Mount Barker, Littlehampton and Nairne Structure Plan
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INTRODUCTION

The 30-Year Plan for Greater Adelaide (the Plan) outlines how the South Australian Government proposes to balance population and economic growth with the need to improve accessibility, preserve the environment, support community wellbeing and protect the character of Greater Adelaide.

The Plan aims to help South Australians use land more efficiently by integrating the planning for the infrastructure needs of new communities (such as utility services, transport networks, and community facilities and other social infrastructure) and the infrastructure needs of economic development.

The Plan will be used by the State Government to guide the planning and delivery of services and infrastructure, such as transport, health, schools and community facilities.

The Plan recognises that a growing and diverse economy is vital if we are to attract and retain people. It is intended that greater flexibility in land use will enhance industries of strategic importance to the state’s future. Ensuring there is an adequate supply of employment land, which is well located and protected from incompatible land uses, is a precondition for maximising economic growth.

Structure Plans are fundamental to fostering the new urban form outlined in the Plan. They will outline the design and planning framework for development and investment that will occur over many years. They will spatially represent the objectives for particular areas, and will detail the range and location of land uses, including activity centres, transit corridors and new growth areas.

Structure planning is also intended to ensure that we can appropriately manage the impact of new development on both communities and the environment taking into consideration such issues as climate change and the need for food production that supports an expanding urban environment.

The Mount Barker, Littlehampton & Nairne Structure Plan Structure Plan

The townships of Mount Barker, Littlehampton and Nairne are located within the primary production belt of the Mount Lofty Ranges. The proximity to the South Eastern Freeway enables the townships then to capitalise on direct vehicle access to metropolitan Adelaide. With growing retail and service sectors these townships provide attractive living opportunities within a peri urban rural landscape setting.

The 30 Year Plan for Greater Adelaide identifies Mount Barker as a regional centre for the eastern Mount Lofty Ranges. It also identifies growth areas for urban expansion including approximately 50 hectares for Nairne and approximately 1,150 hectares for Mount Barker. Most of these growth areas were rezoned by the Ministerial Mount Barker Urban Growth Development Plan Amendment (2010).

The Mount Barker, Littlehampton and Nairne Structure Plan (the Structure Plan) aims to ensure that the growth in Mount Barker, Littlehampton and Nairne is integrated, sustainable and managed to meet the needs of current and future communities. This Structure Plan also aims to ensure that necessary infrastructure is provided to support the current and future community and that it assists in delivering outcomes identified in the 30 Year Plan for Greater Adelaide.

This Draft Structure Plan has been developed by the District Council of Mount Barker in association with the Department of Planning and Local Government (DPLG), incorporates feedback from local community and landowners and addresses the townships of Mount Barker, Littlehampton and Nairne. Comments provided by the Consortium of developers have also been considered and where appropriate included into the Plan.
BACKGROUND

Purpose of structure planning

The structure planning process is intended to:

- assist in achieving the population, dwelling and employment targets set out in The 30-Year Plan for Greater Adelaide
- identify, and facilitate the resolution of, strategic infrastructure issues
- encourage the design and development of a new sustainable and liveable urban form
- facilitate the rezoning of land for residential and employment purposes.

The 30-Year Plan for Greater Adelaide—Targets

During the next 30 years, across Greater Adelaide, the State Government is planning for:

- steady population growth of 560,000 people
- construction of 258,000 additional homes
- economic growth of $127.7 billion
- creation of 282,000 additional jobs.

The townships of Mount Barker, Littlehampton and Nairne located in the Adelaide Hills Region of Greater Adelaide, and the Plan identifies the targets for this region being:

- the construction of 13,000 additional homes
- the provision 1950 additional affordable houses (within the above number)
- the facilitation of an additional 13,000 jobs.

The 30-Year Plan for Greater Adelaide at a glance

The 30-Year Plan for Greater Adelaide is intended to:

- focus on creating mixed-use precincts that bring together housing, jobs, transport services, recreation and leisure
- set aside a net land supply of 10,650 hectares to create new growth areas, which will be based on the principles of mixed-use development, higher densities and a greater mixture of housing and, wherever possible, will be located next to transport corridors
- generate $11.1 billion of gross state product (GSP) over the 30 years,
- contribute to keeping housing and living affordable in South Australia
- provide housing choice for our ageing population, families, professionals and young people
- develop suburbs and neighbourhoods that are connected and represent world’s best practice in sustainability and urban design
- strategically expand larger townships with infrastructure and services, while constraining growth in smaller townships to preserve their heritage and character
- protect at least 115,000 hectares of environmentally significant land and up to 375,000 hectares of primary production land
- significantly reduce the rate of water and energy consumption in all new dwellings
- support our national leadership position in the renewable energy sector and position South Australia to export green energy to other states and territories.

Mount Barker Littlehampton & Nairne at a glance

- have a combined 2010 estimated population of 18,229 as at 2006 census.
- since 2001 the population has grown on average by 3% per annum, exceeding the State and National growth rates.
- has a demographic profile which is similar to metropolitan Adelaide with about 61% of the population of working age (18 - 64 years). However, 29% is less than 18 years (compared with 22% for metropolitan Adelaide) and 10% are over 64 years compared to 15% for metropolitan Adelaide; indicating a younger population profile.
The towns of Mount Barker Littlehampton and Nairne and near environs currently have around 20,000* residents (2012). By 2040 their combined population is expected to be between 50,000 and 55,000 people. This will bring the District population to 63,000-68,000 from the 2012 estimate of 31,500 *. (*The 2012 estimated population will be confirmed in June 2012 when census data is available)

The 30-Year Plan for Greater Adelaide—Objectives and Principles

The 30-Year Plan for Greater Adelaide has three interlocking objectives, which will maximise South Australia’s opportunities and respond to the challenges we face. These are to:

- maintain and improve liveability
- increase competitiveness
- drive sustainability and resilience to climate change.

The 30-Year Plan for Greater Adelaide is underpinned by 14 guiding principles. While policies and specific targets may change over time, these principles will be a constant driving force for future generations to ensure that Greater Adelaide has a world-leading approach to competitiveness, liveability, sustainability and resilience to climate change.

The guiding principles are:

1. A compact and carbon-efficient city
2. Housing diversity and choice
3. Accessibility
4. A transit-focused and connected city
5. World-class design and vibrancy
6. Social inclusion and fairness
7. Heritage and character protection and enhancement
8. Healthy, safe and connected communities
9. Affordable living
10. Economic growth and competitiveness
11. Climate change resilience
12. Environmental protection, restoration and enhancement
13. Natural resources management

These guiding principles are translated into design principles, which will underpin planning and development of the townships of Mount Barker, Littlehampton and Nairne.

Alignment with State Government policies

The 30-Year Plan for Greater Adelaide will be one of the key policy and budgetary instruments of the South Australian Government. The Plan will support the achievement of South Australia’s Strategic Plan targets. It will also be one of the key inputs to the state’s Strategic Infrastructure Plan by identifying the medium- and long-term infrastructure priorities to support economic and population growth. The Plan will give state government agencies, local government and key stakeholders clarity about where people are likely to live and the projected make-up of the population (that is, the proportion of families, single people or the elderly), so they can plan for the provision of schools, health services and aged care facilities.

The Plan will also work in tandem with other key policy initiatives including Water for Good—A Plan to Ensure our Water Future to 2050, the State Natural Resources Management Plan, the Economic Statement, South Australia’s Greenhouse Strategy, the Skills Strategy for South Australia, the
Information, Communication and Technology Blueprint and Prosperity Through People—A Population Policy for South Australia.

The Structure Plan provides guidance to the District Council of Mount Barker in undertaking its Strategic Management Plan(s) and reviewing and amending the Mount Barker (DC) Development Plan.

The Development Act 1993 requires councils to ensure that their Development Plans are consistent with the land-use policies and directions of the relevant volume of the South Australian Planning Strategy.
VISION

*The 30 Year Plan for Greater Adelaide* promotes housing diversity and choice, affordable living, social inclusion, fairness and accessibility, as well as healthy, safe and connected communities. These principles apply to Mount Barker, Littlehampton and Nairne and also the region generally. The vision for the Townships and the region generally, is well planned and sustainable growth. The current peri urban form of development is regarded as being a major asset to the area and so design solutions that maintain this lifestyle for current and future residents are incorporated into this Structure Plan.

This Structure Plan seeks to recognise and plan for current and future community in terms of household size and composition, acknowledging that a higher proportion of family households, children and youth will be represented in the district in comparison to metropolitan Adelaide. The Plan also acknowledges the need to plan for a changing community including a projected increase in the number and proportion of elderly people, the need to retain young adults (20-29 year olds) in the community, the demand for smaller household sizes and the creation of affordable and diverse housing and living opportunities.

Mount Barker, Littlehampton and Nairne have a structure that is typical of many country townships, focused around a commercial heart/main street. They are geographically and socially distinct from each other, and as they continue to grow they should retain their individual identities. There is a key desire to ensure that the Mount Barker township retains a status of a regional service/city centre. The urban township areas are surrounded by productive agricultural land, and it is critical to recognise and retain this land for food production, both locally and in a regional sense, to service wider populations.

The landscape and climate of the region are key environmental assets contributing to current lifestyle and planned growth will need to recognise protect and enhance the natural assets. These include existing vegetation, the rural hills environment, existing water courses and biodiversity corridors. There are many ‘natural’ areas of landscape and habitats for bird and animal life which will need to be carefully considered when planning for expansion of the urban fabric within the townships. New urban areas will need to recognise the desire to achieve an integrated approach that supports significant ecological outcomes for future community benefit.

The Structure Plan recognises the need to incorporate efficient energy use into the planning and design of new communities, and to maximise on-site water capture, treatment, storage and re-use practices. Future policy initiatives will therefore need to consider and promote high quality, sustainable and functional built form that minimises the use of non renewable energy and achieves the vision and direction expressed in the Structure Plan. The District Council of Mount Barker aspires to be a carbon neutral community, and aims to reduce greenhouse gas emissions.

*“The 30 Year Plan for Greater Adelaide”* promotes prosperity through growing employment and matching jobs growth with household numbers. The Structure Plan recognises the need to maximise local employment which supports regional growth initiatives and local economies. The regional functionality of the Mount Barker Town Centre is important in this context and this will require ongoing investigation and decision making if the outcomes promoted in “The 30 Year Plan for Greater Adelaide” are to be achieved.

The provision of a range of physical and community key infrastructure will be essential and critical in meeting the needs of the existing and new communities, and also business and economic growth. Traffic and transport infrastructure, water and sewerage and electricity infrastructure will need to respond positively to population growth, while social infrastructure will be required to meet increased community demand and expectations. Negotiated outcomes with all involved (including individual service providers) is viewed at being necessary to ensure the planned, integrated and timely delivery of these infrastructure requirements.

Lastly, the Structure Plan, while acknowledging the opportunity for new development, recognises that this needs to occur in an environment where links with local heritage and in particular Aboriginal and cultural heritage are considered. It is appropriate for future change to respect and respond to these important key matters.
DESIGN PRINCIPLES

Introduction
The 30-Year Plan for Greater Adelaide (The Plan) seeks to maintain and improve liveability, increase competitiveness and drive sustainability and resilience to climate change. The Plan’s principles and policies will guide the development of Structure Plans generally and this Structure Plan.

The relevant key objectives have been summarised below:

Movement and access
The Structure Plan area will promote the design of accessible and well connected places.

Regard has been given to the following design principles in the sector plans:

- mixing land uses to provide easy access—visually and physically—and where possible prioritise walking, cycling and using mass transit to serve the daily needs of the local population
- ensuring public realm/space responses create sufficient space to accommodate foot/cycle paths, including off-road (for example, a network of greenways incorporating local indigenous trees), as well as on-road cycling routes to destinations
- protecting current and future strategic transport routes, major road and rail freight routes, freight handling facilities and land for future upgrades—consistent with the new urban form—through measures such as appropriate setbacks
- establishing greenways as well-designed safe and attractive linear places that are of benefit to the onlooker as well as the user
- implementing a network of high quality primary and secondary cycling routes,
- improving key streets to create a comprehensive network of local streets that facilitate safe and enjoyable lower speed movement, particularly for the benefit of cyclists and pedestrians.
- Implementing a network of pedestrian/cycle trails that are integrated within urban township development, connecting between townships and to a regional trails network.

Land use and design
The Structure Plan will promote a coherent urban system, which is compact and walkable, and supports greater housing diversity.

Regard has been given to the following design principles in the sector plans:

- developing walkable neighbourhoods, which cluster to form towns/villages with relatively intense, mixed-use town centres capable of fostering a broad range of employment and social opportunities and services
- using universal and sustainable housing design principles reflecting a diverse community at all stages of life and that minimises uses of non renewable energy resources.
- encouraging forms of urban development that:
  - minimise non-renewable energy use and car dependence
  - encourage greater local self-containment
  - protect natural and cultural assets
  - minimise potential for impacts such as air and noise pollution.
- increasing residential diversity, through increased mix of residential densities in appropriate areas, and more mixed-use developments
- taking advantage of proximity to services and public transport and to nearby amenity, when siting new residential developments
- promoting sustainable development where possible
- ensuring suitable design to provide an appropriate interface with state and local heritage places/items and areas
- ensuring that the development design process identifies and protects sites of Aboriginal cultural heritage
- developing high quality public realm and open space
- ensuring that neighbourhood street environments and open space maximise access for all users
- ensuring urban development responds positively to a local environmental constraints, retains and enhances
existing stands of vegetation and uses current drainage patterns to form major open space corridors connected across the townships.

In addition:
- Where a new residential development interfaces with a strategic road, a primary/secondary freight route, roads that carry more than 25,000 vehicles per day, or a train corridor, a development plan overlay will be applied that provides solutions for noise and air quality.
- Where medium density development is proposed, adequate attenuation and building design measures to address any associated air quality and noise impacts from existing incompatible land uses will be considered.
- Issues of site contamination may need to be considered on former industrial sites that are being considered for more sensitive uses, when more detailed planning is undertaken.

Affordable housing

The 30 Year Plan for Greater Adelaide sets a target for at least 15 per cent of new dwellings, in developments of 20 or more dwellings, to meet the criteria for affordable housing (of which five per cent is specifically for high needs housing) in significant new developments and growth areas including:

- State Significant Areas
- areas subject to Structure Plans and precinct planning, in particular in new transit-orientated developments and transit corridors
- areas rezoned to substantially increase dwelling potential (including new greenfield growth areas)
- residential developments with major development status
- residential developments on surplus government land.

Regard has been given to the following principles

- providing opportunity for the location of affordable housing across the area
- design principles detailed above and below will also apply
- consideration of this form of housing within the town centre and close by to public transport and other facilities
- promoting increased housing diversity
- ensuring 10% of dwellings are medium or higher density dwellings
- encouraging ‘adaptable housing’ opportunity

Economy and employment

The Structure Plan will promote a range of local employment and business activities.

Regard has been given to the following design principles in the sector plans:

- providing sufficient land for employment (including centres) with effective access to freight networks, infrastructure and employment bases
- providing education and vocational training within easy access (including in shopping/activity centres) of the community
- encouraging local employment self-sufficiency – within the desired range of 40-60%
- promoting the importance of existing retail and commercial strips
- promoting the area as a local/regional tourist destination.

Liveability, community and sense of place

The Structure Plan area will be designed to attract residents and businesses and create a sense of place, connectedness and safety (for example, by fostering crime prevention through environmental design principles).

Regard has been given to the following design principles in the sector plans:

- providing opportunities for people at different stages of life to be physically active, by ensuring neighbourhoods are, where possible, within a walkable distance of community parks, town squares and public spaces
- integrating high quality buildings at ground level in shopping/activity centres with street level activation
Promoting a greater mixture of dwelling types to cater for the changing makeup of the population
creating well-designed, multi-functional open spaces
promoting the development of community gardens for social interaction and physical well being
developing urban environments that celebrate local culture and encourage participation in their development
accommodating the bulk of growth in designated areas (new growth areas) and ensuring the edge of the new built form is integrated and complements the existing character of Mount Barker Littlehampton and Nairne
preserving the defined, established character of neighbourhoods with sensitive low-scale infill development where appropriate
enhancing the public realm to achieve high quality spaces in mixed-use uplift areas, i.e. accommodating more than one use and suitable for regeneration or up-zoning particularly in the Town centre
developing greenways as major pedestrian and cycle links, and identifying opportunities for additional linkages with green elements
maintaining and improving existing open spaces, maximising the opportunities to establish adjacent residential and mixed-use development, and improving connection with other open spaces
including facilities for active recreation and structured sport where appropriate
developing major community and sports hubs to provide important community facilities, and promote community development and the multiple benefits of active living
developing the townships in such a way that they are interconnected but at the same time they retain their individual identity: separation of areas of living – rural and primary production lands.

Environmental assets

The Structure Plan area will encourage the creation of a robust urban ecology.

Regard has been given to the following design principles in the sector plans:

- minimising the disturbance and modification of the natural landform through design that accommodates landform, views, prevailing breezes, and environmental features
- creating natural biodiversity corridors (greenways) to both integrate and define the built and natural environment
- maximising neighbourhood and precinct-level water and energy efficiency, through optimising orientation to suit energy efficient housing, and including stormwater solutions and water-sensitive urban design (WSUD) principles and techniques
- developing ‘green’ buildings using ‘green’ technology, and urban and building design conditions that encourage people to walk further, travel by bike or use public transport
- restoring, rejuvenating and reinforcing urban waterways to achieve better stormwater management, while increasing community awareness and engagement to contribute to a healthy urban biodiversity
- integrating WSUD initiatives into greenways
- introducing wetland sites to contribute to the broader water strategy and public open space experience
- capitalising on opportunities to achieve integrated WSUD initiatives within redevelopment sites, to contribute to the sustainability, amenity and character of the public realm/streetscapes
- maximising opportunities to coordinate the re-establishment of natural waterways to better manage stormwater quality and weather event flows
- Encouraging the retention of existing vegetation
- Using existing unsealed and unmade road corridors that are heavily vegetated as walking/bicycle trails and greenways
- Ensuring outcomes are integrated and achieve ecological benefit.

Community services and infrastructure

The Structure Plan area will consider the provision of accessible, integrated and adaptable community services and infrastructure.

Regard has been given to the following design principles in the sector plans:

- distributing utilities and services in a timely, cost-efficient, equitable, coordinated and effective manner
- localising energy generation and water capture and storage
- locating emergency services to minimise response times
- identifying and preserving critical infrastructure corridors (including major transmission lines, sub-stations, water and gas pipelines and new utility corridors)
- augmenting existing utility infrastructure to support both new and infill developments
- social infrastructure provided for all stages of life early on in the development and located where people can easily access infrastructure
- encouraging a wide range of sports facilities, including open space for structured sport, as well as indoor recreation/sport facilities and community club rooms distributed across the area
- providing a full range of transport and social infrastructure facilities that meet the needs of existing and future communities.
FORMAT OF THE STRUCTURE PLAN:

The area of the Structure Plan has been divided into 8 ‘sectors’ each of which highlights key elements relative to that sector in the achievement of an overall vision for Mt Barker Littlehampton and Nairne.

The sectors are presented with three main themes viz:

- **Sector 1**: The Regional Town Centre
- **Sectors 2, 3, 4 & 5**: Mt Barker urban area surrounding the Town Centre and south of the Freeway
- **Sectors: 6, 7 & 8**: Littlehampton and Nairne areas north of the Freeway.

In this way the vision to have each of the townships retain their individual identity is maintained while the high level overview of the townships as a collective is able to also be appreciated. The two spatial (index) plans “Mt Barker” and “Littlehampton and Nairne” illustrate the integration, connectedness and independence of each of the towns and note ‘high level’ issues that set a theme for the Structure Plan.

Infrastructure issues have been included in the “Infrastructure” section of the Plan

A brief overview of each of the 8 sectors is as follows:

**Sector 1**

This sector illustrates the main focus for business delivering the Regional Town Centre function as expressed in the 30 Year Plan for Metropolitan Adelaide. The main regional administrative, shopping, business/commercial activity, education and entertainment functions are located within the Town Centre.

It has been suggested that additional office, cultural and recreation and transport activity will be necessary to further enhance the Regional service function of the Town Centre. This will require a comprehensive review of the current Development Plan and other Council and State Government related documents. Residential development both existing and potential infill are also represented together with significant Mt Barker heritage elements been retained and enhanced. (Please note that the Council in parallel with the Structure Plan has prepared a Town Centre Strategy)

**Sector 2**

This sector is primarily residential in nature, providing for expanding urban development to the east of Mt Barker and requires the integration of both new and existing residential areas. A major focus for this Sector is the potential for development of regional recreation facilities with the opportunity to accommodate additional business/commerce activity that supports the regional recreation activity.

Further options for consideration include the integration of any new regional recreation facility with the existing golf course activity and also investigation of ‘new’ models of regional recreation management involving local communities. Integration of recreation with other social infrastructure such as schools is to be promoted. Neighbourhood centre facilities that will provide access to a range of retail shopping and other facilities are contained within this sector. Protection of highly valued vegetation and water courses is required.

**Sector 3**

This Sector requires consideration to be given to innovative ways of integrating new development with existing urban areas, and also infill opportunities. An appropriate level of social facilities and services is required to support both the existing and future communities. A Neighbourhood centre serving both Sector 3 and Sector 4 populations is proposed. The location of the main interstate electricity connector corridor is a constraint and requirement in the design of this area. Employment lands supporting future economic development and employment are located in this sector with the future development and staging of activity being a key issue.

**Sector 4**

Generally the land in this Sector is more undulating and transgressed by major creek corridors together with the interstate electricity connector. As with Sector 3, consideration will be required in terms of promoting innovative urban development options. Development respecting local environmental
constraints and located around greenspace on a variety of land slopes is the desired outcome. Identification and validation of access options to existing and proposed road/transport network is considered necessary. Varying residential densities and the provision of social infrastructure are key themes for this area. Protection from bushfire to the west and north is a significant matter.

**Sector 5**

The existing rural living environment contained in this sector fundamentally sets the framework for any future development activity. The concept of maintaining the area primarily as a rural living environment is the suggested approach. Potential opportunities for alternative land use activity adjacent to the future freeway access have been included (see also Sector 7).

**Sector 6**

This sector contains the main urban area associated with the township of Littlehampton. The vision for the townships of Littlehampton and Nairne is to maintain their individual identity as ‘country townships’, however there is a requirement to ensure access to current local services is reinforced and maintained. The main focus is around the existing ‘Centre’ and the need to further reinforce identity and function. In addition it is suggested consideration be given to investigating the potential for expansion of the existing employment lands at Totness providing increased/immediate local employment opportunities.

**Sector 7**

This sector is primarily rural living located upon larger lots, retaining a landscaped environment and a visual separation/barrier between the townships of Littlehampton and Nairne. Minimal change is proposed, however reinforcing the concept of rural living and also protecting the ongoing agricultural productive land activity to the south of Nairne is appropriate. The opportunity to consider potential alternative land use activities adjacent to the future freeway access at Bald Hills Road has been included. Transition buffering between urban land and agricultural productive land at Littlehampton by introducing rural living opportunity is contemplated.

**Sector 8**

The focus for this sector is the Nairne Township. Newly zoned land promoting expanded urban development is located to the south of the existing town. The potential for small amounts of urban infill have been included. The main street requires consideration in terms of urban design, infill and economic development and its potential to support new and existing businesses and service for an expanding community. Given anticipated population growth additional retail facilities is contemplated. The Nairne railway station and near environs is a precinct with business community and tourist potential. The town needs to consider heritage matters in conjunction with new development and infill. The interstate rail connector is a feature of the town. The extent of urban expansion and defining the 'town boundary' are key issues.

The Overall Structure Plan - page 17

The Infrastructure Plans pages 25 & 26, 30 & 31.

The Sector Plan index to the Structure Plan page 34.

The details of Sector Plan 1 page 40

The details of Sector Plans 2, 3, 4, & 5 pages 46,47,48 & 49

The details of Sector Plans 6, 7 & 8 pages 56,57, 58 & 59
<table>
<thead>
<tr>
<th>Definitions</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SE Freeway</strong></td>
<td>Functions as the major interstate transport connector and connects Mt Barker to major employment centres, to the east (Murray Bridge) and west (Metropolitan Adelaide).</td>
</tr>
<tr>
<td><strong>Arterial Road</strong></td>
<td>Strategic traffic route and primary or secondary freight route.</td>
</tr>
<tr>
<td><strong>Primary local connector</strong></td>
<td>Encourage local movement between neighbourhoods and centres by greater connectively and amenity of the network. Encourage connectivity to the Arterial road network and SE Freeway.</td>
</tr>
<tr>
<td><strong>Other Road</strong></td>
<td>Recognised as local thoroughfares for local populations, supporting improved access to primarily local connectors, low speed environment, improved streetscaping and pedestrian/cycle options.</td>
</tr>
<tr>
<td><strong>Railway (used)</strong></td>
<td>Interstate rail connector and freight route.</td>
</tr>
<tr>
<td><strong>Railway (unused)</strong></td>
<td>Low key rail traffic, pedestrian/cycle use connecting townships and neighbourhoods to Regional Town Centre.</td>
</tr>
<tr>
<td><strong>Key intersection</strong></td>
<td>While improving safety public realm.</td>
</tr>
<tr>
<td><strong>Gateway</strong></td>
<td>Strengthen and intensify development adjacent to gateway with high quality built form and public realm, while preserving strategic road function.</td>
</tr>
<tr>
<td><strong>Centres</strong></td>
<td>Town Centre (Mt Barker) developed as Regional Town Centre with improved traffic flow, high quality built form, heritage recognised, mixed land uses including residential. Neighbourhood Centres developed as focus for retail supermarket and variety shopping facilities, high quality build form and social infrastructure where appropriate.</td>
</tr>
<tr>
<td><strong>Heritage</strong></td>
<td>Gawler St Encourage development that enhances historic character/function of Gawler St, and Princess Highway Nairne, high level amenity, variety of land uses.</td>
</tr>
<tr>
<td><strong>High St</strong></td>
<td>Promote a pedestrian environment with a high quality streetscape, activated built form, greater integration of public transport and lower speed vehicle movement.</td>
</tr>
<tr>
<td><strong>Residential</strong></td>
<td>Allow gradual low rise residential development.</td>
</tr>
<tr>
<td><strong>Residential Infill</strong></td>
<td>Facilitate residential development to provide increased housing diversity and intensity.</td>
</tr>
<tr>
<td><strong>Residential historic character</strong></td>
<td>Maintain identified character areas and protect from inappropriate development.</td>
</tr>
<tr>
<td><strong>Residential mixed use</strong></td>
<td>Develop as mixed use including varying densities of residential activity, business/commercial enterprises, shopping, with high level accessibility to improved public transport network. Encourage walking/cycle, reduced car dependence.</td>
</tr>
<tr>
<td>--------------------------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Residential landscape</strong></td>
<td>Maintain identified character/surrounding high quality vegetation and major local environmental constraints and protect from inappropriate development.</td>
</tr>
<tr>
<td><strong>Aged Care Residential</strong></td>
<td>Concentrated node for purpose built residential, linked to public transport and community facilities, higher density, quality built form.</td>
</tr>
<tr>
<td><strong>Open Space</strong></td>
<td>Maintain and support existing open spaces, new open space corridors connecting to form area wide network, protect existing vegetation, incorporate water sensitive urban design along creeklines. Promote integrated built form adjacent to open spaces where appropriate.</td>
</tr>
<tr>
<td><strong>Greenways</strong></td>
<td>Promote safe and efficient pedestrian/cycle movement and improved biodiversity/sustainability along multifunctional open space corridors.</td>
</tr>
<tr>
<td><strong>Parkland Activity Point</strong></td>
<td>Promote safe and legible points of access between the Park Land and surrounding neighbourhoods for pedestrian and cycle movement.</td>
</tr>
<tr>
<td><strong>Town Centre core activity</strong></td>
<td>Promote high quality development to reinforce function as Regional Town Centre, mixed uses including potential residential, pedestrian oriented environment, high amenity, improve traffic flow.</td>
</tr>
<tr>
<td><strong>Medical Precinct</strong></td>
<td>Enhance potential for improved medical services, expanded facilities integrated with surrounding urban environment.</td>
</tr>
<tr>
<td><strong>Urban Node Mixed Use</strong></td>
<td>Area of mixed use renewal with high quality public realm and integrated with public transport.</td>
</tr>
<tr>
<td><strong>Employment lands</strong></td>
<td>Areas providing local/regional employment opportunities, mixed use activities, high quality built form, access to public transport and freight routes.</td>
</tr>
<tr>
<td><strong>Activity Centre</strong></td>
<td>Potential focal points for mixed land use activity integrating with surrounding urban environment. High quality built form integrated with pedestrian cycle network and public transport network.</td>
</tr>
<tr>
<td><strong>Powerline</strong></td>
<td>Interstate powerline corridor, to be duplicated, 100m wide, consider landuse potential and relationship to open space/trails network.</td>
</tr>
<tr>
<td><strong>Cemetery Reserve</strong></td>
<td>Develop plan (for ongoing use and capacity).</td>
</tr>
<tr>
<td><strong>Rural living</strong></td>
<td>Maintain identified character, and protect from inappropriate development.</td>
</tr>
<tr>
<td><strong>Agricultural productive land</strong></td>
<td>Area recognised as highly productive agricultural land to be protected from inappropriate development and buffered from adjacent urban development.</td>
</tr>
<tr>
<td><strong>Waste Water Treatment Facility</strong></td>
<td>Maintain current function for existing development, encourage further consideration to accommodate expanded demand.</td>
</tr>
</tbody>
</table>
INFRASTRUCTURE

The potential expansion of Mount Barker, Littlehampton and Nairne townships requires that due consideration be given to the level and type of infrastructure necessary to support existing and growing communities.

The following infrastructure needs have been identified by both State and Local Government via various investigations and guidance has also been provided by various infrastructure providers.

There will be an ongoing requirement for providers of infrastructure to develop staging plans in conjunction with the developers and Council in order for the community to have timely access to supporting infrastructure. Staging will support and assist the identification, planning, augmentation, integration, delivery and maintenance of the infrastructure required to support the community as a whole.

The financing and responsibilities for the delivery of the various infrastructure requirements will need to be identified. Ongoing communication between providers, developers, Council and Government agencies will be necessary to assist this process.

The provision of infrastructure should promote sustainability in the use of energy resources and encourage green energy solutions that provide maximum benefit to community by minimising costs associated with both initial provision and future consumption.

TRANSPORT INFRASTRUCTURE

The distribution of traffic and transport infrastructure is illustrated broadly on the attached plans and takes into consideration the existing ‘deficit’ of transport needs that apply to the current level of population. Staging of these proposals will need to be planned for and be linked to population growth.

South Eastern Freeway:

- Recognise South Eastern Freeway as primary transport/freight route and interstate connector
- Emphasise connections to Murray Bridge and Monarto and potential employment opportunity
- Recognise current access arrangements from the Freeway to Mount Barker & Littlehampton from east and west and reinforce as gateway.
- Improve traffic safety and install signage recognising increased local urban development potential and increased traffic generation.
- Identify potential for the Freeway corridor to provide for continuous greenway.
- Plan and advocate for the installation of four additional access ramps to the Freeway at Bald Hills Road Junction and create as a gateway.
- Consider opportunity for development of alternative service facilities at the junction of Bald Hills Road and the Freeway.

Arterial Road:

- Reinforce main connections to south/through town as freight route via Adelaide, Wellington and Flaxley Roads.
- Ensure key intersection treatments are installed as part of Council’s negotiated infrastructure agreements (in particular along Wellington and Flaxley Roads).
- Ensure streetscape accommodates pedestrian/cycle ways and upgrade drainage.
- Protect existing significant vegetation within the road corridor and incorporate into streetscape improvements to provide identity of function and habitat corridors.
- Promote Adelaide Road as a “regional” gateway providing identity and recognition of the Regional Town Centre accommodating a range of mixed uses.
- Promote activity adjacent to Adelaide Road to provide focus as the regional business centre.
- Promote pedestrian/cycle linkages across Adelaide Road and around the regional business centre (including grade separated options)
Consider limited direct access from adjacent land uses onto Adelaide Road between Hawthorn Road and Mann Street roundabout.
Consider options for streetscape improvements including theme tree planting paving/access on Adelaide Road.
Improve signage and review policy options to encourage high quality built form and urban design outcomes between Hawthorn Road and Mann Street.
Maintain function as a transport/freight corridor servicing local and regional needs.
Recognise function as a potential tourist route.
Ensure streetscape improvements accommodate pedestrian and cycle ways and upgrade drainage.
Consider options for traffic improvements at key intersections
Investigate options for traffic safety improvements at junction of Old Mount Barker Road and Flaxley Road.

**Primary local connector(s) - New**

**Wellington to Bald Hills Road**

Undertake following analysis prior to new development proceeding:
- Determine alignment and road width(s)
- Determine most appropriate crossing point on Wellington Road.
- Define streetscape environment
- Determine direct access and on street parking arrangements which may vary along road length.
- Accommodate public transport route, pedestrian/cycle trails and linkages to open space corridors.
- Consider function in relation to area wide and regional road, pedestrian, cycle, trails networks.
- Consider function in relation to the delivery of “trunk” infrastructure and services.
- Determine capacity of existing Springs Road (road reserve) to accommodate new connector.
- Consider relationship of connector to Council owned regional open space (Stephenson Land)

**Wellington to Flaxley**

Undertake following analysis prior to new development proceeding:
- Determine alignment and road width(s)
- Determine most appropriate crossing point on Wellington Road.
- Define streetscape environment
- Determine direct access and on street parking arrangements which may vary along road length.
- Accommodate public transport route, pedestrian/cycle trails and linkages to open space corridors.
- Consider function in relation to area wide and regional road, pedestrian, cycle, trails networks.
- Consider function in relation to the delivery of “trunk” infrastructure and services.

**Flaxley to Adelaide**

Undertake the following analysis prior to new development proceeding:
- Investigate and further analyse the need for a primary local connector road between Flaxley and Hawthorn/Bollen Road intersections, and alternatives such as upgrading of the existing road network.
- Determine alignment and road width(s)
- Define streetscape environment
- Determine direct access and on street parking arrangements which may vary along road length.
- Accommodate public transport route, pedestrian/cycle trails and linkages to open space corridors.
- Consider function in relation to area wide and regional road, pedestrian, cycle, trails networks.
- Consider function on relation to the delivery of “trunk” infrastructure and services.
- Ensure upgrade of Hawthorn Road in relation to increased urban expansion as per Development Plan requirements.

**Primary local connector(s) – (Existing)**

**Hawthorn Rd**
- Consider upgrade of Hawthorn Road in relation to increased urban expansion.
- Determine capacity of existing Hawthorn Road (road reserve) to accommodate new connector.
- Recognise likely increase in traffic volumes at junction with Adelaide Road arterial.
- Consider potential public transport route along Hawthorn Road.
Springs Road

- Ensure continued function to provide accessibility to Mount Barker Town centre
- Consider potential public transport options
- Consider relationship and accessibility to nearby wetland environment.
- Consider alignment and promote gateway entry to town centre at western end (Paddys Hill Road).

Alexandrina Road

- Recognise function as a main connector to Employment Lands, Adelaide Road and Bald Hills Road.
- Consider potential for improved large vehicle manoeuvring spaces around Employment Lands.
- Promote streetscape improvements and identify options for land use activity fronting Alexandrina Road.
- Consider limiting direct access options to maintain traffic flow.

Dumas Street

- Promote Dumas Street as main / improved linkage to Regional Town Centre from western urban areas.
- Determine alignment and road width(s) and define streetscape environment
- Develop streetscape and access options including pedestrian / cycle trails.
- Consider potential for public transport connection to Town Centre.
- Ensure connection between Dumas St and Hawthorn Rd through residential land (yet to be developed).

Bald Hills Road

- Investigate functionality and hierarchy of Bald Hills Road in providing new access to the SE Freeway
- Ensure Bald Hills Road has capacity to accommodate traffic generated by future urban development.
- Consider the opportunity to provide freight linkage (north of SE Freeway only) to Princes Highway Arterial

Summit Road

- Emphasise Nairne Summit connector as major tourism route providing access over the SE Freeway to Mount Barker Summit and Mount Barker urban area.
- Improve facilities at Mount Barker Summit; and in particular consider aboriginal heritage matters in the implementation.

Sydney Road

- Emphasise Sydney connector as tourism route connecting to wider Agricultural Productive Lands.
- Promote as main access to Nairne recreational uses/precinct
- Develop streetscape and signage alternatives to provide identity.

Other Roads

- Consider options as main connection roads to Arterial Roads, primary local connectors and within town centre.
- Review options for internal town centre circulation, including on street parking and pedestrian cycle function.
- Establish priority pedestrian area between Adelaide Rd / Mann St / Hutchison St and Druids Avenue.
- Encourage the development of Druids Avenue, Cameron Road and Mann Street as a ring route to discourage through traffic.
- Review options for traffic management at existing Hartman, Sims and Paech Roads, and Hartman and Bald Hills Road intersections.
Review options for traffic management where Paech Road intersects with New Primary Local Connector (Wellington to Springs)

Identify streetscape, functionality and relationship to primary local connector and arterial road network.

Acknowledge current road function and streetscape environment in established urban areas when planning new developments adjacent or nearby.

Preserve existing treed environment within road corridor and incorporate into new urban streetscape environment / internal connecting route.

Review function of Martin Road and Sims Road east of Hampton to provide landscape corridor accommodating pedestrian and cycle network only.

Consider function, design and role of Old Mount Barker Road, and Hawthorn Road on southern and western extremities of new urban development.

Recognise current Bollen Road function and consider future potential for accommodating increased traffic volumes.

Ensure connection between Hawthorn and Dumas Street in addition to Bollen Road connection.

Consider existing road configuration and capacity to accommodate increased traffic from expanded urban development.

Consider upgrades at key intersections to improve traffic safety as per Council negotiated agreements.

Review function of North Road to provide landscape corridor accommodating pedestrian and cycle network and minor cross town connection.

**Key Intersections**

**SE Freeway/Adelaide Road**

- Recognise current function and access provision to surrounding local urban environments and regional land use activity.
- Improve traffic flows in consideration of potential future urban development
- Ensure ongoing capacity to provide transport and freight access to local and regional land use and business activity.
- Consider options for park n ride to encourage public transport use.

**Adelaide Road**

- Recognise functionality of intersections as providing key access to town centre activity on both sides of Adelaide Road.
- Consider options for additional traffic control/management initiatives to maintain acceptable traffic flow timeframes.
- Promote as major part of public transport network.

**Wellington Road**

- Consider traffic control mechanisms at key intersections – Wellington/Hurling, Wellington/Victoria, Wellington/Albert, Wellington/Adelaide, Flaxley/Hurling.
  (as required in accord with Councils negotiated infrastructure agreements)
- Develop high quality traffic management and streetscape options to provide identity at each key intersection.

**Primary Local Connector (Springs Road)/Bald Hills Road**

- Determine capacity to accommodate traffic generated by increased urban development
- Identify traffic safety improvements
- Incorporate signage and improved landscaping.

**Primary Local Connector Rd/Springs Road**

- Consider options for location of intersection in recognition of the changed function of Springs Road
- Consider access arrangements to proposed regional recreation facility.

**Primary Local Connector Rd/Paech**
• Consider options for traffic safety at Paech/connector intersection – depending on final location.

**Primary Local Connector/Wellington**

• Recognise potential opportunity for Neighbourhood Centre location
• Consider accessibility arrangements to future centre from either connector or Wellington
• Determine location/most appropriate crossing point for Primary Local Connector along Wellington Road.
• Ensure existing vegetation is protected and maintained

**Primary Local Connector/Flaxley**

• Determine location and function of connector intersection and Flaxley Road in the vicinity of Martin Road.
• Consider accessibility arrangements to future Centre at connector/Flaxley junction
• Initiate high quality traffic management and streetscape options to provide identity.
• Ensure existing vegetation is protected and maintained

**Wellington/Sims & Hurling**

• Consider traffic control and intersection treatments as per current negotiated Council infrastructure agreements
• Initiate high quality traffic management and streetscape options to create identity.

**Hawthorn /Adelaide**

• Recognise increased traffic volumes at Hawthorn/Adelaide Road and undertake traffic control improvements.

**Adelaide /Flaxley/ Wellington/ Alexandrina**

• Recognise current and future functionality of Adelaide /Flaxley/ Wellington/ Alexandrina intersection and consider improvements relating to increased traffic generated by new urban development.

**Bollen/Flaxley/Hurling**

• Consider traffic control improvements at Bollen/Flaxley/Hurling intersection.

**SE Freeway/Bald Hills Road**

• Plan and advocate for the installation of four additional access ramps to the Freeway at Bald Hills Road Junction and create as a gateway.
• Ensure timing of additional access ramp installation is directly related to urban expansion of Mount Barker, Littlehampton and Nairne.
• Ensure under Freeway access for pedestrian/cycle/trails is maintained.
• Consider opportunity for development of alternative service facilities at the junction of Bald Hills Road and the Freeway

"Princes Highway/Hahndorf"

• Reinforce as access to tourism and business activity at Littlehampton and Hahndorf
• Improve traffic control and ensure directional signage is maintained.
• Improve landscaped environment in immediate vicinity.

"Junction Road/Princes Highway"

• Recognise intersection as “identity” within township of Littlehampton
• Maintain accessibility for freight transport and tourism traffic
• Improve landscaped environment
Bald Hills Road/Princes Highway

- Plan and determine processes for the installation of improved traffic safety measures.
- Ensure any upgrade of the road network accommodates potential urban expansion in Nairne, Littlehampton and Mt Barker.
- Recognise intersection relationship to future installation of additional access ramps to SE Freeway from Bald Hills Road.

Main Road/Jeffrey Street

- Develop key facilities around intersection of Main Road and Jeffrey Street to create a focus as part of the Nairne ‘Town Centre’ and ‘Main Street’ improvements.

Princess Highway, Woodside/Saleyard

- Improve safety as required for pedestrian, vehicle and cycle traffic.
- Improve landscaping as necessary.

Princess Highway and Summit Road

- Improve visibility, landscaping and directional signage.

Gateways

Adelaide Road/Freeway (MtBarker)

- Acknowledge current function, layout and directional signage as main access to townships of Mt Barker Littlehampton and Naime - maintain into future.
- Consider potential for visual improvements including landscaping to reinforce location and identity.
- Consider options for location of park n ride at the intersection.

Adelaide Road

- Ensure current gateway signage is maintained to provide visual identity.
- Consider options for built form and streetscape to provide greater emphasis as “entry to Regional Town Centre” south of freeway overpass.
- Consider options to improve gateway “entry to Regional Town Centre” area around Keith Stephenson Park area.
- Consider options to identify the ‘Regional Town Centre’ along Adelaide Road.

Springs Road

- Investigate potential for realignment of Springs Road at railway line junction (east of existing town centre boundary) to provide more direct access to town centre land uses.
- Improve signage and streetscape to provide identity.
- Investigate options relating to ‘steamranger’ function and current visual appearance as gateway to town centre.

Exhibition Road

- Consider options to promote as significant entry point to Regional town Centre.
- Consider opportunity for landscaping.
- Consider detailed urban design, built form and traffic management options.

Bald Hills Road/Freeway

- Reinforce use of water recycling in local areas and use as part of as a gateway/landscape feature.
- Consider potential for alternative service facilities.

Wellington Road South
• Develop options at gateway locations to promote transition from rural land uses to urban ‘township’ development.
• Consider opportunity for improved landscaping.

Flaxley/Old Mt Barker Road

• Develop options at gateway locations to promote transition from rural land uses to urban ‘township’ development.
• Consider opportunity for improved landscaping.

Princes Highway/ Littlehampton west

• Introduce appropriate traffic control measures and improve signage and landscaping
• Consider opportunity to improve access and signage to Anembo Park facilities
• Promote as entranceway/tourism route to hills activity including Littlehampton and Nairne.

Junction Rd/Princes Highway – Littlehampton

• Develop options at gateway locations to reinforce transition from rural land uses to urban ‘township’ development.
• Introduce appropriate traffic control measures and improve signage and landscaping

Rural Living/Princes Highway – Littlehampton

• Develop options to reinforce transition from rural land uses to urban ‘township’ development.
• Introduce appropriate traffic control measures and improve signage and landscaping

Bald Hills Road/Princes Highway

• Ensure any future upgrade of roads accommodates traffic generated from urban expansion initiatives in Nairne, Littlehampton and Mt Barker townships.
• Recognise intersection relationship to future installation of additional access to SE Freeway from Bald Hills Road.

Woodside Rd/Princes Highway – Nairne

• Develop options to reinforce transition from rural land uses to urban ‘township’ development.
• Introduce appropriate traffic control measures and improve signage and landscaping

Princes Highway east – Nairne

• Develop options to reinforce transition from rural land uses to urban ‘township’ development.
• Introduce appropriate traffic control measures and improve signage and landscaping

Railway (existing interstate corridor)

• Ensure interstate railway connector continues to function without impact from adjacent urban activity (existing and future)

Railway (unused corridor)

• Consider use of railway corridor as a pedestrian cycle linkage to Littlehampton and Mt Barker town centres
• Consider use of unused railway corridor as part of local area trails/greenway network.
• Promote existing and seek additional connections under the SE Freeway as main pedestrian/cycle ways, linking to wider trails network.
• Ensure retention of existing significant trees / vegetation within corridor.
• Consider ongoing use of corridor south of Mt Barker township by ‘steamranger’ activity.
## Fourth Schedule - The required infrastructure (Clause 3)

(embed table of items of work and the required cost)

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost Estimate</th>
<th>Description</th>
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<tbody>
<tr>
<td><img src="image_url" alt="Table content" /></td>
<td></td>
<td>(Detailed table content showing specific infrastructure requirements.)</td>
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**Notes:**
- **State:**
  - Item: [List of specific notes or conditions related to the table.]
SOCIAL INFRASTRUCTURE

The distribution of social infrastructure across the townships has been broadly illustrated on the following plans. Existing facilities have been identified and additional requirements have been based upon guidance from various agencies and detailed analysis undertaken by the Council.

The Council has initiated the preparation of a district wide Community Plan, a district wide Recreation Plan, and a district wide Open Space and Public Realm Strategy Plan. As part of these projects Council has identified current levels of service provision (to the existing community) and also those needs anticipated as being necessary to support the expanded population.

The social infrastructure requirements have been based upon estimated population growth of 50,000 - 55,000 for Mt Barker, Littlehampton & Nairne and a District wide population of 63,000 – 68,000 which is likely to occur over the next 20 – 30 years.

An equitable distribution of facilities is proposed with a view to provide access to a range of services and facilities for both existing and new populations.

This section identifies core facilities, rather than the full range of services and programs that will be required. Identification of services and program priorities to meet social needs will also be required.

Recreation Facilities

Council’s ‘Recreation Needs Analysis’ indicates that the population of 50,000 – 55,000 would require the following additional facilities:

- 9 ovals (football & cricket)
- 1 athletics track
- 7 soccer fields
- 1 hockey pitch (grass)
- 20 tennis courts
- 1 indoor court
- 2-3 large play spaces (adventure, innovative, nature based) and local playgrounds
- 1 BMX and 1 skate facility linked to other recreation components
- Upgraded aquatics facility

It is recognised that trends and participation rates in sport and recreation will change over time, this will impact upon the facility requirements to service the population over the next 30 years. The needs analysis will need to be frequently reviewed and monitored over this time to ensure that the needs of the population are accurately reflected.

The level of provision may be lower should joint use of school facilities be formalised and existing recreation facilities be maintained. Ongoing analysis will be progressed via a periodic review program (notionally every 5 years).

Community and Cultural Facilities

A broad analysis of Community and Cultural facility needs (both existing and future) has also been undertaken by Council. The ‘Community Facilities Needs Analysis’ indicates that the population of 50,000 – 55,000 would require the following additional facilities:

- 1000m2 Library facility expansion
- A new Civic Centre
- Arts and Cultural Facilities: public art gallery /museum, performing arts venue
- 1 Youth Centre Facility
- 11 Local level Community meeting rooms/halls (or joint use of school and other facilities)
- 4 Neighbourhood level Community Centres with meeting rooms/halls
- 1 District Level Community Centre /function rooms (to be located with Library, Civic Centre, Arts Centre or regional sports facility)
Human Services

Council’s assessment of existing and future requirements for human services indicates additional facilities will be required for the population of 50,000 – 55,000.

Education and Children’s service facilities would include:
- 3 Child Care Centres
- 5 Preschools
- 5 Primary Schools
- 2 Secondary Schools
- Expanded tertiary education facility and service level

Health and community care facilities would include:
- Respite Care and Disability facilities
- Office and service delivery space for Community Services
- 25 General Practitioners
- 15 Dentists
- Allied Health Services
- Hospital - improved facilities and expanded service level, including 209 hospital beds
- Community Health facilities - improved facilities and expanded service level
- 1 Integrated Health Care Centre
- 214 Residential Aged Care beds

Housing requirements would include:
- 303 Independent Living Units (retirement housing)
- 1500 units of Affordable and Special Needs Housing
- Increased supply of supported, adaptable and emergency housing opportunities
- Increased supply of medium density and smaller dwelling types

Other requirements would include
- Emergency Services - improved facilities and expanded service levels (Ambulance, Country Fire Services, State Emergency Services and Police).
- Additional cemeteries

In some cases the redevelopment or extension of existing facilities would enable appropriate levels of access and service delivery for a larger population. There may also be opportunities for innovative joint use and co-location models, which would achieve efficient delivery of facilities and services.

Ongoing analysis and adjustments to the suggested facilities and locations will be likely to occur as the population grows, as community demand becomes clearer, and when detailed master planning of precincts takes place.

Negotiations between Council, State Government agencies, developers and private sector providers will influence the type, location and timing of social infrastructure provision. Timing and staging in particular will be critical as the current facilities are at or near capacity in many cases.
SERVICE INFRASTRUCTURE

Water/Wastewater

- Recognise functionality and ongoing activities associated with current treatment facility and potential impacts on adjacent land.
- Investigate potential for facility improvements and capacity to service expanding urban environment.
- Encourage wastewater recycling generated by facility to business activity urban areas and recreation facilities.
- Augmentation of the current potable water supply infrastructure will be required.
- Timing of delivery will be dependant upon population growth and location.

Electricity

- Augmentation of the existing infrastructure will be required to support the increase in population.
- Timing of the augmentation process will be dependant upon rate of population growth and location.

Gas

- Gas reticulation/supply will require further investigation as there is currently no reticulated gas network within Mount Barker, Littlehampton or Nairne townships.
- Installation and timing of a reticulated supply will be dependant upon demand and location of existing ‘bulk’ supplies.
- Demand for gas supply for industrial/manufacturing activity will be related to regional development opportunities.

Public Transport

- The location and proximity of population to employment centres and other social facilities, coupled with potential population growth will require ongoing review of public transport infrastructure.
- Public transport will be key to achieving outcomes contained in the 30 Year Plan and reducing car dependence.
- Provision of facilities will be intimately linked to demand and changes in travel patterns of the population as it grows.
- The road networks will need to be planned to accommodate current/known public transport routes and in addition potential/future routes/demand..
- Transport will provide access to and linkages between the Town Centre, neighbourhood centres and the three townships locally and more broadly to Metropolitan Adelaide and potentially other regional centres and other country townships.
- Frequency of services will need to respond to demand; and
- Additional Park n Ride facilities will form part of the ongoing review process.

Technology

- Augmentation and upgrading of existing access to high quality technology infrastructure will be required to support existing and future businesses, particularly in the Regional Centre.
- Access to ‘Home Office Technology’ and ‘broadband’ supporting home and smaller businesses will require continual review and upgrade.
- Timing of provision will be dependant upon demand and business activity type.
- Technology provision to employment lands beyond the Regional Town Centre will require further analysis and form part of an overall staged process associated with the development/expansion of these areas.
SECTOR PLANS
SECTOR 1 – Mount Barker Regional Town Centre
**Activity Centre**

**Town Centre/core activity.**

- Reinforce town centre activity and promote as a vibrant regional service centre.
- Create a town centre “heart” that provides identity and provides for community facilities, meeting places and promotes social interaction.
- Provide Regional level community, recreation and cultural facilities
- Promote as a Regional level service centre for State and Federal corporations.
- Promote mixed uses to serve local and regional populations with a variety of business activity.
- Concentrate new development to provide increased activity including commercial, retail, office, leisure and residential options and cultural activities.
- Create quality pedestrian focussed streetscapes that connect to nearby urban areas via greenways and link to area wide and regional trail networks.
- Promote increased residential activity at varying densities connected to town centre and adjacent open space via greenways.
- Improve traffic flows and safety and establish options for additional car parking.
- Encourage high quality built form and creative urban design solutions on vacant land and where redevelopment occurs.
- Incorporate energy efficiency design principles into new development and where appropriate existing development.
- Consider options for use of Council owned land within the town centre precinct and adjacent precincts.
- Promote character in built form and design that reinforces Mount Barker as a regional hills country township.
- Promote the town centre as a tourist destination.
- Investigate options for connectivity across Adelaide Road linking entertainment and education facilities to shopping and business activity.

**Heritage – Gawler Street**

- Promote and reinforce Gawler Street as historic main street using high street principles.
- Consider options for improved traffic flow, car parking and pedestrian/cycle activity integrated and linked to other areas of town centre activity.
- Ensure heritage buildings are retained and that any infill or redevelopment complements the existing built form in terms of building heights, materials, colours, setbacks and signage etc.
- Promote mixed land uses and activity – including food/outdoor eating activity to create vibrancy and night time activity.
- Recognise current built form height and encourage more intensive use of upper storey levels.
- Consider options for tourism, accommodation and residential uses.

**Employment**

**Employment Lands**

- Encourage local employment opportunity in the development of business and employment centres.
- Ensure business and employment centres are interconnected to local people and each other via local road networks.
- Improve connectivity to public transport.
- Encourage high quality built form and quality urban design solutions within centres.
- Ensure access to Arterial Road networks and SE Freeway.
- Consider regional economic development initiatives and opportunities for expanded business activity.

**Medical Precinct**

- Encourage ongoing current function of facilities providing local and regional access to medical services around the Hospital and the Town Centre.
- Support opportunities to provide increased levels of medical services given potential for expanded urban development across the Council area.
- Encourage the integration of community facilities with health infrastructure where appropriate.
• Support ongoing local employment opportunities.

Residential

Residential Historic Character
• Recognise heritage and built form and ensure infill or redevelopment of existing areas which complements the existing character in terms of building heights, materials setbacks colours etc..
• Consider streetscape options to maintain and improve existing character and integrate with adjacent land uses/precincts.
• Recognise and reinforce historic street configuration

Residential mixed use
• Investigate potential for mixed use activity including residential built form at higher density and of varying heights.
• Consider opportunity to integrate with public transport and park’n’ride activity.
• Identify options for alternative use of Council owned land and in particular potential relocation of swimming facility and caravan park in Mount Barker.
• Ensure urban developments are accessible to public transport and greenway networks to reduce reliance on private vehicle use.
• Encourage high quality sustainable built form connected to open space, pedestrian/cycle networks.
• Promote character in built form and design that reinforces Mt Barker as a hills country township.
• Enhance streetscapes and create ‘low vehicle’ speed environment.
• Incorporate ‘Water Sensitive Urban Design’ initiatives to maintain high quality in water run off.
• Incorporate energy efficiency design principles into new development and where appropriate existing development.
• Incorporate affordable, adaptable, and supported housing opportunities.
• Reinforce existing railway corridor as a major linkage by extending open space links through the town centre to other centres, across the Freeway, and to greenways and regional trails network.

Residential Infill
• Provide options for urban infill close to town centre.
• Identify opportunities for varying densities and potential higher densities framed around greenways to link to town centre, entertainment/education facilities and employment areas.
• Ensure the established character of the existing ‘older’ part of the townships is maintained and where necessary enhanced.
• Incorporate affordable housing opportunities, accommodation for aged and special needs groups near centres.
• Consider improvements to the road network to facilitate better traffic circulation.
• Improve linkages to public transport network.
• Incorporate ‘Water Sensitive Urban Design’ initiatives to maintain high quality in water run off.
• Encourage high quality sustainable built form.
• Incorporate energy efficiency design principles into new development and where possible existing development.
• Ensure infill and redevelopments are accessible to public transport and greenway networks to reduce reliance on private vehicle use.
Residential/Rural landscape.
- Investigate potential for unique residential activity/development respecting local environmental qualities such as vegetation, land slope bushfire protection and recognising location to Town Centre activity.
- Acknowledge previous land use activity (in appropriate areas) and investigate options for treatment prior to redevelopment for residential land use.
- Ensure treed environment and ‘backdrop’ to town centre is maintained and where necessary reinforced.
- Ensure connections to greenways and regional trails network are retained.
- Improve pedestrian/cycle connections to town centre.
- Incorporate ‘Water Sensitive Urban Design’ initiatives to maintain high quality in water run off.
- Incorporate energy efficiency design principles into new development
- Encourage high quality sustainable built form

Open Space
- Investigate options for use of freeway corridor for landscaping and pedestrian / cycle / trails activity.
- Link open space areas via greenways to create network of interlinked pedestrian cycle and recreation land uses.
- Investigate potential for the western end of Laratinga to accommodate additional active recreation/sporting options.
- Determine future provision of useable open space for passive and active recreation for all age groups
- Acknowledge location and function of Council managed wastewater treatment facility and public works depot and possible future impacts upon open space use and development.
- Investigate potential for Council’s field service depot located close by to wastewater treatment plant.
- Encourage water recycling via Council managed wastewater treatment facility.
- Encourage community food production initiatives in suitable locations

Greenway(s)
- Reinforce existing creek lines and significant standards of vegetation as connections to major open space network – locally and regionally.
- Develop as pedestrian, cycle, and trails networks linked to regional open space facilities.
- Improve stormwater management incorporate ‘Water Sensitive Urban Design’ techniques and carry out biodiversity enhancement projects.
- Ensure existing native vegetation is preserved and incorporated to form local and regional networks
- Ensure connections to centres and recreation facilities
- Investigate opportunity for continuous links along SE Freeway corridor.
- Reinforce existing accessibility/connectedness under SE Freeway, and investigate opportunities for additional under freeway access points.
- Reinforce drainage patterns, and incorporate water management/flood management along main creek lines, protect and link existing stands of vegetation.
- Ensure existing vegetation and significant exotic trees are preserved and incorporated to form local and regional habitat corridors.
- Ensure connections to other sectors and centres (including Littlehampton and Nairne) and to existing and future recreation facilities
- Develop streetscapes as greenways within the town centre built environment.
- Consider opportunity for urban art and cultural activity along town centre greenways.
- Encourage higher urban densities along greenways in appropriate areas within the town centre.

Parkland Activity node
- Promote recreational activity and water recycling activity at Laratinga wetland.
- Ensure convenient access is maintained for community and tourists.
- Investigate/improve passive and active recreational opportunities at Keith Stephenson Park
- Promote regional functionality and develop passive and active recreation facilities in appropriate locations along main creek lines.
- Develop and promote connections and linkages to local and regional facilities via greenways and trails network.
• Consider additional land acquisition opportunities adjacent to and along creek lines to potentially extend recreational uses and opportunities.

**Railway (unused corridor)**
• Facilitate the use of railway corridor between Littlehampton and Mt Barker town centres as a pedestrian cycle linkage
• Consider use of unused railway corridor as part of local area trails/greenway network.
• Ensure retention of existing significant trees / vegetation within the railway corridor.
• Determine ongoing need and use of corridor within Mt Barker township by ‘steamranger’ activity.
SECTORS 2, 3, 4, & 5 – Mount Barker
Residential

Residential mixed density (Mt Barker)

- Encourage high quality sustainable built form connected to open space, pedestrian/cycle networks.
- Emphasise streetscapes, incorporate design for pedestrians and cyclists and create ‘low vehicle’ speed environment.
- Ensure existing stands of vegetation are retained and incorporated into greenways.
- Reinforce creek lines as the major open space component for residential areas.
- Incorporate ‘Water Sensitive Urban Design’ initiatives to maintain high quality in water run off.
- Ensure interface to adjacent agricultural and rural land activities are considered and relevant design initiatives installed to protect against bushfire and allow rural land uses to continue without impact.
- Consider a variety of residential densities particularly along open space corridors and creek lines.
- Recognise the need for an integrated approach in relation to existing urban development and township activity.
- Emphasise the need for new urban development to consider topographical differences and environmental constraints in new development area.
- Incorporate affordable, adaptable, and supported housing opportunities.
- Incorporate energy efficiency design principles into new development and where appropriate existing development.
- Promote character in built form and design that reinforces Mount Barker township as a regional hills country centre.
- Ensure developments are accessible to public transport and greenway networks to reduce reliance on private vehicle use.
- Consider opportunity to integrate with public transport and park’n’ride activity.
- Reinforce existing railway corridor as a major linkage – extending open space links through to the town centre and to other centres, and to greenways and regional trails network.

Residential infill

- Identify and promote areas of existing development for renewal where appropriate.
- Encourage gradual infill and higher density in appropriate areas.
- Consider improvements to the road network to facilitate better traffic circulation.
- Reinforce existing streetscapes and where necessary develop new streetscape options.
- Develop improved connection to open space/trails network/greenways and rail line corridors.
- Incorporate affordable, adaptable, and supported housing opportunities.
- Ensure infill and redevelopments are accessible to public transport and greenway networks to reduce reliance on private vehicle use.
- Consider opportunities to improve public transport network.
- Incorporate Water Sensitive Urban Design initiatives to maintain high quality in water run off.
- Encourage high quality sustainable built form connected to open space, pedestrian/cycle networks.
- Incorporate energy efficiency design principles into new development and where appropriate existing development.
- Promote character in built form and design that reinforces Mount Barker township as a regional hills country centre.

Residential (landscape)

- Investigate potential for appropriately designed residential activity/development respecting local environmental qualities such as vegetation, land slope bushfire protection etc.
- Retain high value vegetation areas.
- Investigate bushfire potential and consider access and design options to mitigate accordingly.
- Ensure treed environment and ‘backdrop’ to town centre is maintained and where necessary reinforced.
- Ensure connections to greenways and regional trails network are retained and improved.
- Improve pedestrian/cycle connections to town centre.
- Incorporate ‘Water Sensitive Urban Design’ initiatives to maintain high quality in water run off.
- Incorporate energy efficiency design principles into new development.
- Encourage high quality sustainable built form.
- Consider opportunity for increased density whilst maintaining important landscape qualities.

Rural living
• Consider area of current rural living along Springs Road for potential incorporation into regional open space network (Laratinga wetland).
• Recognise extent of and maintain current rural living environment in Sector 5.
• Investigate potential for future infill activity in Sector 5.
• Incorporate ‘Water Sensitive Urban Design’ initiatives to maintain high quality in water run off.
• Retain ‘rural living’ as transition/buffer to adjacent agricultural productive land (Bald Hills Rd) and wetland environment (South Springs Road).
• Retain ‘rural living’ as transition/buffer to adjacent agricultural productive land and urban development.
• Ensure interface with other urban environment allows continuing rural living activity to proceed without imposition.

Employment

Centres (Neighbourhood)

• Ensure Neighbourhood Centre provides local focus for surrounding urban development and incorporates social infrastructure opportunities as appropriate.
• Consider relationship and interface to new Connector road and Wellington and Flaxley arterial roads.
• Promote strong urban design statements, high quality built form and ensures built form and design responds to topography and local environmental constraints.
• Develop linkages and accessibility to public transport network.
• Consider the options for integration of park n ride forming part of public transport network.
• Promote high quality landscape and streetscape integrating with adjacent urban development.
• Ensure linkages to open space and greenways.
• Incorporate energy efficiency design principles into new development.
• Incorporate ‘Water Sensitive Urban Design’ initiatives to maintain high quality in water run off.

Urban node (Wellington Road mixed use centre)

• Encourage mixed uses well integrated with surrounding urban environment.
• Develop high quality public realm/streetscape.
• Improve linkages and accessibility to public transport network.
• Identify extent of boundary and relationship to other land uses services/facilities in the area.
• Recognise relationship to Town Centre and Medical precincts and regional services provision.
• Promote strong urban design statements, high quality built form and ensure built form and design responds to local environmental constraints.
• Ensure access is well defined and links to Wellington Road.
• Promote high quality landscape and streetscape integrating with adjacent urban development.
• Ensure interface with adjacent development is appropriate and minimises noise and traffic issues.
• Incorporate energy efficiency design principles into new development.
• Incorporate Water Sensitive Urban Design initiatives to maintain high quality in water run off.

Employment Lands

• Promote development with strong emphasis on high quality built form.
• Incorporate energy efficiency design principles into new development.
• Consider land use activity and the interface with adjacent urban development.
• Identify access arrangements to arterial road network and SE Freeway.
• Develop linkages and accessibility to public transport network.
• Develop a long term staging plan that progresses development of these areas in a structured way.
• Promote as a local employment node for district.
• Consider relationships to regional development (economic) initiatives and opportunities.
• Preserve existing native vegetation stands.
• Ensure greenway links to open space, pedestrian/cycle network and regional trails network.
• Incorporate ‘Water Sensitive Urban Design’ initiatives to maintain high quality in water run off.

Open Space

Stephenson precinct

• Develop regional open space activity (passive and active) at Bald Hills Road/Springs Road Road Junction.
Facilitate negotiations with adjacent land users to determine opportunity for integrated development including the Mount Barker Golf Club and developers.

Promote linkages to Laratinga wetland network.

Identify options for location of connector road within or adjacent to open space

Consider options/models for negotiating and financing desired facilities.

Investigate potential for location of retail/commercial facilities that support recreation facilities and services at a regional level

Consider potential for incorporating park and ride facilities.

Incorporate Water Sensitive Urban Design initiatives to maintain high quality in water run off.

Stephenson Land Activity Centre

Investigate potential for an activity centre within regional open space area.

Consider the opportunity to provide additional recreation, retail, office and service options to users primarily focussed upon recreation and sporting uses.

Investigate integrated development models and management options

Develop options for integration with new connector road network and local and regional trails network and open space.

Investigate alternative funding/financing/ownership models to ensure ongoing viability.

Other open space

Determine future needs and provision of useable open space for passive and active recreation for all age groups.

Develop connected open space network throughout township and regionally.

Provide for integration and location of major pedestrian cycle, trails network linking to Town Centre, wetlands and regional network.

Incorporate water management/flood management along main creek lines – including biodiversity corridors to complement and link to existing Laratinga wetlands.

Reinforce drainage patterns, protect and link existing stands of vegetation.

Identify potential for higher density urban development to interface with open space corridors

Preserve existing dams/water bodies along creek lines where possible.

Incorporate ‘Water Sensitive Urban Design’ initiatives to maintain high quality in water run off.

Investigate options for use of freeway corridor for landscaping and pedestrian / cycle / trails activity

Retain large area of open space adjacent to freeway and ensure greenway linkages to surrounding local environment

Ensure accessibility linkages under freeway are retained and upgraded and investigate options for additional linkages.

Encourage community food production initiatives in suitable locations

Greenway(s)

Reinforce drainage patterns, and incorporate water management/flood management along main creek lines, protect and link existing stands of vegetation.

Develop as pedestrian, cycle, and trails networks linked to regional open space facilities.

Incorporate ‘Water Sensitive Urban Design’ initiatives to maintain high quality in water run off.

Ensure existing native vegetation is preserved and incorporated to form local and regional networks

Investigate opportunity for continuous links along SE Freeway corridor.

Reinforce existing accessibility/connectedness under SE Freeway, and investigate opportunities for additional under freeway access points.

Improve Bald Hills road pedestrian/cycle linkages and ensure accessibility under Freeway is maintained and enhanced.

Ensure greenway linkages improve access to Littlehampton Nairne and Mt Barker town centres

Develop connected open space network throughout townships and regionally.

Ensure connections to centres and recreation facilities

Develop connections to high value vegetation areas.

Promote higher urban densities along greenways.

Identify stormwater volumes from south along Old Mount Barker Creek and likely impact upon existing creek capacities.

Parkland Activity Point
• Provide safe and convenient point of access to Laratinga wetland environment from local connector road.
• Promote as a local and regional tourist destination point via greenways and road network.

**High Value Vegetation**
• Ensure high value vegetation areas are retained and incorporated into greenways and open space network.
• Ensure high value areas are not impacted adversely by adjacent urban development
• Develop urban design guidelines indicating how development will relate to the preservation and management of high value vegetation.
• Develop asset management guidelines detailing future management responsibilities for vegetation and surrounding land.
• Investigate biodiversity requirements and enhancements.

**Electricity Facility/Power line corridor**
• Investigate and consider use of power line corridor for alternative land uses where the corridor is located in residential areas
• Ensure integration with surrounding urban development with high quality landscaping
• Identify potential for greenway corridor connection to local and regional open space network and nearby greenway corridors.
• Incorporate ‘Water Sensitive Urban Design’ initiatives to maintain high quality in water run off.
• Identify relationship to open space requirements from a legislative perspective (Development Act) and responsibilities for development.
• Identify and determine future asset management responsibilities of corridor when developed.

**Agriculture/Productive Land**
• Consider relationship to adjacent urban development and integrate as appropriate.
• Ensure agricultural/rural land uses are able to continue without impact from urban land uses.
• Identify potential bushfire issues and consider impact upon adjacent land uses.
• Incorporate ‘Water Sensitive Urban Design’ initiatives to maintain high quality in water run off.
• Ensure accessibility to transport and freight routes.
SECTORS 6, 7 & 8 –
Littlehampton/Nairne
Residential Character

Residential Historic character - Nairne
- Consider future use of heritage Nairne Railway Station and develop as a focus for community and tourist activities.
- Integrate train/rail network function within open space and greenways.
- Recognise residential lot sizes, narrow streets, setbacks and building materials and promote for use in any new development.
- Acknowledge the rail line as a component of the interstate rail connector network.
- Improve linkages to nearby open space and Main Street.

Residential

Littlehampton and Nairne
- Promote character in built form and design that reinforces Nairne and Littlehampton as hills country townships.
- Maintain large lot character with any new urban development except in higher density areas behind main streets and in medium density area south of Nairne.
- Encourage high quality sustainable built form connected to open space, pedestrian/cycle networks.
- Emphasise streetscapes and create ‘low vehicle’ speed environment
- Ensure existing stands of vegetation are retained and incorporated into greenways.
- Reinforce creek lines as major open space component to residential areas
- Incorporate ‘Water Sensitive Urban Design’ initiatives to maintain high quality in water run off.
- Preserve existing water bodies where possible.
- Ensure interface to adjacent agricultural and rural land activities are considered and relevant design initiatives installed to protect against bushfire and allow rural land uses to continue without impact.
- Recognise the need for an integrated approach in relation to existing urban development and township activity.
- Emphasise the need for new urban development to consider topographical differences and environmental constraints in new development area.
- Incorporate affordable, adaptable, and supported housing opportunities.
- Incorporate energy efficiency design principles into new development and where appropriate existing development.
- Reinforce existing railway corridor at Littlehampton as a major linkage – extending open space links to Mt Barker town centre.

Residential infill (Littlehampton and Nairne)
- Investigate potential for infill within ‘older’ subdivisions within the townships
- Ensure the established character of the existing ‘older’ part of the townships is considered and where necessary enhanced.
- Investigate potential for improved access to open space and develop residential streetscape options.
- Consider medium density opportunities adjacent to or as part of Nairne and Littlehampton town centres.
- Consider improvements to the road network to facilitate better traffic circulation.
- Incorporate affordable, adaptable, and supported housing opportunities.
- Improve linkages to public transport network.
- Incorporate ‘Water Sensitive Urban Design’ initiatives to maintain high quality in water run off.
- Encourage high quality sustainable built form.
- Incorporate energy efficiency design principles into new development and where appropriate existing development.

Residential landscape
- Investigate potential for appropriately designed residential activity/development respecting local environmental qualities such as vegetation, land slope bushfire protection etc.
- Ensure visual ‘gateway’ to Littlehampton is maintained

Rural Living
- Recognise extent of and maintain current rural living environment,
- Incorporate Water Sensitive Urban Design initiatives to maintain high quality in water run off.
- Retain ‘rural living’ as transition/buffer to adjacent agricultural productive land and urban development.
- Ensure interface with the urban environment allows continuing rural living activity to proceed without imposition
• Investigate potential for alternative rural living opportunity (Littlehampton West) to provide transition from current urban environment to productive agricultural land.

**Employment**

**Littlehampton Neighbourhood Centre**
- Create recognisable community ‘heart’ – centre of township
- Define extent of centre boundary
- Ensure Centre provides local focus for surrounding urban development and incorporates social infrastructure opportunities as appropriate
- Investigate potential to achieve coordination in future built form and concentrate future activity to reinforce centre function and recognition
- Ensure linkages to open space and greenways
- Promote strong urban design statements, high quality built form and ensure built form and design responds to topography
- Promote high quality landscape and streetscape integrating with adjacent urban development.
- Consider use of local Council buildings for community activity and meeting places.
- Facilitate improvements to main street to create focus for Littlehampton township using ‘High Street’ treatments.

**Nairne Town Centre**
- Promote the main street as the major ‘place’ for activity.
- Facilitate improvements to main street to create focus for Nairne township using ‘High Street’ treatments.
- Ensure Centre provides local focus for surrounding urban development and incorporates social infrastructure opportunities as appropriate
- Promote mixed uses, retail, restaurant, outdoor cafes, residential and commercial facilities.
- Promote local meeting places, and improved landscape and streetscapes.
- Improve linkages into/out of town and connections to wider trails network.
- Promote heritage preservation, recognise existing building setbacks.
- Promote potential tourism opportunities, including art, craft, retail and heritage.
- Investigate increased public transport opportunities for the main street precinct and the town generally.
- Consider existing zoning and options to deliver improved economic activity and long term viability to the main street retail and commercial uses.
- Investigate and propose opportunity for alternative land uses in the ‘Chapmans Factory’ located at the eastern end of the main street.

**High Street – identity treatment**
- Create quality focussed pedestrian level streetscape around centre and along main streets
- Ensure improved integration of built form with pedestrian environment and create local meeting places
- Recognise need to maintain roadway as a local and regional transport/freight through route
- Improve local parking facilities
- Promote a range of mixed uses and reinforce heritage buildings and places as part of creating township identity
- Encourage adaptive re-use of heritage buildings.

**Employment Lands**

**Littlehampton**
- Work with Littlehampton Brickworks to determine long term viability of current land uses including the quarry.
- Investigate opportunity for redevelopment and promote appropriate future employment activity
- Consider opportunity to expand adjacent Anembo Park in the longer term.

**Totness**
- Maintain current area as local employment focus, and promote regional service industry employment facilities.
- Investigate opportunity for expanded employment lands (to the west) relative to future urban expansion and potential for employment opportunities locally.
- Promote Totness as a regional economic development/ employment centre.
- Manage potential impacts and interface with adjacent to Totness conservation area.
Activity Centre Nairne
- Investigate potential opportunity to establish residential, retail and other mixed uses.
- Consider impact upon existing main street business activity and facilities - undertake retail analysis
- Facilitate links to open space network, pedestrian cycle linkages through heritage area to the town centre.
- Investigate potential relocation of industrial/commercial activity to alternate locations.
- Investigate and confirm extent of urban development at western end of township.
- Consider relationship to adjacent productive agricultural land

Open space
- Acknowledge current function of Anembo Park as providing key regional recreation opportunities.
- Retain large area of open space adjacent to freeway and ensure greenway linkages to surrounding local environment
- Ensure accessibility linkages under freeway are retained and upgraded.
- Determine future provision of useable open space for passive and active recreation
- Consider options for alternative location of recreational facilities as part of ‘Glebe Land (investigation)’

Glebe Land (investigation)
- Investigate potential for future land uses and development linked to Littlehampton and surrounds
- Determine alternative land use potential and develop strategies to support outcomes of investigations
- Ensure historic St James Schoolhouse is retained and restored.

Parkland Activity Point
- Promote as key access points to park activity, active recreation and sport facilities at Bythorne Park and Nairne Oval.
- Ensure access is safe and legible.
- Promote as integrated component of regional recreation and trails network.

Greenway(s)
- Reinforce existing creek lines and significant stands of vegetation as connections to major open space network – locally and regionally.
- Develop as pedestrian, cycle, and trails networks linked to regional open space facilities.
- Improve stormwater management and incorporate Water Sensitive Urban Design and biodiversity opportunities to enhance amenity and water quality.
- Ensure existing native vegetation is preserved and incorporated to form local and regional networks
- Ensure connections to centres and recreation facilities.
- Investigate opportunity for continuous links along SE Freeway corridor.
- Reinforce existing accessibility/connectedness under SE Freeway, and investigate opportunities for additional under freeway access points.
- Ensure greenway linkages improve access to Littlehampton Nairne and Mt Barker town centres.
- Recognise opportunity to extend from existing developed open space providing linkage to Nairne Town Centre, Bythorne Park, existing parkland and regional open space networks.
- Develop connected open space network throughout townships and regionally.
- Incorporate water management/flood management along main creek lines – including biodiversity corridors to complement and link to existing Bythorne Park and eastern end of town recreation facilities.
- Reinforce drainage patterns, and incorporate water management/flood management along main creek lines, protect and link existing stands of vegetation.
- Maintain separation between Nairne and Littlehampton urban environments.
- Investigate future use potential of golf course at eastern end of Nairne township.
- Reinforce recreation node at east end of Nairne township on Sydney Road.

Agriculture/Productive Land
- Consider relationship to adjacent urban development and integrate as appropriate.
- Ensure agricultural/rural land uses are able to continue without impact from urban land uses.
- Identify potential bushfire issues and consider impact upon adjacent land uses.
- Incorporate ‘Water Sensitive Urban Design’ initiatives to maintain high quality in water run off.
- Ensure accessibility to transport and freight routes.
IMPLEMENTATION AND PRIORITIES

This Structure Plan provides a long term vision, direction and framework for Mt Barker, Littlehampton and Nairne in delivering targets contained in the 30 Year Plan for Greater Adelaide.

The principles outlined in the Structure Plan together with the actions proposed in each of the relevant 8 Sectors encourage the Council vision of "managed and sustainable growth".

This Structure Plan also aims to integrate the planning and design for the expanded urban area created by the Ministerial Mount Barker Urban Growth Development Plan Amendment with the existing urban areas of Mount Barker, Littlehampton and Nairne.

This Structure Plan identifies the need for the collaboration between the District Council of Mount Barker, the State Government of South Australia, land owners and developers to achieve integration and delivery of land use and development.

Common high level themes emerging for the Council, State Government, the developers and the community include:

- Seeking incorporation of this Structure Plan into the State Planning Strategy
- The identification of planning, integration, provision and maintenance of the infrastructure required to support the whole community,
- Responsibility for the installation of the infrastructure detailed in the Heads of Agreement associated with the implementation of the Mount Barker Urban Growth Development Plan Amendment – as negotiated by the State Government,
- Effective collaboration between all sectors,
- The capacity of the Council to play its role in the delivery of the Structure Plan and related infrastructure in accordance with it’s priorities.

This Structure Plan will also be used to influence future policy decision of related agencies and service providers (State, Council and private) in terms of ensuring future urban development is coordinated, sustainable, appropriately staged, affordable and meets the needs of the community.

The potential impacts of urban expansion are diverse. These include delivery of a potable water supply, increased exposure to the risk of flooding and bushfire, fragmentation of native habitats, impacts on highly productive rural land use, and increased pressure on the provision and use of infrastructure.

Planning for a balanced outcome is critical to ensure that infrastructure and services will support the population growth with regard to social, community and economic opportunities.

This Structure Plan sets in place a process to manage forecast changes, which will have significant effects on demands for services and infrastructure, the natural environment, and the character and economic prosperity of the region.

The issues and priorities identified as part of this Structure Plan include the following:

1. The managed growth of Mount Barker township into a regional centre/city.
2. Clear separation between and distinction of the urban areas of Mount Barker, Littlehampton and Nairne with well defined township boundaries and gateways.
3. Reinforcement of the main street structure of existing townships through the design and mix of community, retail and commercial uses in walkable neighbourhood and local centres.
4. Recognition, protection and enhancement of the importance of primary production and access to locally grown food.
5. Consideration of the future development needs of the Nairne township generally and more particularly the finalisation of boundaries and extent of land use activities on the western edge of Nairne.
6. The Mount Barker Regional Town Centre to be the focus for activities of regional significance and the location of the Districts’ key civic institutions, government administration and service provision.
7. A healthy, active and socially connected community supported through the provision of useable public open space and effective pedestrian and cycle links between key destinations that are both functional and affordable. Consideration also given to horse trails locally and their connectivity to regional horse trails network and equestrian facilities.
8. Land that has a primary purpose of stormwater management.
10. Land use buffers to be additional to useable public open space requirements. Provide links between residential areas and to centres, parks, sporting and community facilities.
11. Integrated and timely provision of transport, water, waste water, communications, energy and social infrastructure.
12. Equitable sharing of the costs of the provision of physical and social infrastructure.
13. Innovative partnerships between State and Local Government, the not-for-profit sector, developers and private investors in the provision of social, community and cultural infrastructure and services.
14. Protection and enhancement of environmental assets and natural resources with a focus on maintaining and/or restoring biodiversity and ecosystem function.
15. Sustainable use of natural resources to contribute to a resilient, carbon neutral community that is able to respond and adapt to climate change.
16. People are able to participate in education at every stage of their lives, skills development and local employment opportunities.
17. Built form and urban design that responds to the Adelaide Hills’ environment, landscape, topography and climate and other environmental constraints (including bushfire); and which fosters social inclusion and community respect and pride.
18. Development that is robust, unique, high quality, safe and affordable.

These issues and priorities will (in some cases) require further detailed analysis and consideration to deliver the Vision. This will require Governments, Council, developers and others involved in the planning and development of the future urban environment to review their responsibilities and policy regimes regularly. This will ensure that best practice outcomes that support the local communities will be delivered in a timely and staged way.

Council will be regularly reviewing its Development Plan and other Strategic Planning and Management documents and processes so as to ensure the existing and new communities are able to access appropriate levels of high quality affordable services within a well planned and sustainable environment.

Given this the following priorities are considered relevant for the District Council of Mount Barker in playing a role in the implementation of this Structure Plan:

They include but are not limited to:

- Determine status/finalisation and involvement of Council in the delivery of vital infrastructure necessary to support the growing community including funding and timing.
- Continue to enhance and maintain working relationships with the State Government, its agencies, developers and landowners in the delivery of a well planned high quality urban environment
- Propose amendments to Council’s Development Plan to incorporate planning policy that delivers a well planned, high quality urban environment, supported by the provision of physical, community and social infrastructure and employment opportunities.
- Ensure integration of the Structure Plan Vision and directions into Council’s suite of Strategic Planning documents including:
  - Long Term Financial Plan (10 years)
  - Strategic Plan
  - Development Plan
  - Asset Management Plan
- Ensure Council as an organisation is able to deliver the vision and directions contained within the Structure Plan.
- Continue to undertake/initiate specific review of policy and process that will deliver outcomes of the Structure Plan including, but not limited to:
  - Mount Barker Regional Town Centre Review
  - Economic Development and Employment Generation
  - Recreation Plan
  - Community Plan
  - Trails Master Plan
  - Biodiversity Study
  - Littlehampton and Nairne townships policy – needs, centres, function and Main Street focus
  - Flood plain mapping study
- As a matter of priority determine and finalise the extent of the township boundaries so as to restrict expansion of urban development into adjacent highly productive agricultural land.
- Undertake and finalise a Master Plan for the Nairne township and proceed with a Master Plan process for the newly zoned land south of the Mount Barker township.
- Determine the extent, development, provision and future management of open space networks within the district in order for them to provide accessibility to recreation and passive and active open space that is both functional and affordable in the longer term.
- Plan for and facilitate the development of a Regional Recreation Hub.
- Investigate opportunities for Council participation (passive and as a business) in the capture and recycling of stormwater and wastewater in the district.
- Develop and encourage the Mt Barker Town Centre as a Regional Service Centre for the provision of shopping, commercial, retail business and employment activity.
- Collaborate with community groups, not-for-profit service providers, residents and private enterprise to provide a range of relevant community and cultural services within the district.
- Undertake a review of current assets and service level provisions so as to determine need, appropriate service levels and options relevant to the requirements of both existing and new population.
- Monitor and review development to ensure delivery of appropriate housing diversity (including affordable and adaptable housing) and that employment opportunity is generated within the region for local residents.
- Establish processes that support collaboration between adjacent local councils and maintain working relationships with regional organisations including RDA, NRM Board and NGAA.
- Establish grant funding opportunities at all levels and pursue with vigour the obtaining of grant funds as a supplementary income to support new and existing communities.
- Develop and promote economic and employment opportunities to reduce motor vehicle use and enhance the vision of a carbon neutral district.
- Encourage the provision of enhanced public transport infrastructure and services to achieve social, economic and environmental objectives.
- Encourage and provide incentives for the preservation of rural landscape corridors.
CONCLUSIONS AND RECOMMENDATIONS

The Structure Plan acknowledges the likely urban expansion of Mount Barker, Littlehampton and Nairne townships and that this will accommodate an estimated population of approximately 50,000 – 55,000 people.

The Structure Plan also acknowledges targets contained within, and the general directions of, the 30 year Plan for Greater Adelaide.

This Structure Plan provides a framework for a comprehensive and integrated approach to deliver sustainable growth that is well managed and staged and that delivers outcomes that respect, reinforce and enhance the unique hills environment of Mount Barker, Littlehampton and Nairne.

It is recommended that the plan be used

- To amend and be considered for inclusion into the State Planning Strategy.
- By Government agencies and service providers for the planning and delivery of relevant support services to an expanding community.
- By Council to ensure its Development Plan policy is relevant and focussed upon high quality, sustainable development outcomes (including Section 30 Reviews)

- By Council to influence policy decisions relating to Council’s Strategic Planning documents including:
  - Strategic Plan
  - Long Term Financial plan
  - Asset Management Plan
  - Social and Community Infrastructure provision
  - Transport Planning

- To prepare a staged and managed approach to the future expansion of the townships including the augmentation and provision of relevant and appropriate infrastructure and infrastructure services
- To prepare detailed master plans focussed upon delivering high quality, sustainable and affordable urban development outcomes and service levels supporting the existing and new communities.
- To develop local and regional employment plans and business opportunities.
- To seek and access grant monies that will support local urban development and service provision initiatives
- As a basis for coordination between all involved in development initiatives within the district.
- As a basis for investigating innovation in the delivery, financing and long term management of necessary transport, social and other community infrastructure.
- As a basis for deciding further investigations necessary to guide and deliver quality urban development outcomes.

It is further recommended that this Structure Plan

- Be reviewed from time to time (at least every 5 years) and where necessary amend the State Planning Strategy
- Forms the basis of community engagement with local community on relevant issues as the plan is utilised.

Finally Council aims to seek the support of the State Government in terms of the content and implementation processes outlined in this draft structure plan, so providing a sound basis for future policy decision making for all involved in achieving the vision for Council and the 30 year plan outcomes.
REFERENCES AND RESOURCES

The following documents have aided in the development of the Mount Barker, Littlehampton and Nairne Structure Plan.


Environment Biodiversity Services (EBS) - Mount Barker Township Expansion Flora and Fauna Assessment.


SA Greenhouse Strategy

State Climate Adaptation Framework

Regional Recovery Plan for threatened species and ecological communities of Adelaide and the Mount Lofty Ranges


SA MDB Regional NRM Plan

Rural Solutions SA - Local Natural Resource Management Plan 2006 for the Flaxley Landcare Group

Rural Solutions SA – Draft Mount Barker Creek rehabilitation Strategy 2006

Mount Barker Road Reserve Vegetation Management Plan


Parsons Brinckerhoff Connector Road Investigation, Engineering Assessment Report Nov 2011

SKM – Integrated Water Management Plan (Draft) Dec 2011