-level medium rise buildings supported by compatible non-residential land uses oriented towards a primary road corridor (e.g., a State maintained road or a road with similar attributes), high frequency public transport route, activity centre or significant open space.*

_*DO 2 Non-residential activities that enhance convenient day to day living for nearby residents and encourage small group and intimate social gatherings that is contextually appropriate to a compact residential amenity.*

Land Use and Intensity

_*Development comprises one or more of the following:*

- _*Advertisement*
- _*Child care facility*
- _*Co-living*
- _*Consulting Room*
- _*Dwelling*
- _*Educational Facility*
- _*Office*
- _*Retirement Facility*
- _*Shop*
- _*Student Accommodation*
- _*Supported Accommodation*
- _*Tourist Accommodation*

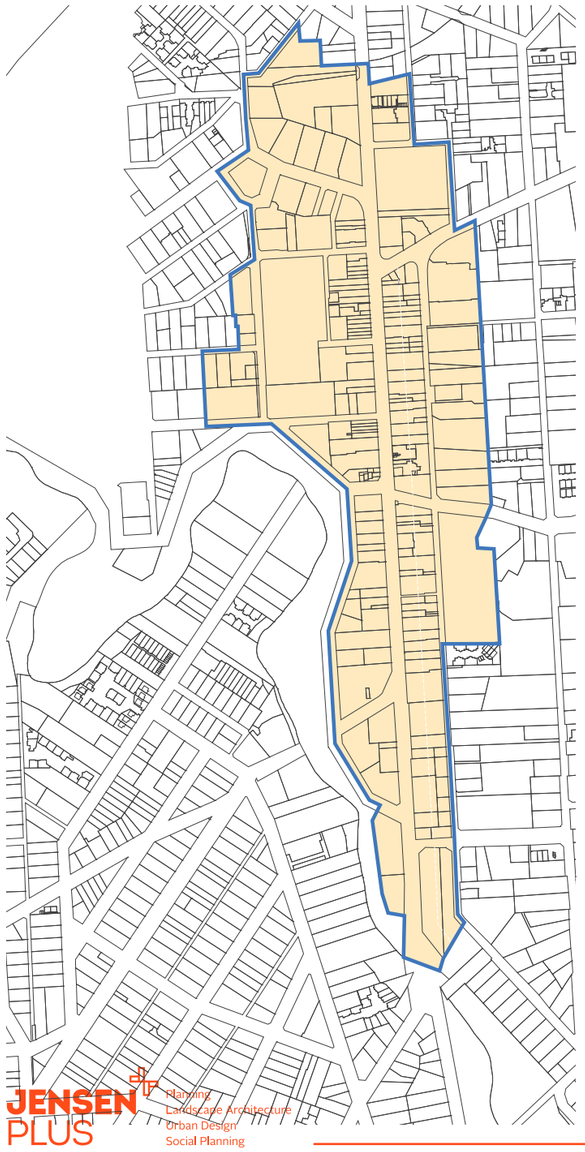
Building height and setbacks

_Building heights 3 storeys.

_Residential Interface with neighbourhood-type zone

Planning + Design Code Recommendations

Proposed Gawler Town Centre Sub-Zone



Desired Outcome (DO)

DO1 A thriving and diverse town centre supporting mixed-use development along main streets and other precincts.

Do2 Development supports a high quality public realm amenity.

DO3 To ensure high quality architecture that demonstrates both a considered approach to the massing and to the design detailing.

Do4 To encourage the use of high quality, robust, materials at all levels that provide durable and sustainable buildings and contribute to an enhanced interface with the public realm

Land Use and Intensity

_Retail, office, entertainment and recreation related uses supplemented by other businesses providing a range of goods and services to the community as part of a mixed use development. For example: *Shops, offices or consulting room uses encourage to exceed a maximum gross leasable floor area of 500m2 where integrated with residential development and comprise a range of tenancies.*

Building height and setbacks

_Building heights between 2 to 5 storeys (Reference to the Concept Plan - Gawler Town Centre).

_Building setbacks and streetwalls (Reference to the Concept Plan - Gawler Town Centre).

_Overshadowing (Reference to the Concept Plan - Gawler Town Centre).

_Building Separation.

Street interface and activation

_Buildings should:

- _Address and define existing or proposed streets or open space and provide direct pedestrian access from the street to ground floor uses.
- _Address both street frontages if the building is on a corner.
- _Create activated building façades with windows and legible entries.
- _Avoid external steps or pronounced level changes at ground level that visually and physically separate the building from the street.

Architecture, articulation, materials

_Buildings should be detailed to:

- _establish a fine grain rhythm and scale within the façade.
- _provide visual interest to streets and public spaces.
- _avoid blank walls or facades.
- _integrate landscape opportunities.

_Sites with multiple buildings should be designed and detailed to create distinctive groups of building elements (including building entrances, balconies and balustrades, awnings, planters, pergolas, boundary walls and fences)

Vehicle Access + Parking

_Active Streets, Laneways

_Car parking. Encourage car parking underground. Alternatively, carparking to be screened above-ground with active uses and better utilise topography opportunities.

Concept Plans

_Concept Plan - Gawler Town Centre

Proposed Concept Plan (cont.)

The proposed Concept Plan helps guide the spatial and urban design characteristics of future development. Importantly the proposed Concept Plan identifies the location of maximum building heights, interface types, solar access and key view corridors.

A **Concept Plan** (similar to one shown here) should be incorporated within the Gawler Town Centre Sub-Zone, to guide height, setback, view protection, interface and access elements of new development.

A **Building Envelope Plan** - setting out site-specific controls - may also be considered.

Legend

- Concept Plan Boundary

Building Heights

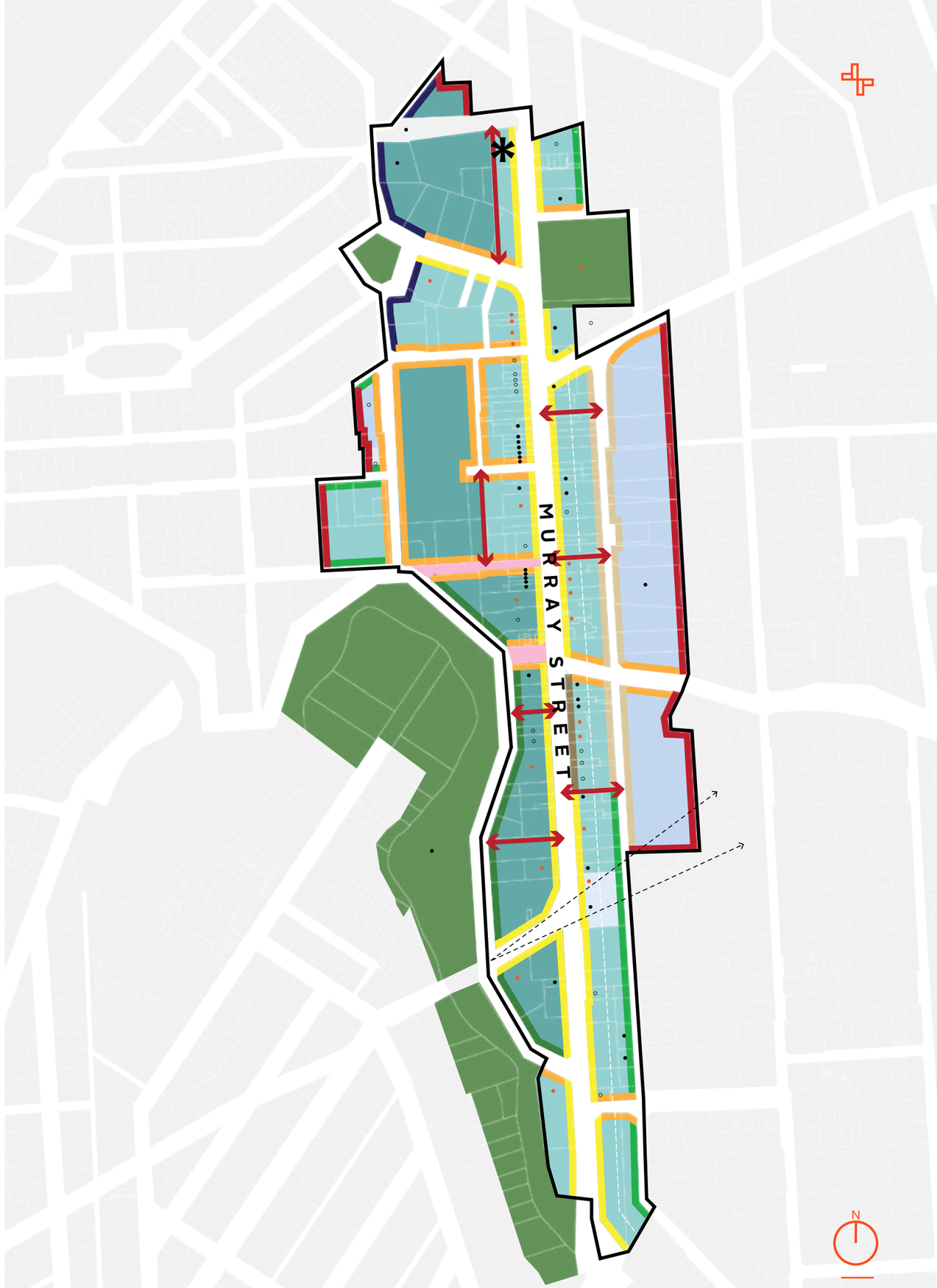
- 2 storeys (8m)
- 3 storeys (11.2m)
- 4 storeys (14.4m)
- 5 storeys (17.6m)
- Open Space (Avoid overshadowing between 10am-2pm on 21 June (solstice)
- Tod Street / Walker Place (Avoid overshadowing between 10am-2pm on 21 June (solstice)
- Viewline to escarpment
- Additional heights not be visible from opposite side of road
- New Pedestrian Connection
- Distinctive treatment to mark the entrance

Interface Types

- Type 1 - Traditional Main
- Type 2 - Side Street A
- Type 3 - Park Interface
- Type 4 - Residential / Adelaide Road
- Type 5 - Residential Transition
- Type 6 - High Street
- Type 7 - Clock Tower View Corridor
- Type 8 - Sensitive Residential

Heritage Grading

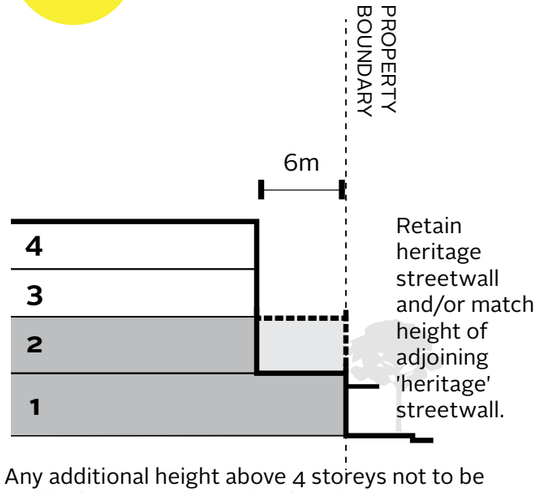
- State Heritage Place
- Local Heritage Place
- Representative Building



Proposed Concept Plan (cont.)

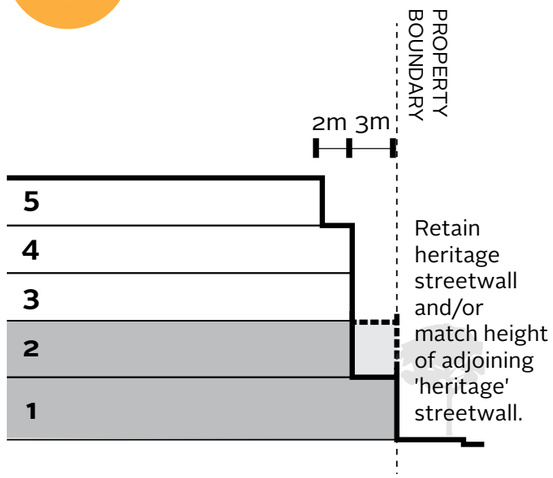
The Concept Plan (or alternatively the Proposed Gawler Town Centre Sub-Zone) should regulate building setbacks and street and boundary interfaces in accordance with the following framework.

Type 1 Traditional Main Street

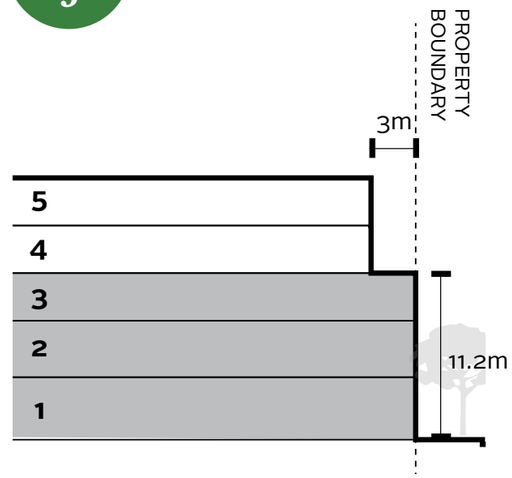


Any additional height above 4 storeys not to be visible from opposite side of road.

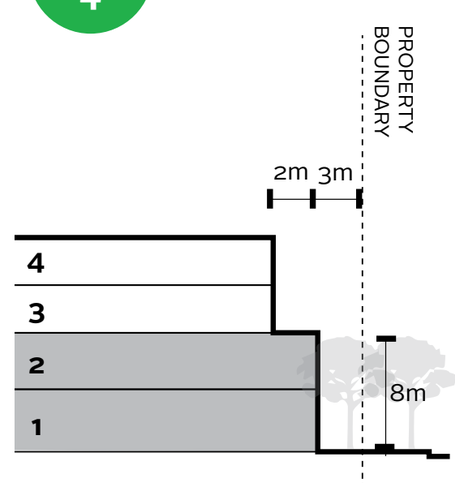
Type 2 Side Street A



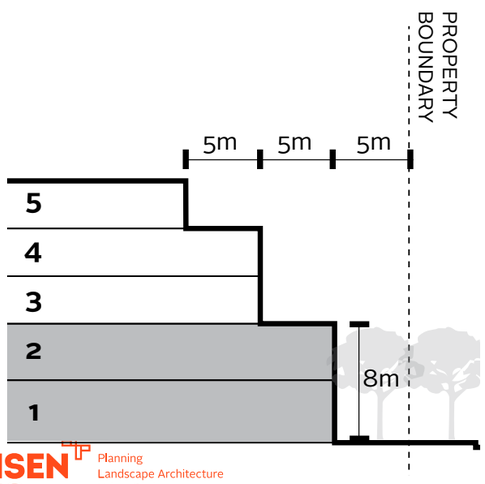
Type 3 Park Interface



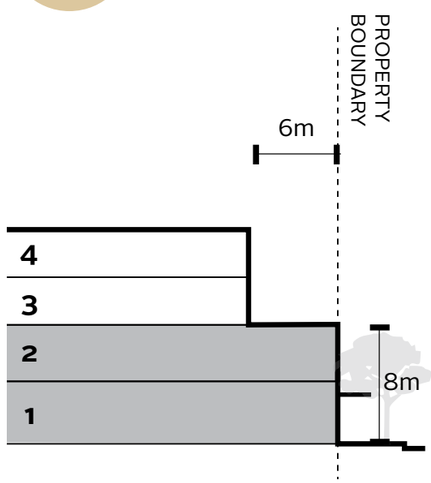
Type 4 Residential / Adelaide Road



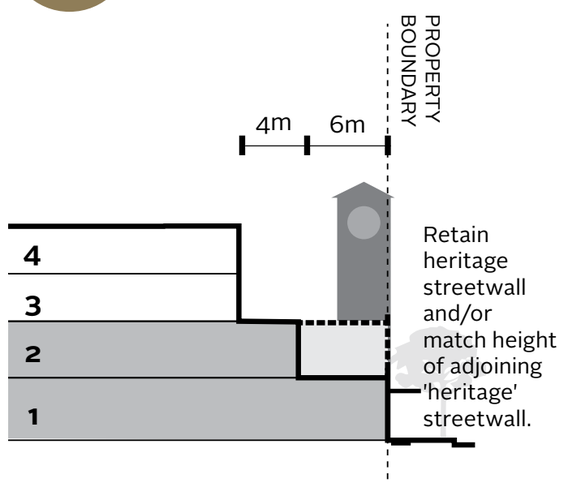
Type 5 Residential Transition



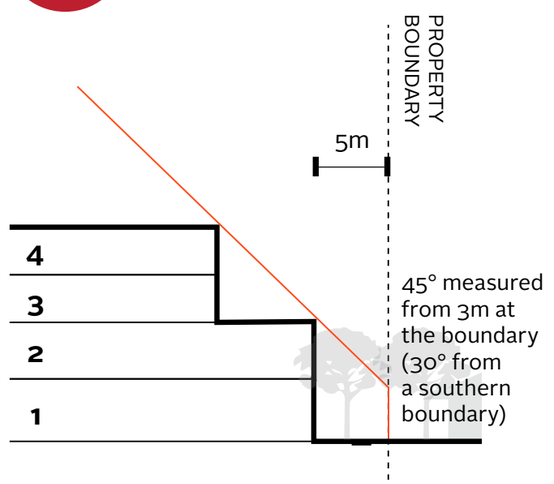
Type 6 High Street



Type 7 Clock Tower View Corridor



Type 8 Sensitive Residential



4.3 Prioritisation of Infrastructure Improvement Projects

Following development of the nine Movement + Place (street and public realm) infrastructure improvement projects to support the Structure Plan, a project multi-criteria assessment (MCA) and prioritisation process was undertaken.

A workshop process led by Six Cats Consulting evaluated proposed infrastructure improvement projects against a number of assessment criteria.

As some locations (e.g. Murray Street) had more than one design concept to choose from, a first step was to evaluate and score each design option against each other.

Once all projects had a preferred design, this was followed by a second evaluation to help with prioritisation of projects.

Assessment Criteria

Project selection criteria were developed for each of the five Structure Plan objectives, along with an additional criterion assessing ease of delivery Investment Ready).

Quantifiable KPIs were applied to each project option where possible, with priority given to objectively measurable criteria and overlap between objectives avoided.

Assessment for Movement and Place used the Transport for London PERS framework, while Investment Ready was informed by cost estimates from RLB, including a 20% contingency.

Observations on Scoring

The highest-ranking projects are projects 8 (Julian Tce South), 1 (Murray Street), 7 (Murray St South) and 3 (Whitelaw / Julian Tce).

Project 9b (40 km/hr speed zone) and 9d (Greening and Street Trees) options both have significant benefits with moderate costs. It is strongly recommended that a costed package of Project 9 works be included in any final project program.

Interactions with Property Development

Some infrastructure projects are likely to improve existing land uses / businesses. Their timing can be prioritised based on benefit and cost.

Other projects align with future land uses proposed by the Structure Plan. For example. Project 8 (Julian Terrace South) would be best aligned with the redevelopment of the adjoining Mill complex).



Heart of the Region

Facilitates activity growth



Distinctly Gawler

Preserves Gawler Character, Focus River + Open Space, Old + New



Good Design

Supports 2-5 storey scale, Sustainable, High quality urban design



Movement + Place

Make more pedestrian friendly, Improve traffic connectivity



Vibrant

Encourages day + evening use



Investment Ready

Affordable, Constructibility (short term impact), Acceptability (long term impact), Stage-ability

4.3 Prioritisation of Infrastructure Improvement Projects (cont.)

A 10-year staged implementation plan is proposed for transport and public realm improvement projects to support town centre growth.

10-year staged implementation

As noted in the Structure Plan, a 10-year staged implementation plan is proposed for the Development Delivery Framework.

Delivering the preferred option for all nine projects would cost approximately $26 million. While an available budget under Long Term Financial Planning is not decided, a reasonable assumption for a growing Council like Town of Gawler with an emphasis on Town Centre investment can be made. We have assumed an overall budget of $15-20m over 10 years.

This assumed budget would require the prioritisation of projects for delivery.

Recommended prioritisation of infrastructure projects in three categories

1. 10 Year Delivery Program
2. Investment Dependent Program (timing dependent on adjoining property development)
3. Future Projects (Projects found to be viable but not fitting in categories 1 or 2).

10 Year Delivery Program

Project	Reason	Cost
Project 1: Murray Street	This project is central to the Town Centre and land uses.	$2.8 m
Project 2: High Street (north)	Facilitates more efficient and safer traffic and cycling avoiding Murray St. Supports High Street residential.	$0.8m (short term) $4.0 m
Project 3: Whitelaw / Julian Tce	Riverfront development area. Reinforces links to key activity areas.	$4.8 m
Project 5: Light Square	Facilitates more efficient and safer traffic avoiding Murray St.	$0.9 m
Project 6: Tod Street	Improves links to key activity streets.	$0.9 m
Project 9: Other	Signage, 40k/hr and Greening.	$1.6 m

Investment Dependent Program

Project	Reason	Cost
Project 7: Murray Street South	Supports lower Murray St redevelopment.	$0.9 million
Project 8: Julian Tce South	Supports Mill complex redevelopment.	$1.1 million
Project 2: High Street (south)	Facilitates more efficient and safer traffic and cycling avoiding Murray St. Supports commercial developments.	$3.7 m
Project 10: Cowan Street + Murray Street (North)	Supports redevelopment around Gawler Central + station links	TBC

Additional Projects

Project	Reason	Cost
Project 4: Adelaide Road	Supports lower Murray St redevelopment	$1.1million