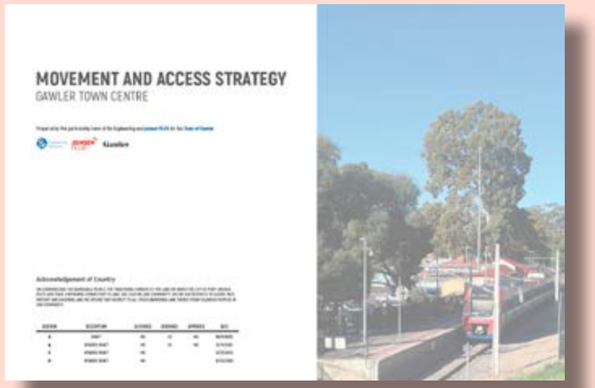
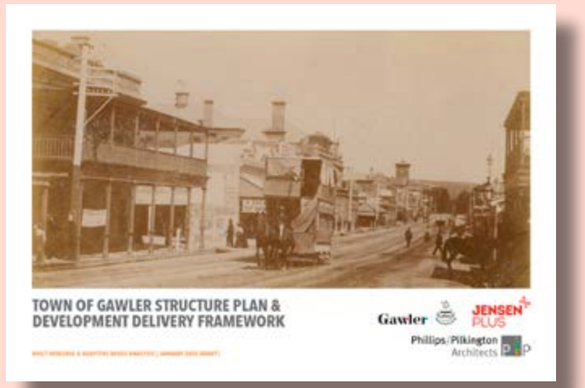
References

A number of additional documents have been prepared as part of this project, informing the investigations and shaping future aspirations for the centre.



Movement + Place Investigations (Be Engineering, March 2026)



Built Heritage + Adaptive Re-Use (Phillips Pilkington Architects, January 2026)



Gawler Town Centre Market (Land Use Demand) Assessment (David Snoswell Property Advisory, November 2025)



Concept Design Cost Estimates (RLB, March 2026)

Investment Prospectus

Appendix 1 _ Investigations

_ What we've learned from other town centres

_ Strategic + policy context

_ Spatial Analysis

_ Movement + Place Technical Reports

_ Development Scenario Modelling

_ Built Form Framework

What we've learned from other town centres

What we've learned from other town centres

Adaptive reuse of heritage buildings achievable for a range of land uses

Gawler, South Australia

Gawler Town Hall and Library redevelopment shows how heritage buildings can be adaptively reused to deliver modern community facilities.

The project combined historic civic landmarks with a new library extension, reinforcing its role as a cultural anchor and activating Council land.



The Dan Murphy's retail development located on land which includes a historic church, highlights the complexities of introducing large-format retail in a heritage-sensitive setting.

It demonstrates both the opportunities and the tensions of accommodating new commercial buildings while maintaining the visibility and character and use of heritage buildings and gardens.



https://www.westsideconstructions.com.au/key-projects.html

Key Lesson

_ **Civic + Heritage Integration**: The Town Hall and Library show how civic functions **can be successfully combined** with historic buildings, creating a modern community facility while preserving cultural value. However, adaptive re-use of civic buildings can be complex, expensive, and **indoor spaces less flexible than a new-build**.

_ **Commercial + Heritage Integration**: From a planning perspective, the Dan Murphy's development successfully illustrates that **commercial projects can be co-located with heritage assets, but challenges remain** around built form compatibility of heritage church and alcohol retailing, scale, and integrity of re-use.

_ **Relevance to the Structure Plan**: These examples provide direct lessons for the Structure Plan: how different land uses can be integrated with heritage fabric, what design challenges must be managed, and how heritage can remain central to town centre renewal.

Promote main street and shopping centre options within the town centre - and avoid out-of-centre malls

Mount Barker, South Australia

Overview

Mount Barker's City Centre is evolving as the region's commercial hub, with **Gawler Street as the traditional main street** as part of large mixed-use town centre. Competing out-of-centre shopping centres on the suburban fringe are not present.



https://glamadelaide.com.au/mount-barker-to-score-new-5-million-town-square-development/





https://www.ppifundsmanagement.com.au/photo-gallery.html

Key Lessons

- **Policy Direction:** The Master Plan positions the City Centre as the primary location for retail, civic, cultural and community activity, with future growth directed into the existing core.
- **Shopping choices:** Having both main street, and enclosed shopping centre, choices strengthens the town centre's viability. In fact a broad mix of retail, services and employment has been encouraged to reinforce the town centre's role as a regional destination.
- **Connectivity:** Physical and functional links between Gawler Street and the shopping centre has been a priority to ensure a cohesive town centre.
- **Managed Growth:** Expansion is being guided within the town centre boundary, supporting cohesion and minimising retail leakage to peripheral sites.

Separating high-order movement and place functions in town centre street network

Victor Harbor, SA

Overview

Victor Harbor's town centre revitalisation focused on **Ocean Street**, the main street corridor that functions as the commercial and community spine. Recent upgrades addressed long-standing traffic and parking issues while aiming to transform the street into a more pedestrian-oriented environment.

Investment in streetscape works, public space improvements and new connections sought to reposition the main street as both a retail destination and a civic gathering space.

Also significant is the **separation of the main street from through traffic, which is routed via nearby Torrens Street**. This allows Ocean Street to employ a higher place (and parking) function including by utilising a one-way street design.



https://www.realcommercial.com.au/sold/property-69-73-ocean-street-victor-harbor-sa-5211-504093575



https://streetfurniture.com/projects/victor-harbor-mainstreet/



https://www.realcommercial.com.au/sold/property-69-73-ocean-street-victor-harbor-sa-5211-504093575

Key Lessons

- **Through traffic diversion from main street:** while retaining car access to the main street.
- **Street Activation:** Improved footpaths, landscaping, and public seating created a more inviting environment for walking and outdoor dining.
- **Placemaking:** Ocean Street was framed as a key destination, with design treatments and events programming reinforcing its role as the town's cultural and commercial hub
- **Staged Delivery**: Breaking the project into small and manageable stages enabled Council to secure funding, test ideas, and ultimately achieve successful delivery.

Rail station as a renewal hub, and limits of pedestrian malls

Ballarat, Victoria





Overview

The **Ballarat Station Precinct Redevelopment** is transforming the historic rail station precinct into a mixed-use hub near the town centre, with transport upgrades, commercial space and a hotel.

Separately, the removal of the **Bridge Street pedestrian mall** reflects a regional trend where low foot-traffic town centres are reopening malls to vehicles (but with slow speed and limited traffic).





Key Lessons

- **Station Precinct Renewal:** Adaptive reuse of heritage station buildings and introduction of mixed-use development (hotel, convention centre, retail) to activate the area.
- **Transport Integration:** Strengthened pedestrian and public transport connections between the station and the town centre.
- **Reinstating Street Access:** Bridge Street's pedestrian mall was reopened to vehicles, paired with streetscape improvements, acknowledging regional patterns where full pedestrianisation was not viable.
- **Catalyst Role:** The project demonstrates how transport infrastructure can be leveraged as a redevelopment anchor for surrounding urban precincts.

Medium-scale residential mixed use + high-quality public realm

City of Prospect, South Australia

Overview

The City of Prospect has advanced a **mixed-use residential and public realm strategy** focused on Prospect Road and Churchill Road. Medium-scale housing (3–6 storeys) demonstrates urban living at a modest scale.

The **Prospect Road "Village Heart"** was enhanced through high-quality public realm works, creating a vibrant destination with cafés, shops, restaurants, a cinema, and community and event spaces. This successfully stimulated mixed-use development investment nearby.

Churchill Road has also been redeveloped with a more residential focus and complementary land uses nearby.





https://i2.au.reastatic.net/1280x960-fit,format=webp,progressive/82bfbaec3daf0049f350e9bcb9c2504e5a19753806c86a03412d9835261ff4fe/main.jpg



Uniting on Devonport

Key Lessons

- **Mixed-Use Residential:** Medium-density housing (apartment and townhouse-style projects) often delivered as part of mixed-use developments along key corridors, successfully integrated with heritage character and street-level retail.
- **Developer and Community-Housing sectors.** Upzoned land close to the city enabled building of apartments for a lower price than surrounding detached housing in the 2010s. Recently Community Housing Providers are also using public funds to invest in the area.
- **Land Use Diversity:** Reinforced Prospect Road as a destination with a mix of hospitality, retail, entertainment (cinema), and civic functions.
- **Public Realm Upgrades:** Landscaping, signage, artwork and Vine Street Plaza created a distinctive character and encouraged investment + night activation.
- **Pedestrian Amenity:** Enhanced walkability and safety through refuges, medians and attractive street landscaping.

Multi-storey car parking - investment ≠ usage

Elizabeth + Gawler, SA

Overview

Some Councils have invested in **multi-storey car parks** within town centres, aiming to improve accessibility and support business activity. Many others talk regularly about investing funds for this purpose.

The intention is to consolidate parking supply, free up surface land, and encourage redevelopment. However, outcomes in both **Elizabeth** and **Gawler** highlight the risks of oversupply and limited demand.





_ **Elizabeth (Windsor Carpark)** – Delivered by Council (2018) for $8.5m to support the retail core. Public records show very low use: in its first two years only around **120 paid users**, and between 2018–2024 the car park generated about **$106k in revenue against more than $1.25m in costs**. Despite plentiful spaces, nearby free at-grade parking discouraged use.

_ **Gawler (Finniss Street Multi-level Car Park)** – Built in 2002 and offering more than **300 spaces over four levels** (50 dedicated to Woolworths/Big W). Council parking surveys report overall occupancy at only **~60%-80% on weekdays and ~20%-40% on weekends**, with some recent increase in usage.

Key Lessons

_ **Unrealistic expectations?** Plentiful and free car parking is always in strong demand in town centre planning, but car parking projects struggle to satisfy parking appetites.

_ **Strategic Intent:** Multi-storey car parks were built to consolidate supply and support town centre access.

_ **Public Realm Potential:** Structured parking can free up surface land for redevelopment and improve the pedestrian environment.

_ **Low Utilisation:** Abundant (or even limited) free surface parking nearby has limited use of the multi-storey facilities.

_ **Financial Burden:** High capital and maintenance costs have not been matched by revenue or wider development benefits.

Art + heritage activation can reshape regional city identity

Toowoomba, Queensland

Overview

Toowoomba has leveraged **art, heritage and culture** as catalysts for reshaping its town centre identity and driving growth. Harnessing the **First Coat Street Art Festival (2013–2017)**, the city promoted creative activation, attracting investment and repositioning Toowoomba from a conservative regional centre to a more vibrant urban destination.

The city centre, following a major city centre master plan in the mid-2000s, has also attracted substantial retail and hotel developments, with new public spaces and laneway connections improving the city's public realm.









Key Lessons

- **Cultural Activation:** Street art, laneway cafés and grassroots businesses show how creative initiatives can reshape city image and attract visitors.
- **Heritage Re-use:** Projects such as the Waltons Stores demonstrate how heritage buildings can be adapted to support new uses.
- **Mixed-Scale Investment:** From Grand Central Shopping Centre's expansion, to independent cafés, combining large-scale and small-scale projects broadens activity in the town centre.
- **Balancing Development:** Ensuring that large retail projects complement, rather than overshadow, fine-grain cultural and heritage initiatives is critical.

Town centre joint venture developments _ a work in progress?

Two Wells, Adelaide, Elizabeth, Salisbury, Mount Barker, all South Australia



Central Market Arcade: City of Adelaide master plan in 2016 with an EOI process started a year later. Construction (market, retail, hotel, offices, apartments) to complete in 2026.



88 O'Connell Street, North Adelaide: Vacant for decades; community engagement in 2018, construction completed in late 2025 for a major mixed-use development.



Mount Barker City Centre Project: The mixed-use development and town square project has proceeded slowly. In 2025 a stage 1 town square has been funded by grants.



Elizabeth City Centre: After setting a precinct vision, EOI commenced 2021 for several CBD sites. Developers secured in 2022 for sports, commercial developments. A multi-storey office building commenced construction in October 2025.



Two Wells New Town Centre / Shopping Centre: EOI 2022, Planning consent granted (2024). Some challenges being water support and limited public transport.



Salisbury: After a late-2022 EOI, a major $200m city centre redevelopment was announced by Council in mid-2024, including new housing, a hotel, businesses and multi-storey parking projects. First stage construction expected from mid-2026.

Key Lessons

_ Council-owned land is seen to be a **powerful catalyst** for town centre renewal when paired with private investment. Several recent examples in Adelaide.

_ EOI processes provide transparency and is attracting competitive proposals, but **delivery timelines are long.** In many examples **it remains to be seen whether developments will be fully implemented,** pointing to the challenging economics of town centre mixed-use developments especially in suburban or peri-urban locations.

_ Successful partnerships may require **careful balance of public benefit and commercial viability**.

_ Compelling business case and investment prospectus may benefit final outcome.

https://maps.app.goo.gl/aGPgkySzR1Xvr4Nz6

https://citycollective.com.au/wp-content/uploads/2025/05/Mount-Barker-Civic-Masterplan_Banner_EDIT-2048x1389.jpg

https://www.playford.sa.gov.au/explore/playford-news/leasing-campaign-launched-for-playford-innovation-hub

https://glamadelaide.com.au/wp-content/uploads/2024/03/two-wells-town-centre.jpg

https://glamadelaide.com.au/wp-content/uploads/2025/05/Salisbury-City-Centre-render-4.jpg

What we've learned from other town centres

















Summary of Investigations

Strategic + policy context

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.

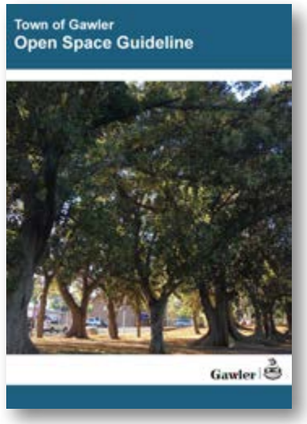


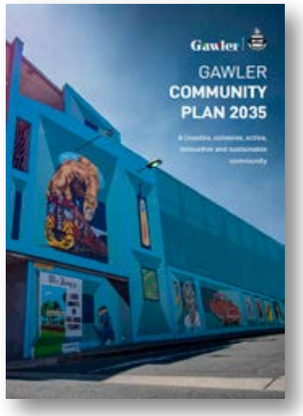




Key plans + policies









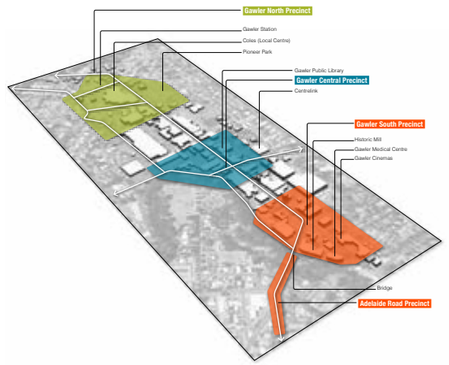


Other plans + policies

Strategic + policy context

Gawler Town Centre Design Framework 2016





Three precincts with a supporting main-street precinct

- Gawler North Precinct (27 Actions)
- Gawler Central Precinct (21 Actions)
- Gawler South Precinct (24 Actions)
- Adelaide Road Precinct

What's actually been realised since 2016?



Gawler Civic Centre (2019)

- Gawler Connect (Town Hall and Institute) completed.
- Adaptive re-use and heritage conservation delivered the civic and cultural core the UDF anticipated.



Murray Street South upgrade and Mill Inn Bridge works

- Gawler South Precinct
- Stage 6 streetscape, footpath, intersections completed with the bridge rehabilitation and safety upgrades.
- Stage 7 continued works followed.



Pioneer Park Heritage Wall restoration (2026)

- Reinforces the UDF's call to make Pioneer Park a signature destination at the north of Murray St.



Walker Place Redevelopment (2020)

- Gawler Central Precinct
- Shared-space civic street delivered next to Murray St, linking to river.
- Pedestrian-first plaza, event-ready furniture, lighting, while retaining managed vehicle access.



Centenary Lane activation (2022)

- Gawler North Precinct
- Centenary Lane mural 2022
- Paving, lighting and bollard upgrades planned.
- Envisioned as a shared space with climber green walls, improved pedestrian links and service access maintained.



Town centre developments

- Some retail, commercial and office developments proceeded.

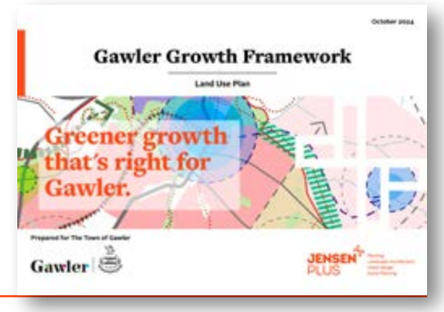
Lessons for 2025 planning

1. **Sets a vision for a well-designed mixed-use town centre.** Much of the context and trends in town centre planning remain valid.
2. **Adopts a three-precinct approach with urban design framework for each.** The precinct approach can be continued to communicate intent.
3. **Was the UDF too comprehensive** in its vision for property and public realm redevelopment? Would a focus on viability, prioritisation and key sites be more achievable and relate-able? **Adopt 10-year action plan for land use, infrastructure and public realm projects (Delivery Framework).**
4. **Style guide for public realm elements** has been realised in the Walker Place streetscape.
5. **Reducing the impact of traffic and freight was not sufficiently resolved** - this remains a constraint on town centre evolution.
6. **Concepts for rail/bus station developments** are not in Council's control.

Strategic + policy context

Strategic + policy context

Gawler Growth Framework (2024)



Vision + Principles

'Greener growth that's right for Gawler'

_ **Maintain Identity and values:** Maintain separation from Playford, strengthen Gawler's role as a regional destination, protect its heritage and character, and foster a sense of community.

_ **Greener Gawler:** Prioritise sustainability by mitigating bushfire and flood risks, delivering greener streets and public spaces for liveability and urban cooling, and protecting and enhancing open spaces, the Gawler River and native vegetation as biodiversity corridors.

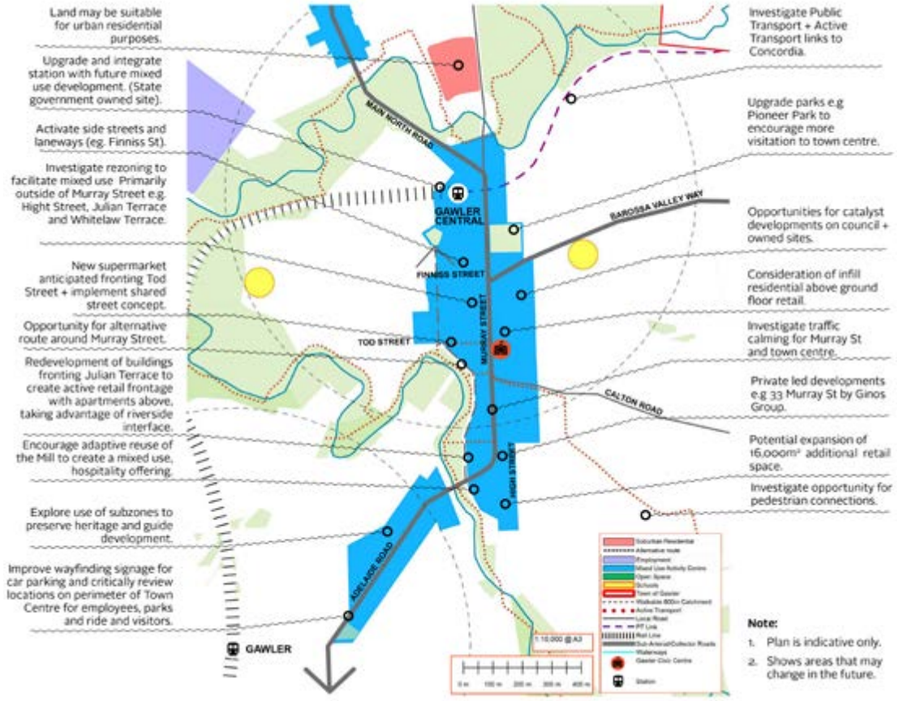
_ **Supporting housing choice, diversity and affordability:** Well-designed, diverse and affordable new housing; social, affordable, retirement and senior living options; living locally and liveability.

_ **Support local employment:** Plan living and working locally, strengthen local businesses and a thriving town centre, grow local jobs, and support eco-tourism, horticulture and the regional food cluster.

_ **Connected Town:** Improve vehicle access, easy to move for walking, cycling and public transport, safe active transport to amenities, extensions of the unused railway lines, and communities and open spaces connection.

_ **Building a brighter future with education, community and services:** Access of social infrastructure, open-space, sport and recreation opportunities increase, and enable co-location of schools, parks and community facilities to maximise use and shared access.

Town Centre directions largely adapted from UDF 2016



Summary

_ A long term (30+ years) spatial plan for Gawler.

_ 10,800 dwellings, retail, commercial and employment lands in Town of Gawler.

_ Expansion of at least 16,000m2 additional retail floor space (Alinea Group, 2023).

_ 'Ultimate' growth pattern for a Greener Gawler.

_ Anticipates doubling of population to approx 50,000 (plus Roseworthy, Concordia, and other GARP growth areas e.g. larger Kudla).

Lessons for 2025 planning

1. **Vision + principles apply to town centre as well.**
2. **Long term growth doubling Town of Gawler population to 50,000 + Roseworthy, Concordia.**
3. **Review retail + commercial demand.**
4. **Minimal residential assumed for town centre (review this).**
5. **Consider long-term (25-30 year) growth needs in town centre land use planning, infrastructure + public realm projects.**

Strategic + policy context

Greater Adelaide Regional Plan 2025



Vision: the region to 2051 and beyond (30 years)



Population Growth: By 2051, the population is projected to grow 46%



Living Locally: Inner suburbs and town centres enable nearby daily needs, tailored to local context, services, and infrastructure.





Activity centres and retail

_ Gawler is identified as a **district centre.**

_ District centres (10,000–40,000 m²): provide sub-regional services, retail, community functions, and cultural and recreation opportunities.

_ Code zones: Urban activity centre, suburban activity centre and suburban main street. (Note Gawler town centre in Township Main Street Zone currently.)

_ Well connected to public transport: Including trains, trams, buses and main roads, with potential for

Kudla Growth Area

_ ~30-year master-planned community (11,600 dwellings)

_ Anchored by the Gawler rail line and new Northern Park Lands linking Hills Face to Gawler River.

_ Includes a mixed-use town centre, employment land, community facilities, and diverse housing.

_ Requires a state-led structure plan and major infrastructure upgrades.

Lessons for 2025 planning

1. **Gawler Town centre can exemplify living locally principles.**
2. **District centre status support major expansion.**
3. **Potential for town centre rezoning to reflect District Centre status.**
4. **Kudla to include 'mixed-use town centre' of unclear scale and focus.**

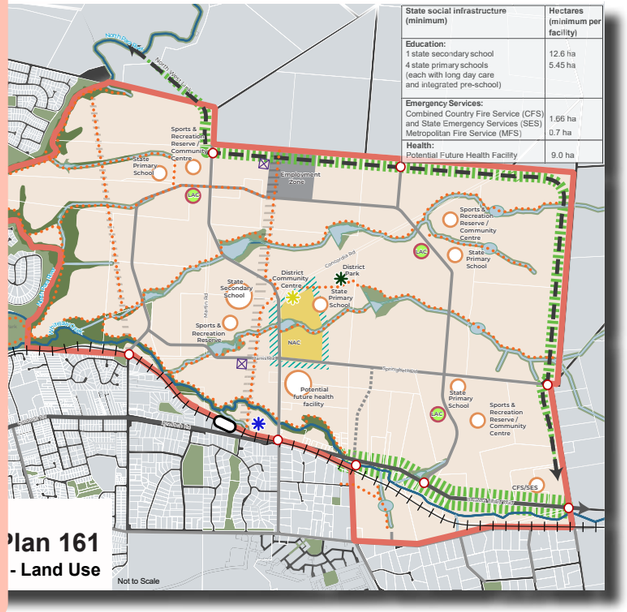


Strategic + policy context

Code Amendment: Concordia

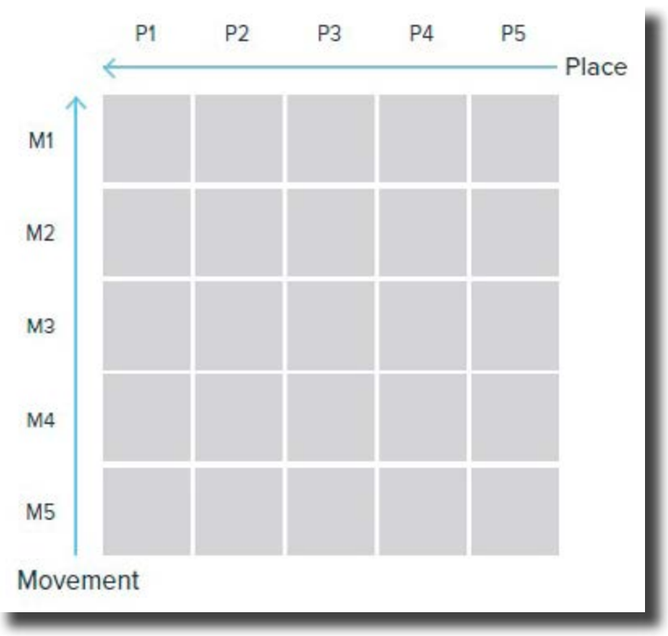
Lessons for 2025 planning

1. **Neighbourhood Activity Centre 20ha** and 3km from Gawler Town Centre.
2. **'Potential Future Health Facility'** of 9ha indicated - assumed to be a proposed hospital.
3. **Future Railway Station and Park and Ride** indicates rail extension planned from Gawler to Concordia (across Murray Street.)
4. A truck route will be constructed through Concordia to the Sturt Highway, thereby improving the reduction of heavy vehicles in the Town Centre."



- **Location:** ~995 hectares near Gawler, rezoned to enable a new master-planned community.
- **Housing:** 10,000–12,000 homes for 25,000–30,000 residents over 30 years.
- **Community design:** A central diverse neighbourhood centre with a main street, smaller community hubs, schools, health and aged care, early learning, open space, and recreation areas.
- **Neighbourhood Activity Centre** shown as ~20ha (compared to town centre study area of ~52ha)
- **'Potential Future Health Facility'** of 9ha indicated.
- **Future Railway Station and Park and Ride** indicates rail extension planned from Gawler to Concordia (across Murray Street.)
- **Infrastructure:** Major road, transport, utilities, and stormwater upgrades planned; supported by an infrastructure scheme to outline delivery, timing, and funding responsibilities.
- Concordia was first identified in the 2010 30-Year Plan and reaffirmed in the 2025 Greater Adelaide Regional Plan

DIT Movement & Place Framework



Lessons for 2025 planning

1. **Use 5x5 Movement + Place matrix, and DIT benchmarks to classify street types.**

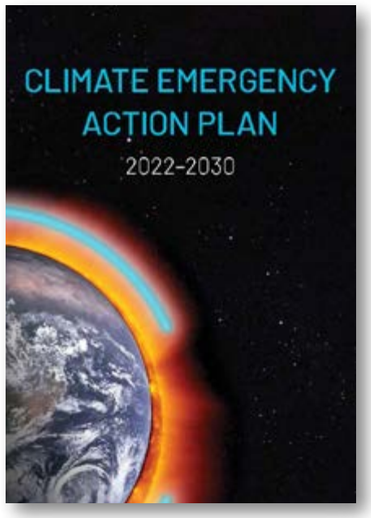
- Recognises that roads and streets function for Movement (to move through) and Place (as destinations).
- The Movement and Place functions compete for road space and signal priority.
- Classification: Uses a 5×5 Movement and Place matrix (M1–M5, P1–P5) to define 25 street types.
- Place: Align with the level of pedestrian activity along the street network, generated by local destinations. (P1 strategic: places of national or state significance to P5 local)
- Movement: Transportation includes cycling (C1 to C3), public transport (PT1 to PT3), General traffic (T1 to T5), and freight (F1 to F3).

Reference: South Australia's Active Travel Design Guide 2024

Strategic + policy context

Local plans + strategies

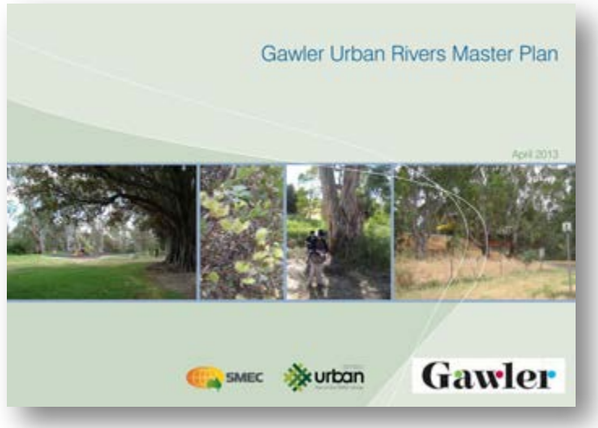
Climate Emergency Action Plan 2022-2030



_ GOAL 11: Greening of Gawler

- _ **Increase tree canopy cover from 12% to 30% by 2045**.
- _ **Enhance greening and biodiversity outcomes.**
- _ **Establish 20 WSUD sites:** Kerbside water inlets, permeable paving, permeable asphalt, and rain gardens.

Gawler Urban Rivers Master Plan 2023



Action Plan for the Gawler Central Precinct

- _ **Goose Island Development:** Extend Apex Park into a '**Village Green**' with landscaping, picnic areas, and facilities for markets, fairs, concerts, and community events in the town centre river corridor.
- _ **Improved Connectivity:** Improve the footbridge connection to the Gawler Central Precinct and Goose Island to improve access and visual amenities.

Town of Gawler Open Space Guideline 2019



- _ **Open Space Guideline** provide well-organised standards for **open space** (parks, reserves, corridors, streetscapes), with a strong focus on consistent design quality, sustainability, and community benefit.
- _ **The Design Manual** sets standards (surfaces, edges and walls, furnishings, lighting, power, signage and Wayfinding etc.). Have these been consistently followed in recent projects?

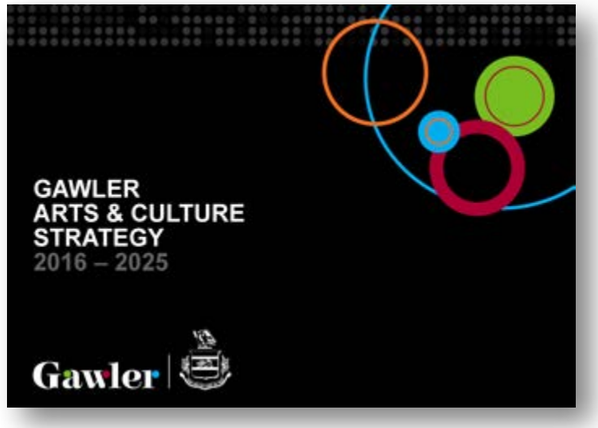
Lessons for 2025 planning

1. **30% tree canopy target**
2. **WSUD opportunities?**
3. **Goose Island Village Green connected to town centre.**

Strategic + policy context

Local plans + strategies

Gawler Arts & Culture Strategy 2016-2025



"Six Pillars of Identity and Cultural Context"

_ Heritage

_ Community Spirit

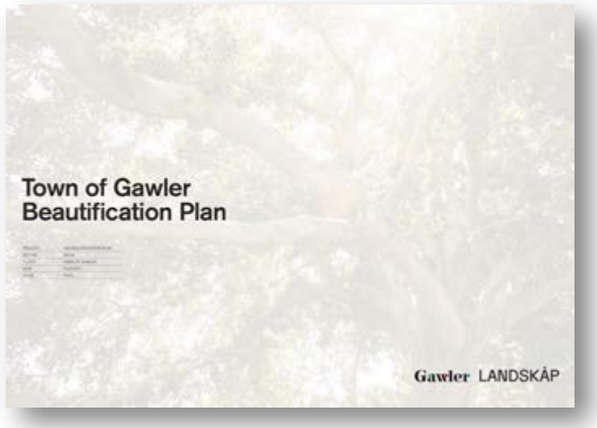
_ Natural Environment

_ Commercial and Other Services:

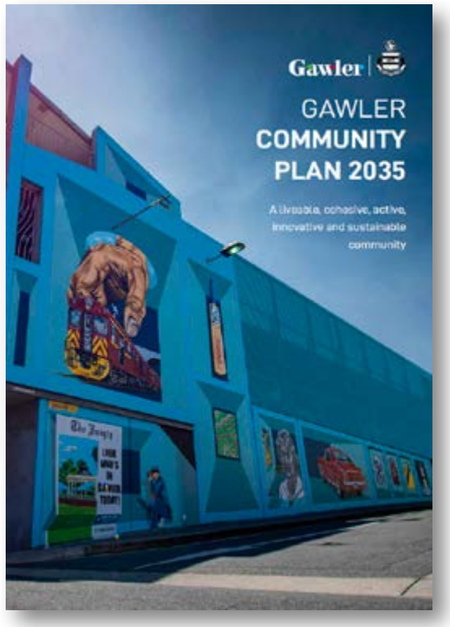
_ Vibrant Contemporary Country Town

_ Sport and Recreation

Town of Gawler Beautification Plan 2021



Gawler Community Plan 2035



Vision: a liveable, cohesive, active, innovative and sustainable community

Goals:

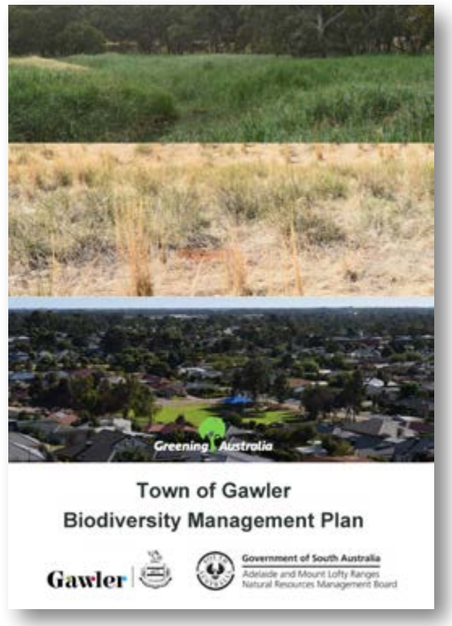
_ A uniquely identifiable township

_ Managed and sustainable growth

_ A healthy, active, safe, engaged community

_ To respect, protect, and nurture the environment.

Town of Gawler Biodiversity Management Plan 2019



Lessons for 2025 planning

1. **Always local and political pressure for more car parking.**
2. **Council-led mixed-use developments not supportable (due to cost and risk) at this time.**

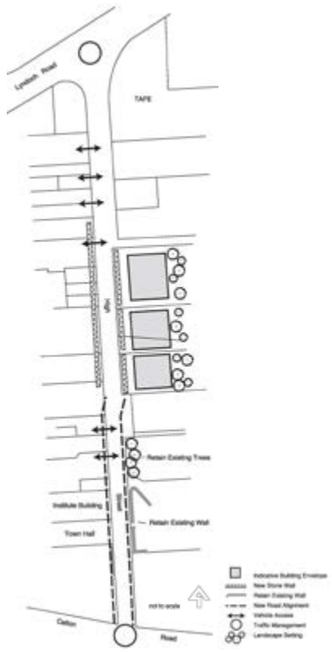
Strategic + policy context

Local plans + strategies

Former Development Plan (2019?)



- Murray Street, **the primary retail street**, incorporates **traffic management** that prioritises pedestrians and strengthen **pedestrian thoroughfare** connections.
- Reid Street function as **through-traffic and heavy-vehicle routes**; High Street carries **through traffic**.
- Identify the **potential for decked parking** on the west side of High Street and Commercial Lane with **co-ordinated parking.**
- South of Murray Street, address opportunities for **entertainment and tourist accommodation**; pointed emphasis on **enhanced street frontages and active fronts** along building edges.



High Street

- Apply additional design principles, including an indicative building envelope with a **new stone wall and landscaped setting**.
- Suggest a new road alignment that retains the existing wall and trees.

High Street Landscape Concept



PHOTOMONTAGE



PHOTOMONTAGE

Lessons for 2025 planning

1. **Murray Street pedestrian priority.**
2. **Reid Street through traffic + heavy vehicles.**
3. **Decked parking locations.**
4. **High Street walls + landscapes + one-way concept.**

Strategic + policy context

Recent + proposed developments

Aldi supermarket



_ Aldi are contructing Gawler town centre's fourth supermarket at Tod Street, close to Murray Street and to Woolworths and Drakes.

_ The new supermarket replaces a (now demolished) speciality shopping centre of about the same retail area.

29 High Street, Gawler (Townhouses - Under Assessment)



_ A recent development application is under assessment for 5x 3-storey townhouses at 29 High Street, Gawler.

_ Townhouses front High Street, providing vehicle access and an outlook to the west.

_ The townhouses are clad with gun metal grey cladding, and red bricks at the lower level.

41-57 Murray St, Gawler (Mixed-use development - Approved)



_ A recent approval for a 3 storey mixed use building comprising shops, offices, and tourist accommodation (26 rooms), a single storey shop, and associated retaining walls, landscaping and integrated car park. The application also involved the demolition of three Representative Buildings in the Historic Area Overlay.

_ The development consists of a 2 storey streetwall of 7.75m (at its frontage). The upper level (third level) is set back approximately 11m from the frontage. The building reaches a maximum height of 11.3m.

_ The design exceeds the quantitative height metrics in the Township Main Street Zone (9m and 2 storeys), and Historic Area Overlay (8-10m and 2 storeys). Council's Assessment Panel determined that these variances were acceptable due to contextual and design responses to mitigate its impacts, such as generous upper level setback, maintains proportionality with the frontage, protects views to the neighbouring heritage buildings (among other reasons).

Lessons for 2026 planning

1. **Recent development applications demonstrate the demand for, retail, residential + mixed use development in the area.**
2. **New development presents with 3 storeys to the street.**
3. **Building height was performance assessed against policy, and found acceptable with minor increase over default policy.**
4. **Opportunities exist to utilise the sloping sites between Murray and High Streets for integrated car parking.**

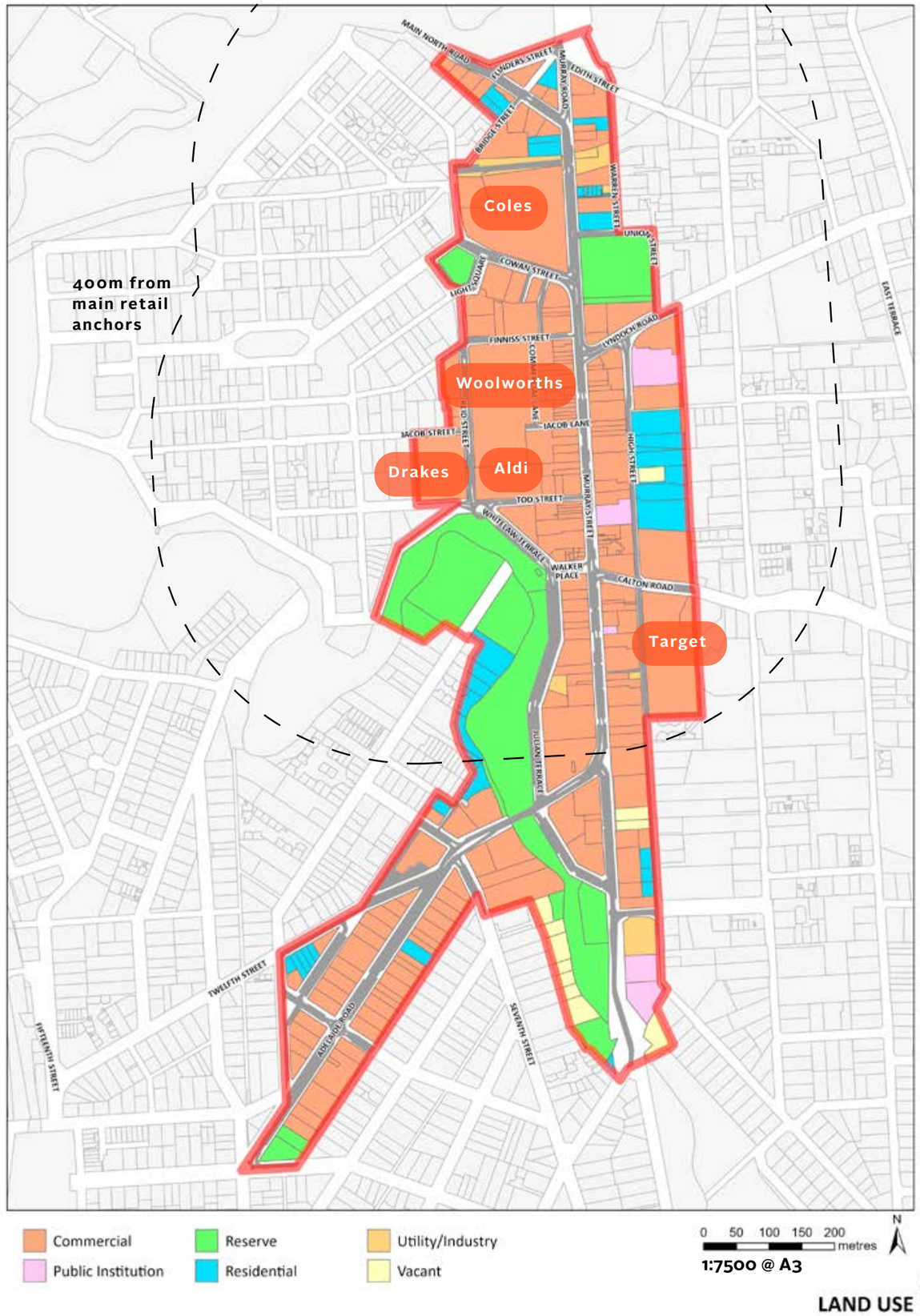
Spatial Analysis

Spatial Analysis

Land use

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

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



Key Opportunities

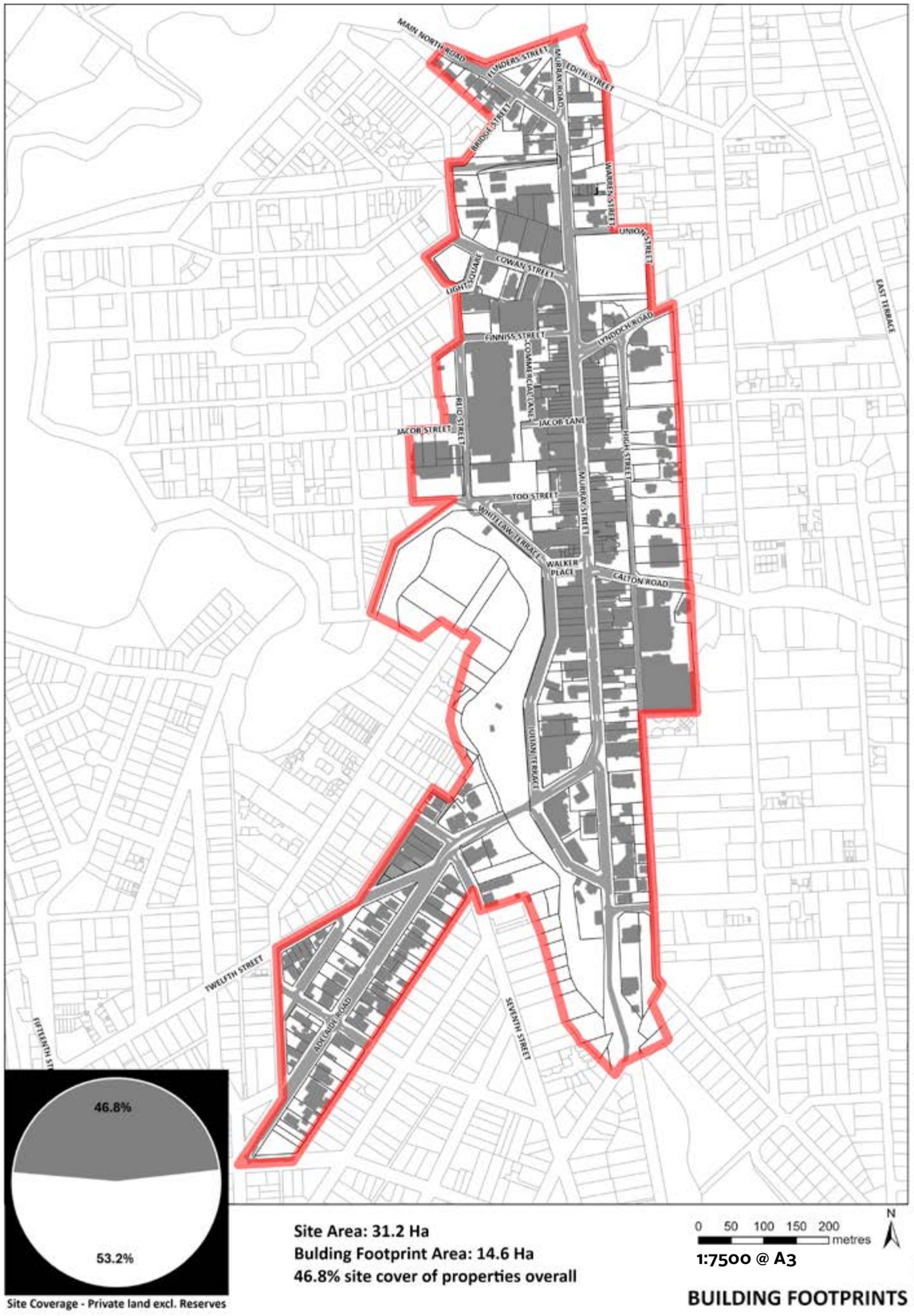
- Key shopping anchors are located off the main commercial spine.
- Sensitive interface treatments may be required where the town centre abuts to surrounding residential areas.
- Vacant sites are limited.

Spatial Analysis

Building Footprints

About 47% of the town centre land area has buildings located on it.

A concentration of buildings along Murray Street can be seen clearly, alongside newer and larger format buildings to the west and north. Adelaide Road's buildings are less intensely developed.



Key Opportunities

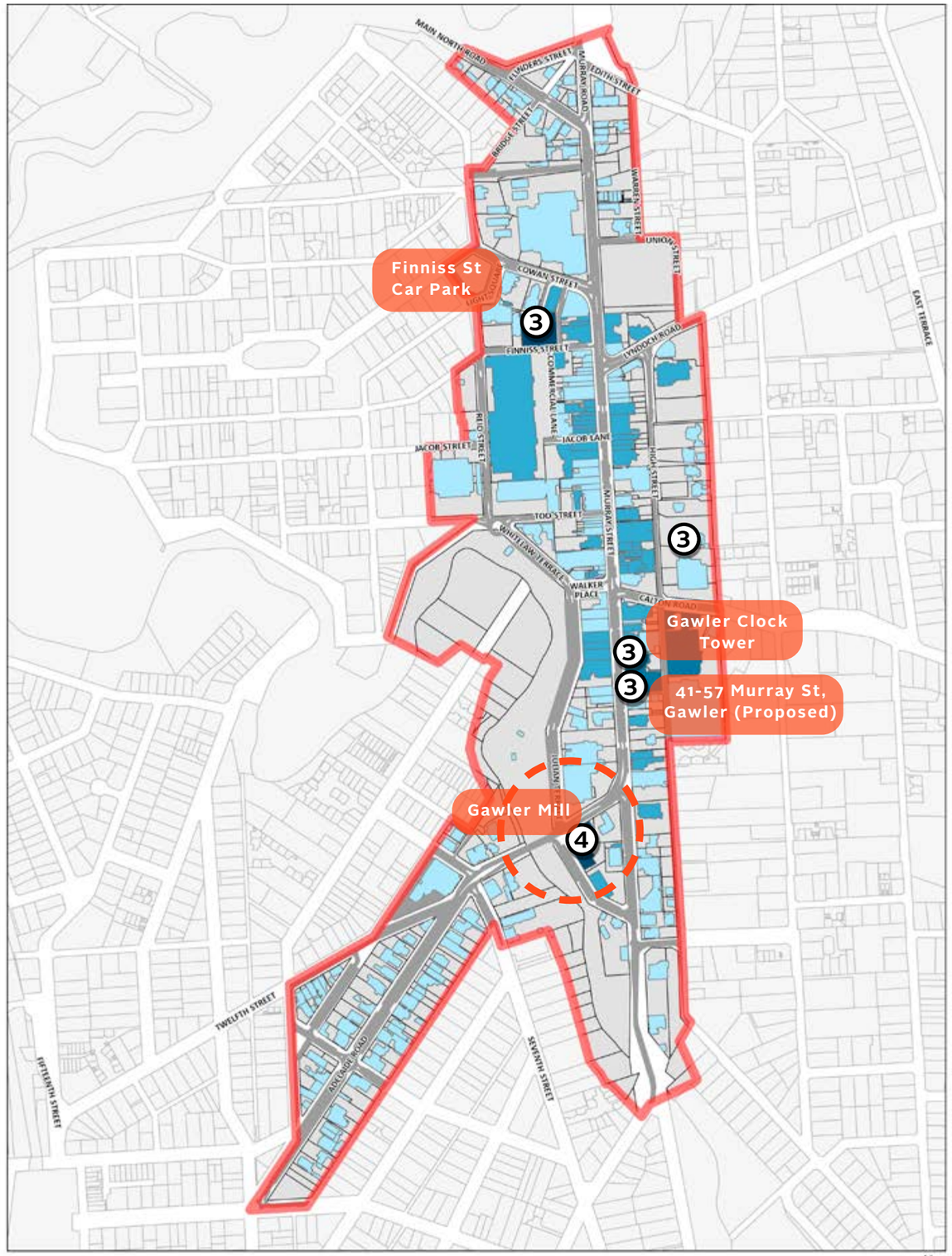
_ More intact character along the northern and central part of Murray Street with a more spacious feel along Adelaide Road

Spatial Analysis

Building Heights

The Building Heights Map shows the Town Centre as predominantly one-storey buildings, except along Murray Street where two-storey buildings are also common.

A small of number of three/four storey structures are also present.



BUILDING HEIGHTS

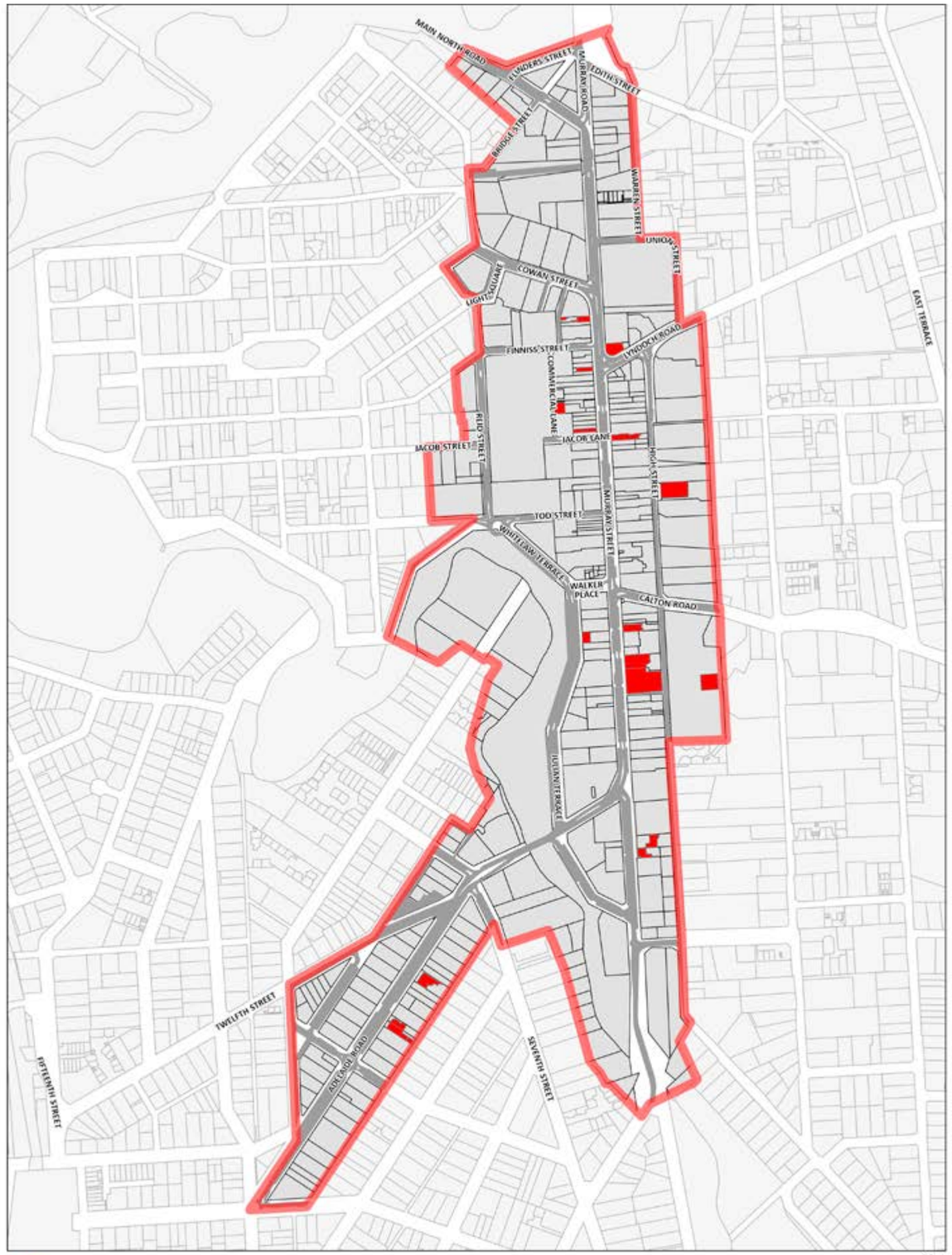
Key Opportunities

- Gawler Mill is a prominent built form that could serve as a landmark or beacon at the entrance to the centre.
- Recent development approval at 41–57 Murray Street includes a street wall aligned with the Clock Tower and an upper-level setback of approximately 11m.
- There is a distinction between the consistent lower built form of Adelaide Road with the remainder of the centre.

Spatial Analysis

Vacant Buildings

The Vacant Buildings Map shows few vacant buildings demonstrating high occupancy levels and ongoing demand within the town centre.



VACANT LAND AND BUILDINGS

Observations

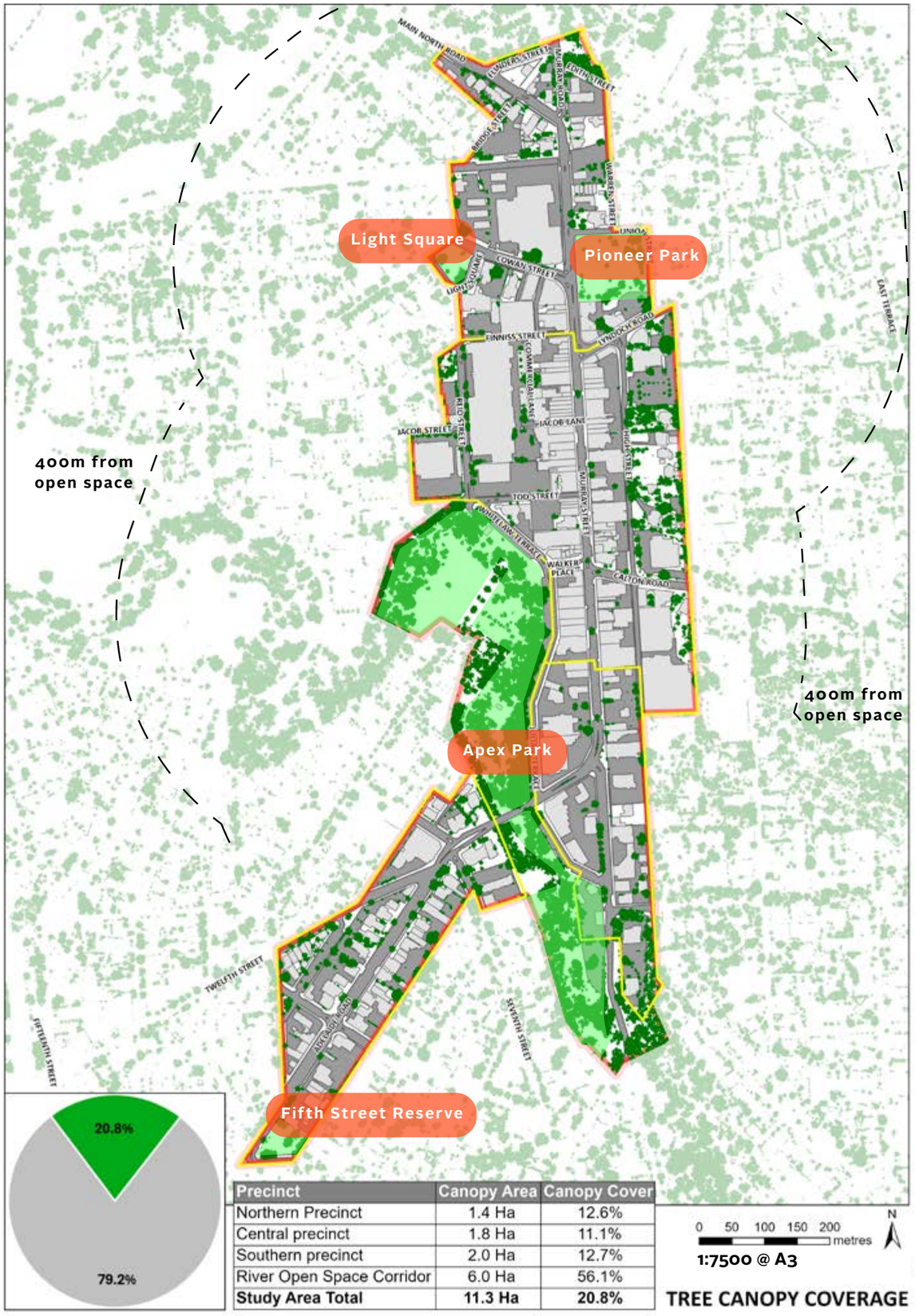
- Vacant buildings are scattered throughout the centre. There are 15 vacant buildings along Murray Street, and 4 vacant buildings along Adelaide Road.
- The largest vacant building on the eastern side of Murray Street is currently under redevelopment, with a recent development approval for a 3 storey mixed use building.
- Partially vacant or underused buildings (especially upper storeys of retail buildings is an opportunity for adaptive re-use). Additional data is being sought on this element.

Spatial Analysis

Landscape + Open Space

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

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



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

Observations

- The Tree Canopy Coverage Map shows vegetation concentrated along the North and South Para River corridors, forming the largest continuous canopy areas within the Gawler Town Centre. Across the entire study area, the overall canopy cover is 20.8%, while **canopy cover excluding the river open space corridor is approximately 12%.** Vegetation is also visible along Adelaide Road, High Street, and several adjoining local streets, though canopy distribution is fragmented across the built-up precincts. A target canopy cover of 30 per cent is identified in the Gawler Climate Emergency Action Plan (2023), providing a benchmark for future urban greening initiatives.
- Limited street trees are located along Murray Street and Adelaide Road.
- Majority of the town centre is within walking distance of an open space.

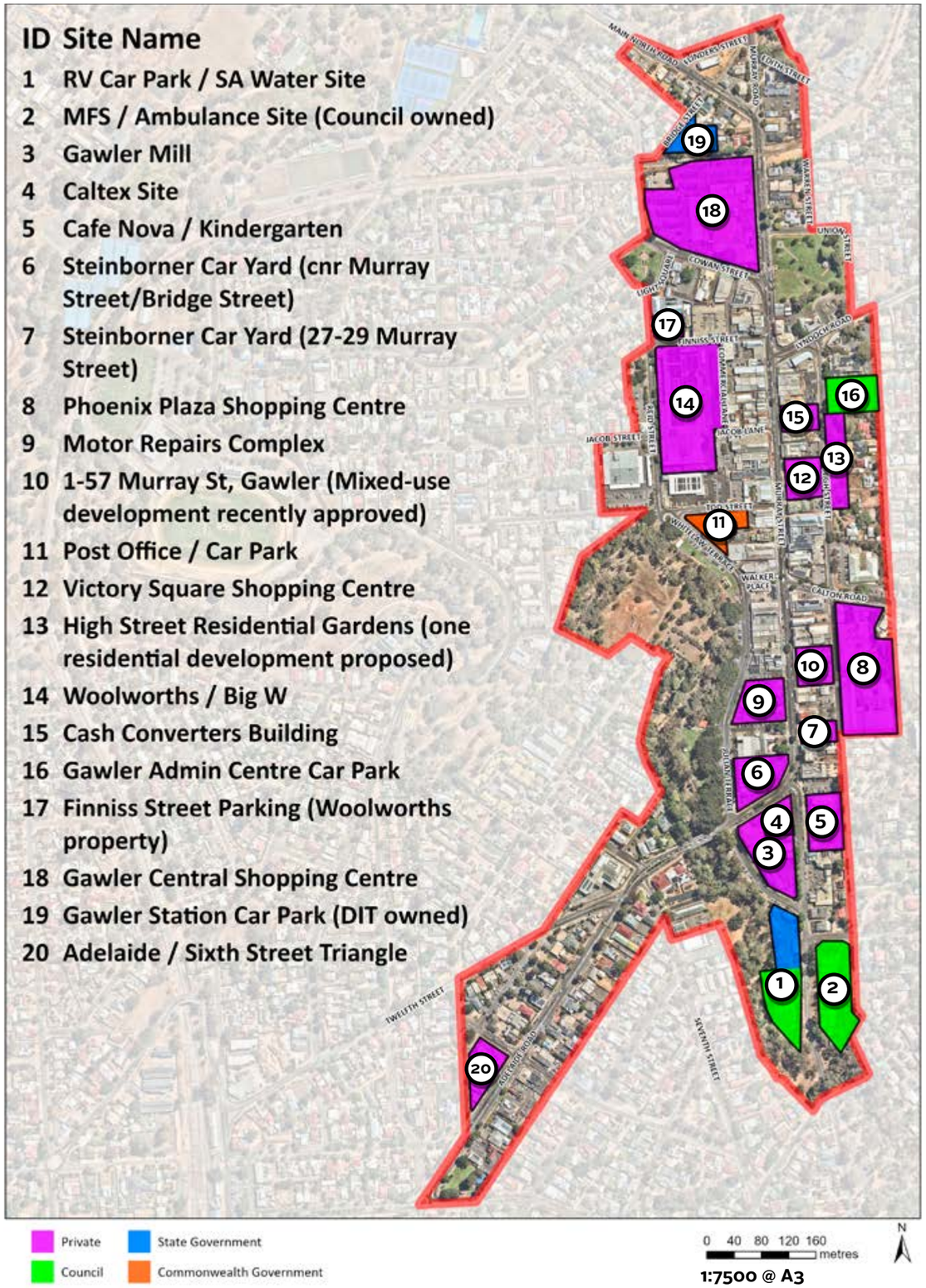
Key Opportunities

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

Spatial Analysis

Strategic Sites

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



1:7500 @ A3

LAND OWNERSHIP

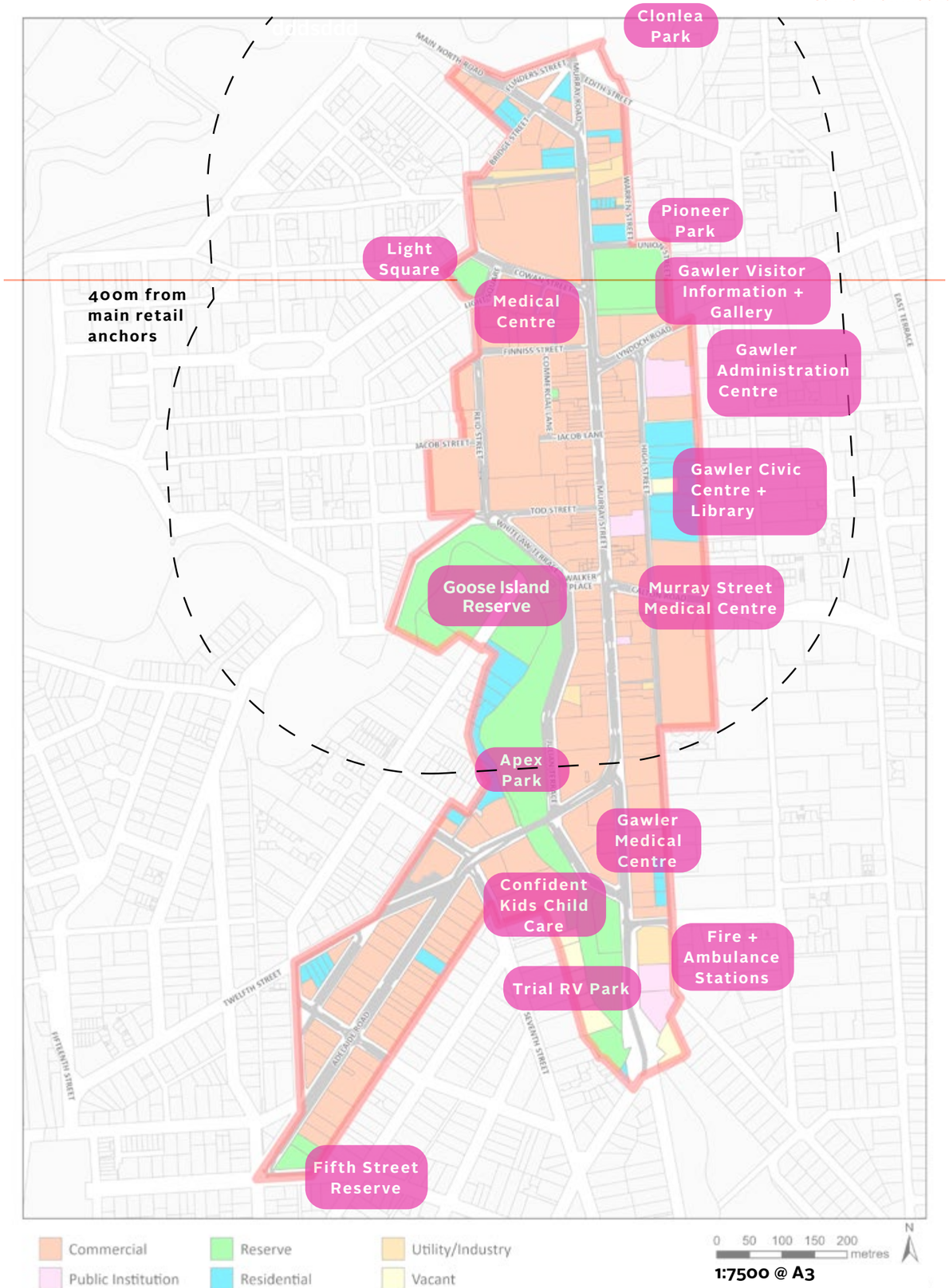
Observations

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

Spatial Analysis

Community Facilities

Growth projections suggest that a town centre library of around 2,000m2 floorspace 80 parking spaces should be planned for in the longer term.



Observations

- Community Facilities in the town centre include Gawler Civic Centre and Library.
- Parks, three medical centres, and a child care centre are also present.
- Gawler Civic Centre Library is centrally located but relatively small at only at ~400m2, with limited public transport and park access.
- Growth projections suggest that a town centre library of around 2,000m2 with 80 parking spaces should be planned for in the longer term.
- Fire and Ambulance Stations are both expected to relocated away from the town centre over time

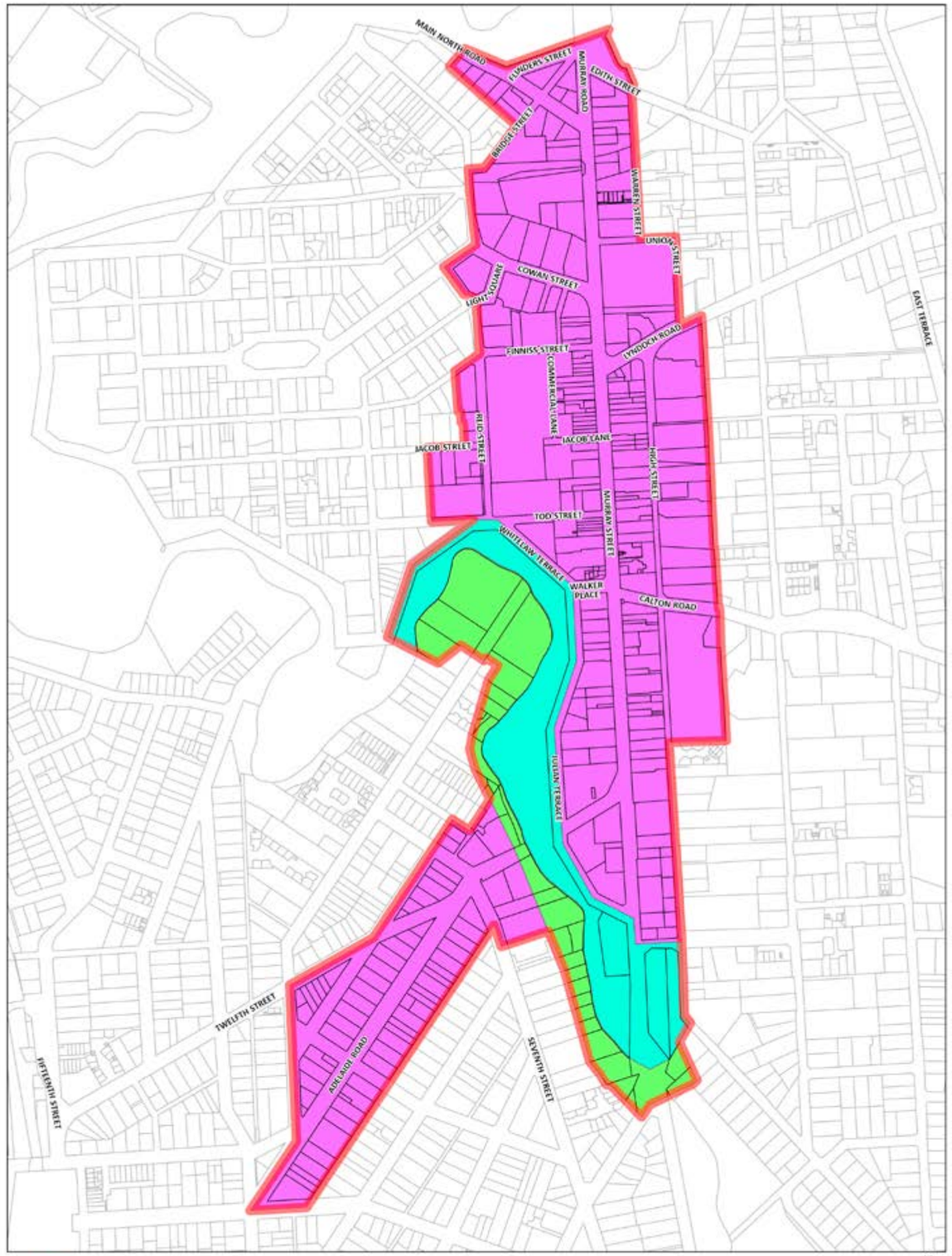
Key Opportunities

- Future town centre library, potentially as part of a mixed-use development.

Spatial Analysis

Zoning (Planning & Design Code)

The Zoning Map shows the Gawler Town Centre organised around Township Main Street zoning along Murray Street, with Open Space zones following the river corridors and adjacent residential and mixed-use zones forming the transition to surrounding areas.



Observations

- The study area is covered by the Township Main Street Zone, which seeks:
  - *DO 1: A cohesive, active, accessible and welcoming main street environment for residents and visitors to shop, work, meet, entertain and relax.*
  - *DO 2: Development contributes to the vibrancy and activity of public spaces and reinforces the traditional main street character.*
- The Built Form and Character of the zone also seeks to ensure new buildings complement the traditional low-rise main street. Preferred building heights of 9m (2 storeys), with interfaces to residential areas to be designed with a 45° (or 30°) plane.
- Open Space and Recreation Zones are designated along the Para River.

Key Opportunities

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

Spatial Analysis

Key Overlays (Planning & Design Code)

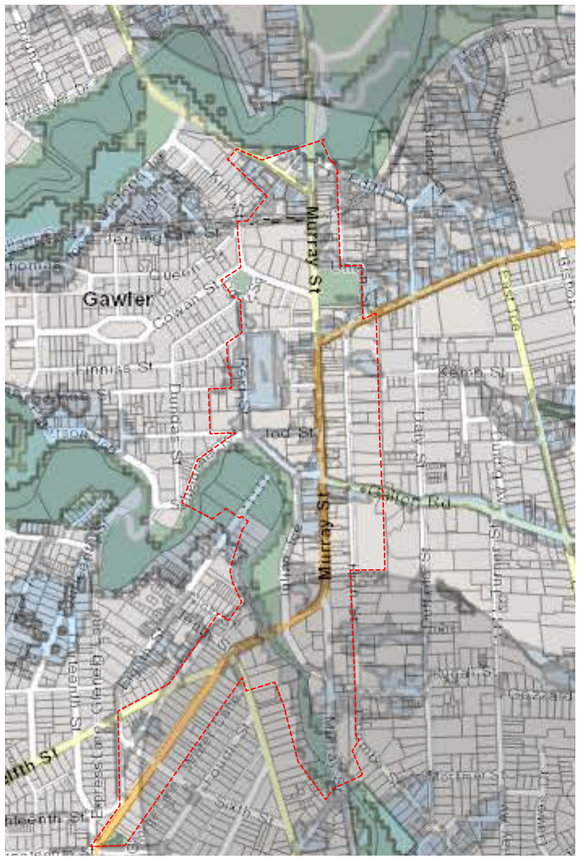
Study Area

N

The following Overlays are affecting the Gawler Town Centre

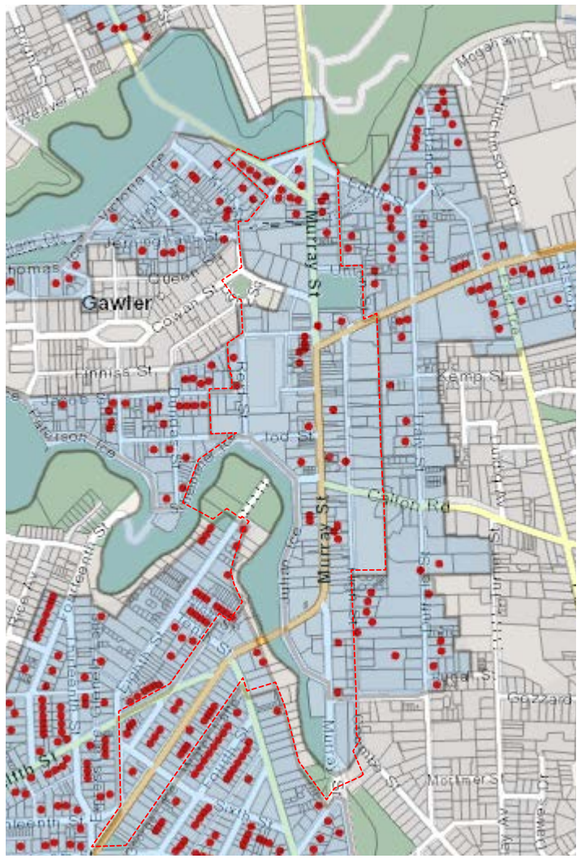
- Hazards (Flooding)
- Hazards (Flooding – General)
- Hazards (Bushfire – Urba Interface)
- Historic Area (Historic Area Overlay + Representative Buildings)
- Heritage Adjacency
- Local Heritage Places
- State Heritage Area
- State Heritage Place
- Advertising near signed intersections
- Key Railway Crossing
- Key Traffic Generating Development
- Urban Transport Routes
- Native Vegetation
- Regulated + Significant Tree
- Urban Tree Canopy
- Prescribed Water Resources
- Water Resources

Hazards



- Hazards Flooding
- Hazards Flooding - General
- Hazards Bushfire - Urban Interface

Heritage Map 1



- Historic Area Overlay
- Representative Buildings

Heritage Map 2

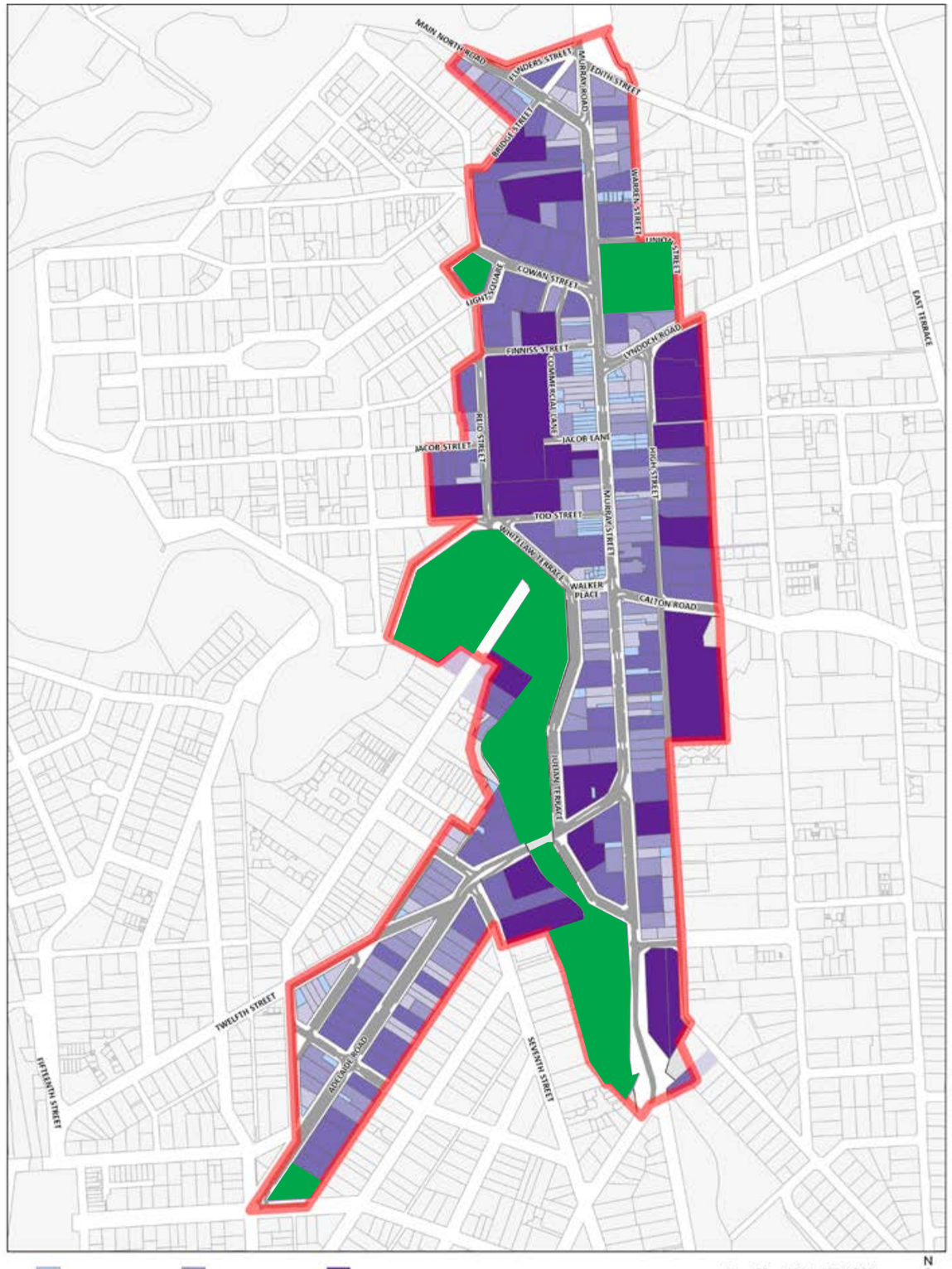


- Heritage Adjacency
- Local Heritage Place
- State Heritage Area
- State Heritage Place

Spatial Analysis

Allotment Size

The Allotment Size Map shows smaller lots concentrated along Murray Street and Adelaide Road, forming a dense commercial core, while larger parcels are located along the river corridor, High Street, Reid Street, and in the northern area of the Gawler Town Centre.



Observations

- The map shows a range of allotment sizes, from small parcels under 300m² to larger lots over 2,000m².
- Smaller lots are concentrated along Murray Street and Adelaide Road, forming a dense commercial core.
- Larger parcels are located in the back-blocks along the river corridor, High Street, Reid Street, and in the northern precinct.

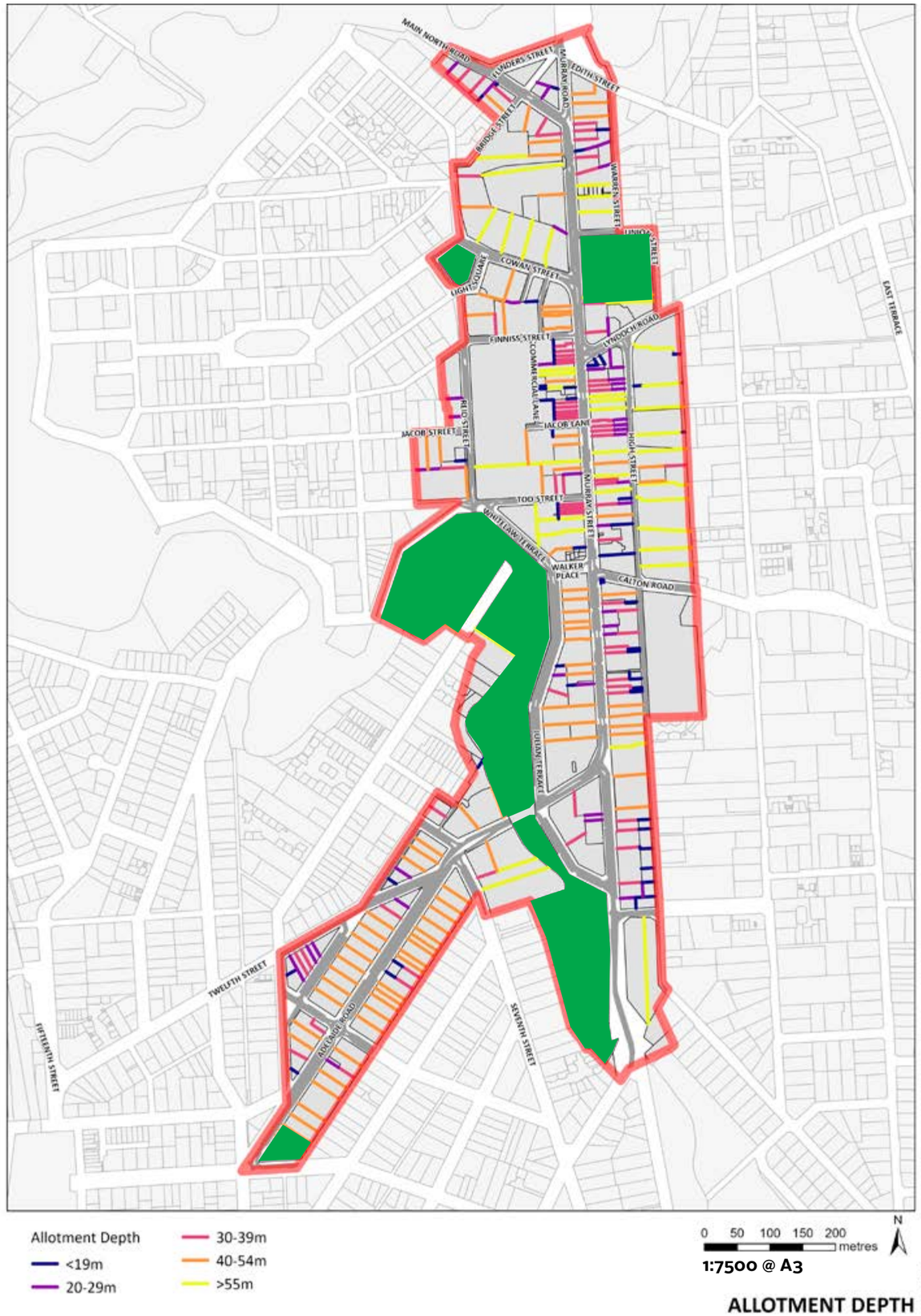
Key Opportunities

- Large lots (greater than 600m²) are often more able to accommodate greater development opportunity as the off- site impacts can be minimised and managed (eg. building setbacks, landscaping, parking).
- Fewer development opportunities may be possible on smaller allotments less than 300m² without the need for consolidation. Some of these lots have heritage considerations.

Spatial Analysis

Allotment Depth

The Allotment Depth Map shows variable lot depths across the Gawler Town Centre, with shallower lots along main streets and deeper parcels in surrounding areas.



Observations

- A mix of allotment depths are evident along Murray Street. However, there is a majority above 19m deep.
- Consistent depths, often exceeding 40 m, are observed along Adelaide Road, High Street, and north of Cowan Street.
- Deeper lots are located along High Street, and north of Cowan Street.

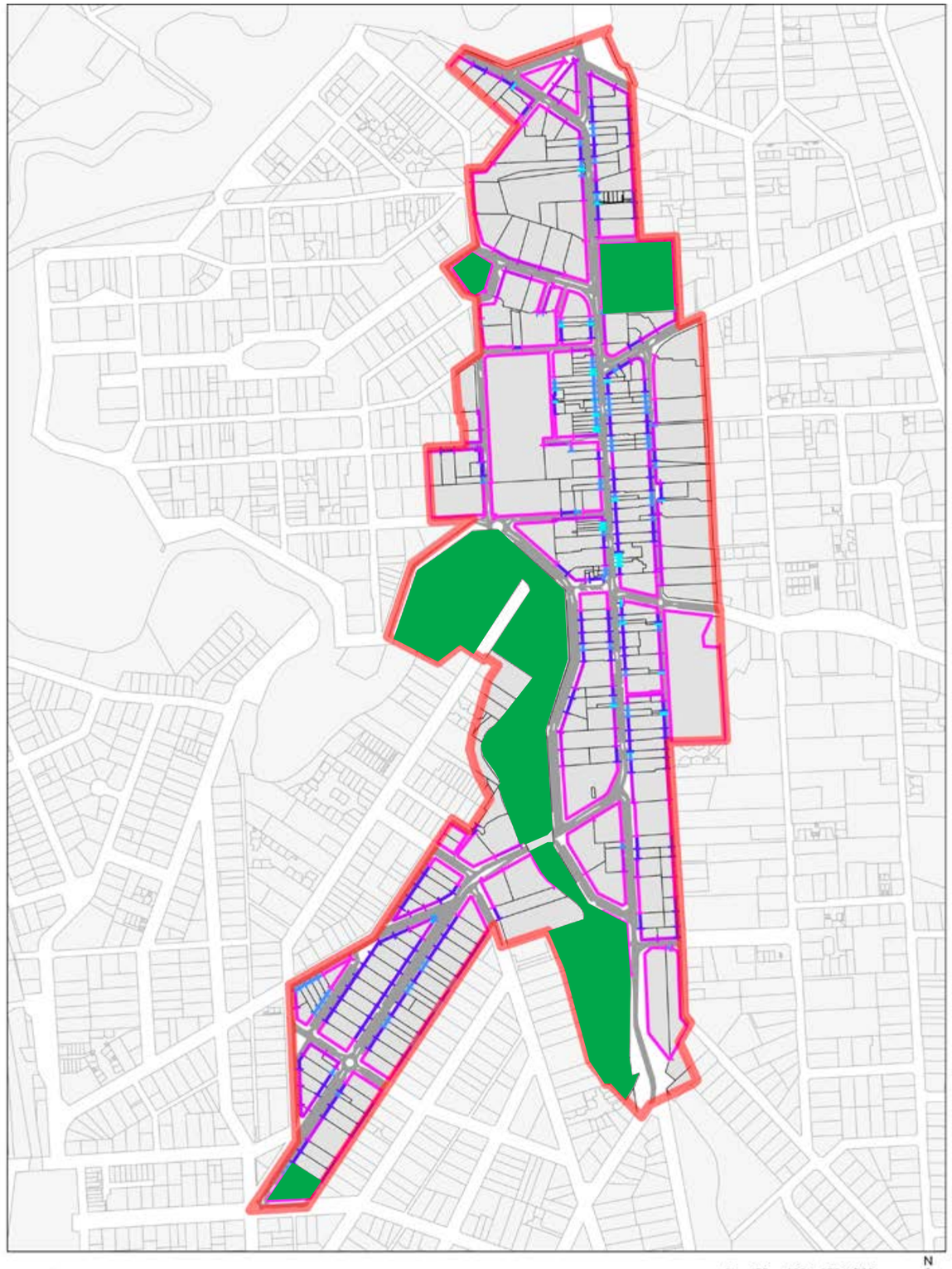
Key Opportunities

- Increased development opportunity exists for sites with depths (greater than 24m) as feasible floor plates may be accommodated behind upper level setbacks.
- Lot depths greater than approximately 55m could allow for two buildings with both front and rear outlooks. This outcome creates separation issues that need to be considered.
- Dual street frontages Murray Street to High Street and to Julian Terrace.

Spatial Analysis

Allotment Frontage

The Allotment Frontage Map shows narrow and varied lots along Murray Street, consistent frontages along Adelaide Road, and irregular, larger parcels near the river corridor.



Observations

- Along Murray Street, there are narrow frontages (less than 24m) concentrated within the central areas, contributing to a fine grain character.
- Few very small frontages (less than 6m) - these mostly relate to an existing heritage building or an accessway. These are positioned along the northern part of Murray Street.
- Adelaide Road displays more consistent frontages, generally between 13 and 24 metres.
- Dual frontage lots (Murray / High St, and Murray St / Julian Tce) also provide development potential.

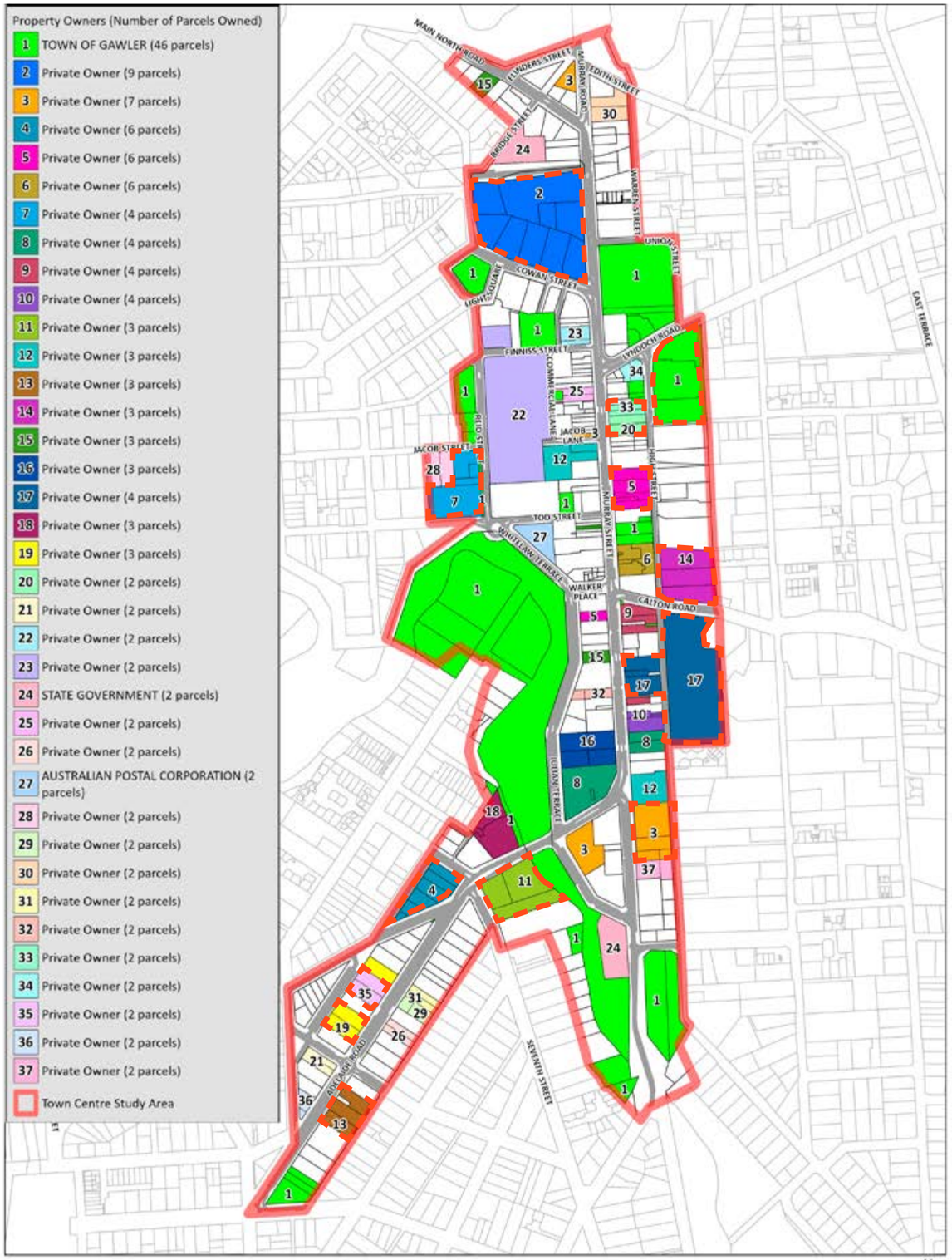
Key Opportunities

- Allotments with a frontage less than 6m may require lot consolidation to achieve greater development opportunities
- Lots with a frontage greater than 50m are generally defined by blank walls or an expansive carparking area.
- Allotments with vehicle access from laneways offer more development opportunity with limited impact on the street frontage.

Spatial Analysis

Land Ownership

Several landowners own multiple land parcels in the town centre, indicated by colours on the map.



Observations

- Coloured parcels indicate the landowner owns at least two land parcels in the town centre.
- Uncoloured parcels are owned by individual landowners.
- Private ownership accounts for the majority of landholdings, especially within the central commercial and mixed-use areas.
- Council-owned land is found along the river corridor and around key civic and community facilities.
- Multiple examples of consolidated parcel ownership, most of which have been developed for retail / commercial land uses.

Opportunities

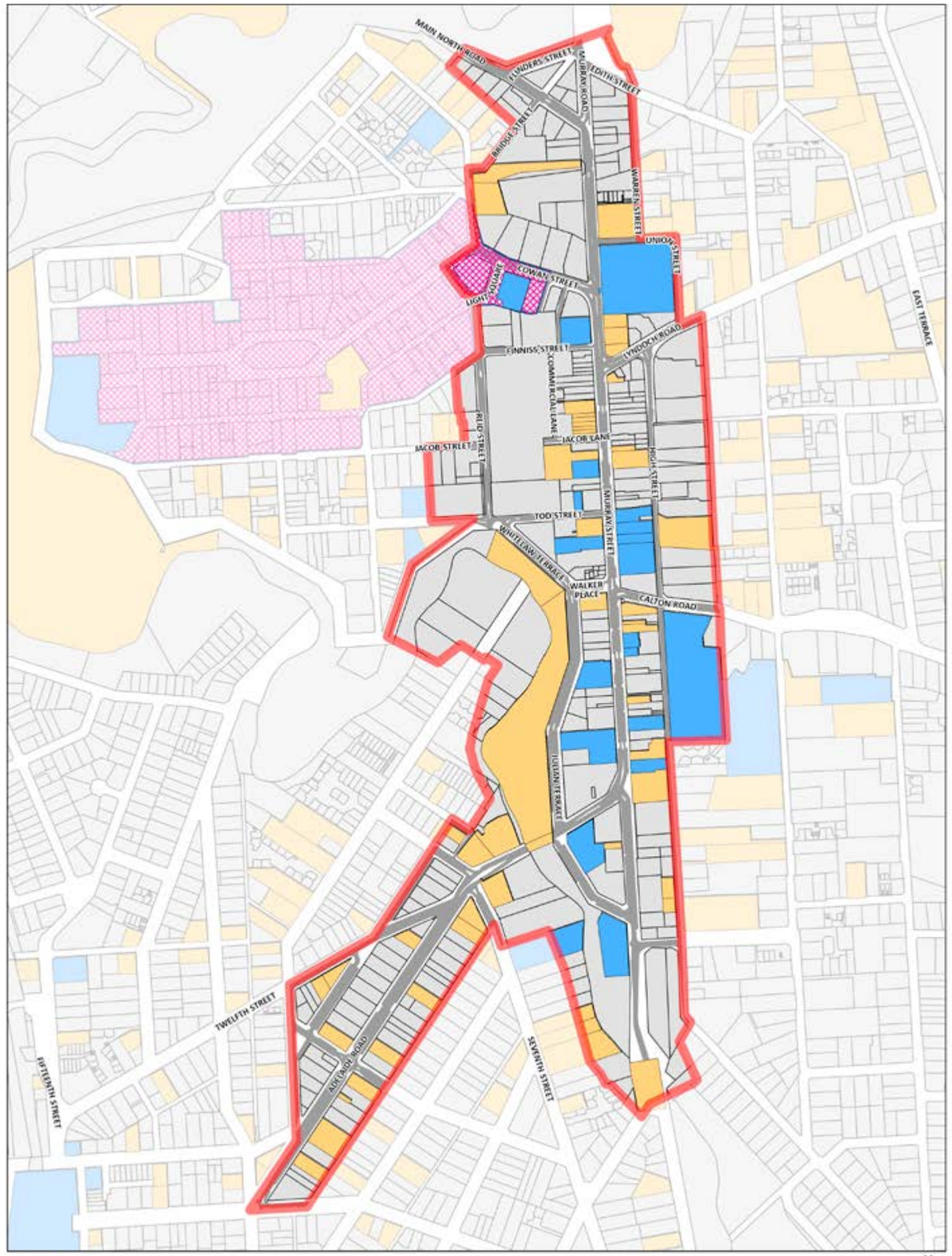
- Possibility for land swaps, particularly where strategic sites are identified.
- Opportunity for improved usability for some Council open space along the river.

Spatial Analysis

Heritage Places

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

Local Heritage Places are fewer in number along Adelaide Road.



Observations

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

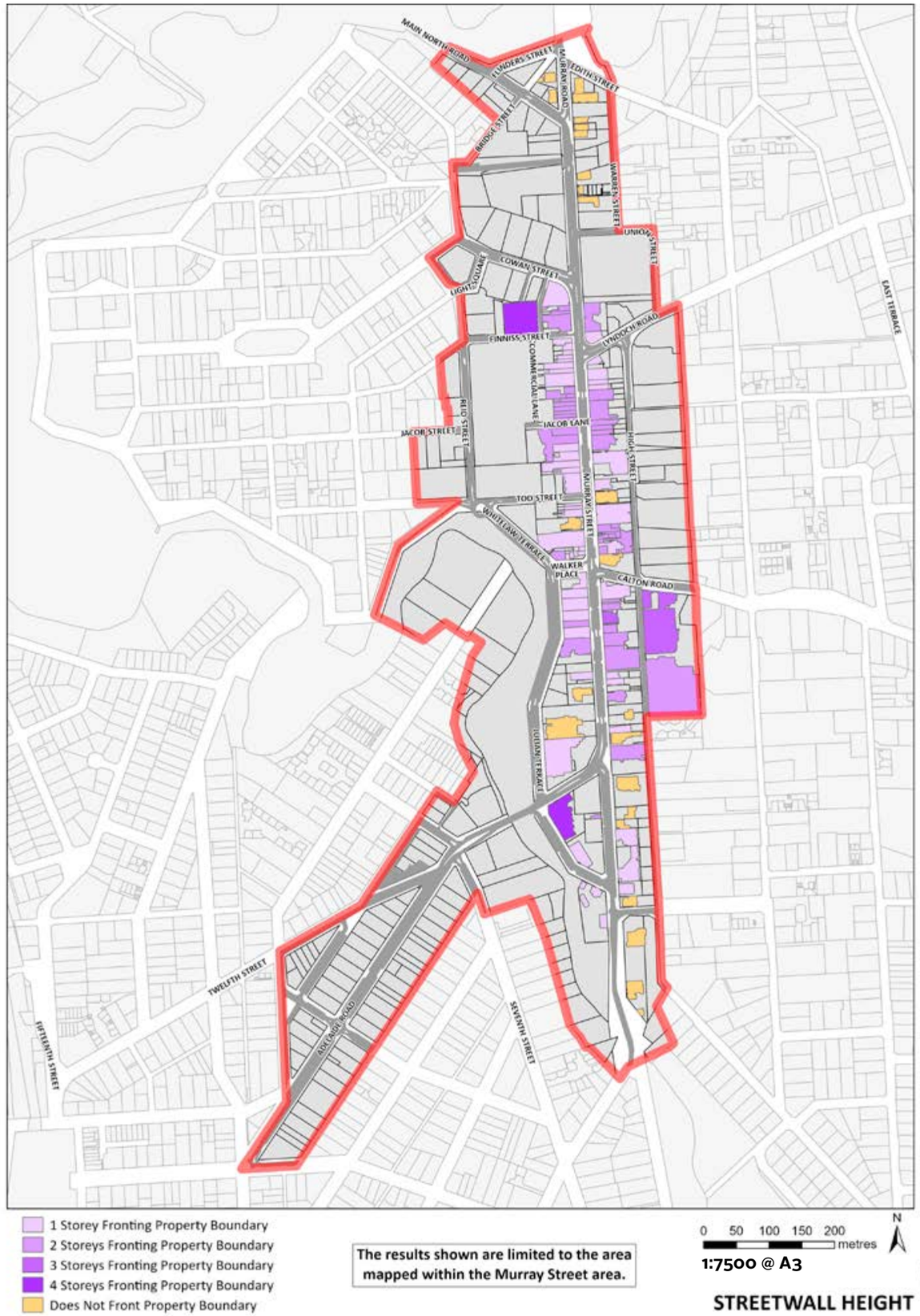
Key Opportunities

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

Spatial Analysis

Streetwall Height

The Streetwall Height Map shows the Gawler Town Centre as a predominantly low-rise main street, with one- to two-storey frontages and only isolated taller elements at the north and south ends.



Observations

- The map identifies a predominantly low-rise streetwall profile throughout the Gawler Town Centre, ranging from one to four storeys in height.
- One- and two-storey streetwalls are the most common, particularly along the southern and northern sections of Murray Street, reflecting the traditional main street scale.
- Three-storey streetwalls are concentrated within the central precinct, corresponding with areas of denser commercial activity and more continuous built form.
- Four-storey streetwalls are rare, occurring only near the northern car park and the Old Mill building in the southern precinct.
- The mapping coverage is focused primarily on the Murray Street frontage, with minimal streetwall data shown for other streets.

Key Opportunities

- Streetwalls are generally 1-2 storeys with the majority of the heritage places being 2 storeys along Murray Street. Future streetwalls should be influenced by this character.

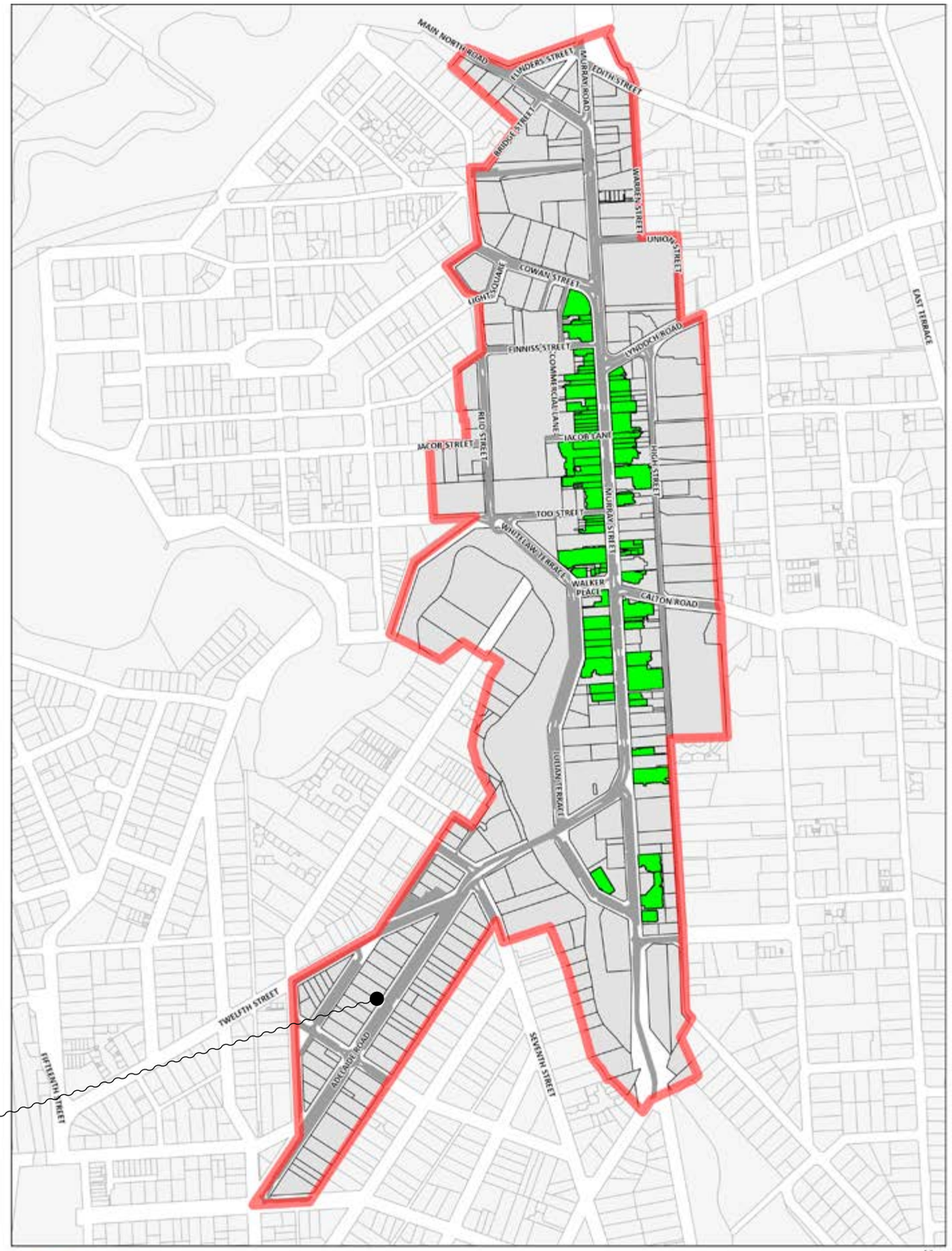
Spatial Analysis

Awnings

The main street section of Murray Street is dominated by traditional shops with awnings protecting footpaths from wind and rain.

This forms a sheltered and walkable environment, and also limits the scope and need for street tree planting in these areas.

Some shops along Adelaide Road also have awnings over footpaths but there have not been mapped



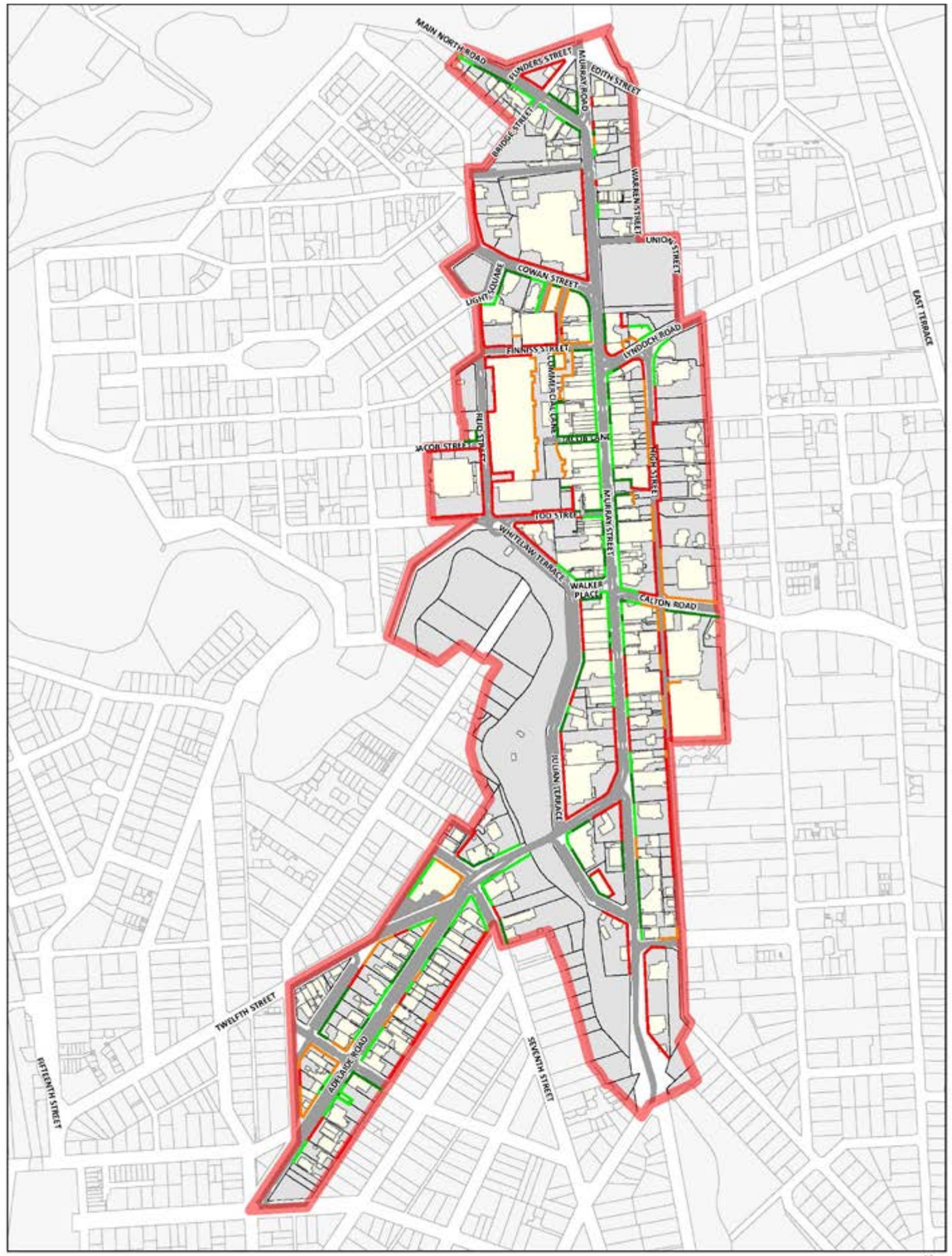
Observations

- The map records the distribution of building awnings along Murray Street, focusing on the central section of the Gawler Town Centre.
- No data is available for areas outside the mapped portion of Murray Street.
- Awnings are most continuous between Cowan Street and Tod Street, forming a near-unbroken sequence of shaded frontage.
- The western side of Murray Street contains a greater number of awnings than the eastern side, creating a more consistent and cohesive streetscape rhythm.
- Very limited use of awnings in the outer north of study area eg Coles Central and in the south near Cafe Nova. Much more scope and need for stronger landscaping treatment and streetscape enhancement.
- Limited or broken awnings in other key pedestrian areas such as Tod Street, Walker Place and Julian Terrace/ Whitelaw Terrace.

Spatial Analysis

Active Frontage

Active frontages have been mapped for all streets in the town centre. While main streets (Murray Street and Adelaide Road) are dominated by active shopfronts and accessible premises, other streets have limited active edges.



Observations

- 'Active frontages' are formed by shopfronts and accessible doors into premises. Some building frontages may have openings or windows that are blocked and that can be improved.
- Near-continuous active frontages are present on Murray Street between Calton and Lyndoch Road, and parts of Adelaide Road.
- Other locations and streets like High Street and Reid Street have few if any active frontages, functioning (today) as back streets and service areas.
- Land uses such as medical centres and non-retail businesses need careful design integration with the street.

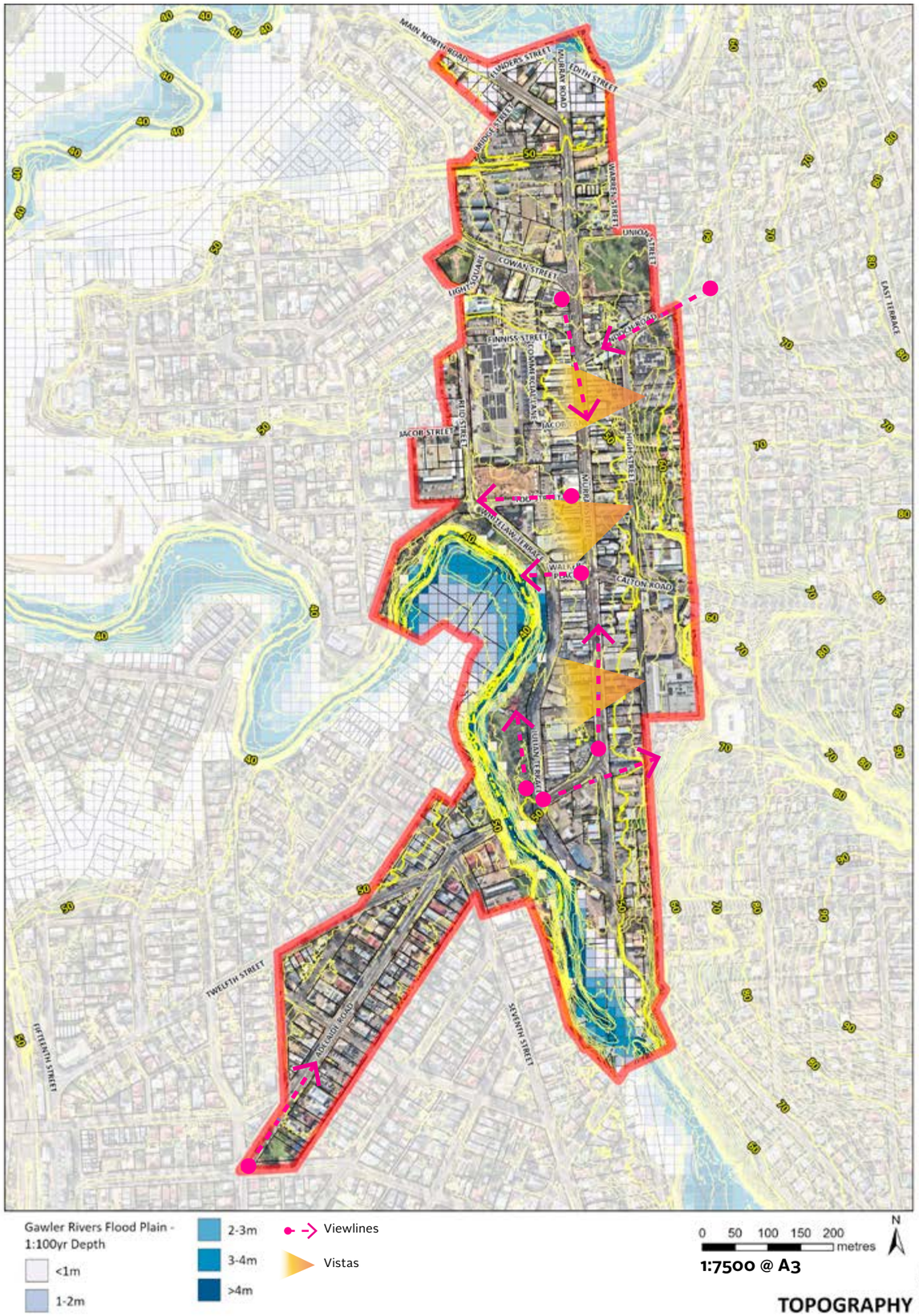
Key Opportunities

- Julian and Whitelaw Terraces, adjacent to the river / open space have potential for improved frontages.
- Minor streets like Commercial Lane and Tod Street also have low levels of active frontage today.
- Improve active frontage quality with low-cost interventions.

Spatial Analysis

Topography + Views

Parts of the town centre are relatively steeply sloped, as the built up areas extend away from the South Para River.



Observations

- The South Para River passes through the centre of the study area, with town centre land rising up and out of the flood plain to the west (Adelaide Road) and east (Murray St / High St).
- Higher land around High Street allows views west over the town centre.
- Between Murray St and High St some steep slopes are evident, enabling split level buildings and site developments.
- Framed views experienced along Murray Street and other streets.
- Views of the Gawler East escarpment from locations in the town centre, particularly along Bridge Street South.

Key Opportunities

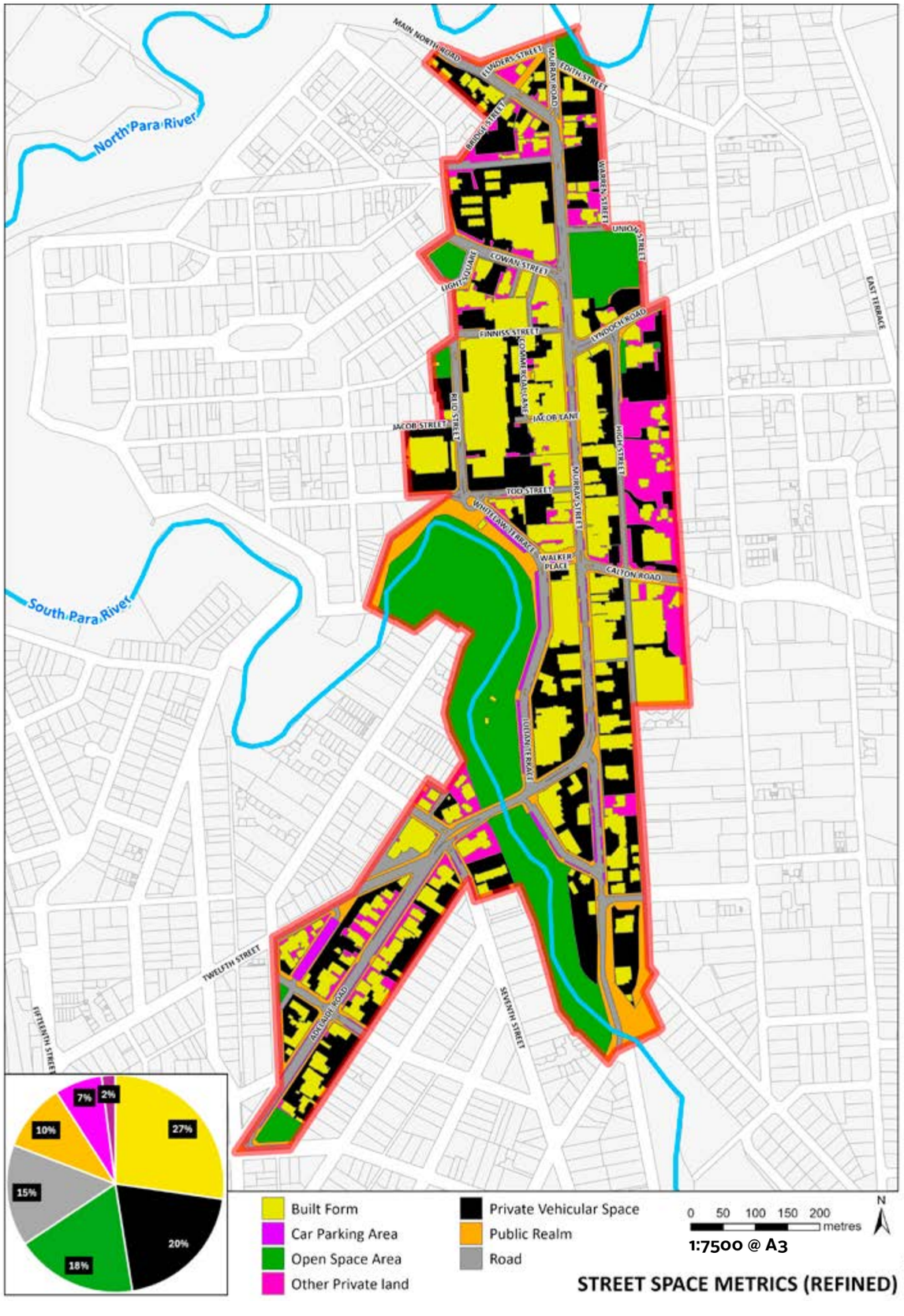
- There is a need to respond to slope and land form, which may present oppportunities to maximise outlook, improve connectivity as well as conceal car parking areas.
- Views to landmarks and key heritage buildings should be managed carefully.

Spatial Analysis

Street Space Metrics

Across the town centre, space is well divided between buildings, parking, public realm etc.

Compared to other (newer) centres (where sometimes car parks take up 50% of sites) there are few large areas of open car parking.



27% Built Form

20% Private Vehicular Space (car parks and driveways)

18% Open Space

15% Roads

10% Public Realm

7% Car Parking Area

2% Other

Key Opportunities

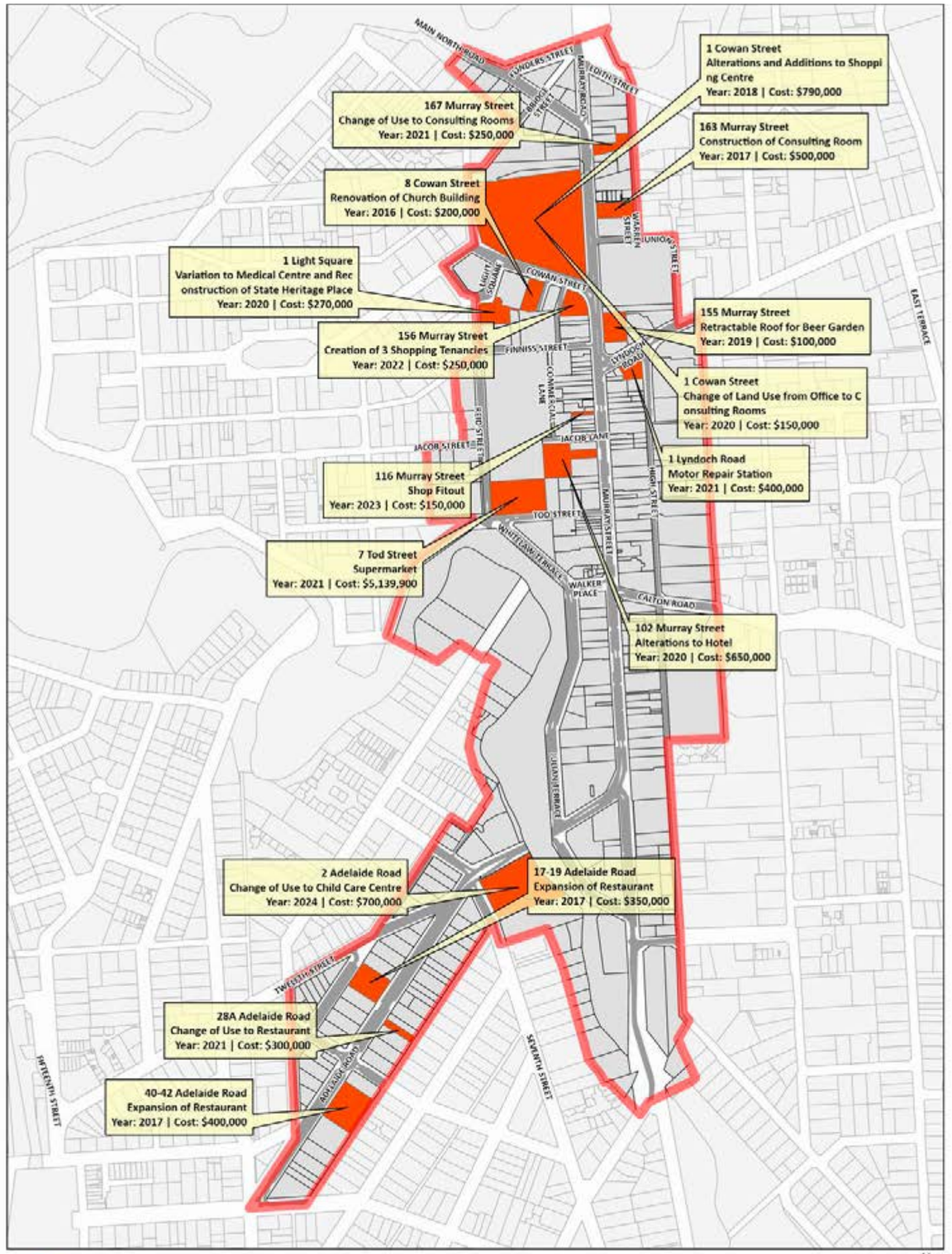
_ In new development, maintain a similar proportion of space for public realm and other open spaces.

Spatial Analysis

Recent Developments

Since 2017 there have been only 16 developments with construction costs >$100,000.

Three are described as new buildings, with the largest being the Aldi Supermarket on Tod Street, which opened in December 2025.



Observations

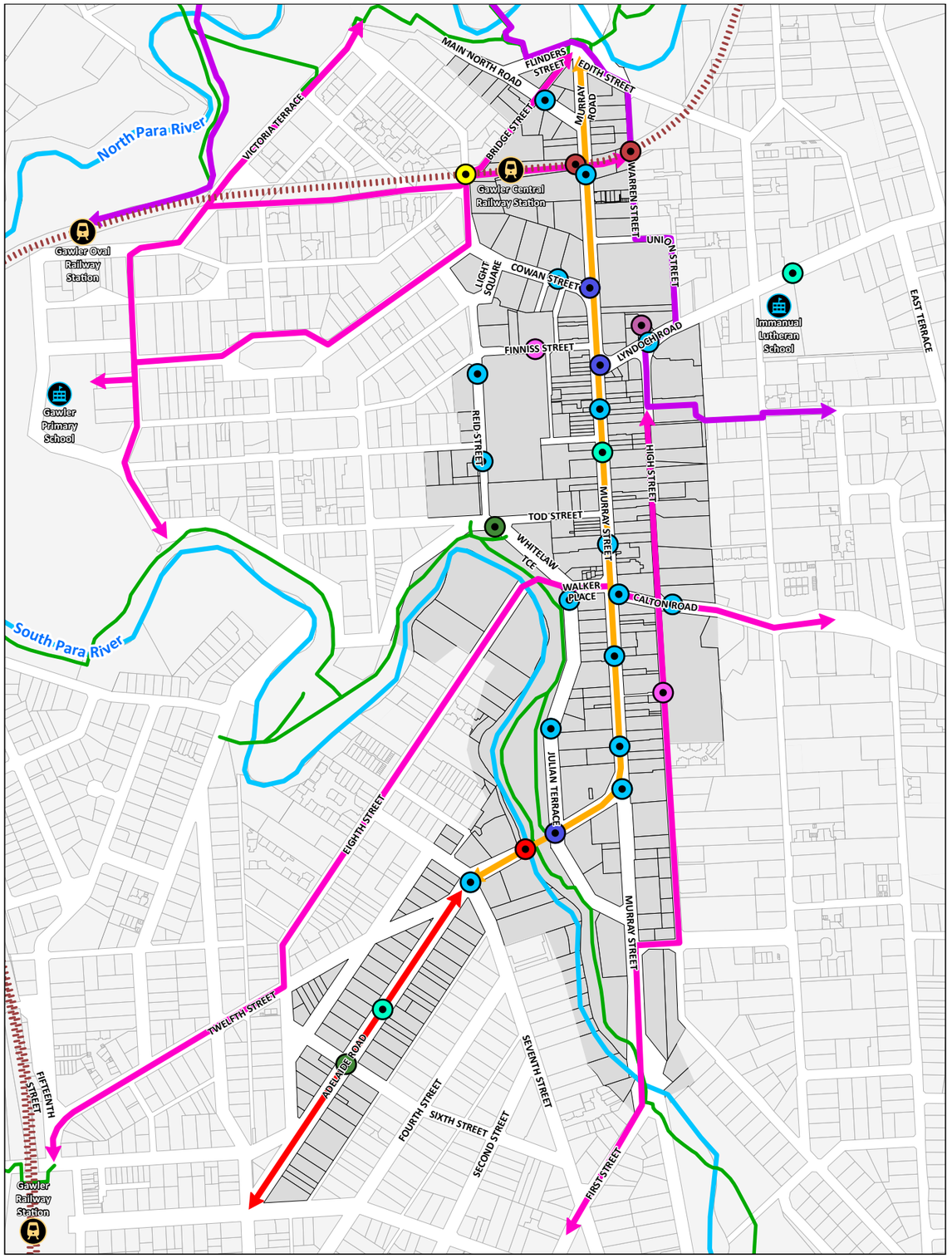
- The map identifies 16 development sites across the Gawler Town Centre.
- Most projects are located along Murray Street and Adelaide Road, with a greater concentration in the northern precinct.
- Development values range from small-scale works under $100,000 to several projects exceeding $500,000.
- The identified projects include refurbishments, additions, and change-of-use developments within existing urban areas.
- MYcar under construction, 1 Main North Road (not shown).

Spatial Analysis

Cycle Networks

Cycling infrastructure is limited within the Town Centre.

There are some dedicated bike lanes, however these are not continuous with surrounding paths.



CYCLING NETWORKS

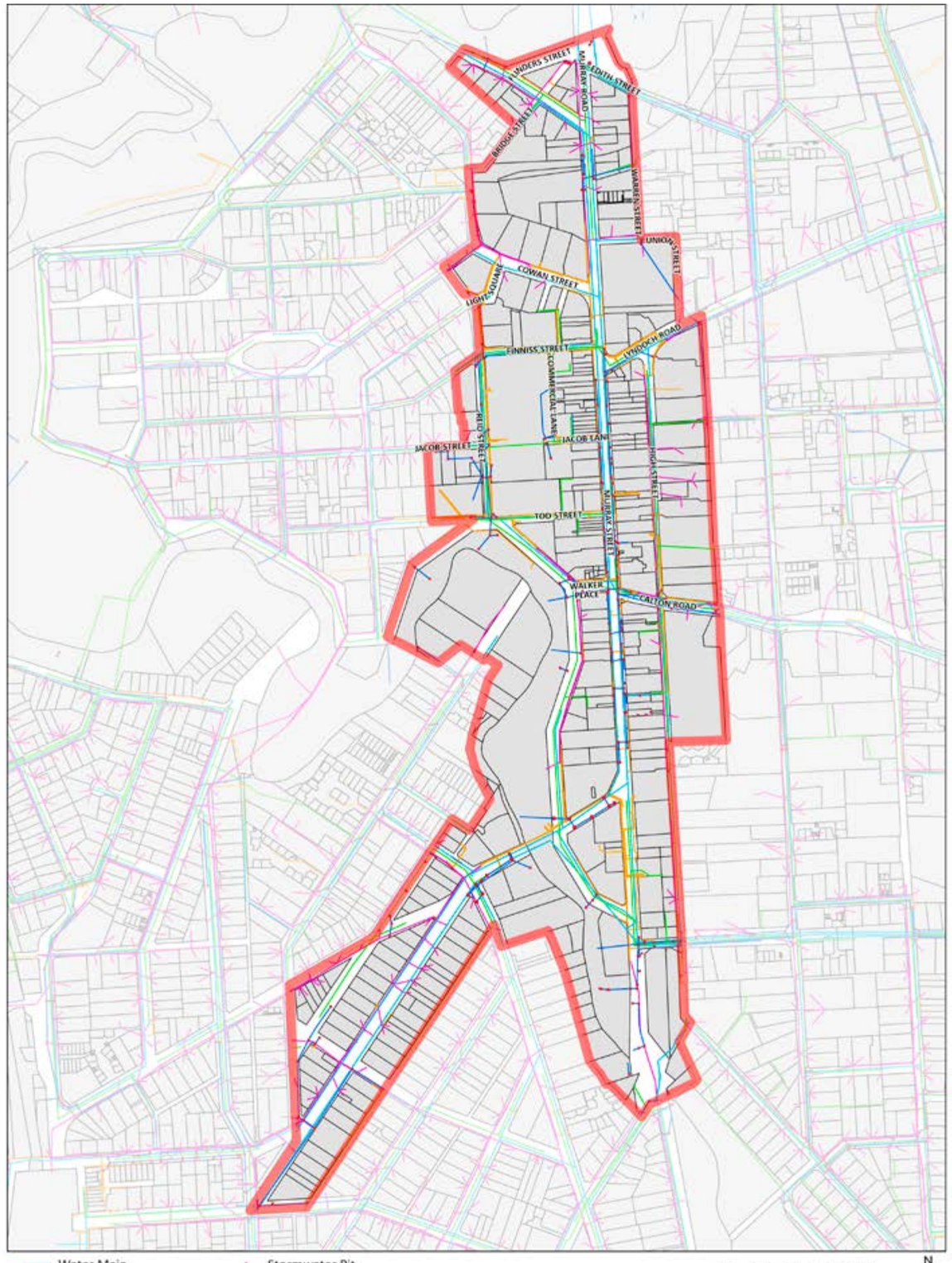
Observations

- Cycling infrastructure within the Town Centre is limited.
- Shared paths exist along the Gawler Rivers Path – Tapa Pariara, however there are no continuous north–south bicycle lanes or shared paths through the Town Centre.
- Murray Street is signed as a bike route connecting to the Gawler Cycle Way.
- Eighth Street, Julian Terrace and High Street provide lower-traffic on-road cycling connections.
- The Gawler Bike Hub at Pioneer Park provides end-of-trip facilities and cycling information.
- Existing cycling routes connect east to the Greater Adelaide Cycleway and Barossa trail network.
- Dedicated bike lanes are provided along Adelaide Road between Nineteenth Street and the river, although these are not continuous with surrounding paths and trails.

Spatial Analysis

Infrastructure and Services

The Town Centre is well connected with water mains, wastewater and stormwater infrastructure, supporting existing and future growth opportunities.



AND SERVICES

Observations

- Underground electricity infrastructure is provided along Murray Street, while overhead powerlines remain present throughout a number of surrounding streets within the Town Centre (e.g. High Street).
- Water, wastewater and stormwater infrastructure are well established and broadly connected throughout the Town Centre.

Spatial Analysis Summary: Eight Features

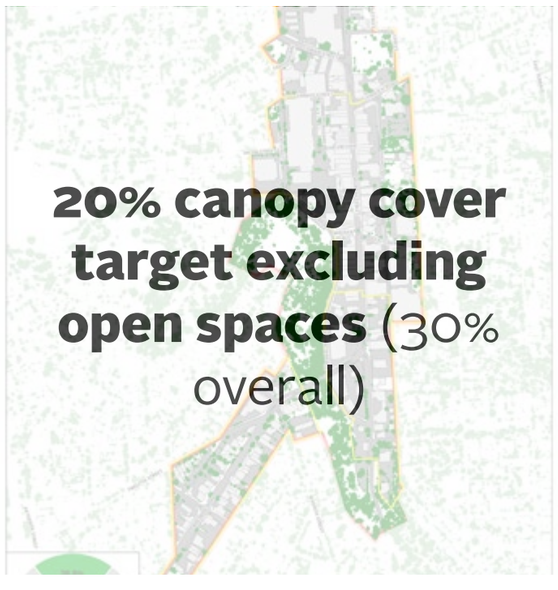


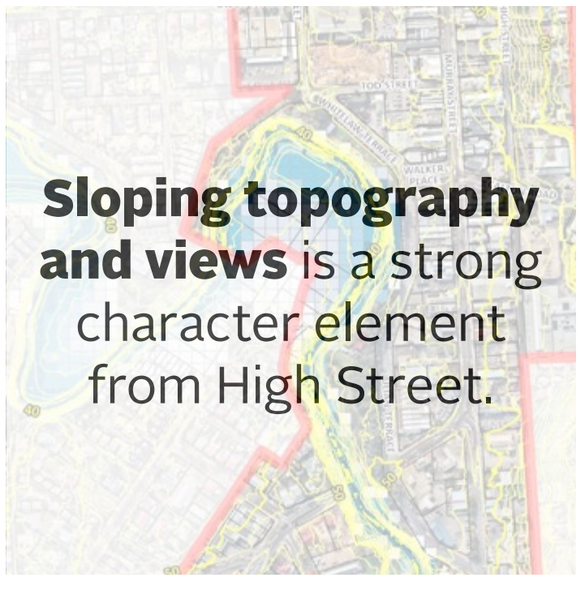










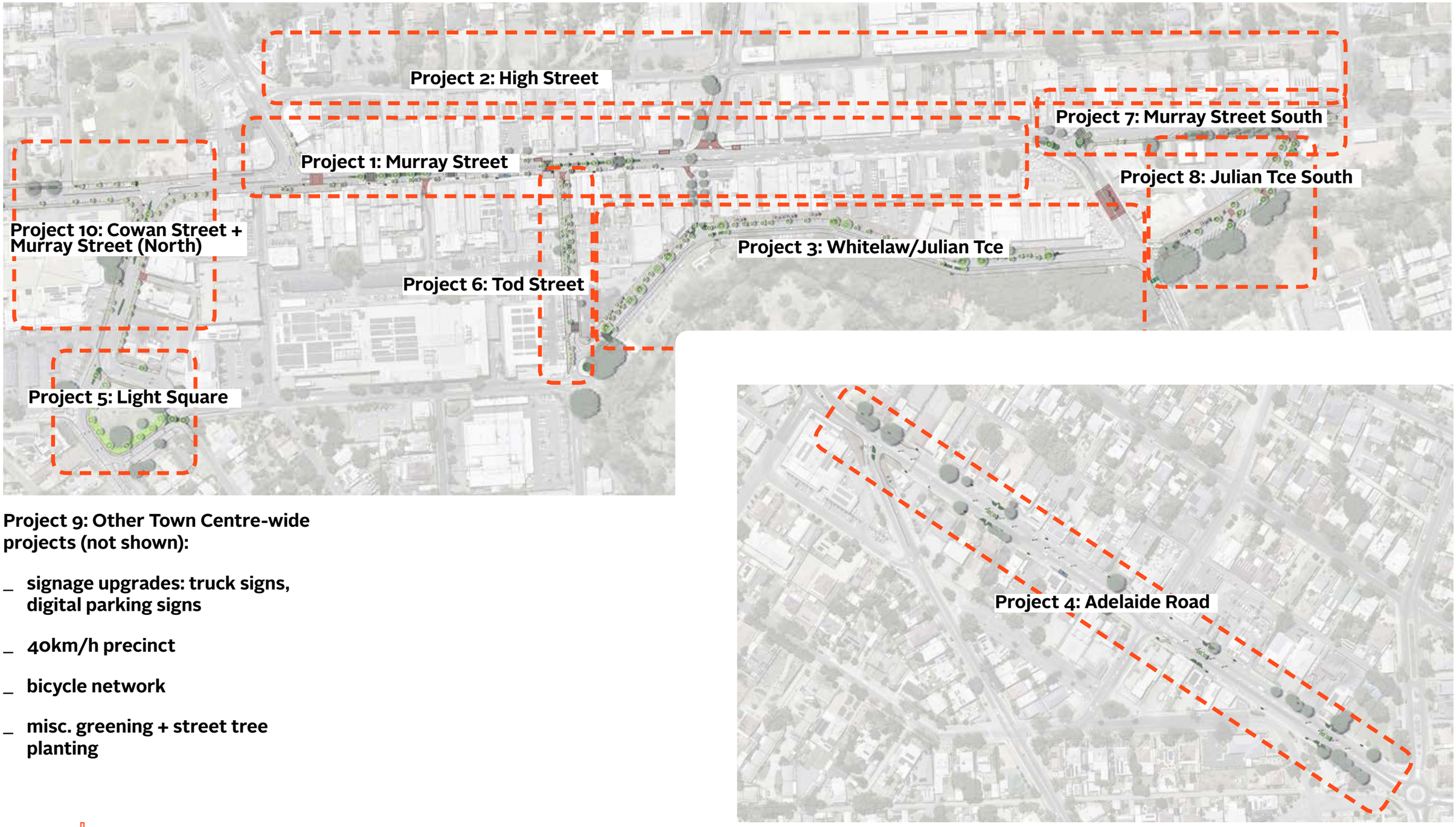




Movement + Place (Street + Public Realm) Improvement Concepts including options

For some streets and locations, more than one design option was considered. In some cases a 'low change', 'medium change' and 'high change' design was developed for testing.

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

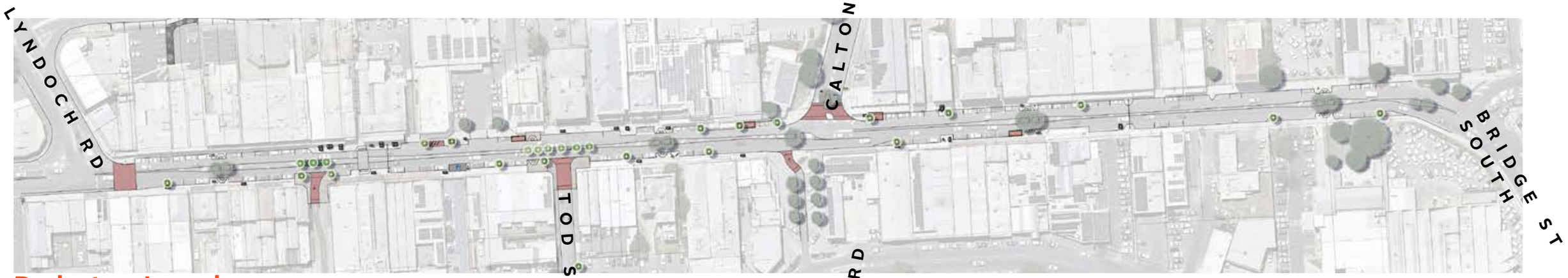


Project 9: Other Town Centre-wide projects (not shown):

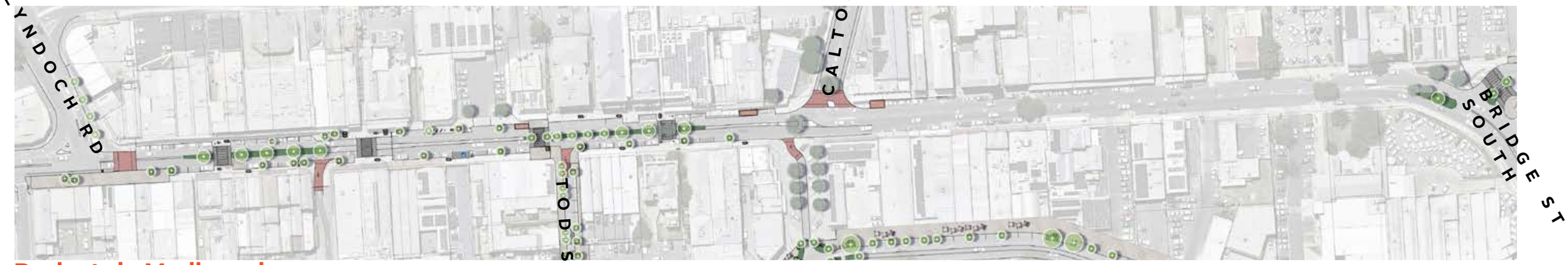
- signage upgrades: truck signs, digital parking signs
- 40km/h precinct
- bicycle network
- misc. greening + street tree planting

Key Plan - Not to Scale

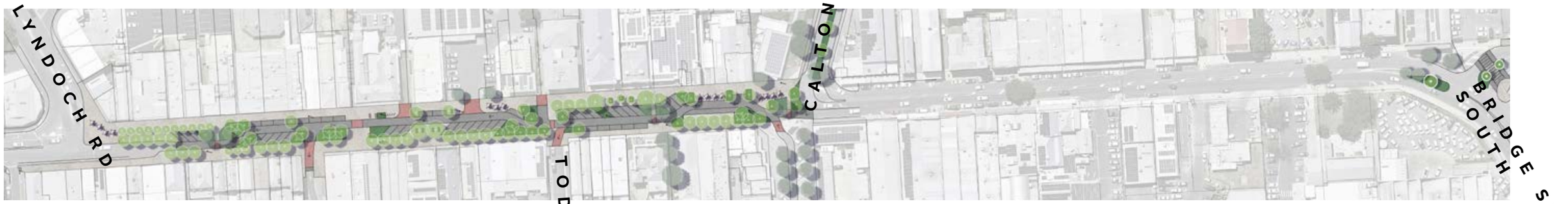
Project 1: Murray Street



Project 1a: Low change



Project 1b: Medium change



Project 1c: High change

Refer to the following pages for details of each project



NEW UPLIGHTING TO TREES

EXISTING BANNER POLES + FLAGS TO BE RETAINED

PLANTER BOXES WITH SEATING

BIKE POD + MOTORBIKE PARKING

SIGNAL CHANGES FOR IMPROVED SAFETY

LYNDOCH ROAD

MURRAY STREET

JACOB LANE

DIGITAL PARKING SIGN

HIGH CONTRAST ROAD TREATMENT

CONTINUOUS FOOTPATHS

MODIFY SIGNAL PHASING

ACCESSIBLE CARPARK

← At Horrocks Hwy intersection

JENSEN PLUS
Planning
Landscape Architecture
Urban Design
Social Planning

Murray Street

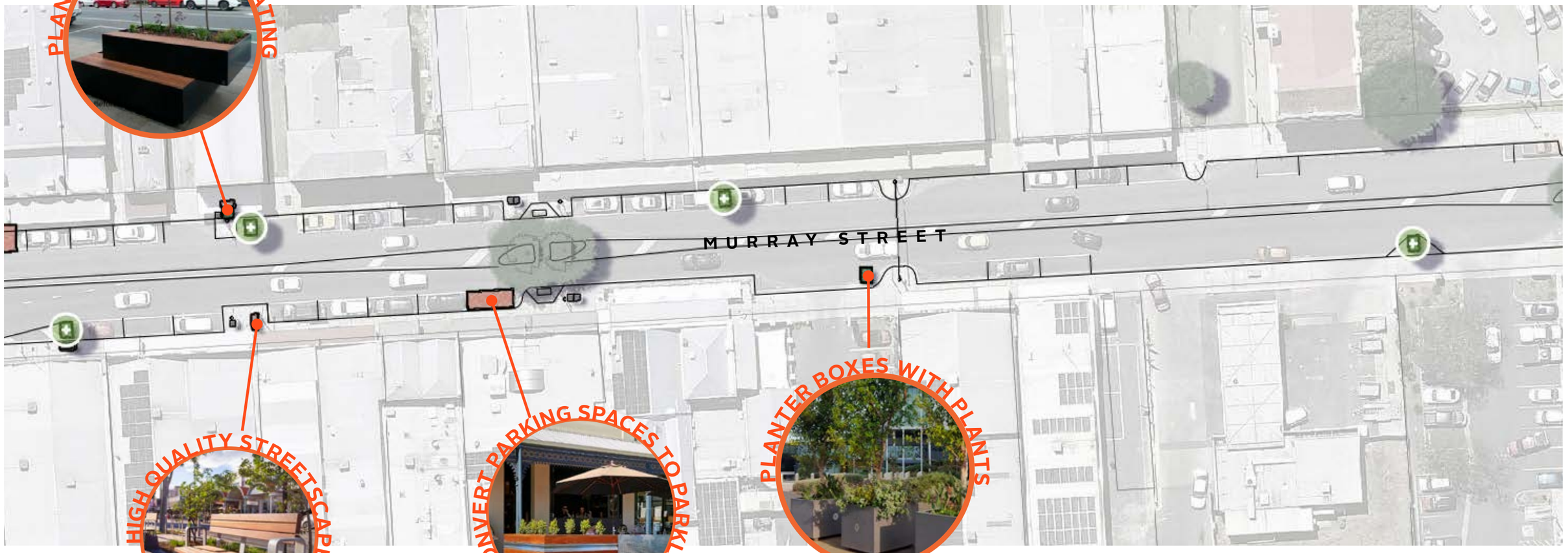
Project 1a: Low change - Public Realm Concept 1/3

Scale 1:500 @ A3


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


PLANTED PEDESTRIAN REFUGE
HIGH QUALITY STREETSCAPE
CONVERT PARKING SPACES TO PARKLET
HIGH CONTRAST ROAD TREATMENT
NO TRUCKS SIGN
MURRAY STREET
TOD STREET
WALKER PL
CONTINUOUS FOOTPATHS
PLANTER BOXES WITH TREES





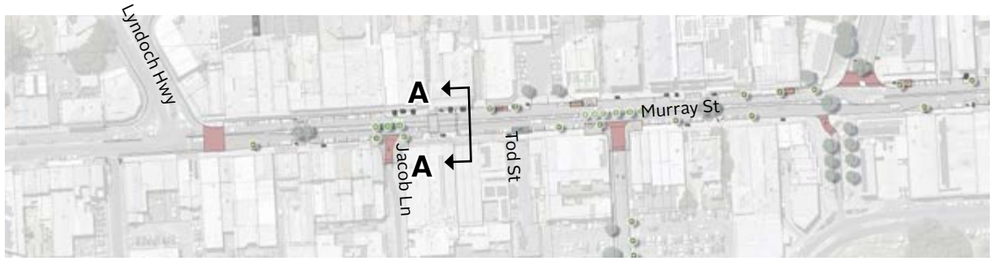
Murray Street

Project 1a: Low change - Public Realm Concept 3/3

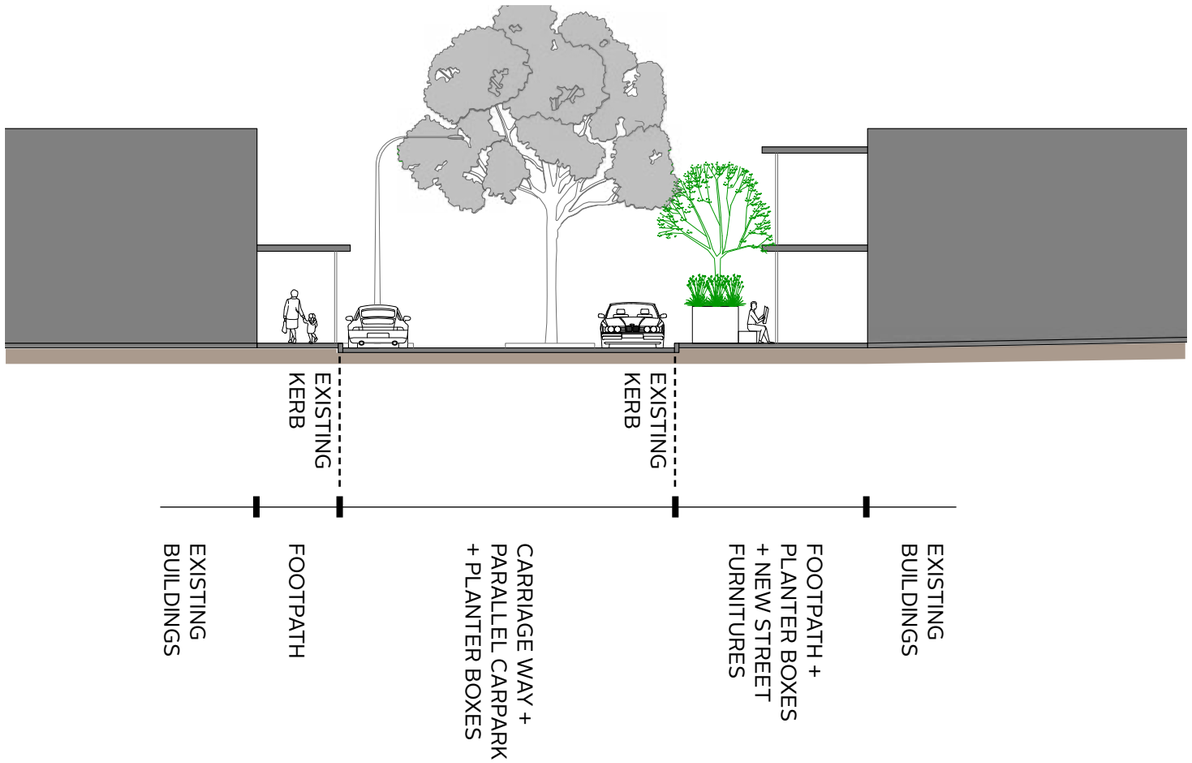
Scale 1:500 @ A3

Murray Street

Typical cross section - Low change

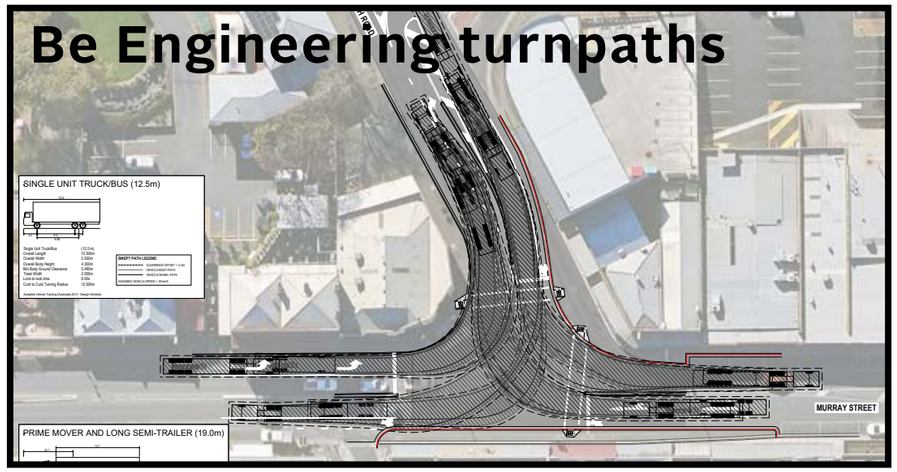


Key Plan

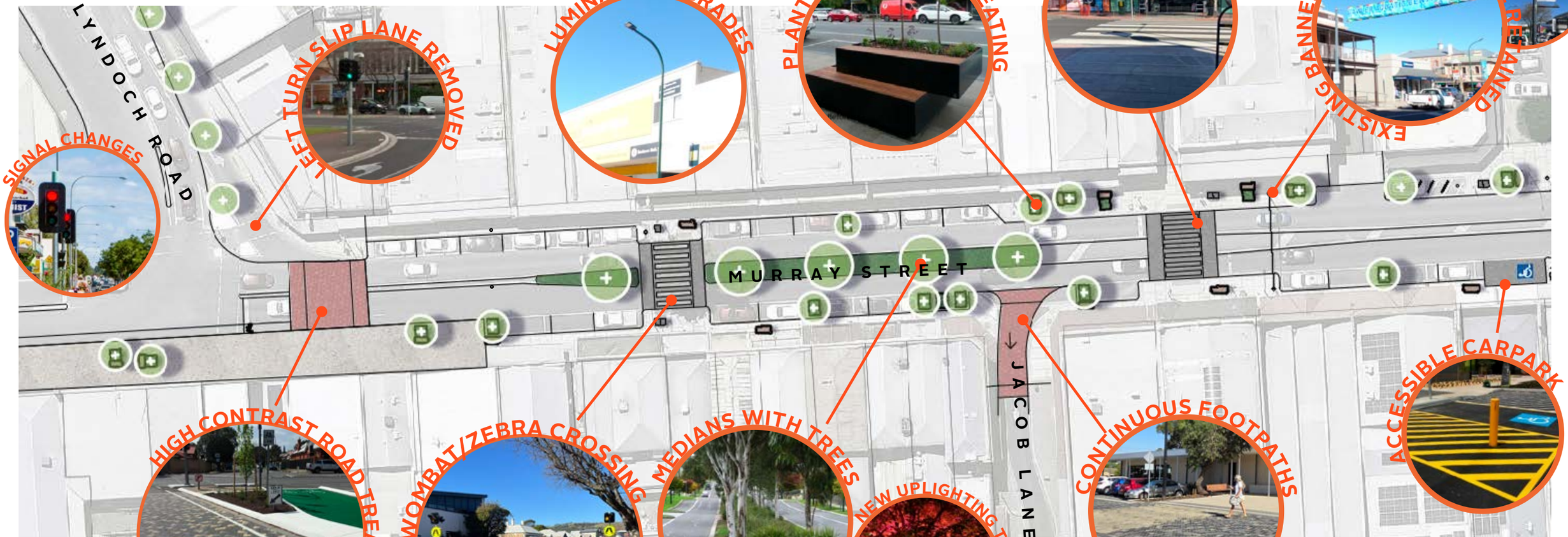


Typical cross section A - Murray Street

Scale 1:200 @ A3


Be Engineering turnpaths
SINGLE UNIT TRUCK/BUS (12.5m)
PRIME MOVER AND LONG SEMI-TRAILER (19.0m)
MURRAY STREET


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


LYNDOCH ROAD
MURRAY STREET
JACOB LANE
SIGNAL CHANGES
LEFT TURN SLIP LANE REMOVED
LUMINAIRE UPGRADES
PLANTER BOXES WITH SEATING
WOMBAT CROSSING
EXISTING BANNER POLES + FLAGS TO BE RETAINED
HIGH CONTRAST ROAD TREATMENT
WOMBAT/ZEBRA CROSSING
MEDIANS WITH TREES
NEW UPLIGHTING TO TREES
CONTINUOUS FOOTPATHS
ACCESSIBLE CARPARK





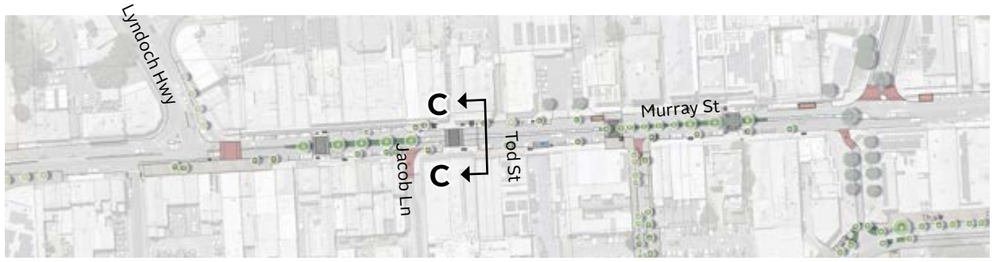
JENSEN PLUS
Planning
Landscape Architecture
Urban Design
Social Planning

Murray Street
Project 1b: Medium change - Public Realm Concept 2/2

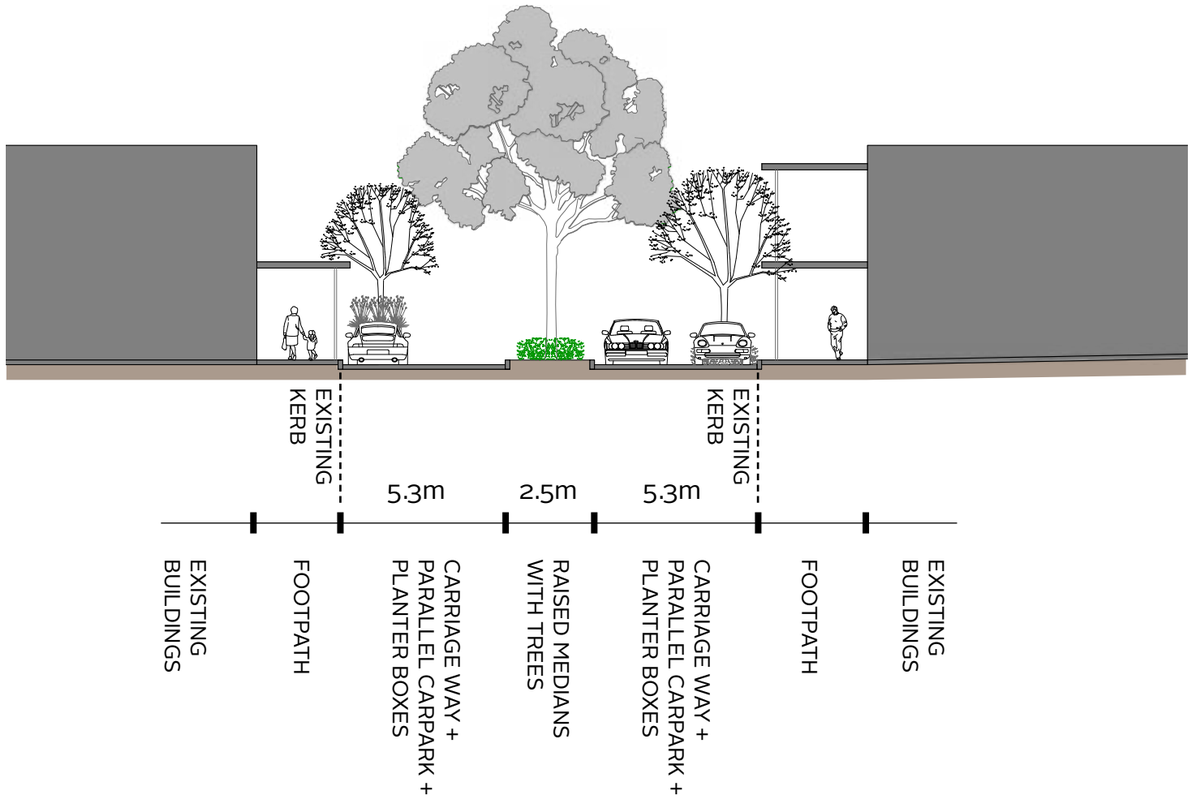
Scale 1:500 @ A3

Murray Street

Typical cross section - Medium change

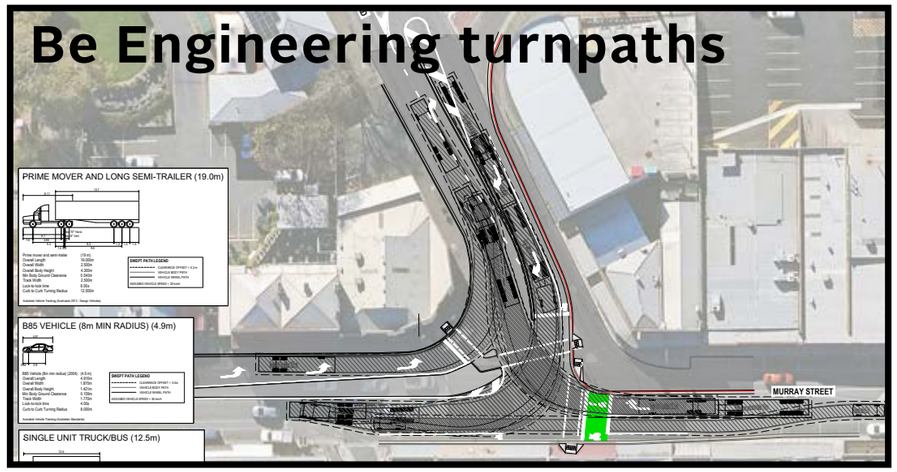


Key Plan



Typical cross section C - Murray Street

Scale 1:200 @ A3







One-way northbound shared zone streetscape design



One-way northbound shared zone streetscape design

JENSEN PLUS
Planning
Landscape Architecture
Urban Design
Social Planning

Murray Street
Project 1c: High change - Public Realm Concept 2/2

Scale 1:500 @ A3

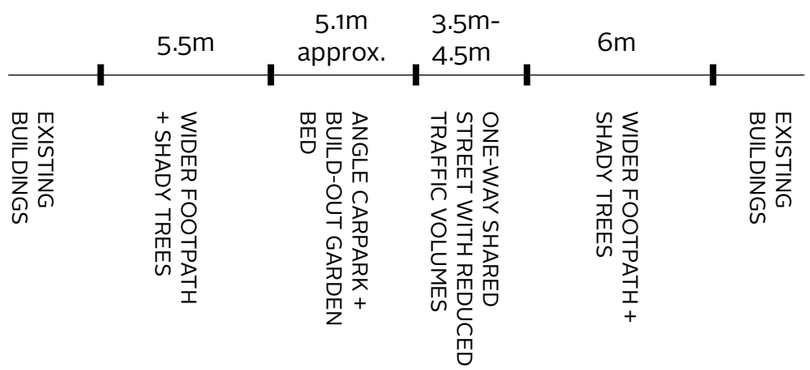
Murray Street

Typical cross sections - High change



Key Plan



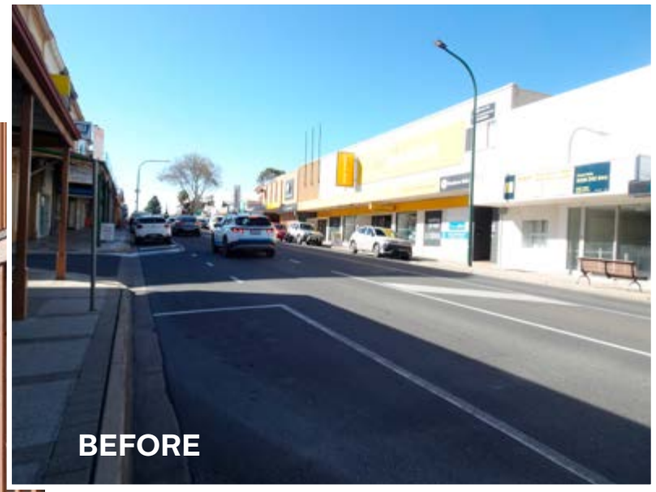


Typical cross section E - Murray Street

Scale 1:200 @ A3

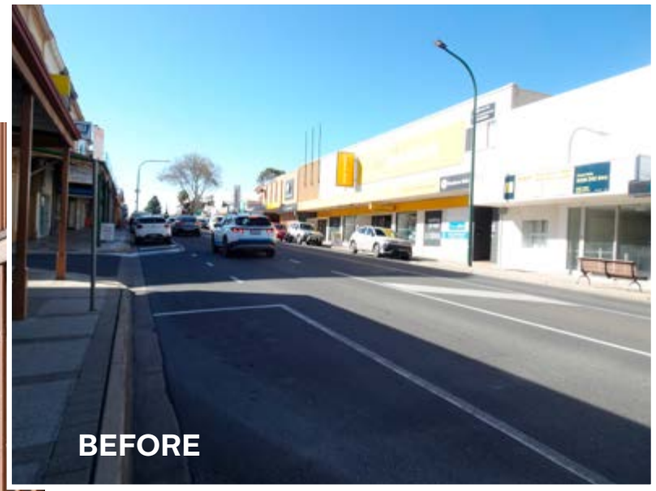
Murray Street visualisation: Low change





Murray Street visualisation: Medium change





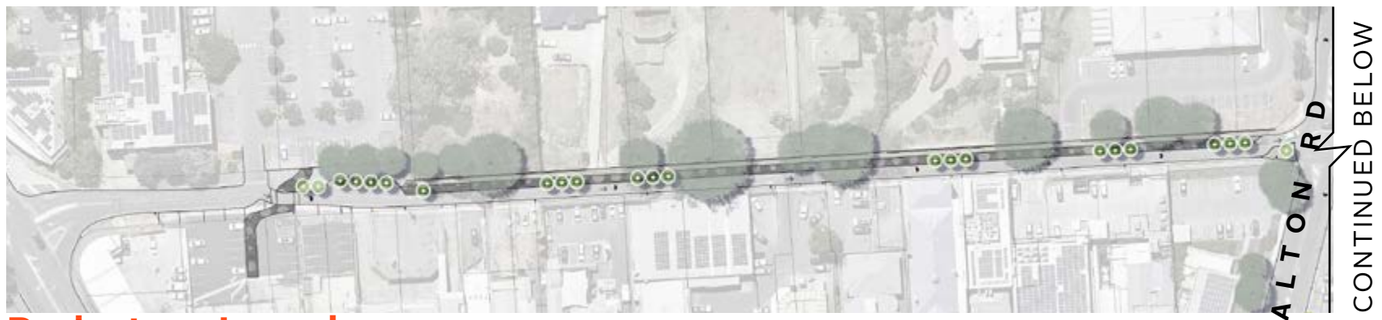
Murray Street visualisation: High change





Project 2: High Street

Refer to the following pages for details of each project



Project 2a: Low change



Project 2b: High change (cont.)



Project 2b: High change



Project 2b: High change (cont.)





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

JENSEN PLUS
Planning
Landscape Architecture
Urban Design
Social Planning

High Street
Project 2a: Low change - Public Realm Concept 1/2

Scale 1:500 @ A3



RETAIN EXISTING TREES

PLANTER BOXES WITH TREES

OVERTAKING/PARKING/BYPASS LANE

REBUILD / REPAIR RETAINING WALLS

HIGH STREET

CALTON ROAD

SHARROWS ON A ONE-WAY CARRIAGEWAY

CYCLING SHARROWS

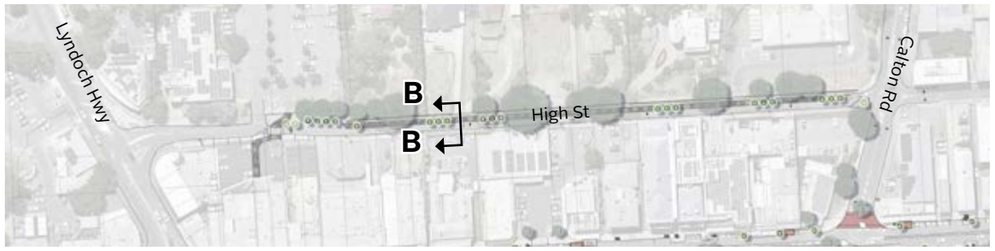
High Street

Project 2a: Low change - Public Realm Concept 2/2

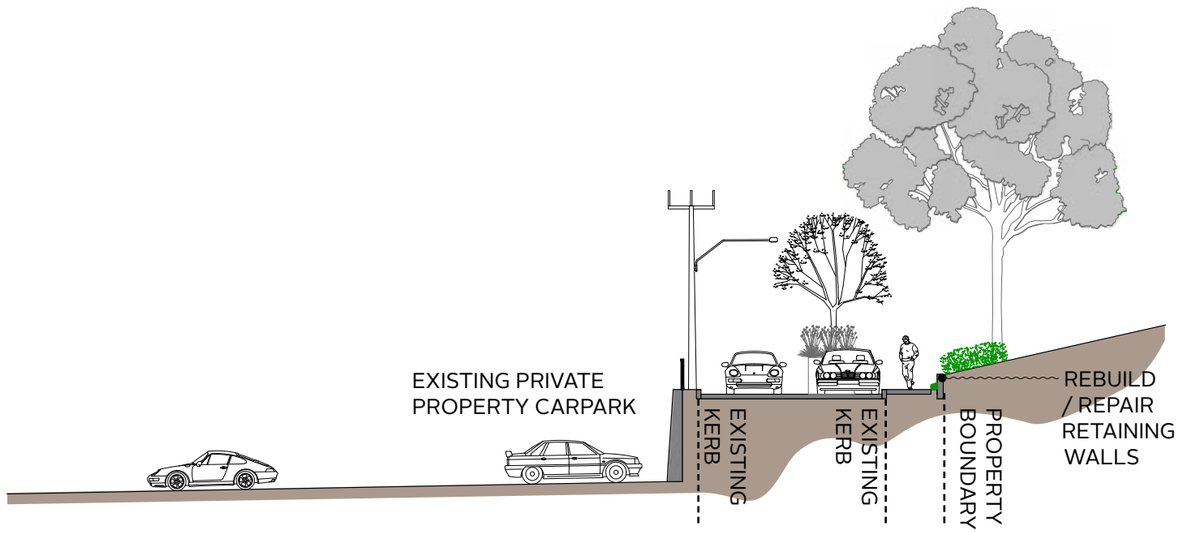
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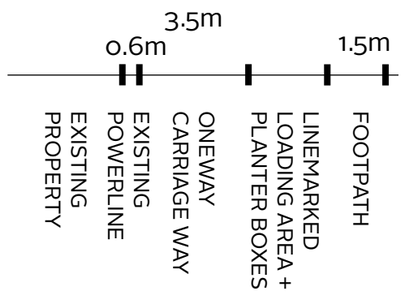
High Street

Typical cross sections - Low change



Key Plan

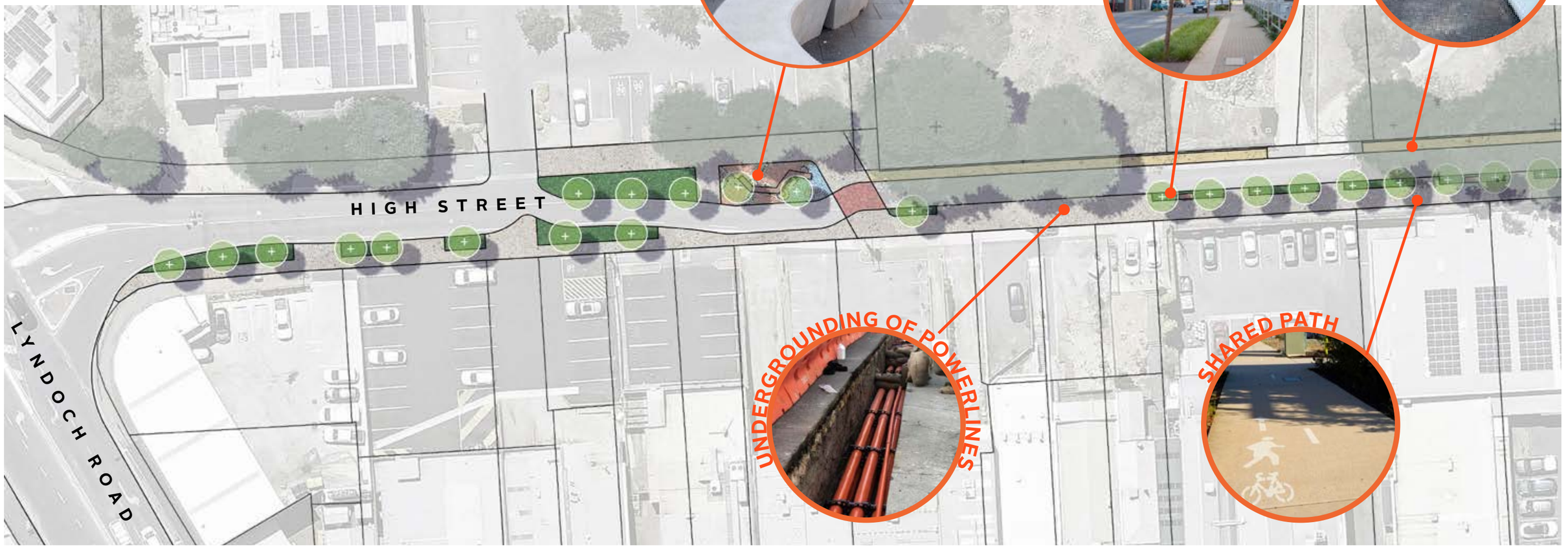




Typical cross section B - High Street

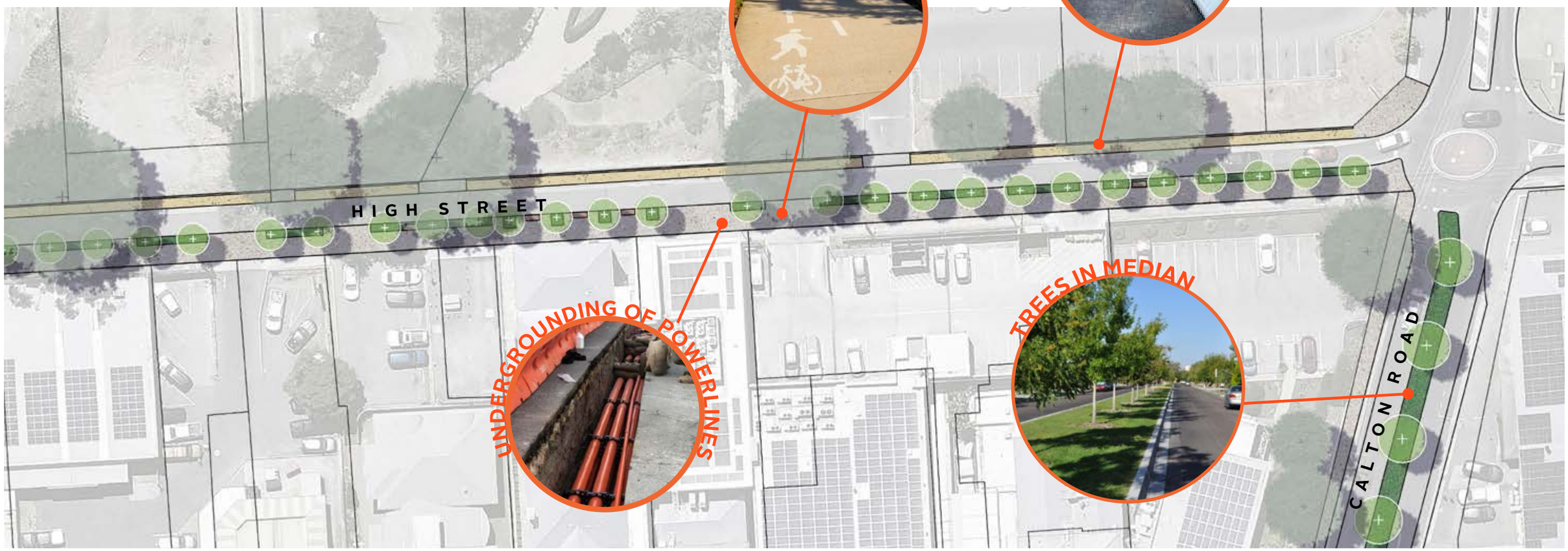
Scale 1:200 @ A3



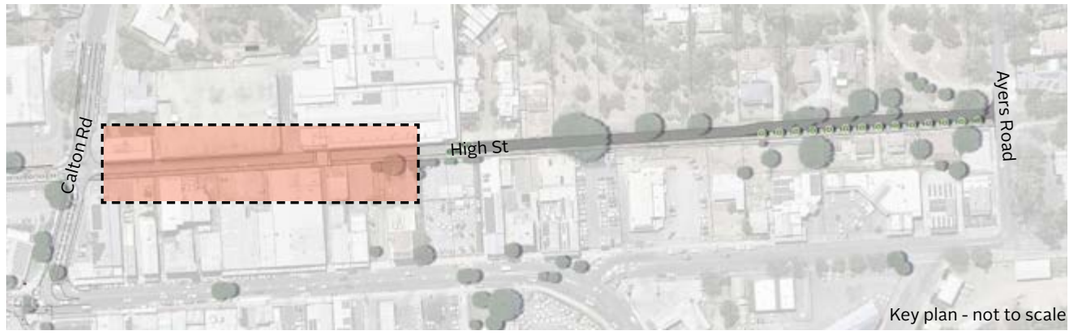


One-way southbound single carriageway to Calton Road.



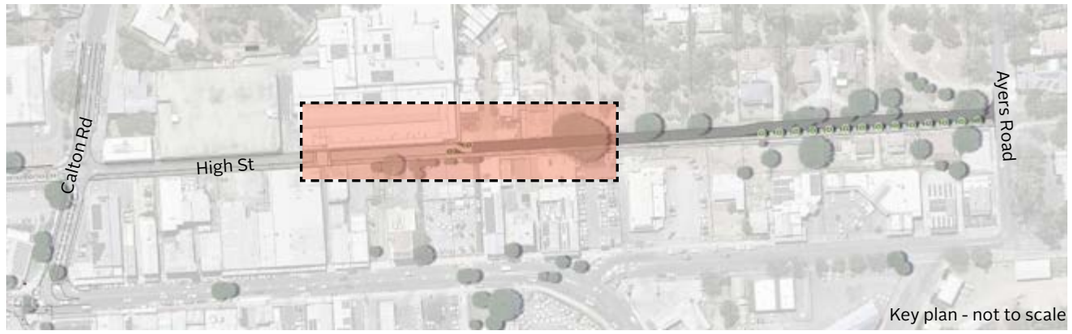


One-way southbound single carriageway to Calton Road.



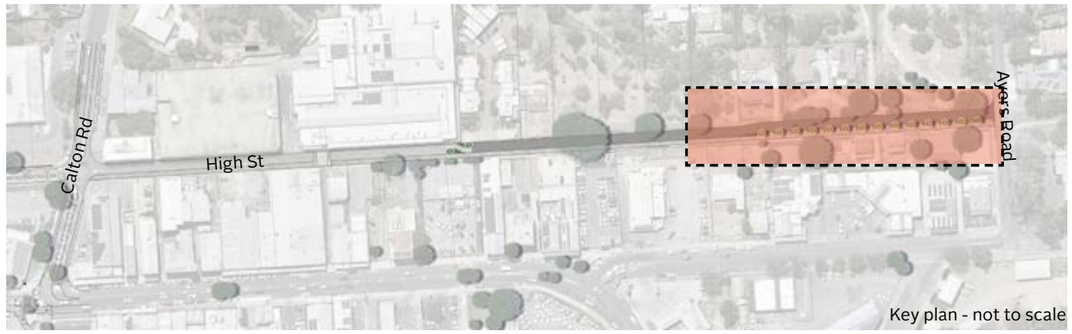


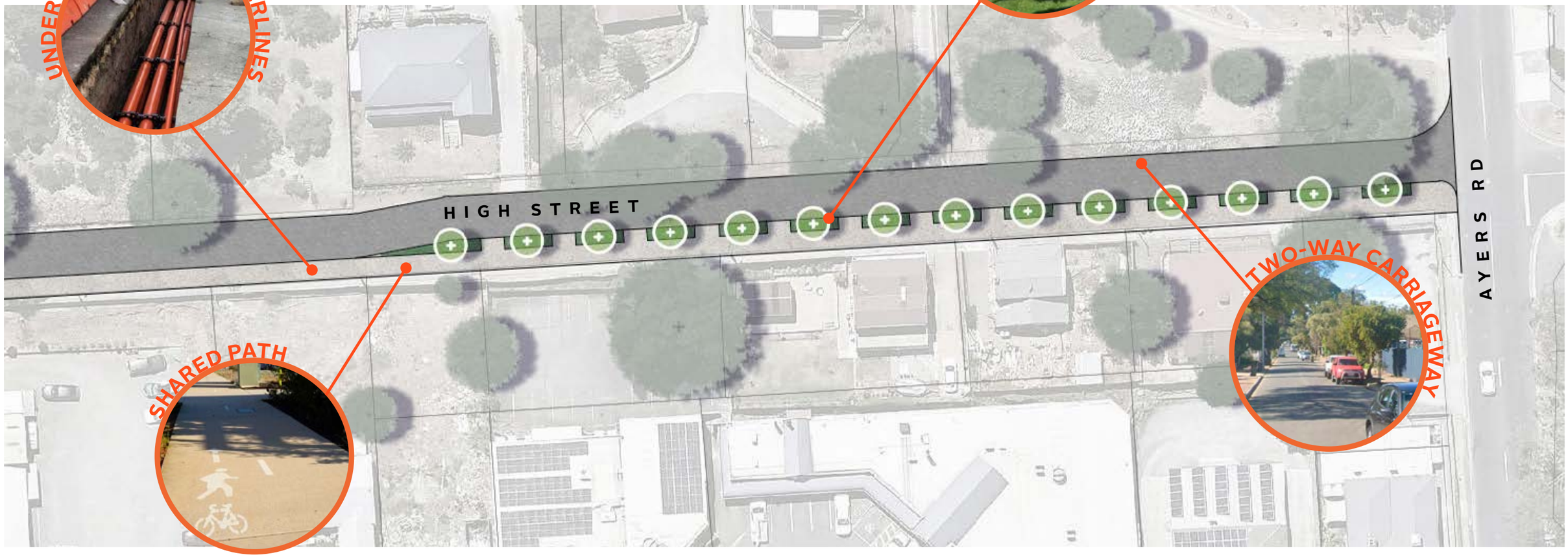
Two-way carriageway from Calton Road to Ayers Road.





Two-way carriageway from Calton Road to Ayers Road.





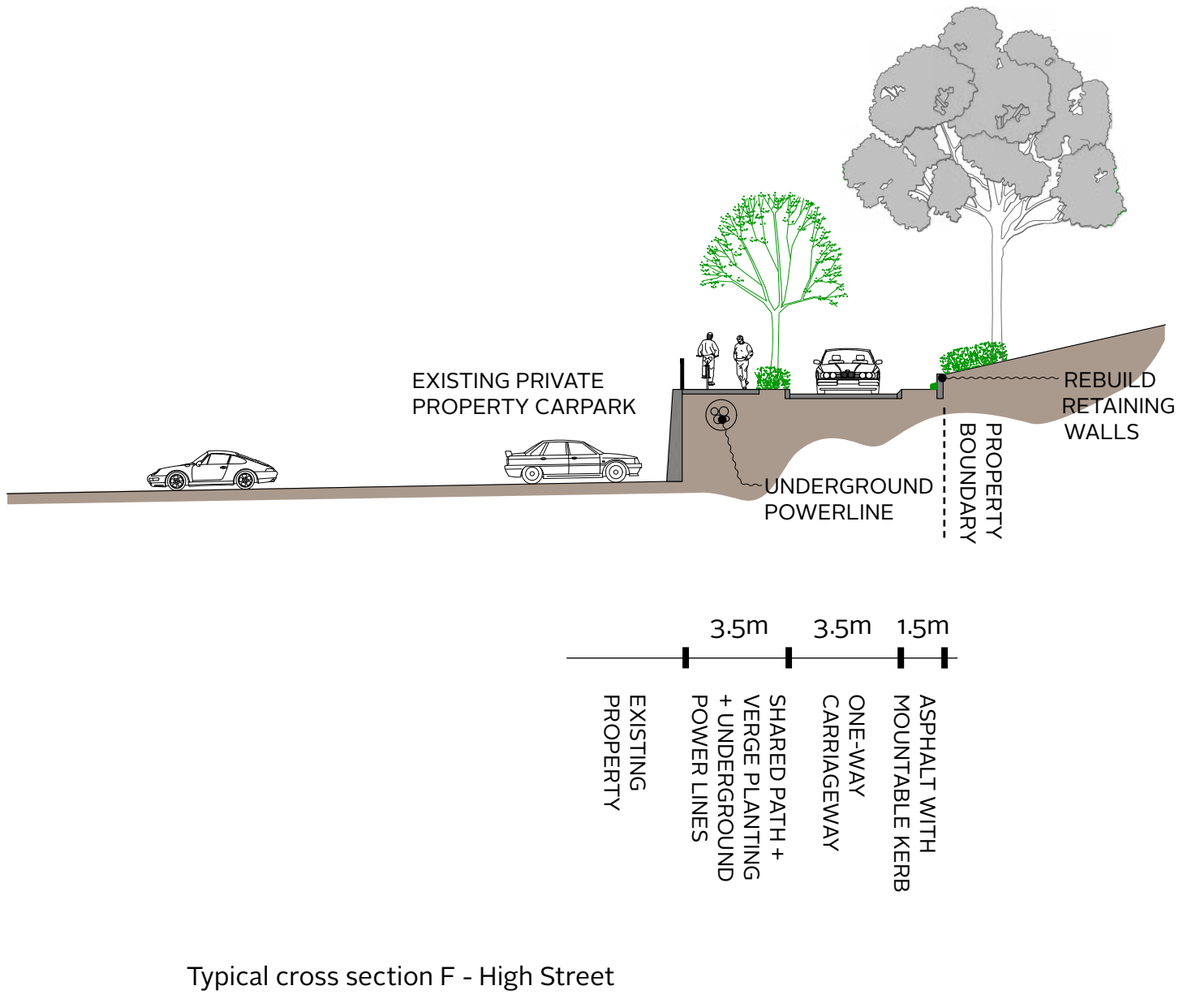
Two-way carriageway from Calton Road to Ayers Road.

High Street

Typical cross sections - High change



Key Plan



Typical cross section F - High Street

Scale 1:200 @ A3

High Street visualisation: Low change



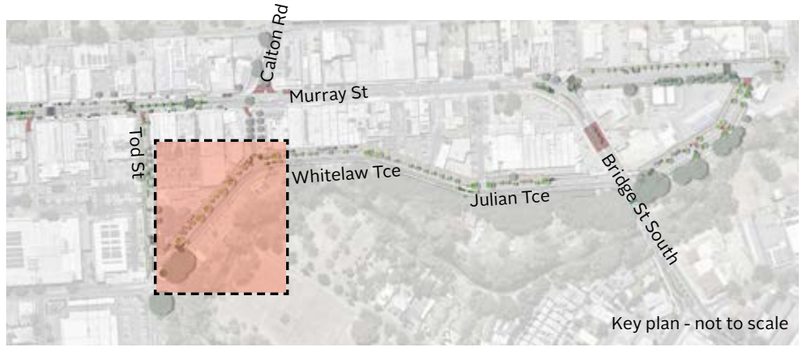


High Street visualisation: High change





Project 3: Whitelaw / Julian Tce





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

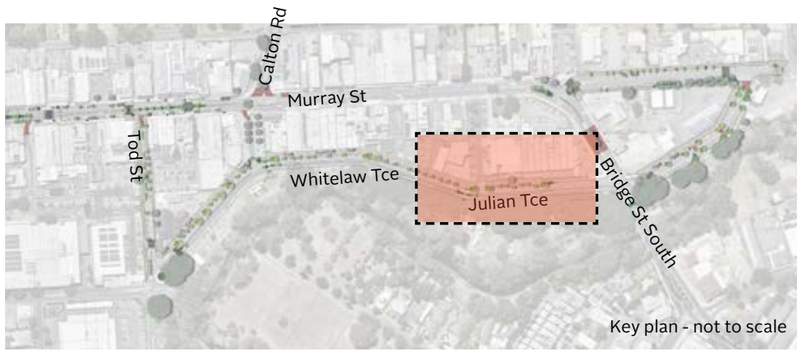
WHITELAW TCE

UNDERGROUNDING OF POWERLINES

PEDESTRIAN REFUGE WITH TREES

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

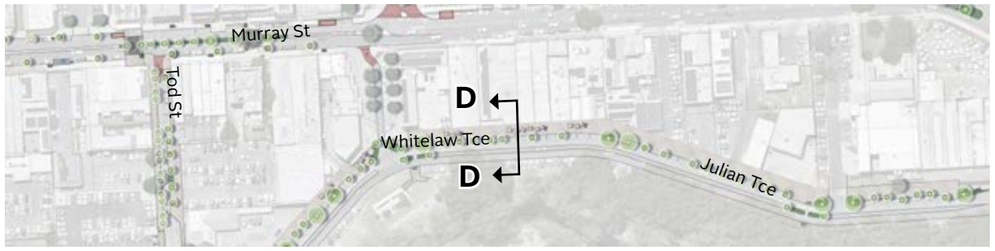
Scale 1:500 @ A3



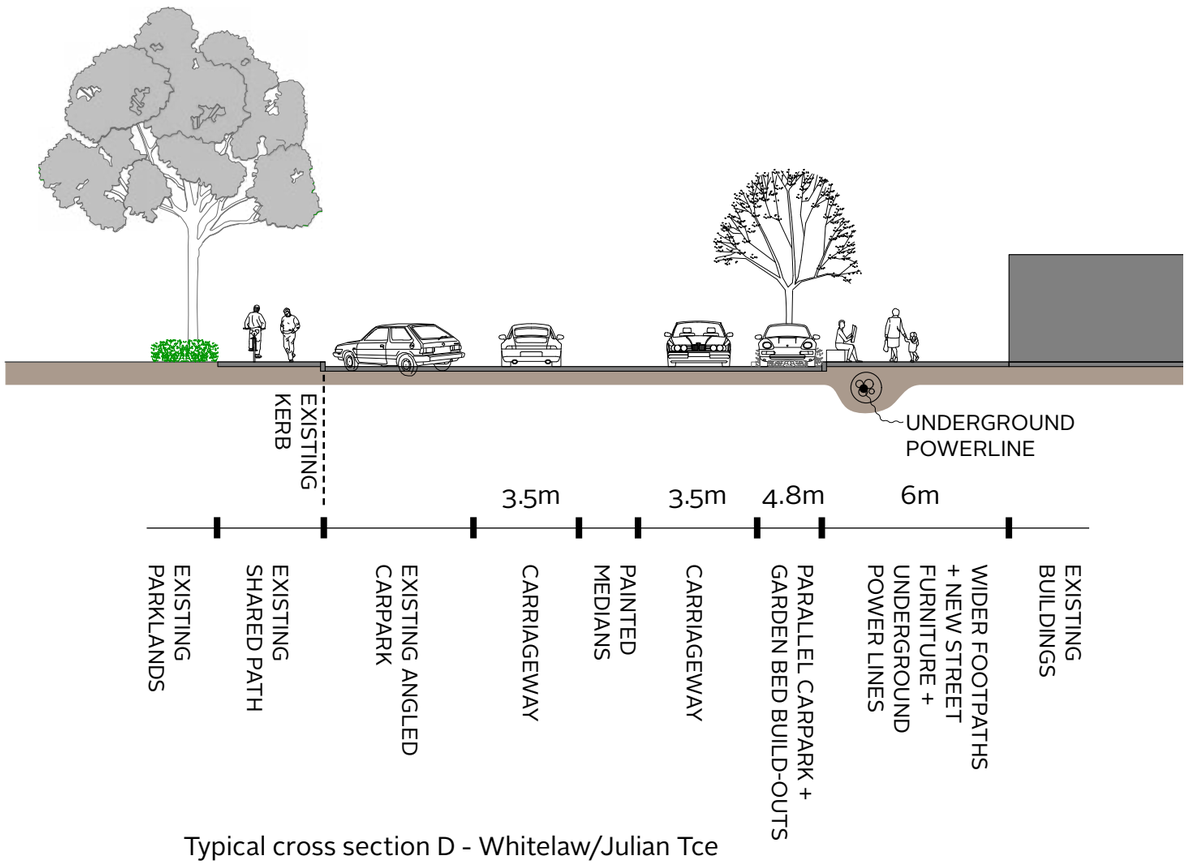
Be Engineering layout plan

Whitelaw/Julian Tce

Typical cross section



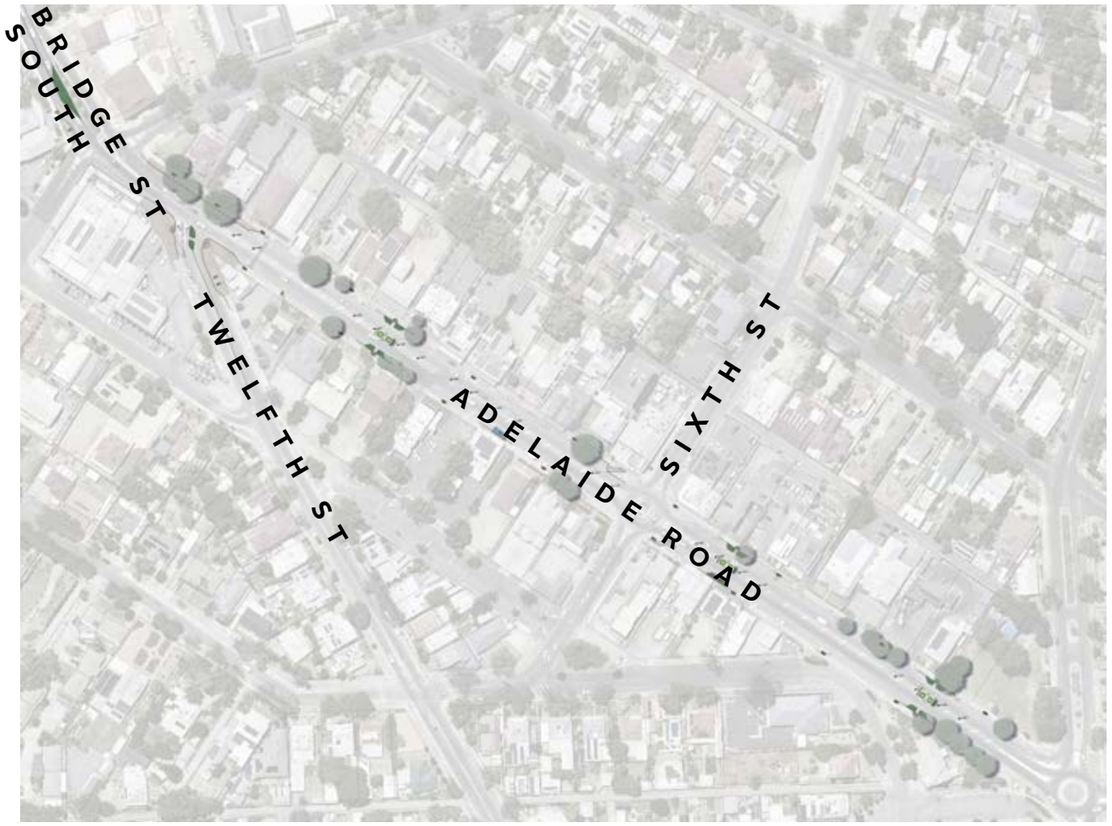
Key Plan



Typical cross section D - Whitelaw/Julian Tce

Scale 1:200 @ A3

Project 4: Adelaide Road



Project 4a: Low change



Project 4b: High change

Refer to the following pages for details of each project



HIGH QUALITY STREET FURNITURE

PEDESTRIAN CROSSING

NEW FLAGS

TWELFTH STREET

ADELAIDE ROAD

Adelaide Road

Project 4a: Low change - Public Realm Concept 1/3

Scale 1:500 @ A3



ACCESSIBLE CARPARK

HIGH QUALITY STREET FURNITURE

PROPOSED PEDESTRIAN CROSSING

NEW FLAGS

ADELAIDE ROAD

SIXTH STREET

BIKE TO FOOTPATH RAMPS

Adelaide Road

Project 4a: Low change - Public Realm Concept 2/3

Scale 1:500 @ A3



HIGH QUALITY STREET FURNITURE

PROPOSED PEDESTRIAN CROSSING

NEW FLAGS

ADELAIDE ROAD

EIGHTH STREET

Adelaide Road

Project 4a: Low change - Public Realm Concept 3/3

Scale 1:500 @ A3



Adelaide Road

Project 4b: High change - Public Realm Concept 1/3

Scale 1:500 @ A3

JENSEN PLUS
Planning
Landscape Architecture
Urban Design
Social Planning

NEW FLAGS



HIGH QUALITY STREET FURNITURE



ACCESSIBLE CARPARK



Investigate redesigning the roundabout with compliant pedestrian refuges for crossing all approaches

SIXTH STREET

REST NODE + SHADY TREES



PROPOSED PEDESTRIAN CROSSING



ADELAIDE ROAD

WIDE FOOTPATHS



BIKE TO FOOTPATH RAMPS





Key plan - not to scale

JENSEN PLUS
Planning
Landscape Architecture
Urban Design
Social Planning

Adelaide Road

Project 4b: High change - Public Realm Concept 2/3

Scale 1:500 @ A3 N



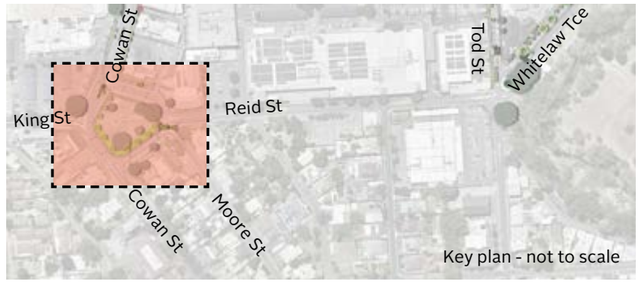
JENSEN PLUS
Planning
Landscape Architecture
Urban Design
Social Planning

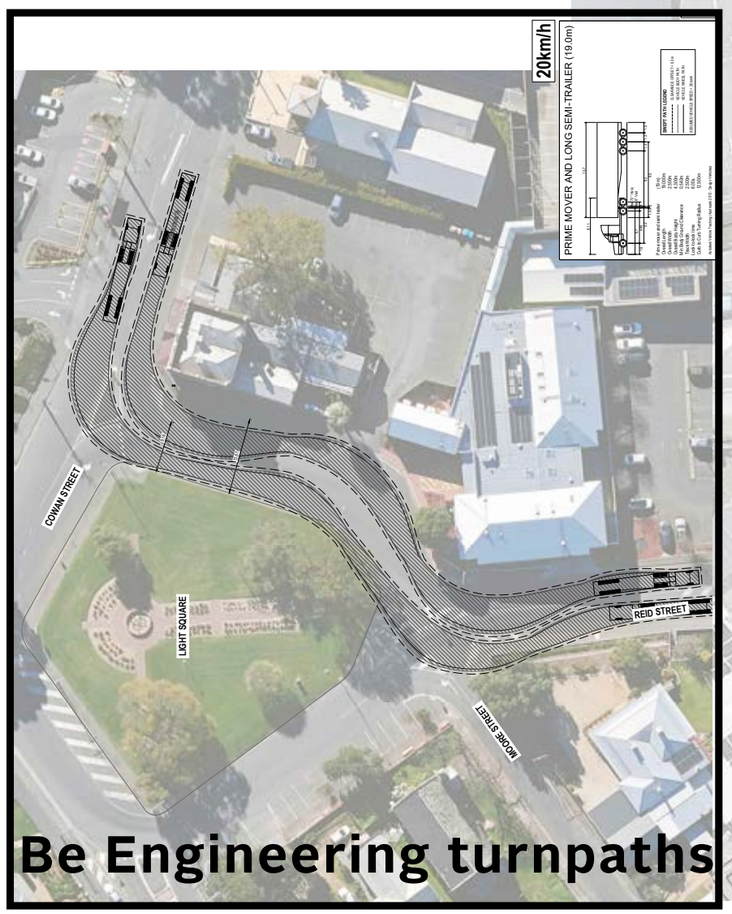
Adelaide Road

Project 4b: High change - Public Realm Concept 3/3

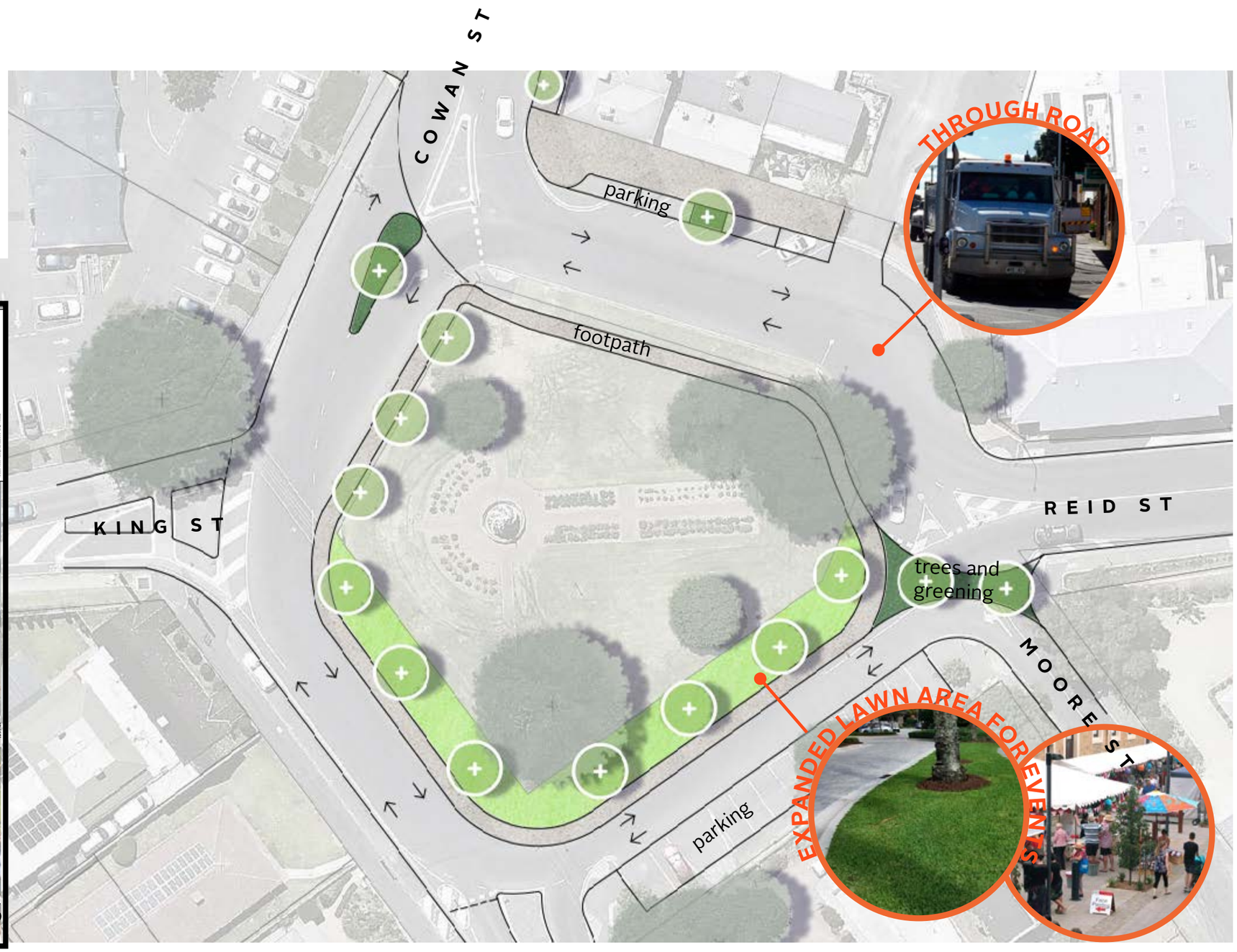
Scale 1:500 @ A3

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





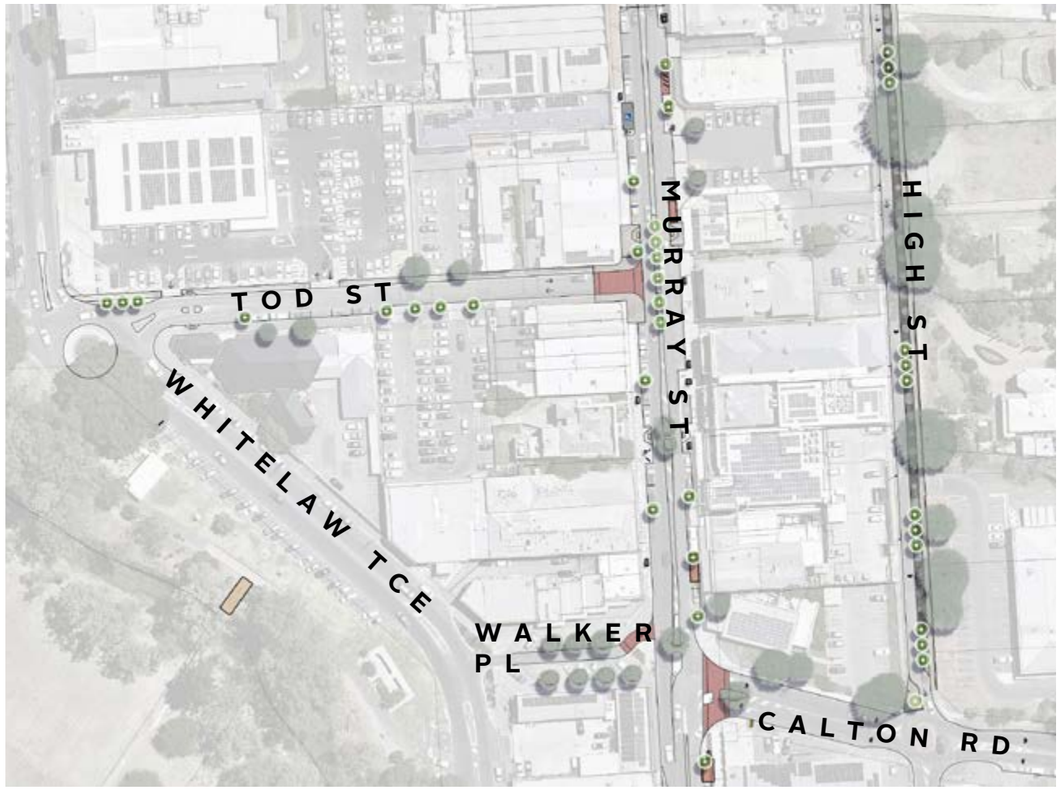
Be Engineering turnpaths



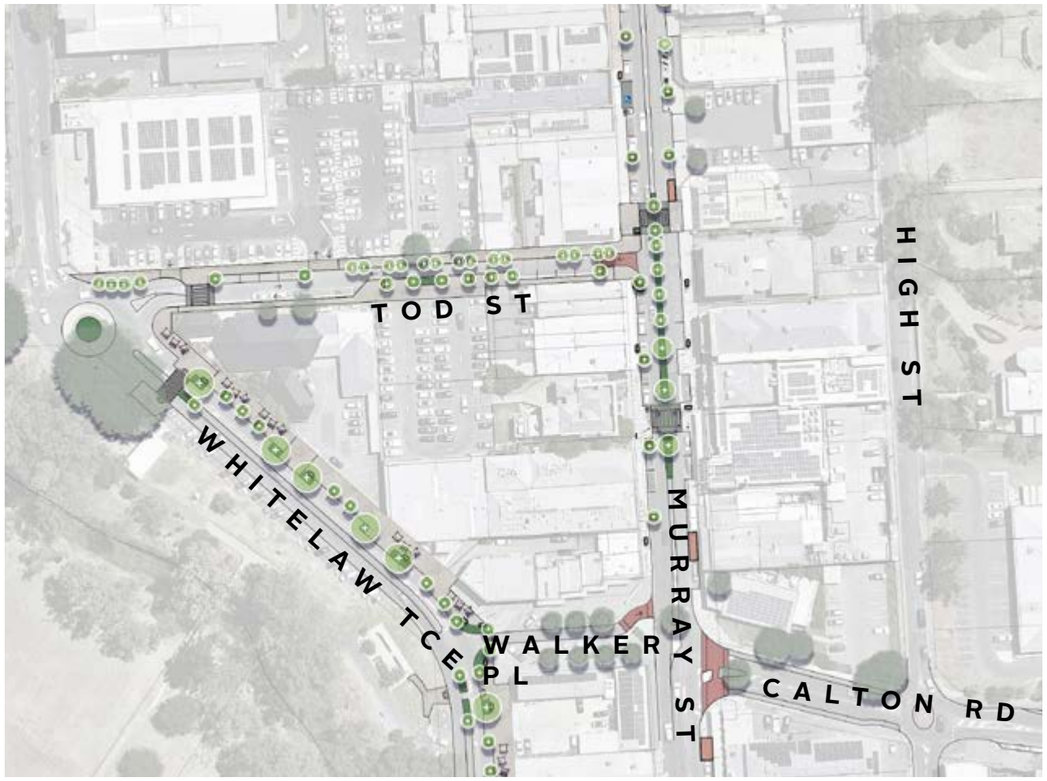
Light Square
Project 5: Public Realm Concept

Scale 1:500 @ A3

Project 6: Tod Street

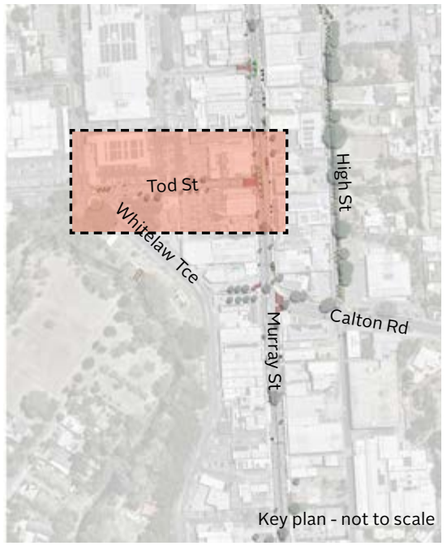


Project 6a: Low change



Project 6b: Medium change

Refer to the following pages for details of each project



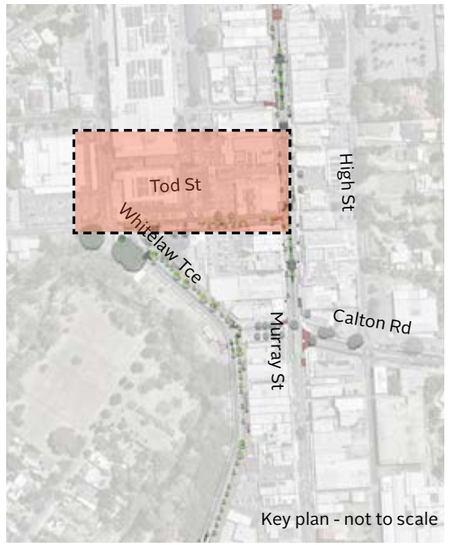


Tod Street

Project 6a: Low change - Public Realm Concept

Scale 1:500 @ A3

JENSEN PLUS
Planning
Landscape Architecture
Urban Design
Social Planning



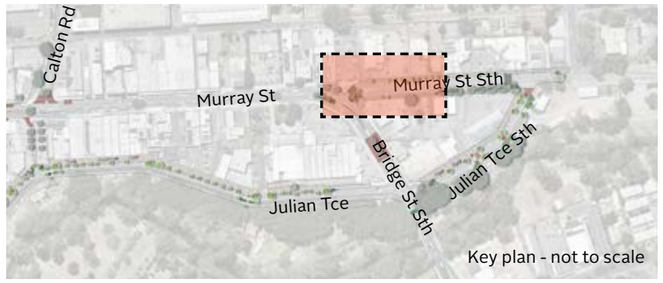


Tod Street

Project 6b: Medium change - Public Realm Concept

Scale 1:500 @ A3

Project 7: Murray Street South







CONVERT PARKING SPACES TO PARKLET

NEW SEATS

NEW FOOTPATHS + TREES

PROPOSED PEDESTRIAN CROSSING

MURRAY STREET SOUTH

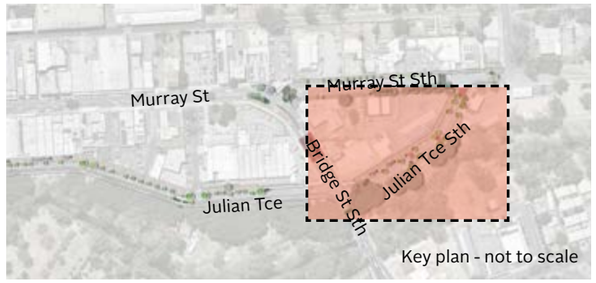
WOMBAT CROSSING

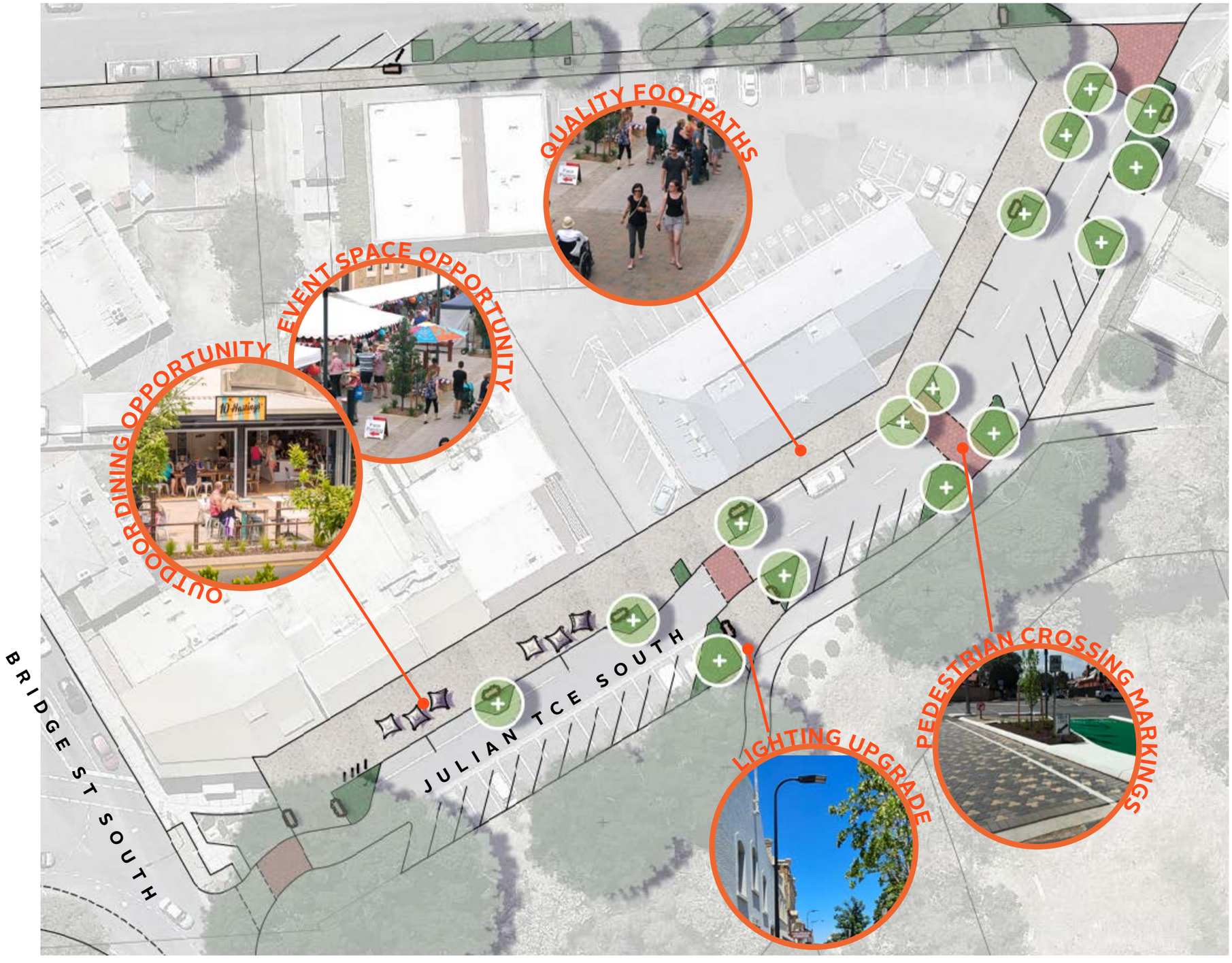
JULIAN TCE SOUTH

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

Scale 1:500 @ A3

Project 8: Julian Terrace South





Julian Terrace South
Project 8: Public Realm Concept

Scale 1:500 @ A3

Project 9: Other Town Centre-Wide Projects

Project 9a: Signage upgrades

Project 9b: 40km/h precinct

Project 9c: Bicycle network

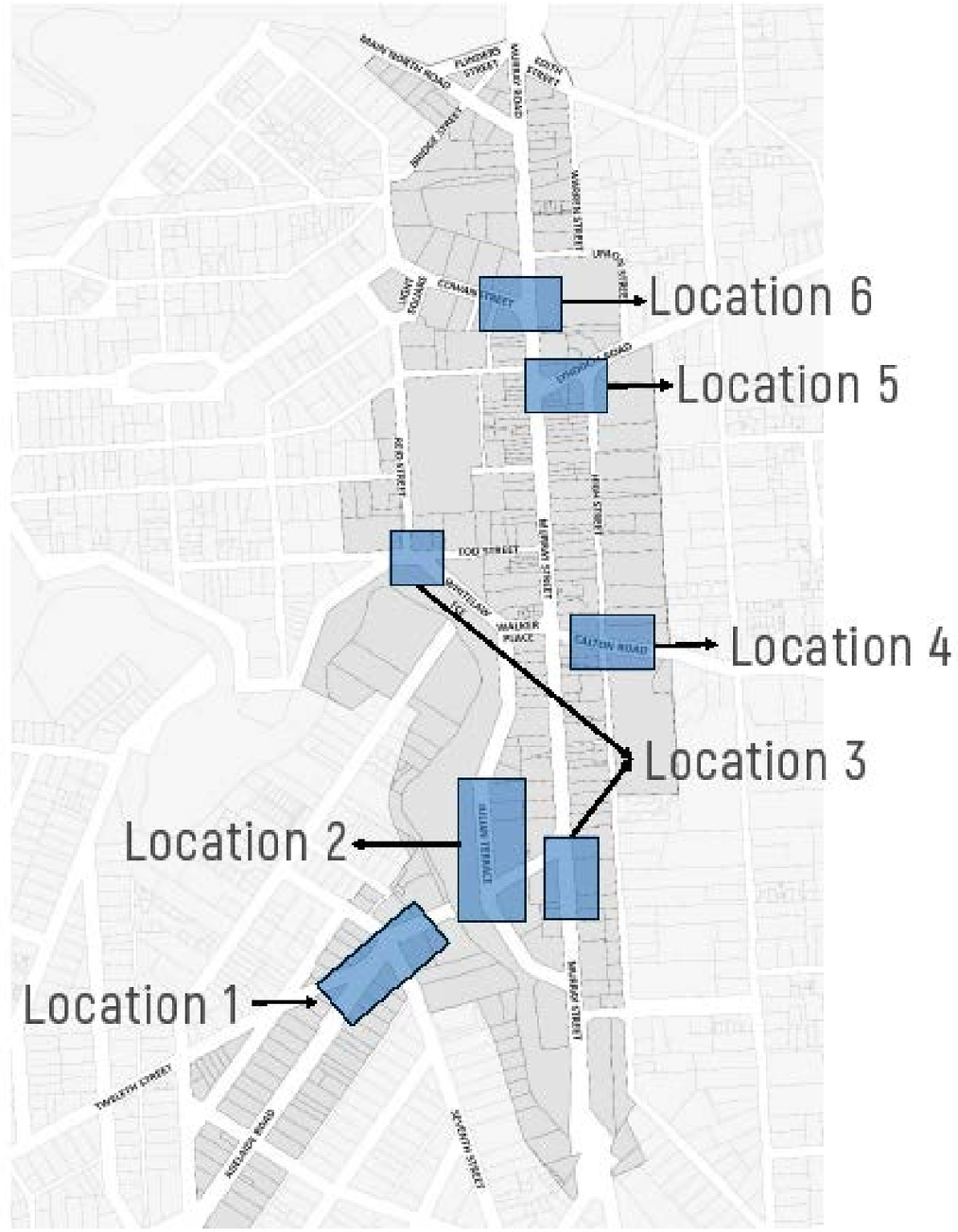
Project 9d: Miscellaneous greening + street tree planting

Refer to the following pages for details of each project

PROJECT 9A – PROPOSED SIGNAGE IMPROVEMENTS – DRIVER INFORMATION

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

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



BE25-097 Gawler Structure Plan - Martin Elsworthy (A)

Page 1 of 10

PROJECT 9A – PROPOSED SIGNAGE IMPROVEMENTS – DRIVER INFORMATION

Sign Schedule

Location	Sign	Code	Number
1	Load Limit sign and all traffic left sign	Remove Existing Signs	2
1	New Advance Direction sign	G1 Series	1
1	New Bypass Sign	G9 Series	1
1	Sign Overlay	Blue Precinct	1
2	Trucks Prohibited	R6-10-2	1
2	Trucks Over 10t	Custom	2
2	No Left Turn	R2-6	1
2	New Bypass Sign	G9 Series	1
3	New Advance Direction sign	G1 Series	1
3	Heavy Vehicle Route	Custom	2
4	Trucks Prohibited	R6-10-2	1
4	Trucks Over 10t	Custom	1
4	New Bypass Sign	G9 Series	1
4	Trucks Over 10t	Custom	1
4	New Bypass Sign	G9 Series	1
4	New Advance Direction sign	G1 Series	1
5	No Left Turn	R2-6	1
5	Trucks Over 10t	Custom	1
6	Sign Overlay	Blue Precinct	1
Project 9b	Speed Limit	R9-4	16

PROJECT 9A – PROPOSED SIGNAGE IMPROVEMENTS – DRIVER INFORMATION

Location 1 – Bridge Street North / Murray Street

- Signage upgrades along this approach could be undertaken with Project 3.
- Some existing signage proposed to be removed and rationalised wit new.



Approaching South Para Bridge (northbound)



Bridge Street North facing north near 12th Street - Town Centre to 'Main Street Precinct'

PROJECT 9A – PROPOSED SIGNAGE IMPROVEMENTS – DRIVER INFORMATION

Location 2 - Julian Terrace (north) and the intersection with Murray Street



Murray Street / Julian Terrace Intersection Facing North



Julian Terrace Facing South to the Traffic Signals



Julian Terrace Facing South adjacent Dan Murphys

PROJECT 9A – PROPOSED SIGNAGE IMPROVEMENTS – DRIVER INFORMATION

Location 3 – Murray Street South, Calton Road Roundabout, Tod Street Roundabout

- Assumes the Murray Street South Intersection turning restrictions are implemented.
- A graphic roundabout sign is proposed for the Whitelaw Terrace approach (no space on the Reid Street approach for large signs). The graphic sign is shown indicatively (needs designing).
- Additional back to back heavy vehicle route signs proposed on Reid Street due to space constraints.



Murray Street South Facing North at Murray St Intersection (no change)



Tod Street Roundabout (Whitelaw Tce approach)



Reid Street approach to Tod St Roundabout)

PROJECT 9A – PROPOSED SIGNAGE IMPROVEMENTS – DRIVER INFORMATION

Location 4 – Calton Road

- Have assumed a new load limit is not added to High Street at this stage. Truck movements at the High Street and Calton Road roundabout are likely to be from Calton Road rather than heavy vehicles bypassing the Lyndoch Road / Murray Street traffic signals.
- The intersection of Calton Road and Cheek Avenue is the northern heavy vehicle bypass route for trucks from Calton Road to the north of Gawler.
- The Mullamar Way and Calton Road Roundabout linking to Schomburgk Drive (a primary north south collector route) offers a southern heavy vehicle bypass route for trucks to Evanston and Main North Road. Upgraded graphic signage identifying the roundabout, load limit and bypass direction is proposed (though outside the scope of the Town Centre).



Calton Road / High Street Roundabout



Calton Road East Approach at Cheek Ave Intersection



Calton Road / Mullamar Way Roundabout East Approach

PROJECT 9A – PROPOSED SIGNAGE IMPROVEMENTS – DRIVER INFORMATION

Location 5 – Lyndoch Road and Murray Street Traffic Signals



Lyndoch Road Approaching Murray St


Lyndoch Road Approaching Murray St Existing Signs (no change)



Murray Street facing south at the Lyndoch Traffic Signals (no change)

PROJECT 9A – PROPOSED SIGNAGE IMPROVEMENTS – DRIVER INFORMATION

Location 6 – Murray Street (DIT) Approaching Cowan Street and Lyndoch Road Intersections

- Significant existing signage on this approach with limited opportunity for further improvement noting staggered set of intersections.
- No load limit signage has been proposed on the Cowan Street approach to the traffic signal intersection (as per existing).



Murray St Existing – Town Centre to 'Main Street Precinct'



Murray St Existing Signs (no change)

PROJECT 9A – PROPOSED SIGNAGE IMPROVEMENTS - SMART PARKING

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

Murray Street North Approach

- Considers the Murray Street north and south approaches only (Lyndoch Road approach excluded)
- Preliminary locations are identified, these are indicative only and there has been no consideration of actual design details for sign panel, specifications, sizing, mounting or power connections. Feasibility for parking signs is unknown at this stage and requires further planning.
- Possible smart parking signage locations have been selected after prioritising available space to existing and new load limit, directional and speed limit signage first. The locations identified are one or the other, a single sign could be installed on this approach.
- Locations identified could give incoming drivers the ability to identify earlier the availability of parking spaces on Murray Street versus those available via the parallel route Julian Terrace, Whitelaw Terrace (Tod Street), Reid Street and Cowan Street. This could reduce parking trip circulation via Murray Street and encourage alternate routes.
- Smart parking signs also require sensors within parking spaces to link to the signs and these sensors and locations/details have not been considered in any further detail at this stage.
- Light pole electronic sign mounting options would require new lighting poles and footings the same as individually post mounted or concrete plinth mounted sign and panel enclosures.





PROJECT 9A – PROPOSED SIGNAGE IMPROVEMENTS - SMART PARKING

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

Murray Street South Approach

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





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

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

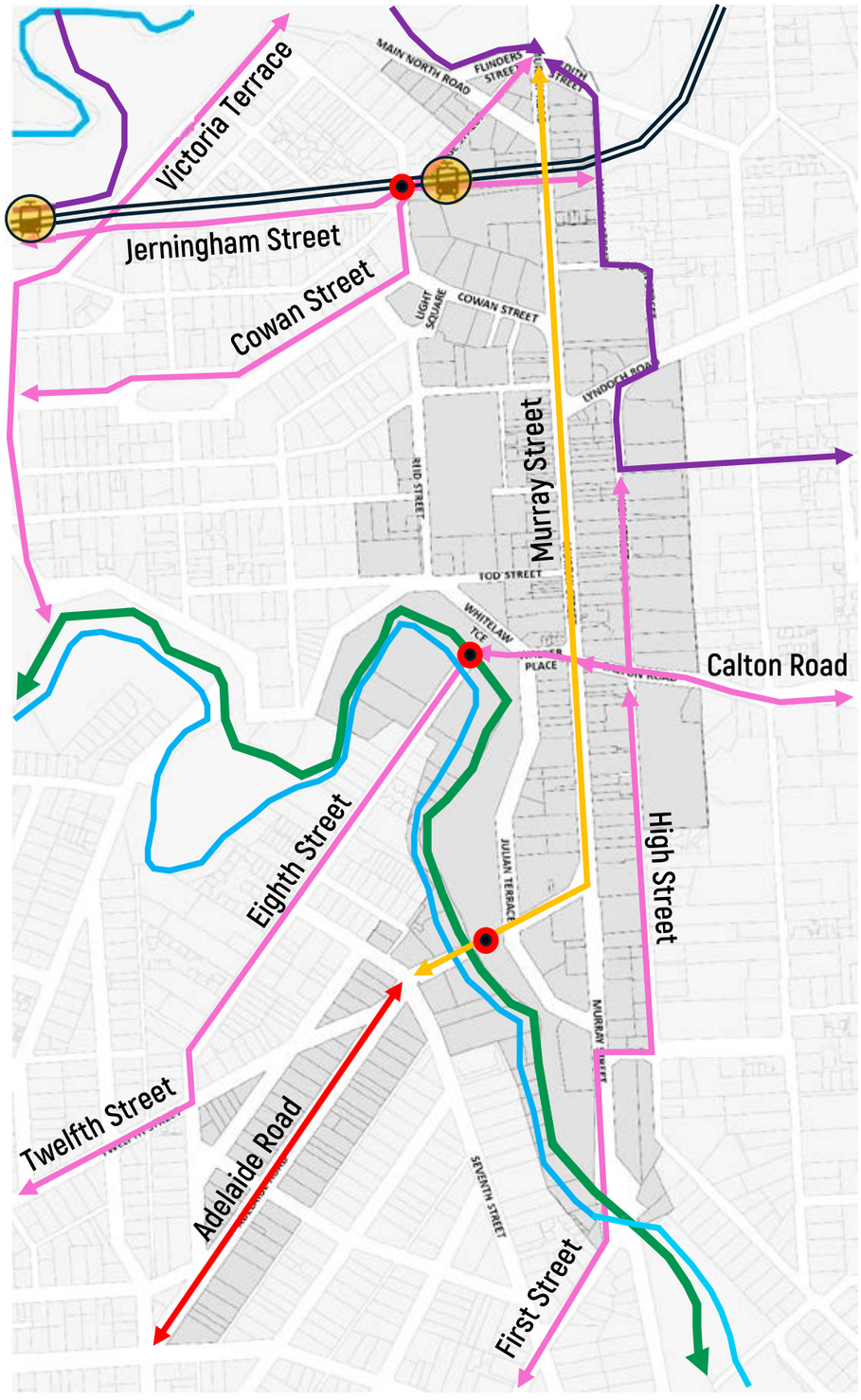
- Proposes linear speed limits along Murray Street and High Street
- Assumes Tod Street access to Murray Street is reduced
- Assumes Murray Street South access to Murray Street is reduced
- Assumes Jacob Lane access is reduced





Project 9b: 40km/h precinct

PROJECT 9C – BICYCLE ROUTES IN THE GAWLER TOWN CENTRE



Project 9c: Bicycle network

Project 9d: Miscellaneous greening + street tree planting

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

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

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

Techniques listed for greening include:

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

The following pages explain these techniques in more detail.



CONTINUOUS FOOTPATHS

SEATING

WIDE FOOTPATHS + TREES

GARDEN BED + TREE PLANTING

PERMEABLE PAVING CARPARK

MEDIANS WITH TREES

PEDESTRIAN CROSSING

COWAN STREET

UNION STREET

MURRAY STREET

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

Cowan Street + Murray Street (North)

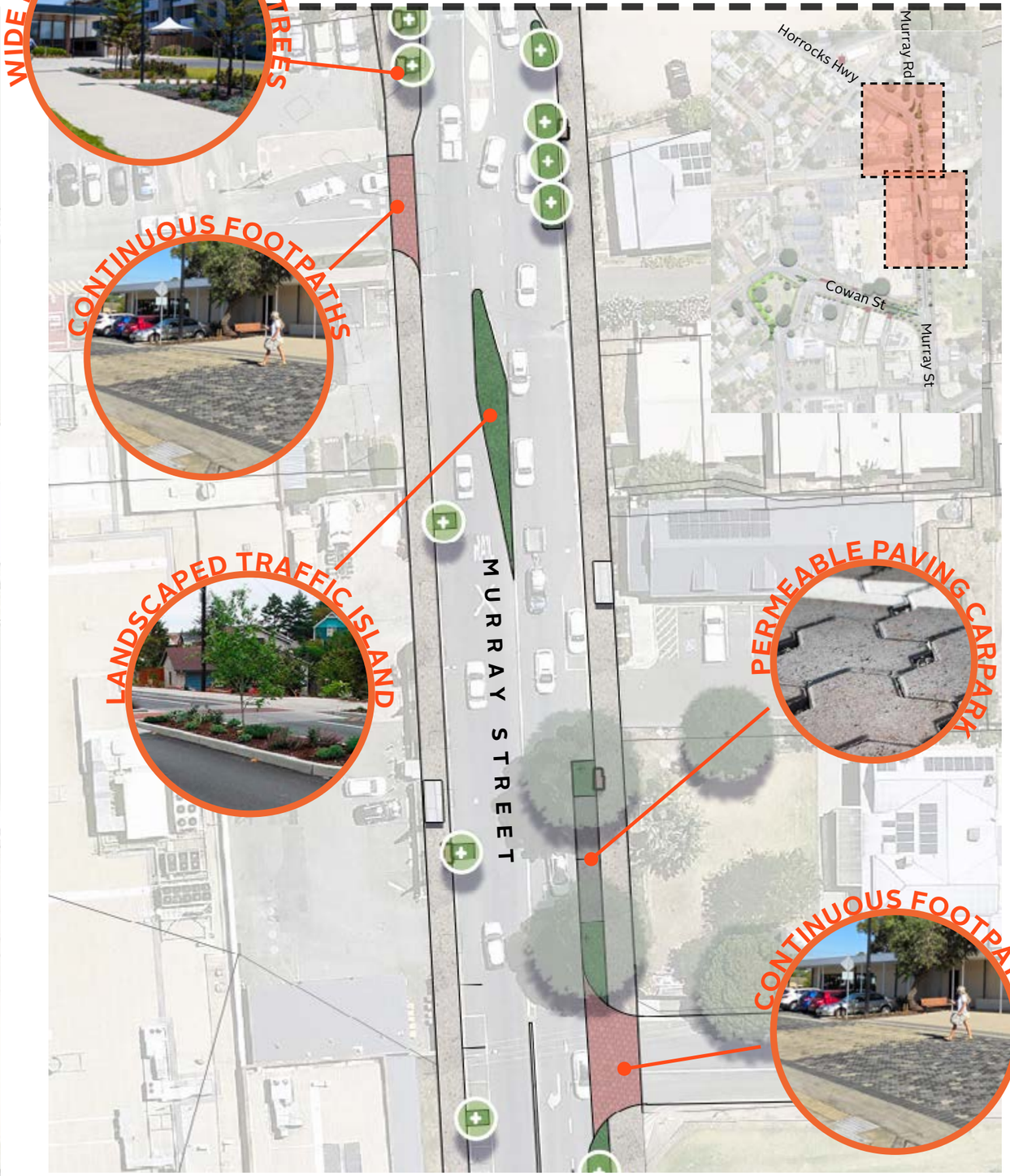
Project 10: Public Realm Concept 1/2

Scale 1:500 @ A3

N

Cut line refer to left





Cut line refer to right

Cowan Street + Murray Street (North)

Project 10: Public Realm Concept 2/2

Scale 1:500 @ A3

N

JENSEN PLUS
Planning
Landscape Architecture
Urban Design
Social Planning

Development Scenario Modelling

Development Scenario Testing Summary

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

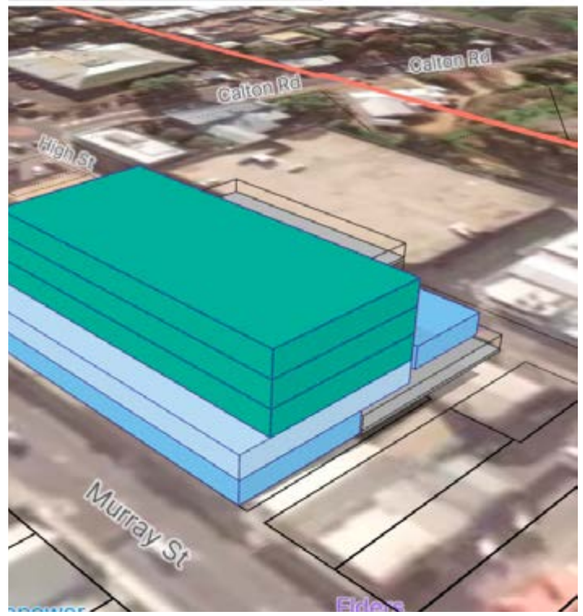
Scenarios can vary in the location, scale, form and land use mix of developments, to enable an informed decision about the preferred Town Centre Structure Plan.

Aim

Create up to three development scenarios for the town centre study area to test the viability (or otherwise) of incorporating future land use demand in the town centre, and test different ways of doing it.

Objectives

1. Develop 3D development frameworks for key sites and other land in town centre, calculating land use floorspace areas and parking numbers, and illustrating visually.
2. Break down information by sub-precincts to allow for comparison and specialisation of land use and development outcomes.
3. Use heritage and access information to inform concepts, as well as planning policies and design principles such as solar access, visual bulk, streetscape enclosure etc.
4. Test whether there is sufficient land for both residential and non-residential floor space to meet projected demands.
5. Respond to its sloping topography and other physical constraints.
6. Test alignment with the emerging Land Use Vision, Guiding Principles and Objectives.
7. Allow for integrating transport and parking solutions.



3D 'massing model' designs showing scale, height, form and land use have been developed to illustrate and test development options for sites across the town centre.

Gawler Town Centre Market Assessment

David Snoswell Property Advisory

Report prepared for:
Town of Gawler

November, 2025

A market analysis - based on a revised local population catchment - of 116,200 residents by 2046 - 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	





Before compiling town-centre-wide growth scenarios, potential development sites have been examined individually to determine possible land use and development outcomes.

These site-based development frameworks are informed by project investigations, and sometimes from previous proposals by landowners, but the frameworks remain hypothetical. They have not been tested with landowners.

They are useful for understanding the future development potential at Gawler Town Centre, and also in some cases to identify desired land use or urban design outcomes for sites.

Land use development yields (m2, or dwellings) are indicated, and indicative car parking provision is also indicated.

Strategic Sites

Council's initial Strategic Sites Map identified nine strategic redevelopment sites, based on size, ownership and current land use (or underuse).

Jensen PLUS added 11 additional locations where land use and redevelopment potential is plausible in the next 20-30 years.



LAND OWNERSHIP

Observations

- Medium and large sized parcels are identified as strategic sites.
- Other development, within existing buildings, and on smaller sites can also be expected to occur.
- Three sites (1, 2, and 16) are Council-owned or part-owned.

Identifying Scenarios for Testing

Workshops with staff and with Elected Members has helped identify three alternative scenarios to test, plus a base case for comparison.

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)

Scenario testing against market assessment (land use projections)



1. Do nothing

DEVELOPMENT SUMMARY	Net GFA (m²)	Units	
RETAIL	3,700	-	✗
COMMERCIAL / OFFICE	4,584	-	✓
VISITOR ACCOMMODATION	2,398	33 rooms	✗
RESIDENTIAL	5,956	15 dw	✗
COMMUNITY	0	-	✗
COMMUNITY ATTRACTORS (F+B)	0	-	✗
HEALTHCARE	0	-	✗



2. "Leverage Heritage"

DEVELOPMENT SUMMARY	Net GFA (m²)	Units	
RETAIL	9,458	-	✗
COMMERCIAL / OFFICE	5,468	-	✓
VISITOR ACCOMMODATION	7,141	99 rooms	✓
RESIDENTIAL	12,235	70 dw	✗
COMMUNITY	2,001	-	✓
COMMUNITY ATTRACTORS (F+B)	1,417	-	✗
HEALTHCARE	1,317	1 centre	✗



3. "River-Town-Corridor"

DEVELOPMENT SUMMARY	Net GFA (m²)	Units	
RETAIL	17,331	-	✓
COMMERCIAL / OFFICE	6,015	-	✓
VISITOR ACCOMMODATION	16,979	236 rooms	✓
RESIDENTIAL	9,028	71 dw	✗
COMMUNITY	2,561	-	✓
COMMUNITY ATTRACTORS (F+B)	3,700	-	✓
HEALTHCARE	1,317	1 centre	✗



4. "Targeted"

DEVELOPMENT SUMMARY	Net GFA (m²)	Units	
RETAIL	24,933	-	✓
COMMERCIAL / OFFICE	9,344	-	✓
VISITOR ACCOMMODATION	13,031	181 rooms	✓
RESIDENTIAL	20,765	85 dw	✗
COMMUNITY	2,060	-	✓
COMMUNITY ATTRACTORS (F+B)	3,363	-	✓
HEALTHCARE	2,451	2 centres	✓

"River-Town-Corridor" and "Targeted" meet the projected retail, office, health, community demands for the centre. Residential land use is undersupplied with a potential excess of visitor accommodation.

Observations from the scenario 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 of **2 to 5 storeys** will help achieve the targets - **rezoning required. Include design policies** for good urban design and heritage outcomes.

Site-based frameworks allow for on-site parking, restricting building size.

Allow flexibility for location of Residential and Visitor Accommodation land uses to respond to market demand.

Smaller scale developments on additional sites - not tested in scenarios - will also occur.

Future community space could be developed on Council-owned land, or leased within larger developments.

Assumptions

The following assumptions were used to model the concept massing models.

- All figures show full Gross Floor Area (GFA) (100% of the building area)
- To calculate the parking rates, dwelling numbers, apartment yield and room numbers, the assessment is based on the Net Saleable Area (NSA) which excludes stairs, corridors, lifts and service areas. The following assumptions have been applied:
  - **Retail:** 80% Net Saleable Area. 5 spaces per 100m²
  - **Retail (shopping centre):** 75% Net Saleable Area (Hill PDA). 5 spaces per 100m²
  - **Office:** 80% Net Saleable Area. 4 spaces per 100m²
  - **Visitor accommodation:** 70% Net Saleable Area; 50m² average per room. 1 space per room.
  - **Residential:** 80% Net Saleable Area; 80m² average per dwelling. 2 spaces per dwelling
  - **Community:** 100% Net Saleable Area. 4 spaces per 100m²
  - **Food + beverage:** 80% Net Saleable Area. 5 spaces per 100m²
  - **Health: 3**2m² per parking space (based on the example in Snoswell report)

Built Form Framework

Built Form Framework

The Built Form Framework outlines built form recommendations aligned with the centre vision and design principles and provides clear implementation of controls for the built form into the Planning Code.

The Built Form Framework outlines the analysis and methodology that underpin the recommended built form outcomes for the centre. This chapter has been informed by the vision, heritage (Phillip Pilkington Architects), traffic (BE Engineering), as well as the existing background investigations already undertaken.

The current Planning and Design Code anticipates a height of two storeys (and 8-10 metres), which does not align with the vision and development capacity for the centre. This creates uncertainty, delays and additional costs for development in 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.

Purpose

The purpose of the Built Form Framework is to provide recommendations for a built form framework for the centre, to ensure that future built form outcomes are aligned with the vision and supported by good 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.

This chapter has been arranged into the following sections:

Built Form Parameters: Develop and test a set of design principles to guide the heights and setbacks.

Recommended Built Form Envelope + Interface Types: Propose new built form requirements for the centre.

Implementation: Proposes the implementation for integration into the Planning Code.

Built Form Parameters

Heritage + Character

Development should protect the integrity of recognised historic buildings and enhance the heritage character.

Based on the Built Heritage + Adaptive Reuse Analysis prepared by Phillips Pilkington, this is a key parameter to achieving the vision, protecting and enhancing the heritage and character of the area is a key factor influencing the required built form controls.

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

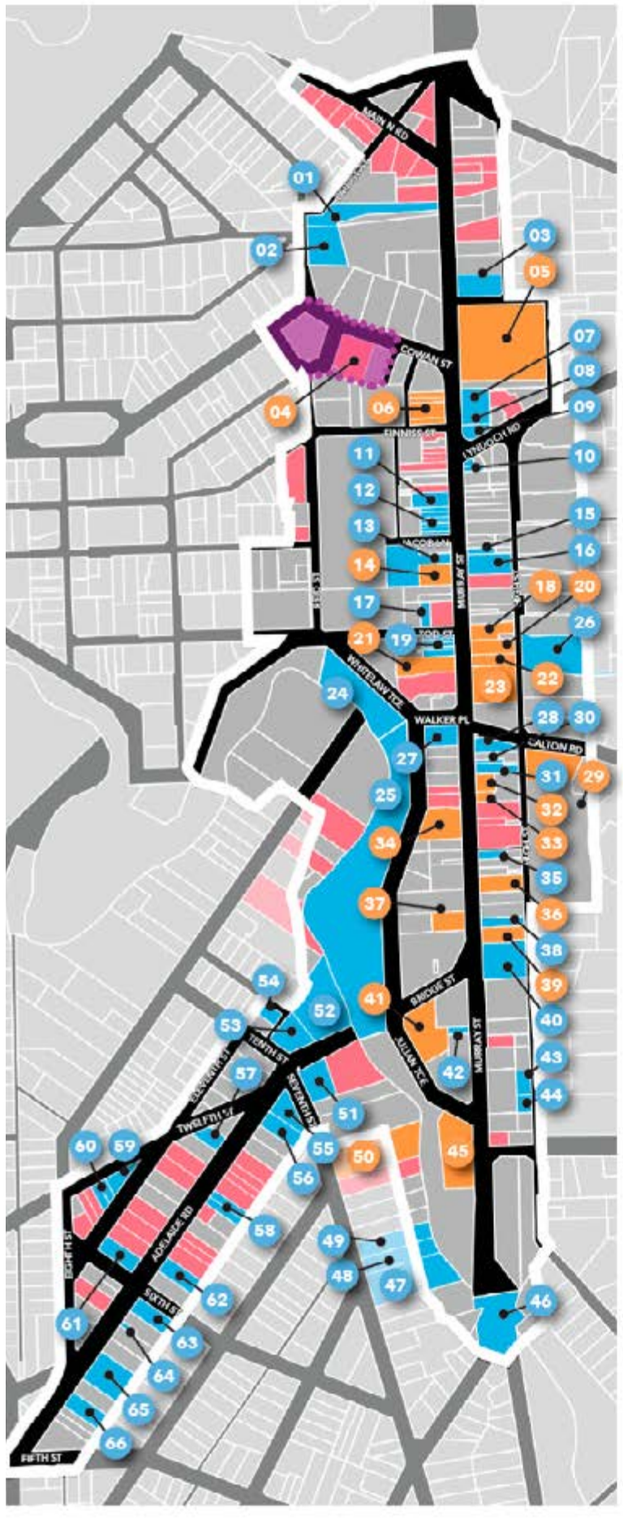
_ ***Reinforce Murray Street streetwall (8-10m), setback taller elements;***

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

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

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

Further recommendations have been considered as part of this analysis with more details contained within the Phillips Pilkington Report.



RECOMMENDATION

STRENGTHEN HERITAGE PROTECTION

Despite the high number of heritage places, there remains an opportunity to strengthen heritage protection within the Gawler Town Centre. As outlined above, buildings identified as representative items within the Historic Area Overlays do not receive statutory heritage protection and are assessed in the same manner as any other building within the relevant Historic Area. The precinct north of the railway line and the Adelaide Road precinct contain a relatively high concentration of representative items, yet have comparatively few heritage-listed places compared to the broader Town Centre. There is an opportunity to review the integrity of existing heritage places and representative items to confirm their accuracy and to identify additional places that may warrant formal heritage listing.

LEGEND

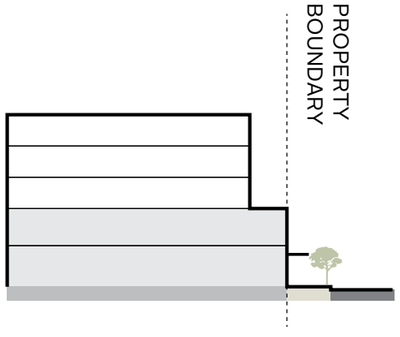
- STATE HERITAGE PLACE
- LOCAL HERITAGE PLACE
- REPRESENTATIVE BUILDINGS ASSOCIATED WITH HISTORIC AREA OVERLAYS
- CHURCH HILL STATE HERITAGE AREA

Built Form Parameters

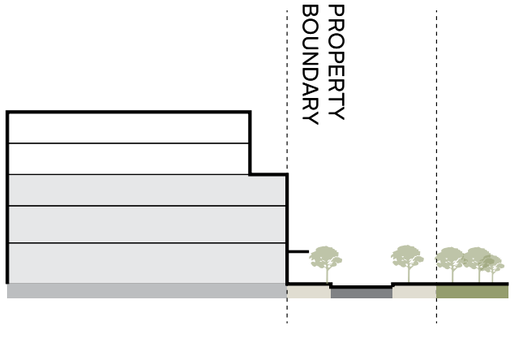
Streetwall

Introduce preferred street wall heights that reflect the heritage character and visual engagement.

Within the town centre, there is extensive heritage fabric which is to be retained and enhanced. To ensure the scale is compatible with the existing heritage fabric (8–10m) and a consistent human-scale character, a 2 storey (8m) street wall is recommended throughout the centre. Along Apex Park, a 3 storey (11.2m) streetwall is recommended to create a defined and well-proportioned edge to the park.



2 (8m) storey heritage / new streetwall

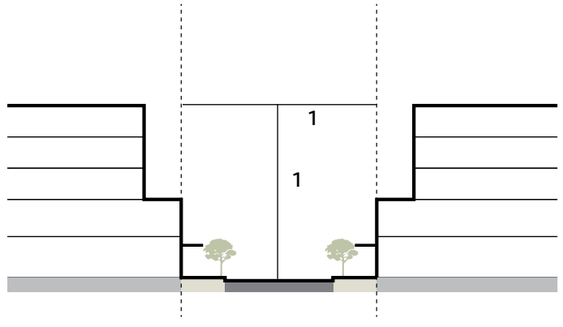


3 storey new streetwall fronting Apex Park + Goose Island

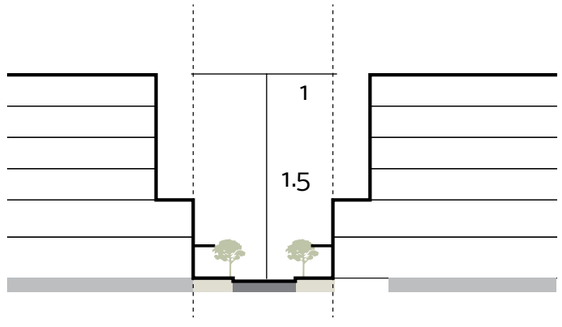
Streetscape Ratio

The pedestrian experience and character of an area is influenced by the sense of enclosure or openness of a street.

Building height and street width proportions play a key role in defining comfortable, pedestrian-scaled public spaces. A balance between enclosure, passive surveillance and sky views is in this context is appropriate to apply a 1:1 ratio. Along Murray Street, a maximum height of 20m (and maximum 5 storeys) achieves this balance. In other streets, a narrower profile with proportions closer to 1:1.5 is preferred to strengthen enclosure, support higher densities and enhance pedestrian amenity through increased passive surveillance.



Murray Street (20m)



Side Streets (15m)

Built Form Parameters

Solar Access to Murray Street

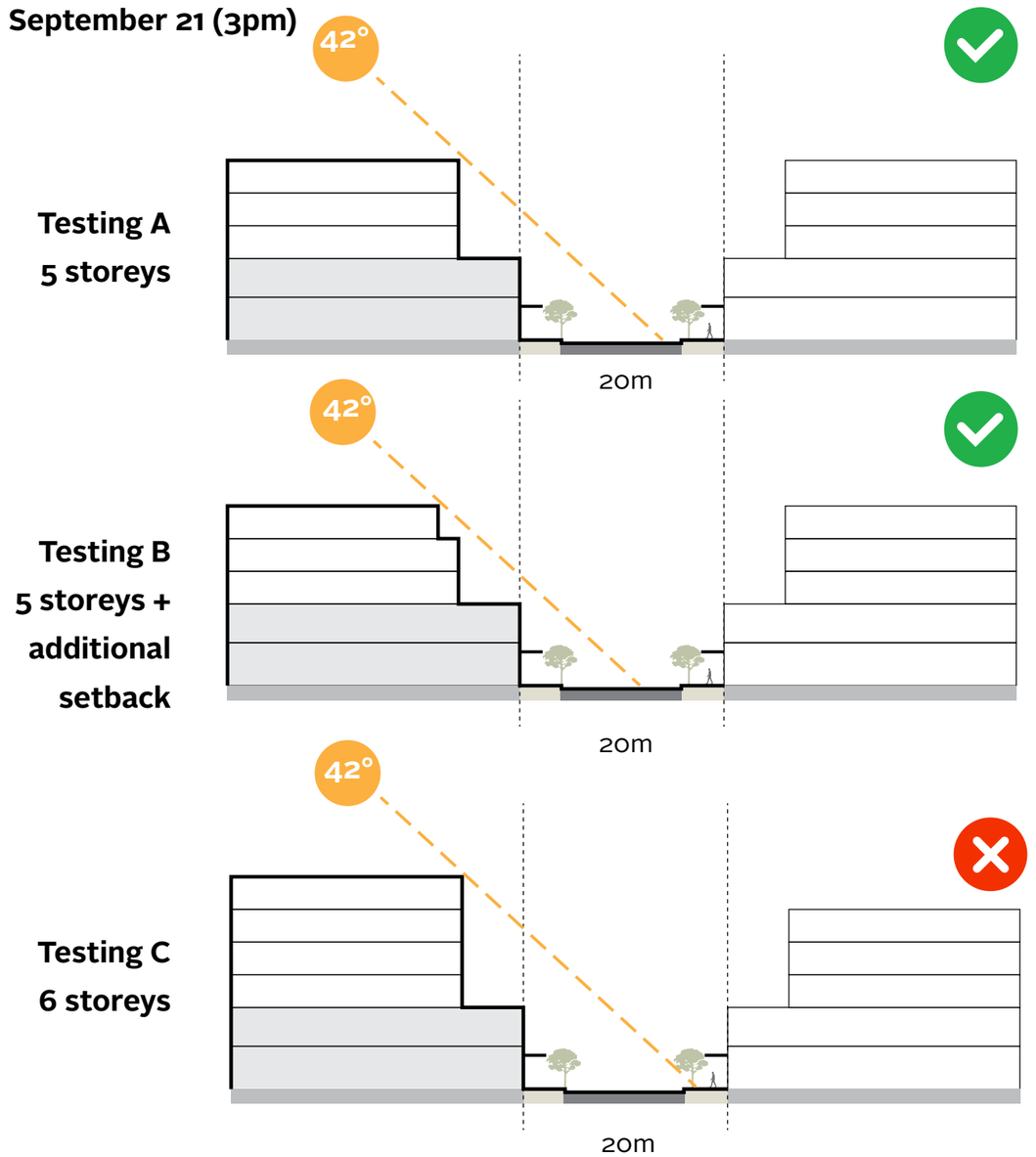
Overshadowing controls to footpaths along main streets which determine maximum building heights.

Solar access to footpaths will ensure there is a successful appropriate mix of direct sunlight and shade to ensure they are used and enjoyed throughout the year.

Given the north-south orientation of Murray Street, sunlight can generally reach the street throughout the day and year, however increased building height and awnings may limit solar access at certain times.

Testing A (5 storeys) and B (5 storeys with a setback) demonstrates that 5 storeys maintain reasonable sunlight to the footpath, while 6 storeys limits solar access at the equinox. This suggests that a 6 storey outcome is not appropriate to achieve the solar access to footpaths along Murray Street.

Similar tests has been undertaken for a section of High Street.



Built Form Parameters

Visual Bulk

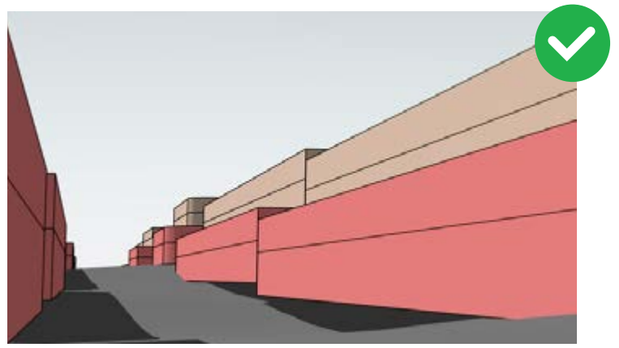
The impact of building heights and upper level setbacks on the valued low-rise existing streetwall, qualities identified in the heritage review and sense of enclosure of the street.

Visual bulk is a key consideration for character and street enclosure, as well as the heritage report reinforcing the need to protect view corridors and ensuring new development does not overwhelm the historic streetscape.

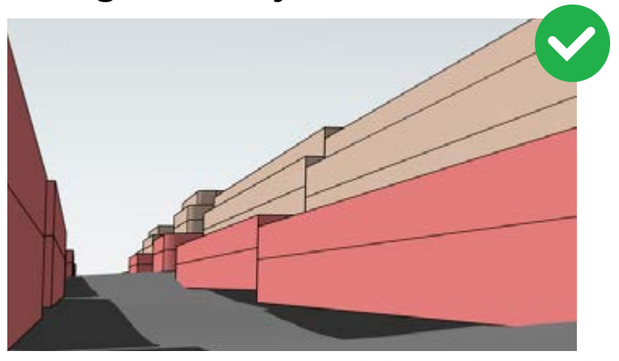
Murray Street (facing to the north). Testing A demonstrates that a 4 storey with a 6m upper level setback comfortably minimises visual bulk, however it does not support a reasonable density. Testing B with a 5 storey, a 6m setback and an additional 2m setback, provides a more balanced outcome.

Murray Street (facing to the Clock Tower). Testing A demonstrates a generous protection of the view corridor to maintain the primacy of the historic Clock Tower.

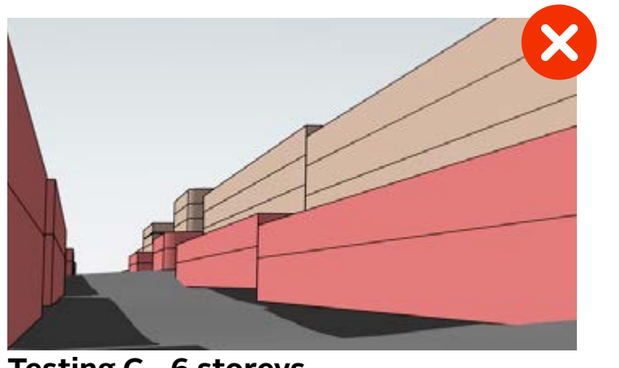
Murray Street (facing to the north)



Testing A - 4 storeys



Testing B - 5 storeys + additional setback



Testing C - 6 storeys

Murray Street (facing Clock Tower)



Testing A - 5 storeys (10m + 5m setback)



Testing B - 6 storeys (6m setback)



Testing C - 5 storeys + additional setback

Built Form Parameters

Relationship between streetwall and upper levels

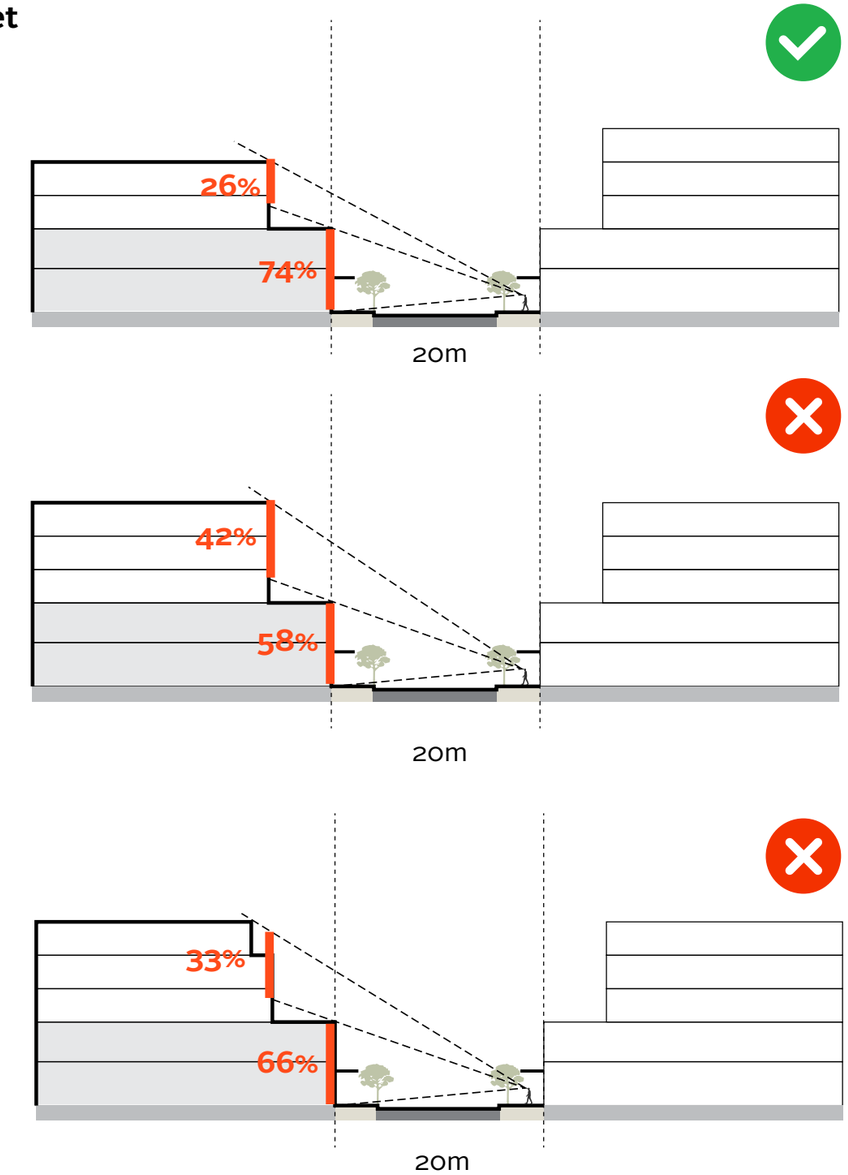
The relationship between the streetwall and upper levels is important to ensure that the heritage streetwall remains visually dominant in the streetscape.

The need to reinforce the heritage street wall is a key recommendation of the heritage report prepared by Phillips Pilkington Architects.

A default 6m upper level setback is typically applied to protect and retain heritage façades. A 6m setback particular for existing heritage sites will encourage the retention of the front room (including chimneys) and associated roof form of buildings (adaptive opportunities).

Testing A (4 storeys) maintains a strong street wall presence. Testing B (5 storeys with no setback) the streetwall does not appear dominant. While Testing C, with an additional 2m setback, achieves a reasonable balance (2/3 street wall, 1/3 upper levels), there are some locations with single storey heritage streetwalls where this might diminish their visual dominance (particularly on Murray Street).

Murray Street



In some locations with a single storey heritage streetwall, the upper levels may appear too dominant.

Built Form Parameters

Solar Access to Open Space

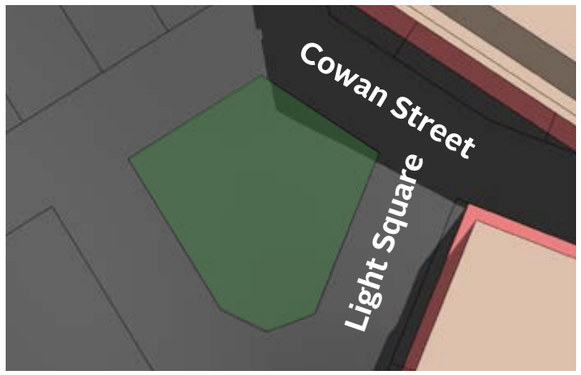
Overshadowing controls to key public spaces and streets which determine maximum building heights.

Solar access to key open spaces is fundamental to the activity centre. Future development should allow solar access to the following key open spaces between 10am and 2pm at the winter solstice (June 21).

- Light Square
- Pioneer Park
- Goose Island
- Apex Park
- Fifth Street Reserve
- Tod Street
- Walker Place
- New open spaces

Light Square

21 June (10am)





Walker Place

21 June (2pm)





Built Form Parameters

Transition + Skyline

Transition and skyline effects to protect heritage streetcapes, including those experienced from more distant locations.

A well considered response that protects long range views to heritage buildings is important in this context. At the same time, this needs to be balanced with a varied and architecturally distinctive skyline that contributes to a clearly identifiable town centre.

Existing long range views from surrounding streets and open spaces towards these heritage areas are important character elements. The visual dominance on sites and transitions in scale need to be carefully considered. This is particularly relevant from locations around Apex Park, Light Square and the Church Hill State Heritage Area.

Gradual transitions should be encouraged, especially in locations where there are more distant views influenced by a heritage setting.



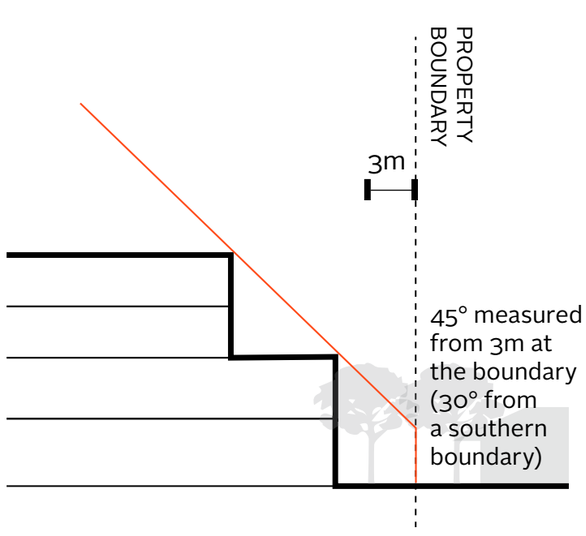
View from Light Square and Church Hill State Heritage Area to Old Bushman Hotel and Coles Site.

Built Form Parameters

Residential Interface

Need appropriate transition between taller built form and the existing low-density residential surrounding the study area to balance the role of the activity centre to provide higher densities with the potential amenity impacts on neighbouring dwellings.

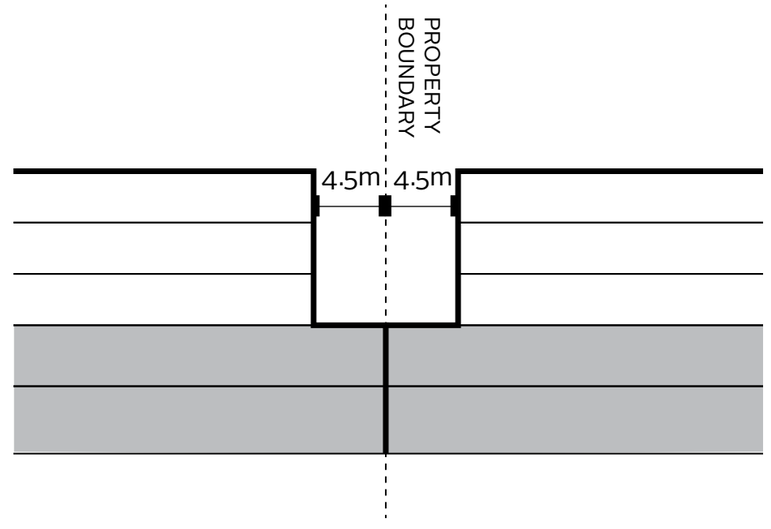
Several low-scale and residential properties are located within the activity centre and along its interfaces. Depending on the context, responses may include ground level setbacks, landscapes, transitions and solar access (eg. differences when south facing).



Building Separation

Introduce controls on side and rear setbacks, and building separation within a site to provide clear views to the sky

New development should provide a design response that considers the existing condition and future development opportunities of adjacent properties in terms of outlook, daylight and solar access to windows.



Recommended Built Form

This plan identifies the maximum building heights, interface types, solar access and key view corridors.

The Recommended Built Form proposition has been derived from the parameters which aligns with the vision and supported by good design principles.

This plan 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).

Legend

- Concept Plan Boundary

Building Heights

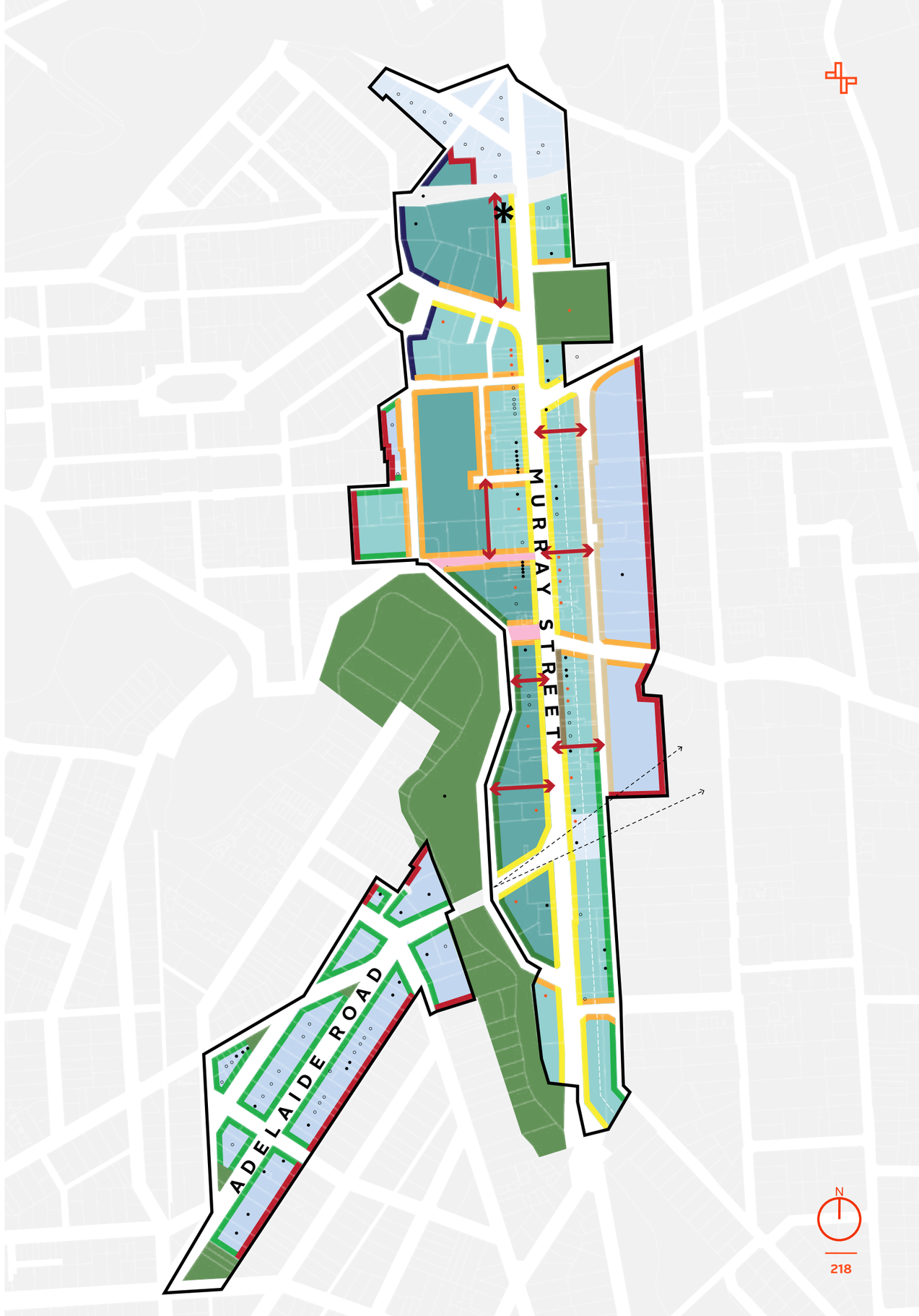
- 2 storeys (8m)
- 3 storeys (11.2m)
- 4 storeys (14.4m)
- 5 storeys (17.6m)
- Open Space (Avoid overshadowing between 10am-2pm on 21 June (solstice)
- Tod Street / Walker Place (Avoid overshadowing between 10am-2pm on 21 June (solstice)
- Viewline to escarpment
- Additional heights not be visible from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

Interface Types

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

Heritage Grading

- State Heritage Place
- Local Heritage Place
- Representative Building

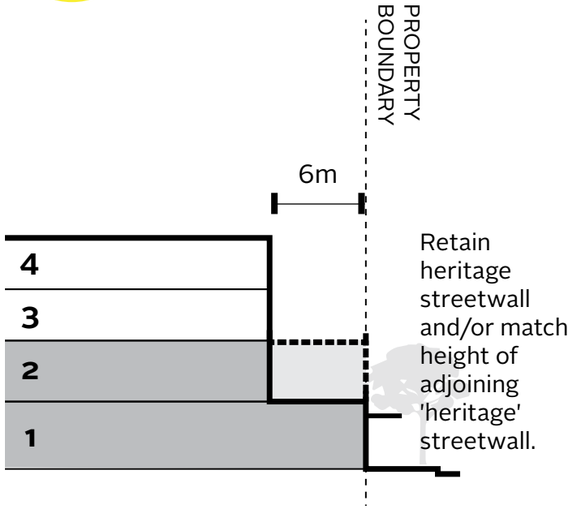


JENSEN PLUS
Planning
Landscape Architecture
Urban Design
Social Planning

Interface Types

The following pages identifies the interface types as shown on the Built Form Envelope Plan.

Type 1 Traditional Main Street



Murray Street interface to protect the existing heritage fabric (8-10m) and solar access to east and west footpaths.

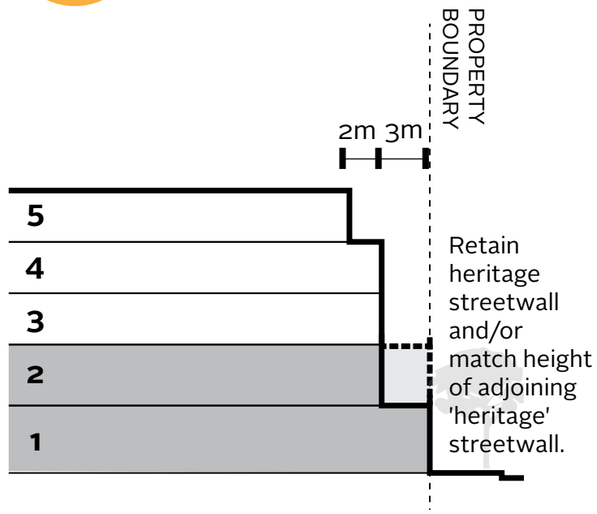
_Retain existing heritage streewall.

_New 2 storey (8m) streetwall to match heritage streetwalls.

_6m upper level setback.

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

Type 2 Side Street A



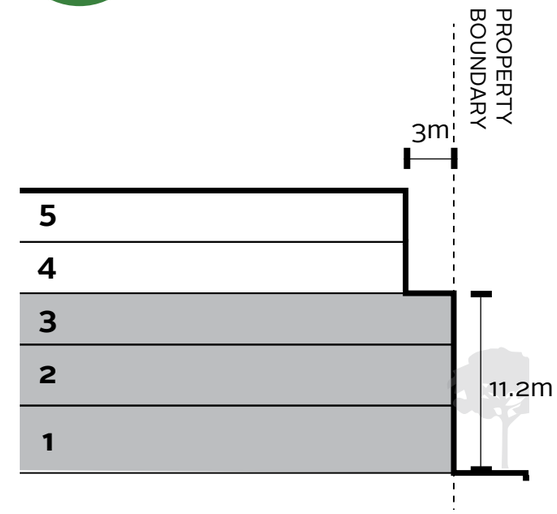
Side street interface to reflect a proportion to its street width and allow views to the sky.

_Retain existing heritage streewall.

_New 2 storey (8m) streetwall to match heritage streetwalls.

_3m upper level setback, with additional 2m for top level.

Type 3 Park Interface



Interface will define Apex Park/Goose Island with a 3 storey streetwall and will protect solar access to these open spaces.

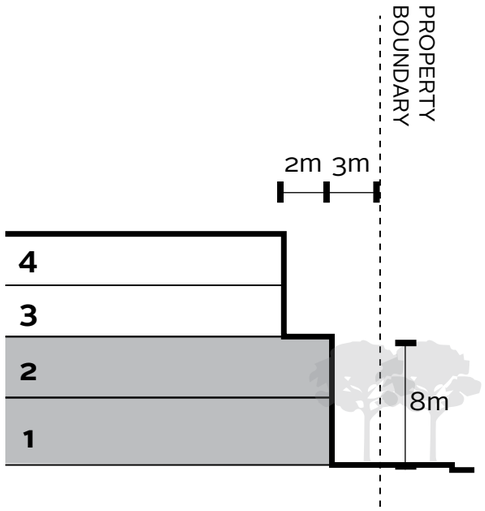
_New 3 (11.2m) storey streetwall.

_3m upper level setback.

Interface Types

This page identifies the interface types as shown on the Built Form Envelope Plan.

Type 4 Residential / Adelaide Road



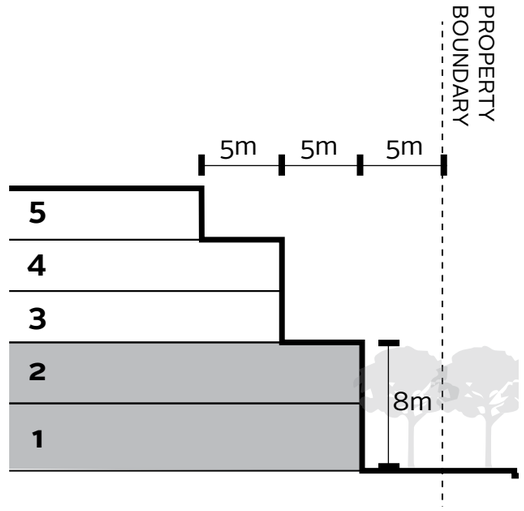
Residential streets and Adelaide Road to retain legibility of historic residences and front gardens and sense of spaciousness, with setback taller elements.

_3m ground level setback (primary street) / 0.9m ground level setback (secondary street).

_New 2 storey (8m) streetwall.

_2m upper level setback.

Type 5 Residential Transition



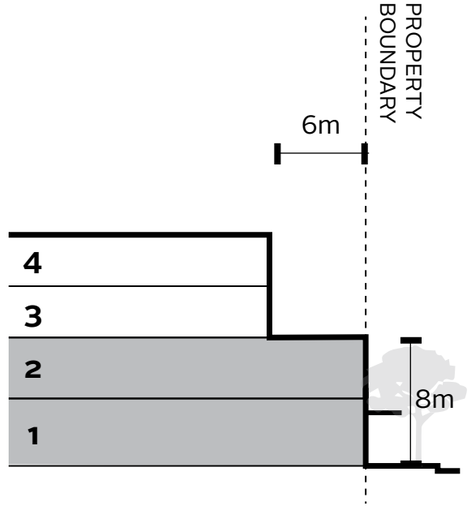
Management of height transition to Gawler Church Hill State Heritage Area.

_5m ground level setback.

_New 2 storey (8m) streetwall.

_5m upper level setback, with additional 5m for top level.

Type 6 High Street



High Street interface to reflect a proportion to its street width and solar access to east and west footpaths.

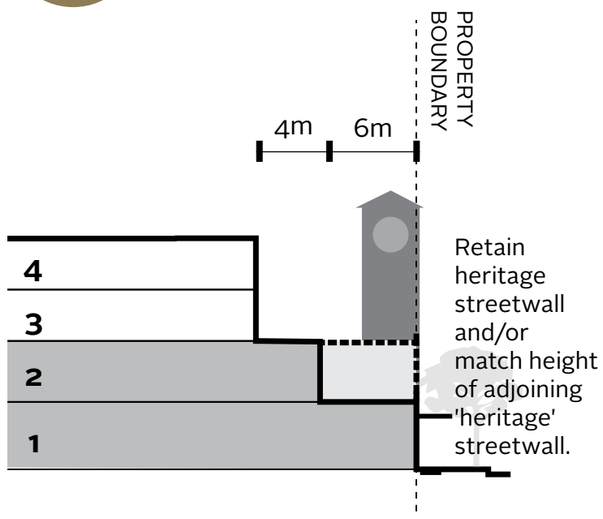
_New 2 storey (8m) streetwall.

_6m upper level setback.

Interface Types

This page identifies the interface types as shown on the Built Form Envelope Plan.

Type 7 Clock Tower View Corridor



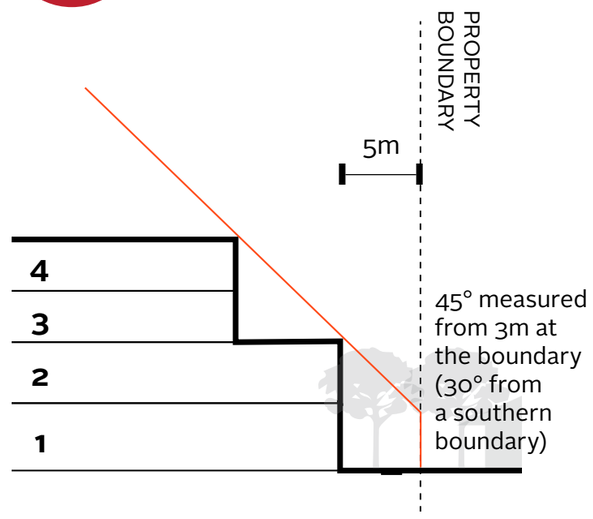
Ensure new development maintains the visual prominence of the historic Clock Tower.

_Retain existing heritage streetwall.

_New 2 storey (8m) streetwall to match heritage streetwalls.

_6m upper level setback (1 storey above streetwall), 10m upper level setback (2 storey above streetwall).

Type 8 Sensitive Residential



Residential interface treatment to low scale properties surrounding the activity centre.

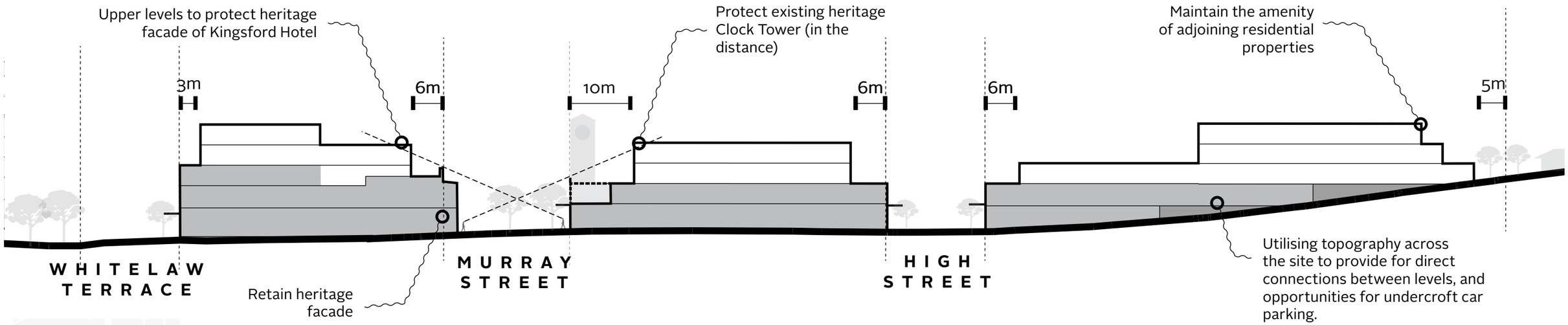
_5m ground level setback

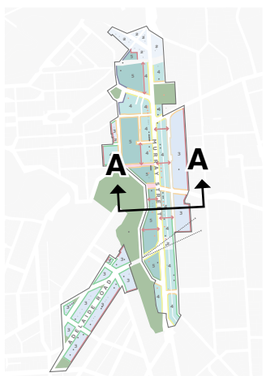
_45° plane measured from a height of 3m above natural ground at the boundary (or centre of laneway). For a southern boundary, a 30° plane measured from a height of 3m above natural ground at the boundary (or centre of laneway).

Long Cross-Sections

The following cross-sections illustrate maximum control envelopes, not architectural floor plates.

Section A: Main Street - Park

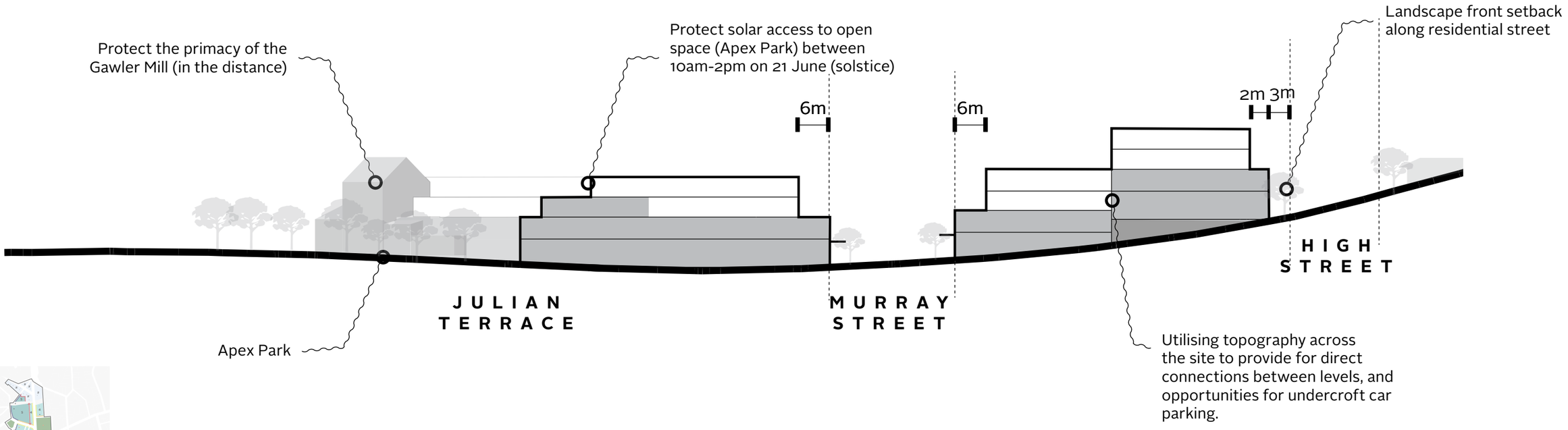


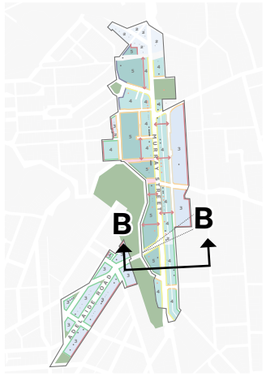


Long Cross-Sections

The following cross-sections illustrate maximum control envelopes, not architectural floor plates.

Section B: Main Street South





Contemporary Town Centre Development in a Heritage Setting (Phillips Pilkington Architects)

Design principles for Gawler Town Centre will help inform planning policy changes to ensure that heritage is preserved and adaptive reuse in infill developments is appropriately applied.

The town of Gawler is of great significance as the oldest town in South Australia (outside of Adelaide) established in 1839 in the very early years of the South Australian Colony.



James Martin & Co Phoenix Foundry c1890 (Gawler Archives)

The growth of suburban Adelaide has provided new impetus for Gawler as a residential area, with the chance to leverage the opportunity of Adelaide's expanding northern suburbs to become a major commercial civic and cultural centre.

Murray Street Heritage Streetscape is dominated by two storey commercial premises.

Buildings typically extend to the street boundary with verandahs often replaced by cantilevered canopies extending to the footpath.

Historic Bank buildings are typically set back, as is the Town Hall, which has a classically inspired colonnade extending to the boundary alignment.



Albion Mill (Gawler History Team)

Maintaining heritage places supports cultural memory and retention of stories and identities for evolving communities. Heritage-led regeneration can lead to improved social, economic, and environmental outcomes for communities as a whole.

A happy marriage between old and new can be achieved without diminishing integrity or heritage significance, creating new built forms that tell contemporary stories but respect context.

Design Principles

Design principles have been developed to maximise the potential of Gawler Town Centre's heritage character. These key principles can inform the planning code changes.

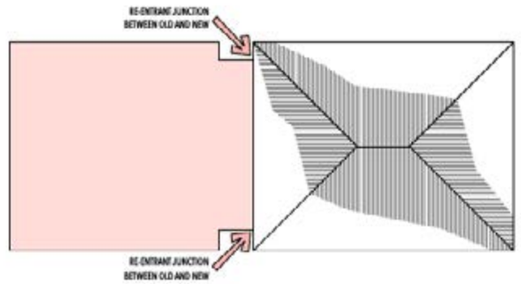


Adaptive reuse

Maximise the retention of existing heritage or historic fabric and spatial layout. Explore design options to develop the best fit between the existing fabric and the brief.

Retain the perimeter footprint of the original building wherever possible. Retention of the façade only is not acceptable.

Redevelop non contributary building facades/buildings with built form that responds to the historic context.



Addition to historic buildings

Extending Heritage Buildings

Develop extensions that are clearly delineated from the existing buildings in accordance with the principles of the Burra Charter (The Australian ICOMOS Charter for Places of Cultural Significance).



New Buildings & Infill Development

New development may be appropriate on sites that do not contribute to the cultural significance of the Town Centre but must respond to the Town Centre context including:

- Scale and grain
- Building height including datums such as existing parapets, string courses, balconies and verandahs
- Bulk and opening (window and door) to wall ratio

3B. New development should not mimic existing adjacent heritage fabric but provide a contemporary response to its context. Where infill development abuts historic fabric creating a clear

Design Principles (cont.)

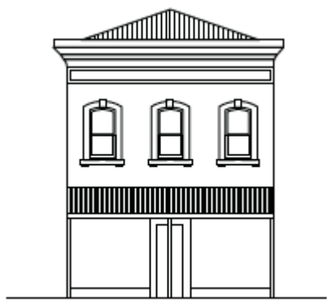


Consider solid to void rations in facade design

Fenestration & Solid to Void

The vertical proportion of historic window and door treatments should be considered in design of contemporary infill developments. Consider the proportion of window and door to solid masonry observed.

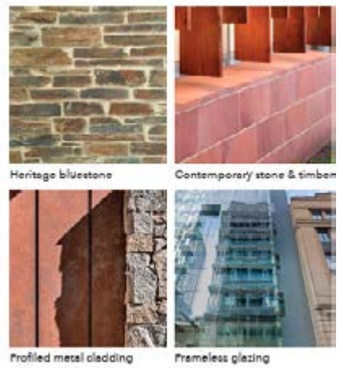
Contemporary glazed facades of high design quality may be appropriate in some circumstances, to give prominence to historic buildings.



Roof Form

The predominant roof form of Murray Street's historic buildings is of steeply pitched hipped roofs, often with a pedimented parapet to Murray Street, concealing a gable.

Existing roof forms should be retained, with new developments responding to this context, and where abutting existing roof forms they are to clearly articulate new from old.



Materials

The buildings of Murray Street are predominantly of masonry construction, typically bluestone with some brickwork, but with quoins and decorative details such as string courses, rendered for imposing civic buildings, such as the Town Hall Institute and post office, banks and some hotels.

New buildings should respond to this material context with a level of articulation that is responsive to its historic neighbours, but can also use contemporary materials such as glazing and profiled steel cladding to highlight adjacent heritage materials.



Shop Fronts

Historic shop fronts that are still extant are to be retained.

Shop fronts in historic buildings should be developed that are contextually sympathetic but should not replicate shop fronts, unless clear documentary evidence of the original exists.

Significant transformation of historic shop fronts, such as the former Super Elliots store, have contemporary heritage significance speaking of Gawler's evolution and should be retained.

Shop fronts to new buildings should be developed that are contextually sympathetic to adjacent heritage buildings, but should not replicate Heritage shop fronts.

Design Principles (cont.)



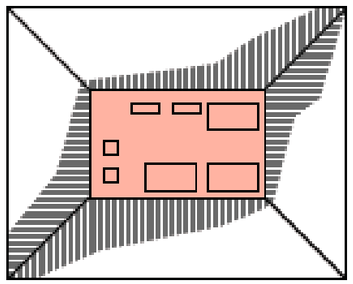
Verandahs & Balconies

Verandahs provide shelter and create a sense of human scale. Many verandahs have been replaced by cantilevered canopies, predominantly of no heritage significance.

Reinstatement of original verandahs and balconies where there is adequate documentary evidence is encouraged, or where insufficient evidence, a contemporary interpretation that complements Murray Street's historic context.

Historicist reproduction verandahs should not be constructed.

Verandahs provide shelter and create a sense of human scale. Develop verandahs to enhance amenity that are contextually sympathetic to adjacent heritage buildings.



Concealed well for plant

Services

Care needs to be taken when introducing contemporary services, including plumbing, water tanks, solar panels, air-conditioning units, electrical and communications cabling into existing buildings and allotments. Poorly placed contemporary services can detract from the architectural features and detailing of buildings with heritage value. Contemporary services should be concealed from the view of public areas to reduce visual impact. If no other location is possible, services should be located behind the front façade and sympathetically screened.

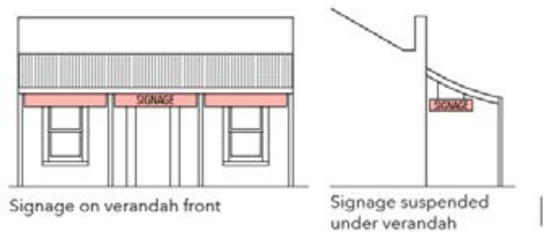
When new sustainable design initiatives and technologies are retrofitted into heritage buildings, they must be sensitively integrated so that they do not disrupt the existing historic value.



Accessibility

Many historic buildings have accessibility challenges. Where entrances are raised, if possible, introduce ramps within the premises to resolve access. Where this compromises internal layout, develop external ramps and balustrade treatments that minimise impact to shopfronts and historic fabric.

When installing a lift to access upper or lower levels, minimise depth of lift pit and height of lift overrun. Locate lifts setback from street alignment to minimise visual impact at street front. All access interventions must meet Australian Standard 1428.1:2021 Design for Access and Mobility Part 1.



Signage on verandah front

Signage suspended under verandah

Signage & Advertising

Signage and advertising can become obtrusive and detract from heritage buildings.

- Any original signage with heritage value should be retained and not obscured.
- New signage should not obscure significant architectural features.
- New signage should be easy to remove without damaging heritage building fabric.
- All signage (including temporary signage such as banners) attached to existing buildings should not dominate the facade and should be restricted to traditional signage panel locations, such as gables, verandah fascias, end infill panels and windows.

Design Principles (cont.)

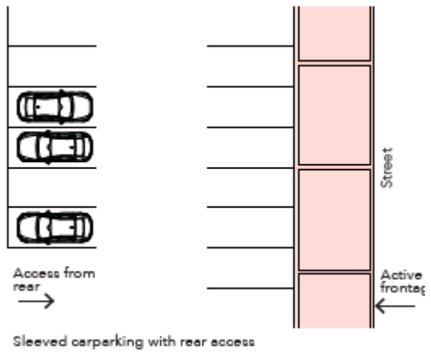


Interpretive Design

Develop opportunities to interpret the former history of the site. Research previous built form on the site and consider opportunities for this to inform the Concept Design. For example, the Albion Mill at Gawler Central and Fotheringham's Brewery at Steinborner Motors.

Develop opportunities to interpret the history of the site, utilising a consistent signage and interpretive strategy for the Town Centre.

Engage a suitably qualified graphic/ interpretive designer to develop a style template.



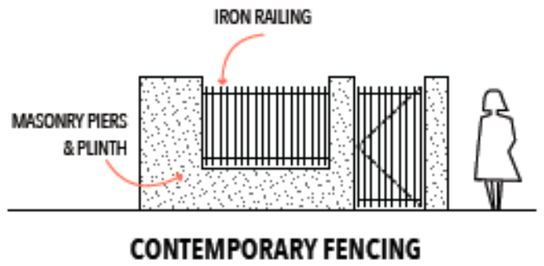
Sleeved carparking with rear access

Carparking & Site Access

Service commercial properties from the rear where access is available. Carparking to be accessed from the rear if possible, to maintain the street walls within the town centre. Where rear carparking is not an option, sleeve carparking with active frontages wherever possible. For new developments, prioritise underground carparking.

In the case of the residential northern and southern approaches to Gawler, provide fencing and landscape treatments to shield parking.

Minimise crossovers where unavoidable on street frontage, and build above driveways to continue street wall alignment.



CONTEMPORARY FENCING

Fences

Where buildings are set back in response to context, develop contemporary fences that respond to the heritage context. Historical fences in Gawler were typically associated with residential properties and often incorporated decorative cast iron from Gawler's many foundries. The cast iron was often inset between masonry piers and above a masonry plinth. These fences provided a degree of transparency that supports CPTED design principles.

New fence design should emulate this combination.

Many of these Design Principles can be translated into design guidelines within the Planning and Design Code, reinforcing the heritage and character context through built form and architectural outcomes.

Appendix 2 _ Engagement Summaries

- _ Early Engagement
- _ Movement + Place Workshop
- _ Visioning Workshop
- _ Elected Members' Workshop

Engagement Summary

Early Public Engagement

Early public engagement was undertaken from the 15th October to the 7th November 2025.

The purpose was to understand community priorities for the future of the Gawler Town Centre.

Engagement Process

_ Community input was gathered through several methods:
- Online and hard copy surveys (128 responses),
- Pop-up sessions and in-person drop-in events,
- Online engagement via the "Your Voice Gawler" platform + social media outreach,
- Written submissons,
- Business + Community Reference Group.

_ The consultation showed strong community participation and interest in shaping the town centre's future.

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



Figure 1: Summary of community engagement results

Engagement Summary

Early Public Engagement

Survey Insights

Key statistics from the 128 responses:

- 83% visit the town centre for **shopping/ dining**
- 69% visit for **essential services** (health, education, etc)
- 54% visit **daily**
- 38% visit **weekly**

This shows the town centre is central to everyday life for residents.

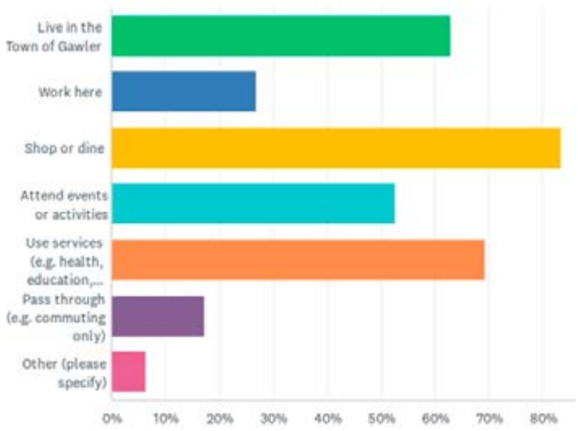


Figure 2: Summary of town centre use

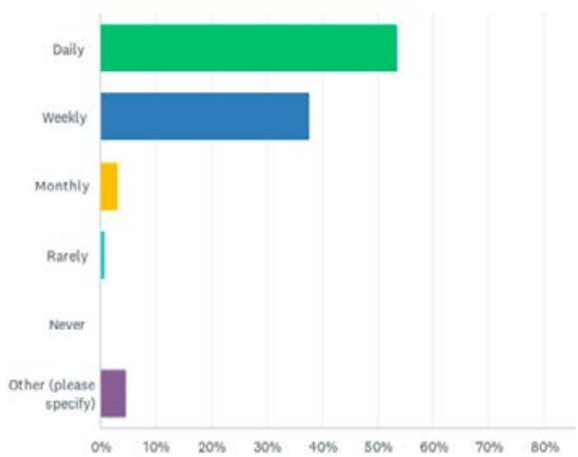


Figure 3: Summary of visitation results

Top priorities identified in ranking question:

1. Free-flowing traffic
2. Pedestrian-friendly streets
3. Better public transport
4. More retail options
5. Improved public spaces

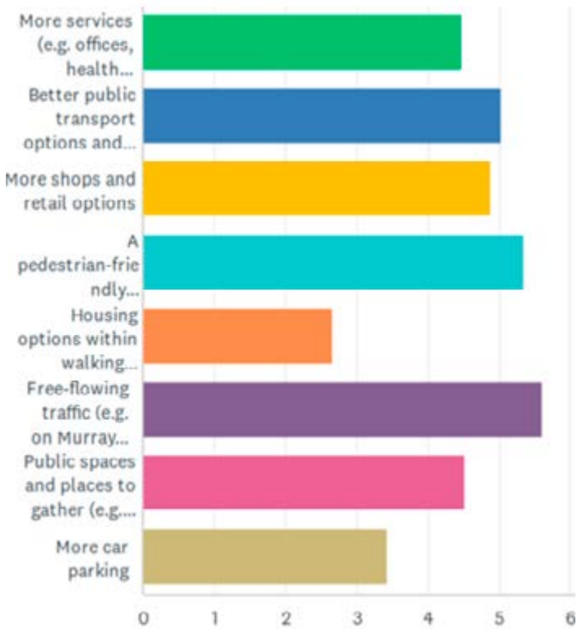


Figure 4: Summary of priority areas (ranked by participants)

The results show that movement-related issues strongly dominate community priorities.

Free-flowing traffic on key routes received the highest score overall, followed closely by a pedestrian-friendly environment and better public transport options, highlighting that improving how people move into, through, and around the Town Centre is a core community concern.

Additionally, participants proposed several transformative ideas:

- Pedestrianising or partially pedestrianising Murray Street.
- Creating plazas or town squares.
- Building multi-storey parking off the main street.
- Activating laneways with art, music and seating.
- Redeveloping Gawler Central Station precinct.
- Creating stronger links to Goose Island and river spaces.
- Increasing events and festivals.
- Encouraging boutique retail and hospitality.

Engagement Summary

Movement + Place Workshop - 15th October 2025



A Movement Corridor
To Save Time



A Destination
To Spend Time

Movement + Place assessment summary

_ In groups, each of the key road and street links within the Town Centre were considered according to Movement (M) + Place (P) categories and descriptions.

_ An existing conditions M and P score was allocated to each link considering existing known transport features and data.

_ The groups then identified those links they felt should change, assigning Future M and P scores.

_ These changes were then mapped and the groups began identifying ideas that could support future M or P changes for the Town Centre.

Existing road network heirarchy

_ Bridge Street South, Julian Tce, Reid and Light Square Heavy Vehicle Bypass could be classified higher than Collector as Distributor.

_ The groups primarily identified M functions not changing from existing (some consideration for link downgrading identified i.e. Murray St, Edith St, Todd St, and High St)

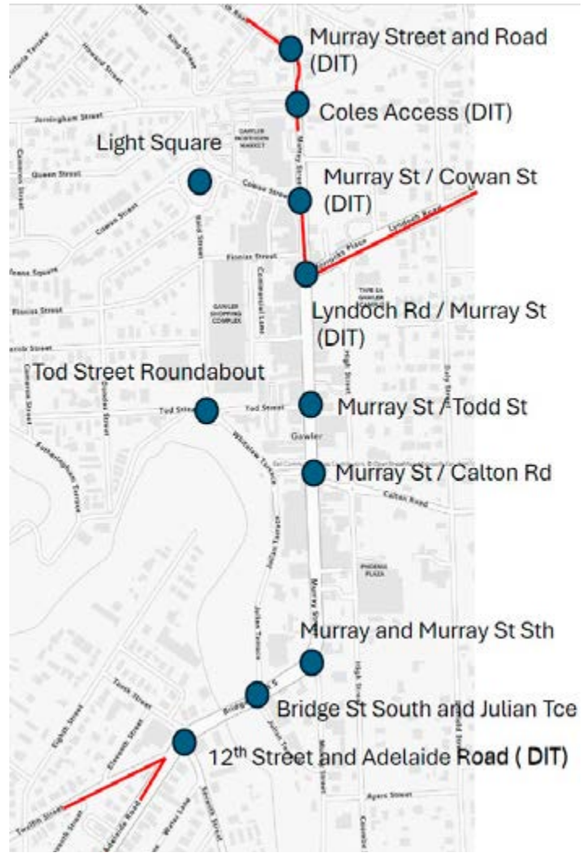
_ Retain the Heavy Vehicle Detour Route.

Future Place Function

_ The group identified Place improvements are desirable for the majority of links within the Town Centre.

_ From local significance to Neighborhood or Council wide significance primarily.

_ Desire to elevate Murray Street from a Local Pedestrian Area to a City or State significance.



Potential supporting treatments for the future

Engagement Summary

Visioning Workshop - 29th October 2025

Vision + principles:

"Gawler... simply irresistible"

... living locally... greening Gawler... heritage is celebrated... unique destination... vibrancy ... community spirit... forward thinking... connectivity... max activation... balance...

Development scenarios:

_ Low hanging fruits (easily developed, strategic sites, no heritage)

_ Heritage spine V back block infill

_ TOD / POD

_ Status Quo

_ Medium density

_ Knock down the heritage

_ Town Centre - large scale, more height, development incorporates heritage

_ Activation of Murray core - pedestrianise? small-scale infill

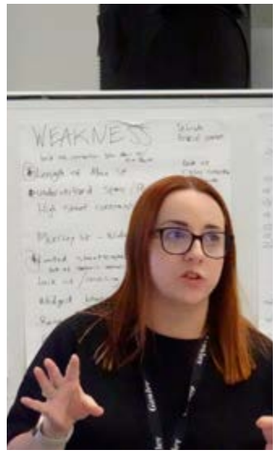
_ Do nothing (development goes elsewhere)

Aim: Identify preliminary land use vision, development principles, and other objectives.









SWOT Analysis:

TOP 3 STRENGTHS

1. Intact Heritage
2. Open Spaces (e.g. Apex Park)
3. Few vacancies (implies economic demand)

TOP 3 WEAKNESSES

1. Length of the main street
2. Streetscape, trees and shade
3. Lack of accommodation

TOP 3 OPPORTUNITIES

1. Goose Island - Deadmans Pass linear park
2. Streetscape enhancements
3. Laneway activation

TOP 3 THREATS

1. Greenfield centre development competition
2. Cost implications of potential actions
3. Conservative attitudes

Engagement Summary

Elected Members' Workshop - 11th November 2025

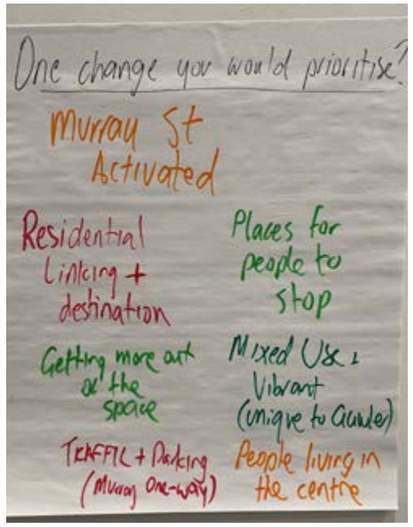
Councillor visions...

- Murray Street pedestrianised...
- Places for people to stop and gather...
- Residential / accommodation destination at gateway site (e.g. Steinborner) linking Murray St and River... like Henley Square
- Getting more out of the (building) spaces
- Mixed use and vibrant town centre, enhacing social interaction, and unique to Gawler
- Address traffic and parking - Murray Street should be one-way with angle parking
- People living in the town centre

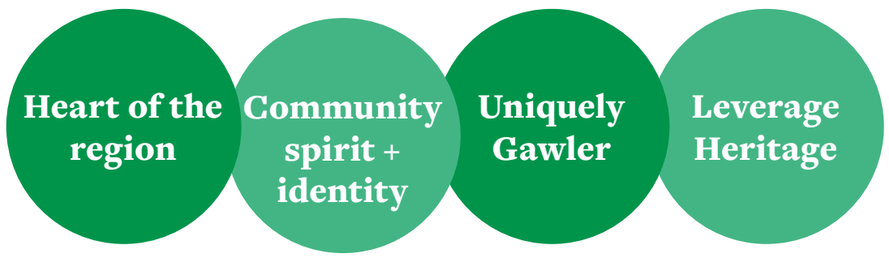
"Would you rather?" exercise







Most supported principles:



Appendix 3 _ Tree + WSUD Design Catalogue

Project 9d: Miscellaneous greening + street tree planting

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

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

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

Techniques listed for greening include:

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

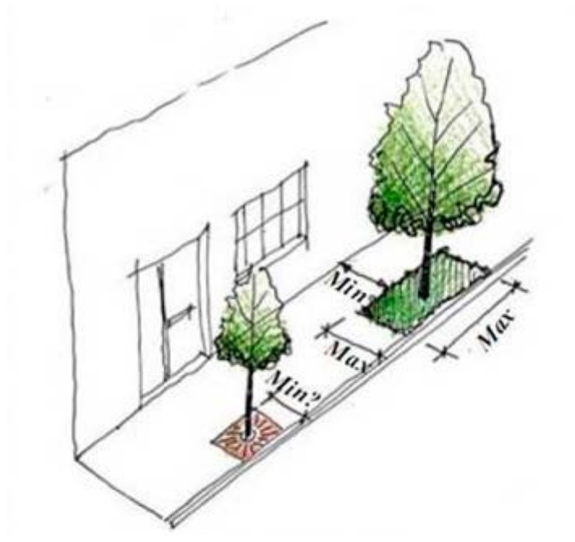
The following pages explain these techniques in more detail.



Providing improved growing conditions for trees

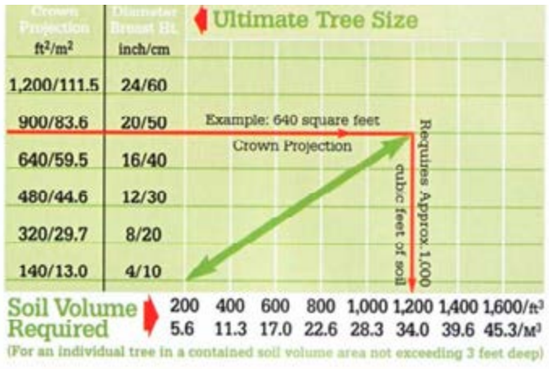
Larger tree pits

Ensure enough space is give to allow for trunk expansion, buttressing and surface root development. Cut outs can be increased for existing trees to improve tree health.



Soil Volumes

The below ground space or rooting volume required by a tree is proportional to its canopy volume. Trees planted with inadequate soil volumes (e.g. small tree pits dug in highly compacted soils) often suffer from a range of setbacks including dwarfing, declining health and reduced life space.



Soil volume requirements (Urban 2008)

Expanding the root zone below pavements

A number of innovations have been developed to extend tree root zones in urban settings, inccluding suspended pavements, structural soils and plastic root cells . These approaches are more expensive, but may be cost effective in confined urban settings where tree planting is needed.

Structural Soil

Structural soils are engineered soils which meet the dual requirements of providing the rerquired support for pedestrian and vehicle loads, while maintaining uncompacted soil conditions conducive to root growth.

Previously such soils have comprised 80% rock and only 20% rooting volume, however recent developments have produced a structural soil



SPACE structural soil with 100% rooting volume being installed on Pulteney Street in Adelaide.

Water Sensitive Urban Design

Permeable Paving

Porous surface can be installed over tree pits or tree root trenches to enable water infiltration and gaseous exchange, allowing for healthier trees. Permeable paving systems such as Ecotrihex (below) can support vehicle loads while retaining surface permeability.



Ecotrihex permeable paving

Stormwater inlets/slotted kerbs

Examples of stormwater inlets include grates, channels, and breaks or slots in kerbs. Inlets can be used to passively irrigate garden beds without the use of energy (i.e. no pumps). This typically involves using gravity to direct rainfall runoff from adjacent surfaces onto vegetation or into reservoirs below or beside the planting media. Inlets are an essential component of other WSUD techniques, including rain gardens and storage reservoirs.

It is important to note that relying purely on passive irrigation without additional techniques may not be suitable for Mildura given its rainfall patterns.



Lowered garden area for passive irrigation, and slotted kerbs allowing infiltration from roadway, on Wright Street in Adelaide

Kerb inlets

Kerb inlets and leaky (or infiltration) wells are innovative means of redirecting road runoff to verge infiltration pits or 'leaky wells'. These can be installed around existing trees as well as new trees. The 'Treenet' kerb inlet and leaky well (shown below) is a great example of a more recent innovative approach to storage reservoirs, and has become widely adopted in SA and interstate.



R750 kerb inlet (Treenet)

Infiltration trenches are a similar system to leaky wells and involve a gravel trench and slotted ag-pipe. Both infiltration wells and trenches mean that soil surface levels can be flush with surrounds, instead of lowered for ponding.

Surface Treatments

Soft Surfaces

Mulch

Mulch is the preferred surface treatment for trees, and specifically 70mm of course organic mulch. It provides multiple benefits to the trees root system.

Vegetation

Vegetation around trees can further improve the aesthetic benefits of the garden bed and overall street. They can also help with stormwater nutrient removal, improving water quality, and provides natural mulch and surface stabilisation. Drawbacks include added expense, maintenance and increased irrigation.

Note: It is important that any underplanting around trees should be species that do not compete with the trees' root system.

Stabilised Sand

Stabilised sand is cheap and easy to install and replace, but can be damaged by street sweepers causing sand to deposit in drains, as well as permeable pavement if located nearby.

Open Soil

Open soil is a low cost surface finish, however it is a less desirable option as it is susceptible to erosion and weeds.









Hard Surfaces

Grates

Suited to high pedestrian, urban areas. Can be designed to address a number of issues and promote general tree and soil health. Provide additional opportunity for public art involvement.

Resin-bound gravel

An expensive but aesthetically pleasing option, suitable for high pedestrian areas, particularly where footpaths are narrow. Can be permeable or non-permeable, however will require cleaning to maintain permeability.

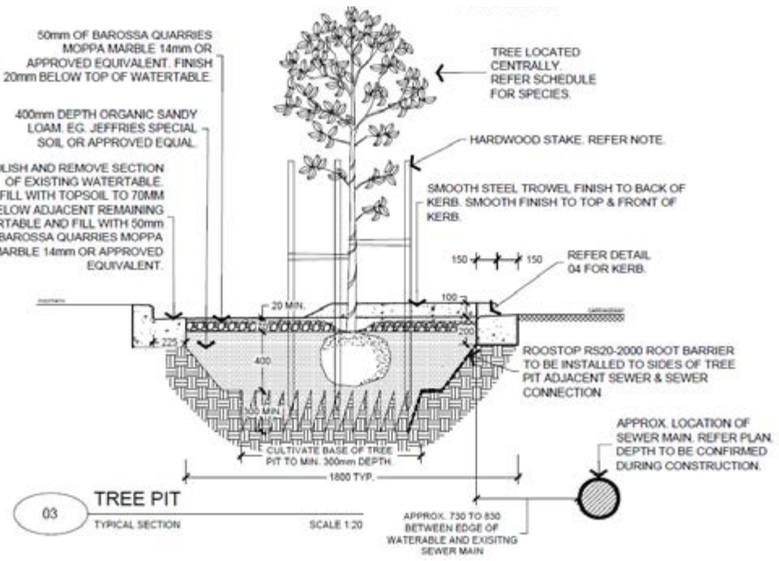




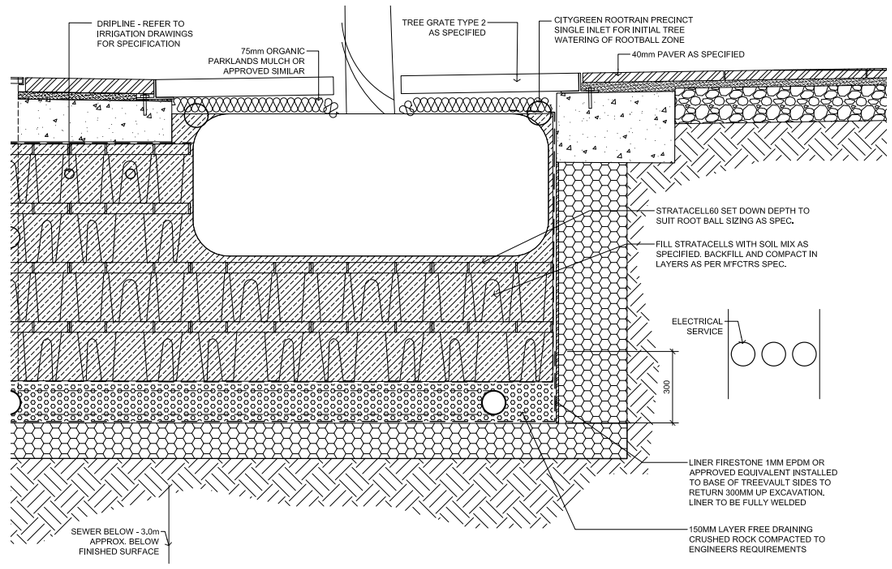
Trees and Underground Services

Planting trees in urban areas is challenging due to limited space, traffic pressures, and dense underground services.

While trees are often blamed for infrastructure damage, conflicts can also result from poor service design. With appropriate species selection, spacing, and improved infrastructure design and maintenance, trees and services can successfully coexist.



Detail showing example of a root barrier location. (SA Water)



Detail demonstrating a tree planted in a 'tree vault' with tree cells and sub-soil drainage considerations for tree health, and poly-membrane liner and compacted sand/earth collar for underground electrical service in close proximity.

Planting location and spacing for greener residential and city streets

Traditional street tree spacing often assumed one tree positioned in front of each property in a street (especially in residential areas). With an increased priority placed on greening of urban streets and a goal of increased canopy cover (e.g. 30%), increased density of street tree planting is required.

Cluster planting of two, three or more street trees in verges is now a preferred approach, often replacing one older tree (sometimes a large tree) with two or three new trees.

Tree planting in roadways, for example in a "parking" lane, is another design technique that is often needed when footpaths are narrow or underground infrastructure restricts tree planting in verges.









Recent street tree planting using cluster and in-road techniques in inner-suburban Unley, SA