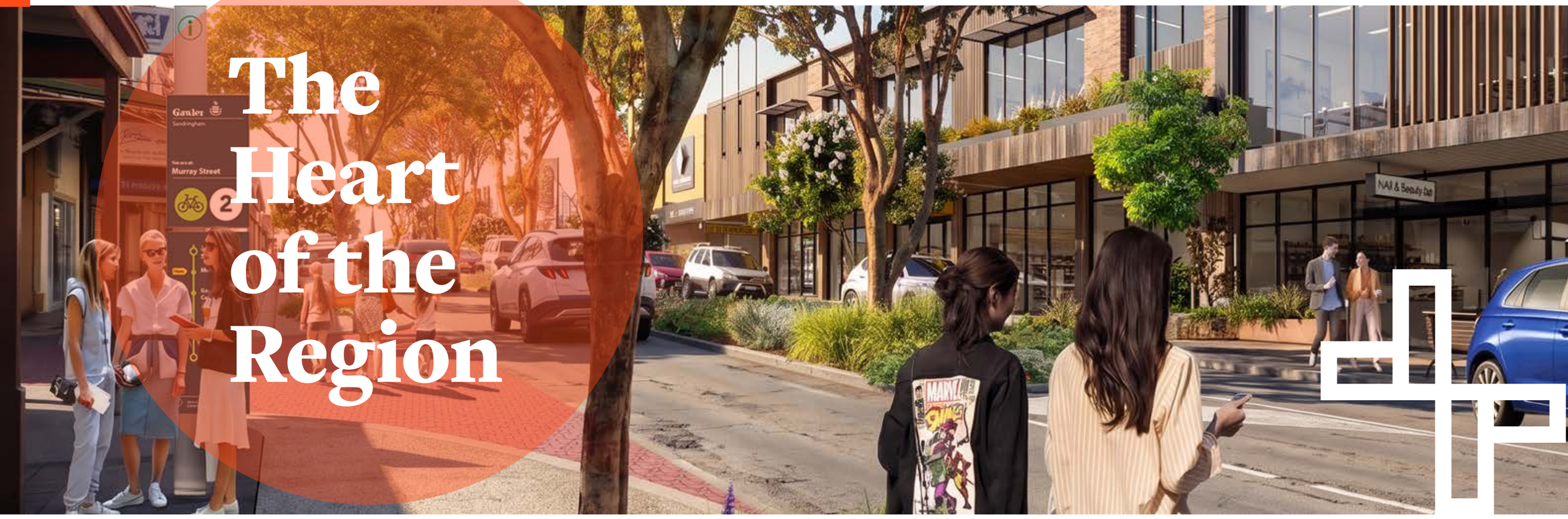
July 2026

Gawler Town Centre

–

Structure Plan



The Heart of the Region

Jensen PLUS with

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

Prepared for the Town of Gawler

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Urban Design
Social Planning

Contents

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

Acknowledgement of Country

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

Revision number 4
30th July 2026

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1. Structure Plan At A Glance

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



Aim

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

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

Vision + Strategic Directions

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

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Artist Impression, fututre development, Murray Street (Indicative Only)

Vision Statement

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

Strategic Directions

Heart of the Region

Distinctively Gawler

Movement + Place

Vibrant

Good Design

Investment Ready

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Artist Impression (Indicative Only)

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





1. Planning for Growth

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

2. Rezone land to accommodate change

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

3. Address the River

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

4. Transport Oriented Development

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

5. Targeted investment in streets + public realm

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

6. Develop Council-owned land

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



7. Investment attraction

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

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



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



2. Introduction + Context Analysis

2.1 Aim + Objectives

2.2 Study Area + Precincts

2.3 How We Arrived At The Structure Plan

2.4 Gawler Town Centre today

2.5 What We've Learned From Other Town Centres

2.6 What We've Heard (so far)

2.7 Summary of Investigations

2.8 Conceptual Framework

.

This section provides an introduction and understanding of the project.

2.1 Aim + Objectives

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



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

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

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

Structure Plan Objectives

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

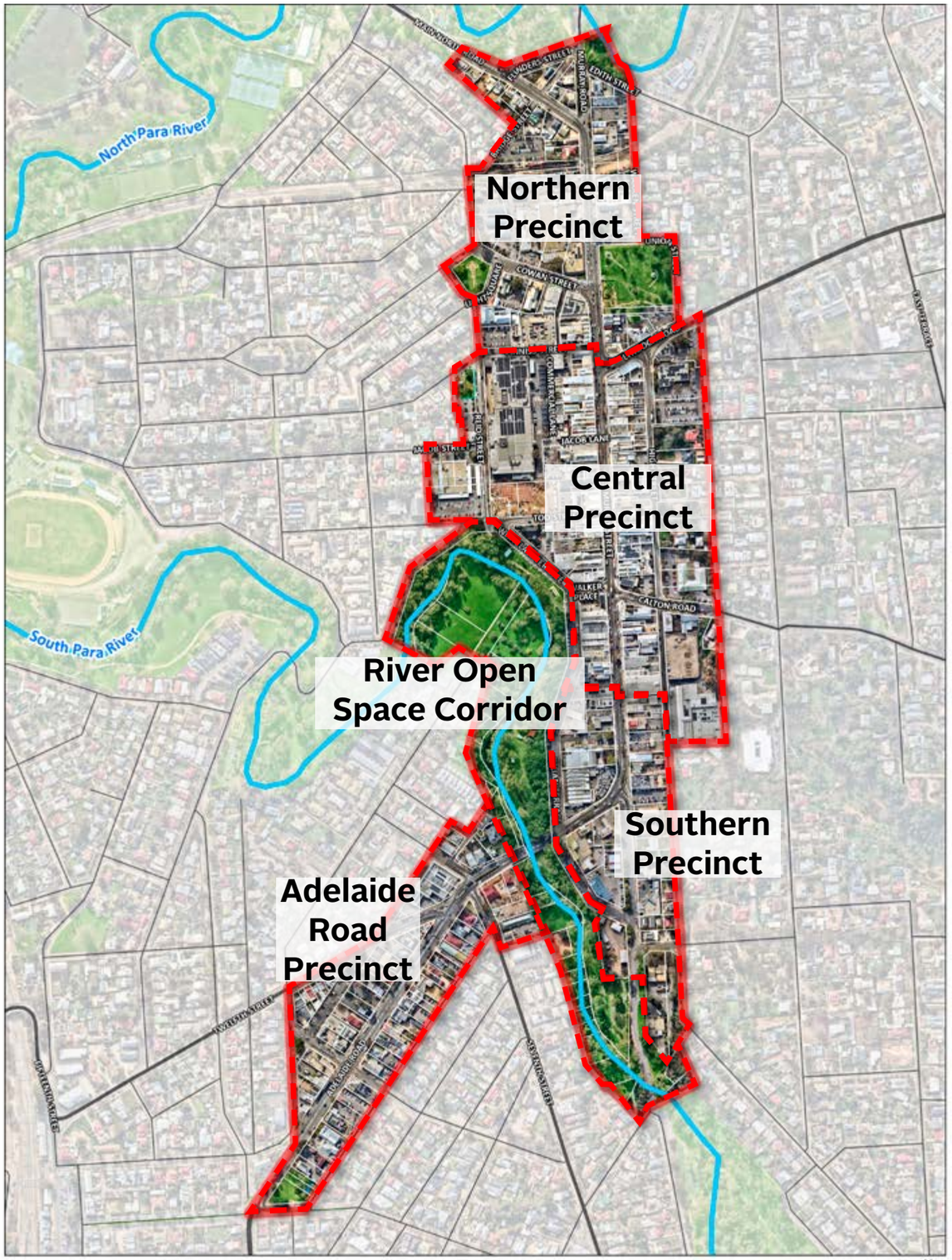
Development Delivery Framework Objectives

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

2.2 Study Area + Precincts

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

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



Northern Precinct

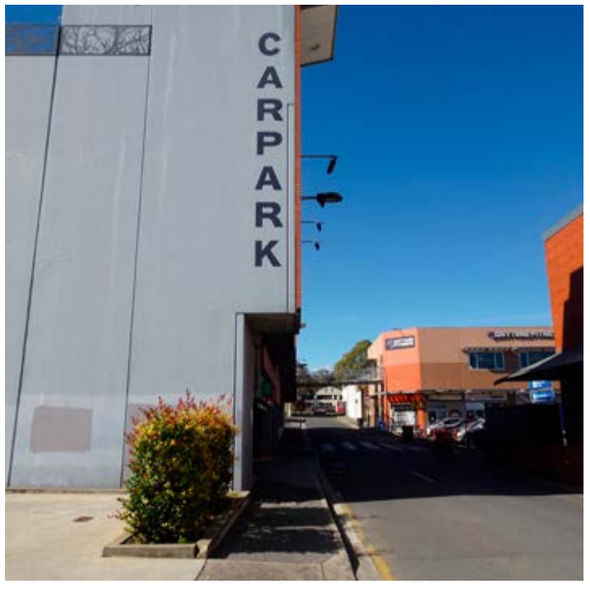


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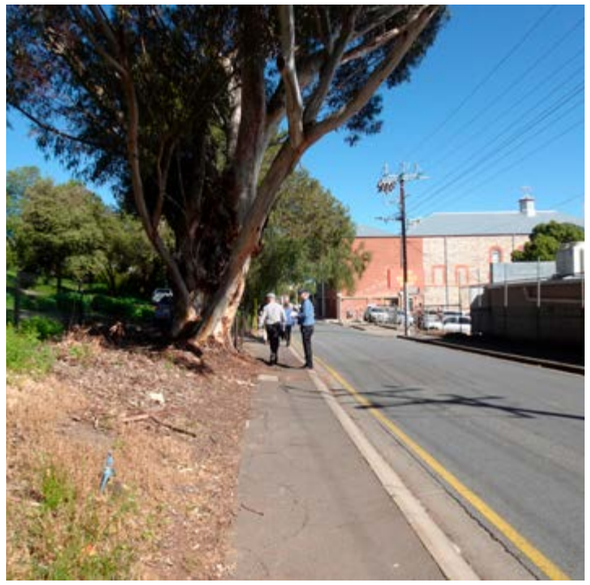


The northern part of the Town Centre includes Gawler Central Station and the adjacent Coles supermarket and Gawler Central Shopping Centre.

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

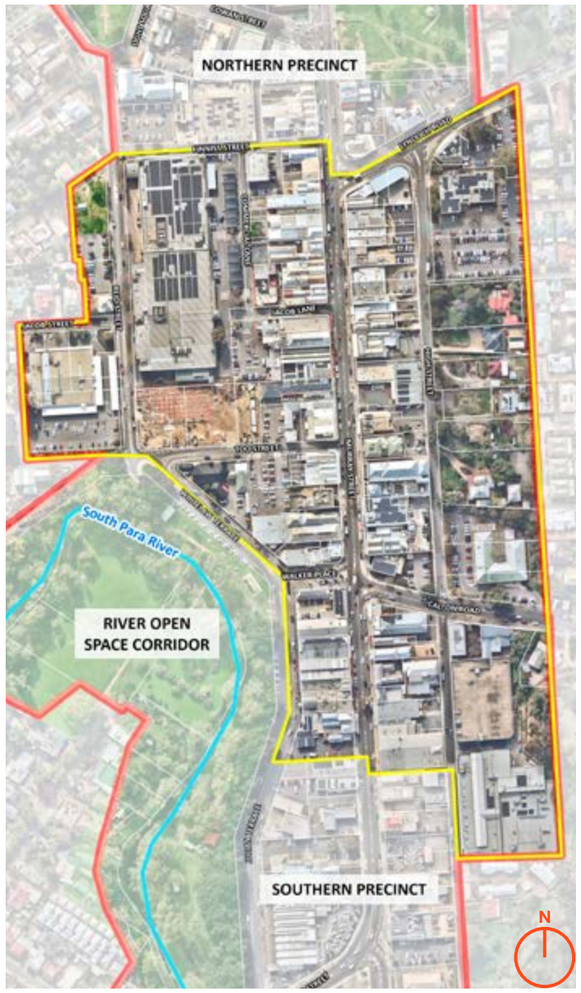
Central Precinct









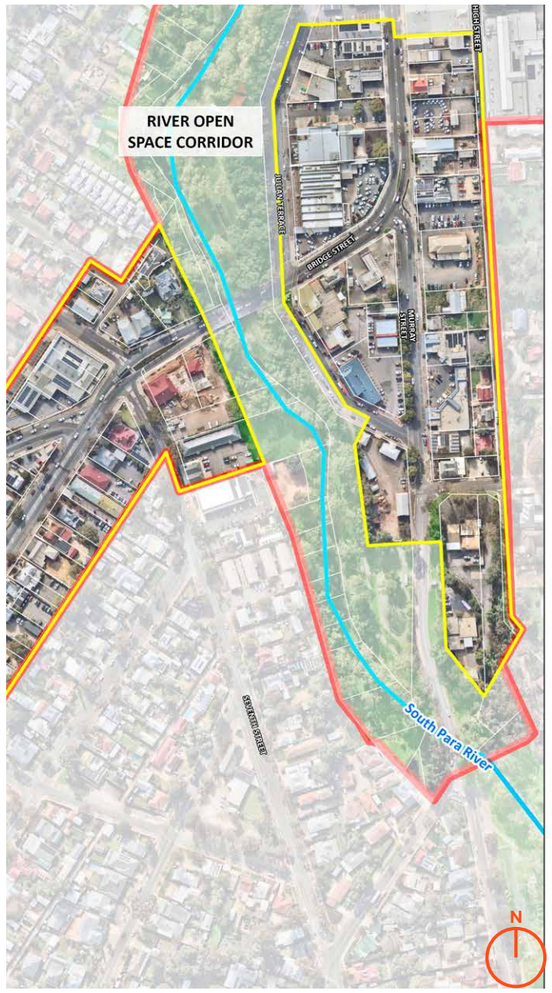


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The central precinct includes the main street area of Murray Street, which also has many heritage sites and redevelopment opportunities. A large Woolworths / Big W is to the west.

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

Southern Precinct



1:5000 @ A3





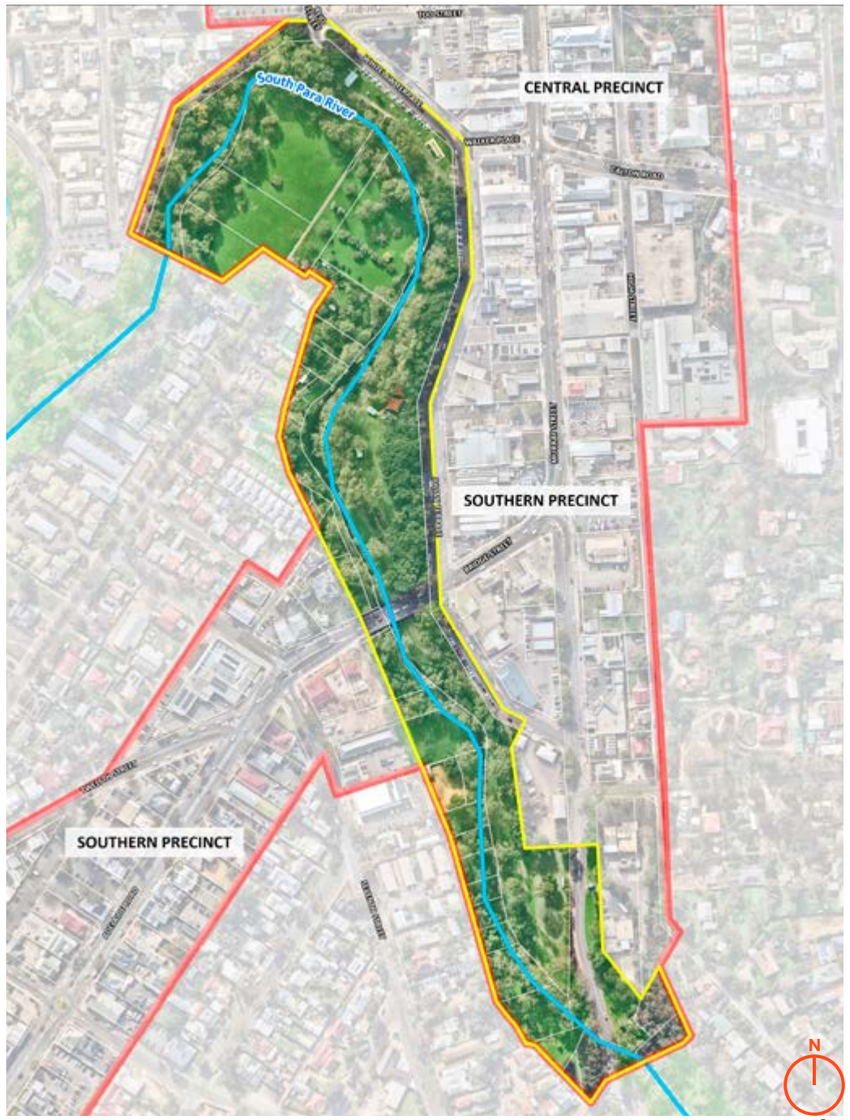






The southern precinct has many redevelopment opportunity sites created by underutilised land and buildings. The quieter southern part of Murray St could lend itself to mixed-use development including residential land uses.

River Open Space Corridor



1:5000 @ A3

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









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Adelaide Road Precinct



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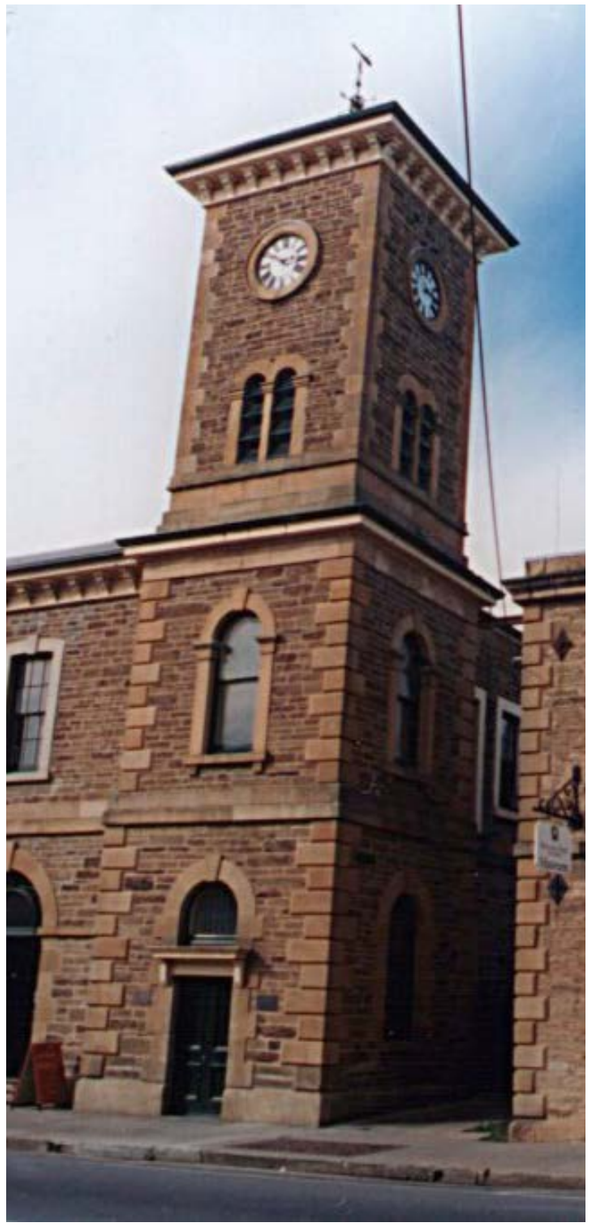


Across the South Para River is a large cluster of retail and commercial businesses along Adelaide Road, many in converted houses. Front and side setbacks between buildings contribute to a more spacious character than the town centre north of the river.





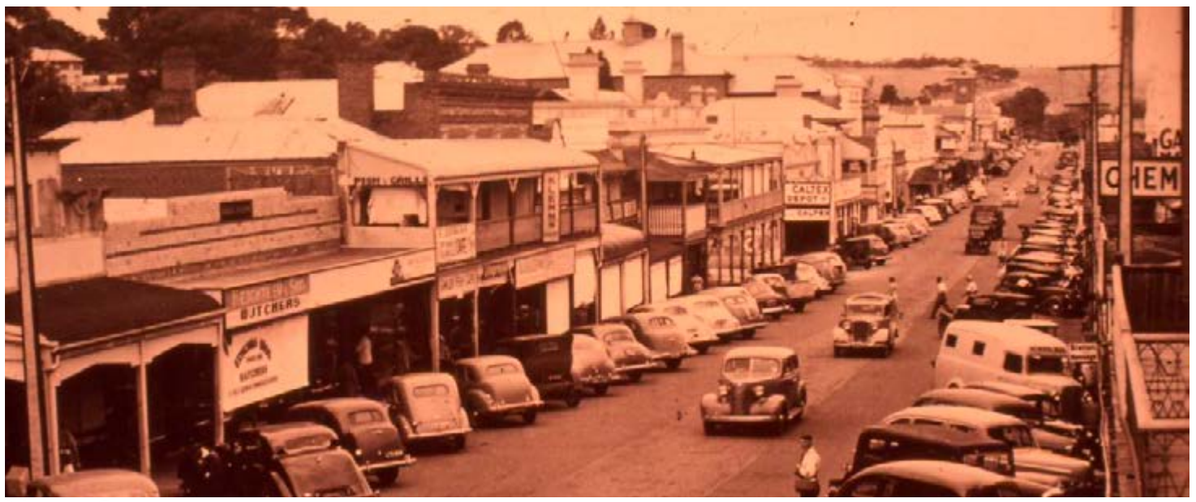
Historic views of Gawler Town Centre



Historic clock tower 2002



Murray Street + Institute



Murray Street



Murray Street c1900



Murray Street 1962 parade for a new pool.



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

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

2.3 How We Arrived At The Structure Plan

1 Project Initiation + Early Engagement

September 2025

_ Study area visits

_ Strategic analysis

_ Stakeholder/Community engagement planning

_ Early engagement with stakeholders

_ Councillor workshop

_ Project announcement + webpage

2 Design Investigations

Oct-Dec 2025

_ Vision, principles, objectives

_ Development Scenario modelling

_ Planning + Urban Design analysis

_ Movement + Place workshop

_ Built Heritage and Adaptive Reuse Analysis

_ Early engagment with stakeholders

3 Draft Structure Plan

Jan-Mar 2026

_ Streetscape concept designs + interventions

_ Regenerative planning workshop

_ Draft Structure Plan

_ Delivery Framework

_ Finalise Technical Studies

4 Stakeholder Consultation

Apr-July 2026

_ Stakeholder + Elected Member Consultation

_ Community consultation + detailed stakeholder engagement on Draft Structure Plan

5 Final Structure Plan

_ Implementation



2.4 Gawler + Gawler Town Centre Today

Sources:

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

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



Town of Gawler Population growth



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

146,000m2



Building footprint area in the Gawler Town Centre.

>18,000



Daily traffic volumes on Murray Street.

3,985



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

66



State and local heritage places.

1%-5%



Commercial vehicles on Murray Street.

12%



Tree canopy cover (excluding the river open space corridor)

36



Residential properties

4



Major supermarkets.

19



Vacant buildings in the Town Centre.

2.5 Spatial Analysis Summary: Eight Features

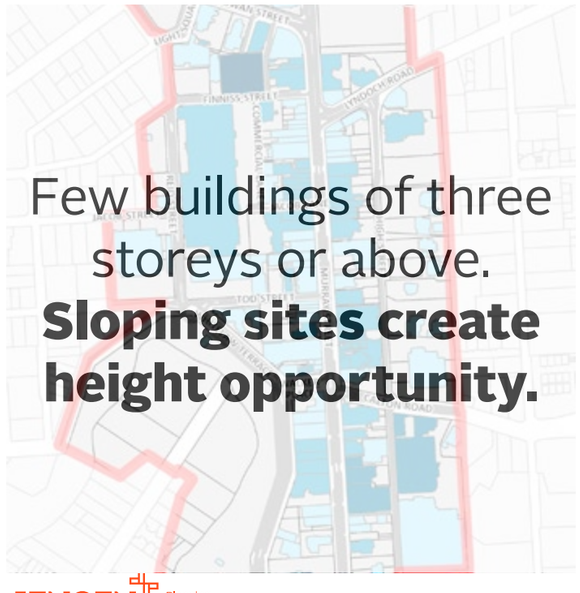
Further details in Appendix 1: Investigations (Spatial Analysis)

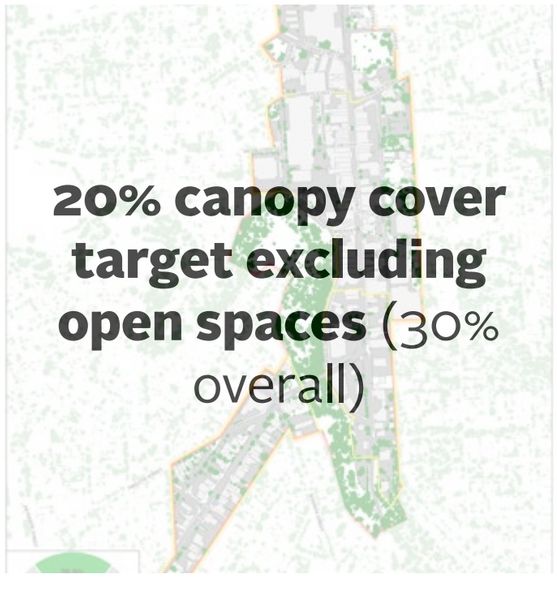


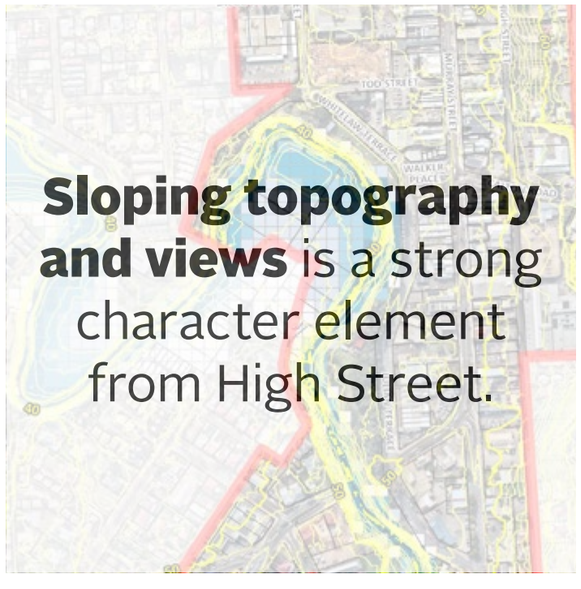














2.6 What We've Learned From Other Town Centres

Further details in Appendix 1: Investigations (Spatial Analysis)

















2.7 Strategic + Policy Context

Further details in Appendix 1: Investigations (Spatial Analysis)

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

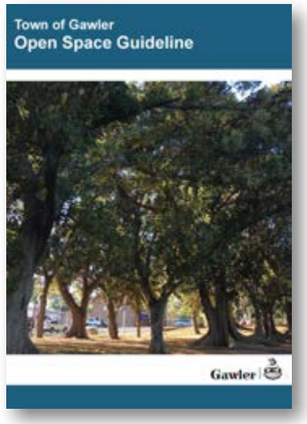


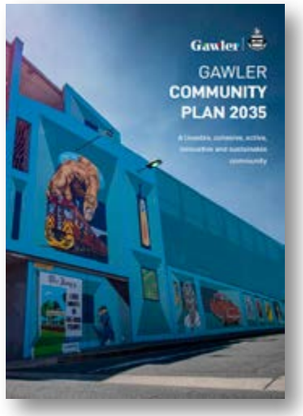


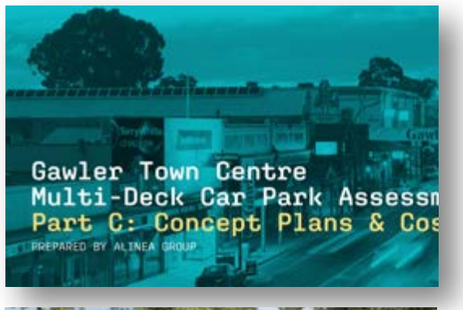


Key plans + policies











Other plans + policies

2.8 What We've Heard

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

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

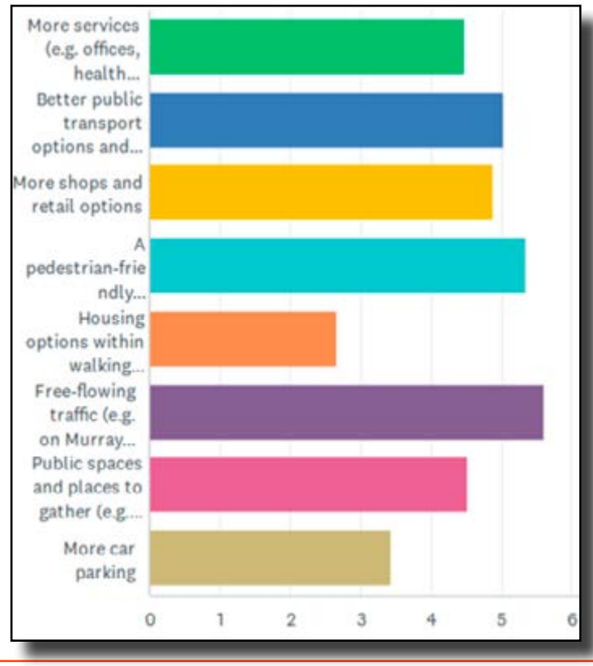


Early Community Engagement

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

Key community priorities

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



BCRG Meetings

Meeting #1 (29th Oct 2025)

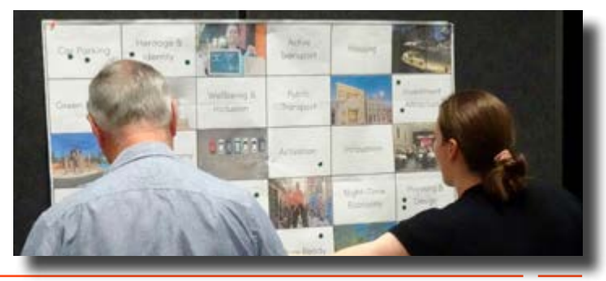
- Meet the team + introduction to what a structure plan and development delivery framework is.
- Key themes from each member were discussed.

Meeting #2 (17th Dec 2025)

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

Meeting #3 (11th Feb 2026)

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



2.8 What We've Heard

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

Movement + Place Workshop

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

Visioning + Scenario Workshops

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

Elected Members Workshop

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







2.8 What We've Heard

Elected Member Briefing

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

Elected Member Briefing

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

BCRG Meeting

Meeting #4 (22nd April 2026)

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

Community Consultation

1st June - 3rd July 2026

- An engagement programme was led by Town of Gawler staff to consult on the draft Structure Plan.
- This included a drop-in information session and display, guided walking tour, an online survey, and provision of online information including fact sheets.
- A comprehensive engagement report has been prepared separately by Town of Gawler to summarise engagement outcomes.









2.9 Summary of Investigations

Further details of each technical investigation can be found in References and Appendices

Gawler Town Centre Market Assessment (David Snoswell Property Advisory)

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

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

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





2.9 Summary of Investigations

Further details of each technical investigation can be found in References and Appendices

Movement + Place Investigations (Be Engineering)

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

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



Be Engineering Solutions has prepared a Movement + Place Investigation reviewing transport and access conditions to inform current and future roles of the roads, streets and links around Gawler Town Centre. By doing this, priority streets for upgrades (transport or public ream) can be identified.

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

Built Hertiage + Adaptive Reuse Analysis (Phillips Pilkington Architects)

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



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

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

- Conserve and activate heritage buildings and places.
- Encourage higher-density growth to strategic sites.
- Promote high-quality contextual and heritage-responsive design.
- Strengthen connection to landscape, streetscape and place.

2.9 Summary of Investigations

Further details of each technical investigation can be found in References and Appendices

Development Scenario Testing (Jensen PLUS)

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

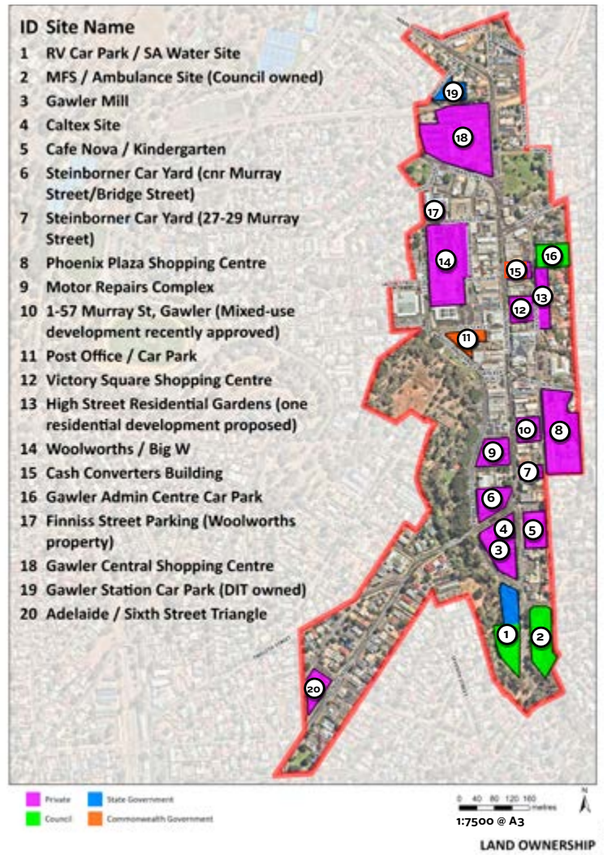
Scenarios can vary in the location, scale, form and land use mix of developments, to enable an informed decision about the preferred Town Centre Structure Plan.

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

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

The following observations were made from the testing:

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



Strategic Sites

2.9 Summary of Investigations

Further details can be found in Appendix 1: Built Form Framework

Built Form Framework (Jensen PLUS)

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

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

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

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

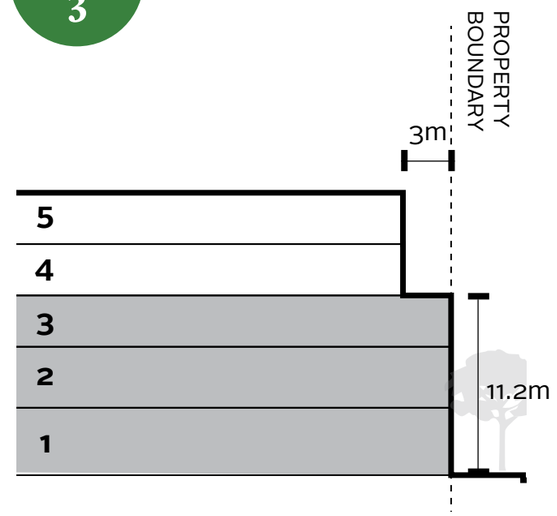
These recommendations underpin the built form and design objectives contained in the Gawler Town Centre Structure Plan + Delivery Framework.

Recommended Built Form

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

- **Heritage + Character.** It is important that the protect and celebrate Gawler's unique heritage character and informed by the Phillips Pilkington Heritage Reuse Analysis.
- **Streetwall.** Maintain heritage fabric through context-responsive streetwalls (2-3 storeys).
- **Streetscape Ratio.** Retain a balance of enclosure and sky views.
- **Solar Access to Murray Street.** Protect solar access to key streets.
- **Visual Bulk.** Manage upper-level impacts on streets and heritage fabric.
- **Relationship between streetwall + upper levels.** Ensure the streetwall remains the dominant element in this heritage context.
- **Solar Access to Open Space.** Protect key open spaces from overshadowing.
- **Transition + Skyline.** Manage long range views from key locations including Apex Park, Light Square and Church Hill.
- **Residential Interface.** Protect amenity of adjoining low-scale housing.
- **Building Separation.** Maintain amenity between buildings within the town centre.

Type 3 **Park Interface**



2.10 Conceptual Framework

'Town Centre First'

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

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



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

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

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

Origins

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

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

Town Centre First and Gawler Town Centre Structure Plan

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

2.10 Conceptual Framework

Regenerative Planning

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

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

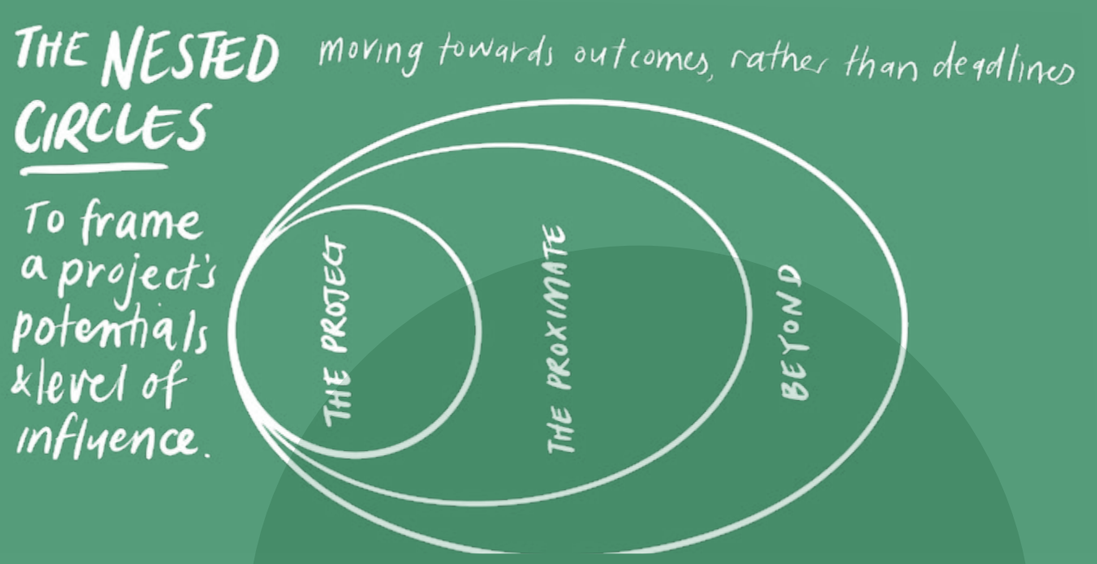
What do we mean by Regenerative Planning?

Trish Hansen (Regenerative Expert) defines regeneration as:

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

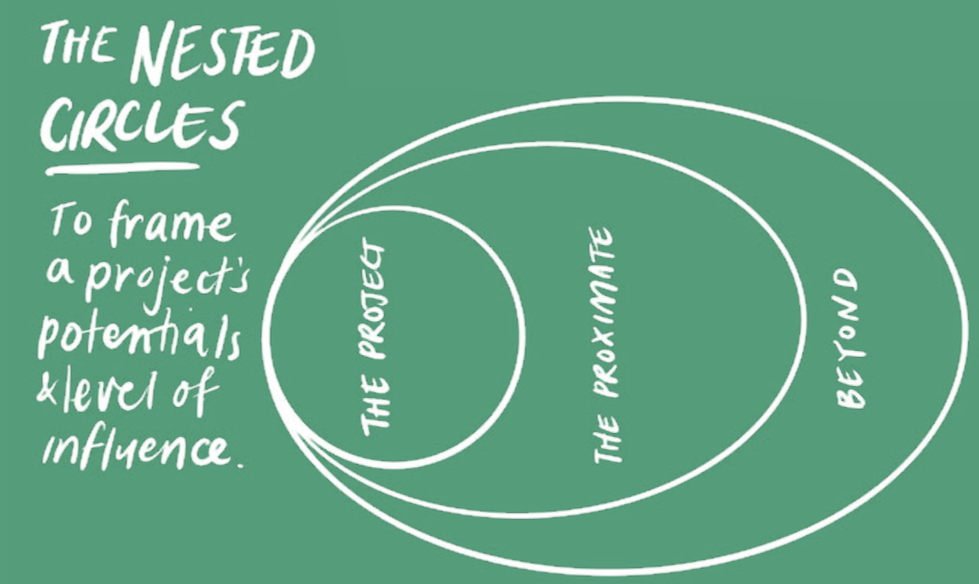
Whereas a balanced social-economic-environmental approach defines 'sustainability', a 'regenerative' approach to planning and design is now emerging which emphasises the need for **positive and restorative change to be achieved for local environments, communities and economies.**

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

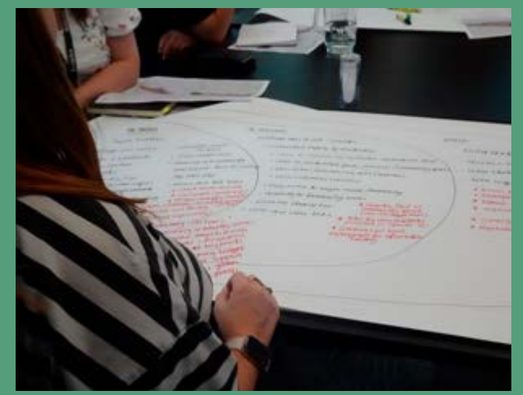


Workshop _ The Nested Wholes approach to achieving regenerative planning outcomes considers the town centre project from a holistic and global viewpoint.

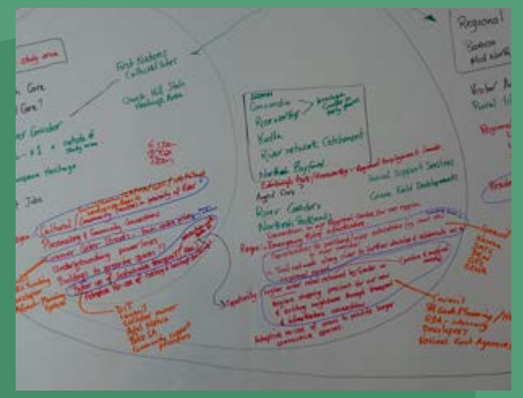
1. **Frame the project's potentials and level of influence. Establish the boundaries for three levels of influence:** Discuss where the project is located? The boundaries between the project and wider areas of influence?
2. **Identify and record what is unique or distinctive about each zone of influence:**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



Acknowledgement: Trish Hansen, Re-Wonder Co Lab



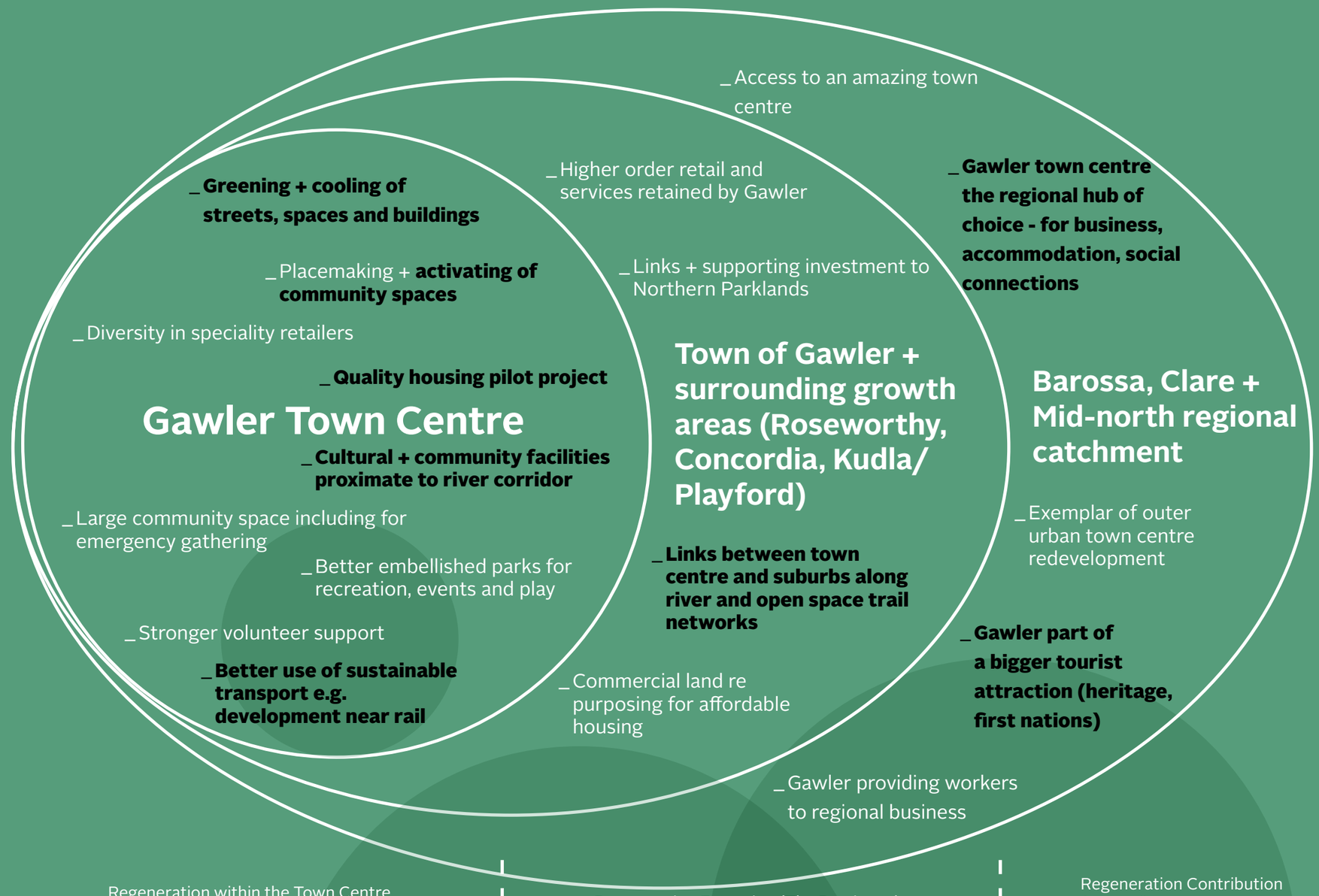




Identifying Gawler Town Centre Regenerative Planning Opportunities

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

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



3. The Structure Plan

3.1 Vision

3.2 Strategic Directions

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

3.4 Town Centre Movement + Place Priorities

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

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

3.1 Vision for Gawler Town Centre

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



Artist Impression (Indicative Only)

Explaining the vision





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

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

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

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

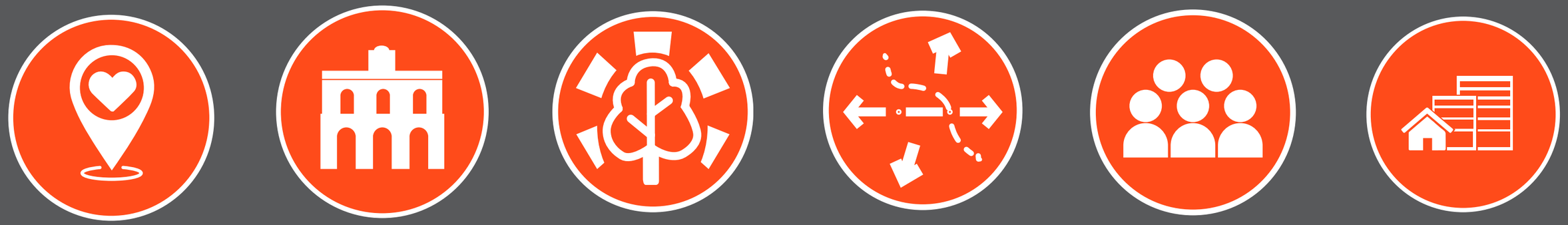
Set alongside the South Para River, the town centre will be recognised for its green, high-amenity environment - a destination for community, civic and cultural life.

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

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

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

3.2 Strategic Directions



Heart of the Region

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

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

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

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

Distinctively Gawler

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

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

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

Good Design

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

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

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

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

Movement + Place

_Make Gawler Town Centre more pedestrian friendly.

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

_Integrate traffic + public realm improvements to maximise benefits.

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

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

Vibrant

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

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

Investment Ready

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

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

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

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





1. Planning for Growth

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

2. Rezone land to accommodate change

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

3. Address the River

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

4. Transport Oriented Development

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



5. Targeted investment in streets + public realm

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

6. Develop Council-owned land

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



7. Investment attraction

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

Structure Plan (Station)

Development Framework

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

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

Infill development, particularly near Light Square (3) and heritage interfaces, should respond sensitively to established character. Improvements to the road layout and park design should enhance movement, encourage activation, and provide greater opportunities for events and community use

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



Illustrative Plan (Indicative Only)



Artist Impression of active frontages along Murray Street near Gawler Central Station (Indicative Only)



Artist Impression of adaptive reuse and sensitive infill opportunities behind heritage buildings (Indicative Only)

Structure Plan (Main Street Central)

Development Framework

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

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

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

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



Illustrative Plan (Indicative Only)

JENSEN PLUS
Planning
Landscape Architecture
Urban Design
Social Planning



Artist Impression of targeted movement and public realm improvements along Murray Street (Indicative Only)



Artist Impression of activation and improved connections, particularly between Murray Street and High Street (Indicative Only)



Artist Impression of shop-top housing, adaptive reuse and integrated opportunities along Murray Street (Indicative Only)

Structure Plan (Main Street - Park)

Development Framework

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

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

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

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



Illustrative Plan (Indicative Only)

JENSEN PLUS
Planning
Landscape Architecture
Urban Design
Social Planning

Artist Impression of a re-imagined river interface, with sensitively integrated built form that encourages activity and enhances passive surveillance (Indicative Only)

Structure Plan (Main Street - South)

Development Framework

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

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

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

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



Illustrative Plan (Indicative Only)

JENSEN PLUS
Planning
Landscape Architecture
Urban Design
Social Planning

Structure Plan (Adelaide Road)

Development Framework

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

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

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



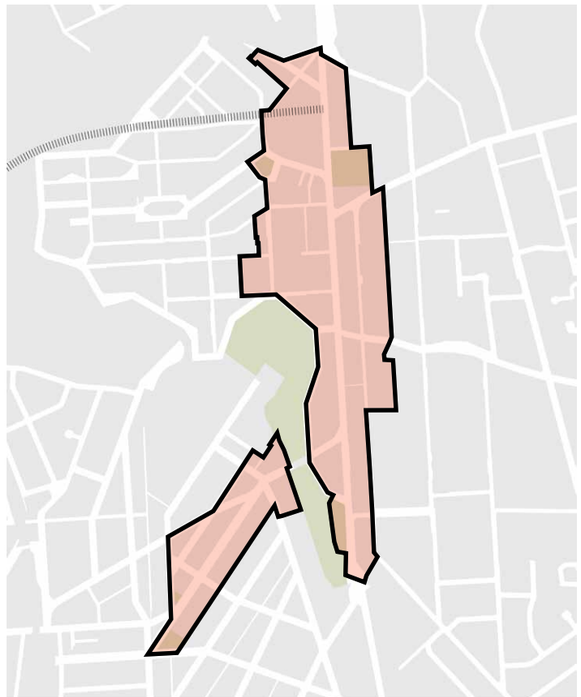
Illustrative Plan (Indicative Only)

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Planning
Landscape Architecture
Urban Design
Social Planning

Structure Plan Elements

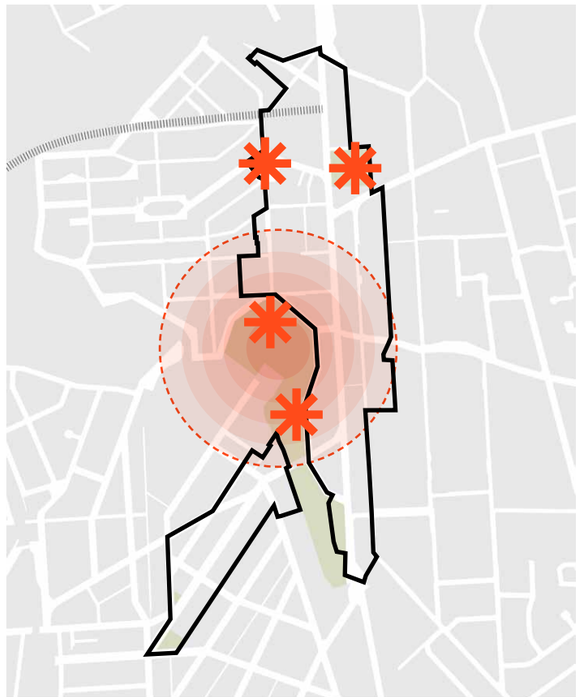
The structure plan places an emphasis on heritage and character, activating the South Para River corridor, and mixed-use development across the Town Centre.

Heritage + character



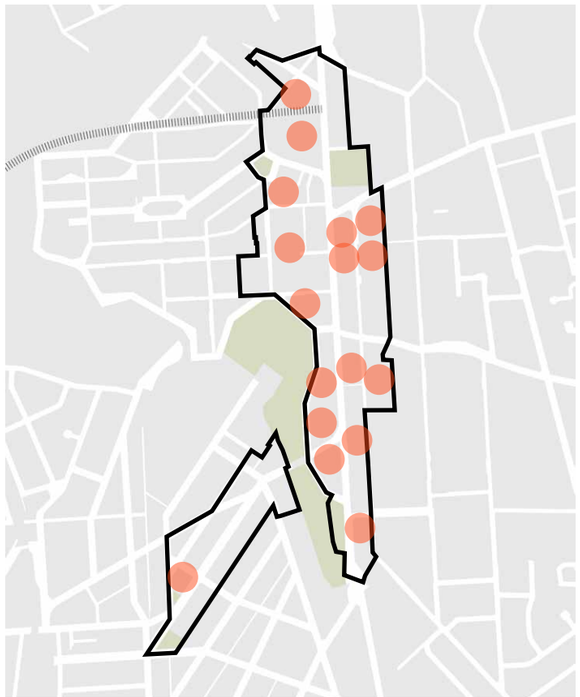
- The Town Centre boasts strong local character driven by heritage buildings and areas. All of the Town Centre is within a Historic Area and 66 State or Local Heritage Places are listed in the centre.
- New development is encouraged with the Town Centre and whether adaptive re-use or infill development it should be well designed to respect and complement the heritage values of Gawler.

River corridor + public spaces



- Apex Park is a popular park in the Town Centre, and along with Pioneer Park and Light Square, creates a strong local public space network for the Town Centre.
- The Structure Plan promotes greater use of and integration with the South Para River corridor and open spaces, both for community use and as a setting for attractive new developments nearby.
- A master planned approach to riverside open spaces including Apex Park and Goose Island are encouraged to support this intent. The SA Government's Northern Parklands may lead to master planning.

Mixed-use development

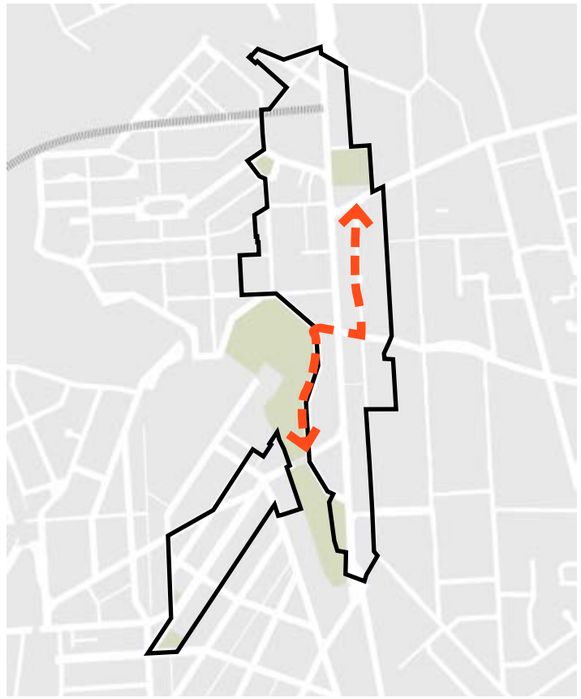


- While exact locations and patterns of future development cannot be predicted, planning analysis has highlighed numerous land parcels and buildings which may have development or redevelopment potential over the next 20 or 30 years.
- Mixed-use developments are supported across the town centre to help create a vibrant and prosperous town centre.
- Established buildings support smaller, independents shops, while larger sites offer broader opportunities.

Structure Plan Elements

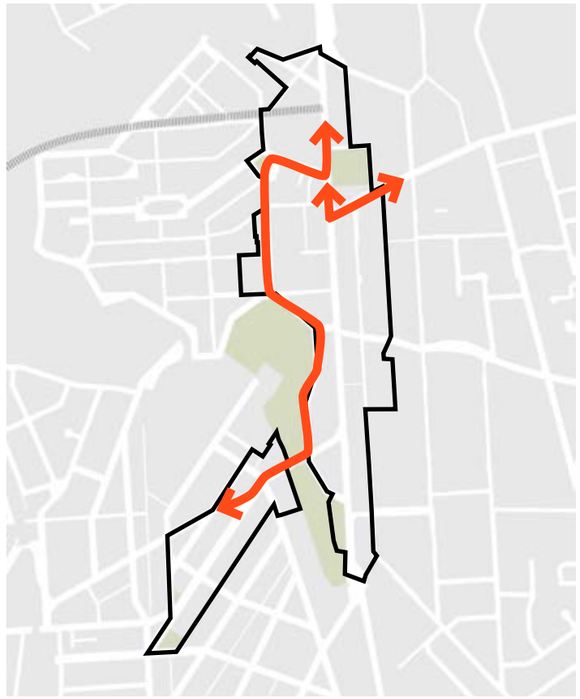
A Movement + Place approach underpins the transport network strategy for the Town Centre (see next chapter).

North-south walking + cycling route



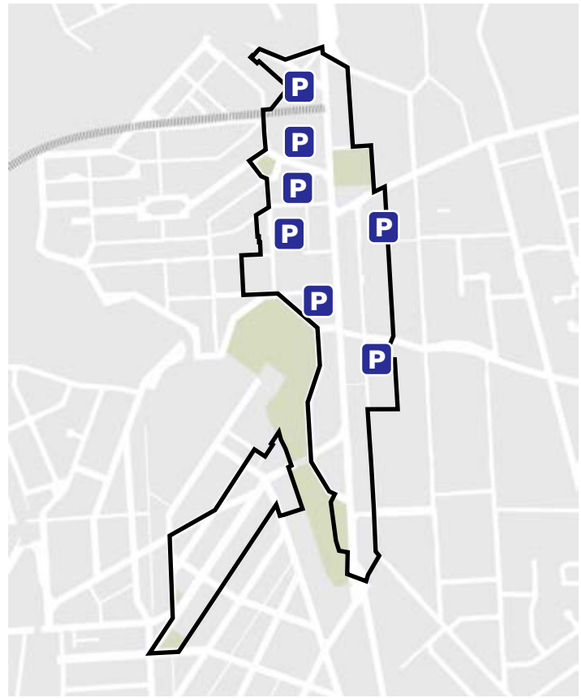
- Create a primary north-south walking and cycling route through the town centre avoiding Murray Street, using High Street and Julian Terrace / Apex Park.
- Links to wider cycling network along South Para River.

Alternative traffic route



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

Parking efficiency



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

3.4 Town Centre Movement + Place Priorities

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



1. Movement + Place

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

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



2. Targeted

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



3. Safe

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



4. Pedestrian Friendly

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



5. Clearly Signed

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

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



Project 10: Other Town Centre-wide projects (not shown):

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

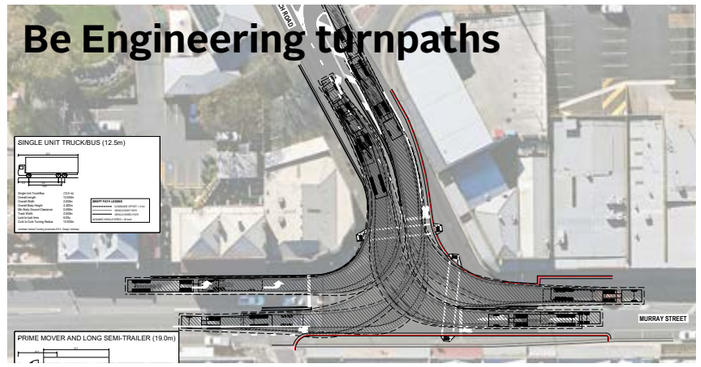


Key Plan - Not to Scale

Project 1: Murray Street

Murray Street is the main shopping street, with pedestrian amenity prioritised to create a safer and vibrant street environment.

The Murray Street concept aims to create a safer, more inviting pedestrian environment by improving continuous footpaths, dedicated crossings, and additional public realm elements such as seating and streetscape amenity. Additional greenery in the median is proposed, with lighting to further support economic development, visitation, and day/night activity.







Murray Street
Project 1: Public Realm Concept 2/2

Scale 1:500 @ A3

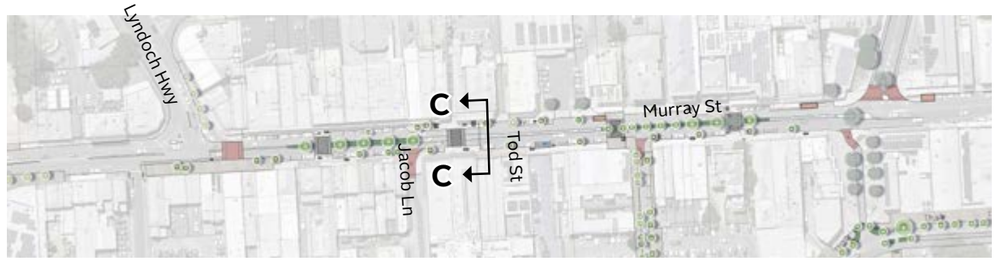
Project 1: Murray Street



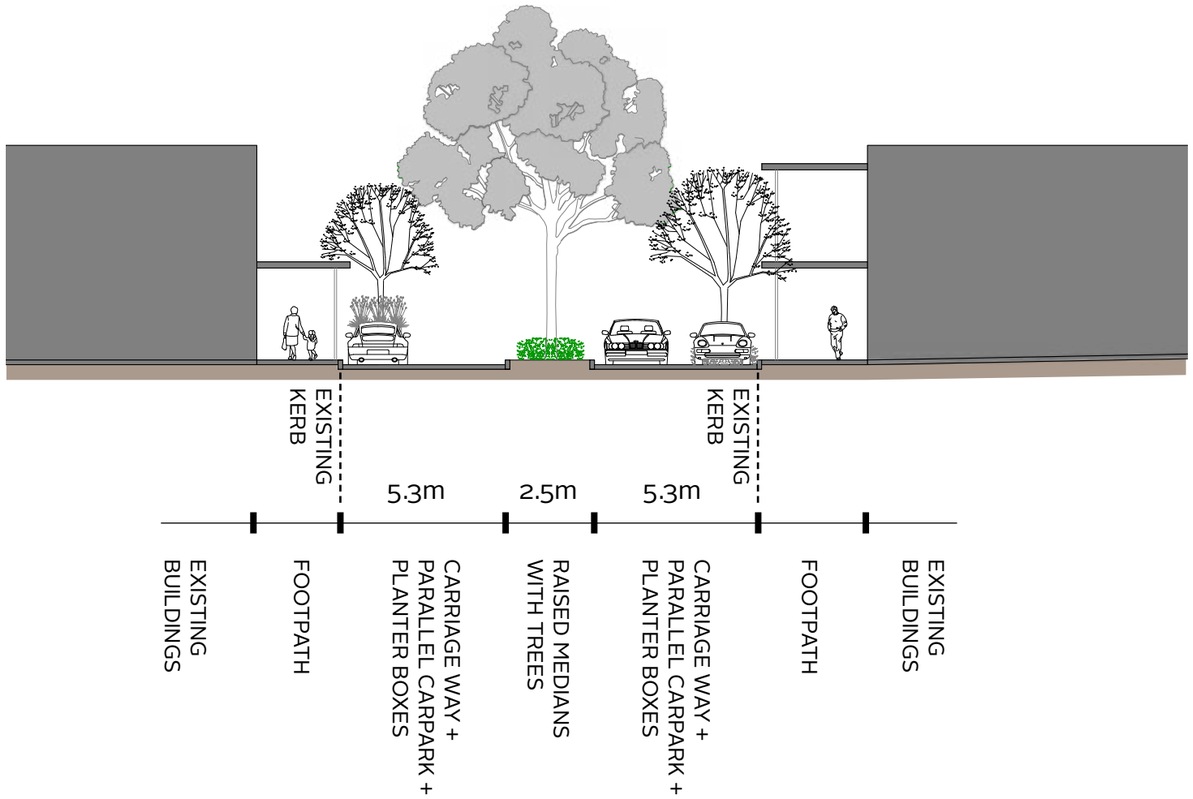


Murray Street

Typical cross section



Key Plan

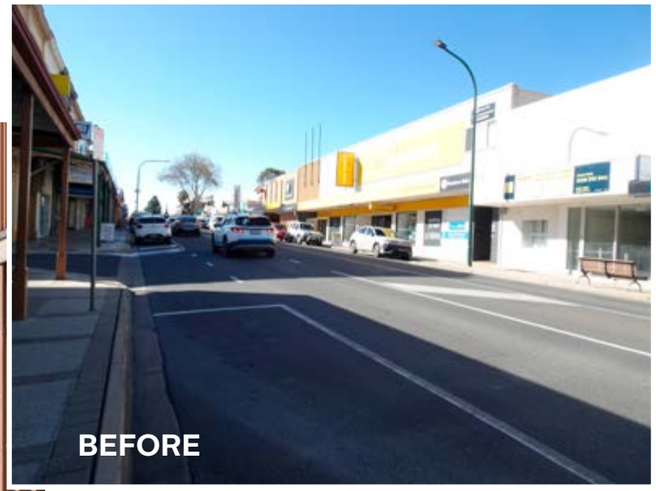


Typical cross section C - Murray Street

Scale 1:200 @ A3

Murray Street visualisation



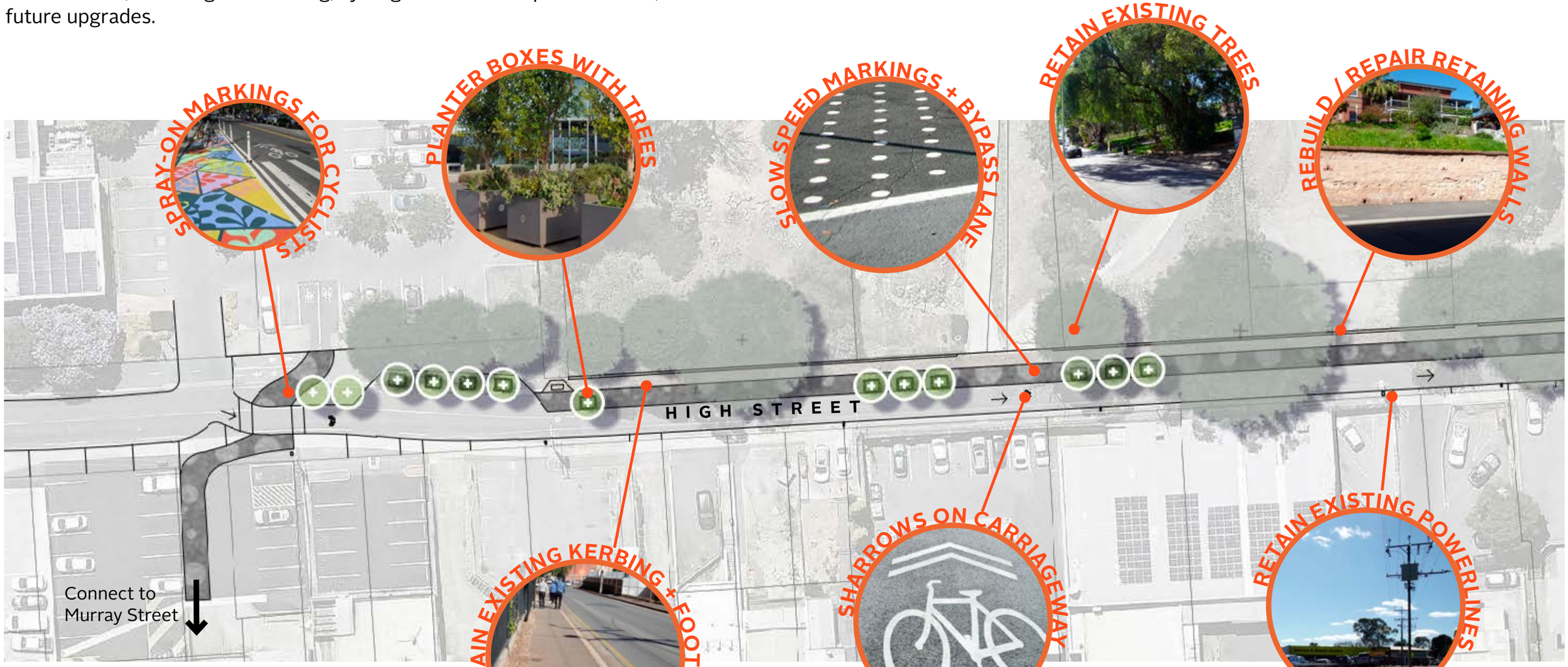


Project 2: High Street (Short Term)

High Street provides an opportunity to improve traffic flow and cycling connections by creating a safer and more efficient alternative route to Murray Street.

In the short term, High Street will trial one-way movement through low-cost interventions, including line marking, cycling sharrows and planter boxes, ahead of future upgrades.





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

Project 2: High Street (Short Term)

Short-term opportunities focus on light-touch, high-impact interventions that are cost-effective, easy to implement, and provide a way to test ideas before committing to permanent changes.





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

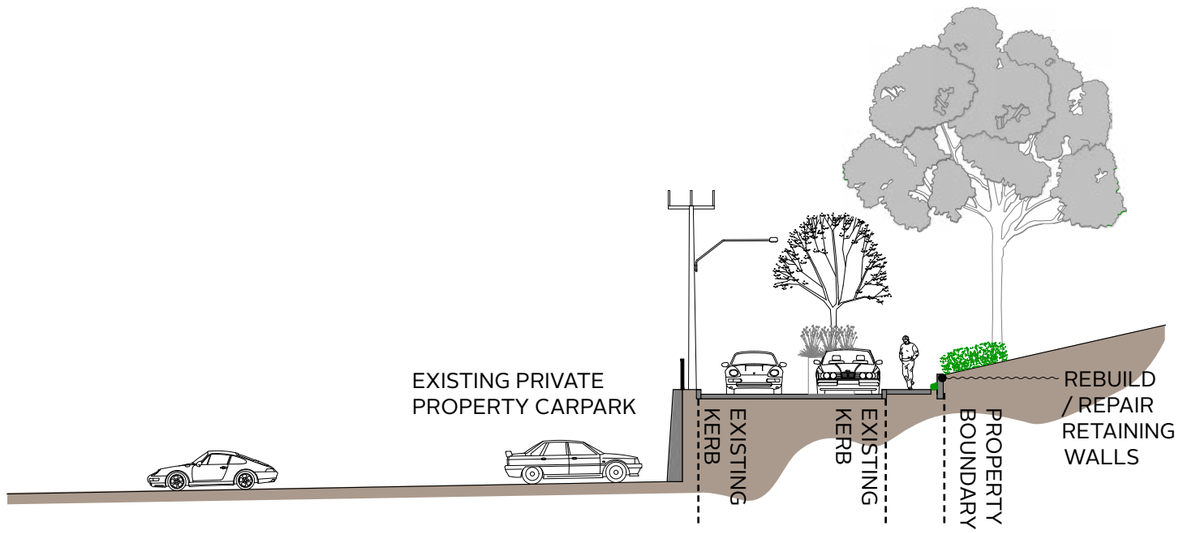
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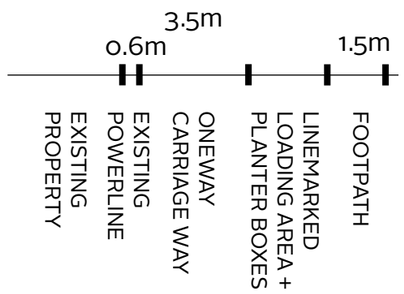
High Street (Short Term)

Typical cross sections



Key Plan





Typical cross section B - High Street

Scale 1:200 @ A3

High Street visualisation (Short term)





Project 2: High Street (Long Term)

Learning from the short-term interventions, High Street can progress towards more permanent upgrades that enhance safety, amenity and place identity.

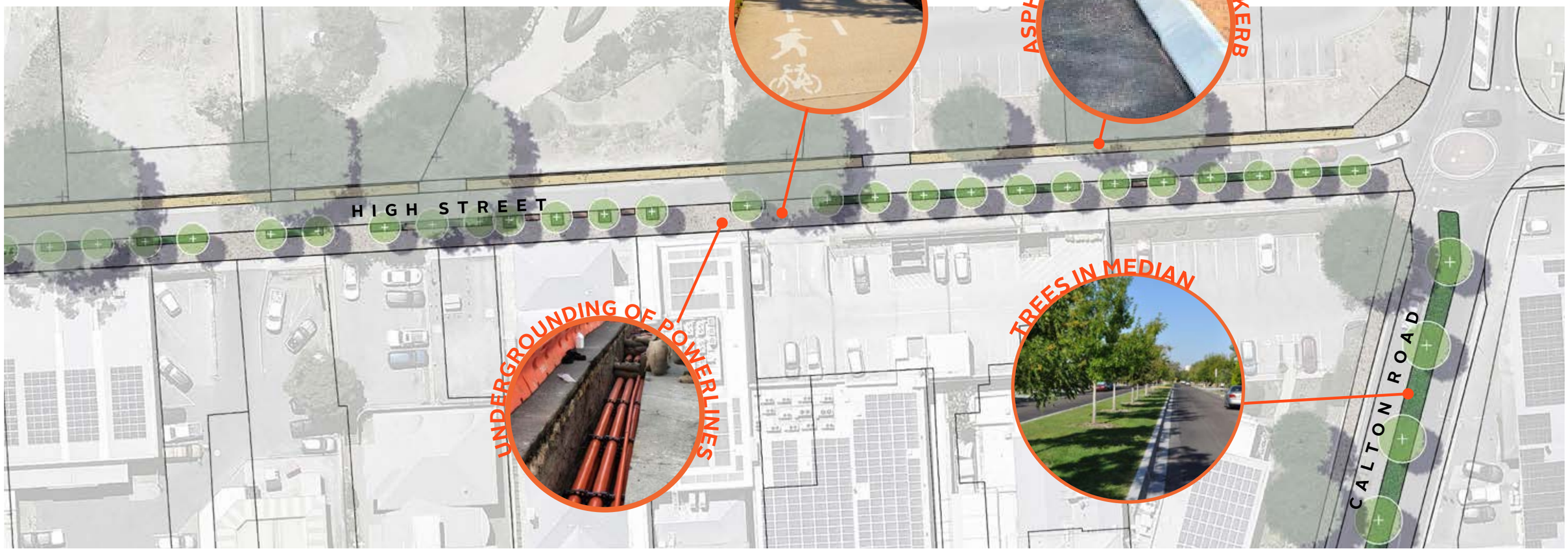
In the long term, High Street could support more permanent improvements, including a shared cycling path, rest nodes, street trees as well as undergrounding of powerlines to overcome existing width and streetscape constraints.





One-way southbound single carriageway to Calton Road.





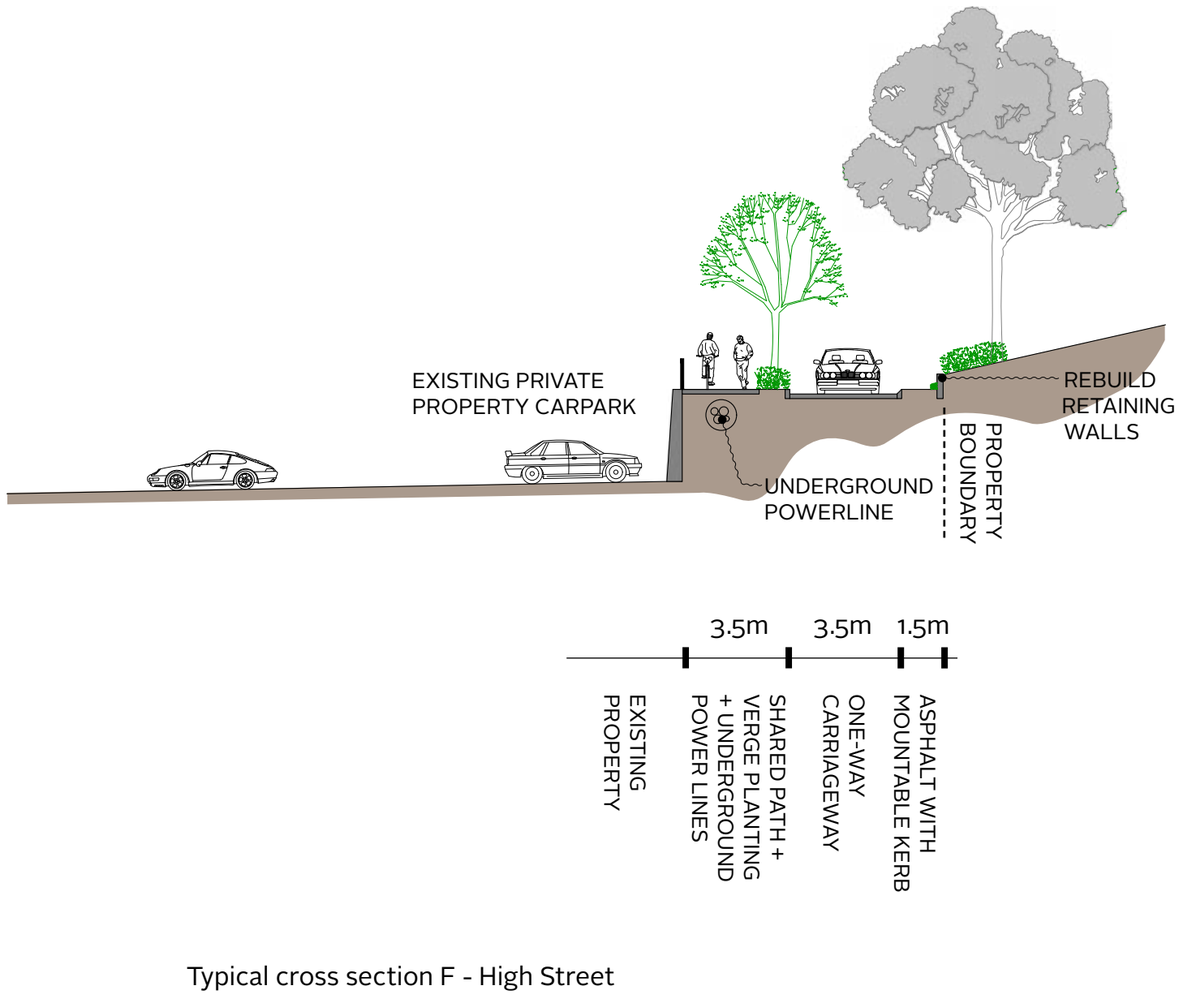
One-way southbound single carriageway to Calton Road.

High Street (Long Term)

Typical cross sections



Key Plan



Typical cross section F - High Street

Scale 1:200 @ A3

High Street visualisation (Long Term)



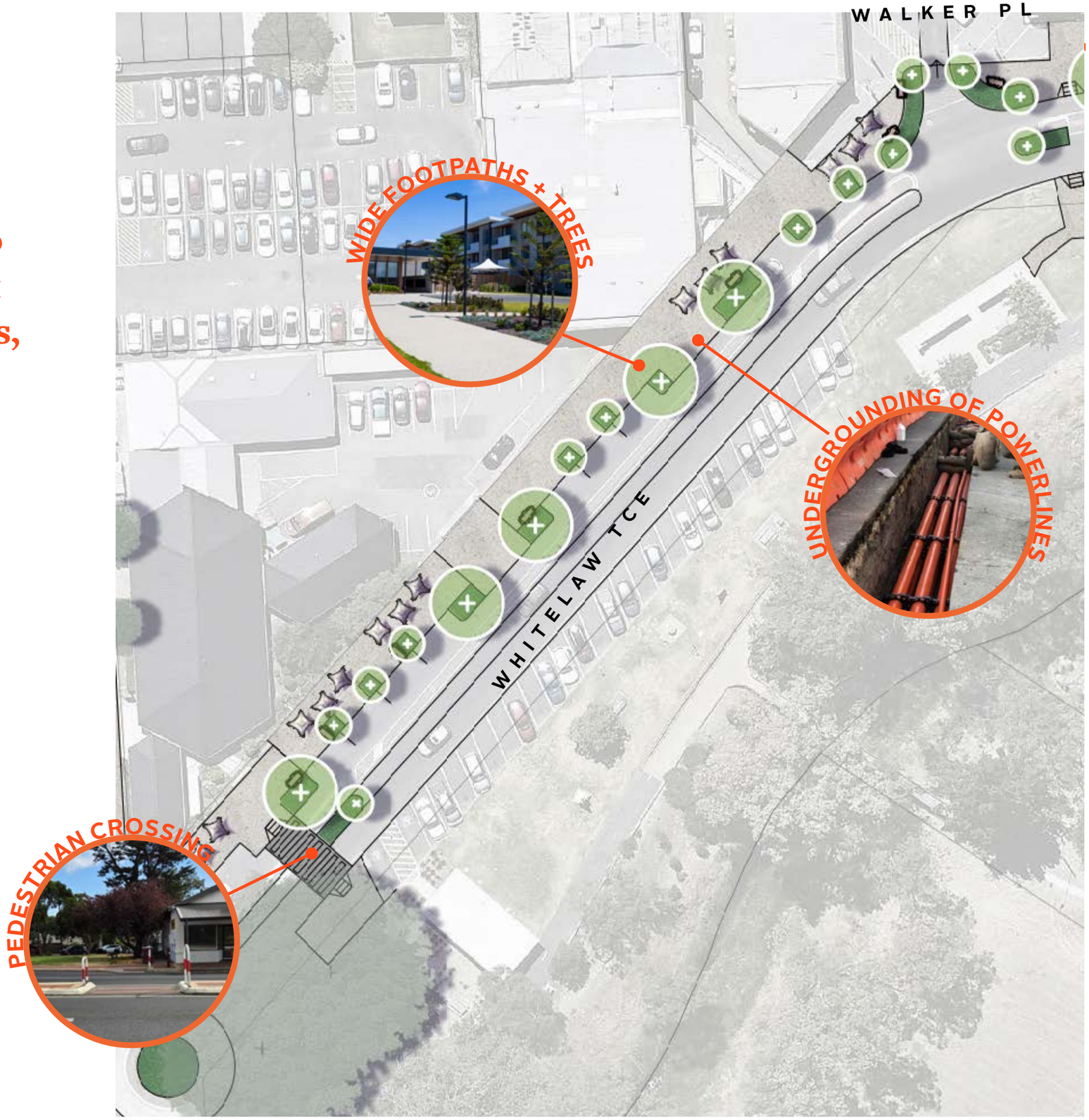


Project 3: Whitelaw / Julian Tce

Whitelaw Terrace and Julian Terrace provide a key opportunity to reimagine the river interface at Apex Park through enhanced public spaces, increased activation together with sensitive built form that strengthens connections between the Town Centre and the river.

Whitelaw Terrace and Julian Terrace will support an improved public realm through enhanced crossings, widened footpaths, and undergrounding of powerlines, creating a safer, more vibrant, and attractive interface with Apex Park.





Julian / Whitelaw Tce
Project 3: Public Realm Concept 1/3

Scale 1:500 @ A3

JENSEN PLUS
Planning
Landscape Architecture
Urban Design
Social Planning



OUTDOOR DINING

WIDE FOOTPATHS + TREES

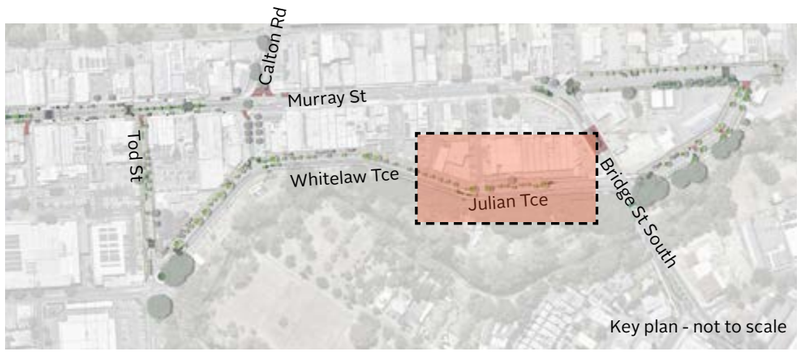
WHITELAW TCE

UNDERGROUNDING OF POWERLINES

PEDESTRIAN REFUGE WITH TREES

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

Scale 1:500 @ A3



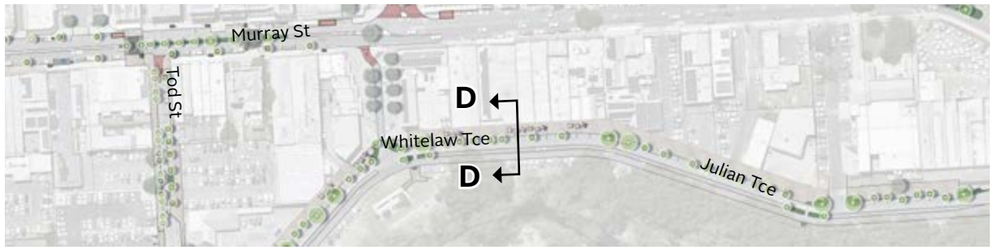
Be Engineering layout plan

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

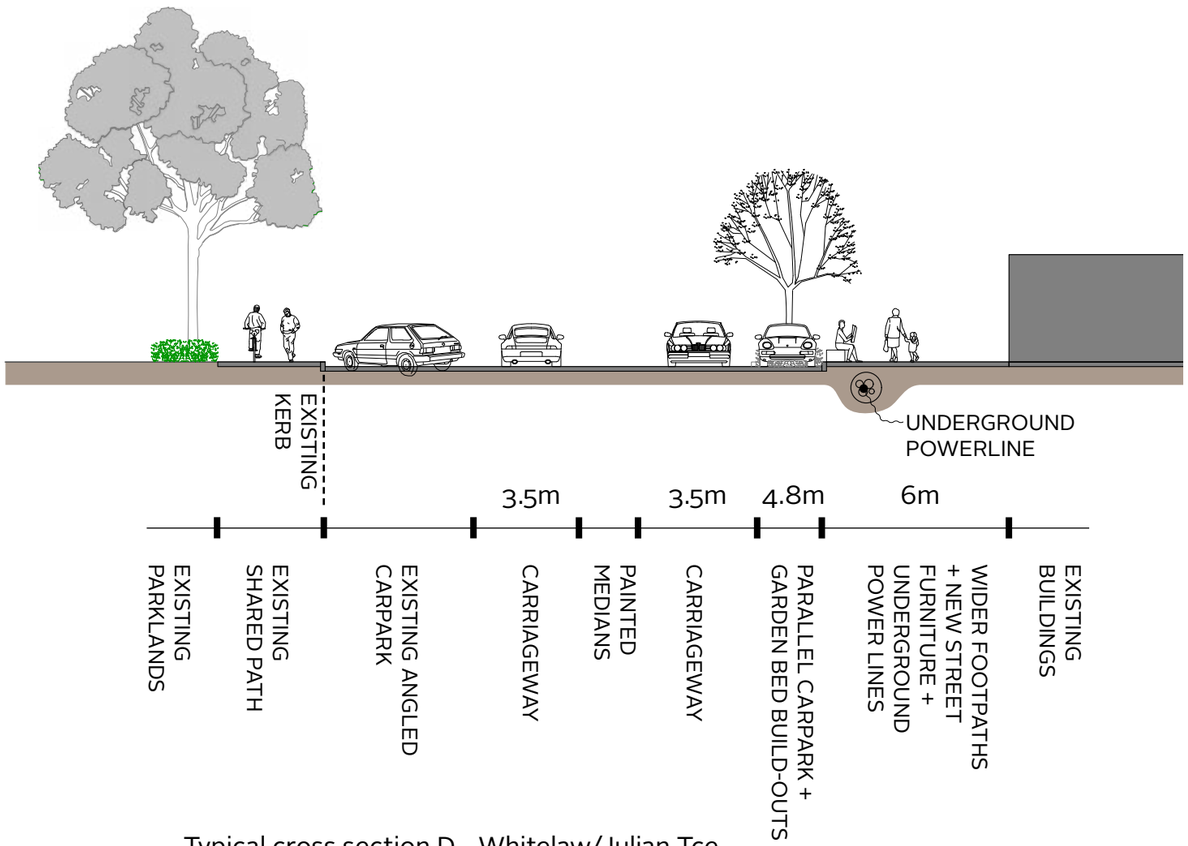
Scale 1:500 @ A3

Whitelaw/Julian Tce

Typical cross section



Key Plan



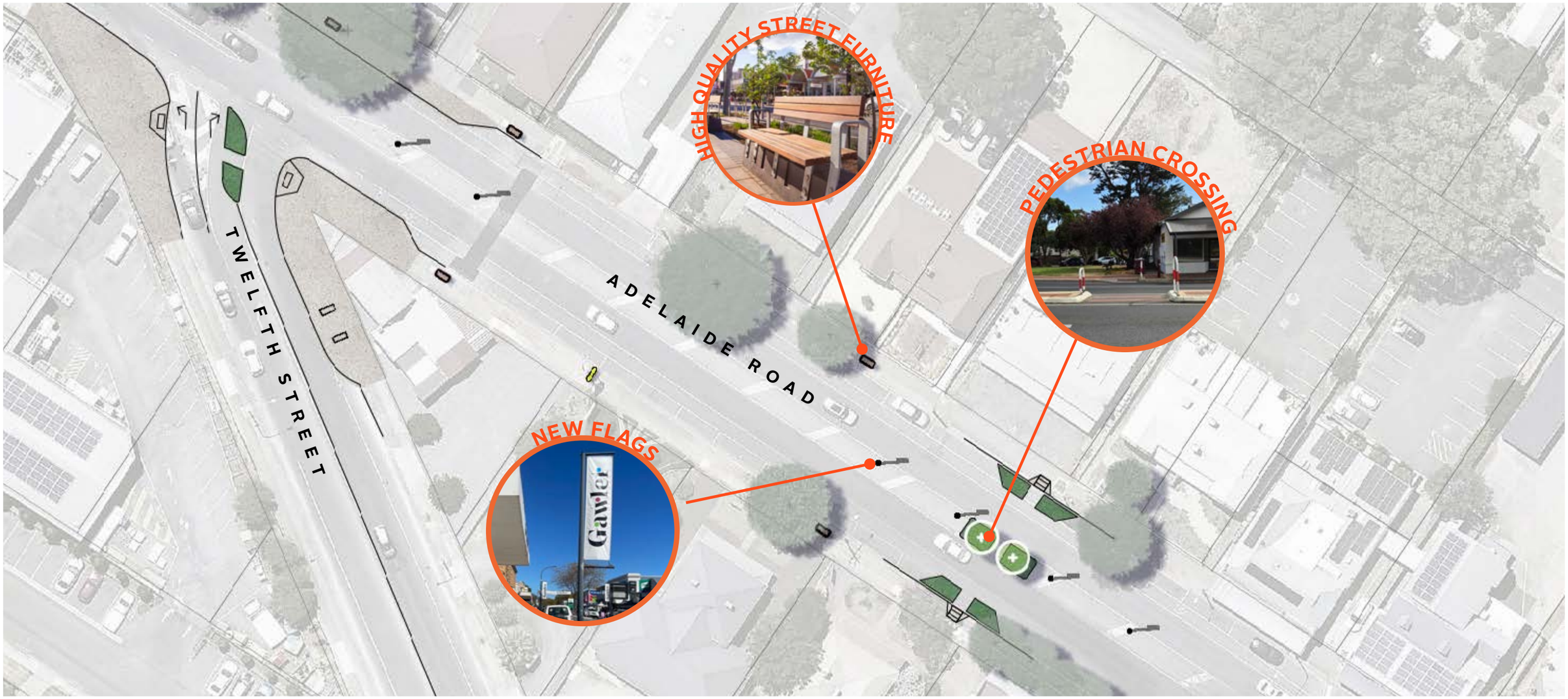
Typical cross section D - Whitelaw/Julian Tce

Scale 1:200 @ A3

Project 4: Adelaide Road

Adelaide Road improvements recognise its role as a key traffic and pedestrian route, with targeted public realm enhancements to improve amenity and experience.







ACCESSIBLE CARPARK

HIGH QUALITY STREET FURNITURE

PROPOSED PEDESTRIAN CROSSING

NEW FLAGS

ADELAIDE ROAD

SIXTH STREET

BIKE TO FOOTPATH RAMPS

Adelaide Road
Project 4 Public Realm Concept 2/3

Scale 1:500 @ A3

JENSEN PLUS
Planning
Landscape Architecture
Urban Design
Social Planning

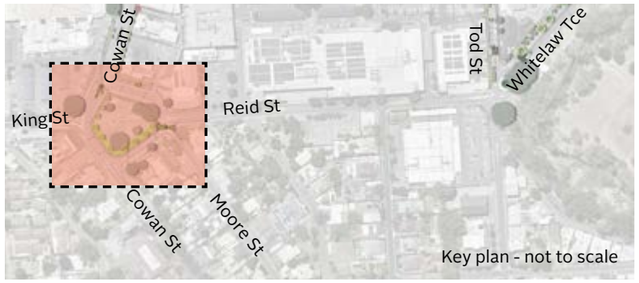


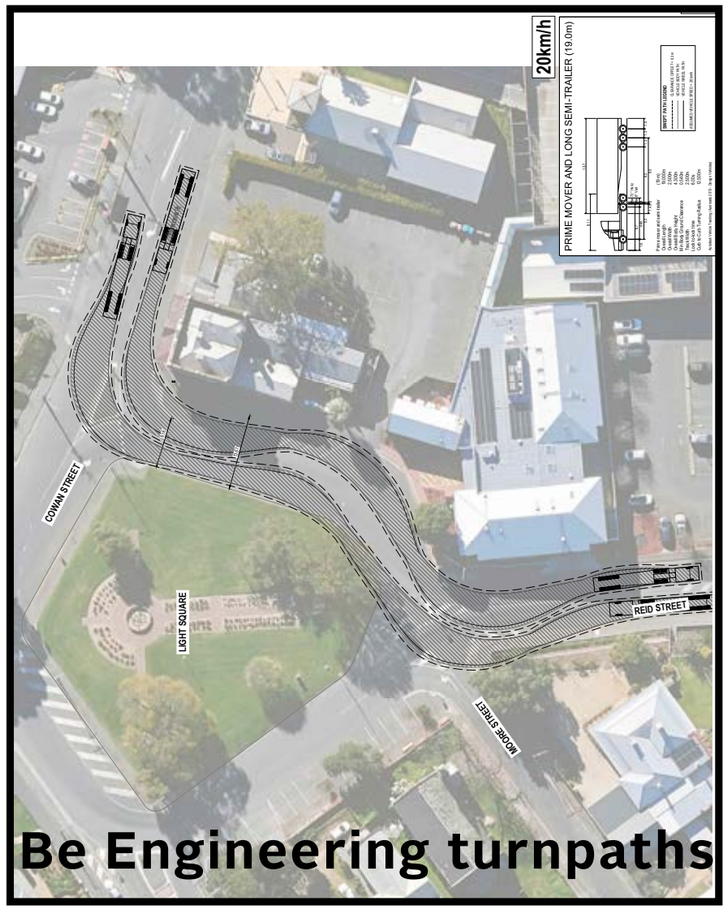


Entrance Opportunity may include public realm or architectural treatments and not included in the current costings.

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

Light Square presents an opportunity to increase the amount of public space while realigning traffic away from the state heritage area, thereby reinforcing its role as a bypass route.







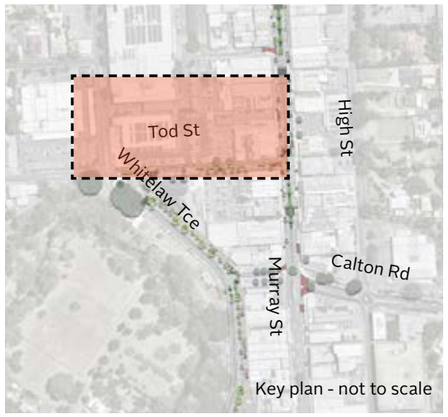
Road space and kerbing require further investigation.

Light Square
Project 5: Public Realm Concept

Scale 1:500 @ A3

Project 6: Tod Street

Tod Street is a key east–west connection, with improvements focused on prioritising pedestrians through additional crossings and continuous footpaths.

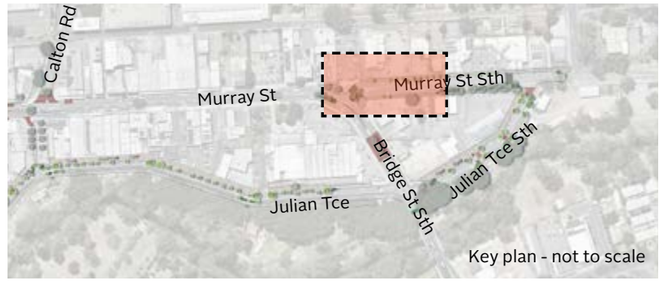


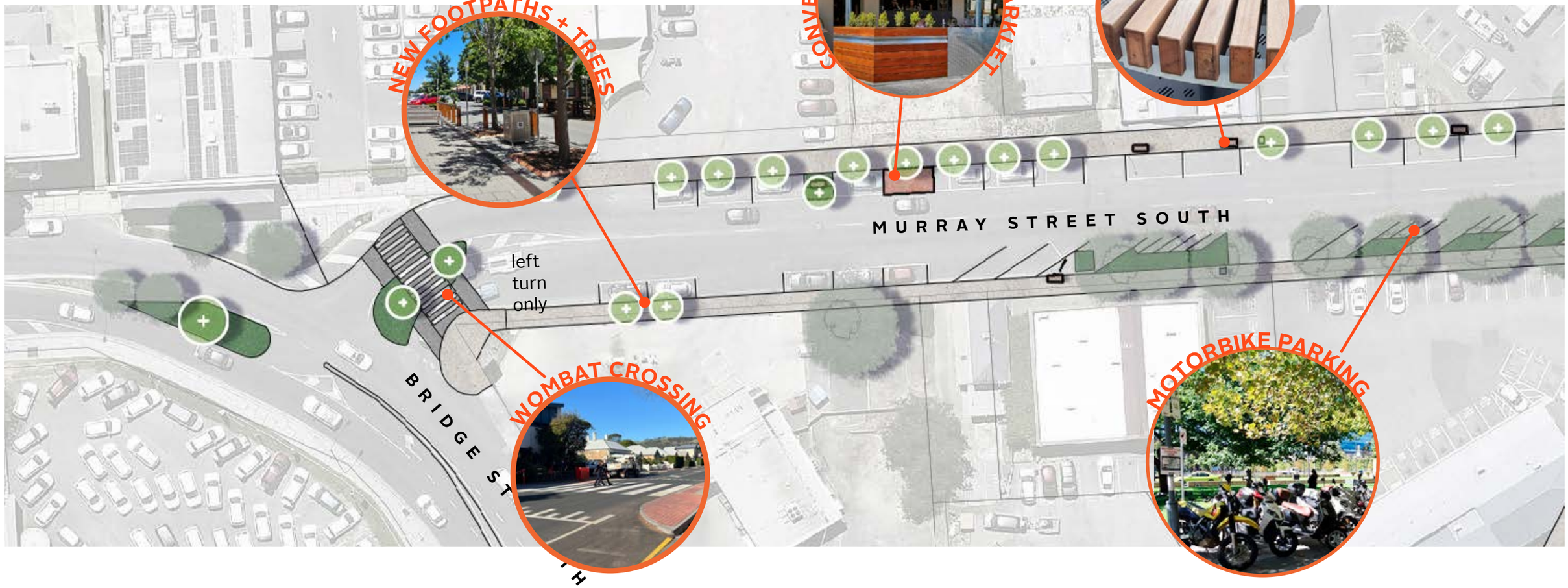


Further review of one-way design to allow carpark access

Project 7: Murray Street South

Murray Street South presents an opportunity to improve the public realm through wider footpaths, new pedestrian crossings, and enhanced parking, with some parking spaces repurposed as parklets to encourage activity to this section of Murray Street.







CONVERT PARKING SPACES TO PARKLET

NEW SEATS

NEW FOOTPATHS + TREES

PROPOSED PEDESTRIAN CROSSING

MURRAY STREET SOUTH

WOMBAT CROSSING

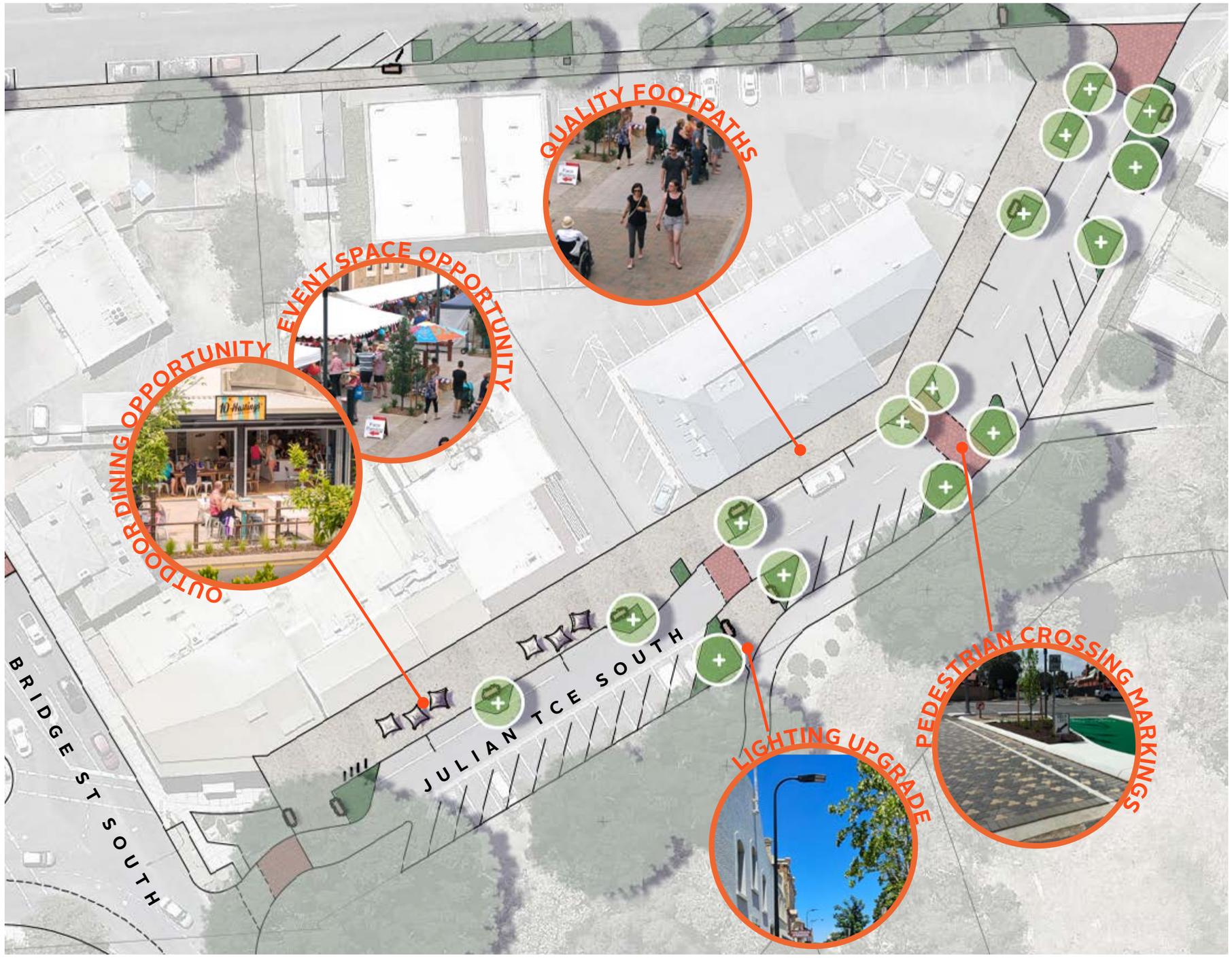
JULIAN TCE SOUTH

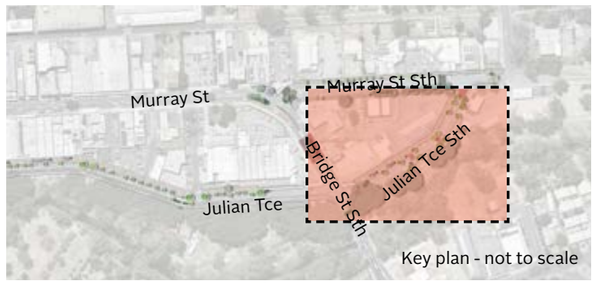
Murray Street South
Project 7: Public Realm Concept 2/2

Scale 1:500 @ A3

Project 8: Julian Terrace South

Julian Terrace South presents an opportunity to integrate with the redevelopment of the former Gawler Mill site, celebrating its heritage and riverfront setting.





Julian Terrace South
Project 8: Public Realm Concept

Scale 1:500 @ A3

JENSEN PLUS
Planning
Landscape Architecture
Urban Design
Social Planning

Project 9: Cowan Street + Murray Street (North)



Improved access and pedestrian connections should be addressed in future work

Cowan Street + Murray Street (North)
Project 9: Public Realm Concept 1/2

Scale 1:500 @ A3

Project 9: Cowan Street + Murray Street (North)



Cut line refer to left



Cut line refer to left

Cowan Street + Murray Street (North)

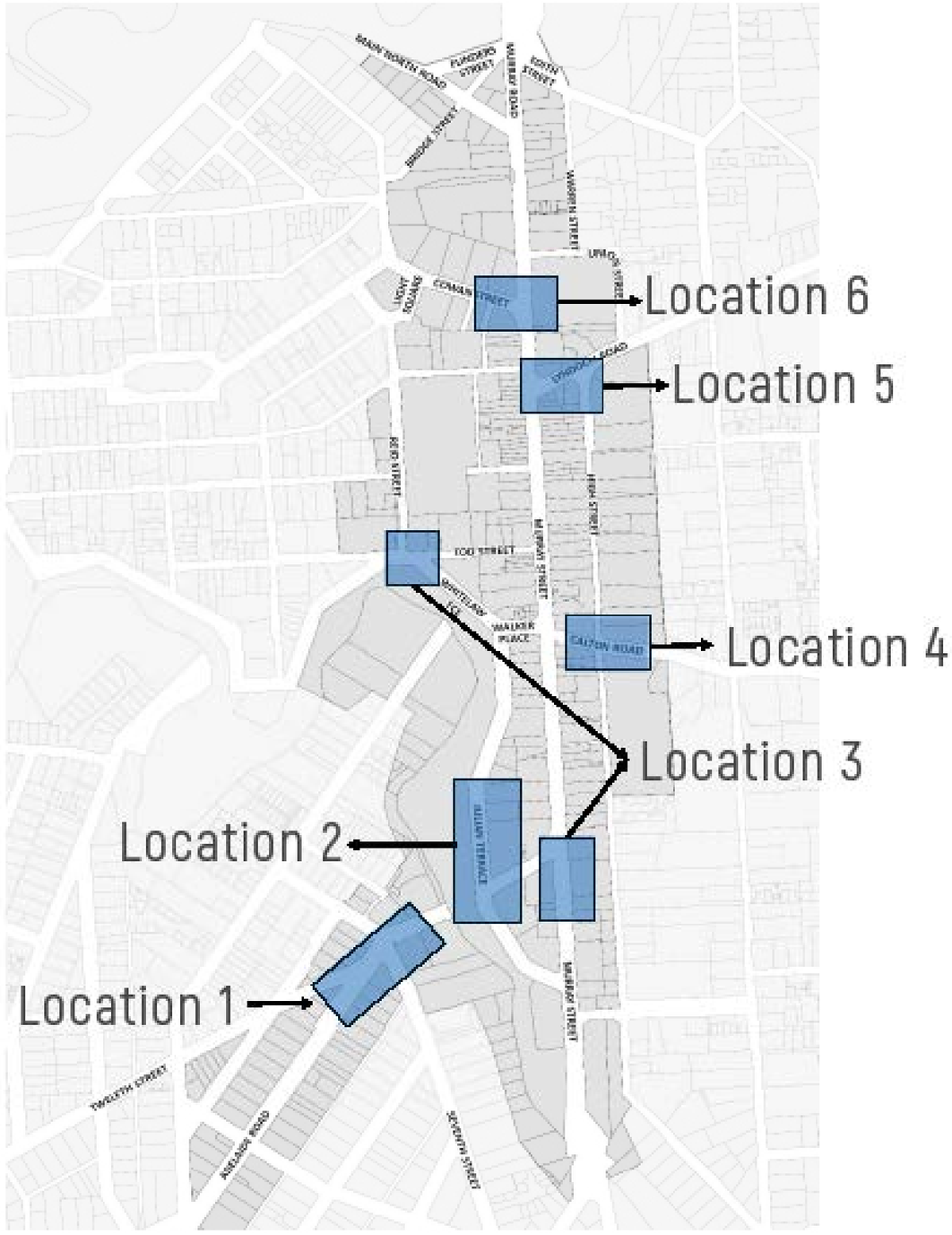
Project 9: Public Realm Concept 2/2

Scale 1:500 @ A3

JENSEN PLUS
Planning
Landscape Architecture
Urban Design
Social Planning

Project 10: Other Town Centre-Wide Projects

Project 10a: Signage upgrades







Sign locations subject to change

Project 10: Other Town Centre-Wide Projects

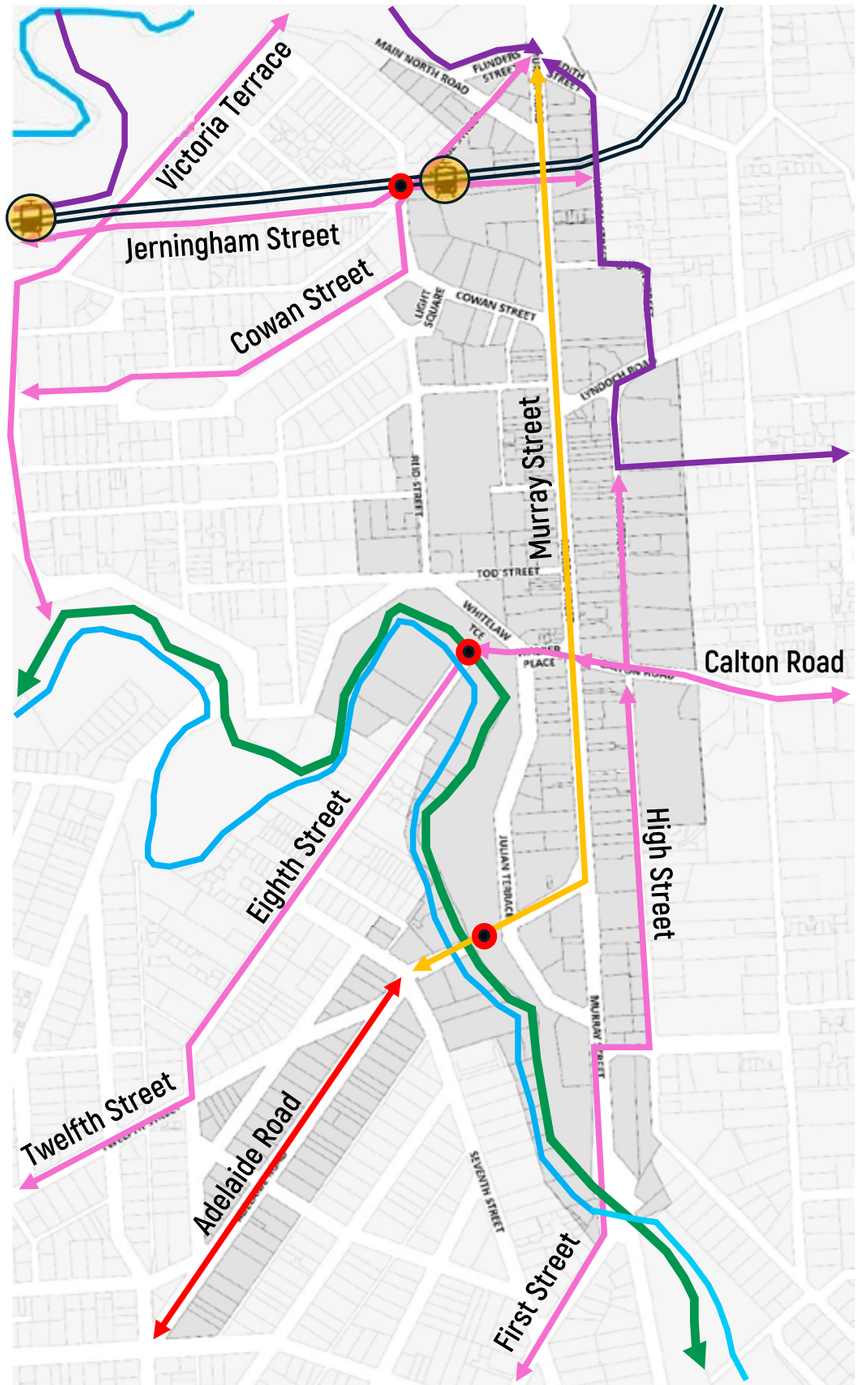
Project 10b: 40km/h precinct

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





Project 10c: Bicycle network



Project 10: Other Town Centre-Wide Projects

Project 10d: Miscellaneous greening + street tree planting

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

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

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

Techniques listed for greening include:

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

Please refer to Appendix 3: Tree + WSUD Design Catalogue for additonal details.



4. What comes next? Development Delivery Framework

4.1 Delivery Framework Themes

4.2 Planning & Design Code Recommendations

4.3 Prioritisation of Infrastructure Improvement Projects

4.4 Other actions

.

4.1 Delivery Framework Themes

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



1. Zoning

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



2. Infrastructure Investments

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



3. Investment Attraction + Facilitation

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



4. Develop Council-owned land

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



5. Partnerships + Consultation

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

4.2 Planning & Design Code Recommendations (Zoning)

The Planning & Design Code includes the planning policies and zones for Gawler Town Centre, and is used to assess and regulate development proposals.

A Planning & Design Code Amendment is necessary to help implement the vision and objectives of the Structure Plan.

Present planning policies do not align with the new aspiration for the Town Centre. The current zone (Township Main Street Zone) seeks:

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

While these outomes are consistent with the Structure Plan, the scale and form of development anticipated by the Township Main Street Zone will not allow the envisaged land use mix to be accommodated. For example the building height is limited to two storeys and there is no clear guidance on interface treatments.

In summary, it is recommended that the following changes are made to the Code.

Urban Activity Centre Zone

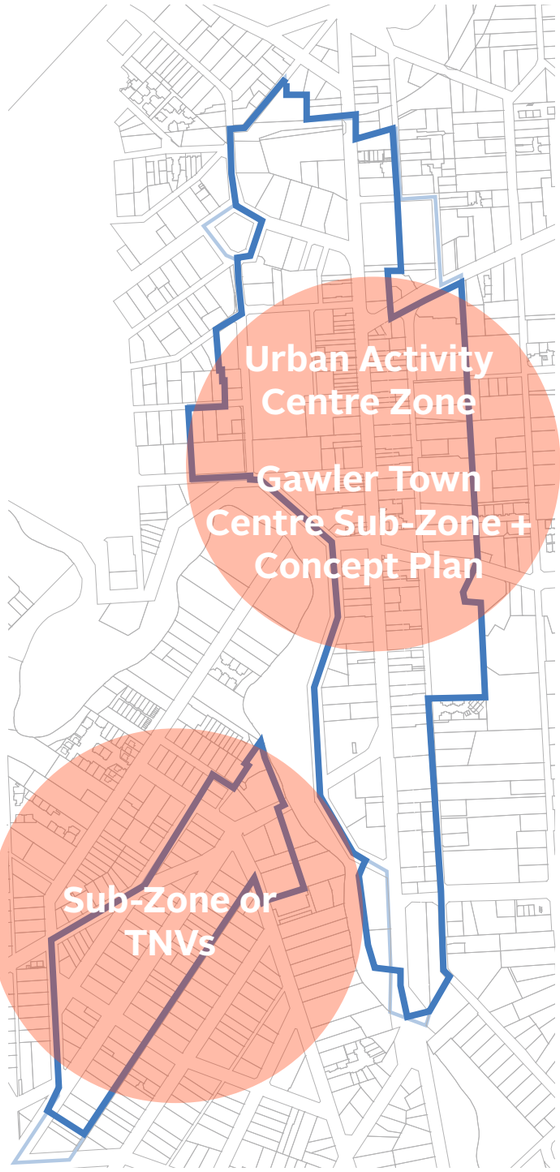
Propose the Urban Activity Centre Zone to the core retail and mixed-use precincts. This will provide for better alignment with the vision, flexibility of land uses and its role as a District Centre.

Gawler Town Centre Sub-Zone + Concept Plan

Introduce a Gawler Town Centre Sub-Zone, and Concept Plan, to facilitate design policies and interface treatments to respond to heritage and topographical conditions.

Adelaide Road area

Retain the Township Main Street Zone but enable increased building scale through a Sub-Zone or Technical and Numeric Variations (TNV).



Affected Areas

Planning + Design Code Recommendations (Zoning)

A review of the existing and proposed zone has been undertaken to inform these recommendations.

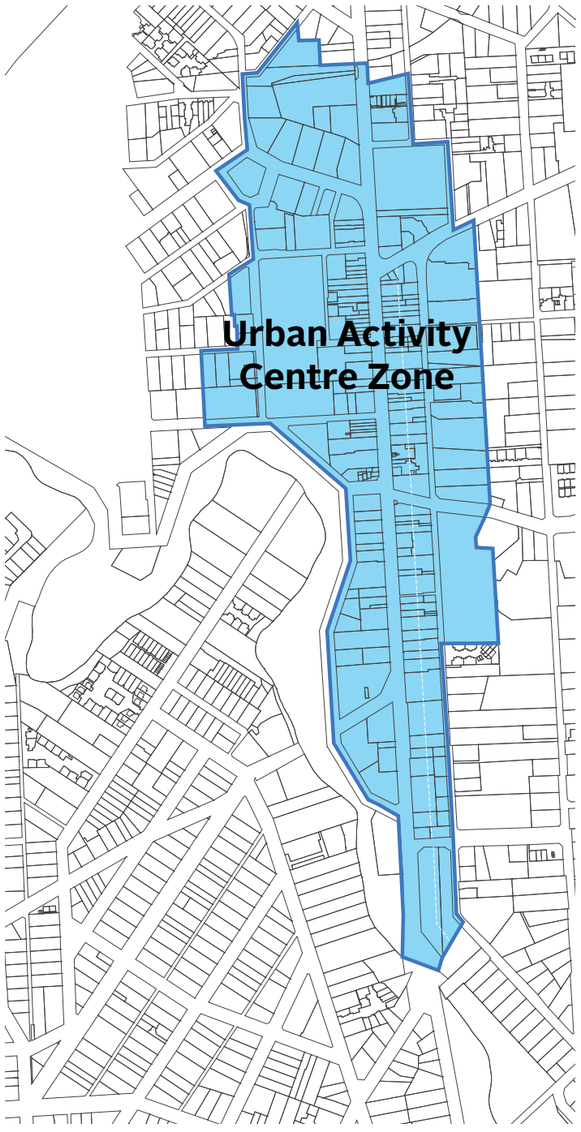
Planning Consideration	Township Main Street Zone (Current)	Urban Activity Centre Zone (Proposed)	Gawler Town Centre Sub-Zone + Concept Plan (Proposed)
Role of the centre District Centre , >100,000 residents (catchment)	✗ The zone applies to town centres that are focussed around a traditional main street.*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

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

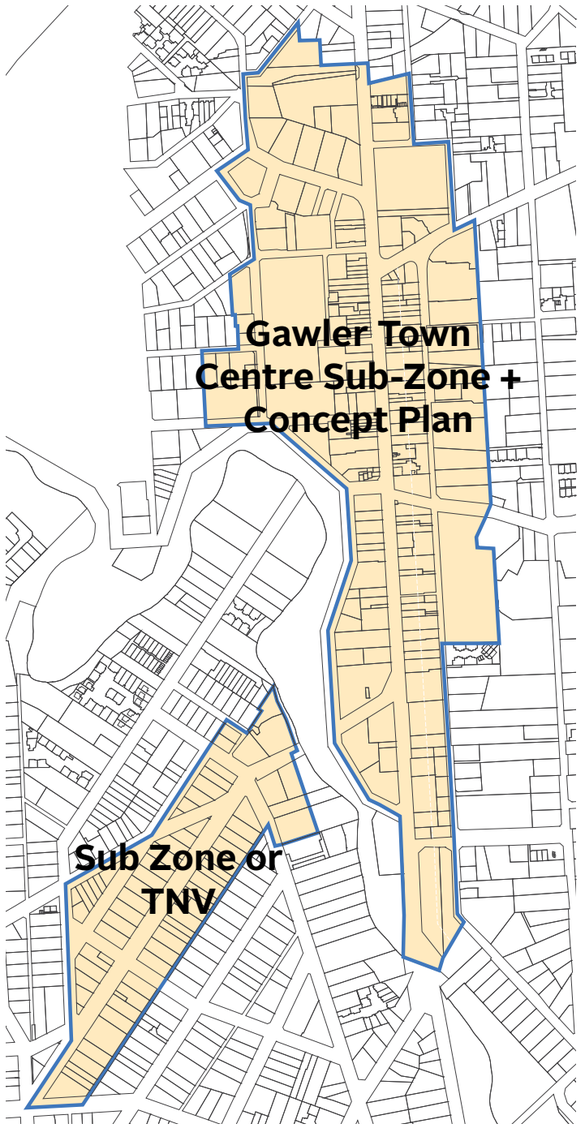
Planning + Design Code Recommendations (Zoning)

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

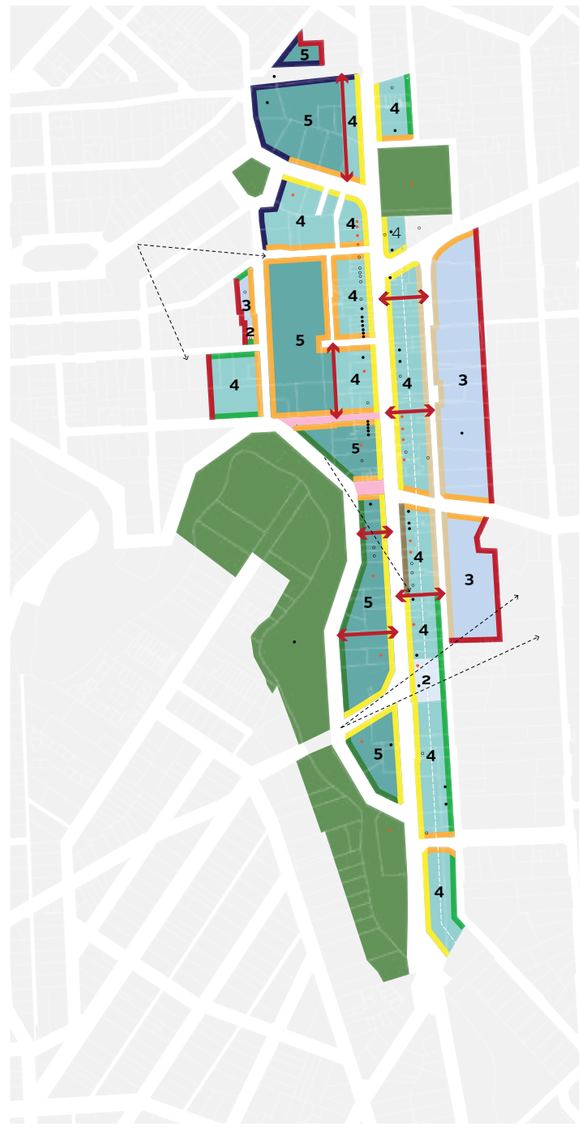
Proposed New Zones



Proposed Sub-Zone / TNV



Concept Plan indicating building heights + interfaces

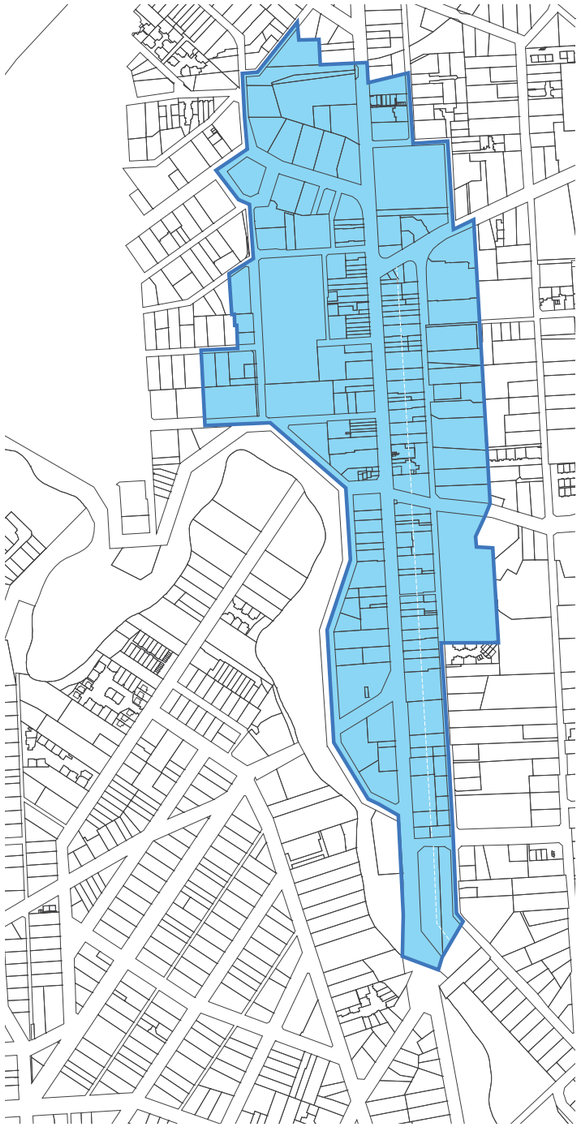


Note: planning policy suggestions subject to further investigation as part of a Code Amendment process.

Planning + Design Code Recommendations (Zoning)

The Urban Activity Zone will support a greater scale of development appropriate to a growing District Centre.

Proposed Urban Activity Centre Zone



Desired Outcome (DO)

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

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

Land Use and Intensity

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

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

Building height and setbacks

_Building heights between 2 to 5 storeys.

_Residential Interface with neighbourhood-type zone (also see Concept Plan).

Note: planning policy suggestions subject to further investigation as part of a Code Amendment process.

Planning + Design Code Recommendations (Zoning)

Proposed Gawler Town Centre Sub-Zone



Desired Outcome (DO)

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

Do2 Development supports a high quality public realm amenity.

DO3 To ensure high quality architecture and design for new development, in a heritage setting.

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

Land Use and Intensity

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

Building height and setbacks

_Building heights between 2 to 5 storeys.

_Building setbacks and streetwalls.

_Overshadowing.

_Building Separation.

_Views - development located and designed to have regard to key views towards and across the Town Centre.

Street interface and activation

_Identify corner sites and other key locations (e.g. Town Centre entries) for specific building or public realm treatments or emphasis.

_Buildings should:

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

Architecture, articulation, materials

_Buildings should be detailed to:

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

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

Vehicle Access + Parking

_Active Streets, Laneways

_Car parking. Encourage car parking underground or undercroft, taking advantage of sloping sites. Alternatively, car parking to be screened above-ground with active uses.

Concept Plans

_Concept Plan - Gawler Town Centre

Planning + Design Code Recommendations (Zoning)

Proposed Concept Plan

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

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

Building Envelope Plans - setting out site-specific controls - may also be considered for key sites.

Note: planning policy suggestions subject to further investigation as part of a Code Amendment process.

Legend

Building Heights

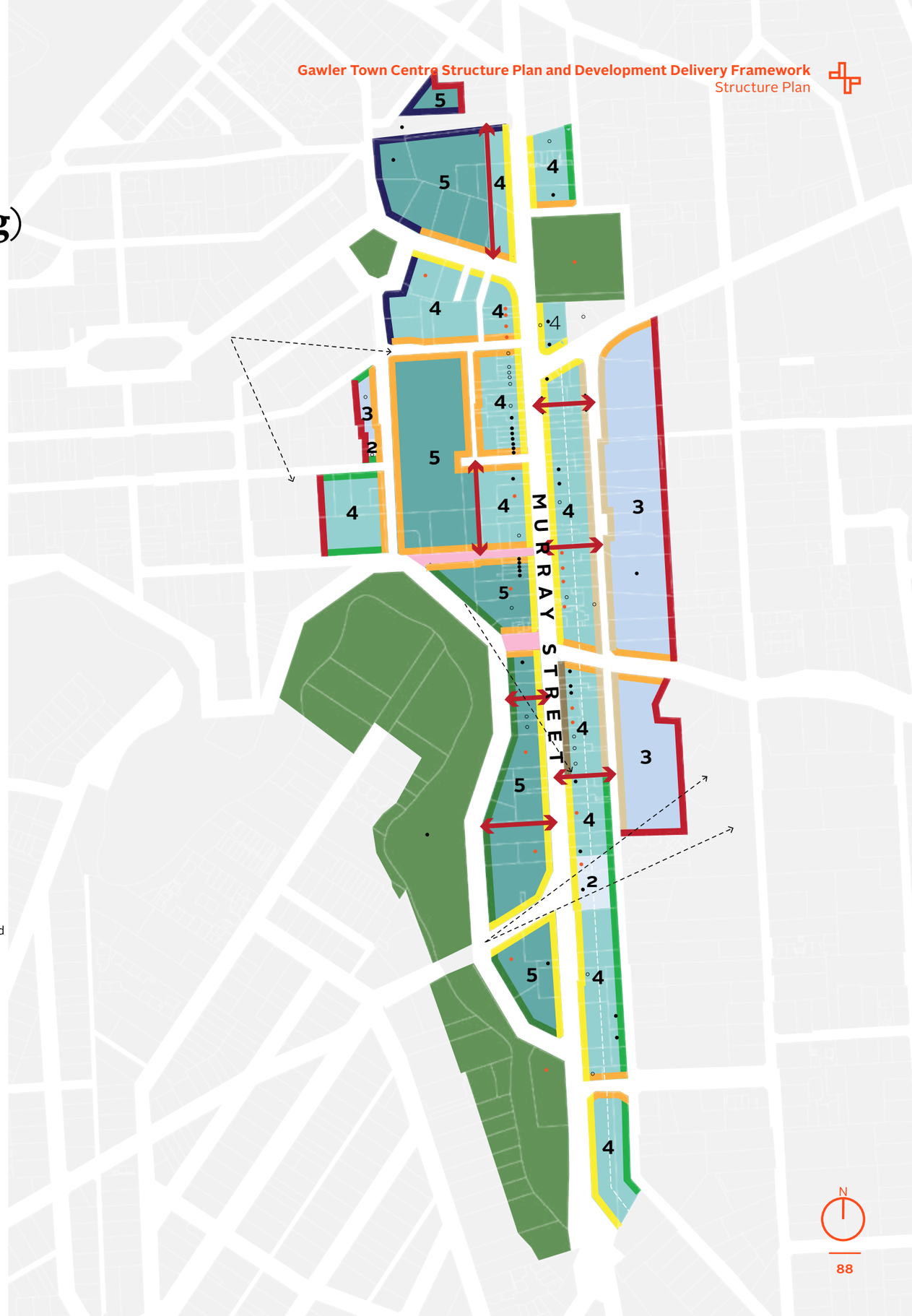
- 2 storeys (8m)
- 3 storeys (11.2m)
- 4 storeys (14.4m)
- 5 storeys (17.6m)
- Open Space (Avoid overshadowing between 10am-2pm on 21 June (solstice)
- Tod Street / Walker Place (Avoid overshadowing between 10am-2pm on 21 June (solstice)
- Key Views e.g. to escarpment
- Additional heights not be visible from opposite side of road
- Potential Pedestrian Connection

Interface Types

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

Heritage Grading

- State Heritage Place
- Local Heritage Place
- Representative Building

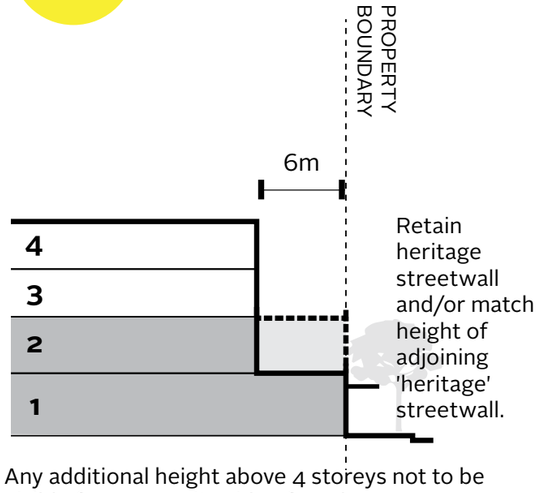


Note: planning policy suggestions subject to further investigation as part of a Code Amendment process.

Proposed Concept Plan (cont.)

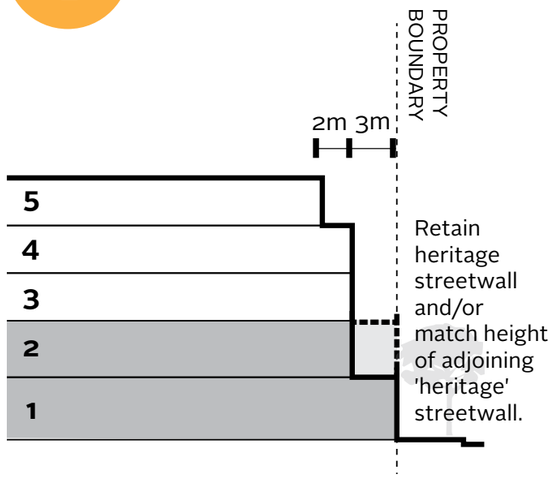
The Concept Plan and Gawler Town Centre Sub-Zone can work together to regulate building setbacks and street and boundary interfaces in accordance with the following framework.

Type 1 Traditional Main Street

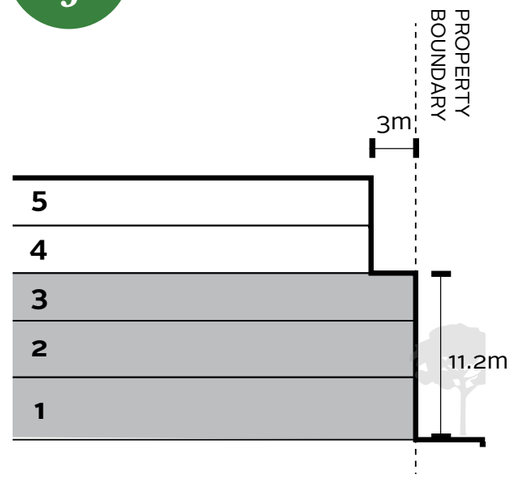


Any additional height above 4 storeys not to be visible from opposite side of road.

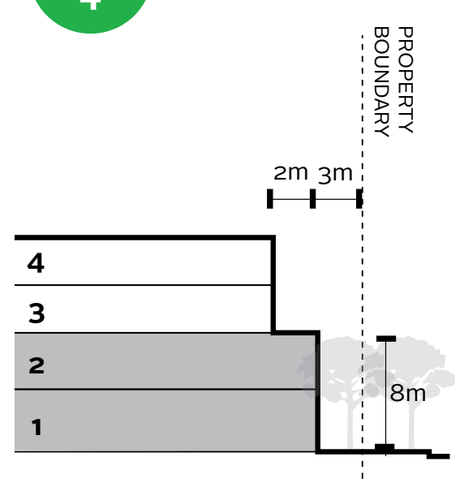
Type 2 Side Street A



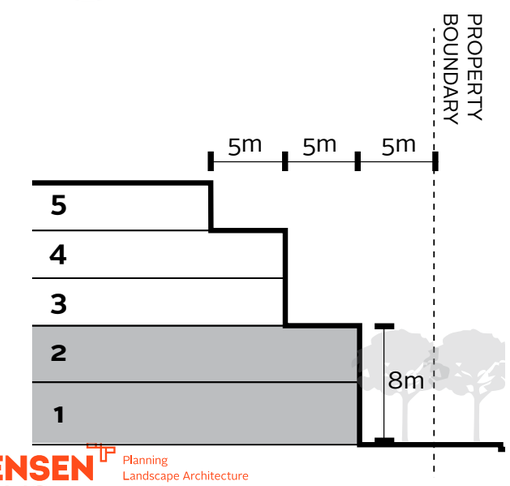
Type 3 Park Interface



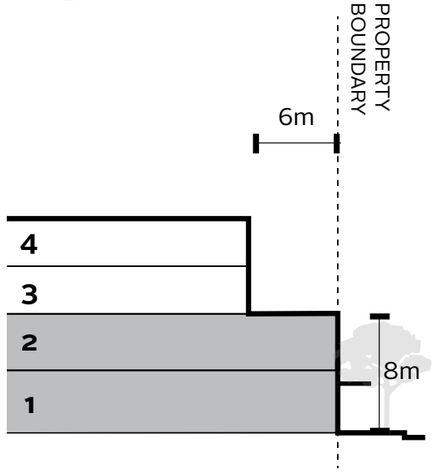
Type 4 Residential / Adelaide Road



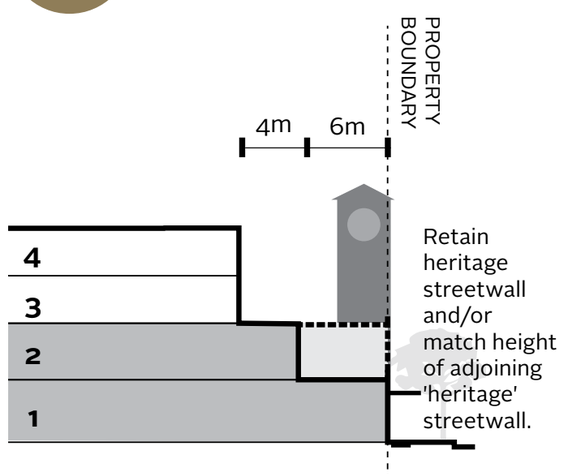
Type 5 Residential Transition



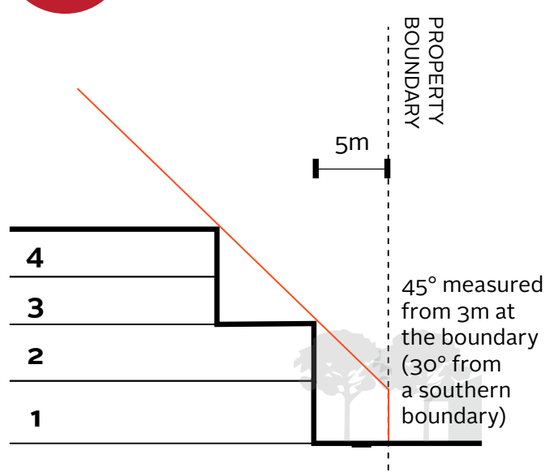
Type 6 High Street



Type 7 Clock Tower View Corridor



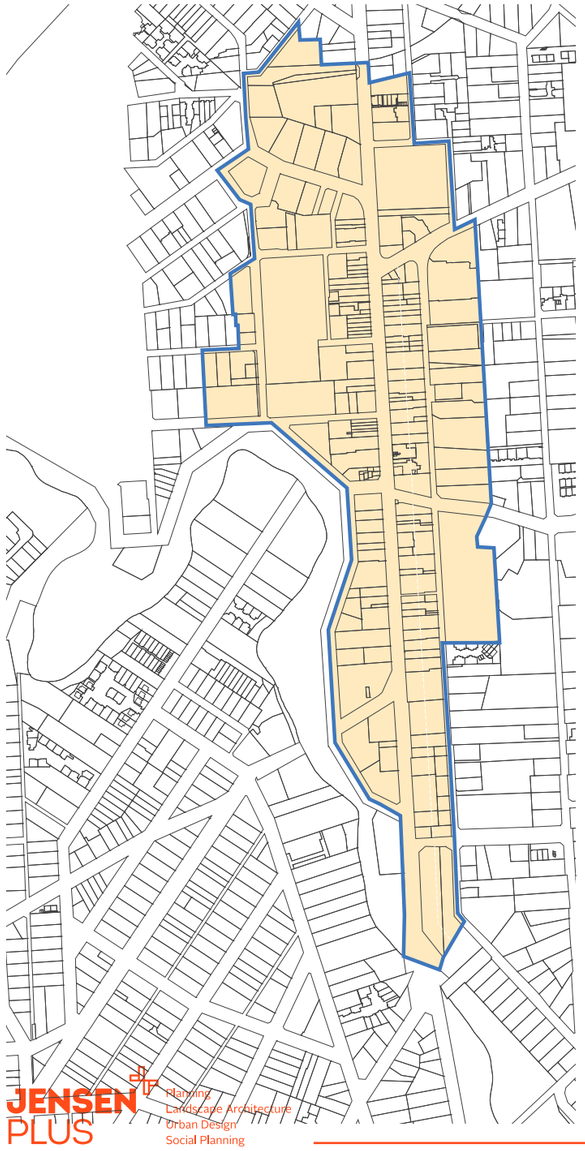
Type 8 Sensitive Residential



Note: planning policy suggestions subject to further investigation as part of a Code Amendment process.

Planning + Design Code Recommendations (Zoning)

Proposed Gawler Town Centre Sub-Zone



Desired Outcome (DO)

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

Do2 Development supports a high quality public realm amenity.

DO3 To ensure high quality architecture and design for new development, in a heritage setting.

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

Land Use and Intensity

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

Building height and setbacks

_Building heights between 2 to 5 storeys.

_Building setbacks and streetwalls.

_Overshadowing.

_Building Separation.

_Views - development located and designed to have regard to key views towards and across the Town Centre.

Street interface and activation

_Identify corner sites and other key locations (e.g. Town Centre entries) for specific building or public realm treatments or emphasis.

_Buildings should:

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

Architecture, articulation, materials

_Buildings should be detailed to:

- _Establish a fine grain rhythm and scale within the façade.
- _Provide visual interest to streets and public spaces.
- _Avoid blank walls or facades.
- _Integrate landscape opportunities.

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

Vehicle Access + Parking

_Active Streets, Laneways

_Car parking. Encourage car parking underground or undercroft, taking advantage of sloping sites. Alternatively, car parking to be screened above-ground with active uses.

Concept Plans

_Concept Plan - Gawler Town Centre

4.3 Prioritisation of Infrastructure Improvement Projects (Infrastructure Investments)

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

***Note. A tenth project at Murray St (north) and Cowan Street was later added.**

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

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

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

Assessment Criteria

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

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

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

Observations on Scoring

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

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

Interactions with Property Development

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

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



Heart of the Region

Facilitates activity growth



Distinctly Gawler

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



Good Design

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



Movement + Place

Make more pedestrian friendly, Improve traffic connectivity



Vibrant

Encourages day + evening use



Investment Ready

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

4.3 Prioritisation of Infrastructure Improvement Projects (cont.)

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

10-year staged implementation

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

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

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

Recommended prioritisation of infrastructure projects in three categories:

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

10 Year Delivery Program

Project	Reason	Cost
Project 1: Murray Street	This project is central to the Town Centre and land uses.	$2.8 m
Project 2: High Street (north)	Facilitates more efficient and safer traffic and cycling avoiding Murray St. Supports High Street residential.	$0.8m (short term / pilot) $4.0 m
Project 3: Whitelaw / Julian Tce	Riverfront development area. Reinforces links to key activity areas.	$4.8 m
Project 5: Light Square	Facilitates more efficient and safer traffic avoiding Murray St.	$0.9 m
Project 6: Tod Street	Improves links to key activity streets.	$0.9 m
Project 10: Other	Signage, 40k/hr and Greening.	$1.6 m

Investment Dependent Program

Project	Reason	Cost
Project 7: Murray Street South	Supports lower Murray St redevelopment.	$0.9 million
Project 8: Julian Tce South	Supports Mill complex redevelopment.	$1.1 million
Project 2: High Street (south)	Facilitates more efficient and safer traffic and cycling avoiding Murray St. Supports commercial developments.	$3.7 m
Project 9: Cowan Street + Murray Street (North)	Supports redevelopment around Gawler Central + station links	TBC

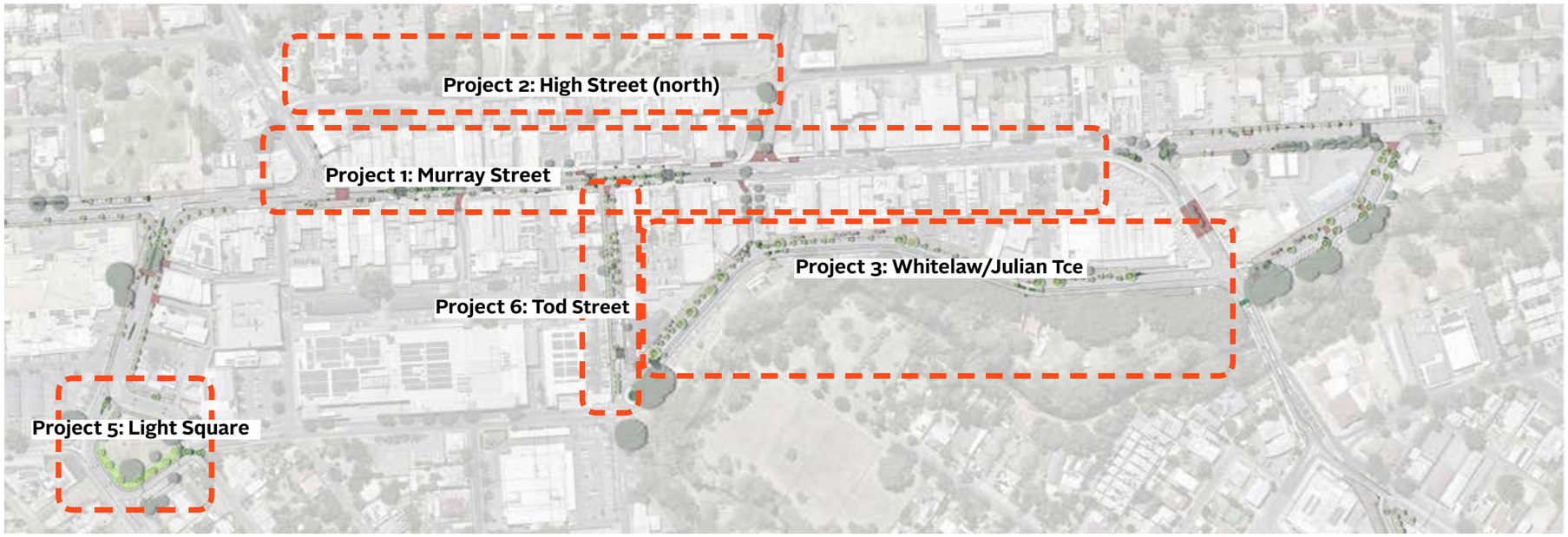
Future Projects

Project	Reason	Cost
Project 4: Adelaide Road	Lowest benefit score. Implement after other projects.	$1.1million

4.3 Prioritisation of Infrastructure Improvement Projects (cont.)

10 Year Delivery Program

Project	Reason	Cost
Project 1: Murray Street	This project is central to the Town Centre and land uses.	$2.8 m
Project 2: High Street (north)	Facilitates more efficient and safer traffic and cycling avoiding Murray St. Supports High Street residential.	$0.8m (short term / pilot) $4.0 m
Project 3: Whitelaw / Julian Tce	Riverfront development area. Reinforces links to key activity areas.	$4.8 m
Project 5: Light Square	Facilitates more efficient and safer traffic avoiding Murray St.	$0.9 m
Project 6: Tod Street	Improves links to key activity streets.	$0.9 m
Project 10: Other	Signage, 40k/hr and Greening.	$1.6 m



Project 10: Other Town Centre-wide projects (not shown):

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

The 10-year staged investment in Town Centre public realm amenity, alongside street and traffic improvements, is designed to make the Town Centre more attractive and successful, and as a catalyst to private sector investment.

4.3 Prioritisation of Infrastructure Improvement Projects (cont.)

Investment Dependent Program

Project	Reason	Cost
Project 7: Murray Street South	Supports lower Murray St redevelopment.	$0.9 million
Project 8: Julian Tce South	Supports Mill complex redevelopment.	$1.1 million
Project 2: High Street (south)	Facilitates more efficient and safer traffic and cycling avoiding Murray St. Supports commercial developments.	$3.7 m
Project 9: Cowan Street + Murray Street (North)	Supports redevelopment around Gawler Central + station links	TBC



The delivery of Investment Dependent Projects should be aligned with the future land uses and adjacent property developments, to ensure good use of public assets and funds, and to help the developments succeed.

4.4 Other actions

The primary implementation themes of the Structure Plan - as discussed on the previous pages - are the proposed Planning & Design Code amendments (zoning), and investments by Council in public realm and transport infrastructure.

Initiate Code Amendment + Undertake Additional Investigations

This Structure Plan, and supporting studies, provide a strong evidence base for land use, urban design, heritage and transport changes. Planning and design policy changes suggested in this report are subject to further refinement.

Some additional investigations may have to be undertaken to complete the Code Amendment. Utilities infrastructure planning with utilities providers may be required to confirm capacities of water, sewer and power networks. Additional public consultation will also form part of the process.

Operational initiatives aligned with planning policy changes are also recommended.

Local Design Review

The Town of Gawler's involvement in the pilot Local Design Review process may be an beneficial way to achieve well designed development. The scheme allows for pre-lodgement design reviews for certain developments, using skilled design professionals, in a similar way to the State Design Review process.

Applicants and their teams are encouraged to respond to design suggestions to improve the quality of development, with no additional statutory planning process required, or cost to applicants.

Land Management Agreements

LMAs can be agreed with landowners or developers to confirm beneficial land use or design outcomes by agreement. For example certain land uses or forms of development can be ruled in or out by agreement.

Ongoing planning and delivery by Council

Other implementation themes will require ongoing operational planning and resourcing by Council, to provide the leadership needed to achieve the Town Centre vision. Three other themes are canvassed in this report.

Investment Attraction + Facilitation

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

Develop Council-owned land

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

Partnerships + Consultation

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

These themes require further development into projects, timing, resources and responsibilities.

Thank You