

District Council of Mount Barker

Mount Barker Town Centre Strategy Masterplan

March 2012





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Executive Summary

The Mount Barker Town Centre Strategy provides high level strategic direction and a long term vision for the Town Centre. It sets objectives and associated implementation measures to be achieved over a 30 year period.

The *30 Year Plan for Greater Adelaide* envisages significant population growth in and around Mount Barker and identifies the Mount Barker Town Centre as having a regional centre role for the wider Adelaide Hills catchment. This document comprises a suite of strategies and directions for the Mount Barker Town Centre which offers Council, business and the wider community key mechanisms to address emergent growth issues.

The Strategy aims to bring together three key themes and highlight how Council the community and other key stakeholders should respond to this change. In summary, the approach is to assist the Town Centre to evolve into a regional centre by increasing the level of retail, commercial and social activity, making the centre more attractive whilst managing vehicle congestion and pedestrian safety.

These themes are described as;

- Activity Generation,
- Quality of Experience, and
- Access and Movement.

The Strategy begins by setting the context and vision for the Mount Barker Town Centre before discussing the key change elements required to implement the strategy. The Strategy then presents a clear Masterplan which provides directions for the three key themes and includes precinct directions. The document then provides an implementation plan developed for each of the three theme areas. These implementation plans highlight a number of actions that should be undertaken in the short, medium and longer term. There is a strong relationship between the three key themes, the related implementation strategies and the key directions.

The Strategy acknowledges that change will not happen overnight. Its implementation is intended to take place over a 30 year period and is about providing a framework to guide development over this period of time. More detailed design, implementation and policy work will be required in relation to the many individual implementation elements that together will be required to achieve the vision and objectives.

It is important to note, that to unlock the elements of the Strategy consideration will need to be given to Council's resourcing ability, innovative funding mechanisms, assessment of current Council land holdings and key catalyst projects.

Council recognises the important role the Mount Barker Town Centre plays for the District and wider region. The implementation of this Strategy will ensure that the Centre is best placed respond to the changes being faced while becoming an exciting, creative and vibrant place that supports the needs of a healthy and growing business and resident community.





1. Introduction

This work was commissioned by the District Council of Mount Barker in response to the anticipated growth of the Mount Barker Centre and surrounds and to address current issues of concern that have been identified by both the Council and the community.

The team advising the Council have been given the charter to challenge the Council and the community in regards to how the Mount Barker Centre should evolve in response to the anticipated growth without losing the character that makes it special.

1.1 Context

The Mount Barker Township has been experiencing substantial growth for a number of years. This has had an impact on the centre and in particular has resulted in increasing tensions around traffic, congestion and safety.

The *30 Year Plan for Greater Adelaide* envisages more growth around the Mount Barker and Nairne townships and identifies the Mount Barker centre as having a regional role for the wider Hills catchment.

This Masterplan comprises a suite of strategies and directions for the Mt Barker Town Centre which offer ways in which the Council and the community might address the issues that are emerging now and to make the most of the opportunities that the future offers.

This will need to happen in stages beginning now and over the next 20 – 30 years.

1.1 Study Approach

The Masterplan has been developed through a process of reviewing past work and consultation feedback and taking into account studies that are occurring in parallel with this work. Additional investigations and consultation have been undertaken as part of the development of this strategy.

This document contains the recommended Masterplan and the range of strategies needed to address the long term growth and development of the centre. Further background information can be found in the appendices.

1.1.1 Limitations

High Level Guidance

The Masterplan is intended to provide high level strategic guidance including a long term vision and objectives for the Town Centre and associated implementation measures over a 30 year period. More detailed design, implementation and policy review work will be required in relation to the many individual implementation elements that together are required to achieve the vision and objectives. This work will need to consider innovative funding mechanisms, assessment of current Council land holdings and key Council catalyst projects.

In-Built Flexibility

Historically, town centres have grown and changed organically. The framework provided by the long term, 30 year vision, contained in this Masterplan for the Mount Barker Town Centre, recognises the benefits of co-ordinated and integrated planning. It is also intended, however, that this be balanced by the necessity for flexibility over the course of this 30 year period as markets shift, consumer preferences change, and relationships between uses mature. It is intended that the Masterplan be reviewed at 5 yearly intervals and that implementation targets be adjusted accordingly.

A Multi Disciplinary and Multi Faceted Approach

There is no 'one size fits all' strategy to successfully improving and growing town centres. It is important to therefore acknowledge that an approach that integrates various aspects of planning, design, development and management has been adopted as a part of this strategy.

Strategy implementation will require a partnership between those stakeholders involved in changes to the physical environment and those in the business environment to address the issues in a co-ordinated fashion rather than in isolation.



1.2 Strategy Implementation Management

Critical to the success of the actualisation of the Mt Barker Town Centre strategy will be the need for an effective and proactive, stakeholder based, governance platform. Many of the projects and initiatives highlighted in the strategy are beyond the current resourcing capabilities of Council, therefore an innovative model of resourcing, community and stakeholder engagement, probity and project management will be required.

A possible strategy is the creation of an independent advisory group with the following structure and roles:

- A small number of individuals comprising representatives of key stakeholder groups nominally Council, Land Owner/Business Community, General Community and others deemed appropriate.
- Structured as a Reference Group.
- Sustained for a minimum of 5 years.
- Resourced with a dedicated (but independent) Place Manager with specific and measurable key performance targets.
- Undertake a review of the implementation plan on a regular basis to reflect the changing nature of the township

An Open Letter

Now is the time to really consider the future for this town centre in the context of the projected population growth and the envisaged role of the town centre in the wider Hills region.

Not planning for these changes would result in organisations and businesses making separate decisions in response to increasing growth pressures. As a consequence, projects would be more likely to happen in a haphazard and uncoordinated way. Council and the community would only be able to react and respond to the actions, ideas and proposals of others.

There is a need for a common vision but there is no such thing as the “right” vision. Places that have successfully achieved excellent long term transformation have one thing in common and that is broad government, business and community commitment to making it happen.

If the community has a broad common vision, one that has wide support, then it is more likely that plans will be developed in this context. Organisations and businesses prefer to make decisions in the context of a clear plan for the future. It is also more likely that small day-to-day decisions can be made in a way that supports the bigger, longer term vision. Over time, big and small co-ordinated decisions build on each other and drive change in the desired direction. The Town Centre Masterplan provides the vision and the framework that guides this decision making.

The strategy we present to you includes some real challenges as well as some practical solutions. We ask you to consider what is possible, desirable and necessary – how can you work together to make it happen.

The Town Centre Strategy Advisory Team





Background

2.1 Settlement History

Mount Barker was originally a nomadic home of the Peramangk and Ngarrindjeri Aboriginal peoples.

In February 1840, the three partners William Hampden Dutton, John Finnis and Duncan McFarlane announced their proposal to lay out a township at Mount Barker (p19, Martin 1982). The newspaper advertisement for the 'First Special Survey' spriked the benefits of the town:

"...the splendid quality of the land, chiefly alluvial flats rising into gentle undulating grassy hills, sufficiently timbered, and everywhere abounding with fresh water springs or running streams, the proximity of the district to Adelaide –the distance being only about eighteen miles..."

"The proposed township is situated in a beautiful valley, well sheltered from the prevailing winds, including both sides of a creek, in which there is in all seasons an abundance of fine water. The adjoining hills afford extensive views of Mount Barker and the country around. As the climate is salubrious and the elevation from the plains considerable, it is a most desirable spot for summer residences, particularly for persons requiring a change of air..." (cited in Schmidt 1983, p21).

Figure 1 identifies the Mount Barker Township of 1851.

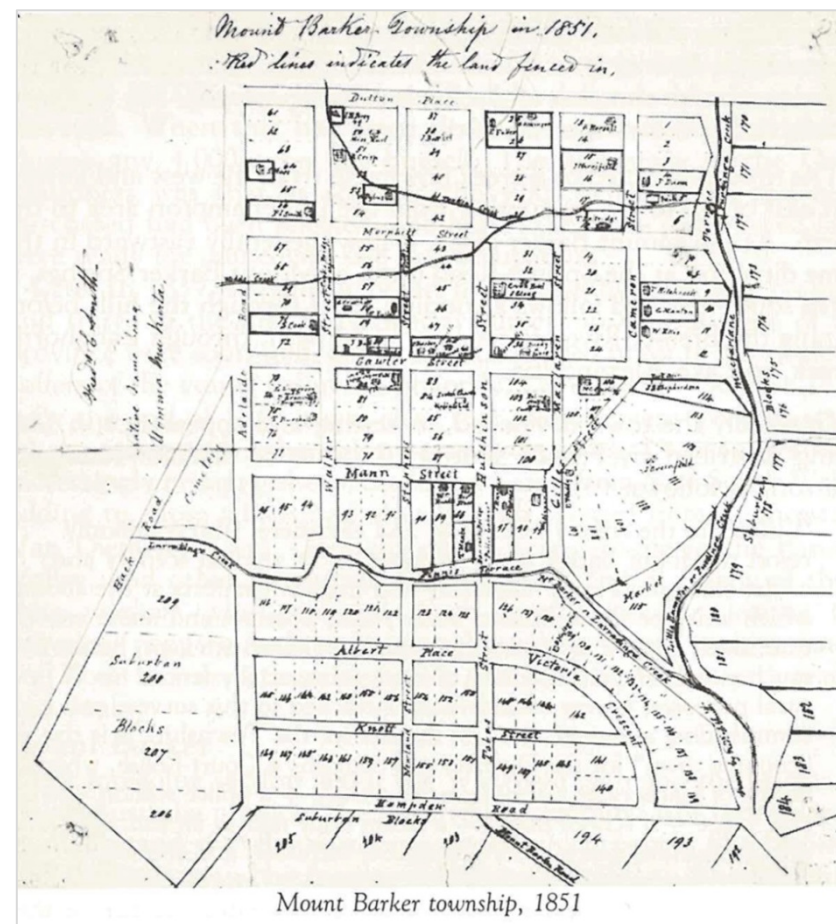


Figure 1 Original Mount Barker Township Land Division Plan, 1851

This original tight knit small scale urban form continues to contribute to the character and heritage of the township. It is significant that the key elements identified by the town's first settlers are still those elements most valued by both existing residents and new residents alike. This includes the high quality of the agricultural land, the proximity to creeks, and the scenic beauty of the hills setting, the hills climate and the proximity to Adelaide.

The creation of the Mount Barker township started with a vision that was a response to the growing demands and needs of the surrounding community. The vision had regard to the opportunities of location and natural features but it also considered the drivers and attractors and how the town needed to be built to cater for community and business needs.

2.2 The Current Challenges

The Town Centre has historically been based around Gawler Street as the main street 'heart'. In more recent times, new development has changed the sense of 'centre' as the wider town has expanded in area, population and function.

The Mount Barker Town Centre today is the main retail and business centre for the District Council of Mount Barker's population of over 30,000 people. It also functions as a regional centre to the wider Adelaide Hills community. The Town Centre has been affected by the scale and speed of the growth of the District as a whole (recently identified as one of the fastest growing regions in Australia) primarily due to the close proximity of the District to the South Eastern Freeway (which has provided ease of commuting to Adelaide) and the attractive rural setting and landscape of the region.



The continually fast paced development of the town has placed substantial pressures upon the traffic, parking and pedestrian movement network of the Town Centre. It has also impacted upon the previously, close-knit nature of social networks in the area and has placed pressure on the preservation of the area's links to its past. This includes pressure on the preservation of key vistas and significant European vegetation plantings due to infrastructure upgrades.

2.3 The 30 Year Plan for Greater Adelaide

The *30 Year Plan for Greater Adelaide* identifies the Mt Barker Township as a regional centre for the eastern Mt Lofty Ranges.

Mount Barker is the only identified Centre within the entire Mt Lofty Ranges. It is situated up to 40 km from the nearest identified major District Centre & 50 km from the nearest identified Regional Centre. It is important to note that the concept of "centre" relates not only to shopping and business but also to government and community service delivery/services and recreation, leisure and entertainment activities.

Mount Barker is intended to be a major regional focus for business and retail activity, as well as a broad range of services including secondary and tertiary education facilities, recreation and leisure facilities, and government and community organizations.

The 30 Year Plan caters for 13,000 new dwellings, 29,000 more people and 13,000 additional jobs in the Adelaide Hills and Murray Bridge Region which encompasses Mount Barker. Of this, an additional 15,600 more people were envisioned for the strategic growth areas of Mount Barker & Nairne. However, the recent rezoning process has resulted in changes that may accommodate almost twice the number of people indicated by the 30 Year Plan (26,000 people on 1300 hectares of growth area land around Mount Barker and Nairne).

Large Country Town To 1950s
<ul style="list-style-type: none"> Gawler and Main Street (all primary retail and business functions) Key industries – industrial based (tannery, meat works, railways, flour mill etc) Rural service town
Wider Adelaide Hills Service Role To 1980s
<ul style="list-style-type: none"> Fragmentation of the Main Street role End of key industrial uses Development of larger shopping centre format including at grade car parking Service centre (tyres, service station, car retailing, residential infill)
Regional Hub 2000s
<ul style="list-style-type: none"> Adelaide CBD commuter option (SE Freeway upgrade) – encouraging residential growth Higher order regional services (cinemas, taverns, restaurants, specialty shops, McDonalds) Emerging Discount stores – box development and deck parking Traffic and transport issues, building with growth
Regional City 2011+
<ul style="list-style-type: none"> Major designated population growth region (state significant) Regional Centre for government services, health, education, retail sport and department stores, national chains and large speciality shops Transport complexity and major infrastructure demands Hierarchy of services in centres (regional, neighbourhood, local) National investment interests

Figure 2 Mount Barker Centre Evolution

The Mount Barker Centre already caters for the needs of 30,000 people but by 2040 it will need to cater for an estimated 60,000 people living within the district. In addition to this, it will continue to operate as a regional centre for the wider hills community (in accordance with its designation as the only Regional Activity Centre throughout the District Council of Mount Barker and Adelaide Hills Council areas and given its relatively close proximity to northern and western parts of the Alexandrina and Rural City of Murray Bridge Council areas respectively). In effect, its role is likely to increase by 2-3 times the current role.

However, the physical space that the centre occupies is already defined and cannot expand outwards much further. There is a need to find clever ways to build more floor space for more businesses and service providers. The centre will also need to change its function with more land uses, services and businesses that cater for regional needs (i.e. those things that people currently go to Adelaide for). Other surrounding centres will need to cater for more day-to-day needs and Mount Barker will need to be more of a 'city centre'.

The aim of this strategy will be to guide how the evolution will happen so that the things that make the town unique and special are protected and enhanced and so that the community's aspirations (as stated in the social, environmental and economic goals of Council's Strategic Plan 2009-2019 and as expressed through the initial community consultation sessions) are incorporated.

Figure 2 provides an overview of the evolution of the centre.





3. Vision

Over the next 20 years, the Mount Barker centre will evolve to become an exciting, creative and vibrant place that supports the needs of a healthy and growing business and resident community.

Mount Barker will have a truly regional role in this part of the Adelaide Hills Region. It will be the first place people think of when seek higher order services or entertainment. It will have a high public space amenity and its creeks, cycle paths, open spaces and streets will be places that people want to be in, meet each other at and enjoy. It will also have the right mix and scale of offerings so that, in the minds of Hills residents, it will replace metropolitan Adelaide as the primary destination for regional business, community services, shopping and recreation.

3.1 Three Key Outcomes

Prior to commissioning this study, the Council identified six key themes upon which the strategy is to be based (refer Appendix B). The Council also asked the community what it thought the issues and opportunities were as a part of its broad and inclusive community engagement process (refer Appendix C). Analysis of the feedback and further input provided by Council revealed a number of common aspirations for the Town Centre. For the purposes of this Masterplan these have been distilled into three key outcomes:

Mount Barker centre operates as a truly regional centre that offers the hills and local community:

- A mix of retail, commercial and community services as well as social, recreational and cultural activities.
- A range of employment opportunities.
- A high order centre in a network of centres.

Mount Barker centre has high quality built form and public spaces which:

- Create a pleasant, attractive and lively setting for people to spend time in.
- Reinforce the character and heritage of the past and build the future desired character.
- Have a vibrant and active culture and sense of place.

Mount Barker has a balanced approach to access that:

- Supports public transport, walking and cycling options.
- Gives priority to safe and inclusive pedestrian and cycle movement in the core.
- Promotes a slower vehicle speed environment within the core of the centre, with car access and parking on the edges of the centre.

This strategy is about identifying the things that need to change and the things that need to be protected if the above is to be achieved.



3.2 Responses to Change

Figure 3 below provides an overview of the key drivers and conditions that will influence and change the Town Centre over time. The Figure also identifies a number of key responses that have been considered through other projects, strategies or investigations.

The strategic planning approach described in the following section takes these factors into account and groups them under the three key outcomes.

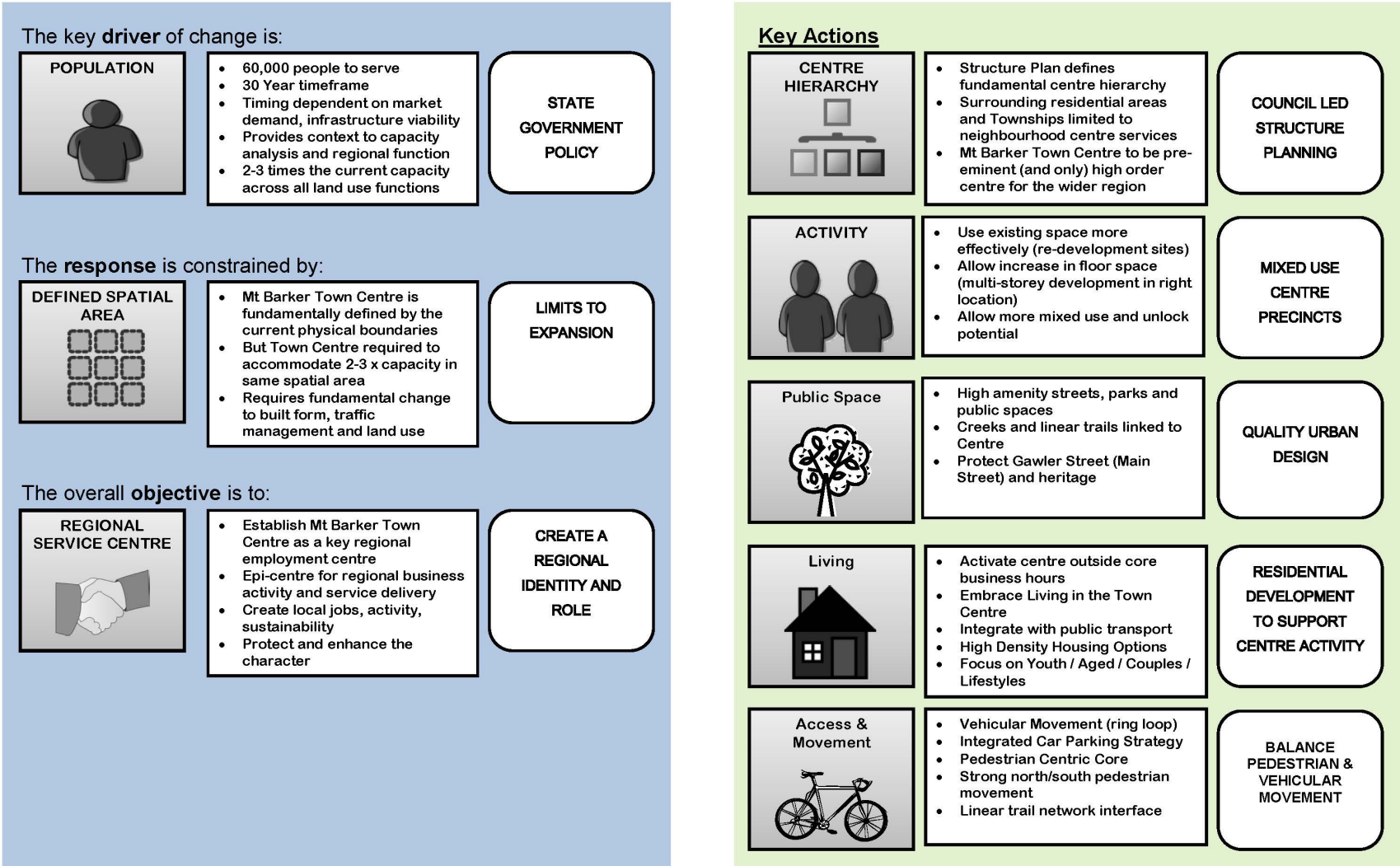


Figure 3 Key Responses to Change



3.3 Population and Employment Drivers

Table 1 below identifies the three primary commercial drivers of the Town Centre Vision:

Table 1 Population and Employment Drivers

Key Driver	Vision	Context	Outcome
<p>DRIVER 1</p> <p>Employment</p> <p>Jobs Creation</p>	<p>The pre-eminent regional centre for business activity within the Adelaide Hills, Upper Fleurieu Peninsula and Western Murraylands regions.</p> <p>A value proposition for attracting and retaining white collar and service employment at large scale representing a genuine employment option for residents.</p> <p>The primary centre for high order employment in Mt Barker to create critical mass of activity to support population and retail drivers.</p> <p>Neighbouring centres in Mt Barker and other linked townships to complement the Town Centre as the dominant employment node.</p>	<p>Broad target of facilitating 4,000 additional jobs/workers in the Town Centre over 30 years.</p> <p>Targeting 2,000 office based workers in the Mt Barker Town Centre as part of the 13,000 total jobs identified in the 30 Year Plan for Greater Adelaide</p> <p>Retail and other employment growth (service trades, hospitality, retail etc.) to aid and support this.</p>	<p>Broad capacity of 40,000sqm of additional office accommodation within the Town Centre within a modern CBD format.</p> <p>A defined Business Precinct (and retail precincts) identified to cater for required capacity.</p> <p>Retail and services employment embraced as part of retail capacity.</p> <p>A specific strategy to underpin Gawler Street reinvestment.</p>
<p>DRIVER 2</p> <p>Population</p> <p>People Activation</p>	<p>Cater for a significant percentage of the projected population within the 30 Year Plan for Greater Adelaide in the Town Centre in a market leading and modern urban form to create a critical mass of people activity with the ability to live and work in the Town Centre.</p>	<p>Broad target of approximately 2,000-2,500 people accommodated in the Town Centre.</p> <p>Requires designated residential (low level, mixed use) precincts with high environmental amenity and links to services, transport and recreation.</p> <p>Accommodate dwellings in suitable areas at 4-5 levels (medium to high density housing within the Town Centre but not necessarily integrated with primary retail and commercial buildings).</p>	<p>Broad target of 5% of population within a designated Transit Oriented Development (500 dwellings over 20-30 years).</p> <p>Broad target of 5% in other medium to high density housing areas (500 dwelling capacity over 20-30 years).</p> <p>Short term accommodation (hotel/motel) options.</p>



Key Driver	Vision	Context	Outcome
<p>DRIVER 3</p> <p>Retail and Services</p>	<p>Cater for the growth of retail services required to support the 30 Year Plan for Greater Adelaide population projections.</p>	<p>Cater for the primary retail capacity within the Town Centre as addressed in the Deepend Retail Study commissioned by Business Mt Barker based on the 30 Year Plan for Greater Adelaide population projections.</p> <p>Lower order centres (neighbourhood, local) outside the Town Centre developed progressively to balance local areas needs within growth areas of Mt Barker and linked townships as demand dictates</p>	<p>Town Centre Capacity Vision</p> <p>2013: Current provision of retail + DDS (Discount Department Store)</p> <p>2014: +2,200sqm retail +DDS#2</p> <p>60,000 population: + 5,000sqm retail + DDS#3</p> <p>Expansion of Bulky Goods Capacity – medium term</p>

3.4 Overall Approach

The Masterplan aims to bring together the three key outcomes and the responses to change. In summary, the approach is to assist the Town Centre to evolve into a regional centre in the following ways:

- **Increasing the level of activity** by being more efficient in the way space is used, increasing the amount of floor space, and increasing the mix of regional level uses.
- **Making the centre more attractive** (especially to pedestrians and cyclists) by improving the amenity, cultural experience and safety of the public spaces and streets.
- **Managing congestion and safety issues**, by managing speed and car parking arrangements as well as making alternative access options (walking, cycling and public transport) more attractive.
- **Providing capacity and flexibility** to respond to the for 30 Year Plan for Greater Adelaide growth projections in a defined retail precinct.

The following Chapter explains how the Town Centre will respond to changing circumstances and evolve to achieve the vision and the three (3) key outcomes over the next 30 years.





4. Discussion Regarding Key Change Elements

In order to achieve the aspirations of the community and stakeholders there is a need to recognise that significant change is required to the Town Centre. This change needs to be concurrent with the change that will continue to be experienced in the region as a whole. Change will need to occur as an element of the proposed strategies within the Mount Barker/Nairne/Littlehampton Structure Plan and as part of linked transport plans, recreation strategies and community plan.

This strategy acknowledges the opportunity and need for Council to be an active facilitator and contributor to the future development of the Town Centre. Council's role needs to be balanced by a sustainable funding approach. Such an approach must enable Council and other key stakeholders to fund activities or projects including those relating to civic/administration services, the public realm, transportation or infrastructure provision.

There is recognition of Council as a major land owner and participant in the life of the Town Centre. This role, if innovatively developed and managed, could foster a potentially major commercial advantage for the town.

There is an opportunity for an advanced, innovative and creative approach in how Council can use its role or influence partnerships to facilitate excellent outcomes while, at the same time, generate value to viably fund such change.

It has been necessary as a part of this study to consider how key elements of the strategy will actually be funded without burdening Council with long term debt.

4.1.1 Centre Hierarchy

This study acknowledges that the Mount Barker Town Centre is a designated Regional Activity Centre in the 30 Year Plan for Greater Metropolitan Adelaide. As such, it sits within a broader Centre Hierarchy which provides guidance as to the role and function of the Town Centre to support both the community of Mount Barker and the wider region.

This study provides direction as to how the role, function and evolution of the Town Centre might occur through staged responses in order to achieve a maturity and flexibility befitting of its position in the centres hierarchy. This has led to some bold precinct strategies that involve Council and are leadership orientated. There is also acknowledgement that big picture thinking must also be grounded in a staged commercial reality.

4.1.2 Spatial Limitations of the Town Centre

The Town Centre is limited spatially. The Town Centre is expected to experience 2-3 times the economic activity and new uses than previously experienced. This is not limited to retail uses but also includes tourism, business, and residential activity.

The additional activity, land use and development will need to be primarily contained within the current Town Centre boundary. This is generally physically defined by Adelaide Road (west), Western Flat Creek (south), Paddy's Hill (east) and Druids Avenue (north). This will protect and respect existing physical and infrastructure constraints, maximise ease of pedestrian accessibility and liveability, and retain valued surrounding views.

As a result, the existing spatial area will need to fundamentally change its physical form, function, access arrangements, and associated policy framework to accommodate this growth.

4.1.3 Precinct Activation and Mixed Use Opportunities

The 30 Year Plan for Greater Adelaide promotes a mix of uses for designated activity centres to improve productivity, accessibility and the efficient use of infrastructure. It also places an emphasis on improved linkages between transport and land use planning, including integrated mixed uses around transport interchanges, in order to reduce car dependency and increase walking, cycling and public transport usage.

A mixture of uses is one of the most important qualities defining the vibrancy of a town centre. Integrating uses helps to moderate the balance between vehicular traffic and pedestrian flow by creating different traffic peaks throughout the day and week. It also creates the diverse urban character that people identify with and enjoy, supporting an environment that allows for a variety of activities, including working, living, shopping, entertainment, and leisure.

The combination of residential, office, retail, and civic uses spatially throughout the centre is intended to form an environment over time that will both appeal to the public and be sustained by it. A greater mix of uses in conjunction with a total increase in centre activity, a co-ordinated approach to traffic management, and the ongoing implementation of quality urban design and public realm initiatives and standards as a part of an urban design framework for the centre can be expected to enhance the desirability and attractiveness of the centre as a destination for a range of pursuits throughout the day and night.



4.1.4 Medium to High Density Residential Options

Medium to high density residential options should be explored within the Town Centre, including development incorporating Transport Oriented Development principles and design characteristics (or concentrated residential nodes in close proximity to high frequency transport). This is consistent with the 30 Year Plan's emphasis on promoting higher residential densities within and adjacent to designated activity centres and transit interchanges. It is also consistent with the identification, in Council's response to the Ministerial Growth Areas Development Plan Amendment, of the opportunity for more dense urban forms to be located within the current urban fabric particularly around the Town Centre and along landscaped corridors throughout the urban area.

New medium to higher density dwelling opportunities in select areas can provide much needed alternative dwelling forms to recognise the needs generated by demographic and household size trends. These trends are applicable to both Mount Barker and the State as a whole. A greater mix of housing options will address the needs of aged persons, youth, student and lower income earners and will also assist in further activating the centre by creating improved 'centres of gravity' and promoting enhanced safer walkability and public transport access within the Town Centre. At the same time the locations selected need to offer a high standard of amenity (open spaces, pleasant environment, views).

Suitable locations identified for medium to higher density housing include:

- The office precinct, between Gawler Street and Western Flat Creek / Mann Street, to assist the activation of Gawler Street and a new 'village green' adjoining Western Flat Creek / Mann Street.
- Underutilised land to the south of Western Flat Creek.

- Land generally surrounding the 'Park n Ride' facility (developed with 'Transit Oriented Development' principles in mind).
- Land generally surrounding Dunn Park.

4.1.5 Job Creation

The creation of jobs underpins the Town Centre Strategy and also reinforces Mount Barker's service role in the region. There is capacity to be proactive in employment creation, as opposed to being reactive to support employment. Important regional employers and service providers can be strategically targeted, through public and private partnerships between Council, key stakeholders and developers. A strategy such as this could ensure the business vitality of Mount Barker is enhanced.

A range of high employment uses and a mix of business are catered for, to create economic diversity, by providing for a range of floor plate size opportunities throughout the centre including:

- Larger floor plate buildings and convenient car access on the edges of the centre within the Regional Core / Retail Business Precinct.
- A finer grained mix of uses allowing for a greater diversity in activities and smaller businesses within the Gawler (Main Street), Residential Mixed Use and Mixed Use (Transit) Precincts.

4.1.6 Gawler Street (Main Street) Activity and Heritage

The traditional characteristics of Gawler Street, reflecting the historical origins of the town, contribute to its intimate character. It is intended that Gawler Street will be retained as a historic "main street" with a diverse and intimate mix of smaller scale retail, hospitality, tourism, entertainment and cultural uses.

The long-term sustainability of the Gawler Street Main Street should be underpinned by purposefully adopted economic development strategies. The aim should be to increase business activity/income by 2-3 times, thus promoting reinvestment and refurbishment of the existing buildings and public realm. Such strategies should seek to increase adjacent activity, including offices, short term accommodation, residential, and provision for both day and night uses. To support such activity there is a need to provide consolidated car parking infrastructure.

Enhanced activity in the precincts located either side of Gawler Street combined with improved and activated pedestrian links between the surrounding precincts can be expected to encourage increased 'centres of gravity' and activity levels within Gawler Street itself which will, in turn, support the main street businesses. This should be complemented by a commitment to improved amenity, safety, and the introduction of public art in Gawler Street and in up-graded adjacent streetscapes, civic places and open spaces as a part of a co-ordinated Urban Design Framework for the Town Centre.



4.1.7 Council as a Primary Catalyst for Change

Council can act as the primary driver of change by providing an economic development role. In particular, Council can underpin development with its civic centre and its role as a land owner of civic and administrative facilities. Without Council leadership in this capacity the key development opportunities in the Town Centre to accommodate employment, retail, residential and other regional needs for the future population could be missed.

This study also identifies strategies for Council to enable private market participation (and not to be a market competitor) or facilitate 'fall back options' through Council controlled land uses where the market fails or where it is commercially beneficial to do so. There is flexibility in the strategy for Council to radically change the capacity of its land holdings to create wealth benefits for the community. An example of this change could come from exploring opportunities to unlock the land value of the former civic centre site for office and mixed use development through redevelopment and major generational investment. Strategic redevelopment of the civic centre site has the potential to create an epicentre within the Town.

In its catalyst role, Council can assist by:

- Phasing its developments in line with market demand;
- Embracing private and public partnerships;
- Marketing, programming and managing a range of activities and events; and
- Leading the implementation of the Masterplan.

4.1.8 Key Land Owners

Further to the broader community consultation undertaken in association with Stage 1 of the Project, the study team has consulted with key land owners individually and in confidence to understand

what they think, what they are prepared to do and what they are not prepared to do. This consultation has resulted in obtaining a fundamental understanding of market capacity and/or appetite to enable key functions of investment in the Town Centre to happen as demand dictates. If market capacity does not exist Council may be required to facilitate in its role to enable market gaps to be delivered by others or through policy revision. This could be achieved via direct facilitation or new policies.

New influences, taking into account social and economic trends, should be embraced. Opportunities to activate the existing creeks should also be embraced, as opposed to being seen as primarily a flooding constraint.

Some of the key ideas identified as 'open for discussion' with land owners are detailed in the following sections.

4.1.9 Traffic & Pedestrian Movement

Traffic circulation should be changed with a view to directing traffic 'around' the Town Centre as per the Traffic Management Plan. Within the Town Centre, traffic movement should be slowed to create an improved pedestrian environment. To achieve this, shared streets, 40km/hr speed limits, pedestrian crossings and other traffic calming measures should be considered.

Integrating uses, as proposed, will assist to moderate the balance between vehicular traffic and pedestrian flow by creating different traffic peaks throughout the day and week.

It is intended that cars support, rather than dominate, the town centre so as to maximise the overall liveability and pedestrian friendliness of the centre.

A key future issue for the centre is the connection across Adelaide Road between the proposed Regional Community Precinct and the core of the town centre. The challenge is to balance the "arterial road"

function of Adelaide Road (i.e. flow of traffic) with the desire to have a safe pedestrian connection between this precinct and Gawler Street (the main street).

There are a number of options to create this link and all of them will be difficult and expensive and some will be very expensive. However, the cost of such a link could be justified if the need/demand was strategically significant. The Masterplan proposes that this issue be addressed in stages over time.

4.1.10 Car Parking

The current structure of car parking within the Mt Barker Town Centre is fundamentally structured to individual site provision.

Underpinned by the Transport Master Plan and respecting statutory and market requirements of parking, the strategic direction is the development of an Integrated Car Parking Strategy. This identifies the provision of car parking as a multi-provider 'resource.'

It is identified that such a strategy will involve a range of innovative private sector partnership models, shared parking arrangements, agreed management practices and possible pro-active roles of Council. This may include adopting car parking as infrastructure underpinning longer term economic development objectives and structure plan delivery to address demand-supply gaps which limit private investment or reduce capacity targets. A future role for Council must be underpinned by a sustainable commercial platform which enables Council to take a market leadership role without an undue financial burden and exit the role when self sufficiency or growth hurdles are achieved.

Such a strategy is not focussed only on the reliance on a Car Parking Fund or charging for car parking. A range of potential contributors including stakeholders, owners, businesses, ratepayers, debt/equity application, statutory backed revenue sources and other innovative



options are anticipated. Structures adopted and arrangements put in place may vary across the different precincts and across the different phases of the growth cycle as implementation of the strategy is undertaken over time.

Car parking, particularly for longer term activity, such as office uses, should be provided in flexibly and innovatively designed and screened multi-level buildings in a concentrated fashion. Such buildings should be located, where possible, at the edge of the centre to encourage walking and relieve streets of unnecessary through traffic. Car parking buildings will benefit from formal pedestrian linkages to surrounding areas with active street frontages (e.g. shops) and smaller wrap around uses at ground level. Co-ordinated arrangements between parking sites and surrounding sites would reduce the need for bitumen expanses of parking on every allotment, which would also result in improved visual amenity and also support the increased intensity of activity and land uses.

4.1.11 Urban Design Fundamentals

Good town centre plans tend to have street frameworks and designs that help to create harmony among buildings, open space, cars, pedestrians, work and leisure, and commercial and residential uses.

A well designed public realm includes several features:

- A well conceived street and block pattern and network;
- Well defined and arranged sidewalks, plazas, squares, parks and walkways connecting to parking facilities and surrounding areas, public spaces, public and civic buildings, cultural facilities, and parking facilities.
- A hierarchy and guidelines for street spaces and uses.

- Sidewalks that are sized according to their intended use and place in the overall scheme.
- A scale that is comfortable for pedestrians.
- Some on-street parking animates the streets with slow moving vehicles, provides a protective wall of cars for pedestrians and delivers convenient parking.
- Lighting for people, not cars.
- Landscaping and art as essential ingredients in creating a unique look and feel and contributing to place making.

The Mount Barker centre has some good urban design foundations and unique characteristics in place, including its grid pattern, its relatively compact scale, its pleasant hills backdrop and its valued heritage elements. However, further integrated enhancements to the key design elements of walkability, circulation, connectivity, and parking are desirable. Accordingly, measures to enhance these elements are contained throughout this strategy.

4.1.12 Environmental Sustainability

The need for development to consider local environmental issues and sustainability is critical and fundamental to a successful strategy. Planning and implementation of development in the Town Centre will need to consider the following issues.

- Management principles that address the adoption of sustainable development principles and innovation from project conception through design, construction, commissioning and operation.
- Reduced greenhouse gas emissions from building operations by addressing energy demand reduction, energy efficiency and energy generation from alternative sources.

- Reduction of water use through efficient design of building services, water reuse and use of alternative water sources such as rainwater. Water Sensitive Urban Design principles will be utilised throughout.
- Reduced resource consumption through material selection, reuse initiatives and efficient management practices.
- Elimination of point source pollution from buildings and building services to the atmosphere, watercourses and local ecosystems
- Addressing a project's impact on its immediate ecosystem, by discouraging degradation and encouraging restoration of flora and fauna.



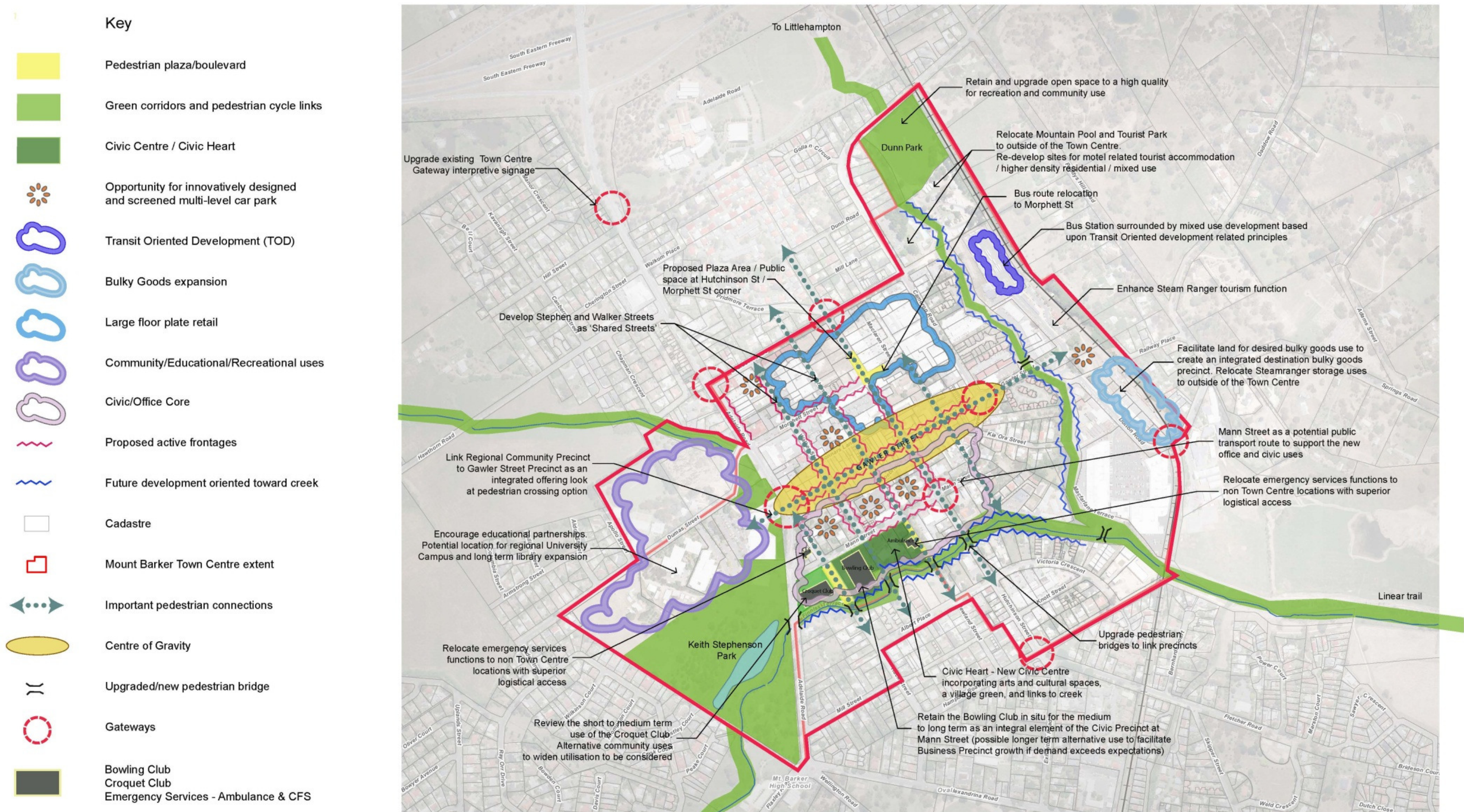


5. Masterplan

The Figure adjoining provides an overall summary of the Masterplan approach for the Town Centre. It shows the relationship between the three key outcomes, the related implementation strategies and the key directions. It is also noted that there is a strong connection between all three implementation strategies. It should be emphasised that it is not intended that change will happen overnight. The strategy will take place over a 30 year period and is about providing a framework to guide development over this period of time.

<div>KEY OUTCOMES</div> <p>Mount Barker centre operates as a truly regional centre that offers the hills and local community:</p> <ul style="list-style-type: none"> A mix of civic, retail, commercial and community services as well as social, recreational and cultural activities; A range of employment opportunities; Is the highest order centre in a network of centres that meets the needs of the Mount Barker and regional community 	<div>IMPLEMENTATION STRATEGIES</div> <p>Activity Generation Strategy – Based on sound commercial and financial principles.</p> <p>Getting a greater mix of uses and activities means an increase in the overall floor space of the centre and an increase in investment in property development or redevelopment. For both the private sector and government, this requires sound financial models so that projects can be funded.</p> <p>This strategy can seek ways to reduce costs or increase returns to make projects in the right locations more viable and more likely to happen.</p>	<div>KEY DIRECTIONS</div> <ul style="list-style-type: none"> Provide for a substantial increase in floor space (2-3 times current) over the next 20-30 years Develop a centres hierarchy where other centres have a role to cater for day-to-day needs Clearly define Mount Barker centre as a regional centre delivering regional services Use land more efficiently and increase the density of activity throughout the centre Enable mixed uses (including residential) across the centre but identify precincts that should have a particular use emphasis to ensure it is a true mix Develop frameworks and programs that support and encourage community activity and events Encourage north-south pedestrian moment by establishing higher density residential precincts on the edges of the centre.
<div>KEY OUTCOMES</div> <p>Mount Barker centre has high quality built form and public spaces that:</p> <ul style="list-style-type: none"> Create a pleasant and attractive setting for people to spend time in; Reinforces the character and heritage of the past and builds the character and heritage of the future Has a vibrant and active culture and sense of place 	<div>IMPLEMENTATION STRATEGIES</div> <p>Quality of Experience Strategy – Based on quality design principles.</p> <p>Putting people first, the design of all aspects of the public realm needs to create an environment that is comfortable, reflects the character and heritage of Mount Barker (past and future) and really supports pedestrian and cycling movements.</p> <p>This strategy is crucial to making people "want to come to Mount Barker" and generating the volume of people needed to support regional level businesses and government services/facilities.</p>	<div>KEY DIRECTIONS</div> <ul style="list-style-type: none"> Support Gawler Street as the "main street" core of the centre that reflects the heritage and character of the past, but continues to be an interesting and intimate place to meet, browse and socialise Manage the amenity impact of development/redevelopment and increased scale of development through good quality design guidelines Development designed to make the most of open spaces and linear spaces (frontages, views, pedestrian links, active ground floors) Create a quality public realm that is attractive and convenient and that encourages walking and cycling Develop a green spine for the centre – including a comprehensive up-grade of the spaces and linear links along the creek lines (design, safety, facilities) Built form, building heights and building locations that protect view sheds, making the most of topography (higher buildings on lower sites) Encourage more residential uses in and around the centre to offer an alternative lifestyle, different housing types and activate centre outside normal business hours Buildings designed to present facades to public spaces that reinforce the experience strategy Reduce the amenity impact of large at grade car parking areas
<div>KEY OUTCOMES</div> <p>Mount Barker has a balanced approach to access that:</p> <ul style="list-style-type: none"> Supports public transport and cycling options Gives priority to safe pedestrian and cycle movement in the core Enables car access and parking on the edges of the centre 	<div>IMPLEMENTATION STRATEGIES</div> <p>Access & Movement Strategy – this needs to balance the tension between access convenience and having a centre environment that is attractive and safe.</p> <p>An approach is needed to improve safety and reduce congestion in the core of the centre while recognising that private vehicle access and parking is important for users and businesses especially for a regional centre that attracts people from a wide catchment.</p>	<div>KEY DIRECTIONS</div> <ul style="list-style-type: none"> Provide for through traffic around the edges of the centre Create a centre "core" area that gives priority to safe, well designed people friendly streets Establish and design 'shared' streets for Stephen and Walker Streets in the core area Develop pedestrian and cycle movement network that is safe and attractive and linked to key precincts Have an integrated parking strategy that encourages longer term parking on the edges of the centre and short term parking in the core Have a pedestrian network strategy that encourages people to park once and then walk to several destinations to reduce congestion and generate people activity and vibrancy Incorporate higher density residential development adjacent to the bus stations

Figure 4 Proposed Masterplan





KEY OUTCOMES
<p>Mount Barker centre operates as a truly regional centre that offers the hills and local community:</p> <ul style="list-style-type: none"> • A mix of civic, retail, commercial and community services as well as social, recreational and cultural activities; • A range of employment opportunities; • Is the highest order centre in a network of centres that meets the needs of the Mount Barker and regional community

IMPLEMENTATION STRATEGIES
<p>Activity Generation Strategy – Based on sound commercial and financial principles.</p> <p>Getting a greater mix of uses and activities means an increase in the overall floor space of the centre and an increase in investment in property development or redevelopment. For both the private sector and government, this requires sound financial models so that projects can be funded.</p> <p>This strategy can seek ways to reduce costs or increase returns to make projects in the right locations more viable and more likely to happen.</p>

KEY DIRECTIONS
<ul style="list-style-type: none"> • Provide for a substantial increase in floor space (2-3 times current) over the next 20-30 years • Develop a centres hierarchy where other centres have a role to cater for day-today needs • Clearly define Mount Barker centre as a regional centre delivering regional services • Use land more efficiently and increase the density of activity throughout the centre • Enable mixed uses (including residential) across the centre but identify precincts that should have a particular use emphasis to ensure it is a true mix • Develop frameworks and programs that support and encourage community activity and events • Encourage north-south pedestrian moment by establishing higher density residential precincts on the edges of the centre.

5.1 Activity Generation Strategies

Implementation of the Activity Generation Strategies will be guided by creating precincts within the Town Centre that will each make a contribution to the Key Directions.

Refer to Figure 4 for the Precinct Areas and Section 5.4 for the Precinct Strategies. Refer to Figure 5 for the Masterplan.

Mix of Uses to Promote Activation

Most precincts will encourage mixed uses (including residential uses) but to a different degree and scale.

The central precincts will have a significant increase in non-residential floor space and building height in appropriate locations. This will accommodate regional level retail, civic, office, commercial and service delivery activities and support employment growth. These precincts are located either side of Gawler Street to encourage increased activity levels to support the main street businesses.

A diversity of attractions will be available after work hours to encourage people to visit the centre at night. Such uses may include

retail, restaurants, cafes, night markets, cinemas, theatres, small bars, music venues, sports halls, bookshops and galleries. A greater variety of places for people to meet will be provided, such as parks, squares, cafes, bars and community facilities.

Active Street Frontages, Creeks & Public Spaces

Well designed mixed use development and active frontages will animate the streets, creek line corridors and public spaces and provide for passive surveillance.

Active frontages to these spaces will include:

- Buildings orientated towards streets, parks and waterway corridors.
- Multiple entrances for larger developments including entrances on each street frontage, where possible.
- Main doorways and windows facing towards the streets, parks and waterway corridors.
- Well lit public spaces to improve safety and comfort.
- Local public art and interesting and consistent street furniture.

- Community gardens and 'edible street trees and plantings' where possible.

Opportunities for Additional Residential Development

More focussed, higher density, residential precincts (including some mixed use precincts) will be encouraged to wrap around the centre to:

- Foster a resident centre population to encourage activity outside of normal business hours that will support local businesses and activities (e.g. restaurants, cafes, galleries).
- Offer the community alternative lifestyle and housing options in the hills, providing a variety of medium to high density dwelling types and local services within a walkable distance of homes (especially for young people, singles, couples, and older people).
- Address the current lack of housing choice, respond to the population's changing demographic make-up, and aid housing affordability.



- Enable expansion of non-residential floor space on key sites, support local convenience retail needs and foster small business.
- Re-orientate development to address creeks and parks.
- Provide for mixed use development based upon Transit Oriented Development related principles at the bus interchange.

Opportunities for Expansion of Regional Level Activities

A range of high employment uses and a mix of business will create economic diversity by allowing for different floor plate sizes.

Provision is made for the expansion of uses that have a regional catchment and require larger floor plate buildings and convenient car access on the edges of the centre.

Fostering Small Business

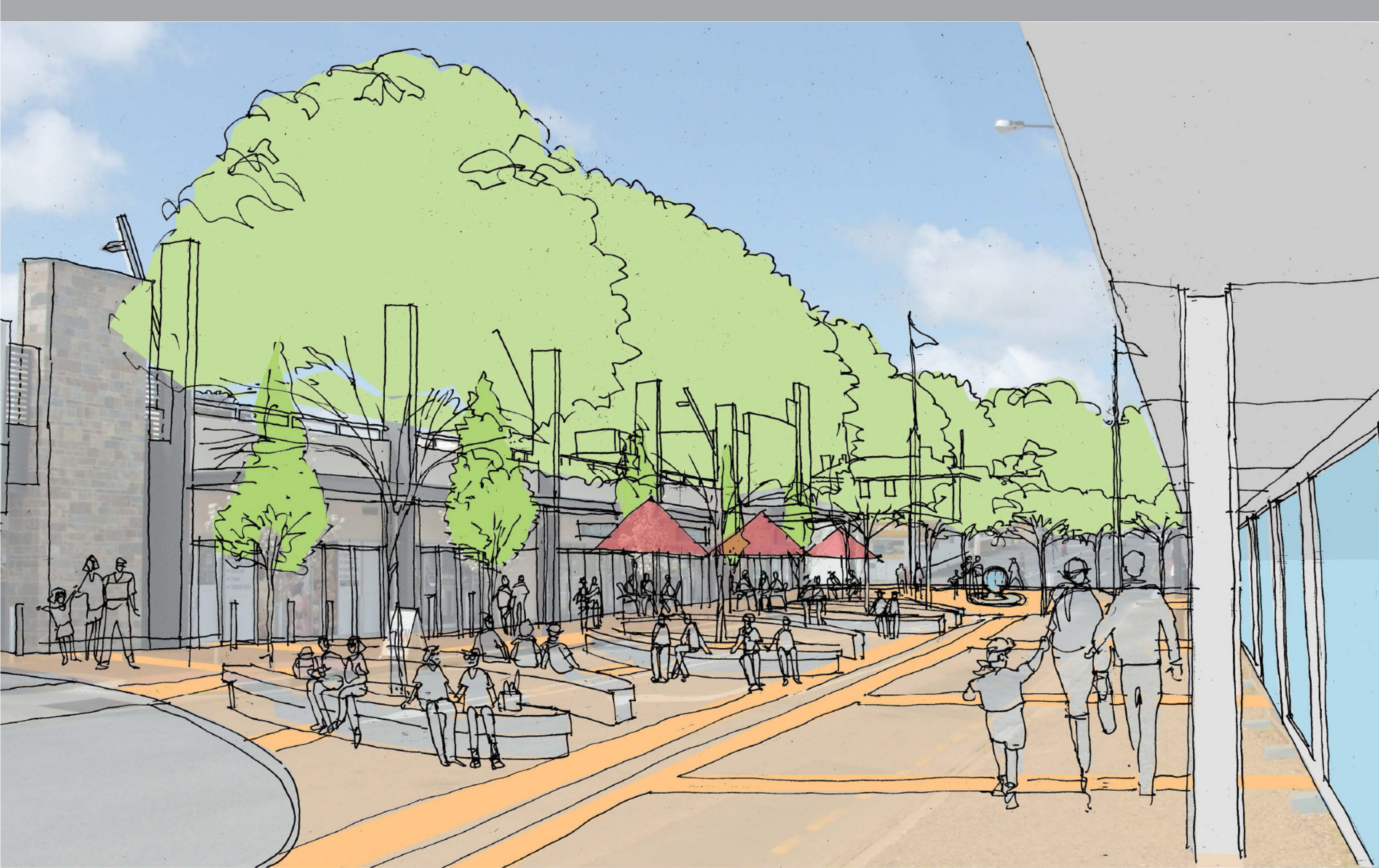
The Town Centre will be a place that responds to the increasing number of small businesses through contemporary innovations such as public access to wireless internet and an increased number of places for people to network with others.

The mixed use precincts will offer lower cost smaller scale location options by facilitating work from home and sole trader business options (particularly important for niche market activities associated with the arts, food and fashion industries).

A 'fine grain' of uses will allow for greater diversity in activities and add to the character, such as smaller retail spaces, 'hole in the wall' shops/cafes, temporary stands, pop up retail, performance spaces and other innovative uses of spaces.

Community funded business support and information services will support the establishment and development of local businesses (e.g. through Council targeting of public and private sector providers of small business development education programs).







KEY OUTCOMES	IMPLEMENTATION STRATEGIES	KEY DIRECTIONS
<p>Mount Barker centre has high quality built form and public spaces that:</p> <ul style="list-style-type: none"> • Create a pleasant and attractive setting for people to spend time in; • Reinforces the character and heritage of the past and builds the character and heritage of the future • Has a vibrant and active culture and sense of place 	<p>Quality of Experience Strategy – Based on quality design principles.</p> <p>Putting people first, the design of all aspects of the public realm needs to create an environment that is comfortable, reflects the character and heritage of Mount Barker (past and future) and really supports pedestrian and cycling movements.</p> <p>This strategy is crucial to making people “want to come to Mount Barker” and generating the volume of people needed to support regional level businesses and government services/facilities.</p>	<ul style="list-style-type: none"> • Support Gawler Street as the “main street” core of the centre that reflects the heritage and character of the past, but continues to be an interesting and intimate place to meet, browse and socialise • Manage the amenity impact of development/redevelopment and increased scale of development through good quality design guidelines • Development designed to make the most of open spaces and linear spaces (frontages, views, pedestrian links, active ground floors) • Create a quality public realm that is attractive and convenient and that encourages walking and cycling • Develop a green spine for the centre – including a comprehensive up-grade of the spaces and linear links along the creek lines (design, safety, facilities) • Built form, building heights and building locations that protect view sheds, making the most of topography (higher buildings on lower sites) • Encourage more residential uses in and around the centre to offer an alternative lifestyle, different housing types and activate centre outside normal business hours • Buildings designed to present facades to public spaces that reinforce the experience strategy • Reduce the amenity impact of large at grade car parking areas

5.2 Quality of Experience Strategies

The implementation of the quality of experience strategies will be guided primarily by a range of design guidelines, structure plans and concept plans. These may take the form of formal plans and policies contained within the Development Plan or they could be more advisory to encourage coordination and co-operation.

This plan highlights a number of key concepts described by the key directions, in particular:

- The activated “green open space corridors” that aim to make the most of the creeks and linear connections around the centre.
- The identification of re-development projects that will support the up-grade and integration of public space and green space in the centre.

- The identification of key pedestrian linkages through the centre and up-graded bridge connections.
- The focus for increased residential density and mixed use developments.
- The focus for active street frontages (to improve the pedestrian experience).

A Civic Heart

In addition to these broader directions the detailed implementation plan proposes a number of key projects (which are linked to the Activity Generation Strategy). The most significant of these is the creation of a new civic heart on Council owned land along Mann Street.

The Concept is to undertake a significant re-development of this area (staged over many years) that will:

- Re-introduce Council service and administrative functions back into the core of the centre.
- Take advantage of the opportunity to create significant amounts of additional office floor space (lower lying land, increased building heights).
- Re-develop the creek environment into a high amenity public and civic park land area designed for functions and events.
- Incorporate a staging and funding model that minimises Council exposure to financial risk but also acts as a catalyst for private sector investment and development.



A cultural experience

The expression of cultural experience will occur through:

- The retention and enhancement of Gawler Street as a traditional Main Street reflecting the historical origins of the town.
- The introduction of local public art in up-graded streetscapes, civic places and open spaces.
- A contemporary re-design of the 'Civic Heart' precinct.
- The development of a new community precinct that will include regional level cultural/arts, educational and entertainment/function facilities.
- Up-graded and new flexible public spaces in the centre that can be a stage for community life, activity and events.
- Council led programs to support cultural, community and arts activities could include:
 - Promotion of the use of spaces for activities amongst the various community, arts and cultural groups (e.g. assist with insurance costs, an on-line portal for checking the availability of spaces/places).
 - Continued encouragement of activities and events within the centre such as the Farmers Market.
 - Facilitation of dialogue and cooperation between these groups and business groups to encourage activity that also supports vibrancy, which in turn supports business.
 - The creation of contemporary information bays/spaces advertising community events (these could be placed to activate currently underutilised spaces).
 - The introduction of a policy or guidelines that can assist the management, development and support for community

gardens and 'edible street trees and plantings' in public parks and spaces.

Embracing Heritage

The heritage of the centre will be protected by design guidelines and more detailed controls at the precinct level.

Where there is a concentration of heritage buildings, the scale and size of the land uses will complement the scale and size of the predominant heritage character:

- Gawler Street will be retained as a historic "main street" with a diverse and intimate mix of smaller scale retail, hospitality, tourism, entertainment and cultural uses.
- In other parts of the centre, heritage protection policy will retain a strong residential flavour but with potential for small scale offices, consulting rooms and the like that fit within the existing built form.

Streetscape and Urban Design Improvements

An urban design framework and design guidelines will be developed that:

- Set an appropriate scale for buildings to enclose and frame the street.
- Where appropriate, establish building podium heights, with the tallest part of the building set back from the street alignment.

New developments should:

- Offer comfortable wind conditions; maintain view corridors, a suitable building scale to encourage pedestrian activity and good growing conditions for street trees.
- Define a clear transition between public and private space.
- Create good quality entry spaces to lobbies and foyers.

- Use building articulation and exterior finishes that add to a high quality, sustainable urban environment.
- Express important corners by giving visual prominence to parts of the façade, for example, a change in building articulation, material, colour, roofing or height.
- Design facades to reflect the building's orientation using elements such as sun, shading and light to serve as environmental controls.
- Avoid large expanses of any single material.
- Reduce the use of reflective materials on building exteriors that can cause undesirable glare for pedestrians, potentially hazardous glare for motorists and an additional heat load on nearby buildings.
- Hide from view service elements by integrating them into the design of the roof and building. These elements include lift overruns, service plants, vent stacks, telecommunication infrastructure, gutters, downpipes and signage.

Large Format Uses

Large format uses will be designed to:

- 'Sleeve' the edges of new or existing big box developments with development for smaller scale uses to create an active street frontage and avoid long blank walls.
- Be articulated in an interesting and innovative way.
- Provide loading and delivery facilities away from main street frontages.
- Provide continuous active frontages along areas that address main streets.
- Improve amenity for pedestrians (including shelter, shade and interest).



Environmentally Sustainable Designs

The local climate will be factored into the design of new developments, including:

- Building orientation
- Water Sensitive Urban Design
- Prevailing wind direction; and
- Tree cooling the streets and people.

Water conservation and recycling strategies (including retrofitting existing streets and spaces for better environmental outcomes) will be examined and adopted.

The planting of street trees will be maximised and existing trees will be kept where appropriate.

Greatest support will be provided to high quality developments that promote health, conserve energy and natural resources, and are well connected to the community. Such developments are also likely to be memorable, adaptable, and more economically successful in the long term.





KEY OUTCOMES	IMPLEMENTATION STRATEGIES	KEY DIRECTIONS
<p>Mount Barker has a balanced approach to access that:</p> <ul style="list-style-type: none"> • Supports public transport and cycling options • Gives priority to safe pedestrian and cycle movement in the core • Enables car access and parking on the edges of the centre 	<p>Access & Movement Strategy – this needs to balance the tension between access convenience and having a centre environment that is attractive and safe.</p> <p>An approach is needed to improve safety and reduce congestion in the core of the centre while recognising that private vehicle access and parking is important for users and businesses especially for a regional centre that attracts people from a wide catchment.</p>	<ul style="list-style-type: none"> • Provide for through traffic around the edges of the centre • Create a centre “core” area that gives priority to safe, well designed people friendly streets • Establish and design ‘shared’ streets for Stephen and Walker Streets in the core area • Develop pedestrian and cycle movement network that is safe and attractive and linked to key precincts • Have an integrated parking strategy that encourages longer term parking on the edges of the centre and short term parking in the core • Have a pedestrian network strategy that encourages people to park once and then walk to several destinations to reduce congestion and generate people activity and vibrancy • Incorporate higher density residential development adjacent to the bus stations

5.3 Access and Movement Strategies

The implementation of the access and movement strategies will be guided by a mix of traffic management, coordination strategies and design responses.

The strategies include:

- Directing through traffic around the core of the Town Centre.
- Creation of a safer, more pedestrian friendly Town Centre core area.
- Identification of key pedestrian linkages through the centre.
- A number of traffic management issues to be addressed (particularly at key intersections).
- Options for clustered, multi-level, parking stations at key locations.
- Corridor management plans for key streets to be developed.
- Movement of the bus route closer to the core pedestrian area.

Link across Adelaide Road

A connection between the Regional Community Precinct and the core of the town centre will be provided that balances the “arterial road” function of Adelaide Road (i.e. flow of traffic) with the desire to have a safe pedestrian connection between this precinct and Gawler Street (the main street).

In the first 5-10 years:

- The option of a pedestrian crossing based on current demands will be pursued as a first step;
- The demand for a link will be enhanced by increasing the level of activity and number of users in the Regional Community Precinct;
- Government, not-for-profit and private sector opportunities and funding for the development of regional level uses and services in the precinct will be sought.
- A structure plan will be prepared for this precinct that ensures land is used efficiently, that pedestrian links are established in the right locations, and that parking areas are well structured and designed.

- Policy amendments will be undertaken to ensure that land uses in the Regional Community Precinct and in Gawler Street complement, rather than compete with, each other.
- Over a 10-20 year timeframe:
- The level of need/demand for access based on the level of activity within the two precincts will be monitored and evaluated; and
- The options and costs of alternative pedestrian links that are a higher standard of amenity and that match the demand will be explored.

Integrated Parking Strategy

The development of an Integrated Car Parking Strategy will be undertaken, involving a range of innovative private sector partnership models, shared parking arrangements, agreed management practices and possible pro-active roles for Council.



As a part of an integrated parking strategy, car parking, particularly for longer term activity such as office uses, will be provided in flexibly and innovatively designed and screened multi-level buildings in a concentrated fashion to encourage walking and relieve streets of unnecessary through traffic. Such buildings should:

- Incorporate smaller wrap around uses to create an active frontage and avoid long blank walls;
- Encourage innovative solutions to car park screening, such as green walls, solar panels on roofs, architecturally-designed façade articulation or artworks;
- Provide safe and clear pedestrian access including good lighting, clear lines of sight for security, and ease of access; and
- Incorporate design flexibility by having minimum floor-to-ceiling heights to allow for future conversion to other uses such as commercial offices or additions to be built on top.

Bicycle Transport

The linear trail corridor network will be maintained to a high standard with associated facilities provided to support an integrated network including the provision of secure bicycle parking in all public car parks, in association with development with on-site parking, and at key destinations and public transport nodes.

Public Transport

Bus operation needs will be critically evaluated and access, circulation and layover requirements will be consolidated to ensure a high quality of public interface with the centre.

An upgraded bus interchange will be promoted in the Mixed Use (Transit) Precinct with associated convenience facilities to support the growing population and promote the use of public transport.

The upgraded interchange will have clear, legible and easy access for pedestrians, supported with effective way-finding signage, good pedestrian lighting, surveillance from nearby land uses, safe and direct street crossings to help less mobile people and good-quality paving.

Public transport facilities will be integrated with surrounding activities and supported by complementary pedestrian access and movement arrangements.

Street furniture, shelter and bicycle parking shall be provided at bus stops for the comfort and convenience of waiting passengers.

Pedestrian Movement & Disability Access

Stimulating and attractive routes will be created and promoted to encourage repeated use. Careful consideration will be given to details such as directness, lighting, shade, places to stop and rest, landscaping, pavement and edge treatments, and direction signs.

A variety of path types will be encouraged to increase choice and enrich the urban environment including lanes, arcades, shareways or promenades.

Effective way finding signage will be developed to reinforce street legibility, which may include a system of signposts, panels and information plinths that will provide good signage for pedestrians, cyclists and vehicles.

Pedestrian flows for people with disabilities will be prioritised by maintaining a clear travel path along the building line and/or corridor route.

Parking spaces for people with disabilities will be located as close as possible to building entrances.

Relevant extracts from Council's Transport Master Plan are at Appendix D.

Figure 5 Proposed Future Precinct Areas





5.4 Precinct Strategies

5.4.1 Regional Business / Retail Core Precinct

Description

The Regional Business / Retail Core Precinct generally aligns with that part of the existing Development Plan referred to as the Retail Core Precinct Area. This is situated between Druids Avenue to the north and Gawler Street to the south.

The Precinct also separately overlays land situated to the south of Western Flat Creek and to the east of Hutchinson Street (incorporating the existing Foodland retail complex).

Vision

The Precinct will be the main focus for regional and local level retail and business activities including those requiring larger floor plates (1,000sqm+) to create a cost effective development platform, achieve economies of scale and meet modern market demand. This will include 4-5 storey development that is better able to accommodate costs associated with car parking and lifts and meet green star objectives.

Objectives

1. Continued development of this area as the focus for a range of retail and business activities including major supermarkets, major retail outlets, speciality shops, restaurants, cafes and offices.

DPA Recommendations

- Amend precinct boundaries as per the Precinct Plan.
- Incorporate the provisions of existing Core Policy Area 8 into the new Regional Business / Retail Core Precinct Policy Area allowing for major retail exceeding 500sqm.
- Adopt the relevant Better Development Plan format for Regional Town Centre related planning provisions as far as possible.

Other Implementation Recommendations

- Prepare street corridor plans that include widened disability accessible footpaths and pedestrian pause points (including at Walker and Stephens Streets) to encourage pedestrian movement through the centre.
- Undertake works to provide a more pedestrian friendly Precinct (including crossings on Morphett & Hutchinson Streets and Stephen & Walker Streets as shared street environments) so as to encourage pedestrian movement from the major retail precinct to the main Gawler Street and office precincts.
- Pursue the development of 'Hutchinson Plaza' through a precinct plan at Hutchinson and Morphett Streets. The precinct will be a unique iconic community heart/focal point within the heart of the Retail Precinct. The 'plaza' aims to link key retail centres as an integrated offering (e.g. Hutchinson Street north of Morphett Street) and provide linkages to Gawler Street.
- Relocate the bus route through Morphett Street (including the relocation of the existing Hutchinson Street bus stop) to bring this closer to the pedestrian core area.

5.4.2 Main (Gawler) Street Heritage Precinct

Description

The Main (Gawler) Street Heritage Precinct includes those properties generally abutting Gawler Street between Adelaide Road to the west and Mann Street & Cameron Road to the east. The character of Gawler Street is derived from smaller floorplates, the continuity of verandah facades, the prominence of existing buildings of architectural or historical significance, and its pedestrian orientated environment.

Vision

The Precinct will be a place for a wide variety of smaller scale, more intimate activities that are generally driven by the private sector.

The Precinct's main role as the primary commercial "main street" centre (to include banks and professional services that enable a diverse mix of tenancies and activity) will be maintained and enhanced.

The Precinct will also be the pre-eminent restaurant/entertainment, night time and tourism place in Mount Barker.

The Precinct will be a shared (vehicle and pedestrian) main street precinct that provides for the vibrant and active use of the Gawler Street tenancies and outdoor space as the central commercial activity node in the Town Centre including casual and formal restaurants and outdoor dining, entertainment, local meeting places, and tourism and visitor needs in a meaningful and pleasant setting enabling reflection of heritage, art and cultural elements.

The Precinct will become a destination that attracts people to its combination and variety of land uses and activity.

The Precinct's heritage and character will be maintained by retaining the existing quality buildings and fine grain that enables a diverse mix of tenancies and activity.



Adjacent development will be of a sympathetic design to the heritage buildings and places in the precinct.

Precinct usage levels will increase, including significantly increased business turnover, to support increased rental incomes which underpins an economic platform for reinvestment and up-grade. This will be achieved by increasing development in adjacent areas and 'channelling' activity to Gawler St via excellent pedestrian linkages.

New development will have respect for views and vistas and ground floors will be designed to support pedestrian amenity and active uses where possible.

Objectives

1. An entertainment, shopping and commercial main street supported by surrounding uses, strong pedestrian connectivity and activity links to surrounding areas.
2. Development that conserves and enhances historic character and retains places of historic significance and Contributory Items in terms of context, scale, form materials, external finishes and colour.
3. A main street that is the most pleasant experience for pedestrians and outdoor dining, with protection from the weather, high quality public domain finishes space for public art and street furniture, and calmed traffic with monitored on-street parking.

DPA Recommendations

- Amend precinct boundaries as per the Precinct Plan.
- Incorporate the provisions of existing Policy Area 16 into the new Main (Gawler) Street Heritage Precinct Policy Area, providing for heritage protection and new development that respects the scale and appearance of the existing built form.

- Revise Development Plan policy to support a wider variety of uses in Gawler St but still protect the character buildings and streetscape features. Encourage re-development or infill development that supports activity and character through land use mix, tenancy size and design.

Other Implementation Recommendations

- Invest in the creation of unique street activation spaces (eg. increased designated outdoor dining areas) to foster a critical mass of outdoor dining on Gawler Street linked to adjoining owners and businesses committed to redevelopment and expansion.
- Review Council's existing outdoor dining policy in line with the above.
- Explore the design and management implications of Gawler St as a 'high street' as per recommendation in the Mount Barker, Littlehampton and Nairne Structure Plan with the local community, traders and DPTI (shared street compendium) and develop strategic partnerships to facilitate future implementation.
- Explore the option for Council to create 100 car parks for Gawler Street in an adjacent area to support activity.
- Facilitate gateway development at the ends of the main street to generate activity (entrance off Adelaide Road and at the eastern end).
- Upgrade the link from Gawler Street to the Morphett/Hutchison Street precinct to provide the primary north south connector.
- Formalise a strong north south pedestrian orientated link along Walker, Stephen and Hutchinson Streets





5.4.3 Civic/Office Precinct

Description

The Civic/Office Precinct encompasses that part of the existing Core Area 8 Policy Area situated between Gawler Street and Western Flat Creek.

Vision

The Precinct will be a focus for higher density office development of a regional scale, a revitalised Civic Centre of a size and function to accommodate long term requirements, and a new Village Green / arts and cultural space to capture community attention, enjoyment and embracement. As a centre for civic and cultural functions, the Precinct will maximise the amenity value of the adjoining Western Flat and will provide extensive pedestrian connectivity to surrounding Precincts.

The Precinct includes the primary site owned by Council in the Town Centre (the former Mann Street civic centre site) which is of a size and function to accommodate Council's long term accommodation requirements (approximately 3,000sqm medium term and 5,000sqm longer term) and wider community functions in a high quality park like environment and with exceptional community access. The site will be considered for flexible/multi function community spaces to be integrated with the Civic functions. This is suggested to be the optimal civic centre/administration site.

Council's redevelopment of its Mann Street site will provide a catalyst to the development of the precinct as a regional business (employment) heart, anchored by Council's initial investment, strategically located adjoining the Main (Gawler) Street Precinct. Opportunities exist for associated consolidated parking options on adjoining sites.

The Bowling Club will remain in situ for the medium to long term as an integral element of the Civic Precinct at Mann Street (possible longer term alternative use to facilitate Business Precinct growth if demand exceeds expectations).

The short to medium term use of the Croquet Club will be reviewed with possible alternative community uses in mind to widen the land's utilisation.

Emergency services functions (CFS, Ambulance) will be relocated to non Town Centre locations with superior logistical access.

Objectives

1. The re-establishment of Council's civic, administration and customer service facilities at the Mann Street site as a generational investment to support the core of the centre and enable better community access.
2. The accommodation of Council's long term office administration requirements, flexible/multi function community spaces and wider community functions in a high quality park like environment with exceptional community access and multifunctional community space and community meeting rooms.
3. The development of an iconic community green space integrated into the civic precinct and linked to the linear trail network with functions to include passive recreation, performance, community gathering, farmers markets and community celebration. Art gallery space to be situated at the ground floor of a new civic complex, to be supported by a café/community node.
4. The accommodation of 25% of the desired office capacity of the Town Centre and the building of employment capacity of significance adjacent to the Gawler Street Precinct to strategically support usage and underpin trade growth and reinvestment fundamentals (including provision of additional office capacity of

40,000sqm to provide 2,000 additional jobs within the Gawler/Mann Street Precinct).

DPA Recommendations

- Amend precinct boundaries as per the Precinct Plan.
- Incorporate the provisions of existing Core Policy Area 8 into the new Civic/Office Precinct Policy Area and amend the provisions to emphasise the Precinct's prime office / civic function.
- Amend existing building height restrictions to provide for higher buildings that graduate down the slope from Gawler Street towards Western Flat Creek so as to accommodate increased development densities without adversely impacting on the Gawler Street heritage character or impeding surrounding rural vistas.
- Amend existing policy relating to development adjoining creek lines to clarify the intention for development in existing built up areas to embrace rather than avoid creek spaces subject to minimum standard flood mitigation and risk measures being met.



Other Implementation Recommendations

- Develop a Precinct Structure Plan to demonstrate built form capacity, staging and linkages.
- More detailed concept and design options for the Council Owned land shall be developed addressing building footprint, building height and form, amount of open space provided, design objectives, view lines, pedestrian links, flood levels and mitigation measures, funding models, options, risks and staging options.
- The detailed concept plans will have consideration for the accommodation of Council's long term office administration requirements, flexible/multi function community spaces and wider community functions in balance with the Regional Community Precinct outcomes.
- An integrated car parking strategy shall be developed to support Gawler Street (in part) and underpin growth capacity ahead of demand (say 100 car capacities) including a key role for Council as strategic initiator.
- Investigate parking options to support the statutory and market requirements of a new Civic Precinct (approx. 150 spaces) and capacity allocated to support adjoining development sites in the same time span (next 2-3 years) through strategic partnerships.
- Investigate options for Council's long term ownership of car park capacity of up to 300 bays adjacent to Gawler Street for future public parking demand (where car parking for civic/office precinct can be relocated).
- Liaise with relevant agencies regarding the relocation options for CFS and Ambulance that have superior logistical access.
- Focus on private sector delivered development but explore government partnerships for co-location of government services that could be precinct anchors/major tenants.
- Develop a 'multiple owner' integration strategy to encourage the consolidation of underutilised sites in fragmented ownership.
- Investigate the use of Mann St as a public transport route to support office and civic uses (potentially part of a loop route).
- Provide high quality bridge links across Western Flat Creek especially to southern residential precincts.



GAWLER ST

MANN ST

TOWN HALL

MIXED USE BUILDING
POTENTIAL FOR 4 TO 5
STORIES WITH SETBACKS



CONCEPT OF ORIENTATING
BUILDINGS NORTH / SOUTH
TO PROMOTE CONNECTIONS
TO RIVER AND PROVIDE
OPPORTUNITIES FOR OPEN SPACE
IN THE FORM OF PLAZAS, BOULEVARDS
AND VILLAGE GREEN

SECTIONS THROUGH STEPHENS ST

MANN ST

GAWLER STREET

STEPHEN ST

'FEATURE' WALL

MANN ST

STRONG LINKS TO RIVER AND GAWLER ST

CIVIC CENTRE

VILLAGE GREEN

OFFICES

THE BARKER
PLAZA

OPEN SPACE

RIVER PLAZA

CREEK





5.4.4 Regional Community Precinct

Description

Located to the west of Adelaide Road, this area contains the community library, the TAFE educational college, the Aucchendarroch Function Centre / Cinema / Restaurant, and the Mount Barker Primary School.

Vision

A regional community services precinct well connected to Keith Stephenson Park and the Main (Gawler) Street Precinct that can accommodate larger scale, regionally significant community activities associated with institutions, education, recreation, culture and the arts. This will include a combination of private and public sector investments.

Activity levels will be maximised to create a vibrant regional precinct and to further support activity in Gawler St.

Strong pedestrian links will be established to the broader Town Centre via Adelaide Rd/ Gawler Street.

The town's tertiary education capacity will be expanded within the Precinct as a partnership initiative with State Government and the private sector.

Connectivity within the Regional Community Precinct will be supported and enhanced.

Development will be bold and contemporary and shall take advantage of available views. Land at, and adjacent to, the existing library will be redeveloped over time to accommodate a landmark community building for example a Arts and Cultural Centre (when the population growth would support a major cultural institution facility).

The development of this precinct will have close connections to the Civic/Office Precinct so as to compliment the flexible/multi function community spaces.

Objectives

1. A precinct accommodating community, educational and passive recreation facilities for the general public's benefit.
2. Development that is integrated in function and provides a coordinated base to promote efficient service delivery.
3. Development that conserves and enhances the Aucchendarroch building as a State Heritage Place in terms of context, scale, form, materials, external finishes and colour.
4. Development that is orientated and designed to take advantage of the high amenity views.

DPA Recommendations

- Amend precinct boundaries as per the Precinct Plan.
- Predominantly maintain existing policy area regime.

Other Implementation Recommendations

- Develop a high level structure plan for the regional community precinct to rationalise land parcels, establish a logical and convenient pedestrian/cycle linkages within and beyond the precinct, and integrate a managed approach to parking provision.
- Work with TAFE SA and other tertiary providers to develop an appropriate and regional relevant approach to tertiary education offerings.
- Seek to partnership with a University to establish a regional campus.
- Designation of Crown Land for long term education purposes.

- Develop a "Community Learning Centre" – based on expanding the library and exploring innovative partnership options for joint use with other educational and cultural institutions. A key project for meeting demand from population growth over the next 5-10 years
- Explore longer term expansion of joint use library functions.
- Directly link the Regional Community Precinct to Gawler Street precinct as an integrated offering rather than destination stand-alone facilities. As an initial step, explore a pedestrian crossing option. Explore other design and costing options for a pedestrian link and undertake a business case assessment to determine when demand might justify an up-graded crossing option.

5.4.5 Residential Mixed Use Precinct

Description

The Residential Mixed Use Precinct is proposed for the following two sub precinct areas:

- The Kia Ora Street area generally bordered by McLaren Street, Mann Street, Gawler Street and the Mount Barker and Western Flat Creeks.
- The existing Mixed Use and Interface Policy Area land to locate the south of Western Flat Creek and adjacent to the existing Foodland complex.

Vision

The Precinct will predominantly encompass residential development that assists to activate surrounding commercial precincts and the creek lines and facilitate an increase in resident population within the centre in close proximity to services, jobs and infrastructure.

Small scale consulting rooms and other compatible non-residential uses will also be provided for within the Precinct.



Higher residential densities and scales will be accommodated however development will be respectful and sympathetic to the proximity of existing heritage properties and designed accordingly.

Development will have regard to any flooding and/or waste disposal related constraints applicable to the subject land.

Objectives

1. A mixed use precinct comprising a range of predominantly medium density residential dwelling types, including a minimum of 15 per cent affordable housing, and supporting a mix of compatible small scale commercial land uses.

DPA Recommendations

- Amend precinct boundaries as per the Precinct Plan.
- Adopt a combination of BDP Version 6 Medium Density Residential Policy Area provisions and Suburban Activity Node Zone Provisions (Core Area for Kia Ora Street area and Transition Area for Knott Street Area).
- Enable alternative forms of dwellings including row dwellings and residential flat buildings.
- Enable alternative forms of dwellings on their own and not necessarily in conjunction with other commercial uses on the same land parcel.
- Increase the residential densities that are able to be achieved.
- Provide for a graduation in height at the interface with the adjoining Residential zone.
- Ensure the adoption of Better Development Plan land use interface provisions to appropriately address interface issues on their merits.

5.4.6 Mixed Use (Transit) Precinct

Description

The Mixed Use (Transit) Precinct is proposed around the existing train station / bus interchange to the east of Mount Barker Creek.

Vision

The Precinct is intended to make improved use of the subject land in accordance with Transit Oriented Development Principles supported by the 30 Year Plan for Greater Metropolitan Adelaide and a bus oriented public transport / mass transit transport strategy for the District. The proposed increase in population and employment that is to be generated by this staged development (including a broad target of 500 dwellings over 20 to 30 years and/or 5% of total residential population growth for the District within the Precinct) will support the integrated activation of the Mount Barker Centre as a whole. This will include associated increased day and night use of upgraded pedestrian connections, improved public transport provision over time, and the linear park network as a feature for the Mount Barker Township.

The existing Mountain Pool will be relocated to a nominated recreational precinct in accordance with Council's Recreational Facilities Strategy and a Stage 1 Precinct development site shall be focused upon the existing Mountain Pool land. This site will be re-developed for more intense motel related tourist accommodation to support centre activity and to take advantage of the green open space corridor environment.

The existing Tourist Park will be up-graded via relocation to an alternative site when options are available (possible anchor for tourism and regional sports accommodation linked to aquatic centre or sports precinct).

A Stage 2 Precinct development will be a new modern tourist park complex, representing a major opportunity for a Council facilitated TOD extension.

Longer term parking will be provided in a multi-deck format (to 5-6 levels) – serving multiple functions (retail workers, commuters, residential, others).

Higher density housing to 4-5 levels will embrace quality design principles and link to the linear trail network. The higher built form in this lower lying area will enable preservation of views of surrounding rural vistas from higher parts of the Town Centre.

A range of non-car dependant and affordable housing options will be provided taking into account the nature of the land, its immediate access to high order services and public transport and its suitability for possible student housing options linking to Cornerstone and St Francis DeSales Colleges.

Dunn Park will be the long term focus for local community access to a passive and active recreation area. The quality and appearance of Dunn Park will be upgraded as a high quality open space for recreational and community use and shall support higher density residential areas in the precinct (with associated upgrades to pedestrian and cycle links along the adjacent green open space corridor).

Development will be designed in sympathy with existing heritage buildings in the Precinct and shall have regard to any flooding and/or waste disposal related constraints applicable to the subject land.

Development that adjoins the Western Flat Creek will need to address, enhance and embody the creek environments.

Objectives



1. A mixed use precinct accommodating a range of compatible, non-residential and medium and high density residential, land uses orientated towards a high frequency public transport corridor.
2. A medium density residential area supported by local shops, offices and community land uses
3. Shops or groups of shops contained in a single building should have a gross leasable area of less than 500sqm.
4. A mix of land uses that enable people to work shop and access a range of services close to home.
5. Adaptable and flexible building designs that can accommodate changes in land use and respond to changing economic and social conditions.
6. A built form that provides a transition down in scale and intensity at the zone boundary to maintain the amenity of residential properties located within adjoining zones.
7. Noise and air quality impacts mitigated through appropriate building design and orientation.

DPA Recommendations

- Amend precinct boundaries as per the Precinct Plan.
- Remove the existing 2 storey maximum height limit applicable to the Caravan & Tourist Park Policy Area 17.
- Apply a range of updated Transit / Centre related Better Development Plan planning provisions to the new Precinct Policy Area consistent with the Precinct Objectives.
- Increase the residential densities that are able to be achieved.
- Provide for a graduation in height at the interface with the adjoining Residential zone.

- Ensure the adoption of Better Development Plan land use interface provisions to appropriately address interface issues on their merits.

Other Implementation Recommendations

- Consider land tenure issues prior to proceeding with detailed precinct planning.
- Investigate access via a Druids Avenue extension (so as not to increase traffic on Gawler/Dutton or through the park and ride).
- Provide capacity for additional park and ride capacity – public toilets and other services within a secure (all weather) multi-level parking format.
- Explore options for longer term extension to adjoining Council land (tourist park site).
- Develop a precinct plan for the Dunn Park and surrounds precinct to identify key access networks and development interface options
- Develop a precinct plan that supports a high quality environment that has excellent access to all services and open spaces.
- Identify pedestrian, cycle and gofer links (including river crossings) to support access.

5.4.7 Regional Bulky Goods Precinct

Description

The Regional Bulky Goods Precinct is located between the Mount Barker Creek and Dutton Road and currently accommodates the Homemaker Centre and other buildings along the creek previously used for industrial purposes.

The Precinct is proposed to expand over existing Mount Barker Creek Policy Area 11 Steam Ranger land to the north of Dutton Road. The expansion will be considered with regard to the potential for the Steam Ranger site to be fully utilised as a tourism site.

Vision

The Precinct will provide for the expansion of bulky goods type development, in excess of 500sqm gross leasable area per tenancy, to cater for the expected growth in demand that is likely to occur in association with additional development across the region.

It will be the regional focus, as an integrated destination, for a mix of home-maker / trade services and products.

Objectives

A Precinct is proposed accommodating a range of buildings used for bulky goods outlets and service trade premises.

The expansion of bulky goods outlets to cater for expected regional demand.

Build on existing precinct at Dutton Road to limit the fragmentation of bulky goods offerings (or 'bleeding' to other locations).

DPA Recommendations

- Amend precinct boundaries as per the Precinct Plan.
- Substantially retain the existing bulky goods area policy framework and convert planning provisions to the Bulky Goods Zone (Better Development Plan) format allowing for local variation as appropriate.

Other Implementation Recommendations

- Review the current industrial use of the Steam Ranger depot and the marshalling/storage yards and consider opportunities to expand the tourism opportunities on the site so as to better utilise the site. Explore longer term options for the relocation of the Steam Ranger yards and storage sheds to an alternative location outside of the Town Centre to free up land for bulky goods area expansion.



- Relocation of the current industrial uses on Dutton Road to an appropriate non-Town Centre site.
- Release the site for longer term bulky goods retail capacity to meet identified capacity requirements and consolidate a major bulky goods precinct of critical mass.

5.4.8 Residential Higher Density Precinct

Description

The Residential Higher Density Precinct is located on lower lying land to the south of Western Flat Creek and to the east of Adelaide Road.

Vision

The Precinct will provide for alternative higher density lifestyle and housing options (especially for young people, singles, couples and older people) to address the current lack of housing choice, respond to the population's changing demographic make-up and aid housing affordability.

The Precinct will assist to foster a resident centre population to provide a critical mass of high quality and vibrant living environments with immediate access to services, open space and the linear trail network and to encourage activity outside of normal business hours that will support local businesses and activities (e.g. restaurants, cafes, galleries).

The proposed increase in population and employment to be generated (including a broad target of 500 dwellings over 20 to 30 years and/or 5% of total residential population growth for the District within the Precinct) will support the integrated activation of the Mount Barker Centre as a whole, including associated increased day and night use of upgraded pedestrian connections, improved public transport provision over time, and the linear park network as a feature for the Mount Barker township.

Development that adjoins the Western Flat Creek will need to address, enhance and embrace the creek environments.

The higher built form in this lower lying area enables the preservation of views of surrounding rural vistas from higher parts of the Town Centre.

Development will be designed in sympathy with existing heritage buildings in the Precinct and shall have regard to any flooding and/or waste disposal related constraints applicable to the subject land.

Objectives

1. A residential zone comprising a range of high density dwellings, including a minimum of 15 per cent affordable housing, primarily in the form of row dwellings and residential flat buildings, designed to integrate with areas of open space, neighbouring centres or public transport nodes.
2. Development that supports the viability of community services and infrastructure.

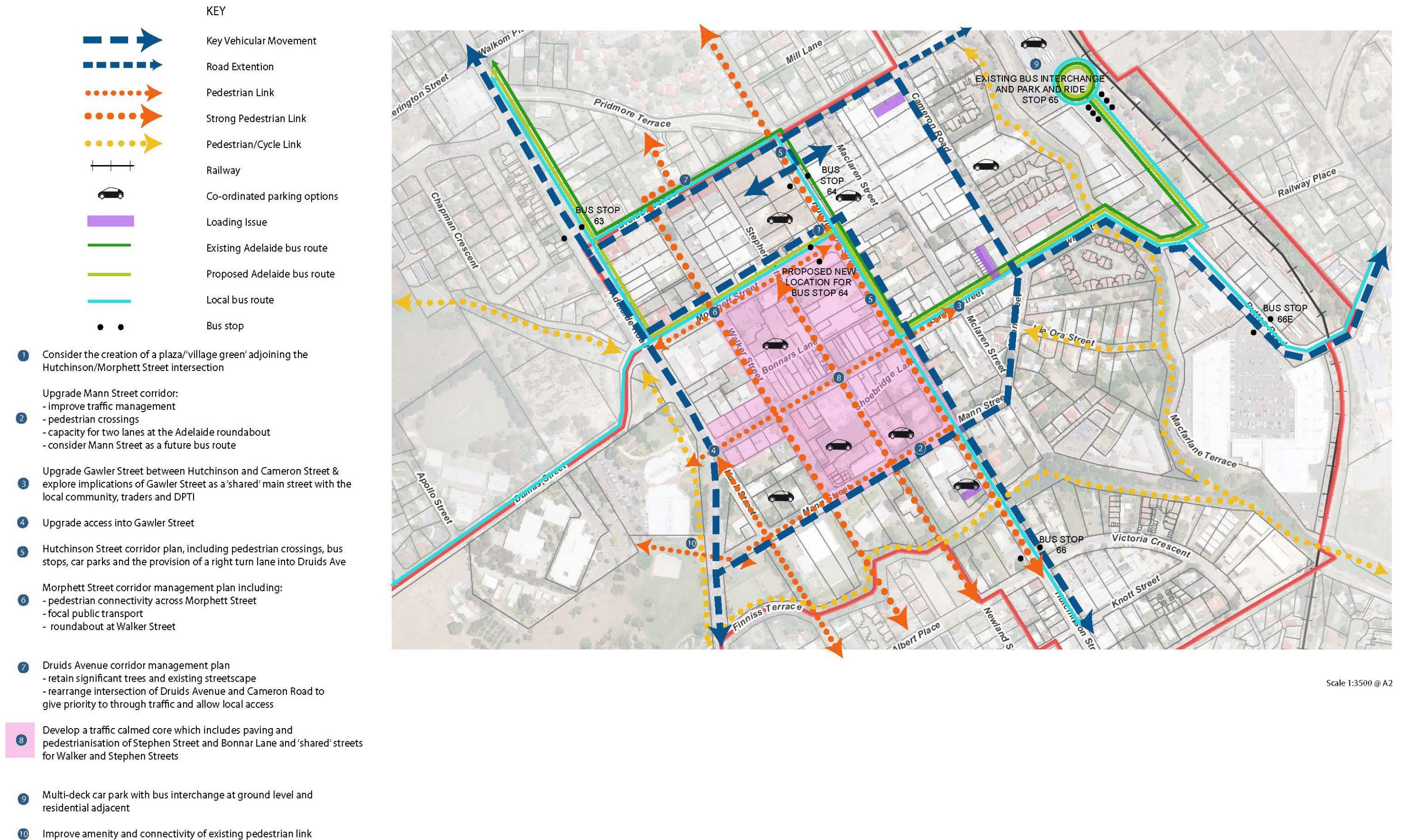
DPA Recommendations

- Amend precinct boundaries as per the Precinct Plan.
- Enable alternative forms of dwelling (row dwellings, residential flat buildings) on their own and not necessarily in conjunction with other commercial uses on the same land parcel.
- Increase the residential densities that are able to be achieved.
- Provide for a graduation in height at the interface with the adjoining Residential zone.
- Ensure the adoption of Better Development Plan land use interface provisions to appropriately address interface issues on their merits.

Other Implementation Recommendations

- Develop a structure plan for the Precinct that supports a high quality environment that has excellent access to all services and open spaces.
- Identify pedestrian, cycle and gofer links (including river crossings) to support access.
- Prepare design guidelines to guide interface issues with heritage elements.
- Undertake waste disposal system implication investigations and flood mitigation investigations.

Figure 6 Proposed Transport and Access Plan – Key Issues

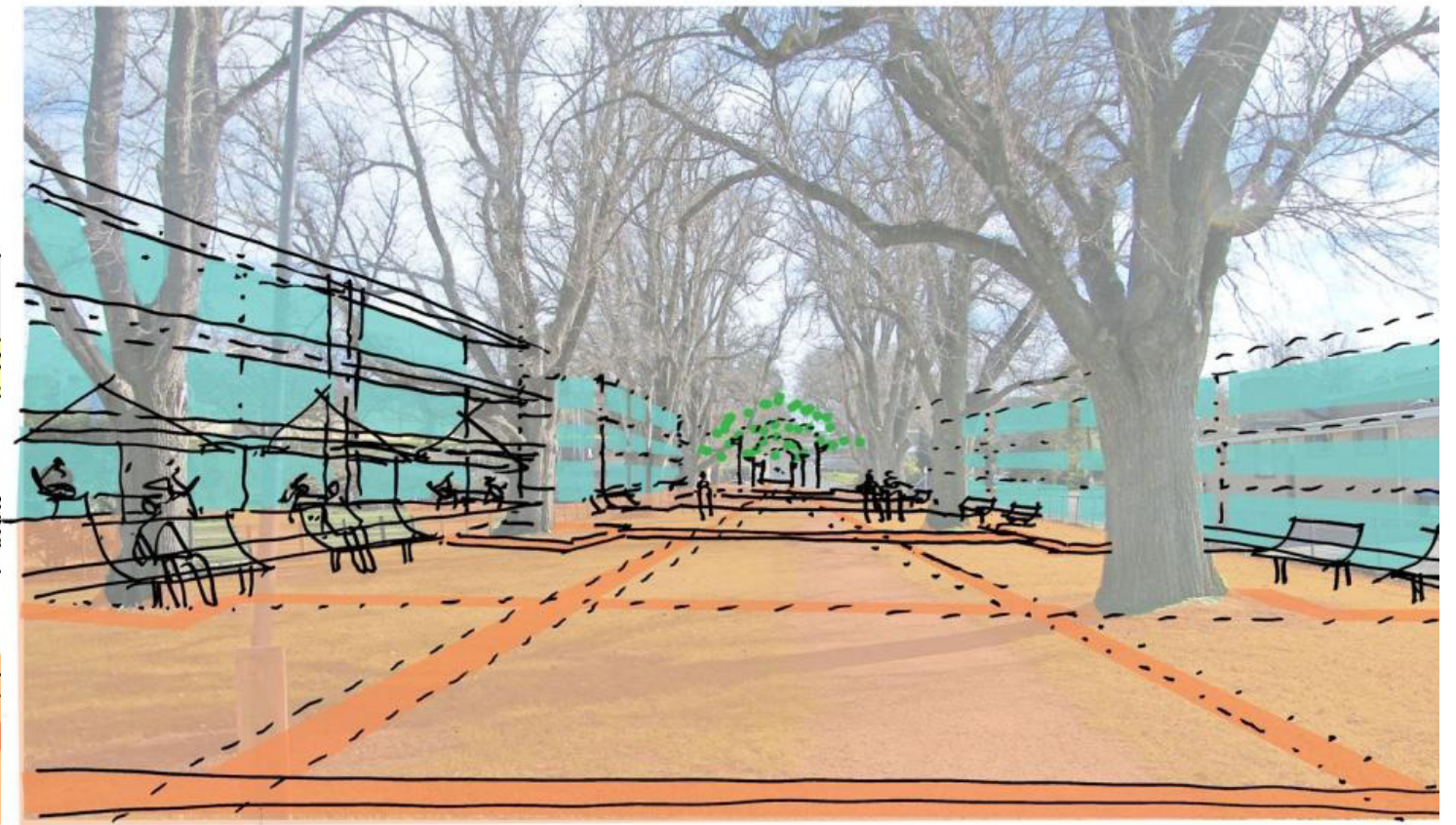




6. Implementation Plans

The following section contains the implementation plans developed for each of the three strategies. These plans highlight a number of actions that could be undertaken in the short, medium and longer term. Some of the actions will require additional detailed investigations.







6.1 Activity Generation Implementation Plan

Core Elements: Regional Civil and Community Services

Sub elements	Directions	Principles	Actions	Relative timing
Civic Precinct	Re-establishment of Council's civic, administration and customer service facilities at the Mann Street site as a generational investment to support the core of the centre and enable better community access.	<p>Establish Council and its core civic/admin/customer functions as a long term anchor to the Town Centre and Regional Business Precinct at the Mann Street Precinct.</p> <p>Re-develop the Council owned Mann Street site to:</p> <ul style="list-style-type: none"> Re-activate Mann St and Gawler St. Re-orientate development to address the creek line. Incorporate a new iconic 'Community Green' public open space area that embraces the creek. Provide a catalyst for re-development and investment and to support activity levels for Gawler St. Ground level to be devoted to gallery, community meeting spaces and customer interface. Achieve an approximate area of 3,000sqm of floor space required by Council for core activities plus additional space for other office/Government services. 	<p>Develop more detailed concept and design options to address building footprint, building height and form, amount of open space provided, design objectives, view lines, pedestrian links, flood levels.</p> <p>Explore a range of funding models, options and risks for consideration.</p> <p>Evaluate staging options.</p>	<p>Consider concept options and investigate associated flood plain management and/or mitigation measures in the short term.</p> <p>Implement first stage in the medium term.</p>



Sub elements	Directions	Principles	Actions	Relative timing
Community Focus	Creation of new community focus nodes within the centre that support service delivery, interaction and activity.	<p>Regional Community Precinct – establish a regional community services precinct that can accommodate larger scale, regionally significant community activities associated with education, recreation, culture and the arts.</p> <p>Aim to maximise the activity levels in this precinct to create a vibrant regional precinct and to further support activity in Gawler St.</p> <p>The Town Plaza – an iconic community focal point within the heart of the Retail Precinct which aims to link key retail centres as an integrated offering – targeted for Hutchinson Street (north of Morphett Street).</p> <p>Community Green – an iconic green space integrated into the civic precinct and linked to the linear trail network – functions include passive recreation, performance, community gathering, farmers markets, and community celebration. Arts and culture expression as ground floor of civic complex. Supported by café/community node.</p> <p>Gawler Street – a shared (vehicle and pedestrian) main street precinct that is the focus for socialising and entertainment and includes reflection of heritage, art and cultural elements and small scale events/activities.</p> <p>Stephens and Walker Streets – shared street environments encouraging pedestrian movement from the major retail precinct to the main Gawler street and office precincts.</p>	<p>Develop a high level structure plan for the regional community precinct to rationalise land parcels, establish a logical and convenient pedestrian/cycle linkages within and beyond the precinct, and integrate a managed approach to parking provision.</p> <p>Develop urban design concept plans for each of the other four nodes. Develop design principles for the buildings that about these places and incorporate into Development Plan policy.</p> <p>Explore the design and management implications of Gawler St as a shared main street with the local community, traders and DPTI (shared street compendium) and develop strategic partnerships to facilitate future implementation.</p>	<p>Develop structure plan in the short term (priority).</p> <p>Consider concepts in the short term.</p> <p>Progress the Gawler St option in the short term.</p> <p>Implement the town square and community green in the medium term.</p>



Sub elements	Directions	Principles	Actions	Relative timing
Sport / Recreation Functions	Bowling Club, Croquet Club, Mountain Pool, Dunn Park Oval.	<p>To be linked to Council's Recreation Plan (in progress).</p> <p>Council strategic acquisition of the Stephenson land (adjacent Laratinga Wetlands and the Mt Barker Golf Course) for a regional level multi-sport and community centre of excellence.</p> <p>Dunn Park to be upgraded as a high quality open space for recreational and community use and to support higher density residential areas in the precinct (associated with Transit Oriented Development principles in the vicinity of the bus interchange) and with upgrades to pedestrian and cycle links along the adjacent green open space corridor.</p>	<p>Bowling Club: to remain in situ for medium to long term as an integral element of the Civic Precinct at Mann Street (possible longer term alternative use to facilitate Business Precinct growth if demand exceeds expectations).</p> <p>Croquet Club: Short to medium term use to be reviewed – possible alternative community uses to widen utilisation.</p> <p>Mountain Pool: relocated when linked to a specific (and funded) new regional aquatic facility located within a new multi-sport precinct or in the Regional Community Precinct.</p>	Longer term
Education and Learning	<p>Development of regional level tertiary education capacity and services by exploring the consolidation and expansion of TAFE and private sector provision of programs.</p> <p>Ensure that surrounding education facilities are well connected to the centre via pedestrian and cycle networks.</p>	<p>Unique opportunity within the Regional Community Precinct to expand tertiary education capacity as a partnership initiative with State Government and the private sector.</p> <p>Establish strong pedestrian links to the Town Centre via Adelaide Rd/ Gawler Street.</p> <p>Develop links to secondary schools (Cornerstone, St Francis DeSales, Mt Barker High) on the periphery of the Town Centre via linear trails.</p> <p>Support connectivity within the Regional Community Precinct.</p>	<p>Work with TAFE SA and other tertiary providers to develop an appropriate and regional relevant approach to tertiary education offerings.</p> <p>Seek partners with a University to establish a regional campus.</p> <p>Seek designation of Crown Land for long term education purposes.</p> <p>Explore longer term expansion of joint use library functions.</p>	<p>Explore potential education partnerships in the short term.</p> <p>Develop development concepts in the short term with a view to securing funding in the medium term.</p>



Culture, Entertainment, Leisure and Recreation

Sub elements	Directions	Principles	Actions	Relative timing
	<p>Three key activity nodes within the Town Centre:</p> <ol style="list-style-type: none"> 1. Regional Community Precinct 2. Gawler Street (Main Street) Precinct 3. Dunn Park and surrounds 	<p>Creation of key precincts that cater for different types activity and level/scale of development.</p> <p>Ensure that each node is well connected to pedestrian and cycle links.</p> <p>Regional Community Precinct – for larger scale, regional level activities such as a regional gallery or performing arts facility that is well connected to the Library, Cinema and Keith Stephenson Park (a combination of private and public sector investments).</p> <p>Gawler Street – a place for a wide variety of smaller scale, more intimate activities that are generally driven by the private sector.</p> <p>Dunn Park and surrounds – a more local focus for recreation and community use.</p>	<p>Directly link the Regional Community Precinct to Gawler Street precinct as an integrated offering rather than destination stand-alone facilities. As an initial step, explore a pedestrian crossing option.</p> <p>Explore other design and costing options for a pedestrian link and undertake a business case assessment to determine when demand might justify an up-graded crossing option.</p> <p>Develop a structure plan for the Dunn Park and surrounds precinct to identify key access networks and development interface options.</p> <p>Develop a “Community Learning Centre” – based on expanding the library and exploring innovative partnership options for joint use with other educational and cultural institutions.</p>	<p>Develop structure and concept plans in the short term.</p> <p>Adelaide Road pedestrian crossing at Gawler St – short term.</p> <p>Explore alternative pedestrian crossing options for the medium to long term.</p>



Retail

Sub elements	Directions	Principles	Actions	Relative timing
Key Retail Centres	<p>Provide capacity and flexibility to respond to the for 30 Year growth projections in a defined retail precinct.</p> <p>Mt Barker Business (Deepend) – Retail Analysis based on 30 Year Growth Plan Population Target.</p> <p>2013: current provision of retail + DDS</p> <p>2020: + 2,200sqm retail + DDS #2 (future).</p> <p>2030: + 5,000sqm retail + DDS #3 (future).</p>	<p>Establish the Town Centre as a single high order regional centre.</p> <p>Defined strategy of limiting high order retail uses outside the Town Centre. Neighbourhood centres to offer supermarket and local order speciality shops in urban residential areas and townships.</p> <p>Enable large floor plate retail capacity in the medium –longer term (say 2-3 options) to cater for 10, 20 and 30 year capacity analysis predictions.</p> <p>Establish a framework to encourage development and investment in a more coordinated manner.</p> <p>Allow flexibility for population growth (ability to accelerate or delay) to respond to market fluctuations.</p>	<p>Develop a policy framework in the Development Plan that:</p> <p>Establishes the Town Centre as a regional centre (and other centre as lower order centres)</p> <p>Encourages coordinated provision of parking to avoid large expanses of car park spaces dominating streetscapes at regular intervals; and</p> <p>Creates a defined retail centre precinct for large floor plate retail</p> <p>Retain/Enhance Mt Barker Village Centre (local support function for higher density residential development in the vicinity).</p>	<p>Development Plan policy change in the short term.</p>
Gawler Street Precinct	<p>Primary focus as the pre-eminent restaurant/entertainment, night time and tourism place.</p> <p>Retain and enhance as the primary commercial “main street” centre (banks, post office, professional services).</p> <p>Maintain heritage and character by retaining the existing quality buildings and small scale.</p>	<p>Requires the protection of the current character built form and smaller scale footprints but also increased use levels.</p> <p>Requirement to significantly increase business turnover, to enable ability to sustain increased rentals (x2) which underpins an economic platform for reinvestment and up-grade.</p> <p>To be achieved by increasing development in adjacent areas and ‘channelling’ activity to Gawler St via excellent pedestrian linkages.</p> <p>Foster base of working population, anchored by new Civic Precinct, linked to key retail centres and entertainment key precincts, supported by adjacent residential population, high quality access for visitors/tourists (requiring an integrated parking strategy underpinned by owners and traders).</p>	<p>Amend Development Plan policy to support a wide variety of uses in Gawler St but protect the character buildings and streetscape features. Encourage re-development or infill development that supports activity and character.</p> <p>Council to explore option to create 100 car parks for Gawler Street in an adjacent area to support activity.</p> <p>Facilitate gateway development at ends of the main street to generate activity (entrance off Adelaide Road and at the eastern end).</p>	<p>Development Plan policy change – short term.</p> <p>Car park option – medium term.</p> <p>Integrated parking strategy underpinned by owners and traders</p>



Sub elements	Directions	Principles	Actions	Relative timing
Bulky Goods Precinct	Provide for the expansion of bulky goods type development to cater for the expected growth in demand that is likely to occur in association with additional residential development.	<p>Expand Bulky Goods Centre to cater for expected demand.</p> <p>Build on existing precinct at Dutton Road to limit fragmentation of bulky goods offerings (or 'bleeding' to other locations).</p>	<p>Facilitate land for desired bulky goods use to create an integrated destination bulky goods precinct.</p> <p>Review the current industrial use of Steam Ranger depot, sand marshalling/storage yards and explore options for increased tourism opportunities or relocation to free land for expansion of bulky goods precinct.</p>	<p>Policy Area Amendment – short term.</p> <p>Secure expansion options in the medium to long term.</p>



Regional Business

Sub elements	Directions	Principles	Actions	Relative timing
Regional Scale Business Precinct	<p>A targeted economic development strategy to develop a strong local workforce and local employment opportunities.</p> <p>Establish Mt Barker Town Centre as the centre of regional business activity</p> <p>This includes government services, rural support roles, and utilities, professional services – the catchment extending to Adelaide Hills, upper Fleurieu, western Murraylands, and southern Barossa regions.</p> <p>A broad level target of 4,000 additional workers in the Town Centre in 30 years</p> <p>Provide additional office capacity of 40,000sqm to provide 2,000 additional jobs within the Gawler/Mann Street Precinct</p> <p>2,000 additional jobs within the balance of the Town Centre</p>	<p>Excellent, high quality environment and services in close proximity to workplaces as an attraction and retention strategy (i.e. cafes, public WiFi access, restaurant, bars for the mainly office based workforce).</p> <p>Provide for large floor plates – 1,000sqm+ to achieve economies of scale and meet modern market demand (4-5 storey development able to amortise office site car parking solutions, vertical transportation and meet green star objectives).</p> <p>Create a cost effective development platform.</p> <p>Supported by grouped car parking strategy (multi-deck, mid-block) (avoid ground level 'sea' of parking).</p> <p>Focus on private sector delivered development but explore government partnerships for co-location of government services as part of precinct anchors/major tenants.</p> <p>Growth of workers in Mann St to strategically underpin Gawler Street activity (daytime and afterhours).</p>	<p>Develop a defined, staged development strategy for Mann St over a sustained 30 year program to meet emerging demand.</p> <p>Development of a defined (spatial) Regional Business and Civic Precinct within the Town Centre – adoption of Mann Street precinct linking to Gawler Street.</p> <p>Council to control 25% of Business Precinct Delivery capacity (to underpin market non-delivery risk if required).</p> <p>Develop a Structure Plan to demonstrate built form capacity, staging and linkages.</p> <p>Link to Transport Plan re access and mid-block parking strategy.</p> <p>Multiple owner integration strategy – consolidation of fragmented ownership of underutilised sites.</p> <p>Relocation of emergency services functions (CFS, Ambulance) to non-Town Centre locations with superior logistical access.</p> <p>Provide for access off Adelaide Road (minimise traffic generation in core and maximise access).</p> <p>Accommodate Council's office administration, flexible/multi function community spaces in balance with the Regional Community Precinct.</p>	<p>Establish Core of Town Centre as a WiFi area – short term.</p> <p>Development Plan policy change in the short term.</p> <p>Develop structure plan in the short term.</p> <p>Develop a staged implementation plan for the short, medium and longer term.</p>



Residential

Sub elements	Directions	Principles	Actions	Relative timing
Designated Transport Orientated Development (TOD) in Town Centre	<p>Broad target of 5% of growth population within TOD.</p> <p>Town Centre to accommodate a genuine and defined TOD Precinct embracing the creek precinct with direct links to the retail core area.</p> <p>Bus orientated Transport Strategy (short to medium term at least).</p> <p>500 dwellings over 20-30 years.</p>	<p>Identified appetite from private sector interests to developed TOD type precinct anchored on the current park and ride complex.</p> <p>Parking in multi-deck format (to 5-6 levels) – serving multiple functions (retail workers, commuters, residential, others).</p> <p>High density housing to 4-5 levels embracing quality design principles and link to linear trail network.</p> <p>Focus on availing options for a maturing market – staged development.</p> <p>Non-car dependency options.</p> <p>Affordable housing options (option of no car in future, flat land, immediate access to high order services, transport adjacent, possible student housing options linking to Cornerstone and St Francis DeSales Colleges).</p>	<p>Designation of mixed use precinct at north east of Town Centre in the Development Plan.</p> <p>Provide access via Druids Avenue extension (so as not to increase traffic on Gawler/Dutton or through the park and ride).</p> <p>Provide capacity for additional park and ride capacity – public toilets and other services within a secure (all weather) multi-level parking format.</p> <p>Explore options for longer term extension to adjoining Council land (tourist park site).</p> <p>Consider land tenure issues prior to proceeding with detailed precinct planning.</p>	<p>Development concept plans and Development Policy change in the short term.</p>



Sub elements	Directions	Principles	Actions	Relative timing
Higher Density Mixed Use Residential	<p>Broad target of 5% of growth population within Medium - High Density residential options within the Town Centre.</p> <p>500 dwellings capacity over 20-30 years.</p>	<p>Creation of a larger residential precinct to provide critical mass of high quality and vibrant living environment with immediate access to services, open space, linear trail network.</p> <p>Identified as a critical element of a sustainable and mature Town Centre.</p> <p>Primary residential strategy is for high density residential precincts at the periphery of the commercial /retail core of the Town Centre with a small scale level of mixed use to support walkable access to day-to-day needs (local level activity).</p> <p>Specifically aims to address housing needs for aged/elderly together with young professionals, singles, and youth.</p> <p>Major focus to embrace the creek environs – reversal of current backing onto creek - use the creek to create open space and amenity in higher density context.</p>	<p>Develop structure plans that support a high quality environment that has excellent access to all services and open spaces.</p> <p>Identify pedestrian, cycle and gofer links (including river crossings) to support access.</p> <p>Development Plan designation of medium to high density residential (and mixed use commercial to Hutchinson Street) to southern interface to the Western Creek (Duck Flat) area).</p> <p>Prepare design guidelines to guide interface issues with heritage elements.</p>	<p>Policy Area Development Plan Amendments in the short term.</p> <p>Upgrade pedestrian, cycle and gofer links in the short to medium term.</p> <p>Septic system implication investigations in the short term.</p>



Sub elements	Directions	Principles	Actions	Relative timing
Short Term Accommodation	Provide for tourism and business, short term accommodation demands by offering a range of accommodation types and a range of locations.	<p>Provide for the anticipated need for business and tourism based accommodation (hotel/motel, serviced accommodation) as part of a growth orientated regional centre.</p> <p>Encourage short term accommodation development in 'character' or scenic areas such as:</p> <ul style="list-style-type: none"> Smaller scale, B&B style in and around Gawler St. 'Traveller' accommodation in locations that have good main road access (e.g. higher density residential areas, Regional Community Precinct). 	<p>Amend Development Plan policy to enable short term accommodation in a range of locations and designed to complement the relevant locational character.</p> <p>Seek private sector delivery of short term accommodation.</p> <p>Tourist Park: up-grade via relocation to alternative site when options are available (possible anchor for tourism and regional sports accommodation linked to aquatic centre or sports precinct).</p> <p>Re-develop this site for more intense motel related tourist accommodation to support centre activity and to take advantage of the green open space corridor environment.</p>	<p>Development Plan amendment in the short term.</p> <p>Facilitate desired land use in medium to longer term (Tourist Park option).</p>



6.2 Quality of Experience Implementation Plan

Design

Sub elements	Directions	Principles	Actions	Relative timing
Streets	Well designed, distinctive streetscapes that support the character, image and function of the centre.	<p>Internal design guidelines for each level of street hierarchy within the centre to ensure:</p> <ul style="list-style-type: none"> An overall consistent theme and character. An indication of relative street function and the balance between vehicle and people use. <p>Utilise permeable paving materials or pervious concrete that reduces stormwater run-off and allows water to filter over tree roots wherever possible.</p>	<p>Define the street hierarchy and develop design guidelines that can be used in a staged manner to progressively up-grade street environments.</p> <p>Audit the existing street furniture to determine current service levels and the need for new street furniture.</p> <p>Develop a 'design suite' of street furniture that is similar in style to avoid visual clutter within a centre, while also giving it a consistent image and design language.</p> <p>Develop a public domain strategy and manual that selects and details the most suitable paving materials, style and application for use throughout the centre.</p>	<p>Guidelines – short term.</p> <p>Implementation – medium term.</p>
Gateways	A set of distinctive entry and exit statements that define the key core area boundaries.	<p>Design statements that offer an opportunity to:</p> <ul style="list-style-type: none"> Incorporate public art. Define iconic built or natural features/elements. Send a message with respect to vehicular speeds. 	<p>Develop a design strategy for each gateway.</p> <p>Engage with the local arts community to develop an approach that is uniquely Mount Barker.</p>	Medium term.



Sub elements	Directions	Principles	Actions	Relative timing
Open Spaces	A centre that has a high standard of amenity vibrancy due to the integration of well designed public open spaces that encourage community socialising and interaction.	<p>Promote and enhance green open space corridors that surround the centre and support:</p> <ul style="list-style-type: none"> Cycling and walking access into and around the centre. The extension of green space into the centre (especially at Mann Street). Integrate urban public spaces into the streetscape through: Increase pedestrian connectivity and a 'plaza' area at Hutchinson and Morphett Streets. Street corridor plans that include widened disability accessible footpaths and pedestrian pause points (including specifically at Walker and Stephens Streets to encourage pedestrian movement through the centre). Ground floor design of buildings that provide shade and shelter. 	<p>Develop an up-grade strategy for the creek lines to create a well-defined 'green spine' concept including a concept plan and design guidelines.</p> <p>Develop design concepts for the new urban space at Hutchinson and Morphett St.</p> <p>Ensure that urban public spaces are incorporated into streetscape concepts.</p> <p>Introduce a policy or guidelines that can assist the management, development and support for community gardens and 'edible streets' in public parks and spaces.</p>	<p>Concepts developed in the short term and implemented over the medium term.</p>



Sub elements	Directions	Principles	Actions	Relative timing
Buildings	Design guidelines to be developed for each precinct within the centre to communicate the relevant design considerations.	<p>Heritage buildings retained and adjacent development that is of a sympathetic design.</p> <p>Character buildings retained and up-graded in Gawler St and infill development of a type and scale that complements this character.</p> <p>New development to have respect for views and vistas and ground floors designed to support pedestrian amenity and to support active use where possible.</p> <p>Development within the regional community precinct to be bold and contemporary and to take advantage of views.</p>	Develop design guidelines for each precinct within the centre to guide the primary design outcomes sought.	Short term
Environmentally Sustainable Designs	New development will have consideration for the local ecology and climate	<p>The design of new developments will consider and include:</p> <ul style="list-style-type: none"> • building orientation and solar access • prevailing winds • tree cooling considerations • green walls and rooftop gardens • urban ecology - conditions for local flora & fauna • Water Sensitive Urban Design 	Design guidelines should incorporate environmentally sustainable design considerations.	Ongoing



Activity

Sub elements	Directions	Principles	Actions	Relative timing
Activity	<p>Events and activity</p> <p>(see also 'Culture, Entertainment, Leisure and Recreation' in Section 5.1 above)</p>	<p>A centre that has a range of stages and places that enables individuals and the community to interact, hold functions and stage events.</p>	<p>Support a wide range of community and individual use of public spaces including:</p> <ul style="list-style-type: none"> • Meeting places. • Busking. • Impromptu gatherings. • Social activities (Weddings and BBQs). <p>Provide the range and quality of settings and facilities needed to encourage this.</p>	<p>Ensure that Council policy with regard to the use of public spaces is clear and provides a balance between encouraging activity and maintaining public access.</p> <p>Document the features and character of public spaces that are available for casual and organised activities and events.</p> <p>Establish 'function space' availability and booking system.</p>



6.3 Access & Movement Implementation Plan

Vehicular Traffic / Movement

Sub elements	Directions	Principles	Actions	Relative timing
Through Traffic	Reduce the impact that through traffic can have on the safety and amenity of the core centre precinct.	<p>Make it less attractive for through traffic to cut through the centre.</p> <p>Develop a traffic calmed core centre precinct.</p> <p>Create a shared street on Gawler St (east).</p>	<p>Pursue a designated distributor function for Druids, Cameron & Dutton St. that delivers a balance between traffic, parking and pedestrian access for Hutchinson, Morphett, Walker and Stephens St.) and prepare a corridor management plan</p> <p>Reduce the speed limit on all other centre roads to 40km/hr.</p> <p>Prepare corridor management plans for town centre streets.</p> <p>In consultation with DTEI (shared streets research), investigate requests for shared street on Stephen, Walker and Gawler Streets.</p>	<p>Undertake works to provide a more pedestrian friendly centre (wombat crossings on Morphett and Hutchinson Streets, shared use of Stephen and Walker Streets – short term.</p> <p>Reduce speed limit – long term (if required).</p>
Centre Traffic	Enable people to access the centre by private vehicle but minimise internal congestion.	<p>Encourage longer term parking on the edges of the centre.</p> <p>Encourage short term parkers to park and walk to destinations.</p> <p>Reduce the overall amount of at grade car parking areas within the core area to accommodate only that needed for immediate drop in and out access to shops and facilities.</p> <p>Up-grade street scapes and designs to provide a balance between on-street parking and pedestrian amenity/safety.</p>	<p>Develop a co-ordinated parking strategy that provides clusters of longer term (3hrs+) parking on the edges of the centre that are connected to centre destinations by attractive and safe pedestrian links.</p> <p>Develop a clear council carparking policy.</p> <p>Work with businesses to encourage employee parking on the edges of the centre.</p>	



Pedestrian and Cycle Movement

Sub elements	Directions	Principles	Actions	Relative timing
Pedestrians	Give priority to pedestrian amenity and safety in the core of the centre precinct.	<p>Design the ground level of the buildings core precinct to support pedestrian movement.</p> <p>Substantially improve the amenity of streets within the core precinct.</p> <p>Provide clear signage and way-finding elements to help pedestrians find the most convenient route to key destinations.</p> <p>Design clear, contiguous pedestrian linkages that are protected from extreme weather elements.</p> <p>Ensure that footpath widths are adequate to accommodate increased pedestrian movement.</p> <p>Incorporate 'rest stops' and 'talk stops' along key pedestrian routes (include wider footpath areas, seating, shade/shelter).</p> <p>Ensure footpaths are accessible for people with a disability, incorporate power spots for gophers.</p>	<p>Develop an effective way finding strategy to reinforce street legibility, which may include a system of signposts, panels and information plinths that will provide good signage for pedestrians, cyclists and vehicles.</p> <p>Include Development Plan to guide ground floor designs.</p> <p>Identify pedestrian amenity needs / elements in corridor plans.</p>	



Public Transport

Sub elements	Directions	Principles	Actions	Relative timing
General	Support the link between public transport use and the active areas of the Town Centre.	Ensure that public transport routes and stops are located adjacent to or within the pedestrian core area.	<p>Relocate the bus route through Morphett Street (including the relocation of the existing Hutchinson Street bus stop) to bring this closer to the pedestrian core area.</p> <p>Investigate the use of Mann St as a public transport route to support the office and civic uses (potentially part of a loop route).</p> <p>Ensure that the signage strategy considers public transport uses.</p>	
Local Services	Support the use of public transport as an alternative means of access to the centre.	<p>Make it easier to access public transport and more pleasant to use it.</p> <p>Encourage land uses and densities that support public transport use.</p>	<p>Prepare a consolidated source of public transport information (route map, timetables, stop locations).</p> <p>Promote higher density residential uses in and around the edges of the centre and especially adjacent to park & ride facilities, to support public transport use.</p> <p>Ensure that local routes provide access to key destinations (especially those areas that will support public events e.g. Mann St & Regional Community Precinct).</p> <p>Provide bus shade/shelters, seating and timetable information at all stops within the centre.</p>	
Commuter Services (Adelaide & region)	<p>Support the use of public transport for commuter and longer distance trips (to and from Mt Barker).</p> <p>Note: as a future regional employment centre, bus services may be used to get to Mt Barker as a destination (i.e. commuting to Mt Barker).</p>	<p>Promote access to park & ride facilities while minimising the generation of additional through traffic.</p> <p>Provide convenience facilities and a comfortable environment for commuters.</p>	<p>Provide park and ride facilities on arterial/distributor roads to facilitate access for commuters and to reduce through traffic in the centre.</p> <p>Provide for convenience retail and services as part of mixed use developments near park & ride facilities (e.g. commuter coffee, dry cleaning and newsagent, toilets).</p> <p>Ensure that bus stops enable employee access to key employment areas within the centre and provide high quality pedestrian access from park and ride to centre destinations by providing good pedestrian links and signage.</p>	

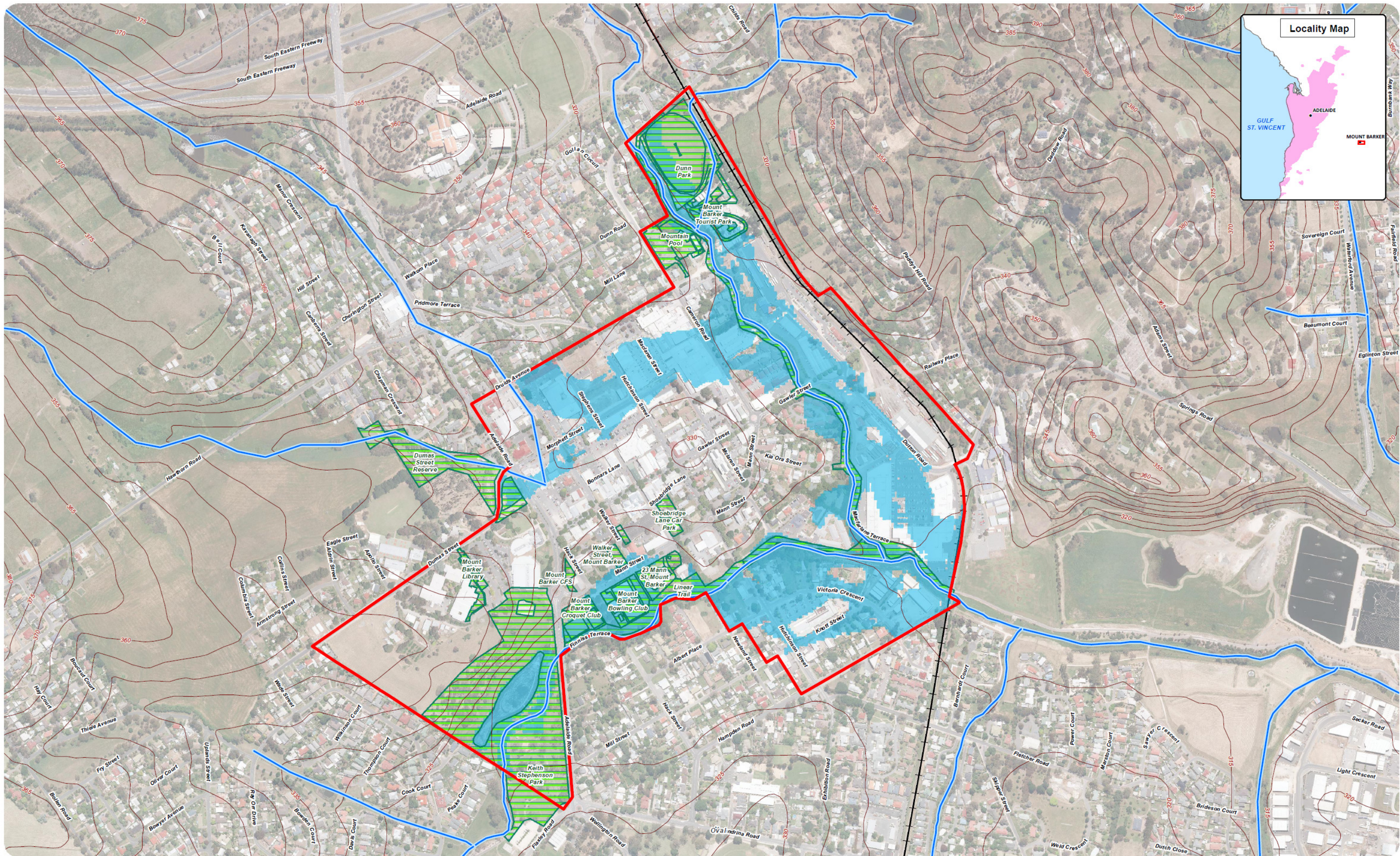


Car Parking Infrastructure

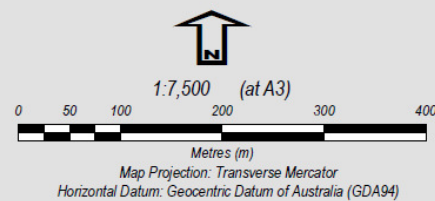
Sub elements	Directions	Principles	Actions	Relative timing
Car Parking as an Integrated Resource	Develop an integrated car parking strategy between key retail centre owners, Council and others to maximise Town Centre use but minimise congestion.	<p>Defined car parking nodes in appropriate locations predominantly to the edge of the Town Centre.</p> <p>Avoid additional large areas of ground level car parks regularly dominating streetscapes and direct carparking provisions to multi-level facilities.</p>	<p>Develop strong pedestrian links between these nodes and terrace centres.</p> <p>Develop a policy framework in the Development Plan that encourages coordinated provision of parking to avoid large car park spaces.</p> <p>Council to explore option to create 100 car parks for Gawler Street in an adjacent area to support activity.</p> <p>Role for Council to facilitate access across Adelaide Road.</p> <p>Council as provider of targeted, financially sustainable car parking capacity as one of the partners as a part of an Integrated Car Parking Strategy.</p>	

Appendix a

Maps of Existing Features / Zoning



CLIENTS | PEOPLE | PERFORMANCE



LEGEND

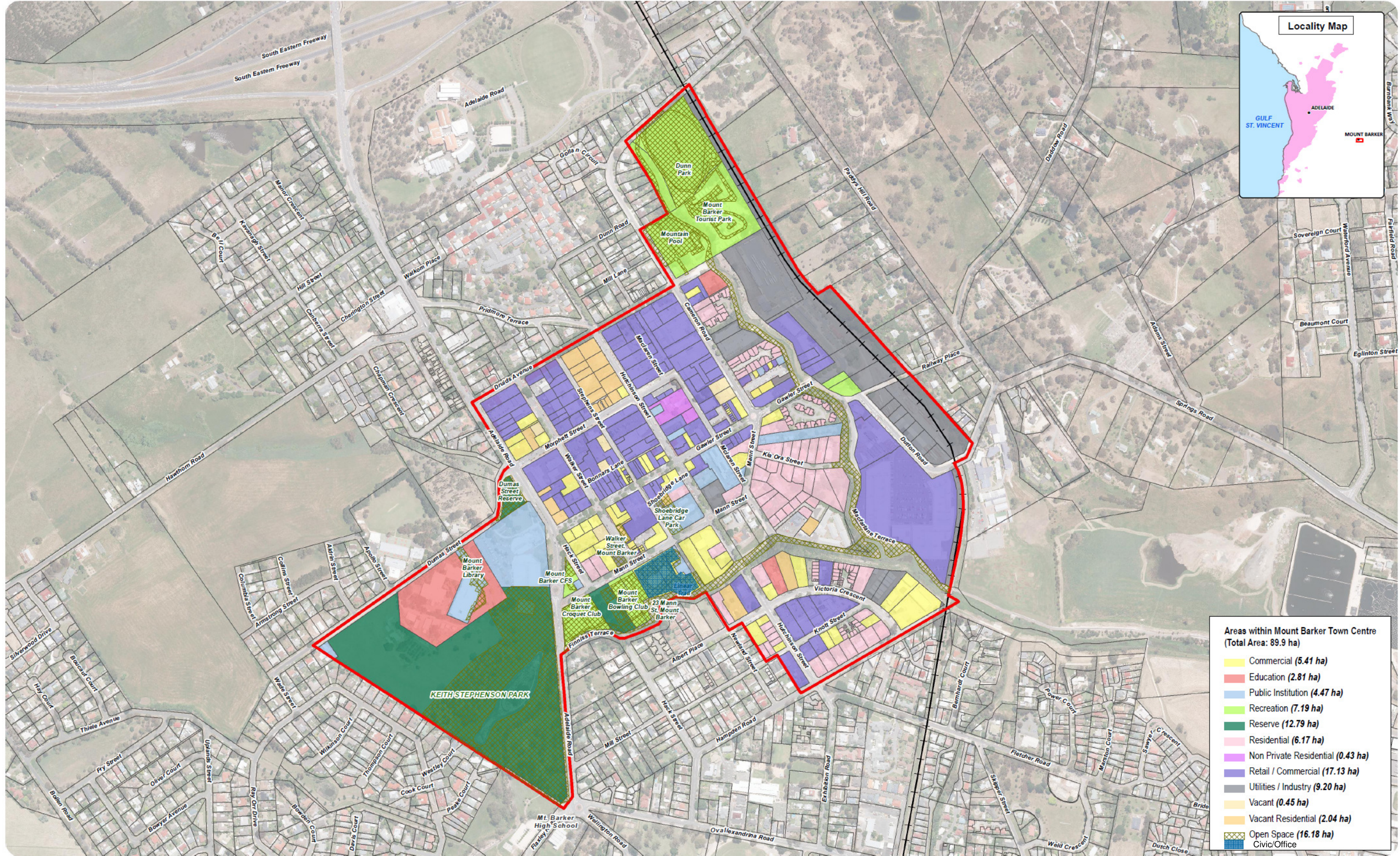
- Regional Town Centre Zone
- Railway
- Council Land
- 1 in 100 year Flood Extent
- Drainage Line
- Contour (mAHD)

District Council of Mount Barker
Mount Barker Town Centre Strategy

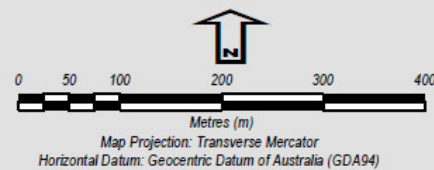
Job Number 33-15932
Revision 0
Date SEPT 2011

Mount Barker Topography, Open Space & Flooding Extent

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Data source: District Council of Mount Barker (2011), Contours and Watercourses - DENR (2005), NAVTEQ (2010), GHD (2010), Geoscience Australia (2011). Created by: JBenedict



CLIENTS | PEOPLE | PERFORMANCE



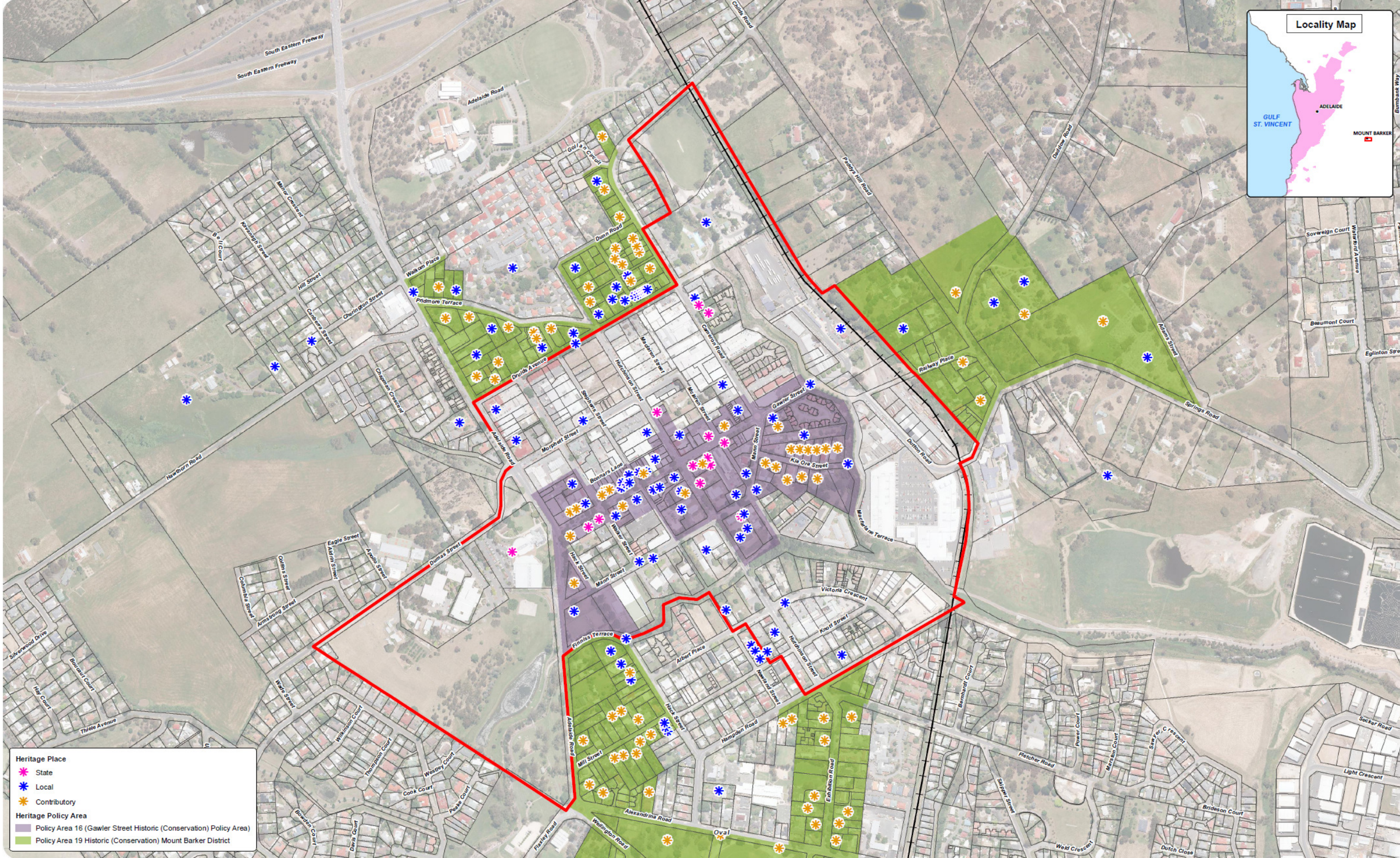
LEGEND

- Mount Barker Town Centre Extent
- Cadastre
- Railway

District Council of Mount Barker
Mount Barker Town Centre Strategy

Job Number	33-15932
Revision	0
Date	SEPT 2011

Mount Barker Existing Land Use

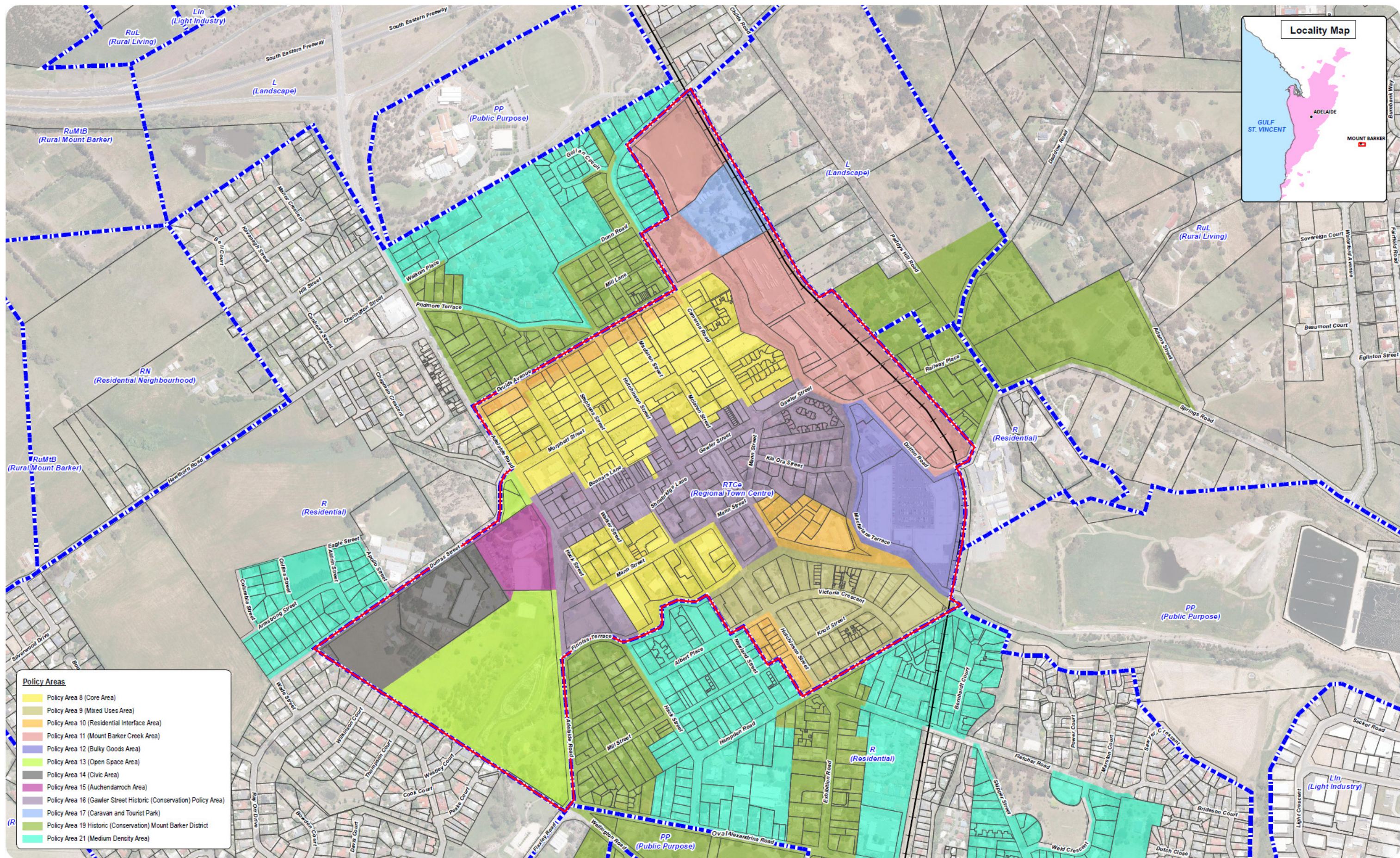


Heritage Place

- State
- Local
- Contributory

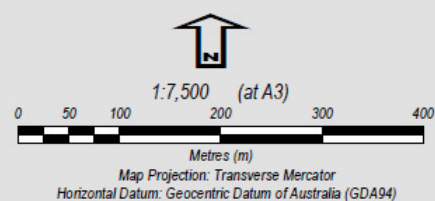
Heritage Policy Area

- Policy Area 16 (Gawler Street Historic (Conservation) Policy Area)
- Policy Area 19 Historic (Conservation) Mount Barker District



- Policy Areas**
- Policy Area 8 (Core Area)
 - Policy Area 9 (Mixed Uses Area)
 - Policy Area 10 (Residential Interface Area)
 - Policy Area 11 (Mount Barker Creek Area)
 - Policy Area 12 (Bulky Goods Area)
 - Policy Area 13 (Open Space Area)
 - Policy Area 14 (Civic Area)
 - Policy Area 15 (Auchendarroch Area)
 - Policy Area 16 (Gawler Street Historic (Conservation) Policy Area)
 - Policy Area 17 (Caravan and Tourist Park)
 - Policy Area 19 Historic (Conservation) Mount Barker District
 - Policy Area 21 (Medium Density Area)

- LEGEND**
- Regional Town Centre Zone
 - Cadastre
 - Development Plan Zones
 - Railway



District Council of Mount Barker
Mount Barker Town Centre Strategy

Job Number 33-15932
Revision 0
Date SEPT 2011

Mount Barker Development Plan Zones / Policy Areas



CLIENTS | PEOPLE | PERFORMANCE



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Data source: District Council of Mount Barker (2011), Planning SA (2011), NAVTEQ (2010), GHD (2010), Geoscience Australia (2001). Created by: JBenedict

Appendix b

Key Study Themes



Key Themes

The purpose of the Mount Barker Town Centre Strategy is to establish a clear vision and plan for the structure function and design of the Mount Barker Town Centre over the next 30 years.

The Strategy acknowledges and incorporates, as its base, the following six key themes. These themes were developed by Council and incorporated into the brief for the Masterplan:

- Enhancement of its position as a regional centre for the Adelaide Hills by providing a range of commercial, business, retail and entertainment land uses as well as community and social services and transit orientated development.*
- Operate as an activity centre with a blend of public and private spaces that encourages social interaction with a strong sense of place well served by public transport, walking & bicycle trails and a robust vehicle network.*
- Enhancing the existing sense of place and character.*
- The important elements of historic and township character as part of its continued growth and renewal.*
- Provision for a range of employment opportunities.*
- Serve the needs of the regional and local population by providing convenience and comparison goods, local and regional services and employment.*

Appendix c

Initial Community Consultation Summary



Stage 1 Community Consultation Drivers

Introduction

The District Council of Mount Barker undertook a broad and inclusive community engagement process for the Mount Barker Town Centre Review from the 20th October 2010 to the 10th January 2011. This process was designed to assist Council in providing direction to address current issues in the Town Centre.

The Council prepared a range of communication materials including an information sheet, a response sheet, a postcard, and advertisements placed in local newspapers.

Information was provided on Council's website and respondents were able to lodge a post on a specially constructed Facebook site or could complete a response sheet electronically.

A display was mounted in the foyer of Council offices and Council staff also provided a display in Mount Barker Central during the display period.

Meetings were held with community and business organisation and community forums were held at the Town Hall.

Summary of Initial Community Engagement Feedback

A range of issues and visions for the future of the centre were raised in the forty-four (44) submissions received by Council from residents and stakeholder organisations. The various matters raised have been grouped and summarised below under the following seven broad categories:

- Access

- Commercial
- Gawler Street /Heritage
- Density and Height
- Community and Community Services
- Environment, and
- Other.

Access

Accessibility was a major concern for the community, especially with regard to the lack of good pedestrian linkages to Gawler Street through the town centre. North/south linkages need to improve from the north in the Laurels to the south past the creek and east/west across Adelaide Road and crossing Morphett and Hutchinson Street.

Issues

- Increased traffic volumes –aim for no increase in traffic volumes through town.
- Lack of good pedestrian environments/linkages.
- Lack of sufficient car parking.
- The Park n Ride is at capacity.
- There has been an expectation of being able to park right outside a shop.
- The Linear Park is good but needs to be extended.
- Emergency services are an issue.
- School drop off times / peak times are particularly difficult.
- Need to reduce car dominance.

- Need a cultural shift – including the use of transport other than cars.
- Need a defined character - particularly to make Morphett and Hutchinson Streets more attractive.

- Some more car parking needs to be found for the future.
- There is an inability to walk between shopping areas. Opportunities.
- Close some streets to vehicles / develop better shared streets.
- Additional pedestrian crossings and refuges are needed.
- Improve pedestrian links between Gawler St and other areas, particularly between key areas.

- A pedestrian mall could be developed along Gawler St or Morphett St.

- Footpath maintenance could be improved.
- A 40km/hr limit could be introduced.

- More traffic lights and pedestrian priority crossings with rails and refuges are needed.

- Extend the park n ride and/or provide more park n ride facilities.
- Provide a new multi deck park.
- Provide a range of parking locations.

- Develop a pedestrian bridge over or under Adelaide Road.
- North – south pedestrian linkages could be developed with bridges to take advantage of the natural gradient.

- A footbridge crossing over the Mt Barker Creek is needed at the end of Marston Court.

- Modify existing bus routes.



- Create a traffic ring route around the town.
- Introduce a light rail system.
- Introduce undercroft parking.
- Better policing of parking by laws is needed.
- More wombat crossings are needed.
- A free loop bus should be introduced.
- Introduce commuter bike lanes and provide better bike parking.
- The rail line could be upgraded to Adelaide.
- Pedestrian Crossing in Morphett Street- Essential to foot traffic and Hutchinson street.
 - Link the picture theatre site to the town centre with a bridge similar to the Pulteney Grammar school Bridge on South Tce.
 - The footpaths need upgrading along with the pedestrian crossings of which there are none in the town centre. Need safe road crossings for all age groups so they can access the services offered in the town.

Commercial

Generally, there is a need for a larger range of activities within The Town Centre to attract people to stay in the centre for longer periods of time.

Issues

- Mt Barker is currently a strong retail centre with a good range of shopping.
- Less congestion would occur if more shops and commercial activity occurred in other areas of Mt Barker.
- It is important that Mt Barker does not become a dormitory suburb.

Opportunities

- A range of activities, rather than just 'big box' retailing, should be encouraged.
- Steam Ranger could be better capitalised upon.

Gawler Street / Heritage

Gawler Street has been traditionally the heart of the Town and represents the Township's heritage in terms of form, scale and character. This environment can be better utilised by introducing more restaurants, cafes, small scale shops or tourism attractions. There are also opportunities to develop 3 to 5 storey buildings south to Gawler Street along Mann Street – capitalising on the natural topography (with reduced visual impact) and thereby not being detrimental in character with the existing height of the Gawler Street heritage buildings and overall streetscape.

Issues

- The historical character of Gawler Street must be preserved.

Opportunities

- Gawler St provides an attractive environment for cafes, restaurants, and small scale shops.
- The heritage character of the centre should be better appreciated.
- Heritage Trail and signage that incorporates Gawler street and its heritage.
- There are a lot of historical statues sculpture that need to be brought to the public eye.
- Gawler Street needs an entrance statement that highlights the iconic aspects of this area of historic significance.

- Areas at the corners of Gawler street that are garden at the moment need to be paved and have flower pots added to them to bring colour and ease of change for the seasons to this section of the street.
- All sorts of rubbish collect here and it is hard to maintain. Paving this area would make this a lot simpler and more useful.
- The lighting in Gawler Street needs upgrading to encourage foot traffic at night.

Density / Height

Issues

- Good integration of old with new is more important than building height per se.
- Overshadowing issues should be considered.

Opportunities

- Three (3) storey buildings are generally appropriate, increasing to five (5) storeys with the right location & design outcome.
- Higher densities in the Town Centre are preferable to expansion outwards.
- High density affordable housing opportunities are appropriate provided they are mixed with other housing forms.
- Tall buildings are appropriate south of Gawler St due to the topography of the centre.
- Use natural topography to create higher buildings with reduced visual impact
- Residential/retail opportunities could be provided above an upgraded interchange / rail yards.



- In the right parts of the centre, development could be higher in scale and include residential apartments.

Community Issues & Community Services

There is a general perception of a lack of community facilities within the Town Centre. Therefore, one of the key outcomes of this study are recommendations of incorporating community facilities within the proposed new developments (such as Mann Street) that Council, as land owner, is able to have the greatest influence on.

Issues

- A sense of community identity is lacking.
- There is a lack of youth facilities / vibrant public gathering areas for activities (formal & informal). The rage cage not centrally located
 - More nightlife is needed.
- There is a lack of central gathering space (i.e. close Morphett St opposite Herriot land).
- There is a lack of arts / theatre / performance areas.
- Need room to accommodate festivals and parades.
- Encourage further tertiary education options.
- Increased development of the Town will increase services /retail range & opportunities.
- It is not imperative that regional headquarters are in Mt Barker(currently split over city & Mt Barker)
- Fire Service is on Mann St opposite bowling club (Council Owned). Needs to expand but cannot on current site.
- CFS disagrees that there is a need for a MFS presence in Mt Barker

- Need an Emergency Services Precinct (for CFS, St Johns, SES....could share training rooms....needs to be on Council land...inadequate budget for land purchase...leasing/capital works only)

- Options – Stephenson Land (outside T/C), Dunn Park, behind TAFE
- Police – location critical. Is room for expansion on present site– probably sideways over the car park.

- Need centrally located services (e.g. post office).

Opportunities

- Few small spaces rather than 1 big square.
- Arts/cultural facility on Gawler St.
- A bigger and more shaded skate park.
- New Council Offices behind the Town Hall, on the former civic centre site, or on Herriot land.
- The CFS / SES would prefer to be together in new facility on Council land (plus possible potential for St John's Ambulance).Need site within/adjacent the Town Centre with good access to road network. Savings/efficiencies to be achieved in collaboration
- Keith Stephenson Park requires more seating and a stage/amphitheatre.
- Library needs upgrading.
- Indoor recreation centre is required.
- Need a Men's shed
- Need more Public Art.
- Need a focal point.

- Need to develop a bowling alley / upgrade swimming pool /use Dunn Park for more community/recreation uses.

Environment

Issues

- Is limited greenery. Need more.
- Need to make sure buildings do not turn their backs on the creek.
- Retain a few 'wild' areas.
- Protect Druids Av trees.
- Solar orientation.
- WSUD

Opportunities

- Linear park needs improving - capitalize on natural asset of creek and develop destinations along the way.
- Cafes at Laratinga& Keith Stephenson Park.
- Green roofs.
- More community gardens.
- Fenced dog park needed.
- More public toilets.
- Need water features, sculptures, public art, and seating.
- Interpretative signage - historical trail – interpretation.
- Pocket parks – rest/relaxation/social interaction.
- Street Furniture & Sculpture / need more street furniture and bins



Other

Issues

- Creativity/innovation/work within budgets(realistic)/risks/encourage philanthropy.
- Need to now capitalise on community interest.
- SAPOL – incorporate CPTED principles.

Opportunities

- There is a need for more tourism development

Appendix d

Transport Masterplan Summary

Master Plan Drivers

Transport Master Plan (TMP) Summary

A Transport Master Plan (TMP) for the District Council of Mount Barker was endorsed by Council in December 2009.

Key aspects of the TMP as it relates to the Mt Barker Town Centre are provided below.

Future Commercial Activity Capacity Unclear

The TMP acknowledges that future capacity for commercial activity in the CBD is unclear on the basis that commercial activity is likely to grow at an accelerated rate above residential growth levels because of the increasing regional importance of the CBD. The TMP anticipates that the additional commercial activity will have an impact on 'radial' traffic routes leading into the CBD, car parking, and the configuration of roads within the CBD itself (p7).

Increasing Congestion Anticipated

The TMP identifies that parking and traffic congestion issues can be expected to increase as commercial activity increases in line with population and regional demands. The report cites studies that show that existing demand for consumables (food deliverables to supermarkets etc.) are at a rate of approximately 7,200 tonnes per thousand people originating from either Adelaide or Monarto. Given the predicted increase in population by 2026 an additional 70,000 tonnes of deliveries are expected per annum. This translates to approximately 14,000 additional truck movements per annum, which is expected to add to the conflicts between delivery trucks and other modes within the Mt Barker CBD (p26).

Lack of Road Hierarchy Definition

The TMP identifies that the road hierarchy within the Mt Barker CBD has evolved over time but that there is a lack of a clear definition of the primary function of each route. It finds that most roads within the CBD appear to share the growing demand for access to shops, pedestrian activity, and 'through' traffic between residential areas. It identifies Ongoing development within the CBD continues to add traffic pressure across the CBD road network (p26).

Future Traffic Volumes

Future traffic volumes within the Mt Barker CBD are unable to be estimated with a high level of confidence in the Report. Variables that may influence the estimated volumes are identified to include the growth of residences around Mt Barker, the growth of townships outside of the District (e.g. Strathalbyn), and any supporting commercial facilities within the surrounding townships which compete with the "market pull" of Mt Barker as a District Centre.

The report cites data collected by Council which indicates that between 2001 and 2007 traffic volumes on some CBD roads significantly increased while other traffic volumes remained reasonably static. Total trips to & from the Mt Barker CBD were estimated to potentially increase by 40% above the current total trips to/from the CBD. The report identifies that these levels will be substantially higher based on the future development of the MDPA Growth Area land.

The report identifies that Gawler Street, other CBD streets and Dutton Road have increased in traffic flow substantially in recent years.

Pedestrian and cyclist movements are specified as a key consideration. The absence of formal facilities for cycling and the need

for improved footpaths along Dutton Road are expected to be exacerbated by increased traffic volumes, notwithstanding the expansion of the Linear Trail link to Littlehampton.

Identified Issues Requiring Attention

Key Intersections

The report identifies that the capacity of the Gawler St / Hutchinson St intersection is likely to be exceeded, as is the intersection of Morphett St / Hutchinson St. Thus both issues should be addressed as a part of a 'Do Minimum' Scenario.

Other 'Spot' Issues

- Mann St / Adelaide Road roundabout.
- Right turn into Gawler St from Adelaide Road.
- Gawler St bus movements.
- 45 degree parking along Gawler St between Hutchinson and Cameron St, Morphett St/Adelaide Road – limited capacity for improvement.
- Walker St/Morphett St intersection – requires improvement in long term.
- Stephens Street/Morphett St – demand for parking will place pressure on this intersection and street itself.
- Stephens St N of Gawler St.
- Hutchinson and Morphett St.
- Hutchinson St between Gawler St & Druids.
- Gawler/Cameron & Mann St, Hutchinson/Druids.



- Walker/Druids.
- Druids/Cameron.
- Bonnar Lane.

Parking Issues

THE TMP specifies that there are no current parking policies in place other than requirements driven by the Mount Barker Development Plan. Desired locations for private parking (traders and staff) and retail public parking are considered to be unclear and a perceived shortfall in parking on Gawler St is identified. The funding of parking is also an unclear area identified.

Pedestrian Linkage Issues

The TMP raises concerns regarding the lack of an integrated pedestrian network plan for the CBD and advises that the cyclist/pedestrian linkages to the new Homemaker Centre and the Foodland Supermarket need to be clearer.

Implementation Plan

Staged Mt Barker CBD network strategy

The report acknowledges that it will be important to retain a sense of place and township character while catering for the large growth expected and accordingly puts forward the following methods:

- The separation of some conflicting movements.
- The application of innovative responses to pedestrian demand.
- The need to divert through-traffic around the edge of the centre.

Creation of Ring Route and Pedestrian Box

The creation of a ring route and a public transport route that contains a 'pedestrian box' is recommended to create a protected walking

environment that supports access to public transport and links to car parks.

Bendigo, Victoria is cited as a case study, where the imbalance between vehicular and pedestrian environments was addressed by a reduction of road speed and the reduction of vehicle access to certain areas of the town core in conjunction with an improved pedestrian environment to encourage walking and cycling. The TMP notes the similarities between Mt Barker and Bendigo (in terms of population size, regional centre function for outer lying townships, and distance from the capital city) and suggests a similar concept could be implemented with success in Mt Barker.

Improved Urban Design Principles for Car Parking

The TMP identifies that current car parking is driven by the minimum requirements in the Development Plan. The report recommends that the current 'sea of bitumen' can be improved to create a sense of place and to provide pedestrian connectivity. It is recommended that car park standards within the Mt Barker CBD should be influenced by good urban design principles. In lieu of an 'Urban Design Framework' being developed for the CBD, the following principles adapted from the UK Urban Design Compendium are specified:

- Better managed parking levels.
- Keep cars in view.
- Divide up the commercial car park.
- Make car 'parks' just that.
- Parking can enliven the street.
- Multi deck car parking – currently being assessed based on four primary criteria:
 - Proximity to Gawler St precinct to genuinely add value to parking provision for retail and commercial users and traders.

- Ability for Council to facilitate the car park on land under its care.
- Ability for Council to control the long term provision of car parking to support strategic and sustainable growth.
- Ability for Council to maximize its commercial objectives utilizing its land holdings to add value.

The consultant's preference for the car parking is the Fassina Site (south of Gawler St between Walker and Stephens Streets) or the Council Site (on the corner of the Stephen/Mann Street intersection).

Recommended Immediate Specific Actions (1-2 years):

- Close Morphett Street on the eastern side of Hutchinson Street.
- Reconfigure the intersection to a T junction.
- Convert balance of McLaren St to additional parking or green space and reconfigure footpaths.
- Preserve the option for future installation of traffic signals.

Recommended Short Medium Term Actions (2-4 years):

Upgrade Mann St corridor with:

- Traffic controls that promote better traffic management (including the potential to develop a future bus route) and pedestrian crossing to the former Civic Centre site to the south.
- Bend treatment between Hutchinson St & Mann St.
- Capacity for two lanes into and out of Mann St at the Adelaide Rd Roundabout.
- Access to future car park opportunities along the route including Council's Stephen Street Car Park and Walker Street.
- Improved pedestrian facilities along and crossing of the road.



- Upgrade Gawler Street between Hutchinson and Mann Street and intersection of Gawler Street / Hutchinson Street including investigate Gawler Street as a one way extension to Cameron/Mann Street and assess the viability (and community acceptance) of a contra flow bus lane between Mann Street and Hutchinson Street.
- Redesign Gawler St/Adelaide Road intersection to provide left hand turn slip lane into Gawler Street.
- Develop a corridor plan for Hutchinson St between Gawler St and Druids Av, as well as upgrading options between Hampton Road and Mann Street.
- Considerations include pedestrian crossings, bus stops, car parks access for shopping centres, and future plans for the intersection of Gawler St and Morphett St. This includes provision of right turning lane into Druids Av.
- Develop a public parking policy (long term) that responds to the Transport Master Plan by promoting stations only near Mann Street and Morphett Street (inside the box) and proper pedestrian links outside the box (Cameron St etc.). Review this within the context of 2008 Public Transport Strategy Investigations.

Recommended Medium / Long Term (4-5 Years):

Develop a corridor management plan for Morphett Street between Adelaide Road and Hutchinson Street with consideration to:

- A focal public transport route.
- Pedestrianize connectivity across Morphett Street.
- Installation of a roundabout at Walker St/Morphett St.

- Develop a corridor management plan for Druids Av to support its function as a key access corridor to the CBD and as an alternative centre bypass route with consideration to:
 - The rearrangement of the intersection of Druids Av and Cameron Road to close Druids Av on the eastern side of Cameron and rearrange priority to Druids Av and Cameron Rd East.
 - Retaining significant trees and existing streetscape.
 - Possible provision of turning lanes into Hutchinson Street and Walker Street.
- Revisit the Mt Barker Regional Town Centre Action Plan design framework so that any revision reflects the strategies and actions contained within this Transport Master Plan.

Recommended Integrated Transport and Land Use Solutions

Develop Concept Plan for Shared Zones

- Develop a concept plan for the provision of shared zones inside the pedestrian box between Morphett Street and Mann Street and between Walker and Hutchinson Streets including the paving and pedestrianising of Stephen Street and Bonnar Lane with entry and exit points to car parks to be traffic managed into a shared use zone requirement.
 - Convert Stephens Street and Walker Street into “shared use zones” in conjunction with the staged development of the Mt Barker CBD.
 - Develop a concept plan for Walker Street to be converted into a one-way street.

Walking / Cycling Strategy

The CBD Pedestrian Box concept has a focus on place making and creating connections.

The strategy aims to make strong connections with an emphasis on creating a pedestrian and cyclist friendly environment. Six principles are behind this concept to ensure connections create a safe and successful environment for pedestrians while promoting limited vehicle movement and traffic calmed environment:

- Linking up.
- Movement choices.
- A sense of place.
- Safe routes for all.
- The parking environment.
- Better traffic management.

Recommended Public Transport Measures

- Investigate the opportunity for flexible public transport / taxi services and timetabling.
- Explore the location of taxi ranks in the corridor plan development for Mann, Druids or Morphett Streets.
- The report also acknowledges that the CBD Bus Route may need to be reviewed as a part of the Town Centre Strategy.

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Document Status

Rev No.	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
0	T Hicks / M Adcock	S Fogarty		D Pinnock		14/02/12

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