# Appendix A: Your Voice Gawler Survey Results Report

Your Voice Gawler

# Form Results Summary

Jun 01, 2026 - Jul 06, 2026

**Project:** Draft Gawler Town Centre Structure Plan

**Form:** Online Survey

**Tool Type:** Form

**Activity ID:** 20

**Exported:** Jul 07, 2026, 11:58 AM

**Exported By:** StaceyM

**Filter By:** No filters applied.

Closed

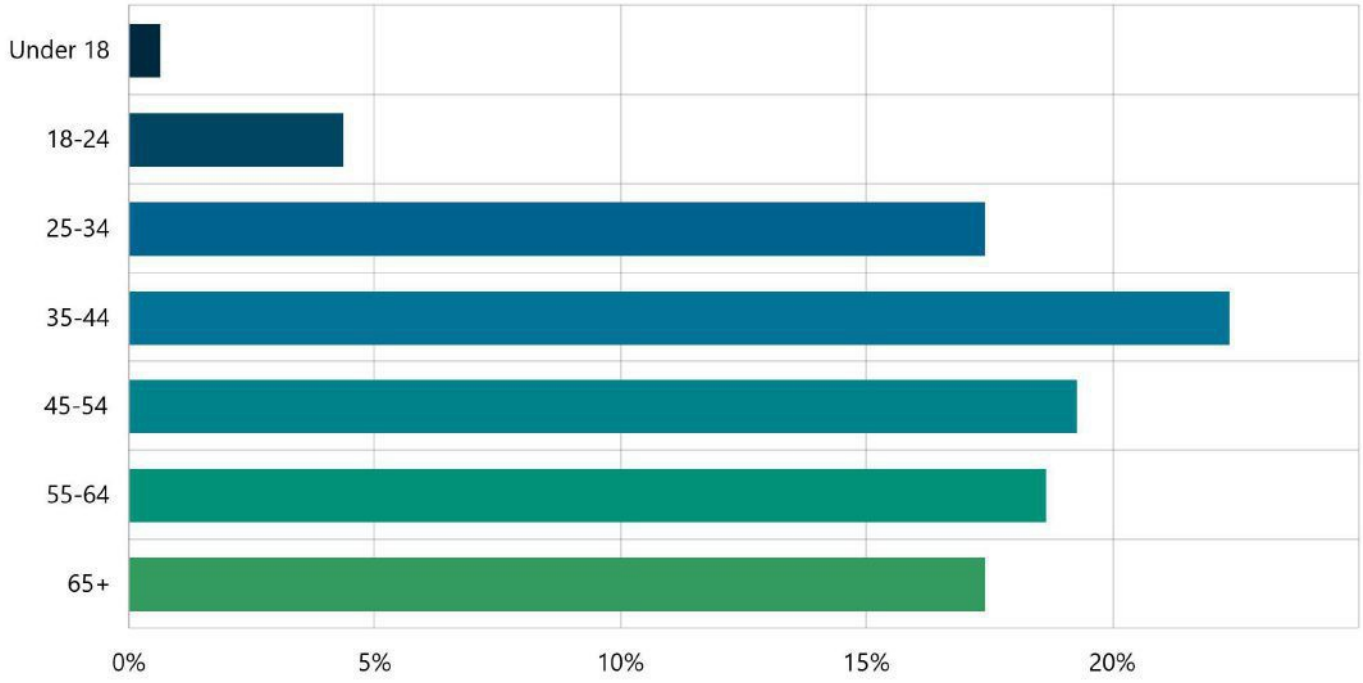
**Online Survey**
Draft Gawler Town Centre Structure Plan

| 146 | 161 |
|---|---|
| Contributors | Contributions |

## Contribution Summary

### 1. Please tell us your age Required

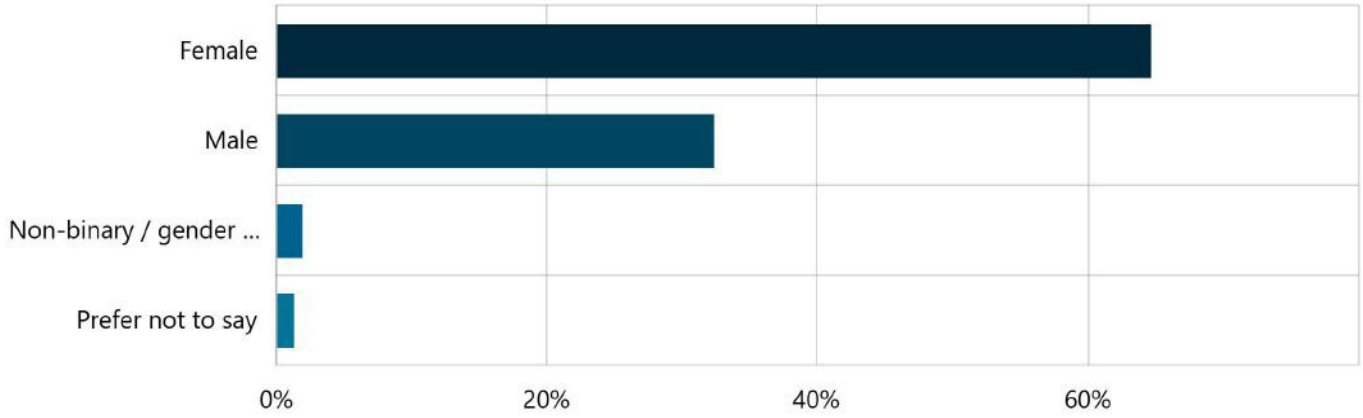
Multi Choice | Skipped: 0 | Answered: 161 (100%)




| Answer choices | Percent | Count |
|---|---|---|
| Under 18 | 0.62% | 1 |
| 18-24 | 4.35% | 7 |
| 25-34 | 17.39% | 28 |
| 35-44 | 22.36% | 36 |
| 45-54 | 19.25% | 31 |
| 55-64 | 18.63% | 30 |
| 65+ | 17.39% | 28 |
| **Total** | **100.00%** | **161** |

**2. Which of the following best describes your gender?** Required

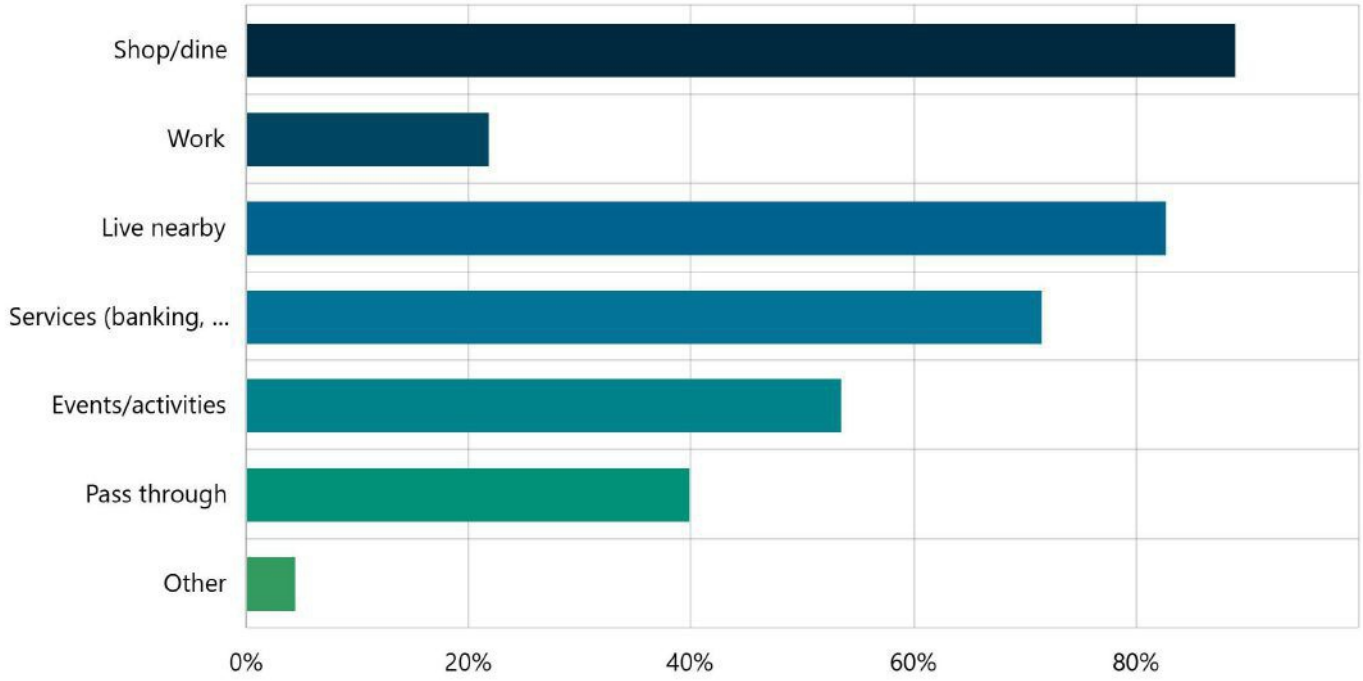
Multi Choice | Skipped: 0 | Answered: 161 (100%)




| Answer choices | Percent | Count |
|---|---|---|
| Female | 64.60% | 104 |
| Male | 32.30% | 52 |
| Non-binary / gender diverse | 1.86% | 3 |
| Prefer not to say | 1.24% | 2 |
| **Total** | **100.00%** | **161** |

**3. How do you typically use the Gawler Town Centre? (Select all that apply)** Required

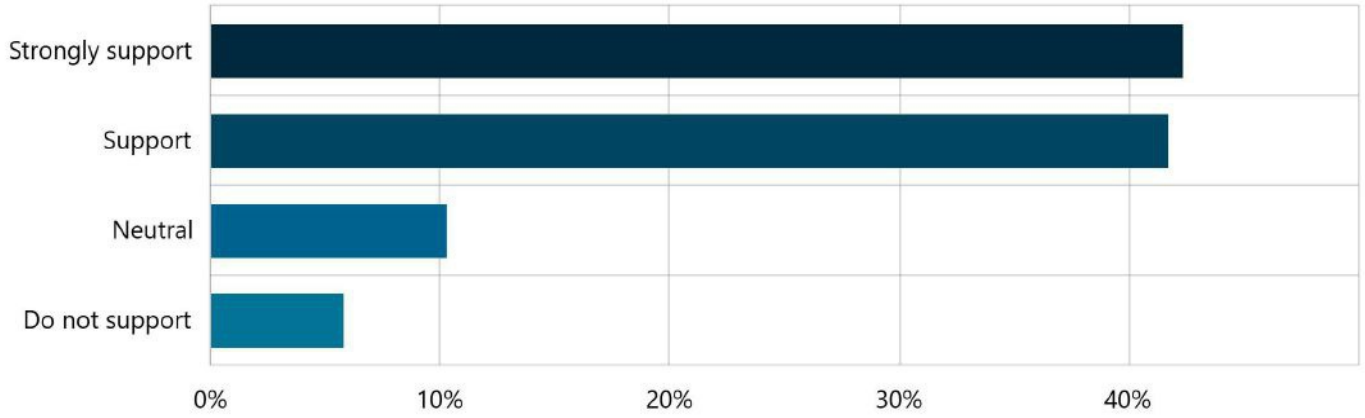
Multi Choice | Skipped: 0 | Answered: 161 (100%)




| Answer choices | Percent | Count |
|---|---|---|
| Shop/dine | 88.82% | 143 |
| Work | 21.74% | 35 |
| Live nearby | 82.61% | 133 |
| Services (banking, health, etc.) | 71.43% | 115 |
| Events/activities | 53.42% | 86 |
| Pass through | 39.75% | 64 |
| Other | 4.35% | 7 |

## 4. Do you support the vision of Gawler Town Centre as “the heart of the region”?

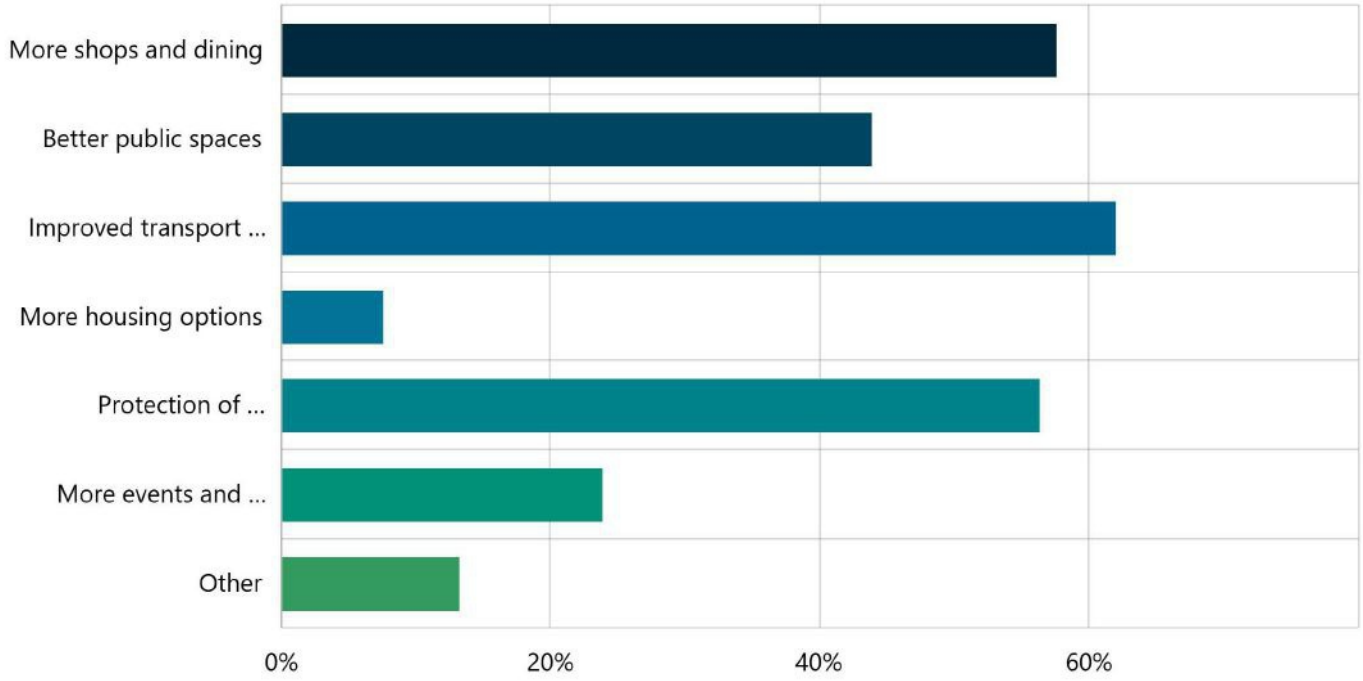
Multi Choice | Skipped: 5 | Answered: 156 (96.9%)




| Answer choices | Percent | Count |
|---|---|---|
| Strongly support | 42.31% | 66 |
| Support | 41.67% | 65 |
| Neutral | 10.26% | 16 |
| Do not support | 5.77% | 9 |
| **Total** | **100.00%** | **156** |

## 5. What does the Town Centre need most to achieve this vision? (Select up to 3)

Multi Choice | Skipped: 1 | Answered: 160 (99.4%)



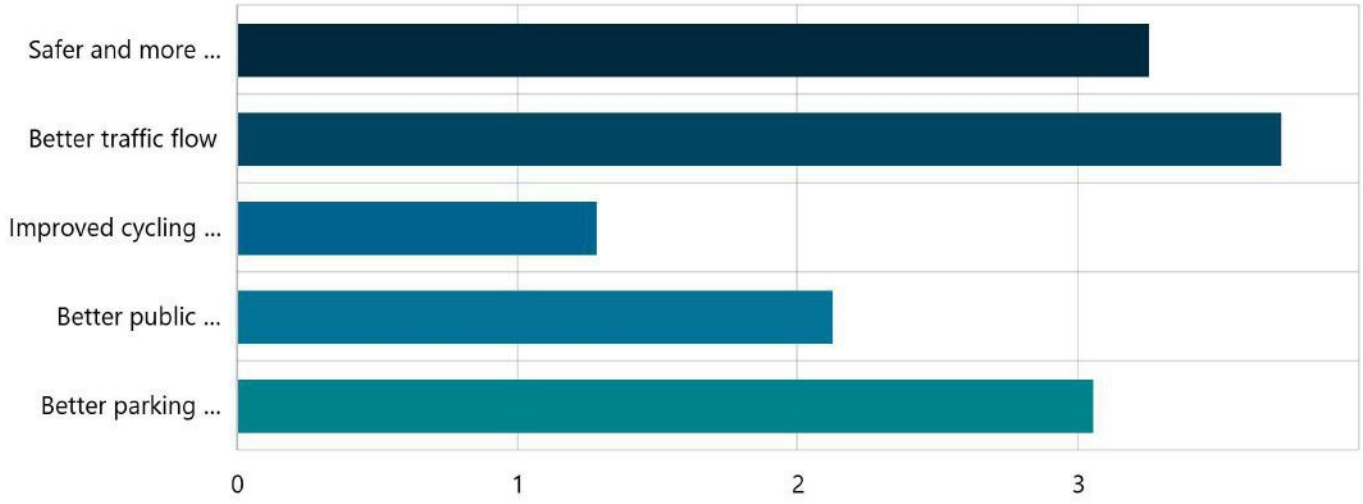

| Answer choices | Percent | Count |
|---|---|---|
| More shops and dining | 57.50% | 92 |
| Better public spaces | 43.75% | 70 |
| Improved transport and access | 61.88% | 99 |
| More housing options | 7.50% | 12 |
| Protection of heritage character | 56.25% | 90 |
| More events and activity | 23.75% | 38 |
| Other | 13.13% | 21 |

‘Other’ category responses included:

- All of the above
- Remove vehicles completely
- More heritage style buildings and more country vibe.
- Traffic management
- Improved traffic flow throughout… along with less problematic intersections..
- Improved traffic detours especially on weekends when the roads become packed.
- The buildings need to be appealing. Most of the buildings looks deliberated and the shops is not inviting except for 3 shops
- Reduce the traffic
- Additional public parking
- Better traffic flow, less congestion, less public buses, less parallel parking, more car parking
- Improved traffic flow
- More things for kids to do and less cafes and restaurants
- Improved pedestrian access and less traffic volume
- Infrastructure around the main street, that lets people who are passing through not make traffic on main street so congested.
- Remove parallel parking from the main street. To maintain Gawler, the council should not approve any more small block sizes such as off Ryde. We need more pretty greenery like they have in Tanunda. Address the enter points into Gawler. It's currently unattractive.
- A wide range of art sculptures scattered around the heart of the town of Gawler, with the potential of creating an Sculpture Art Trail to attract visitors to our town.
- Ablity to be able to get around all the shops, so many vacant shops. Gawler is so spread out and multiple of the same shops.
- Cleaning Schedule - How often is the Main Street high pressure cleaned?? Make it enjoyable - love itself more. We have Pig Trucks driving through - they leak urine all over the road. We don't love our town to allow pig trucks through it.
- Council to tell developers - not be railroaded
- I do not support the vision of attempting to create "the heart of the region" within such a limited space. The area is unsuitable for such a purpose. You propose spending great amounts in order to make it somewhat more appealing and capable. This is endeavour is a prime example of how resources can be wasted.
- Shops and buildings in Gawler Town Centre have a long history of high rents, poor maintenance and short tenancies. Existing landlords even more so than new developers need incentives, or other persuasions, to come along with the latest dream for a vibrant heart to the Town Centre and sustainable businesses.

## 6. How important are the following improvements?

Ranking | Skipped: 10 | Answered: 151 (93.8%)

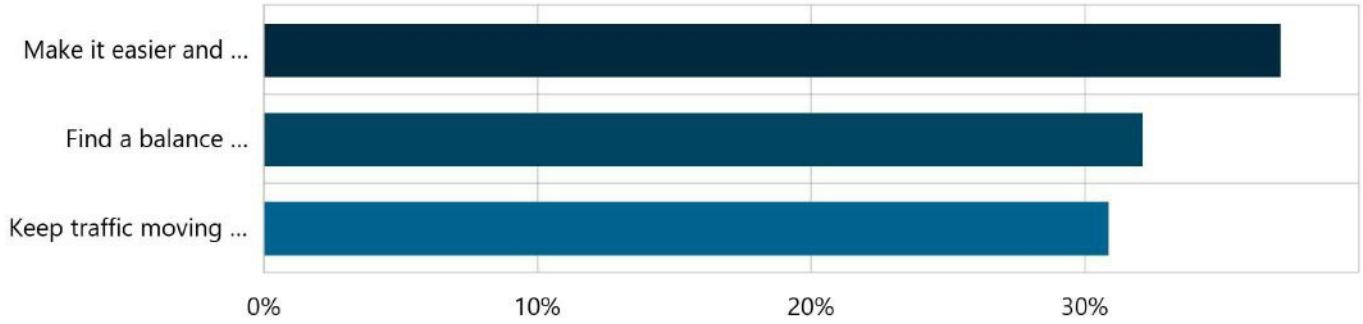



| | 1 | 2 | 3 | 4 | 5 | Count | Score | Avg Rank |
|---|---|---|---|---|---|---|---|---|
| Safer and more comfortable walking environment | 29.85%<br>40 | 24.63%<br>33 | 29.10%<br>39 | 14.18%<br>19 | 2.24%<br>3 | 134 | 3.25 | 2.34 |
| Better traffic flow | 47.83%<br>66 | 26.81%<br>37 | 14.49%<br>20 | 6.52%<br>9 | 4.35%<br>6 | 138 | 3.72 | 1.93 |
| Improved cycling connections | 3.81%<br>4 | 9.52%<br>10 | 17.14%<br>18 | 6.67%<br>7 | 62.86%<br>66 | 105 | 1.28 | 4.15 |
| Better public transport access | 11.50%<br>13 | 17.70%<br>20 | 20.35%<br>23 | 43.36%<br>49 | 7.08%<br>8 | 113 | 2.12 | 3.17 |
| Better parking management | 21.21%<br>28 | 35.61%<br>47 | 21.97%<br>29 | 13.64%<br>18 | 7.58%<br>10 | 132 | 3.05 | 2.51 |

**Score -** Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions.
**Avg Rank -** Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.

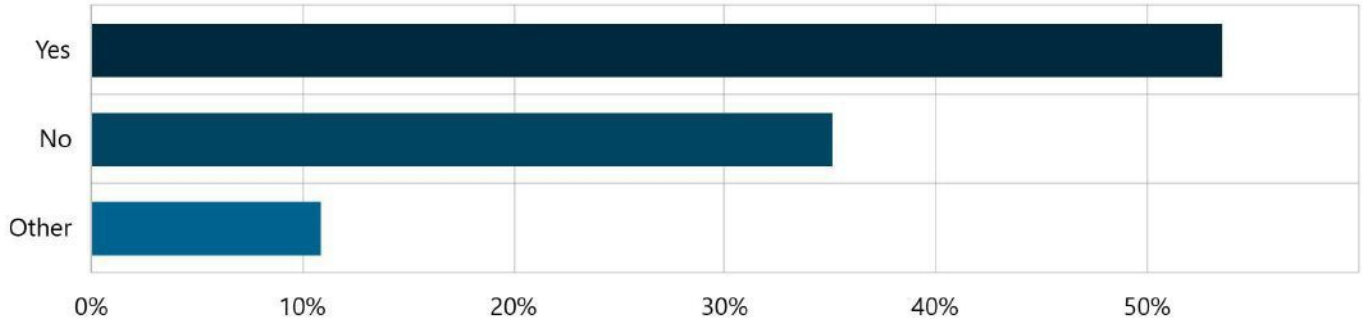
## 7. What should be the priority for Murray Street?

Multi Choice | Skipped: 2 | Answered: 159 (98.8%)




| Answer choices | Percent | Count |
|---|---|---|
| Make it easier and safer for people to walk, spend time and enjoy the street | 37.11% | 59 |
| Find a balance between people and traffic | 32.08% | 51 |
| Keep traffic moving efficiently | 30.82% | 49 |
| **Total** | **100.00%** | **159** |

**8. Do you support reducing the number of right-hand turns for vehicles to and from Murray Street?**
Multi Choice | Skipped: 4 | Answered: 157 (97.5%)



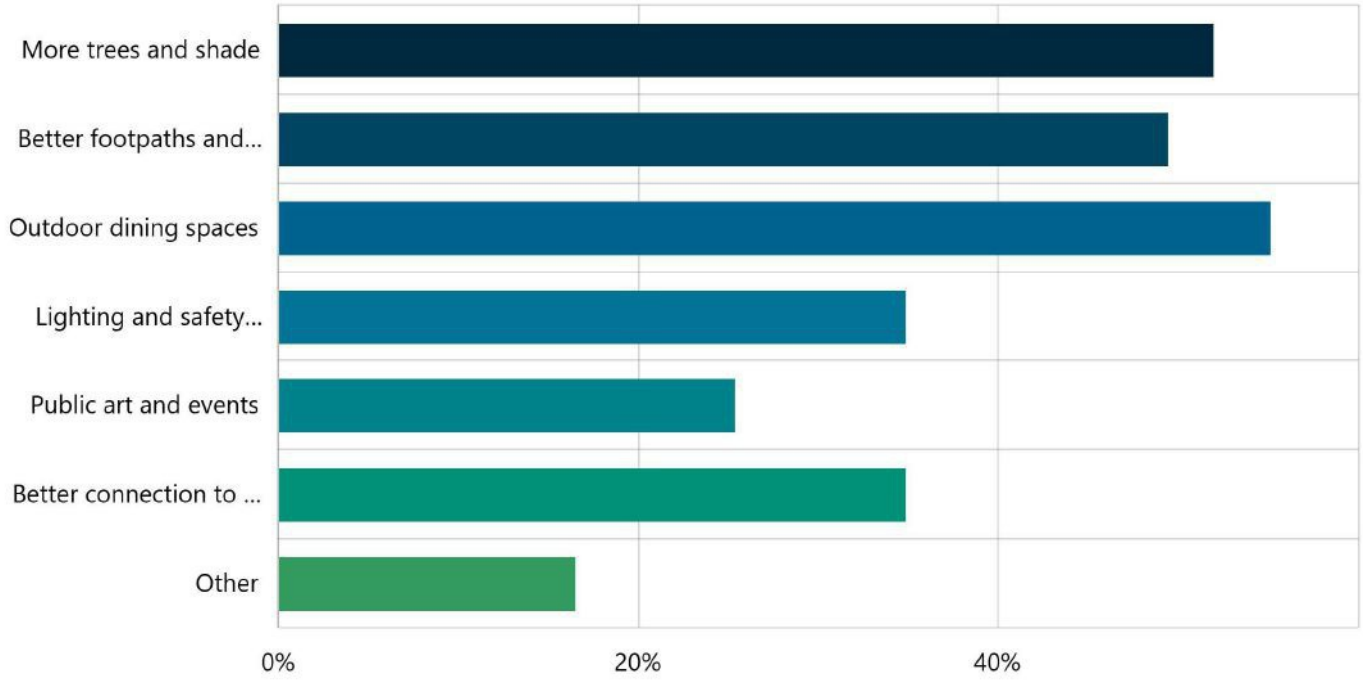

| Answer choices | Percent | Count |
|---|---|---|
| Yes | 53.50% | 84 |
| No | 35.03% | 55 |
| Other | 10.83% | 17 |
| **Total** | **100.00%** | **157** |

**'Other' category responses included:**

- Need at least one overpass, preferably near the coles shopping centre. pedestrians are currently stuck on peak hours for up to an hour before being able to cross, no disability considerations means doubling times for anyone with mobility issues
- This is too general. Each instance needs to be evaluated for cost/benefit.
- There isn't enough road structure supports to support reducing right hand turns
- Not sure
- Stopping right turn will only shit the problem.
- No more greening, trees etc are beautiful but eventually become a hazard, branches leaves can become a pain for drivers
- As long as you don't have to loop through the entire town to get to where you want to go and there is a balance between convenience for pedestrians and traffic
- I dont think it would really make a difference. I find most people only to right going up towards target or at the signal to Lyndoch
- I don't think right hand turns are the problem.
- Remove parallel parking on the main street.
- Make Murray Street one way reduces the impact of right turns
- Make it a one way loop with angle parking each side
- Off street parking may allow for slip lanes to turn right and an opportunity to put trees in a centre median strip creating a cooler more enjoyable main street
- Yes, if easy alternatives are sign posted well.
- Better management of existing locations where right hand turns can occur. There are only 2 locations in each direction where they happen, reducing creates longer loops for traffic to take to get to parking etc.
- Is thee many right hand turns? Need Lyndoch Road. Calton Road already not able to turn right which has been good.
- Maybe - depends on various factors

## 9. What improvements would make the Town Centre more enjoyable?

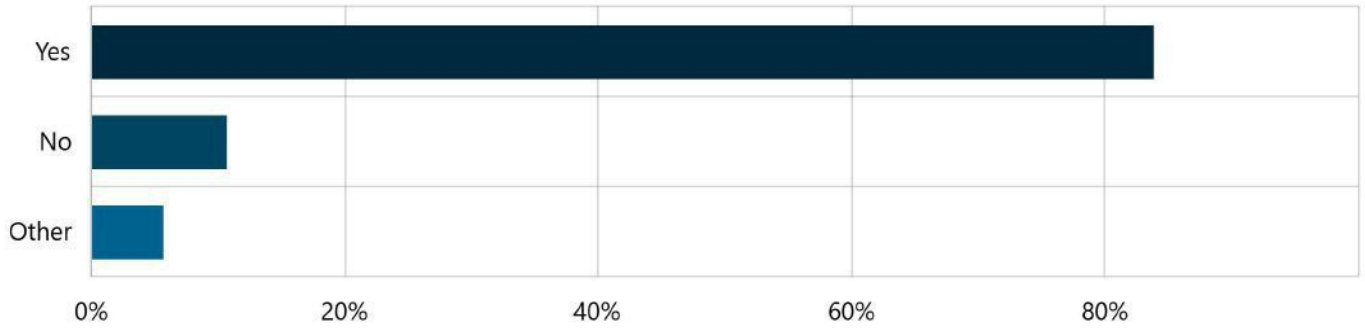
Multi Choice | Skipped: 3 | Answered: 158 (98.1%)




| Answer choices | Percent | Count |
|---|---|---|
| More trees and shade | 51.90% | 82 |
| Better footpaths and seating | 49.37% | 78 |
| Outdoor dining spaces | 55.06% | 87 |
| Lighting and safety improvements | 34.81% | 55 |
| Public art and events | 25.32% | 40 |
| Better connection to the river | 34.81% | 55 |
| Other | 16.46% | 26 |

**10. The Town Centre currently has approximately a 12% tree canopy cover (excluding the river corridor). The Draft Structure Plan proposes increasing this to 30%. Do you support increasing trees and greening in the Town Centre to work towards this target?**

Multi Choice | Skipped: 1 | Answered: 160 (99.4%)

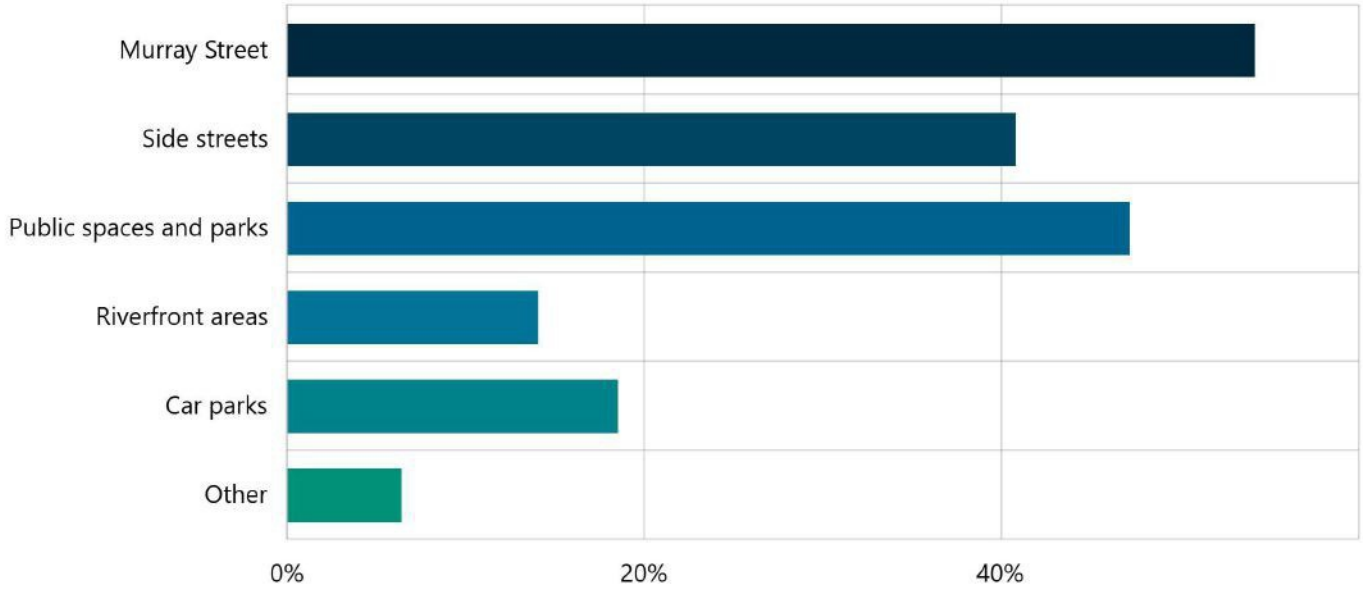



| Answer choices | Percent | Count |
|---|---|---|
| Yes | 83.75% | 134 |
| No | 10.63% | 17 |
| Other | 5.63% | 9 |
| **Total** | **100.00%** | **160** |

'Other' category responses included:

- Yes but consider tree roots on footpaths, currently a majority of paths need replacing and maintenance.
- Yes, but 20% is a more realistic target
- Yes if it doesn't just counteract the space we're needing to create for traffic flow… if so, not worth it..
- Only if Gawler main street closed and was pedestrian traffic only
- Ample trees already in murray street … priority should be recognised for inhabitable structures or buildings featured on murray street ie old Elsie Ey kindergarten and maintenance on cafe nova .. need more community entertainment such as movies theatre which was viable in its early days and if parking was accessible and that area attractive locals would access & enjoy this area …
- Only if many other goals can be met. And only if these tree canopies provide actual benefits, such as reduced heat loads and therefore better energy usage, additionally these tree's should be only considered if they are capable of providing cleaner air benefits
- There is not sufficient space on the footpaths on Murray Street as it stands.
- Include all green space and landscaping - 12% not real figure. Support increasing
- Support greening including low level areas and lawns as well as trees

**11. Where would you most like to see more trees and greening?**
Multi Choice | Skipped: 4 | Answered: 157 (97.5%)



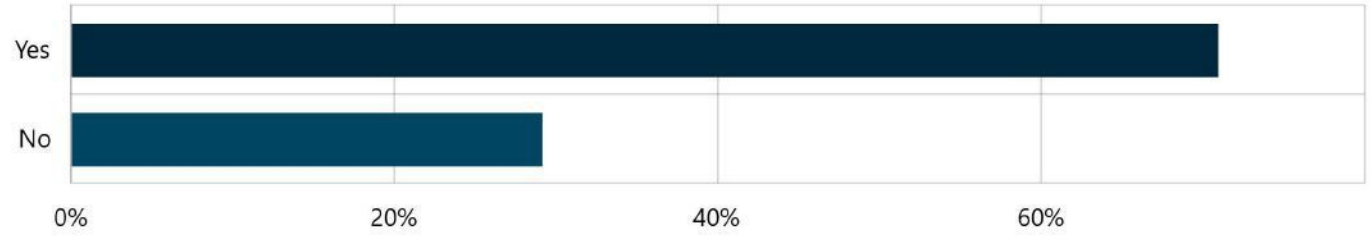

| Answer choices | Percent | Count |
|---|---|---|
| Murray Street | 54.14% | 85 |
| Side streets | 40.76% | 64 |
| Public spaces and parks | 47.13% | 74 |
| Riverfront areas | 14.01% | 22 |
| Car parks | 18.47% | 29 |
| Other | 6.37% | 10 |

'Other' category responses included:

- Park (opposite post office) and Adelaide Road
- Entry points into Gawler
- As many places as possible
- Even distribution across these areas and inclusion of understory plants to support large trees
- Along roads provided they don't impact visibility for drivers and roots don't damage roads/footpaths.
- Again, Tree's and greening should be looked at as more than simply aesthetics. They can help provide cleaner air, but more importantly can be used to greatly reduce heat loads and benefit energy consumption.
- It's just not necessary, come on now!
- Gawler is more than just its main street
- Other areas outside the scope of the project including:
  - More trees and park areas in housing estates, specifically Woodvale
  - Entrance to Gawler at bypass / underpass Evanston.

## 12. Have you reviewed the Fact Sheet 7: Heritage & Building Design?

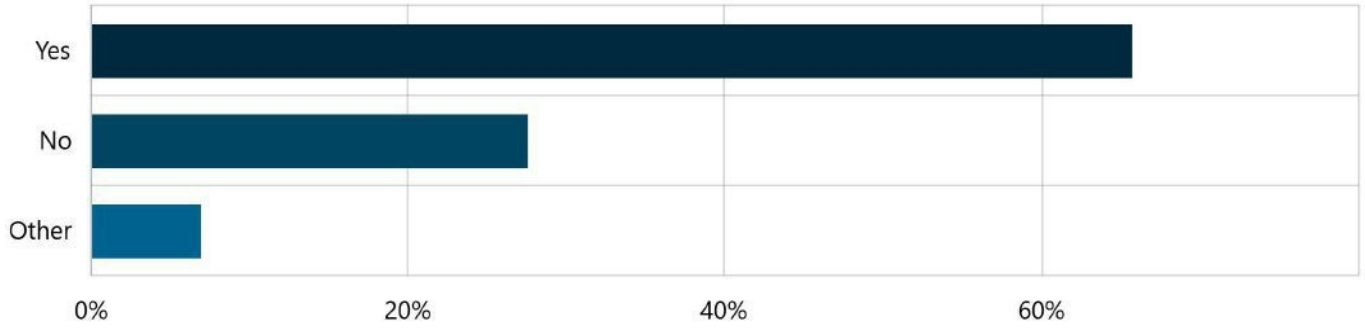
Multi Choice | Skipped: 3 | Answered: 158 (98.1%)




| Answer choices | Percent | Count |
|---|---|---|
| Yes | 70.89% | 112 |
| No | 29.11% | 46 |
| **Total** | **100.00%** | **158** |

**13. Would you support increased building heights in parts of the Town Centre if they are carefully designed to protect heritage character, views and the experience of Murray Street?**

Multi Choice | Skipped: 1 | Answered: 160 (99.4%)



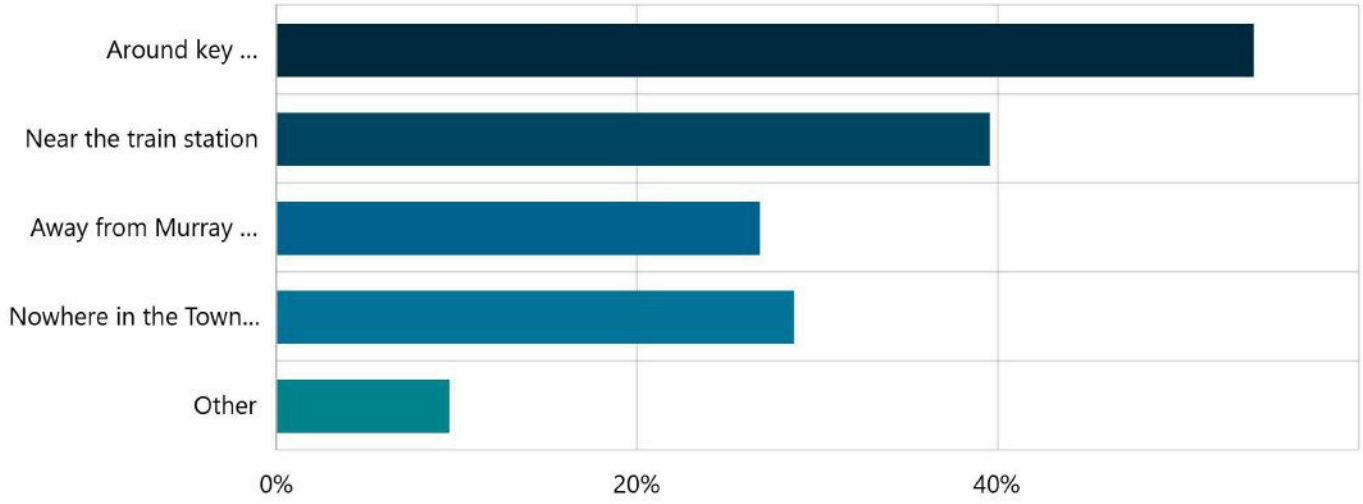

| Answer choices | Percent | Count |
|---|---|---|
| Yes | 65.63% | 105 |
| No | 27.50% | 44 |
| Other | 6.88% | 11 |
| **Total** | **100.00%** | **160** |

'Other' category responses included:

- Not for commercial premises, but if it was for housing, I would accept it
- Yes but to 3 stories maximum
- Only on carefully chosen sites west of the river up to 3 stories. Strongly opposed to more than 2 stories along Murray & High Streets, Church Hill, & other areas with heritage buildings &/or views across the town.
- Slightly higher buildings would be suitable but am strongly opposed to any type of high rise
- All new build should be character of Gawler heritage
- No unless we are directed to Fact Sheet 7 which I requested with no reply so far.
- Only if these buildings are guaranteed to be used. Affordable rent, etc.
- They are already allowed up to 2-3 storeys - this is adequate.
- Yes, if new development is not simple concrete blocks
- Yes, but not as tall as 4 stories, max of 3 with the current set back shown in the draft plan. Further back from Murray Street maximum should be 4 stories and only where blocks are steep and hills disguise the height - Gawler is not the CBD.
- I have no interest in heritage character preservation. Any increased building heights need to be considered in regard

## 14. Where could increased building heights be most appropriate?

Multi Choice | Skipped: 4 | Answered: 157 (97.5%)

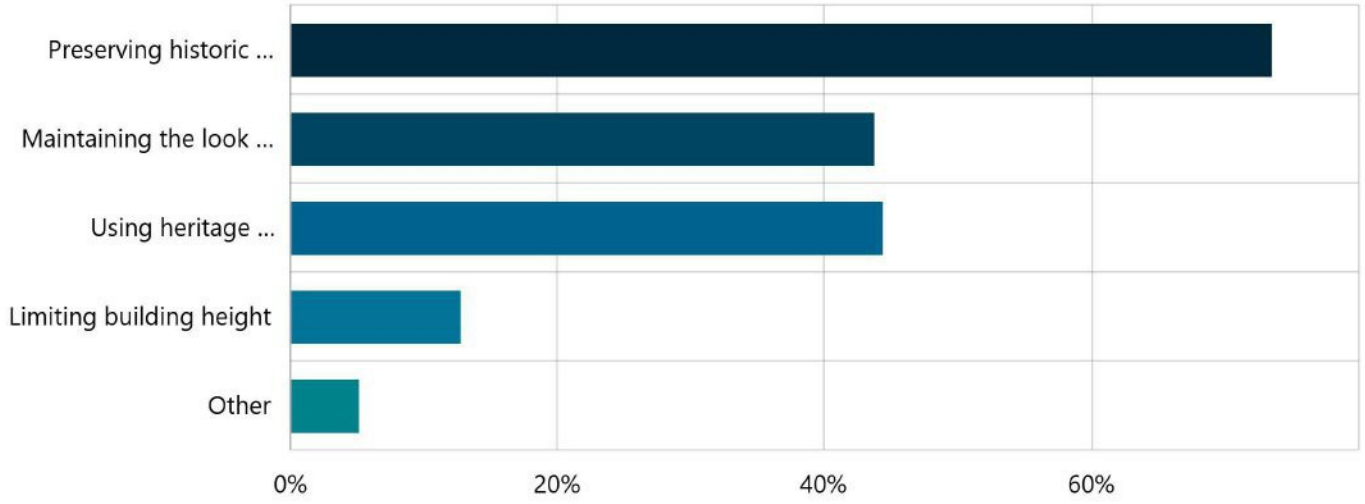



| Answer choices | Percent | Count |
|---|---|---|
| Around key redevelopment sites | 54.14% | 85 |
| Near the train station | 39.49% | 62 |
| Away from Murray Street | 26.75% | 42 |
| Nowhere in the Town Centre | 28.66% | 45 |
| Other | 9.55% | 15 |

'Other' category responses included:

- On the derelict site near Nova Cafe and the newly demolished burned down site.
- In Murray Street
- Everywhere!
- In Murray street & Julian terrace•
- Near the Mill, 1-2 Bedroom apartments
- Unsure
- By 'increased building heights', do you mean higher than 2 storeys? This question is possibly not clear enough. Main street can easily accommodate 2 storeys. Wouldn't go higher.
- High street
- Along Julian Terrace
- Support more medium-density housing near transport, shops, and community services, using low-rise apartment buildings,
  courtyard housing, and mixed-use streets. This kind of development can add homes while still keeping neighbourhoods walkable, green, and community-friendly. It should be planned in a way that protects sunlight, privacy, parking access, and good public open space.
- Based on fine grained analysis of constraints and opportunities
- Well back from Murray Street, not on old parklands
- In Murray Street where appropriate and in keeping with heritage.
- There is no where I can see that would not benefit from using vertical space.
- If its allowed here, I should be able to build an extension off the side of my "NOW" heritage listed property, that no one told me it had been changed....

**15. What is most important about Gawler's heritage character?**
Multi Choice | Skipped: 3 | Answered: 158 (98.1%)

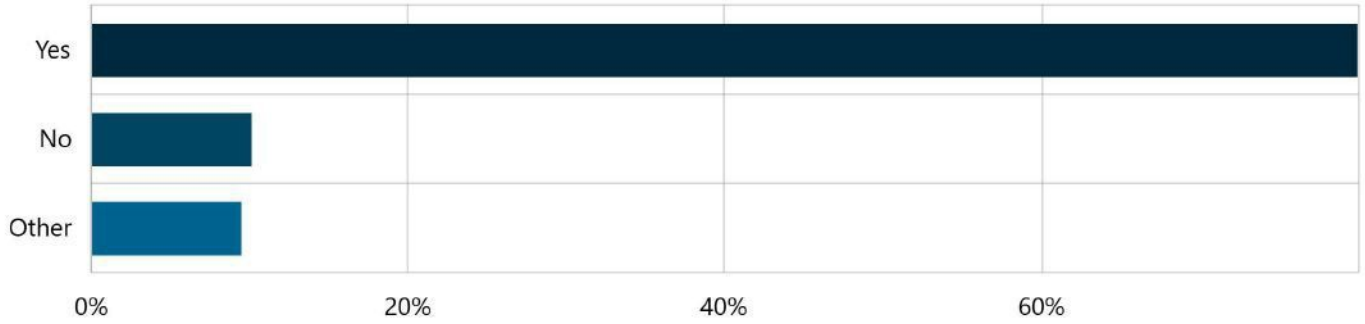



| Answer choices | Percent | Count |
|---|---|---|
| Preserving historic buildings | 73.42% | 116 |
| Maintaining the look and feel of streets | 43.67% | 69 |
| Using heritage buildings in new ways | 44.30% | 70 |
| Limiting building height | 12.66% | 20 |
| Other | 5.06% | 8 |

'Other' category responses included:

- We moved to Gawler because of the heritage feel. Please don't make it into another wannabe Mawson Lakes
- Improving the look and feel of the streets
- Nothing do it up, it's old and boring. So many young people here we don't care about heritage keep up with the times
- All of the above. Adaptive reuse is great, but please, no facadism!!
- Heritage is beautiful and unique To Gawler I agree it's beautiful however it's no longer with the times we also need to modernise Gawler
- Ensure developers don't knock down old buildings or trees
- Gawler does not have any significant heritage appeal. Having lived here for a decade I cannot fathom why anyone would want to preserve any particular area.
- All 4 options selected.

**16. Do you support new development alongside heritage buildings, if it is well designed?**
Multi Choice | Skipped: 2 | Answered: 159 (98.8%)



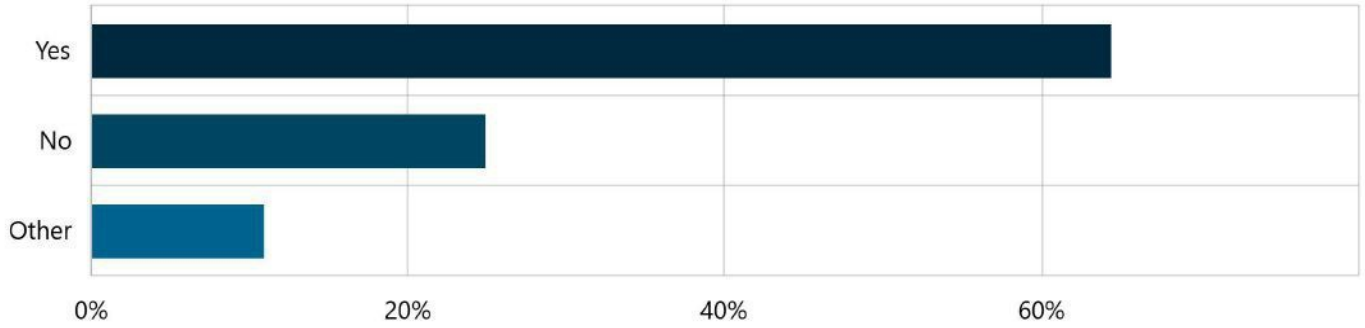

| Answer choices | Percent | Count |
|---|---|---|
| Yes | 79.87% | 127 |
| No | 10.06% | 16 |
| Other | 9.43% | 15 |
| **Total** | **100.00%** | **159** |

'Other' category responses included:

- as long as it does not effect the heritage buildings in a negative manor
- Only if they build s heritage style facade to the new development.
- If the construction works are too rigourous, the heritage buildings will have their foundations damaged. Looking ahead retail is going to become a very small shopfront displaying goods to be purchased online. Most business will be run Online. It's a short-term vision to put officers into a space where it's most likely to become obsolete.
- If designed as heritage.
- Unsure
- if it blends in with the Heritage buildings
- Yes but only for businesses, not for housing
- As long as they match the heritage style
- If it looks the era of gawler heritage with murray street verandahs and has character, and cohesive .. no higher levels though
- If well designed yes, however this interpretation could/would create issues
- Would like to see plans
- yes if it is well design
- Naturally this has to happen, you can't have a north Adelaide Le Cornu situation with a dirt field forever on our Main Street, but the public must have ample
- I don't think we have much choice
- only if scale and form etc is right

**17. The plan proposes more mixed-use development (shops, offices and housing together). Do you support this?**

Multi Choice | Skipped: 4 | Answered: 157 (97.5%)

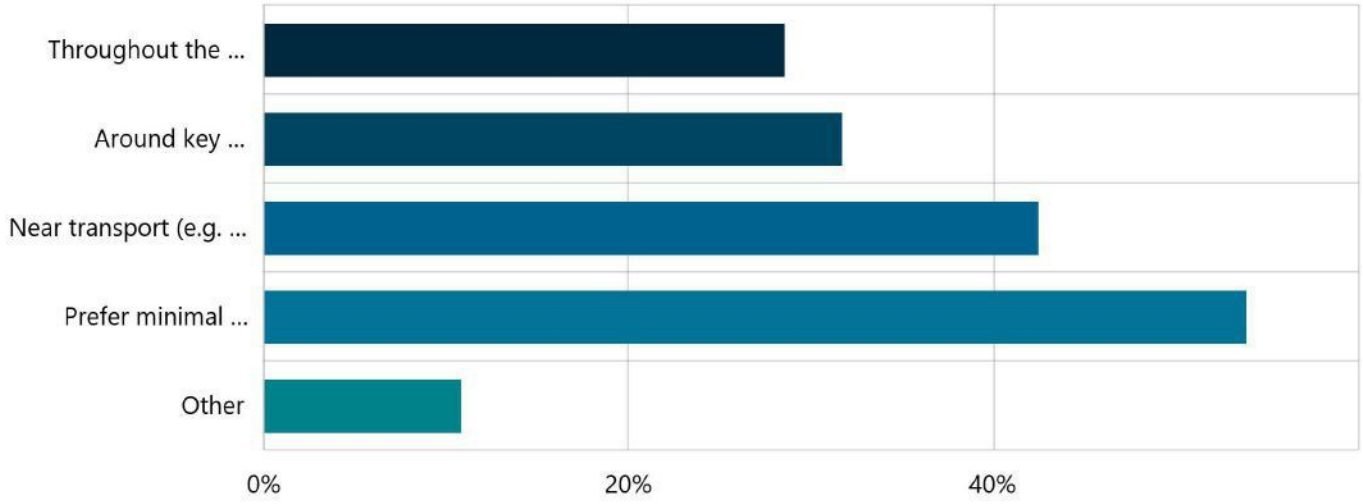



| Answer choices | Percent | Count |
|---|---|---|
| Yes | 64.33% | 101 |
| No | 24.84% | 39 |
| Other | 10.83% | 17 |
| **Total** | **100.00%** | **157** |

'Other' category responses included:

- apartments above shops would provide housing support and help ease the disparity between the 600k+ population increase yearly against the 20k houses being built each year. we should be building upwards anyway being that housing has been an issue for australia for decades now.
- Mixed use, without housing
- I definitely think there should be housing around shops. This means people don't have to drive to get their necessities. And it creates a community environment.
- only if the shops aren't empty, The main street is becoming a ghost town with so many empty shops as it is
- Housing should be away from shops & offices so that residents can have quiet.
- Unsure
- Unless it's an old fashioned shop on 1st floor and home 2nd floor, I do not want any more housing there are already many houses and apartments being built
- The main street should be exclusive to small businesses and public amenities
- No more housing.
- Not sure his this would fit into the town centre.
- Shops and offices yes
- Yes as long as they are able to be gottin to
- Please keep the offices off the main street
- Yes, but not as proposed in the plan. Heights and scale are too high.  Big box shops should be in other centres, not near Gawler's centre.
- indifferent
- yes within current height limits
- yes in existing allowed height range

**18. If new housing is proposed, where should it be located?**
Multi Choice | Skipped: 3 | Answered: 158 (98.1%)



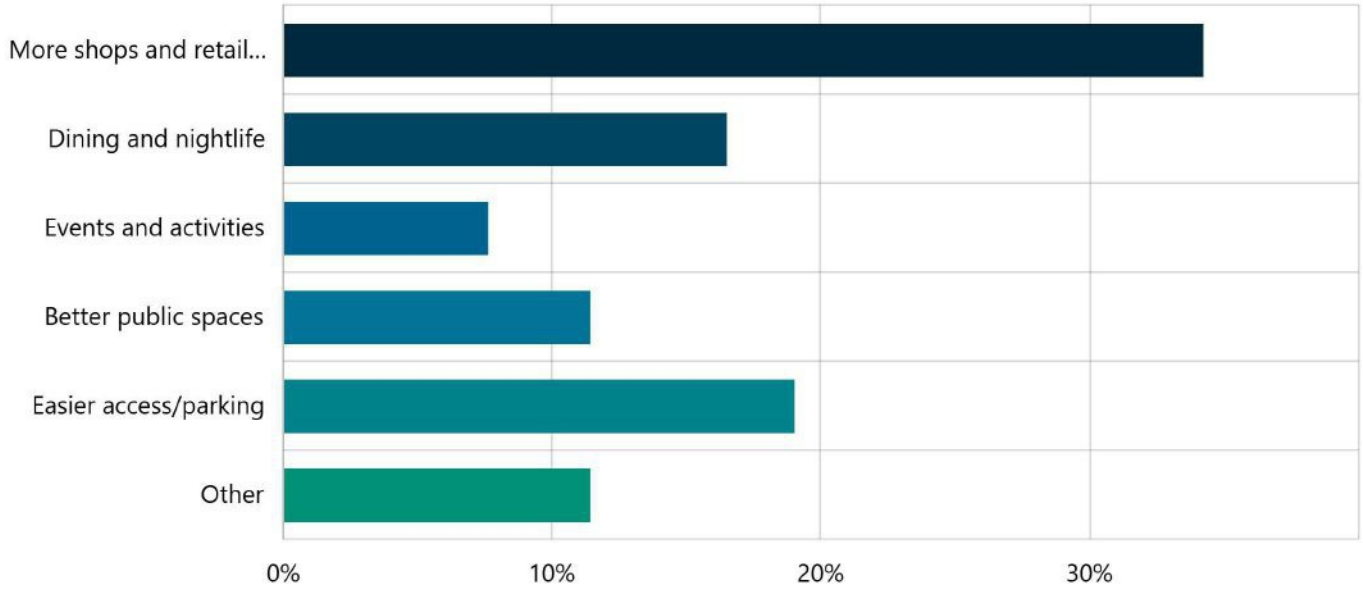

| Answer choices | Percent | Count |
|---|---|---|
| Throughout the Town Centre | 28.48% | 45 |
| Around key redevelopment sites | 31.65% | 50 |
| Near transport (e.g. station) | 42.41% | 67 |
| Prefer minimal housing in the centre | 53.80% | 85 |
| Other | 10.76% | 17 |

'Other' category responses included:

- Outer areas
- Housing shouldn't be right in the centre because it's already full. There are still tracks of land within Gawler that could be developed with apartments. The extra extraordinary development in the regions over the farmlands is very concerning. And the Greenbelt between Gawler and Smithfield must be maintained. For the health of us and the planet.
- Old housing trust area in Gawler West, Evanston & Evanston Gardens. Preserve the character of existing heritage residential areas.
- On empty lots in Gawler residential areas
- No where! Stop pushing gawler to the brink of becoming a city
- Second storey buildings. Ground floor for shops
- please make more apartments, it saves so much space and would help younger people actually want to live here
- Not in gawler full stop. The services and infrastructure are already exhausted
- The desecration of pioneer homes estates etc is disgusting as Fairview house .. all for greed and council members pockets, not listening to community or respecting former identities to our town should never happen again
- None untill traffic can be sorted
- throughout with noise level (eg pubs) carefully considered
- Anywhere it can comfortably supported by roads and services. Gawler's main street is already too congested to support more traffic.
- If new housing is proposed, it should be located close to public transport, local shops, schools, and community facilities, ideally in or near existing centres and main corridors. This helps create walkable neighbourhoods, reduces car dependence, and supports community life.
- Subject to fine-grained constraints and opportunities analysis
- Allow existing home owners to have granny flats
- In locations where extra parking is provided to residents so it doesn't impact existing parking in current locations where parking is often full e.g. not near Tod Street.
- I think we have enough housing estates going on around the place!

## 19. What would encourage you to spend more time in the Town Centre?

Multi Choice | Skipped: 3 | Answered: 158 (98.1%)




| Answer choices | Percent | Count |
|---|---|---|
| More shops and retail variety | 34.18% | 54 |
| Dining and nightlife | 16.46% | 26 |
| Events and activities | 7.59% | 12 |
| Better public spaces | 11.39% | 18 |
| Easier access/parking | 18.99% | 30 |
| Other | 11.39% | 18 |
| **Total** | **100.00%** | **158** |

‘Other’ category responses included:

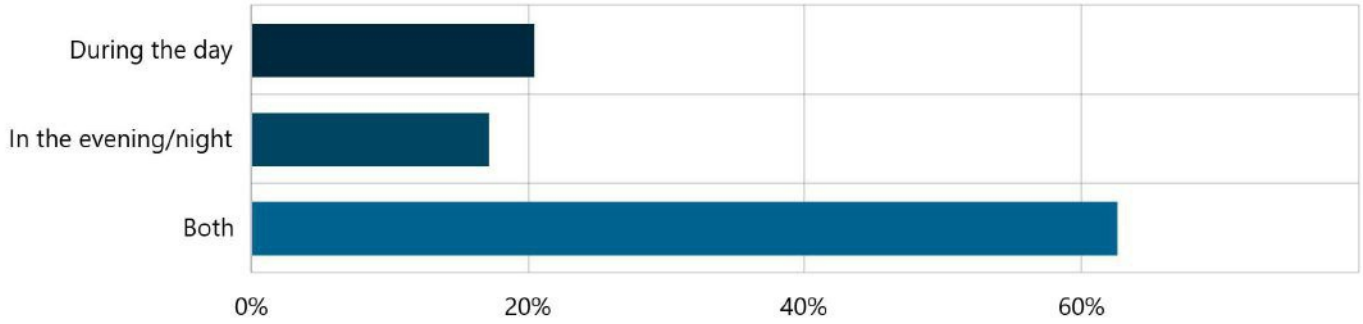
- more consideration for pedestrians, ie footpath maintenance, overpass in areas of high/constant traffic flow etc.
- I dont want to see aldi, target, big w, kmart. Seriously, remember when there was locally owned shops and people actually travelled to gawler to shop. Me included, I loved coming to gawler for the day in my teens
- Parking and nightlife, kids places,
- More shops less cafes and nail salons
- Something to do. It lacks energy through events for all ages. There is limited small business that offers variety and something interesting for visitors.
- quieter streets / less cars / more space for pedestrians
- ‘Activity spaces’ such as pool hall, games arcade, escape room, things to do on the weekend and specifically weekend nights so we don’t have to go to the city. The only thing to do here at night is go to a pub
- Ablity to park for longer. To acess shops closer together
- If Murray street was pedestrian only
- All of the above.
- More shops and retail variety, dining and nightlife, events and activities and better public spaces
- more shops and retail variety, better public spaces, easier access/parking, other - not let owners have empty buildings for more than 1 year
- More shops and retail variety, events and activities and other - more central parking e.g. Tod Street area that is not restricted to customers as specific business like Aldo/Drakes etc.

The following were entered from hard copy surveys and included more than the allowed number of responses for the survey:

- More shops and retail variety, events and activities and better public spaces
- Events and activities and easier access/parking
- More shops and retail variety and events and activities. Other if we lived walking distance away.
- More shops and retail variety, dining and nightlife, events and activities
- More shops and retail variety, dining and nightlife, events and activities and better public spaces

## 20. When would you like to see move activity in the Town Centre ?

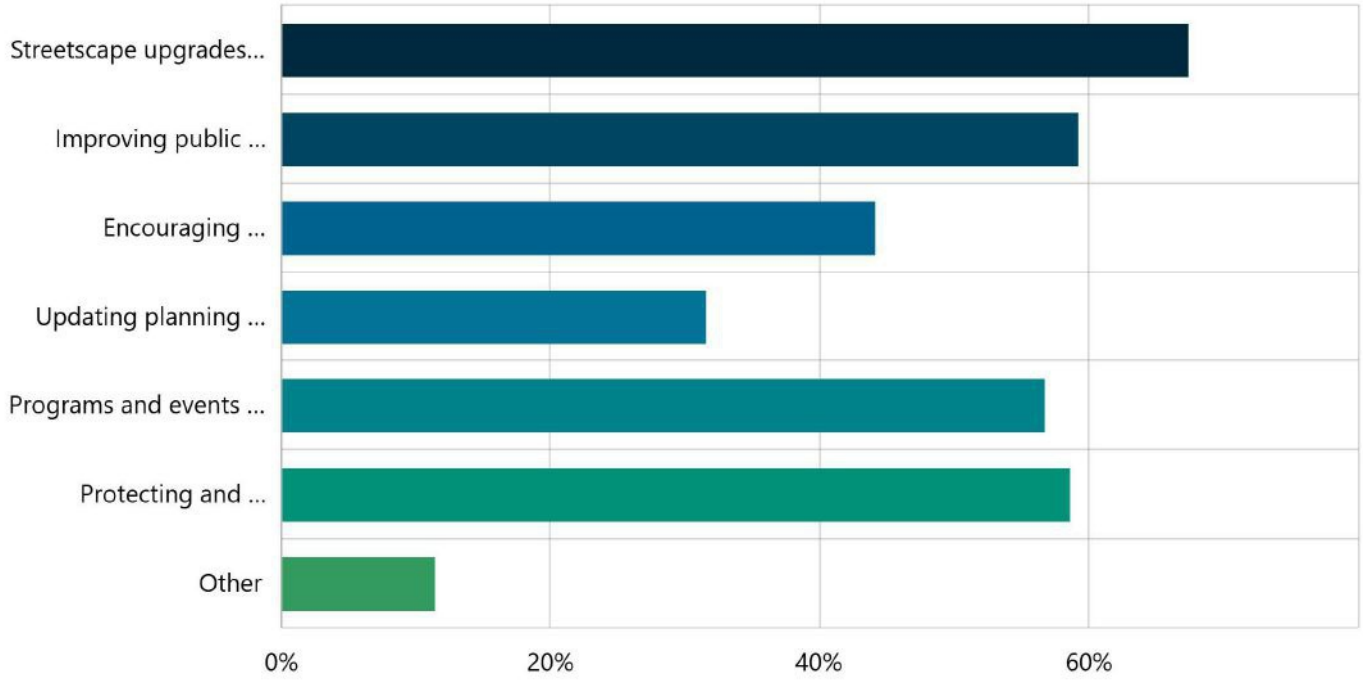
Multi Choice | Skipped: 9 | Answered: 152 (94.4%)




| Answer choices | Percent | Count |
|---|---|---|
| During the day | 20.39% | 31 |
| In the evening/night | 17.11% | 26 |
| Both | 62.50% | 95 |
| **Total** | **100.00%** | **152** |

## 21. What should Council prioritise over the next 10 years?

Multi Choice | Skipped: 2 | Answered: 159 (98.8%)



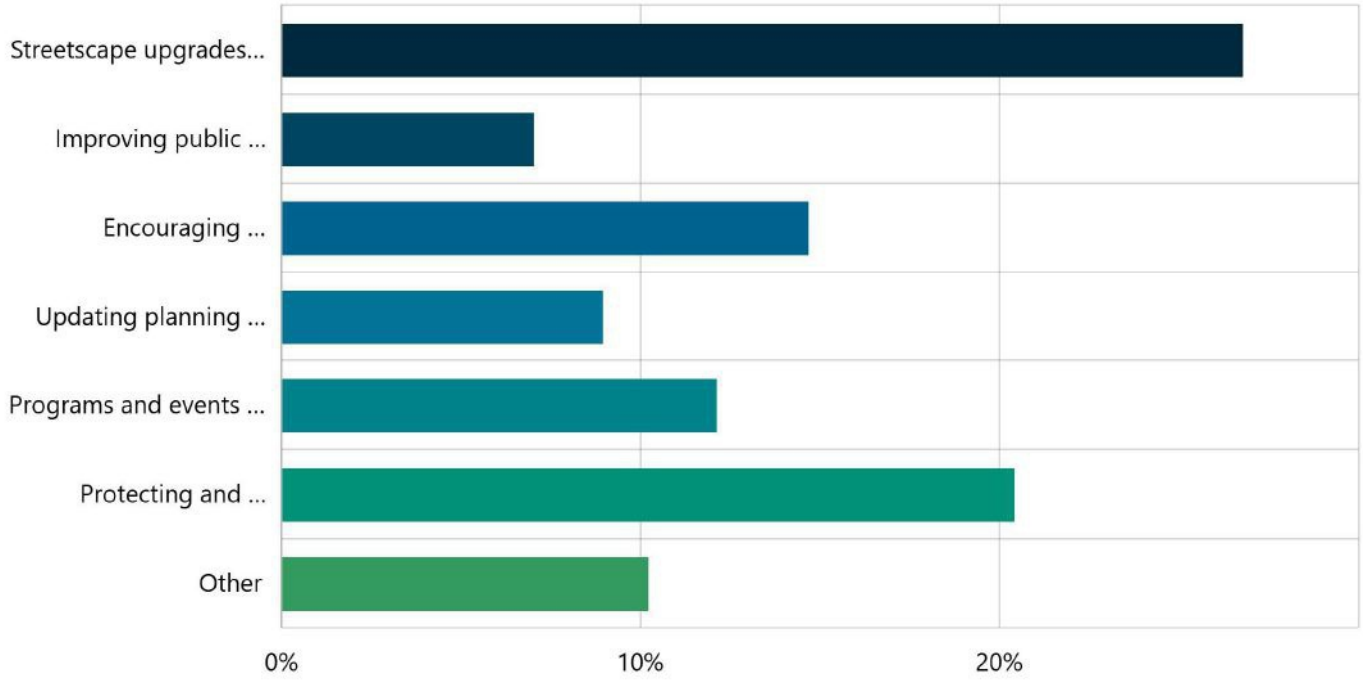

| Answer choices | Percent | Count |
|---|---|---|
| Streetscape upgrades (Murray Street and surrounding streets) | 67.30% | 107 |
| Improving public spaces and the riverfront | 59.12% | 94 |
| Encouraging investment and development (e.g. investment prospectus) | 44.03% | 70 |
| Updating planning rules to support the vision (e.g. zoning and built form changes) | 31.45% | 50 |
| Programs and events to activate the Town Centre (day and night) | 56.60% | 90 |
| Protecting and celebrating heritage (including support and education for landowners and businesses) | 58.49% | 93 |
| Other | 11.32% | 18 |

‘Other’ category responses included:

- Preserving and planting trees and expanding green spaces
- Car shows and car culture
- Fixing roads & footpaths that ACTUALLY need fixing. Capping rate rises as I can see that money isn't being spent in Gawler anywhere
- Improve traffic congestion
- Traffic management. The proposed plans only push traffic into residential areas. Making Murray Street slower & less attractive to cars is only going to frustrate things more.
- retain water in the river all year round
- Parking
- Look after what we already have, gawler is more than just it’s main stret
- Parking
- sorting out the traffic congestion, look at making Murray St one way
- clever traffic flow and parking management
- Spaces that are actually needed and will be used (housing, playgrounds, short stay caravan park, homeless services) not just things to make the main street look pretty.
- Update planning rules to support a more appropriate vision.
- Plant more native trees in parks
- Creating alternative routes for those not actually coming to Gawler tat makes sense - not like the road to Springwood that requires use of Potts Road making that area of Main North / Adelaide Road a pain.
- remove red tape. too much oversight and too many hurdles.
- Control over rental costs, so shopkeepers can afford to trade in Gawler!
- investment based on current height limits

## 22. Which of your selected priorities is the MOST important?

Multi Choice | Skipped: 4 | Answered: 157 (97.5%)




| Answer choices | Percent | Count |
|---|---|---|
| Streetscape upgrades (Murray Street and surrounding streets) | 26.75% | 42 |
| Improving public spaces and the riverfront | 7.01% | 11 |
| Encouraging investment and development (e.g. investment prospectus) | 14.65% | 23 |
| Updating planning rules to support the vision (e.g. zoning and built form changes) | 8.92% | 14 |
| Programs and events to activate the Town Centre (day and night) | 12.10% | 19 |
| Protecting and celebrating heritage (including support and education for landowners and businesses) | 20.38% | 32 |
| Other | 10.19% | 16 |
| **Total** | **100.00%** | **157** |

‘Other’ category responses included:

- All of the above
- Preserving and planting trees and expanding green spaces
- Car shows and car culture
- Improve traffic congestion
- retain water in the river all year round
- Parking
- Infrastructure and streamline access.
- Activate town and parking
- i personally hate walking through murray st to shop, because of how many loud, massive, and constant cars are, please prioritise creating another way for people to go through, the current traffic hurts all the businesses.
- sort out traffic congestion
- clever traffic flow and parking management
- As above
- As above.
- More green space is needed to offset all of the trees being knocked down.
- Better movement of vehicles around and through, especially those just driving through to get to Lyndoch.
- none. I think this is a waste of resources

## 23. Is there anything missing from the Draft Structure Plan?

Long Text | Skipped: 97 | Answered: 64 (39.8%)

**Sentiment**



| Positive | Mixed | Negative | Neutral | Unclassified |
|---|---|---|---|---|
| 31% (20) | 22% (14) | 14% (9) | 33% (21) | 0% (0) |

**Tags**




| Tag | Percent | Count |
|---|---|---|
| Traffic Movement | 17% | 11 |
| Public Realm | 14% | 9 |
| Economy & Activation | 13% | 8 |
| Movement & Accessibility | 9% | 6 |
| Out of Scope | 8% | 5 |
| One-Way | 8% | 5 |
| Heritage & Character | 8% | 5 |
| Design Quality | 5% | 3 |
| Implementation | 5% | 3 |
| Entrance Statement | 5% | 3 |
| Needs More Ambition | 5% | 3 |
| Concordia | 5% | 3 |
| Built Form & Height | 5% | 3 |
| Overall Support | 3% | 2 |
| Homelessness | 3% | 2 |
| Development Impact | 3% | 2 |

| | | |
|---|---|---|
| Priority for People | 3% | 2 |
| Slower Speeds | 3% | 2 |
| Parking | 3% | 2 |
| Public Transport | 3% | 2 |
| Youth | 3% | 2 |
| Safety | 3% | 2 |
| High Street Design | 3% | 2 |
| Environment | 2% | 1 |
| Disability & Inclusion | 2% | 1 |
| Support for Reduced Traffic on Murray Street | 2% | 1 |
| Heritage | 2% | 1 |
| Night-Time Economy | 2% | 1 |
| YO-Chi | 2% | 1 |
| Vacant Shops | 2% | 1 |
| Site Specific Concerns | 2% | 1 |
| Tourism | 2% | 1 |
| Visitor Accommodation | 2% | 1 |
| East-West Connections | 2% | 1 |
| Cost | 2% | 1 |
| Signage & Wayfinding | 2% | 1 |
| Community Attractors | 2% | 1 |
| Unique Local Shopping | 2% | 1 |
| Retail Mix | 2% | 1 |
| Walker Place Design | 2% | 1 |
| Outdoor Dining | 2% | 1 |
| Affordability | 2% | 1 |
| Population Growth | 2% | 1 |

| | | |
|---|---|---|
| Amenity & Experience | 2% | 1 |
| Lyndoch Road Intersection | 2% | 1 |
| Coles Central Car Park | 2% | 1 |
| Planning & Land Use | 2% | 1 |
| Concern of Increased Heights Across Large Areas | 2% | 1 |
| First Nations Recognition | 2% | 1 |
| Opportunity for co-operative/community ownership | 2% | 1 |
| Heavy Vehicles | 2% | 1 |

**Featured Contributions**

Lack of guidance and vision about preventing unnecessarily high buildings - it simply allows increased heights across large areas.
Contribution 13 of 13 | 1 July 2026

We need a Zebra crossing on the Northern side of Murray street near the Train station. The current pedestrian walk area is after the Coles shopping center, so its really hard to get across quickly before a car comes out of Coles and hits a pedestrian walking across the road. This walk strip should have been placed on the other side of Coles carpark entry, so pedestrians and cars exiting Coles car park could go at the same time. I work here on the corner so i see many near misses. Plus the train station is there and coles shops so many pedestrians use this crossing. It is really poorly placed where it is. It either need to be moved, or made into a zebra/ or lights crossing.
Contribution 12 of 13 | 25 June 2026

Close access to vehicles to Walker Pl. Like Rundall mall An enclosed outdoor structure over Walker Pl. redeveloped that area as an outdoor sitting courtyard for adjacent cafes/restaurants with lots of plant vegetation
Contribution 11 of 13 | 22 June 2026

Make the entrances to Gawler more interesting.
Contribution 10 of 13 | 18 June 2026

Given Gawler's strategic position as the entry point to the Barossa Valley, there is a clear demand for an increase in both residential and tourist accommodation options.
Contribution 9 of 13 | 17 June 2026

I Believe it doesn’t go far enough and it needs to happen quickly.
Contribution 8 of 13 | 17 June 2026

how to get businesses to open up aand stay in the street, or it will be a ghostly and creepy to walk down with too much shut
Contribution 7 of 13 | 10 June 2026

Riverfront dining
Contribution 6 of 13 | 9 June 2026

please bring YO-Chi, so many young people in this town cater for us! cafes, restaurants, bars!!!!!!
Contribution 5 of 13 | 5 June 2026

Improving access to town centre for pedestrians and bikes. It's difficult to access main street on foot due to narrow paths, often only on one side of most local streets.
Contribution 4 of 13 | 2 June 2026

Please don’t ruin the heritage gawler look.
Contribution 3 of 13 | 2 June 2026

6 pedestrian crossings with refuge islands to be zebra crossings, enabling accessible and foot traffic crossing in busy times. Limit speeds to 40kph in Murray Street business centre.
Contribution 2 of 13 | 1 June 2026

I'm going to say it's a solid plan all the right questions to open our town up to be a place to come, biggest thing is if we don't progress we get left behind and businesses will leave.
Contribution 1 of 13 | 1 June 2026

| Contribution |
| --- |
| Provision of more public toilets. |
| Dealing extra traffic |
| Traffic impacts of the development expansion proposed<br>Incentives for heritage restoration |
| There needs to be some serious discussion for a proper by pass road from concordia to the high way, and make it a dual lane, 100km/hr road to enable future growth faster and ease traffic congestion in the main street. This should be before any traffic flow changes to the main precinct.<br><br>Access from the highway also needs to be for both south and north bound traffic, and impose a weight limit for the main centre precinct for truck sizing. How many trucks are cleaning up the lights at the bottom of Lyndoch Rd, and buildings along the main street. |
| Local and co-operative/community ownership and wealth building. |
| An explanation of where/how the traffic is expected to change. Currently it is rare to exceed 40kmph on Murray Street so chnaging the speed limit will make limited difference good alternative routes need to be established as well as better/more central public parking so people wanting to go to multiple places (e.g. Drakes, Aldi, the Library) can park once and walk between. |
| How is Council going to control developers? |
| I feel that heritage must include First Nations People and perhaps others. The term is too "mono-cultural at present". |
| Lack of guidance and vision about preventing unnecessarily high buildings - it simply allows increased heights across large areas. |
| No |
| Lack of clear actionable vision for deep, steep sites east of High Street. This strip so close to the main street could play an enhanced role (eg. housing diversity) yet seems destined to becoming either a low density gentrified strip with low housing yield or a sacrificed space behind the 'main street' where low-profile commercial buildings or spill over car parking would go if it were not for the slope and cut and fill required. The designers have depicted row housing on the High Street frontage. However, this arrangement misses an opportunity t take advantage of the better views from higher parts of the sites. With dwellings sited low down next to High Street (if this is literally what is intended) the outlook is backs of shops etc. All you will get unless there is say medium-rise with parking at ground level is truncated views due to lack of elevation. There may be better solutions for what are undeniably tricky sites that capture more panoramic views looking over the entire main street precinct from the higher ground to the rear. |
| I believe it should contain a heritage layer. The plan should do more than manage infrastructure — it should explicitly protect and celebrate Gawler's unique heritage character. That means heritage-sensitive design controls, protection of important streetscapes and views, and public space improvements that reinforce the town's historic identity while allowing appropriate growt |
| We need a Zebra crossing on the Northern side of Murray street near the Train station. The current pedestrian walk area is after the Coles shopping center, so its really hard to get across quickly before a car comes out of Coles and hits a pedestrian walking across the road. This walk strip should have been placed on the other side of Coles carpark entry, so pedestrians and cars exiting Coles car park could go at the same time. I work here on the corner so i see many near misses. Plus the train station is there and coles shops so many pedestrians use this crossing. It is really poorly placed where it is. It either need to be moved, or made into a zebra/ or lights crossing. |
| Make Gawler one way street loop and have a nice park where the buildings burnt down near target. |
| Adequate road/traffic upgrades to support all these big ideas. |
| An overall design of traffic flow is not clear, and a design layout should be presented so it can be easily understood. |
| Lyndoch Road - There is a growing school - new medical centre and access to Hospital from this road just off of the Main Street precinct. The 40 zone during school times is hardly adhered to.<br><br>And I'd like to highlight again - Cleaning Schedule! Please whatever happens - clean the Mainstreet routinely - help the shops by making the place clean and enjoyable. |
| Easy access to Section 7 planning as stated above. |
| When approaching Tanunda from Gawler there is a quite lovely entrance to the town. It would be great if there was such an approach to Gawler not those awful rusty things we've got at the moment. What do they mean? |
| I believe the Draft Structure Plan could place a stronger focus on ensuring Gawler remains affordable and accessible for local residents as the town centre grows. While increased housing and investment are positive, there should be greater consideration of how rising property values, rents, and redevelopment may affect long-term residents, small businesses, and community organisations. The plan could also provide more detail about how additional traffic, parking demand, and infrastructure pressures will be managed as population density increases. |
| Close access to vehicles to Walker Pl.<br>Like Rundall mall<br>An enclosed outdoor structure over Walker Pl. redeveloped that area as an outdoor sitting courtyard for adjacent cafes/restaurants with lots of plant vegetation |
| Planning Permits,<br>Permissions granted and Timeframes |
| We can plan for investment and development, but we need a solid plan of what businesses we want in Gawler, and they need to be supported by the locals. If not by the locals, they need to be interesting enough for travellers to want to walk the main street and spend their money here. The diversity is lacking. Have you walked the main street after 8pm or on a Sunday? Better yet, on a public holiday? There isn't much to draw tourists in. Bring back the cinema, bring in an exit room business - give the kids something more to do. Bring in a 'paint & sip' for other options. We have no ice creamery, no wine cellar or boutique distillery. Once we fill shops we should be looking to move all the service based businesses to the same area instead of scattering them along the main street. |
| Link Gawler Railway Station to Deadman's pass via a dedicated walk/bike way with interactive signage (eg Gawler Historical characters) and a more inviting pathway.<br>Twelve and Adelaide Road - No right turn into Adelaide Road makes sense and maybe traffic lights - Twelve St is only getting busier now it takes traffic from the bypass roads. |

| |
|---|
| More engaging activity for youngsters as this town seems more like a retirement village as there is nothing entertaining or enjoyable for kids to do |
| In conjunction with the state and federal governments. Build a new road from Williamstown rd / Barossa highway to Sturt highway. This will help the current traffic issues in Gawler Main Street, help move the new vehicles from the new Concordia suburb and as the Barossa grows, Gawler will not be the choke point. |
| Traffic should be slowed down on Murray road to 40km. Traffic should be one way and another street adjacent should handle traffic heading the other way. |
| N/A |
| Parking, one way redirection of traffic, safer pedestrian experience. |
| What's this actually going to cost tax payers? Lay it out transparently. The cost of living crisis fuels negative viewpoints on council spending when so many roads and areas of traffic congestion are making the township unliveable. |
| They key deficiencies of the proposal are:<br>1 Overly restrictive height controls on Murray Street that will result in an erosion of the variety in heights that currently exists.<br>2 Urban design approaches which don't encourage well-framed streets and spaces, by seeking to hide density in stepped-back forms.<br>3 An approach to heritage and aesthetics that's not best practice, and will erode the area's sense of place rather than strengthen it.<br><br>1. A two-story height limit is unnecessary to protect the area's unique sense of place. Gawler's high street has a variety of heights, and that is part of its sense of place. This is better achieved through stricter aesthetic guidance on facade composition to emphasise vertical bays, depth of facade, and the sense of enclosure that traditional ornamentation tends to encourage. A lot of the older heritage buildings have very high floor heights, and can sit comfortably side by side with new construction that achieves third stories. Design approaches such as allowing additional height in attic configurations, or integrating additional floors into parapets, could allow three story development comfortably on the main street, and even higher in other areas. Sensible vertical extension in mansards or attic floors can make adaption and retention of buildings more economic, supported by a design guide modelled of those being used in the UK (see reference to Create Streets below). Gawler's town centre has variety in heights - and allowing for variety to keep emerging through more nuanced controls would achieve a better outcome than a blanket 2-story limit.<br><br>2. On a broader, urbanist note, rather than the ziggurat forms being encouraged in this document, density should meet the street and frame spaces. It's actually part of why Gawler's high street has its presence. The set-backs proposed also have the effect of increasing construction cost and complexity. I've got no issues going higher on Julian/Whitelaw and High Street - the old mill is as tall as a 5-story building - also on much of Murray Street closer to 3 stories but higher in many locations. It's better to allow a clearer, urban form where the street is framed by massing density on the edge, and allow a fine grain by integrating laneways where existing gaps between building occur. This is important because there are not many east-west streets in the precinct, making it not particularly permeable. It would also be nice to encourage small, mid-block courtyards or spaces on the deeper sections.<br><br>3. What is most missing from the controls is proper aesthetic controls, as the approach to heritage isn't in touch with contemporary best practice that's emerging strongly elsewhere - the survey on heritage doesn't really allow answers that engage on the topic at a deeper level.<br><br>The proposed approach to heritage is really an outdated understanding of how to respect heritage buildings and strengthen an area's unique sense of place. It reflects a general weakness in Australia heritage practice, shaped more by the contemporary preference of some architects, rather than first principles of conservation planning. |
| Development, expansion of the train line. |
| no |
| Would love to see the entrance to Gawler via Gawler bypass through Evanston area to Gawler green upgraded to a greener more tree lined area ,encouraging visitors to visit the gateway to the Barossa, that being Gawler. |
| Make the entrances to Gawler more interesting. |
| Given Gawler's strategic position as the entry point to the Barossa Valley, there is a clear demand for an increase in both residential and tourist accommodation options. |
| Tackling the homeless people around the town<br>Not good when children are in the same area |
| I would like to see assurance in planning that Gawler will not become joined to the other northern suburbs as having a main street and surrounds sets it apart and is the reason many people love Gawler. |
| I Believe it doesn't go far enough and it needs to happen quickly. |
| Make Murray street one way and widen High street |
| Make Murray Street a one way road and put extra parking on Murray Street as in angle parks the whole way along |
| A pedestrian crossing is desperately needed from the Gawler Central Railway station to the other side of Murray Street so that more people can park their cars in the car park across the road (between Murray Street & Warren Street. Please visit this spot & experience for yourself how hard it is to cross over Murray Street at the wombat crossing. It is very busy & pedestrians take risks to get across because there are rarely enough breaks in the traffic to get across easily.<br><br>Also, please try exiting Bridge Street North to get onto the Horrocks Highway. Again, there are hardly any breaks in the traffic to come out of that street. The above mentioned pedestrian crossing would also help to alleviate this by causing breaks in the traffic so people can turn left out of Bridge Street North.<br><br>If you remove the left slip lane from Lyndoch Road into Murray Street, all this will do is push the traffic into residential streets, which is not welcome. Heavy volumes of traffic are already cutting through residential streets between Lyndoch Road & Calton Road to avoid the congestion, & removing the left turn will make this even worse. The traffic noise & fast drivers rat running is becoming dangerous & unbearable. The Concordia Development will exacerbate this too. |

| |
|---|
| You have totally missed any plans on making the entrances to Gawler look anything but shabby and embarrassing. You are trying to encourage investment and interest but the entrances look feral and like we are in Smithfield. Coming in from Main North Rd it is a big distance to get to a part of Gawler that doesn't look run down. But I guess that's where the poorer people of Gawler lives and maintaining there doesn't matter as they aren't in the Church Hill area and have voices that matter.<br><br>I pay a motza in council rates and the state of the roads and entrances are disgraceful. |
| Clean up southern end of Murray Street. Eg. Cafe Nova and old kindergarten site |
| how to get businesses to open up aand stay in the street, or it will be a ghostly and creepy to walk down with too much shut |
| More playgrounds and child safe areas in estates please! (Woodvale) |
| Riverfront dining |
| Not in my opinion. Looks fantastic |
| I understand you want to increase traffic & spending in Gawler, BUT if you dont FIX the the roads that are being damaged by trucks, you'll build all invest all this money into trying to attract people here. BUT the roads will deter people as they'll be damaging their cars in the process |
| please bring YO-Chi, so many young people in this town cater for us! cafes, restaurants, bars!!!!!! |
| Get trucks off of Twelfth Street by creating bypass road on the western side between Barnet Road and Paxton Street.<br><br>Get cars off of Murray Street between Lyndoch Road and Calton Road and provide free bus services in Gawler |
| Improving access to town centre for pedestrians and bikes. It's difficult to access main street on foot due to narrow paths, often only on one side of most local streets. |
| Please don’t ruin the heritage gawler look. |
| Proper traffic management is not addressed |
| Timeline goals for each project |
| Do not remove more parking from the Main Street otherwise you can develop anything to your hearts content but people still won’t shop there because the traffic is painful. |
| Recently there was a house built on Lyndoch Road and it was built sympathetic to a heritage style. If a home builder can do it, then the developers "improving" Murray Street should be required to do this too. |
| 6 pedestrian crossings with refuge islands to be zebra crossings, enabling accessible and foot traffic crossing in busy times.<br>Limit speeds to 40kph in Murray Street business centre. |
| the new disability parking is a great start, but theres so much more work needing to be done to make gawler handicap compliant. we cant even walk down the main street past the caravan park as the footpath abruptly ends around a curve with no pedestrian warning, i wonder how many wheel chairs have gone around only to realise they cannot continue and must simply turn around. coles car park builds up with traffic looking to turn left and leave while the main street is packed with cars going past, this means at peak times, pedestrians (especially disabled) might be forced to wait up to an hour before theres even a gap. an overpass would solve this simply, rather then the overpass on the other side of the train station, it should have been placed near murray st, now we need to build a second. |
| I would like to see some more focus on the environment. It is such a beautiful town and we need to harness our wildlife and beautiful landscapes.<br>More consideration needs to be taken to account of all the housing developments surrounding Gawler and how will the town cope with all the people? |
| Address the homeless in town. I understand we have a housing crisis but when mums and bubs are crossing streets to avoid being hassled regularly there is a problem. Council need to move these people out of the town centre and river paths. |
| I'm going to say it's a solid plan all the right questions to open our town up to be a place to come, biggest thing is if we don't progress we get left behind and businesses will leave. |
| No |
| Would love to see more dining & retail options |

## 24. Do you have any other feedback you would like to share?

Long Text | Skipped: 86 | Answered: 75 (46.6%)

**Sentiment**



| Positive | Mixed | Negative | Neutral | Unclassified |
|---|---|---|---|---|
| 27% (20) | 37% (28) | 15% (11) | 21% (16) | 0% (0) |

**Tags**




| Tag | Percent | Count |
|---|---|---|
| Economy & Activation | 21% | 16 |
| Public Realm | 15% | 11 |
| Traffic Movement | 13% | 10 |
| Parking | 13% | 10 |
| Movement & Accessibility | 9% | 7 |
| Unique Local Shopping | 8% | 6 |
| Out of Scope | 7% | 5 |
| Signage & Wayfinding | 7% | 5 |
| Design Quality | 7% | 5 |
| Public Transport | 7% | 5 |
| Amenity & Experience | 7% | 5 |
| Support for Reduced Traffic on Murray Street | 5% | 4 |
| Greening | 5% | 4 |
| Activation | 5% | 4 |
| Concordia | 5% | 4 |
| Country-Town Character | 5% | 4 |

| | | |
|---|---|---|
| Vacant Shops | 5% | 4 |
| Heritage & Character | 4% | 3 |
| Events | 4% | 3 |
| Lyndoch Road Intersection | 4% | 3 |
| Tourism | 4% | 3 |
| Overall Support | 4% | 3 |
| Priority for People | 3% | 2 |
| Safety | 3% | 2 |
| Right-Hand Turns | 3% | 2 |
| No Change | 3% | 2 |
| Community Attractors | 3% | 2 |
| Planning & Land Use | 3% | 2 |
| River and Park Improvements | 3% | 2 |
| Less Industrial Activities | 3% | 2 |
| Mixed-Use Development | 3% | 2 |
| Heritage | 3% | 2 |
| Infrastructure & Services | 3% | 2 |
| One-Way | 3% | 2 |
| Housing | 3% | 2 |
| Commercial Rent Concerns | 3% | 2 |
| Footpath Cleaning | 3% | 2 |
| Homelessness | 1% | 1 |
| YO-Chi | 1% | 1 |
| Slower Speeds | 1% | 1 |
| Tod Street Design | 1% | 1 |
| Needs More Ambition | 1% | 1 |
| Connections to the River | 1% | 1 |

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|---|---|---|
| Positive Feedback - Consultation Activity | 1% | 1 |
| Night-Time Economy | 1% | 1 |
| Emergency Vehicles | 1% | 1 |
| Youth | 1% | 1 |
| Public Art | 1% | 1 |
| Site Specific Concerns | 1% | 1 |
| Coles Central Car Park | 1% | 1 |
| Limit Big Box Retail | 1% | 1 |
| Climate Change | 1% | 1 |
| Heavy Vehicles | 1% | 1 |

**Featured Contributions**

Send big new development to Roseworthy Kudla Two Wells Concordia. Gawler just needs low scale improvements..
Contribution 18 of 18 | 3 July 2026

Please keep all areas in Main St / adjoining streets easily accessible (e.g. for wheelchairs/walkers/prams)
Contribution 17 of 18 | 1 July 2026

Thanks for the opportunity to provide feedback. I already love all the public spaces here in Gawler but, with population growth and the importance of taking action to reduce climate change events - i.e. to bring coolness to "heat islands", more trees/understory plant and green, public places and spaces will become more and more important.
Contribution 16 of 18 | 1 July 2026

Yes, landlords should be encouraged to maintain the buildings they own to encourage more people to utilise them and reduce rents to encourage businesses to stay. Seeing the empty buildings in Murray St is enough to put people off. A business will stay 12 months and then move on citing high rents as the problem!!! Time for a complete rethink if you want Gawler to thrive!!
Contribution 15 of 18 | 22 June 2026

Council need to listen to long term residents and current retail owners at meetings , and what is wanted by their views to improve Gawlers viability and keep its heritage character as it use to be ... as they and I grew up with ... before a mixed match concrete jungle, leave industrial and services where they are, gawler does .. not want just coffee shops for yz gens but to keep Gawlers town centre originality as other northern country main streets still have with verandahs and make it pleasurable to explore
Contribution 14 of 18 | 22 June 2026

Overall, I support the vision of creating a more vibrant, walkable and attractive town centre. The focus on revitalisation, improved public spaces, increased housing choice, and support for local business has the potential to strengthen Gawler's role as a regional hub. However, it is important that future development does not come at the expense of Gawler's unique heritage character and country-town identity. The historic buildings, streetscapes and sense of community are some of Gawler's greatest strengths. I encourage Council to ensure that new development is carefully designed to complement existing heritage features and that meaningful consultation

continues throughout implementation. Balancing growth with preservation will be critical to the long-term success of the plan.
Contribution 13 of 18 | 22 June 2026

I think the town of Gawler needs to plan for the boom in surrounding housing and the increase of people it will bring to the main street. We will need more space to move and should embrace more public art to lift the appeal of some of our less attractive buildings in the area.
Contribution 12 of 18 | 21 June 2026

What's with the obsession over people not being able to walk safely in the Main Street? Literally never heard of this, there are so many accessible paths and areas to walk?
Contribution 11 of 18 | 19 June 2026

Im all for making Gawler a better and safer place for everyone
Contribution 10 of 18 | 17 June 2026

Keep the main street moving both directions. No one way street rubbish. 50kms is slow enough and no zebra crossings in main street. Cars should have right of way.
Contribution 9 of 18 | 17 June 2026

Need more and better parking, the traffic flow through Murray street is terrible most of the time. I currently take side streets to avoid this. The river front could do with an upgrade, bigger playground, more attractions. Kids play cafe and activities would be great!
Contribution 8 of 18 | 17 June 2026

Gawler does not need any more offices. The rent is too high. We need more dining options, a proper cinema, better clothing stores. Maybe like TTP
Contribution 7 of 18 | 16 June 2026

Making Murray Street a nice place to be outside of a car is crucial. I strongly support making any changes to reduce the speed and volume of cars in places which are designed to have people enjoying them.
Contribution 6 of 18 | 15 June 2026

Just leave it how it is
Contribution 5 of 18 | 3 June 2026

Please preserve local trees and plant more natives/significant trees
Contribution 4 of 18 | 2 June 2026

Encouraging parking & walking is a fine idea as everything is quite close, but the accessibility has to be there for this to work. Lots of steep hills, uneven paths etc that just wouldn't be practical for our growing community
Contribution 3 of 18 | 2 June 2026

Too much traffic for roads that aren't designed for this much traffic. Not enough parking for Main Street area. Always blocked up and

having to circle a few times to get a park or having to walk a big distance to visit the place you wanted to go.
Contribution 2 of 18 | 2 June 2026

Yes drop the speed in Murray Street sooner rather than later, you get run over trying to cross the road by cars flying along. Your doing a great job team.
Contribution 1 of 18 | 1 June 2026

| Contribution |
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| I do not have a driving licence so I am keen to make it safer to cross the busy roads (Murray St & Adelaide Road). When visiting Mitre 10 it is a very dangerous trying to cross the road from 12th Street where it meets Adelaide Road on the corner. The traffic lights mid Murray Street take a long time to change for pedestrians. As a user of the bus service more bus shelters would be desirable particularly mid town centre. |
| Send big new development to Roseworthy Kudla Two Wells Concordia.<br>Gawler just needs low scale improvements.. |
| A northeast link road is outside the Town Centre Structure Plan would seem to be almost essential to direct future unnecessary traffic away from the Town Centre and reduce congestion. This would complete a virtual ring road. It has already been proposed but I'm not sure where the development and planning process has progressed to at this time. |
| Help in controlling rents would see less vacant shops. Shopkeepers have to be able to make a living even a profit!<br><br>Q9 Additional Feedback - Pavements need cleaning regularly<br>Q16 Additional Feedback - Support for new development alongside heritage buildings where "with attractive frontage that blend with the traditional look"<br>Q17 Additional Feedback - Mixed use development "Personally - I think these are best kept seperate". |
| Attached letter for Gawler Town Plan Updates.<br>A) I understand Council cannot fix or change everything that may affect our Town of Gawler, one of the sad things about our main street, is the many empty shops! Council may not be aware that many if not most of the Landlords who own many of these buildings/shops are greedy & charge way above what is a reasonable rent for the said building. To add insult to injury, many Landlords, fix little or any of the problems the Renter has to address, and so they have to fix and pay for the problem themselves!<br>B) Walking down Murry Street, you cannot help to notice how dirty the footpath is, along with many of the shop fronts, i.e., doors, windows, seats, tables and paths that are part of the business.<br>C) Trees would add a nice touch in Murry Street, planted along the footpath, like what they have done in Stirling in the Adelaide Hills.<br>D) Also, when special events come up, like Christmas, it would be lovely to really do something different and more interesting, like they do at Lobathal, again in the Adelaide Hills. And what about Anzac Day, and Australia Day, could we not make that more special? With lighting or something in Murray Street.<br>E) It would be very helpful for visitors or travellers, entering the town to have clear & helpful information about our city and it's vaciilates, i.e. car parking, toilets, supermarkets, camping, transport, hospital etc.<br>F) WE don't agree with having resident housing in Gawler town, our town is already overrun with transport, and with all the housing estates going up close by, our one lovely town is going to become another urban sprawl.<br>G) Transport is always a difficult one to fix or change, it would be good if ... we could keep heavy transport out of the main street, however, I understand this may not be possible... |
| Please keep all areas in Main St / adjoining streets easily accessible (e.g. for wheelchairs/walkers/prams) |
| Education for Council workers is needed. e.g. salt damp is now an issue for 12th St bluestone kerbs as renovation not done properly. |
| Thanks for the opportunity to provide feedback. I already love all the public spaces here in Gawler but, with population growth and the importance of taking action to reduce climate change events - i.e. to bring coolness to "heat islands", more trees/understory plant and green, public places and spaces will become more and more important. |
| Big box stores like KMart are not needed in Gawler's centre - they are far better in a dedicated new centre, perhaps in one of the new growth areas. Gawler's centre should be kept with its heritage and charm, 2-3 storeys max, the Civic Centre standing out as a show piece, dining and browsing with the character maintained. Stirling and Hahndorf are good examples, with no generic large stores in the centre. Sadly, Gawler and Murray Street are steadily losing this feel. |
| I think the current Draft Structure Plan is thorough and well-thought out. However, I believe if Murray Street was more pedestrian-friendly then it would attract more people to the area. Particularly with the development that is projected in the northern councils of Salisbury, Playford and Gawler. If Murray street were viewed as a version of Rundle Mall, but of the North, then it would encourage people to spend more time there, which would be beneficial for local businesses and also allow for more greening and WSUD to be implemented on Murray street. Cafe Cibo's outdoor dining is a great example of what is possible for Murray street. |
| Sorry, with limited time have only skim read but seems a step in right direction! |
| It would also be useful to look at place-based renewal models like Renew Adelaide, where vacant or underused spaces are temporarily activated for small businesses, pop-ups, and creative uses with light-touch support. That kind of approach can bring |

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| life to empty buildings, support local entrepreneurs, and create the kind of small-scale activity — like wine bars, studios, and niche shops — that makes a town centre feel more vibrant and connected. |
| Please read above. this current design does not work well at all for pedestrians. I work on this corner of Murray street, and see many pedestrians just miss getting swiped by a car exiting Coles car park up near the train station. |
| Perhaps you should conduct a survey asking ratepayers and community members if they would rather have money spent on this, or issues that are actually important in our council area. |
| The document includes multiple images of new seat, paving, wombat walks while are interesting these become distracting to the proposed plan. An overall simpler layout would assist reading.The large parking signage for parking availability, while practical is very large and very ugly, destroying the unique heritage vista we have to our town as people enter the town. I have never found Gawler to be a difficult place to park - I would prefer the development of a parking app, or a partnership with the Traffic SA app to show parking availability. |
| Lyndoch Road - Concordia development - this thorough fare is going to be clogged - even before Concordia has residents this will be the access of trucks and workers to build Concordia. This traffic makes Gawler unappealing - this traffic is not using Gawler facilities it is just a transport route. Get rid of the PIG TRUCKS!!! |
| Investigate the feasibility of Murray Street & Julian Tce (River front street) one way each. |
| Gawler is a very spread out town for a retail space. The roads are always jam packed due to all the new traffic flows. This is without the current springwood estate being finished. The town can not handle current traffic and this will get worse over time. The ablity to park is so limted anywhere in gawler |
| Yes, landlords should be encouraged to maintain the buildings they own to encourage more people to utilise them and reduce rents to encourage businesses to stay. Seeing the empty buildings in Murray St is enough to put people off. A business will stay 12 months and then move on citing high rents as the problem!!! Time for a complete rethink if you want Gawler to thrive!! |
| Council need to listen to long term residents and current retail owners at meetings , and what is wanted by their views to improve Gawlers viability and keep its heritage character as it use to be … as they and I grew up with … before a mixed match concrete jungle, leave industrial and services where they are, gawler does .. not want just coffee shops for yz gens but to keep Gawlers town centre originality as other northern country main streets still have with verandahs and make it pleasurable to explore |
| Overall, I support the vision of creating a more vibrant, walkable and attractive town centre. The focus on revitalisation, improved public spaces, increased housing choice, and support for local business has the potential to strengthen Gawler's role as a regional hub.<br>However, it is important that future development does not come at the expense of Gawler's unique heritage character and country-town identity. The historic buildings, streetscapes and sense of community are some of Gawler's greatest strengths. I encourage Council to ensure that new development is carefully designed to complement existing heritage features and that meaningful consultation continues throughout implementation. Balancing growth with preservation will be critical to the long-term success of the plan. |
| My feedback is about Planning Permits.<br>The buildings I am talking about are the old house and the old kindergarten by the cinema.<br>Those buildings are an eyesore and that area must be developed, they are a blight on Gawler.<br>It is my understanding that the owner of the old house and the old kindergarten has had permission to develop that site for years, but the redevelopment hasn't started yet.<br>I also understand that the owner is a councillor, isn't that a conflict of interest?<br>It's about time that the Town Of Gawler Council followed through with the planning consent and got something happening on that site.<br>If the owner does not have the money to develop the site, then maybe he should sell the land to someone who has |
| I think the town of Gawler needs to plan for the boom in surrounding housing and the increase of people it will bring to the main street. We will need more space to move and should embrace more public art to lift the appeal of some of our less attractive buildings in the area. |
| How often do you walk the main street when you go away to other places? Do you ever look and see what is working and what is not? What do you like? We should be looking for unique shops that we can invite to Gawler, to help keep the locals and tourists interested. More small businesses means more employment. Businesses are being squeezed by costs and Government red tape. The average local is also being squeezed by high living costs. It is a bad mix when people need to save every penny to survive. |
| Many towns have one way streets where there once was a lot of congestion that improve traffic flow and pedestrian safety and |

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| disability provisions for gophers etc.<br>A key could be developing area around old ambulance station to make it a more attractive stop over and community service hub, so visitors have activities they could connect with and make it a really central place so they want to spend money and remember positive experiences. |
| No |
| - parking a lot of the times I choose to travel especially with my children( 3 of them ) as the Parking and access to Main Street is limited.<br>- more community programs for the 10-16 years olds. My daughter plays netball at the Gawler courts and the update has been amazing |
| Gawler also sits on the doorstep of the Barossa Valley, one of South Australia's most recognised and valued regional destinations. That position should be respected in the planning direction. Gawler should be enhanced as a historic township and gateway community, not reshaped into a dense urban centre that loses its country-town character and visual connection to the region around it.<br><br>Its heritage, scale, streetscapes and local identity are part of what makes Gawler attractive to residents, visitors and surrounding regional communities. Turning Gawler into another overdeveloped suburban centre would be short-sighted and damaging. |
| The main street is a nightmare. There is not enough parking, and road is to narrow. Wont be long before someone looses a door. Emurgency vehicles are having problems getting through |
| Reduction of traffic is needed and can be achieved by putting a left turn into Evanston when heading south on main north road. (I assume this was never completed with the original works due to the Gawler Motel). This avoids drivers travelling through Gawler from Willaston to Evanston. |
| Please make the new developments fit well with the heritage buildings. Please make them ornate and beautiful, no brutalist/Bauhaus soul sucking nonsense. I know a lot of people like to be hip and modern, and a lot of modern architecture is very square and "clean", but those kinds of buildings are everywhere. What we are losing in this country is decorated designs of the past. We are losing small details that are magnificent. Stained glass windows, carved rails/columns, patterned skirtings, etc. etc. I believe those kinds of buildings can be considered points of interests all on their own before we even begin to explore what might be inside. |
| Need to work together and invest in main street business.<br>Christmas parade/street party so all benefit. Get business to have floats etc. Carols in the park at end, not 2 seprate events. Bigger is better.<br>We have Variety Bash starting in Gawler this year...where is our advertising on this, starting point? Have a bfast party with cars etc. Great town exposure being thrown away.<br>We have a beautiful main street, let's celebrate it, don't loose the old. Intise cafes to come, do a deal with cheaper rent to give them a go. We all find $ to eat and have a coffee. |
| We need Nightlife, wine bars and dining. Bring the farmers market back. Greater support of current small business to rent or invest in new infrastructure before large multinational companies are given priority.<br>Support the locals that are the community! |
| What's with the obsession over people not being able to walk safely in the Main Street? Literally never heard of this, there are so many accessible paths and areas to walk? |
| I'm really glad for a mixed-use Gawler that prioritises people actively living their lives. This plan depriotises the aesthetics of Gawler and tries to substitute that for planning controls which are in many ways tighter and less economically attractive than they need to be. That results in is missed an opportunity to do something at closer to global best practice.<br><br>I'm happy to make time to meet and discuss further, but limiting our horizons to tired tropes of Australian heritage practice and ignoring the huge shifts occurring in practice elsewhere does us and our heritage a disservice. |
| I attended the walk and talk presentation last evening . Very informative and noticeable that Council were listening . |
| I would like to see the area near dead mans pass return to its previous parking criteria. The majority of users there now, are the exact ones that are sign posted saying they should not be there. Tents on top of cars every weekend....same caravans parked for two weeks at a time, despite a 48 hour deadline posted. Even a makeshift shower appeared on one of the trees.I think these campers should have to use the towns actual caravan park and facilities. |
| 1. No more big box stores or supermarkets., reject shops, thrift shops etc.<br>2. Work out a way to force landlords to reduce rent or force community services into vacant shops.. empty shops kill the vibe.<br>3. Look at tununda, Clare, encourage services to the Main Street and surrounds not to shopping complexes.<br>4. Create open links to river and high street from the Main Street<br>Get people, parking numbers people will come. Create weekend vibe Saturday. Sunday, Monday is dead in Gawler |

The Draft Structure Plan rightly seeks to create a more vibrant, walkable and people-focused Town Centre through improvements to streetscapes, pedestrian connections, public spaces and active transport. These initiatives are important in ensuring Gawler Town Centre remains competitive, attractive and economically resilient as surrounding growth areas continue to expand.

However, it is also important to acknowledge the realities of Gawler's role as a regional centre. Unlike metropolitan centres where public transport alternatives are more readily available, many visitors to Gawler Town Centre will continue to rely on private vehicles for the foreseeable future. This includes residents from surrounding growth areas, visitors from the Barossa and Mid North, older residents, families, and those accessing professional, medical and government services.

As the population of the broader region increases, demand for Town Centre parking is also likely to increase. While the Structure Plan identifies opportunities to better utilise existing parking resources through improved signage, wayfinding and parking management, there may come a point where these measures alone are insufficient to meet demand.

Rather than providing extensive new surface parking within the core of Murray Street, Council could investigate a long-term parking strategy centred around strategically located public parking facilities on the edge of the Town Centre. These facilities could support a "park once and walk" model, where visitors are encouraged to park in a convenient location and then access multiple destinations on foot.

This approach would provide several benefits:
1. Reduce traffic circulating through Murray Street searching for parking.
2. Support local businesses by improving overall access to the Town Centre.
3. Protect Murray Street from pressure to increase on-street parking at the expense of footpaths, landscaping and public spaces.
4. Encourage visitors to explore a broader area of the Town Centre, increasing foot traffic to businesses beyond the main street.
5. Support future growth without compromising the vision for a more pedestrian-friendly centre.

To ensure the long-term sustainability of such facilities, Council could consider a combination of free short-term parking and low-cost paid long-stay parking. This approach would encourage turnover in premium parking locations close to businesses while providing affordable all-day parking options for workers, commuters and visitors requiring extended stays.

Revenue generated through paid parking could be reinvested into town centre improvements, including streetscape upgrades, pedestrian connections, wayfinding, lighting, security, landscaping and maintenance of public parking facilities.

Importantly, this approach would reduce pressure on private business car parks and preserve valuable Murray Street frontage.

Council could also consider reserving suitable land now for future parking needs, even if development is not immediately required. This would ensure flexibility as population growth and visitation patterns evolve over the coming decades.

Ultimately, I believe the objective should not be to choose between parking and walkability, but rather to integrate both. A successful Town Centre requires convenient access for those arriving by car while also providing an attractive and safe environment for people once they arrive. Additional public parking, when strategically located and carefully designed, can complement rather than undermine the Draft Structure Plan's vision.

I have felt strongly for a long time that it would greatly benefit the region if we were able to open up the train line to the Barossa and other now-closed lines. I understand this is a much more complex issue than I am qualified to assess, but my thoughts are as follows. Redeveloping and opening train access to barossa regions would allow- Increase tourism both locally and internationally. It would mean Gawler would be a viable place for international and interstate tourists to stay, with access to tourism heavy areas safely and easily without needing to hire vehicles, while also drawing people into Gawler and feeding into our town's businesses. Locally, people from the Barossa would be able to engage in day trips for shopping or dining experiences, again with the ease of a train trip, the way people currently do nights in the city, if Gawler developed to be suitable, which seems to be the goal of this plan.- Greater university access to rural residents, developing the skills of young people in those areas who are unable to drive. - Greater access to health services for the elderly who have lost the ability to drive.- New access to excursions and day trips for students and schools.- And I am certain there would be more benefits and opportunities that I am simply not clever enough to have considered on my own.It doesn't help that the train line as it stands just looks rather unappealing, and contributes to a "wrong side of the tracks" mentality regarding people in Gawler of lower socioeconomic status. With greater development of the train line and the areas surrounding it, we could really improve the quality of life in certain areas and instil people with a sense of hope, and safety.

THE COUNCIL NEEDS TO CLEAN UP Warren Street, the trees need cutting back, the drain gets blocked when it rains and stop cars from parking long-term in the street.

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| Im all for making Gawler a better and safer place for everyone |
| Keep the main street moving both directions. No one way street rubbish. 50kms is slow enough and no zebra crossings in main street. Cars should have right of way. |
| Traffic management has to be the main priority surely - and a ring route must be built before any further development in Concordia and Barossa. The time it takes me to get out of gawler onto a arterial road or expressway is 10-14 minutes on a weekday.<br><br>It is just crazy to see people driving through Murray St instead of using existing bypasses too - so better signage, travel time indicators etc would help immensely.<br>More one way streets as per the plans will help.<br>Gawler currently lacks any aesthetically attractive wine bars or cafes - sadly lacking.<br><br>I would really hate to see any large internal shopping centres planned for the main street areas - happy for these to be on the periphery.<br><br>One last bugbear - get the industrial style workshops and businesses out of the main street and surrounds. There is no reason for two tyre repair companies to be in the main street.<br>and recent approval for the auto master building near Fasta Pasta is just ridiculous. Not only an ugly eyesore as people enter the main street and no need for this to be here - but traffic congestion accessing the site.<br>No consideration for heritage values whatsoever.<br>Until development applications such as this are not given a green light in Gawler - there is no point created a wonderful plan for the town.<br>Draw a line in the sand and start making wiser choices when it comes to heritage, businesses in Gawler. |
| As a resident within the town, I am worried that this is all too late and not enough has been done to keep Gawler prosperous. I believe that the town is in danger of becoming a dead unless change happens quickly due to a Westfield type of development happening on the town fringes near new housing developments. The time now is to push for a Rundle Mall type of development of the Main Street with properly sorted traffic flow and easy access parking. If the space is created, easy access achieved and people feel motivated to spend time in the space, then business will invest in the town. |
| • One-way from Main Street to Tod St, up to the Aldi carpark (p73)I see that drivers can come off the round-about at the post office on Tod St - only up to the Aldi carpark. But the only way to access the carpark behind the post office or Terry White is to enter from Main Street. Workers will also have the same issue accessing the staff carparks for K Brereton Jewellers, the Newsagency etc. This seem very unwise to me if you are trying to reduce traffic on Main Street. This will either increase traffic on Main Street or increase the number of non-customers parking at Aldi.Having to go onto Main St to access the carparks on Tod St seem rather counter-intuitive to me. Could the two-way traffic be extended to include these carpark entrances?• No left turn from Lyndoch Rd to Main St (p53)• One-way southbound traffic on High Street from Lyndoch Rd to Calton Rd (p57-64)• No right turn from Murray Street South (where the cinema is) onto Main Street (p74)I understand that you want to reduce traffic on Main Street, which I think is a great idea, however it will be difficult / inconvenient for those coming from the East to access the shops on the other side of Main Street. Although not impossible, it would be inconvenient. It would also increase traffic on Ried St as well as Julian / Whitelaw Terraces - right next to the recreation area of the riverbank. Im not sure about this plan either. I think it needs some more thought. |
| Yes, these plans will drive people away from Gawler, let's face it you've stuffed up the main street already and by removing the turn left lane from Lyndoch Rd tk Murray St and one single lane for Murray St heading north at the lights will be a complete balls up |
| More car parks and better transport system |
| Need more and better parking, the traffic flow through Murray street is terrible most of the time. I currently take side streets to avoid this. The river front could do with an upgrade, bigger playground, more attractions. Kids play cafe and activities would be great! |
| Gawler does not need any more offices. The rent is too high. We need more dining options, a proper cinema, better clothing stores. Maybe like TTP |
| Making Murray Street a nice place to be outside of a car is crucial. I strongly support making any changes to reduce the speed and volume of cars in places which are designed to have people enjoying them. |
| Traffic is a nightmare and set to get worse with the increased housing development in the area. Also parking is problematic |
| I don’t use the Gawler bus because of its on call nature & I don’t know when or if it is going to be available. Set times would be better because they are more reliable. This may encourage people to use it more. |
| The idea of removing the left turn slip lane at the bottom of Lyndoch Rd is idiocy as is one way traffic on High St. This is a very busy road with lots of cars trying to go work, shops etc and it can take 2 or 3 sets of light changes to get through there. To remove the slip lane would worsen that and force us to use the other side streets as rat runs. I live in Gawler East and work in |

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| town. Like many other locals I need my car for work and public transport is not an option. I have to be able to get out of my suburb to the freeway. I would be furious if I lived lower down and my narrow street had even more traffic coming down it because of poor planning by people who don't have to drive out of Gawler very often or they would realise the issues. It's fine for me as I live in a dead end street at the top and will use all the side roads to get out, which will cause more issues but what choice will I have?<br><br>A lot of Gawler is hilly. For us that live in Gawler East it isn't practical to walk to the town centre as coming back is climbing a mountain. You are turning us away from trying to access local shops by making it harder to get around. Delivery drivers for Coles and Woollies will make a killing as we will just do more online shopping, which means less people/foot traffic around to go to coffees, lunches etc. Good for me as I will save money. Good for uber. Good for Elizabeth Centre or Munno Para as I will just drive there when I need to do anything more than the basics.<br><br>Those images of the smart parking signs on the beautiful heritage bridge are awful. If they are allowed then Gawler Council have no business saying they care about heritage aesthetics. There are better places to put them. |
| as long as development fits the building styles and blends in with the existing buildings,<br>dont make them stand out like pink elephants |
| please get us a yochi |
| Hewett and Gawler have wonderful walking and bicycle paths. Evanston Gardens has awful narrow paths with no connection to Gawler or the Stuart OGrady bike path. It is dangerous to ride bicycles without dedicated paths. You have made stand a lone suburbs which isolates people. |
| Just leave it how it is |
| Please preserve local trees and plant more natives/significant trees |
| Show us separately the traffic flow plan |
| Encouraging parking & walking is a fine idea as everything is quite close, but the accessibility has to be there for this to work. Lots of steep hills, uneven paths etc that just wouldn’t be practical for our growing community |
| Consider opening Murray road at the end of the Main Street to flow traffic back out towards Roseworthy. |
| Please for the love of god do something with the main street, its way too busy and Galwer bunnings.... surely there is a better location for this. Sadly I live in Reid and I drive straight to munno para for anytbing shopping related because Gawler is a traffic nightmare. |
| Too much traffic for roads that aren’t designed for this much traffic. Not enough parking for Main Street area. Always blocked up and having to circle a few times to get a park or having to walk a big distance to visit the place you wanted to go. |
| 1. Traffic management - there should be no right hand turn from Murray Rd to Horrocks Hwy/Main Nth Rd (by Greencross Vet). If people need to get onto Main Nth Rd they should do it via Flinders St in front of Meals on Wheels.2. The Council really missed a trick with Walker Place - get rid of the road and carparks, create a beautiful park with outdoor dining and have all the surrounding retail spaces as food/dining. 3. Be more selective about the retail offerings in the main street. Don't have tax agents, realtors, mobile phones, dry cleaners, dentists, builders etc. There is nothing to attract people to the main street with these offerings. We need more food options and interesting shops such as homewares, music stores, clothing stores, health foods, gift shops, tourist shops and regional spaces that showcase the nearby wine region - we are, after all, the Gateway to the Barossa - need to capitalise on that. Antique stores, knick/knacks, book shops etc. The current mix of shops is boring as batshit. I get main street envy every time I drive through Tanunda.4. Have you people ever been to the Stirling Markets? Our poor efforts at little markets over the years has been absolutely woeful. We need a critical mass of arts & crafts, food, fresh produce, knick knacks, second hand, entertainment etc - dream big people - let's have something better than the Stirling Markets - create a destination. We travel the hour+ to Stirling regularly because it's just so worth it. Would love to see that in Gawler.5. The train - I hate that I have to catch the train from Gawler Central to Gawler to wait 20 minutes to get another train to Elizabeth South because I work at Defence. If I miss the train I have to also wait half an hour for the next one. It would be good if there was a regular bus between Gawler Central and Gawler to ensure reduced travel times. The current bus timetables don't align with the trains. It'd be fabulous if you could advocate to MetroAdelaide to have the Gawler Central train stop at Elizabeth South and to run the trains every 15 minutes instead of half an hour.6. More traffic management ideas - travelling north to south on Murray St by the gawler central railway station - people create major traffic jams stopping to pull into the Coles carpark. That section of road could be massively improved.7. Really enjoying the street art popping up about the place.8. Could really do with more free parking buildings like the one behind the Golden Fleece.9. Gawler has some amazing history - perhaps install street plaques in front of historic buildings detailing their history - could even be electronic. Maybe connect it to a walking trail. Even utilise QR codes for more info, coordinates to the next location on the trail etc.10. Love what's been done with Pioneer Park. Need to capitalise on that. |
| Heritage facades are so important to what makes Gawler unique. If you modernise the facades then it could be any new development anywhere (ie Mawson Lakes). Think about all the TV shows that give you the good feels - McLeod's Daughters, Gilmore Girls, Hart of Dixie, Sullivan's Crossing and so many other shows about small towns. The quaint main street gives a |

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| hometown feel that makes generations want to stay and put roots down. |
| Build accessible footpath with kerb rails across Overway Bridge to enable disabled and foot traffic to access the town centre instead of relying on motor transport. |
| i understand this is very unlikely but since there's a lot of homeless people around gawler it may be nice to have somewhere designated to protecting the vulnerable during extreme hot/cold days. SA doesnt have support like other states, the standard salvation army/st vincent de pauls is great for woman with children but anyone else, including men with pets, are given no choices. i feel theres a great opportunity for the council of gawler to show the rest of australia, a better solution for homelessness. as an innovator of sustainability solutions, self published author of 8 books (including a 4 book series on post scarcity and corruption) and a homeless australian man of over 15 years on the streets, i feel i may have more to contribute and would love to hear from someone in relation to this, however i understand if the person reading this only cares about redevelopment and revenue streams. |
| No |
| Prioritise changes that improve the people of Gawler's day to day lives.<br><br>Safety in town does need addressing. I have a 1 year old and at times I've felt vulnerable as a 6 foot 100kg male. There is a huge problem with electric motorcycles and scooters. Not to be confused with pedal assist electric bicycles. They operate as a pack and they know adults can't do anything so they have no regard for others, and at times will intimidate and bully as they feel like they can.<br><br>Also deal with the homeless in public spaces. |

# Appendix B: In-Person Feedback Record